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LLOYD'S REGISTER OF SHIPPING
No. 71, Fenchurch Street, E.C.3.
LONDON

1937-38

VOL. II.

STEAMERS & MOTORSHIPS OF 300 TONS GROSS AND OVER

The Characters used for Classification are:—

100A1 / 90A1 } Vessels built of Iron or Steel according to the Rules in force since 1869.

A1 Iron or Steel vessels built for a special purpose.

Δ1 Δ1 Iron Vessels built according to Rules in force between 1864 & 1871.

*Δ1 Iron vessels built with thicker plating than required for Δ1

A1 A1 Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

Classification of the late Underwriters' Registry.

A1* A1* / A1, A1, Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

The Classification Columns when left blank indicate Vessels never Classed by the Society.

In Col. 6 (Sailing Vessels), Col. 5 (Steamers), three dots with date (thus ∴ 3,37) indicate that the Class was withdrawn at Owner's request at the date specified. Where the Class was withdrawn in this way prior to 1st July, 1933, the three dots appear in Col. 8 (Sailing Vessels) and Col. 7 (Steamers).

In Col. 8 (Sail) and Col. 7 (Steam) Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in the Rules.

A black line with date under it in Classification Column (thus $\overline{3,37}$) indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification; a red line with date (thus, $\overline{3,37}$) indicates withdrawal of class because of non-compliance with Society's Rules as regards surveys.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

When a posting of loss, casualty, &c., is made against a classed vessel the character is expunged thus :— ~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC —Boilers and Machinery of steamers, or machinery of motorships certified by the Engineer Surveyors to Lloyd's Register.

LMC(M) —Internal Combustion Engines certified by the Engineer Surveyors to Lloyd's Register to be in good condition after modified Survey.

LMC CS—Lloyd's Machinery Certificate denoting that the machinery of motorships has been surveyed by the Surveyors to Lloyd's Register in conformity with the Continuous Survey arrangements, the date following the CS being that at which a cycle of the Continuous Survey was completed. The date below is that at which the survey was last advanced by the inspection of about 25 per cent. of the machinery.

B&MS —Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS —Donkey Boiler Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

Lloyd'sRMC—Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.

✠Lloyd'sRMC—The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains proved at a Machine recognised by Lloyd's Register.

Lloyd's A&CP—Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by Lloyd's Register.

SS & *ss*.—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of survey* only certifies to the vessel's state of efficiency *at that time.*

Key to Abbreviations.

APT	After Peak Tank.
Asp	Asphalted.
B 30′	Bridge 30 feet long.
BH	Bulkheads.
BK 9″	Bar Keel, 9 inches in depth.
CellDB	Cellular Double Bottom.
Cem	Cemented.
Comp	Composite.
DB	Double Bottom.
D.F.	Direction Finder (Wireless).
2 Dks (Iron-*U*ws)	2 Iron Decks, the upper one being sheathed with wood.
2 or 3 Dks	Two or Three Decks laid.
DT	Deep Tank.
E.S.D.	Echo Sounding Device.
F 30t	Forecastle 30 tons.
FK	Flat Keel.
FP	Flash Point.
FPT	Fore Peak Tank.
GyC.	Gyro-Compass.
H	Deck Houses.
len	Lengthened.
Mat	Materials.
MT	Midship deep Tank.
(O.L.)	Over-all length.
Ⓟ	Passenger Certificate.
P 30t	Poop 30 tons.
Pad	Paddle Steamer.
Q 30′	Raised quarter deck or Break 30 feet long.
RFD 30′	Raised fore deck 30 feet long.
Sc	Screw.
2 or 3 trB	Two or three tiers of Beams with or without Decks on them.
WB	Water Ballast.

Machinery.

C.	Compound.	
T.	Triple expansion.	
Q.	Quadruple expansion	
H.	Horizontal.	
O.	Oscillating.	
D.	Diagonal.	
L.	Lever.	
2 SB	2 Single ended Boilers.	
2 DB	2 Double ended Boilers.	
WTB	Water-tube Boiler.	
(Spt)	Superheater(s) fitted.	
FD	Forced Draught or Induced Draught.	
6 cf	6 Corrugated Furnaces.	
6 pf	6 Plain Furnaces.	
6 rf	6 Ribbed Furnaces.	
GS 109	109 square feet of Grate Surface.	
HS 3006	3006 square feet of Heating Surface.	
Cy.	Cylinders, with number prefixed.	
4 S.C.	4-stroke cycle	Oil and Gas Engines.
2 S.C.	2-stroke cycle	
SA	Single acting	
DA	Double acting	

Figures before **lb**—Working Pressure of Main Boilers in **lb** per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.

Mchy.Aft	Machinery fitted Aft.
Ref.Mchy.	Fitted with Refrigerating Machinery, *see* List at end of Register.
SR	Single Reduction Gear fitted between Main Engines and Screw Shafting.
DR	Double Reduction Gear fitted between Main Engines and Screw Shafting.
CL	Tail Shaft fitted with Continuous Liner.
OG	Tail Shaft fitted with an approved Oil Retaining Gland at after end of Stern Bush.
NHP	Nominal Horse Power by formulæ given on page xxxv of Key.
RHP	Nominal Horse Power by Official Register in the case of British Vessels.
NE&B	New Engines and Boilers
NDB	New Donkey Boiler.
Pr.B	Press Boiler.

In Col. 13 letters *r* and *s* in parentheses indicate the Material of Boilers.—(*See* Key, page xxxviii.)

Cmp	Compounded.
Tpd	Tripled.
Qpd	Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. A dagger under the letter indicates that the vessel was formerly classed in Lloyd's Register. (*See* Key pages xxxvi-xxxviii, for full explanation.) "BT till 6,37" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June 1937.

For complete explanation of Records, &c., *see* Key at commencement of Register, —Vol. 1, page xxxiii.

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Lloyd's Register of Shipping.

Attention is drawn to the record of over-all length which will be found in this edition of the Register Book.

This is the maximum length of a vessel from fore side of stem (at its uppermost part) to aftermost limit of the stern, and it is given in the cases of vessels classed with the Society as measured by the Society's Surveyors.

The over-all length is recorded in Column 11 immediately under the registered length and is indicated by the letters O.L. in parenthesis, thus:—

325·5
330·5 (O.L.)

In the cases of Italian and Finnish vessels the registered length is the over-all length, and this is recorded except where recent changes of flag have taken place and the new registered dimensions are not yet available.

MALCOLM K. SCOTT,
Secretary.

July, 1937.

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This book contains the Names, Dimensions, and full particulars of the Yachts of the United States and Canada, so far as they can be ascertained; a list of Yacht Clubs with the names of their Officers; a list of Yacht Owners of the United States and Canada, with their addresses, clubs and yachts; illustrations in colour of the Burgees of Yacht Clubs and the Private Signals of Yachtsmen; also a list of Late Names of Yachts and an index of Signal Letters.

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VOL. II.

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(For Steamers and Motorships under 300 Tons, Trawlers, Tugs, Dredgers, &c., see Vol. I.)

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OFFICE: 71, FENCHURCH STREET, LONDON.

1937.

Printed by Lloyd's Register of Shipping,
at the society's printing house, 64, Southwark Street.
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1937.

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(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

1937-38

NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19501 207074 KDXQ	**A. A. Augustus** D.F. *Mchy.Aft* GyC. 1*Dk*	6390 — 4869					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson &Co.)	504·0	54·0	30·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"–42" 257NHP American S.B.Co.Clevelnd		R
19502	~~A. Andreew~~ **A. Andreev** *OilEng.* *Mchy.Aft* E.S.D. GyC. 1*Dk* D.F. *CruiserStern*	2850 2003 1461					1935	NVNederl. Schps.Maats Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"–$35\frac{7}{16}$" 472NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		
* 19503 215979 WOCJ	**A. C. Bedford** TwinSc *ss*N.Yk.No.3-9,30 *ss*Mob.No.1–34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* GyC. &*Web frames* *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk withfreeboard* 4,38 ~~12,37~~ MS8,37 ✠LMC BS12,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,18 F.P. above 150° F.*	Gal ~~NYk~~ NOs	†	CL ~~P12,35~~ S12,36 P6,37	1918 2mo	Bethlehem S.B.Corp. Ld. SanFrancisco A&CP	StandardOilCo. of NewJersey *CellDBuE&B* 85'374*tDTf*54'626*t FPT*200*t APT*164*t*	500·0	68·0	35·8 FK	Wilmgton (Del.) Utd. States 19*BHptAsp* (15 *to U dk* 4 „ *2nd* „)	T.6Cy.20½",35½"&60"–42" 200lb (*r*) 637NHP 3SB,*12cf*,HS8943 FD B'thleh'mSB Corp.Ld.SFo	38 ″ 0 s9 ″ 7 24 ″ 7¾	
19504 54525 KDXN	**A. D. Macbeth** (*ex*Polynesia, *ex*SailingBarge) *Mchy.Aft* D.F. 1*Dk2trB*	3640 — 2596					1897	GlobeIron Works Cleveland	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	375·0	46·0	26·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.19",30"&52"–40" E*built*88*fitted*07 NB07 171NHP DryDockEng.Wks.Detroit		R
19505 205126	**A. E. Nettleton** *Mchy.Aft* GyC. 1*Dk*	6286 — 5006					1908	Detroit S.B.Co. Wyandotte	GreatLakesS.S. Co.Inc.	525·0	55·3	32·0	OswegoNY Utd. States *WB*	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit.		R
19506	**A. F. Braga** TwinSc 1*Dk* *Mchy.Aft* *Stl framingIrn plating*	*399* *357* *174*	✠ 4,89 ✠	Gls			1889 4mo	AilsaSB.Co Troon	Sucesión de Pedro Risso	177·6 P18'B14'F21' *Shade dk*22'	29·1	9·0 FK	M.Video Uruguayan 4*BHCem*	T.6Cy.10½",17"&28"–18" 67NHP Lees,Anderson&Co.Gls.	9 ″ 0	
19507 226492	**A. F. Harvey** *ss*Clv.No.1–31 *Mchy.Aft* GyC. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	7973 7866 6352	✠100A1 8,37 ~~6,34~~ ~~BS1,35~~ ✠LMC5,34 *ForService on the Great Lakes* BS3,38	Cgo Clv			1927 5mo	Gt.Lakes Eng.Works RiverRouge, Mich. *Lloyd*'*sA&CP*	PittsburghS.S.Co. *CellDBuE&B*54' 191*tCellDB&side tanks in way of holds* 474'6990*t FPT* 414*tAPT*59*t*	588·3 F52'	60·2	27·8 FK	DuluthMin Utd. States 3*BH*	T.3Cy.24½",41"&65"–42" (*r*) 190lb 440NHP 3SB,*6cf*,GS148,HS6867 FD Gt.LakesEng.Wks.Detroit	32 ″ 0 s10 ″ 6¾ 21 ″ 8	
19508 DIAI	**A. H. Both** (*ex*Monsun, *ex*Hildegard) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	363 333 267					1917	Kaldnæs Pat.sl.& M.V. Tönsberg	Adolf Both	137·6 Q28'F13'	28·5	11·6	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.7⅞"–17¾" NE27 23NHP Motorenfbr "Deutz"A.G. Köln-Deutz		V
19509 200333	**A. H. Ferbert** (*ex*A.F.Harvey, *ex*Wisconsin) 1*Dk2trB*	4111 — 3005					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0	DuluthMin Utd. States *WB*	T.3Cy.22",35"&58"–42" 218NHP SuperiorS.B.Co.		
19510 229053	**A. J. Patmore** TwinSc (*ex*B.B.McColl,*ex*Puloe Brani,*ex*Servitor) *OilEng.* 2*Dks*	858 — 673					1914	Chatham Dockyard Chatham	OhioTankers,Inc.	200·0	34·2	16·2	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 6Cy.12½"–18" NE30 91NHP ElectricBoatWorks, Groton,Conn.		R
* 19511 5339 SDAE	**A. K. Fernström** (*ex*Export) *ss*Osc.2ndNo.3–8,25 *Well deck* *ss*Got.No.3–5,34 1*Dk*(*Stl*)&*Web frames*	868 *643* *433*	✠100A1 4,37 ~~11,36~~ ✠LMC MS5,34 BS~~4,36~~2,37	Got	*l*	OG 11,36	1902 6mo	Rijkee&Co Rotterdam A&CP	A.K.Fernström's Granitindustrier (C.Fieber) *WB*=*CellDBa*45'*uE&B*28'	205·6 217·4(O.L.) Q68'B51'F25'	30·1	12·9 FK	Karlshmn Swedish 4*BHCem* *f*94'204*t*	T3Cy.13⅞"$25\frac{5}{16}$"&$40\frac{5}{16}$"–36" 160lb *80lb* (*s*) 113NHP 1SB,*3cf*,GS54,HS1952 Maats.Fyenoord.Rot.	15 ″ 6 s ″ 10 14 ″ 9¼	
19512 220873 KDLL	**A. L. Kent** *Fitted for oil fuel* D.F. 1*Dk*	6030 5374 3744			...		1920	BathIron Works,Ld. Bath,Me.	KoppersCoalCo. (MysticS.S.Co., *Mgrs.*)	394·1 P42'B117'F37'	55·1	31·0 FK	Boston Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 467NHP BathIrnWrks,Ld.Bath,Me	34 ″ 6	R †
19513 EAOC	**A. Lazaro** Ⓟ TwinSc (*ex*CristoforoColombo) *OilEng.* Wireless 2*Dks*	1514 — 714					1895	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	283·3 Q54'B80'F41'	37·0	18·7	Valencia Spanish *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP E*made*—,*fitted*27 Masch.Augsburg-Nürnberg A.G.Augsburg		V
19514 217566 WMAE	**A. M. Baxter** (*ex*H.W.Baxter–33, *ex*Cowanshannock) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2428 — 1464					1919	Gt.Lakes Eng.Wks. Ashtabula,O.	HoraceX.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*)	253·4	43·6	25·1	S.Frncisco Utd. States *WB*	T.3Cy.21",34½"&57"–42" 211NHP GtLakesE.W.Ashtabula,O		R
19515	**A. M. Bisbee** Wood 1*Dk*	419 — 282					1902	H.F.Carmichael HongKong	NinghaiS.S.Co.Ld.	131·2	24·5	12·2	Ningpo Chinese	C.2Cy.15"&31"–21" 37NHP Ross&Duncan,Glasgow		
19516 207504 WADD	**A. M. Byers** *Mchy.Aft* D.F. 1*Dk*	6364 — 4841					1910	American S.B.Co. Cleveland,O.	ReissS.S.Co.	504·0 F44'	54·0	30·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
19517 OYNB	**A. P. Bernstorff** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	2339 1331 1174					1913	Helsingörs Jernsk&Msk Elsinore	DetForenede Dampskibs.Selsk.	291·8 F36'	41·7	25·7	Esbjerg Danish *WB*	T.4Cy.22",44½"&(2)52"–43" 355NHP HelsingörsJernsk.&Mskb.		V
* 19518 213099 WJCC	**A. S. Hansen** (*ex*Gulfcoast–36) *ss*Mob.No.3–4,27 *Mchy.Aft* *ss*Mob.No.2–35 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 11,37 ~~3,37~~ ~~BS3,37~~ ✠LMC5,35 BS11,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 5,15 F.P above 150° F.*	Mob	*y*	CL ~~8,34~~ 11,37	1915 5mo	NewYork S.B.Corp. Camden,N.J. A&CP	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*) *Cell DBu E&B* 62' 222*t FPT*159*tAPT*30*t*	383·0 P97'B34'F33'	51·2	30·1 FK	Baltimore Utd. States 14*BHCem* (8 *to Upr dk* 6 „ *2nd* „)	T.3Cy.27",45"&75"–48" (*r*) 190lb 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
19519 204864 WOLO	**A. T. Kinney** (*ex*Caldera) *Mchy.Aft* 1*Dk*	6328 — 4686					1908	WestBay CitySBCo. BayCity,Mch	TheWilsonTransit Co.	504·0	54·0	26·9	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
19520 107267	**A. W. Osborne** (*ex*AndrewCarnegie) *Mchy.Aft* GyC. 1*Dk2trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	403·0	48·0	24·3	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23",38"&63"–40" NB12 251NHP ClevelandS.B.Co.Clevelnd		R

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
19521 DOAN	**Aachen** Sub.Sig. D.F. 2Dks	6388 5826 3923					1923	J.C.TecklenborgA.G. Wesermünde-G.	Norddeutscher Lloyd	~~431·1~~ P60'B136'F57' 459·8 len37	56·4	30·3	Bremen German WB	T.3Cy.29½",48"&78"-54" & 1 low pressure Turbine 615NHP J.C.TecklenborgA.G.Wsm		G
19522 LCAJ	**Aafjord** Ⓟ 1Dk&Shelter dk	335 308 189					1914	Akers Mek.Værks. Oslo	NamsosDampskibselskap	131·1 H27t	22·1	15·6	Namsos Norwegian WB	T.3Cy.12",20"&33"-21" 50NHP AkersMek.Værks.Oslo		
✻ 19523 OHHN	**Aagot** ssEls.No.1-38 ssBgn.2ndNo.3-5,33 3Dk rule 1Dk(Irn)2TrB&deep framing Cargo battens not fitted	3939 3390 2853	✠100A1 ~~4,37~~ ~~9,36~~ 2,38 ~~BS5,36~~ 5,37 ✠LMC~~5,37~~ ES12,37	Bry ~~Abd~~ Els	v	CL ~~5,35~~ 4,37	1906 7mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool W	O/Y SeaFreight A/B (H.Nyman, Mgr.) B = Cell DBa 133'	338·9 350·3(O.L.) P25'B90'F32' FK uE 17' f 146' 1005t	48·0	24·4	Helsingfrs Finnish 6BHCem APT117t	T.3Cy.25",40"&65"-42" (s) 160lb 289NHP NDB27refitted29 2SB,6rf,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 " 2 s4 " 10 22 " 7	
✻ 19524 PCAH	**Aagtekerk** TwinSc OilEng. D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6811 5827 4044	✠100A1 withfreeboard 4,37 ✠LMC1,34 DBS9,37	Rot	d†	OG 4,37	1934 1mo Lloyd's A&CP	NVNederl. Schps.Maats. Amsterdam CellDBuE51'	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.Mgrs.) f 176' 666tMTs49'	460·1 P18'B66'F34' FK 1482t Tanks in way	60·2	27·3	TheHague Dutch 8BHptCem (6 ,, to 2nd dk) of tunnels 14	Oil Engines 2S.C.DA 12Cy.23⅜"-43 5/16" 2325NHP 2DB 120lb Gebr.Stork&Co.N.V. Hengelo 61tFPT224tAPT134t	32 " 7 s 4 " 4½ 28 " 4¼	
19525 OXAA	**Aalborg** Wireless 1Dk	1256 948 723					1920	Akt.P.Ph. Stuhr'sSkibs. Aalborg	A/S D/S Dannebrog (C.K.HansenMgr)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish WB	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
19526 OYTH	**Aalborghus** Ⓟ D.F. OilEng. CruiserStern 2Dks	2079 1033 1186					1936	Nakskov Skibs.A/S Nakskov	DetForenede DampskibsSelsk.	272·3 B120'F52'	42·4	15·3	Aalborg Danish WB	Oil Engines 2S.C.SA 9Cy.19½"-35 7/16" 608NHP Akt.Burmeistr&Wain,Cpn		V
✻ 19527 OFAR	**Aallotar** Ⓟ Ref.Mchy. D.F. E.S.D.2Dks-pt3rd dk ~~2Dks,3rdDk(Forward&part aft)~~ Strengthened for navigation in Ice	2916 1607	✠100A1 withfreeboard ~~5,37~~ 11,37 ✠LMC5,37	Els	t	OG 10,37	1937 5mo Lloyd's A&CP	Helsingörs Jernsk&Msk. Elsinore	FinskaÅngf.A/B CellDB	~~275·0~~ 295·4(O.L.) E58' F66' FK (Duct keel ex 238'349tFPT27tAPT	45·3	~~20·6~~ 25·7	Helsingfrs Finnish 5BHCem cept at ends) 94t	C.4Cy.(2)20½"&(2)43 5/16" -45½" 213lb (s) FD 534NHP 8SB(Spt)9cf,GS172HS8943 ~~ElsinoreS.B.Co.Ld.Els.~~ HelsingörsJernsk&Msk.	28 " 3 s9 " 6¼ 19 " 1	
19528 PCAM	**Aalsum** ssRot.No.3-6,35 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	5422 4959 3205	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~4,38~~ 3,38 ~~BS5,35~~ ✠LMC4,34 Fitted for oil fuel11,22 F.P. above 150° F.	Rot BS3,38 ~~BS6,37~~	a†	OG ~~5,35~~ 3,38	1922 9mo Lloyd's A&CP	A.Vuijk& Zonen Capelle a/d Ysel	StoomvaartMaats. "Oostzee"(Vinke &Co.Mgrs.) CellDB367'1199t 682t	420·5 F30' FK MT18' (Collision FPT164tAPT191t	56·2	26·4	Amstrdam Dutch 8BHptCem ptAsp BHtoShdk 7 ,, ,, U ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 603NHP 3SB,9cf,GS198,HS8730 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	29 " 0 s 3 " 6 25 " 8¼	
19529 OYBA	**Aarhus** Ⓟ D.F. 1Dk&AwngDk	1618 899 819					1912	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4 F35'	39·3	21·6	Aarhus Danish WB	T.4Cy.25",41"&(2)48"-39" 288NHP Akt.Burmeistr&Wain,Cpn		V
✻ 19530 OXVD	**Aarö** (exBörglum,exSecalia) ssAbg.2ndNo.3-1,33 1Dk(Stl)&deep framing &Awngdk(Stl) ssCpn.No.1-37	1909 1728 1169	✠100A1 Shelter dk withfreeboard 5,38 ~~1,37~~ ✠LMC BS~~1,37~~ 4,38 MS3,37	Cpn Rot	s	CL 2,37	1906 8mo A&CP	Howaldtswerke Kiel Intermediate bulkhead in fore hold dispensed with,	JensJ.Petersen CellD	284·0 294·9(O.L.) FK Ba88'uE20'f124'55	42·0	18·5 26·0	Haderslev Danish Cem 4BH only 1tAPT150t	T3Cy.20⅞",33 1/16"&55 1/16"-35½" 185lb ~~160lb~~ (s) 206NHP 2SB,6cf,GS100,HS3279 Howaldtswerke,Kiel	20 " 7 s " 11½ 19 " 9½	
✻ 19531 OXYX	— ssEls.No.2-35 Special Surveys to date from7,26 Well deck 1Dk(Stl)	1426 1172 838	✠100A1 ~~7,37~~ ~~9,36~~ 2,38 ✠LMC MS5,35 ~~BS1,36~~ 12,37	Abg Els	p	OG ~~9,36~~ 7,37	1925 9mo Lloyd's A&CP	Helsingörs Jernsk&Msk. Helsingör	A/S D/S Heimdal (M.Carl,Mgr.) CellDB210'401tFPT	249·5 260·0(O.L.) P17'Q76'B96'F28' FK	38·1	15·2	Elsinore Danish 4BHCem 32tAPT86t	T.3Cy.18",30"&50"-36" (s) 185lb 161NHP 2SB(Spt),4cf,GS56,HS2430 HelsingörsJernsk.&Mskb.	17 " 6 s 0 " 11 16 " 8½	
19532 Foundered 10,37 LFIT	**Aarsten** Comp OilEng. Mchy.Aft 1Dk	439 332 238					1918	Hölens Verks.A/S. Larvik	~~ErlingRolfsen~~ SkibsA/S Aarsten (Rich.M.Peterson)	145·0 P64tF21t	26·6	12·0	~~Oslo~~ ~~Norwegian~~ Sandefjord Norwegian	Oil Engines 2S.C.SA 4Cy.15"-16½" 159NHP J&CGBolindersCoLdSkm.		N
19533 OXYY	**Aase** 1Dk	1206 913 712					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SDmpselskTorm (A.Schmiegelow& A.Kampen,Mgrs.)	235·4 P69'Q69'B103'F28'	36·2	13·7	Copnhagn Danish WB	T.3Cy.15",24"&40"-27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
19534 OYRE	**Aase Mærsk** ssRot.No.1-35 OilEng. D.F. 1Dk(Stl) Mchy.Aft CruiserStern	6184 5505 3636	✠100A1 ~~8,37~~ ~~1,37~~ 3,38 ✠LMC CS1,36 ~~DBS12,35~~ Carrying Petroleum in bulk	Rot ~~DBS2,38~~ ~~4,35~~ 10,37	z	CL ~~4,35~~ N3,38	1930 9mo Lloyd's A&CP	Odense Staalskibsvft Odense	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.) CellDB68'21	407·1 P96'B37'F37' FK Trunk in wells 7tDTf35'702tFPT	54·7	30·4	Nyborg Danish 10BH 151tAPT91t	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	32 " 3 s5 " 7½ 26 " 10½	
19535 7761 SDAG	**Aasne** 1Dk&Shelter dk CruiserStern	1572 1371 835					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, Mgr.)	269·2 Q26'B161'F 1'	40·5	16·5	Trelleborg Swedish WB	T.3Cy.17⅞",28¾"&47¼"-30" & 1 LP Turbine with DR gearing & hydraulic coupling OskarshamnsM.V.Aktieb.		N
✻ 19536 141887 GDSW	**Aba** Ⓟ (exGlenapp) TwinSc ssLiv.No.3-11,30 ssLiv.No.1-35 OilEng. D.F. 2Dks(Stl)&Shelter dk Ref.Mchy. (Stl-ws)	7937 6789 4596	✠100A1 Shelter dk withfreeboard 9,37 ~~1,37~~ ✠LMC CS4,36 DBS~~9,36~~ 10,37	Liv ~~4,36~~ 10,37	c†	CL ~~5,34~~ 9,37	1918 9mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow CellDB	ElderDempster Lines,Ld. 389'1140tDTa68'1	450·5 465·4(O.L.) F37'on Shelter dk FK 16tFPT93tAPT44t	55·8	36·6	Liverpool British ptCem 7BHto S dk 1 ,, ,, U ,,	Oil Engines 4S.C.SA 16Cy.29½"-43 5/16" 1853NHP NDB22-100lb Harland&Wolff,Ld.Gls.	40 " 0 s16 " 3 24 " 3	BT till ~~5,37~~ 4,38
19537 7417 SFRA	**Abadan** TwinSc ssGot.No.2-36 D.F. OilEng. Mchy.Aft 1Dk(Stl) CruiserStern	6230 5469 3628	✠100A1 ~~3,37~~ ~~10,36~~ 3,38 ✠LMC CS5,36 DBS8,37 3,38 Carrying Petroleum in bulk	Got ~~Ham~~	a†	CL ~~10,35~~ 3,38	1928 2mo Lloyd's A&CP	A/B Götaverken Gothenburg	RederiA/B Concordia(Per.Waller, Mgr.) CellDB	417·7 P100'F54' Trunk in well FK uE67'195tDTf24'4	55·2	32·2	Gothenbrg Swedish 10BHptCem 50tAPT381t	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB(P)100lb (S)85lb A/B Götaverken,Got.	32 " 0 s 6 " 1½ 26 " 1	
19538 EANO	**Abando** (exPeñaCabarga) ssBbo.2ndNo.3-3,18 1Dk(Stl)&deep framing	1701 1466 962	✠ 4,28 ✠	Bbo	q		1897 10mo	AM'Millan &Son,Ld. Dumbarton	Cia.deNav. Vizcaya Cell	260·0 B60'F27' FK DBa&uE88'f110'	37·0	18·2	Bilbao Spanish 4BHCem 402tAPT63t	T.3Cy.19",31"&51"-36" NDB20 164NHP 1SB,3cf,GS66,HS2567 Muir&Houston,Ld.Gls.	20 " 6	G †

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19539 212612 KDAI	**Abangarez** Ⓟ D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&2*pt dks*	4538 — 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|50·3|29·1 B154'F45'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
19540 32 YLAE	**Abava** (*ex*Koholyt,*ex*MarieHorn, *ex*FriedrichCarl,*ex*ProfessorWilly Stöwer,*ex*MarieHorn,*ex*Franziska Fischer,*ex*HildaHorn) 1*Dk*	1423 1247 864					1900	Akt.Ges. "Neptun" Rostock	Govt.of Latvia (ValstsKugu Parvalde,*Mgrs.*)	245·2|36·1|17·3 P24'B58'F26'	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33⅛" 133NHP A.G."Neptun,"Rostock		V
* 19541 142497 MJZB	**Abbas Combe** (*ex*BeaulyFirth-36, *ex*Cliffsider) *ss*Abn.No.3-4,33 *Welldeck* 1*Dk*(*Stl*) *Mchy.Aft*	489 316 202	✠100A1 4,37 ✠LMC MS4,33 BS~~8,36~~10,37	Lon	*g*	CL N4,37	1920 5mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	AldShippingCo.Ld. *Ce*	160·1|25·2| 9·7 *26·2* 166·0(O.L.) Q92'B11'F23' FK *llDBf*95' 114*tFPT*	Bristol British 3*BHCem* 33*tAPT*12*t*	T.3Cy.12½",21"&34"-24" 180lb (*s*) 64RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 8 s3 ″ 8 11 ″ 8	
19542 299 [illegible] IBAA	**Abbazia** Ⓟ 1*Dk*&*Awng dk* D.F.	3706 3054 2197			...		1912	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	~~344·7~~|43·7|25·9 346·7 | 45·5 FK B *onAwng dk*160'	Venice Italian *WB*	T.3Cy.23¼",37"&66"-48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
* 19543 165409	**Abbeydale** D.F. E.S.D. *OilEng* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8299 7423 4936	✠100A1 ~~6,37~~ ~~3,37~~4,38 ✠LMC3,37 *CarryingPetr*	Nwc *oleum*	*d*† *in*	CL *bulk*	1937 3mo *Lloyd*	Swan.Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	TheAdmiralty *CellDBuE*75'176*t D*	466·3|61·9|33·9 481·6(O.L.) P107'B43'F45' FK *Tf*34'397*t FPT*209	London British 17*BHptCem* *ptAsp* *tAPT*183*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*150lb* WmDoxford&Sons,Ld.Sld.	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	
19544 146344 MNBF	**Abbotsford** (*ex*CyrilleDanneels-32) *ss*Gmh.No.3-4,37 ~~ssGoo.No.2-32~~ 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1585 1096 839	✠100A1 ~~4,37~~ ~~3,36~~4,38 ~~LS,5,36~~ ✠LMC~~11,32~~ BS~~2,37~~4,38 3,36	Gmh	*p*	CL ~~3,36~~ ~~9,37~~ 4,38	1924 10mo *Lloyd*	GooleS.B.& RepairingCo. Ld. Goole '*sA&CP*	G.Gibson&Co.Ld. *CellDBa&u*	250·8|38·0|14·5 260·8(O.L.) Q161'*Bon*Q56'F24' FK *E*86'*f*100'392*tFPT*	Grngemth British 4*BHCem* 61*tAPT*86*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 204NHP 2SB,6*cf*,GS96,HS3540 N.E.MarineEng.CoLdNwc	16 ″ 9 s 5 ″ 0¼ 15 ″ 6¾	
19545 219477 KOVR	**Abercos** Sub.Sig *Fitted for oil fuel* 1*Dk*&*Shelter dk*2*trB* *Longitudinal framing*	6076 5563 3729					1920	GMStandi- ferCnst.Corp. Vancouver, Wash.	UnitedStates Maritime Commission	401·4|53·2|31·9 P48'B81'F37'	PortlndOr Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.		R
To be broken up 19546 110995 MCMV	**Abercraig** **3Mst** *ss*Cff.2ndNo.3-7,27 *ss*Fal.No.1-32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	440 293 179	~~✠100A1~~ 1,32 ~~[illegible]~~ ✠~~LMC[illegible]~~	Fal	*g*	CL 1,36	1902 4mo *Lloyd*	Dundee Shipbuilders' CoLd.Dundee '*sA&CP*	~~Sea andLand~~ ~~Securities,Ld.~~	153·1|25·1| 9·8 Q83'B11'F21' FK *WB=CellDBf*82'9	Dundee British 3*BHCem* 7*tFPT*40*t*	T.3Cy.13",21½"&35"-24" (*s*) 180lb NDB08 68RHP 1SB,2*cf*,GS34,HS1073 J.Cran&Co.Leith	12 ″ 2 s3 ″ 9 11 ″ 10	
* 19547 127164 GQBZ	**Aberdonian** Ⓟ *ss*Abn.No.3-5,31 *ss*Abn.No.1-35 2*Dks*(*UStl*-ws)	1648 1146 747	✠100A1 4,37 ~~4,36~~ BS~~2,36~~ ✠LMC1,35 12,36	Abn	*r*	CL 4,36	1909 5mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	Aberdeen Stm Nav Co.Ld.	264·3|36·2|18·3 276·3(O.L.) P75'B74'F67 BK9" *WB=CellDB*	Aberdeen British 4*BHCem* *a*64'*f*72'148*t*	T.3Cy.26",44"&72"-42" (*r*) 180lb *80lb* 394NHP 2DB,12*cf*,GS225,HS6484 D&W.Hendersn&CoLdGls	19 ″ 6 s 2 ″ 1½ 18 ″ 5½	BT till 11,37
19548 145321 MKYQ	**Aberhill** (*ex*Flora) *ss*Nwc.No.3-10,28 *ss*Bly.No.2-36 *Welldeck* 1*Dk*(*ptStl ptIrn*) *Cargo battens not fitted*	1516 1271 888	✠100A1 6,37 ~~10,36~~ ✠LMC BS~~3,36~~9,37 MS10,36	Bly Sld	*p*	OG 10,35	1915 8mo	A.Vuijk& Zonen,Cap- elle a/d Ysel A&CP	M.Taylor *CellDB a*77'*u*	246·8|38·2|16·3 P21'Q67'B63'F22' FK *E*17'*f*104'429*tFPT*	Methil British 4*BHCem* 35*tAPT*20*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 180NHP 2SB,6*cf*,GS90,HS2920 G.T.Grey,SouthShields	18 ″ 6 s 1 ″ 6½ 17 ″ 1	
* 19549 131559 VJBJ	**Abersea** (*ex*SouthBulli) Wireless *ss*Syd.No.3-9,25 *Well deck* *ss*Syd.No.2-34 *Mchy.Aft* 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	818 588 359	✠100A1 9,37 ~~7,36~~ ✠LMC9,37 ~~MS1,34~~ ~~BS7,36~~	Syd	*k*	CL N6,36	1913 5mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	JonesBros.Coal,~~Ld~~ Pty,Ld. *CellDBuE*	195·1|30·3|12·6 Q110'B9'F34' FK 28' *f*108' 187*t FPT*	SydnyNSW British 4*BHCem* 70*tAPT*8*t*	T3Cy.16$\frac{5}{16}$",26"&43"-33"(*r*) 180lb 140NHP 2SB,4*cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s 4 ″ 3½ 14 ″ 1¾	
* 19550 208 YLFZ	**Abgara** (*ex*Vinodol-36,*ex*Bisley-33, *ex*Roselands) ~~ssCff.No.3-3,24~~ *ss*Rga.2ndNo.3-1,37 ~~ssShl.No.2-33~~ 1*Dk*(*Irn*) *Cargo battens not fitted*	4422 4135 2821	✠100A1 ~~1,37~~ ~~10,35~~10,37 ~~BS12,36~~ ✠LMC~~7,33~~ BS11,37 12,36	Cff ~~Rga~~ Rot	*x*	~~CL~~ ~~N11,36~~ 10,37	1911 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	LatvianShipping Co.	374·7|51·3|26·0 P25'B103'F36' *CellDBa*123' FK *uE&B*45'*f*164'11	Riga Latvian 6*BHCem* 15*tAPT*40*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~120lb~~ 345NHP 2SB,6*cf*,GS132,HS5298 Cen.Mar.Eng.Wks.WHpl.	28 ″ 6 s 5 ″ 6¼ 23 ″ 3	
19551 5430 SFLN	**Abisko** *Mchy.Aft* 1*Dk* D.F.	3088 *2633* *1640*					1913	Göteborgs M.V.Aktieb. Gothenburg	Trafikaktiebola- getGrängesberg- Oxelösund (M.Waldenström, *Mgr.*)	336·8|46·9|21·0 P69'B24'F39'	Stockholm Swedish *WB*	T.3Cy22$\frac{7}{16}$",35½"&59"-39⅜" 220NHP GöteborgsMV.Aktieb.Got		C
19552 UOVM	**Abkhaziya** Ⓟ **TwinSc** Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F268'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"-33⅞" 1372NHP Russian Diesel Works,Len.		
* 19553 EAAA	**Abodi-Mendi** *ss*Bbo.No.3-8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks* Sub.Sig.	5914 5618 3529	✠100A1 *Shelter dk* *withfreeboard* 10,36 BS10,36 ✠LMC8,34	Bbo	*z*	CL 10,36	1921 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon~~ ~~de la Sota,Mgrs.~~) *CellDB*	400·0|53·0|32·8 F37'*onShelter dk* FK *Collision* 351'1170*tAPT*100*t*	Bilbao Spanish *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB,9*cf*,GS187,HS3491 FD Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
19554 164265 MKKS	**Abosso** Ⓟ **TwinSc** D.F. 3*Dks*&*Shade dk* *OilEng.* E.S.D. *Ref.Mchy.* *CruiserStern*	11330 7569 6743					1935	Cammell Laird&Co.Ld. Birkenhead	ElderDempster Lines,Ld.	460·8|65·2|31·5	Liverpool British *WB*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"-45¼" 1660NHP J.G.Kincaid&Co.Ld.Grk		C BT till ~~9,37~~ 9,38
19555 165246 GZJZ	**Aboyne** Wireless D.F. 1*Dk*&*Shelter dk* E.S.D. *Platform dk in Nos.* 2 & 3 *holds* *CruiserStern*	1020 832 386	✠100A1 *withfreeboard* 10,37 ~~2,37~~ ✠LMC2,37	Dun Shl	*q*	OG	1937 2mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* *CellD*	Aberdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, *Mgr.*) *Ba&uE*77'*f*85'182	248·7|37·7|15·1 259·0(O.L.) B59' FK (*tFPT*29*tAPT*40*t*	Aberdeen British 4*BHptCem* (*Coll toSh dk* 3 „ 2*nd*„)	T3Cy.19",32½"&56"-42" (*s*) 220lb 264NHP 2SB,6*cf*,GS124,HS4282 J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s ″ 2 16 ″ 6	
* 19556 LDIK	**Abraham Lincoln** **TwinSc** *OilEng.* *ss*Osl.No.2-38 ~~ssSfj.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*) *except in No.*5 *Ref.Mchy.* *hold*	5740 5214 3501	✠100A1 *withfreeboard* 3,38 ~~10,36~~ ✠LMC CS~~1,34~~ 4,38 DBS~~7,36~~8,37 ~~8,35~~10,36 ✠Lloyd'sRMC~~12,36~~ ~~4,37~~ 4,38 ~~12,37~~	Osl	*b*†	CL ~~10,36~~ 3,38	1929 4mo *Lloyd*	Odense Staalskibsv. Odense '*sA&CP* *Cell*	A/SBonheur(F. Olsen&Co.*Mgrs.*) *DB*387'1349*t* *Tanksinwayoftu*	435·9|56·2|27·7 P32'F41' FK (*Coll&AP* *nnels* 185*tFPT*116*t*	Oslo Norwegian 7*BH* *BH to Sh dk* 5 „ 2*nd*„) *APT*128*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
19557 1300 LJAR	**Abruzzi** (exYomah,exBabalan) ssGen.4thNo.3-6,37 ~~ssGen.3rdNo.3-5,36~~ ~~ssVen.No.2-33~~ Mchy.Aft 1Dk(Stl) Well deck	680 424 352	✠100A1 For Coasting purposes in the Mediterranean & Black Sea ~~6,37~~ ~~10,36~~2,38 ~~BS10,36~~ ✠LMC~~2,38~~ Carrying Petroleum in bulk Fitted for oil fuel 4,98 F.P. above 150° F.	Pla ~~Ven~~ ~~Gen~~ 11,36	h	CL ~~4,36~~ 2,38 BS1,38	1897 10mo	Rijkee&Co Rotterdam A&CP	AziendaGenerale ItalianaPetroli	194·9 P&B150'F20' FK	25·8	10·4	Genoa Italian 11BHCem FPT40t	T.3Cy.12½"20"&33¾"-21" (s) 175lb 65NHP 1SB,2cf,GS28,HS1115 Maatschappij deMaas.Rot.	11 " 0 ~~s " 6½~~ ~~10 " 7½~~ s " 5¼ 10 " 7¼	
19558 OXAB	**Absalon** (exJosephMerryweather) ssCpn.No.3-7,27 ssAbg.No.1-31 1Dk(Irn)&deepframing	2144 1959 1353	✠ ... 5,36 ✠	Abg	s		1898 9mo	W.Gray& Co.Ld. WHartlepool	Dampsk.A/S 'Progress'(Marius Nielsen&Sön, Mgrs.) Intermediate BH in forehold dispensed with	290·3 P27'B69'F29' FK	42·1	19·2	Copnhagn Danish Cem 4 BH only Cell D Ba&u	T.3Cy.21½",35"&58"-39" 220NHP 2SB,6rf,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl E110'f120'607tAPT54t	21 " 9	V †
19559 215986 KGDG	**Absaroka** Fitted for oil fuel 2Dks	5698 5056 3546					1918	Skinner& EddyCorp. Seattle,Wash	McCormickS.S.Co.	409·5 P43'B115'F47'	54·2	27·4	S.Frncisco Utd.States	T.3Cy.25",42"&72"-48" 359NHP SeattleMachineWorks		R
* 19560 83 IBBA	**Absirtea** ssTri.No.3-3,26 D.F. ssTri.No.2-34 1Dk(ptIrn,ptStl)	4170 3767 2492	✠100A1 ~~5,37~~~~9,30~~3,38 ~~BS11,32~~ ✠LMC10,35 10,37 DBS4,38	Npt ~~Tri~~ Nap	x	CL ~~4,35~~ ~~5,37~~ 3,38	1913 10mo Lloyd	Craig,Taylor&Co.Ld. Stockton 'sA&CP	Soc.AnondiNav. G.L.Premuda WB=Cell DBa129'uE&B	370·0 P52'B&F289' FK 40'f150'1152tFPT	51·5	24·1	Trieste Italian 6BHCem 98tAPT207t	T.3Cy26",42½"&69½"-45"(s) 180lb 361NHP DBmade25refitted38-115lb 2SB,6cf,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26 " 6 s 2 " 11½ 23 " 9	
19561 LITZ	**Abu** TwinSc Now "Hamlet," see No. 38462 in Supplement D.F. OilEng. Mchy.Aft CruiserStern 1Dk(Stl) CarryingPetroleum in bulk	6578 5954 3994					1934	GötaverkenA/B Gothenburg	SkibsA/S Abu (MagnusKonow &Co.)	408·5 P225tH197tF87t	55·2	33·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21¼"-39⅜" 561NHP GotaverkenA/B,Got.		N
19562 TCAK	**Abuislah** (exAb-Isslah,exCap Negre,exHoMaru) Now "Hatay," see No. 38471 in Supplement 1Dk	667 491 378					1913	BingoSenkyoK.K. Mitsumosho	MehmetArif	175·2	27·1	13·0	Istanbul Turkish	T3Cy13⅛",20⅛"&32⅛"-23" Emade05refitted14 49NHP MacColl&Pollock,Sld.		
19563 65 SUCL	**Abukir** (exKyleQueen-35, exIslandQueen-34) ssShl.No.3-4,33 Well deck ssAlx.No.1-37 1Dk(Stl) Cargo battens not fitted	689 500 355	✠100A1 3,37~~12,36~~ ~~BS3,36~~ ✠LMC~~3,36~~ 3,37 BS4,38	Alx	i	CL 4,35	1920 11mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	~~M.AhmedAbboud~~ PharaonicMail Line S.A.E.	173·5 P86'B15'F25' FK CellDB40'42tFPT	28·1	12·9	Alexndria Egyptian 4BHCem 47tAPT11t	T.3Cy.13½",22"&36"-30"(s) 180lb 100lb 97NHP 1SB,3cf,GS58,HS1775 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 " 0 s " 7½ 13 " 6½	
19564 231673 WHES	**Acadia** Ⓟ TwinSc E.S.D. Fitted for oil fuel D.F. GyC. 3Dks CruiserStern	6185 — 3020					1932	NwprtNws SB.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4	61·2	27·0	Boston Utd.States WB	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.		R
19565 133535 CGFS	— Ⓟ Wireless GyC. 1Dk&Shelterdk E.S.D.	846 796 439			...		1913	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianGovernment(Dept.of Marine)	170·0 FK	33·7	19·1	Ottawa British WB	T.3Cy.17",28"&46"-27" 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 " 0	
19566 154480	**Acadialite** Fitted for oil fuel Mchy Aft 1Dk(Stl) Longitudinal framing at bottom and at deck CarryingPetroleum in bulk	1919 1465 1085	✠ ... 8,36 ✠	Mdb				Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilShippingCo.Ld.(H.J. Rahlves, Mgr.) Middle line Bulkhead non-oiltight CellDBuE24'68tFPT133tAPT48t	250·0 P62'F41' Trunk147' FK	43·1	17·9	Montreal British 11BHptCem	T.3Cy.17",28"&46"-36" 158NHP 1SB,4cf,HS2718 N.E.MarineEng.CoLdNwc	18 " 0	
19567 133533 CYJP	**Acadian** (exGlenmavis) Mchy.Aft 1Dk	1686 1524 1055					1913	N.ofIrelandSB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0 WB	42·5	17·4	Midland, Ont. British	T.3Cy.16",26"&44"-30" Richardsons, 96RHP Westgarth&Co.Ld.Mdb.		C
* 19568 132623 GQRD	**Acajutla** ssCrs.No.3-6,36 Wireless 1Dk(Teak)&2nd dk(Stl)	1170 962 654	✠100A1 ~~3,37~~~~6,30~~1,38 ✠LMC MS12,35 BS~~10,34~~ 10,37 Fitted for oil fuel 3,20 F.P. above 150° F.	Crs	n	CL ~~10,34~~ 1,38	1911 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	PacificStm.Nav. Co.Ld. WB=CellDBa40'uE15'f94'160tAPT10t	215·7 F27' FK	33·5	19·4	London British 4BHCem	T.3Cy.17",28"&46"-33" (r) 180lb 174NHP 2SB,6cf,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 " 6 s 3 " 3¾ 18 " 7½	
* 19569 LCBJ	**Acasta** (exWarMatron) ssMob.No.2-37 ssSba.No.3-7,30 ~~ssVen.No.1-34~~ 1Dk(Stl)	5259 4785 3213	✠100A1 ~~8,36~~11,37 ~~BS6,35~~ ✠LMC~~5,34~~ ~~BS8,36~~9,37 MS11,37 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 5,18 F.P. above 150° F.	Cff Mob	y	CL ~~1,36~~ 11,37	1918 6mo Lloyd	SirJ.Laing&Sons,Ld. Sunderland 'sA&CP	A/S Mosvolds Rederi(M.Mosvold, Mgr.) Middle line Bulkhead not oil-tight CellDBa121'f180'947t FPT123t APT195t	400·0 P49'B112'F39' FK	52·4	28·5	Farsund Norwegian 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s 5 " 11¾ 25 " 3	
* 19570 163564 GYDF	**Acavus** Mchy.Aft OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Cruiser Stern Longitudinal framing at bottom & at deck	8010 7215 4752	✠100A1 ~~7,37~~ ~~11,36~~2,38 ✠LMC1,35 CarryingPetroleum in bulk	Shl ~~Rot~~		CL 2,38	1935 1mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'158tDTf25'270tFPT135tAPT83t	465·0 P93'B46'F48' FK	59·4	33·9	London British 15BH	Oil Engines 4S.C.SA 8Cy.25⁹⁄₁₆"-55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	34 " 0 s 6 " 8¾ 27 " 6¼	
19571 162667 MQDK	**Acclivity** ssLon.No.1-36 OilEng. Mchy.Aft 1Dk(Stl)	389 293 174	✠100A1 3,38 ~~6,36~~ DBS~~6,36~~ ✠LMC6,36 3,38 CarryingPetroleum in bulk	Lon Goo	g	OG N6,36	1931 12mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard&Sons Ld. CellDB74'123tDTa5'46tFPT38tAPT16t	164·0 P43'F20'Trunk101' FK	24·6	8·6	London British 9BHptCem	Oil Engines 2S.C.SA 5Cy.13⁹⁄₁₆"-15⅝" 154NHP DB180lb Plenty-StillOilEngines.Ld Newbury	10 " 6 s " 7½ 10 " 0½	
19572 149595 GMQN	**Accra** Ⓟ TwinSc ssLiv.No.2-34 OilEng. Ref.Mchy. 2Dks(Stl) Weather dk(pt teaks)3rd dk(Stl)in holds D.F. E.S.D. CruiserStern	9337 6816 5471	✠100A1 withfreeboard 7,37 ~~6,36~~ ✠LMC CS3,35 DBS~~10,36~~10,37 12,36	Liv	d†	CL 11,35	1926 8mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	ElderDempster Lines,Ld. CellDB365'1226tFPT79tAPT195t	450·8 P37'B267'F50 FK	62·3	31·3	Liverpool British 7BHCem	Oil Engines 4S.C.DA 12Cy.26¾"-55⅛" 1651NHP DB100lb Harland&Wolff,Ld.Bel.	34 " 6 s10 " 4 24 " 6¼	BT till ~~6,37~~ ~~12,37~~ 6,38
* 19573 12786[illegible] GDMJ	**Accrington** Ⓟ ssGms.2ndNo.3-11,35 D.F. 1Dk(Stl-ws)&pt deepframing & lower dk in Nos.1&3holds	1678 1098 918	✠100A1 1,38~~12,36~~ BS~~12,36~~ ✠LMC11,35 1,36	Gms	q	CL ~~9,34~~ N1,38	1910 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	London&North-EasternRailway WB=DBa54'uE21'f111'295tAPT33t	265·0 P41'B115'F32'BK9'	36·0	17·4	Grimsby British 5BHCem	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,6cf,GS144,HS5540 Earle'sCo.Ld.Hull	18 " 6 s 1 " 6¾ 17 " 11¾	BT till ~~12,37~~ 1,39
19574 164548 MKMG	**Accruity** OilEng. Mchy Aft 1Dk CruiserStern	465 294 237	✠100A1 3,37 ✠LMC10,35 ✠LMC(M)4,38	Yar	g	OG	1935 10mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard&Sons Ld.	150·7 Q96'F19' FK FPT67t	27·7	8·9	London British 3BHAsp APT47t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld. Newbury	9 " 11 s3 " 8 9 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19575 218268 KJAV	**Ace** (*ex*LakeFrohna) *Ref.Mchy.* 1*Dk*2*trB*	2616 2243 1611			...		1919	American S.B.Co. Loraine,O.	Terminals& Transportation Corp.(Minnesota- AtlanticTransit Co.*Mgrs.*)	251·0 P25'B64'F23' FK *WB*	43·6	26·2	Duluth Utd.States	T.3Cy.20",33"&54"–40" 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
19576 DOCU	**Achaia** (*ex*Aquila–36, *ex*Deutschland) Sub.Sig. 2*Dks*	1778 1586 1033					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante- LinieA.G~~(Deutsche~~ ~~Levante-Linie~~ ~~G.m.b.H.*Mgrs.*)~~	283·2 P&B186'F31' len28	39·8	17·8	Bremen German *WB*	T.3Cy.20",31½"&49¼"–31½" 137NHP Waggon u. Maschb.A.G.Görlitz		G
19577 77 IBCA	**Achille** (*ex*LlanthonyAbbey) *ss*Sld.2ndNo.3–10,16 *Well deck* *ss*Nap.No.2–25 D.F. 1*Dk*(*Irn*)&*WebFrames*	2415 1848 1513	✠ 12,29 ✠	Msl	*s*		1890 12mo	Ropner&S. Stockton	M.Scuderi *CellDB*	299·3 290·0 P29'Q88'B116'F31' 238'454*t* BK10"	39·1	18·6	Catania Italian 5*BHCem*	T.3Cy.22",36"&59"–39" NDB12 217NHP 2SB4*rf*,2*cf*,GS84,HS3250 Blair&Co.(Lim.)Stockton	21 ″ 10	I †
19578 407 IBIA	**Achille Lauro** (*ex*Canadian Explorer–33) *ss*Hfx.No.2–29 D.F. 2*Dks*(*Stl*)	5209 4773 3203	✠ ... 3,34 ✠	Hfx			1921 2mo	Halifax Shipyards,Ld Halifax,N.S.	A.Lauro *CellDB*	414·2 400·0 P49'B113'F39' FK 334'1027*t* *FPT*147*t*	52·3	28·4	Naples Italian 6*BHCem* *APT*133*t*	T.3Cy.27",44"&73"–48" 555NHP 3SB,9*cf*,GS224,HS8565 RobbE.WksLdAmherstNS	31 ″ 0	I †
19579 143640 GDBC	**Achilles** Ⓟ TwinSc *Ref.Mchy* D.F. 3*Dks*	11404 8184 7202					1920	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	507·4 F69'	63·2	41·1	Liverpool British *WB*	2 DR Geared Steam Turbines Scotts'SB&EngCoLd.Grk.		BT till ~~11,37~~ 10,38
19580 213174 WHCS	— TwinSc *Mchy.Aft* Sub.Sig. *Fitted for oil fuel* GyC. 1*Dk*&*Web frames* (*Self-Unloader*) *Longitudinal framing*	9660 — 6074			...		1915	Maryland SteelCo. Baltimore, Sparro'Pt.Md	AmericanS.S.Co. (Boland&Cornel- ius,*Mgrs.*)	514·0 P161'F55' FK	65·2	36·5	Baltimore Utd.States *WB*	T.6Cy.27½",46"&76"–48" 1283NHP MarylandStl.Co.Sparr.'Pt.	39 ″ 6	R †
19581 PCCI	— 2*Dks*	1815 1642 1129					1906	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·9 P17'B127'F35'	40·2	18·8	Amstrdam Dutch *WB*	T.3Cy.20⅞",32⅝"&55"–35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		V
19582 DOIK	— Sub.Sig. Wireless 1*Dk*	998 797 591					1922	Atlas- WerkeA.G. Bremen	Dampfsch.Ges. " Neptun "	224·0 P15'Q65'B57'F29'	33·2	13·7	Bremen German *WB*	T3Cy.18$\frac{1}{10}$",29½"&48⅘"–29½" 129NHP Atlas-WerkeA.G.Bremen		G
19583 EAAB	**Achuri** (*ex*Rafael,*ex*Garton) 1*Dk*&*Web* *frames*&*ptAwng dk*	2613 2049 1761			...		1894	W.Gray& Co.Ld. WHartlepool	JoséAgustinMu- tiozabal	306·0 P27'Q90' *ptAwng dk*189' FK	43·0	18·3	Bilbao Spanish *WB*	T.3Cy.23",36½"&62"–39" NDB12 239NHP Cen.Mar.Eng.Wrks.WHpl	20 ″ 10	V †
19584 214173 WSCF	**Acme** *ss*N.Yk.No.3–12,28 *ss*Bal.No.2-37 ~~*ss*N.Yk.No.1–32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6878 6395 4304	✠100A1 1,38 BS1,38 ✠LMC4,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,16 *F.P. above* 150°F.	Gal NYk	*b*†	CL ~~7,35~~ 3,37	1916 6mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE*&*B*64' 197*tDTf*50'880*t*	435·0 P106'B50'F43 FK (*FPT*97*tAPT*74*t*	56·0	32·0	NewYork Utd.States 15*B HptAsp* 10 „ *to Udk* 5 „ „2*nd* „	T.3Cy.27",47"&76"–48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.)	33 ″ 6 s 6 ″ 10¼ 26 ″ 10½	
❊ 19585	**Acosta** *Mchy.Aft* *ss*Cco.No 2–36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2634* *1876* *1502*	✠100A1 ~~6,37~~ ~~6,36~~ 3,38 BS3,38 ✠LMC6,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,28 *F.P. above* 150° F.	Cco Aru	*l*	CL N3,38	1928 3mo *Lloyd*	Palmers' Co.Ld. Newcastle 's*A*&*CP*	MeneGrandeOil Co.C.A. *CellDBuE*&	305·0 P69'B22'F33' FK *Trunk*181' *B*43'126*t* *FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* *APT*76*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 227NHP 2SB,6*cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
19586 163438 MBRW	**Acrity** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *CruiserStern*	403 261 200	✠100A1 9,35 ✠LMC2,34 ✠LMC(M)8,36	Yar	*f*	OG 1,37	1934 2mo *Lloyd*	G.Brown &Co. Greenock 's*A*&*CP*	F.T.Everard& Sons,Ld.	142·8 Q83'B9'F19' FK *FPT*	25·6	9·3	London British 3*BHAsp* 62*tAPT*30*t*	Oil Engines 2S.C.SA 4Cy.12⅝"–15¾" 112NHP NewburyDieselCo.Ld. Newbury	10 ″ 3 s3 ″ 8 10 ″ 3	
19587 722 SVNQ	**Acropolis** Ⓟ (*ex*Colima–33, *ex*Polyanthus) *Fitted for oil fuel* Wireless 1*Dk*, 2*nd dk in Nos.* 1&3*holds*	*1393* *801* *819*			...		1917	Lobnitz& Co.Ld. Renfrew	Antoniou& Katramados, (N.D.Antoniou, *Mgr.*)	255·9 P&B166'F31' FK	35·0	15·4	Piræus Greek *WB*	T.4Cy.23",37"&(2)42"–30" 219NHP Lobnitz&Co.Ld.Renfrew	18 ″ (	
19588 TSDS	**Actif** Iron Now "Bobie," see No. 37373 in Suppl 1*Dk*2*trB* *Well deck*	781 — 436	✠ 7,87	Shl	*l*		1883 4mo	A.Hall& Co. Aberdeen	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schia- ffino&Cie.*Mgrs.*)	205·0 Q67'B48'F22' *WB*=*DBa*	31·6	14·2	Algiers French 5*BHCem* 40'*f*90'230*t*	C.2Cy.27"&50"–33" NB95 120NHP BlaikieBros.Aberdeen		V †
19589 LCCB	**Activ** 1*Dk*	507 370 296					1903	Bergens Mek.Værks. Bergen	D/S A/S AlfLindös Rederi(AlfLindö, *Mgr.*)	166·2 Q42*t*B58*t*H18*t*F18*t*	26·2	12·6	Haugesnd Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP BergensMekVærksBergen		N
19590 162654 MQCX	**Activity** *ss*Lon.No.1–36 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)	358 228 182	✠100A1 1,37 ~~6,34~~ ✠LMC~~10,31~~ 11,36 ~~✠LMC(M)2,34~~	Yar Lon	*e*	OG N4,35	1931 10mo *Lloyd*	G.Brown &Co. Greenock 's*A*&*CP*	F.T.Everard& Sons,Ld. *FPT*41	135·2 F18'Q81'B9' FK *tAPT*22*t*	24·6	9·1	London British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{16}$"–15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	10 ″ 0 s 3 ″ 8 10 ″ 0	
❊ 19591 140541 GMCB	**Actor** *ss*Hul.No.3–3,30 *ss*Mch.No.1–34 2*Dks*(*Stl*)3*rd dk*(*Stl*) *inNo.*1*hold*	5548 5217 3467	✠100A1 6,37 ~~6,36~~ BS4,38 ✠LMC MS5,34 ~~BS3,37~~ *Fitted for oil fuel* 1,19 *F.P. above* 150° F.	Mdb Hul	*z*	CL ~~9,32~~ 6,37	1917 10mo *Lloyd*	D&W Hen- dersn&Co.Ld. Glasgow 's*A*&*CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*344'1117*tD*	410·2 424·5(O.L.) P34'B139'F53' FK *Ta*31'830*t* *FPT*64*t*	52·2	30·2	Liverpool British 7*BHCem* *APT*24*t*	T.3Cy.24½",42½"&72"–54" 215lb (*s*) 536NHP 2DB&1AuxSB,15*cf*,GS281, HS9263 D&W.Hendersn&CoLdGls	32 ″ 7 s 6 ″ 2 26 ″ 7½	
❊ 19592 163314 MPDK	**Actuality** *ss*Lon.No.1–37 *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted*	311 224 149	✠100A1 9,37 ~~2,33~~ ✠LMC~~2,33~~ 4,37 ~~✠LMC(M)2,35~~	Lon	*d*	OG 2,36	1933 2mo *Lloyd*	Fellows& Co.Ld. Gt.Yarmouth 's*A*&*CP*	F.T.Everard& Sons,Ld.	129·2 P37'F13' FK *FP*	24·7	8·9	London British 3*BHCem* *T*33*tAPT*9*t*	Oil Engines 2S.C.SA 4Cy.12⅝"–15⅜" 114NHP NewburyDieselCo.Ld. Newbury	9 ″ 6 s ″ 10¼ 8 ″ 9¼	
❊ 19593 163316 MKJM	**Actuosity** *ss*Lon.No.1–37 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*) *Well dk*	359 228 177	✠100A1 12,37 ~~12,36~~ ✠NE8,37 ✠LMC~~2,33~~ 8,37 ~~✠LMC(M)1,35~~	Yar	*e*	OG ~~1,35~~ 6,37	1933 2mo *Lloyd*	G.Brown& Co. Greenock 's*A*&*CP*	F.T.Everard& Sons,Ld.	135·3 Q81'B9'F18' FK *FPT*	24·6	9·1	London British 3*BH* 47*tAPT*31*t*	Oil Engines 2S.C.SA 4Cy.12$\frac{9}{16}$"–15¾" 112NHP NewburyDieselCo.Ld. Newbury	10 ″ 0 s 3 ″ 8 10 ″ 0	
19594 ~~YMBO~~	**Ada** (*ex*HeinrichPodeus–34, *ex*WitteZee) 1*Dk*	2595 2276 1527					1921	N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	OttoBehnke	299·2 P24'B73'F25'	45·3	20·1	Panama Pnamanian *WB*	T.3Cy.22½",37"&62"–39" 240NHP NewWaterwayS.B.Co. Schiedam		G
19595 LCBK	**Ada** 1*Dk*	2456 2225 1486					1921	G.Brown &Co.Ld. Greenock	SkibsA/SBrats- berg(Chr.Rittun, *Mgr.*)	290·2 P68*t*H114*t*	44·0	20·8	Skien Norwegian *WB*	T.3Cy.22",36"&59"–39" 217NHP McKie&Baxter,Glasgow		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 [illegible]
19596 608 SJHA	**Ada Gorthon** (exH.Uner, exVettern,exSigne) Sub.Sig. 1Dk	2405 2071 1354					1917	NV.Boele's Sch.Mschfbk. Bolnes	Rederi A/B Gefion (Joh.Gorthon, Mgr.)	292·0|44·0|19·9 P45'B86'F31'	Hlsngborg Swedish WB	T.3Cy.22",37"&60"–39" 225NHP Boele'sSch.&Mch.Bolnes		V
19597 1389 IBHA	**Ada O.** D.F.	5234 5013 3187					1919	Flli Orlando&Co. Leghorn	Navig.OderoSoc. Anon.	373·0|45·8|33·3	Genoa Italian WB	T.Cy.22⅜",36⅜"&60⅜"–39⅜" NE25 230NHP FlliOrlando&Co.Leghorn		I
19598 TCAH	**Adalet** (exRiad,exSanRemo, exGoro[illegible],exTara[illegible], ss[illegible]2,01 exInca,exMonteBlanco, ssPly.No.1–05 exRimac,exMonteBlanco, 1Dk&Spar dk exNorse,exNorseman) & Web frames Wireless Fitted for oil fuel New "Resit," see No.39902 in Supplement	1334 — 762	✠ 7,20 ✠NB2,01✠	Ply	o		1893 2mo	Ramage& Ferguson,Ld. Leith	TurkGemi KurtarmaAnonim Sirketi CellDBuE36'40t/86	236·3|31·2|14·6 22·2 BK8'	Istanbul Turkish 6BHCem 62tAPT21t	T.3Cy.22",37"&62"–39" 217NHP 1SB,3cf,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23 ″ 3	
19598* DHAC	**Adalia** Sub.Sig D.F. 2Dks&Shelter dk	3199 2775 1845					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges (Ham.-Amr.Linie)	337·6|48·2|20·9 B25'F43' 28·0	Hamburg German WB	T.3Cy.23⅝",38 5/16"&62"–61" 300NHP A.G."Neptun,"Rostock		G
19599 205239 KDVF	**Adam E. Cornelius** D.F. GyC. Mchy.Aft 1Dk	4900 — 3736					1908	Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	420·0|52·0|24·0	Buffalo Utd.States WB	T.3Cy.21",34½"&57"–42" 211NHP GreatLakesEng.Works		R
19600 86610 KFSM	**Adam E. Cornelius, Jr.** (exG.J.Grammer–37) Mchy.Aft 1Dk2trB	4471 — 3703					1902	Superior S.B.Co. W.Superior, Wis.	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	438·0|48·0|24·0 len05	Buffalo Utd.States WB	T.3Cy.20",33½"&55"–40" 191NHP SuperiorS.B.Co.		
* 19601 704 SVQJ	**Adamandios Georgandis** (exPortvale, ssHul.No.3–10,27 exPortrushton, ssPir.No.2–36 exPortrush) 1Dk(Stl)	3443 3207 2158	✠100A1 7,37~~12,36~~ ✠LMC6,36 BS7,37	Ant Rot	u	CL ~~12,36~~ 7,37	1916 11mo Lloyd's A&CP IntermediateBH in after hold dispensed with CellDB308' 918t FPT59t APT132t	J.Blumer &Co. Sunderland	GeorgandisBros.	348·5|48·7|23·3 P35'B106'F34' FK	Piræus Greek Cem 5BHonly	T.3Cy.24 9/16",40¼"&65"–42" 180lb (s) 313NHP 2SB,6cf,GS136,HS5024 J.Dickinson&Sons,Ld.Sld. NDB21refitted37–180lb	25 ″ 4 s 4 ″ 4 21 ″ 5	
19602 84 SVMQ	**Adamantios J. Pithis** (exBaronMinto) 2Dks	4537 4239 2897					1908	Napier& Miller,Ld. Glasgow	PithisBros.&Co.	385·2|51·2|26·4 P38'B111'F44'	Chios Greek WB	T.3Cy.25½",42"&68"–48" 320NHP Dunsmuir&Jackson,LdGls		C
* 19603 750 SVLJ	**Adamas** (exPromus–33) ssNpt.No.3–8,30 ssBkn.No.1–35 1Dk(Stl) Cargo battens not fitted in enclosed bridge	4144 3747 2470	✠100A1 ~~8,36~~12,37 ✠LMC MS5,35 ~~BS1,36~~ 2,37	Hul Nwc	x	CL 8,36	1918 2mo Lloyd's A&CP CellDB319' 1134t FPT106t APT184t	Craig,Taylor&Co.Ld. Stockton	~~G.M.Lemos~~ AdamasS.S.CoLd	370·1|51·4|24·0 P52'B&F285' FK	Piræus Greek 6BHCem	T.3Cy.26",42½"&69½"–45" 180lb (r) 411NHP 2SB&1AuxSB,8cf,GS157, HS7160 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 0½ 23 ″ 9	
19604 1643 IBDA	**Adamello** D.F. 1Dk&Shelter dk	5872 5607 3774			...		1920	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa di Nav."Garibaldi"	399·9|52·9|32·8 F38' on Shelter dk FK	Genoa Italian WB	T.3Cy.27",45"&75"–51" 572NHP WllsndSlpwy&E.Co.Ld. Newcastle	35 ″ 5	I †
19605 DOAY	**Adana** Ⓟ (exAtto–36) Sub.Sig. 2Dks D.F.	4205 3784 2597					1922	Vulcan- WerkeA.G Stettin	Deutsche Levante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	360·7|51·0|26·0 P44'B109'F45'	Hamburg German WB	T.3 Cy.22⅜",36⅜"&61⅜"–47¼" 260NHP Vulcan-WerkeA.G.Stettin		G
19606 TCAD	**—** IronBg (exEliane,exManon,exMagda, exStromboli,exBrunswick) 2Dks	1158 1011 720			...		1870	LairdBros. Birkenhead	NaimMulaliç	258·2|29·7|20·0 len74	Istanbul Turkish	C.2Cy.30"&56"–36" NE&B83 158NHP LairdBros.Birkenhead	21 ″ 1	
* 19607 164549 MKMJ	**Adaptity** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	372 273 183	✠100A1 12,35 ✠LMC10,35	Yar		OG	1935 12mo Lloyd's A&CP	Fellows& Co.Ld. Southdown, Gt.Yarmouth	F.T.Everard& Sons,Ld.	136·1|26·1| 9·8 P37'F13' FK FPT33t	London British 3BHCem APT11t	Oil Engines 2 S.C.SA 3Cy.12⅜"–15⅜" 84NHP NewburyDieselCo.Ltd. Newbury	10 ″ 6 s1 ″ 2 9 ″ 4¾	
* 19608 146664 GJPR	**Adda** Ⓟ TwinSc OilEng. D.F. E.S.D. ssLiv.No.3–5,35 Ref.Mchy. 2Dks(Stl)&Awng dk (Stl-ptteaks)	7816 6015 4663	✠100A1 Awng dk withfreeboard 6,37~~11,36~~ ✠LMC CS11,34 DBS~~11,36~~11,37 ~~11,35~~9,36	Liv	b†	CL 4,35	1922 11mo Lloyd's A&CP CellDB363' 1160t DTa18'303t	Harland& Wolff,Ld. Greenock	ElderDempster Lines,Ld.	435·3|57·3|31·3 P34'B235'F50' on Awng dk FK FPT99tAPT118t	Liverpool British 8BHptCem (7 to Awn dk 1 ″ U ″)	Oil Engines 4S.C.SA 16Cy.29½"–45¼" 1317NHP DB-100lb Harland&Wolff,Ld.Gls.	34 ″ 6 s 9 ″ 9½ 24 ″ 11	BT till ~~11,37~~ 6,38
* 19609 143686 GCTV	**Adderstone** (exBoswell–34) ssNwc.No.3–3,34 D.F. 2Dks(Stl) Now "Germa," see No.33302 in Supplement	5255 4800 3116	✠100A1 2,37 ✠NE3,34 ✠LMC3,34 BS7,36 Fitted for oil fuel11,20 F.P. above 150° F.	Bkn	y	CL 10,36	1920 11mo Lloyd's A&CP CellDB335' 1051tDTa26'587t FPT111t APT215t	Harland& Wolff,Ld. Belfast	WhiteShipping Co.Ld.(R.I.James, Mgr.)	400·4|52·4|28·4 P40'B128'F47' FN	Newcastle British 6BHCem	C.4Cy.(2)12"&(2)22¼"–15" SR geared & LP Turbine DR geared to Sc. Shaft 200lb 120lb (s) 399NHP 2SB,6cf,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
19610 3702 PJAV	**Adela** TwinSc ssCco.No.2–36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2696 1810 1224	✠100A1 ~~7,37 12,36~~ 1,38 ~~BS7,36~~ ✠LMC6,35 7,37 Carrying Petroleum in bulk Fitted for oil fuel6,28, F.P. above 150° F.	Cco	t	CL ~~SM6,34~~ P3,36 S7,37	1928 6mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	N.V.Curaçaosche Scheepv.Maats.	305·3|50·3|15·1 P86'F45' Trunk174' FK FPT	Willmstad Dutch 11BHptCem ptAsp 114tAPT86t	T.6Cy.13",22"&35"–24" (s) 180lb 234NHP 2SB,4cf, ,HS4042 FD Armstrong,Whitworth& Co.Ld.Nwc.	15 ″ 0 s1 ″ 7 13 ″ 6¾	
19611 DHAD	**Adele Traber** D.F. Cruiser Stern 1Dk	2575 2142 1426					1930	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	281·7|46·1|21·9 P22'F25'	Hamburg German WB	T.3Cy.22",34⅝"&56 5/16" 105NHP FlensburgerSchiffsb.Ges.		G
* 19612 121 SVGD	**Adelfotis** (exCapeSt.Columba–35, exCarlowCastle) ssLon.No.3–12,29 ssBkn.No.1–35 1Dk(Stl)&Shelterdk(Stl) 2nddk(Stl)inNo.1 hold Cargo battens not fitted in lower holds	5838 5605 3676	✠100A1 Shelter dk withfreeboard 2,35 ~~BS2,36~~ ✠LMC7,34 5,37	Bkn	y	CL ~~3,36~~ ~~5,37~~ 12,37	1917 2mo Lloyd's A&CP CellDB351'1300t	Nthmblnd S.B.Co.Ld. Newcastle	~~CarrasBros.~~ M.J.Carras	400·0|53·0|32·8 F onShelter dk39' FK	Chios Greek 6BHCem APT110t	T.3Cy.26",45"&74"–48" (s) 180lb 465NHP 3SB,9cf,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
19613 162517 GBFV	**Adellen** OilEng. ssAms.No.1–34 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinalframing	7984 7426 4785	✠100A1 ~~4,37 11,36~~1,38 ✠LMC CS1,36 ~~7,37~~6,37 Carrying Petroleum in bulk DBS~~11,36~~1,38	Ams ~~SEo.~~	c†	CL ~~11,36~~ N4,37	1930 12mo Lloyd's A&CP CellDBuE13'182tDTf36'439tFPT294tAPT65t	Blythsw'd S.B.Co.Ld. Glasgow	AdellenShipping Co.Ld.	459·7|60·0|34·5 P94'B30'F38' FK	London British 17BHptCem (10 to U dk 7 ″ 2nd ″)	Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 653NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 5 s 6 ″ 10¼ 27 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
❊ 19614 159560 VLGJ	**Adelong** *Cargo battens not fitted* E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	3577 3033 1878	✠100A1 4,37 ~~9,36~~ ✠LMC7,36 BS10,37	Mel		OG 4,37	1936 7mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP	Huddart,Parker,Ld. *CellDBuE42'* *f*194'793*tD*	345·0 359·3(O.L.) P129'B16'F39' FK *Tf*38' 465*t FPT*73*t*	48·2	23·8	Melbourne British 7*BHCem* *APT*147*t*	T.3Cy.22½",38"&64"-45" 220lb (*s*) 399NHP 2WTB(Spt),HS5578 FD J.G.Kincaid&Co.Ld.Grk.	27″0 s4″5½ 22″8¾	
19615 FNLA	**Aden** **TwinSc** 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F.	8033 7633 5066	✠ 3,18 ✠	Yka	*c*†		1918 3mo	AsanoS.B.Co.Ld. Tsurumi	ChargeursRéunis *Cell*	445·0 FK *DB*389'1347*t FPT*	58·0	40·0	Dunkirk French 7*BHCem* 84*tAPT*32*t*	T.6Cy.22",36½"&61"-48" 703NHP 4SB,*12cf*,GS232,HS9835 FD IshikawajimaS.B.&E.Co.Ld.Tokio	40″1	V †
❊ 19616 25467 JADD	**Aden Maru** *ss*Kob.No.3-3,32 *ss*Yka.No.1-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5824 5586 4195	✠100A1 *Awng dk withfreeboard* 2,38 ~~1,37~~ ✠LMC~~1,37~~ 2,38 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Yka Kob	*y*	OG ~~1,37~~ 2,38	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~KokusaiKisen K.K.~~ Yamashita KisenK.K. *CellDB*334'1118*t*	385·0 FK *Collisio* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *nBHto A dk* 5 „ „ *U*„	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1AuxSB,*8cf*,GS154,HS5636 FD KawasakiDkydCoLdKobe	36″0 s9″1¾ 27″1	
19617 UOVL	**Adjaristan** Ⓟ **TwinSc** (*ex*Adjaria) *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	4727 3101 2583					1927	BalticS.B.&E.Works Leningrad	U.S.S.R.	353·5 B&F268'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"-33⅞" 1372NHP Russian DieselWorks,Len.		
❊ 19618 145582 GFJW	**Adjutant** (*ex*Myrtlepark) *ss*Lon.No.3-7,35 2*Dks*(*Stl*)	1931 1740 1186	✠100A1 10,37 ~~4,37~~ ~~BS7,36~~ 7,37 ✠LMC7,35	Mdb Shl	*r*	CL 7,35	1922 6mo	Grangm'th Dkyd.Co.Ld. Gr'ngemouth Lloyd'sA&CP	GeneralStm.Nav.Co.Ld. *CellDBa63'u E28'*	280·3 P21'B68'F29' FK *f*124'549*t FPT*44*t*	41·9	18·9	London British 4*BHCem* *APT*42*t*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20″9 s2″8¾ 18″3	
19619 DOIF	**Adler** Sub.Sig. Wireless **D.F.** 2*Dks*	1170 1002 647					1900	Bremer Vulkan, Vegesack	ArgoReederei Richard Adler&Co.	235·5 P31'B114'F25'	31·1	19·0	Bremen German *WB*	T3Cy18⅞",30$\frac{11}{16}$"&49$\frac{3}{16}$"-31½" 136NHP BremerVulkan,Vegesack		G
19620 UOJV	— **IronTwinSc** (*ex*Peter) 1*Dk*	338 286 214					1883	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0	27·1	7·4	Rostovo/D Russian	C.4Cy.11⅛"&23½"-18" NB04 39NHP StabilimentoTecnico,Tri.		
19621 OQCA	**Administrateur Général Arnold** Wireless 1*Dk* *Mchy.Aft*	659 503 361					1927	Jos.Boel&Zonen Temsche	BelgianGovernment(Ministère desColonies)	180·3	29·5	15·1	Boma Belgian *WB*	T.3Cy.14⅕",22⅘"&37⅖"-23⅘" 68NHP Anc.Etablis.Van de Kerckove,Ghent		
19622 DJRY	**Admiral** *OilEng.* 1*Dk*	415 224 ~~170~~ 171	✠100A1 *withfreeboard* 4,37 ✠LMC5,37 *For coasting service, Baltic, North Sea & United Kingdom Ports* ~~*with a freeboard corresponding to a summer extreme draught of 2·88 metres*~~	Ham	*g*	OG	~~1936~~ 1937 5mo	Schiffsw. MemelLindenau&Cie. Memel Lloyd'sA&CP	~~HansaTank-ReedereiG.m.b.H. (AtlanticRhederei G.m.b.H. *Mgrs.*)~~ GermanNavy	151·4 B64'F44' FK *DBf*11'10	25·1	10·9	Hamburg German 6*BHptCem* *DTsa*13'15*t*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"-18⅛" 212NHP SulzerBros.Ld.Winterthur	11″10 s2″8¾ 9″5¼	
❊ 19623 220246 KUZG	**Admiral Chase** (*ex*Sutransco) *ss*S.Fo.No.3-9,32 1*Dk*(*Stl*)2*trB in fore& after holds&Web frames*	3285 3005 1997	✠100A1 10,35 ✠LMC MS2,33 BS5,36 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	SFo	*v*	CL N1,34	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines,Ld.(AdmiralLine) *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers FD HS5800 WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	
19624 220403 KDBS	**Admiral Cole** (*ex*Surailco) *ss*S.Fo.No.1-37 *ss*S.Fo.No.3-11,32 1*Dk*(*Stl*)2*trBinfore& after holds&Web frames*	3285 3005 1997	✠100A1 5,37 ~~8,34~~ ~~[illegible]~~ ✠LMC~~9,33~~ 5,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	SFo		CL 8,34	1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf*20' 394*t FPT*	46·2	25·0	S.Frncisco Utd. States 6*BHptCem* 111*tAPT*69*t*	1DR GearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	
19625 220531 KDDI	**Admiral Day** (*ex*Sutermco) *ss*S.Fo.No.3-2,32 1*Dk*(*Stl*)2*trBinfore& after holds&Web frames* *Fitted for oil fuel*	3285 3005 1997	✠ … 2,35 ✠	SFo	*v*		1920 8mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	R †
19626 220560 KDDP	**Admiral Gove** (*ex*Surico) *ss*S.Fo.No.3-7,32 1*Dk*(*Stl*)2*trBinfore& after holds&Web frames* *Fitted for oil fuel*	3513 3005 2208	✠ … 2,35 ✠	SFo	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	46·2	25·0	Seattle, Wash. Utd.States 6*BHptCem* 111*tAPT*69*t*	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	R †
❊ 19627 220862 KDLE	**Admiral Halstead** (*ex*Suwordenco) *ss*S.Fo.No.3-2,33 1*Dk*(*Stl*)2*trBinfore&after holds&Webframes*	3289 3005 2007	✠100A1 3,35 ~~BS2,36~~ ✠LMC~~2,33~~ BS~~2,37~~3,38 MS6,37 *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	SFo	*v*	CL 3,35	1921 1mo	Submarine BoatCorp. Newark,N.J. CP	PacificLighterage Corp. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*t FPT*116	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *tAPT*69*t*	DR Geared Steam Turbine 200lb (*s*) 386NHP 2 WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	
19628 221024 KDNX	**Admiral Laws** (*ex*Sunugentco) *ss*Sea.No.3-6,33 1*Dk*(*Stl*)2*trBinfore& after holds&Web frames* *Fitted for oil fuel*	3268 3005 2007	✠ … 2,35 ✠	LAn	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *Cell DB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	Seattle, Wash. Utd.States 6*BHptCem* *APT*69*t*	1DR GearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	R †
❊ 19629 220635 KDFK	**Admiral Nulton** (*ex*Suscolanco) *ss*S.Fo.No.3-10,33 1*Dk*(*Stl*)2*tr Binfore& afterholds&Webframes*	3267 3005 2011	✠100A1 6,37 ~~4,35~~ BS3,37 ✠LMC10,33 *Fitted for oil fuel* 10,20 *F.P. above* 150°F.	Sea SFo	*v*	CL 3,35	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1D RGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric&Mfg.Co.Essington,Pa.	28″6	
19630 117116 WGCH	**Admiral Rogers** Ⓟ (*ex*Spokane) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Hur.dk*	2277 — 1350					1902	UnionIron Works S.Francisco	PacificS.S.Lines Ld.(AdmiralLine)	270·1 *WB*	40·1	17·3	Seattle, Wash. Utd.States	T.3Cy.23½",40"&66"-42" 284NHP UnionIronWorks,S.Frisco		
19631 203123 WGCJ	**Admiral Sebree** (*ex*Ogdensburg) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2446 — 1866					1906	American S.B.Co. Cleveland,O.	PacificS.S.Lines Ld.(AdmiralLine)	242·0 F40'	43·0	26·5	S.Frncisco Utd.States	Q.4Cy.17½",25½",37"&54"-36" 175NHP AmericanS.B.Co.Clevelnd		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres du cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
19632 220627 KDPI	**Admiral Senn** (exSulanierco) ssS.Fo.No.3–4,33 1Dk(Stl)2trB in fore& after holds & Webframes Fitted for oil fuel	3260 — 1996	✠ … 2,35 ✠	SFo	v		1920 10mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0 P30'B90'F35' FK 7tDTf20'394tFPT	46·2	25·0	Seattle, Wash. Utd. States 6BHptCem 111tAPT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
*19633 220692 KDHA	**Admiral Wiley** (exSurichco) ssS.Fo.No.3–2,33 1Dk(Stl)2trB in fore& after holds& Web frames	3514 3005 2183	✠100A1 8,36 BS5,37 ✠LMC2,35 Fitted for oil fuel10,20 F.P. above 150° F.	LAn	v	CL 8,36	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines Ld.(AdmiralLine) CellDB251'827t	324·0 P30'B90'F35' FK DTf20' 394tFPT	46·2	25·0	S.Frncisco Utd. States 6BHptCem 111tAPT69t	1DRGearedSteamTurbine 200lb HS5800 (s) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
19634 220888 KDLS	**Admiral Wood** (exSugillenco) ssS.Fo.No.3–5,33 1Dk(Stl)2tr B in fore & after holds& Web frames Fitted for oil fuel	3285 3005 1997	✠ … 2,35 ✠	SFo			1920 12mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'827tD	324·0 P30'B90'F35' FK Tf20'394tFPT111t	46·2	25·0	S.Frncisco Utd. States 6BHptCem APT69t	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
19635 220402 KJZT	**Admiral Y. S. Williams** (exSunewco–34) Fitted for oil fuel ssN.Yk.No.1–26 1Dk(Stl)2trB in fore& after holds& Webframes	3252 3005 2000	✠ —— 7,31 ✠	Sea	v		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0 P30'B90'F35' FK 7tDTf20'394tFPT	46·2	25·0	S.Frncisco Utd. States 6BHptCem 111tAPT69t	1DRGearedSteam Turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
19636 LCBL	**Adna** (exWarPatriot) *Now "Dentice," see No. 37867 in Supplement ssSkn.No.3–5,30 ssRot.No.1–34 1Dk(Stl)	5197 4778 3155	✠100A1 7,37 ~~10,36~~ BS10,36 ✠LMC6,34 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel4,18 F.P. above 150° F.	Fal Rot	y	CL 9,36	1918 4mo	Fairfield Co.Ld. Glasgow Lloyd's A&CP	Hansen-Tangens RederiA/S(H.E. Hansen-Tangen, Mgr.) Middle line Bulkhead not oil tight CellDB	400·5 P49'B112'F38' FK 345'1136tFPT118t	52·3	28·5	Xiansand Norwegian 11BHptCem APT185t	T.3Cy.27″,44″&73″–48″ (s) 180lb 489NHP 3SB,9cf,GS190,HS7020 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s5′10½ 25 ″ 4½	
19637 TCAE	**Adnan** (exElettrico) 2Dks& Awng dk	1387 1227 708			…		1887	A.Stephen &Sons Glasgow	NaimMulaliç	259·8	33·0	14·9 22·8	Istanbul Turkish	T.3Cy.30″,48″&77″–48″ NB98 411NHP A.Stephen&Sons,Glasgow	23 ″ 10	
19638 6013 SKHA	**Adolf Bratt** (exAdolf) ssSkn.No 3–5,30 ssGot.No.1–35 Now "Dorotea," see No.37852 in Supplement 1Dk(Stl) Cargo battens not fitted	1818 1621 1068	✠100A– 9,36 BS9,36 ✠LMC9,34	Got		OG 8,35	1918 6mo	LindholmensV.A. Gothenburg	Ångf.A/B Adolf (A.Bratt&Co. Mgrs.) CellDB225'470t	262·0 P26'B151'F24' FK	42·7	18·1	Gothenbrg Swedish 4BHCem APT41t	T.3Cy.19¼″,32″&52″–36″ (s) 185lb FD 200NHP 2SB(Spt),4cf,GS62,HS2700 LindholmensM.V.Got.	20 ″ 6 s1 ″ 8½ 18 ″ 11½	
19639 DHAG	**Adolf Leonhardt** (exTheben) 2Dks	2989 2678 1757					1921	Nordseewerke Emden	Leonhardt& Blumberg	339·9 F36′	47·9	20·9	Hamburg German WB	T.3Cy.20$\frac{7}{10}$″,33½″&52⅗″–35⅗″ 165NHP Gebr.Sachsenberg,Rosslau		G
19640 DHAJ	**Adolph Kirsten** CruiserStern 1Dk	998 846 543					1927	Lübecker Masch.Ges. Lübeck	A.Kirsten	228·2 P181′F31′	34·6	13·3	Hamburg German WB	T.3Cy.18½″,29½″&47½″–31½″ 125NHP LübeckerMschGes.Lübeck		G
19641 DHAK	**Adolph Woermann** Ⓟ D.F. Fitted for oil fuel Sub.Sig. 2Dks& Shelter dk	8577 5867 4944					1922	Blohm& Voss Hamburg	WoermannLinie A.G.	433·5	58·2	37·4	Hamburg German WB	4 Steam Turbines SR geared to 1 Sc.Shaft Blohm&Voss,Hamburg		G
19642 TUTU	**Adolphe Le Prince** TwinSc 1Dk	343 — 101					1926	Atel.&Ch. de laLoire Nantes	Cie.Normande de Nav.àVap.	164·4 F20′	23·5	12·0	Havre French	T.6Cy.9½″,15⅝″&25$\frac{3}{16}$″–14$\frac{3}{16}$″ 48NHP Atel.&Ch.delaLoire,Nts.		V
19643 ONCC	**Adolphe Urban** (exNordby) ssLon.No.1–16 Wireless 1Dk(Stl)	537 — 244	✠ 4,22 ✠	Hul	g		1913 1mo	Hall,Russell&Co.Ld Aberdeen	Armement L.Hermans, Soc.Anon.	155·6 Q94′F19′ BK7″ WB=FPT20t	26·1	12·3	Bruges Belgian 4BHCem APT25t	T.3Cy.13″,18″&31″–21″ 64NHP 1SB,2pf,GS37,HS1210 Earle'sCo.Ld.Hull	13 ″ 0	G †
19644 ONDC	**Adour** (exOttoWoermann,exBorkum) 1Dk	1105 926 658					1898	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransports Maritimes(Armement Deppe, Mgrs)	233·6 Q70′B60′F27′	35·1	14·2	Antwerp Belgian WB	T.3Cy.16⅛″,25⅝″&41⅝″–28″ 92NHP A.G."Neptun,"Rostock		V
19645	**Adrar** Now "Friedenau," see No. 38160 in Supplement Ref.Mchy. 2Dks	5872 3500					1920	Atel.&Ch. de la Loire, St.Nazaire	Bugsier-, Reederei-u. Bergungs-A.G.	393·6 P56′B134′F54′	55·9	29·0	Brmrhavn German WB	T.3Cy.25⅝″,42½″&70″–48″ 340NHP Atel.&Ch. de la Loire,Nts.		
19646 147201 GBZN	**Adrastus** Ⓟ D.F. 2Dks	7905 6540 4948					1923	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·5 P53′B164′F57′	58·1	32·5	Liverpool British WB	2 SR Geared Steam Turbines Scott'sS.B.&E.Co.Ld.Grk.		
*19647 DIAM	**Adria** OilEng Mchy.Aft ssHam.No.2–36 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6358 5783 3637	✠100A1 5,37 ~~2,36~~ ✠LMC CS2,36 DBS~~2,36~~5,37 ~~2,36~~5,37 Carrying Petroleum in bulk	Ham		CL ~~7,34~~ 4,37	1927 7mo	Akt.Ges. "Weser" Bremen Lloyd's A&CP	~~BremerÖl-TransportG.m.b.H. (JohnT.Essberger G.m.b.H. Mgrs.)~~ JohnT.Essberger CellDBuE64′	412·8 430·9(O.L.) P123′B28′F41′ FK	54·1	~~32·8~~ 32·9	Hamburg German 18BHptCem (6,,to2nddk) 142tDTf25′	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″–55⅛″ 438NHP 2WaterTubeDB 200lb A.G."Weser,"Bremen 164tFPT171tAPT151t	32 ″ 9	
*19648 222 IBGA	— Ⓟ (exPilsna–36,exAdria–35, exFerenczFerdinand) ssTri.No.3–5,27 ssTri.No 2–36 Ref.Mchy. 2Dks(Stl–U–ws)	3809 2473 2164	✠100A1 ~~1,37~~ ~~1,37~~ 1,38 BS2,38 ~~BS2,36~~ ✠LMC4,35 Lloyd's RMC1,37 Fitted for oil fuel 3,31 F.P. above 150°F.	Tri	v	CL ~~5,35~~ ~~5,37~~ N1,38	1914 5mo	ClydeS.B. &E.Co.Ld. PortGlasgow Lloyd's A&CP	LloydTriestino Soc.Anon.diNav. CellDBal	347·4 335·0 P&B234′F40′ FK 10′uE&B59′f128′5	46·4	22·8	Trieste Italian 6BHCem 70tAPT16t	Q.4Cy.22½″,32″,47″&68″–48″ 225lb (r) 497NHP 4SB,12cf,GS212,HS7128 FD ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ 0 s3 ″ 1¾ 22 ″ 2¼	
19649 DJOT	**Adrian** OilEng. CruiserStern 1Dk	1279 973 684					1935	Nordseewerke G.m.b.H. Emden	MotorschiffAdrian G.m.b.H.(E. KomrowskiReed. G.m.b.H. Mgr.)	231·3 B46′Q84′F23′	36·1	13·8	Hamburg German WB	Oil Engines 4S.C.SA 8Cy.16½″–26⅜″ 222NHP Fr.KruppGermaniawftAG		G
19650 212089 KJAX	**Adrian Iselin** Mchy.Aft 1Dk	2040 — 1229					1914	American S.B Co. Detroit	Geo.HallCorporation	244·0 WB	43·0	20·5	Ogdensburg,N.Y. Utd.States	T.3Cy.18″,29″&48″–40″ 146NHP AmericanS.B.Co.Detroit		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 19651 1232 IBHA	**Adriana** TwinSc *ss*Gen.No.3-5,35 *Mchy.Aft* *OilEng.* D.F. 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	4346 4013 2473	✠100A1 *Tubular Vessel* 8,37~~12,36~~3,38 ✠LMC,CS6,35 ~~5,35~~8,37	Lgn Gen	*x*	CL ~~5,35~~ 2,38	1923 3mo	Cant.Fedl. perCostru- zioneNavali PietraLigure A&CP	Soc.Esercizio Armamento	353·6|51·1|31·3 P89'F36' FK *CellDB*273'988*t FPT*355*t*	Genoa Italian 6*BHCem* 4*PT*128*t*	Oil Engines 2S.C.SA 8Cy.21¼"-29$\frac{15}{16}$" 632NHP AnsaldoSanGiorgio,Turin	35 ″ 6 s11 ″ 4½ 24 ″ 3½	
19652 DHAL	— Now "Adige," see No. 37175 in Supplement 1*Dk*	999 907 608					1906	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·7|33·4|15·2 P&B140'F30'	Hamburg German *WB*	T.3Cy.16",26¾"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		G
19653 204726	**Adriatic** *Mchy.Aft* GyC. 1*Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs.*)	420·0|52·0|28·0 H75'F46' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB.Co.Cleveland		R
19654 51 IBFB	**Adriatico** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1070					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·3|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$"-29⅛" 654NHP SocAn"Fiat"S.G.M.Turin		I
19655 442 IBAS	**Adua** Ⓟ (*ex*Premjer-35,*ex*Tasso) *ss*Dnz.No.2-31 *Ref.Mchy.* 1*Dk*&*Awng dk*(*Stl*-ws) *Platform dk in No.1hold&* *2nd dk*(*Stl*)*inNo.3hold* *CruiserStern*	3564 — 2138	✠ —— 1,36 ✠	Lon	*u*		1922 8mo	Ramage& Ferguson,Ld. Leith	LloydTriestino Soc.Anon.diNav.	344·4|42·8|28·2 333·2 F35' *on Awng dk* FK *CellDB*280'604*t FPT*50*tAPT*9*t*	Naples Italian *Cem* 7*BHto* *Awningdk*	T.3Cy.21¼",36"&63"-42" 425NHP 2SB,*8cf*,GS159,HS6302 Ramage&Fergusn,Ld.Lth.	30 ″ 6	I †
* 19656 165435 GZLC	**Adula** D.F. E.S.D. *OilEng.* 1*Dk 2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8040 7201 4758	✠100A1 ~~3,37~~12,37 ✠LMC4,37 *CarryingPetroleum in bulk*	Gls Cff		CL	1937 3mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	465·0|59·2|33·8 482·5(O.L.) P90'B41'F66' FK *CellDBuE*69'164*t DT* *f*25'292*t FPT*140*t*	London British 15*BH* *APT*89*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 7¾ 27 ″ 7	
19657 OHZJ	**Advance** (*ex*Benito-36,*ex*Binab-35, *ex*CapLaHève,*ex*Serbier, *ex*LakeHuron) 1*Dk*	1839 1666 1042			...		1917	Chicago S.B.Co. Chicago	RederiA/B Advance(Algot Johansson)	249·6|43·8|17·7 P25'B64'F26' FK	Mariehmn Finnish *WB*	T.3Cy.20",33"&54"-40" 272NHP AmericanSBCoClevelnd,O	20 ″ 4	N †
19658 LKTY	— (*ex*Argonaut-34) *OilEng.* Now "Frisia," see No. 33164 in Supplement 1*Dk* *Mchy.Aft*	550 461 310					1930	Deutsche WerkeA.G. Kiel	LarsFredriksen	173·0|30·2|10·5 P46*t*F12*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.15¾"-15¾" 146NHP Maschfbk.Augsburg- Nürnberg.A.G.Augsburg		V
19659 771 SVHD	**Aeas** (*ex*MountPentelikon-34,*ex* GambiaRiver-33) 1*Dk*	*4729* *4375* *2988*					1915	Irvine'sS.B &D.D.Co.Ld. W Hartlepool	PaterasBros.	385·1|52·0|27·0 P36'B126'F58'	Piræus Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld Hpl		C
19660 108 SVIF	**Aegeon** (*ex*Knockfierna-35) 1*Dk*	5285 *4815* *3208*					1919	Napier& Miller,Ld. Glasgow	AegeonS.S.Co.Ld.	400·1|52·3|28·5 P49'B112'F39'	Argostoli Greek *WB*	T.3Cy.27",44"&73"-48" 360NHP Dunsmuir&Jackson,LdGls		C
19661 110 SVLM	**Aegeus** (*ex*WhiteFan-33, *ex*MaindyCount-32) *ss*Cff.No.3-7,30 Sunk by Collision 5.37 *ss*DieppeNo.1-34 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl*)	*3792* 3529 2357	~~✠100A1~~ *Shelter dk* *withfreeboard* 1,37 ~~BS5,36~~ ✠~~LMC12,35~~	Bry	*w*	CL 9,36	1917 7mo *Lloyd's A&CP*	J.Priest- man&Co. Sunderland	PaterasBros.	350·0|50·9|23·5 FK *CellDB*304'931*t*	Chios Greek 6*BHCem* *APT*105*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb 351NHP 3SB,*9cf*,GS141,HS5740 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s2 ″ 6 23 ″ 8¾	
19662 DOIB	**Aegina** (*ex*Arkadia) Sub.Sig. 2*Dks*	2447 2229 1421					1922	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8|46·1|18·8 F37'	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Act.Ges."Weser,"Bremen		G
19663 DHAM	**Aegir** 1*Dk*	4500 3915 2643					1923	Reiherst'g Schiffsw. Hamburg	Seereederei "Frigga"A.G.	351·8|50·3|27·7 P22'F34'	Hamburg German *WB*	Q.4Cy.21⅝",32$\frac{3}{16}$"47$\frac{5}{16}$"&69"- 49¼" 334NHP Reiherst.Maschinenf.Ham.		G
19664 TFEA	**Ægir** *ss*Rjk.No.2-37 *OilEng.* ~~*ss*Cpn.No.1-33~~ E.S.D. 1*Dk*(*Stl*-teak s) Wireless D.F. *2nd dk*(*Stl*)*in holds*	497 436 126	✠100A1 *withfreeboard* 6,37~~6,36~~ 6,37 ✠~~LMC6,32~~ ~~LMC(M)9,35~~	Rjk		CL ~~6,33~~ 5,37	1929 7mo *Lloyd's A&CP*	Akt.Bur- meistr&Wain Copenhagen	Government of Iceland(Skipaút- geroRíkisins) *CellDB*91'68*tD*	171·2|29·6|14·3 F37' BK8" *Ts a* 12'28*t DTf*10'	Reykjavik Icelandic 4*BHCem* 25*tFPT*18*t*	OilEngines 4S.C.SA 6Cy.17$\frac{11}{16}$"-33$\frac{7}{16}$" 181NHP Akt.Burmeistr&Wain,Cpn	17 ″ 3 s4 ″ 7 13 ″ 8	
19665 ESRG	**Aegna** Ⓟ (*ex*Seeadler-35, *ex*Adler-35) Sub.Sig. 1*Dk*	671 338 294					1904	Howaldts- werke Kiel	Laevaühing G.Sergo&Ko.	195·0|25·1|11·4 Q17'B105'F63'	Tallinn Estonian	T.3Cy.16⅞",25⅝"&43⅜"-24⅞" NE26 93NHP Howaldtswerke,Kiel		G
19666 LFIO	**Aelybryn** *ss*Sld.No.2-36 1*Dk*(*Stl*) Now "Konsul Hendrik Fisser," see letter K	*4437* *4202* *2769*	✠100A1 7,36 ✠LMC BS4,36 MS7,36	Sld	*y*	CL 7,36	1928 8mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	A/S Viking (Lundegaard& Sonner,*Mgrs*) *CellD*	385·0|52·0|26·1 P29'B238'F44' FK B329'954*tFPT*116*t*	Farsund Norwegian 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 ″ 6 s4 ″ 0 24 ″ 8¾	
19667 131305 GPYZ	**Aeneas** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	10058 8436 6253					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	493·0|60·4|37·1 P46'B201'F58'	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 641NHP Workman,Clark&CoLdBel		BT till ~~6,37~~ ~~3,38~~ 12,38
19668 99 SVGI	**Aenos** (*ex*CedarBranch) 3Mst 2*Dks*	*3554* *3318* *2222*					1910	Bartram& Sons Sunderland	~~A.Lusi~~"Zephyros" S.S.Co.Ld.	390·5|51·0|21·3 F36'	Argostoli Greek *WB*	T.3Cy.28",47"&78"-51" 434NHP J.Dickinson&Sons,Ld.Sld.		C
19669 527 SDAK	**Æolus** Ⓟ Wireless Sub.Sig. 1*Dk*&*Awng dk*	*816* *481* *407*					1884	MotalaCo. Gothenburg	StockholmsRede- riaktieb.Svea (Eman.Högberg, *Mgr.*)	195·2|28·8|13·1 H81*t* 20·3	Stockholm Swedish	T.3Cy.13½",30"&49"-33" NE&B10 138NHP W.Doxford&Sons,Sndrlnd		
* 19670 132440 VJBC	**Aeon** *ss*Mel.No.3-8,25 *ss*Syd.No.2-34 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-teak s) *Cargo battens not fitted*	3768 3334 2007	✠100A1 *Shelter dk* *withfreeboard* 8,37~~7,36~~ ~~BS7,36~~ ✠LMC8,33 8,37	Syd	*x*	CL 7,36	1913 1mo *Lloyd's A&CP* *WB=CellD* *Cantilever framed Topsidetanks in E&B space*78'303*t*	SirRaylton Dixon&CoLd Middlesbro'	AustralianSteam- shipsProprietary, Ld. (*Man.Agents.* HowardSmithLd.) *Ba*123'*uE&B*60'*f*	365·2|50·6|22·1 F31'*onShelterdk* FK 134' 965*t FPT* 170*t*	Melbourne British 6*BHCem* *APT*100*t*	Q.4Cy.24",34",48"&69"-45" 220lb (*s*) 417NHP 3SB,*9cf*,GS181,HS6780 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 6 s2 ″ 2 22 ″ 7¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Réparations ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade.
19671 802 IBWH	**Aequitas** (*ex*Cogne) D.F. 1*Dk*	5335 4699 3173					1916	Cant. Offic. Savoia Cornigliano	Soc.Anon.per l'Industria ed ilCommercioMarittimo "NovaGenuensis"	395·9 P37'B23'F37'	51·6	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"–48" 337NHP Cant.OfficineSavoia		CI
19672 217885 KJAY	**Aetna** (*ex*Coperas) 1*Dk* *New "Saginaw," see No. 40077 in Supplement*	2153 1753 1280			…		1919	Manitowoc S.B.Co. Manitowoc, Wis.	Mid-WestTransportationCo.Inc.	250·5 P27'B64'F26' FK	43·7	20·1	Detroit Utd. States *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc, Wis.	23 ″ 0	
19673 PUAA	**Affonso Penna** Ⓟ TwinSc (*ex*MinasGeraes) 2*Dks deep framing*	*3540* *2779* *2179*			…		1910	Workman, ClarkCo.Ld. Belfast	LloydBrasileiro	340·3 P48'B130'F48' FK&BK1½"	45·1	24·8	R.Janeiro Brazilian *WB*	T.6Cy.18",30"&49"–42" 534NHP Workman,Clark&CoLdBel	26 ″ 0	C †
❋ 19674 139801 GPKY	**Afghanistan** ~~(*ex*Aberdeen)~~ (*ex*Abereden) *ss*Shl.No.3–8,30 *ss*Shl.No.1–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 1918	5616 ~~[illegible]~~ 4277	✠100A1 *Shelter dk withfreeboard* 10,37 BS10,37 ✠LMC8,35	Shl ~~Cff~~	*y*	CL ~~10,35~~ 1,37	1917 7mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'*sA&CP*	HindustanSteam ShippingCo.Ld. (Common Bros.Ld, *Mgrs.*) *CellD*	385·0 397·0(O.L.) FK *B*338'1084*t FPT*87*t*	53·0	32·4 *24·3*	Newcastle British 6*BHCem* *APT*115*t*	T.3Cy.25",42"&69"–48" (*s*) 180lb NDB37 *180lb* 371NHP 2SB,6*cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	34 ″ 8 s 9 ″ 3¾ 25 ″ 6¾	
❋ 19675 130055 MJSR	**Afon Dulais** *ss*Sws.No.1–36 *ss*Goo.No.3–2,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	987 732 584	✠100A1 5,37 ~~7,34~~ ✠LMC5,36 BS5,37	Shl Cff	*m*	CL ~~5,36~~ 5,37	1919 11mo	Dundee S.B.Co.Ld. Dundee *Lloyd*'*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *Ce*	208·0 Q102'B13'F24' FK *llDB*131' 245*tFPT*	33·1	13·1	Llanelly British 3*BHCem* 58*tAPT*2*t*	T.3Cy.18",29"&50"–33" (*s*) 180lb 152NHP 1SB,3*cf*,GS60,HS3200 Earle'sCo.Ld.Hull	15 ″ 1 s 0 ″ 11½ 14 ″ 3	
19676 130057 MJVL	**Afon Gwili** *ss*Apl.No.1–37 *ss*Cff.No.3–1,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	874 730 427	✠100A1 6,37 ~~12,35~~ 6,37 ✠LMC MS~~11,32~~ BS~~10,3~~ 1,38	Sws Apl	*k*	CL 12,35	1920 1mo	Camper& NicholsonsLd Southampt'n *Lloyd*'*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *CellDBf*	198·0 204·7(O.L.) Q111'B13'F24' FK 118'166*t FPT* 103*t*	30·6	12·4	Llanelly British 3*BHptCem* *APT*31*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 129NHP 2SB,4 *pf*,GS64,HS2190 ShieldsE.&D.D.Co.N.Shl.	14 ″ 5 s 4 ″ 3½ 13 ″ 11½	
❋ 19677 130058 MJXC	**Afon Towy** *ss*Apl.No.1–37 *ss*Shl.No 3–1,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	684 472 336	✠100A1 4,37 ~~5,36~~ ~~BS11,36~~ ✠LMC1,33 BS2,38 4,37	Shl Apl	*j*	CL ~~5,36~~ 4,37	1919 12mo	Dibles (1918)Ld. Southampt'n *Lloyd*'*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *CellD*	178·0 183·4(O.L.) Q101'B10'F21 'FK *Bf*112'200*tFPT*78*t*	29·0	11·3	Llanelly British 3*BHCem* *APT*26*t*	T.3Cy.14",23"&39"–27" (*s*) 180lb 82RHP 2SB,4*pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 ″ 3 s 3 ″ 9½ 12 ″ 8	
19678 219225 KOMQ	**Afoundria** *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5010 4598 3065					1919	American International S.B.Corp. HogIslnd,Pa	WatermanS.S. Corp.	390·0 P39'B121'F42'	54·2	27·8	Mobile Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
❋ 19679 149755 GMRD	**Afric Star** (*ex*Africstar) TwinSc *ss*Nwc.No.2–35 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Ref.Mchy.* *Nos.* 1, 2, 3, 5 & 6 *holds* D.F. *CruiserStern*	11900 11403 7438	✠100A1 *withfreeboard* ~~11,36~~12,37 BS12,37 ~~BS1,37~~ ✠LMC12,34 ✠Lloyd'sRMC~~2,37~~4,37 4,38 ~~1,38~~ ~~11,37~~ ~~5,37~~ ~~2,37~~ Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F. *Fitted for oil fuel* 11,26 *F.P. above* 150° F.	Lon	*f*†	CL 11,36	1926 11mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	BlueStarLine,Ld. *Duct keel forward* *CellDB*	475·8 494·0(O.L.) FK *of mchy. space* 143' 389' 1433*t FPT*102*t*	67·3	45·2	London British 9*BHptCem* *APT*117*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 200lb FD 1581NHP 2D&2SB24*cf*GS420HS22869 Palmers'Co.Ld.Newcastle	48 ″ 5 s 18 ″ 8¼ 30 ″ 0	
19680 120617 VTBZ	**Africa** Ⓟ 3Mst *ss*Adn.2ndNo.3–12,32 *ss*Adn.No.1–37 *Well deck* 1*Dk*(*Stl*–ws) *Mchy.Aft*	454 302 162	✠100A1 1,38 ~~1,37~~ LMC1,37 BS1,38	Adn	*g*	CL ~~11,34~~ 1,38	1905 10mo	W.Walker Maryport *Lloyd*'*sA&CP*	Cowasjee,Dinshaw &Bros.	159·0 Q89'B11'F23' BK7" *WB*=*DBf*86'	24·9	9·4	Bombay British 3*BHCem* 110*tFPT*53*t*	T.3Cy.13½",21½"&34½"–27" 150lb (*s*) 78RHP 1SB,3*pf*,GS51,HS1438 NB18*refitted*34 Hutson&Sons,Glasgow	11 ″ 9 s 4 ″ 0 12 ″ 0½	
19681 21798 JDFD	**Africa Maru** Ⓟ TwinSc *ss*Kob.No.3–9,30 *ss*Kob.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Ref.Mchy.* 3*rdDk*(*Stl*) *in No.* 1 *hold*	9476 8797 5941	✠100A1 *Shelter dk withfreeboard* 10,37 ~~12,36~~ 10,37 ✠LMC~~12,36~~ ✠Lloyd'sRMC~~12,36~~ 3,38 ~~10,37~~ ~~5,37~~ *Fitted for oil fuel* 3,24 *F.P above* 150°F.	Kob	*d*†	CL ~~36,34~~ ~~P4,35~~ s10,37 P3,38	1918 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd*'*sA&CP*	OsakaShosen K.K. *CellDB*407'1664*tD*	475·0 P35'F46'*on Shelter deck* FK *Ta*48'519*tFPT*149*t*	61·0	40·7	Osaka Japanese 3*BHCem* *APT*41*t*	T.3Cy.27",44½"&75"–48" (*s*) 200lb 993NHP 5SB,15*cf*,GS330,HS13284 FD MitsubishiZosenKaisha,Ld	40 ″ 9 s 13 ″ 0 28 ″ 3	
19682 OYDH	**African Reefer** (*ex*Yrsa–36) *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 2*Dks*	1771 1413 996					1935	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	301·6	42·7	16·6	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 1/16"–35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		G
19683 866 ICMC	**Africana** (*ex*Valleluce–35,*ex*Sestri) D.F. 1*Dk*	5869 4560 3640					1918	Soc.Esercizio Bacini RivaTrigoso	I.N.S.A.(Industrie NavaliSoc.Anon.)	391·6 P16'F37'	51·6	27·3	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"–48" 337NHP Soc.EsercizioBacini		I
❋ 19684 OXOC	**Afrika** TwinSc *ss*Cpn.No.3–7,33 D.F. *OilEng.* 2*Dks*(*Stl*)&*Awning dk*(*Stl*) *ss*Cpn.No.1–38	8597 6206 5469	✠100A1 *Awning dk withfreeboard* 4,38 ~~10,36~~ 10,37 ✠LMC C~~5,36~~ DBS~~7,36~~ 4,37 ~~4,35~~ 10,37	Cpn	*c*†	CL P10,35 s10,36	1920 3mo	Burmeist'r &Wain Copenhagen A&CP	A/S DetÖstasiatiskeKompagni *Collision* *Cell*	445·8 462·5(O.L.) F *on Shelter dk*77' FK *BH to Shltr dk*6*BH* *DB*392'1468*tFPT*1	60·3	39·1	Copnhagn Danish *ptCem* *to Upper dk* 08*tAPT*108*t*	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" DB*100lb* 987NHP Akt.Burmeistr&Wain,Cpn.	42 ″ 0 s 10 ″ 4⅝ 31 ″ 10	
19685 ~~DGKB~~ DGKA	— (*ex*Lavington *ss*Shl.No.3–11,34 Court–37,*ex*VincenzoFlorio) D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6503 6248 4059	✠100A1 *Shelter dk withfreeboard* 4,38 ~~2,37~~ BS4,38 ~~MS2,37~~ ✠LMC11,34 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Liv Bmn	*z*	CL N2,37	1920 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP* *Inter*	"Atlas"Reederei A.G. *mediate BH in fore* *CellDB*364'1180*t*	~~420·0~~ 410 · 6 FK *hold dispensed with* *FPT*105*t APT*127*t*	54·0	~~34·3~~ 34 · 4	Emden German *ptCem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27 1/16",44¾"&75"–54" 180lb (*s*) 577NHP 3SB,9*cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland.	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
❋ 19686 179 SVMX	**Afroessa** (*ex*BaronDouglas, *ex*Glenmay) *ss*Gtz.2ndNo.3–4,32 1*Dk*(*ptIrn*&*ptStl*)&*Web frames* *ss*Bla.No.1–37	2529 — 1578	✠100A1 ~~5,37~~ ~~7,35~~ 2,38 ✠LMC BS~~4,34~~4,37 MS2,37	Cff ~~Bla~~ Bry	*u*	CL ~~2,37~~ ~~2,38~~ 5,38	1905 7mo	Ropner& Son Stockton *Lloyd*'*sA&CP*	KirtatasBros. *CellDB*	310·0 321·2(O.L.) P29'B184'F37' FK *a*90'*uE*&*B*34' *f*138'	44·1	20·5	Andros Greek 5*BHCem* 613*tAPT*87*t*	T3Cy23¼",37½"&61½"–39"(*s*) 180lb 242NHP 2SB,6*cf*,GS97,HS3530 Blair&Co.Ld.Stockton	22 ″ 10 s 2 ″ 5½ 20 ″ 7	
19687 145112 MKJR	**Afterglow** *ss*Sld.No.3–10,33 *Mchy.Aft* *ss*Sld.No.1–37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	936 752 482	✠100A1 7,37 ~~7,36~~ ~~BS7,36~~ ✠LMC~~10,33~~ 7,37	Sld	*m*	CL ~~8,35~~ 6,37	1920 12mo	J.P.Renoldson&Sns. Ld. S.Shields *Lloyd*'*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	216·6 B17'Q106'F25' FK *CellDBf*126' 247*t MT*9'134*tFPT*	32·0	13·5	London British 4*BHCem* 112*tAPT*21*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 98RHP 1SB,3*cf*,GS54,HS1880 J.P.RennldsnSnsLdSShl	15 ″ 6 s 1 ″ 9½ 13 ″ 11	
❋ 19688 763 SVQB	**Agalliani** (*ex*Cordale–34, *ex*OttoHugoStinnes9) *ss*Pir.No 3–5,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	1656 1379 835	100A1 ~~8,37~~ ~~8,35~~ 3,38 BS~~8,36~~ LMC1,34 3,38	Pir ~~Cff~~	*p*	CL ~~12,33~~ 8,37	1911	G.Seebeck Akt.Ges. Wesermünde-G. A&CP *CellD*	T.N.Epiphaniades *B*215' 381*t Topsid*	249·8 261·1(O.L.) P68'F25' FK *e tanks*161'343*t Mid*	38·1	18·0	Piræus Greek 4*BHCem* *ship tank on*	T.3Cy.18",28⅝"&44½"–35½" 213lb (*s*) 123NHP 2SB,4*cf*,GS54,HS1345 FD G.SeebeckA.G.Bremerhvn *dk*16'30*tFPT*162*tAPT*38*t*	20 ″ 4 s 2 ″ 3½ 18 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19689 161124 GNYL	**Agamemnon** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks*	7593 6501 4662					1929	Workman Clark(1928) Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·8|59·4|29·3 P63'B180'F60'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59$\frac{1}{16}$" 1300NHP Akt.Burmeistr&Wain,Cpn		BT till ~~11,37~~ 8,38
19690 PCEW	— Ⓟ *Cruiser Stern* 1*Dk&Shelter dk*	1930 1589 1031					1914	Dunlop, Bremner&Co. Ld. PortGlas.	Koninkl.Nederl. Stoomb.Maats. N.V.	295·6|43·2|17·2	Amstrdam Dutch	T.3Cy.22",35"&59"–39" 218NHP [PortGlasgow Dunlop,Bremner&Co.Ld.		C
19691 135553 GPZX	**Agapenor** Ⓟ D.F. 2*Dks*	7392 6306 4657					1914	Scotts'S.B. & Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	455·2|56·2|32·5 P53'B165'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 574NHP Scotts'SB.&EngCoLd.Grk		BT till ~~8,37~~ 5,38
19692 37048 JJWF	**Agata Maru** *OilEng.* *Mchy.Aft* 1*Dk*	302 235 177					1931	Fujinagata S.B.Co. Osaka	KitaKyushu ShosenK.K.	130·0|23·0|12·0 F19'	Fukuoka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13"–20⅞" 98NHP KobeSteelWorks,Kobe		
19693 137844 MGRV	**Agate** 3Mst *ss*Bwg.No.3-9,29 *ss*Bwg.No.2-37 ~~*ss*Dub.No.1-31~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 566 397	✠100A1 9,37 ~~7,35~~ BS~~2,37~~ 12,37 ✠LMC~~7,34~~ MS9,37	Gls Bwg	*k*	CL ~~3,34~~ 9,37	1917 5mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	*CellD*	199·4|30·1|11·9 206·2(O.L.) Q116'B9'F34' FK *Bf*123'170*tFPT*66*t*	Glasgow British 3*BHCem* *APT*8*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 139NHP 2SB,4*pf*,GS78,HS2408 Ross&Duncan,Glasgow	14″0 s4″4¼ 13″9¼	
19694 PCFC	**Agatha** TwinSc *OilEng.* E.S.D. *ss*HKg.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom &at deck*	*3126* *2295* *1639*	✠100A1 10,37 ~~11,36~~ ✠LMC CS4,36 DBS~~11,36~~ 10,37 10,37 *CarryingPetroleum*	Bat Sba	*in*	CL ~~P5,34~~ ~~S7,35~~ 10,37 *bulk*	1927 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *Cell*	305·2|50·2|19·3 P87'F48' FK *Trunk dk*170' *DBuE*55'120*t FPT*	TheHague Dutch 12*BHptCem* 72*tAPT*91*t*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP DB*150lb* Harland&Wolff,Ld.Gls.	19″3 s1″8¾ 17″8	
19695 8056 SKXM	**Agathe** WoodAux3MstSr (*ex*Merina-34,*ex*Agathe-32) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*312* *267* *211*					1918	H.C.Poulsen Rudkjöbing	Sigvard&August Olsson	129·4|28·9|12·6	Skärhamn Swedish *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"–16½" 54NHP H.C.Christoffersen,Holeby		V
19696 157637 VLGG	**Age** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at deck*	4734 3601 2650	✠100A1 ~~1,37~~ ~~10,36~~ 1,38 ✠LMC8,36	Syd		CL	1936 8mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld.)	376·1|52·7|23·4 PonQ83'Q228'F39' *CellDB*318' FK 1113*tFPT*320	Sydney British 6*BHCem* *tAPT*202*t*	T.3Cy.22",37"&63"–45" (*s*) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E.MarineEng CoLdNwc	26″3 8″1½ 21″10¼	
19697 FNNA	**Agen** *Fitted for oil fuel* *Well deck* 1*Dk*	4186 3638 2547			...		1921	W.Pickersgill&Sons,Ld. Sunderland	Cie.Delmas Vieljeux	364·3|52·9|24·2 P18'Q128'B68'F28' FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"–42" 347NHP SirW.G.Armstrong,Whitworth&Co.Ld.Nwc.	26″8	V †
19698 533 SZHA	**Aghia Anastassia** TwinSc (*ex*Aspasia, *ex*SophiaCouppa) 1*Dk*	389 — 232					1890	Stabilmnto Tecnico Trieste	Const.Papageorgiou&~~George Mastorakis~~	180·0|29·0|9·0	Piræus Greek	C.4Cy.13"&24"–20" NB05 43NHP StabilimentoTecnico,Tri.		
19699 208 SVDZ	**Aghia Thalassini** (*ex*Montague Seed-33, *ss*Pir.2ndNo.3-12,36 *ex*Erlesburgh) 1*Dk*(*ptIrn ptStl*)& *Web frames* *Longitudinal framing*	3508 — 2375	✠100A1 ~~11,34~~ 12,36 ✠LMC 12,36 ~~MS7,33~~ ~~BS6,35~~ BS1,38	Bry Pir	*w*	CL 12,36	1911 10mo *Lloyd*	W.Pickersgill &Sons,Ld Sunderland '*sA&CP*	L.G.Keranis *Cell*	348·5|50·2|23·5 P30'B100'F37' FK *DBa*111'*uE*	Andros Greek 6*BHCem*	T.3Cy.24½",40"&66"–45" (*s*) 180lb ~~*180lb*~~ 307NHP 2SB,8*cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld. &*B*40'*f* 155'910*tAPT*134*t*	25″11 s4″4½ 21″9½	
19700 199 SVQH	**Aghia Varvara** (*ex*Electrician, *ex*SaintWinifred) ~~*ss*Pir.No.3-9,32~~ *ss*Pir.2ndNo.3-11,37 2*Dks*(*Stl*)	*4572* *4329* *2884*	✠100A1 11,37 ~~11,35~~ ~~BS6,36~~ ✠LMC9,~~32~~ 11,37	Pir	*y*	CL ~~1,35~~ 11,37	1913 5mo *Lloyd* *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP* '*sA&CP*	L.M.Logothetis &M.Fakis '*Tw* *CellDBa*	385·0|52·0|26·5 P34'B111'F45' FK *een dk BH in after* *hold dispensed with* 124'*uE&B*41'*f*169'	Andros Greek *Cem* 5 *BH to Udk* 1 „ „2*nd*„ 1106*tDTa*30	Cy.25",41T.3"&68"–48" 180lb 361NHP 3SB,9*cf*,GS174,HS5749 J.G.Kincaid&Co.Ld.Grk. *only* '781*tFPT*75*tAPT*20*t*	29″0 s5″3¾ 23″11	
19701 731 SVNN	**Aghia Zoni P.** Ⓟ (*ex*Taranto-33) Wireless 2*Dk&Spar dk*	*1186* *1084* *767*					1899	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	223·3|31·9|20·2 Q27'B27'	Piræus Greek *WB*	T.3Cy.17¾",26¾"&45⅝"–33" 119NHP Flli.Orlando,Leghorn		I
19702 46 SWWS	**Aghios Georgios** (*ex*Onaway, *ex*Portsea) *ss*Pir.No.3-8,25 *ss*Pir.No.2-34 1*Dk*(*ptIrn ptStl*)	*3283* *3146* *2062*	✠100A1 1,37 BS12,36 ✠LMC7,34	Cff	*w*	CL ~~11,34~~ 12,37	1912 11mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	A.G.Vlassopulos *CellDBa*108'*uE*	352·0|49·6|22·0 P30'B189'F37' FK 22'*f*156'844*tFPT*6	Ithaca Greek 6*BHCem* 5*tAPT*105*t*	T.3Cy.24",39"&66"–45" (*s*) 180lb 307NHP 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24″3 s3″1¼ 21″4	
19703 58 SVMR	**Aghios Markos** (*ex*Homayun) *ss*Pir.No.3-6,32 *ss*Pir.No.1-36 2*Dks*(*S*)	*4514* *4075* *2732*	✠100A1 5,37 ~~8,36~~ ✠LMC BS~~1,36~~2,37 MS8,36	Pir Bry	*x*	CL 7,36	1919 9mo *Lloyd*	W.Gray& Co.(1918) Ld. WHartlepool '*sA&CP*	G.Trilivas *CellD*	376·0|51·9|26·5 388·2(O.L.) P41'B117'F39' FK *B*321'984*tFPT*114*t*	Ithaca Greek 7*BHCem* *APT*66*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl	29″0 s5″2½ 24″0¾	
19704 108 SVMH	**Aghios Nicolaos** (*ex*Eugenia-33, *ex*IronAge,*ex*Australport, *ex*Ardangorm) 1*Dk*	*3687* *3414* *2312*					1915	Napier& Miller,Ld. Glasgow	J.C.&A.C. Hadjipateras	364·8|51·5|22·6 P28'B207'F37'	Chios Greek *WB*	T.3Cy.24",40"&65"–45" 283NHP J.G.Kincaid&Co.Ld.Grk.		C
19705 15 SZNX	— (*ex*Glynn-35) *ss*Pir.3rdNo.3-4,36 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1106* *805* *450*	✠100A1 4,36 ✠LMC4,36 BS12,37	Pir	*n*	OG 9,35	1899 11mo	AilsaS.B. Co. Troon A&CP	EvangelosP.Nomikos(PetrosM. Nomikos,Ld.*Mgrs*) *CellDBa* 56'	230·3|33·1|16·0 P24'Q54'B53'F26' FK&BK1" *uE*19'*f*84'330*tFPT*	Salonica Greek 4*BHCem* 57*tAPT*55*t*	T.3Cy15¾",28¼"&45"–33"(*s*) 170lb 127NHP NDB14 ~~*100lb*~~ 1SB(~~Spt~~),3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17″0 s1″2¾ 16″0¼	
19706 350 SZHE	— TwinSc (*ex*SophiaCostala-35,*ex*Centavros) 1*Dk*	856 — 484	✠ 6,84 ✠	Cly	*i*		1884 5mo	DavidJ. Dunlop&Co. PortGlasgow	G.Katsourakis	180·1|30·2|11·0 P44'B46'F33' FK *FPT*25*tAPT*15*t*	Piræus Greek 4*BHCem*	C.4Cy.18"&35"–24" 100NHP DavidJ.Dunlop&Co.P.Gls.	11″7	
19707 2 SVWW	**Aghios Spyridon** (*ex*Nicolaos *ss*Pir.2ndNo.3-6,36 Pittas-36,*ex*Glynymel-33,*ex*Melton) *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1864* *1438* *1105*	✠100A1 ~~11,37~~ ~~6,36~~ 2,38 ✠LMC6,36 BS11,37	Pir	*q*	CL 5,36	1912 4mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	Soc.Anon. Helleniques d'EntreprisesCommerciales,Minieres &Maritimes *CellDBuE&B*37	260·0|38·5|17·0 Q93'B52'F26' FK '*f*114'346*t* *Tank in*	Laurium Greek 4*BHCem* *way of tunne*	T.3Cy.21",34"&56"–36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland *l* 135*tFPT*70*tAPT*40*t*	19″3 s1″10 17″7	
19708 688 SVEB	— (*ex*Inveresk,*ex*Sailing *ss*Bkn.No.2-12 Vessel) *Mchy.Aft* 1*Dk*2*trB* (*IN PORT DAMAGED 10,31*)	*1537* *1306* *855*	✠ 11,15				1891 10mo	A.McMillan&Son,Ld. Dumbarton	J.N.Cotzias, G.Monocroussos& N.Nicholeris(N.D. Cotzias,*Mgr.*)	237·5|36·2|21·5 P29'F34' BK9"	Piræus Greek *WB*	T.3Cy.16",27"&43¼"–30" NE03*fitted*19NB18 102NHP Earle'sCo.Ld.Hull	23″1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où [illegible], si ce n'est dans le L.R. Durée Cert. RotTrade
✻ 19709 171 SVCN	**Agia Marina** (*ex*Australmead, *ex*Kirkoswald) ~~ssSyr.No.3-12,24~~ ssGen.2ndNo.3-6,37 ~~ssAlx.No.2-33~~ *1Dk(Stl)&Webframes* *Shelter dk(Irn)2nd dk(Stl)in No.1 hold* *Longitudinal framing* *Cargo battens not fitted*	4151 3803 2476	✠100A1 *Shelter dk* *with freeboard* 6,37 ~~3,36~~ ~~MS9,32~~	Cff Gen ✠LMC6,37 [illegible]	*x*	CL 12,35	1912 5mo *Lloyd*'s A&CP	A.McMillan&Son,Ld. Dumbarton	KassosSteamNav.Co.Ld.(Pnevmaticos,Rothymnis,Yannaghas,*Mgrs*)	370·1 51·1 25·2 FK *CellDBa109'uE&B37'f168'*	Syra Greek *6BHCem*	T.3Cy.25",41"&$68\frac{5}{16}$"–48" (*s*) 180lb 362NHP 3SB,*9cf*,GS178,HS5778 Rankin&Blackmore,Grk. 1076*t FPT*130*t APT*224*t*	27 ″ 9 s2 ″ 8½ 25 ″ 2½	
19710 747 SZHB	— 3Mst (*ex*Seagull–34) ssNwc.2ndNo.3–2,25 ssNwc.No.1–30 *Well deck Mchy.Aft 1Dk(Stl)*	667 464 270	✠ ... 2,34	Nwc ✠			1902 12mo	R.Williamson&Son Workington	P.N.Koletsis&G.M.Katzourakis	182·9 27·8 14·5 Q103'B11'F22' BK7" *DBf*96'134*t*	Piræus Greek *3BHCem* *FPT*50*t*	T.3Cy.14",22½"&37"–27" 96NHP 1SB,*3pf*,GS56,HS1826 Ross&Duncan,Glasgow	13 ″ 11	
✻ 19711 873 SWCS	**Agia Varvara** (*ex*Matheos–37, *ex*Akenside, ssPir.2ndNo.3–9,28 *ex*Glyndwr, ssPir.No.1–32 *ex*Craigronald) *Spar dk(Stl)2trB&* *deep framing*	2425 2309 1572	✠100A1 *Spar dk* *with freeboard* 8,35 ~~BS4,33~~	Ant MS9,37 BS7,37 ✠LMC~~11,32~~	*t*	CL 8,35	1904 10mo *Lloyd*'s A&CP	A.Rodger&Co. Pt.Glasgow	F.Sigalas&Partners(G.Th.Sigalas,*Mgr.*)	313·6 43.8 13·2 20·7 P29'B82'F30' FK *CellDBa&uE118'f136'623t*	Piræus Greek *5BHCem* *APT*67*t*	T.3Cy.21",35"&~~57~~"–39" (*s*) 57¾" 180lb 248NHP 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3 s3 ″ 8½ 19 ″ 9	
19712 PCFG	**Agiena** *OilEng.* *Mchy.Aft 1Dk* *Cruiser Stern*	333 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	H.E.Fattje	133·0 23·0 9·5 P41'F15'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{3}{8}$"–15¾" 68NHP Benz-Diesel,Mannheim		
19713 147633 MLVX	**Agility** ssGoo.No.3–9,36 *Mchy.Aft 1Dk(Stl)&Web frames*	522 381 183	✠100A1 ~~9,36~~10,37 BS4,38 *Carrying Petroleum in bulk*	Goo ✠LMC8,36	*g*	CL ~~N11,35~~ 10,37	1924 4mo *Lloyd*'s A&CP	G.Brown&Co. Greenock	F.T.Everard&Sons,Ld.	160·3 26·2 12·3 Q63'F27' FK *DTf*11'31*t FPT*	London British *8BHptAsp* 52*t APT*24*t*	T.3Cy.13½",22"&36"–24" (*s*) 180lb 99RHP 1SB,*3cf*,GS61,HS2015 W.Beardmore&Co.Ld. Coatbridge	12 ″ 3 s1 ″ 1½ 11 ″ 3½	
19714 240 SYBN	**Agioi Anargyroi** (*ex*Korydallos–34,*ex*Maria *OilEng.* Sophion,*ex*Evangelistria, *1Dk* *ex*Chardonneret)	321 270 179					1918	Forg.&Ch.de la Médit. LaSeyne	D.Constandinidis	132·3 24·0 11·9	Piræus Greek	Oil Engines 2S.C. 4Cy. A/B Bolinder-Munktell, Skm.		
✻ 19715 1493 SVCO	**Agios Georgios** (*ex*Bonna, *ex*HansB.) ssPir.2ndNo.3–4,36 *1Dk(Stl)*	4248 3989 2721	✠100A1 3,37 BS4,37	Bry ✠LMC4,36	*x*	CL N3,37	1911 4mo *Lloyd*'s A&CP	W.Gray&Co.Ld. WHartlepool	D.PantaléonSons	365·0 50·8 26·0 377·0(O.L.) P27'B106'F36' FK *CellDBa&uE149'f159'970t*	Piræus Greek *6BHCem* *APT*125*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 381NHP NDB27*refitted*28–~~180lb~~ 2SB.*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s5 ″ 5½ 23 ″ 1	
19716 841 SVSC	**Agios Vlasios** (*ex*Tysla–35) ssKel.No.3–5,27 ssGot.No.1–31 *2Dks(UStl)&Shelter dk(Stl)*	4297 4066 2691	✠ —— 6,36	Osl ✠	*z*		1914 11mo	NthmblndS.B.Co.Ld. Newcastle	J.D.Chandris	405·0 53·4 25·5 FK *CellDBa137'uE&B45'f173'1265t*	Piræus Greek *6BHCem* *APT*135*t*	T.3Cy.28",46"&75"–51" 559NHP 3SB,*9cf*,GS189,HS8253 Blair&Co.Ld.Stockton	28 ″ 0	G †
✻ 19717 EAAC	**Agire-Mendi** (*ex*Schiehaven) ssBbo.No.3–10,35 Sub.Sig. *1Dk(Stl)&Shelter dk(Stl)*	5529 5282 3472	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~9,36~~ ~~BS9,36~~ *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Rot Bbo BS2,38 ✠LMC9,35	*y*	OG ~~10,35~~ N2,38	1922 1mo *Lloyd*'s A&CP	W.Dobson&Co. Newcastle	Cia.Nav.Sota y Aznar ~~(SirRamon de la Sota,*Mgrs.*)~~	400·0 53·0 30·8 FK *Collision* *CellDB* 356'1164*t FPT*104*t APT*175*t*	Bilbao Spanish *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&74"–48" (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc	33 ″ 4 s7 ″ 11¾ 25 ″ 7	
19718 187 SYJD	**Aglaia** WoodAux4MstSr (*ex*Ægina,*ex*A.J.West) *Motor* *1Dk* (*See Sailing Ship Register*)	683 — 366					1898	…………… Aberdeen, Wash.	AristidesSachellaropoulos	161·0 40·0 11·0	Piræus Greek	Motor		
19719 84616 VRWN	**Agnar** Iron ssC.Tn.4thNo.3–10,26 ssC.Tn.No.1–30 *Well deck 1Dk2trB*	427 312 255	✠ —— 10,35 ✠NB11,01	CTn	*g*		1884 10mo	Stavanger Stöb.&Dok. Stavanger	EagleShippingLd.Co.(E.L.Loyseau,*Mgr.*)	151·2 24·0 12·2 Q30*t*B60*t*H5*t*F11*t* ND01 *DBa*30'*f*51	PortLouis,Mauritius British *4BHCem* 85*t APT*11*t*	C.2Cy.17"&32"–24" NDB01 51RHP 1SB,*2pf*,GS34,HS1086 J.Wigham,Sunderland	13 ″ 0	
19720 7830 SJBN	**Agne** (*ex*Uskside,*ex*MaindyForest, *ex*Firtree) ssCff.No.3–12,29 ssShl.No.2–37 ~~ssGot.No.1–34~~ *1Dk(Stl)* *Cargo battens not fitted*	2468 2234 1414	✠100A1 6,37 ~~5,36~~ ~~BS5,36~~	Got Shl ✠LMC~~5,34~~ 6,37	*t*	CL 8,35	1917 8mo *Lloyd*'s A&CP	Craig,Taylor&Co.Ld. Stockton	Rederi A/B Bifrost(J.R.Trapp,*Mgr.*)	293·3 45·4 20·3 P27'B78'F30' FK *Intermediate BH in fore hold dispensed with*	Gothenbrg Swedish *Cem* *4BH only* *CellDB*250'	T.3Cy.22",36"&60"–39" (*s*) 180lb *80lb* 250NHP 2SB,*6cf*,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld 635*t FPT*83*t APT*102*t*	22 ″ 6 s3 ″ 3½ 19 ″ 5	
✻ 19721 OHYJ	**Agnes** (*ex*Blairlogie–36,*ex*Oostdijk) ssEls.2ndNo.3–1,37 ~~ssCff.No.3–8,24~~ ~~ssBkn.No.2–33~~ *Cargo battens not fitted 1Dk(Stl)*	2983 — 1812	✠100A1 ~~3,36~~12,37 10,37 ~~BS8,32~~	Shl Bkn ✠LMC MS1,37	*u*	CL 12,36	1912 2mo *Lloyd*'s A&CP	Rotterdam Droogd.Maat Rotterdam	MariehamnsRederiA/B.(A.Ekbom,*Mgr.*)	325·8 47·4 21·9 P21'B94'F31' FK *CellDBa*90'*uE*21'*f*150'698*t*	Mariehmn Finnish *5BHCem* *APT*77*t*	T.3Cy22½",37½"&62"–42"(*s*) 160lb *100lb* NDB28 266NHP 2SB,*6cf*,GS120,HS4268 RotterdamDroogd.Maats.	24 ″ 2 s3 ″ 11½ 20 ″ 4	
19722 LEXF	— (*ex*Solör–37,*ex*September–33, *ex*PeerGynt,*ex*HerbertSiemers, *ex*Oostzee) *1Dk*	1311 1122 722					1919	Wed.A.van Duyvendijk Papendrecht	A/S Agnes(Einar Saanum,*Mgr.*)	239·8 36·6 15·8 P51*t*H82*t*F24*t*	Mandal Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
19723 OXZJ	**Agnete** *1Dk*	1458 1160 855					1921	HelsingörsJernsk&Msk. Helsingör	Dmpskselsk.Torm (A.Schmiegelow&A.Kampen, *Mgrs.*)	249·5 38·1 15·0 P17'Q76'B96'F34'	Svendborg Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		G
✻ 19724 OXWB	**Agnete Mærsk** (*ex*Aabenraa) ssAbg.No.3–9,34 *1Dk(Stl)*	2088 1832 1205	✠100A1 9,37 ~~1,37~~ BS9,37 MS9,34	Rot Mch ✠LMC ~~[illegible]~~	*s*	CL ~~N5,36~~ 9,37	1921 11mo *Lloyd*'s A&CP	Yarrow&Co.Ld. Glasgow	D/S A/S af 1912(A.P.Möller,Copenhagen,*Mgr.*)	286·0 43·4 18·7 P27'B166'F31' FK *CellDBa86'uE18'f124'565tFPT*	Aalborg Danish *5BHCem* 48*t APT*87*t*	T.3Cy.20½",33"&54"–36" (*s*) 180lb 208NHP 2SB(Spt),*6cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 ″ 0 s1 ″ 9½ 19 ″ 5½	
19725 PCFL	**Agnita** *OilEng.* ssAms.No.1–35 *Mchy.Aft 1Dk(Stl)2nd dk(Stl) in way* *of mchy. space & Web frames*	3561 3057 1977	✠100A1 ~~2,37~~10,37 DBS2,37 *Carrying Petroleum in bulk* *Fitted with cylindrical tanks*	Rot Ams ✠LMC CS4,36 2,37	*u*	CL 2,37	1931 3mo *Lloyd*'s A&CP	Hawthorn,Leslie&Co.Ld Newcastle	N.V.Petroleum Maats"LaCorona"	305·4 50·5 26·3 317·0(O.L.) P92'B27'F37' FK *CellDBuE53'122tDTf20'123t FPT*	The Hague Dutch *10BHptCem* 95*t APT*22*t*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 476NHP DB150lb Werkspoor,Amsterdam	28 ″ 6 s4 ″ 8¾ 23 ″ 11½	
✻ 19726 7203 SHFA	**Agra** TwinSc *OilEng.* ssGot.No.2–33 D.F. *1Dk(Stl)&Shelter dk(Stl–ws)* *3rd dk(Stl)in No.1 hold*	4569 4042 2605	✠100A1 *with freeboard* 5,37 ~~2,37~~ DBS~~5,36~~ 5,37	Got 11,37 ✠LMC CS~~5,33~~ 8,36	*z*	CL ~~2,36~~ 2,38	1925 6mo *Lloyd*'s A&CP	A.B.Götaverken Gothenburg	Aktieb.Svenska OstasiatiskaKomp.(G.Borin,*Mgr.*)	391·7 52·6 25·0 408·8(O.L.) FK *Coll.* 6 *CellDB*327' 999*t Tanks at sides of tunnels* 19'70*t FPT*73*t APT*57*t*	Gothenbrg Swedish *7BHptCem* *BH to Sh dk* ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 12Cy.23¾"–47¼" 623NHP DB*85lb* A.B.Götaverken,Got.	28 ″ 0 s2 ″ 10½ 25 ″ 2½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19727	**Aguaray** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	302 — 179					1928	H.Robb, Ld. Leith	Cia.Argentina de Nav.Mihanovich Ltda.	160·0	34·0	8·6	Bns.Aires Argentine	Oil Engines 4Cy. J&CGBolindersCoLd.Skm		
19728 140543 GPVD	**Aguila** Ⓟ 3Mst *ss*Liv.No.3–12,29 D.F. E.S.D. *ss*Liv.No.1–33 *Well deck* 2*Dks*(*UStl*–ws)	3255 2162 1855	✠100A1 11,37 ~~11,36~~ ~~BS11,36~~ 11,37 ✠LMC10,33	Liv	*u*	CL 11,36	1917 11mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDBa*40'*uE*28'*f*156'523*tFPT*49*tAPT*48*t*	315·3 P&B213'F58'BK12"	44·2	18·5	Liverpool British 5*BHCem*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,*9cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	21″ 6 s 1″ 11½ 20″ 10	BT till ~~11,37~~ 10,38
19729	**Aguila II** TwinSc *OilEng.* *ss*B.As.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)	874 — 462	✠A1 *withfreeboard* 4,37 ~~7,36~~ DBS ~~6,37~~ 6,38 ~~DBS4,35~~ ✠LMC11,34 *For Service on the River Plate-limiting Ports seawards Monte Video & Piedras*	BAs		OG 6,36	1931 1mo *Lloyd's A&CP*	H.Robb, Ld. Leith	Cia.Argentina de Lanchas	260·0 F30' FK FP	42·0	11·8	Bns.Aires Argentine 4*BHAsp* *T*70*tAPT*8*t*	Oil Engines 2S.C.SA 8Cy.13⅜"–22$\frac{7}{16}$" 250NHP DB*120lb* AtlasDieselCo.Ld.Skm.	13″ 0 s 3″ 3½ 10″ 0	
19730 217184 WHCA	**Agwidale** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4763 4138 2969			...		1918	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines.Inc. (Clyde-Mallory Lines,*Mgrs.*)	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T3Cy.24½",41½"&72"–48" 471NHP NewportNewsSB&DD.Co.	30″ 0	R †
19731 217530 WECR	**Agwistar** *Fitted for oil fuel* 2*Dks*	4661 4272 2921			...		1919	NwprtNws S.B.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 471NHP NewportNewsSB&DD.Co.	30″ 0	R †
19732 220911 KDMD	**Agwiworld** *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* 2*Dks* D.F. *Carrying Petroleum in bulk*	6771 6452 4143					1921	SunS.B. Co. Chester,Pa.	~~RichfieldOilCo. of California~~ RichfieldOilCorp.	429·3 P133'B36'F40'	59·2	33·2	LsAngeles Utd.States *WB*	T.3Cy.27",45½"&76"–51" 412NHP SunS.B.Co.Chester,Pa.		R
19733 135803	**Ah Kwang** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0 B46'F22'	32·0	9·0	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.15"–16⅛" 317NHP J.&C.G.Bolinders,Skm.		
19734 149709 VPCX	**Ahamo** (*ex*Plume–33) *ss*Yka.No.3–2,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	8621 7957 5208	✠100A1 1,38 ~~2,37~~ BS1,38 ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,26 *F.P. above* 150° F.	Yka Sng	*d*†	CL 10,35	1926 9mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	StandardTransportationCo.Ld. *CellDBuE&B*65'*f*35'318*t FPT*190*t APT*130*t*	460·0 P118'B43'F42' FK	62·8	36·4	HongKong British 19*BHptCem*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,*9cf*, HS9300 FD D.Rowan&Co.Ld.Gls.	36″ 6 s 7″ 5½ 29″ 3½	
19735 898 IJEW	**Aida** WoodAuxBkn (*exSailing Vessel*Agnese–34) *OilEng.* 1*Dk*2*trB* (*SeeSailingShipRegister*)	323 — 249					1920	G.Raiola Torre del Greco	Paolo deGennaro	144·0	28·3	14·9	Molfetta Italian	Oil Engines 2S.C.SA 4Cy.8$\frac{11}{16}$"–14$\frac{9}{16}$" 52NHP NE35 Akt.Burmeistr&Wain,Cpn		I
Wrecked 19736 417 IBWF	**Aida Lauro** (*ex*Treharris–33, *ex*Radnor) *ss*Cff.No.2–32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4538 4209 2760	✠ ... 4,34 ✠	Liv	*y*		1923 7mo	Richardsn, Duck&Co.Ld. Stockton	A.Lauro *CellDB*351'1345*t FPT*111*t APT*120*t*	412·7 400·0 F33'*onShelter dk* FK *Collision*	52·0	24·3	Naples Italian *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" 425NHP 3SB,*9cf*,GS193,HS7171 Blair&Co.Ld.Stockton	27″ 0	I †
19737 609 ~~608~~ SZKU	**Aighai** (*ex*Limni–36,*ex*Costas–33, *ex*Taormina) 1*Dk*	1406 1266 862					1896	Duncan &Co.(Lim.) Pt.Glasgow	G.&A.A.Fokias (J.A.Alexatos *Mgr.*)	235·0 H78*t*	35·2	18·7	Piræus Greek *WB*	T.3Cy.19",31"&51"–36" 150NHP Muir&Houston(Lim.),Gls.		N
19738	**Aija** (*ex*Tora–37,*ex*Bessegg–33, *ex*LillyMargrethe, *ex*Aspasia) *ss*Pir.No.1–24 1*Dk*(*Stb*) *Well deck*	574 412 328	✠ 7,25 ✠	Pir	*h*		1920 5mo	J.Berg& Co. Delfzyl	KaijaShippingCo. *CellDBa*36''*tweenE&B*7'*f*63'140*t*	166·2 Q43*t*B53*t*F21*t*H27*t* FK	25·5	13·0	Riga Latvian 4*BHCem*	T3Cy.12⅝",19$\frac{7}{16}$"&31½"–21⅝" 71NHP 1SB,*2cf*,GS43,HS1363 J.Berg&Co.Delfzyl	13″ 8	N †
19739 887 ~~184~~ SVIC	**Aikaterini** (*ex*Wearpool–35) *ss*Shl.No.3–2,26 D.F. *ss*Shl.No.2–35 1*Dk*(*ptIrn&ptStl*)	*4929* *4719* *3073*	✠100A1 7,37 ~~10,36~~ ~~BS10,36~~ 8,37 ✠LMC8,35	Hul Rot	*y*	CL ~~10,36~~ 7,37	1913 5mo *Lloyd's A&CP*	Ropner& Sons,Ld. Stockton	GeorgandisBros. *Cell DBa* 127' *uE*27'*f*174'1165*t FPT*194*t APT*185*t*	390·0 P30'B219'F40' FK	55·5	26·3	Piraeus Greek 6*BHCem*	T.3Cy.28",46"&75"–48" (*s*) 180lb 450NHP 3SB,*9cf*,GS194,HS7293 Blair&Co.Ld.Stockton	28″ 9 s 4″ 6¼ 24″ 4¾	
19740 815 SVFD	**Aikaterini T.** (*ex*Nantes–34) 1*Dk*	2560 — 1490			...		1917	ForthS.B. &E.Co.Ld. Alloa	Th.L.Teryazos	305·3 P24'B85'F32' FK	42·7	21·5	Piræus Greek *WB*	T.3Cy.21",34"&56"–36" 226NHP Ramage&Fergusn,Ld.Lth.	23″ 9	C †
19741 139237 GLMQ	**Ainderby** *ss*Npt.No.3–7,37 ~~*ss*Shl.No.2–33~~ D.F. 1*Dk*(*Stl*)	4860 4626 2998	✠100A1 ~~7,37~~ ~~7,36~~ 1,38 7,37 ✠LMC7,37 ~~MS11,35~~ ~~BS3,36~~	Sws ~~Npt~~ Shl	*y*	CL ~~4,35~~ 7,37	1925 7mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	RopnerShippingCo Ld. *CellDBa&uE*158'*f*169'1041*t FPT*180*t APT*179*t*	390·0 402·3(O.L.) P30'B220'F40' FK	55·0	26·5	W.Hartlpl. British 6*BHCem*	T.3Cy.25½",40"&71"–48" (*s*) 180lb ~~150lb~~ 150lb 439NHP 3SB(Spt),*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28″ 9 s 4″ 5¾ 24″ 6¼	
19742 LIRW	**Aino** (*ex*Ashmore–34) *OilEng.* *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Special Surveys to date from* 1,34	6126 5412 3559	✠100A1 3,37 DBS3,38 ✠LMC4,32 *Carrying Petroleum in bulk*	Rot	*z*	CL ~~0,35~~ 3,38	1932 4mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle	SkibsA/S "Aino" (C.H.Sörensen& Sönner) *CellDBuE*56'171*tDTf*34'347*t FPT*135*t APTs*239*t*	396·2 408·0(O.L.) P97'B29'F36 FK	55·1	32·3	Arendal Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32″ 0 s 5″ 5½ 26″ 9½	
19743 29008 JCMF	**Aioi Maru No. 12** 1*Dk*	304 215 193					1922	Mukaijima SenkyoK.K. Mukaijima	IshizakiKisen K.K.	140·0	20·0	11·5	Mitsu-hama Japanese	T.3Cy.11",17½"&30¼"–21" 42NHP		
19744 FNAQ	**Air France I** TwinSc (*ex*Aéro-PostaleI–34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	AirFrance	195·4 B31'F33'	25·9	11·7	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"–21¼" 330NHP SulzerBros.Winterthur		V
19745 FNAS	**Air France III** TwinSc (*ex*Aéro-PostaleIII–34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"–21¼" 330NHP SulzerBros.Winterthur		V
19746 FNAT	**Air France IV** TwinSc (*ex*Aéro-PostaleIV–34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13$\frac{25}{32}$"–21¼" 330NHP SulzerBros.Winterthur		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrolement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Bd of Trade
19747 161049 MPYL	**Aire** *ss*Goo.No.1–35 Sub.Sig. Wireless 1*Dk*(*Stl*)	1108 870 445	✠100A1 10,37~~12,35~~ ✠LMC BS~~3,35~~ MS12,35 10,37	Goo	*o*	OG 8,35	1931 2mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	LondonMidland& ScottishRailway (AssociatedHum-berLines,*Mgrs.*) *CellDBa&uE*7	240·6 P38'B85'F35' FK 3'*f*90' 193*t FPT*17*t*	34·1	15·4	Goole British 5*BHCem* *APT*40*t*	T.3Cy.22",36"&61"–39" (*s*) 200lb 352NHP 2SB,6*cf*,GS125,HS5220 FD CammellLaird&CoLdBkn	16 ″ 5 s1 ″ 8½ 14 ″ 10½	
❋ 19748 1131 OHXM	**Airisto** (*ex*Ragni–35,*ex*Sixty-four–33, *ex*Sommen, *ss*Moss2ndNo.3–4,33 *ex*St.Thomas, 1*Dk*(*Stl*)&*deep framing* *ex*Vikingen) *Cargo battens not fitted* *ss*Abo.No.1–37	2410 2215 1341	✠100A1 11,37~~8,36~~ ✠LMC MS~~5,32~~ BS~~8,36~~ 11,37 9,37	Ams Abo	*t*	CL 8,36	1907 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Inter* *Cell*	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*) *mediateBH in fore* *DBa*94' *uE&B*36'	295·0 306·0(O.L.) P21'B76'F30' FK *hold dispensed with* *f*120'667*t FPT*118*t*	43·4	20·7	Turku Finnish *Asp* 4*BHonly* *APT*123*t*	T.3Cy.22",36¼"&59"–39" (*s*) 180lb 235NHP 3SB,6*cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s 3 ″ 5½ 19 ″ 9½	
❋ 19749 144396 GCWZ	**Airthria** (*ex*Trelevan,*ex*Lübeck) *ss*Gls.No.3–5,33 D.F. 2*Dks*(*Stl*)3*rd dk* in No.1*hold only* *Now "Anja," see No. 37170 in Supplement*	4770 4371 2946	✠100A1 3,37 BS3,37 ✠LMC5,33	Sws		CL N1,36	1914 6mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	DonaldsonLineLd. (DonaldsonBros. Ld.*Mgrs.*) *CellDBa*133'*u*	396·5 412·2(OL) P&B320'F54' FK *E&B*47' *f*178'1315*t*	54·8	26·2	Glasgow British 8*BHCem* *APT*20*t*	T.3Cy.28⅝",47¼"&78"–54" 185lb (*s*) 620NHP 3SB,9*cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges.	28 ″ 8 s3 ″ 10½ 25 ″ 0½	
19750 710 SVGR	**Ais Giorgis** (*ex*Corfell–33, *ex*Queensgarth) 1*Dk* *Cantilever framed topside tanks*	*2098* *1840* *1007*					1908	Sir Raylton Dixon&CoLd Middlesbro'	Mme.K.G.Sigalas ~~(SigalasBros. *Mgrs.*)~~ (G.Sigalas Sons,*Mgrs.*)	275·0 B52'F28'	40·3	20·5	Piræus Greek *WB*	T.3Cy.22",35"&59"–39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb.		G
19751 FNQA	**Aisne** (*ex*ThereseHorn) D.F. 2*Dks*	3654 — 2209					1914	Schiffsw.v. HenryKoch Lübeck	FrenchGovt. (Ministère de la Marine Mar-chande)(~~Cie.~~ (Soc.Anon.deGér-ance et d'Armem-ent,*Mgrs.*)	375·9 H–	50·7 F43'	21·5	Havre French *WB*	T.3Cy27",42⅒"&68³⁄₁₀"–43³⁄₁₀" 312NHP OttensenerMaschf,Altona		V
19752 30041 JQFB	**Aitoku Maru** Wireless 1*Dk*	1328 1065 787					1924	Harada ZosenK.K. Osaka	KitaNipponKisen K.K.	225·0 P30'B53'F28'	33·0	20·2	Takasago Japanese *WB*	T.3Cy.18",29"&49"–33" 138NHP HakodateDkyd.Hakodate		
19753 EAAD	**Aizkarai-Mendi** *ss*Bbo.No.3–5,35 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Now registered as German and sailing as "Erica," (*ex*"Blanca") which see	3309 3032 1981	✠100A1 *Shelter dk* *withfreeboard* 12,36 ✠LMC MS5,35 BS10,35	Ham	*v*	CL 5,35	1922 3mo *Lloyd*	RopnerSB &RepairngCo (Stocktn) Ld. Stockton '*sA&CP* *C*	Cia.Nav.Sota y Aznar~~(SirRamon de laSota,*Mgrs.*)~~ *ell D Ba* 108'*uE*25'	340·3 FK *Collision* 147'784*t APT*126*t*	48·6	22·5	Bilbao Spanish *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",40"&66"–45" (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11½ 23 ″ 0½	
19754 EAAQ	**Aizkori-Mendi** (*ex*Altuna-Mendi–37) *ss*Bbo.No.3–10,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore& after holds* *Cargobattens not fitted in Shelter 'tween dk*	6202 5838 3897	✠100A1 *Shelter dk* *withfreeboard* 12,37~~1,37~~ BS4,38 ~~BS12,36~~ ✠LMC10,35	Fal Bbo	*z*	CL 1,37	1922 3mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP* *C*	Cia.Nav.Sota y Aznar~~(SirRamon de laSota,*Mgrs.*)~~ *ell DBa&uE*152'*f*	400·5 P38'F40' *on Shelter dk* FK 177'1098*t APT*154*t*	53·4	33·9	Bilbao Spanish *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",44"&73"–48" (*r*) 180lb 448NHP 3SB,9*cf*,GS190,HS7566 J.Readhead&Sons,Ld.	36 ″ 6 s 8 ″ 6½ 28 ″ 2	
19755 148137 VRXV	**Ajasa** (*ex*Usworth) *Well deck* *Mchy.Aft* 1*Dk*	2050 1540 1264			...		1925	WoodSkin-ner&Co.Ld. Newcastle	Government of Nigeria	275·2 Q166'F29' FK	39·8	17·6	Lagos British *WB*	T.3Cy.21",34"&57"–36" 225NHP N.E.MarineEngCoLdNwc	20 ″ 2	
19756 162340 GJXM	**Ajax** Ⓟ TwinSc E.S.D. *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	7540 6488 4628					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P63'B181'F57'	59·3	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29½"–59" 489NHP Akt.Burmeistr&Wain,Cpn		BT till ~~6,37~~ 6,38
19757 DOIL	— Sub.Sig. 2*Dks* *CruiserStern*	2297 2042 1312					1927	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19¹³⁄₁₆",31½"&50⅜"–35⁷⁄₁₆" & low pressure Turbine 180NHP A.G."Weser,"Bremen		G
19758 PCFQ	— (*ex*Ceuta,*ex*Elbe) *Well deck*	942 799 510					1923	Hamburgr- ElbeSchiffsw. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	221·1 P&B171'F31'	34·5	13·4	Amstrdam Dutch *WB*	T.3Cy.17¾",28¹¹⁄₁₆"&47"–31½" GuteHoff- 126NHP nungshütte,Oberhausen		V
19759 LFHN	**Akabahra** (*ex*Örnefjell–37) *CruiserStern* *Mchy.Aft* 1*Dk*	1524 1234 864					1929	Porsgrund Mek.Værks. Porsgrunn	D/SA/SAkabahra (E.D.Knutsen)	244·7 P38*t*H138*t*	37·9	18·3	Oslo Norwegian *WB*	C4Cy(2)12¾"&(2)27½"–27½" 66NHP PorsgrundM.V.Porsgrunn		N
❋ 19760 42327 JIQK	**Akagi Maru** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7387 6531 4329	✠100A1 7,37~~9,36~~ ✠LMC9,36 ✠Lloyd'sRMC~~2,37~~ ~~7,37~~ 1,38 *Carrying car*	Nag Yka *go oil*	*d*† *F.*	CL 1,38 *P. abo*	1936 9mo *Lloyd* *ve*150°	Mitsubishi JukogyoK.K Nagasaki '*sA&CP* *F. in deep tan*	NipponYusenK.K. *ksCellDB*391'1483	462·7 P23'B183'F41' FK *tDTs a*39' 1461*t FP*	62·3	34·4	Tokio Japanese 8*BHptCem* *T*83*tAPT*77	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. *t* Nag.	34 ″ 5	
19761 14995 JTMH	— Ⓟ (*ex*Akagi) 1*Dk*	699 — 421					1888	KobeOno-hamaZosen-sho Kobe	Amagasaki KisenbuGomei Kaisha	186·0 F38'	27·2	13·5	Osaka Japanese	C.4Cy. NE90 NB04 KobeOnohamaZosensho		
19762 30033 JYIA	**Akagisan Maru** *ss*Kob.No.3–1,37 *OilEng.* 2*Dks*(*Stl*)	4634 3932 2801	✠100A1 2,38~~1,37~~ ✠LMC CS1,37 DBS~~1,37~~2,38 1,37	Kob Tama	*x*	CL 1,37	1924 7mo *Lloyd*	MitsuiBus-sanKaisha,Ld TamaDkyd. '*sA&CP* *CellDB*309'	MitsuiBussan Kaisha,Ld. 832*t DT a* 28' 557*t*	375·0 P34'B107'F39' FK *FPT*69*tAPT*113*t*	50·0	30·0	Kobe Japanese 6*BH to U dk* 1 „ „ 2*nd* „ *ptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"–59¹⁄₁₆" DB*80lb* 489NHP Burmeister&Wain,Cpn.	30 ″ 1	
❋ 19763 133648 GMLP	**Akaroa** Ⓟ TripleSc (*ex*Euripides–32) *ss*Liv.No.3–6,26 *ss*Lon.No.2–34 *Ref.Mchy.* 3*Dks*(*Stl*)&*Awng dk* D.F. E.S.D. (*Stl–ws*)4*th dk*(*Stl*) GyC. *in Nos.*3&4*holds*	~~15128~~ ~~12753~~ ~~9401~~ 15130 12753 9449	✠100A1 *Awng dk* *withfreeboard* 7,37~~10,36~~ BS3,37 ✠LMC11,34 ✠Lloyd'sRMC~~3,37~~ 5,33~~12,37~~ *Adapted for o*	Lon *il fuel*	*j*† 12,	CL P&S 7,37 CN1,36 32 *F.P*	1914 6mo *Lloyd* *above*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDBa*32'*u* 150° F.	ShawSavill& AlbionCo.Ld. *E&B*128' *f*223'161	550·7 569·7(O.L.) P51'B215'F94' *on Awng dk* FK&BK2' 3*t Deep tanks a in w*	67·4	44·1	S'thamptn British 11*BHptCem* *ay of tunnel*	T8Cy(2)24"(2)38½"&(4)44" –48"&1L.P. turbine (*s*) 215lb 1401NHP 5DB,30*cf*,GS605,HS25075 Harland&Wolff,Ld Bel. *s* 592*t FPT*125*t APT*152*t*	47 ″ 11 s15 ″ 5½ 32 ″ 11½	BT till ~~10,37~~ 3,38
19764 31739 JHVB	**Akashi Maru** Ⓟ (*ex*Tunisia, *ex*DibbleBridge,*ex*WarSimoom) 1*Dk*	3173 2857 1921			...		1918	Irvine'sSB &D.D.Co.Ld WHartlepool	ShimataniKisen K.K.	331·2 P33'B100'F28' FK	46·8	23·2	Kobe Japanese *WB*	T.3Cy.25",41"&68"–46" 429NHP Geo.Clark,Ld.Sunderland	25 ″ 6	
19765 20407 JPYE	— Wood (*ex*ShintokuMaruNo.2) 1*Dk*	455 358 266					1917	Fukushima Matsuye Shimochi	KawasakiShoji GoshiKaisha	134·0	30·5	14·1	Amagasaki Japanese	C.2Cy.12³⁄₁₆"&27⅞"–19" 28NHP MutsudaTekkosho,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19766 40698 JGEJ	**Akashisan Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	4551 3747 2864					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	362·2|50·0|29·1 P36'B97'F34'	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
19767 146441 MKYL	**Akassian** (*ex*Cito-37) *ss*Hul.No.3-3,37 *Well deck* 1*Dk*(*Stl*)	692 504 369	✠ 6,38 ✠~~LMC3,37~~	Hul		CL 2,37	1922 2mo *Lloyd*	Swan,Hun-t'r&Wigham RichardsnLd Sunderland *'sA&CP*	UnitedAfricaCo. Ld. *Cell*	173·5|28·1|12·9 179·0(O.L.) Q86'B15'F25 FK *DBa*40'42*tFPT*47*t*	Liverpool British 4*BHCem* *APT*11*t*	T.3Cy.13½",22"&36"-30" (*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS1775 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 0 s ″ 7½ 13 ″ 6¼	
19768 41390 JVCK	**Akatsuki Maru** Ⓟ *OilEng.* *CruiserStern*	444 — 223					1936	Mitsubishi JukogyoK.K Kobe	UwajimaUnyu K.K.	151·1|25·3|12·5	Uwajima Japanese	Oil Engines 4S.C.SA 6Cy.13¾"-20½" 111NHP MitsubishiJukogyoK.K. Kobe		
19769 147737 VWBC	**Akbar** Ⓟ *ss*Bom.No.3-1,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s)	4043 3473 2479	✠100A1 *withfreeboard* 11,37~~1,37~~ ✠LMC1,37 BS11,37	Bom	*y*	CL 1,36	1924 10mo *Lloyd*	Lithgows, Ld. PortGlasgow *'sA&CP* *Cell*	Bombay&Persia Stm.Nav.Co.Ld. *DB*322'1028*t FPT*	375·0|52·0|23·1 F50' FK 82*tAPT*30*t* *Coll*	Bombay British 6*BHptCem* *BHtoSh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 456NHP 2SB,8*cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 ″ 6 ~~2 ″ 8½~~ ~~23 ″ 2½~~ s2 ″ 5¾ 23 ″ 3½	
19770 144979 MKZT	**Akeld** (*ex*TheEarl-33, 3Mst *ex*Mayfield) *ss*Shl.No.3-3,35 *Mchy.Aft* 1*Dk*(*ptStl*) *Well deck* *Cargo battens not fitted*	643 445 287	✠100A1 ~~7,37~~~~3,36~~ 4,38 ~~BS3,36~~ ✠LMC3,35 6,37	Shl	*i*	CL 3,35	1922 4mo *Lloyd*	Yarrow& Co.(1922)Ld. Scotstoun *'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellD*	175·1|28·1|11·2 Q96'B11'F31' BK7¼" *Bf*103'153*tFPT*39*t*	Newcastle British 3*BHCem* *APT*3*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 120NHP 2SB,4*pf*,GS66,HS2104 Yarrow&Co.(1922)Ld.	13 ″ 6 s 4 ″ 5½ 13 ″ 8	
19771 140680 GSDQ	**Akenside** (*ex*Burnhope) *ss*Hul.No.3-12,29 *ss*Bly.No.1-35 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	~~2689~~ ~~2149~~ ~~1600~~ 2694 2149 1595	✠100A1 11,37~~5,36~~ ~~BS1,37~~ ✠LMC1,35 11,37	Dnz Cff	*l*	CL ~~1,35~~ 11,37	1917 7mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle *'sA&CP* *Intermediate*	QuaysideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*) *CellD* *bulkhead in foreh*	321·2|43·2|19·5 330·5(O.L.) Q186'*Bon*Q63' F32' FK *B*263'695*tFPT*130*t* *old dispensed with*4	Newcastle British *Cem* *APT*151*t* *BH only*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 295NHP 2SB,8*cf*,GS143,HS5016 N.E.MarineEngCoLd.Nwc	21 ″ 9 s7 ″ 0¼ 19 ″ 2	
19772 LCBN	**Akera** (*ex*WarSinger) *ss*Rot.No.3-8,30 *ss*Rot.No.1-35 1*Dk*(*Stl*)	5248 4756 3149	✠100A1 ~~5,37 4,36 10,37~~ 3,38 ✠LMO MS10,34 ~~BS9,36~~10,37 *Carrying oil* *Fitted for oil*	Npt Rot *fuel in* *fuel F.*	*y* *bul* *P.*	CL ~~8,35~~ 9,37 *k F.P.* *above*1	1918 6mo *Lloyd* *above* 50° F.	C.Connell &Co.Ld. Glasgow *'sA&CP* 150° F.	SkibsA/S Garm (Prebensen& Blakstad,*Mgrs.*) *Middle line Bulk* *CellDB*	400·8|52·3|28·5 413·8(O.L.) P49'B113'F39' FK *head not oil-tight* 343'1093*tFPT*118*t*	Risor Norwegian 11*BHptCem* *APT*184*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Gls.	31 ″ 0	
19773 LCCJ	**Akershus** 1*Dk*	832 655 368					1914	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	208·6|31·6|14·2 P26'B93'F40'	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Osl.		N
19774	**Aketz** *For particulars see* "**Cabo Ortegal**" *Now sailing as* "**Libero**"													
19775 UOKM	**Akhilleon** 1*Dk*	347 317 194					1869 1910	…………… Linz	U.S.S.R.	208·0|26·3| 9·6 P5'B22'F19'	Odessa Russian	C.4Cy.(2)13⅓"&(2)22⅜"- 15" 32NHP E*made*77 NB31 Ocker,Budapest		
19776 30502 JYZA	**Akibasan Maru** *ss*Kob.No.3-1,37 D.F. 2*Dks*(*Stl*)	4607 3923 2865	✠100A1 1,38~~1,37~~ 1,38 ✠~~LMC1,37~~ ✠NB(c)*made*20*refitted*34 *Fitted for oil*	Kob *fuel*11	*x* ,24	CL ~~3,36~~ 1,38 *F.P. a*	1924 11mo *Lloyd* *bove* 1	MitsuiBus- sanKaisha Ld TamaDkyd. *'sA&CP* 50° F.	MitsuiBussan Kaisha,Ld. *CellDB*312'846*t*	375·0|50·0|30·0 P31'B126'F43' FK (*DTa* 25'627*t FPT*	Kobe Japanese 7*BHptCem* 1 ,, *to*2*nddk* 67*tAPT*109*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 496NHP 3SB,9*cf*,HS7900 FD) MitsuiBussanKaisha,Ld.	30 ″ 0 s 5 ″ 8½ 24 ″ 6	
19777 18487 JCBD	**Akita Maru** *ss*Yka.No.3-4,26 *ss*Yka.No.2-35 2*Dks*(*Stl*)	3817 3463 2316	✠100A1 2,38 ~~2,37~~ ~~BS2,37~~ ✠LMC8,35 2,38	Yka Osa	*w*	OG 2,37	1916 5mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki *'sA&CP*	NipponYusen K.K.	345·0|50·0|29·1 P33'B74'F40' FK *CellDB*294'772*t*	Tokio Japanese 6*BHCem* *APT*27*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 342NHP 2SB(Spt),6*cf*,GS109, FD HS4394 MitsuBishiD.&E.Wks.Nag	29 ″ 1 s 5 ″ 4¼ 23 ″ 11	
19778	**Akitsu Maru** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	990 — 690					1936	Mitsubishi JukogyoK.K Kobe	AwanokuniKyodo KisenK.	196·8|32·8|16·1 F12'	 Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"-24 7/16" 218NHP MitsubishiJukogyoK.K. Kobe		
19779 DOCW	**Akka** (*ex*Stettin) 2*Dks*	2646 2331 1511					1924	Stettiner Oderwerke Stettin	AtlasLevante- LinieA.G.(~~Deut-scheLevante-LinieG.m.b.H.~~ ~~*Mgrs.*~~)	328·9|46·0|18·7 P14'B50'F31'	Bremen German *WB*	T.3Cy.22⅜",35 13/16"&57"-39⅜" 204NHP StettinerOderwerkeA.G.		G
19780 LCGG	**Åkre** (*ex*Childar-35) *ss*Sea.No.1-29 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) (*DAMAGED BY STRANDING 5,34—* *NOW TRADING*)	4138 3709 2336	✠ 8,33 ✠	Abg	*y*		1926 2mo	Kockums M.V.Aktieb. Malmö *CellDB*	RederiA/S Henneseid(Thoral Holta,*Mgr.*) 313'1028*t Tanks at*	377·6|54·0|22·9 F38' FK (*sides of tunnel* 255*t*	Porsgrunn Norwegian 6*BHptCem* *Collto Sh dk* 5 ,, 2*nd* ,,) *DTa*10' 101	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Mälmo *tFPT*208*tAPT*100*t*	26 ″ 7	N †
19781 TCFA	**Aksu** Ⓟ (*ex*Campidoglio-34,*ex* Leopolis-32) 1*Dk*&*Spar dk*&*deep framing*	3905 — 2442			…		1909	Lloyd Austriaco Trieste	Denizyollari Idaresi	368·4|44·2|23·3 P&B246'F65' FK	Istanbul Turkish *WB*	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
19782 256 SVGX	**Akti** (*ex*Fantee-33) *ss*Tri.No.1-37 *ss*Lon.No.3-4,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4261 3960 2593	✠100A1 *Shelter dk* *withfreeboard* 12,37~~9,36~~ ~~BS9,36~~ ✠~~LMC4,36~~ 6,37 6,37	Ams Bry		CL ~~10,34~~ 6,37	1920 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	KassosStm.Nav.Co Ld.(Pnevmaticos, Rethymnis,Yan-naghas,*Mgrs.*) *CellD*	399·5|53·0|32·8 F37'*on Shelter dk* FK (*Coll* *B*351'1290*tFPT*60*t*	Syra Greek *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,, *APT*80*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	26 ″ 11 s2 ″ 8¾ 24 ″ 5	
19783	**Al Fath** (*ex*AndréeEddé-35, *ex*Cigogne-32,*ex*Loriot) 1*Dk*	332 247 73					1918	Forg.&Ch. delaMédit LaSeyne	IbrahimShaker	131·4|24·1|11·2 F26'	Jeddah Arabian	C.2Cy.18"&36"-24 53NHP Forg.&Ch.delaMédit.Msl.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, et ce n'est dans le L. R. Durée Cert. R. Fr. Trafic
19784 5 SUCB	**Al Iskandaria** TwinSc *Fitted for oil fuel* *1Dk*	328 — 195					1917	Rennie, ForresttS.B. E&DDCo.Ld. Wivenhoe	Soc.Misr.deNavigationMaritime	130·0	26·0	7·0	Suez Egyptian	C.4Cy.10½″&21½″–20″ 34NHP McKie&Baxter,Glasgow		
19785 VSKD	**Al Said** (*ex*Drake-34) *ss*Lon.No.2–30 *2nd dk(Stl)inNo.2hold* *1Dk(Stl)&Shelter dk(Stl)*	1657 1049 831	✠ … 12,34 ✠	Lon			1922 2mo	AilsaS.B. Co.Ld. Ayr	Government of Zanzibar *CellDB215′339t FPT16tAPT24t*	245·9 B63′*on Shelter dk* FK	38·1	14·5	Zanzibar *Cem* *5BHtoShdk*	T.3Cy.22″,35″&57″–39″ 259NHP 2SB,*6cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	17 ″ 0	
19786 LCCK	**Ala** *1Dk*	933 681 555					1916	Akt.Jarlsö Værft. Tönsberg	D/S A/S Ala (E.B.Aaby)	200·4 Q62′B53′F20′	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.14″,24½″&40″–27″ 88NHP BergensMekVærksBergen		N
❋ 19787 1676 IBKC	**Alabama** (*ex*Ashtabula,*ex*Graf Stroganoff) *ss*Mdb.2ndNo.3–1,30 *ss*Gen.No.1-35 *Mchy.Aft* *2Dks(1Stl&UptIrn &ptStl)&Webframes* D.F.	6725 5767 3933	✠100A1 1,38 ~~1,37~~ ✠NB11,16 ✠LMC4,35 BS~~12,36~~1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,09 F.P. above 150° F.*	Gen	*a*†	CL ~~4,35~~ 1,38	1903 8mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	“Petroleum”Soc. Anon.diNav. *CellD BuE39′71t FPT77t APT130t*	428·0 P252′F46′ FK	54·7	30·5	Genoa Italian 14*BHCem*	T.3Cy.28″,46½″&77″–54″ (*s*) 180lb *75lb* 530NHP 3SB,*12cf*,GS265,HS8964 Palmers'Co.Ld.Newcastle	32 ″ 0 s4 ″ 11½ 27 ″ 3½	
❋ 19788 FNTP	— *ss*Hav.No.1–35 *2Dks(Stl)&Shelter dk(Stl)* D.F.	5645 4885 3326	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~9,36~~ ✠LMC MS6,35 BS~~[illegible]~~3,37 *Fitted for oil fuel 4,31 F.P. above 150° F.*	Hav Ant		CL ~~2,36~~ 6,37	1931 4mo *Lloyd's A&CP*	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	Compagnie GénéraleTransatlantique *CellDB364′1379t FPT161t APT118t*	425·8 442·8(O.L.) FK	54·9	26·3	Havre French 7*BHptCem* (*Coll to Shdk* 6 „ *U* „)	T.3Cy.28″,46½″&78″–54″ (*s*) 180lb 712NHP 4SB,*12cf*,GS ,HS11280 FD Atel.&Ch.deFrance,Dnk.	29 ″ 0 s 3 ″ 8¾ 25 ″ 6	
❋ 19789 OXDC	— (*ex*Atlantic) *ss*Cpn.No.3–6,34 *1Dk(Stl)&Shelter dk(Stl)*	4575 4107 2748	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~9,36~~ ✠LMC MS6,34 BS~~[illegible]~~8,37 *Fitted for oil fuel 1,21 F.P. above 150° F.*	Got Cpn	*z*	OG ~~8,35~~ 8,37	1921 1mo *Lloyd's CP*	A.B.Öresundsvarvet Landskrona *Intermediate BH in after hold dispensed with*	DetForenede Dampskibs.Selsk. *CellDB343′1081t FPT79tAPT204t*	401·1 F *on Shelter dk* 37′ FK	53·7	25·7	Copnhagn Danish *Cem* 1*BHtoShdk* 4 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 420NHP 3SB(Spt)*9cf*,GS123,HS5580 DeLavalsAngturbin,Skm	28 ″ 6 s 3 ″ 3½ 25 ″ 5	
19790 130907 WRAE	— (*ex*Northtown) *Fitted for oil fuel* *Mchy.Aft* *1Dk&Spar dk* D.F. *Carrying oil in bulk*	2840 — 2070					1901	Chicago S.B.Co. Chicago	TheTexasCompany	294·0 len14	42·2	23·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20″,33″&54″–40″ NB14 184NHP ChicagoS.B.Co.Chicago		V
19791 207138 WPCT	— Ⓟ D.F.	2626 — 1684					1910	Manitowoc D.D.Co. Manitowoc	EarlG.Kirby	250·0	45·5	26·1	Detroit Utd.States	T.3Cy.23″,38″&62″–36″ 231NHP ToledoS.B.Co.Toledo,O.		
19792 221907 KDWX	**Alabaman** (*ex*DianaDollar-36, *ex*Cathay) *Fitted for oil fuel* *3Dks*	7004 — 4337					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0	55·2	34·2	NewYork Utd.States *WB*	T.3Cy.26½″,44″&74″–48″ 377NHP KiangnanDock&Eng.Wks		R
19793 KZBL	**Alabat** TwinSc *OilEng.* *1Dk(Teak)* Wireless	806 — 406	✠ … 8,33 ✠	Man			1929 5mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ManilaRailroad Co. *CellDB115′* *124t tank in way of tunnels 17tFPT 8tAPT16t*	162·0 P22′B58′F30′ FK	34·1	12·9	Manila Utd.States 4*BHptCem*	Oil Engines 4S.C.SA 12Cy.12¼″–17⅜″ 176NHP MotorenWerke,Mannheim	14 ″ 8	
❋ 19794 221109 KDQM	**Aladdin** *ss*N.Yk.No.3–12,33 *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing* D.F.	6882 6366 4223	✠100A1 9,37 ~~11,36~~ BS10,37 ~~BS[illegible]~~ ✠LMC12,33 *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above 150° F.*	NYk	*b*†	CL N3,36	1921 3mo A&CP	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc. *CellDBuE&B57′ 197tDTf50′824t FPT97tAPT74t*	435·6 453·0(O.L.) P122′B50′F44′ FK	56·2	33·6	NewYork Utd.States 15*BHptCem* (9 *to U dk* 6 „ *2nd* „)	T.3Cy.27″,47″&78″–48″ (*s*) 220lb 598NHP 3SB,*9cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	33 ″ 6	
19795 213861 WCCF	**Alamar** (*ex*Eurana) *ss*Bal.No.3–10,27 *ss*Bal.No.2–35 D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	5689 5312 3516	✠100A1 ~~5,37 6,36~~ 12,37 ✠LMC MS6,35 BS~~12,35~~5,37 *Fitted for oil fuel 1,16 F.P. above 150° F.*	Bal	*z*	CL 12,35	1916 1mo A&CP	UnionIron WorksCo. SanFrancisco *Intermediate BH in after hold dispensed with*	CalmarS.S.Corp. *Cell DB315′1236t DT at sides of tunnel30′223tFPT30tAPT200t*	399·7 P57′B229′F40′ FK	56·2	30·5	NewYork Utd.States *Asp* 5 *BHto Udk*	1DRGearedSteamTurbine 210lb (*s*) 498NHP 3SB,HS7704 GeneralElectricCo. Schenectady,N.Y	32 ″ 0 s 5 ″ 2 27 ″ 0½	
19796 218921 WDFF	**Alamo** (*ex*LakeElon) *Fitted for oil fuel* *Ref.Mchy.* *1Dk2trB*	2676 — 1660					1919	Gt.Lakes Eng.Works Ashtabula,O.	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	253·4	43·7	26·2	NewYork Utd.States *WB*	T.3Cy.19″,35″&59″–42″ 226NHP GreatLakesEng.Works		R
❋ 19797 LCBO	**Alaska** (*ex*PeelCounty-33, *ex*Alaska) ~~*ss*Nwc.No.3–1,24~~ *ss*Rot.No.3-5,37 ~~*ss*Rot.No.2–32~~ *2Dks(Stl)*	5681 5094 3476	✠100A1 ~~5,37~~ ~~10,35~~ 2,38 5,37 ✠NE1,34 ✠LMC~~2,32~~ ~~BS10,34~~ ~~MS5,37~~ *Fitted for oil fuel 7,18 F.P. above 150°F.*	Rot	*z*	CL ~~10,35~~ 4,37	1918 7mo *Lloyd's A&CP*	JCoughlan &Sons VancouvrBC	D/S A/S Alaska (C.Haaland) *IntermediateBH in fore & after holds dispensed with* *CellDB368′1274t FPT131t APT269t*	410·5 P59′B115′F47′ FK	54·1	27·5	Haugesnd Norwegian *Cem* 5 *BH only*	T.3Cy.26″,42″&70″–48″ (*s*) 190lb 523NHP 3SB,*9cf*,GS180,HS8010 FD Swan,Hunter&Wigham RichardsonLd.Nwc.	29 ″ 9 s 5 ″ 10 24 ″ 1½	
❋ 19798 FNRA	— *ss*Hav.No.3–12,33 *2Dks(Stl)&Shelter dk(Stl)* D.F.	5399 4922 3225	✠100A1 *Shelter dk* *withfreeboard* 4,38 1,37 BS~~1,37~~ ~~BS4,36~~ ✠LMC12,33	Dnk	*a*†	CL ~~7,35~~ N4,38	1922 4mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	CieGénérale Transatlantique *CellDB368′1319t FPT109tAPT201t*	425·0 FK	55·0	26·6	Havre French *Cem* *Collision BHtoShdk* 6 „ „ *U* „	T.3Cy.28″,46½″&78″–54″ (*s*) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 8¾ 25 ″ 6	
19799 222966 KFIM	— Ⓟ TwinSc *4Dks* D.F. *Fitted for oil fuel*	4658 — 2775					1923	ToddDry Dock&ConstructionCo Tacoma	AlaskaS.S.Co.Inc.	350·4	49·6	15·6	NewYork Utd. States	2SteamTurbinesconnected to Electric Motors & Screw Shafts NE*made*21 *fitted*31 NB30 GeneralElectricalCo. Schenectady		R
19800 26937 JALD	**Alaska Maru** *ss*Osa.No.3–3,31 *ss*Kob.No·1–35 *1Dk(Stl)&Shelter dk(Stl)*	7379 6844 4522	✠100A1 *Shelter dk* *withfreeboard* 7,37 7,37 ~~7,36~~ ✠LMC~~[illegible]~~ *Fitted for oil fuel 12,22 F.P. above 150°F.*	Kob	*a*†	CL 7,36	1919 8mo A&CP	MitsuBishi ZosenKaisha, Ld. Nagasaki	OsakaShosen K.K. *CellDB358′1165t DTa28′1077t FPT 108t APT95t*	420·0 F47′*onShelter dk* FK	56·0	38·5	Osaka Japanese *Cem* 6*BH to S dk* 2 „ „ *U* „	T.3Cy.28″,49″&79″–51″ (*s*) 200lb 574NHP 3SB,*9cf*,GS191,HS7714 FD MitsuBishiZosenKaisha	38 ″ 7 s10 ″ 4½ 28 ″ 5	
19801 223485 KFTJ	**Alaska Standard** TwinSc *Mchy.Aft* *OilEng.* 1*Dk* Wireless D.F. *Carrying oil in bulk*	1274 — 768					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0	40·1	16·1	S.Frncisco Utd.States	Oil Eng. and Elec. Motors 12Cy.13$\frac{9}{16}$″–19$\frac{11}{16}$″4S.C.SA DieselEng.Co. 215NHP GeneralElectricCo.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19802 217232 WACW	**Alaskan** (*ex*Wheaton) *ss*N.Ns.No.3-6,28 *ss*S.Fo.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in*No.1*hold*&*Web frames* D.F. GyC. *Longitudinal framing* *Fitted for oil fuel*	5364 4977 3280	✠ ... 3,34 ✠	SFo			1918 11mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	American- HawaiianS.S.Co. *CellDB*363'1232*t*	415·0 *FPT*125*tAPT*52*t*	53·7	36·3 FK *Coll*	NewYork Utd.States *Cem* *BH to Sh dk* 7 „ „ *U* „	T.3Cy.30½″,52″&86″-54″ 813NHP 4SB,*12cf*,GS264,HS12020 BethlehemS.B.Corp.Ld.	31 ″ 6	R †
※ 19803 147315 GLKM	**Alaunia** Ⓟ TwinSc *ss*Lon.No.2-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos.*1,2&3*holds* D.F. Sub.Sig. GyC. E.S.D.	14030 10629 8448	✠100A1 *Shelter dk* *withfreeboard* 2,37 BS1,38 2,37 ~~BS2,37~~ ✠LMC1,33 ✠Lloyd'sRMC~~2,37~~ ~~9,37~~ 1,38 *Fitted for oil fuel* 7,25 *F.P. above* 150° F.	Liv	*h*†	CL ~~1,35~~ ~~P5,36~~ 12,37	1925 7mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	CunardWhite Star,Ld. *CellDB*447'1927*t* *DTf*51'1470*t*	519·6 538·5(O.L.) B&F*on Shelter dk* 425' *FPT* 106*tAPT*47*t*	65·2	39·2 FK	Liverpool British 11*BHCem* (10 *to S dk* 1 „ *U*„)	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 1640NHP 2D&2SB,*24cf*,HS19442 FD J.Brown&Co.Ld.Glasgow	43 ″ 0 s11 ″ 2¾ 32 ″ 2¼	BT till ~~1,38~~ 11,38
※ 19804 147669 VWBL	**Alavi** Ⓟ *ss*Bom.No.3-12,36 3*Dks*(*Stl*-*Weather*teak s)	3566 3029 2161	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ✠LMC12,36 BS12,37	Bom	*w*	CL ~~4,36~~ N9,37	1924 6mo	Lithgow's Ld. PortGlasgow *Lloyd's A&CP*	Bombay&Persia Stm.Nav.Co.Ld. *CellDB*298'852*t* *FPT*74*tAPT*36*t*	350·0 365·0(O.L.) *Collision BH to*	48·0	23·1 FK	Bombay British 6*BHCem* *Weather dk*	T.3Cy.24″,40″&67″-45″ (*r*) 200lb *110lb* 394NHP 2SB,*6cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 3 ″ 0¼ 22 ″ 8½	
19805 2098 IBBJ	**Alba** (*ex*Alga-37, *ex*DéputéJosselinDeRohan-36) D.F. 1*Dk* *Now "Nandi," see No. 39441 in Supplement*	2078 1702 1150					1920	Govern- mentYard Lorient	A.Benato& C.Pestalozza	281·5 266·7 P19'B54'F23'	39·4	23·0	Genoa Italian *WB*	T.3Cy.18 1/10″,26 9/10″&49⅕″- 37⅘″ 149NHP Etablissements d'Indret, Indret		VI
19806 YQSL	**Alba Julia** (*ex*CarlLegien-33) Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	5700 4402 3428					1922	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	C'nstantza Roumanian *WB*	T.3Cy.25¼″,41″&66⅛″-49¼″ &L.P.Turbine 430NHP Marinewerft,Wilhelmshvn		V
19807 1536 IJFT	**Albachiara** (*ex*Mecklenburg, *ex*AnnaTiede) 1*Dk*&*Shelter dk*	1245 1094 728			...		1904	Schiffsw.v. HenryKoch Lübeck	G.Frenna fuN.	246·3 H62'	35·7	21·9 FK	Genoa Italian *WB*	T.3Cy.17″,28⅜″&45¼″-32½″ 140NHP J.F.Ahrens,Altona	17 ″ 4	I †
19808 4212 SDAR	**Albania** *ss*Mmo.No.2-37 *ss*Abg.2ndNo.3-9,28 *Well deck* ~~*ss*Lgn.No.1-32~~ 1*Dk*(*Stl*)&*deep framing*	*1241* *999* *541*	✠100A1 ~~1,37~~ ~~2,36~~ 4,38 ✠LMO MS9,32 12,36 ~~BS6,36~~ BS~~1,37~~4,38	Got ~~Mmo~~	*p*	OG 2,36	1903 10mo	Schömer& Jensen Tönning *Lloyd's A&CP*	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*58'*u*	237·7 P&B143'H95*t*F73' *E*19'*f*106'296*tFPT*	35·2	15·4 FK	Gothenbrg Swedish 4*BHCem* 52*tAPT*17*t*	T.3Cy.19¾″,32¼″&53⅛″-36¼″ 175lb (*s*) 186NHP 2SB(Spt),*4cf*,GS82,HS2927 Schömer&Jensen,Tönning	17 ″ 9 s 1 ″ 3 16 ″ 7½	
19809 YTQC	**Albanija** Ⓟ (*ex*ThaliaV-35, TwinSc *ex*ThaliaP.,*ex*Scutari) *ss*Spt.2ndNo.3-11,35 1*Dk* *Transferred to No. 16907*	*305* *193* *106*	✠100A- *withfreeboard* 11,35 ✠LMC11,35 *For coasting service in the Adriatic*	Spt		OG 9,35	1909 12mo	Lloyd Austriaco Trieste	"ZetskaPlovidba" A.D. *Tanks in*	135·0 Q41'B34'RFD33' *way of tunnel* 26'21*t*	28·2	7·0 FK	Kotor Yugoslav 5*BHCem* *DTf*12'26*t*	C.4Cy.11½″&23″-15″ (*r*) 120lb 56NHP 1SB,*3pf*,GS48,HS1220 LloydAustriaco,Trieste *APT*18*tFPT*15*t*	7 ″ 6	
19810 305 ~~972~~ IBLA	**Albano** (*ex*WarArrow) *Well deck* 1*Dk*	2364 1785 1317			...		1918	S.P.Austin &Son,Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	293·5 285·0 P25'Q72'B66'F32'	42·1	19·0 FK	Venice Italian *WB*	T.3Cy.22″,36″&59″-39″ Richardsons, 266NHP Westgarth&Co.Ld.Sld.	21 ″ 2	I †
19811 133420 MDWB	— *CruiserStern* *Ref.Mchy.* 1*Dk*	1176 968 519					1912	Earle'sCo. Ld. Hull	Ellerman'sWilson LineLd.	250·2	37·2	14·7	Hull British *WB*	T.3Cy.19″,31″&53″-36″ 168NHP Earle'sCo.Ld.Hull		C
19812 1711 IJGF	**Albatros** (*ex*Yacht, TwinSc *ex*Bernicle,*ex*Norseman, *ex*Yreryr,*ex*Norseman) 2*Dks*	412 394 213	✠ 6,14	Grk			1898 2mo	D.&W. Henderson &Co. Glasgow	D.Zolezzi	186·5	27·3	15·7	Genoa Italian	C.4Cy.22″&44″-27″ 84NHP D.&W Henderson&Co.		I †
19813 147714 GKRN	**Albatross** *ss*Lon.No.3-9,37 ~~*ss*Lon.No.2-33~~ 1*Dk*(*Stl*)2*nd dk in* *Nos.*1&2*holds*	1943 1753 1193	✠100A1 9,37 5,36 ✠LMC 9,37 ~~MS1,33~~ ~~BS5,36~~ 4,37	Mdb Lon	*r*	CL ~~4,34~~ 4,37	1924 9mo	Grngem'th DockydCoLd Grngemouth *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld. *CellDBa*63'*uE*2	280·3 291·7(O.L.) P21'B68'F29' 8'*f*124'549*tFPT*44*t*	41·9	19·0 FK	London British 5*BHCem* *APT*42*t*	T.3Cy.21″,35″&57″-36″ (*s*) 180lb *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20″10 s 2 ″ 8¾ 18 ″ 3¼	
19814 DOBD	— Wireless D.F. Sub.Sig. 1*Dk*	985 819 501					1917	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	235·8 P&B148'F29'	33·6	13·5	Bremen German *WB*	T.3Cy.22⅖″,35⅘″&57⅒″-39⅖″ 205NHP StettinerOderwerke		G
19815 150290 CGFT	**Alberni** TwinSc (*ex*CoalBargeNo.7-36) 1*Dk*	502 410 197					1927	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.ofMarine)	157·3	30·5	10·6	Sorel,P.Q. British *WB*	C.4Cy.12″&24″-16″ 48RH E*made*18*refitted*27 AllisChalmers,Ld.Toront		
19816 16 IJGL	**Alberoni** (*ex*Wayfield, *ex*Polmina) *Well deck* *Mchy.Aft* 1*Dk* Sunk after explosion 4,37	1160 867 658			...		1920	Schpwf.& Mchfbrk.de Liesbosch Jupthaas	R.Turchi	230·4 Q138'B13'F23'	34·3	13·1 FK	Ravenna Italian *WB*	T.3Cy.15¾″,25 9/16″&41⅜″-36″ 120NHP Boele'sSchps.&Mch Bolnes	16 ″ 0	I †
※ 19817 7985 SMPA	**Albert** (*ex*Sandysike-35) *ss*Shl.No.3-1,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1745* *1329* *973*	✠100A1 5,37 ~~12,36~~ ~~BS5,36~~ 4,37 ✠LMC1,35	Got	*q*	CL 7,35	1922 9mo	WoodSkin- ner&Co.Ld. Newcastle *Lloyd's A&CP*	RederiA/BSylvia (Alb.Billner,*Mgr*) *CellDBa*77'*u*	258·6 Q153'BonQ52'F29' *E*18'*f*102'448*tFPT*	37·7	16·3 FK	Gothenbrg Swedish 4*BHCem* 92*tAPT*150*t*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 208NHP 2SB,*6cf*,GS99,HS3440 N.E.MarineEng CoLd Nwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
19818 DHAN	— (*ex*LiliasCalvert,*ex*Gibel-Derif, *ex*Elsa) 1*Dk*	788 603 461					1888	Flensburgr Schiffsb.Ges. Flensburg	Reed.JohannesIck, G.m.b.H. (A.Sommer,*Mgr.*)	191·3 Q59'B50'F20'	30·4	13·4	Hamburg German *WB*	T.3Cy.14″,25″&40½″-27″ 85NHP FlensburgerSchiffsb.Ges.		V
19819 84 HAAS	— TwinSc (*ex*Tisza-35,*ex*SanPaolo-35, *ex*Cadenel-34,*ex*Paso de los Libres,*ex*SajoniaII) 1*Dk*	631 478 369					1905	Nordsee Werke Emden	NeptunSeaNavi- gationCo.Ld. (B.Burger,*Mgr.*)	197·4 F24'	32·8	8·8	Budapest Hungarian	T.6Cy.10¼″,15¾″&26¾″-17¾″ 30NHP I.Frerichs&Co. OsterholzScharmbeck		IV
19820 147767	**Albert C. Field** *Mchy.Aft* 1*Dk*	1764 1616 1302					1923	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	252·5 F34'	43·3	17·8	S.Cathrnes Ont. British *WB*	T.3Cy.16″,27″&44″-33″ 111NHP MacColl&Pollock,Sld.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où Cote n'est dans le L.R. Durée Cert.
19821 215708	**Albert E. Heekin** (exWilliamA. Amberg) GyC. 1Dk&Webframes Mchy.Aft Longitudinal framing	7031 6823 5641			...		1917	American S.B.Co. Lorain,O.	NationalSteelCorp. (M.A.HannaCo. Mgrs.)	525·0|58·0|31·0 F48' FK	WlmgtnDl Utd. States WB	T.3Cy.28½",38"&63"–42" 376NHP AmericanS.B.Co.Lorain,O.	32 ″ 0	R †
19822 221038 KDOK	**Albert E. Watts** ssMob.No.3–2,33 ssN.Os.No.1–37 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing Sub.Sig.	7138 6509 5111	✠100A1 ~~10,37~~ ~~1,37~~ 3,38 BS1,38 ✠LMC1,37 Carrying Petroleum in bulk Fitted for oil fuel 2,21 F.P. above 150°F.	NOs ~~Mob~~ Gal	b†	CL ~~1,36~~ 3,38	1921 2mo	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP	SinclairNav.Co. CellDBuE&B62' 200tDTf40'588t	430·2|59·2|32·8 P134'B36'F40' FK FPT228tAPT72t	NewYork Utd. States 17BHptCem (13 to U dk 4 „ 2nd „)	T.3Cy.26½",44"&74"–51" (s) 200lb 593NHP 3SB,9cf,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33 ″ 3 s 6 ″ 8½ 26 ″ 10	
19823 214715 WFCV	**Albert Hill** (exJ.W.VanDyke) 3Mst ssN.Yk.No.3–4,36 Mchy.Aft 2Dks(Stl)&Webframes GyC. Longitudinal framing	7115 6379 4403	✠100A1 8,37 ~~12,36~~ ✠NE10,19 ✠LMC MS4,36 BS~~10,36~~8,37 Carrying Petroleum in bulk Fitted for oil fuel 2,17 F.P. above 150° F.	Phl Mob	b†	CL 12,36	1917 2mo	UnionIron WorksCo. SanFrancisco A&CP	AtlanticRefining Co. CellDBuE&B64' DTf56'1038t	435·0|56·0|32·0 454·2(O.L.) P134'B50'F42' FK 197t FPT97tAPT74t	Phildlphia Utd. States 15BHptAsp (11 to U dk 4 „ 2nd „)	T.3Cy.27 5/16",45½"&76"–51" 192lb FD 576NHP 3SB(Spt)9cf,GS165,HS8325 SunS.B.Co.Chester,Pa.	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
19824 DDTW	**Albert Janus** (exHeinrich Schuldt–33,exAnna MarquardtPetersen) 1Dk	1598 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	Frachtcontor G.m.b.H.(Seereed. "Frigga"A.G. Mgrs.)	262·7|40·3|15·3 P16'Q85'B104'F32'	Hamburg German WB	T.3Cy.15⅝",25 9/16"&44 1/16"–29½" 105NHP FlensburgerSchiffsb.Ges.		G
19825 LJIP	**Albert L. Ellsworth** OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	8309 7636 4987	✠100A1 ~~10,37~~2,37 4,38 ✠LMC2,37 Carrying Petroleum in bulk	Got ~~Phl~~ Fal	c†	CL	1937 2mo Lloyd's A&CP	Götaverken A/B Gothenburg	RederiA/S Alse (HakonS.Onstad, Mgr.) CellDBuE77'209t	463·7|59·2|35·9 P103'F59' FK DTf22'375tFPT95t	Oslo Norwegian 10BHptCem APT152t	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 653NHP 2DB150lb GotaverkenA/B,Got.	35 ″ 5 s8 ″ 2½ 27 ″ 6½	
19826 FNZO	**Albert Sarraut**	2156 — 1132					1921	Arsenal de laMarine Saigon	Gouvernement Généralde l'Indochine(Soc.les AffréteursMar. Indochinois,Mgrs)	270·3|39·5|21·8 P32'B62'F30'	Saigon French WB	T.3Cy.18",30"&49½"–37½" 149NHP Atel.&Ch.delaLoire,Nts.		V
19827 106 IBMA	**Alberta** ssMfl.No.3–9,35 2Dks(Stl)&Webframes D.F.	6131 5022 3731	✠100A1 7,37 ~~3,36~~ BS7,37 ✠LMC MS12,34 ~~BS9,35 8,36~~ Fitted for oil fuel 10,22 F.P. above 150° F.	Mfl	z	CL ~~3,35~~ 7,37	1922 10mo	Cant.Nav. Triestino Mon alcone A&CP	"Italia"Soc.Anon. diNav. CellDBa117'uB&f198' MT	401·0|54·2|30·2 P36'B124'F44' FK 1130t f27' 816t FPT107t	Trieste Italian 6BHCem APT135t	T3Cy26 9/16"42⅛"&70 1/16"–48 1/16" 180lb (s) FD 483NHP 3SB(Spt)9cf,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 s 7 ″ 8½ 25 ″ 4	
19828 85765 VGCD	— Ⓟ D.F. 2Dks	2829 2140 2377					1883 reblt. 1911	C.Connell &Co. Glasgow	CanadianPacific RailwayCo.	309·7|38·2|23·3 len11	Montreal British	C.2Cy.30"&64"–48" Western NE&B13 236NHP DD&SBCo.Ld.PtArthur		
19829 9 SVQC	— Ⓟ TwinSc (exMykali–35,exAlberta–34) Wireless 2Dks&Shadedk	*1193* *787* *481*					1900	J.Brown& Co.Ld. Clydebank	D.InglessiFilsS.A. Nav.deSamos	270·0|35·6|14·6 P48'B154'F44'	Samos Greek WB	T.8Cy.(2)19½"(2)31½"&(4) 36½"–30" 292NHP J.Brown&Co.Ld.Clydebnk		
19830 FNOG	**Alberte Le Borgne** TwinSc (exKribi) 2Dks	3921 — 2438					1914	Akt.Ges. "Weser" Bremen	Cie.Ch.LeBorgne	354·0|50·4|23·8 P&B270'F41'	Havre French WB	T6Cy17 9/16",27⅗"&44 9/10"–31½" 446NHP GebrSachsenberg,Rosslau		V
19831 EAHY	**Alberto** (exWearsider) K ssBbo.No.2–21 Well deck Mchy.Aft 1Dk(Stl)	597 *418* *306*	✠ 2,24 ✠	Bbo	i		1912 8mo	J.P.Ren- noldson&Sns SouthShields	Soc.Anon.de Transp.Mar.	175·4|28·2|11·0 Q89'B9'F22' WB=Cell FK DBf112'140tFPT	Barcelona Spanish 3BHCem 29tAPT31t	T.3Cy.15½",25"&41"–27" 95NHP 1SB,3pf,GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 3	
19832 1490 ICER	**Alberto Fassio** 3Mst (exRivaSarda–36, Fitted for oil fuel exFreeportSulphurNo.1, 1Dk exFrancisHanify) Mchy.Aft D.F. Carrying Petroleum in bulk	2289 — 1368					1914	Harlan& Hollings- worthCorp. Wlmgtn, Del.	Villain&Fassio Soc.Anon.Italiana diNav.	295·9|45·1|18·6 294·0 22·5 P32'B20'F32'	Genoa Italian WB	T.3Cy.21",34"&56"–42" 203NHP Harlan&Hollingsworth Corp.		I
19833 CBAH	**Alberto Haverbeck** (exDana–35) 1Dk(Stl)	2794 — 1755	✠ ... 3,35 ✠	Cff	s		1931 2mo	Antwerp Eng.Co.Ld. Hoboken	Haverbeck& Skalweit IntermediateBH in forward hold dispensed with CellDB243' 675t FPT59t APT101t	295·3|43·7|17·9 P27'B165'F34' FK	Valdivia Chilian 4BHCem	T.3Cy.21½",35"&57"–39" 242NHP 2SB,6cf,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 ″ 4	G †
19834 126 IBOA	**Alberto Treves** (exWarCobra) ssTri.No.3–9,31 ssVen.No.1–36 D.F. 2Dks(Stl)	5145 4853 3209	✠100A1 1,38 ~~2,37~~ BS~~6,37~~ 9,37 ✠LMC9,35 Converted for oil fuel 9,31 F.P. above 150°F.	Gen Tri	y	CL ~~6,36~~ N1,38	1917 12mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LloydTriestino Soc.Anon.diNav. CellDB345'1014tFPT122t	413·4|52·2|19·4 400·4 52·3 28·4 P49'B113'F40' FK	Venice Italian 7BHptCem APT181t	T.3Cy.27",44"&73"–48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 5 ″ 11 25 ″ 4	
19835 133949 VGNP	**Albertolite** (exCaddo,exWinnipeg, exAdorna) ssSt.J.No.3–4,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC.	6406 5779 3980	✠100A1 ~~1,37~~ 11,37 BS11,37 ~~BS1,37~~ ✠LMC4,35 Carrying Petroleum in bulk Fitted for oil fuel 8,12 F.P. above 150°F.	Vcr	z	CL 1,37	1912 8mo A&CP	Armstrong Whitworth &Co.Ld. Newcastle	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,Mgr.) CellDBa69'149t DTf46'500t	415·0|55·2|31·1 P104'B26'F46' FK FPT70tAPT31t	Montreal British 16BHCem (9 to Upr dk 7 „ 2nd „)	Q.4Cy.24",35",51"&73¼"–48" 220lb (s) 597NHP 3SB,12cf,GS223,HS8844 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 10 s6 ″ 0½ 27 ″ 1	
19836 4 ORLA	**Albertville** Ⓟ TwinSc ssAnt.No.2–36 ~~ssAnt.No.1–32~~ 3Dks(Stl–Uteak s) Ref.Mchy Sub.Sig D.F. GyC. CruiserStern	*11047* — *5653*	✠100A1 ~~1,37~~ ~~12,35~~ 2,38 4,37 ~~BS4,36~~ ✠LMC~~2,32~~ ✠Lloyd'sRMC~~2,32~~ 4,38 Fitted for oil fuel 1,28 F.P. above 150° F.	Ant	f†	CL ~~3,35~~ 4,37	1928 1mo Lloyd's A&CP	Atel.&Ch. delaLoire St.Nazaire	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInter- nationale,Mgrs.) CellDB445'1400tFPT	521·8|62·0|24·0 537·2(O.L. len.37 B148'~~E74'~~F93' FK ~~CellDB~~ ~~441'1398t FPT~~	Antwerp Belgian 9BHptCem ~~93t APT39t~~ 78tAPT39t	Q.8Cy.20",41½"[illegible]–54" & L.P.Turbines withD.R.gear- ing&hydraulic couplings 200lb (s) 1556NHP 6SB(Spt),18cf,GS383 FD HS17537 Hwthrn,Leslie&CoLdNwc	34 ″ 8 ~~s 8 ″ 0½~~ ~~26 ″ 2½~~ s8 ″ 8 26 ″ 4½	
19837 FNNB	**Albi** Well deck 1Dk	4191 3640 2546			...		1920	W.Pickers- gill&Sons,Ld Sunderland	Cie.Delmas Vieljeux	364·3|52·8|24·3 P18'Q128'B68'F28' FK	La Rochlle French 6BHCem WB	T.3Cy.23½",38"&64"–42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
19838 143288 GCBD	**Albion Star** (exAlbionstar) TwinSc ssNwc.No.3–8,32 ssLiv.No.1–36 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern	7920 7576 4908	✠100A1 Shelter dk withfreeboard 9,37 ~~11,36~~ ✠LMC BS~~5,36~~8,37 MS11,36 Lloyd'sRMC~~11,36~~ ~~4,37~~ 1,38 ~~9,37~~	Liv	c†	CL ~~P5,36~~ S11,36 P9,37	1919 6mo Lloyd's A&CP	Workman, Clark&Co.Ld Belfast	UnionColdStorage Co.Ld.(BlueStar LineLd.Mgrs.) CellDB392'1495tFPT120tAPT70t	450·0|58·5|37·1 P31'F48'on Shelter dk FK	London British ptCem 8BHtoSh dk	T.6Cy.26½",44"&73"–48" (s) 200lb 1138NHP 3DB,24cf,GS440,HS17079 FD Wrkman,Clark&Co.Ld.Bel	40 ″ 0 s11 ″ 0½ 29 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19839 147131 GKCV	**Albionic** *ss*Hul.No.3–11,36 D.F. 1*Dk*(*Stl*)	2468 2246 1497	100A1 4,38 ~~11,36~~ BS~~4,36~~ ~~5,37~~ MS11,36 5,38	Hul Hpl LMC	*s*	CL 11,36	1924 3mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	W.H.Cockerline& Co. *Intermediate BH* *in forward*	290·2 P25'B88'F35' FK *hold dispensed with* *CellDB*248'	44·1	20·9	Hull British *Asp* *4BH only* 638t*APT*72t	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 265NHP 2SB,*6cf*,GS124,HS4494 McKie&Baxter,Glasgow	23 ″ 0 s 3 ″ 1¾ 20 ″ 0½	
※ 19840 PCGY	**Albireo** *ss*Rot.No.3–8,33 2*Dks*(*Stl*) D.F.	4427 4074 2690	✠100A1 1,37 BS~~6,36~~ ✠LMC~~8,33~~ 1,37 ~~MS1,33~~	Rot	*x*	CL 1,37	1920 2mo *Lloyd*	New Waterway. S.B.Co. Schiedam '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	370·0 P33'B122'F37' FK *B*319'833t *FPT*120t	50·1	26·5	Rottrdam Dutch 6*BHCem* *APT*64t	T.3Cy.26",42"&70"–48" (*s*) 180lb *100lb* 402NHP 3SB,*9cf*,GS186,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0 s 5 ″ 4¼ 23 ″ 10	
19841 1945 IBBB	**Albisola** (*ex*Pentor–34) *ss*P.Nl.No.1–31 D.F. 1*Dk*(*Stl*)	4097 3871 2527	✠ ... 10,35 ✠	Gen	*x*		1927 10mo	Burntislnd S.B.Co.Ld. Burntisland	"Corrado"Soc. Anon.diNav. *Cell*	381·0 370·0 P29'B224'F34' FK *DB*318' 1126t *FPT*77t	51·5	25·1	Genoa Italian 6*BHCem* *APT*189t	T.3Cy.25",41"&68"–45" 371NHP 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
※ 19842 161824 GPDL	**Albuera** (*ex*SierraNevada) *ss*Gmh.No.3–5,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3477 3172 2052	✠100A1 ~~10,37~~ ~~7,36~~ 3,38 BS10,37 MS5,34	Rot ~~Npt~~ Gmh ✠LMC ~~BS8,36~~	*v*	CL ~~7,36~~ N3,38	1921 5mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	331·3 342·8(O.L.) P32'B200'F29' FK *B*278'941t*FPT*135t	48·6	25·1	Leith British 5*BHptCem* *APT*150t	T.3Cy.24",40"&65"–42"(*s*) 180lb ~~*180lb*~~ 150lb 316NHP 2SB,*6cf*,GS112,HS5122 Cooper&Greig,Ld.Dundee	27 ″ 3 s 3 ″ 10 23 ″ 7¼	
19843 PCID	**Albula** OilEng. *Mchy.Aft* 1*Dk* *Cruiser Stern*	329 239 150					1935	GuteHoffnungshütte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·9 P37'F17'	24·0	9·1	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.10¼"–13¾" 73NHP Gebr.SulzerA.G. Winterthur		G
19844 149634 GDYK	**Alca** Ⓟ *ss*Liv.No.2–36 D.F. E.S.D. 2*Dks*(*Stl*)	3712 2543 2104	✠100A1 11,37 ~~2,37~~ BS~~2,37~~ ✠LMC3,36 11,37	Liv		CL 2,37	1927 8mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDBa*72'*f*156'581t*FPT*71t	319·2 P&B216'F58'BK12"	46·2	20·7	Liverpool British 5*BHCem* *APT*129t	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,*9cf*,GS159,HS7054 CaledonSB&E.Co.Ld.Dun.	24 ″ 0 s 2 ″ 5 22 ″ 10	BT till ~~2,38~~ 11,38
19845	— (*ex*Skåne,*ex*NilsDaniel) Comp OilEng. 1*Dk*	444 359 225					1919	A/BÖstersjövarvet Norrköping	ArthurAndersson	152·8	28·5	10·9	Mariehamn Finnish	Oil Engines 2S.C.SA 4Cy.12⅝"–18½" 112NHP A/BAtlasDiesel,Skm.		V
※ 19846 148151 GLQR	**Alcantara** Ⓟ TwinSc *ss*Bel.No.3–4,35 D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* E.S.D. *CruiserStern*	22209 16089 13189	100A1 *withfreeboard* 4,38 ~~3,37~~ ✠LMC4,35 ✠NE&B4,35 BS~~3,37~~2,38 ✠Lloyd'sRMC~~3,37~~ ~~12,37~~ ~~10,37~~ ~~8,36~~ ~~6,37~~ ~~5,37~~ ~~2,38~~ 4,38 *Fitted for oil fuel* 4,35 *F.P. above* 150° F.	Sou		CL ~~9,36~~ 4,38	1926 *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	RoyalMailLines, Ld. *Cell* *Tanks in way of tunnels*482t	640·5 P47'B415'F137' FK&BK2" *DB*540'3630t len35 *FPT*166t	78·5	40·5	Belfast British 11*BHptCem* *APT*278t	6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NHP 3W.T.B.(Spt) 450lb (*s*) HS24780 2DB26 *100lb* FD Harland&Wolff,Ld.Bel.	44 ″ 9 s14 ″ 1¼ 31 ″ 1½	BT till 3,38
※ 19847 PCIM	**Alchiba** *ss*Rot.No.1–37 *ss*Ham.No.3–11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4427 4093 2704	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~5,36~~ ~~MS9,32~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Ham Rot MS5,36 ✠LMC BS~~2,36~~1,37	*y*	CL ~~7,34~~ 4,37	1920 8mo	New Waterway, S.B.Co. Schiedam A&CP	N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*311'876t~~M T28'596t~~	385·3 FK *Collision* *FPT*106t	50·3	26·5	Rottrdam Dutch *Asp* *BHtoSh dk* 5 „ „ *U* „ *APT*50t	T.3Cy.26",42"&70"–48" (*s*) 180lb FD 459NHP 3SB(Spt),*9cf*,GS138,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
19848 105770 MQTN	**Alchymist** *ss*Lon.No.1-37 *ss*Lon.3rdNo.3–9,32 *Mchy.Aft* 1*Dk*(*Irn*)	382 343 209	✠100A1 12,37 ~~9,32~~ ~~BS5,36~~ *Carrying Tar in bulk*	Yar 11,37 ~~3,36~~ ~~LMC9,32~~	*f*	CL N6,35	1895 12mo	W.Dobson &Co. Newcastle A&CP	F.T.Everard& Sons,Ld.	147·5 Q23'F23' BK7" *WB*=	24·1	12·8	London British 6*BHCem* *APT*12t	T.3Cy.12½",20"&33"–24" (*s*) 160lb NB8,28 50RHP 1SB,*3cf*,GS48,HS1443 N.E.MarineEngCoLd.Nwc	13 ″ 6 s 1 ″ 8 12 ″ 5	
※ 19849 LDPM	**Alcides** OilEng. D.F. *ss*Fal.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7634 7254 4582	✠100A1 ~~2,37~~ ~~1,37~~ 3,38 ✠LMC CS3,38 DBS8,37 12,37 *CarryingPetroleum in bulk*	Cff ~~Rot~~ Alx	*c*†	CL 12,36	1930 8mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	D/S A/S Eikland (I.M.Skaugen, *Mgr.*) *CellDBuE*85'327t*DTf*41'523t	460·5 P109'B30'F60' FK *FPT*199t*APT*146t	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld.Gls	34 ″ 1 s8 ″ 3½ 26 ″ 0	
19850 PCIS	**Alcinous** Ⓟ TwinSc D.F. OilEng. *Mchy.Aft* 2*Dks*	6189 — 3825					1925	Scotts'S.B. &E.Co.Ld. Greenock	Nederl.Stoomb. Maats."Oceaan"	429·8 P35'B235'F45'	54·8	29·0	Amsterdm Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 950NHP Akt.Burmeistr&Wain,Cpn		C
19851 1763 IJIB	**Alcione C.** (*ex*Anam, *ex*WarVessel) TwinSc OilEng. *CruiserStern* Wireless 1*Dk* *Carrying Petroleum in bulk*	493 402 231					1915	W.Gray& Co.Ld. WHartlepool	CisterneItaliane Soliani& Saltamerenda	178·1 170·0 F27tH92t	31·2 32·1	10·8 10·5	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{17}{32}$"–18⅞" 383NHP J.&C.G.BolindersCo.Skm.		I
19852 147870 MLPV	**Alcira** Sunk by aircraft 2,38 *ss*Gls.No.3–6,36 1*Dk*(*Stl*)	1387 1200 806	~~100A1~~ 6,37 ~~6,36~~ ~~BS5,37~~	Gls ~~LMC6,33~~	*p*	CL 11,34	1923 7mo	L.Smit& Zoon Kinderdijk	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *CellD*	239·2 P23'B62'F37' FK *B*196' 368t *FPT*61t	36·2	16·7	Glasgow British 4*BHCem* *APT*34t	T.3Cy.17½",29⅛"&46$\frac{1}{16}$"–36¼" 180lb (*s*) 185NHP 2SB,*4cf*,GS88,HS3488 L.Smit&Zoon,Kinderdijk	19 ″ 0 s2 ″ 3 16 ″ 11	
※ 19853 PCIY	**Alcor** *ss*Rot.No.3–1,34 1*Dk*(*Stl*)	3526 3272 2121	✠100A1 1,38 ~~3,37~~ BS3,37 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Rot ✠LMC6,33	*w*	CL ~~1,36~~ 1,38	1920 10mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	361·3 373·5(O.L.) P25'B214'F36' FK *B*305' 918t *FPT*85t	49·8	22·0	Rottrdam Dutch 6*BHCem* *APT*127t	T.3Cy.25⅜",41"&68"–45" (*s*) 180lb FD 394NHP 3SB(Spt),*9cf*,GS154,HS5469 RotterdamDroogd.Maats.	24 ″ 6 s 2 ″ 11 21 ″ 10¼	
19854 123348 GSXQ	**Alcora** (*ex*Dundee–33) 1*Dk*&*Shelterdk*	1381 1100 562					1919	CaledonS. B.&E.Co.Ld. Dundee	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	270·6	38·1	16·2	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NH CaledonS.B.&E.CoLd.Dun		C
※ 19855 PCJE	**Alcyone** Ⓟ *ss*Ham.No.3–3,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4534 4129 2756	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~6,36~~ MS12,33 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Ham ✠LMC BS~~3,36~~2,37	*y*	CL ~~7,35~~ 4,38	1921 9mo	N.V.Kuy& Ree'sMch.& Schpsw. Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*314'1031t *DTa*32'762t*FPT*94t*APT*109t	375·0 389·0(O.L.) FK *Collision*	52·1	25·8	Rottrdam Dutch *Asp* *BHtoShdk* 5 „ „ *U* „	T.3Cy.26⅝",43$\frac{5}{16}$"&70"–47¼" 180lb (*s*) 484NHP 3SB(Spt),*9cf*, ,HS7293 FD N.V.Kuy&Ree'sMch.& Schpsw.Schiedam	28 ″ 3 s 3 ″ 0 25 ″ 5¼	
19856 204069 KLLS	— (*ex*Yacht) OilEng. 1*Dk*	440 — 299					1907	G.Lawley& Son,Corp. S.Boston, Mass.	BaltimoreSteam PacketCo.	155·6	30·0	17·6	Baltimore Utd.States	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 12Cy.11"–14" 141NHP NE22 WintonEng.CorpClevelnd		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L. R. Durée Cert. Ref Trade
19857 Wrecked 12,37 PCJL	**Aldabi** Ⓟ Fitted for oil fuel D.F. 2Dks&Shelter dk	4946 4473 2993					1921	Deutsche WerftA.G. Hamburg	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	400·3 F41'	54·2	27·4	Rottrdam Dutch WB	DRgearedSteamTurbine Allgem.Elektr.Ges.Berlin		G
19858 UOYZ	**Aldan** (exBrunswijk-34) ssRot No.3-5,24 ssRot.No.2-32 Sub.Sig. 1Dk(Stl)	2172 1958 1309	✠ ... 7,35	Rot ✠	s		1912 1mo	Schpw.v. JanSmit,Czn. Alblasserdm IntermediateBH in fore hold dispensed with	U.S.S.R.	287·7 P21'B72'F33'	42·1	19·4 FK	Leningrad Russian Cem 4BH only CellDBa84'	T.3Cy.21",35"&57"-39" 221NHP 2SB,6cf,GS108,HS3586 Maats.deSchelde,Flushing uE18'f120'589tAPT68t	21 ″ 11	
19859 PCJR	**Aldebaran** D.F. 2Dks	7891 7269 4051					1920	Bremer Vulkan Vegesack	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	~~472·4~~ P43'B143'F48' 475·0	~~60·5~~ 60·7	32·8	Rottrdam Dutch WB	T3Cy32$\frac{3}{10}$",52½"&86⅜"-55⅒" 556NHP BremerVulkan,Vegesack		V
※ 19860 EAAK	**Aldecoa** ssBcl.No.3-3,34 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing in DB Cruiser Stern	6089 4703 4437	✠100A1 Shelter dk withfreeboard 3,35 BS3,35 ✠LMC2,34 Fitted for oil fuel 3,22 F.P. above 150° F. NO LATER SURVEY REPORTED	Val	x	CL 3,35	1922 3mo Lloyd's A&CP	Soc.Española de Const.Nav. Bilbao	F.Aldecoa CellDB308'860t FPT70t APT63t	357·6 P&B235'F31'on Shelter dk	49·9	31·5 FK	Bilbao Spanish Cem 6BHtoSh dk	T.3Cy.27",44"&73"-48" (s) 180lb 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 5 ″ 6½ 28 ″ 8	
※ 19861 PCJV	**Aldegonda** TwinSc OilEng. Mchy.Aft E.S.D, ssBat.No.1-35 Longitudinal framing at bottom and at top of trunk 1Dk(Stl)	2088 1396 1031	✠100A1 11,37 ~~12,36~~ ✠LMC CS12,36 DBS11,37 11,37 Carrying Petroleum in bulk	Bat	r	CL SN 11,37 P11,37	1931 3mo Lloyd's A&CP	A.F.Smulders(Werf Gusto). Schiedam	N.V.Nederl. IndischeTankstoombootMaats. Cell DB48' 81t FPT27t APT107t	260·4 P84'F47' Trunk129'	48·1	15·0 FK	TheHague Dutch 9BHptCem	Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB150lb N.V.Werkspoor,Amstrdm.	14 ″ 9 s ″ 7 14 ″ 3½	
19862 LCCO	**Alden** Ⓟ Iron 1Dk	513 283 207					1888	Laxevaags Msk.&Jrnskb Bergen	Fylkesbaatane iSogn&Fjordane	154·8 P109tH20tF42t	23·9	12·4	Bergen Norwegian	T.3Cy.15½",25"&40"-27" NB04 83NHP Hall,Russell&CoAberdeen		
19863 221434	**Alden Barnes Fiertz** TwinSc (exI.L.I.104-36, OilEng. exInterwaterways ssN.Yk.No.3-4,33 LineIncorporated104-32) 1Dk(Stl) Mchy.Aft ssNYk.No.1-38	1040 956 797	✠ A1 Self-propelled Barge 4,37 ~~3,36~~ 4,38 LMC2,32 ~~LMC(M)~~ For service between New York Port Huron & Montreal via Erie & Welland Canals	NYk		~~3,36~~ 3,38 4,37	1921 7mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation Side tanks f12'23tFPT30t APT13t	254·0	36·0	14·0 FK	NewYork Utd.States 9BHCem	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,28 FairbanksMorseCo.Beloit,Wis.	14 ″ 0	
19864 Sunk by Collision 4,37 127472 MDBF	**Alder** 3Mst ssBwg.2ndNo.3-12,32 ssBel.No.1-36 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	341 248 126	✠~~100A1~~ 10,36 ✠~~LMC~~ ~~BS9,36~~ ~~MC10,36~~	Bel	f	CL 9,36	1909 9mo Lloyd's A&CP	J Fullerton &Co. Paisley	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.Mgrs.)	142·8 Q80'B7'F25'	23·6	10·3 BK6" W	Newry British 3BHCem B=FPT45t	C.2Cy.16"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 0½ 11 ″ 6	
19865 PCJZ	**Alderamin** 4Mst Fitted for oil fuel D.F. 2Dks3trB	7886 7269 4947					1920	Bremer Vulkan Vegesack	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	472·4 P44'B144'F45' 475·0	60·5 60·7	32·8	Rottrdam Dutch WB	T3Cy.32$\frac{7}{10}$",52½"&86⅛"-55⅒" 556NHP BremerVulkan,Vegesack		V
19866 161994 GBLN	**Alderpool** (exNorthwick-36) 1Dk&Shelter dk Special Surveys to date from 9,36 D.F.	4313 4010 2591	✠100A1 withfreeboard ~~4,37~~ ~~9,36~~ 2,38 ~~10,37~~ ✠LMC9,36	Sld ~~Shl~~ Hpl	y	CL	Launched 1930 Completed 1936-9mo Lloyd's A&CP	W.Pickersgill&SonsLd. Sunderland	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.Mgrs.)	382·1 F36'	53·4	25·1 FK (Col	W.Hartlpl British 6BHCem lBHtoSh dk 5 ,, 2nd,,) CellDB335'	T.3Cy.25",~~42"~~ 39"&70"-48" (s) 200lb 446NHP 3SB(Spt),9cf,GS194, HS7626 GeorgeClark,Ld.Sld. 1165tFPT102tAPT184t	27 ″ 6 s2 ″ 11¾ 24 ″ 8¾	
※ 19867 138012 VJBF	**Aldinga** (exGlenstal) ssSyd.No.1-37 ssSyd.No.3-7,32 1Dk(Stl) Cargo battens not fitted	3078 2861 1868	✠100A1 5,37 ~~5,36~~ ✠LMC5,36 BS5,37	Syd	u	CL 7,35	1920 5mo Lloyd's A&CP	Dublin Dkyd.Co.Ld.	TheAdelaide SteamshipCo.Ld. CellDB278'765tFPT 105tAPT45t	331·1 342·0(O.L.) P32'B98'F28'	46·7	23·1 FK	Melbourne British 5BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD McKie&Baxter,Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 9	
※ 19868 161230 GTBQ	**Aldington Court** OilEng. D.F. ssShl.No.2-37 ~~ssLon.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	4891 4550 2979	✠100A1 withfreeboard ~~4,37~~ ~~2,36~~ 3,38 ✠LMC3,37 ~~✠LMC CS11,36~~ DBS1,38 ~~11,34~~	Lon ~~Shl~~ Ant	a†	CL ~~3,34~~ 4,37	1929 5mo Lloyd's A&CP	W.Pickersgill&Sons,Ld Sunderland	CourtLine,Ld. (Haldin&Philipps, Ld.Mgrs.) CellDB344'1285t MT25'991t FPT127tAPT141t	405·6 F39'	55·5	25·1 FK (	London British 7BHptCem Collto Sh dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{3}{16}$"-91¼" 482NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 3½ 25 ″ 2¼	
19869 Sunk by Collision 5,37 136418 MDWS	**Alecto** (exGloucesterCoast-36, exSirWalterBacon) ssLiv.No.3-10,25 Mchy.Aft ssMch.No.2,34 Well deck 1Dk(Stl)	919 704 453	✠~~100A1~~ 3,36 ✠~~LMC~~ ~~MS7,34~~ ~~BS8,36~~	Liv	m	3,36	1913 3mo Lloyd's A&CP	G.Brown & Co. Greenock	BristolSteamNav. Co.Ld. CellDBf137'203tFPT 30tAPT14t	210·2 P&B124'F28	33·2	13·3 FK	Bristol British 3BHCem	T.3Cy.16",26"&44"-30" (s) 180lb 96RHP 2SB6pf,GS99,HS2740 Ross&Duncan,Glasgow	15 ″ 7 s ″ 10½ 14 ″ 10	
19870 PUAB	**Alegrete** (exSalamanca) Sub.Sig. 2Dks	5970 4589 3812					1906	Harland& Wolff,Ld. Belfast	LloydBrasileiro	392·0 P36'B243'F50'	50·2	28·4	R.Janeiro Brazilian WB	T.3Cy.25½",42½"&71"-51" 360NHP Harland&Wolff,Ld.Bel.		V
19871 CBAJ	**Alejandro** Ⓟ (exArgentine) ssVpo.2ndNo.3-5,37 ~~ssB.As.No.3-9,36~~ ~~ssVpo.No.2-34~~ 2Dks(Stl-Uws)	2947 1985 1808	✠100A1 5,37 ~~8,36~~ ✠NB10,32 ✠LMC5,37 ~~MS3,34~~ ~~BS8,34~~	Vpo	t	CL 8,35	1913 10mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	Soc.Anon.Ganadera yComercial "Menendez Behety" CellDBa68'uE&B86'f114' 452t FPT 20tAPT5t	309·6 P&B197'F38'	41·6	20·5 FK	Punta Arenas Chilian 5BHCem	T.3Cy.21½",36½"&59"-45" 200lb (s) 340NHP 2SB,6cf,GS121,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s2 ″ 11½ 20 ″ 7	
19872 EAIL	— Mchy.Aft 1Dk	346 — 222					1931	Alejandro Bengoechea yCia.Lda. Bilbao	Soc.deAlmacenitas deCarbon	137·4 Q37'F18'	24·3	10·5	Bilbao Spanish	T.3Cy.10⅛",15⅛"&24⅛"-15¾" 23NHP A/SAkersMek.Værks.Oslo		
19873 EANO	**Alejandro No. 2** Mchy.Aft 1Dk	397 292 203					1933	Alejandro Bengoechea y Cia.Lda.	RafaelTrujillo &Hnos.	143·0 P7'F19'	25·3	11·0	Bilbao Spanish	T.3Cy.9$\frac{15}{16}$",15¾"&26$\frac{7}{16}$"-18⅝" Industrial 30NHP ElectroMecanica,Bilbao		
19874	**Alejandro No. 3** Mchy.Aft 1Dk CruiserStern	1050 — 550					1936	Alejandro Bengoechea yCia.Lda. Bilbao	Alejandro Bengoechea&Cia. Lda.	196·7 Q116'F26'	32·1	15·5	Bilbao Spanish WB	T.3Cy.14",23"&38"-27" 75NHP Soc.Española de Const.Bbo		
※ 19875 YTAB	**Aleksandar I.** ss.RotNo.2-35 2Dks(Stl)	5948 5538 3783	✠100A1 10,37 ~~10,36~~ MS7,35	Rot Bry ✠LMC BS~~1,36~~ 12,36	a†	CL 7,35	1927 5mo Lloyd's A&CP	Lithgows Ld. PortGlasgow 1 Intermediate BH&1 'Tween dk BH dispensed with 2 ,, ,, 2nd ,,	Jugoslavenski Lloyd a.d. CellDBa&uE162'f186'1241t DTa36' 1114t APT32t	423·5 P38'B123'F41'	56·0	28·8 FK	Split Yugoslav ptCem 4BHto Udk	T.3Cy.27",45"&74"-51" (s) 180lb 563NHP 3SB,9cf,GS190,HS8489 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 2½ 25 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19876 DHAQ	**Alemania** (*ex*Alesia) *Fitted for oil fuel* Wireless 1*Dk*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	234·0 B52'F23'	36·6	17·7	Hamburg German *WB*	T.3Cy.$16\frac{15}{16}$"$27\frac{9}{16}$"&43⅜"-31½" 106NHP StettinerOderwerkeStettin		G
19877	**Alentejo** **TwinSc** 1*Dk*	362 — 160			...		1924	J.Crichton &Co.Ld. Saltney	CiaCaminhos de FerroPortugueses	155·4	25·1	9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12½"&26"-18" 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0	
19878 GRVB	**Alert** **TwinSc** *Cable Vessel* *FittedforOilFuel* Wireless **D.F.** 1*Dk&Awningdk* **E.S.D.** *CruiserStern*	941 876 357			...		1918	Swan,Hunter&Wigham Richardson, LdNewcastle	H.M.Postmaster General	196·7	31·4	20·1 FK	British *WB*	T.6Cy.9¾",16"&26"-21" 106NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9	
19879 653 IJIS	**Alessandro** **Aux3MstSr** (*ex*Helgoland) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	462 388 325					1918	Ver.Elbe u Norderwerft Boizenburg	L.G.Tomei	170·4 158·4 Q35'F24'	27·6	12·4	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"-$18\frac{9}{16}$" 96NHP J&CGBolindersCoLdSkm.		I
19880 1427 IJJE	**Alessandro Podestà** (*ex*Rhein) 1*Dk*	633 464 348					1897	J.C.TecklenborgA.G. Weser-münde-G	A.Lauro	193·5 P110'F23'	26·0	13·3	Genoa Italian *WB*	C.2Cy.19"&37"-26¾" 59NHP J.C.TecklenborgA.G.Wsm		I
* 19881 PCKM	**Aletta** **TwinSc** *OilEng.* *ss*Sba.No.2-35 *Mchy.Aft* **E.S.D.** 1*Dk*(*Stl*) *Longitudinal framing at bottom & deck*	3085 2264 1572	✠100A1 8,38 ~~3,37~~ ✠LMC CS10,35 DBS~~7,36~~3,38 6,32 *CarryingPetroleum in bulk*	Bat		~~7,36~~ 3,38	1927 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	Nederl.Indische Tankstoomboot Maats.	305·0 P86'*Trunk*169' F50' *CellDBuE*40'106t*FPT*73t*APT*64t	50·3	19·4 FK	TheHague Dutch 12*BH*	Oil Engines 4S.C.SA 12Cy.18⅛"-$35\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Amsterdam	19 ″ 3 s1 ″ 9½ 17 ″ 7¾	
19882 UOFK	**Aleut** (*ex*GlenRidge) *WhaleOilFactory* *Ref.Mchy.* Sub.Sig. 2*Dks*	5055 4205 2454					1919	Standard S.B.Corp. Shooters Island,N.Y.	U.S.S.R.	377·0 P41'B106'F41'	52·0	26·6	Vladvostk Russian *WB*	T.3Cy.25",42"&70"-40" 310NHP StandardS.B.Corp. ShootersIsland,N.Y.		
19883 203116 WCCR	**Aleutian** Ⓟ (*ex*Mexico) **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* **D.F.** GyC. 4*Dks*	6362 — 3901					1906	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	400·0	50·0	30·0	NewYork Utd.States *WB*	T.6Cy.28",46"&76"-42" 749NHP NB23*refitted*30 W.Cramp&SonsS.&EB.Co		R
* 19884 1016 ESUE	**Alev** (*ex*Bromsgrove-35) *ss*Tln.2ndNo.3-7,35 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1446 1210 839	✠100A1 8,36 BS~~5,36~~ ✠LMC7,35 6,37	Bry	*o*	CL 8,36	1909 11mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	TallinnShipping Co.Ld.	239·5 P24'Q59'B50'F26' *CellD*B*a*65'*uE*17'*f*104'349t*FPT*53t*APT*92t	36·0	15·7 FK	Tallinn Estonian 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb ~~90lb~~ *90lb* 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.CoLd.Sld.	17 ″ 9 s1 ″ 9½ 16 ″ 4	
19885 126994 KFSA	**Alex B. Uhrig** (*ex*Centurion) *Mchy.Aft* **D.F.** 2*Dks*	3257 — 2011					1893	F.W. Wheeler&Co. W.BayCity	ReissS.S.Co.	360·0	45·2	21·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"-44" 263NHP F.W.Wheeler&Co.WBayC		R
19886 ONCH	**Alex van Opstal** *OilEng.* *Ref.Mchy.* **D.F.** **E.S.D.** *CruiserStern* 1*Dk*&*Shelter dk*3*rd dk fwd of mchy.space*	*5965* *4744* *3447*	✠100A1 *with freeboard* 9,37 ✠LMC9,37 ✠Lloyd'sRMC~~9,37~~4,38 for temp32°F.	Cpn	*bt*	CL	1937 9mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	420·0 447·3(O.L.) P73'F48' ~~(CellBHtoShltrdk6~~BHto2nddk) *CellDB*337'1462t *MTs*42'1294t*FPT*34t*APT*131t	57·1	26·4 FK	Antwerp Belgian 7*BH*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1026NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	29 ″ 3 s3 ″ 3¾ 26 ″ 0¾	
19887 93988 ZMKR	**Alexander** Ⓟ **TwinSc** *OilEng.* *Well deck* Wireless 1*Dk*	377 236 196			...		1903	Mackie& Thomson Glasgow	AnchorShipping& FoundryCo.Ld.	138·5 Q81'B*on*RQD47' F26'	24·0	9·7 FK	Nelson,NZ British *WB*	Oil Engines 2S.C.SA 8Cy.12½"-15" 137NHP NE30 L.Gardner&Sons,Ld.Mch.	10 ″ 6	
19888 UOJZ	**Alexander Emshanov** **TwinSc** Wireless *Fitted for oil fuel* *CarryingPetroleum in bulk* 1*Dk*	1219 1153 637					1922	Naval Works Nicolaieff	U.S.S.R.	229·9	34·0	12·2	Tuapse Russian	T.6Cy.11",$19\frac{7}{10}$"&$29\frac{1}{10}$"-15¾" 67NHP NavalWorks,Nicolaieff		
19889 223775	**Alexander Hamilton** Ⓟ **Pad** *Fitted for oil fuel* 3*Dks* *CruiserStern*	2367 — 1252					1923	Bethlehem S.B.Corp.Ld. Sparrows Point,M.D.	HudsonRiverDay Line	338·6	42·1	13·6	NewYork Utd. States	T.3Cy.36½",56"&85"-72" 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint		
19890 162767 MJZJ	**Alexander Kennedy** *ss*Sld.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1313 985 726	✠100A1 8,37~~8,36~~ ✠LMC~~8,36~~ 8,37	Lth Sld	*o*	CL ~~7,36~~ 8,37	1932 9mo	Burntis'nd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	LondonPowerCoLd (StephensonClarke &AssociatedCompaniesLd.*Mgrs.*)	227·0 234·5(O.L.) Q138'B16'F21' *CellDBuE*25'*f*151'369t*DTf*109t*FPT*132t*APT*27t	36·4	15·4 FK	London British 5*BHCem*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 143NHP 1SB,3*cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s4 ″ 11¼ 16 ″ 1	
19891 154692	**Alexander Leslie** (*ex*H.A.Rock, *ex*J.T.Hutchison) *Mchy.Aft* 1*Dk*2*trB*	3508 3333 2000					1901	American S.B.Co. Cleveland,O.	LakeErieCoalCo. Ld.	353·6	48·2	23·7	WndsrOnt British *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.		
19892 107372 WOKI	**Alexander McDougall** **D.F.** 1*Dk*2*trB* *Mchy.Aft* GyC. (*Whaleback*)	3672 3385 2824					1898	American StlBargeCo. WstSuperior	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	413·0	50·0	22·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.17½",28½",43"&66"-40" NB26 276NHP ClevelandS.B.Co.Clevelnd		R
* 19893 100 SVFP	**Alexandra** (*ex*Gerontas-33, *ex*Pentwyn-32, ~~*ss*Bry.No.3-5,25~~ *ex*AriadneIrene) ~~*ss*Ant.No.2-33~~ *ss*Ant.2ndNo.3-7,37 1*Dk*(*ptIrn ptStl*)	*4355* *3970* *2638*	✠100A1 4,38~~12,36~~ BS~~3,37~~ ✠LMC~~6,37~~ 4,38 MF6,37	Rot Ant	*x*	CL ~~9,36~~ 11,37	1913 3mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	C.J.Carras	375·0 P27'B219'F38' *CellDBa*131'*uE&B*47'*f*155'1135t*FPT*82t*APT*285t	52·5	25·0 FK	Chios Greek 6*BHCem*	T.3Cy.25",42"&68"-48" (*s*) 180lb 382NHP 2SB,8*cf*,GS153,HS6356 Blair&Co.Ld.Stockton NDB13*refitted*38-180*lb*	27 ″ 6 s3 ″ 10¼ 23 ″ 10½	
19894 OZDE	— Wireless **D.F.** *ss*Gms.No.1-36 1*Dk*(*Stl-pt* ws)2*nd dk in holds* *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	1463 1207 766	✠100A1 *withfreeboard* ~~4,37~~4,36 ✠LMC4,36 12,37 BS~~5,37~~12,37	Gms Els	*r*	OG 4,36	1931 2mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd'sA&CP*	DetForenede DampskibsSelsk.	266·6 P&B177'F54' *CellDB*218'347t*FPT*35t*APT*72t	39·1	17·1 FK	Esbjerg Danish 6*BHCem*	C.4Cy.(2)$18\frac{11}{16}$"&(2)39⅜"-39⅜" (*s*) 282NHP 215lb FD 2SB(Spt)6*cf*,GS100,HS3960 HelsingörsJernsk.&Mskb.	19 ″ 6 ~~s2 ″ 6~~ ~~17 ″ 3¾~~ s2 ″ 2⅞ 17 ″ 7	
19895 DCAP	— 1*Dk*	720 630 438					1905	Howaldtswerke Kiel	Sartori&Berger	194·5 B45'F23'	30·3	13·9	Kiel German *WB*	T.3Cy.14⅜",22⅝"&36⅝"-21⅝" NB27 62NHP Howaldtswerke,Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
19896 117518 EIJX	**Alexandra** TwinScSr Wireless D.F. E.S.D. Sub.Sig. 1*Dk2trB*	618 519 223					1904	Vickers,Ss.&Maxim,Ld. Barrow	Commissioners of IrishLights	201·4|30·3|14·1 B63'F36'	Dublin British *WB*	T.6Cy.15",23½"&38"-24" NB31 141NHP VickersSs.&MaximLdBrw.		
19897 DAKZ	— 1*Dk*	592 443 354					1903	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9|28·1|11·2 Q53'B43'F22'	Stettin German *WB*	T.3Cy.14",22"&36"-26" 66NHP StettinerOderwerke,Stn.		G
19898 116340	— 2*Dks*	490 460 249					1903	Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	UpperOttawa ImprovementCo. Ld.	136·0|26·4| 8·3	Ottawa British	C.2Cy.24½"&44"-26" *Emade—fitted*22 84RHP NB*made*30,*fitted*32		
❋ 19899 LIYZ	**Alexandra Höegh** *Progressive survey of oil tanks* *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	8248 7504 4985	✠100A1 ~~4,37~~5,36 ~~1,37~~ 4,38 *CarryingPetroleum in bulk*	Ams ~~[illegible]~~Bkn ✠LMC5,35	c†	CL 5,36	1935 5mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Skibs.A/S Arcadia (Leif Höegh,*Mgr.*) *CellDBuE*	469·2|61·1|34·5 486·0(O.L.) P92'B28'F40' FK 68'188*t* *DTf*23'465*t*	Oslo Norwegian 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$"-47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 " 0 s 7 " 5 26 " 9¾	
19900 OSFA	**Alexandre André** *Mchy.Aft.* GyC. *OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing at bottom & at deck*	5322 4631 2832					1928	NV Burgerhout'sM.&S. Rotterdam	BelgianGulfOil Co.S.A.	378·0|54·4|29·0 P112'B33'F36'	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{16}$"-47¼" 491NHP NV Burgerhout'sM&S.Rot		V
19901 160 ~~SYHS~~ SYHS	**Alexandros** (*ex*Artemissia-35, *ex*Hohneck,*ex*Bayhowel, *ex*KingHowel) 1*Dk2trB&deep framing*	4343 — 2822			...		1906	R.Stephenson&Co.Ld. Newcastle	M.A.Tachmindji	355·2|50·1|27·5 P46'B98'F34' FK	Syra Greek *WB*	T.3Cy.26",43"&70"-45" 356NHP Palmers'Co.Ld.Newcastle	30 " 2	V †
19902 UOAB	**Alexei Rikov** Ⓟ *Now* "Andrei Zhdanov," *see No.* 37118 *in Supplement* *Ref.Mchy.* 2*Dks*	3870 2249			...		1928	Severney S.B.Yard Leningrad	U.S.S.R.	324·6|48·0|25·9 P48'B96'F36' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	28 " 0	
❋ 19903 163571 GYFY	**Alexia** *Mchy.Aft* *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* *Rudder electrically welded* *CruiserStern* *Longitudinal framing at bottom & at deck*	8016 7229 4783	✠100A1 ~~5,37~~~~2,36~~ 1,38 *CarryingPetroleum in bulk*	Shl ~~Pal~~ HKg ✠LMC4,35	c†	CL 1,38	1935 4mo *Lloyd'sA&CP*	Bremer Vulkan Vegesack	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'14	465·0|59·4|33·8 483·8(O.L.) P93'B47'F48' FK 1*t* *DTf*25'272*t* *FPT*	London British 15*BHptCem* 139*t* *APT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* BremerVulkan,Vegesack	34 " 0 s 6 " 8½ 27 " 6¼	
19904 TVMT	**Alexis de Tocqueville** TwinSc (*ex*Lotharingia-34) *ss*Chb.No 3-3,35 2*Dks* *CruiserStern*	1256 905 598	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ✠NB4,23 *For Service in Cherbourg Harbour*	Chb BS2,38 LMC3,35 ~~BS[illegible]2,37~~		CL 2,37	1923 4mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. PortGlasgow	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·9|38·1|15·5 B96' FK *FPT*15*t*	Cherbourg French 5*BHCem* *APT*30*t*	T.6Cy13¾",21¾"&34"-21" (*s*) 180lb 170NHP NE18*refitted*23 2SB,6*cf*,GS107,HS3380 D.Rowan&Co.Ld.Glasgow	17 " 0 s 8 " 3 9 " 1	
19905 OXBA	**Alf** (*ex*Bremersvold,*ex*Alf, *ex*MinisterHelleputte) D.F. 1*Dk*	2175 1693 1374					1909	Flensburger Schiffsb.Ges. Flensburg	H.A.Christensen	279·6|41·4|17·5 P17'Q93'B50'F30'	Copnhagn Danish *WB*	T.3Cy.23$\frac{13}{16}$",35$\frac{7}{16}$"&55⅛"- 35$\frac{7}{16}$" 181NHP FlensburgerSchiffsb.Ges.		G
19906 6997 SDBG	**Alfa** (*ex*KalmarsundXI,*ex*Senta) 1*Dk*	1261 951 734					1922	PPhStuhrs Msk.&Skbs. Aalborg	RederiA/B Alfa (AllanBörjesson)	238·7|36·2|13·4 P14'Q71'B94'F29'	Hlsingborg Swedish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
19907 OXZN	— (*ex*Alida) 1*Dk*	844 722 488					1921	N.V.Werf. "Zeeland" Hansweert	J.Lauritzen	212·9|31·4|13·2 P30'Q56'H60'F23'	Esbjerg Danish *WB*	T.3Cy.14½",22"&35½"-23⅝" 85NHP Machf."Delftshaven"Rot		G
❋ 19908 1117 ESVO	— (*ex*Ruby-36) *ss*Tln.3rdNo.3-8,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	454 386 161	✠100A1 6,37~~8,36~~ BS10,37	Tln Grk ✠LMC8,36	*g*	CL ~~7,36~~ 6,37	1904 3mo *Lloyd'sA&CP*	Scott&Sons Bowling	K.H.Kopf&others	142·5|26·1|10·9 147·4(O.L.) Q70'B9'F26' BK7¼"	Tallinn Estonian 3*BHCem* *FPT*39*t*	C.2Cy.18"&40"-27" (*s*) 130lb 92NHP 1SB,3*pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	12 " 1 s " 3⅝ 12 " 5	
19909 525 IJJR	— Aux4MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	373 297 193					1916	H.C.Christensen Marstal	SalvatoreSinagra	152·2|29·0|10·2 139·6 P25'B14'F6'	Porto Empedocle Italian *WB*	Oil Engines 2S.C.SA 2Cy.16⅞"-18½" 100NHP J&CGBolindersCoLdSkn		IV
❋ 19910 CSAC	**Alferrarede** (*ex*Sado,*ex*Pluto) *ss*Cff.2ndNo.3-2,23 *ss*Lis.No.3-4,35 Wireless 1*Dk*(*Stl*)&*ptAwng dk*	1452 972 865	100A1 *ptAwng dk* *withfreeboard* ~~10,36~~ 1,38 ~~BS4,36~~5,37	Lis ~~Ant~~ LMC4,35	*o*	OG ~~N4,35~~ N7,37	1905 *Lloyd'sA&CP*	J.C.TecklenborgA.G. Wesermünde-G.	Soc GeralCommercio,Industria e Transportes,Lda. *CellDB*	229·7|36·2|15·1 Q82'B102'RFD23' F24' FK 188'299*t* *FPT*50*t* A	Lisbon Portuguese 4*BHCem* *PT*6*t*	T.3Cy.17¼",28"&45"-33" (*s*) 175lb *100lb* 137NHP 1SB,3*cf*,GS54,HS2260 J.C.TecklenborgA.G.Wsm	24 " 6 s 7 " 1 17 " 8	
19911 1989 IBFY	**Alfio** (*ex*NataleL.-34,*ex*Mavisbrook) *ss*Gen.2ndNo.3-6,25 *ss*Gen.No.1-29 1*Dk*(*Irn*)&*deep framing*	2134 1925 1330	✠ ——— 8,34	Gen ✠	*s*		1899 7mo	W.Gray&Co.Ld. WHartlepool	AlfioNapoli *CellDBa&u*	290·3|42·2|19·0 P27'B74'F29' FK *E&B*126'*f*120'654*t*	Genoa Italian 5*BHCem* *APT*54*t*	T.3Cy.21$\frac{11}{16}$",35"&58"-39" 217NH 2SB,6*rf*,GS82,HS3370 Cen.Mar.Eng.Wrks.WHpl	21 " 9	I †
19912 SVLT	**Alfios** (*ex*Bolivian-33) *ss*Nwc.No.3-1,34 2*Dks*(*Stl*)	5116 4741 3154	✠100A1 8,37~~10,36~~ ~~BS6,36~~ 8,37	SFo Rot ✠LMC1,34	*y*	CL 10,36	1920 3mo *Lloyd'sA&CP*	Irvine'sSB&D.D.Co.Ld. WHartlepool	Theofano Maritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 347'1126*t* *FPT*117*t*	Chios Greek 7*BHCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s* 180lb 517NH 3SB,9*cf*,GS190,HS7668 F Richardsons,Westgarth&Co.Ld.Hpl	31 " (s5 " 11½ 25 " 3½	
19913 PKRN	**Alfoer** *OilEng.* *Mchy.Aft* 1*Dk*	473 386 227					1934	Droogdok Maats. "Soerabaia" Sourabaya	Koninkl.Paketv. Maats.	156·0|28·0|11·4 P58'F27'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-13" 102NHP Kon.Maats."DeSchelde"		V
19914 CBAF	**Alfonso** Ⓟ *ss*Vpo.No.2-36 2*Dks*(*Stl-Weather dk ws*) 3*rd dk*(*Stl*)*in No.* 1 *hold*	3076 2347 1783	✠100A1 *withfreeboard* 3,38~~1,36~~ MS1,36	Vpo ✠LMC ~~BS8,36~~9,37		CL ~~8,34~~ 3,38	1928 1mo *Lloyd'sA&CP*	Ayrshire DckydCo.Ld. Irvine	SocAnon.Ganadera y Comercial Menendez-Behety *CellDB*230'430*t*	278·6|44·1|24·7 B126'F31' FK *FPT*38*t* *APT*62*t* C	Punta Arenas Chilian 5*BHCem* *oll* ,, *to Wdk*	T.3Cy.18½",30"&50"-36" (*s*) 200lb 248NHP 2SB,6*cf*,GS105,HS3852 FD J.G.Kincaid&Co.Ld.Grk.	26 " 9 s 8 " 11 18 " 8	
19915 EAAL	**Alfonso Perez** (*ex*WarChief) *Now sailing as* "Cantabria," *ss*Bbo.No.3-6,31 *ss*Bbo.No.1-37 2*Dks*(*Stl*)	5649 5157 3374	✠100A1 6,37~~6,31~~ ✠NB6,26 ~~BS3,31~~ ~~NO LATER SURVEY REPORTED~~	Bbo Cff ✠LMC5,37 ~~MS6,31~~	*z*	CL ~~12,29~~ 4,37	1919 2mo *Lloyd'sA&CP*	J.Coughlan&Sons Vancouver	A.F.Perez 1 *IntermediateBH in forehold dispensed with* *CellDB*	410·5|54·1|27·5 P59'B115'F47' FK 368'1274*t* *FPT*131*t*	Santander Spanish *ptCem* 6*BH only* *APT*269*t*	T.3Cy.25",44"&73"-48" (*s*) 180lb 532NHP 3SB,9*cf*,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 " 9 s 5 " 11½ 24 " 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19916 EALR	**Alfonso Senra** (*ex*SuarezNo.1, *ex*Sineus,*ex*Blue ssLiv.2ndNo.3–6,20 Cross) 1*Dk*(*ptStlptIrn*)2*trB*& *ptAwngdk*(*Irn*)&*Webframes*	3030 — 1866	✠ 1,25 ✠	Bcl	*u*		1892 4mo	JLThompson&Sons Sunderland	NavieraCelta,S.A. (Bienvenido Suarez,*Mgr.*)	322·1 P29'Q100' BK10" *ptAwngdk*192' *CellDB*230'500*t*	41·3	26·7	Vigo Spanish *6BHCem* *APT*30*t*	T.3Cy.24",39"&64"–42" NDB04 266NHP 2SB,*6cf*,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0	
19917 204650	**Alfred H. Smith** (*ex*Rochester) *Mchy.Aft* 2*Dks*	4698 — 3855					1907	Gt.LakesEng.Works Ecorse,Mich.	GreatLakesTransitCorporation	381·0	50·2	30·0	Buffalo Utd.States *WB*	Q.4Cy.21",30",43½"&63"–42" 257NHP GreatLakesEng.Wks.Det.		
19918 162322 GJXV	**Alfred Jones** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelterdk*	4022 — 2155					1930	Harland&Wolff,Ld. Glasgow	ElderDempsterLines,Ld.	370·6 P37'F43'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–$59\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
19919 1623 IJKV	**Alfredo** (*ex*Nino di Gallura–33, *ex*Poggioreale,*ex*Rebus, *OilEng.* *ex*Scotsgap,*ex*Kilbride) 1*Dk*	614 — 354			...		1918	Hall,Russell&Co.Ld. Aberdeen	Dani&C.	182·3 175·4 B50' FK	30·1	15·7	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13¾"–21¼" 133NHP E*made*18*refitted*30 SulzerBros.Winterthur	16 ″ 6	I †
19920 108 IJLA	**Alfredo Cappellini** Ⓟ 1*Dk*	637 368 328					1912	FratelliOrlando&Co. Leghorn	Soc.Anon.Nav.Toscana	184·9 P33'B41'F30'	24·4	13·7	Leghorn Italian	T.3Cy.16",26½"&43"–30" 100NHP Flli.Orlando&Co.Leghorn		I
19921 81 IBEN	**Alfredo Oriani** (*ex*Mampoko–34, *ex*Tongrier, ssAnt.No.3–5,31 *ex*WarBreaker) 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *inNos.*1,2,3&4*holds*	3059 — 1831	✠ ... 7,35 ✠	Ant	*u*		1918 11mo	LloydRoyalBelge (Gt.Britain), Ld. Glasgow	"Tirrenia"Soc.Anon.diNav.	342·0 P33'B100'F28' FK *Cell DB*284' 738*t FPT*95*tAPT*124*t*	46·7	23·2	Fiume Italian *7BHptCem*	T.3Cy 25",41"&68"–45" 433NHP 3SB,*9cf*,GS155,HS6420 FD McKie&Baxter,Glasgow	25 ″ 6	I †
19922 OXZO	**Algarve** 1*Dk*	1355 1137 784					1921	Frdkshvns.Værft&FlydedokA/S Frederikshvn	DetForenedeDampskibs.Selsk.	254·6 P158'F26'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.20",33"&54"–36" &1LPTurbine D.Rowan&Co.Glasgow		V
19923 PCKZ	**Algenib** 1*Dk*,2nd *dk in No.*3 *hold & mchy. space.* D.F. E.S.D. *OilEng.* *Rudder electrically welded* *CruiserStern* *Part electrically welded including sheerstrake,keel & deck stringers*	~~5300~~ 5483 4984 3246	✠100A1 3,38 ~~3,37~~ ~~(ClassContem-plated)~~ ✠LMC8,37	Ham Rot	*a*†	CL	1937 8mo	DeutscheWerftAGBet Finkenwrder Hamburg *Lloyd's*A&CP	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats.	429·2 451·3(O.L.) P24'B&F395' FK *Upper*F36' *CellDB*372'1238*t MT*56'1385*tFPT*192*tAPT*153*t*	58·7	24·9	Rotterdam Dutch *7BHptAsp*	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 2 s3 ″ 3¼ 24 ″ 0½	
19924 CFJI	**Alger** (*ex*Oldambt–36) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	425 333 279					1930	J.Smit&Zoon Foxhol	Vieira&LabrinchaLda.	148·6 P38'F20'	25·6	10·4	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 4Cy.11¾"–17¾" 54NHP Humboldt-Deutzmotoren,A.G.Köln-Deutz		G
✳ 19925 6635 SLFA	**Algeria** ssOsc.No.3–6,34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	*1617* — *803*	✠100A1 *Shelter dk with freeboard* 10,37 ~~7,36~~ MS3,34 ✠LMO BS~~10,36~~2,38	Sbg ~~Gst~~ Skm	*r*	OG ~~6,34~~ 4,37	1921 6mo	OskrshmnsM.V.Aktieb. Oskarshamn *Lloyd's*A&CP	Rederiaktieb.SvenskaLloyd (K.R.Bökman, *Mgr.*)	270·9 286·0(O.L.) FK *Collision* *CellDB*237'473*tFPT*44*tAPT*23*t*	41·2	22·6	Gothenbrg Swedish *ptCemptAsp* *BH to Sh dk* 3 ,, ,, *U* ,,	T.3Cy.22½",$35\frac{13}{16}$"&$58\frac{11}{16}$"–36" 185lb *100lb* (*s*) 271NHP 2SB(Spt),*6cf*,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 5 17 ″ 8½	
✳ 19926 147256 GKNQ	**Algerian** ssHul.No.3–7,37 ~~ssHul.No.2–33~~ 1*Dk*(*Stl*)2nd *dk* *CruiserStern* (*Stl*)*inNos.*1&2*holds*	2315 2168 1440	✠100A1 ~~7,37~~ ~~9,35~~12,37 ✠LMC12,36 ~~BS12,36~~ ~~MS12,36~~ BS12,37	Hul	*t*	CL 9,35	1924 5mo	Barclay,Curle&Co.Ld. Glasgow *Lloyd's*A&CP	EllermanLines,Ld. (Ellerman&PapayanniLinesLd. *Mgrs.*)	295·0 P&B184'F31' FK *CellDB*254'501*tDTf*20'324*tAPT*29*t*	43·7	21·0	Liverpool British *6BHptCem* 1 ,, *to2nd dk*	T.3Cy.18",31½"&54"–36" (*s*) 225lb ~~100lb~~ 300NHP 2SB,*6cf*,GS109,HS4526 FD Barclay,Curle&Co.Ld.Gls.	23 ″ 0 s 2 ″ 5 20 ″ 9½	
19927 FNWA	~~**Algerie**~~ Algérie 1*Dk*2*trB*	3386 2572 2151			...		1910	Atel.&Ch.deFrance Dunkirk	Cie.desBateaux à Vap.duNord(Soc.Anon.deGérance etd'Armement,*Mgrs.*)	331·0 P&B218'F34' FK	46·5	21·0	Dunkirk French *WB*	T.3Cy.24",40"&65"–42" NE18 290NHP N.E.Mar.Eng.Co.Ld.Nwc.	23 ″ 10	V †
19928 257 IJLG	**Algerino** (*ex*Holstenau,*ex*Cairo) 2*Dks*	1371 761 793					1920	Vulcan-Werke Hamburg	D.Tripcovich&Ci.Soc.Anon.diNav.RimorchieSalvataggi	239·0 B25'F30'	34·4	~~11·9~~ 20·0	Trieste Italian *WB*	T.3Cy.15¾",23⅜"&$43\frac{3}{16}$"–27½" 98NHP Vulcan-Werke,Hamburg		I
19929 220518 KDDC	**Algic** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes*	5496 4971 3373			...		1920	MerchantS.B.Corp. Harriman,Pa.	UnitedStatesMaritimeCommission	400·7 P36'B124'F44' FK	54·2	30·2	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1Sc.Shaft WestinghouseElectric&Mfg.Co.Essington,Pa	32 ″ 10	R †
19930 158164 VGKM	**Algocen** (*ex*JohnJ.Barlum–35) *Mchy.Aft* 1*Dk*	6893 6566 5032					1909	AmericanS.B.Co. Cleveland,O.	AlgomaCentral&HudsonBayRailwayCo.	512·5	54·2	26·7	SaultSte.Marie,Ont. British *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
✳ 19931 145637 MLZC	**Algol** ssCff.No.3–9,37 ~~ssGms.No.2–32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1566 1378 929	✠100A1 9,37 2,36 BS~~9,36~~ 9,37 ✠LMC~~2,35~~ 9,36	Cff	*p*	CL ~~3,35~~ 9,37	1924 8mo	W.Dobson&Co. Newcastle *Lloyd's*A&CP	R.H.Penney&Sons	245·3 B48'F22' FK *CellDB*219' 431*tFPT*67*t*	37·0	18·7	Shoreham British *4BHptCem* *APT*117*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb 176NHP 2SB,*4cf*,GS80,HS3150 N.E.MarineEngCoLd.Nwc	20 ″ 4 s 2 ″ 7 17 ″ 11¾	
19932 8207 SKPN	— 1*Dk* *OilEng.* Wireless *Rudder electrically welded* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	*978* *714* *443*	✠100A1 3,38 ~~10,37~~ ~~(ClassContem-plated)~~ *CarryingPetroleum in bulk* ✠LMC10,37	Ham	*l*	CL	1937 10mo	DeutscheWerftAGBet Reihstgwrft Hamburg *Lloyd's*A&CP	TrelleborgsÅngf.NyaAktieb.(J.Malmros,*Mgr.*)	205·0 209·8(O.L.) ~~P53'F28'~~ P54'F29' *Trunk*116' FK *CellDBuE*22'20*tFPT*39*tAPT*43*t*	32·3	~~15·1~~ 15·0	Trelleborg Swedish *11BHptCem*	Oil Engines 4S.C.SA 6Cy.15¾"–26⅜" 144NHP 9B*142lb* Fr.KruppGermaniawftAG Kiel	15 ″ 0 s1 ″ 2¼ 13 ″ 11½	
19933 222185 WODU	**Algomah II** Ⓟ (*ex*Bainbridge–36) 2*Dks*	704 — 413					1922	RiceBros.Corp. Boothbay,Me	IslandTransptn.Co.	139·2	29·9	21·0	GrndHavn,Mich. Utd.States	T.3Cy.12¾",23½"&35"–24" 60NHP MarineIronWks.Chicago		
✳ 19934 220815 KDKH	**Algonquin** ssN.Yk.No.3–3,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7229 6642 4475	✠100A1 5,36 ~~BS5,36~~ ✠LMC~~3,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,20 *F.P. above* 150°F. MS4,37 BS3,38	NYk ~~BS4,37~~	*b*†	CL 5,36	1920 11mo	BethlehemS.B.Corp.Ld. Alameda,Cal. A&CP	Socony-VacuumOilCo.Inc. *CellDBuE&B*62'197*tDTf*50'884*t*	435·0 453·7(O.L.) P106'B50'F42' FK *FPT*104*tAPT*70*t*	56·0	32·0	NewYork Utd.States *14BHptAsp* (9 *to U dk* 5 ,, *2nd*,,)	T.3Cy.27",47"&78"–48" ~~220lb~~ 205lb 600NHP 3SB,*9cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 8 ″ 0½ 25 ″ 10	
19935																

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
19936 226126 KGDL	**Algonquin** Ⓟ *Ref.Mchy.* *1Dk2nd dk in holds* D.F. *Fitted for oil fuel*	5945 4424 3546			...		1926	NwprtNws S.B.&D.D.Co NewprtNews	Cherokee-SeminoleS.S.Corp. (Clyde-Mallory Lines *Mgrs.*)	387·5 P&B322'F53' *Promenade dks* FK	55·0	20·0	NewYork Utd. States *WB*	2SteamTurbinesSRgeared to1Sc.Shft. 981NHP NewportNewsSB&DD.Co.	23 ″ 6	R †
19937 161515 CYPW	**Algonquins** *Mchy Aft* *1Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld Glasgow	St.Lawrence Steamships,Ld.	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
19938 PCLK	**Algorab** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	4938 4473 2966					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F40'	54·3	27·4	Rotterdam Dutch *WB*	1DRgearedSteamTurbine Allgem.Elekt.Ges.Berlin		G
19939 138212 VGJB	**Algorail** (*ex*HomeSmith–36, *ex*WilliamS.Mack) D.F. *Mchy.Aft* *1Dk2trB*	3495 3318 2526					1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBay RailwayCo.	346·0	48·0	28·0	Midland, Ont. British *WB*	T.3Cy.20",33½"&55"–40" 191NHP AmericanS.B.CoCleveland		R
19940 130776 VGJD	**Algosoo** (*ex*J.FraterTaylor–36, *ex*Saturn) D.F. *Mchy.Aft* *1Dk2trB*	3429 3178 2030					1901	American S.B.Co. Lorain,O.	AlgomaCentral& Hudson Bay RailwayCo.	346·0	48·0	24·1 *WB*	Sault Ste.Marie British	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		R
19941 158165 VGQN	**Algosteel** (*ex*ThomasBarlum–35) *Mchy.Aft* *1Dk*	6117 5870 4324					1907	Detroit S.B.Co. Wyandotte, Mich.	AlgomaCentral & HudsonBay RailwayCo.	487·5	52·2	26·6	SaultSte. Marie,Ont. British *WB*	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit Mch		R
19942 EAAN	**Alhambra** Ⓟ (*ex*Cataluña) ssBcl.2ndNo.3–11,35 *2Dks(M–Stl)&Awng dk.(ptStl)* Now sailing as "MARIA R."	1689 1646 922	✠100A1 *Awng dk with freeboard* 11,35 ✠LMC11,35 No later survey reported	Bcl	*q*	11,35	1908 12mo *Lloyd*	R.Thompson&Sons,Ld Sunderland *'sA&CP*	Hijo deRamonA. Ramos *CellDB*	250·0 *a67'uE&B33'f100'*	35·0	16·0 BK9"	Barcelona Spanish *6BHCem* *260tAPT8t*	T.3Cy.18½",30"&49"–33" (*s*) 180lb *100lb* 153NHP 1SB,*3cf*,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4 s 6 ″ 4½ 21 ″ 1	
19943 PCLR	**Alhena** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	4930 4473 2969					1921	Deutsche WerftA.G. Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F41'	54·3	27·4	Rotterdam Dutch *WB*	T.3Cy.28 3/16",45 5/16"&75"–55⅝" 418NHP GutteHoffnungshütte Oberhausen		G
19944	**Aliados** (*ex*LynnRegis–36, *ex*City of Cork,*ex*Tyro) *Mchy.Aft* *1Dk*	721 527 373					1917	NV Boele's Schp.&Mchf. Bolnes	Centro deComercio deSalFluminense Ltda.	180·0 Q110'B12'F20'	28·4	12·4	R.Janeiro Brazilian *WB*	T.3Cy.15⅝",24¾"&39⅜"–27½" 81NHP NVBoele'sMchFab.Bolnes		V
19945 DJNK	**Alicante** D.F. **E.S.D.** *1Dk* Sub.Sig. *CruiserStern*	2140 1629 1103					1934	Deutsche WerftAG Bet Finkenwrder Hamburg	R.M.Sloman,Jr.	306·4 B&F278' *Upper*F47'	43·6	16·2	Hamburg German *WB*	C.4Cy.(2)16⅞"&(2)35 7/16"–37⅞" & Exhaust Steam Turbine HS4090 309NHP DeutscheWerftA.G.Ham.		G
19946 307 ICPG	**Alicantino** (*ex*Pangbourne) ssBkn.No.3–10,26 ssTri.No.2–34 *Mchy.Aft* *2Dks(Stl)&2nd dk(Stl) inNos.1&2holds*	1642 1430 999	✠100A1 ~~5,37~~ ~~3,36~~ 10,37 ✠LMC MS11,34 BS~~6,34~~ 5,37	Tri Pla	*q*	CL ~~6,35~~ 10,37	1914 1mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi *CellDBuE&B*	260·7 250·2 P69'B28'F53' 59'/161'319t	40·1	19·7 N FK	Trieste Italian *4BHCem*	T.3Cy.18",29"&50"–33" (*s*) 180lb 182NHP 2SB,*4cf*,GS92,HS3180 Earle'sCo.Ld.Hull *FPT46tAPT35t*	21 ″ 11 s 2 ″ 6 19 ″ 6½	
19947 OXZP	**Alice** *1Dk*	1196 921 712					1924	A/S Nakskov Skibs. Nakskov	D/S A/S Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P14'Q69'B97'F30'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾",25½"&41½"–26¾" 90NHP OttensenerMachfabAltona		C
19948 141 IDFA	— Ⓟ (*ex*ArditaII°, ssGls.2ndNo.3–1,21 *ex*GeorgeWard,*ex*Yt.Beryl, *1Dk(Stl–teak s)* *ex*PrincessAlice) Wireless	1094 923 513	2,26	Ply			1898	LairdBros. Birkenhead	BallillaLongo	250·9 272·9 P34'F35'	33·5 35·1	20·0 18·8 BK8"	Rome Italian *5BHCem*	T.3Cy.19",30"&46"–30" 108NHP 2SB,*6cf*,GS99,HS1450 LairdBros.Birkenhead	20 ″ 0	I †
19949 OSPC	— Stranded 12,37-Refloated **3Mst** ssApl.2nd.No.3–9,28 *Mchy.Aft* *1Dk(Stl)* *Well deck*	620 — 368	✠ — 5,33 ✠	Bkn	*j*		1903 2mo	Earle'sCo. Ld. Hull	GustavePasmans	177·8 Q92'B12'F23' *DTf16'23tFPT*	29·8	13·6 FK	Antwerp Belgian *4BHCem* *50tAPT4t*	T.3Cy.16",26½"&43"–30" 101NHP 1SB,*3cf*,GS56,HS1880 Earle'sCo.Ld.Hull	14 ″ 6	C †
19950 144924 GDWX	**Alice Marie** ssNwc.No.3–6,36 D.F. *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2206 1750 1216	✠100A1 ~~4,37~~ ~~6,36~~ 12,37 ✠LMC6,36 BS8,37	Nwc Bry	*r*	CL ~~5,36~~ 4,37	1920 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	RodneyS.S.Co.Ld. *CellDB* *231'562t side tanks*	280·0 Q157'F28' *in ER166tFPT110t*	40·5	18·5 FK	Newcastle British *4BHCem* *APT252t*	T.3Cy.21",34"&56"–39" (*s*) 180lb *100lb* 220NHP 2SB,*6pf*,GS109,HS3514 G.Clark,Ld.Sunderland	20 ″ 9 s 6 ″ 5½ 18 ″ 7½	
19951 135913 GBJF	**Alice Moller** (*ex*Rhodesian Transport–33, ssNpt.No.3–7,27 *ex*CluthaRiver) *2Dks(Stl)*	4986 4667 3145	✠ — 6,33 ✠	Liv	*y*		1914 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	MollerLine,Ld. (Mollers',Ld. *Mgrs.*) *CellDBa132'uE*	400·0 P36'B126'F43' 28'f173'1029t*FPT*	52·0	27·4 FK	Shanghai British *6BHCem* *83tAPT110t*	T.3Cy.26",42"&70"–48" 402NHP 3SB,*9cf*,GS167,HS6636 Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 0	C †
19952 FNFX	**Alice Robert** *Fitted for oil fuel* *Ref.Mchy.* **D.F.** *1Dk2trB* *CruiserStern*	2605					1934	Nakskov Skibs.A/S Nakskov	Cie.Franco-Coloniale deNav. (L.Martin,*Mgr.*)	290·0 P21'F129'	48·0	25·7	Nantes French *WB*	C.4Cy.(2)15⅜",(2)37 13/16"–34 7/16" 140NHP FredrikstadM.V.Frdstad		V
19953 220354	**Alice Tebb** (*ex*Forest **Wood** King–37) ssSea.–28 *Mchy.Aft* *1Dk2trB* *Salted* *Fitted for oil fuel*	2426 2105 1725	10,29	SFo	*t* 12		1919 5mo	Grant, Smith PorterCo. AbrdeenWsh *Completed by*	SouthlandS.S.Co. Gray's Harbor M.S. Corp.	267·6 P74'F29'	46·2	24·0	Aberdeen, Wash. Utd.States	T.3Cy.19",32"&56"–36" 275NHP 2 Water Tube Boilers NordbergMfg.Co. Milwaukee	26 ″ 1	
19954	**Alicia** TwinSc ssCco.No.2–37 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom and deck*	2336	✠100A1 ~~3,37~~ ~~2,37~~ 2,38 BS~~8,37~~ 2,38 ✠LMC12,35 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,28*	Cco	*t*	CL P1,37 S8,37 *F.P. above 150° F.*	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	Caribbean PetroleumCo.	305·2 Q86'F45' *Trunk*174' *FPT114t*	50·2	15·0 FK	Maracaibo Venezuelan *11BHptCem* *ptAsp* *APT84t*	T.6Cy.13",22"&35"–24" (*s*) 180lb 234NHP 2SB,*4cf*, HS4042 FD ShieldsEng.Co.Ld.N.Shl.	15 ″ 0 s 1 ″ 7 13 ″ 7½	
19955 137 IJLM	— (*ex*Latvija,*ex*Holger,*ex*JohannW.Jens, *ex*Beta,*ex*Kiel) *1Dk*	487 402 273					1889	Akt.Ges. "Neptun" Rostock	A.Alfino&Figli	146·0	25·4	13·8	Catania Italian *WB*	C.2Cy.18 3/16"&34½"–16 1/16" 39NHP J.Spengel&Sons,Ld.Nwc.		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 19956 5446 SLNA	**Alida Gorthon** (exKarlsvik-34, exAlida, D.F. ssGot.2ndNo.3-5,28 exAtheniana, ~~ssGot.No.1-32~~ exAthinaia, 1Dk(Irn)&deepframing exAtheniana) Cargo battens not fitted ssHbg.No.2-36	2373 2111 1399	✠100A1 6,37 ~~4,36~~ 4,38 BS5,~~37~~4,33	Mmo Lkr ✠LMC4,36		CL ~~4,34~~ 5,37	1902 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Rederiaktieb. Activ.(Joh. Gorthon, *Mgr.*) *CellDB*	302·4|43·2|19·8 311·1(O.L.) P27'B69'F29' FK *a&uE*120'*f*124'621*t*	Hlsngborg Swedish 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 6¼ 18 ″ 11	
* 19957 709 SVAI	**Aliki** (exLeopoldL.D., exWarCypress) ssRot.No.3-11,29 ssPir.No.1-35 1*Dk*(*Stl*)	5140 4720 3199	✠100A1 4,37 ~~2,36~~ BS~~2,36~~ 4,37	Bkn Pir ✠LMC1,35	*y*	CL ~~1,35~~ 4,37	1917 11mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP	N.G.Livanos *CellDB*	400·0|52·4|28·4 P49'B113' F40' FK 343'1152*tFPT*113*t*	Piræus Greek 7*BHCem* *APT*166*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS189,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 s 5″11¾ 25 ″ 3¼	
19958	**Alioth** *For full particulars see No.37120 in Supplement* *OilEng.* D.F. *CruiserStern*	~~5300~~ 5483 4984 3246	100A1 (*ClassContem*	*plated*)			1937	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	~~424·9|58·5|24·0~~ 429·2|58·7|24·9 P23'F94'	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 ″ 2 s3 ″ 3¼ 24 ″ 0½	
19959 144902 GDCB	**Alipore** D.F. 2*Dks*(*Stl*)	5273 4766 3241	✠ 3,22	Bom ✠	*y*		1920 7mo	Palmers' Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB*	400·1|52·3|28·5 P49'B113'F39' FK 345' 1112*t FPT*122	Newcastle British 7*BHptCem* *tAPT*174*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0	
19960 LCCS	**Alix** (exIngridLindoe) 4Mst 1*Dk*	1115 976 657					1917	Akers Mek.Værks. Oslo	A/S A.Salvesens Rederi(A.Salvesen, *Mgr.*)	226·4|36·5|15·8 P22'B58'F30'	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP Akers.Mek.Værks.Oslo		N
19961 PCME	**Alja** *OilEng.* 1*Dk* *Mchy.Aft*	385 — 249					1936	Gebr.van Diepen Waterhuizen	J.vanDijk	141·1|24·9| 8·5 P35'F19'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
19962 DOMF	**Alk** Wireless D.F. 1*Dk*	1175 887 612					1924	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	221·4|34·9|11·2 P14'Q65'B52'F26'	Bremen German *WB*	T3Cy17$\frac{9}{10}$",29$\frac{1}{10}$"&47$\frac{1}{5}$"-31½" 125NHP A.G."Neptun,"Rostock		G
19963 PCMG	**Alkaid** E.S.D. *OilEng.* D.F. 1*Dk.2nd dk in No.3hold&mchy space* *Rudder electrically welded CruiserStern* *Part electrically welded including* *sheerstrake,keel&deck stringers*	~~5300~~ 5483 4984 3246	✠100A1 2,38 ~~7,37~~ ~~(*ClassContem*~~	Ham Bkn ~~*plated*)~~ ✠LMC7,37	*a*†	CL	1937 7mo Lloyd	Deutsche WerftAGBet Finkenwrder Hamburg 'sA&CP	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*372'123	429·2|58·7|24·9 451·2(O.L.) P24'B&F395' FK *upper*F36' *tMT*56'1385*tFPT*1	Rotterdam Dutch 7*BHptAsp* 92*tAPT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 ″ 2 s3 ″ 3¼ 24 ″ 0½	
19964	— (exTenbergen) ssRot.No.2-31 2*Dks*(*Stl*) (*STRANDED 7,33—REFLOATED—* *NOW IN PORT DAMAGED*)	4441 4126 2702	✠ 7,33	Rot ✠	*y*		1922 9mo	N.V. Lobithsche Scheepsb.My. Lobith	*CellDB*	385·0|50·3|26·4 P31'B242'F37' FK 333' 882*t FPT* 106*t*	6*BHptCem* *APT*50*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP 3SB,*9cf*,GS171,HS6660 BritishThomson-Houston Co.Ld.Rugby	29 ″ 0	
19965 PCMN	**Alkmaar** Ⓟ *Fitted for oil fuel* D.F. *Cruiser Stern* 3*Dks*	6982 6422 4246					1919	Rotterdam DroogdMaats Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	447·4|62·8|30·2 P36'	Amstrdam Dutch *WB*	T.3Cy.31",50"&82"-54" 494NHP RotterdamDroogd.Maats.		V
19966 Broken up SVAC	**Alkmini** Ⓟ (exAlbania) ssPir.2ndNo.3-6,14 ssPir.No.2-23 Wireless 2*Dks*(1*ptStl*)	1499 1261 868	✠ 5,27	Pir ✠	*q*		1887 5mo	AM'Millan &Son Dumbarton	N.G.Kyriakides	264·0|34·0|19·8 P26'B74'F59' *FPT*38*tAPT*16*t*	Piræus Greek 5*BHCem* 4*BHtoUdk* 1 ,, ,, *2nd dk*	T.3Cy.25",38"&62"-42" NDB04 235NHP 2DB,*8cf*,GS140,HS3470 D.Rowan&Son,Glasgow	21 ″ 0	
19967 361	**Alku** Wood *OilEng.* 1*Dk*	348 303 260					1920	O/YRauma Wood,Ld. Raumo	O/Y RaumaWood, Ld.	144·4|29·5|11·1	Raumo Finnish	Oil Engines 2S.C.SA 2Cy.16½"-18⅘" 96NHP J&CGBolindersCoLd.Skm		
* 19968	**All America** TwinSc (*Cable Vessel*) ssBoaNo.3-12,33 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teaks)&*2nd dk*(*Stl*)*in holds* D.F. ssCallao No.1-38	*1819* *1655* *880*	✠100A1 *Awng dk* *withfreeboard* 2,38 ~~12,36~~ ~~BS3,36~~ *Fitted for oil*	Boa ~~BS5,37~~ ✠LMC11,37 *fuel* F.	*q* P.	CL ~~P4,35~~ S3,36 P2,38 *above*	1921 10mo Lloyd 150° F	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	AllAmericaCables Inc. *Cell DBa*33'*u E*21'	278·4|37·0|22·4 FK *f* 82' 167*t FPT* 27*t*	NewYork Utd.States *Cem* 5*BHtoAwdk* *APT*29*t*	T.6Cy.15½",25"&43"-30" (*s*) 180lb *100lb* 264NHP 2SB,*6cf*, HS3746 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7½ 20 ″ 6	
19969 221033 KDOH	**Allan Jackson** (exCrampton Anderson) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*& *Webframes* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	6635 — 4038			...		1921	Bethlehem S.B.Co.Ld. Alameda,Cal.	StandardOilCo. of NewJersey	435·0|56·0|33·6 P106'B50'F42' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 600NHP BethlehemSBCo.Ld. SanFrancisco	33 ″ 6	R †
* 19970 152000 VJBG	**Allara** ssSyd.No.3-4,36 ~~ssSyd.No.2-32~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3279 2967 1969	✠100A1 4,37 ~~4,36~~ BS4,37	Syd ✠LMC4,36	*v*	CL 4,36	1924 7mo Lloyd	W.Beard- more&Co.Ld. Glasgow 'sA&CP	TheAdelaide SteamshipCo.Ld. *CellD*	340·5|47·2|23·2 352·0(O.L.) P38'B104'F35' FK *B*289'885*tFPT*97*t*	Melbourne British 7*BHCem* *APT*131*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 441NHP 3SB,*9cf*,GS161,HS6600 FD W.Beardmore&Co.Ld.Gls.	25 ″ 6 s 3″11¾ 21 ″ 7½	
19971 22276 KFGA	**Alleghany** Ⓟ *Fitted for oil fuel* Sub.Sig. 4*Dks* D.F. *Longitudinal framing*	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchants& MinersTransptn. Co.	350·7|52·1|15·2	Baltimore Utd.States *WB*	T4Cy.24½",41¾"&(2)54"-48" Hooven,Owens& 404NHP RentschlerCo.Hamilton,O.		R
19972 14585 MKSB	**Allegheny** ssSld.No.3-8,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	828 731 384	✠100A1 ~~11,37~~ ~~10,36~~ 2,38 ~~BS10,36~~ *CarryingPetr* *Fitted for oil*	Lon BS11,37 ✠LMC8,34 *oleum* *fuel* F.	*l* *in* P.	CL ~~10,36~~ 11,37 *bulk* *above* 1	1921 7mo Lloyd 50°F.	J.Crichton &Co.Ld. Connah's 'sA&CP Quay	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*)	200·4|32·5|14·0 F23'B54' FK *FPT*50*t*	Liverpool British 11*BHptCem* *APT*35*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 101NHP 2SB,*4cf*,GS62,HS1880 LythamS.B.&E.Co.Ld. Lytham	15 ″ 0 s 2 ″ 0¼ 13 ″ 1¾	
19973 2957 SDHN	**Allegro** (exHemland,exMidas) Iron ssGot.4thNo.3-3,30 ssOsc.No.1-34 1*Dk*(*Irn*)2*trB* *Now* "Balboa," *see No.*37361 *in Supplement*	*1953* *1667* *1149*	✠100A1 6,36 ✠NB5,03 BS6,36	Lkr ✠LMC4,34	*r*	OG 4,34	1883 5mo	T.&W. Smith N.Shields A&CP	NilsSöderberg *DBa*82'*f*28'&	276·0|36·7|21·2 P29'B64'F29' FK *uE&B*40'297*tFPT*	Stockholm Swedish 4*BHCem* 24*tAPT*17*t*	T.3Cy.19½",32"&56"-40"(*s*) 160lb *80lb* NDB00 180NHP 1SB,*3cf*,GS60,HS2417 *Tpd*03 LindholmnsMVGot	22 ″ 6 s 3 ″ 5 19 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
19974 148305 GSQZ	**Allende** ssYka.No.2-37 ~~ssShl.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl) D.F.	5081 4737 3158	✠100A1 withfreeboard ~~9,37~~ ~~4,38~~ 3,38 ~~BS2,37~~ ✠LMC11,33 3,38 MS8,37 Fitted for oil fuel 1 1,33 F.P. above 150° F.	Bry ~~Yka~~ HKg	a†	CL N2,37	1928 11mo Lloyd	Nthmblnd S.B.Co. (1927),Ld. Newcastle 'sA&CP	NolisementSSCoLd (Morel,Ld.Mgrs.) CellDB362'1397t	412·6 426·5(O.L.) F40' FK FPT100tAPT154t	55·3	26·1	Cardiff British 7BHCem (ColltoShdk 6 „ 2nd „)	Q.4Cy.23",32½",47"&68"–48" 225lb 150lb (s) 442NHP 3SB(Spt)9cf,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5½	
19975 DABT	**Allenstein** (exLena, exCoblenz,exWasserbootII) TwinSc Mchy.Aft 1Dk	939 896 550					1913	Schffb.Ges Unterweser Weser-münde-L.	Kohlen-Import u Poseidon SchiffahrtsA.G.	203·0 B20'	34·5	16·1	Königsbrg German	C.4Cy.12½"&25⅝"–15 7/10 43NHP Ottensener Maschf.G.m.b.H.Altona		G
19976 150156 VLGF	**Allenwood** WoodTwinScK Mchy.Aft 1Dk	398 322 188					1920	J.Wright CapeHawke, N.S.W.	AllenTaylor&Co. Ld.	147·0	35·0	8·2	SydnyNSW British	C.2Cy.12"&24"–16"&18" RossDuncan,Gls.& 48RHP MelbourneCoal& ShippingCo.Mel.		
19977 DODU	**Aller** Ⓟ 4Mst Sub. Sig. D.F. E.S.D. 2Dks	7627 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P39'	63·1	28·3	Bremen German WB	T4Cy.35 1/16",57½"&(2)66 5/16"–59 1/16" 688NHP BremerVulkan,Vegesack		G
19978 95920 KJBD	**Allerton** Ⓟ Iron (exHomerRamsdell) 1Dk	1181 — 822					1887 1912	T.S.Marvel S.B Co. Newbrgh,NY	Nantasket-Boston SteamboatCo.	225·0	32·5	11·8	Boston Utd. States	C.2Cy.28"&52"–36" Ealtered11 135NHP WrightStm.Eng.Wks. Newburgh,N.Y.		
19979 CBAL	**Allipen** 2Dks Cruiser Stern	1762 1188 747					1923	Inter-nationalS.B. &E.Co.Ld. Danzig	Haverbeck& Skalweit	243·0	36·1	15·5	Valdivia Chilian WB	T3Cy.17 5/16"27⅝"&45 5/16"–31½" 112NHP InternationalS.B.&E.Co. Ld.Danzig		G
19980 118034 VPLN	**Allister** (exAlegria–36,exEaton Grove,exPerez, exEastern Coast, exPowerful) ssN.Yk.2ndNo.3–12,28 ssMob.No.3-1,37 2Dks lower dk(Stl)28'in forehold ~~Fitted for oil fuel~~	1597 1296 860	✠100A1 withfreeboard 4,38 ~~7,37~~ BS4,38 ✠LMC1,37 Fitted for oil fuel 4,24 F.P. above 150°F.	Phl ~~Mob~~ Jck	r	CL 10,36	1903 7mo Lloyd	Swan Hunter&Wigham Richrdsn,Ld. Newcastle 'sA&CP	J.S.Webster&Sons CollBH in tween dk omitted CellDBa7'&uE20' 133t FPT	270·4 282·2(O.L.) FK ~~P164'F74'~~Alt.1923	36·0	19·3	Kingston Jamaica British 1BHCem 38tAPT21t	T.3Cy.21½",34"&56"–42" 160lb (r) 238NHP 2SB,8pf,GS132,HS4096 WghmRchrdsn&CLdNwc.	~~20 ″ 6~~ 27 ″ 10 s 8 ″ 6 19 ″ 9	
19981 140700 GBLZ	**Alma Dawson** (exWhinfield–36) ssSld.No.3 5,30 ssShl.No.1–34 D.F. E.S.D. 1Dk(ptStl&ptIrn)	3985 3677 2473	✠100A1 2,38 ~~1,37~~ ~~BS1,37~~ ✠LMC10,34 2,38	Bry Lth	w	CL N10,36	1917 10mo Lloyd	TyneI.S.B. Co.Ld. Newcastle 'sA&CP	JubileeStm.Nav. Co.Ld.(FrankS. Dawson,Ld.Mgrs.) Cell	360·1 372·5(O.L.) P33'B123'F37' FK DB 313' 980t FPT	51·1	24·3	Newcastle British 6BHCem 90tAPT170t	T.3Cy.25",41"&67"–45" (s) 180lb 100lb 348NHP 2SB,6cf,GS123,HS5658 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 8¾ 22 ″ 8	
19982 136353 GLTK	**Almanzora** Ⓟ TrpSc Fitted for oil fuel Ref.Mchy. D.F. 3Dks&1ptDk	15551 10179 9441	✠Lloyd'sRMC~~2,37~~ ~~12,37~~ ~~10,37~~ ~~3,37~~ ~~4,37~~ ~~3,38~~ 4,38				1914	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·0 P53'B353'UpB348' F100' Promenade dkonUprB295'	67·3	33·3	Belfast British WB	T.8Cy.27",42"&(2)49"–51" 1L.P.Turbine Harland&Wolff,Ld.Bel.		BT till ~~8,37~~ ~~10,37~~ 4,38
19983 149751 GMTC	**Almeda Star** Ⓟ TwinSc (exAlmeda) ssBkn.No.2–35 Ref.Mchy. 5Dks 3rd&5th dks omitted D.F. E.S.D. in foremost hold CruiserStern	14935 12358 ~~9240~~ 9239	✠100A1 withfreeboard ~~6,37~~ ~~11,36~~ 1,38 ~~BS1,38~~ ~~BS1,37~~ ✠LMC4,35 ✠Lloyd'sRMC~~2,37~~ ~~5,37~~ 4,38 ~~2,38~~ ~~11,37~~ ~~9,37~~ ~~7,37~~ Nos. 1 & 1a forecastle, Nos. 1, 1a & 6 shelter 'tween dks. No. 5 after shelter 'tween dk. spaces, No. 3 shelter trunk, No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. Fitted for oil fuel 12,26 F.P. above 150° F.	Lon ~~Nwc~~		CL P2,36 S11,36	1926 12mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	BlueStarLine,Ld. Duct keel forward of mchy. space CellDB488'1942tFPT	578·9 597·7(O.L.) B266'F142' FK len35 105tAPT84t	68·3	42·7	London British 10BHCem (Coll to W dk 9 „ 2nd „)	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1909NHP 3D&1SB28cfGS490HS26680 CammellLaird&Co.Ld.	46 ″ 0 s18 ″ 4½ 28 ″ 1	BT till ~~11,37~~ ~~3,38~~ 1,39
19984 OXFH	**Almena** OilEng. Wireless D.F. 1Dk CruiserStern	1567 1317 866					1933	Nakskov Skibs.A/S Nakskov.	A/S Dampskibs-selskabetTorm (A.Schmiegelow& A.Kampen,Mgrs.)	270·7 P23'B154'F31'	41·2	15·7	Copnhagn Danish WB	Oil.Engines 4S.C.SA 6Cy.21⅝"–38⅝" 271NHP Akt.Burmeistr&Wain,Cpn		C
19985 160239 GSYV	**Almenara** (exPapelera) Fitted for oil fuel 1Dk	1851 1573 925					1922	Osbourne, Graham& Co.Ld. Sunderland	MossgielS.S.Co. Ld.(J.Bruce&Co. Mgrs.)	260·1 B150'F12'	41·2	18·5	Glasgow British WB	T.3Cy.21",35"&58"–39" 195NHP N.E.MarineEng.Co.Ld.Sld		C
19986 219430 KOTJ	**Almeria Lykes** (exLakeSlavi) Fitted for oil fuel 1Dk2trB	2637 — 1762					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LykesBros.-RipleyS.S.Co.Inc.	253·4 P25'B65'F26'	43·8	26·0	Galveston Utd.States WB	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
19987 PUAC	**AlmiranteAlexandrino** Ⓟ (exItu,exCapRoca) Fitted for oil fuel Sub.Sig. 2Dks	5786 4595 3690					1900	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	411·4 P&B263'F52'	48·3	29·0	R.Janeiro Brazilian WB	Q.4Cy.24½",35½",51½"&75"–54" 413NHP ReiherstMaschinenf.Ham.		V
19988 PUAD	**Almirante Jaceguay** Ⓟ (exGeneralSanMartin,exEdmund Wagenknecht,exProfessor, exProfessorWoermann) 2Dks	6079 4217 3546					1912	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	392·9 P&B82'F58'	52·4	26·9	R.Janeiro Brazilian WB	Q.4Cy.26⅛",38⅜",55⅛"&81⅛"–55⅛" 484NHP Reiherst.Maschinenf.Ham.		G
19989 PCMZ	**Almkerk** TwinSc OilEng. D.F. CruiserStern 2Dks(Stl)&Shelter dk(Stl)	6810 5826 4046	✠100A1 withfreeboard ~~6,37~~ ~~1,37~~ 4,38 ✠LMC4,34 DBS6,37	Rot	d†	OG ~~3,36~~ 6,37	1934 4mo Lloyd	NVNederl. Schps.Maats. Amsterdam 'sA&CP	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.Mgrs.)	460·1 P18'B66'F34' FK CellDBuE51'f176' 1482tTanks in	60·2	27·3	TheHague Dutch 8BHptCem (6to2nd dk) 666tMTs49' way of tunn	Oil Engines 2S.C.DA 12Cy.23⅝"–43 5/16" 2325NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo els 1461tFPT224tAPT134t	32 ″ 7 s4 ″ 4½ 28 ″ 4½	
19990 LCBT	**Almora** (exCaballero,exToften, exO.H.Weins) ssOsl.2ndNo.3–9,29 ssOsl.No.1–34 1Dk(Stl)&deep framing	2433 2193 1486	✠100A1 1,37 ~~BS10,35~~ ✠LMC10,34 BS ~~11,36~~ 10,37	Lis	l	OG ~~10,34~~ 10,37	1905 11mo Lloyd	Murdoch& Murray Pt.Glasgow 'sA&CP	A/SAlmora (ErlingMortensenA/S) CellDBa96	299·3 P27'B74'F26' FK uE&B38'f124'640t	44·5	19·9	Oslo Norwegian 5BHCem APT100t	T.3Cy.22",36½"&59"–39" (s) 180lb 100lb 238NHP 2SB,6cf,GS97,HS3716 D.Rowan&Co.Glasgow	22 ″ 4 s3 ″ 2½ 19 ″ 8½	
19991 146567 GJLZ	**Alnmoor** ssBly.No.3–7,35 1Dk(Stl)&Shelter dk(Stl)	6573 6273 4077	✠100A1 Shelter dk withfreeboard ~~9,37~~ ~~4,37~~ 1,38 ~~BS10,35~~ ✠LMC7,35 1,38	Cff ~~Bly~~ Shl	z	CL 4,37	1922 5mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	MoorLine,Ld. (Runciman (ShippingCo.Ld. Mgrs.) Intermediate bulkhead in forehold dispensed with CellDB364'1181tFPT105tAPT127t	420·0 433·7(O.L.) FK	54·0	34·3	London British Cem 1BHtoShdk 5 „ „ U „	T.3Cy.27",44½"&75"–54" (s) 180lb 577NHP 3SB(2Spt),9cf,GS198, HS8530 FD FairfieldCo.Ld.Glasgow	37 ″ 0 s 8 ″ 11½ 28 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✳ 19992 161595 MLLL	**Alnwick** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	508 372 249	✠100A1 11,37~~12,36~~ ✠LMC5,36	Nwc	*h*	CL ~~12,36~~ 11,37	1936 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellD*	165·3 P59'F23' FK *B*106 152*t FPT*65*t*	27·2	10·4	Newcastle British 3*BHptCem* *APT*11*t*	Oil Engines 4S.C.SA 7Cy.11"–17⅛" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 " 4 s 1 " 0½ 11 " 4¾	
19993 150045 ZSBR	**Aloe** ssP.Nl.No.3–4,38 ~~ssP.Nl.No.2–34~~ 2*Dks*(*Stl*)	5047 4804 3194	✠100A1 4,38~~9,36~~ ~~BS11,36~~ ✠LMC~~1,34~~ ~~4,37~~ 4,38	PNl	*y*	CL ~~4,36~~ 10,37	1925 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP* *Int.'t* *Ce*	UnionGovt.ofS. Africa(Rlwys.& HarboursAdminis- tration,CapeTwn) *ween dkBHin after* *llDB*348' 1072*tDT*	404·9 P38'B119'F39' FK *hold dispensed with* *a*30'860*tAPT*102*t*	53·0	27·6	CapeTown British *ptCem* 5*BH to Udk* 1 „ 2*nd* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 " 0 s 5 " 8¼ 24 " 7	
✳ 19994 EAJZ	**Alona-Mendi** ssHfs.No.2–37 ~~ssGls.No.1–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	*1598* *1327* *753*	✠100A1 *withfreeboard* 10,37~~10,36~~ ✠LMC10,37 ~~MS6,35~~ ~~BS3,36~~ ~~6,37~~	Bbo Hfs	*r*	CL ~~10,36~~ 10,37	1929 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon~~ ~~de la Sota, Mgrs.~~) FK *CellDB*	280·0 245'376*tAPT*40*t*	39·0	16·1	Bilbao Spanish 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,6*cf*,GS106,HS4532 FD Cen.Mar.Eng.Wks.W.Hpl	18 " 2 s " 4 18 " 0¾	
19995 145921 GDFB	**Alondra** Ⓟ E.S.D. ssLiv.No.3–1,35 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*–ws)	3445 3044 1887	✠100A1 *Awng dk* *withfreeboard* ~~1,37~~12,37 BS1,38 ~~BS1,37~~ ✠LMC1,35	Liv		CL ~~1,35~~ 12,37	1922 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB*266'743*t*	319·0 BK12' *FPT*50*tAPT*87*t*	44·2	26·5	Liverpool British *Cem* 5*BHtoAwdk*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun	28 " 9 s 8 " 2½ 21 " 10	BT till ~~1,38~~ 12,38
19996 206130 WADU	**Alpena** (*Self-Unloader*) *Mchy.Aft* GyC. D.F. 1*Dk*	2886 — 1787					1909	Detroit S.B.Co. Wyandotte	WyandotteTrans. Co.	356·0 *WB*	47·2	27·0	Wyand'tte Mich. Utd.States	Q.4Cy.17½" 25½",37"&54"– 36" 175NHP DetroitS.B.Co.Detroit		R
✳ 19997 147921 GKWL	**Alpera** (*ex*CabodelAgua,*ex*Coria) ssGls.No.3–11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1777 1547 914	✠100A1 *Shelter dk* *withfreeboard* 8,37~~5,36~~ BS11,37 ~~BS10,36~~ ✠LMC6,33	Ard Gls	*r*	CL ~~7,34~~ 8,37	1920 12mo *Lloyd*	H.&C. Grayson,Ld. Garston '*sA&CP*	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *CellDB*224'41	264·9 275·0(O.L.) FK *Collision* 0*t FPT*63*t APT*18*t*	41·2	18·7	Glasgow British *Cem* *BH to Sh dk* 3 „ „ *U* „	T.3Cy.21",34"&56"–36" (*s*) 180lb 252NHP 2SB,6*cf*,GS118,HS4550 McKie&Baxter,Glasgow	21 " 0 s " 10¼ 20 " 4	
19998 218389 KIMS	**Alpha** (*ex*Burnwell) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks* *for carrying petroleum*	5771 4633 3595			...		1919	Chester S.B.Co Chester,Pa.	DalyTankship Corp.	400·8 P99'B27'F50' FK	54·3	31·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 " 9	R †
19999 PCNE	— *OilEng.* *Mchy.Aft* 1*Dk*	347 224 174					1936	Gebr.van Diepen Waterhuizen	P.E.Beck	134·7 P34'B16'F17'	24·1	9·4	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.12"–17⅛" 55NHP N.V.Motorenfb."De Industrie"Alphen a/dRijn		V
✳ 20000 3793 PCNK	**Alphacca** Ⓟ ssHam.No.2–37 ~~ssHamNo.1–33~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5497 4935 3353	✠100A1 *withfreeboard* 7,37 ~~6,35~~ ✠LMO MS~~6,32~~ BS~~2,36~~2,37 10,36	Ham	*a*†	CL ~~4,34~~ 7,37	1928 7mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*364'1146*t*	409·8 F39' FK *FPT*129*tAPT*86*t*	56·2	27·0	Rottrdam Dutch 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.27",44"&73"–51" (*r*) 200lb 592NHP 3SB(Spt),10*cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 " 6 s 3 " 8 26 " 0¾	
20001 PCNQ	**Alphard** 1*Dk 2nd dk in No.3hold&mchy.space.* D.F. E.S.D. *OilEng* *Rudder electrically welded CruiserStern* *Part electrically welded including* *sheerstrake,keel&deck stringers*	~~5300~~ 5483 4984 3246	✠100A1 2,38~~10,37~~ ~~(Class Contemplated)~~ ✠LMC10,37	Ham Rot	*a*†	CL	1937 10mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg '*sA&CP*	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*372'1238*t*	429·2 451·2(O.L.) P24'B&F395' FK *Upper*F36' *MT*56'1385*tFPT*192	58·7	24·9	Rotterdam Dutch 7*BHptAsp* *tAPT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP Maschinenfbr.Augsburg- NürnbergA.G.Augsburg	27 " 2 s3 " 3¼ 24 " 0½	
✳ 20002 3828 PCNU	**Alpherat** Ⓟ ssHam.No.2–36 ~~ssHam.No.1–32~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5498 4935 3355	✠100A1 *withfreeboard* 2,38~~8,35~~ ✠LMO MS~~5,32~~ ~~BS1,36~~ 9,36 BS~~3,37~~2,38	Ham	*a*†	CL ~~8,35~~ 2,38	1928 8mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*364'1146*t*	409·9 423·6(O.L.) F39' FK *FPT*129*tAPT*86*t*	56·2	27·0	Rottrdam Dutch 7*BHCem* (*Coll to Sh dk* 6 „2*nd*„)	T.3Cy.27",44"&73"–51" (*r*) 200lb 592NHP 3SB(Spt),10*cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 " 6 s 3 " 8 26 " 0¾	
20003 DOCG	**Alrich** (*ex*Glücksburg) *Now* "Sao Paulo," *see No.* 40150 *in Supplement* Sub.Sig. D.F. 2*Dks*	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-Süda- merikDampfs- chifffahrtsGes.	361·7	51·4	31·7	Bremen German *WB*	T 3Cy26⅗",43$\frac{3}{10}$"&70$\frac{9}{10}$"–47⅗" NE25 347NHP Gutehoffnungshütte Sterkrade		G
20004 FNWN	**Alsacien** (*ex*Quernmore–37) ssAnt.No.3–1,36 1*Dk*(*Stl*)2*trB* D.F. E.S.D. *CruiserStern*	~~3787~~ ~~3217~~ ~~2117~~ 3819 3226 2138	✠[illegible] 5,37 ✠~~LMC~~ ~~MS7,35~~ ~~BS11,36~~ *Fitted for oil fuel* 5, 23 *F.P. above* 150°F.	Ant	*x*	CL 1,37	1923 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Cie.desBateaux à Vapeur du Nord. (Soc.Anon.deGér- ance et d'Arme- ment,*Mgrs.*) *Duct keel* *CellDB*292'1145	363·3 P45'B178'F27' FK *in Boiler space & fo* *tDTa*22'450*t FPT*	52·0	23·4	Dunkirk French 8*BHptCem* *ptAsp* *rward* 141' 50*tAPT*47*t*	T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP 3SB,9*cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.	26 " 7 ~~s3 " 10½~~ ~~22 " 11¾~~	V †
✳ 20005 OXOE	**Alsia** Ⓟ TwinSc4Mst *OilEng.* ssCpn.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–teaks) D.F. 3*rd dk*(*Stl*) *in forward holds*	5812 4603 3607	✠100A1 *withfreeboard* 1,37 9,37 ✠LMO OS~~5,33~~ DBS~~7,36~~7,37 ~~11,35~~4,37	Cpn		CL ~~P7,34~~ S1,36 P9,37	1929 9mo *Lloyd*	A/S Nak- skovSkibs. Nakskov '*sA&CP*	A/S DetOstasia- tiskeKompagni *CellDB*369'12 *in way of tunnels* 8	425·2 B92'F40' FK 88*t tanks* Coll 3*tFPT*94*tAPT*72*t*	57·3	25·4	Copnhagn Danish *BH to Sh dk* 6 „ „ 2*nd* „	Oil Engines 4S.C.SA 14Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 827NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 4¾ 24 " 9¼	
20006 FNBC	**Alsina** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *CruiserStern*	8404 — 4639					1921	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5 P35'B271'F88'	58·4	31·5	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Screw Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc.		IV
✳ 20007 OXPA	**Alssund** (*ex*SierraLeone) ssAbg.No.3–1,34 D.F. 1*Dk*(*Stl*)	3222 2891 1924	✠100A1 5,37~~9,36~~ MS1,34 ✠LMC ~~DBS11,35~~ ~~MBS4,36~~	Dnz BS~~1,36~~	*v*	OG ~~11,35~~ 5,37	1920 11mo	N.V.Schpw v.J.Smit,Czn. Alblasserdm A&CP	Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, *Mgr.*) *CellD*	332·1 P30'B212'F24' FK *B*284'951*tFPT*101*t*	48·7	21·8	Copnhagn Danish 5*BHCem* *APT*156*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb *180lb* 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	24 " 6 s 2 " 9¼ 21 " 11	
20008 DOEO	**Alster** Ⓟ 4Mst Sub.Sig. D.F. E.S.D.	8514 7767 5328					1928	Deutsche Schiff-Machf. WerkVulcan Hamburg	Norddeutscher Lloyd	509·9 P26'B&F461' *upper*F30'	63·6	30·9	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"–57$\frac{1}{16}$" &1 low pressureTurbine 1000NHP DeutscheSchiff.-u-.Machf. WerkVulcan,Ham.		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée, Cert. B. of Trade
20009 5910 SDBR	**Alstern** (*ex*Fredland,*ex*Ann-Mari, *ex*Ebro,*ex*Meteor) 1*Dk*	*915* *723* *480*					1917	Hlsingbrgs Varfs Aktieb Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	204·5 | 33·6 | 12·7 Q69'H121'F19' B52*t*	Karlstad Swedish *WB*	T.3Cy.18½",29½"&46½"–27½" 115NHP HelsingborgsVarfsAktieb.		V
20010 128877 MDQY	**Alt** ssGoo.2ndNo.3–9,36 1*Dk*(*Stl*)	1004 832 419	✠100A1 ~~9,279,36~~ 1,38 ✠LMC9,36 BS9,37	Goo ~~Gm~~	*o*	OG ~~7,35~~ 9,37	1911 12mo *Lloyd*'s A&CP	W.Dobson &Co. Newcastle	LondonMidland& ScottishRailway (Associated HumberLines, *Mgrs.*)	240·2 | 34·2 | 15·4 P38'B88'F35' FK *CellDBa*58' *uE*15'*f*91'182*tFPT*	Goole British 5*BHCem* 14*tAPT*31*t*	T.3Cy.22 5/16",36"&61"–39"(*r*) 180lb 331NHP 2SB,6*cf*,GS124,HS4948 FD Wllnd Slpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0½ 14 ″ 9½	
20011 220366 KDBC	**Altair** (*ex*Agwimoon) ssBal.No.1–37 ssBal.No.3–12,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6933 6211 4318	✠100A1 1,38 ~~5,36~~ ✠LMC3,37 BS1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	Gal NYk	*b*†	CL 3,37	1920 7mo	SunS.B. Co. Chester,Pa. A&CP	Socony-Vacuum OilCo.Inc.	429·3 | 59·2 | 33·2 P133'B36'F40' FK *CellD BuE & B*59' *f*41'408*tFPT*222*tAPT*57*t*	NewYork Utd. States 16*BHptCem* (12 *to Up dk* 4 „ *2nd* „)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 9½ 26 ″ 8½	
20012 LIYQ	— (*ex*Atherton–35) ssShl.No.2–31 1*Dk*(*Stl*)	1522 1249 912	✠ ... 6,35 ✠	Bly	*p*		1923 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	D/S A/S Altair (H.Östervold, *Mgr.*)	244·8 | 38·0 | 17·5 P19'B43'F23' FK *CellDB*205'498*t FPT*	Bergen Norwegian 4*BHptCem* 51*tAPT*63*t*	T.3Cy.17",27½"&45"–33" 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Gls.	19 ″ 7	N †
20013 TCAG	**Altay** (*ex*RosinaTopic–33, *ex*Blairmore, *ex*Mountfields) ssNwc.2ndNo.3–2,26 1*Dk*(*Irn*)2*trB* &*deep framing* 3*Dk rule*	*3038* *2822* *1947*	✠ 7,30 ✠	Ant	*u*		1901 2mo	W.Gray& Co.Ld. WHartlepool	HüseyinAvni Sohtorik	325·0 | 47·2 | 22·4 P27'B88'F30' FK *Cell DBa&uE* 130'*f* 136'732*t*	Istanbul Turkish 5*BHCem* *APT*53*t*	T.3Cy.24",38"&64"–42" NDB13 257NHP 2SB,6*pf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	V †
20014 DOMH	**Altenfels** *CruiserStern* *OilEng.* Sub.Sig. E.S.D. 2*Dks*	8132 7508 5041					1925	Vulcan- Werke,A.G. Hamburg	DeutscheDampfs. Ges."Hansa"	469·1 | 60·4 | 32·5 P115'B144'F93'	Bremen German *WB*	2 Oil Engines 4 S.C.SA each8Cy.25 9/16"–27 9/16"& hydraulic coupling S.R. geared to 1 Sc.Schaft 996NHP VulcanWerke,A.G.Ham.		G
20015 EAAP	**Altobizkar-Mendi** ssBbo.No.3–4,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. 2nd*Dk*(*Stl*)*in*No.3*hold* *Cargo battens not fitted in 'tween dks*	5989 5602 3581	✠100A1 *Shelter dk* *withfreeboard* 9,36 BS6,36 ✠LMC4,35	Hul	*z*	CL 4,35	1921 2mo *Lloyd*'s A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cia.Nav.Sota y Aznar ~~(SirRamon de laSota, *Mgrs.*)~~	400·0 | 53·0 | 32·8 F38'*on Shelter dk* FK *Collision* *CellDB*351'1272*tAPT*100*t*	Bilbao Spanish *Cem* *BHto S dk* 5 „ „ *U* „	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NHP 3SB,9*cf*,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 5 s 9 ″ 5½ 26 ″ 2½	
20016 DHAW	**Altona** ssHam.No.2–29 2*Dks*(*Stl*)3*rd dk in No.* 1 *hold* *Well deck* D.F.	5892 5398 3598	✠ ... 12,33 ✠	Ham			1921 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	450·0 | 58·2 | 27·0 P&B366'F59' FK *CellDB*389'1560*t FPT*	Hamburg German 8*BHAsp* 60*tAPT*11*t*	4 Steam Turbines S.R gearedto1Sc.Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
20017 EAKN	**Altube-Mendi** Ⓟ *OilEng.* ssBbo.No.2-38 ~~ssBbo.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in holds*	2955 2062 1527	✠100A1 *withfreeboard* 1,38~~10,35~~ ~~✠LMC3,33~~ ✠LMC CS3,38 3,38	Bbo		CL ~~7,34~~ 1,38	1929 7mo *Lloyd*'s A&CP	CiaEuskal- duna deConst Bilbao	Cia.Nav.Sota y Aznar ~~(SirRamon de laSota, *Mgrs.*)~~	335·0 | 45·6 | 17·7 FK *CellDB*270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5½ 18 ″ 10¼	
20018 EAAR	**Alu-Mendi** ss.Bbo.No.3–9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3350 3018 1915	✠100A1 *Shelter dk* *withfreeboard* 9,36 ✠LMC MS9,35 BS11,36	Mdb	*v*	CL 10,35	1920 12mo *Lloyd*'s A&CP	RopnerS.B. &Repng.Co. (Stocktn)Ld. Stockton	Cia.Nav.Sota y Aznar ~~(SirRamon de laSota, *Mgrs.*)~~	340·2 | 48·7 | 22·4 FK *Collision* *CellDBa*108'*uE*25'*f*147'784*tAPT*126*t*	Bilbao Spanish *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.24",40"&66"–45" (*s*) 180lb 358NHP 2SB,6*cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11¾ 23 ″ 0½	
20019 PCNZ	**Aludra** D.F. 2*Dks*&*Shelter dk*	4930 4473 2970					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 | 54·3 | 27·4 F41'	Rottrdam Dutch *Wb*	T3Cy.28 9/16",45 5/16"&75"–55⅛" GuteHoff- 418NHP nungshütte,Oberhausen		G
20020 230675 WBEK	**Alva** TwinSc ssNYk.No.1–35 (*Yacht*) *OilEng.* ~~AnnualSurvey,Boa.1,35~~ 2*Dks*(1*dkStl*&*weather dk ptStl*–teak s) D.F. 3*rd dk* (*Stl*)*clear of mchy. space* AnnualSurveyJck.1,38	2265 2014 1144	✠100A1 *withfreeboard* ~~5,36~~ ~~1,35~~ 1,38 DBS~~4,37~~ ✠LMC7,36 2,38	Boa ~~NNs~~ Jck		CL ~~3,34~~ 1,38	1931 3mo *Lloyd*'s A&CP	Frd.Krupp Germaniawf. A.G. Kiel	W.K.Vanderbilt	249·3 | 46·2 | 25·0 Q126'B&F122' FK *CellDBa*16'*uE*63' *f*38'350*t* *DTa*16' 25*tDTf*9'82*tFPT*	New York Utd.States 11*BHptCem* 33*tAPT*78*t*	Oil Engines 4S.C.SA 16Cy.23⅜"–41⅜" DB*175lb* 863NHP Frd.KruppGermaniawfAG Kiel	26 ″ 4 s12 ″ 4½ 18 ″ 1½	
20021 164028 MBWC	— 3Mst Wireless E.S.D. 1*Dk*	1584 1356 928					1934	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0 | 40·5 | 16·3 P15'Q43'B110'F30'	Glasgow British *WB*	T.3Cy.17",28"&47"–33" 127NHP D.Rowan&Co.Ld.Gls.		C
20022 206090	**Alva C. Dinkey** *Mchy.Aft* GyC. 1*Dk*	7514 — 5822					1909	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0 | 58·0 | 32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
20023 212017 KJBF	**Alvarado** TwinSc D.F. *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1994 — 1400					1914	CraigS.B. Co. Long Beach,Cal.	J.S.Moore	245·0 | 41·5 | 24·0	S.Frncisco Utd.States	Q.8Cy.11",16",23"&34"–24" 113NHP CraigS.B.Co.		
20024 PCOE	**Alwaki** Ⓟ ssHam.No.3–5,35 2*Dks*(*Stl*) D.F. &*Shelter dk*(*Stl*)	4533 4129 2754	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~7,36~~ BS3,38 ✠LMC MS6,34 ~~BS1,36~~ *Fitted for oil fuel* 6,22 *F.P.above* 150°F	Ham	*y*	CL 5,35	1922 6mo	Werf "Maasdijk" Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	375·0 | 52·2 | 25·8 FK *Collision* *CellDB*314'1031*t* *DTa*32'762*t FPT*94*t APT*109*t*	Rottrdam Dutch *Asp* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26⅝",43 5/16"&70"–47½" 180lb (*s*) 497NHP 3SB(Spt),9*cf*,GS162 HS7590 FD Werf."Maasdijk" Schiedam	28 ″ 3 s 3 ″ 0 25 ″ 5½	
20025 DHAX	**Alwine Russ** Sub.Sig. Wireless 1*Dk*	988 777 566					1921	Stettiner Oderwerke Stettin	ErnstRuss	210·6 | 33·8 | 13·3 P14'Q53'B55'F23'	Hamburg German *WB*	T3Cy.15½",25½"&41 5/16"–29½" 92NHP Stettiner Oderwerke		G
20026 127980 MDGV	**Alyn** 3Mst ssLiv.2ndNo.3–8,35 *Mchy.Aft* 1*Dk*(*Stl*)	350 242 133	✠100A1 12,36 ~~BS5,36~~ ✠LMC6,35 10,37	Liv	*f*	8,36	1909 5mo *Lloyd*'s A&CP	G.Brown& Co. Greenock	ZillahShppg.& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·1 | 23·6 | 9·8 Q81'B8'F23' FK *WB*=*FPT*29*t*	Liverpool British 3*BHCem* *APT*23*t*	C.2Cy.17½"&36"–24" (*s*) 133lb 74RHP 1SB,3*pf*,GS52,HS1354 Gauldie,Gillespie&Co.Gls.	10 ″ 10 s3 ″ 6½ 10 ″ 8	

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross. / Under deck. / Net.	Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built: When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20027 148844 GLBY	**Alynbank** TwinSc ssAnt.No.3-2,38 ~~ssFal.No.2-34~~ OilEng. 1Dk(Stl)&Shelter dk(Stl-ws)	5151 4764 3117	✠100A1 withfreeboard 2,38 ~~11,36~~ DBS11,37 ~~DBS11,36~~ ✠LMC2,38 ~~✠LMC(M)3,36~~ Carrying vegetable oil in deep tank	Cal Ant	a†	CL ~~2,34~~ ~~5,37~~ s1,38 PN1,38	1925 3mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP Cell DB 357' 1121t DTf32' 1067t Tanks between tunnels 115' 251t FPT 106t APT 132t	BankLine,Ld.(A.Weir&Co.Mgrs.)	420·0	53·9	26·5 FK Coll	Glasgow British 7BHptCem BHtoShdk; 6 ,, ,, 2nd dk	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29″2 s3″7¾ 25″8	
20028 901 IBBC	**Amabilitas** (exAnsaldoSavoia Secondo) D.F. 1Dk	5425 4547 3214					1919	Cant. Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	378·0 P37'B113'F33'	51·0	30·2	Genoa Italian WB	T.3Cy.26",42½"&69$\frac{7}{10}$"-48" 337NHP Cant.Nav.Riuniti,Ancona		CI
20029 30026 JDHA	**Amagi Maru** Ⓟ 2Dks	3165 2776 1916					1924	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·5 P22'B79'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.		C
※ 20030 38579 JUSI	**Amagisan Maru** OilEng. Ref.Mchy. 2Dks(Stl) CruiserStern	7620 6836 4711	✠100A1 withfreeboard 4,37 ~~3,36~~ DBS4,37 ~~DBS4,36~~ ✠LMC12,33 ✠Lloyd'sRMC~~10,36~~ ~~4,37~~ 11,37 Carrying cargo oil F.P. above 150° F. in deep tank	Tama	c†	CL ~~6,35~~ 4,37	1933 12mo	Mitsui Bussan Kaisha,Ld. Uno,Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. CellDB 395' 1702t DTa30' 1093t FPT 79t APT 69t	454·0 P28'B171'F34'	60·0	37·0 FK	Kobe Japanese 8BH (1BHto 2nd dk)	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1230NHP DB120lb MitsuiBussanKaisha,Ld.	37″0 s9″5½ 27″8¾	
20031 15013 JGUB	**Amaho Maru** (exUnkaiMaruNo.3, exIstria,exCraigrowan) 1Dk2trB&deepframing	2769 2367 1989			...		1898	A.Rodger &Co. PortGlasgow	AzumaKisenK.K.	314·4 P29'B76'F29'	44·0	20·7 FK	Fuchu Japanese WB	T.3Cy.22½",37"&61"-42" 250NHP Hall-Brwn,Buttery&C.Gls	23″3	
20032 147288 GKXC	**Amakura** ssLiv.No.3-3,37 ~~ssLiv.No.2-32~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	1987 1694 1172	✠100A1 withfreeboard ~~2,37~~ ~~8,36~~ ✠LMC12,36 2,38 ~~8,37~~ BS12,37	Liv	s	CL N2,37	1924 11mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	ArakakaSS.Co.Ld.(BookerBros. McConnell&Co.Ld. Mgrs.) CellDBa&uE94' f124' 426t APT52t	280·1 F27'	42·2	18·7 FK Coll	Liverpool British 4BHCem BHtoShdk; 3 ,, ,, 2nddk	T.3Cy.20½",34"&56"-36" (r) 180lb 235NHP 2SB,6cf,GS118,HS4060 CaledonSB.&E.Co.Ld.Dun	20″9 s″11 20″0	
20033 10323 JGLB	**Amakusa Maru** Ⓟ TwinSc (exAmur) 1Dk(Stl)&Spar dk(Stl-teaks) &deep framing	2340 1905 1370	✠ 10,03 ✠	Nag	s		1901 4mo	Act.Ges. "Neptun" Rostock	KitaNipponKisen K.K. WB= Cell DBa48'uE&B46'f118'362t	279·3 P32'B106'F40'21·3	40·6	14·4 FK	Fuchu Japanese 4BHCem	T.6Cy.20⅞",35½"&55"-35½" 426NHP 2SB,6cf,GS124,HS5876 FD A.G."Neptun,"Rostock	24″0	
20034	**Amal** (exAmalie-36,exLavinia-35) 1Dk	1072 910 586					1902	Sunderlnd S.B.Co.Ld. Sunderland	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. Mgrs.)	224·7 P&B133'F28'	33·0	15·2	Haifa Palestine WB	T.3Cy.16",28"&44"-33" 111NHP N.E.MarineEng.CoLd.Sld		G
20035	**Amalienborg** Now "Acme," see No. 37103 in Supplement ssAbg.No.3-4,31 ssAbg.No.1-36 1Dk(Stl)	2864 2581 1690	✠100A1 3,37 ✠LMC MS2,36 BS1,37	Ham	u	OG 3,37	1919 5mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP		320·4 P28'B186'F41' CellDB268'847tFPT144t	47·2	21·2 FK	Pnamanian 5BHCem APT150t	T.3Cy.23",38"&62"-42" (s) 180lb 180lb 282NHP 2SB(Spt),6cf,GS97,HS4520 Maats.deSchelde,Flushing	23″6 s2′″4¼ 21″3	
20036 36968 JEQC	**Amami Maru** Ⓟ (exKankyoMaru, exSeishiMaruNo.5) Wireless 2Dks	754 — 436					1908	OsakaIron Works Osaka	OshimaKisenK.K.	180·0 B31'F21'	27·2	18·1	Kagoshima Japanese	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
※ 20037 HRBT	**Amapala** Ⓟ ssN.Os.No.3-2,37 2Dks(Stl-Weather dk teaks) & 2 lower dks sparred for Ref.Mchy. fruit cargo	4148 3546 2552	✠100A1 withfreeboard 1,38 ~~3,37~~ ✠LMC2,37 ✠Lloyd'sRMC~~2,37~~ ~~7,37~~ 2,38 for temp. 50° F. BS1,38 Lower decks for fruit cargoes Fitted for oil fuel 6,24 F.P. above 150° F.	NYk NOs	w	OG ~~2,36~~ 1,38	1924 6mo	Swan,Hunter&Wigham Richardson Ld.Newcastle Lloyd'sA&CP	StandardNavCorp. (StandardFruit& S.S.Co.Mgrs.) Intermediate bulkheads in fore & after holds dispensed with CellDBa93'uE28'f130'377tFPT63tAPT55t	350·0 365·0(O.L.) F34'	50·2	29·3 FK	Ceiba Honduran Cem 4BHonly	T4Cy27",45"&(2)54"-45"(s) 200lb 668NHP 4SB,16cf,HS10540 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31″6 s11″5¾ 20″5¼	
※ 20038 CSAD	**Amarante** (exWürttemberg) ssLis.No.3-3,26 ssLis.No.2-35 Sub.Sig. 2Dks(Stl)3rdDk inNo.1hold	7896 7224 4940	100A1 5.36 BS7,36 LMC8,35	Ham	c†	CL 5,36	1914	Bremer Vulkan Vegesack Lloyd'sA&CP	Soc.Geral deComercioIndustria e TransportesLtda. CellDB 415' 1823t FPT243t APT45t	470·0 487·2(O.L.) P54'B121'F58'	58·0	35·0 FK	Lisbon Portuguese 8BHCem	T.3Cy.32⅝",52$\frac{11}{16}$"&86½"-55⅛" 200lb (s) 558NHP 4SB,12cf,GS204,HS9160 FD BremerVulkan,Vegesack	35″0 s8″2¼ 27″0½	
20039 144211 GBKP	**Amarapoora** Ⓟ Fitted for oil fuel D.F. E.S.D. 3Dks	8173 6748 5159					1920	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.Mgrs.)	465·8 P56'B174'F51'	59·3	30·5	Glasgow British WB	T.3Cy.29½",50"&84"-60" 550NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~10,37~~ 3,38
20040 201937 WPBC	**Amasa Stone** Mchy.Aft GyC. 1Dk	6282 — 4930					1905	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	525·0 F44'	55·2	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
20041 DHAY	**Amasis** Ⓟ D.F. 1Dk&Shelter dk	7129 6385 4357					1923	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·4 F54'	55·3	32·1	Hamburg German WB	T3Cy29$\frac{9}{10}$"48$\frac{3}{5}$"&77$\frac{9}{10}$"-55$\frac{1}{10}$" &L.P.Turbine 616NHP BremerVulkan,Vegesack		G
※ 20042 163572 GYDD	**Amastra** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8031 7238 4777	✠100A1 10,37 ~~12,36~~ ✠LMC3,35 Carrying Petroleum in bulk	Rot Pal		CL	1935 3mo	Lithgows Ld. Port Glasgow Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69' 167t DTf25' 280t FPT143t APT94t	465·0 P93'B47'F48'	59·2	33·8 FK	London British 15BHCem	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 503NHP DB180lb J.G.Kincaid&Co.Ld.Grk.	34″0 s6″8¾ 27″6¾	
20043 11 YLBH	**Amata** (exDundaga,exEmmy, exCondroz,exHerzogJohann Albrecht) 1Dk	1132 959 696					1898	Akt.Ges. "Neptun" Rostock	NorthernBaltic SawmillsLd.	233·5 Q70'B108'F25'	35·2	14·3	Riga Latvian WB	T.3Cy.16⅝",25½"&41¾"-31½" 98NHP A.G."Neptun,"Rostock		V
20044 30089 KDXP	**Amazon** (exSailingBarge) GyC. D.F. Mchy.Aft 1Dk2trB	3702 — 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	376·0	46·2	25·9 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",30"&52"-40" Eblt89fittd08 NB08 171NHP DryDockEng.WksDetroit		R
20045 PJBK	**Amazone** Fitted for oil fuel Wireless Cruiser Stern 2Dks	1257 953 639					1922	J.Meyer's S.B.Co. ZaltBommel	West-Indische Scheepv.Maats.	255·1 B51'	36·8	13·3	Curaçao Dutch WB	T.3Cy.18½",24½"&48"-36" 138NHP J.&H.Suyver,Amsterdam		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques.	3 Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
20046 148113 GLPY	**Ambassador** D.F.	ssShl.No.3-5,37~~ssShl.No.2-34~~ 1Dk(Stl)&Shelter dk(Stl)	4450 4185 2658	✠100A1 withfreeboard 5,37~~8,36~~ ~~BS10,36~~ ✠LMC~~6,33~~ 11,37 MS5,37	Bry Shl	z	CL ~~1,35~~ 5,37	1925 1mo Lloyd	RpnerS.B &Repg.Co. (Stockton)Ld Stockton 'sA&CP	HallBros.Steam- shipCo.Ld. (HallBros.Mgrs.) Cell DB326'1058t	399·0|53·2|25·2 F40' FK Coll FPT152tAPT220t	Newcastle British 6BHCem BHto Shdk 5 ,, ,, 2nd ,,	T.3Cy.25½",42"&70"-48" (s) 180lb 422NHP 3SB(Spt)9cf,GS192,HS7248 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0½ 24 ″ 8	
20047	**Amberes**	TwinSc OilEng. 1Dk	975 — 341					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1|43·2|12·3 P37'B46'F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
※ 20048 149474 GNRZ	**Amberton**	ssNwc.No.2-37 1Dk(Stl)	5377 4845 3245	✠100A1 ~~7,37~~3,37 ~~1,38~~ 4,38 BS4,38	Nwc Npt ✠LMC5,37	z	CL 3,37	1928 7mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	CarltonS.S.Co.Ld. (R.Chapman&Son, Mgrs.) CellDB	409·6|54·0|28·2 P34'B124'F44' FK 344'1797t FPT217t	Newcastle British 7BHCem APT290t	T.3Cy.22½",39"&68"-48" (s) 220lb 180lb 380NHP 2SB(Spt)8cf,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 0¾ 25 ″ 7½	
※ 20049 145475 MKXT	**Amble** (exLaura) Mchy.Aft Well deck Wireless	ssMdb.No.3-1,33 1Dk(Stl) Cargo battens not fitted	1162 890 681	✠100A1 9,36 ✠LMC BS~~4,36~~5,37 MS9,36	Shl	n	OG 9,36	1920 2mo Lloyd	Verschure &Co. Amsterdam 'sA&CP	Broomhill Steamships,Ld. CellDBu	230·7|34·3|13·2 Q138'B13'F23' FK B19'f156'397tFPT	Newcastle British 4BHCem 88tAPT48t	T.3Cy.15½",25½"&44"-36" 180lb 60lb (s) 120NHP 1SB,3cf,GS60,HS1983 Verschure&Co.Amstrdam	16 ″ 0 s4 ″ 8 14 ″ 11½	
20050 EAOG	**Ambos**	Wood	342 268 199					1918	F.Cardama Godoy Vigo	Grau y Cia.Ltda.	134·5|24·8|11·7 P12'B30'F16'	Vigo Spanish	T.3Cy.10 7/16",16 9/16"&26"-21" 31NHP F.CardamaGodoy,Vigo		
20051 CSBW	**Ambriz** Wireless Mchy.Aft	1Dk&Awng dk	920 829 546			...		1907	SirRaylton Dixon&CoLd Middlesbro'	CiaNacional de Navegação	199·5|30·1|16·3 F39' 16·2 FK	Lisbon Portuguese WB	T.3Cy.15½",25"&41"-27" 112NHP N.E.MarineEng.Co.Ld.Sld.	18 ″ 7	
※ 20052 148783 GMQZ	**Ambrosio** Mchy.Aft	TwinSc ssCco.No,2-34 1Dk(Stl)	2391 1743 1239	✠100A1 withfreeboard ~~8,37~~1,38 ~~BS8,37~~ CarryingPetr Fitted for oil	Cco SNs BS1,38 ✠LMC9,34 oleum fuel 7,	l in 26	CL ~~9,34~~ s12,35 P1,38 bulk F.P. a	1926 7mo Lloyd bove 1	Harland& Wolff,Ld. Belfast 'sA&CP 50 °F.	LagoShipping Co.Ld.(F.J.Wolfe, Mgr.) Wingtanksf286tWin	305·7|50·2|14·3 P67'F34' FK Trunk204' g tanks a356tFPT	London British 7BHptCem 60tAPT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 Harland&WolffLd.Belfast	15 ″ 0 s1 ″ 10½ 13 ″ 3¾	
Broken up 20053 131360 MDPT	**Amcotts**	ssWarriNo.1-16 1Dk(Stl)	430 360 232	✠ 6,22	For- ados ✠	g		1911 8mo	AilsaS.B. Co.Ld. Troon	J.Holt&Co. (Liverpool),Ld.	150·0|29·1|10·0 B65'F30' FK WB=FPT	Liverpool British 4BHCem 50tAPT18t	T.3Cy.11",18"&29"-21" 43RHP 1SB,3pf,GS48,HS1252 AilsaS.B.Co.Ld.Troon	11 ″ 0	
※ 20054 PCOR	**Ameland**	ssRot.No.1-34 1Dk(Stl)2nddk(Stl) in Nos.1&4 holds CruiserStern	4537 4185 2727	✠100A1 10,37~~1,37~~ ~~BS4,36~~ 10,37	Rot ✠LMC5,34	y	OG 4,37	1930 1mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP CellDBa&	Stoomv.Maats. Rotterdam(W. Ruys&Zn.Mgrs.) uE139'f167'999tD	387·0|53·2|25·7 P37'B246'F32' FK Ta26'852tFPT104t	Rottrdam Dutch 7BHCem APT135t	T.3Cy.25",41"&68"-45" (s) LP Turbine with DR gear- ing & hydraulic coupling 200lb 504NHP 3SB,9cf,GS171,HS6351 FD RotterdamDroogd.Maats.	28 ″ 0 s3 ″ 9½ 24 ″ 4½	
20055 104069 MQPZ	**Amelia** Mchy.Aft	1Dk	341 231 127			...		1894	S.Mc Knight&Co. Ayr	W.Cooper&Son	145·0|22·8| 9·9 Q49'B26'F24' BK7"	Kirkwall British WB	C.2Cy.19"&42"-30" 69RHP Muir&Houston,Glasgow	12 ″ 0	C †
20056 423 IBEZ	**Amelia Lauro** (exBelgian-34) D.F.	ssLiv.No.2-28 2Dks(Stl)	5335 4848 3219	✠ 2,34		y		1919 10mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	A.Lauro Cell	412·9|52·3|28·4 400·3 P49'B113'F40' FK 345'1025t FPT130t	Naples Italian 7BHptCem APT204t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS189,HS7668 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 0	I †
20057 215448 KGQF	**America** Ⓟ (exAmerika) Sub.Sig. GyC. D.F. Ref.Mchy.	TwinSc 5Dks	21329 18748 12189					1905	Harland& Wolff,Ld. Belfast	UnitedStates MaritimeCom- mission	668·8|74·3|47·8 B344'F85'	NewYork Utd.States WB	Q.8Cy.34",49",71"&100"-63" 1586NHP Harland&WolffLd.Belfast		R
20058 Now "Cocle,"	— see No. 37609 in Supplement (exVeraCruz-36,exSanti-36, exHercule,exWarGlen)	1Dk	2958 — 1704					1918	W.Dobson &Co. Newcastle	HaroldoDiez	331·0|48·0|24·5 P33'B100'F32'	VeraCruz Mexican WB	T.3Cy.25",41"&68"-45 430NHP N.E.MarineEngCoLd.Nwc		V
20059 Wrecked 3,37 LOBY	— (exLakeHector)	Fitted for oil fuel 1Dk	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis.	ArgentineGovern- ment	251·0|43·5|28·1 P29'B64'F23'	Bns.Aires Argentine WB	T.3Cy.19",32"&56"-36" ThePrescottCo. 185NHP Menominee,Wis.		
20060	— (exHenry-FrankI.,exAmerica)	TwinSc 1Dk	800 — 380					1907	J.Frerichs &Co.A.G. Einswarden	Mariano Quatrocchi	162·2|30·0| 6·6	Bns.Aires Argentine	C.4Cy.11¼"&20½"-15¾" 28NHP J.Frerichs&Co.Osterholz		
20061 3068 JACD	**America Maru** Ⓟ	TwinSc 2Dks	6070 4546 3126			...		1898	C.S.Swan& Hunter,Ld. Newcastle	OsakaShosenK.K.	423·0|51·1|29·5 P79'B223'F54' FK&BK1½"	Osaka Japanese WB	T.6Cy.28¼",46"&75"-48" 1080NHP WllsndSlpwy.Co.Ld.Nwc.	32 ″ 6	
20062 213845 WACA	**American** (exSantaBarbara) Fitted for oil fuel D.F.	ssBos.No.3-2,28 ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)inNo.1hold only&Web frames Longitudinal framing	4846 4333 2834	✠ ... 11.34 ✠	Bos	z		1916 1mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. CellDB350'1229t	404·6|53·9|26·2 F31' FK DTf32'826t FPT	NewYork Utd.States 6BHCem 71tAPT16t	Q.4Cy.25½"37"52½"&76"-54" 611NHP 3SB,12cf,GS213,HS8446 WCramp&SnsS&EBCoPhl	28 ″ 9	R †
20063 220643 WBDA	**American Banker** Ⓟ (exCantigny) Ref.Mchy. GyC. D.F.	Fitted for oil fuel 2Dks&Shelter dk Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(Man.Agents,~~ ~~InternationalMer-~~ ~~cantileMarineCo.)~~	436·9|58·2|35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft 1290NHP GeneralElectricCo.Clvlnd.	40 ″ 0	R †
20064 232039 WKEN Now "	**American Eagle** (exThekla, exHampholm, exThordis) Mount Parnes," see letter M	ssOsl.No.3-5,29 ssOsl.No.1-32 1Dk(Stl)2trB	4371 — 2759	✠100A1 9,36 ✠NE8,25 BS2,37 Fitted for oil	Gal ✠LMC9,32 fuel3,	x 17	CL 3,36 F.P. a	1917 3mo bove 1	Moore& Scott IrnWks Oakland, Cal A&CP 50° F	S.S.American EagleOwners,Inc. (AmericanForeign S.S.Corp.Mgrs.) Cell DB283'1061tDTf	376·2|52·6|25·8 P33'B70'F40' FK 21'347tFPT96tAP	NewYork Utd.States 6BHptAsp T132t	T.3Cy.24",41"&68"-45" (r) 200lb 493NHP 3SB,9cf, HS7509 FD N.E.MarineEngCoLdNwc	28 ″ 0 s5 ″ 6¾ 22 ″ 8	
20065 220927 WBDB	**American Farmer** Ⓟ (exOurcq) GyC. Ref.Mchy. D.F.	Fitted for oil fuel 2Dks&Shelter dk CruiserStern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(Man.Agents,~~ ~~InternationalMer-~~ ~~cantileMarineCo.)~~	436·9|58·2|35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa	40 ″ 0	R †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
* 20066 210617 WHCM	**American Fisher** 3Mst (*ex*StanleyHiller-36, *ss*Bal.No.3-8,25 *ex*Nelson-35) *ss*Mob.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&pt2nd dk(*Stl*) E.S.D. &*Web frames*	4779 — 2817	✠100A1 uctionShip BS BS8,37 ✠LMC12,34 *Fish* *Fitte* oil fuel F.P.above150°F.	SFo	*x*	CL 10,35	1912 11mo	ForeRiver S.B.Co. Quincy,Mass CP ~~petanksonly~~	SantaCruzOilCorp. *CellDBuE&* 1545*t*	370·0 P98'B26'F30' FK *B83'f232'* *FPT*225*t* *APT*120*t*	52·1	27·0	S.Frncisco Utd.States 8*BHCem*	T.3Cy 23½",$41\frac{7}{16}$"&68"–48" 190lb (*s*) 356NHP 2SB,6*cf*,GS103,HS4334 FD NDB(WT)36-*400lb* ForeRiverS.B.Co.Quincy	30 ″ 0 s 5 ″ 11 24 ″ 3¾	
20067 220853 WGEG	**American Importer** Ⓟ (*ex*Somme) *Fitted for oil fuel* E.S.D. *Ref.Mchy.* 2*Dks*&*Shelterdk* D.F. GyC. *Cruiser Stern*	7590 6282 4039			…		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(*Man.Agents*,~~ ~~InternationalMer-cantileMarineCo.)~~	436·9 P80'B135'F82' *on* *Shelter dk* FK	58·2	26·4	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1259NHP GeneralElectricCo.EriePa	40 ″ 0	R †
20068 221478 KDTM	**American Legion** Ⓟ TwinSc *Fitted for oil fuel* GyC. D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Longitudinal framing*	13736 12548 8137					1920	NewYork S.B.Corp. Camden,N.J.	MunsonS.S.Line	516·5 B222'*onShelter dk* FK	72·2	27·8	NewYork Utd. States *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts 3105NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	41 ″ 0	R †
20069 220984 WFDL	**American Merchant** Ⓟ (*ex*Aisne) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7430 6282 4013			…		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(*Man.Agents*,~~ ~~InternationalMer-cantileMarineCo.)~~	436·9 P80'B135'F82' *on* *Shelter dk* FK	58·2	35·9	NewYork Utd. States 11*BHtoS dk* *WB*	2 Steam Turbines DR gearedto1ScShaft1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
* 20070 220148 KUVB	**American Oriole** (*ex*Eastern Glen-33) *ss*N.Yk.No.3-10,33 2*Dks*(*Stl*) *ss*NYk.No.1-37	5169 4823 3213	✠100A1 12,37~~1,37~~ BS~~1,37~~ ✠LMC~~10,33~~ 9,37 MS12,37 *Fitted for oil fuel* 10,33 *F.P. above* 150° F.	NYk	*z*	CL ~~10,35~~ 12,37	1920 3mo	UchidaS.B &Eng.Co.Ld. Yokohama A&CP	S.S.Oriole,Inc. (American Foreign S.S.Corp.*Mgrs.*) *CellD*	399·9 P39'B121'F40' FK *B*345'1042*t* *FPT*13	54·7	27·6	NewYork Utd.States 6*BHptCem* 8*t* *APT*92*t*	T.3Cy.26",43½"&72"–48"(*s*) 200lb FD 513NHP 3SB(Spt)9*cf*,GS175,HS7376 Ishikawajima SB.&Eng.Co.Ld.Tokio	30 ″ 0	
20071 219632 KUDN	**American Press** Sub.Sig. *Fitted for oil fuel* 2*Dks*	5135 4598 3127					1920	American International S.B.Corp. HogIslandPa	LykesBros.- RipleyS.S.Co.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20072 OZAH	**American Reefer** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	2308 1817 1283					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6 B&P174'	47·8	1 ·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
20073 219117 KOJS	**American Robin** (*ex*Magmeric-37) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5172 4598 3169					1919	American International S.B.Corp. HogIslandPa	American-Foreign S.S.Corp.	390·0 P39'B121'F43'	54·0	27·6	NewYork Utd States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20074 220983 WEDZ	**American Shipper** Ⓟ (*ex*Tours) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	7430 6282 4013			…		1921	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(*Man.Agents*,~~ ~~InternationalMer-cantileMarineCo.)~~	436·9 P80'B135'F82' *on* *Shelter dk* FK	58·2	35·9	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft 1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
20075 218477 KJBI	**American Star** (*ex*Strathnaver) *Fitted for oil fuel* 2*Dks*	5194 — 3317					1919	Downey S.B.Corp. NewYork	RedSalmon CanningCo.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"–48" 389NHP DowneyShipyardCorp.		R
20076 220893 WFDC	**American Trader** Ⓟ (*ex*Marne) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7430 6282 4013			…		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(*Man.Agents*,~~ ~~InternationalMer-cantileMarineCo.)~~	436·9 P80'B135'F82' *on* *Shelter dk* FK	58·2	35·9	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa.	40 ″ 0	R †
20077 220778 KDJN	**American Traveler** Ⓟ (*ex*Cambrai) *Fitted for oil fuel* E.S.D. GyC. 2*Dks*&*Shelter dk* Sub.Sig. D.F. *CruiserStern*	7555 6282 3908			…		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.~~(*Man.Agents*,~~ ~~InternationalMer-cantileMarineCo.)~~	436·9 P80'B135'F82'*on* *Shelterdk* FK	58·2	26·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft GeneralElectricCo.Erie,Pa		R †
20078 205096	**Americana** Ⓟ *Mchy.Aft*	969 — 531					1908	Buffalo D.D.Co. Buffalo	Steamer Americana	203·0	45·0	15·8	NewYork Utd.States	T.3Cy.20",32"&50"–36" 150NHP DetroitS.B.Co.Detroit		
* 20079 1245 IBAB	**Americano** (*ex*Chinampa,*ex*Cushing, *ex*Prometheus) *ss*Gen.2ndNo 3-3,27 *ss*Gen.No.2-34 D.F. 2*Dks*(1*Stl*&*U* *Mchy.Aft* *ptIrn*&*ptStl*)&*Webframes*	7008 5847 4408 -	✠100A1 ~~6,37~~~~12,36~~12,37 BS6,37 ~~BS6,36~~ ✠LMC4,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,13 *F.P. above* 150° F.	Pal	*a*†	~~12,36~~ ~~6,37~~ 12,37	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	~~Cia.NaviCisterna~~ ~~Soc.Anon.~~ Ditta G.M.Barbagelata *CellDB*	435·1 428·0 P252'F46' FK *uE*39' 71*t* *FPT*77*t*	54·6 54·4	30·3 30·5	Genoa Italian 14*BHptCem* *APT*130*t*	T.3Cy.28",46½"&77"–54" (*s*) 180lb 564NHP 4SB,12*cf*,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 ″ 0 s 4 ″ 11½ 27 ″ 3¼	
* 20080 OXVE	**Amerika** Ⓟ *OilEng.* *ss*Cpn.No.1-34 D.F. 2*Dks*(*Stl*)3rd*Dk* *Ref.Mchy* (*Stl*)*in motor space* &*forward holds*	10218 8377 6243	✠100A1 *withfreeboard* 6,37 ~~7,36~~ ✠LMC CS2,34 DBS~~7,36~~9,37 7,36~~11,35~~ ✠Lloyd'sRMC~~11,36~~ for temp. 32° F. 1,38~~6,37~~ No.2 upper 'tween dk. for temp 14° F.	Cpn		CL 6,37	1930 1mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd*'sA&CP	A/SDetÖstasia- tiskeKompagni *CellDB*408'1702*t* *in way of tunnel*255*t*	465·4 B179'F73' FK *DTa*11'522*t* *Tanks* *FPT*138*t* *APT*185*t*	62·2	37·2	Copnhagn Danish 8*BH* (6 *to Wdk* 2 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.24⅜"–55⅛" 1236NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	40 ″ 0 s11 ″ 9¼ 28 ″ 5¼	
20081 DOND	— (*ex*Goldenfels-36,*ex*Brocktown, *ex*Goldenfels) 2*Dks*	7463 7033 4703			…		1911	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	"Atlas"Reederei A.G.	467·9 P65'B131'F57' FK	58·3	32·0	Emden German *WB*	Q.4Cy.26½",39",56"&80"–54" 606NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	34 ″ 9	G †
* 20082 7215 SEXA	**Amerikaland** TwinSc *ss*Got.No.3-8,35 *OilEng.* D.F. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	15355 14224 3320	✠100A1 ~~6,37~~~~10,36~~12,37 DBS~~8,35~~ ✠LMC8,35 9,37 ~~10,36~~	Bal	*j*†	CL 6,35	1925 6mo	Deutsche WerftA.G. Hamburg *Lloyd*'sA&CP	ÅngfAktiebTirfing (T.E.J.: son Broström,*Mgr.*) *CellDBuE*91' 380*t* *DTf*27'1173*t* *DT*	561·3 P117'F51' FK *FPT*729*t* *APT*290*t* '*s at sides* & *u bottom*	72·2	44·1	Gothenbrg Swedish 11*BHAsp* (1 *to*2*nd dk*) *of holds*330'	Oil Engines 4S.C.SA 16Cy.29⅛"–47¼" DB*114lb* 1313NHP AlgemeineElek.Ges.Berlin	44 ″ 0 s 10 ″ 2½ 34 ″ 0¼	
20083 ONEC	**Améthyste** TwinSc *OilEng.* *CruiserStern* 1*Dk*	810 654 448					1932	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"–23⅝" 260NHP SocAn.J.Cockerill,Seraing		V
20084 553 SZHS	**Amfitriti** Ⓟ (*ex*Keravnos-35, *ex*NoorElBahr-28) 1*Dk*	434 — 246					1884	Atel.&Ch. de laLoire St.Nazaire	Pagasitikos SteamshipCo.	185·2	23·3	12·3	Piræus Greek	T.3Cy.16",24"&40"–24" 78NHP		

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total.—Sous le Pont.—Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand.—Navire.—Mach.	9 Par qui.—Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20085 148278 GJQR	**Amicus** ssCff.No.3-8,37 ~~ssCff.No.2-33~~ 1*Dk*(*Stl*) D.F.	3660 3403 2255	✠100A1 4,38 ~~12,36~~ ~~3,37~~ 8,37 ✠LMC MS~~12,33~~ BS4,38	Cff Ant	*w*	CL ~~12,36~~ N7,37	1925 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *Cel*	362·5|50·9|22·5 373·7(O.L.) P33'B221'F30' FK *lDB*317'1042*t FPT*	Cardiff British 6*BHCem* 80*t APT*100*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 369NHP 3SB,9*cf*,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 " 8 s 3 " 0 21 " 10½	
20086 FNWJ	~~**Amienois**~~ Amiénois D.F. 2*Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CompagniedesBateauxàVapeur duNord(Soc.Anon. deGéranceetd' Armement,*Mgrs.*)	331·7|53·2|25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"-39" 225NHP G.Clark&Co.Ld.Sld.		V
20087 142583 MJDX	**Amiens** ssNwc.No.3-11,30 ssShl.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1285 836	✠100A1 ~~1,37 0,35~~ 4,38 ✠LMC MS9,35 BS~~7,36~~ 11.37	Shl Npt	*p*	CL ~~9,35~~ 4,38	1918 7mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin *'sA&CP*	HarriesBros&Co. Ld. *CellDB*171'310*tD*	240·2|36·3|18·4 Q94'B47'F23' FK *Ta*29' 131*t FPT*80*t*	London British 4*BHCem* *APT*38*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 167NHP 2SB,6*cf*,GS97,HS2886 Ross&Duncan,Glasgow	20 " 6 s 2 " 5½ 18 " 3	
20088 DOIJ	**Amisia** Wireless D.F. 1*Dk*	999 797 596					1921	Atlas- WerkeA.G. Bremen	ArgoReederei Richard Adler&Co.	224·0|33·2|13·7 P14'Q66'B53'F31'	Bremen German *WB*	T3Cy.18⅒",29½"&48½"-29½" 129NHP Atlas-WerkeA.G.Bremen		G
20089 162345 MPZV	**Amlwch Rose** *Special Surveys to date from* 3,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	632 428 277	✠100A1 1,37 ✠LMC3,34 BS4,38	Lth	*i*	CL 1,37	1931 4mo *Lloyd*	NVSchpsw "DeMer- wede" Hardinxveld *'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*105'144*t*	175·3|27·1|11·1 Q101'B11'F25' FK *FPT*54*t APT*4*t*	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"-27" (*s*) 180lb 88RHP 1SB,3*cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 " 0 s 3 " 10 12 " 9½	
20090 DNBA	**Ammerland** (*ex*Kilnsea-36) ssGls.No.3-5,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Wood hatch covers dispensed with in all 2nd dk hatchways*	5381 5173 3384	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~8,36~~ ✠LMC MS5,36 BS~~8,36~~ 11,37	Ham Rot	*x*	CL 7,36	1923 8mo *Lloyd*	IrvinesS.B. &D.D.Co.Ld. W Hartlepool *'sA&CP*	Frachtschiffahrt G.m.b.H. *CellDBa*110' *uE*40'*f*156'860*t*	374·3|51·2|32·8 FK *Collision* *FPT*119*t APT*163*t*	Oldenburg German *Cem* *BH to Shdk* 5 " " *U* "	T.3Cy.26",42"&70"-48" (*s*) 180lb *180lb* 412NHP 3SB,9*cf*,GS167,HS6656 Richardsons,Westgarth& Co.Ld.Hpl.	35 " 3 s 9 " 6½ 25 " 11½	
20091 DHBB	**Ammon** Ⓟ D.F. 2*Dks*	7134 6406 4369					1922	Bremer "Vulcan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	438·4|55·3|32·1 F54'	Hamburg German *WB*	T.3Cy.$29\frac{15}{16}$",$48\frac{9}{16}$"&$77\frac{9}{16}$"- 55" 446NHP BremerVulkan,Vegesack		G
20092 CMQA	**Amolco** ssBos.No.3-1,27 ssN.Os.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	3101 2779 1881	✠100A1 8,37 ~~2,37~~ BS10,37 ✠LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,27 *F.P. above* 150° F.	Mob Phl	*u*	CL 6,35	1914 1mo *Lloyd*	ForeRiver S.B.Corp. Quincy,Mass. *'sA&CP*	OldTimeMolasses Company *Cell DBuE&B*68'186*t*	317·1|46·0|23·8 P72'F32' FK *FPT*155*t APT*60*t*	Havana Cuban 12*BHCem* 8 " *toUprdk* 4 " " *2nd* "	T.3Cy.22",37"&60"-42" (*s*) 180lb 291NHP 2SB,6*cf*,GS100,HS4001 FD ForeRiverS.B.Co.Quincy	25 " 6	
20093 PCPA	**Amor** Ⓟ *Ref.Mchy* *Longitudinal framing* 2*Dks*	2325 1729 1443					1911	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0|42·0|17·0 B76'Q108'F42'	Amstrdam Dutch *WB*	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
20094 10291 JTEH	**Amoy Maru** Ⓟ 2*Dks*	730 668 426					1906	OsakaIron Works Osaka	OsakaShosen K.K.	185·0|27·1|17·8	Osaka Japanese	T.3Cy.13",25"&39"-30" 83NHP OsakaIronWorks,Osaka		
20095 FOYJ	**Ampère** TwinSc (*Cable Vessel*) GyC. 1*Dk*	2435 1046 660					1930	Soc.Pro- vençale de Cnst.Nav. LaCiotat	FrenchGovern- ment(Postes& Télégraphes)	288·3|41·1|23·7 B98'	LaSeyne French *WB*	T6Cy$17\frac{5}{16}$"$27\frac{3}{16}$"&$45\frac{11}{16}$"-28¾" 224NHP SocProvençale deCnstNav		V
20096 10 ONPB	**Ampetco** (*ex*Urania) TwinSc *OilEng.* ssAnt.No.2-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *Web frames* *Longitudinal framing* *Progressive survey of oil tanks*	8718 8425 4752	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~9,36~~ ✠LMC,CS10,34 DBS~~9,36~~ 8,37 ~~10,35~~ 9,36 *Carrying Petroleum in bulk*	Ant	*d*†	CL 9,36	1926 6mo *Lloyd*	Howaldts- werke Kiel *'sA&CP*	AmericanPetro- leumCo.S.A.Belge *CellDBa&uE*93' *DTf*36'275*t*	470·3|63·2|35·3 B34'F39' FK 287*t* *FPT*182*t APT*79*t*	Antwerp Belgian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2 Water Tube DB*200lb* DB*70lb* GebrüderSulzer, Ludwigshafen	35 " 6 s 8 " 4½ 27 " 5	
20097 148313 GMTB	**Ampleforth** (*ex*Glofield-32) ssRot.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4576 4235 2765	✠100A1 *withfreeboard* 6,37 ~~9,36~~ BS~~9,36~~ 9,37 ✠LMC5,33	Brs Liv	*z*	CL ~~9,36~~ 2,38	1929 12mo *Lloyd*	Craig, Tay- lor&Co.Ld. Stockton *'sA&CP*	AmpleforthS.S.Co. Ld.(CharlesCravos &Co.) *CellDB*344'1312*t*	400·5|53·5|25·0 F32' FK *FPT*121*t APT*146*t*	Cardiff British 6*BHCem* (*Coll to Shdk* 5 "*2nd*")	T.3Cy.25½",42"&70"-48" (*s*) 180lb 417NHP 3SB,9*cf*,GS144,HS7080 Blair&Co.(1926)Ld.Stk.	27 " 6 s 3 " 0½ 24 " 8½	
20098 1333 IJPE	**Amsicora** (*ex*Luciana, Iron *ex*Hansa,*ex*Lina) 1*Dk*&*Awng dk*	591 — 340					1880	F.Schichau Elbing	Zolezzi&Tortora	183·7|25·3|12·4 P&B97'F26' 21·1	Genoa Italian	C.2Cy.22"&41"-25½" NB93 70NHP F.Schichau,Elbing		I
20099 PCPG	**Amstel** ssRot.No.3-3,38 ~~ssRot.No.2-34~~ D.F. 1*Dk*(*Stl*)	2115 1892 1253	✠100A1 ~~5,37 8,36~~ 3,38 ✠LMC MS~~4,34~~ 5,38 BS~~10,36~~ 10,37	Rot	*s*	CL ~~2,34~~ 5,37	1925 5mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel *'sA&CP*	N.V.Houtvaart (Vinke&Co.*Mgrs*) *CellDB*	281·3|42·7|19·3 P22'B64'F22' FK 244' 536*t FPT*103*t*	Rottrdam Dutch 4*BHptCem* *ptAsp* *APT*54*t*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 Arnhemsche-Stoomsleep- hellingMaats.Arnhem	21 " 4 s 3 " 1½ 18 " 4	
20100 PCPL	**Amstelkerk** Ⓟ ssHam.No.2-37 ~~ssAms.No.1-32~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4457 3215 2453	✠100A1 *withfreeboard* 9,37 ~~9,36~~ MS1,37 BS 5,37 ✠LMC *Fitted for oil fuel* 2,29 *F.P. above* 150°F. *Fitted for carrying oil F.P. above* 150°F.*in Deep Tank*	Ham	*y*	CL ~~3,34~~ N5,37	1929 2mo *Lloyd*	Nüscke& Co.A.G. Stettin *'sA&CP*	Vereenig deNeder- landscheScheep. Maats. (Holland WestAfrikaLijn N.V.*Mgrs.*) *CellDB*301'726*t DTf*27'502*t*	368·7|53·2|22·0 383·7(O.L.) B112'F36' FK (*CollBH&A.P.* *FPT*80*t APT*44*t*	TheHague Dutch 7*BHptCem* *ptAsp* *BH to Sh dk* 4 " *2nd* " 1 " *3rd* ")	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 225lb 653NHP 4SB(Spt),12*cf*,GS189, FD HS8439 EscherWyss&Cie.Zürich	25 " 6 s 2 " 1½ 23 " 6½	
20101 PCPR	**Amstelland** ssAms.No.3-12,33 2*Dks*(*Stl*)3*trBinNo.1hold* *Ref.Mchy.* *CruiserStern*	8156 7532 5128	✠100A1 8,37 ~~8,36~~ ✠LMC MS12,32 BS~~3,36~~ 2,37 ✠Lloyd'sRMC 4,38 ~~12,37~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Ams Ham	*d*†	CL ~~8,36~~ N4,38	1920 8mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *'sA&CP*	N.V.totVoortzet- ting van den Kon- inklijkenHolland- schenLloyd *Cell*	470·1|61·5|32·1 489·1(O.L.) P58'B317'F48' FK *DB*413' 1580*t FPT*	Amstrdam Dutch 7*BHptCem* 113*t APT*68*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 1066NHP 5SB(Spt),15*cf*,GS327, FD HS13300 Swan,Hunter&Wigham- RichardsonLdMch&Nwc	34 " 10 s 6 " 4½ 28 " 8½	
20102 PCPW	**Amstelstroom** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern* *Rudder electrically welded*	395 295 184	✠100A1 *withfreeboard* ~~3,37~~ ~~1,37~~ 10,37 ✠LMC1,36	Ams	*j*	CL 10,37	1936 1mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	N.V.Hollandsche Stoomb.Maats. *CellDB*120'158*t*	185·6|29·6|8·3 *30·7* FK *FPT*24*t APT*13*t* (	Amstrdam Dutch 4*BHptCem* *Coll to Shdk* 3 "*2nd*")	Oil Engines 4S.C.SA 7Cy.15¾"-$24\frac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11 " 0 s " 2 10 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions: Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 20103 2157 ~~183~~ IBEC	**Amsterdam** *ss*Ams.No.3-12,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	8670 7955 4709	✠100A1 *Shelter dk* *withfreeboard* 8,36 ✠LMC MS6,33 BS~~9,35~~8,36 *Fitted for oil*	Ams *fuel* 12	*e*† ,21	CL 8,36 *F.P.a*	1921 11mo *Lloyd* *bove* 1	Lithgows, Ld. PortGlasgow '*sA&CP* 50°F.	FratelliRizzuto *CellDB*396' 1946*tDTa*39'1384*t*	473·6|65·5|31·7 F38'*onShelter dk* FK *FPT*368*tAPT*263*t*	Genoa ~~Rome~~ Italian *ptCem* 8*BHtoSh dk* *Turbines b*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb HS14958 1105NHP 6SB(Spt),18*cf*,GS343 FD D.Rowan&CoLd.Glasgow MetVickersElecCoLdMch	35 ″ 9 s5 ″ 11½ 30 ″ 0½	
20104 PCQF	— *ss*Rot.No.3-10,34 D.F. 2*Dks*(*Stl*)& *Mchy.Aft* *Webframes* *Longitudinal framing*	7352 6873 4468	✠100A1 10,37 ~~9,36~~ BS~~9,36~~ ✠LMC10,34 10,37 *CarryingPetr* *Fitted for oil*	Ams Rot *oleum* *fuel* 10	*b*† *in* ,22	CL ~~9,35~~ 10,37 *bulk* *F.P.a*	1922 10mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50°F. *Ce*	~~American~~ ~~PetroleumCo.~~ N.V.Petroleum IndustrieMaats. *llDBuE&B*50'152	440·0|57·5|34·1 P95'B32'F46' FK *t DTf*598*t FPT*135	TheHague Dutch 18*BHptCem* (11 *to U dk* 7 „ *2nd* „) *tAPT*42*t*	T.3Cy.28″,46″&77″-51″ (*s*) 180lb 627NHP 3SB&1Aux.SB,11*cf*,HS9562 ArmstrongWhitworth FD &Co.Ld.Nwc.	33 ″ 11 s6 ″ 6¾ 27 ″ 7	
※ 20105 161037 GNCW	— Ⓟ **TwinSc** *ss*Har.No.1-34 2*Dks*(*Weather dk ptStl-* teak s)3*rdDk forward of Mchy.space* Sub.Sig. *CruiserStern*	4220 3028 1989	✠100A1 *withfreeboard* ~~4,37~~ ~~5,36~~ 4,38 ~~BS4,36~~ ✠LMC4,34 *For Service b* *&the Hook of*	Gms ~~Rot~~ BS~~3,38~~6,38 *etween* *Holla*	*w* *H* *nd*	OG ~~4,34~~ 4,38 *arwich*	1930 4mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	London&North EasternRailway *CellDBuE*42'55*t* *DTsf*48'5	350·8|50·1|26·0 365·7(O.L.) *Promenade dk&* F268' FK *MT*12'120*t* 7*tDTsa*22'42*t FPT*	Harwich British 8*BHptCem* *ptAsp* 12*t APT*42*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb FD 1520NHP 5SB,20*cf*,GS430,HS15033 J.Brown&Co.Ld.Clydebnk	27 ″ 0 s12 ″ 2½ 15 ″ 3	BT till ~~5,37~~ 4,38
20106 4222 SDGC	— *Well deck* 1*Dk*	889 714 496					1903	W.Lind- bergsM.V. Stockholm	StockholmsRede- riaktiebSvea Eman.Högberg, *Mgr.*)	209·2|32·1|13·2 Q79'B51'H50*t*F19'	Stockholm Swedish *WB*	T.3Cy.$14\frac{9}{16}$″,$23\frac{3}{8}$″&38″-$25\frac{5}{16}$″ 73NH W.LindbergsM.V.Skm.		V
20107 223669 KLEC	**Amsterdam Socony** **TwinSc** *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* *New middle body electrically welded* 1937	1199 — 753					1924	SunS.B. &D.D.Co. Chester,Pa. *Rebuilt* 1937	Socony-Vacuum OilCo.Inc.	252·9|40·1|12·8	NewYork Utd.States *WB*	OilEngines 4S.C.SA 6Cy.13″-18″ 98NH McIntosh&SeymourCorp. Auburn.N.Y		R
20108 UOIX	**Amur** (*ex*Japix-33,*ex*Eldon) *ss*Nwc.No.1-28 *Well deck* 1*Dk*(*Stl*) Sub Sig.	2917 2281 1551	✠ — 2,33 ✠	Kel	*t*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Cel*	U.S.S.R. *lDBuE*20'*f*126'43	306·3|45·1|22·3 Q122'B56'F25' FK 2*tDTa*86'799*t FPT*	Vladvostk Russian 6*BHptCem* 79*tAPT*96*t*	T.3Cy.24″,40″&65″-42″ 335NH 2SB,8*cf*,GS142,HS5679 Richardsons,Westgarth& Co.Ld.Hpl	24 ″ 3	G †
20109 UPLW	— (*ex*Damptre-35,*ex*Stokka) 1*Dk*	1931 1686 1104					1921	NVRotter- dmsch.Schpw My.WerfII. Rotterdam	U.S.S.R.	270·0|42·2|18·4 P76*t*H99*t*F14*t*	Odessa Russian *WB*	T.3Cy.20″,31″&51″-36″ 156NH N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot.		N
20110 114447 VGDQ	— (*ex*J.H.Plummer,*ex*VanEyck, *ex*J.H.Plummer) 2*Dks* *Mchy.Aft*	1643 1491 1238					1903	Armstrong Whitworth &Co.Ld. Newcastle	CoastwiseS.S.& BargeCo.Ld.(J. Griffiths&Sons, *Mgrs.*)	246·4|36·6|21·7	Vancouver British *WB*	T.3Cy.20½″,33″&54″-36″ 175NH WllsndSlpwy.Co.Ld.Nwc.		
20111 Now "Lemnos," see letter L 828 SZGC	**Amvrakikos** Ⓟ **TwinSc** (*ex*Tessie-34,*ex*Lelia,*ex*Albâtre) Wireless 1*Dk*	591 — 293					1918	Atel.&Ch. de laLoire Nantes	TypaldosBros. (AegeanSteamship Co.)	182·3|25·0|12·9 P28'F26'	Piræus Greek	T.3Cy.12″,20″&32″-19½″ 45NH EtablissemntsCochet.Paris		
※ 20112 143718 MKPF	**Amy Summerfield** *ss*Liv.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	407 318 159	✠100A1 2,37 ✠LMC MS5,34 BS2,37	Liv	*f*	CL 2,37	1921 3mo *Lloyd*	Day,Sum- mers&Co.Ld. Southampton '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·2|25·1|11·6 Q47'B9'F24' BK7″ *FPT*48*t*	Liverpool British 3*BHCem* *APT*3*t*	C.2Cy.19″&38″-30″ (*s*) 120lb 60RHP 1SB,3*cf*,GS64,HS1840 Day,Summers&Co.Ld.Sou	12 ″ 9 s ″ 10½ 12 ″ 6	
20113	**An Kong** Ⓟ (*ex*CheongOn-37, *ex*Mondego,exStandard) 1*Dk&Spar dk*	1492 1324 882					1905	Framnes Mek.Værks. Sandefjord	LeeKeeS.S.Co.Ld	231·5|35·5|19·4 H111*t*F31*t*	Shanghai Chinese *WB*	T.3Cy.18″,29″&48″-33″ 132NH Akers.Mek.Værks.Oslo		
20114 XNBN	**An Lee** (*ex*HwahHsin,*ex*Sexta) 1*Dk&Spar dk*	1668 1442 977					1905	Schiffsw. v. HenryKoch Lübeck	ChingKeeS.N.Co. Ld.	265·7|37·8|18·3 P30'B75'F38'	Chefoo Chinese *WB*	T.3Cy.20½″,33½″&53¼″-33½″ 164NH J.F.Ahrens,Altona		
20115 XNFS	**An-Shing** (*ex*Minerva) **TwinMasts** 2*Dks* *Longitudinal framing*	2821 2215 1794					1909	W.Hamil- ton&Co.Ld. Pt.Glasgow	AnTungS.S.Co.	327·6|44·2|18·5 Q110'B86'F41'	Shanghai Chinese *WB*	T.3Cy.21″,35″&57″-29″ 203NH D.Rowan&Co.Glasgow		
20115* EARV	**Ana** (*ex*Confidence) **Iron** 1*Dk*	304 — 205			...		1885	E.Foden Northwich	Hijos de F. deAzqueta	114·5|21·9|11·4 Q38'B14'F14' FK	S.Sebast'n Spanish *WB*	C.2Cy.16″&30″-22″ NB98 43NH W.E.Bates,Northwich	11 ″ 6	
20116 ~~219007~~ ~~KJBJ~~	**Anaconda** 1*Dk&Shelter dk&Webframes* *Longitudinal framing* Sub.Sig. *Fitted for oil fuel*	6093 5579 3757			...		1919	Federal S.B.Co. Kearny,N.J.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*)	395·5|55·0|31·4 P45'B110'F38'*on* *Shelter dk* FK	British 7*BHtoSh dk* *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NE20 Mid.WestEng.Co.Indian- apolis	34 ″ 11	R †
20117 216846 KJBK	**Anacortes** 2*Dks&Web frames* Sub.Sig. *Longitudinal framing*	4889 4383 3527			...		1918	ToddD.D& Const.Corp. Tacoma,Wsh.	UnitedStates Maritime Commission	379·8|53·1|27·0 P39'B102'F42' FK *WB*	Tacoma, Wash. Utd.States	T.3Cy.24″,40″&70″-48″ SeattleConst. 472NHP &DryDockCo.Seattle	29 ″ 4	R †
※ 20118 163570 GYDG	**Anadara** *Mchy.Aft* *OilEng.* 1*Dk2nd dk clear of cargo tanks* **D.F. E.S.D.** *CruiserStern* *Longitudinal framing at bottom & at deck*	8009 7213 4767	✠100A1 ~~5,37~~ ~~12,36~~ 3,38 ✠LMC2,35 *CarryingPetr*	Sng Nwc *oleum*	*c*† *in*	CL 3,38 *bulk*	1935 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69' 159*t*	465·1|59·4|33·9 P93'B46'F48' FK *DTf*25'289*t FPT*1	London British 15*BH* 44*tAPT*88*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″-$55\frac{1}{8}$″ 502NHP DB*180lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 8¾ 27 ″ 6	
20119 UOFX	**Anadir** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1963					1929	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7|46·1|26·1 P43'B95'F37'	Vladvostk Russian *WB*	T.3Cy.$22\frac{7}{16}$″,37″&$59\frac{1}{16}$″-$39\frac{3}{8}$″ 219NHP BalticS.B.&E.Works.Len.		
20120 TCAJ	**Anadolu** (*ex*AnatolieII,*ex*Leopold, *ex*Doob,*ex*Triton,*ex*Clio)	631 — 348					1896	J.Laing Sunderland	Mustafa ve Ahmed ve VehbiAldikaçti	185·0|27·6|12·5 Q64'B45'F26'	Istanbul Turkish *WB*	T.3Cy.16½″,26½″&43½″-30″ 103NH G.Clark,Ld.Sunderland		
20121 TCAB	**Anafarta** Ⓟ (*ex*Skerryvore) Wireless 2*Dks*	1354 — 637					1898	Caledon SB.&E.Co.Ld Dundee	Denizyollari Idaresi	250·0|33·6|16·3 P&B160'F50'	Istanbul Turkish *WB*	T.3Cy.25″,40″&65″-48″ 293NH CaledonSB.&E.Co.Ld.Dun		
※ 20122 OXTC	**Anana** (*ex*Nordamerika-35) *ss*Kel.2ndNo.3-1,29 *ss*Els.No.1-33 1*Dk*(*ptIrn&ptStl*)& *deep framing& Web* *Cargo battens not fitted* *frames*3*Dk rule* Now "Anglo," see No.37115 in Supplement	2978 2486 1709	✠100A1 10,36 BS10,36 ✠LMC12,33	Lth	*u*	CL 3,35	1905 4mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	P/F Uvak (LeifWaagstein, *Mgr.*) *Cell*	315·1|46·5|20·8 P29'B190'F34' FK *DBa*106'*uE&B*30'*f*	Thorshavn Danish 5*BHCem* 132'720*t*.*DT*	T3Cy.$23\frac{11}{16}$″,$38\frac{5}{16}$″&62½″-42″ 180lb *100lb* (*s*) 264NHP 2SB,6*cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld. *a*24'616*tFPT*40*tAPT*46*t*	23 ″ 2 s2 ″ 3¼ 21 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franco-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres de cote, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
20123 UPBF	**Anastas Mikoyan** (*ex*Piatiy Krabolov, *ex*Benavon) ssLth.2ndNo.3-1,29 1Dk(Stl)&Spar dk(ptIrn& ptStl)&deep framing	4153 3546 2472	✠ ——— 9,31 ✠	Kob	w		1905 9mo	Bartram&Sons Sunderland	U.S.S.R. CellDBa 120'uE&B42	376·2 P35'B135'F38' FK f154'868tAPT55t	45·9	26·4	Vladvostk Russian 6BHCem (5 toSp dk 1 ,, M ,,)	T.3Cy.25",42"&68"-48" 352NHP 2SB,8cf,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	
20124 PCQM	**Anastasia** TwinSc OilEng. ssSab.No.1-35 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	3029 2282 1605	✠100A1 6,37 ~~8,36~~ ✠LMC US11,35 DBS~~8,36~~6,37 ~~8,36~~6,37 Carrying Petroleum in bulk	Bat		CL ~~11,35~~ 6,37	1930 12mo Lloyd's A&CP	NV Burgerhout'sM.&S. Rotterdam	Nederl.-Indische Tankstoomboot Maats. CellDBuE52'136tFPT68tAPT68t	305·8 P86'F50' FK Trunk169'	50·1	19·3	The Hague Dutch 11BHptCem	Oil Engines 4S.C.SA 12Cy.18⅛"-35 7/16" 380NHP DB150lb Werkspoor,Amsterdam	19 ″ 3 s1 ″ 9½ 17 ″ 7½	
20125 14 SYGX	**Anastassia** (*ex*KingCity, *ex*Quarrydene) 1Dk&deep framing	*2883* *2722* *1822*			...		1905	Bartram&Sons Sunderland	C.Choremis (Panos Protopapas Mgr.)	331·0 P29'B190'F37' FK	48·0	21·5	Hydra Greek WB	T.3Cy.23½",39"&64"-42" 291NHP Blair&Co.Ld.Stockton	24 ″ 0	C †
20126 46 SVGK	**Anastassios Pateras** (*ex*Svorono, *ex*Ennisbrook) ssMsl.No.3-9,27 ssPir.No.2-36 1Dk(ptStl ptIrn) Cargo battens not fitted in No. 2 hold	*3382* *3183* *2127*	✠100A1 ~~5,37 6,36~~ 3,38 ✠LMC5,36 BS5,37	Ist ~~Gen~~ Pir	v	CL ~~1,35~~ 3,38	1914 7mo Lloyd's A&CP	J.Blumer&Co. Sunderland	~~D.A.Pateras~~ Anastassios Pateras&Sons CellDBa123'uE25'	348·5 P35'B106'F30' FK Intermediate BH in after hold dispensed with f149'861tFPT59t	48·7	22·9	Chios Greek Cem 5BH only APT108t	T.3Cy.24",40"&65"-42" (s) 180lb ~~100lb~~ 301NHP 2SB,6cf,GS116,HS4700 N.E.MarineEng.Co.LdSld.	25 ″ 4 s4 ″ 2½ 21 ″ 4	
20127 [redacted]	**Anatina** (*ex*WarHermit) ssSba.No.3-3,30 ssRot.No.1-34 1Dk(Stl)	5236 4764 3150	✠100A1 7,37~~11,36~~ 1,38 BS~~11,36~~ 7,37 ✠LMC8,34 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 4,18 F.P. above 150° F.	Lis Nwc	y	CL ~~8,34~~ 12,37	1918 4mo Lloyd's A&CP	J.Brown&Co.Ld. Clydebank	Cia.Maritima (Fernandez Hermanos,Inc. Mgrs.) CellDB345'1134tFPT118tAPT176t	400·7 P49'B113'F39' FK Middle line Bulkhead not oil-tight	52·3	28·5	Manila Utd States 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 489NHP 3SB,9cf,GS190,HS7020 FD Fullerton,Hodgart&Barclay,Ld.Paisley	31 ″ 0	
20128 DOGA	**Anatolia** Sub.Sig. 2Dks	2446 2189 1421					1923	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 P59'B24'F37'	46·1	18·8	Bremen German WB	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Akt.Ges."Weser,"Bremen		G
20129 EAKA	**Anboto-Mendi** Ⓟ ssBbo.No.2-37 OilEng. ~~ssBbo.No.1-33~~ D.F. 1Dk(Stl)& Shelter dk(Stl)3rd dk in holds	2955 2062 1527	✠100A1 withfreeboard 10,37 ✠LMC CS10,37 1,37	Bbo		CL ~~10,34~~ 10,37	1929 1mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Cia.Nav.Sota y Aznar(~~SirRamon de la Sota,Mgrs.~~) CellDB270'541tAPT43t	335·0 FK	45·6	17·7	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP SulzerBros.Winterthur	20 ″ 0 ~~s1 ″ 5½~~ ~~18 ″ 10½~~ s ″ 11 19 ″ 3	
20130	**Ancap II** (*ex*Audax-35, *ex*Marit,*ex*Stolt) 3Mst ssLth.No.3-5,27 Mchy.Aft 1Dk(Stl) Carrying Petroleum in bulk	*482* *335* *262*	✠ ——— 5,34 ✠	CTn	g		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración Nacional deCombustiblesAlcohol y Portland	156·6 Q97'F20' FK	25·1	10·8	M.Video Uruguayan 3BHCem FPT43t	T.3Cy.13",20"&33"-24 74NHP 1SB,3pf,GS51,HS1364 Verschure&Co.Ams.	11 ″ 11	
20131 131320 GPZB	**Anchises** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks	10000 8436 6213					1911	Workman Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	493·0 P47'B199'F63'	60·4	37·1	Liverpool British WB	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.LdBel		BT till ~~10,37~~ 9,38
20132 117125 WCCI	**Ancon** Ⓟ (*ex*Shawmut) TwinSc GyC. Fitted for oil fuel Sub.Sig. D.F. 3Dks	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. Inc.Mgrs.)	489·5 B178'	58·0	28·9	NewYork Utd.States WB	T.6Cy.23½",39½"&63"-45" NB18 533NHP MarylandStl.Co.Sparr.'Pt.		
20133 163559 GYDK	**Ancylus** Mchy.Aft OilEng. D.F. 1Dk2nd dk clear of cargo tanks E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8017 7221 4784	✠100A1 ~~8,37 11,36~~ 5,38 ✠LMC1,35 Carrying Petroleum in bulk	Nwc Sng	c†	CL 4,38	1935 1mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE55'137tDTf25'270tFPT141tAPT92t	465·0 P93'B46'F48' FK	59·4	33·8	London British 15BH	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8¾ 27 ″ 6	
20134 149782 GMVB	**Andalucia Star** Ⓟ TwinSc (*ex*Andalucia) ssBkn.No.2-35 Ref.Mchy. 5 Dks3rd & 5th dks omitted in foremost hold D.F. E.S.D. CruiserStern	14943 12358 ~~9295~~ 9259	✠100A1 withfreeboard 7,37~~6,36~~ BS5,37 ~~BS6,35~~ ✠LMC7,35 ✠Lloyd'sRMC~~2,37~~ ~~4,37~~ 3,38~~1,38~~ ~~10,37~~ ~~9,37~~ ~~6,37~~ Nos. 4 & 1a forecastle, Nos. 1, 1a & 6 shelter 'tween dks. No. 5 after shelter 'tween dk. spaces, No. 3 shelter trunk. No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. Fitted for oil fuel 3,27 F.P. above 150° F.	Lon		CL 4,35	1927 3mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	BlueStarLine,Ld. CellDB488'1942tFPT105tAPT84t	578·9 597·7(O.L.) B266'F142' FK len35 Duct keel forwd. of mchy.space	68·3	42·7	London British 10BHCem (Coll to W dk 9 ,, 2nd,,)	4SteamTurbinesSRgeared to2Sc.Shafts (r) 1909NHP 200lb FD HS26680 3D&1SB,28cf,GS490 CammellLaird&Co.Ld.Bkn	46 ″ 0 s18 ″ 4½ 28 ″ 1	BT till ~~6,37~~ 7,38
20135 228 IBEB	**Andalusia** (*ex*Australplain, *ex*Ardanmhor) D.F. 1Dk&Spar dk	4499 4185 2807					1907	D&WHendersn&Co.Ld Glasgow	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	385·2 P45'B110'F40' 26·1	50·1	17·7	Trieste Italian WB	T.3Cy.25",41"&67"-48" 311NHP D&W.Hendersn&CoLdGls		CI
20136 5769 SGDN	— ssSbg.No.2-38 ssAbg.No.3-4,29 Wireless ~~ssGot.No.1-34~~ 1Dk(Stl)&Shelter dk(Stl)	*1357* *1095* *698*	✠100A1 Shelter dk withfreeboard 3,38 ~~4,37~~ ✠LMC MS6,37 BS~~4,36~~3,38	Skm Sbg	p	OG ~~6,36~~ 2,38	1916 1mo Lloyd's A&CP	Oskrshmns M.V.Aktieb Oskarshamn	Rederiaktb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB203'347tFPT22tAPT21t	236·1 FK	37·4	16·0	Gothenbrg Swedish 4BHCem (Coll to Sh dk 3 ,, 2nd,,)	T.3Cy.19",31½"&51½"-33" 185lb (s) 204NHP 2SB(Spt),6cf,GS87,HS3636 OskarshamnsM.V.Aktieb.	17 ″ 9 s ″ 2 17 ″ 9	
20137 140557 GRBW	**Andalusian** CruiserStern 2Dks	3082 2872 1899					1918	Earle'sCo. Ld. Hull	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. Mgrs.)	321·5 P73'B108'F83'	45·2	24·2	Liverpool British WB	T.3Cy.20½",35½"&61"-42" 241NHP Earle'sCo.Ld.Hull		C
20138 145934 GJBX	**Andania** Ⓟ TwinSc ssLiv.No.3-12,34 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl) in holds except in Nos.4&5 Ref.Mchy. GyC. D.F. E.S.D. Sub.Sig.	13950 10713 8391	✠100A1 Shelter dk withfreeboard ~~1,37~~~~12,36~~2,38 BS2,38 ~~BS1,37~~ ✠LMC12,34 Lloyd'sRMC~~12,36~~ ~~6,37~~ 2,38 Fitted for oil fuel 5,22 F.P. above 150° F.	Liv Lon	h†	CL ~~12,34~~ 1,38	1922 5mo Lloyd's A&CP	Hawthorn Leslie&CoLd. Newcastle	CunardWhite Star,Ld. CellDB450'1746tDTf1409t Tanks in way of tunnels45'384tFPT105tAPT40t	520·2 B&F426'onSh dk Prom. dk 243' FK	65·3	39·2	Liverpool British ptCem 10BH toSdk	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 1660NHP 2DB&2SB,24cf,HS19902 FD Hwthrn,Leslie&C.Ld.Nwc	43 ″ 0 s11 ″ 10½ 31 ″ 6½	BT till 12,37
20139 146229 GBPQ	**Andelle** ssShl.No.3-1,35 1Dk(Stl) Mchy.Aft Well deck Cargo battens not fitted	1832 1381 992	✠100A1 1,38~~10,36~~ ~~10,37~~ ~~BS10,34~~ ✠LMC1,35 BS~~5,37~~4,38	Shl	q	CL ~~1,35~~ 10,37	1922 1mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(James Westoll,Ld.Mgrs.) CellDB215'503tMT10'224tFPT140tAPT56t	260·0 Q154'F30' FK	37·5	17·5	Sunderlnd British 5BHCem	T.3Cy.20½",33"&54"-39" 180lb (s) 205NHP 2SB,6pf,GS87,HS3268 Richardsons,Westgarth&Co.Ld.Sld.	19 ″ 8 s6 ″ 5 18 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20140 LCLI	**Andenæs** Ⓟ 1*Dk&Awng dk*	812 761 487					1903	Fredrkstad Mek.Værks. Fredrikstad	**Vesteraalens Dampskibsselskab**	186·1	28·6	18·4 *WB*	Stokmarknæs Norwegian	T.3Cy.14½",24½"&39"-27" 79NHP FredrikstadM.V.Frdstad.		N
20141 LCDE	**Anderson** *Fitted for oil fuel* D.F. 3*Dks*	1694 976 933					1925	Bergens Mek.Værks Bergen	SkibsA/S Byfjord (KorneliusOlsen, *Mgr.*)	255·1 P19'F26'	35·6	15·3 22·3	Stavanger Norwegian *WB*	T.3Cy.23",37"&63"-39" 248NHP BergensMekVærksBergen		N
20142 164526 GYMQ	**Andino** TwinSc GyC. Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *Rudder electrically welded*	4569 3416 2227	✠100A1 2,38~~11,36~~ ~~BS10,36~~ BS2,38 ✠LMC9,35 *Carrying Petroleum in bulk F.P above 150° F.* *Fitted for oil fuel 9,35*	Boa NO	*x*	CL ~~s10,36~~ 2,38	1935 9mo *Lloyd's A&CP*	Howaldtswerke A.G. Kiel *CellD BuE&B58' 158t DTf30'503t FPT162t APT189t*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*)	362·0 P87'B36'F31' FK *Trunk in wells*	64·2	17·8	London British 8*BHptCem ptAsp*	T.6Cy.$20\frac{1}{16}$",$32\frac{11}{16}$"&$54\frac{5}{16}$"-$37\frac{7}{16}$" 225lb (*s*) 416NHP 2WTB HS6997 FD HowaldtswerkeA.G.Kiel	18 ″ 0 s1 ″ 6½ 16 ″ 7¾	
20143 165575 MMLX	**Andoni** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~694~~ 678 414 347	✠100A1 3,38 ~~9,37~~ ~~(ClassContemplated)~~ ✠LMC9,37	Goo Cff	*f*	og 3,38	1937 9mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	T.E.Evans&Co.Ld. *CellDB115'25tFPT54tAPT62t*	181·6 187·1(O.L.) P49'Q107'F20' FK	30·1	9·2	London British 3*BHCem*	Oil Engines 2S.C.SA 7Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 118~~117~~NHP BritishAuxiliaries,Ld.Gls.	11 ″ 9 s4 ″ 3¼ 11 ″ 6½	
20144 EAAT	**Andraka-Mendi** (*ex*Plencia) *ss*Bbo.2ndNo.3-8,24 *ss*Bbo.No.1-28 1*Dk*(*ptStl&ptIrn*)*lower dk in holds&* *Webframes&ptAwng dk*(*Irn*)	2516 1801 1644	✠ ... 9,33 ✠	Bbo			1898 5mo	SirRDixon &Co.Ld. Middlesbro'	Cia.Nav.Sota y Aznar ~~(SirRamon de laSota, *Mgrs.*)~~ *CellDBa98'uE&B34'f106'530tAPT69t*	289·5 P24'Q88' FK *ptAwng dk 176'*	42·0	17·7	Bilbao Spanish 5*BHCem*	T.3Cy.22½",36½"&60"-39" 224NHP 2SB,6*cf*,GS97,HS3350 Blair&Co.Ld.Stockton	20 ″ 3	
20145 FOAD	**André Lebon** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.*	13682 — 7375					1913	Message. Maritimes LaCiotat	**Soc.desServices Contractuels des Messageries Maritimes**	508·2 B252'	61·6	45·8	Marseilles French *WB*	Q.8Cy.30⅜",43⅕",62½"&88⅖"-53" 1140NHP Message.Marit.LaCiotat		V
20146 UNZE	**Andre Marti** (*ex*Trotsky, *ex*Ashwin,*ex*WarDrum) *Well deck* 1*Dk*	2352 1766 1351			...		1918	S.P.Austin &Son,Ld. Sunderland	**U.S.S.R.**	285·0 P25'Q72'B66'F32' FK	42·1	19·1	Leningrad Russian *WB*	T.3Cy.22",36"&59"-39" 266NHP Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2	
20147 FNXK	**André Moyrand** *OilEng.* 1*Dk*,2nd*Dk* *inNos.1&4holds*	2471 1952 1452			...		1927	Atel.&Ch. deFrance Dunkirk	**Soc.Anon.de Gérance et d'Armement**	288·2 P29'B63'F38' FK	45·6	18·3	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$49\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0	V †
20148 FOCA	**André Thomé** (*ex*DéputéAndré Thomé) 1*Dk*	2012 — 1182					1920	Govern- mentYard Brest	**CieDelmasVieljeux**	270·3 P19'B54'F23'	39·4	19·6	Rouen French	T.3Cy.$18\frac{1}{10}$",$29\frac{9}{10}$"&$49\frac{1}{5}$"-$37\frac{4}{5}$" 149NHP Etablissements d'Indret, Indret		V
20149 LCDF	**Andrea** (*ex*Anomia,*ex*WarExpert) *ss*H.Kg.No.3-3,30 *ss*Rot.No.1-34 1*Dk*(*Stl*)	5198 4767 3154	✠100A1 11,37~~1,37~~ BS~~2,36~~ 11,37 ✠LMC9,33 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 3,18 F.P. above 150° F.*	Lis Bkn	*y*	CL 12,36	1918 3mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	~~A/S Brövigseil (Th.Brövig, *Mgr.*)~~ Th.Brövig *Middle line Bulkhead not oil-tight* *CellDB345'1136tFPT118tAPT185t*	400·6 413·2(O.L.) P49'B112'F38' FK	52·3	28·5	Farsund Norwegian 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s6 ″ 0½ 25 ″ 3	
20150 1829 IBXA	— (*ex*GermaineL.D., *ex*Eastney) *ss*Ant.No.3-12,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5152 4927 3124	✠ ... 12,34 ✠	Gen	*x*		1921 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellDBa133'uE23'f154'1052tDTa25'790tAPT130t*	"Corrado"Soc. Anon.diNav.	387·7 375·0 F31' FK	51·3	31·7	Genoa Italian *Cem* *CollisionBHtoShdk* 6 ,, *to U* ,,	T.3Cy.25",41"&69"-48" 370NHP 3SB,9*cf*,GS155,HS5883 Wllsnd.SlpwyCo.Ld.Nwc.	34 ″ 1	I †
20151 218067 KIFV	**Andrea F. Luckenbach** *Fitted for oil fuel* TwinSc D.F. 2*Dks* GyC. *CruiserStern*	6565 — 4052					1919	Bethlehem S.B.Corp,Ld. Quincy,Mass.	**LuckenbachS.S. Co.Inc.**	496·0 B74'	68·2	23·3 37·2	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.		R
20152 195 IJRG	**Andrea Sgarallino** Ⓟ 1*Dk*	731 689 341					1930	Soc.Odero TerniOrlando Leghorn	**Soc.Anon.Nav. Toscana**	194·7	28·3	19·8	Leghorn Italian	T.3Cy.16",26½"&43"-30" 101NHP Odero-Terni-Orlando, S.A.Leghorn		I
20153 SVGP	**Andreas** (*ex*NewMexico-33) *ss*Nwc.No.3-10,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Tonnage opening closed37* *CruiserStern* *Hatch covers dispensed with in tween dks*	6566 6230 4044	✠100A1 *Shelter dk withfreeboard* 3,37 ✠LMC3,37 *Carrying vegetable oil in deep tank*	Rot	*a*†	3,37	1919 8mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast *CellDB343' 1571tDTa23' 858t FPT91t APT126t*	**IonionS.S.Co.Ld.**	412·6 427·8(O.L.) F40'*onShelter dk* FK	55·8	34·4	Argostoli Greek *Cem* 2*BHtoShdk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0 28 ″ 3½	
20154 ~~233~~ ~~SVUJ~~	— (*ex*IndianPrince-36, *ss*Liv.No.3-10,29 *ex*Glenlyon) *ss*Avn.No.2-36 Sub.Sig. E.S.D. 2*Dks*(*Stl*)	4933 4639 3123	✠100A1 1,38~~11,36~~ BS~~5,36~~ 10,37 ✠LMC MS11,36	Avn Ams	*y*	CL ~~N11,36~~ 1,38	1917 9mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow *'Tween dk BH in after hold dispensed with* *CellDB344' 1066t DTa33'890tAPT24t*	**A.I.Cosmas**	400·3 P35'B121'F45' FK	53·0	27·3	Pnamanian *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.27",43"&72"-48" (*s*) 180lb *100lb* 510NHP 3SB,9*cf*,GS150,HS7647 FD Dunsmuir&Jackson,LdGls	29 ″ 7 s5 ″ 8 24 ″ 2	
20155 232231 WHFY	**Andree** TwinSc (*ex*Wm.F.Kenny-35) *OilEng.* *Mchy.Aft* 1*Dk* GyC.	1423 — 1212					1933	UnitedDry DocksInc. (StatenIslnd. Plnt)Marinrs Harbor,N.Y.	**PerryS.S.Co.**	209·0 len34	43·0	13·5	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.14"-16" 220NHP WintonEng.Corp.Clevelnd		R
20156 136 YLCG	**Andrejs Kalnins** (*ex*Vilnis-35, *ex*Onda-33) *ss*Lie.2ndNo.3-6,35 1*Dk*(*pt Irn&ptStl*)&*deep framing* *Cargo battens not fitted*	3002 2581 1726	✠100A1 7,37~~6,35~~ BS2,37 ✠LMC6,35	Lie	*u*	CL ~~5,35~~ 7,37	1907 8mo *Lloyd's A&CP*	ClydeS.B. &E.Co.Ld. Pt.Glasgow	**A.Kalnins** (**M.Kalnins**,*Mgr.*) *CellDBa106'uE18f'134'703tAPT54t*	315·3 P37'B94'F31' FK	47·0	21·0	Riga Latvian 5*BHCem*	T.3Cy.23",38"&61"-42" (*s*) 180lb 269NHP 2SB,6*cf*,GS120,HS4244 ClydeSB.&E.Co.Ld.P.Gls.	23 ″ 4 s3 ″ 6½ 19 ″ 11¾	
20157 138904 VWDY	**Andrew** (*ex*Fraser) TwinSc3Mst Wireless D.F. 2*Dks*	1241 1084 492					1905	Armstrong Whitworth &Co.Ld. Newcastle	**Government of India(Commerce Dept.)**	263·6 P37'B36'F50'	35·2	18·0	Calcutta British *WB*	T.6Cy.18",30"&48"-33" 265NHP WllsndSlpwy.Co.Ld.Nwc.		
20158																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pcs.*	15
20159 219251	**Andrew Jackson** *Fitted for oil fuel* 1*Dk*&*Shelterdk*&*Webframes* *Carrying Petroleum in bulk Longitudinalframing*	8197 7262 6252			...		1919	ThePusey &JonesCo. Gloucester, N.J	NationalBulk Carriers,Inc.	439·6 P41'B134'F44' *on* *Shelter dk* FK	60·2	33·7	Phildlphia Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	36 ″ 8	
20160 221286	**Andrew M. Barnes** TwinSc (*ex*I.L.I.102–36, *OilEng* *ex*Interwaterways *ss*N.Yk.No.3–4,33 LineIncorporated102–32) 1*Dk*(*Stl*) *Mchy.Aft* *ss*NYk.No.1–38	1040 956 797	✠ A1 *Self-propelled Barge* ~~4,37 6,36~~ 3,38 ~~LMC3,36~~ 4,37 ~~LMC(M)6,36~~ *For service between New York* *Port Huron & Montreal via Erie & Welland Canals*	NYk		~~3,36~~ 3,38	1921 6mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f* 12'23*t FPT*30*t*	254·0 FK	36·0	14·0	NewYork Utd.States 9*BHCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
20161 206167	**Andrew S. Upson** *Mchy.Aft* 1*Dk*	4442 — 3120					1909	American S.B.Co. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	380·0	52·0	28·0	Wilmngtn (Del.) Utd. States *WB*	T.3Cy.21″,33½″&57″–42″ 211NHP AmericanS.B.Co.Clv.		R
20162 203 SVBM	**Andriotis** (*ex*Bellfield,*ex*Craigwen, *ex*Orpheus) *ss*Hul.No.3–6,25 *ss*Ips.No.2–33 1*Dk*(*Stl*)	4393 4163 2731	✠100A1 8,36 ~~BS12,35~~ ✠LMC11,35 2,37	Rot	*y*	CL N8,36	1912 6mo	Bartram& Sons Sunderland Lloyd's*A&CP*	N.A.Kydoniefs *CellDBa*133'*uE*23	385·0 P33'B237'F36' FK '*f*169'1113*t FPT*172	52·0	25·1	Andros Greek 6*BHCem* *t APT*150*t*	T.3Cy.25⅞″,42″&71″–48″ (*r*) 180lb 404NHP 3SB,9*pf*,GS167,HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s3 ″ 10½ 23 ″ 10	
20163 DOMC	**Andromeda** 1*Dk*	658 518 363					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	180·0 Q52'B44'F19'	28·1	12·8	Bremen German *WB*	T3Cy13½″,21 1/16″&34 7/16″–23½″ 57NHP A.G."Weser,"Bremen		G
20164 DHBD	**Andros** (*ex*Ascensione,*ex*Catania) 2*Dks*	2995 2756 1845			...		1910	Akt.Ges. "Neptun" Rostock	Deutsche Levante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	320·9 P29'F31' FK	46·2	24·1	Hamburg German *WB*	T3Cy20 1/16″,35 7/16″&55⅝″–37⅝″ 238NHP A.G."Neptun,"Rostock	26 ″ 9	G †
20165 154 SVGC	— Ⓟ (*ex*Syria) 2*Dks*	2068 1662 1272					1914	SirRaylton Dixon&CoLd Middlesbro'	HellenicCoast LinesCo.Ld.	260·0 B121'F54'	40·2	20·9	Andros Greek *WB*	T.3Cy.23½″,38″&62″–39″ 240NHP G.Clark,Ld.Sunderland		CV
20166 EAKB	**Andutz-Mendi** Damaged by Submarine 7.37 Now in port *ss*Bcl.No.2–37 ~~*ss*Bkn.No.1–33~~ 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	1601 — 758	~~✠100A1~~ *withfreeboard* 5,37 ~~3,36~~ ~~BS2,36~~ ✠~~LMC7,33~~ 5,37	Bbo Bcl	*r*	CL ~~12,34~~ 5,37	1929 2mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	Cia.Nav.Sota y Aznar(~~SirRamon~~ ~~delaSota,*Mgrs.*~~) *CellD*	280·1 FK B245' 376*t APT*40*t*	39·0	16·1	Bilbao Spanish 4*BHCem* (*Collto Shdk* 3 ,, 2*nd* ,,)	T.3Cy.20½″,33½″&55″–39″ 180lb (*s*) 291NHP 2SB,6*cf*,GS105,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 ~~″ 4~~ ~~18 ″ 0½~~	
20167 CSFD	**Anfitrite 1°** (*ex*Haukur, Aux4MstSr *ex*Phönix) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	358 329 282					1914	J.R.Ander- sen Svendborg	Bagão,Nuñes& Machado,Ltda.	140·4	29·7	10·5	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 4Cy.11 3/16″–16½″ 54NHP HolebyMasch.Holeby		
20168 110 IBHB	**Anfora** *ss*Mfl.No.3–3,34 *Ref.Mchy* 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*)	5452 4984 3379	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~1,37~~ 1,38 BS7,37 ~~BS7,36~~ ✠LMC3,34 ✠Lloyd'sRMC~~1,37~~ ~~7,37~~ 1,38	Tri	*y*	CL ~~N1,35~~ 7,37	1922 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*338'1339*t*	404·2 B125' *on Shelter dk* FK *FPT*114'*APT*244*t*	54·0	29·5	Trieste Italian *ot Cem* 2 *BH to S dk* 4 ,, ,, *U* ,,	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP HS7023 FD 3SB(Spt),9*cf*,GS158 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s 7 ″ 1 25 ″ 3	
20169 UOWK	**Angarstroi** (*ex*Grantleyhall) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)*Straight* *frames&bevelled bilge* *Cruiser Stern*	4761 4414 2911	✠ 9,32 ✠	Hpl	*a*†		1927 8mo	Harland& Wolff,Ld. Greenock	U.S.S.R. *CellDB*342' 1440*tDTa*23'862*t*	412·1 FK *FPT*91*t APT*126*t*	55·1	25·0	Vladvostk Russian 8*BHptCem* (*Coll to S dk* 7 ,, *U* ,,)	T.3Cy.27″,44″&73″–48″ 452NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	28 ″ 7	
20170 VSBC	**Angby** (*ex*Mauritanie) *Mchy Aft* 1*Dk*	786 612 504					1913	Scott& Sons Bowling	SarawakS.S.Co.Ld	200·3 B16'Q50'F23'	36·1	10·7	Kuching Sarawak *WB*	T.3Cy.13½″,22½″&36″–24″ 36NHP W.V.V.Lidgerwood,Gls.		V
20171 FNWM	**Ange Schiaffino** *Fitted for oil fuel* 2*Dks*	3236 2880 1917					1929	Howaldts- werkeA.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	330·6 P24'F41'	48·1	23·7	Algiers French *WB*	T.3Cy.22⅞″,37⅝″&60¼″–39⅜″ 227NHP HowaldtswerkeA.G.Kiel.		V
20172	**Angèle** (*ex*Assmina–35,*ex*Carmel–33, *ex*Enossis–33,*ex*Hammouda, *ex*Tartosia,*ex*Anna, 1*Dk* *ex*Ithaki,*ex*Alouette,*ex*Volga, *ex*Laurium) *Well deck*	339 208 193			...		1895	Cumming &Ellis Invrkeithing	MarieHamozlou	136·0 Q46'B34'F29' BK7″	23·0	10·0	French	C.2Cy.18″&36″–27″ 66NHP Hawthorn&Co.Leith	10 ″ 4	
20173 24 SUBG	**Angele Mabro** (*ex*P.L.M.10, *ex*Easingwold) *ss*Alx.3rdNo.3–2,35 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule* *Cargo battens not fitted*	3154 2870 1988	✠100A1 1,38 ~~8,36~~ ~~BS2,35~~ ✠LMC2,35 ~~BS1,37~~ 1,38	Alx	*u*	8,36	1898 9mo	W.Gray& Co.Ld. WHartlepool A&CP	T.Mabro *Cell DBa* 106' *u*	330·1 P27'B82'F30' FK *E&B*40' *f*136' 765*t*	48·5	21·6	Alxandria Egyptian 5*BHCem* *APT*72*t*	T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* NDB16 292NHP 2SB,6*cf*,GS111,HS4680 Cen.Mar.Eng.Wrks.WHpl	24 ″ 0 s 3 ″ 10½ 20 ″ 4	
20174 233016 WGFX	**Angelina** *Fitted for oil fuel* D.F. 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&D.D.Co NewprtNews	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft NewportNewsSB&DD.Co.		R
20175 PCQV	— TwinSc *ss*HKg.No.3–8,37 *OilEng.* *Mchy.Aft* ~~*ss*Bat.No.1–35~~ *Longitudinal framing* 1*Dk*(*Stl*) *at bottom and at top of trunk*	2086 1396 1028	✠100A1 8,37 ~~8,36~~ DBS8,37 ✠LMC8,37 *Carrying Petroleum in bulk*	Sba HKg	*r*	CL PN8,37 s8,37	1931 7mo	Nederl. Dok. Maats. Amsterdam Lloyd's*A&CP*	Nederl.Indische Tankstoomboot Maats. *CellD*	260·2 272·9(O.L.) P84'*Trunk*129' F47' FK *BuE*48'81*t FPT*27*t*	48·1	14·9	TheHague Dutch 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾″–31½″ 286NHP DB*150lb* WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″ 3½	
20176 382 IBIB	**Angelina Lauro** (*ex*BowesCastle, *ex*Solfels) D.F. 2*Dks*	5787 5427 3595			...		1913	J.C.Teck- lenborgA.G. Weser- münde-G.	A.Lauro	437·1 P60'B136'F54' FK	56·2	29·7	Naples Italian *WB*	T.3Cy.28″,46¾″&75½″–54″ 520NHP J.C.TecklenborgA.G.Wsm	32 ″ 4	I †
20177																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20178 107494 KFNM	**Angeline** *Mchy.Aft* 1*Dk*2*trB* D.F.	4690 — 3441					1899	Detroit S.B.Co. Wyandotte	PresqueIsleTransprtn.Co(Cleveland-CliffsIronCo. *Mgrs.*)	423·9 *WB*	51·9	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
20179 DHRX	**Angeln** (*ex*Nordmark–36, *ex*Faust) 1*Dk*	987 813 568					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	RobertBornhofen	215·5 P13'Q58'B65'F22'	34·6	13·6	Lübeck German *WB*	T.3Cy.$16\frac{3}{16}$",26"&$34\frac{1}{2}$"–$25\frac{3}{8}$" 59NHP A.Borsig,Berlin-Tegel		G
20180 2605 SHLE	**Ångermanland** Ⓟ Iron 1*Dk*&*Shelter dk*	643 348 446					1872	Bergsunds MekVerkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	170·5 H52*t*	25·1	12·9 20·3	Stockholm Swedish	C.2Cy.26"&47"–27" 96NHP W.LindbergsMk.V.Skm.		
20181 FOAF	**Angers** Ⓟ TwinSc (*ex*CapArcona) D.F. *Ref.Mchy.* 2*Dks*	9847 — 5388					1907	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	483·6 P&B380'F79'	55·3	31·1	Marseilles French *WB*	Q.8Cy.$27\frac{9}{16}$",$39\frac{3}{8}$",$56\frac{1}{4}$"&$80\frac{7}{8}$"–$59\frac{1}{8}$" 1004NHP Blohm&Voss,Hamburg		V
20182 161159 MPTV	**Anglesea Rose** *ss*Cff.No.1–34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1151 866 670	✠100A1 12,36 BS8,37 ~~BS7,36~~ ✠LMC10,34	Sws	*n*	CL 12,36	1930 6mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes&Co.(Liverpool)Ld. *CellD*	220·0 Q123'B12'F24' FK *B*144' 231*t FPT*84*t*	34·1	14·2	Liverpool British 4*BHptCem* *APT*41*t*	T.3Cy.17",27"&45"–33" (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s 4 ″ 11 15 ″ $5\frac{3}{4}$	
* 20183 164270 GYNK	**Anglian Coast** TwinSc *OilEng.* Wireless D.F. E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft CruiserStern*	594 493 276	✠100A1 *withfreeboard* ~~5,37~~10,36 3,38 ✠LMC10,35	Liv ~~Lon~~ Sws	*l*	OG S5,37	1935 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	CoastLines,Ld. *CellDB*145'206*t*	196·3 33·5 *after*B36'F25' FK *FPT*90*tAPT*34*t*	32·0	11·2	Liverpool British 3*BHCem*	Oil Engines 2S.C.SA 10Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 168NHP BritishAuxiliaries,Ld.Gls.	13 ″ 3 s ″ 2 13 ″ $2\frac{1}{2}$	
20184	**Anglo No. 1** (*ex*Kingswood,*ex*Shirley,*ex*Zarate) TwinSc *Mchy.Aft Ref.Mchy.* 2*Dks*	1394 — 795					1921	Cammell Laird&Co.Ld Birkenhead	Union ColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	220·5	44·1	9·3	Bns.Aires Argentine *WB*	T.2Cy.$13\frac{1}{2}$",21"&34"–19" 50NHP CammellLaird&CoLd.Bkn		C
* 20185 161339 GMFL	**Anglo African** *ss*Shl.No.1–34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5601 5047 3369	✠100A1 *withfreeboard* ~~4,37~~ ~~7,36~~10,37 ~~BS12,35~~ ✠LMC11,34 BS3,37 4,38	Shl Cff	*a*†	CL ~~12,35~~ 4,38	1929 12mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	NitrateProducers' S.S.Co.Ld. (Lawther,Latta& Co.Ld.*Mgrs.*) *CellDB*378' 1299*tDTa*23'1078*t*	426·0 439·7(O.L.) FK *FPT*89*tAPT*195*t*	58·0	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy.$23\frac{1}{2}$",$32\frac{1}{2}$",47"&68"–48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS135,HS6216 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s3 ″ $6\frac{1}{2}$ 25 ″ 2	
20186 149817 GMXW	**Anglo Australian** Missing since 3,38 *ss*Shl.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5456 5013 3332	~~✠100A1~~ *withfreeboard* ~~3,35~~ 2,37 3,38 ~~BS2,37~~ ✠LMC~~12,35~~ ~~2,37~~	Shl ~~Bry~~ Cff	*a*†	CL 2,37	1927 5mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	NitrateProducers' S.S.Co.Ld. (Lawther,Latta& Co.Ld.*Mgrs.*) *CellDB*355'1340*t*	426·0 FK *DTa*23' 998*t*	58·0	26·1	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q4Cy$23\frac{1}{2}$",$32\frac{1}{2}$",47"&68"–48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEngCoLdNwc *FPT*89*tAPT*185*t*	28 ″ 6 s 3 ″ $6\frac{1}{2}$ 25 ″ 2	
* 20187 160529 GSLD	**Anglo Canadian** *OilEng.* *ss*Bkn.No.2–37 ~~*ss*Sld.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5268 4773 3246	✠100A1 *withfreeboard* ~~8,37~~ ~~7,36~~ 3,38 8,37 ✠LMC ~~CS5,33~~ DBS~~12,36~~ 3,38 ~~7,36~~ 8,37	Bkn Nwc	*a*†	CL ~~5,35~~ 3,38	1928 7mo *Lloyd* *CellD*	ShortBros. Ld. Sunderland '*sA&CP* *B*349' 1430*tDTa*29'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta& Co.Ld.*Mgrs.*) 1060*tDTf*23'986*t*	426·0 439·8(O.L.) FK *FPT*78*tAPT*149*t*	58·0	24·7	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22"–85" 598NHP DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 6 s 3 ″ $5\frac{1}{4}$ 25 ″ $3\frac{1}{4}$	
20188 OXBH	**Anglo Mærsk** (*ex*Anglo-Swede) *OilEng.* ~~*ss*Fal.No.1–34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *ss*Rot.No.2–38 *CruiserStern* *Longitudinal framing*	*8033* *7319* *4498*	✠100A1 ~~8,37~~ ~~12,36~~4,38 ✠LMC CS4,38 DBS8,37 5,37 *CarryingPetroleum in bulk*	Fal Rot	*c*†	CL ~~N1,35~~ 3,38	1930 3mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle '*sA&CP*	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Moller, Copenhagen,*Mgr.*) *Cell DBuE*70'183*tDTf*38'387*tFPT*240*tAPT*179*t*	461·1 P108'B29'F40' FK	59·9	33·8	Fredericia Danish 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.$26\frac{3}{8}$"–$49\frac{5}{8}$" 848NHP ~~DB*180lb*~~ AtlasDieselCo.Ld.Skm. 2DB(P)*180lb*(S)*130lb*	33 ″ 7 ~~s 7 ″ $11\frac{1}{4}$~~ ~~25 ″ $10\frac{1}{2}$~~ s6 ″ $8\frac{1}{4}$ 27 ″ $1\frac{1}{2}$	
* 20189 161287 GFVB	**Anglo Norse** (*ex*Maricopa) *ss*Rot.No.3–4,27 *Mchy.Aft* *ss*Rot.No.2–36 D.F. 2*Dks*(*Stl*) *Webframes* *Longitudinalframing* *exceptinE&Bspaces*	7988 6382 4539	✠100A1 ~~4,37~~ ~~4,36~~ 3,38 BS8,37 ✠LMC4,36 ✠NB(*cf*)*made*16*refitted*29 *Carrying oil fuel in bulk F.P. above*150°F. *Fitted for oil fuel*5,14*F.P.above*150°F.	Rot Roa Sfj		CL ~~1,36~~ 7,37	1914 5mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	FalklandShipowners,Ld. (Bruun&v.d. Lippe,*Mgrs.*) *CellDBu E&B*48' 115*t DTf* 42'555*t APT*40*t*	425·2 P102'B28'F75' FK	57·0	33·1	London British 15*BHCem* (10 *to Upr dk* 5 ,, 2*nd* ,,)	T.3Cy.28",$46\frac{3}{4}$"&76"–51" (*s*) 180lb 24 PrB–*60lb*, 665NHP 2PrB–*45lb*,4PrB 5SB,15*cf*,GS273,HS10607 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 11 27 ″ $3\frac{1}{2}$	
* 20190 149698 GMRP	**Anglo Peruvian** *ss*Shl.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5457 5013 3331	✠100A1 *withfreeboard* 4,38 ~~11,36~~ ✠LMC MS7,35 BS~~10,36~~ 4,38	Shl ~~Npt~~	*a*†	CL ~~6,35~~ ~~6,37~~ 4,38	1926 7mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co. Ld.*Mgrs.*) *CellD* *DTa*23'998*t*	426·0 439·5(O.L.) FK *B*355'1340*t* *FPT*89*tAPT*185*t*	58·0	26·1	London British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Q.4Cy.$23\frac{1}{2}$",$32\frac{1}{2}$",47"&68"–48" 220lb *100lb* (*s*) 453NHP 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ $6\frac{3}{4}$ 25 ″ $1\frac{3}{4}$	
* 20191 161279 GBXV	**Anglo Saxon** *ss*Shl.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5596 5047 3401	✠100A1 *withfreeboard* 8,37 ~~4.37~~ BS11,36 ✠LMC10,33	Cff Bry	*a*†	CL 11,36	1929 8mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	NitrateProducers' SSCoLd(Lawther, Latta&Co.Ld. *Mgrs.*) *CellDB*378'1299*t*	426·0 440·2(O.L.) FK *DTa*23' 1078*t FPT*	58·0	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) 89*tAPT*195*t*	Q.4Cy.$23\frac{1}{2}$",$32\frac{1}{2}$",47"&68"–48" (*s*) 453NHP 220lb *120lb* 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ $6\frac{1}{2}$ 25 ″ 2	
20192 FNLL	**Ango** Ⓟ *Ref.Mchy* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch. delaMédit. Havre	ChargeursRéunis	414·0 B148'	53·8	34·8	Havre French *WB*	T.3Cy.28",46"&76"–52" NB19 416NHP Forg.&Ch.delaMédit.Hav.		V
* 20193 CBNG	**Angol** (*ex*TorrHead–33) *ss*Vpo.No.3–8,35 *Ref.Mchy.* 2*Dks*(*Stl*) D.F.	5215 4745 3227	✠100A1 ~~6,37~~ ~~12,36~~ 12,37 ✠LMC MS3,35 BS~~1,37~~2,38 ✠Lloyd'sRMC~~1,37~~2,38 for temp.25° F.	NYk	*z*	CL 1,36	1923 5mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*) *CellDB*338'1085*t DTa*28'760*t*	400·1 P49'B124'F52' FK	52·3	28·4	Valparaiso Chilian 7*BHCem* *APT*120*t*	T.3Cy.$26\frac{3}{4}$",44"&74"–48" (*s*) 200lb 531NHP 3SB,9*cf*,GS177,HS7548 FD Wrkman,Clark&Co.Ld.Bel	30 ″ 11	
* 20194 CSAF	**Angola** Ⓟ TwinSc (*ex*Albertville) *ss*Lis.2ndNo.3–3,30 *ss*Lis.No.1–33 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*–teaks) *Platform dk in No.* 1 *hold*	7884 — 4844	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~6,36~~ ✠LMC MS3,34 BS~~6,36~~ 6,37	Lis	*b*†	CL S6,35 P12,36	1912 12mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	Cia.Nacional de Nav. *CellDBa* 124' *uE&B* 95' *f* 159'1302*tFPT*	439·5 P52'*on Shltr dk*F83' FK	55·7	34·3	Lisbon Portuguese 7*BHCem* 88*tAPT*43*t*	Q.8Cy.23",33",47"&67"–48" 215lb (*s*) 964NHP 6SB,18*cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37 ″ 0 s12 ″ 5 25 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote. n'est dans le L.R. Durée.Cert.Nat.Trade.
20195 To be broken up ~~[illegible]~~ ~~HCQH~~	**Angora** Ⓟ TrpSc ssCal.No.3-4,28 ssCal.No.1-32 2Dks(U Stl-teak s) &Shade dk(Stl-teak s)	4298 2865 1926	✠~~100A1~~. Shade dk 12,33 ~~[illegible]~~ ✠~~LMC[illegible]~~	Cal	y	CL P12,33 S12,33 OG C12,33	1911 2mo	W.Denny &Bros. Dumbarton Lloyd's A&CP	~~BritishIndiaStm. Nav.Co.Ld.~~ WB=CellDBa39'uE&B	390·8|50·1|22·0 B on Shade dk 190' FK 125'f110'505t FPT	Japanese 6BHCem 56tAPT64t	3 Steam Turbines (r) 150lb HS18080 1105RHP 2D&4SB,24cf,GS512, FD Denny&Co.Dumbarton	24 ″ 6 s 3 ″ 8½ 21 ″ 3	
20196 DOBP	— (exElsbethKimme) Sub.Sig. 1Dk Now "Konya," see No. 38851 in Supplement	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	AtlasLevante-LinieA.G.(DeutscheLevante-Linie G.m.b.H. Mgrs.)	296·2|42·8|19·6 P15'Q36'B182'F33'	Bremen German WB	T.3Cy.21⅝",35⅝"&55⅛"-35⅜" J.Frerichs&Co. 185NHP A.G.Einswarden		G
20197 OFAJ	**Angra** (exMaudie-37) ssAbo.No.1-37 ssOsl.No.3-7,33 D.F. 2Dks(Stl)	~~4818~~ ~~4274~~ ~~2875~~ 4661 — 2757	✠100A1 ~~5,37~~1,37 9,37 ~~MS11,33~~ ✠LMC ~~P.BS11,33~~ ~~BS1,37~~ 1,38 ~~Fitted for carrying Whale oil or other oils in bulk having a F.P. above 150°F.~~ MS5,37	Osl ~~Abo~~ Hls	y	CL ~~6,30~~ 9,37	1920 9mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	RederiA/B Atlanta (B.Krogius, Mgr.) Intermediate 'tween dkBHin after hold dispensed with CellDB331'995t DTa30'780tAPT20t	~~384·7~~|52·0|26·7 398·0(O.L.) nP39'B115'F45' FK	Helsingfrs Finnish Cem 5BH to U dk 1 „ „2nd „	T.3Cy.26",43"&70"-48" (s) 180lb 488NHP ~~NDB(2)made04&12~~ ~~refitted28~~ ~~34Pr.B 60lb~~ 3SB,9cf,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 3 s5 ″ 6¼ 23 ″ 11	
20198 163479 MBVT	**Angularity** OilEng. Mchy.Aft 1Dk Well deck CruiserStern	501 322 260	✠100A1 3,36 ✠LMC6,34 ✠LMC(M)9,36	Bly	g	OG 2,38	1934 6mo	G.Brown &Co. Greenock Lloyd's A&CP	F.T.Everard& Sons,Ld.	160·5|26·7| 9·4 Q102'F19' FK FPT	London British 3BHAsp 94tAPT39t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld.	10 ″ 3 s 3 ″ 11 10 ″ 3	
20199 DOEG	**Anhalt** Ⓟ (exAnsgir-36) Sub.Sig. D.F. 2Dks	5870 5401 3606					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·2|54·3|23·3 P34'B122'F40'	Bremen German WB	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
20200 153581 GKQS	**Anhui** Ⓟ Fitted for oil fuel 3Dks	3494 2948 2080					1925	TaikooDkyd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	338·5|49·3|24·1 B97'	London British WB	2SteamTurbinesDR geared to 1 Sc.Shaft TaikooDkyd.&E.Co.Ld.		
20201 1518 IJVK	**Anita** (exLabrone,exJohann, exBebside,exKildangan) 1Dk OilEng.	636 — 364			...		1918	Cochrane &Sons,Ld. Selby	BancaCasareto	172·9|30·1|15·3 B50' FK	Genoa Italian WB	OilEngine 2S.C.SA NE28 192NHP 4Cy.16½"-18⁹⁄₁₆" J&CGBolinder,Stockholm	16 ″ 6	I †
20202 DHDE	**Anita L.-M. Russ** CruiserStern Sub.Sig. 1Dk	1712 1401 1004					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt-u. Assekuranzges. m.b.h.(Ernst Russ, Mgr.)	257·2|41·1|16·2 P15'Q79'B111'F32'	Hamburg German WB	T.3Cy.19⁹⁄₁₆",31½"&51⁹⁄₁₆"-35⁷⁄₁₆" 156NHP A.G."Neptun,"Rostock		G
20203 33288 JZBB	**Aniwa Maru** Ⓟ TwinSc Sub.Sig. CruiserStern 3Dks	3391 2654 1617					1927	KobeSteel Works,Ld. Harima	Government Railways	309·6|45·0|30·0 F19'P83'	Tokio Japanese WB	T.6Cy.21",35"&58"-42" 436NHP KobeSteelWorks,Ld.		
20204	**Anjou** (exAsahan, exAnjou) TwinSc 2Dks	*599* *446* *354*					1899	A.Lega Nantes		142·7|25·0|10·7	Chinese	T.6Cy.9",15"&24"-14" 59RHP A.Mancour,Nantes		
20205 TSFS	— TwinSc 1Dk	439 421 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Côtière (E.Huret, Mgr.)	165·6|24·4|12·6 Q28'H47'RFD28'	Rouen French WB	C.4Cy.17¾"&29¹⁵⁄₁₆"-16½" NB13 61NHP De la Brosse&Fouché,Nts.		V
20206 TCAC	**Ankara** Ⓟ (exAngora, exRindjani) 3Dks	4765 3647 2952					1906	Kon.Maats deSchelde Flushing	Denizyollari Idaresi	394·3|47·1|27·2 P72'B176'F80'	Istanbul Turkish WB	T.3Cy.28½",48"&82"-60" 521NHP Maats.deSchelde,Flushing		
20207 148563 GBLF	**Anking** Ⓟ Fitted for oil fuel 3Dks	3472 2937 2047					1925	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4|49·2|24·1	London British WB	2SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
20208 65 ~~SVMI~~ SVMJ	**Ann Stathatos** (exPersianPrince-33) ssMdb.No.3-8,30 ssRot.No.2-38 ~~ssGrk.No.1-34~~ 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in No. 3 hold	*5685* *5438* *3499*	✠100A1 Shelter dk withfreeboard 3,38 ~~2,37~~ ~~12,37~~ ~~BS9,36~~ ✠LMC~~1,37~~	Rot ~~Bry~~ BS12,37 MS3,38	z	CL 1,37	1918 7mo	W.Pickersgill &SonsLd. Sunderland Lloyd's A&CP	D.D.Stathatos CellDB	405·0|52·3|31·9 F35'on Shelterdk FK 351'1295t FPT129t	Ithaca Greek 6BHCem APT113t	T.3Cy.26",43"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 s9 ″ 0½ 25 ″ 8½	
※ 20209 479 SWLS	**Anna** (exMountAthos,exLeapark) ssPir.No.3-8,31 ssRot.No.1-36 1Dk(Stl)&platform dk(Stl)in Nos.1,2,4&5holds Longitudinal framing in double bottom & at dks	*5173* *4720* *3192*	✠100A1 10,37 ~~1,37~~ ✠LMC MS12,35 ~~BS9,36~~ 9,37	Ant Rot -	y	CL 1,37	1919 4mo	Greenock Dkyd.Co.Ld. Greenock Lloyd's A&CP	N.D.Lykiardopulo CellDB	400·6|52·3|28·5 P51'B114'F39' FK 347'1296t FPT125t	Piræus Greek 7BHptCem APT200t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&BlackmreLd.Grk	31 ″ 0 s5 ″ 11 25 ″ 3¾	
※ 20210 7149 SDCM	— ssHbg.No.3-6,37 ~~ssKel.No.2-36~~ Well deck 1Dk(Stl) Cargo battens not fitted	*1345* *1001* *714*	✠100A1 ~~6,37~~ ~~5,36~~ 4,38 ✠LMC6,37 ~~MS6,33~~ ~~BS5,36~~	Hbg	p	OG ~~5,36~~ ~~6,37~~ 3,38	1924 9mo	Howaldtswerke Kiel Lloyd's A&CP	RederiA/B A.Th. Jonasson (M. Jonasson, Mgr.) Cell	236·5|37·2|14·0 249·6(O.L.) P20'Q71'B101'F23' FK DB202'429tFPT33t	Råå Swedish 4BHCem APT48t	T3Cy16³⁄₁₆"27³⁄₁₆"&43⁵⁄₁₆"-29½" 185lb (s) 128NHP 2SB,4cf,GS61,HS2174 Howaldtswerke,Kiel	16 ″ 0 s ″ 5 15 ″ 9½	
20211 OXZV	— Wireless 1Dk	1220 1008 730					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.Lauritzen	236·9|35·7|14·8 P27'B54'F27'	Copnhagn Danish WB	C.2Cy.14¾"&31½"-29½"&LP Turbinewith reductiongear & chain drive 103NHP HS1765 NE36 Helsingörs Skibsværft		N
20212 OHYU	— (exBraemar-36,exHavbör, exBess,exBayard) 1Dk2trB	1124 — 648					1897	Nylands Værksted Oslo	HöyrylaivaO/Y "Anna"(E.Fagerström)	229·4|32·6|14·5 H45tF26t	Raumo Finnish WB	T.3Cy.16½",27"&44"-30" 106NHP NylandsVærksted,Oslo		N
20213 PUZA	— Ⓟ TwinSc ssRio2ndNo.3-7,34 Wireless Well deck 1Dk(Stl)	721 417 364	✠ A1 withfreeboard 8,35 ✠LMC6,34 ✠NB7,26 ~~BS6,36~~ Coasting, Buenos Aires &Rio Janeiro BS7,37	Florianopolis	j	CL SN5,34 P5,34	1909 6mo	Bremer Vulkan Vegesack Lloyd's A&CP	EmprezaNacional deNav."Hoepcke" WB=CellDBa87'uE	175·9|29·5|10·0 P&B113'F22' FK 9'f75'149tFPT23tAPT15t	Florianopolis Brazilian 4BHCem	C.4Cy.14³⁄₁₆"&28¹³⁄₁₆"-17¾" (s) 192lb 114lb 106NHP 1SB,3cf,GS58,HS2047 BremerVulkan,Vegesack	11 ″ 11 s ″ 10½ 11 ″ 3	
20214														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20215 14 ORXB	**Anna** *ss*Bly.No.2-37 ~~*ss*Hul.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	695 471 431	✠100A1 7,37 ~~5,35~~ ~~BS4,36~~ ✠LMC~~6,32~~ 7,37	Goo Bly	*j*	OG ~~5,35~~ 7,37	1928 7mo *Lloyd*	GooleS.B.& R.Co.(1927) Ld. Goole '*sA&CP*	HandelenScheep- vaartSoc.Anon.	190·0|29·2|10·9 Q117'B13'F23' FK *CellDB*119'176*tFPT*	Nieuport Belgian 3*BH* 45*tAPT*29*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 120NHP 2SB,4*cf*,GS69,HS2200 Earle'sCo.Ld.Hull	13 ″ 1 s 4 ″ 6 12 ″ 11¼	
20216 1131 ESVW	— 3Mst (*ex*RiverAvoca-37,*ex*Glenshesk-34, *ex*Calchfaen) *ss*Cff.3rdNo.3-11,27 *ss*Tln.No.2-37 ~~*ss*Apl.No.1-32~~ *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	478 348 183	✠100A1 ~~3,37~~10,35 2,38 ✠NB3,06 ✠LMC3,37 ✠NE10,92*refitted*10,93 BS4,38	Cff Lorient	*g*	CL ~~2,36~~ 4,37	1893 10mo	AilsaS.B. Co. Troon A&CP	A.Toop	160·0|24·6|10·8 167·0(O.L.) Q84'B12'F26' BK7" *FPT*47*t*	Tallinn Estonian 3*BHCem* *APT*3*t*	C.2Cy.20¼"&40"-27" (*s*) 115lb 66NHP 1SB,3*pf*,GS50,HS1484 Ross&Duncan,Glasgow	11 ″ 9 s 4 ″ 0¾ 12 ″ 0	
Broken up 20217	— WoodAux3MstSr (*ex*SailingVesselOtto) *Motor* 1*Dk* (*See Sailing Ship Register*)	396 — 303					1891	J.Rasak Gutmanns- bach	ArmementL. Hermans,SocAnon	126·7|29·1|14·1	Bruges Belgian	Motor		
20218 185 SVAH	**Anna Bulgaris** (*ex*Indianola) *ss*Cff.No.3-5,25 *ss*Pir.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Web frames* *Longitudinal framing*	*4603* *4333* *2865*	✠100A1 *Shelter dk* *with freeboard* 9,36 ~~BS6,36~~ ✠LMC~~5,34~~ 10,37	Gls	*y*	CL ~~9,36~~ 10,37	1912 1mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	C.Th.Bulgaris ~~*CellDBa*136'*uE&B*~~ *CellDBa&uF*	390·0|52·5|25·6 FK ~~44'*f*155'1178*tFPT*~~ 161'*f*155'1095*tFPT*	Andros Greek 6*BHCem* ~~85*tAPT*84*t*~~ 85*tAPT*84*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 409NHP 3SB,9*cf*,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 2¼ 25 ″ 0	
20219 153113 VGMR	**Anna C. Minch** *Mchy.Aft* 1*Dk*2*trB*	4139 3935 2880					1903	American S.B.Co. Cleveland,O.	WesternNav.Co.Ld	387·1|50·2|23·9 F48' *WB*	Ft.William Ont. British	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clv.		R
20220 68 IJVY	**Anna Capano** (*ex*Bråvik-34, *ex*Gyp,*ex*Noord *ss*Hbg.No.3-5,25 Holland,*ex*Mayflower) *ss*Got.No.1-30 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1216 942 721	✠ ... 2,34 ✠	Hbg			1897 10mo	AilsaS.B. Co. Troon *Cell*	*DBa*58'*f*88'240*t*	238·2|34·0|16·2 230·0 Q83'B55'F28' FK *FPT*50*tAPT*24*t*	Torre del Greco Italian 4*BHptAsp* *ptCem*	T.3Cy.17",27½"&44"-33" 123NHP NDB97*refitted*27 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 3	I †
20221 LDSZ	**Anna Knudsen** TwinSc *OilEng.* *ss*Got.No.1-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	9057 8403 5389	✠100A1 ~~6,37~~ ~~6,36~~ 12,37 DBS6,36 ✠LMC6,36 *Carrying Petr*	Got Fal *oleum*	*d*† *in*	CL 4,35 *bulk*	1931 12mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP* *CellDBuE*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) 67'285*tDTf*38'431	471·1|64·4|35·5 P100'B30'F46' FK *tFPT*210*tAPT*86*t*	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB*150lb* Götaverken,A/B,Got.	35 ″ 4	
20222 OZUE	**Anna Mærsk** Ⓟ *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*) *Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNos.*1&4*holds* D.F. *ss*H.Kg.No.1-35	5339 4624 3346	✠100A1 *with freeboard* 8,37 ✠LMC CS5,37 5,37 Lloyd'sRMC3,38 Port chamber for temp.32°F. *Fitted for car*	HKg *rying*	*b*† *oil*	CL 6,35 *F.P.a*	1932 5mo *Lloyd* *bove* 1	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* 50° F. *in deep*	A/S D/S Svendborg &A/S D/S af1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDB*386'1597*t* *MTs* *tanks*	441·4|57·0|25·8 462·2(O.L.) F42' FK 63'2402*t Tanks in w*	Copnhagn Danish 8*BH* (*Coll to S dk* 6 ,, 2*nd* ,,) *ay of tunnels*	Oil Engines 2S.C.DA 9Cy.17¾"-$47\frac{5}{16}$" 983NHP NDB35*100lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28 ″ 11 s 3 ″ 4½ 25 ″ 9	
20223 1968 IJVZ	**Anna Maria** (*ex*Ninfea-35, *ex*Fior d'Arancio-35,*ex*Bowden-34) 2*Dks*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	Dani&C.	245·9|33·7|19·9	Genoa Italian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frstad.		I
20224 85 SZGH	**Anna Mazaraki** (*ex*RoyalCity, *ex*Gerfrid,*ex*FederikoGlavic) 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in Nos.* 1&4 *holds only*	*5411* *4989* *3481*	✠ 2,17 ✠	Nwc	*z*		1913 4mo	Earle'sCo. Ld. Hull *CellD*	D.C.&J.C. Mazarakis *Ba*153'*uE*25'*f*168	419·7|53·8|26·3 P49'B250'F45' FK 1253*t DTf*25' 980*t*	Argostoli Greek 7*BHCem* *APT*175*t*	T.3Cy.26",42½"&70"-51" 467NHP 3SB,9*cf*,GS168,HS6735 Earle'sCo.Ld.Hull	28 ″ 11	C †
20225 223 SVPD	**Anna N. Goulandris** (*ex*Texel-34) *Fitted for oil fuel* 2*Dks*	4358 3913 2575					1921	Rotterdam DryDockCo. Rotterdam	Goulandris Brothers	377·6|51·6|25·1 P37'B223'F34'	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDryDockCo.		V
20226 DIZK	**Anna Peters** (*exLighter*Anna) *OilEng.* 1*Dk*	486 387 290					1913	E.J.Smit& Zoon Westerbroek	H.Peters	145·0|29·5|10·6 P34'F17'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-17¾" 71NHP *Emade&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
20227 DCSA	**Anna Rehder** (*ex*Waterway) *Mchy.Aft* 1*Dk*	725 575 377			...		1921	Limhamns Skeppsvarv. A/B Limhamn	C.Rehder	178·9|30·6|12·4 P56'F20' FK	Altona German *WB*	T.3Cy.16",26"&43"-30" 119NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 0	G †
20228 215756 KDIT	**Anna Schafer** (*ex*C.D.Johnson *Fitted for oil fuel* III.-34,*ex*LakeSuperior) 1*Dk*	1985 1631 1202			...		1917	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	251·0|43·8|18·9 P21'B64'F30' FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	
20229 LFKA	**Anna Sofie** (*ex*WarCove) *ss*Bgn.No.3-6,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3100 2849 1852	✠100A1 9,37 ~~9,36~~ ~~BS7,35~~ ✠LMC6,34 BS~~9,36~~ 9,37	Ant Cff	*u*	CL ~~4,34~~ 9,37	1919 6mo	TyneI.S.B. Co.Ld. Newcastle A&CP	A/S Theologos(N. Rögenæs,*Mgr.*) *IntermediateBHforw* *CellD*	331·0|46·6|23·2 342·0(O.L.) P33'B100'F29' *ard dispensed with* *B*284'724*tFPT*110*t*	Haugesnd Norwegian 4*BHptCem* *APT*123*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS153,HS6304 FD N.E.MarineEng.CoLdNwc	25 ″ 6	
20230 837 SVSA	**Anna T.** (*ex*Sf.Nicolae-35, *ex*Auratan-34, *ss*Gtz.2ndNo.3-6,34 *ex*Blairholm-33, 1*Dk*(*Stl*)&*deep* *ex*Korsholm, *framing* *ex*SanGiacomo, *Cargo battens not fitted* *ex*AlexanderKamburoff)	*2728* *2486* *1698*	✠100A1 ~~6,37~~ ~~6,36~~ 1,38 ✠LMC MS6,34 BS~~6,36~~ 5,37	Rot	*t*	CL ~~6,35~~ ~~5,37~~ 1,38	1906 3mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	Th.L.Teryazos *CellDBa*100'	313·0|45·5|20·5 P29'B90'F34' FK *E&B*40'*f*128'702*t*	Piræus Greek 5*BHCem* *APT*107*t*	T.3Cy.33",38"&61"-42" (*s*) 180lb 262NHP 2SB,6*cf*,GS112,HS4040 N.E.MarineEngCoLd.Nwc	23 ″ 0 s 3 ″ 5¼ 19 ″ 9	
20231 61 IJWS	**Anna Zizzitelli** (*ex*Città diBarletta-35,*ex*Orsola Casubolo,*ex*Grebe) *Well deck* 1*Dk*2*trB*	1019 665 562			...		1887	Gourlay Bros.&Co. Dundee	MichelePoli	218·8|30·0|14·8 210·0 | 30·1 | 15·0 P153'F31' BK7"	Bari Italian *WB*	T.3Cy.19",29"&48"-33" 112NHP GourlayBros.&Co.Dundee	15 ″ 10	I †
20232 Sunk 12,37 145434 MLRZ	**Annagher** 3Mst 1*Dk* *Mchy.Aft* *Well deck*	586 402 267			...		1923	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	165·2|27·0|11·2 Q94'B11'F28' FK	Belfast British *WB*	T.3Cy.14",24"&39"-27" 83RHP J.Lewis&Sons,Ld.Abn.	13 ″ 3	C †
20233 140831 MNBX	**Annaghmore** *ss*Bel.No.3-7,37 ~~*ss*Bel.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	583 401 271	✠100A1 7,37 ~~3,36~~ BS~~3,36~~ ✠LMC~~10,33~~ 5,37 MS8,37	Bel	*h*	CL ~~8,35~~ 7,37	1924 10mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·1|27·0|11·1 Q94'B11'F28' FK *Bf*97'125*t FPT*44*t*	Workngtn British 3*BHCem* *APT*7*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 83RHP 1SB,3*pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade.
20234 LCHD	**Annaho** (*ex*Utstein) *Welldeck* 1*Dk*	740 540 414			...		1890	Nylands Værksted Oslo	A/SGrindhaugs Fiskeriselskap (GovertGrindhaug, *Mgr.*)	186·0 P&B104 F29' BK8'	29·0	13·3	Kopervik Norwegian *WB*	T.3Cy.14½",24"&39"–27" 90RHP NylandsVærksted,Oslo	14 ″ 8	N †
20235 OZNB	**Annam** TwinSc4Mst *ss*Cpn.No.3-11,25 *ss*Cpn.No.2–33 D.F. *OilEng.* 2*Dks*(*Stl*) &*Shelter dk*(*Stl*–ws)	6635 4859 4236	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~9,36~~ ✠LMC CS11,34 DBS~~1,36~~6,37 12,34	Cpn St.N	*a*†	CL ~~11,35~~ s6,37 P3,38	1913 6mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen *WB*	Akties.DetÖstasiatiskeKompagni =*CellDBa*126' *uE*	410·0 46'*f*190'1275*tFPT*	55·2	35·4	Copnhagn Danish 7*BHptCem* 97*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.23¼"–31½" 842NHP DB80*lb* Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 10 ″ 11¼ 28 ″ 1	
20236 124170 MCQD	**Annan** 2*Dks*	955 852 392					1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0 P&B150'F47'	33·6	16·0	Glasgow British *WB*	T.3Cy.16½",26½"&46"–42" NE&B32 137NHP A.Stephen&Sons,Ld.,Gls.		C
20237 14915 JDND	**Annan Maru** 2*Dks*&*Web frames* *Longitudinalframing*	2939 2710 1821			...		1911	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·2 P19'B85'F32' FK	44·1	24·9	Fuchu Japanese *WB*	T.3Cy.22",37"&61"–42" 279NHP N.E.MarineEng.CoLdNwc	27 ″ 3	
20238 1462 IBNB	**Annarella** (*ex*Loki) TwinSc *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *CarryingPetroleum in bulk*	5999 5056 3389			...		1913	Fried. KruppA.G. Kiel	“C.I.T.O.M.”Cia. ItalianaTrasporto OliiMinerali	401·0 P107'B42'F44' FK	53·2	30·0	Genoa Italian *WB*	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–31½" 814NHP Fried.KruppA.G.Kiel	32 ″ 4	I †
20239 LCDJ	**Annavore** 1*Dk*	3324 3015 1986			...		1921	Murdoch& Murray,Ld. PortGlasgow	A/S Vore (GunsteinStray&Sön, *Mgrs.*)	333·1 P31'B102'F30' FK	49·0	22·4	Farsund Norwegian *WB*	T.3Cy.23",38"&62"–42" 287NHP ClydeSB&Eng.Co Ld.P.Gl	24 ″ 10	N †
20240 DHBF	**Annchen Peters** (*ex*Nieuw Cappelle) 1*Dk*	484 362 246					1920	Gebr.van Diepen Waterhuizen	H.Peters	155·8 P51'F23'	26·5	11·0	Hamburg German *WB*	T3Cy 11⅝",18$\frac{1}{16}$"&31½"–17$\frac{7}{16}$" N.V.Machf. 42NHP “Fulton,”Hoogezand		G
20241 OZQD	**Anne** Wireless D.F. 1*Dk*	1593 1225 940					1928	HowaldtswerkeA.G. Kiel	D/S A/S Torm(A. Schmiegelow& A.Kampen, *Mgrs.*)	253·2 P16'Q75'B101'F34'	38·5	15·4	Copnhagn Danish *WB*	T.3Cy.17½",28½"&46"–33½" 123NHP HowaldtswerkeA.G.Kiel		G
20242 201088	**Anne Arundel** Ⓟ	795 — 630					1904	Baltimore S.B.&D.D.Co Baltimore	WesternShore SteamboatCo.	174·0	36·0	10·2	Baltimore Utd.States	T.3Cy.13",21"&34"–24" 57NHP		
20243 219645 KJBN	**Anne Hanify** Wood *Fitted for oil fuel* 1*Dk*	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Or.	J.R.HanifyCo.	235·0 P16'B19'F48	43·0	17·7	S.Frncisco Utd.States	T.3Cy.16",27"&46"–33" 122NHP MainStreamIronCo.S.Fo		R
20244 OHFT	**Anneberg** (*ex*Farmsum) *ss*Kel.2ndNo.3–6,28 D.F. *ss*Skm.No.2-36 ~~*ss*Hfx.No.1–33~~ 1*Dk*(*Stl*)&*deep framing*	2544 — 1393	✠100A1 5,37 ~~1,36~~ MS1,36	Els Fal ✠LMC BS~~1,37~~ 2,38	*t*	CL ~~1,36~~ N4,37	1902 9mo *Lloyd*'*sA&CP*	Nederl. Schps.Maats. Amsterdam	Rederi A/B “Anneberg” (ArthurEkbom) *CellDBa*88'	302·8 P22'B72'F32' FK *uE&B*36'*f*130'711*t*	45·9	19·8	Mariehmn Finnish 5*BHCem* *APT*125*t*	T.3Cy.21¾",33¼"&56⅞"–39⅜" 160*lb* (*s*) 221NHP 2SB,4*cf*,GS102,HS3613 NedFb.v.Wrk&Spoor,Ams	22 ″ 4 s 3 ″ 4½ 19 ″ 2	
20245 DRAB	**Anneliese** 3Mst *Mchy.Aft* 1*Dk*	726 500 419					1908	Schiffsw.v. HenryKoch Lübeck	F.H.Bertling	180·6 P&B101'F22'	27·2	12·6	Lübeck German	C.2Cy.15¾"&31½"–19⅝" 37NHP OttensenerMasch.Fab.Alt.		G
20246 DJQC	**Anneliese Essberger** D.F. *OilEng.* 1*Dk*,2nd *dk* in No.3hold&mchy. space *Longitudinal framing in double bottom* *Rudder electrically welded* *Strengthened for Navigation in Ice* *Shell, decks & inner bottom part* *CruiserStern* *electrically welded*	5173 4657 3052	✠100A1 ~~6,37~~ ~~10,36~~ 3,38 ✠LMC12,35 *Carrying Vegetable Oil in Deep Tank*	Liv ~~Pld~~ Ham	*a*†	CL 3,38	1935 12mo *Lloyd*'*sA&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	JohnT.Essberger *CellDB*362'1288*t*	418·5 P25'B&F383' FK *MT*51' 1269*t FPT*1	57·2	25·3	Hamburg German 7*BHptCem* 39*tAPT*137*t*	2 Oil Engines 2S.C.SA SR geared to Sc. Shaft 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 7	
20247 LCHE	**Annfin** (*ex*Gaupen) Wood *Ref.Mchy.* 1*Dk*	729 538 340					1919	Fjeldviks Skibsverft Arendal	SkibsA/SMartha Therese(P.Holm, *Mgr.*)	159·2 Q55*t*B29*t*H29*t*F27*t*	32·2	16·3	Oslo Norwegian	T.3Cy.15",25"&40"–30" Pusnæs 115NHP Stöperi&M.V.Arendal		N
20248 DMBC	**Anni Ahrens** (*ex*UrsulaFischer, *ex*KommerzienratBoeckel) 1*Dk*	895 722 554					1904	Akt.Ges. “Neptun” Rostock	ErichAhrens	211·2 P13'Q65'B57'F26'	32·1	13·1	Rostock German *WB*	T.3Cy.14⅝",24¼"&38$\frac{9}{16}$"–26⅜" 76NHP A.G.“Neptun,”Rostock		G
20249 PUAU	**Annibal Benevolo** Ⓟ TwinSc (*ex*CommandanteAlvim, *ex*RuyBarbosa, *ex*Jupiter) 1*Dk*&*Awng.dk*	1905 1629 984					1905	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	269·0 F30'	37·8	11·5	R.Janeiro Brazilian *WB*	T6Cy13⅝",23¼"&37$\frac{11}{16}$"–29$\frac{9}{16}$" 156NHP Reiherst.Maschinenf.Ham		
Broken up 20250 204500 KJBP	**Annie Christenson** Wood3Mst (*ex*CharlesChristenson, *ex*Shna-Yak) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*tr*B	839 663 452					1907	HallBros. Winslow, Wash.		188·7	39·8	12·8	Utd.States	T.3Cy.13",22"&36"–24" 64NHP FultonIronworks,S.Fo.		
20251 DHBH	**Annie Hugo Stinnes 6** Sub.Sig. *Mchy.Aft* Wireless D.F. 1*Dk*	1486 1287 767					1910	Flensburgr Schiffsb.Ges Flensburg	HugoStinnes G.m.b.H.	243·6 P70'F24'	37·6	17·6	Hamburg German *WB*	T.3Cy.17¾",28¾"&48"–34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
20252 7235 SMEA	**Annie Johnson** Ⓟ TwinSc *OilEng.* *ss*Mmo.No.2–34 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. &*Shelter dk*(*Stl*)	4896 3981 2857	✠100A1 *withfreeboard* ~~6,37~~ ~~9,36~~ 10,37 ~~BBS9,36~~ ✠Lloyd'sRMC~~9,37~~ ~~6,37~~	Got Skm DBS10,37 ✠LMC3,34 1,38~~12,37~~	*z*	OG P2,38 S1,36 ✠LMC(M)6,35	1925 11mo *Lloyd*'*sA&CP*	A/B Götaverken Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*332'1378*t*	392·0 F39' FK Coll *Tanks at sides of tunnels*40'190*t*	52·6	24·8	Stockholm Swedish 7*BHptCem* *BHto Shdk* 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.23$\frac{7}{16}$"–47¼" 633NHP DB85*lb* A/B Götaverken,Got. *FPT*109*tAPT*82*t*	28 ″ 0 s2 ″ 11½ 25 ″ 1½	
20253 221292 KDSG	**Anniston City** *Fitted for oil fuel* GyC. 2*Dks*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Ala.	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	30·0	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,N.J		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20254 164587 MKYM	**Anonity** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	303 195 141	✠100A1 3,36 ✠LMC3,36	Grk	*d*	OG	1936 3mo *Lloyd*	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F17' FK *FPT41tAPT13t*	25·5	8·8	London British 3*BHAsp*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 " 9 s3 " 5 9 " 8¾	
20255 164275 GYPF	**Anselm** Ⓟ D.F. E.S.D. *1Dk&Shelter dk* *3rd dk except in after hold* *CruiserStern*	5954 4351 3609	✠100A1 *withfreeboard* ~~4,37~~ ~~8,36~~ 9,37 ✠LMC12,35	Liv		CL	1935 12mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton 'sA&CP *CellD*	BoothS.S.Co.Ld. *B350'1056t side ta*	412·3 F48' FK *Including collision* *nks in ER8'86tFPT*	55·7	25·8	Liverpool British 8*BHptCem* *BHto2nd dk* *66tAPT36t*	3SteamTurbinesSR geared toSc.shaft (s) 696NHP 250lb HS7704 FD 3SB(Spt),9cf,GS176, W.Denny&Bros.Ld.Dmb.	28 " 6 s 3 " 1¼ 25 " 6¾	BT till ~~8,37~~ 9,38
20256 162520 GPDX	**Anshun** Ⓟ *OilEng.* *2Dks(Stl)&Shelter dk*	3188 2600 1869					1930	Scott'sS.B &Eng.Co.Ld Greenock	ChinaNav.Co.Ld.	338·4	50·2	21·7	London British *WB*	Oil Engines 2S.C.SA 6Cy.27"-45" 762NHP Scott'sS.B.&Eng.Co.Ld.		
20257 TCAA	**Antalya** Ⓟ (*ex*Antissa, TwinSc *ex*Lomonosoff) Wireless *1Dk&Spar dk&deepframing*	1024 870 537			...		1891	W.Dobson &Co. Newcastle	Denizyollari Idaresi	226·5 B52'F66' FK	30·0	14·9 20·8	Istanbul Turkish *WB*	T.3Cy.12½",20"&33"-24" NB12 121NHP Hwthrn,Leslie&C.Ld Nwc.	21 " 6	
20258 TCAI	**Antares** (*ex*Clam) 3Mst *ss*Shl.2ndNo.3-5,13 *Mchy.Aft* *ss*Liv.No.1-18 *Well deck* *2Dks(Stl)&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3723 3066 2377	✠ 11,22 ✠NB5,13✠	Sng	*w*		1893 2mo	W.Gray& Co.Ld. WHartlepool *CellD*	TuvaLd. (G.Castaldi,Ld. *Mgrs.*)	348·8 338·0 P219'F47' FK *B64' 117t FPT123t*	43·1 43·0	28·0 26·4	Istanbul Turkish 8*BHCem* *APT30t*	T.3Cy.25½",40½"&67"-45" NDB13 321NHP 3SB,9cf,GS94,HS5120 CentralMar.Eng.Works, W.Hpl.	28 " 0	I †
20259 DOSD	— Sub.Sig. D.F. E.S.D. *CruiserStern* *1Dk*	2593 2213 1470					1937	Lübecker Maschb.Ges. Lübeck	ArgoReederei RichardAdler&Co.	319·7 P24'B&F287' *Upper*F36'	47·0	18·5	Bremen German *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"- 43$\frac{5}{16}$" HS4628 342NHP LübeckerMaschb.Ges.		G
20260 775 OHYC	— (*ex*Maud-35) *1Dk*	1381 1192 735					1933	Sölvesb'rgs Varvs& RederiA/B Sölvesborg	FinskaÅngf.A/B	239·1 P28'B60'F25'	37·8	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"-30" 126NHP SölvesborgsVarvs& RederiA/B		V
20261 YTAF	**Ante Matkovic** (*ex*Mossi-34) *Fitted for oil fuel* *1Dk*	2710 — 1663					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 P57'F26'	43·3	20·2	Split Yugoslav *WB*	DR Geared Steam Turbine Atel.&Ch.deBretagne, Nts.		V
20262 YTAG	**Ante Topić** (*ex*Oreland) *ss*Spt.2ndNo.3-9,35 *1Dk(Stl)*	4190 4021 2709	✠100A1 ~~5,37~~ ~~4,36~~ 1,38 ~~BS9,36~~ ✠LMC7,35 9,37	Rot	*x*	CL N4,36	1911 6mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa1*	370·2 P22'B100'F33' FK *17'uE&B43'f166'11*	51·0	26·2	Susak Yugoslav 6*BHCem* *20tAPT45t*	T.3Cy.25",41"&69"-48" (s) 180lb 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	28 " 9 s 5 " 4¾ 23 " 7½	
⁕ 20263 6406 SHIA	**Anten** *ss*Got.No.1-38 *ss*Got.No.3-1,34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5135 4664 3093	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~9,36~~ 3,38 ~~BS6,36~~ ✠LMC~~1,34~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Got MS3,38 BS8,37	*a*†	CL ~~9,36~~ 2,38	1920 11mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland 'sA&CP	Rederiaktieb Transatlantic (G.Carlsson,*Mgr.*) *CellDB364'1181t*	422·5 433·7(O.L.) F42' *on Shelter dk* FK *Collision* *FPT105tAPT125t*	53·8	34·3	Gothenbrg Swedish *ptCem* *BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.27$\frac{1}{16}$",44½"&75"-54" 180lb (s) 577NHP 3SB(Spt),9cf,GS189, HS8530 FD W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 7¾ 25 " 7	
20264 147292 GLFC	**Antenor** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. *3Dks*	11174 8590 6809					1925	Palmers' Co.Ld. Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	497·7 P74'B201'F62'	62·2	35·0	Liverpool British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Palmers'Co.Ld.Newcastle		BT till ~~9,37~~ 6,38
⁕ 20265 1967 IBLB	**Anteo** *OilEng.* D.F. *Mchy.Aft* *2Dks* *Longitudinal framing-bracketless system* *CruiserStern*	6772 6157 4037	100A1 4,38 ~~12,35~~ DBS4,38 *Carrying Petroleum in bulk*	Nap Pal LMC~~11,34~~ 4,38	*a*†	CL 3,38	1934 11mo *Lloyd*	Cant.Nav. Riuniti Palermo 'sA&CP	SocietàLigure di Armamento *CellDBuE52'135t* *DTf36'306t*	451·3 431·9 P107'B25'F29' FK *FPT112tAPT76t*	57·0	33·0	Genoa Italian 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.29½"-49$\frac{3}{16}$" 911NHP 2DB*156lb* Soc.An"Fiat"S.G.M.Turin	33 " 4	
⁕ 20266 147691 GKTM	**Anthea** *ss*Bry.No.3-5,35 D.F. E.S.D. *1Dk(Stl)*	5186 4767 3132	✠100A1 ~~4,37~~ ~~4,36~~ 4,38 ~~BS4,36~~ ✠LMC5,35 BS4,37 4,38	Gms ~~Sws~~Bry	*y*	CL ~~5,35~~ 4,38	1924 7mo *Lloyd*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan 'sA&CP	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDB*	385·4 398·9(O.L.) P37'B120'F43' FK *332'1084tFPT 106t*	53·2	28·5	London British 6*BHCem* *APT220t*	T.3Cy.26",44"&73"-48" (s) 180lb 530NHP 3SB,9cf,GS190,HS7968 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 " 8¾ 25 " 6	
20267 489 SVPS	**Anthippi N. Michalos** *ss*PirNo1-37 (*ex*Cromerton, *ss*Pir.2ndNo.3-11,32 *ex*Novorossia) *1Dk(ptIrn&ptStl)2trB* *deep framing&Web frames3Dk rule*	3298 2912 1920	✠100A1 10,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~11,36~~ 10,37 MS3,37	Pir	*u*	CL ~~6,35~~ 5,37	1905 2mo *Lloyd*	Bartram& Sons Sunderland 'sA&CP	MichalinosMari- time&Commercial Co.Ld. *CellDBa108'uE*	325·0 P29'B94'F35' FK *20'f136'777t FPT*	48·0	21·9	Piræus Greek 5*BHCem* *77tAPT140t*	T.3Cy.24",39"&64"-42" (s) 180lb *180lb* NDB25 285NHP 2SB,8pf,GS125,HS4360 J.Dickinson&Sons,Ld.Sld.	24 " 0 s 3 " 11 20 " 6	
20268 150232 CYJQ	**Anticosti** (*ex*Glenclova) *Fitted for oil fuel* *Mchy.Aft* *1Dk*	1925 1627 1092					1921	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	246·0 Q86'F40'	42·5	18·5	Midland, Ont. British *WB* *Rebuilt*	T.3Cy.18",30"&50"-42" 162NHP FrontierIronWrks.Detroit *by*Gt.LakesFndry&MchCo		C
20269 219229 KONR	**Antietam** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. Sparrows Pnt Md.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	435·6 P122'B50'F45'	56·2	31·7	Wilmngtn (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
⁕ 20270 160457 GNRT	**Antigone** *ss*Bry.No.2-37 ~~*ss*Bry.No.1-32~~ *1Dk(Stl)&Shelter dk(Stl)*	4545 4322 2835	✠100A1 *withfreeboard* ~~4,37~~ ~~11,35~~10,37 ~~BS6,36~~ ✠LMC~~3,32~~ 4,37	Cff ~~Bry~~Syd	*z*	CL N~~10,34~~ 4,37	1928 5mo *Lloyd*	Napier& Miller,Ld. Glasgow 'sA&CP	NewEgypt& LevantShppg.Co. Ld.(T.BowenRees &Co.Ld.*Mgrs.*) *CellDB350'*	401·4 415·8(O.L.) F42' FK 1046*tAPT*136*t*	54·2	25·3	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.~~26~~",42"&71"-48" (s) 180lb 26$\frac{1}{16}$" 418NHP 3SB,9cf,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 " 9 s 2 " 10¾ 24 " 11½	
20271 231465 KDCJ	**Antigua** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. *4Dks* *Ref.Mchy.* E.S.D.	6982 3985 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States	2SteamTurbines connect'd to Elec. Motor & Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		R
20272 Broken up FNRB	**Antilles** D.F. *4Dks*	2073 — 1010					1912	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	281·9 P37'B141'F36'	38·5	18·7	Fort de France *WB* French	T.3Cy.18¼",29$\frac{13}{16}$"&50"-39⅜" 157NHP Ch.&Atel.deSt.Nazaire		V
20273 123984 GPZF	**Antilochus** Ⓟ TwinSc D.F. *3Dks*	9082 8649 5772					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP Hwthrn,Leslie&C.Ld.Nwc		BT till ~~7,37~~ ~~[illegible]~~ 3,38

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. B off Trade.
20274 220352 KDAX	**Antinous** *Fitted for oil fuel* Sub.Sig *1Dk&Shelter dk* *Longitudinal framing*	6034 5532 3775			...		1920	GMStandiferConstCorp Vancouver, Wash.	WatermanS.S. Corp.	401·5|53·2|31·9 P34'B114'F38' *on Shelter dk* FK	Mobile Utd.States *WB*	DR GearedSteam Turbine *Emade*19*refitted*34 550NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 7	R †
20275 DHBI	**Antiochia** Sub.Sig. D.F. *2Dks*	3106 2785 1809					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	334·9|48·3|19·8 F41'	Hamburg German *WB*	T.3Cy.23⅜",38⅜"&62"–$41\frac{7}{16}$" 247NHP A.G."Neptun,"Rostock		G
20276 161362 GSJB	**Antiope** ssCff.No.1–34 *1Dk(Stl)&Shelterdk(Stl)*	4545 4289 2842	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ 11,37 BS~~2,37~~ 2,38 ✠LMC3,36	Cff ~~Nag~~ Auk	*z*	CL ~~10,36~~ 5,37	1930 1mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld. *Mgs.*) *CellDB*350'	400·8|54·2|25·3 417·0(O.L.) F42' FK 1046t*APT*136t	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",42"&71"–48" (*s*) 180lb 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 ″ 9 s2 ″ 10¾ 25 ″ 0	
20277 163400 MBKF	**Antiquity** *OilEng.* *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted* *CruiserStern*	311 224 148	✠100A1 11,33 ✠LMC11,33 ✠LMC(M)6,36	Yar	*d*	OG N3,35	1933 11mo *Lloyd's A&CP*	Fellows& Co.Ld. Southtown, Gt.Yarmouth	F.T.Everard& Sons,Ld.	129·2|24·7| 8·9 P38'F13' FK *FPT*	London British 3*BHCem* 33t*APT*9t	Oil Engines 2S.C.SA 4Cy.12⅝"–15¾" 112NHP NewburyDieselCo.Ld. Newbury	9 ″ 6 s ″ 10½ 8 ″ 9¼	
20278 CBAG	**Antofagasta** (*ex*PlumBranch–33) *2Dks*	4798 4357 2900					1921	Palmers' Co.Ld. Newcastle	CompaniaChilena deNavegacion Interoceanica(H. R.Samsing,*Mgr.*)	398·5|53·8|26·1 P50'B121'F42'	Valparaiso Chilian *WB*	T.3Cy.$24\frac{7}{16}$",$40\frac{9}{16}$"&$66\frac{9}{16}$"–47" 300NHP *Emade*22*fitted*33 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		C
20279 YTPN	**Anton** (*ex*Kobac–36,*ex*Chiswick Manor–34, *ex*Lombardier) ssCff.No.2–27 *1Dk(Stl)*	*1480* *1313* *787*	✠ —— 2,34 ✠	Cff	*p*		1919 4mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	Ant.Babarovic *CellD*	240·3|36·1|19·1 B52'F23' FK *B*198' 297t *FPT*84t	Milna Yugoslav 4*BHCem* *APT*60t	T.3Cy.18",30"&50"–33" 172NHP 2SB,*6cf*,GS97,HS2886 N.BritishDieselEng.CoGls	21 ″ 3	C †
20280 UOMU	**Anton Chekhov** Ⓟ **TwinSc** (*ex*Delfin) *OilEng.* *2Dks&Shelter dk* *CruiserStern*	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3|39·4|18·2 F27'B88'	Rostov-on-Don Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"–32" 476NHP KharkovLoco.Wrks. "Komintern,"Kharkov		
20281 417 OHXL	**Anton H.** (*ex*JohnShaw–35) ssApl.No.3–3,26 *Mchy.Aft* ssHfx.No.2–35 *Cargo battens not fitted* *1Dk(Stl)*	1436 — 833	✠100A1 7,37 ~~10,36~~ BS~~6,35~~ 7,37 ✠LMC4,35	Els Got	*p*	CL 9,35	1913 1mo *Lloyd's A&CP*	W.Harkess &Son,Ld. Middlesbro'	WernerHacklin *CellDBa*36	247·0|38·0|14·6 Q144'F28' FK *f*169'441t*FPT*168t	Pori Finnish 4*BHCem* *APT*45t	T.3Cy.18",29"&48"–33" (*s*) 180lb 175NHP 2SB,*4pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 ″ 9 s5 ″ 1¼ 15 ″ 3	
20282 145937 GJBY	**Antonia** Ⓟ **TwinSc** ssBkn No.3-1,34 Sub Sig. *2Dks(Stl)&Shelter dk(Stl-ws)* *Ref.Mchy.* *3rd dk(Stl) in holds except* D.F. E.S.D. GyC. *in Nos.4&5*	13867 10636 8445	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ 12,37 ✠LMC MS9,33 BS~~12,36~~ 12,37 Lloyd'sRMC~~3,37~~ ~~10,37~~ 4,38 E & No. 6 hold chambers for temp. 32° F *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv	*h*†	CL 12,36	1921 12mo *Lloyd's A&CP*	Vickers,Ld Barrow	CunardWhite Star,Ld. *CellDB*450'1796t *in way of Tunnels*	519·9|65·3|39·1 *B&F*448' *on Sh dk* *Prom. dk* 266' FK *DTf*1450t *Tanks* 389t *FPT* 108t *AP*	Liverpool British *ptCem* 10*BHtoSdk* *T*49t	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS19443 FD 1640NHP 2SB&2DB,*24cf*,GS497 Vickers,Ld.Barrow	43 ″ 1 s11 ″ 11½ 31 ″ 6¾	BT till ~~12,37~~ 12,38
20283	**Antonico** (*ex*Ashbay–35, *ex*Tourneur) **TwinSc** *Mchy.Aft* *1Dk*	*1223* *826* *643*					1919	Ch.&Atel deSt.Nazaire St.Nazaire	ManoelLeonidas de Albuquerque	218·6|34·2|13·2 P74'F30'	Para Brazilian *WB*	C.4Cy.16"&30"–20" 77RHP Ch.&Atel.deSt.Nazaire		V
20284 1604 IBFC	**Antonietta** (*ex*Atholl) ssCff.2ndNo.3–1,26 ssGen.No.1–31 D.F. *2Dks(1Stl&UptIrn&ptStl)* *&deep framing*	4423 4082 2792	✠ ... 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld. Glasgow	G.Bozzo fuL. *Cell DBa*125'*u*	385·5|48·7|27·3 P40'B110'F44' FK *E&B*44'*f*167' 1059t	Genoa Italian 6*BHCem* *APT*38t	T.3Cy.27",43"&72"–48" 418NHP 2SB,*8cf*,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 ″ 9	I †
20285 422 IBGC	**Antonietta Lauro** (*ex*Parklaan–33) ssRot.No.1–32 D.F. *1Dk(Stl)*	5428 5022 3328	✠ ... 1,35 ✠	Rot	*z*		1928 3mo	P.Smit,Jr. Rotterdam	A.Lauro *CellDBa&uE*1	435·5|55·2|26·5 420·3 P33'B250'F36' FK 56'*f*182'1188t *FPT*	Naples Italian 7*BHptCem* 150t*APT*34t	T.3Cy.$27\frac{9}{16}$",42½"&$72\frac{13}{16}$"–$51\frac{9}{16}$" 500NHP 3SB,*9cf*,GS171,HS7104 P.Smit,Jr.Rotterdam	29 ″ 0	I †
20286 142601 GBDN	**Antonio** (*ex*Western,*ex*WarFijian) ssCff.No.3–11,30 ssCff.No.1–34 *1Dk(Stl)*	5225 4775 3168	✠100A1 ~~6,37~~ ~~10,36~~ 2,38 BS3,37 ✠LMC11,34	Cff ~~Shl~~ Rot	*y*	CL ~~2,36~~ 1,38	1918 7mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	NewEgypt&LevantShippingCo.Ld (T.BowenRees&Co Ld. *Mgrs.*) *CellDB*	400·3|52·3|28·4 P49'B113'F39' FK 341'1081t*FPT*134t	London British 7*BHCem* *APT*212t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 8¼	
20287 EANB	**Antonio de Satrustegui** (*ex*Mari-Dolores–34, ssBboNo.3–5,30 *ex*Tenax,*ex*Canadian ssBcl.No.1–35 Raider) *1Dk(Stl)* *Cargo battens not fitted*	3289 — 1867	✠100A1 3,36 BS3,36 ✠LMC1,35 No later survey reported	Bcl	*v*	CL 1,34	1920 1mo *Lloyd's A&CP*	Wallace ShipyardsLd. N.Vancouver	Cia.deNav.Vasco-Asturiana ~~(R.C. de los Cobos, *Mgrs.*)~~ *Cell*	331·0|46·7|23·2 P33'B98'F33' FK *DB*270'674t*FPT*95t	Aviles Spanish 7*BHCem* *APT*73t	T.3Cy.25",41"&68"–45" (*s*) 180lb 408NHP 3SB,*9cf*,GS156,HS7275 WallaceShipyards,Ld.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
20288 DHBJ	**Antonio Delfino** Ⓟ **TwinSc** (*ex*SierraNevada–34, *Fitted for oil fuel* *ex*AntonioDelfino–32) *4Dks* D.F. GyC. Sub.Sig *CruiserStern*	13589 10178 8013					1921	Akt.Ges. "Vulcan" Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	499·5|64·0|38·7 B&F402'Upper F41'	Hamburg German *WB*	T6Cy$26\frac{7}{16}$",$43\frac{5}{16}$"&71"–$51\frac{3}{16}$" &2 low pressure Turbines 1200NHP VulcanWerkeA.G. Hamburg		G
20289 114 IVPG	**Antonio Landi** **Aux3MstSr** (*ex*Vittoria–36,*ex*Sive) *OilEng.* *Mchy.Aft* Wireless *1Dk* (*See Sailing Ship Register*)	415 368 301					1919	NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek	CarloLandi fu Antonio	157·1|25·4|12·6 Q34'H24t	Savona Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NHP NE34 Soc.An."Fiat"S.G.M.Turin		I
20290 415 IBTF	**Antonio Limoncelli** (*ex*Aberdare–33, ssCff.No.2–32 *ex*Merioneth) D.F. *1Dk(Stl)*	4574 4263 2819	✠ ... 4,34 ✠	Bry			1924 5mo	W.Gray& Co.Ld. WHartlepool	A.Lauro *CellDB*	412·2|52·0|25·6 400·0 P30'B257'F35' FK 360'1260t *FPT*117t	Naples Italian 6*BHptCem* *APT*128t	T.3Cy.26",43"&71"–48" 436NHP 3SB,*9cf*,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 ″ 1	I †
20291 EEAV	**Antonio Lopez** Ⓟ (*ex*Ruahine) ssBcl.3rdNo.3–9,27 *2Dks(Stl–ws)3trB* Sub.Sig D.F.	6044 5146 4346	✠ 11,30 ✠	Msl	*a*†		1891 12mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica *WB*	430·0|50·1|31·6 P54'B160'F58' BK11" =*CellDBa*110'*uB*	Barcelona Spanish 7*BHCem* 58'*f*153'779t	Q.4Cy.32",46½",64½"&92"–60" FD 818NHP 3DB,*18pf*,GS270,HS11262 Denny&Co.Dumbarton	34 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Now "Alga," see No. 37119 in Supplement 20292 808 SVEI	**Antonios** (exPessades-36, exD'Enambuc-34,exAndréMontreuil, exJanine,exTours) 1Dk	1957 — 1202			...		1917	Toledo S.B.Co. Toledo,Ohio		251·0	43·8	18·9 P21'B64'F30' FK	Piræus Greek WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	
20293 152 SVGH	— Iron (exNewington) ssLth.2ndNo.3-4,09 ssPir.No.1-13 Well deck 1Dk(Irn)	1187 845 679	✠ 11,19 ✠	Bry	m		1883 5mo	Workman, Clark&Co. Belfast	AntoniosG.Georgandis	217·3	31·9	15·4 P32'Q46'B63'F29' ptND09 FK WB=DBa59 f84'&uE&B31'274t	Piræus Greek 5BHCem APT39t	C.2Cy.26"&50½"-36" NDB04 122NHP 1SB,3pf,GS45,HS2062 V.Coates&Co.Ld.Belfast	16 ″ 9	V †
Broken up 20294 743 SVJE	**Antonios Michalos** (exGeorgiosK. ssPir.2ndNo.3-10,25 Saliaris-33,exCorby) ssPir.No.2-34 1Dk(Stl)&Spar dk(ptIrn&ptStl) &deep framing	3514 3257 2279	~~✠100A1~~ Spar dk 6,36 ~~BS1,37~~ ✠~~LMC7,34~~	Pir	v	CL 6,36	1901 10mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	C.N.Michalos (MichalinosMaritime&Commercial Co.Ld.Mgrs.)	331·0	48·0	17·0 25·0 P27'B90'F30' FK CellDBa110'uE&B38'f136'	Piræus Greek 6BHCem	T.3Cy.24¼",40"&65"-42"(s) 160lb 291NHP 2SB,8pf,GS112,HS4618 J.Dickinson&Sons.Ld.Sld. 770tDTf20'494tAPT31t	27 ″ 4 s 4 ″ 9 22 ″ 9	
20295 39 SVDS	**Antonios Stathatos** ssBry.No.3-8,32 ssShl.No.1-36 1Dk(Stl) Fitted for oil fuel 11,20 F.P. above 150° F.	3836 3365 2258	✠100A1 10,37 ~~1,36~~ ✠LMC MS1,36 BS~~8,36~~10,37	Shl Hul	w	CL 12,35	1920 11mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	D.D.Stathatos	364·9	51·5	22·6 P27'B219'F39' FK CellDB313'948t	Ithaca Greek 6BHCem APT63t	T.3Cy.25",41"&68"-45" (s) 180lb 391NHP 3SB,9cf,GS177,HS6801 D.Rowan&CoLd.Glasgow	25 ″ 0 s 3 ″ 2¾ 22 ″ 0	
20296 ~~12~~ ~~SVCV~~	**Antonios Vrondissis** (exRosina) ssMsl.2ndNo.3-7,29 ssPir.No.1-34 1Dk(Stl)2trB&Webframes 3Dk rule STRANDED 8,36—REFLOATED— NOW IN PORT DAMAGED	2690 2412 1677	✠ 9,34 ✠	Pir	u		1904 2mo	Chant.Nav Anversois Hoboken	~~J.A.Vrondissis~~	318·0	44·6	20·7 P35'B200'F37' FK CellDBa92'uE&B38'f142'810t DTa28' 510t FPT82tAPT100t	~~Andros~~ ~~Greek~~ 6BHCem	T.3Cy.23",38"&64"-42" NDB21 287NHP 2SB,6cf,GS126,HS4417 N.E.MarineEng.Co.Ld.Sld	23 ″ 6	
20297 SVGY	**Antonis** (exIouliaNicolaou-36, exRocio-33) ssShl.No.3-9,28 ssRot.No.2-37 ~~ssShl.No.1-33~~ 1Dk(Stl)	3729 3466 2320	✠100A1 8,37 ~~4,36~~ ~~BS12,35~~ ✠LMC~~6,33~~ BS12,37 ~~12,36~~ MS4,36	Nwc Rot	w	CL ~~4,36~~ N7,37	1915 8mo	R.Thompson&Sons,Ld. Sunderland Lloyd'sA&CP	~~S.A.Lemos~~ AntonisG. Lemos'Sons	350·0	50·5	22·8 P35'B210'F36' FK CellDBa106'uE21'f148'807t	Chios Greek 6BHCem APT139t	T.3Cy.25",42"&68"-48" (s) 180lb 100lb 346NHP 2SB,6cf,GS138,HS5300 N.E.MarineEng.Co.Ld.Sld	25 ″ 2 s 2 ″ 11½ 22 ″ 5¾	
* 20298 672 SVOC	**Antonis Georgandis** (exRijndijk) ssRot.No.3-10,27 ssPir.No.2-36 1Dk(Stl)	3557 3259 2172	✠100A1 8,37 ~~5,36~~ ✠LMC5,36 BS8,37	Pir Sws	v	CL ~~4,36~~ 7,37	1915 3mo	Rotterdam Droogd.Maat Rotterdam A&CP	GeorgandisBros.	345·6	48·8	23·2 P25'B115'F35' FK CellDBa96'uE23'f163'816tFPT82t	Piræus Greek 6BHCem APT110t	T.3Cy.25",41"&67"-45" (s) 180lb 361NHP 2SB&1AuxB,8cf,GS158 NewAuxB11,30 HS6033 RotterdamDroogd.Maats.	25 ″ 7 s 4 ″ 2½ 21 ″ 7	
* 20299 164314 GZGQ	**Antrim Coast** OilEng. Wireless D.F. E.S.D. 1Dk&Shelter dk Mchy.Aft CruiserStern	646 499 234	✠100A1 withfreeboard ~~8,37~~ 2,37 4,38 ✠LMC2,37	Ard Liv	m	OG	1937 2mo	Ardrossan DockyardLd. Ardrossan Lloyd'sA&CP	CoastLines,Ld.	200·6	33·1 34·9	11·1 209·5(O.L.) FK F23' CellDB154'219tDTf6'31tFPT65tAPT28t	Liverpool British 3BHCem (Coll to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
* 20300 ONWA	**Antverpia** (exFangturm) ssAnt.2ndNo.3-12,36 1Dk(Stl)&Spar dk(Stl-pt D.F. teaks)&deep framing	4932 4694 3132	✠100A1 Spar dk 12,36 ✠LMC12,36	Ant	z	CL 12,36	1908 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Cie.RoyaleBelgo-Argentine(ArmementDeppe,Mgrs.)	401·2	52·5	20·2 28·2 P50'B122'F51' FK CellDBa130'uE24'f180'966t 'tweendktanksa44'434tf42'456t FPT60tAPT50t	Antwerp Belgian 6BHCem	Q.4Cy.23",31½",48"&71"-51" 213lb 120lb (r) 470NHP 3SB,9cf,GS153,HS6216 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 6 ″ 0¼ 25 ″ 2¾	
20301 131907 GDFV	**Antwerp** Ⓟ TwinSc CruiserStern Sub.Sig. 2Dks&Shelter dk	2957 2373 1285			...		1920 4mo	J.Brown& Co.Ld. Glasgow	London&North EasternRailway	321·6	43·1	17·9 F131' on Shelter dk FK	Harwich British WB	4SteamTurbinesSR geared to 2ScShafts 1476NHP J.Brown&Co.Ld.Glasgow	26 ″ 6	BT till ~~4,37~~ 3,38
20302 PCSJ	**Antwerpen** OilEng. Mchy.Aft 1Dk	364 291 251					1927	N.V.Werf DeNoord Alblasserdm.	N.V.Motorship "Antwerpen" (T.denHartigh, Mgr.)	148·7	24·2	9·6 Q39'F15'	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
20303 DIFF	**Anubis** Ⓟ TwinSc (exSpreewald-35) OilEng. D.F. Sub.Sig. CruiserStern 2Dks	5083 4467 3002					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6	54·2	27·4 F40'	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.24¾"-38¾" 714NHP AlgemeineElec.Ges.Berlin		G
20304 OOWA	**Anvers** (exEkkehard,exElsaMenzell) 2Dks	4398 4097 2782					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.RoyaleBelgo-Argentine (Armement Deppe, Mgrs.)	383·3	52·1	25·3 P43'B113'F42'	Antwerp Belgian	T.3Cy.22¾",39¼"&66½"-48" 306NHP FlensburgerSchiffsb.Ges.		V
~~To~~ 20305 307 OHAA Now "Atea," see No. 37163 in Supplement	**Anversoise** (exReigate) ssGot.2ndNo3-6,28 ssGot.No.1-33 2Dks(Stl)&Webframes	4109 3714 2500	~~✠100A1~~ 9,35 ~~BS8,36~~ ✠~~LMC9,33~~	Els	w	CL 8,33	1901 11mo	Palmers' Co.Ld. Newcastle A&CP	J.A.Zachariassen &Co.	365·0	48·2	25·4 B78'F41' FK CellDBa126'uE26'f148'819t	Nystad Finnish 6BHCem APT34t	T.3Cy.24½",41½"&70"-45" 200lb 392NHP 2SB,6cf,GS121,HS4993 FD Palmers'Co.Ld.Newcastle	28 ″ 4 s 5 ″ 8½ 22 ″ 10	
* 20306 ONVA	**Anversville** Ⓟ TwinSc ssGls.No.3-2,30 ssAnt.No.1-34 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl-teaks)	8433 6425 5092	✠100A1 Shelter dk withfreeboard 2,38 ~~6,36~~ ✠LMC1,34 ✠NB2,30 BS~~2,36~~ 4,37 Lloyd'sRMC~~4,37~~ ~~6,37~~ 2,38 ~~11,34~~	Ant	b†	CL ~~PN5,36~~ ~~85,36~~ 6,37	1912 8mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	Cie MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale, Mgrs)	440·3	55·6	34·4 452·0(O.L.) P56'F86'onShltr dk FK WB=CellDBa140'uE&B93'f	Antwerp Belgian 8BHCem	Q.8Cy.23",33",47"&67"-48" 215lb (s) 979NHP 5SB(Spt),20cf,GS348, HS14430 A.Stephen&Sons,Ld.Gls. 163'1002t FPT83tAPT74t	37 ″ 0 s 9 ″ 3 28 ″ 2¾	
20307 202077 KLEE	**Anvil** WoodTwinSc OilEng. 2Dks	363 — 276					1905	StoneS.B. Co. SanFrancisco	DavisFisheries	116·0	24·5	16·5	Seattle Utd.States	Oil Engines 6Cy.14"-28" UnionGasEng.Co.S.Fo.		
* 20308 16282 JAYD	**Anyo Maru** Ⓟ TwinSc ssKob.No.3-6,34 2Dks(Stl)& Shelter dk(Stl-ws) ssYka.No.1-38 Fitted for oil fuel 3,18 F.P. above 150° F.	9257 8651 5739	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~5,36~~ 3,38 ~~BS5,37~~ ~~BS5,36~~ ✠LMC~~6,34~~ 3,38	Yka	d†	OG 6,34 5,37	1913 6mo	MitsuBishi Dkyd&EWks Nagasaki Lloyd'sA&CP	NipponYusenK.K.	466·3	58·9	38·0 FK&BK1½" CellDBa133'uE&B92'f178'1571t FPT	Tokio Japanese 7BHCem 128tAPT27t	4SteamTurbinesSR geared to 2Screw Shafts (s) 200lb 1157NHP 5SB,GS289,HS12065 FD MitsuBishiD&E.Wks.Nag.	40 ″ 6 s 10 ″ 9½ 30 ″ 3	
20309 150273 VGBR	**Anyox** Ⓟ Wood Fitted for oil fuel Wireless 1Dk	1267 1035 749					1917	Winslow S.B.Co. Winslow,W.	PacificSalvage Co.Ld.	193·4	39·7	19·6 F96'	Vancouver British WB	T.3Cy.17",27"&44"-32" Emade07 98RHP MoranBros.Seattle,Wash.	23 ″ 4 s 2 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade
20310 255 JTQB	**Anzan Maru** (exRiverway, exFraserRiver) 1Dk	3890 3469 2337					1915	Irvine's SB &D.D.Co.Ld. WHartlepool	DairenKisenK.K.	350·2 P31'B104'F39'	51·1	24·0	Dairen Japanese WB	T.3Cy.25",40"&67"–45" Richardsons, 302NHP Westgarth&Co.Ld.Hpl.		C
20311	**Anzora** ~~For particulars see "Cabo Silleiro."~~ Now sailing as "Roosile," –For particulars see "Cabo Silleiro,"															
20312 40697 JGHJ	**Aoi Maru** OilEng. Mchy.Aft CruiserStern 1Dk	358 266 262					1935	Urabe Zosen Tekkosho Osaka	MarutatsuKaiun K.K.	131·0 P44'F24'	26·0	12·0	Kobe Japanese WB	Oil Engines 2S.C.SA 4Cy.16 1/16"–18½" 192NHP NipponHatsudokiKK.Kob		
20313 148515 GDVB	**Aorangi** Ⓟ QuadSc ssSyd.No.3-2,37 ~~ssSyd.No.2-33~~ OilEng. GyC. Ref.Mchy. 4Dks(Stl-Weather dk teak s) Sub Sig. D.F. CruiserStern	17491 13531 10733	✠100A1 withfreeboard ~~7,37 8,36~~ 1,38 8,37 ✠LMC CS7,33 DBS11,37 8,37 ~~11,35~~ ✠Lloyd'sRMC ~~2,37~~ 1,38 ~~2,37~~	Syd	l† P	CL f10,35 Pa4,36 sf2,37 sa1,38	1924 12mo Lloyd'sA&CP	Fairfield Co.Ld. Glasgow	CanadianAustralasianLine,Ld.	580·1 F93'Prom dk419' FK&BK2' CollB CellDB438'1653tDTf37'510tFPT151tAPT167tFWtanks between tunnels410t	72·2	43·4	London British 11BHptCem HtoWthr dk	Oil Engines 2S.C.SA 24Cy.27½"–39" 2DB-120lb 3177NHP FairfieldCo.Ld.Glasgow	46 ″ 7 s19 ″ 4½ 27 ″ 10	
20314 1035 IBOC	**Aosta** (exGianLuigi) Aux3MstSr OilEng. Mchy.Aft 1Dk (*See Sailing Ship Register*)	485 401 279					1913	Cant.Offic. Savoia Cornigliano Ligure	LuigiGotelli&C.	182·7 P13'F30'	28·3	12·0	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.14⅔"–21½" NE25 145NHP SulzerFrères,Winterthur		I
20315	**Apa** TrpSc OilEng.	247 — 153					1929	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	167·4	34·0	8·2	Bns.Aires Argentine	Oil Engines J&CG BolindersCoLdS km		
20316 149611 GMSB	**Apapa** Ⓟ TwinSc ssLiv.No.2-35 OilEng. 2Dks(Stl-Weather dkpt teak s) D.F. E.S.D. 3rdDk(Stl) in holds Ref.Mchy. CruiserStern	9333 6813 5472	✠100A1 withfreeboard ~~4,37 7,36~~ 3,38 ✠LMC CS10,35 DBS~~11,36~~ 1,38 7,37	Liv	d†	CL ~~P2,34~~ ~~S5,35~~ P4,37 S3,38	1927 1mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	450·7 P37'B267'F50' FK CellDB365'1226tFPT79tAPT195t	62·3	31·3	Liverpool British 7BHCem	Oil Engines 4S.C.DA 12Cy.26¾"–55⅛" 1651NHP DB100lb Harland&Wolff,Ld.	34 ″ 6 s10 ″ 4 24 ″ 6½	BT till ~~4,37~~ ~~9,37~~ 2,38
20317 980 IKBQ	**Ape** (exCoccinelle)	360 313 149					1918	Ch.&Atel. deProvence PortdeBouc	Soc.Anon.Ilva	139·1	24·1	13·1	Genoa Italian	O.2Cy.17 7/16"&25⅜"–23⅜" NB20 26NHP Forg.&Ch.de laMedit.Msl.		
20318	**Apipé** (exJenny,exCuers, exPaso deSan Lorenzo) TwinSc Mchy.Aft 1Dk	750 — 441			...		1909	JIThornycroft&Co.Ld. Woolston	"LaIndustrial Platense"Soc. Anon.	221·2 FK	33·2	10·7	Bns.Aires Argentine WB	T.6Cy.11",18"&29"–21" 128NHP JIThornycroft&CoLd.Lon	11 ″ 6	
20319	**Apo** (exJ.Bustamante-36) (*CableVessel*) 1Dk	1074 744 461					1904	Cia.Trasatlantica Cadiz	PhilippineGovernment	222·0 P21'F35'	32·0	15·7	Manila Utd.States WB	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew		
20320 105772 VPGR	**Apoey** (exSuiSang) 1Dk&Spar dk&deep framing	2790 2589 1776			...		1895	SirR.Dixon &Co. Middlesbro'	PoHingS.S.Co.Ld.	309·9 P44'B64'F35' 25·2 FK	41·1	17·2	HongKong British WB	T.3Cy.23",36"&59"–42" 275NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	
20321 PCSS	**Apollinaris V.** Now "Heemskerk," see No.38470 in Supplement ssRot.No.1-35 OilEng. Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern	315 — 229	✠100A1 12,36 ✠LMC9,35	Lon	d	N9,35	1931 4mo Lloyd'sA&CP	N.V.IndustrieeleMaats. DeNoord Alblasserdam	N.V.ScheepvMaats "Tholen"(H. Mulder,Mgr.)	131·9 Q26'B8'F16' FK CellDBf28' 28tFPT10tAPT4t	23·5	8·8	Voorburg Dutch 3BHptCem	Oil Engines 4S.C.SA 3Cy.11"–17 1/16" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
20322 PCST	**Apollinaris VI.** Now "Barendsz," see No.37380 in Supplement ssSld.No.1-36 OilEng. Mchy.Aft 1Dk(Stl) Cargo battens not fitted Cruiser Stern	313 227 229	✠100A1 6,36 ✠LMC6,36	Sld	d	N6,36	1931 5mo Lloyd'sA&CP	N.V.IndustrieeleMaats. DeNoord Alblasserdam	N.V.Scheepvaart Maat."SintFilipsland"(H.Mulder, Mgr.)	131·9 Q26'B8'F16' FK CellDBf28'28tFPT10tAPT4t	23·5	8·8	Voorburg Dutch 3BHCem	Oil Engines 4S.C.SA 3Cy.11"–17¾" 35NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ s ″ 11 8 ″ 8	
20323 163 IBAD	**Apollo** (exFarnham-36,exFulham-34, exDublin, exAlbistan, exCambyses) ssShl.2ndNo.3-1,31 ssAnt.No.1-34 1Dk(ptIrn&ptStl)&deep framing	3177 2961 1906	✠ ... 3,37 ✠	Gen	w		1905 6mo	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Sbarchi-Imbarchi e Trasporti	362·2 350·1 P27'B182'F34' FK CellDBa117'uE23'f150'722tAPT30t	46·1	23·6	Rome Italian 6BHCem	T.3Cy.24⅔",40"&65"–42" NDB27 291NHP 2SB,6rf,GS112,HS4404 Cen.Mar.Eng.Wrks.WHpl	26 ″ 1	I †
20324 DOKF	— Sub.Sig. E.S.D. 2Dks CruiserStern	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy19 5/16",31½"&50⅝"–35 7/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
20325 527 ESFT	— WoodAux4MstSr (exJirina,exNatividad, exApollo,exWigala,exElse) OilEng. 1Dk (*See Sailing Ship Register*)	343 323 266					1917	R.Rasmussen Nakskov	T.Kain	138·2	30·2	12·8	Loksa Estonian	Oil Engines 2S.C.SA 3Cy.14 3/16"–15 5/16" 116NHP A/SMaskinfabr. Tuxham,Copenhagen		V
20326 OHYG	— (exElinsborg-36,exHamburg, exGösta) Mchy.Aft 1Dk	303 257 187					1908	Eriksbergs M.V.Aktieb Gothenburg	O/YMaininki (Seppinen& KemppiO/Y.Mgrs)	126·2 P28'H18tF15'	22·4	11·4	Koivisto Finnish WB	O.2Cy.10"&22½"–15" 16NHP EriksbergM.V.Aktieb.Got		N
20327 PCSY	**Apollonia** TwinSc OilEng. ssMfl.No.1-35 Mchy.Aft 1Dk(Stl) *Longitudinal framing at bottom and at top of trunk*	2086 1396 1031	✠100A1 1,38 ~~3,37~~ DBS1,38 ✠LMC CS8,35 ~~DBS3,37~~ 3,37 *Carrying Petroleum in bulk*	Alx	r	CL ~~9,34~~ 1,38	1931 7mo Lloyd'sA&CP	N.V.Wrf. v.Rijkee&Co Rotterdam	Nederl.Indische Tankstoomboot Maats.	260·5 P84'Trunk129' FK F47' CellDBuE48'31tFPT27tAPT107t	48·1	15·0	TheHague Dutch 9BH pt Cem	Oil Engines 4S.C.SA 12Cy.15¾"–31½" 286NHP DB150lb WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″ 3½	
20328 EAAW	**Apolo** ssBbo.2ndNo.3-11,25 ssBbo.No.1-30 2Dks(1Stl&UptIrn&ptStl) &deep framing	*4320* *4033* *2800*	✠ ... 12,34 ✠	Bbo	x		1900 9mo	Napier& Miller,Ld. Glasgow WB=	Cia.Anon.Marit. Union(M.Urruchua,Mgr.)	375·3 P39'B102'F45' FK CellDBa127'uE23'f163'1044tAPT48t	50·0	25·9	Bilbao Spanish 6BHCem	T.3Cy.27⅝",43½"&72½"–48" 415NHP 2SB,6cf,GS120,HS5100 FD D.Rowan&Co.Glasgow	28 ″ 8	C †
20329 CBAP	— (exSolstad,exBurstad) Wireless 1Dk	1117 — 719					1911	Akers Mek.Værks. Oslo	Tyrer y Landgren	221·3 Q110tB56tH32t F22t	32·2	12·1	Valparaiso Chilian WB	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross / Under deck / Net	Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen	Built: When	Built: By Whom / Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of H. of T's Cert.
20330 161561 GJXF	**Appalachee** OilEng. ssBel.No.1-35 D.F. 1Dk(Stl)2nddk(Stl)clear Mchy.Aft of cargo tanks&web frames Longitudinal framing at bottom, at deck & at Longitudinal bulkheads Rudder electrically welded	8826 8084 5267	✠100A1 3,38 ✠LMC CS8,35 DBS3,38 3,38 CarryingPetroleum in bulk	Bel Nwc	d†	OG ~~8,33~~ 4,37	1930 12mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.) CellDBuE51'151t DTf41'616t FPT276tAPT48t	477·0 P105'B27'F41' FK	63·8	34·8	Newcastle British 17BHptCem	Oil Engines 2S.C.SA 4Cy.25 3/16"-97 5/8" 785NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 6 " 10 28 " 2¾	
20331 161611 GPTD	**Appledore** ssCff.No.1-34 1Dk(Stl)&Shelter dk(Stl)	5218 4819 3150	✠100A1 withfreeboard 8,37 ~~8,36~~ ✠LMC MS6,34 BS~~4,36~~ 2,38	Shl ~~Bry~~ Npt	a†	CL ~~1,35~~ 2,38	1929 10mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	MaritimeShipping &TradingCo.Ld. Cell DBa&uE134'f188'1387t FPT139tAPT104t	406·3 F33' FK	56·0	26·9	Bideford British 6BHCem (Coll to Sh dk 5 " 2nd ")	T.3Cy.26",43"&73"-48" (s) 200lb 527NHP 3SB,9cf,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 " 5 s 3 " 9¼ 25 " 10½	
20332 140251 GVCG	**Appleleaf** TwinSc ssLon.No.3-11,29 D.F. ssHKg.No.2-36 ~~ssPts.No.1-33~~ 2Dks(Stl)&Webframes Longitudinal framing	5892 5258 2480	✠100A1 7,37 ~~7,36~~ BS7,37 ✠LMC7,36 CarryingPetroleum in bulk Fitted for oil fuel 2,17 F.P. above 150° F.	HKg	a†	CL 7,36	1917 2mo Lloyd'sA&CP	Workman, Clark&Co.Ld Belfast	TheAdmiralty CellDBuE&B88'393t DTf48'214t	405·5 426·7(O.L.) P36'B32'F89' FK	54·6	32·6	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1102NHP 6SB,18cf,HS17250 FD Wrkman,Clark&Co.LdBel	35 " 3 ~~s 6 " 9¼~~ ~~28 " 8~~ s6 " 8¼ 28 " 8¾	
20333 163393 MBJR	**Apricity** ssYar.No.1-37 OilEng. Mchy.Aft 1Dk(Stl) Well deck CruiserStern	402 260 200	✠100A1 4,37 ~~10,35~~ ✠LMC ~~10,35~~ 4,37 ~~✠LMC(M)6,36~~	Lon Yar	f	OG N4,37	1933 10mo Lloyd'sA&CP	G.Brown& Co. Greenock	F.T.Everard& Sons,Ld.	142·8 Q83'B9'F19' FK FPT62t	25·6	9·3	London British 3BHAsp APT30t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld.	10 " 3 s 3 " 8 10 " 3	
20334 465 IKBT	**Aprilia** (exFöhr-36,exHamm, exHestia) 1Dk&deep framing&pt Awng dk	1259 868 757			...		1907	WoodSkin- ner&Co.Ld. Newcastle	A.Lauro	234·4 225·3 Q81'F28'RFD19' ptAwng dk98' FK	34·1	14·3	Naples Italian WB	T.3Cy.17",28"&46"-38" 141NHP N E.MarineEng.Co.Ld.Sld	16 " 6	GI †
20335 UOWN	**Apsheron** (exApsheronneft-34, exZoroaster) OilEng. Mchy.Aft CruiserStern 1Dk D.F. Carrying Petroleum in bulk	3756 3253 1830					1923	A/BGöta- verken Gothenburg	U.S.S.R.	319·2 P75'B32'F35'	49·1	28·2	Tuapse Russian WB	Oil Engines 2S.C.SA 4Cy.26 9/16"-36¼" 496NHP Akties.NobelDiesel, Nynäshamn		
20336	**Apure** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	3164 2298 1669	✠100A1 ~~5,37~~ 5,36 1,38 ~~BS5,37~~ ✠LMC5,36 CarryingPetroleum in bulk Fitted for oil fuel 5,28 F.P. above 150° F	Cco Mob BS1,38	u	CL 1,38	1928 5mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A. CellDBuE&B50' 149t side tanks	325·0 337·2(O.L) P73'B22'F40' Trunk in wells FK 180'2115t FPT207t	55·2	16·4	Maracaibo Venezuelan 8BHptCem APT126t	T.6Cy14½",24"&39½"-27" (s) 180lb 248NHP 2SB,6cf, ,HS4808 Palmers'Co.Ld.Newcastle	16 " 6 s 2 " 0¼ 14 " 8¼	
20337 OAPA	**Apurimac** (exPaita,exAnubis, exLuciana) ssHam.No.3-3,10 2Dks(Stl-Uws) Well deck 3trBLower dk forehold Fitted for oil fuel	5361 — 2699	✠ 12,15 ✠	Ham			1898 2mo	JLThomp- son&Sons,Ld. Sunderland	Cia.Peruana de Vap.y dique del. Callao CellDBa120'uB36'f152'729t	382·0 P233'F44' BK8½"	48·2	26·2	Callao Peruvian 6BHCem	T.3Cy.27",44"&72"-48" 391NHP 3SB,9pf,GS197,HS6300 G.Clark,Ld.Sunderland	29 " 0	V †
20338 220013 KUSN	**Aquarius** Sub.Sig. Fitted for oil fuel 1Dk&Shelter dk&Web frames Longitudinal framing	6094 5632 3816			...		1920	GMStandi- fer ConstCorp Vancouver, Wash.	LykesBros.Ripley S.S.Co.Inc.	401·4 P34'B114'F38'on Shelter dk	53·2	31·9	Houston Tex Utd. States WB	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 " 7	R †
20339 163551 MBBK	**Aqueity** OilEng. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	370 272 184	✠100A1 5,36 ✠LMC12,34 ✠LMC(M)3,37	Goo		OG N1,38	1934 12mo Lloyd'sA&CP	Fellows &Co.Ld. Southdown Gt.Yarmouth	F.T.Everard& Sons,Ld.	137·0 P37'F13' FK len.36 FPT33t	26·1	9·8	London British 3BHCem APT11t	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	10 " 6 s1 " 2¼ 9 " 5	
20340 423 ~~2057~~ IBEO	**Aquileja** Ⓟ TwinSc (exPrins der ssAms.No.3-8,26 Nederlanden-35) ssAms.No.1-30 2Dks(Stl)&Shelter dk(Stl-teaks) Sub.Sig. Ref.Mchy. 3rd dk in No.1 hold	9448 7294 4793	✠ Shelter dk withfreeboard 7,31 ✠ ✠NB(1SBf)4,27	Ams	d†		1914 1mo	Nederl. Schps.Maats Amsterdam	LloydTriestino Soc.Anon. di Nav. CellDBa122'uE58'f159'1033t FPT78tAPT62t	498·0 481·2 P43'F74' on Shelter dk FK	57·2	34·8 26·8	Trieste ~~Genoa~~ Italian 8BHCem	Q.8Cy.24 7/16",34⅝",47¼"&70⅞" -47¼" 1257NHP 3DB&3SB,27cf,GS465, HS19898 FD NedFb.v.Wrk&SpoorAms	37 " 11	I †
20341 124059 MCQK	**Aquilla** ssLiv.2ndNo.3-5,31 ssLiv.No.1-36 Well deck 1Dk(Stl-pt teaks) Mchy.Aft Cargo battens not fitted	450 330 172	✠100A1 2,38 ~~5,36~~ ✠LMC BS~~1,36~~ 3,37 MS5,36	Liv	g	CL 4,36	1907 4mo Lloyd'sA&CP	AilsaS.B. Co.Ld. Troon	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.) WB = CellDBf77'110t FPT48tAPT7t	155·0 Q51'B9'F28' BK7"	26·1	10·8	Liverpool British 3BHCem	C.2Cy 18"&40"-27" (s) 130lb 94RHP 1SB,3pf,GS51,HS1752 Ross&Duncan,Glasgow	13 " 1 s " 11 12 " 9	
20342 135583 GLRZ	**Aquitania** Ⓟ QuadSc ssSou.No.3-1,26 GyC. ssSou.No.2-34 E.S.D. 4Dks(Stl-Uptws)&Shelter dk Sub.Sig. (Stl-ptws) Lower&Orlop dks D.F. (Stl)in forward&after holds	45647 28408 20800	✠100A1 4,37 ~~5,36~~ BS~~10,36~~ 10,37 ✠LMC1,34 Fitted for oil fuel 7,20 F.P. above 150°F.	Sou		CL Pa4,37 SaN 1,36 Pf1,36 Sf1,36	1914 4mo Lloyd'sA&CP	J.Brown& Co.Ld. Clydebank	CunardWhiteStar, Ld. WB = Cell DBa141'uE&B444'f169'5555tFPT240t	868·7 B524'on Shelter dk FK	97·0	49·7	Liverpool British 10BHCem	4 Steam Turbines (r) 195lb HS138596 9708NHP 21DB,168cf,GS3541 FD J.Brown&Co.Ld.Clydebnk	54 " 6 s18 " 7½ 36 " 2	BT till ~~4,37~~ ~~12,37~~ 4,38
20343 1982 IBBU	— (exFarnworth-34) ssNwc.No.2-34 D.F. 1Dk(Stl)	4971 4527 3024	✠100A1 7,36 ✠LMC MS11,33 BS~~2,37~~ 2,38	Gen	y	CL ~~9,34~~ 8,37	1924 9mo Lloyd'sA&CP	Blythsw'd S.B.Co.Ld. Glasgow	DittaLuigi PittalugaVapori CellDBa&uE158'f181'1408t FPT100t APT130t	414·6 401·6 P36'B118'F35' FK	53·2	26·9	Genoa Italian 6BHCem	T.3Cy.26",42"&71"-48" (r) 180lb 425NHP 3SB,9cf,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 " 7 s 5 " 8½ 24 " 2	
20344 SJVN	**Ara** (exHolmewood-36,exMathiasen Trader-34,exHolmewood-34,exNovadoc, exNormanM.Paterson, 1Dk exCanadianPathfinder)	2208 1958 1250			...		1921	Collingwd. S.B.Co.Ld. Toronto	A/B Arafart (A.R.Appelqvist, Mgr.)	251·4 P25'B64'F28' FK	43·7	22·3	Stockholm Swedish WB	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 " 3	C †
20345 OFAM	— (exArgo-37,exBriarpark) 1Dk	1940 — 1101			...		1923	Grngem'th Dkyd.Co.Ld. Grngemouth	FinskaÅngf.A/B	281·6 P21'B68'F29' FK	41·9	18·9	Helsingfrs Finnish WB	T.3Cy.21",35"&57"-36" 227NHP D.Rowan&Co.Ld.Gls	20 " 10	V †
20346 LCHF	— (exBois) 1Dk	965 649 556					1919	Trosvik M.V.A/S Brevik	DetBergenske Dampskibsselskap	196·9 Q44tB173tH71t	32·5	12·4	Bergen Norwegian WB	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
20347 304~~1415~~ IBIC	**Arabia** OilEng. ssGen.No.2-35 D.F. 2Dks(Stl)	7025 5391 4499	✠100A1 12,37 ~~2,37~~ ✠LMC CS7,35 DBS~~10,36~~ 12,37 ~~6,36~~ 7,37	Tri Gen	a†	CL ~~2,35~~ 12,37	1926 11mo Lloyd'sA&CP	Cantiere SanRoccoSA Trieste	LloydTriestino Soc.Anon.diNav. CellDB368' 1246tDTa44'973t	436·7 P35'B279'F43' FK FPT114tAPT40t	55·5	27·3	Venice Italian 8BHptCem 1 " to 2nd dk	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP DB100lb StabilimentoTecnico,Tri.	30 " 2 s 5 " 0¾ 25 " 3½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
20348 22226 JEGD	**Arabia Maru** Ⓟ TwinSc ssKob.No.3-4,29 ssKob.No.2-37 Ref.Mchy. 3Dks(Stl)&Shelter dk (Stl-ws)3rd dk(Stl) inNo.1hold	9480 8797 5790	✠100A1 Shelter dk withfreeboard 1,38 ~~9,37~~ 1,38 ✠LMC~~5,37~~ ✠Lloyd'sRMC 1,38 ~~9,37~~ Fitted for oil fuel 5,24 F.P. above 150°F	Kob	d†	CL s3,37 P5,36	1918 5mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaShosen K.K. CellDB407'1664tDTa48'519tFPT149tAPT41t	475·0 P35'B30'F46' onShelter dk FK	61·0	40·7	Osaka Japanese 8BHCem	T.6Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330, FD HS13284 MitsubishiZosenKaishaLd	40 ″ 9 s 13 ″ 0 28 ″ 3	
20349 164728 GZDD	**Arabian Prince** Ref.Mchy. D.F. 1Dk&Shelter dk CruiserStern	1960 1446 1035	✠100A1 withfreeboard 9,37 ~~9,35~~ ✠LMC10,36 ✠Lloyd'sRMC~~3,32~~11,37	Mch		CL	1936 10mo Lloyd'sA&CP	Wm.Hamilton&Co.Ld. Port Glasgow	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB227'506tFPT77tAPT63t	296·3 B90'F27' FK	44·2	16·4	London British 5BHptAsp (Coll to Sh dk 4 „ 2nd „)	T.3Cy.19",31"&55"-36" (s) 220lb FD 319NHP 2SB(Spt),6cf,GS121 HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4½ 18 ″ 10¾	
20350 161272 GTFP	**Arabistan** ssShl.No.1-32 2Dks(Stl) D.F.	5874 5438 8701	✠100A1 3,37 BS3,37 ✠LMC8,32 Fitted for oil fuel 8.29 F.P. above 150° F.	Gls	a†	CL ~~8,35~~ 12,37	1929 8mo Lloyd'sA&CP	J.Readhead&Sns,Ld. SouthShields	StrickLine (1923)Ld.(F.C. Strick&Co.Ld. Mgrs.) CellDB361'1227tDTa38'903tFPT107tAPT38t	425·7 440·7(O.L.) P38'B131'F47' FK	55·0	28·5	London British 7BHptCem	T.3Cy.28 1/16",46"&78"-51"& LP Turbine with DR gear & hydraulic coupling 210lb (r) 787NHP 3SB,12cf,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
20351 147205 GBWF	**Araby** OilEng. ssLon.No.3-1,36 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	4936 4423 2944	✠100A1 Shelter dk withfreeboard 2,38 ~~2,37~~ ✠LMC CS10,35 DBS~~3,36~~6,37 5,36	Lon	y	CL 1,37	1923 3mo Lloyd'sA&CP	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld. CellDBa121'uE26' MT35'1414t	380·0 F34'onShelter dk FK f154'895t FPT117tAPT86t	53·2	27·1	Liverpool British ptCem Collision BH to S dk 6 „ „ U „	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB-100lb Harland & Wolff,Ld. Glasgow	29 ″ 6 s 3 ″ 5 26 ″ 3½	
20352 PUAE	**Aracajú** (exPersia) 2Dks	3569 3280 2182					1914	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	364·3 B30'	51·0	22·0	R.Janeiro Brazilian WB	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffs.Ges.		V
20353 147296 GKWY	**Aracataca** Ref.Mchy Sub.Sig. D.F. E.S.D. 4Dks	5378 4678 3299					1924	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·5 P43'B157'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
20354 PUUM	**Aragano** (exVictoria-35, exNepthis) Iron 2Dks	2181 — 1547	✠ 6,95				1877 6mo	C.Mitchell &Co. Newcastle	LloydNacional Soc.Anon.	310·0 BK9½"	34·1	24·7	R.Janeiro Brazilian	T.3Cy.20",32"&54"-42" 189NHP Emade92refitted17 Bmade12refitted17 FrontierI.Wks.		C †
20355 FNDE	**Aragaz** ssShl.No.3-6,37 ~~ssShl.No.3-4,27~~ Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	5009 4471 2719	✠100A1 ~~6,37~~ ~~5,30~~ 2,35 ~~BS1,30~~ ✠LMC~~4,27~~ 6,37 Carrying Petroleum in bulk Fitted for oil fuel 5,14 F.P. above 150°F.	Nwc Shl	x	CL ~~N10,27~~ 4,37	1914 5mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.Les Petroles d'Outre-Mer WB=CellDBuB24'35tDTf36'316tFPT73tAPT39t	385·3 P88'B28'F41' FK	50·3	30·3	Havre French 16BHptCem (9 „ to U dk 7 „ to 2nd dk)	T.3Cy.25½",42"&70"-48" (s) 180lb 120lb 425NHP 2SB,6cf,GS126,HS5862 FD N.E.MarineEng.CoLdNwc	30 ″ 3 ~~s 8 ″ 3~~ ~~24 ″ 5~~ s 5 ″ 5 25 ″ 1	
20356 FOZG	**Arago** (exTransmitter) (CableVessel) Wireless 1Dk&pt2nd dk	901 710 388			...		1914	GooleS.B. &RepgCo.Ld. Goole	FrenchGovernment(Postes& Télegraphes)	208·4 P18'B72'F37' FK	30·1	16·6	Dakar French WB	T.3Cy.17",28"&46"-33" 163NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 6	V †
20357 EAOA	**Aragon** Ⓟ 2Dks&Awng dk	1896 — 1028			...		1902	R.Thompson&Sons Sunderland	Cia.Trasmediterranea	272·9	38·1	17·0 25·0 BK9"	Seville Spanish WB	T.3Cy.20",33"&54"-39" NDB22 190NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	V †
20358 150811	— Mchy.Aft 1Dk	1643 1261 963					1896	Detroit DryDockCo. Wyandotte	~~E.Lefebvre~~ SterlingGravel &Supplies,Ld	249·3	41·9	15·3	WndsrOnt British WB	T.3Cy.17",27½"&46"-36" 127NHP DetroitD.D.EngineWorks		
20359 LJJZ	— Wireless 1Dk&Shelter dk Cruiser Stern	1416 1094 806					1937	Nylands Verksted Oslo	Dampskibsintersk. Garonne(Fearnley &Eger,Mgrs.)	261·1	41·3	14·8	Oslo Norwegian WB	C.2Cy.16¾"&33 7/16"-33 7/16"& LP turbine withDRgearing & hydraulic coupling NylandsVerksted,Oslo		N
20360	**Aragua** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	2650 1890 1509	✠100A1 10,37 ~~12,36~~ BS10,37 ✠LMC2,35 Carrying Petroleum in bulk Fitted for oil fuel 9,27 F.P. above 150°F.	Cco Crs	t	CL 10,37	1927 9mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A. CellDBuE&B42'107tFPT194tAPT85t	305·5 P69'B22'F33' Trunk181' FK	50·2	16·3	Maracaibo Venezuelan 11BHptCem	T.6Cy.13½",23"&37"-27" (s) 180lb 212NHP 2SB,6cf,HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
20361	**Araguá** (exAlice-35, exDraytonManor, exNorthquay,exAbelia) 3Mst ssRio.No.3-10,32 1Dk(Stl) Mchy.Aft Cargo battens not fitted Well deck	730 501 347	✠100A - 12,35 BS~~10,35~~ 8,37 ✠LMC10,32	Rio		OG ~~11,35~~ 8,37	1920 8mo	N.V.Schps. DeMerwede v/dVanVliet &Co. Hardinxveld	Soc.Brasileira de Cabotagem,Lda. CellDBf103'146tFPT63tAPT7t	180·0 Q117'F24' FK	28·0	12·0	R.Janeiro Brazilian 3BHCem	T.3Cy.15",25"&40"-27" (s) 180lb 100lb 111NHP 1SB,3cf,GS60,HS1983 Verschure&Co.Amsterdam	14 ″ 6 s 4 ″ 8½ 14 ″ 0	
20362 117587 ZMCR	**Arahura** Ⓟ TwinSc 2Dks&Awng dk	1607 1308 796					1905	W.Denny &Bros. Dumbarton	AnchorShipping &FoundryCo.Ld.	240·6	36·6	22·4	NelsonN.Z. British WB	T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton		
20363 EAAX	**Araitz-Mendi** ssBbo.No.3-1,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	2572 2181 1445	✠100A1 Shelter dk withfreeboard 11,36 MS1,35 ✠LMC DBS6,36 MBS11,36	Bbo	t	CL 1,35	1922 1mo	Cia.Euskalduna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(~~SirRamon de laSota,~~Mgrs) CellDB252'564tAPT55t	300·0 FK	44·1	20·2	Bilbao Spanish Cem Collision BH to S dk 4 „ „ U „	T.3Cy.23",37½"&61½"-39" 180lb 100lb (s) 262NHP 2SB,6cf,GS121,HS4142 Cia.Euskalduna deConst.	22 ″ 6 s 1 ″ 3½ 21 ″ 4½	
20364 162385 MBGV	**Arakaka** ssLiv.No.1-37 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) in No. 1 hold CruiserStern	2379 2005 1397	✠100A1 withfreeboard ~~7,37~~ ~~1,37~~ 1,38 ✠LMC~~8,33~~ 7,37 ~~BS7,37~~	Liv	u	CL ~~5,35~~ 1,38	1933 8mo Lloyd'sA&CP	Lithgows Ld. PortGlasgow	ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.) CellDB268'589tAPT74t	322·5 F34' FK	43·5	18·5	Liverpool British 5BHCem (Coll to Sh dk 4 „ 2nd „)	T.3Cy.18½",31"&52"-39"(r) 200lb FD 221NHP 2SB(Spt),6cf,GS76,HS3020 D.Rowan&Co.Ld.Gls.	20 ″ 9 s 0 ″ 11½ 20 ″ 0	
20365 152036 VLCM	**Arakoon** TwinSc Ref.Mchy Wireless 1Dk	875 — 581					1926	Lithgows Ld. Pt.Glasgow	NorthCoastStm. Nav.Co.Ld.(E.S. Crauford,Mgr.)	190·0 Q92'B13'F30'	34·2	9·9	Sydny NSW British WB	T.6Cy.11",18"&29"-22" 86RHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
❊ 20366 EAKC	**Aralar-Mendi** ssBkn.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	*1597* *1327* *758*	✠100A1 *withfreeboard* 9,35 BS3,37 ✠LMC4,33	Gls	*r*	CL 8,34	1928 12mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon de la Sota, *Mgrs.*~~) FK *CellDB*	280·0 245'376*tAPT*40*t*	39·0	16·1	Bilbao Spanish 4*BHCem* (*Coll toSh dk* 3 „ *2nd*„)	T.3Cy.20½",33½"&55"-39" 180lb (*s*) 291NHP 2SB,*6cf*,GS106,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 s ″ 4 18 ″ 0¾	
20367 FOBP	**Aramis** Ⓟ TwinSc *OilEng.* D.F. 4*Dks*	17537 13130 9990					1932	Forg.&Ch. de laMéditSA LaSeyne	Soc.desServices Contractuels des Messageries Maritimes	543·5 B318' F49'	69·6	33·6	Marseilles French *WB*	Oil Engines 2S.C.SA 20Cy.26¾"-47$\frac{3}{16}$" 2490NHP Cie.de Const.Méc.Sulzer, St.Denis		V
❊ 20368 LCXA	— TwinSc *CruiserStern OilEng.* ssFal.No.1-35 *SpecialSurveys to date from*2,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	7984 7368 4701	✠100A1 ~~8,37 1,37~~ 3,38 ~~DBS2,36~~ ✠LMC12,35 2,38 *CarryingPetroleum in bulk*	Cff ~~Fal~~ Sba	*c*†	CL 1,37	1931 11mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	SkibsA/S"Aramis" (B.Hanssen) *CellDBuE*68'318*t*	457·2 P93'B28'F43' FK *DTf*43'512*t* *FPT*138*tAPT*166*t*	59·7	34·9	Flekkefjrd Norwegian 16*BH* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 9 ″ 2¼ 25 ″ 11¾	
Wrecked 6,37 20369 LCHG	**Aranda** ssIrv.No.3-12,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1547 1379 895	✠~~100A1~~ 3,37 ✠~~LMC12,36~~	Gls	*q*	CL 12,36	1924 9mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	A/S Aranda (A.T.Abrahamsen, *Mgr.*) *CellDB*	253·8 263·5(O.L.) P23'B64'F24' FK *a&uE*92'*f*104'374*t*	39·2	17·4	Farsund Norwegian 4*BHptCem* *APT*147*t*	T.3Cy.19",32"&52"-36" (*s*) 180lb 204NHP 2SB,*6cf*,GS110,HS3556 J.G.Kincaid&Co.Ld.Grk.	19 ″ 1	
20370 871 OHCP	— Ⓟ Wireless 1*Dk*	592 522 282					1920	A/BVulcan Åbo	FinnishBoard of Navigation	144·4	27·2	12·7	Åbo Finnish *WB*	T.3Cy.14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo		
❊ 20371 149837 GMXF	**Arandora Star** Ⓟ TwinSc (*ex*Arandora) ssBkn.No.2-35 *Ref.Mchy.* 4*Dks*(*Stl-Wthr dk*-ws)5*th dk*(*Stl*)*inNos.*1,2,3,5&6*holds* D.F. E.S.D. *CruiserStern*	15474 11860 9090	✠100A1 *withfreeboard* ~~12,36~~12,37 BS12,37 ~~BS12,36~~ ✠LMC12,34 *Fitted for oil fuel* 5,27 *F.P. above* 150°F.	Sou		CL ~~12,36~~ 11,37	1927 5mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	FrederickLeyland &Co.Ld. FK *CellDB*	512·8 B345'F48' *Duct keel fwd of Mchy space*147' 440'1821*tFPT*117*t*	68·3	42·5	London British 9*BHCem* *APT*84*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 200lb (*r*) FD 2078NHP 3D&2SB*32cf*GS560HS30600 CammellLaird&CoLd.Bkn	45 ″ 11 s 18 ″ 3 28 ″ 1	BT till ~~12,37~~ 12,38
20372	**Arango** (*ex*Meyun) ssP.Sd.No.3-6,19 ssAdn.No.1-23 1*Dk*&*ptAwng dk*(*Teak*)	567 *382* *232*	✠ 9,28 ✠NB2,22 ✠	Adn	*h*		1905 12mo	Ramage& Ferguson,Ld. Leith	J.Arango BK7" *CellDBa*18'*f*33'	150·0 *ptAwng dk*90' 39*tFPT*23*tAPT*6*t*	30·1	12·8	Villa Sanjurjo Moroccan 4*BHCem*	T.3Cy.17",27"&45"-33" 127NHP 1SB,*3cf*,GS69,HS2000 Ramage&Fergusn,Ld.Lth	13 ″ 6	
To be broken up 20373 ~~120568~~ ~~GCQT~~	**Arankola** Ⓟ TwinSc ssCal.No.3-11,28 ssCal.No.1-33 2*Dks*(*UStl*-teak s)& *Shade dk*(*Stl*-teak s)	4129 2889 1725	✠~~100A1~~ *Shade dk* 11,34 ✠~~LMC~~ ~~MS2,32~~ ~~BS12,34~~	Cal	*y*	CL 11,34	1911 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP* *WB*=	~~BritishIndiaStm. Nav.Co.Ld.~~ FK *CellDBa*46'*uE&B*	390·3 B *on Shade dk*173' 136'*f*123'576*tFPT*	50·3	22·0	Japanese 6*BHCem* 29*tAPT*25*t*	Q.8Cy.24½",35",50"&70"-48" 215lb(*s*)HS21950 1346NHP 2D&4SB,*24cf*,GS557 FD Wrkman,Clark&Co.LdBel	24 ″ 6 ~~s 8 ″ 4~~ ~~21 ″ 7~~	
20374 98579 CGSP	**Aranmore** Ⓟ IronSr Wireless *Well deck* 2*Dks*	1170 919 502			…		1890	WBThompson&Co(Lim) Dundee	CanadianGovernment(Dept. of Marine)	241·5 P150'B25'F36'	34·8	15·7	Ottawa British *WB*	T.3Cy.23",38"&61"-48" 258NHP WBThmpsn&Co.Ld.Dun.	18 ″ 0	
20375 144234 MKJX	— Wireless 2*Dks*	1135 970 468					1920	Hawthorns &Co.Ld. Leith	ClydeShppg.Co.Ld	250·5 P157'F76'	35·3	16·8	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith		C
20376 EAAY	**Arantza-Mendi** *OilEng.* ssRot.No.2-32 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt* ws) *Longitudinal framing in DB* Now registered as Italian and Sailing as "LECCE," which see	3720 3068 2048	✠100A1 *Shelter dk* *withfreeboard* 4,35 ✠LMC11,30 DBS5,36 ✠LMC(M)2,33	Rot	*w*	CL 5,36	1923 4mo	Cia.Euskalduna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(~~SirRamon de la Sota, *Mgrs.*~~) *CellDB*	345·8 F32'*on Shelter dk* FK *Collision BHto S dk* 279'852*tAPT*124*t*	48·7	22·4	Bilbao Spanish *Cem* 5 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.29⅛"-59" DB-*100lb* 489NHP Harland&Wolff,Ld.Gls.	24 ″ 10 s1 ″ 10¼ 23 ″ 2	
❊ 20377 EABB	**Arantzazu-Mendi** (*ex*Lord Guilford) ssBbo.No.3-11,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Platform dk*(*Stl*)*inNos.*1&2*holds* *Cargo battens not fitted in 'tween dks*	6646 6395 4106	✠100A1 *Shelter dk* *withfreeboard* 12,36 ✠LMC MS11,35 BS12,36	Bbo	*a*†	CL 11,35	1920 1mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon de la Sota, *Mgrs.*~~) FK *CellDB*366'1364*t*	410·7 412·5 F36'*onShelter dk* *FPT*154*tAPT*228*t*	52·0 55·5	34·4	Bilbao Spanish *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 593NHP 3SB,*12cf*,GS225,HS9464 FD G.Clark,Ld.Sunderland	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
20378	**Arapey** (*ex*Rivadavia) TwinSc *OilEng.*	743 — 431					1884	D.Rowan Glasgow	Cia.Uruguaya de Nav.Lda.	238·2	30·0	11·0	M.Video Uruguayan	Oil Engines 2S.C 4Cy. NE*fitted*18 J&CGBolindersCoLd.Skm		
20379	**Arapuá** (*ex*Celeste-35,*ex*Homedale, *ex*CelticWarrior,*ex*HaniII,*ex*Britannia) *Mchy.Aft* 1*Dk*	525 *436* *245*			…		1907	J.Fullerton&Co. Paisley	Soc.Brasileira de Cabotagem,Lda.	175·0 F17' FK	34·1	9·2	R.Janeiro Brazilian *WB*	C.2Cy.15"&32"-22" 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	
20380 PUHY	**Arara** (*ex*SerraAzul-35, *ex*Providencia-33, *ex*Besh-taoo) ssPir.No.3-12,23 ssRio.No.1-28 1*Dk*(*Stl*)	*1075* *925* *652*	✠ 1,32 ✠	Rio			1907 3mo	Hawthorn, Leslie&Co.Ld Newcastle	Cia."Serras" de Navegação e Commercio *CellDBa*58'*uE&B*	240·2 Q29'B42'F42' FK 42'*f*110'297*t FPT*	35·0	12·8	R.Janeiro Brazilian 4*BHCem* 57*tAPT*21*t*	T.3Cy.16",26"&44"-33" 143NHP 2SB,*4cf*,GS80,HS2480 Ross&Duncan,Glasgow	14 ″ 10	V †
❊ 20381 PUUB	**Ararangua** Ⓟ TwinSc *OilEng.* ssRio.No.2-35 2*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.*	4872 3699 2974	✠100A1 *withfreeboard* 6,37 ~~2,37~~ DBS2,37 ✠LMC12,35 ✠Lloyd'sRMC~~2,37~~8,37 *South American Coasting—BahiaBlanca & Trinidad*	Rio	*y*	OG 5,35	1927 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	LloydNacional Soc.Anon. *CellDB*300'913*t* *Tank at sides*	378·0 P34'~~F71'~~F61' FK *ofTunnels*120*tFPT*	53·7	24·4	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to* 2*nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37$\frac{13}{16}$" 1008NHP DB*120lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
❊ 20382 PUUC	**Araraquara** Ⓟ TwinSc ssRio.No.1-31 *OilEng.* 2*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.*	4872 3699 2974	✠100A1 *withfreeboard* 10,34 ✠LMC7,31 DBS6,36 ✠LMC(M)11,33 ✠Lloyd'sRMC12,35 *South American Coasting—BahiaBlanca & Trinidad*	Rio	*y*	OG 10,33	1927 10mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	LloydNacional Soc.Anon. *CellDB*300'913*t* *Tank at sides*	378·0 P34'F61' FK *of tunnels*120*tFPT*	53·7	24·4	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to* 2*nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37$\frac{13}{16}$" 1008NHP DB*120lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
20383 PUUO	**Araribá** (*ex*Saverne-33,*ex*War Leveret) ssRio.No.2-28 1*Dk*(*Stl*)	1999 1818 1197	✠ 2,32 ✠ (*Reclassification contemplated*)	Rio	*r*		1919 6mo	Midland S.B.Co. Midland,Ont.	PedroBrando *CellDB*210'613*t FPT*54*t*	251·0 P24'B64'F27' FK	43·5	20·3	R.Janeiro Brazilian 4*BHAsp* *APT*55*t*	T.3Cy.20½",33"&54"-40" 253NHP 2SB,*6cf*,GS138,HS4600 JohnInglisCo.Ld.Toronto	23 ″ 1	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
20384 PUUI	**Araruna** (exItaipu-33,exMarne, exCalgarian) *Mchy.Aft* 2*Dks* *Longitudinal framing*	2326 2048 1302					1913	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	244·0 F39'	42·8	26·0	R.Janeiro Brazilian *WB*	T.3Cy.18",29"&48"-40" 146NHP AmericanS.B.Co.Clv.		
20385 PULC	**Arary** (exFlamengo-33, TwinSc exManchester,exCharbonnier) Wireless 1*Dk* *Mchy.Aft*	1064 750 588					1919	Forg.&Ch. de la Médit. Havre	PedroBrando	216·5 P28'F9'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.12",20"&31½"-16½" 80NHP Forg.&Ch.de la Médit.Msl.		
20386	**Arassú** (exSerraNegra-35, exMariaLuisa-33, ssHfs.No.3-1,24 exAyrco,exAnna ssRio.No.2-32 Mærsk) 1*Dk*(*Stl*)&*deep framing*	1371 1229 797	✠ —— 4,37 ✠	Rio	*p*		1908 9mo	A.Vuijk& Zonen Capelle a/d Ysel	Cia."Serras"de Navegação e Commercio *CellDBa*60'*u*	214·2 P18'B66'F26' FK *E*18'*f*106'376*tFPT*	36·7	16·7	R.Janeiro Brazilian 4*BHCem* 58*tAPT*30*t*	T.3Cy18 3/16",29"&48"-33" 142NHP 1SB,3*cf*,GS60,HS2210 G.T.Grey,SouthShields	19 ″ 0	
20387 PUUH	**Arataia** (exCommandante Iron Castilho-35, ssRio.3rdNo.3-7,19 exDouro,exAntonina, 1*Dk*(*Irn*)2*trB* exCarvoeiro,exCharrington) *Well deck*	1773 1464 1125	✠ 7,22	Rio	*r*		1881 5mo	J.Laing Sunderland	LloydNacional Soc.Anon.	269·0 P28'Q72'B48'F32' BK9¼" *DBa*	36·0	20·6	R.Janeiro Brazilian 5*BHCem* 72'*f*48'207*t*	T.3Cy.19",31"&50"-33" 197NHP *E&Bmade*92*refitted*19 2SB,6*pf*,GS112,HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	
20388 PUUJ	**Aratanha** (exPortugal-35, exAleardi, ssRio.3rdNo.3-1,37 exBalaton) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) & *deep framing*	2458 2214 1554	✠100A – *Spar dk* *withfreeboard* 1,37 ✠LMC1,37	Rio		CL 10,36	1901 12mo	Wigham- Richrdsn&Co Ld Newcastle	LloydNacional Soc.Anon. *CellDBa*110'*uE&*	314·0 P44'B102'F36' 21·4 FK *B*38'*f*128'587*tFPT*	41·8	13·6	R.Janeiro Brazilian 6*BHCem* 35*tAPT*22*t*	T3Cy.20¼",35"&59½"-42"(*r*) 200lb 256NHP 2SB,6*rf*,GS108,HS3854 WghmRchrdsn&C.LdNwc	23 ″ 10 s 3 ″ 10 20 ″ 4	
20389 PUIR	**Arataú** (exSerraGrande-35, TwinSc exLillebonne,exOuvrier) *Mchy.Aft* 1*Dk*	1065 — 588	•				1919	Ch.&Atel. Augustin Normand Havre	Cia."Serras"de Navegação e Commercio	229·6 P59'F19'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.10 3/16",16⅝"&26⅛"- 13 7/16" 50NHP Ch.&Atel.deAugustin Normand,Havre		V
20390	**Arate Mendi** (exRioNavia-35, exMar del Norte) ssBbo.No.3-1,28 ssHam.No.2-37 1*Dk*(*ptIrn ptStl*) Now Registered as German and sailing as "ELLEN," which see	2917 2378 1654	✠100A1 1,37 ✠LMC1,37	Ham	*t*	CL 1,37	1915 11mo	CiaEuskal- duna de Const Bilbao *Lloyd's A&CP*	Cia.Nav.Sota y Aznar(~~SirRamon de la Sota, *Mgrs.*~~) *CellDBa*102'*uE*20	306·4 P33'B70'F35' FK '*f*120'633*tFPT*150*t*	44·2	21·8	Bilbao Spanish 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"-42"(*s*) 180lb 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
20391 PUUD	**Aratimbo** Ⓟ TwinSc *OilEng.* ssRio.No.1-32 *Ref.Mchy.* 2*Dks*(*Stl-wthr dk* teaks)	4872 3698 2974	✠100A1 *withfreeboard* 3,36 ✠LMC10,32 ~~DBS3,36~~ ✠LMC(M)2,35 ✠Lloyd'sRMC~~2,37~~8,37 DBS4,37 *South AmericanCoasting—BahiaBlanca&Trinidad*	Rio	*y*	OG ~~12,33~~ 5,37	1928 4mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	LloydNacional Soc.Anon. *CellDB*300' 913*t Tanks at sides*	378·0 P34'F61' FK *of tunnels*120*tFPT*	53·7	24·4	R.Janeiro Brazilian 7*BHptAsp* 1 " *to* 2*nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120*lb* FiatStab.Gran.Mot.Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
20392 CBAR	**Araucania** (exEdwinDouglas, exKillena) ssVpo.No.3-10,33 Wireless 1*Dk*(*Stl*) ssVpo.No.1-37	624 493 459	100A1 ~~10,36~~ 11,37 ~~BS10,36~~ LMC~~10,33~~ ~~10,37~~ 10,37	Vpo		CL 10,36	1918	Smith's DockCo.Ld. Middlesbro' *Lloyd's AP*	T.Landgren&Co. Ld.	172·2 B50' FK *CellDBu*	30·0	15·7	Valparaiso Chilian 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP 1SB,3*cf*,GS51,HS1832 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 10 14 ″ 11	
20393 CBAO	**Araucano** Ⓟ (exAmericano) Wireless *Well deck* 1*Dk*	704 450 374			...		1921	G.Brown &Co. Greenock	Soc.Anon. Ganadera Comercial Menendez-Behety	170·0 P&B109'F30' FK	30·1	12·3	Magallnes Chilian *WB*	T.3Cy.14",23"&37"-24" 108NHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 6	
20394	**Arauco** Ⓟ 2TwinMst (exBoussole,exSaint ~~*Fitted for oil fuel*~~ Eloi,exRegistan) 2*Dks* D.F. *Ref.Mchy.*	5414 4030 3309	✠Lloyd'sRMC~~3,37~~2,38		...		1921	W.Gray& Co.(1918)Ld. WHartlepool	Cia.Chilena de NavegacionInter- oceanica(H.R. Samsing,*Mgr.*)	350·2 P30'B215'F35' FK	52·5	26·8	Valparaiso Chilian *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
20395 140148 GSMN	**Arawa** Ⓟ TwinSc (exEsperanceBay-36 ssLon.No.3-2,35 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ws*)3*rd dk*(*Stl*)*in* D.F. E.S.D. *forward holds*	14462 11881 8598	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~12,36~~ ✠LMC MS7,33 BS~~12,36~~10,37 ✠Lloyd'sRMC~~12,36~~ ~~5,37~~ 3,38 ~~10,37~~ *Fitted for oil fuel* 7, 22	Gls Lon	*i* †	CL 12,36 F.P.	1922 7mo *above*	W.Beard- more&Co.Ld. Glasgow *Lloyd's A&CP* 150° F.	ShawSavill& AlbionCo.Ld. *CellDB*457'2259*t* *Tanks in way of tunnels*	530·9 B215'F76'*on Shltr dk* FK *MT*24'1017*t* 467*t FPT*174*t*	68·3	39·9	S'thamptn British *ptCem* 9*BHtoShdk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb FD 1977NHP 3DB(Spt)&2SB(Spt),32*cf*, HS25923 W.Beardmore&Co.Ld.Gls.	43 ″ 6 s 10 ″ 8½ 33 ″ 2	BT till 12,37
20396	**Araxa** (exOdette-35,exOrione, exJuni,exBluefields) 1*Dk*	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brasileira de Cabotagem,Lda.	224·0 Q78'B31'F35'	31·3	14·6	R.Janeiro Brazilian *WB*	T.3Cy.19",30"&50"-33" 144NHP BergensMekVærksBergen		V
20397 EAJJ	**Araya-Mendi** Ⓟ *OilEng.* ssBbo.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.*1&*after holds*	2955 2062 1608	✠100A1 *withfreeboard* 4,37 ~~5,36~~ ✠LMC1,34	Bbo Alg		CL 5,36	1930 5mo	CiaEuskal- duna deConst Bilbao *Lloyd's A&CP*	Cia.Nav.Sota y Aznar(~~SirRamon du la Sota, *Mgrs.*~~) *CellD*	335·0 FK *B*270' 541*t APT*13*t*	45·6	17·7	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 " 2*nd* ")	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 ~~s 1 ″ 5½~~ ~~18 ″ 10½~~ s ″ 11 19 ″ 3	
20398 399 IBTD	**Arborea** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*&3*rd dk in No.*1 *hold*	4959 3255 3036			...		1929	Soc.Odero- Terni Spezia	"Tirrenia"Soc. Anon.diNav.	377·1 364·6 B&F323' FK	50·0	24·5	Naples Italian *WB*	Oil Engines 2S.C.SA 12Cy.26⅜"-37⅛" 1511NHP "Fiat"Stab.GrandiMotori Turin	27 ″ 2	I †
20399 144715 MKKY	**Arbroath** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	553 444 289	✠100A1 *withfreeboard* 7,37 ~~2,36~~ ✠LMC9,35	Dun	*i*	OG	1935 9mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	Dundee,Perth& LondonShipping Co.Ld. *CellDB*112'136*t*	167·9 176·0(O.L.) FK Q41'F21' *FPT*64*tAPT*6*t*	30·1 31·0	11·8	Dundee British 4*BH*	Oil Engines 2S.C.SA 4Cy 13⅜"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s3 ″ 7 10 ″ 5¾	
20400 217972 KEXZ	**Arcata** (exGlymont-37) *Fitted for oil fuel* 1*Dk*	2722 1963 1672					1919	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.22",36½&60"-42" 233NHP AlbinaEng.& Mach.Wks.Portland,Or.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade Cert.
20401 123940 GRNV	**Archangel** Ⓟ TrpSc (exSt.Petersburg) 2Dks&Shelterdk Sub.Sig. (ptStl–teak s)	2448 1502 1039	✠ 2,13 ✠	Rot	t		1910 7mo	J.Brown&Co.Ld. Clydebank	London&North EasternRlwy. WB=Cell D	330·8 F onShelter dk52' FK Bu E40' 62t FPT9t	43·2	17.8	Harwich British 8BHCem DTf40'40t	3 Steam Turbines 5SB,20cf,GS430,HS14833FD J.Brown&Co.Ld. Clydebank	18 " 9	BT till ~~6,37~~ 4,38
※ 20402 601 SWGB	**Archangelos** (exBawtry, exMottisfont) ssCff.No.3-6,29 ssAlx.No.2-37 ~~ssNwc.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	5692 5470 4228	✠100A1 Shelter dk withfreeboard 8,37 ~~7,36~~ ~~BS12,36~~ ✠~~LMC10,33~~	Rot BS1,38 MS5,37	y	CL ~~5,35~~ 8,37	1917 3mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	Theofano Maritime Co.Ld (N.G. Livanos,Mgr.) CellDB	400·5 412·5(O.L.) FK 351'1087t FPT102t	52·0	25·1 33·0	Piræus Greek 6BHCem APT136t	T.3Cy.26",43"&72"–48" (s) 180lb 455NHP 3SB,9cf,GS141,HS6333 FD N.E.Marine EngCoLdNwc	35 " 7 s9 " 9¾ 26 " 0	
20403 264 SZHZ	**Archon** (exSinaloa-33,exSanta Gertrudis) Fitted for oil fuel 1Dk	1364 1085 627					1921	NVSchpsw deMerwede Hardinxveld	Constantine MarcouLemos	238·6 P40'B60'F25'	36·6	15·6	Syra Greek WB	T.3Cy.17",28"&46"–36" 127NHP Kuy&v/dRee,Rotterdam		C
20404 1599 IBJA	**Arcola** Fitted for oil fuel D.F. 2Dks Mchy.Aft Carrying Petroleum in bulk	6349 5552 3893					1929	Soc.Odero-Terni-Orlando Spezia	~~Soc.Odero-Terni-Orlando~~ "Tigullia" Soc.Anon. di Nav.	~~419·7~~ 409·6 P100'B28'F35'	54·9	29·6	Genoa Italian	T.3Cy.26",42½"&69 1/16"–48" 335NHP Soc.Vickers-Terni,Spezia		CI
20405 UNGH	**Arcos** (exPinewin,exWarJavelin) Well deck 1Dk	2343 1749 1327			...		1918	WoodSkinner&Co.Ld. Newcastle	U.S.S.R.	284·9 P28'Q77'B56'F28' FK	39·8	18·9	Archangel Russian WB	T.3Cy.22",36"&59"–39" 265NHP NEMarineEng.Co.Ld.Nwc	21 " 2	
Broken up 20406 ~~213052~~ ~~WOCM~~	**Arctic** (exNewportNews, exOdenwald, ssS.Fo.2ndNo.3-4,26 exSt.Jan) ssS.Fo.No.2-34 2Dks(Stl)&Awng dk (pt teak)&Web frames	4297 2999 1724	✠~~100A1~~ Awng dk withfreeboard 3,37 ~~3,36~~ BS1,36 ✠LMC3,34 Fitted for oil fuel4,26 F.P. above 150° F.	SFo ~~BS1,37~~	w	CL 3,36	1904 2mo Lloyd	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP	~~AlaskaPackers Association~~ CellD	355·9 FK Ba110'uE22'f108'677t DTf32'498tFPT45tAPT18t Coll	45·4	24·5	Japanese 6BHptCem ptAsp BHto Awdk	T.3Cy.27",45"&75"–48" (s) 170lb 470NHP 4SB,12cf,GS162,HS8209 FlensburgerSchiffsb.Ges.	34 " 6 s10 " 6 24 " 7	
20407 OYKV	— WoodAux3MstSr (exPrimo) Mchy.Aft OilEng. Ref.Mchy. Wireless 1Dk (See Sailing Ship Register)	478 359 377					1919	Bergkvara Skeppsvarf Bergkvara	A/S Grönlandsk Havfiskerislsk "Nordlyset"(P.A. Jensen,Mgr.)	142·3 P15'Q13'F15'	34·6	11·1	Vaag, Faroe Is. Danish	Oil Engines 2S.C.SA 2Cy.15"–16⅛" 79NHP J&CGBolinder'sCoLdSkm		V
20408 202867	**Arcturus** (exJamesB.Wood) Mchy.Aft GyC. 1Dk	6707 — 5263					1905	WestBay CityS.B.Co WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	514·0	54·0	27·1	Wilmgton (Del.) WB Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
20409 219957 KJBU	— Sub.Sig. 1Dk&Shelter dk Longitudinal framing&Webframes Fitted for oil fuel Now "Ioannis Chandris," see No. 38518 in Supplement	6094 5632 3816			...		1920	GMStandiferCnst.Corp. Vancouver, Wash.	UnitedStates Maritime Commission	401·4 P34'B114'F38'on Shelter dk FK	53·2	31·9	NewYork Utd. States WB	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 " 7	R †
20410 FNHD	— Ⓟ 1Dk&Shelter dk	2532 — 1534					1913	Akt.Ges. "Neptun" Rostock	Cie.deNav.Paquet	331·4 F40'	46·0	18·8 26·7	Marseilles French WB	T.3Cy.23⅘",38½"&63"–43 3/10" 260NHP A.G."Neptun,"Rostock		V
20411 OHAF	— Ⓟ ssHfs.3rdNo.3-5,36 D.F. 1Dk(Stl)&Spar dk(Stl-ptws) Ref.Mchy. &Web frames	2156 1522 1169	✠100A1 Spar dk withfreeboard 6,37 ~~5,36~~ ✠NB4,12 ✠LMC5,36	Hfs BS4,37	s	CL 5,36	1898 12mo Lloyd	Gourlay Bros.&Co. Dundee 'sA&CP	FinskaÅngfartygs Aktiebolaget WB=CellDBa36'	281·4 P41'B102'F68' BK8" uE&B61' f94' 227t	38·2	13·7 21·1	Helsingfrs Finnish 4BHCem APT17t	T.3Cy.29½",47"&75"–45" (s) 170lb 551NHP 3SB,9cf,GS183,HS8520 FD GourlayBros.&Co.Dun.	23 " 5 s 3 " 7 20 " 9	
20412	— (exNord-37,exCairnmore) 1Dk&deep framing&ptAwng dk	1598 1186 967			...		1892	Wood, Skinner&Co. Newcastle	J.Rang	250·5 Q95'B60'F28' RFD68' FK	36·1	16·8	Tallinn Estonian WB	T.3Cy.19",31"&51"–36" 156NHP Black,Hawthorn&Co.Gts.	19 " 0	V †
20413 LCHH	— 1Dk2trB	1277 966 757					1910	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	229·9 Q95tB130tH34t F33t	35·2	16·0	Bergen Norwegian WB	T.3Cy.17½",28"&48"–33" 132NHP BergensMekVærksBergen		N
20414 161891 GFZW	**Ardanbhan** D.F. 1Dk	4980 4619 3080					1929	D&WHendersn&Co.Ld. Glasgow	ArdanS.S.Co.Ld. (Clark&Service, Mgrs.)	402·9 P45'B125'F47'	52·2	27·3	Glasgow British WB	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
20415 161904 GSKL	**Ardangorm** D.F. 1Dk	5200 4889 3278					1930	C.Connell &Co.Ld Glasgow	ArdanS.S.Co.Ld. (Clark&Service, Mgrs.)	405·0 P35'B126'F42'	54·0	28·0	Glasgow British WB	T.3Cy.25",42"&70"–48" 337NHP D.Rowan&Co.Ld.Glasgow		C
※ 20416 EAAZ	**Ardantza-Mendi** (exMaraglo) ssBbo.No.3-1,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4904 4648 3583	✠100A1 Shelter dk withfreeboard 1,37 ✠LMC1,37	Bbo	w	OG 1,37	1922 2mo Lloyd	NVScheeps deKlop Sliedrecht 'sA&CP	Cia.Nav.Sota y Aznar (~~SirRamon de laSota,Mgrs.~~) CellDB305'953t	357·6 FK Collision FPT77tAPT110t	50·3	30·0	Bilbao Spanish Cem BHtoShdk 5 „ „ U „	T.3Cy.23⅝",38 9/16"&62 3/16"–41⅜" (s) 180lb 332NHP 3SB,9cf,GS189,HS5958 BurgerhoutsMachFab.Rot	32 " 6 s 8 " 8½ 24 " 0½	
20417 YQSA	**Ardeal** (exEmilKirdorff-32) Fitted for oil fuel Sub.Sig. 2Dks D.F.	5695 4402 3421					1922	Marinewerft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133tF49'	53·9	23·7	Constantza Roumanian WB	T.3Cy.25¼",41"&66⅛"–49¼" &L.P.Turbine 462NHP J.C.TecklenborgA.G. Wesermünde-G.		V
20418 ~~221089~~ ~~KDPN~~	**Arden** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5976 4971 3700			...		1921	Merchant S.B.Corp. Harriman,Pa.	~~UnitedStates Maritime Commission~~	400·7 P36'B124'F44' FK	54·2	30·4	~~Philadlphia~~ ~~Utd. States~~ British WB	2 Steam Turbines DR geared to1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
20419 916~~274~~ SZHW	**Ardena** Ⓟ (exPeony) 2Dks(Stl-Uws) CruiserStern Wireless	1092 794 433	✠ 10,15 ✠	Gls			1915 10mo	A.McMillan&Son,Ld. Dumbarton	NavigationConst. Toyias(E.K.Toyias Mgr.) CellDB	250·1 F63' FK uB21tDTf22tFPT	33·1	17·3	~~Syra~~ Piræus Greek 12BHCem 11tAPT17t	T.3Cy.21½",35"&58"–27" 350NHP D.Rowan&Co.Ld.Glasgow	18 " 0	
※ 20420 FNTF	**Ardennes** (exNellyLasry) ssMsl.No.3-12,34 D.F. 2Dks(Stl) Now "Cap El Hank," see No. 37686 in Supplement	2275 2144 1406	✠100A1 ~~2,37~~ 10,37 ~~BS11,35~~ ✠LMC12,34 11,36	Dnk Rou	t	CL N9,36	1920 7mo Lloyd	Burntisl'nd S.B.Co.Ld. Burntisland 'sA&CP CellDBa	Soc.Anon. de Gérance et d'Armement Intermediate tween dk BH in fore 86'uE20'f124'523t	300·7 P28'B81'F29' FK hold dispensed with FPT55tAPT42t	43·7	22·5	Oran French Cem 4BH to U dk 1 „ „ 2nd „	T.3Cy.22",36"&59"–39" (s) 180lb 286NHP 2SB,6cf,GS142,HS5091 Cooper&Greig,Ld.Dundee only	25 " 0 s 4 " 2¼ 21 " 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane.—Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. Ref. Trade.
20421 5813 SMTN	**Ardennia** (*ex*Gothia-36, *ex*Roxen) 4Mst *ss*N.Yk.No.3-10,29 *ss*Got.No.2-38 ~~*ss*Osc.No.1-34~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	*1823* *1621* *1089*	✠100A1 ~~8,37~~ ~~6,36~~ 5,38 ~~BS2,36~~ 8,37 ✠LMC~~6,34~~ MS1,38	Got	*r*	OG 5,36	1916 7mo	LindholmensV.A. Gothenburg	FörnyadeÅngf. Aktieb.Götha (F.Sternhagen, *Mgr.*)	262·0 277·5(O.L.) P24'B65'F31' FK *CellDB*224'471*t*	42·7	18·1	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"-36"(*s*) 185lb 214NHP 2SB(Spt)6*cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 2 ″ 8½ 18 ″ 0	
20422 LCDN	**Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) 1*Dk*	1804 1614 1101					1917	Sörlandets Skibsbyggeri Fevig	D/S A/S Ardent (J.Kröger, *Mgr.*)	265·1 P56*t*H71*t*	42·1	18·0	Tönsberg Norwegian	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
20423 161958 GRJL	**Ardenvohr** *ss*Avn.No.1-35 *OilEng.* D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Now "Kaimata," see No. 38377 in Supplement	5237 4887 3190	✠100A1 *with freeboard* 9,37 ~~2,37~~ ✠LMC CS6,35 DBS3,37 6,35	Hfx Ddn	*a*†	CL ~~11,34~~ 9,37	1931 10mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	NewZealand ShippingCo.Ld. *Duct keel fwd. of mchy. space* *CellDB*351'1129*t* *MT*37' 1009*t* *FPT*81*t* *APT*80*t*	415·5 FK	56·2	25·8	Plymouth British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" 996NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	29 ″ 10 s 3 ″ 5¼ 26 ″ 7¼	
20424 142025 MKJY	**Ardenza** *ss*Gls.No.1-37 *ss*Irv.No.3-11,32 *Well deck* 1*Dk*(*Stl*)	933 640 466	✠100A1 3,37 ~~8,36~~ ~~BS5,36~~ ~~3,37~~ BS4,38 ✠LMC~~11,32~~ 3,37	Liv Gls	*l*	OG 7,36	1920 12mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	MossHutchison Line,Ld. *CellDBa*39'*uE*19*f*105' 205*t* *FPT*17*t* *APT*13*t*	210·0 218·0(O.L.) Q115'F27' FK	31·7	12·3	Liverpool British 4*BHCem*	T.3Cy.7",28"&46"-33' (*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Leith	14 ″ 6 s 4 ″ 7 13 ″ 9½	
20425 131461 GPVJ	**Ardeola** ~~Ⓟ~~ 3Mst *ss*Liv.2ndNo.3-8,37 ~~*ss*Liv.No.3-3,25~~ ~~*ss*Liv.No.2-33~~ *Well deck* D.F. 2*Dks*(*UStl*-ws)	2609 2109 1287	✠100A1 8,37 ~~12,36~~ ~~BS10,36~~ ✠LMC~~2,33~~ 8,37	Liv	*t*	CL ~~2,35~~ 7,37	1912 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *WB* = *Cell DBa*40'*uE*26'*f*152'502*t* *FPT*56*t* *APT*50*t*	310·2 P&B207'F57'BK10'	44·2	18·5	Liverpool British 5*BHCem*	T.3Cy.24",39"&64"-42' (*s*) 180lb 345NHP 3SB,9*cf*,GS180,HS6126 CaledonS.B.&E.Co.Ld Dun	21 ″ 6 s1 ″ 11½ 20 ″ 7½	~~[illegible]~~
20426 142271 MJPZ	**Ardgantock** *ss*P.Gl.No.3-7,32 *ss*Sld.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted*	842 591 416	✠100A1 10,37 ~~7,36~~ ✠LMC5,36 BS6,37	Sld StN	*l*	CL ~~5,36~~ 9,37	1919 6mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellDBf*121'220*t* *FPT*61*t* *APT*53*t*	200·1 Q111'F26' FK	30·2	12·6	Greenock British 3*BHCem*	T.3Cy.15",26"&42"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS60,HS1998 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s4 ″ 10½ 14 ″ 3	
20427 142743 MJLD	**Ardgarroch** (*ex*PortlandHouse) *ss*Grk.No.3-3,31 *ss*Bkn.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Now "Capito," see No. 37646 in Supplement	968 671 501	✠100A1 4,37 ~~11,35~~ BS12,36 ✠LMC1,35	Bkn	*l*	CL ~~1,35~~ 4,37	1918 12mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	~~MerseyPort Stevedoring Co.Ld.~~ BristolSteamNav. Co.Ld. *CellDB*126' 186*t* *FPT*66*t* *APT*48*t*	200·2 Q139'F36' FK	31·2	13·2	Bristol ~~Greenock~~ British 3*BH Asp*	T.3Cy.17",28"&46"-33' (*s*) 180lb 149NHP 2SB,4*cf*,GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5¼ 15 ″ 2¼	
20428 142318 MGZX	**Ardgryfe** (*ex*St.DunstansHill) *ss*Lth.No.3-7,29 *ss*Ant.No.2-37 ~~*ss*Ant.No.1-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	964 672 481	✠100A1 5,37 ~~6,36~~ BS~~10,36~~ 12,37 ✠LMC~~8,34~~ MS5,37	Lon Ant	*l*	CL 2,36	1918 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellDBf*126'186*t* *FPT*66*t* *APT*48*t*	200·4 Q139'F23' FK	31·2	13·2	Greenock British 3*BHCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 149NHP 2SB,4*cf*,GS90,HS2524 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5¾ 15 ″ 2	
20429 PCTB	**Ardjoeno** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* Now "Liberty," see No. 39046 in Supplement	312 210 148					1936	Gebr. Niestern&Co. Delfzijl	A.Noë	127·6 P30'F15'	24·1	8·7	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"&14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		V
20430 212964 WBCQ	**Ardmore** (*ex*Delphin) *ss*N.Yk.No.3-9,25 *ss*Mob.No.1-31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Webframes* GyC. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7035 6463 4390	✠ ... 9,33 ✠	Mob			1913 12mo	Akt.Ges. "Neptun" Rostock	ArdmoreS.S.Co. Inc.(C.D.Mallory &Co.Inc.*Mgrs.*) *WB*=*CellDBuE*&*B*79'*f*20' 333*t* *DT f*48'550*t* *FPT*210*t* *APT*145*t*	449·6 FK	59·6	28·8	Wilmgton, (Del.) Utd. States 17*BHptAsp* (13*BH to Udk* 4 ,, ,, 2*nd* ,,)	Q.4Cy.23⅝",33⅞",48¾"&70⅞"-19 3/16" 524NHP 3SB,9*cf*,GS516,HS7523 A.G."Neptun," Rostock	29 ″ 10	R †
20431 140454 EIDF	— Ⓟ (*ex*LadyKilliney, *ex*Killiney) *ss*Bkn.No.3-2,31 *ss*Dub.No.1-36 Wireless 2*Dks*(*Stl*) E.S.D.	1023 955 417	✠100A1 ~~4,37~~ ~~4,36~~ 5,38 ~~BS4,36~~ ✠LMC5,35 BS ~~4,37~~ 5,38 *Fitted for oil fuel*11,23 *F.P. above* 150° F.	Dub Liv	*p*	CL ~~5,35~~ 4,37	1918 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	British&Irish SteamPacketCo. (1936)Ld. *CellDBa*6'*uE*24'*f*84'172*t* *FPT*20*t* *APT*6*t*	254·5 264·0(O.L.) P66'B89'F75' FK	36·1	16·0	Cork British 4*BHCem*	T.3Cy.24",39"&64"-42" (*r*) 180lb 347NHP 3SB,9*cf*,GS190,HS6176 CaledonSB.&E.Co.Ld.Dun	16 ″ 8 s1 ″ 9½ 15 ″ 2	
20432 1478 IBLC	**Ardor** TwinSc *OilEng.* *ss*Tri.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *CruiserStern* *Longitudinal framing*	8960 8469 5079	✠100A1 *Shelter dk* *with freeboard* 1,38 ~~3,37~~ ✠LMC CS9,35 DBS~~7,36~~ 6,37 4,36 *CarryingPetroleum in bulk*	Mfl		CL 9,35	1927 6mo *Lloyd*	Ansaldo SanGiorgio Spezia '*sA&CP*	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *CellDBuE*69'132*t* *DTf*36'281*t* *DTa*19'111*t* *FPT*188*t* *APT*106*t*	489·6 470·6 FK B34'F40'	63·0 63·2	34·6	Genoa Italian 18*BHptCem* 13 ,, *to U dk*	Oil Engines 2S.C.SA 8Cy.27 3/16"-47¼" 1000NHP 2 Water Tube DB *200lb* DB*70lb* Soc.An.FiatS.G.M.Turin	35 ″ 6 s 8 ″ 6½ 27 ″ 2½	
20433 164509 MKKK	**Arduity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	304 195 143	✠100A1 8,35 ✠LMC8,35 ✠LMC(M)10,37	Grk	*d*	OG	1935 8mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F16' FK *FPT*41*t*	25·5	8·8	London British 3*BHAsp* *APT*13*t*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s 3 ″ 5 9 ″ 8¾	
20434 PCTC	**Arend** (*ex*LighterRasmII) *OilEng.* 1*Dk* *Mchy.Aft*	363 313 199					1921	Gebr.van Diepen Waterhuizen	J.Westers& R.Buisman	132·8 P22'F15'	24·7	11·2	Zwartsluis Dutch	Oil Engines 4S.C.SA 4Cy.12 5/16"-13¾" 58NHP *Emade*31 AppingedammerBrons Motorenfb.N.V.		
20435 LCHI	**Arendal** Ⓟ 1*Dk*&*Awng dk*	521 488 303					1882	Motala Co. Gothenburg	A/SArendals Dampskibsselskab	159·0 H33*t*	27·0	17·7	Arendal Norwegian	C.2Cy.17"&38"-23⅝" NB98 58NHP MotalaCo.,Motala		N
20436	**Arenorte No. 11** Iron&Steel3Mst (*ex*Heraldo, *ex*LaFrance)	381 — 238					1889	Edwards& Symes London	Cia.Arenera del NorteS.A.	149·9	24·9	8·9	Bns.Aires Argentine	C.2Cy.17"&34"-22" 45NHP Pratt,Huddersfield		
20437 145407 MNLP	**Arete** 1*Dk*	898 618 509					1925	MistleyS.B &Rpg.Co. Mistley	ElderDempster Lines,Ld.	197·7	30·6	12·2	Liverpool British *WB*	T.3Cy 16",27"&44"-30" 106NHP G.Clark,Ld.Sunderland		C
20438 7483 SDEK	— *ss*Got.No.2-37 ~~*ss*Got.No.1-33~~ 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	569 421 269	✠100A1 6,37 ~~10,36~~ ~~BS4,36~~ ✠LMC~~7,35~~ 6,37	Rot Got	*h*	OG 7,35	1928 12mo *Lloyd*	A/B Lödöse Varf Lödöse '*sA&CP*	Rederiaktieb. Unda(PerWaller, *Mgr.*) *CellDB*110' 168*t* *FPT*12*t* *APT*18*t*	166·9 P56'F18' FK	28·1	11·4	Gothenbrg Swedish 3*BHCem*	C.2Cy.14 5/16"&32½"-21⅝" (*s*) 130lb 50NHP 1SB,2*cf*,GS28,HS850 A/B LödöseVarf,Lödöse	13 ″ 3 s1 ″ 3½ 12 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20439 269 SVHB	Now "Otto Leonhardt," see No. 39554 in Supplement **Arethusa** (exDarnholme) ssPir.2ndNo.3-4,37 ~~ssHul.No.3-7,24~~ ~~ssBla.No.2-32~~ 1Dk(pt Irn&pt Stl)	3693 3448 2331	✠100A1 4,37 ~~3,35~~ ~~MS12,32~~	Bly Pir ✠LMC4,37 ~~BS4,36~~	w	~~1,36~~ CL N4,37	1911 7mo	R.Thompson&Sons,Ld. Sunderland Lloyd'sA&CP	KulukundisBros. &N.Kampouris CellDBa	350·0 P35'B102'F35' FK 106'uE25'f148'743t	50·0	23·4	Syra Greek 6BHCem APT102t	T.3Cy.25",42 3/32"&68"-45" 180lb 70lb (r) 340NHP 2SB,4cf,4pf,GS125,HS5202 N.E.MarineEng.CoLd.Sld.	25 ″ 10 s 4 ″ 3¼ 21 ″ 9	
* 20440 171 YLBI	— 3Mst (exArethusaII, ssGls2nd.No.3-6,30 exArethusa) ssLie.No.1-34 Mchy.Aft Well deck 1Dk(Stl)	496 426 195	✠100A1 7,36 MS11,34	Lie ✠LMC BS1,~~34~~ 1,38	i	CL 10,34	1906 4mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	KugniecibasSabiedriba"Gaida" (A.Behrsin,Mgr.) WB=	174·1 Q57'B68'F23' FK DTf12'27t FPT33t	27·4	11·8	Riga Latvian 3BHCem APT7t	C.2Cy.19 7/16"&36½"-24" 80lb 70lb 63NHP 1SB,2cf,GS37,HS1301 Hutson&Sons,Ld Glasgow	12 ″ 9 s ″ 6 12 ″ 4¼	
20441	**Arezzo** (exJupiter-37) ssBbo.2ndNo.3-11,25 ssBbo.No.1-30 2Dks(Stl)&deep framing See also "JUPITER"	4833 4516 3130	✠ ... 12,34 ✠	Bry	y		1900 8mo	Russell& Co. Pt.Glasgow	Soc.Anon.Cooperativa diNav. "Garibaldi" CellDBa131'uE&B42'	389·2 P31'B112'F40' FK f167'1244t DTa31'	52·1	27·1	Genoa Italian 7BHCem 800tAPT56t	T.3Cy.27",43"&72"-48" NDB19 403NHP 2SB,6cf,GS122,HS5121 Rankin&Blackmore,Grk.	29 ″ 11	C †
* 20442 EAIE	**Argentina** Ⓟ QuadSc (exReinaVictoria- ssNwc.No.3-8,24 Eugenia) ssBcl.No.1-28 Sub.Sig. 3Dks(UStl-teak s) D.F. &Shade dk(Stl-teak s)	10137 6924 5564	✠100A1 Shade dk 12,31 MS8,28 NO LATER SURVEY REPORTED	Msl ✠LMC BS3,32	e† Pf	CL Sf N1,30 Pa1,30 N12,30 Sa7,31	1913 2mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Cia.Trasatlantica CellDB a105'uE&B150'	480·0 FK&BK2¼" f170' 1080t FPT	61·3	32·7	Barcelona Spanish 9BHCem 81tAPT42t	T.8Cy.(2)29",(2)43"& (4)47"-42" 180lb (r) 7SB,21cf,GS480,HS20657FD 2L.P.Turbines 1484NHP Swan,Hunter&Wigham Richardson,Ld Nwc.	35 ″ 9 s11 ″ 5½ 25 ″ 0	
20443 OXCC	— TwinSc (exPolarhavet) D.F. OilEng. 2Dks	5375 5092 3325					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselskab	378·0 F33'	52·2	32·6	Copnhagn Danish WB	Oil Engines 4S.C.SA 12Cy.23¼"-35½" 629NHP Burmeister&Wain,Cpn.		V
* 20444 7992 SDQA	— TwinSc OilEng. E.S.D. D.F. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5277 4171 2873	✠100A1 withfreeboard 1,38 ~~1,37~~ ✠Lloyd'sRMC ~~1,37~~ 4,37 4,38 ~~12,37~~ ~~7,37~~ No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Mmo ~~Skm~~ ✠LMC3,35	a†	OG	1935 3mo	GötaverkenA/B Gothenburg Lloyd'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB307'1486t	420·7 F80' FK tanks in way of tunnels309tFPT	55·9	23·9	Stockholm Swedish 7BH (Coll to Sh dk 6 ,,2nd,,) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 945NHP DB85lb GotaverkenA/B,Got	28 ″ 0 s 2 ″ 10¾ 25 ″ 3¼	
20445 123 IBMC	— Ⓟ TwinSc D.F. 2Dks&deep framing &Shelter dk	5083 — 3083				...	1907	Russell& Co. PortGlasgow	"Tirrenia"Soc. Anon.diNav.	407·4 390·0 F78' FK	47·9	22·5 30·6	Palermo Italian WB	T.6Cy.20½",35"&56"-42" 582NHP Dunsmuir&Jackson LdGls	25 ″ 3	J †
20446 PUAF	— Ⓟ TwinSc OilEng. Wireless 1Dk CruiserStern	930 718 513					1927	Deutsche Werft Hamburg	LloydBrasileiro	237·0 B65'F24'	38·0	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11 7/16"-16 15/16" 204NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
* 20447 LCZN	**Argentino** TwinSc4Mst (exSudAtlantico) OilEng. ssBal.No.2-36 ~~ssGot.No.1-32~~ 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNo.1hold	4640 4119 2771	✠100A1 withfreeboard ~~8,37~~ 2,36 11,37 DBS8,37	Bal NYk ✠LMC OS8,37 9,35	z	CL ~~P11,35~~ S2,36 P8,37	1928 4mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	A/S IvaransRederi (S.Holter-Sörensen Mgr.) CellDB334'1062t	381·8 FK FPT112t APT156t	53·8	25·1	Oslo Norwegian 6BH (Coll to Sh dk 5 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-59 1/16" 534NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 ″ 9 s2 ″ 11½ 25 ″ 11½	
20448 LOHO	— TwinSc3Mst (exBayard-33) OilEng. Mchy.Aft 2Dks	2991 2638 1735					1915	Akers Mek.Værks. Oslo	Soc.Anon. Importadora y Exportadora de laPatagonia	335·2 P70tH173tF21t	48·2	20·5	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.19⅜"-26" 452NHP AkersMek.Værks.Oslo		
* 20449 ~~5355~~ ~~SMQA~~ 891 OFCD	**Argo** (exOdessa,exElisabeth, exCamperdown) ~~ssGot.2ndNo.3-1,24~~ ssOsc.3rdNo.3-5,37 ~~ssOsc.No.2-33~~ 1Dk(Irn)& deep framing	2513 2341 1468	✠100A1 ~~5,37~~ ~~4,35~~ 10,37 ~~MS5,32~~ 1,37	Got ~~Osc~~ Skm ✠LMC ~~BS4,36~~ 5,37	t	CL 6,36	1898 7mo	R.Napier& Sons,Ld. Glasgow Lloyd'sA&CP	RederiA/BPonape (GustafErikson, Mgr.) CellDBa100'	~~323·0~~ 310·0 P29'B82'F31' FK uE&B38'f128' 645t	44·2	20·4	Mariehamn Finnish 5BHCem APT105t	T.3Cy.23½",~~38"~~ 38 11/16"&62"-39" (s) 160lb 100lb NDB20 245NHP 2SB,6cf,GS108,HS3736 R.Napier&Sons,Ld.Gls.	23 ″ 0 s3 ″ 7½ 19 ″ 7	
* 20450 559 OHAC	— ssHfs.No.1-37 ssHfs.No.3-4,33 D.F. 1Dk(Stl)&Awng dk(Stl)	1818 — 1025	✠100A1 Awng dk withfreeboard ~~7,37~~ ~~11,36~~ 4,38 ~~BS5,36~~	Hfs 7,37 ✠LMC~~4,34~~	p	~~4,35~~ 7,37	1921 3mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam Lloyd'sA&CP	FinskaAngf.A/B. CellD	~~235·0~~ 247·5(O.L.) FK B182' 355t FPT14t	36·9	17·8	Helsingfrs Finnish 4BHCem APT31t	T.3Cy.20¾",32¼"&55"-39⅜" 180lb (s) 212NHP 2SB(Spt),6cf,GS97,HS3341 NVMch&Schps.vPSmit Jr	27 ″ 6 s 8 ″ 2½ 19 ″ 6	
20451 LCHJ	— 1Dk2trB	411 296 249					1898	Stavanger Stöberi&Dok Stavanger	FiskaaensRederi A/S(CarlFiskaaen, Mgr.)	144·7 Q61tB35tH5tF14t	25·1	11·7	Haugesund Norwegian WB	T.3Cy.13½",22"&34"-25" NB12 58NHP LaxevaagsMsk&Jrns.Bgn.		N
20452 207 SVDV	**Argolikos** (exPearBranch-33) Fitted for oil fuel 2Dks	4786 4357 2902					1921	Palmers' Co.Ld. Newcastle	M.A.Embiricos	398·6 P37'B121'F42'	53·9	26·1	Andros Greek WB	DR Geared Steam Turbine 450NHP Palmers'Co.Ld.Newcastle		C
* 20453 219622 KUDD	**Argon** ssMob.No.1-37 ssGal.No.3-9,32 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6952 6427 4271	✠100A1 7,37 ~~3,36~~ ~~BS3,36~~ Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F.	NYk Mob ✠LMC~~9,32~~ 7,37	b†	CL 3,36	1920 3mo	Bethlehem S.B.Corp.Ld. SparrowsPt. A&CP	Socony-Vacuum OilCo.Inc. CellDBuE&B	435·6 P122'B50'F44' FK 57' 197tDTf50'824tFPT97tAPT74t	56·2	31·7	NewYork Utd.States 15BHptCem (9 ,, to U dk 6 ,, ,, 2nd,,)	T.3Cy.26 15/16",47"&78"-48"(s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	
20454 FOCB	**Argonne** 1Dk	2115 1848 1202				...	1920	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0 P24'B67'F37' FK	40·2	19·3	LaRochlle French WB	T.3Cy.19",32"&52"-36" 243NHP J.S.White&Co.Ld.Cowes	21 ″ 6	V †
* 20455	**Argos** TwinSc OilEng. Mchy.Aft 1Dk	1185 — 587	✠A1 withfreeboard 3,38 ~~10,36~~ For Service on the River Plate-limiting Ports seawards Monte Video & Piedras	BAs ✠LMC11,35		OG S2,38 PN2,38	1935 11mo	Henry Robb,Ld. Leith Lloyd'sA&CP	Cia.Argentina de Lanchas	287·0 F26' FK FPT113t	50·1	12·8	Bns.Aires Argentine 5BHAsp APT70t	Oil Engines 2S.C.SA 10Cy.13⅜"-22 7/16" 313NHP Atlas-DieselA/B,Skm.	14 ″ 0 s 5 ″ 8¼ 8 ″ 5	
20456																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Refrig.
	Now "Mormacsun," see No. 39216 in Suppl															
20457 220718 KDHL	**Argosy** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* GyC. E.S.D.	4995 ~~4996~~ 4598 ~~3030~~ 3094					1920	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc. (Moore andMcCormackCo. Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20458 HRAY	**Argual** *Ref.Mchy.* D.F. Sub.Sig. 3*Dks*	2536 2135 1421					1927	Cammell Laird&Co.Ld Birkenhead	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	301·1 B93'F33'	44·2	22·3	Tela Honduran *WB*	T.3Cy.20½",35"&59"-42" Cammell 225NHP Laird&Co.Ld.Bkn.		C
20459 UPCE	**Argun** (*ex*Sunray-34) ssHul.No.3-3,29 ssNpt.No.1-34 1*Dk*(*Stl*)	3487 2961 1996	✠ ... 8,35 ✠	Npt	*u*		1917 7mo	R.Thomp- son&Sons,Ld. Sunderland	U.S.S.R. *CellDB*	330·5 P31'B100'F37' FK *a*98'*uE*23'*f*140'684*t*	48·0	21·9	Leningrad Russian 5*BHCem* *APT*137*t*	T.3Cy.24",38"&64½"-42" 293NHP 2SB,6*cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4	
* 20460 27453 JNJD	**Argun Maru** ssOsa.No.3-5,32 ssKob.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	6608 6111 4040	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~5,36~~ ✠LMC~~5,36~~ 5,37	Kob	*a*†	CL ~~5,34~~ 5,37	1920 8mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosen K.K. *CellDB*368'1470*t* *DTa*39'1145	415·0 P32'B148'F45'*on* *Shelter dk* FK *t FPT*164*t APT*47*t*	55·5	34·6	Osaka Japanese *Cem* 3*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27$\frac{1}{16}$"45"&75"-51" (*s*) 180lb 552NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWrks.Ld.Osaka	34 ″ 8 s7 ″ 4½ 27 ″ 7	
20461 KZUS	**Argus** (*ex*Yeoman) ssMch.2ndNo.3-3,25 Wireless 1*Dk*(*Irn*)&*deep framing* *Well deck*	1025 — 585	✠ 4,30	Nwc	*m*		1901 2mo	WoodSkin- ner&Co.Ld. Newcastle	Madrigal&Co. *CellD*	220·0 Q115'B15'F24' FK *Ba&uE*75'/*f*96'235*t*	31·7	14·8	Manila Utd.States 5*BHCem* *APT*21*t*	T.3Cy.17",28"&46"-33" NDB22 135NHP 1SB,3*cf*,GS62,HS2150 N.E.MarineEngCoLd.Nwc	17 ″ 0	
* 20462 111147 VOCN	**Argyle** ssNFL.2ndNo.3-4,24 ssNFL.No.2-32 1*Dk*&*Web frames lower dk in main hold*	439 342 199	✠100A1 5,35 ✠NB6,21 ✠LMC4,32 BS7,~~36~~ 8,37	NFL	*g*	~~3,35~~ 7,37	1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Department)	154·7 F15 BK7" *CellD Ba&uE&B*	25·1	12·6	SJhnsNFL British 4*BHCem* 47'*f*61'84*t*	T.3Cy 15",24"&40"-30" (*s*) 160lb 99RHP 1SB,3*cf*,GS52,HS1320 FD A.&J.Inglis,Glasgow	15 ″ 0 s2 ″ 1½ 13 ″ 10	
20463 FNEC	**Argyll** ssS.Fo.3rdNo.3-9,30 ssS.Fo.No.1-34 2*Dks*(1*Stl*&*UIrn*-ws)& *Webframes*3*Dk rule*	2953 2626 1880	✠100A1 ~~3,36~~10,37 BS11,37 ~~BS12,36~~ ✠LMC11,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,03 *F.P. above* 150° F.	LAn	*u*	CL ~~11,34~~ 10,37	1892 6mo	W.Gray& Co.(Ld.) WHartlepool A&CP	Cie.DuBoleo	320·2 P31'B80'F37' BK10" *WB*=*CellDBuE*	40·7	24·4	Bordeaux French 12*BHCem* &*B*52'125*t*	T.3Cy.25",40½"&65"-42"(*s*) 160lb 288NHP 2SB,6*cf*,GS112,HS4380 CenMarEWks(Ld),WHpl	27 ″ 0	
20464 660 SVEH	**Ariadne** (*ex*Sonora-34,*ex*Northern) ssHav.No.3-5,25 ssHav.No.1-29 1*Dk*(*Stl*)&*Shelter dk* (*ptIrn ptStl*)	4745 4314 2969	✠ — 7,34 ✠	Hav	*y*		1912 2mo	JLThomp- son&Sons,Ld. Sunderland	JohnM.Nikiforos *CellDBa*136' *uE&B*	388·7 FK 46'*f*163'1270*t FPT*1	54·1	26·0	Piræus Greek 6*BHCem* 15*t APT*238*t*	T.3Cy.28½",44½"&74"-48" 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	C †
* 20465 357 OHAD	— Ⓟ ssHfs.No.3-5,26 *Ref.Mchy.* ssHfs.No.2-33 2*Dks*&*Awng dk*(*ptStl*)	2559 — 1257	✠100A1 *Awng dk* *withfreeboard* 4,37 BS4,37 ✠LMC12,33	Hfs	*s*	CL 1,37	1914 3mo	Lindhol- mensV.A. Gothenburg *Lloyd*'*sA&CP* *WB*	FinskaÅngfartygs Aktiebolaget =*Cell D B a*32'*uE*	258·0 FK &*B*62'*f*96'267*t FPT*	43·7	18·9	Helsingfrs Finnish 4*BHCem* 30*t APT*8*t*	T.3Cy.24⅝",40"&66"-42" (*s*) 185lb 447NHP 3SB,12*cf*,GS258,HS8760 LindholmensV.A.Got.	28 ″ 9 s11 ″ 2⅜ 17 ″ 10⅜	
20466 LDNJ	— Ⓟ D.F. *CruiserStern* 2*Dks*	2029 1381 1138					1930	Nylands Værksted Oslo	DetBergenske Dampskibsselskab	271·3 P85*t*B205*t*H252*t* F32*t*	38·2	19·4	Bergen Norwegian *WB*	T.3Cy.22",35"&60"-42" 234NHP NylandsVærksted,Oslo		
20467 PCUF	— Wireless *CruiserStern* 2*Dks*	1170 976 643					1919	N.VBoele's Sheepsw. Slikkerveer	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sSheepw.Bolnes		V
20468 DOIC	— 2*Dks*	621 612 373					1898	G.Seebeck A.G. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·5	27·2	16·3	Bremen German *WB*	T.3Cy.14⅜",22"&38⅝"-28⅜" 72NHP G.Seebeck A.G.Bremerhvn		G
* 20469 EABC	**Ariaga-Mendi** (*ex*Delfshaven) ssBbo.No.3-11,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5535 5282 3478	✠100A1 *Shelter dk* *withfreeboard* 10,36 BS3,37 ✠LMC12,35 *Fitted for oil fuel*10,21 *F.P. above* 150° F.	Bbo	*y*	OG 11,35	1921 10mo	W.Dobson &Co. Newcastle *Lloyd*'*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon~~ ~~delaSota,~~ ~~*Mgrs.*~~) *CellDB*356'1166*t*	400·0 FK *Collisio* *FPT*104*t APT*175*t*	53·0	30·8	Bilbao Spanish *ptCem* *nBHtoSh dk* 5 „ „ *U* „	T.3Cy.27",45"&74"-48" (*s*) 180lb 511NHP 3SB,9*cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc	33 ″ 4 s7 ″ 11¾ 25 ″ 7	
* 20470 FNUT	**Arica** (*ex*Zenon-34) ssHav.No.3-2,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5390 4922 3219	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~8,36~~ BS8,36 ✠LMC2,34	Hav	*a*†	CL N8,36	1921 8mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'*sA&CP*	Cie.Générale Transatlantique *CellDB*368'1319*t*	423·6 436·6(O.L.) FK *Collision* *FPT*109*t APT*201*t*	55·0	26·3	Havre French *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"-54"(*s*) 180lb 627NHP 4SB,12*cf*,GS296,HS11652 N.E.MarineEng.CoLdNwc	29 ″ 0 s 3 ″ 8½ 25 ″ 6	
* 20471 CBRI	— Ⓟ ssVpo.No.1-34 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)	4583 3873 2812	✠100A1 ~~4,37 2,36~~ 1,38 ~~MV~~ ~~BS2,37~~ ✠LMC11,34 ✠Lloyd'sRMC~~3,37~~ 1,38 BS10,37	Vpo		CL ~~11,34~~ 1,38	1931 1mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	Cia.Chilena de NavegacionInter- oceanica(H.R. Samsing,*Mgr.*) *Cell*	354·0 P28'B117'F32' FK *DB*291'820*t FPT*1	53·2	25·6	Valparaiso Chilian 6*BHCem* 15*t APT*19*t*	T.3Cy.25",41"&68"-45" (*s*) 200lb 433NHP 3SB,9*cf*,GS173,HS6147 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s4 ″ 9½ 23 ″ 1	
20472 EABD	**Arichachu** ssBbo.No.3-1,34 1*Dk*(*Stl*)&*Web frames* *Longitudinalframing*	3276 3062 2102	✠100A1 1,37 BS10,36 ✠LMC1,34	Bbo	*v*	CL 12,35	1920 12mo	Echevar- rieta y Lar- rinaga Cadiz *Lloyd*'*sA&CP*	CiaNaviera"Easo" (Credito de la Union Minera, *Mgrs.*) *CellD*	331·0 P31'B91'F32' FK *B*284'872*t FPT*63*t*	48·0	23·3	S.Sebast'n Spanish 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *90lb* 411NHP 2SB,8*cf*.GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk	25 ″ 8 s4 ″ 0½ 21 ″ 10	
20473 162607 MQCD	**Aridity** ssYar.No.1-36 *Mchy Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)	336 223 172	✠100A1 10,36 ✠LMC5,35 ✠LMC(M)9,37	Yar		OG 9,36	1931 7mo	Fellows& Co.Ld. Gt.Yarmouth *Lloyd*'*sA&CP*	F.T.Everard& Sons,Ld.	130·0 Q85'F14' FK *FPT*	24·6	8·9	London British 3*BHCem* 10*t APT*23*t*	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{16}$"-15¾" 154NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s3 ″ 2½ 9 ″ 6	
* 20474 ENUA	**Ariege** (*ex*SydneyLasry) ssMsl.No.3-12,34 D.F. 2*Dks*(*Stl*)	2266 2144 1410	✠100A1 2,38 ~~1,37~~ BS11,36 ✠LMC12,34	Rou	*t*	CL ~~N1,37~~ N1,38	1920 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*sA&CP* *CellDBa*	Soc.Anon. de Gérance et d'Armement *Intermediate* '*tween dkBHinfore* 86'*uE*20'*f*124'523*t*	300·7 P28'B81'F33' FK *hold dispensed with* *FPT*55*t APT*42*t*	43·7	22·5	Oran French *Cem* (4*BHtoU dk* 1 „ „ 2*nd* „	T.3Cy.22$\frac{3}{16}$",36"&59"-39"(*s*) 180lb *100lb* 286NHP 2SB,6*cf*,GS144,HS5091 Cooper&Greig,Ld.Dundee *only*)	25 ″ 0 s4 ″ 2¼ 21 ″ 0	
	Now "Cap Tafelneh," see No. 37685 in Supplement															
20475 698 OHCM	**Ariel** ssHfs.No.2-38 ~~ssHfs.No.1-32~~ D.F. 2*Dks*(*Stl*) *Strengthened for Navigation in Ice*	2198 1991 1241	✠100A1 *withfreeboard* ~~3,38~~ 5,38 ✠LMC 3,38 ~~BS4,33~~ ~~BS5,34~~ 5,37	Hfs ~~Rot~~ Rot	*r*	OG ~~1,35~~ 3,38	1929 6mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd*'*sA&CP*	FinskaAngfAktieb *CellDB*228'418*t*	260·1 273·0(O.L.) FK *FPT*33*t APT*21*t C*	40·2	24·7	Helsingfrs Finnish 4*BHCem* *oll* „ *to W dk*	T.3Cy.~~20~~",32"&53"-36" (*s*) 200lb 20$\frac{1}{12}$" 230NHP 2SB(Spt)6*cf*,GS190,HS4008 HelsingörsJernsk&Mskb.	27 ″ 6 s8 ″ 2½ 19 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20476 7397 SGEN	**Ariel** (exÖresund,exDanemark) 1Dk	1775 1513 958					1920	A/S Baltica Værftet Copenhagen	RederiA/B Atos (AllanBörjesson, Mgr.)	277·0 P38'B157'F22'	40·2	18·3	Hlsngborg Swedish WB	DR GearedSteamTurbine A/S AtlasCopenhagen		V
20477 148890 GMBL	**Ariguani** Ⓟ TwinSc 2Dks 3rd&4th dks in holds Ref.Mchy. D.F. Sub.Sig. E.S.D.	6746 5243 4131					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·2 P40'B192'F47'	54·1	30·3	Glasgow British WB	T.6Cy.23½",39½"&67"–48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~11,37~~ 10,38
20478 186 YLCJ	**Arija** (exNorthBritain,exBaltic Exchange) 1Dk2trB&deepframing& Web frames 3Dk rule	3678 3457 2338			...		1907	Bartram& Sons Sunderland	J.Zalcmanis,K. Jansons&J.Frey-man(Latvian ShippingCo.Mgrs)	346·5 P23'B94'F36' FK	50·8	22·9	Riga Latvian WB	T.3Cy.24½",40"&66"–45" 317NHP NDB07refitted29 Blair&Co.Ld.Stockton	25 ″ 6	C †
❊ 20479 42355 JIZK	**Arima Maru** OilEng. D.F. E.S.D. GyC. 2Dks Ref.Mchy. CruiserStern	7387 6531 4327	✠100A1 10,37 ~~12,36~~ ✠LMC11,36 ✠Lloyd'sRMC~~11,36~~ 4,38 ~~10,37~~ ~~5,37~~ Carrying cargo oil F.P. above 150° F. in deep tanks	Nag Yka	d†	CL 4,38	1936 12mo	Mitsubishi JukogyoK.K Nagasaki Lloyd'sA&CP	NipponYusenK.K. CellDB361'1458t DTa39'1436t Tanks at sides of tunnel 91t FPT 82t APT76t	462·7 P23'B183'F41' FK	62·3	34·4	Tokio Japanese 8BHptCem	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB100lb MitsubishiJukogyoK.K. Nag.	34 ″ 5	
20480 EABE	**Arinda-Mendi** ssBbo.No.3–5,34 1Dk(Stl)&Shelter dk(Stl)	3453 3032 2044	✠100A1 Shelter dk withfreeboard 9,36 BS12,36 ✠LMC8,33	Cff	v	CL 3,36	1921 4mo	RopnerS.B &Repg.Co. (Stockton) Ld. Stockton Lloyd'sA&CP	Cia.Nav.Sota y Aznar(~~SirRamon delaSota,Mgrs.)~~ CellDBa108' uE25' f147' 784tAPT126t	340·3 FK	48·6	22·5	Bilbao Spanish Cem Collision BHtoS dk 5 ,, ,, U ,,	T.3Cy.24",40"&66"–45" (s) 180lb 100lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s 1″11½ 23″0¾	
❊ 20481 164649 GYTZ	**Arinia** OilEng. Mchy.Aft 1Dk,2nddk clearof cargotanks D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8024 7238 4777	✠100A1 ~~8,37~~ ~~1,37~~ 4,38 ✠LMC7,36 CarryingPetroleum in bulk	Shl ~~Cff~~	c†	CL	1936 7mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69' 167t DTf25' 281t FPT143t APT94t	465·0 483·2(O.L.) P90'B42'F48' FK	59·2	33·8	London British 15BH	Oil Engines 4S.C.SA 8Cy.25$\tfrac{9}{16}$"–55⅛" DB180lb 503NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 9 27 ″ 6½	
❊ 20482 219798 KULM	**Ario** ssNYk.No.1–37 ssPhl.No.3–10,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6952 6427 4271	✠100A1 ~~9,37~~ ~~6,36~~ 11,37 ~~BS6,36~~ ✠LMC~~10,33~~ CarryingPetroleum in bulk Fitted for oil fuel 4,20 F.P. above 150° F.	NYk Gal	b† 9,37	CL 8,35	1920 4mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. A&CP Md.	Socony-Vacuum OilCoInc. CellDBuE&B57' 197tDTf50'824t	435·6 P122'B50'F44' FK FPT97tAPT74t	56·2	31·7	NewYork Utd. States 15BHptCem (9 to U dk 6 ,, 2nd ,,)	T.3Cy.27",47"&78"–48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.	33 ″ 6	
❊ 20483 EAMR	— (exAfonDyfi, ssCdz.No.3–2,34 exTarrasa) Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	771 529 370	✠100A1 10,37 ~~11,36~~ ✠LMC MS2,34 BS~~3,36~~10,37	Cdz	k	CL ~~2,34~~ 10,37	1921 8mo	Astilleros delMedit.S.A. Barcelona Lloyd'sA&CP	MiguelM.dePin-illos	186·6 Q114'B12'F22' FK CellDBf114'176t FPT42t	29·5	12·4	Cadiz Spanish 4BHCem	T.3Cy.12",20"&32"–24" (s) ~~180lb~~150lb 84NHP 2SB4pf,GS60,HS1714 AlexanderHnos.Barcelona	14 ″ 7 s4 ″ 10½ 13 ″ 11	
20484 DOIP	**Arion** Sub.Sig. 2Dks CruiserStern	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy19$\tfrac{11}{16}$",31½"&50⅜"–35$\tfrac{7}{16}$" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
20485 15 IBQC	**Ariosto** (exBáróFejérváry, exBulganak,exBáró Fejérváry) ssFiu.3rdNo.3–7,35 1Dk(Stl)&Spar dk(Irn)&deep framing D.F.	4115 3659 2540	✠100A1 Spar dk 7,37 ~~1,37~~ BS~~5,36~~ 6,37 ✠LMC7,35	Fiu Tri	x	CL 5,36	1902 6mo	Wigham Richrdsn&Co Ld.Newcastle A&CP	"Tirrenia" Soc. Anon.di Nav. CellDBa132'uE&B76'f114'855t FPT55tAPT28t	365·3 25·1 P51'B127'F38' FK	48·2	17·8	Fiume Italian 6BHCem	T.3Cy.22½",40$\tfrac{3}{16}$"&66"–48" 200lb (r) 361NHP 3SB(Spt),9cf,GS159,HS5754 WghmRchrdsn&C.LdNwc	28 ″ 3 s 5 ″ 1¾ 23 ″ 3¼	
❊ 20486 270 SVHQ	**Aris** (exMichalisPoutous–36,exMount Pindus–35,exMaindy Grange–32, exPontwen) ssCff.No.3–12,27 ssRou.No.2–35 1Dk(Irn)	4810 4558 3020	✠100A1 ~~5,37~~ 8,36 12,37 ✠LMC8,36 BS10,37	Ams ~~Rot~~ Ant	x	CL 8,36	1914 6mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	MichaelM.Xylas CellDBa127'uE&B45'f168' 1116tFPT162tAPT129t	380·2 P34'B111'F31' FK	50·9	28·0	Syra Greek 6BHCem	T.3Cy.26",42"&70"–48" (s) 180lb 385NHP 3SB,9cf,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s 5 ″ 9¼ 24 ″ 9	
20487 48 SZHV	— TwinSc (exCampos) 1Dk&Shelter dk	919 895 574					1903	Craig, Taylor&Co. Stockton	GerassimosVer-gottisCargoS.S.Co. Ld.&Gerassimos VergottisSonsS.S. Co.Ld.	200·3 B102'F24'	33·1	9·5	Argostoli Greek	T.6Cy.11",17"&28"–21" 72NHP N.E.MarineEng.Co.Ld.Sld		C
20488 134 SVAE	**Aristides L. Goulandris** (exCalimeris, ssPir.2ndNo.3–5,30 exHarlech) ssPir.No.1–35 1Dk(ptIrn&ptStl)&deep framing	3470 2196 2224	✠100A1 5,36 BS~~5,36~~ 7,37 ✠LMC5,35	Pir	w	CL 12,35	1905 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	E.A.Goulandris& Co(E.A.Goulandris Mgr.) CellDBa111'uE&B40'f148' 957tAPT42t	342·0 P23'B210'F34' FK	49·5	22·7	Andros Greek 6BHCem	T.3Cy.25½",40½"&67"–45" 180lb (s) 316NHP 2SB,6rf,GS118,HS4733 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 2¼ 22 ″ 1¾	
20489 LOEA	**Aristobulo Del Valle** Fitted for oil fuel Mchy.Aft 1Dk&Web frames	2454 2091 1459			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	ArgentineGovt. (YacimientosPet-roliferosFiscales)	252·0 P71'B31'F32' FK	43·7	24·3	Bns.Aires Argentine WB	T.3Cy.20½",34"&57"–42" 297NHP Gt.LakesEngWks.Detroit	25 ″ 7	
❊ 20490 EABG	**Aritz-Mendi** ssBbo.No.3–12,36 1Dk(Stl)	5754 5026 3389	✠100A1 2,37 ✠LMC12,36	Vcr	z	CL 11,36	1920 8mo	Cia.Euscal-duna deConst yRep. Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar~~(SirRamon delaSota,Mgrs.)~~ CellDB351'1103t FPT145t APT142t	400·0 P40'B115'F38' FK	53·5	28·6	Bilbao Spanish 6BHCem	T.3Cy.27½",45"&75"–48" (s) 180lb 456NHP 3SB,9cf,GS195,HS7494 JDickinson&Sons,Ld.Sld.	31 ″ 2 s 6 ″ 1¾ 25 ″ 2½	
20491 OXRA	**Arizona** TwinSc OilEng. D.F. 2Dks	6385 6048 4013					1922	A/SNak-skovSkibs. Nakskov	DetForenede DampskibsSelsk.	408·4	54·4	33·4	Copnhagn Danish WB	Oil Engines 4S.C.SA 12Cy.23¼"–35$\tfrac{7}{16}$" 629NHP Akt.Burmeistr&Wain,Cpn		V
❊ 20492 FNUY	— ssHav.No.2–33 2Dks(Stl)&Shelter dk(Stl)	5457 4922 3240	✠100A1 Shelter dk withfreeboard 10,36 BS12,37 ~~BS10,36~~ ✠LMC9,33	Hav	a†	CL ~~1,36~~ N12,37	1925 1mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	Cie.Générale Transatlantique CellDB368'1319t FPT109tAPT201t	425·0 438·0(O.L.) FK	55·0	26·6	Havre French Cem Coll BH to Sh dk 6 ,, ,, U ,,	T.3Cy.28",46½"&78"–54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s3 ″ 8¾ 25 ″ 6¼	
20493 218983 KODR	— (exGalena,ex SalemCounty) ssGal.No.3–8,35 2Dks(Stl)&Web frames Longitudinal framing Mchy.Aft D.F.	5174 4424 3106	100A1 3,37 BS~~3,37~~ 2,38 LMC8,35 CarryingPetroleum in bulk Fitted for oil fuel F.P. above 150°F.	LAn	y	CL 4,36	1919	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmgtn,Del. CP	TheTexasCo. CellDBuE&B72' 210t DTf65'818t FPT89tAPT30t	391·8 P99'B34'F44' FK	51·3	28·8	Wilmgton (Del.) Utd.States 14BHptCem (7 to U dk 7 ,, 2nd ,,)	T.3Cy.27",45"&75"–48" (s) 190lb 512NHP 3SB,9cf,HS7127 FD BethlehemS.B.Corp Ld. (HarlanPlant)Wlmn.Del	30 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L. R. Durée Cert. Réf.Trade.
20494 26766 JDZD	**Arizona Maru** Ⓟ TwinSc ssKob.No.3–9,31 ssKob.No.1–36 2Dks(Stl)&Shelter dk(Stl–ws) Ref.Mchy. 3rd dk(Stl)in No.1hold	9684 8797 5993	✠100A1 Shelter dk withfreeboard 7,37 ~~10,36~~ ~~BS10,36~~ ✠LMC 1,37 ✠Lloyd'sRMC ~~2,37~~ 12,37 ~~1,37~~ Fitted for oil fuel 2,24 F.P. above 150° F.	Yka Kob	d†	CL 10,36	1920 6mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP	OsakaShosen K.K. CellDB405' 1663t D	475·0 P35'B30'F86' on Shelter dk FK Ta48' 510t FPT137	61·0	40·7	Osaka Japanese Cem 8BHtoShdk tAPT51t	T.6Cy.27",44½"&75"–48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330, HS13284 FD MitsubishiZosenKaishaLd	40 " 9 s13 " 0 28 " 3	
20495 219714 WACX	**Arizonan** (exWillhilo, exConshohocken) Fitted for oil fuel D.F. 2Dks&Shelter dk	5815 5479 3617			...		1920	SunS.B. Co. Chester,Pa.	American- HawaiianS.S.Co.	434·3 FK	57·7	27·2	NewYork Utd.States WB	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	30 " 3	R †
20496 219300 KULN	**Arizpa** Fitted for oil fuel Sub.Sig. 2Dks&Web frames Ref.Mchy.	5437 4971 3338			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 644NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
20497 151993 VJBL	**Arkaba** (exArcoona) ssSyd.No.3–3,36 ~~ssSydNo.2–32~~ 2Dks(Stl) Cargo battens not fitted	4212 3949 2593	✠100A1 withfreeboard ~~1,073,36~~ 2,38 ✠LMC3,36 BS~~4,37~~2,38	Syd	w	CL 3,36	1924 5mo	W.Beard- more&Co.Ld Dalmuir Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld. CellD	341·6 352·0(O.L.) F34' FK Collision B288' 878t FPT97t	47·2	30·3	Melbourne British 7BHCem BH to W dk APT126t	T.3Cy.25",41"&68"–45" (s) 180lb 441NHP 3SB,9cf,GS161,HS6600 FD W.Beardmore&Co.Ld.	32 " 7 s10 " 5¾ 22 " 2½	
20498 DODC	**Arkadia** (exAmsel–36) D.F. Sub.Sig 2Dks Cruiser Stern	1756 1428 790					1927	Akt.Ges. "Neptun" Rostock	AtlasLevante- LinieA.G.(~~Deutsche Levante-Linie G.m.b.H.Mgrs.)~~	276·1 P14'B255'F33'	42·2	15·9	Bremen German WB	T.3Cy.23⅝",38³⁄₁₆"&62"–41⁵⁄₁₆" 247NHP A.G."Neptun,"Rostock		G
20499 871 SZNN	— Iron (exLisa–36,exCumberland) OilEng. Mchy.Aft 1Dk	853 — 530					1866 1921	Barclay, Curle&Co. Glasgow	~~RoussoBros.&~~ ~~LouloudiBros~~ AtlantisShippingCo.Ld.	237·5 P59'F59'	28·2	15·3	Piræus ~~Andros~~ Greek	Oil Engines 6Cy.13⅜"–19⅝" A/S DanskDieselmotor Kompagni,Holeby		N
20500 221479 KDUV	**Arkansan** (exMargaretDollar–36, exCelestial) Fitted for oil fuel 3Dks	6997 — 4319					1921	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0	55·2	26·6	NewYork Utd.States WB	T.3Cy.26½",44"&74"–48" 377NHP KiangnanDock&Eng.Wks		R
20501 146928 MLTP	**Arkleside** ssHpl.No.3–3,36 1Dk(Stl) Cargo battens not fitted	1567 1403 949	✠100A1 9,37 ~~12,36~~ ✠LMC4,36 BS6,37	Bry Cff	q	CL 3,36	1924 2mo	Osbourne, Graham&Co Ld. Sunderland Lloyd'sA&CP	SmithHogg&Co. Ld. CellDBa&uE98	258·0 268·0(O.L.) P21'B62'F31' FK f104'395t FPT49t	38·2	17·4	W.Hartlpl British 4BHptCem APT56t	T.3Cy.19",32"&52"–36" (s) 190lb 202NHP 2SB,6cf,GS196,HS3400 N.E.MarineEng.Co.Ld.Sld	19 " 6 s2 " 4½ 17 " 8½	
20502	**Arktika** D.F. E.S.D. 1Dk Sub.Sig. CruiserStern	2920 2484 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20'B98'F33'	48·2	20·4	Archangel Russian WB	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc		
20503 LCHK	**Arktos** Wood 1Dk	438 321 193					1919	Skaalurens Skibsbyggeri Rosendal	Sælfangst& HavfiskeA/S (EllingAarseth& Co.Mgrs.)	129·9 Q29tB24tH19tF19t	27·6	14·1	Aalesund Norwegian WB	T.3Cy.12",20"&33"–24" 53NHP BergensMekVærksBergen		N
20504 132021 GCQV	**Arlanza** Ⓟ TrpSc Fitted for oil fuel Ref.Mchy. 2Dks&2ptDks D.F.	14622 10025 8838	✠Lloyd'sRMC ~~3,37~~ ~~11,37 9,37 7,37~~ 5,37 1,38 ~~4,38~~ 5,38				1912	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·3 P53'B348'F100' UprB287' Promenade dk on UprB242'	65·3	33·3	Belfast British WB	T.8Cy.(2)27",(2)42"&(4) 49"–51"&1L.P.Turbine Harland&Wolff,Ld.Bel.		BT till ~~11,37~~ 2,38
20505 138219 VGWX	**Arlington** (exGlencadam, exF.P.Jones) Mchy.Aft 1Dk	1870 1578 1118					1913	Detroit S.B.Co. Wyandotte	BurkeTowing& SalvageCo.Ld. (E.F.Burke,Mgr.)	244·0	43·0	18·2	~~Midland,~~ Toronto British WB	T.3Cy.18",29"&48"–40" 145NHP DetroitS.B.Co.Detroit		R
20506 147644 GKCN	**Arlington Court** ssAvn.No.3–5,36 D.F. 1Dk(Stl)	4915 4564 2985	✠100A1 9,37 ~~5,36~~ BS12,37 ✠LMC MS5,36 ~~BS12,36~~	Avn Bry	y	CL ~~11,34~~ N8,37	1924 5mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld.Mgrs.) Cell	396·6 410·7(O.L.) P46'B119'F39' FK DB345' 1057t FPT	53·1	26·5	London British 6BHCem 98tAPT174t	T.3Cy.26",42"&70"–48" (r) 180lb 414NHP 3SB,9cf,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 " 0 s5 " 5¾ 23 " 8½	
20507 217590 KEKQ	**Arlyn** (exCastleWood) Sub.Sig. 1Dk	3304 2750 1971			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	A.H.BullSteam- shipCo.(A.H.Bull &Co.Mgrs.)	321·7 P37'B82'F31' FK	50·0	21·6	NewYork Utd.States WB	T.3Cy.20⁹⁄₁₆",31½"&54¼"–36" NB20 352NHP Pusey&JonesCo.Wlmngtn	24 " 9	R †
20508 161299 GMCR	**Armadale** OilEng. ssHul.No.2–37 ~~ssLon.No1–33~~ D.F. 2Dks(Stl)&Shelter dk(Stl)	5066 4711 3079	✠100A1 withfreeboard ~~6,37 12,36~~ 12,37 ✠LMC CS1,38 DBS11,37 1,38	Liv ~~Mel~~ Hul	a†	CL 4,36	1929 9mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) Duct keel fwd. CellDB346'1086	410·5 FK of mchy. space tMT37' 1025t FPT	54·2	25·7	London British 7BHptCem (Coll to Shdk 6 " 2nd ") 98tAPT111t	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP 2DB125lb W.Denny&Bros.Ld.Dmb.	29 " 10 s3 " 6¼ 26 " 4½	
20509 1901 IBQO	**Armando** (exFior diMandorlo–36, exSama–34, Fitted for oil fuel exConcettina di Giorgio) 2Dks3trB Wireless	1541 1404 916					1911	Nylands Værksted Oslo	Dani&C.	261·4 249·7 H104t	34·7	22·2	Genoa Italian WB	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		I
20510 165387 GZJR	**Armanistan** D.F. E.S.D. 2Dks CruiserStern	6805 6097 4194	✠100A1 ~~6,37 1,37 12,37~~ 4,38 ✠LMC1,37 Fitted for oil fuel 1,37 F.P. above 150° F.	Shl ~~Bkn~~ Lon		CL	1937 1mo	J.Read- head&SonsLd SouthShields Lloyd'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB392' 1475t D	453·9 471·1(O.L.) P39'B133'F41' FK Ta39'990tFPT100t	58·5	29·6	London British 7BHptCem APT40t	T.3Cy.29",48"&81"–51"& LP turbine with DR gearing & hydraulic coupling 220lb (s) 914NHP 3SB(Spt)&1AuxSB(Spt), 15cf,GS241,HS11480 FD J.Readhead&SonsLd.S.Shl	32 " 1 s6 " 9 25 " 6¾	
20511 TVRJ	**Armenier** 3Mst Mchy.Aft 1Dk	914 — 472					1919	J.Drewes &Co. Gideon	Soc.Bois&Char- bonsF.LeBrise	186·0 F22'B11'Q117'	31·6	14·1	Lorient French WB	T.3Cy.15",25"&40"–27" 83NHP Verschure&Co.Amsterdam		V
20512 UOVP	**Armeniya** Ⓟ TwinSc Sub.Sig. OilEng Ref.Mchy. CruiserStern 2Dks	4727 3101 2566					1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5 B&F268'	51·0	25·3	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.25⁵⁄₁₆"–33⅛" 1380NHP RussianDieselWorks,Len.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20513 156137	**Arminda** (exCatherine O'Boyle-32, exIsonzo) TwinSc OilEng. 1Dk	1146 916 642					1918	Cant.Offic. Savoia Cornigliano, Ligure	W.B.Webster (J.S. Webster&Sons, Mgrs.)	215·0	31·7	15·2	KingstnJa British WB	Oil Engines 2S.C.SA 8Cy.13⅜"–21¼" 266NHP SulzerBros.Winterthur		R
20514 Torpedoed & beached 8,37 EABF	**Armuru** (exDunkeld) ssBbo.2ndNo.3-1,30 ssBbo.No.1-34 1Dk(ptIrnptStl)&deep framing Cargo battens not fitted	2762 2583 1786	✠ ~~100A1~~ 10,36 ~~✠LMC~~ ~~MS4,34~~ ~~BS4,36~~	Msl	u	CL N7,34	1905 4mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Cia.Nav.Vascongada WB=CellDBa98'uE&B38'f138'744tAPT108t	319·5 P29'B98'F32' FK	46·0	21·2	Bilbao Spanish 5BHCem	T.3Cy.23",38"&64"–42" (s) 180lb 284NHP 2SB.6rf,GS123,HS4307 G.Clark,Ld.Sunderland	23 ″ 9 s3 ″ 8¾ 20 ″ 2½	
20515 LDMQ	**Arna** OilEng. D.F. 2Dks	4325 3887 2593					1929	Eriksbergs M.V.Aktieb. Gothenburg	D/S A/S Svorre (S.M.Kuhnle& Søn, Mgrs.)	380·3 P123tH280tF29t	54·1	24·2	Bergen Norwegian WB	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 468NHP EriksbergM.V.AktiebGot		N
❊ 20516 EABH	**Arnabal-Mendi** Ⓟ OilEng. ssBbo.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk.inNo.1&after holds	2955 2062 1608	✠100A1 withfreeboard 4,37 ~~10,35~~ ✠LMC9,33	Bbo Cdz		CL 10,34	1929 11mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar(~~SirRamon delaSota, Mgrs.)~~ CellDB270'541tAPT13t	335·0 FK	45·6	17·7	Bilbao Spanish 5BHCem (3 to Sh dk 2 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s1 ″ 5½ 18″10¼	
❊ 20517 165578 GXZT	**Arndale** 1Dk.2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8296 7423 4936	✠100A1 12,37 ~~9,37~~ ✠LMC9,37 ~~(ClassContemplated)~~ CarryingPetroleum in bulk	Nwc	d†	CL	1937 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	TheAdmiralty CellDBuE75'176tDTf34'397tFPT209tAPT183t	466·3 481·6(O.L). P107'~~B42'F58'~~ FK B43'F45'	61·9	33·9	London British 17BH ptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	
20518 4086 SDER	**Arne** (exLord, exGeorgia) Iron Well deck 1Dk	1575 1297 916				...	1885	W.Gray& Co. WHartlepool	RederiA/BArne (MorganWedlin, Mgr.)	261·5 P29'Q68'B100' F28' BK9″	36·8	18·2	Helsingborg Swedish WB	C.2Cy.32¼"&60"–39" NDB99 173NHP Black,Hawthorn&Co.Gts.	19 ″ 5	V †
20518* LCHM	**Arnfinn Jarl** 1Dk	1151 980 652					1921	Fredrkstad Mek.Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	230·5 P48t H70t	36·1	14·9	Trondheim Norwegian WB	T.3Cy.16½",26"&44"–29½" 106NHP FredrikstadM.V.Frdstad.		N
20519 DDFV	**Arnis** (exDilston-35) ssNwc.No.3-6,25 Well deck ssShl.No.2-34 1Dk(Stl) Cargo battens not fitted	1499 1199 842	✠100A1 2,37 BS2,37 ✠LMC10,34	Kel	p	OG 10,34	1913 3mo	BlythS.B. &D.D.CoLd. Blyth Lloyd'sA&CP	Zerssen&Co. CellDBa65'uE&B35'f107'434tFPT40tAPT95t	244·4 Q124'B13'F26' FK	37·2	16·3	Rendsburg German 4BHCem	T 3Cy.20",33¼"&54"–36" (s) 168lb 224NHP 2SB,6pf,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18″10 s5 ″ 3 17 ″ 3	
20520 EABI	**Arno-Mendi** ssBbo.No.3-10,35 1Dk(Stl)	5754 5158 3389	✠100A1 10,35 BS11,36 ✠LMC10,35	Bbo	z	CL 10,35	1920 4mo	CiaEuskal-duna deCon. Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar(~~SirRamon delaSota, Mgrs.)~~ CellDB351'1103tFPT145tAPT142t	400·0 P35'B115'F38' FK	53·5	28·6	Bilbao Spanish 6BHCem	T.3Cy.27",44"&73"–48" (s) 180lb 461NHP 3SB,9cf,GS198,HS7947 Cen.MarEngWksLdWHpl	31 ″ 2 s6 ″ 4 25 ″ 2	
20521 7223 SDEW	**Arnold Bratt** 1Dk	1430 1222 767					1925	NyaVarvs-aktb.Öresund Landskrona	Ångf.A/BAdolf (A.Bratt&Co. Mgrs.)	246·2 P27'B140'F25'	38·2	15·6	Gothenbrg Swedish WB	T.3Cy.18",30"&49"–33" 138NHP LindholmensM.V.Got.		V
20522 OZSB	**Arnold Mærsk** ssRot No.3-1,27 ssAbg.No.2-35 1Dk(Irn)	1966 — 1183	✠100A1 ~~10,37~~ ~~11,36~~ 4,38 BS1,38 ✠LMC MS5,35 ~~BS12,36~~	Bkn Ant	r	CL ~~N5,35~~ 10,37	1914 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	Dampskibselsk af 1912(A.P.Möller, Copenhagen, Mgr) CellDBa&uE108'uB14'f118'535tFPT75tAPT78t	280·0 P21'B72'F31' FK	40·0	19·1	Kalundbrg Danish 4BHCem	T.3Cy.20",31½"&53"–36" (s) 180lb 188NHP 2SB,4cf,GS70,HS2980 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
❊ 20523 EABJ	**Arnotegi-Mendi** ssBbo.No.3-7,37 ~~ssBbo.No.2-29~~ D.F. 1Dk(Stl)&Shelter dk(Stl)	3222 2806 1858	✠100A1 Shelter dk withfreeboard 7,37 ~~12,32~~ ~~BS8,36~~ ✠LMC7,~~30~~ ~~NO LATER SURVEY REPORTED~~	Lth Bbo BS3,37 MS7,37	v	CL ~~12,32~~ 3,37	1921 5mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar(~~SirRamon delaSota, Mgrs.)~~ CellDBa110'uE18'139'640tAPT98t	335·0 FK	46·6	22·0	Bilbao Spanish Cem 2BHto Shdk 3 „ „ U „	T.3Cy.24",40"&65"–42" (s) 180lb ~~100lb~~100lb 333NHP 2SB,6cf,GS136,HS5620 Blair&Co.Ld.Stockton	24 ″ 5 s1 ″ 11 22 ″ 8¾	
❊ 20524 EABL	**Arola-Mendi** ssBbo.No.3-7,35 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	5914 5519 3530	✠100A1 Shelter dk withfreeboard 8,37 7,35 BS12,36 ✠LMC7,35	Bbo Ant		CL ~~9,36~~ 8,37	1921 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Cia.Nav.Sota y Aznar(~~SirRamon delaSota, Mgrs.)~~ CellDB351'1272tAPT100t	400·0 F38'onShelterdk FK	53·0	31·8	Bilbao Spanish Cem CollisionBHto Shdk 5 „ „ U „	T.3Cy.27",45"&75"–51" (s) 180lb 573NHP 3SB,9cf,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
20525 133042 GRMW	**Aronda** Ⓟ TwinSc ssCal.2ndNo.3-11,35 2Dks(UStl-teaks) D.F. &Shade dk(Stl-teaks)	4062 2884 1677	✠100A1 Shade dk 11,37 ~~10,36~~ ~~BS10,36~~ ✠LMC11,35 11,37	Cal	y	CL ~~10,36~~ 11,37	1912 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa86'uE&B112'f149'656tFPT50tAPT45t	390·2 BonShadedk156' FK	50·0	22·1	Glasgow British 6BHCem	Q.8Cy.24½",35",50"&70"–48" 215lb HS21418 (s) 1319NHP 2D&4SB,32cf,GS542, FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s3 ″ 7¾ 21 ″ 3	
❊ 20526 142680 VJBM	**Aroona** (exCape ofGoodHope, exWarTyphoon) ssSyd.No.3-7,31 ssSyd.No.1-35 1Dk(Stl) Cargo battens not fitted	3116 2858 1863	✠100A1 ~~3,37~~ ~~3,36~~ 3,38 ~~BS7,36~~ ✠LMC5,35 BS~~3,37~~3,38	Syd	u	CL ~~5,35~~ N3,37	1918 10mo	SirRDixon &Co.Ld. Middlesbro' Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld. CellDB284'736tFPT112tAPT112t	331·0 P33'B98'F29' FK	46·8	23·2	Melbourne British 7BHptCem	T.3Cy.25",41"&68"–45" (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
20527 7243 SDFE	**Aros** 1Dk	926 714 493					1925	Hlsingbrgs Varfs.Aktieb Helsingborg	RederiA/BAtala (ErikBrodin, Mgr.)	204·8 P29'Q50'B54'F20'	33·6	12·7	Stockholm Swedish WB	T.3Cy.16½",24¼"&42⅛"–27$\frac{9}{16}$" 93NHP HelsingborgsVarfsAktieb.		V
20528 133011 GRLT	**Arracan** Fitted for oil fuel D.F. E.S.D. 2Dks	5525 5132 3543					1912	W.Denny& Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co. Mgrs.)	425·0 P55'B124'F53'	54·2	28·3	Glasgow British WB	T.3Cy.26",44"&73"–48" 369NHP Denny&Co.Dumbarton		C
20529 EACE	**Arraiz** (exQueenswood) ssBbo.No.2-34 D.F. 1Dk(Stl)&Web frames Corrugated sides	4524 4156 3173	✠ ~~[illegible]~~ 4,38 ~~BS7,36~~ ~~✠LMC7,34~~	Cff	x	CL N1,36	1925 3mo	NewWater-wayS.B.Co Schiedam Lloyd'sA&CP	Cia.Nav.Vascongada CellDB318'1036tFPT92tAPT192t	370·0 P22'B110'F35' FK	56·3	27·7 25·4	Bilbao Spanish 6BHCem	T.3Cy.23½",40½"&67"–45" 180lb 120lb (s) 339NHP 2SB,6cf,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl.	27 ″ 9 ~~s5 ″ 3¼~~ ~~22 ″ 7½~~	
20530 206266 WECA	**Arrow** Ⓟ (exBelfast-36) TrpSc Fitted for oil fuel 2Dks	2157 — 1147					1909	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·6	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
❊ 20531 97 IBSC	**Arsa** ssGen.No.3-6,33 D.F. 1Dk(Stl)&Shelter dk(Stl)	5441 5022 3428	✠100A1 Shelter dk withfreeboard 3,37 ✠LMC MS6,33 BS~~5,36~~ 6,37 Fitted for oil fuel 7,29 F.P. above 150° F	Gen	y	CL ~~12,36~~ N9,37	1921 6mo	Stabilmnto Tecnico Trieste A&CP	“Italia” Soc. Anon.di Nav. CellDBa&uE149f163'1185tFPT114tAPT224t	404·1 FK	54·1	29·0	Trieste Italian Cem 2BHtoShdk 4 „ „ U „	T.3Cy.27",42"&68"–48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5¼ 24 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotd, si ce n'est dans le L.R. Durée Cert. Ref Trade.
20532 DOCB	**Arta** (exNaimes,exAegina) Sub.Sig. 2Dks	2452 2369 1469					1922	Akt.Ges. "Weser" Bremen	AtlasLevante-LinieA.G. ~~(DeutscheLevante-Linie G.m.b.H.Mgrs.)~~	315·8 B59'F37'	46·0	18·8	Bremen German WB	T.3Cy.22⅝",36¼"&60½"-39½" 228NHP A.G "Weser,"Bremen		G
20533 TVSD	**Artabaze** Carrying Petroleum in bulk Fitted for oil fuel Mchy.Aft 1Dk	435 — 198					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	St. Nazaire French WB	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Greig,Dundee		V
20534 EAZQ	**Artabro** OilEng. (Scientific Research Vessel) Wireless E.S.D. 2Dks Strengthened for navigation in ice	1135 756 552	✠100A1 withfreeboard 11,35 ✠LMC10,35	Val	k	CL	1935 11mo Lloyd'sA&CP	UnionNav. deLevanteSA Valencia	SpanishGovernment (Patronato de la Expedición Inglesias a los Amazonas) CellDB128' 222t Deep tanks aft 34tAPT28t	177·6 B48' FK FPT20t	35·6	14·6	Valencia Spanish 5BHptCem 1,, to 2nd dk	Oil Engines 2S.C.SA connected to electric motor & Screw Shaft 8Cy.8½"-12⅝" 188NHP DB128lb Akt.Burmeistr&Wain,Cpn	16 ″ 5 s 8 ″ 7½ 7 ″ 10½	
20535 EABO	**Artagan-Mendi** ssBbo.No.3-12,30 D.F. ssBbo.No.1-36 1Dk(ptIrn ptStl)	5717 5108 3409	✠100A1 12,36 ✠LMC12,36	Bbo	z	CL 12,36	1917 10mo	CiaEuskalduna Bilbao A&CP	Cia.Nav.Sota y Aznar(~~SirRamon de laSota, Mgrs.~~) CellDB351'1103t FPT145t APT142t	400·0 P27'B115'F39' FK	53·5	28·5	Bilbao Spanish 5BHCem	T.3Cy.27",44½"&73"-48" (s) 180lb 448NHP 3SB,9cf,GS194,HS7554 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 1½ 25 ″ 0½	
20536 EABP	**Artea-Mendi** ssBbo.No 3-2,35 D.F. 1Dk	3554 3236 2118	✠100A1 9,36 BS2,36 ✠LMC2,35 No later survey reported	Mdb	v	CL 1,35	1921 10mo Lloyd'sA&CP	C.Hill& Sons Bristol	Cia.Nav.Sota y Aznar(~~SirRamon de laSota, Mgrs.~~) CellDB262'713tFPT80tAPT100t	325·0 P27'B102'F34' FK	48·0	25·2	Bilbao Spanish 5BHCem	T.3Cy.24",39"&64"-42" (s) 180lb 100lb 320NHP 2SB,6cf,GS121,HS5387 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 6 s 4 ″ 7½ 23 ″ 1	
20537 215315	**Artemis** TwinSc5MstSr (exBohemia,exIowa) ssLiv.No.2-11 3Dks(Stl)&Shelter dk(Stl)	8413 7909 5248	✠ 12,15 ✠	Ham	g†		1902 11mo	Harland& Wolff,Ld. Belfast WB=Cell DBa130' uE&B74'f205' 1530tDTf66'2003t DTa36'990tFPT164tAPT93t	UnitedStates Maritime Commission	500·5 FK&BK3"	58·3	34·0	NewYork Utd.States 8BHCem	T.6Cy.23½",39"&66"-48" HS14310 812NHP 2DB&2SB,18cf,GS372, Harland&Wolff,Ld.Bel.	37 ″ 2	
※ 20538 PCUN	— TwinSc Oil Eng. MchyAft. ssTri.2ndNo.3-7,33 D.F. 2Dks(Stl)&Web frames	3809 3327 2150	✠100A1 4,37 DBS~~4,37~~ ✠LMC8,33 10,37 Carrying Petroleum in bulk	Rot	v	CL s7,36 P4,37	1914 1mo Lloyd'sA&CP	Nederl. Schps.Maats. Amsterdam WB=Cell DBa41'50tAPT53tDTf27'440t	N.V.Petroleum Maats."La Corona"	346·5 360·0(O.L.) P74'F36' FK	46·7	25·3	TheHague Dutch 14BHCem 11,, to U dk 3,, ,, 2nd,,	Oil Engines 4S.C.SA 12Cy.20½"-35 7/16" 488NHP DB120lb Ned.Fabriek van Werktuigen,Amsterdam	27 ″ 5 s 4 ″ 9½ 22 ″ 9¾	
20539 3342 SDFI	— (exSeaGull) ssGot.No.2-01 Well deck 1Dk(ptStl)	794 623 357	✠ 4,03	Got	l		1893 7mo	AM'Millan &Son,Ld. Dumbarton	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	206·1 P125'H24tF25' BK7½" WB=CellDB88' 104tFPT25t	30·0	13·8	Stockholm Swedish 4BHCem	T.3Cy.17½",26"&43"-30" NB06 101NHP 1SB,4pf,GS66,HS1766 D.Rowan&Son,Glasgow	14 ″ 10	
20540 92 SZHY	**Artemis Pitta** (exMaid of Athens, exHerold) ssPir.2ndNo.3-8,31 ssPir.No.1-35 Well deck 1Dk(Stl)	*1433* *1143* *863*	100A1 6,37 ~~8,36~~ BS~~8,36~~ LMC8,35 12,37	Pir	o	OG 6,36	1906	Stettiner Oderwerke Stettin	G.N.PittasBros.& Co. CellDB170'342t FPT59tAPT21t	240·9 P14'Q68'B102'F26' FK	36·0	16·2	Chios Greek 4BHptCem	T3Cy.17⅛"27 9/16"&43 7/16"-31½" 185lb (s) 128NHP 2SB,4cf,GS74,HS2150 StettinerOderwerke	18 ″ 6 s ″ 11½ 17 ″ 8¾	
20541 144904 GDSK	**Artemisia** (exAntar-32, exKincardine) ssCff.No.3-6,29 ssShl.No.2-38 ~~ssShl.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	6503 6264 4088	✠100A1 Shelter dk withfreeboard 3,38 ~~12,36~~ BS12,37 ~~[illegible]~~ ✠LMC1[illegible]	Shl	z	CL ~~N12,36~~ 3,38 12,37	1920 7mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland Intermediate BHin fore hold dispensed with	H.M.Thomson CellDB364'1179tFPT109tAPT123t	420·0 FK	54·0	34·3	London British Cem 1BHtoShdk 5 ,, ,, U ,,	T.3Cy.27",44½"&75"-54" (s) 180lb 565NHP 3SB,9cf,GS186,HS8271 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
20542 FNWB	**Artésien** 2Dks	3152 2919 1970			...		1921	J.Readhead&SonsLd S.Shields	Cie.desBat.àVap. duNord(Soc.Anon de Gérance et d'Armement,Mgrs.)	331·2 P30'B170'F33' FK	47·2	22·1	Dunkirk French WB	T.3Cy.23½",39"&65"-45" 307NHP JReadhead&SonsLdS.Shls	24 ″ 5	V †
20543 DAXI	**Arthur Kunstmann** (exSortehavet, ssKel.2nd.No.3-5,32 exSt.Andrews) ssLbc.No.1-36 Now "Gertrud Fritzen" see No. [illegible] in Supplement	2999 2745 1843	✠100A1 4,36 ✠LMC4,36 BS5,37	Lbc	u	CL 3,36	1906 1mo Lloyd'sA&CP	J.Blumer& Co. Sunderland	W.Kunstmann CellDBa&uE138' f128'688t	325·0 P38'B123'F34' FK	46·7	21·4	Stettin German 5BHCem APT175t	T.3Cy.23½",39"&64"-42" 160lb 286NHP 2SB,4pf,2cf,GS120,HS4652 G.Clark,Ld.Sunderland	23 ″ 10	
20544 107006	**Arthur Orr** Mchy.Aft 2Dks	2745 — 2117					1893	Chicago S.B.Co. Chicago,Ill.	CanadaAtlantic TransitCo.	334·0 len99	41·3	21·8	Dluth,Min. Utd.States WB	T.3Cy.19⅝",32½"&52"-44" 180NHP H.G.Trout,Buffalo		R
20545 LODO	**Arthur W. Sewall** Fitted for oil fuel Mchy.Aft 2Dks&Web frames Longitudinal framing Cruiser Stern Carrying Petroleum in bulk	6030 5595 3628			...		1926	Armstrong Whitworth &Co.Ld. Newcastle	~~IvaransRederiA/S (S.Holter-Sörensen,Mgrs.)~~ Skibs-A/SGarm (Prebensen& Blakstad,Mgrs.)	352·1 P97'B32'F35' FK	60·0	33·0	~~Oslo~~Risör Norwegian WB	T.3Cy.27",45"&75"-51" 626NHP Armstrong,Whitworth& Co.Ld.Nwc	35 ″ 3	N †
※ 20546 164887 GZKV	**Arthur Wright** 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	1091 782 622	✠100A1 4,38 ~~1,37~~ ✠LMC1,37	Sld Nwc	m	CL	1937 1mo Lloyd'sA&CP	W.Pickersgill&Sons,Ld. Sunderland	TheMayor,Aldermen&Burgesses of theCountyBorough of Brighton (StephensonClarke &AssociatedCompanies,Ld,Mgrs.)	210·5 Q120'B11'F19' FK CellDBuE18'f142' 358tFPT102t	33·2	14·0	Shoreham British 3BHptCem APT32t	T.3Cy.14½",24"&41"-30" (s) 200lb 100lb 124NHP 1SB(Spt),3cf,GS42, HS1722 FD N.E.MarineEng.CoLd.Sld.	15 ″ 10 s 4 ″ 8¾ 15 ″ 0	
20547 164718	**Arthurtown** OilEng. Mchy.Aft 1Dk CruiserStern Rudder electrically welded	527 332 263	✠100A1 ~~12,37~~~~10,36~~ 2,38 ✠LMC10,36	~~Ant~~Lon	g	CL 12,37	1936 10mo Lloyd'sA&CP	NVSchpsw Gebr.van derWerf Deest	A.Simpson (Berntsen&Williams,Ld.Mgrs.) CellDB104'140tFPT50tAPT24t	161·0 P27'Q54'B11'F16' FK	27·2	9·1	London British 3BHCem	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 11/16" 87NHP MtrnWerkeMannheimAG.	11 ″ 0 s 3 ″ 10½ 10 ″ 9½	
20548 EABQ	**Artiba-Mendi** ssBbo.No.1-38 ssBbo.No.3-1,34 D.F. 1Dk(Stl)&2nd dk in holds Cargo battens not fitted	2543 2181 1459	✠100A1 2,38 ~~1,37~~ ~~[illegible]~~ ✠LMC2,38 ~~[illegible]~~ ✠NB99refitted11,21	Bbo	i	CL 1,37	1921 7mo	CiaEuskalduna deConst Bilbao A&CP	Cia.Nav.Sota y Aznar(~~SirRamon de laSota, Mgrs.~~) CellDB250'564tAPT55t	300·0 P26'B70'F31' FK	44·1	20·2	Bilbao Spanish 5BHCem	T3Cy.23",37½"&61½"-39"(s) 160lb 100lb 244NHP 2SB,6cf,GS94,HS3784 Cia.Euskalduna deConst.	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
20549 219059 KURG	**Artigas** Fitted for oil fuel Sub.Sig. 2Dks	5161 4598 3144					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yearsassigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20550 TSHA	**Artois** TwinSc 1*Dk*	439 386 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Côtière (E.Huret,*Mgr.*)	165·6 Q28'H47'RFD28'	24·4	12·6	Rouen French *WB*	O.4Cy.17$\frac{3}{4}$"&29$\frac{15}{16}$"–16$\frac{1}{2}$" NB14 61NHP DelaBrosse&Fouché,Nts.		V
20551 DAOV	**Artushof** Wireless 1*Dk*	1478 1022 866					1919	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·5 Q78'B102'F26'	36·5	15·0	Stettin German *WB*	T3Cy16$\frac{9}{16}$",27$\frac{3}{8}$"&43$\frac{3}{16}$"–31$\frac{1}{2}$" 107NHP StettinerOderwerke		G
20552 EABR	**Artxanda-Mendi** *ss*Bbo.No.3–4,34 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* Now registered as Italian and sailing as "SIENA," which see	3222 2806 1858	✠100A1 2,37 ✠LMC MS4,34 BS1,36	Gen	*u*	CL 7,35	1921 4mo *Lloyd*	CiaEuskal-duna deConst Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar~~(SirRamon delaSota,*Mgrs.*)~~ *CellDBa*	335·0 P39'B74'F28' FK 110'*uE*18'*f*139'640*t*	46·6	22·0	Bilbao Spanish 5*BHCem* *APT*98*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 333NHP 2SB,6*cf*,GS135,HS5620 Blair&Co.Ld.Stockton	24 // 2 s 4 // 0 20 // 4$\frac{3}{4}$	
20553 EAKJ	**Artza-Mendi** Ⓟ *ss*Bbo.No.1–34 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk inNo.*1 &*after hold*	2955 2062 1608	✠100A1 *withfreeboard* 12.36 ✠LMC2,34	Bbo		CL 1,36	1930 7mo *Lloyd*	CiaEuskal-duna Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar~~(SirRamon delaSota,*Mgrs.*)~~ *CellDB*	335·0 FK 270'541*tAPT*13*t*	45·6	17·7	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 271NHP Akt.Burmeistr&Wain,Cpn	20 // 0 ~~s1 // 5$\frac{1}{2}$~~ ~~18 // 10$\frac{1}{4}$~~ 8 // 11 19 // 3	
20554 161043 MPQF	**Aruba**(*ex*Nieuwcappelle, 2TwinMsts *ex*GraafHendrik, *ss*Ant.No.3–4,29 *ex*MontCervin,*ex*Laura) ~~*ss*Gms.No.1,33~~ *Well deck Mchy.Aft* 1*Dk*(*Stl*) *ss*Goo.No.2-37 *Cargo battens not fitted*	1159 866 674	✠100A1 3,38 ~~7,36~~ ~~BS1,36~~ ✠LMC~~10,32~~ BS~~1,37~~3,38 MS9,37	Goo	*n*	CL ~~6,36~~ ~~8,37~~ 2,38	1916 3mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	HookS.S.Co.Ld. (Goole&HullSteam TowingCo.Ld. *Mgrs.*) *CellDBuB*	230·5 Q131'B13'F24' FK 15' *f*159' 389*t FPT*	34·2	13·0	Goole British 4*BHCem* 88*tAPT*48*t*	T.3Cy16$\frac{3}{16}$"25$\frac{1}{2}$"&41"–36"(*s*) 180lb *100lb* 120NHP 1SB,6*cf*,GS65,HS1982 Wilton'sE.&Slpwy.Co.Rot	16 // 0 s 4 · 8$\frac{1}{2}$ 14 // 11$\frac{1}{4}$	
20555 DOBT	**Arucas** Ⓟ D.F. Sub.Sig. E.S.D. 2*Dks*	3369 2708 1974					1927	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	319·9 P17'B107'F34'	46·8	23·2	Bremen German *WB*	T.3Cy.23$\frac{5}{8}$",38$\frac{3}{16}$"&63"–45$\frac{1}{4}$" 266NHP FlensburgerSchiffsb.Ges.		G
20556 149844	**Arun** (*ex*Polonia) *OilEng.* *CruiserStern* 2*Dks*	384 376 312					1925	Svendborg Skibsværft Svendborg	RoyalMailLines Ld.	124·4	24·6	16·3	Kingstn Ja British *WB*	Oil Engines 2S.C. 3Cy. JVSvenssons Mtrfbk.Skm		
20557 145175 GCZL	**Arundel Castle** Ⓟ TwinSc D.F. E.S.D. *Ref.Mchy. CruiserStern* 3*Dks*	19118 14940 11438					1921	Harland& WolffLd. Belfast	Union-CastleMail S.S.Co.Ld.	661·3 P89'B333'F97' len37 *WB*	72·5	41·6	London British	6SteamTurbines SR geared to 2 Screw Shafts NE&4NB(W.T.)37 Harland&WolffLd.Belfast		BT till ~~7,37~~ 9,38
20558 PCUS	**Arundo** (*ex*Cromarty–36, *ex*Petersfield–33) *ss*Rot.No.3–1,37 E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5079 4753 3122	✠100A1 *withfreeboard* 11,37~~1,37~~ ✠LMC1,37 BS11,37	Rot	*a*†	CL ~~12,36~~ 11,37	1930 2mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	N.V.Maats Zeevaart(Hudig& Veder*Mgrs.*) *CellDB*362'1293*t*	412·0 F40' FK *FPT*100*t APT*154*t*	55·3	26·0	Rottrdam Dutch 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„)	Q4Cy23",32$\frac{1}{2}$",47"&68"–48" 225lb *150lb* (*s*) 442NHP 3SB,9*cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 // 6 s 3 // 3$\frac{1}{2}$ 25 // 5$\frac{1}{4}$	
20559 94763 CYJN	**Arvida** (*ex*City ofMontreal, *ex*Mapleboro,*ex*Seguin) *Mchy.Aft*	1141 — 771					1890	PolsonIron Works OwenSound	~~CanadaSteamship Lines,Ld.~~	207·0	34·2	13·0	Toronto British	T.3Cy.17",28"&46"–30" 116NHP PolsonIronWorks,Tto.		
20560 163526 MBYK	**Ary Lensen** (*ex*OrlaII–34) *OilEng.* 1*Dk*	3214 2739 1935					1930	Akt.Bur-meistr&Wain Copenhagen	AryShippingLd. (A.C.Lensen*Mgr.*)	326·5	50·0	20·9	London British *WB*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"–59$\frac{1}{16}$" 266NHP Akt.Burmeistr&Wain,Cpn		N
20561 PCUX	**Ary Scheffer** Ⓟ *ss*Rot.2ndNo.3–4,30 *ss*Rot.No.1–35 1*Dk*(*Stl*)&*deep framing*	642 467 378	✠100A1 4,38 ~~3,37~~ ✠NB12,24 ✠LMC MS4,35 BS~~9,36~~ 9,37	Rot	*j*	CL 3 37	1904 9mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.HavreStoom-vaartMaats.v/h. C.Balguerie&Zoon (Driebeek&Zonen, *Mgrs.*)	180·0 P60'B22'F22' FK *WB*= *CellDBuE*17'*f* 114'	28·9	13·1	Rottrdam Dutch 3*BHCem* 75*tFPT*41*t*	T.3Cy.15",23$\frac{5}{8}$"&39$\frac{3}{8}$"–27$\frac{5}{8}$" 160lb *80lb* (*s*) 97NHP 1SB,2*cf*,GS41,HS1079 NedFb.v.Wrk&Spoor,Ams	15 // 5 s 1 // 4$\frac{1}{4}$ 14 // 3	
20562 219178 KOLB	**Aryan** *ss*N.Yk.No.3–2,33 *ss*N.Yk.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6452 6126 4008	✠100A1 7,37~~12,36~~ BS5,38 ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	NYk Gal	*a*†	CL 12,36	1919 11mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE*&	416·8 P107'F33'B35' FK *B*64' 209*t FPT*229*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.26$\frac{3}{4}$",44"&74"–51" (*s*) 200lb HS9969 556NHP 3 WaterTube Boilers(Spt) H.G.TroutCo.Buffalo,N.Y	32 // 10 s 6 // 3$\frac{1}{4}$ 26 // 9	
20563 33770 JQQB	**Asahi Maru** Ⓟ TwinSc (*ex*DanteAlighieri) 2*Dks*&*Shelter dk*	9326 6977 5645					1914	Soc.Eserci-zioBacini Genoa	KinkaiYusenK.K.	483·0 P103'B189'F136'	59·4	25·5	Tokio Japanese	Q.8Cy.25$\frac{9}{16}$",37$\frac{7}{16}$",53$\frac{15}{16}$"& 78$\frac{3}{16}$"–53$\frac{3}{16}$" 1512NHP Soc.EsercizioBacini,Gen.		
20564 25940 JPDB	**Asahi Maru No. 2** Wireless 1*Dk*	1317 1072 751					1919	Nitta Zosensho, Osaka	KyoritsuKisen K.K.	220·0 P16'B48'F30'	35·0	18·5	Kobe Japanese *WB*	T.3Cy.15$\frac{1}{2}$",25$\frac{3}{4}$"&42$\frac{1}{2}$"–32" 117NHP YoshidaTekkusho,Osaka		
20565 40205 JGAJ	**Asahisan Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy. CruiserStern*	4551 3747 2684					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha	360·0 P36'B97'F34'	50·0	29·0	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 453NHP MitsuiBussanKaisha,Ld. Tama		C
20566 27877 JSLA	**Asaka Maru** (*ex*Australmount, *ex*Strathbeg) 2*Dks*	4681 4074 3432					1909	W.Hamil-ton&Co.Ld. Pt.Glasgow	HamaneShoten K.K.	376·8 P35'B100'F40'	52·3	25·5	Takasago Japanese *WB*	T.3Cy.25",41"&68"–48" 320NHP D.Rowan&Co.Glasgow		C
20567 35342 JFXC	**Asama Maru** Ⓟ QuadSc *ss*Nag.No.1–34 *OilEng.* 3*Dks*(*Stl-Wthr dk pt* teaks) 4*th dk*(*Stl*)*in Nos.*1,2&3*holds* D.F. *Ref.Mchy.* GyC. *Cruiser Stern*	16975 11576 10017	✠100A1 *withfreeboard* 1,37 ✠LMC CS1,34 DBS1,37 6,36 ✠Lloyd'sRMC~~1,37~~5,37 *Fitted for carrying oil* 10,29 *F.P.above* 150° *F.in forward deep tanks*	HKg	*l*†	CL Pa5,37 P*f*12,35 Sa5,37 S*f*12,35	1929 10mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*389'2019*t*	560·0 583·6(O.L.) B&F483' FK *Promenade*340' *Tanks in way of tunnels*998*t DT*	72·0	42·5	Tokio Japanese 10*BHptCem*	Oil Engines 2S.C.SA 32Cy.26$\frac{3}{4}$"–39$\frac{3}{8}$" 4008NHP 2DB*120lb* SulzerBros.Winterthur *f*11'338*tFPT*97*tAPT*275*t*	42 // 6 s14 // 2 28 // 6	
20568 29705 JDYA	— (*ex*Inverie) *ss*Osa.No.3–5,26 *ss*Kob.No.1–31 2*Dks*(*Stl*)&*deep framing*	4892 4402 3075	✠ … 7,34 ✠	Osa	*x*		1901 12mo	W.Hamil-ton&Co. PortGlasgow	SanwaShosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDBa* 117' *uE*27'	369·5 P33'B114'F38' FK *f*154' 914*t DTa*27'	52·1	27·2	Kobe Japanese 6*BHCem* 730*tAPT*29*t*	T.3Cy.27$\frac{1}{2}$"43$\frac{1}{2}$"&72$\frac{1}{2}$"–48" NDB16 405NHP 2SB,6*cf*,GS123,HS5122 D.Rowan&Co.Glasgow	29 // 11	
20569 23311 JAUB	—	2017 1845 1181					1918	TobaCo. Toba	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)	270·0	39·0	23·9	Fuchu Japanese *WB*	T.3Cy.18",30"&49"–36" 144NHP OkamotoWorks,Osaka		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. R. Trade
❋ 20570 OYPH	**Asbjörn** TwinSc OilEng. D.F. 1Dk&Shelter dk 3rd dk in No. 1 hold CruiserStern	4387 3879 2616	✠100A1 withfreeboard ~~5,377,36~~ 11,37 ✠LMC11,35	Cpn ~~NYk~~	y Ant	CL	1935 11mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP Cell	D/S A/S "Myren" (Holm&Wonsild, Mgrs.) DB327′ 1129t MT	378·5 F36′ FK 28′1029tTanks at si	55·0	23·1	Copnhagn Danish 7BH (Coll to Sh dk 6 „2nd „) des of tunnel	Oil Engines 2S.C.SA 10Cy.19⅛″–35 7/16″ 676NHP DB100lb Akt.Burmeistr&Wain,Cpn 168tFPT115tAPT203t	27 ″ 2 s 2 ″ 9 24 ″ 6¼	
❋ 20571 147307 GKNJ	**Ascania** Ⓟ TwinSc Liv.No.3-4,38 ~~ssLon.No.2-33~~ GyC. 2Dks(Stl)&Shelter dk Sub.Sig. (Stl-ws)3rd dk(Stl)in holds Ref.Mchy. except Nos.4&5 D.F. E.S.D.	14013 10693 8437	✠100A1 Shelter dk withfreeboard 4,38 ~~1,37~~ ~~BS1,37~~ ✠LMC4,35 1,38 Lloyd'sRMC~~1,37~~ ~~1,37~~ 4,38 Fitted for oil fuel 5,25 F.P. above 150° F.	Lon Liv ~~BS1,38~~	h†	CL ~~1,35~~ 3,38	1925 5mo Lloyd	Armstrong Whitworth &CoLd. Newcastle 'sA&CP	CunardWhiteStar, Ld. CellDB445′1736t Tanks in way of	520·0 B&F426′on Sh dk Prom dk243′ FK DTf51′1456t tunnels45′382tFPT	65·3	39·0	Liverpool British Cem 10BHtoSdk 106tAPT57t	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 220lb 1640NHP 2D&2SB,24cf,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 ″ 0 s11 ″ 10½ 31 ″ 7½	BT till ~~12,37~~ 3,38
❋ 20572 3234 OHSD	— (exRamshäll, ssHbg.2ndNo.3–5,26 exScania,exNarcissus) ss.Abo.No 2–34 Well deck 1Dk(Stl) Cargo battens not fitted	838 703 391	✠100A1 7,37 ~~6,36~~ ✠LMC2,38 ~~MS10,34~~ ~~BS1,37~~	Abo Rot	k	CL ~~10,34~~ ~~7,37~~ 1,38	1901 4mo Lloyd	Mackie& Thomson Glasgow 'sA&CP	J.W.Paulin CellD	190·6 Q98′B15′F25′ FK Ba40′7f9′184tFPT	31·0	13·1	Wiborg Finnish 4BHCem 45tAPT24t	T3Cy17½″,28⅞″&45″–33″ (s) 165lb 90lb 130NHP 1SB,3rf,GS60,HS2040 Muir&Houston,Ld.Gls.	14 ″ 6 s4 ″ 10½ 13 ″ 9	
20573 DRAC	— Iron 1Dk	420 322 251					1884	Aron& Gollnow Stettin	Reed.K.K.Skriver G.m.b.H.	175·4 Q41′B37′F18′ len90	24·1	9·0	Hamburg German WB	C.2Cy.17¼″&32¾″–22½″ NB22 42NHP Aron&Gollnow,Stettin		G
20574 131312 GPZC	**Ascanius** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	10048 8436 6262					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	493·0 P47′B199′F63′	60·4	37·1	Liverpool British WB	T.6Cy.24″,40″&68″–48″ 640NHP Wrkman,Clark&Co.Ld Bel		BT till ~~7,37~~ 5,38
❋ 20575 163574 MBFB	**Aseity** OilEng. 1Dk Mchy.Aft CruiserStern	416 261 213	✠100A1 2,37 ✠LMC3,35 ✠LMC(M)7,37	Yar	f	OG N12,37	1935 3mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	142·9 Q91′F19′ FK FPT64tAPT37t	26·7	8·7	London British 3BHAsp	Oil Engines 2S.C.SA 5Cy.12⅝″–15¾″ 140NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s3 ″ 8 9 ″ 9	
20576	**Aserbaidjan** TwinSc OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	6100					1934	StatesS.B. Yd."61" Nicolaieff	U.S.S.R.	409·1 P106′B29′F30′	54·6	32·2	 Russian	Oil Engines 4S.C.SA 6Cy. KolomenskyStateE.Wks.		
20577 LCHO	**Asgerd** 1Dk	1308 1135 741					1924	Stavanger Stöberi&Dok Stavanger	D/S A/S Asgerd (Bertrand Marcussen)	243·4 P53tH65t	37·2	16·0	Askeröy Norwegian WB	T.3Cy.17½″,28½″&48″–39″ 144NHP StavangerStöberi&Dok		N
20578 164622 MLLB	**Ashanti** OilEng. Mchy.Aft 1Dk CruiserStern	534 333 274	✠100A1 ~~10,3710,36~~2,38 ✠LMC~~5,36~~ 10,37 ~~LNE10,37~~	Npt ~~Rot~~Cf	h	OG ~~10,36~~ 9,37	1936 5mo Lloyd	GooleS.B. &Repg.Co. Ld. Goole 'sA&CP	T.E.Evans&Co.Ld. Ce	183·6 P42′Q100′F18′ FK ll DB114′180tFPT	27·1	8·0	London British 3BHCem 54tAPT41t	Oil Engines 2S.C.SA 6Cy.9⅞″–16 9/16″ 102NHP Nydqvist&Holm,A/B. Trollhättan	10 ″ 5 s 3 ″ 11½ 10 ″ 0½	
❋ 20579 164518 GYMC	**Ashantian** D.F. 1Dk&Shelter dk CruiserStern	4917 4146 2960	✠100A1 withfreeboard 10,37~~1,37~~ ✠LMC8,35 Carrying vegetable oil in deep tank	Liv		CL	1935 8mo Lloyd	Wm.Ham- ilton&Co.Ld. PortGlasgow 'sA&CP	UnitedAfricaCo. Ld. CellDB334′946t	404·1 F45′ FK (DTa25′873tFPT18	56·7	23·0	Liverpool British 7BHptCem (Coll to Sh dk 6 „2nd „) 8tAPT142t	T.3Cy.21½″,35″&62″–45″ &exhaust turbine driving steam compressor (s) 220lb FD 397NHP 2SB(Spt),6cf,GS107,HS4810 D.Rowan&Co.Ld.Gls.	25 ″ 3 s 1 ″ 11 23 ″ 6½	
20580 ~~148910~~ ~~[illegible]~~	**Ashburton** (exYomah) OilEng. D.F. 2Dks Now "Tropic Star," see No. 40315 in Supplement	5057 4741 3073					1926	W.Denny &Bros.Ld. Dumbarton	~~AustralindSteam~~ ~~ShippingCo.Ld.~~ ~~(Trinder,Anderson~~ ~~&Co.Mgrs.)~~	400·5 P52′B116′F39′	52·2	28·4	Norwegian WB	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP W.Denny&Bros.Dmb.		C
❋ 20581 148865 GLPV	**Ashbury** (exCairnhill-35,exNitedal) ssHpl.No.3–6,25 ssGls.No.2–34 1Dk(Stl)	3901 3600 2363	100A1 11,36 ~~BS12,35~~ LMC7,34 11,36	Sld	w	CL ~~6,34~~ N10,37	1924 Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) Ce	356·5 P30′B108′F35′ FK llDB313′989t FPT	50·0	24·7	Glasgow British 6BHCem 118tAPT84t	T.3Cy.23″,40½″&67″–45″ (s) 180lb 415NHP 2SB(FD)&1AuxSB,8cf, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 4 ″ 8¾ 22 ″ 8¼	
20582 139249 GNLB	**Ashby** D.F. 1Dk	4868 4586 3030					1927	Cowpen DD&SBCoLd Blyth	RopnerShipping Co.Ld.	405·1 P30′B229′F41′	53·6	26·4	W. Hartlpl British WB	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.(1926)Ld.Stk.		C
20583 152641 VGCM	**Ashcroft** (exGleniffer) Mchy.Aft D.F. 1Dk	7726 7253 4439					1924	Midland S.B.Co Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	546·0	60·2	28·0	Midland, Ont. British WB	T.3Cy.24½″,41½″&72″–48″ Emade18fitted24 360NHP Hooven-Owens& RentschlerCo.Hamilton,O.		CR
❋ 20584 137401 MFPN	**Ashfield** 3Mst Welldeck ssLiv.No.3–7,27 Mchy.Aft ssLiv.No.2–36 1Dk(Stl)	426 306 162	✠100A1 8,36 11,36 ✠LMC ~~BS11,35~~ MS5,36	Liv	g	CL 7,36	1914 10mo Lloyd	LythamSB &Eng.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 Q85′B9′F23′ BK6½″ WB=DTf 16′	26·0	11·5	Liverpool British 4BHCem 33tAPT6t	T.3Cy.14″,22″&38″–24″ (s) 180lb 70RHP 1SB,3pf,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 ″ 6 s 3 ″ 11 12 ″ 11	
20585 Broken up ~~219230~~	**Ashland County** Fitted for oil fuel Sub.Sig. 1Dk2trB	2592 2243 1613			...		1919	American S.B.Co. Lorain,O.	UnitedStates Maritime Commission	251·0 P25′B64′F23′ FK	43·6	26·1	NewYork Utd.States WB	T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
❋ 20586 149491 GSWD	**Ashlea** ssHul.No.1–32 1Dk(Stl)&Shelter dk(Stl)	4222 3945 2565	✠100A1 withfreeboard 1,37 ~~BS7,36~~ ✠LMC~~11,33~~ 8,37 MS5,37	Bry	x	CL 7,36	1929 2mo Lloyd	SirJPriest- man&Co. Sunderland 'sA&CP	CliffsideShipping Co.Ld.(J.Morri- son&Son,Mgrs.) CellDB315′994t	367·4 F38′ FK (FPT134tAPT247t	51·5	25·1	Newcastle British 6BHCem (Coll to Sh dk 5 „2nd „)	T.3Cy.25″,41″&69″–48″ (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10½	
20587 147616 MLVP	**Ashley** ssSld.No.3–5,37 ~~ssSld.No.2–32~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1323 988 716	✠100A1 ~~5,375,35~~4,38 ~~BS5,38~~ ✠LMC BS4,38 5,37	Shl Sld	o	CL ~~8,36~~ 4,38	1924 4mo Lloyd	WoodSkin- ner&Co.Ld Newcastle 'sA&CP	StephensonClarke &Associated Companies,Ld. CellDB183′392t	235·0 243·1(O.L.) Q147′F25′ FK MT7′ 158t FPT96t	35·6	14·7	London British 4BHCem APT44t	T.3Cy.19″,31″&51–36″ (s) 180lb 100lb 188NHP 1SB,4cf,GS84,HS3155 N.E MarineEngCoLd.Nwc	16 ″ 9 s 5 ″ 0 15 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.		12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20588 120500 VJBN	**Ashridge** ssMel.2ndNo.3–12,29 ssMel.No.1–34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2884 2740 1849	✠100A1 4,37 ~~8,36~~ BS~~10,36~~ 11,37 ✠LMC7,34	NSW Syd	*u*	CL 8,36	1905 2mo	W.Hamilton&Co. Pt.Glasgow *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld.	325·8	47·0	22·2	337·7(O.L.) P22'B88'F40' FK *WB=CellDBa96'uE22' f144'*	Melbourne British 5*BHCem* 849*tAPT*70*t*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb 287NHP 2SB,6*cf*,GS112,HS4290 ClydeS.B.&E.Co.Ld.P.Gls.	24″10 s 3″11¾ 21″0	
20589 142865 GDPM	**Ashworth** ssNwc.No.1–37 ssNwc.No.3–4,33 D.F. 1*Dk*(*Stl*)	5227 4790 3148	✠100A1 12,37 ~~12,36~~ 12,37 ✠LMC MS~~5,35~~ BS~~5,36~~7,37	Nwc	*y*	CL ~~11,35~~ 12,37	1920 4mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd'sA&CP*	DalglieshSteam ShppngCoLd (R.S. DalglieshLd *Mgrs*)	400·0	52·3	28·5	P49'B113'F38' FK *CellDBa126'uE22'f180'978tFPT132t*	Newcastle British 7*BHCem* *APT*218*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland.	31″0 s 5″11¾ 25″3¾	
20590 OYRB	**Asia** TwinSc4Mst ssCpn.No.3–9,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *OilEng.* ssCpn.No.1–37	7014 5045 4460	✠100A1 *Shelter dk* *withfreeboard* 2,38 ✠LMC CS11,37 DBS11,37 2,35	SFo Cpn	*a*†	CL ~~4,35~~ ~~P3,37~~ SN5,37 P2,38	1919 3mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Akties.DetÖstasiatiskeKompagni	425·3	55·2	35·4	FK *CollisionBHtoShelter dk* *CellDB378'1266tFPT93t*	Copnhagn Danish *ptCem* 6*BH to U dk* *APT*73*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ 717NHP DB*100lb* Akt.Burmeister&Wain	38″6 s10″0¾ 28″10	
20591 147061 GJRD	**Asiatic** ssHpl.No.3–3,36 D.F. 1*Dk*(*Stl*)	3741 3386 2300	✠100A1 7,37 ~~3,36~~ ✠LMC MS2,35 BS10,36	Hpl	*w*	CL 2,35	1923 1mo	BurntislndS.B.Co.Ld. Burntisland *Lloyd'sA&CP*	W.H.Cockerline &Co.	349·7	50·0	24·7	P32'B103'F32' FK *CellDBa103'uE21'f155'888t*	Hull British 6*BHCem* *APT*113*t*	T.3Cy.25″,41″&68″–45″ (*r*) 180lb *180lb* 342NHP 2SB(Spt)8*pf*,GS128,HS5336 Cooper&Greig,Ld.Dundee	26″11 s 5″4¾ 21″9	
20592 FNLM	**Asie** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 5*Dks*	8561 6617 4214					1914	Atel.&Ch.deFrance Dunkirk	ChargeursRéunis	439·3	55·9	35·4	F72'	Havre French *WB*	T.6Cy.28″,46″&77″–48″ 822NHP Atel.&Ch.deFrance,Dnk.		V
20593 DGDC	**Asien** (*ex*Hermes) 1*Dk*2*trB deepframing*&*Webframes*	3894 3652 2447			...		1905	JLThompson&Sons,Ld. Sunderland	"Atlas"Reederei-A.G.	344·7	49·3	26·8	P31'B104'F31' FK	Emden German *WB*	T.3Cy.25″,41″&67″–45″ NDB26 329NHP G.Clark,Ld.Sunderland	27″11	G †
20594 LIZU	**Ask** (*ex*Lowfield–35,*ex*Lambeth) ssShl.No.3–7,30 *Well deck* ssShl.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	1541 1280 821	✠100A1 6,37 ~~8,36~~ BS~~6,36~~ 5,37 ✠LMC3,35	Bgn	*p*	CL 6,35	1917 11mo	DublinDckydCo.Ld. Dublin *Lloyd'sA&CP*	A/S D/S Ask(A. Kjerland,*Mgr.*)	240·2	36·2	18·3	249·2(O.L.) Q91'B52'F23' FK *CellDB171'310tDTa29'131tFPT80t*	Bergen Norwegian 4*BHCem* *APT*38*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 179NHP 2SB,6*cf*,GS101,HS3075 J.G.Kincaid&Co.Ld.Grk.	20″6 s 2″7½ 18″3	
20595 4914 SDFR	— 1*Dk*	1041 890 592					1908	LindholmensV.A. Gothenburg	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2	33·6	14·1	B60'H68*t*F28'	Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP LindholmensV.A Got.		V
20596 DHBM	**Askari** Wireless *Mchy.Aft* 1*Dk*	590 483 319					1927	DeutscheWerftA.G. Hamburg	DeutscheOst-AfrikaLinie	170·6	28·1	13·1	Q6'F27'	Hamburg German *WB*	T.3Cy.13$\frac{3}{16}$″,21¼″&34$\frac{13}{16}$″–22$\frac{13}{16}$″ 58NHP DeutscheWerft,Ham.		G
20597 218586	**Askawake** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6148 5735 4617					1919	Seattle NorthPacific S.B.Co. Seattle, Wash	UnitedStates Maritime Commission	401·9	53·1	32·0	P34'F38'	Seattle Utd.States *WB*	2 SteamTurbinesDR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J.		
20598 LCDQ	**Askeladden** 1*Dk*	2496 2199 1431					1920	ForthS.B.&E.Co.Ld. Alloa	RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs.*)	295·7	43·6	20·6	P87*t*H124*t*	Oslo Norwegian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ld.Alloa		N
20599 LJLI	**Askepot** Wireless 2*Dks* *CruiserStern*	1312 1044 707					1937	FredrkstadMek VrksA/S Fredrikstad	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	~~251·1~~ 251·2	42·3	~~16·2~~ 14·0		Oslo Norwegian *WB*	C.4Cy.(2)13″&30$\frac{5}{16}$″–28¾″ 82NHP FredrikstadM.V.A/S Fredrikstad		N
20600 LCDR	**Askild** (*ex*Bockenheim, *ex*Karpin,*ex*Megrez) 4Mst 1*Dk*	1930 1660 1120					1918	J.&A.vandeSchuyt Papendrecht	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	269·5	42·2	18·2	P77*t*H103*t*F32*t*	Oslo Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.v.d.Schuyd,Ppndrht		N
20601 868 OHYF	**Askö** (*ex*ErikB.–36,*ex*Ursus,*ex*Dora) ssAbg.3rdNo.3–3,34 1*Dk*(*Stl*)&*deepframing*&*ptAwngdk*(*Stl*) *Cargo battens not fitted* ~~*in'tween decks*~~ D.F.	2122 — 1282	✠100A1 *ptAwngdk* *withfreeboard* DBS11,37 2,38 ~~12,36~~ ✠LMC3,34 MBS~~4,36~~5,37 ~~DBS11,36~~	Abo Sws	*r*	CL 12,36	1897 7mo	Akt.Ges. "Neptun" Rostock *Lloyd'sA&CP*	RederiA/B Askö (A.Andersson, *Mgr.*)	279·7	40·7	15·8	P14'Q88' FK *ptAwngdk176'* *CellDBa92'uE&B44' f104'515t*	Mariehmn Finnish 4*BHCem* *APT*15*t*	T.3Cy.19⅝″,32¼″&53½″–35½″ 170lb *100lb* (*s*) 187NHP NDB25 1SB,3*rf*,GS59,HS3006 A.G."Neptun,"Rostock	18″6 s ″8¼ 17″11½	
20602 OXZZ	— (*ex*Patria) 1*Dk*	1299 1124 738					1920	StavangerStöberi&Dok Stavanger	Dampskibsselsk. "Heimdal" (M.Carl,*Mgr.*)	242·7	37·2	14·7	P21'B60'F24'	Copnhagn Danish *WB*	T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStöberi&Dok		V
20603 OZKE	**Aslaug** Wireless D.F. 1*Dk*	1509 1161 900					1927	Akt.Burmeistr&Wain Copenhagen	Dmpsslsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	250·1	38·7	15·5	P16'Q68'B106'F31'	Copnhagn Danish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Akt.Burmeistr&Wain,Cpn		C
20604 5933 SDFU	**Aslög** 1*Dk*	1368 1171 759					1916	N.V.G.vanderGiessen Krimpen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	237·8	36·1	16·3	P30'B57'F25' H134*t*	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Alblasserdam.Msch.Fab.		V
20605 2055 IACO	**Asmara**(*ex*Nasina–35, *ex*Meissonier–33) TwinSc ssLon.No.3-8,27 ssLiv.No.1–31 D.F. *Ref.Mchy.* 3*Dks*(*Stl*–ws)&*Shelter dk*(*Stl*–ws)	7192 — 4490	✠ ... 8,35 ✠	Liv	*b*†		1915 6mo	Russell&Co. PortGlasgow	ItalianNavy (operated by Soc. Anon.Cooperativa di Nav.Garibaldi)	454·8	56·2	35·6	440·0 F48'*onShelter dk* FK *CellDBa137'uE&B95'f153'1286tFPT64t*	Genoa Italian 8*BHptCem* *APT*58*t*	Q.8Cy20½″,29½″42″&61″–48″ HS17070 887NHP 3DB&1AuxSB,21*cf*,GS424, Harland&WolffLd.Belfast	38″11	I †
20606 OUPH	**Asnæs** (*ex*Lidsö,*ex*Johanne Margretha,*ex*Frode) TwinSc *OilEng.* *Mchy.Aft*	460 371 334					1921	Marstal Skibsbyggeri Marstal	O.Fr.Svendsen	141·2	30·1	10·6		Copnhagn Danish	Oil Engines 2S.C.SA 4Cy.14$\frac{13}{20}$″–16$\frac{3}{20}$″ 157NHP J&CGBolindersCoLd.Skm		V
20607 FNHH	**Asni** Ⓟ 2*Dks*	2800 2284 1699					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Compagnie de Navigation Paquet	330·3	43·0	24·4	P&B214'F96'	Marseilles French *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
20608 29312 JAAB	**Aso Maru** Ⓟ 2*Dks*	3028 2709 1822					1923	MitsubishiZosenKaisha Ld. Nagasaki	NipponYusenK.K.	315·5	46·0	27·0	P22'B80'F36'	Tokio Japanese *WB*	T.3Cy.23″,38″&64″–48″ 284NHP MitsubishiZosenKaishaLd.		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
20609 37491	**Aso Maru** *Ref.Mchy.* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	704 604 368					1932	Mitsubishi ZosenKaisha Ld.Kobe	OsakaShosenK.K.	170·0|30·0|17·6 P44'F20'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"–24 7/16" 164NHP MitsubishiZosenKaishaLd.		
20610 39705 JWSI	**Asosan Maru** *OilEng.* *Ref.Mchy.* D.F. 2*Dks*&*Shelterdk* *Cruiser Stern*	6359 — 3700					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussanK.K.	453·0|62·0|30·5 P22'F422'	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.24 7/16"–55½" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
※ 20611 79 SVQY	**Aspasia** (*ex*TheodorosGalakis, *ex*HornbyCastle, *ss*Ant.No.3–6,27 *ex*Pacific) *ss*Ams.No.2–36 1*Dk*(*ptStl ptIrn*)	*4211* *3881* *2615*	✠100A1 3,38 ~~12,36~~ ~~11,37~~ ~~BS3,36~~ 5,37	Cpn Ant ✠LMC3,35	*x*	CL ~~2,35~~ ~~11,37~~ 2,38	1914 9mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	J.Th.Galakis	370·0|53·5|24·5 P33'B234'F33' FK *CellDBa*117'*u*E26'*f*164'987*tFPT*	Chios Greek 6*BHCem* 82*tAPT*131*t*	T.3Cy.25",42"&65"–48" (*s*) 180lb 363NHP 2SB,6*cf*,GS140,HS6214 Blair&Co.Ld.Stockton	27 ″ 0 s 3 ″ 8½ 23 ″ 6½	
20612 634 SZIB	— Iron (*ex*Gero,*ex*Pregel,*ex*Africa) 1*Dk*	386 — 207					1871	Reiherst'g Schiffsw. Hamburg	E.Vrionis	150·9|22·8|12·9 Q36*t*B36*t*F22*t*	Piræus Greek	C.2Cy.17"&28"–24" NB02 32NHP Reiherst.Maschinenf.Ham		
20612* 8092 SKZG	**Aspen** (*ex*Henneseid–36,*ex*Fri, *ex*Ytteröy,*ex*KonsulOlsen) 1*Dk*	1305 1115 714					1918	Stavanger Stöberi&Dok Stavanger	O.F.Ahlmark&Co. Eftr.A/B	239·9|37·1|15·5 P50*t*H67*t*F14*t*	Karlstad Swedish *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&Dok		N
20613 127477 MFTG	— 3Mst *Well deck* *ss*Bel.No.3–4,27 *Mchy.Aft* *ss*Bwg.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	333 242 123	✠100A1 7,35 MS6,35	Bwg ✠LMC BS~~2,37~~ 2,38	*f*	CL 6,35	1915 1mo *Lloyd*	J.Fuller- ton&Co. Paisley 'sA&CF	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*)	142·6|23·6|10·1 Q79'B7'F25' BK6" *WB*=*FPT*	Newry British 8*BHCem* 45*tAPT*40*t*	C.2Cy.15"&34"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS39,HS1280 Fisher's,Ld.Paisley	11 ″ 4 s 4 ″ 0½ 11 ″ 7	
※ 20614 161300 MPNV	**Asperity** *ss*Goo.No.2-38 ~~*ss*Yar.No.1–33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Strengthened for Navigation in Ice*	699 538 305	✠100A1 1,38 ~~4,33~~ ~~[illegible]~~ *CarryingPetr*	Yar Goo ✠LMC4,33 ~~[illegible]~~ *oleum*	*in*	CL ~~5,36~~ N1,38 *bulk*	1929 9mo *Lloyd*	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	187·4|28·2|13·4 Q74'F25' FK *FPT*26*tAPT*39*t*	London British 8*BHptCem* *ptAsp*	T.3Cy.15",25"&40"–30" (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2464 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s 1 ″ 2 12 ″ 1½	
20615 147289 GJPZ	**Asphalion** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	6274 5348 3836				—	1924	Scott'sS.B. &Eng.Co.Ld Greenock	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgrs*)	431·7|54·7|30·1 P43'B140'F45'	Liverpool British *WB*	2 SteamTurbinesDR geared to 1Sc.Shaft Scott'sS.B.&Eng.Co.Ld.		BT till ~~7,37~~ ~~1,38~~ 6,38
20616 PUAG	**Aspirante Nascimento** TwinSc (*ex*Oyapock,*ex*Venus) *Fitted for oil fuel* Wireless 1*Dk*&*Awng dk*	916 — 439					1905	Howaldts- werke Kiel	LloydBrasileiro	200·0|30·0| 8·9	R.Janeiro Brazilian *WB*	T.6Cy.11⅝",19¼"&31½"–18⅛" 84NHP Howaldtswerke,Kiel		
20617 7030 SDFW	**Aspö** (*ex*Fylgia,*ex*Bris) *ss*Mmo.No.3–3,32 *ss*Mmo.No.1–36 1*Dk*(*Stl*)	1397 1146 717	✠100A1 3,38 ~~4,37~~ MS4,36	Got Mmo ✠LMC BS~~5,36~~6,37	*p*	OG ~~10,35~~ 3,38	1920 5mo	Kockums M.V.Aktieb. Malmö	RederiA/BRex (K.M.Källström, *Mgr.*)	235·5|37·7|16·5 245·4(O.L.) P17'B63'F25' FK *CellD* B196'364*t* *FPT*44*t*	Stockholm Swedish 4*BH* *APT*59*t*	T.3Cy.18⅛",28¾"&48 13/16"–31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM V.Akt Malmö	18 ″ 7 s 2 ″ 3¼ 16 ″ 6	
20618 102591 EIGF	**Assaroe** (*ex*Yarrow) E.S.D. Wireless 2*Dks*	903 749 459			...		1893	R.Napier & Sons Glasgow	Dublin&Silloth S.S.Co.Ld.	230·0|32·1|15·0 P55'B70'F42' BK8"	Dublin British *WB*	T.3Cy.21½",34"&57"–42" NB08 223NHP R.Napier&Sons,Glasgow	15 ″ 10	C †
※ 20619 162508 MPXV	**Assiduity** *ss*Lon.No.1–35 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)	350 218 186	✠100A1 1,38 ~~12,35~~ ✠LMC(M)2,38	Lon Goo ✠LMC12,35	*e*	OG ~~N9,34~~ 1,38	1930 11mo *Lloyd*	G.Brown& Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	135·3|24·6| 8·7 Q90'F16' FK *FPT*18*t*	London British 3*BHCem* *APT*20*t*	Oil Engines 2S.C.SA 5Cy.13 3/16"–15⅝" 153NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 7½ 9 ″ 6⅜	
20620 681 SZIA	**Assimina Baïka** (*ex*Eugénie, *ex*Condor,*ex*Lestris) 2*Dks*	1334 — 789			...		1895	Wigham- Richrdsn&Co Newcastle	P.E.Baïkas	254·1|33·5|17·1 P27'B50'F26' BK9"	Piræus Greek *WB*	T.3Cy.21",33½"&54"–39" 195NHP WighmRchrdsn&Co.Nwc.	19 ″ 8	V †
20621 125984 VGKX	**Assiniboia** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl*–ws)	3880 2613 2486	✠ 11,07 ✠	NYk	*w*		1907 8mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB*=*Cell*	336·5|43·8|15·4 B&F295' 23·6 FK DBuE&B113'*f*185'	Montreal British 6*BHCem* 720*tFPT*24*t*	Q4Cy23½",34",48½"&70"–45" 524NHP 4SB,12*cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow	26 ″ 9	
20622 280 IBSD	**Assiria** *OilEng.* D.F. 2*Dks*	2705 — 1622					1928	Stabilmnto Tecnico SanRocco	"Adriatica" Soc. Anon.diNav.	308·2|41·8|20·0 B185'F35'	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 13/16"–43 5/16" 357NHP StabilimentoTecnico,Tri.		I
20623 226071	**Associates** TwinSc *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	526 — 313					1926	Bethlehem S.B Corp.Ld. SanFrancisco	TideWaterAsso- ciatedOilCo.	160·0|38·0| 9·3	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.10½"–15" 64NHP		
20624 PUQC	**Assù** TwinSc Now "Apody," see No. 37142 in Supplement Wireless	*1185* *1126* *925*					1891	Hawthorn, Leslie&Co.Ld Newcastle	Cia.Commercio e Navegação	260·7|36·2|14·3 P25'F35'	R.Janeiro Brazilian *WB*	C.4Cy.17"&34"–22" 90NHP Ross&Duncan,Glasgow		
20625 DIEB	**Assuan** Ⓟ TwinSc (*ex*Odenwald–35) *OilEng.* D.F. 2*Dks* Sub.Sig. *CruiserStern*	5098 4467 3007					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6|54·2|27·4 F42'	Hamburg German *WB*	Oil Engines 4S.C SA 12Cy.24¾"–38¾" 714NHP AllgemeineElecGes.Berlin		G
20626 1869 ICKB	**Assunta De Gregori** (*ex*Tirreno–33) *ss*Ham.No.3-4,27 *ss*Tri.No.1–31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4219 4117 2633	✠ ... 6,35 ✠	Gen	*y*		1914 2mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon.diNav. "Assunta De Gregori"	400·0|53·0|23·8 FK *CellD* *Ba*140' *uE*23'*f*166'1186*tDTa*30'1000*tAPT*128*t*	Genoa Italian 7*BHCem*	T.3Cy.26½",44"&73"–48" 433NHP 3SB,9*cf*,GS183,HS7116 Richardsons,Westgarth& Co.Ld Sld.	26 ″ 5	I †
20627 2151 ~~[illegible]~~ ICMG	**Assunzione** (*ex*Valnegra–34, *ex*Brendon,*ex*Exford) *ss*Gen.No.1–27 *ss*Spz.No.3–7,23 ~~*ss*Spz.No.3–7,23~~ D.F. 1*Dk*(*Stl*)	4531 4196 2730	✠ — 9,32 ✠	Gen	*x*		1911 5mo	Craig,Tay- lor&Co.Ld. Stockton	FratelliRizzuto	396·0|50·0|26·2 380·0| P35'B117'F36' FK *CellDBa*117'*uE*24'*f*167'1210*tFPT*117*tAPT*112*t*	Genoa ~~Rome~~ Italian 6*BHCem*	T.3Cy.25",42½"&69"–48" 374NHP 2SB,6*cf*,GS142,HS6002 N.E.MarineEng.Co.Ld.Sld	20 ″ 0	I †
※ 20628 143952 GCVK	**Assyrian** (*ex*Fritz) TwinSc *ss*Liv.No.3–5,27 *Well deck* *ss*Liv.No.2–35 2*Dks*(*StlU*–teak s)*StrB* *in fore hold*&*Web frames* *Longitudinal framing*	2962 2717 1759	✠100A1 10,37 ~~9,36~~ MS9,35 ✠NE&B9,23	Sws Liv ✠LMC BS~~6,36~~ 6,37	*u*	CL P8,35 S9,36	1914 8mo *Lloyd*	Blohm& Voss Hamburg 'sA&CP	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*)	332·0|44·8|23·1 P&B212'F35' FK *CellD* B268'740*t* *FPT*58*t*	Liverpool British 7*BHCem* *APT*94*t*	T.6Cy.16¼",26½"&44"–34" 180lb (*s*) 280NHP 2SB,6*cf*,GS134,HS7551 Cooper&GreigLd.Dundee	25 ″ 6 s 3 ″ 3 22 ″ 5¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
* 20629 OHWA	**Asta** (*ex*AugustLeffler, *ex*Boltenhagen, *ss*Got.2ndNo.3-6,25 *ex*August Leffler, *ss*Lkr.No.3-5,32 *ex*Lygnern,*ex* *ss*Skm.No.1-36 AugustLeffler) D.F. 1*Dk*(*ptIrn*&*ptStl*)& *Cargo battens not fitted* *deepframing*	1854 1722 1086	✠100A1 5,38~~8,36~~ MS4,36	Rot Gms ✠LMC BS~~6,36~~ 7,37	*r*	OG 12,35	1900 1mo	Osbourne, Graham&Co Sunderland A&CP	RederiA/B Asta (A.Andersson) *CellDBa*	273·3 P22'B66'F29' FK 90'*uE*20'*f*108'465t	40·5	18·1	Mariehmn Finnish 4*BHCem* *APT*74t	T.3Cy.20¾",33"&54"-39" (*s*) 160lb 192NHP 2SB(Spt),*6pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s 2 ″ 9 17 ″ 11	
20630 DOMB	**Astarte** (*ex*Suomi) *Well deck* 1*Dk*	633 479 356			...		1897	R.Craggs& Sons Middlesbro'	Dampfschiffahrts Ges.Neptun	177·3 Q90'B16'F23' BK7"	27·9	13·6	Bremen German *WB*	T.3Cy.14",22½"&37"-27" 83NHP MacColl&Pollock,Sld.	14 ″ 2	G †
* 20631 151 SVLY	**Asteria** (*ex*DespinaGlypti-35, *ex*Despina, *ss*Rot.2ndNo.3-8,29 *ex*Sildra) *ss*Pir.No.1-34 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	3313 3131 2121	✠100A1 12,35 MS9,34	Pir ✠LMC BS3,37	*w*	CL ~~9,34~~ 10,37	1904 9mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	J.A.Tachmindji *CellDBa*	336·5 P31'B200'F32' FK &*uE*136'*f*136'1063t	46·5	23·9	Syra Greek 6*BHCem* *APT*130t	T.3Cy.25",41"&67"-45" (*s*) 180lb 325NHP 3SB,*9pf*,GS135,HS5001 N.E.MarineEng.Co.Ld.Sld	27 ″ 3 s 3 ″ 5½ 23 ″ 11¾	
20632 149713 MNRP	— *ss*Irv.No.3-3,38 (*ex*Surbiton) ~~*ss*Bwg.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* ~~*Cargo battens not fitted*~~	649 450 319	✠100A1 ~~3,37~~ ~~12,36~~3,38 BS~~12,36~~ 1,38	PGl ~~Ayr~~ Irv ✠LMC~~12,34~~ MS3,38	*i*	CL 11,36	1926 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellD*	171·4 176·9(O.L.) Q96'B11'F24' FK *B*103' 142t *FPT*52t	27·8	11·3	Glasgow British 3*BHCem* *APT*21t	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,*3pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 4¼	
20633 62 IKKG	— **TwinSc** (*ex*Darma,*ex*Daraghiati i Dit, *OilEng.* *ex*Zeemeeuw) 1*Dk*	393 320 228					1911	N.V.Werf. deNoord Alblasserdm.	B.&P.Donvio	147·5 P31'F21'	25·5	10·0	Fiume Italian *WB*	Oil Engines 2S.C.SA 4Cy.10⅔"-12⅗" NE27 SchiffswerfteLinz, 152NHP Linz		I
20634 EEAU	**Astillero** **Iron** 1*Dk*	397 — 214					1893	…………… Eaarlen, Holland	N.Lafuente	145·5	28·4	10·7	Bilbao Spanish			
20635 580 SZID	**Astir** (*ex*AngelicaMærsk, *ex*Höneberg,*ex*Auguste,*ex*Gunther) 1*Dk*	1335 934 835					1896	Helsingörs Jernsk&Msk. Elsinore	Th.F.Stafilopatis	240·6 Q78'B114'F20'	34·2	14·1	Piræus Greek	T.3Cy.17",27½"&47"-33" 124NHP HelsingörsJernsk &Mskb.		
* 20636 EABT	**Astoi-Mendi** (*ex*Highmead, *ex*Cromarty, *ss*Bbo.No.3-5,31 *ex*WarJasmine) *ss*Bbo.No.1-35 1*Dk*(*Stl*)	5263 4817 3210	✠100A1 1,37 BS1,37	Lon ✠LMC11,35	*y*	CL 11,35	1919 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Cia.Nav.Sota y Aznar(~~SirRamon~~ ~~delaSota,*Mgrs.*~~) *CellDB*	400·1 P49'B113'F39' FK 342'1062t*FPT*127t	52·3	28·3	Bilbao Spanish 7*BHptCem* *APT*218t	T.3Cy.27$\frac{1}{16}$",44"&73"-48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
* 20637 OXDB	**Astoria** **TwinSc** *OilEng.* *ss*.Cpn.No.2-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Cargo battens not fitted*~~	4454 4077 2694	✠100A1 *withfreeboard* 2,38~~1,37~~ DBS~~10,35~~~~3,37~~ 3,38	Hul Ant 4,38 ✠LMC ~~CS7,33~~ ~~10,36~~ 6,37	*y*	CL ~~2,36~~ S2,36 P8,37	1926 4mo *Lloyd*	Akt.Naks- kovSkibs. Nakskov '*sA&CP* *Cell*	A/S D/S Orient *DB*334' 1018t *Tan* *tunnels*90t*FPT*	379·6 F39' FK *ks between* *Coll* 116t*APT*123t	53·3	25·3	Copnhagn Danish 6*BHptCem* *BH to Sh dk* 5 „ „ 2*nd* „	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*120lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 1 24 ″ 1½	
20638 216749 KGEP	— (*ex*PointAdams) *Fitted for oil fuel* Sub.Sig. 1*Dk*	2224 1945 1358			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	HammondLumber Co.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
* 20639 147 YLCK	**Astra** (*ex*Erissos,*ex*Acacia) *ss*Bly.2ndNo.3-1,29 *ss*Lie.No.~~1-34~~2-37 *Spar dk*(*ptIrn*&*ptStl*)2*trB*& *deep framing* *Cargo battens not fitted*	3120 2685 1808	✠100A1 *Spar dk* *withfreeboard* 6,37~~2,34~~ BS2,37	Lie MS4,37 ✠LMC~~2,34~~	*u*	CL ~~1,34~~ 6,37	1902 8mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	KugniecibasSa- biedriba"Gaida" (A.Behrsin,*Mgr.*) *CellDBa*	315·0 327·0(O.L.) P21'B190'F30' FK 100'*uE*22'*f*134'690t	45·1	22·3	Riga Latvian 5*BHCem* *APT*77t	T.3Cy.24",38"&64"-42" (*s*) 160lb 260NHP 2SB,*6cf*,GS95,HS3825 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 0 s 2 ″ 10¾ 22 ″ 3¾	
* 20640 OXTE	— *ss*Abg.No.1-38 (*ex*Ferm,*ex*Saphir) *ss*Abg.No.3-3,33 1*Dk*(*Stl*)	2398 2153 1407	✠100A1 ~~10,36~~ 1,38 DBS5,36 *Fitted for oil*	Sws Abg 1,38 ✠LMC~~3,33~~ MBS1,37 *fuel* 5,	*t* 20	CL ~~10,36~~ 1,38 *F.P.*	1920 5mo *Lloyd* *above*	ClydeS.B. &Eng.Co.Ld PortGlasgow '*sA&CP* 150° F.	A/S D/S Orion (C.P.Jensen, *Mgr.*)	296·1 305·2(O.L.) P25'B80'F35' FK *CellDB*250'662t	44·3	20·3	Copnhagn Danish 5*BHCem* *APT*60t	T.3Cy.22",35"&59"-39" (*s*) 180lb *100lb* 250NHP 2SB,*6cf*,GS126,HS4060 ClydeS.B.&Eng.Co.Ld.	22 ″ 9	
20641 LDLS	— (*ex*YorkHarbor) 1*Dk*	2164 1935 1279			...		1919	Staten IslandS.B.Co. StatenIsland, N.Y.	A/SAlfa (M.Chr.Stray)	264·5 P40*t*H150*t*F8*t* FK	42·2	21·8	Xiansand Norwegian *WB*	T.3Cy.18",30"&51"-36" 240NHP StatenIslandS.B.Co.	24 ″ 0	N †
20642	— (*ex*LaPlatense) *ss*B.As.2ndNo.3-12,31 *Mchy.Aft* *ss*B.As.No.1-36 1*Dk*(*Stl*)	888 560 506	✠100A1 11,37~~5,36~~ BS~~4,37~~3,38 *CarryingPetr* *Fitted for oil*	BAs ✠LMC5,36 *oleum* *fuel* 5	*in* 19	~~3,36~~ 11,37 *bulk* *F.P.a*	1907 3mo *Lloyd* *bove* 1	Jonker& Stans HendrikIdo Ambacht '*sA&CP* 50° F.	"Astra"Cia. Argentina de PetroleoSoc.Anon.	176·2 P54'F22' FK *FPT* *Middle line BH*	33·5		Bns.Aires Argentine 9*BHCem* 85t*APT*5t *not oil tight*	C.2Cy.16"&32"-24" (*s*) 130lb 69NHP 1SB,*3cf*,GS49,HS1450 Crabtree&Co.Ld.Gt.Yar.		
20643 LOFC	**Astra II** (*ex*Peruviana) *ss*B.As.No.3-1,37 ~~*ss*B.As.No.2-31~~ 1*Dk*(*Stl*)&*Web frames*	4302 3787 2452	✠100A1 3,37~~3,35~~ BS6,37 *CarryingPetr* *Fitted for oil*	BAs MS1,37 ✠LMC~~10,[illegible]~~ *oleum* *fuel* 10	*w* *in* ,23	CL ~~3,35~~ 3,37 *bulk* *F.P. a*	1923 10mo *Lloyd* *bove* 1	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP* 50°F.	"Astra"Cia. Argentina de Petroleo Soc.Anon.	355·0 P31'B100'F31' FK *Middle line bulkhd* *CellDBuE*21'*f*28'9	50·9	24·9	Bns.Aires Argentine 13*BHptCem* *not oil tight* 3t*APT*86t	T.3Cy.25",41"&68"-45" (*s*) 180lb 356NHP 3SB,*9cf*,GS148,HS5760 N.E.MarineEng.CoLdNwc	27 ″ 4 s 4 ″ 2 23 ″ 6	
20644 LOFD	**Astra III** *Now* "San Matias," *see letter* S *ss*B.As.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Bracketless system* *Longitudinal framing*	5518 4869 3146	✠100A1 8,36 *CarryingPetr* *Fitted for oil*	BAs ✠LMC8,36 *oleum* *fuel*2,	*y* *in* 28	CL 6,35 *bulk* *F.P. a*	1928 2mo *Lloyd* *bove* 1	Cant.Nav. Triestino Monfalcone '*sA&CP* 50° F.	"Astra"Cia. Argentina de PetroleoSoc.Anon. *CellDBuE*& *B*83'394t*DT*	396·4 P105'B38'F41' FK *f*36'207t *FPT*131t	55·2	29·8	Bns.Aires Argentine 14*BHptCem* 4 „ *to2nddk* *APT*112t	T.3Cy.27½",46"&77"-54" (*s*) 200lb 631NHP 3SB,*9cf*, HS9615 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 6 ″ 9½ 23 ″ 6¼	
20645 UNWD	**Astrakhan** Ⓟ 2*Dks*	2692 1762 1511					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B&Mch.Works		
* 20646 214492 WSCG	**Astral** *ss*N.Yk.No.3-5,28 *ss*NYk.No.2-37 ~~*ss*Bal.No.1-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*)&*Web frames* *Longitudinal framing*	7542 6806 4574	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~3,36~~ *CarryingPetr* *Fitted for oil*	NYk Bal BS1,38 ✠LMC3,37 *oleum* *fuel*10	*c*† *in* ,16	CL 3,37 *bulk* *F.P. a*	1916 10mo *bove* 1	UnionIron WorksCo. S.Francisco A&CP *CellDBuE*&*B* 50°F.	Socony-Vacuum OilCo.Inc. 74'276t*DT* *f*29'43	439·5 FK 0t*FPT*127t*APT*57t	58·0	33·0 39·1	NewYork Utd.States 16*BHptAsp* (10 *to U dk* 6 „ 2*nd* „)	Q.4Cy.24",34",51"&74"-54" 220lb (*r*) 699NHP 3SB,*9cf*,HS10695 FD UnionIronWorksCo.S.Fo.	33 ″ 1 s 4 ″ 1½ 29 ″ 1¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
20647 PJBI	**Astrea** Wireless Fitted for oil fuel Ref.Mchy. 2Dks Cruiser Stern	1406 1153 827					1921	N.V. Lobithsche Scheepsb.Mij. Lobith	West-Indische Scheepv.Maats.	264·5 Q39'B20'	39·2	14·8	Curaçao Dutch WB	T.3Cy.20",31 5/16"&51½"-35⅜" 153NHP Machinefbk."Kinderdijk" Kinderdijk		V
20648 FOLI	**Astrée** (exBellbro-33) ssRot.No.1-33 ssRot.No.3-3,34 1Dk(Stl) Well deck Cargo battens not fitted	2147 1646 1216	✠100A1 ~~10,37 10,33~~4,38 ~~BS10,34~~ ✠LMC~~3,34~~ ~~10,37~~ 4,38	Rot	s	CL ~~NS,34~~ 10,37	1921 11mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*) DB82' CellD	285·3 P25'Q84'B58'F24' B158'697t FPT97t	42·0	17·8 FK	Caen French 6BHCem APT110t	T.3Cy.22",36"&60"-39" (s) 180lb 274NHP 2SB,6cf,GS124,HS4642 N.E.MarineEngCo LdNwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1	
20649	**Astri** For full particulars see No. 37156 in Supplement OilEng. CruiserStern	2600	100A1 (Class Contem plated)				1937	Akt.Lind- holmensVarv Gothenburg	RederiA/B Disa (E.Brodin, *Mgr.*)	312·5 P26'Q100'B&F186'	44·6	17·9	Stockholm Swedish	Oil Engines 2S.C.SA 10Cy.13⅜"-22 3/16" Atlas-DieselA/B,Skm.	20 ″ 0 s1 ″ 4½ 18 ″ 8½	
20650 OZSA	**Astrid** 1Dk	1735 1376 1022					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren"D/S A/S (Holm&Wonsild, *Mgrs.*)	261·1 P15'Q77'B106'E31'	40·1	16·9	Copnhagn Danish WB	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
20651 OFBS	**Astrid Thordén** OilEng. D.F. 1Dk & Shelter dk Cruiser Stern Strengthened for navigation in ice	1816 1308 767	✠100A1 withfreeboard 2,38 ~~7,37~~ ~~(ClassContem plated)~~ ✠LMC7,37	Abo Msl	s	CL	1937 7mo	Crichton- VulcanA/B Åbo Lloyd'sA&CP	~~GustafB.Thordén~~ Rederi A/B Astrid Thordén(Gustaf B.Thordén, *Mgr.*)	286·4 305·8(O.L.) (CollBHtoShltrdk CellDB216'467tFPT	42·3	15·3 FK	Helsingfrs Finnish 4BH 3BHto2nddk) 61tAPT100t	2Oil Engines 2S.C.SA 12Cy.13⅜"-22 7/16" 376NHP with electro-magnetic slip coupling&SR gearing DB57lb Atlas-Diesel A/B,Skm.	18 ″ 8 s ″ 2 18 ″ 7½	
20652 OQBA	**Astrida** Ⓟ ssAnt.No.2-37 ~~ssAnt.No.1-33~~ Ref.Mchy. 2Dks(Stl) D.F. Cruiser Stern	3422 2952 2055	✠100A1 8,37 ~~1,37~~ ✠LMC3,37 ~~MS5,37~~ ~~BS5,36~~ ✠Lloyd'sRMC~~4,37~~ 4,38 ~~12,37~~ 10,37 for temp. 30° F	Ant	v	CL 12,35	1929 2mo	Rotterdam Droogd.Maat Rotterdam Lloyd'sA&CP	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInter- nationale, *Mgrs.*)	339·9 P35'B106'F38' CellDB 268'686tFPT	48·5	23·0 FK	Antwerp Belgian 6BHCem 48tAPT19t	T.3Cy.23⅝",37 13/16"&63"-42" 180lb (s) 396NHP 3SB(Spt),9cf,GS162, FD HS6171 RotterdamDroogd.Maats.	25 ″ 7 s4 ″ 1⅝ 21 ″ 7	
20653 140531 GQNT	**Astronomer** ssLiv.No.3-4,30 ssBkn.No.1-35 2Dks(Stl) 3rd dk(Stl)inNo.1hold	8401 7545 5341	✠100A1 ~~4,37~~ ~~5,36~~4,38 ✠LMC MS4,35 BS~~12,36~~12,37 Fitted for oil fuel 12,20 F.P. above 150°F.	Bkn ~~NptLiv~~	d†	CL ~~N11,34~~ 4,38	1917 8mo	D&WHen- derson&CoLd Glasgow Lloyd'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) CellDB415'1562tDT	482·7 502·8(O.L.) P54'B188'F52' a33'1050tFPT	58·2	33·2 FK 118t	Liverpool British 9BHCem APT30t	Q4Cy25½"36½"52½"&75"-54" 220lb (s) 696NHP 2D&2SB18cfGS378HS13140 D&W.Hendersn&CoLdGls	35 ″ 10 s 7 ″ 7 28 ″ 6	
20654 EEAW	**Astur** (exFreixas1,exSarita, Iron exVittoria,exHenriette, exLetterewe) 1Dk2trB	944 — 754	✠ 3,87	Liv			1876	W.H.Pot- ter&Sons Liverpool	SantiagoRivero Morán	185·8 F25'	32·8	19·7	Gijon Spanish	T.3Cy.13½",21"&35"-22" Emade90 NB04 57NHP A.Shanks&Sons,Arbroath		V †
20655 LOFE	**Asturiano** Ⓟ ssB.As.No.3-10,25 Ref.Mchy. ssBkn.No.2-34 2Dks(Stl U-ws)	2449 — 1304	✠100A1 10,36 ✠NB8,34 ✠LMC8,34 Fitted for oil fuel 8,34 F.P. above 150°F.	BAs	t	CL 10,36	1913 7mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP WB	Soc.Anon.Import- adora y Export- adora de la Patagonia =CellDBa68'uE&	309·8 P&B197'F38' B80'f114'442tFPT	41·6	20·5 FK	Bns.Aires Argentine 5BHCem 20tAPT5t	T.3Cy.21½"36½"&59"-45"(s) 200lb 295NHP 2SB,6cf,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s2 ″ 11½ 20 ″ 7	
20656 148146 GLQS	**Asturias** Ⓟ TwinSc ssBel.No.3-10,34 4Dks&5th dk in Nos.1,2&3 holds Ref.Mchy. D.F. E.S.D. CruiserStern	22048 15954 13108	100A1 withfreeboard 3,38 ~~2,37~~ BS4,37 ✠LMC10,34 ✠NE & B10,34 ~~BS5,36~~ ✠Lloyd'sRMC5,38 Fitted for oil fuel 10,34 F.P. above 150°F.	Sou		CL ~~P8,34~~ SN2,37 P6,37	1925	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	RoyalMailLines, Ld. CellDB540'3630t	640·5 P41'B414'F137' len34 tanks in way of tun	78·5	40·5 FK&BK2"	Belfast British 11BHCem nels482t FP	6 Steam Turbines SR geared to Sc. Shafts (s) 450lb HS24780 4205NHP 2DB25-100lb FD 3Water Tube Boilers (Spt) Harland&Wolff,Ld.Bel. T166tAPT278t	44 ″ 9 s14 ″ 1½ 31 ″ 1½	BT till ~~5,37~~ 4,38
20657 LCDT	— (exÆrö) 1Dk	1829 1630 1094					1912	Sörlandets Skibsbyggeri Fevig	Dampskintsk. Garonne(Fearnley &Eger, *Mgrs.*)	265·0 P22'B71'F29'	42·1	17·9	Oslo Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
20658 30494 JYDA	**Asuka Maru** TwinSc OilEng. ssOsa.No.3-5,27 ssKob.No.2-35 2Dks(Stl)3rd dk(Stl)in Nos.1&3holds	7523 6996 4538	✠100A1 7,37 ~~7,36~~ ✠LMC CS7,35 DBS~~7,36~~ 7,36 7,37	Kob	b†	CL P7,35 S7,36	1924 11mo	D&WHen- dersn&Co.Ld. Glasgow Lloyd'sA&CP	NipponYusenK.K. CellDB375'1408t DTa27'899	440·4 F42' DTf45'1326t tFPT140tAPT75t	57·0	38·5 35·5 FK	Tokio Japanese 8BH 1 ,, to2nddk	Oil Engines 4S.C.SA 16Cy.26¾"-43 5/16" DB100lb 1111NHP Harland&Wolff.Ld.Gls.	38 ″ 7	
20659 DHRO	**Asuncion** (exNiederwald-37) Fitted for oil fuel D.F. Sub.Sig. 2Dks Ref.Mchy.	4626 4139 2763					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	414·4 P&B257'F50' len33	50·3	26·9	Hamburg German WB	T.3Cy.26 3/16",43⅝"&70 13/16"- 47 5/16"&LPturbine 438NHP GuteHoff- nungshütte,Sterkrade		G
20660 TCAF	**Asya** (exAssia,exMacedonia, Iron exPanorimitis,exZingara,exYacht)	427 — 268			...		1875	R.Steele& Co. Newcastle	FatmaBiltül,Esna veAbdurrahman (MustafaNuri ve Sakir, *Mgrs.*)	186·3	25·1	15·1	Istanbul Turkish	C.2Cy.24"&43"-30" NB92 84NHP R.Steele&Co.Greenock		
20661 30916 JYCA	**Atago Maru** TwinSc OilEng. ~~ssKob.No.2-33~~ 2Dks(Stl)3rd dk(Stl) inNos.1&3holds ssKob.No.3-4,37	7543 7021 4516	✠100A1 withfreeboard ~~4,37~~ ~~4,36~~ 3,38 4,37 ✠LMC CS~~1,33~~ DBS~~4,36~~ ~~3,38~~10,36 Adapted for carrying oil 1,29 F.P. above 150° F. in DTs forward	Kob	b†	CL ~~P3,35~~ S4,36 P3,38	1924 11mo	Lithgows' Ld. PortGlasgow Lloyd'sA&CP	NipponYusenK.K. CellDB374'F43'1373t DTa27'1010t	440·0 DTsf48'1461tFPT	57·2	35·8 FK	Tokio Japanese 8BHptCem 1 ,, to 2nd dk 170tAPT79t	Oil Engines 2S.C.SA 8Cy.26¾"-47½" DB100lb 997NHP SulzerBros.Winterthur	38 ″ 6 s10 ″ 8½ 28 ″ 3	
20662	**Atahualpa** (exBaraldan) TwinSc OilEng. Mchy.Aft 1Dk	446 — 312					1929	D.W. KremerSohn Elmshorn	Cia.Argentina de Navegacion Mihanovich,Ltda.	191·3	36·0	9·8	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"-11 13/16" 72NHP Motor-WerkMannheim		
20663 PUAH	**Atalaia** (exCarlWoermann) 2Dks	5555 5083 3490					1910	Bremer Vulkan Vegesack	LloydBrasileiro	419·7 P268'F46'	54·5	28·0	R.Janeiro Brazilian WB	Q4Cy.24",34 11/16",50 13/16"&72 13/16" -53 5/16" 388NHP BremerVulkan,Vegesack		V
20664 121334	**Atalanta** Ⓟ TrpSc 2Dks	486 358 199					1906	J.Brown& Co.Ld. Clydebank	BlackpoolSteam Nav.Co.Ld.	210·4	30·1	10·3	Glasgow British	3 Steam Turbines NB30 J.Brown&Co.Ld.Clydebnk		BT till 10,37

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20665 EABU	**Atalaya** ssBbo.No.2-29 1*Dk*(*Stl*)2nd*Dk*(*Stl*)*in holds* *Longitudinal framing* & *Web frames*	3309 — 2250	✠ 1,35 ✠	Bbo	*v*		1921 5mo	Echevarrieta y Larrinaga Cadiz	Cia.Nav.Mundaca S.A.(José de Zabalandicoechea, *Mgr*)	331·0 P31'B91'F32' FK *Cell DB* 284'872*t FPT* 63*tAPT*175*t*	48·0	23·3	Bilbao Spanish 5*BHCem*	T.3Cy.25",41"&68"-45" 411NHP 2SB,8*cf*,GS148,HS5882 J.G.Kincaid&Co.Ld.Grk.	25 ″ 8	C †
20666 TVSM	**Atar** (*Carrying Petroleum in bulk*) *OilEng.* *Mchy.Aft* 1*Dk*	322 — 166					1922	Chant.Nav duMidi Martigue	Association Pétrolière	115·4	25·7	12·0	Marseilles French *WB*	Oil Engines 2S.C.SA 2Cy.16½"-19" 96NHP J&CGBolindersCoLd.Skm		V
20667 212634 KDAK	**Atenas** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*&2*ptDks*	4639 3902 2581					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP WrkmanClark&Co.Ld.Bel		C
20668 85764 VGQT	**Athabasca** Ⓟ (*ex*Athabaska) D.F. 2*Dks*	2784 2085 2349					1883 *rblt.* 1910	Aitken& Mansel,Gls. TheCollingwoodS.B.Co Ld.,Collingwood,Ont.	CanadianPacific RailwayCo.	298·8 len10	38·2	23·3	Montreal British	C.2Cy.30"&64"-48" NE&B13 283NHP WesternDD&SBCo.Ld. Pt.ArthurOnt.		
20668* ~~123134~~ ~~SWPS~~	**Athanasios** (*ex*Cardigan) *Trunk deck* 1*Dk*	4295 3658 2790					1907	Ropner& Son Stockton	~~TownsendBros. (Shipping)Ld.~~	355·0 F32'	51·2	26·1	Japanese *WB*	T.3Cy.25",42½"&69"-48" 330NHP N.E.MarineEng.Co.Ld.Sld		C
20669 162330 GTPM	**Athelbeach** *OilEng.* ssBkn.No.1-35 D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	6568 6003 3799	✠100A1 3,38 ~~3,37~~ ✠LMC CS7,35 DBS~~5,37~~3,38 ~~3,37~~3,38 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Rot Fal	*a*†	CL ~~3,37~~ 3,38	1931 3mo	Cammell, Laird&Co Ld. Birkenhead	UnitedMolasses Co.Ld.	426·1 P103'B34'F42' FK *CellDBuE*73'322*t* *DTf*32'354*t FPT*184*tAPT*188*t*	55·9	32·2	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	32 ″ 3 s 5 ″ 9¼ 26 ″ 9¼	
20670 82930 VQMB	**Athelbrae** ssDem.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	681 437 240	✠100A1 2,36 ~~BS2,36~~ ✠LMC2,35 *Carrying Molasses or Petroleum in bulk* *Fitted for oil fuel* 2,31 *F.P. above* 150° F. Lloyd's *A&CP*	Dem, BS5,37	*i*	CL ~~1,37~~ 8,37	1931 2mo	GooleS.B. &Repg.Co. (1927)Ld. Goole	UnitedMolasses Co.Ld.	160·9 168·0(O.L.) *Trunk in well* FK Q57'B20'F22' *FPT*35*t APT*75*t*	33·1	11·3	Georget'n, Dem. British 10*BHptCem*	T.3Cy.13½"22¾"&37"-26' (*s*) 180lb 107NHP 1SB,3*cf*,GS—,HS1657 FD Amos&Smith,Ld.Hull	11 ″ 3 s ″ 5¼ 10 ″ 11¾	
20671 147325 GLMY	**Athelchief** TwinSc ssBkn.No.3-3,37 *OilEng.* *Mchy.Aft* ~~ssBkn.No.2-34~~ D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	7707 7039 4544	✠100A1 4,38 ✠LMC CS4,38 DBS4,38 4,38 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Dnz Bkn	*c*†	CL 11,37	1925 8mo	CaledonS. B.&E.Co.Ld Dundee	UnitedMolasses Co.Ld.	460·8 476·0(O.L.) P117'B34'F49' FK *CellDBuE*60'314*t* *DTf*45'651*t FPT*171*tAPT*328*t*	59·2	33·3	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk. ✠DB(*aft*)'38 110lb	33 ″ 4 s 6 ″ 4¾ 27 ″ 3	
20672 161107 GTFY	**Athelcrown** TwinSc *OilEng.* ssBkn.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *CruiserStern* E.S.D. *Longitudinal framing*	11999 11424 7074	✠100A1 ~~5,37~~ ~~6,36~~7,37 ✠LMC CS5,34 DBS~~12,35~~5,37 ~~12,35~~5,37 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Bkn Rot	*g*†	CL 10,35	1929 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnitedMolasses Co.Ld.	526·2 546·0(O.L.) B40'F40' FK *CellDBuE*70' 117*tDTsf*56'826*t FPT*196*t APT*156*t*	68·8	38·9	Liverpool British 18*BHptCem* (11 *to U dk* 7 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 945NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	39 ″ 0 s 9 ″ 2¾ 30 ″ 1¼	
20673 161088 GSWK	**Athelduchess** TwinSc *OilEng.* ssFal.No.2-36 ~~ssRot.No.1-33~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	8940 8307 5229	✠100A1 2,38 ✠LMC CS2,38 DBS12,37 2,38 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Fal Hul	*d*†	CL 1,38	1929 4mo	W.Hamilton&Co. (1928)Ld. PortGlasgow	UnitedMolasses Co.Ld.	475·0 492·0(O.L.) P119'B34'F48' FK *CellDBuE*83' 331*tDTf*48'701*t FPT*219*t APT*434*t*	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20674 161081 GSRP	**Athelduke** TwinSc *OilEng* *Mchy.Aft* ssBkn.No.2-36 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	8966 8307 5329	✠100A1 ~~7,37~~12,36 1,38 ✠LMC CS12,36 DBS~~12,36~~1,38 ~~5,36~~1,38 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Bkn ~~Hul~~ Rot	*d*†	CL ~~12,36~~ 1,38	1929 1mo	R.Duncan &Co.Ld. PortGlasgow	UnitedMolasses Co.Ld.	475·0 P119'B34'F48' FK *CellDBuE*83' 331*tDTf*48'701*t FPT*219*t APT*434*t*	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20675 162317 GDBF	**Athelempress** TwinSc *OilEng.* ssBkn.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing*	8941 8316 5241	✠100A1 ~~7,37~~ ~~10,36~~12,37 ✠LMC CS12,34 CBS2,38 ~~10,36~~7,37 DBS2,38 ~~CBS10,36 7,37~~ *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Fal ~~Bkn~~Yka	*d*†	CL 10,36	1930 7mo	W.Hamilton&Co. (1928)Ld. PortGlasgow	UnitedMolasses Co.Ld.	475·0 491·6(O.L.) P119'B34'F48' FK *CellDBuE*83'315*t* *DTf*49'701*t FPT*219*t APT*434*t*	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20676 162327 GTPL	**Athelfoam** *OilEng.* ssFal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing*	6554 6014 3789	✠100A1 ~~6,37~~ ~~4,36~~ 3,38 ✠LMC CS5,35 DBS~~5,33~~3,38 ~~4,36~~6,37 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Fal Rot	*a*†	CL ~~1,34~~ 6,37	1931 6mo	Cammell Laird&Co.Ld. Birkenhead	UnitedMolasses Co.Ld.	426·1 P103'B34'F42' FK *Cell DBuE*73'322*t* *DTf*32'354*t FPT*184*t APT*188*t*	55·9	32·2	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.28¾"-59" 476NHP 2DB180lb N.E.MarineEng.CoLdNwc	32 ″ 3 s 5 ″ 9 26 ″ 9½	
20677 147359 GMFK	**Athelking** TwinSc *OilEng.* *Mchy.Aft* ssFal.No.2-33 D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	9557 8895 6019	✠100A1 10,37 ~~10,36~~ ✠NE11,34 ✠LMC11,34 DBS~~4,36~~8,37 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Fal Bkn	*e*†	CL 4,36	1926 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	UnitedMolasses Co.Ld.	474·9 492·5(O.L.) P114'B34'F52' FK *CellDBuE*48'266*tDTf*52'925*tFPT*264*tAPT*365*t*	64·4	36·5	Liverpool British 18*BHptCem* (10 *to U dk* 8 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	36 ″ 6 s 7 ″ 5½ 29 ″ 3¾	
20678 161143 GSKF	**Athelknight** TwinSc ssRot.No.1-33 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing* *Progressive Survey of oil tanks*	8940 8307 5224	✠100A1 3,38 ~~2,37~~ ~~11,37~~ ✠LMC CS4,35 2,37 DBS2,37 CBS2,37 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Rot ~~Hul~~ LAn	*d*†	CL ~~2,37~~ S11,37 PN 11,37	1930 3mo	R.Duncan &Co.Ld. PortGlasgow	UnitedMolasses Co.Ld.	475·0 P119'B34'F48' FK *CellDBuE*83'331*t* *DTf*48'701*t FPT*219*tAPT*434*t*	63·3	35·0	Liverpool British 16*BHptCem* (10 „ *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20679 161145 GSKD	**Athellaird** TwinSc ssFal.No.1-34 *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. GyC *Longitudinal framing* *Progressive Survey of oil tanks*	8999 8388 5313	✠100A1 7,37 ~~3,37~~ ✠LMC CS12,34 DBS3,37 3,37 *Carrying Molasses or Petroleum in bulk* Lloyd's *A&CP*	Rot Bkn	*d*†	CL 9,36	1930 3mo	Cammell Laird&Co.Ld, Birkenhead	UnitedMolasses Co.Ld.	475·3 492·6(O.L.) P118'B34'F48' FK *CellDBuE*80'339*t* *DTsf*44'712*t FPT*211*t APT*425*t*	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB180lb FD J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 9¼ 28 ″ 5½	
20680 142613 GZRQ	**Athelmere** (*ex*Realf-37, *ex*Athelbeach,*ex*Conia, *ex*WarRajput) ~~ssRot.No.3-3,31~~ 1*Dk*(*Stl*)2*trB*& *Web frames* D.F. ssBkn.No.3-5,37 *Longitudinal framing*	~~5562~~ ~~4701~~ ~~3582~~ 5566 4701 3409	✠100A1 ~~5,37~~ 9,3 2,38 ~~BS8,35~~ ✠LMC~~3,31~~ BS3,38 5,37 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 8,18 *F.P. above* 150° F. Lloyd's *A&CP*	Lon	*z*	CL ~~5,33~~ N5,37	1918 8mo	Armstrong Whitworth &Co.Ld. Newcastle	UnitedMolasses Co.Ld.	400·0 410·3(O.L.) P49'B121'F39' FK *CellDB*59'240*t* *Middleline Bulkhead not oil-tight*	52·4	28·4	London British 1[illegible]*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Hwthrn,Leslie&CoLdNwc	31 ″ 0 s 4 ″ 9¼ 26 ″ 5¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, et ce n'est dans le L. R. Durée Cert. Ref. Trade.
20681 149673 GNRQ	**Athelmonarch** TwinSc *ProgressiveSurvey of oil tanks* *OilEng.* D.F. GyC. ssRot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*) *Longitudinal framing* & *Web frames*	8995 8354 5350	✠100A1 ~~1,37~~ ~~12,36~~ 1,38 3,38 ✠LMC CS2,36 DBS~~2,36~~ 3,38 ~~2,36~~ 10,36 *Carrying Molasses or Petroleum in bulk*	NYk Bkn	*d*†	CL PN2,36 s10,36	1928 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE75'* 300t*DTf*48'701t	475·0 491·6(O.L.) P119'B34'F48 FK *FPT*219t *APT*434t	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB *180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20682 147356 GMCS	**Athelprince** TwinSc *OilEng.* ssBkn.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* D.F.	8782 8173 5144	✠100A1 ~~3,37~~ ~~10,36~~ 10,37 ✠LMC CS8,35 DBS~~10,36~~ 3,37 ~~3,36~~ 3,37 *Carrying Molasses or Petroleum in bulk*	Fal	*d*†	CL ~~SN8,34~~ ~~P8,35~~ P7,37 s10,3[illegible]	1926 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*80'323t*DTf*54'724t*FPT*186t*APT*304t	471·2 P116'B34'F48' FK	62·4	35·3	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB *180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 4 s 7 ″ 0¾ 28 ″ 7½	
20683 161137 GLNZ	**Athelprincess** TwinSc *OilEng.* ssBkn.No.1-34 D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	8882 8310 5259	✠100A1 9,37 ~~3,37~~ ✠LMC CS3,34 3,37 DBS3,37 CBS3,37 *Carrying Molasses or Petroleum in bulk*	Rot Hul	*d*†	CL ~~S3,37~~ P5,36 S8,37	1929 12mo	W Hamiltn &Co(1928)Ld Pt.Glasgow *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*83'278t *DTf*35'534t	475·0 P119'B34'F48' FK *FPT*219t *APT*249t	63·3	35·0	Liverpool British 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.C.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10¾ 28 ″ 4½	
20684 149660 GLJV	**Athelqueen** TwinSc *OilEng.* D.F. GyC. ssBkn.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	8780 8183 5145	✠100A1 ~~5,37~~ ~~5,36~~ ~~12,37~~ 3,38 ✠LMC CS11,35 DBS~~11,36~~ ~~5,37~~ 3,38 ~~11,36~~ ~~5,37~~ 3,38 *Carrying Molasses or Petroleum in bulk*	Bkn Rot	*d*†	CL ~~H,35~~ 3,38	1928 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*63'297t *DTf*54'724t	471·2 P116'B34'F48' FK *FPT*186t*APT*304t	62·4	35·3	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 4 s 7 ″ 0¾ 28 ″ 7	
20685 161142 GQWL	**Athelregent** TwinSc *OilEng.* ssFal.No.1-34 D.F. GyC. 2*Dks*(*Stl*)& *Webframes* *Mchy.Aft* *Longitudinal framing*	8881 8306 5231	✠100A1 ~~1,37~~ ~~3,37~~ 12,37 ✠LMC CS12,37 DBS12,37 12,37 *Carrying Molasses or Petroleum in bulk*	L.An ~~NOs~~ Bkn	*d*†	CL 9,36	1930 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*85' 711t	475·2 492·6(O.L.) P119'B34'F48' FK 319t*DTsf*44' *FPT*177t*APT*398t	63·2	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 11¾ 28 ″ 3¼	
20686 143355 MJQN	**Athelrill** (*ex*BenJee-33, *ex*JollyBasil) *Mchy.Aft* 1*Dk*	366 241 148					1919	N.V.v.d. Kuy& v.d.Ree Rotterdam	UnitedMolasses Co.Ld.	119·4 P39'B8'F17'	23·8	10·4	Georgetwn Dem. British *WB*	T.3Cy.9$\frac{7}{8}$",15$\frac{3}{4}$"&25$\frac{5}{8}$"-20" 29NHP N.V.v.d.Kuy&v.d.Ree, Rotterdam		C
20687 142729 GYRR	**Athelstane** (*ex*Hird-36, *ex*Athelfoam *ex*Caprella, *ex*War Ghurka) ssRot.No.3-3,31 ssBkn.No.1-36 D.F. 1*Dk*(*Stl*)2*trB*& *Web frames* *Longitudinal framing*	5571 4722 3397	✠100A1 10,37 ~~1,37~~ BS7,37 LMC6,36 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 12,18 *F.P. above* 150° F.	Bkn Fal	*z*	CL 5,36	1918 12mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE&B*59'218t*f*50'60t*FPT*100t*APT*83t	400·0 P49'B121'F39' FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 546NHP 3SB,*9cf*,GS187,HS8328 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 s 4 ″ 9 26 ″ 5¾	
20688 161128 GKBC	**Athelsultan** TwinSc *OilEng.* D.F. GyC. ssHul.No.1-34 E.S.D. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	8882 8310 5259	✠100A1 7,37 ~~1,37~~ ✠LMC CS3,34 DBS~~1,37~~ 12,37 ~~3,36~~ 12,37 *Carrying Molasses or Petroleum in bulk*	Bkn SFo	*d*†	CL ~~6,35~~ 12,37	1929 11mo	W.Hamilton&Co. (1928)Ld. PortGlasgow *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*83' 278t*DTf*35'534t	475·0 P119'B34'F48' FK *FPT*219t*APT*249t	63·3	35·0	Liverpool British 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20689 161116 MPNS	**Atheltarn** ssRot.No.2-37 ~~ssLon.No.1-34~~ *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* Wireless *Longitudinal framing* *Progressive Survey of oil tanks*	1179 859 568	✠100A1 12,37 ~~2,37~~ ~~BS2,37~~ ✠LMC~~2,34~~ 12,37 *Carrying Molasses or Petroleum in bulk*	Bkn Rot	*n*	CL ~~12,35~~ 12,37	1929 9mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	UnitedMolasses Co.Ld. *DTf*24'126t*FPT*31t*APT*63t	221·8 P70'B22'F37' FK *Trunk in well*	36·3	14·0	Liverpool British 12*BHptCem*	T.3Cy.17",28"&46"-30" (*s*) 180lb 203NHP 2SB,*6cf*,GS120,HS4200 Cammell Laird&CoLd.Bkn	14 ″ 0 s ″ 7½ 13 ″ 6½	
20690 161160 GJYQ	**Atheltemplar** TwinSc *OilEng.* E.S.D. ssRot.No.1-34 D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	8939 8316 5240	✠100A1 ~~6,37~~ ~~10,36~~ 4,38 ✠LMC CS2,35 4,38 DDBS4,38 CBS4,38 *Carrying Molasses or Petroleum in bulk*	Fal ~~Bkn~~	*d*†	CL ~~P3,34~~ ~~S9,35~~ 8,38	1930 6mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*83' 315t*DTf*44'701t	475·0 491·8(O.L.) P119'B34'F48' FK *FPT*219t*APT*434t	63·3	35·0	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4½	
20691 162387 MBDL	**Athelviking** (*ex*Java-33) TwinSc *OilEng.* ssBkn.No.2-8,37 ~~ssRot.No.2-34~~ D.F. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	8779 8173 5213	✠100A1 ~~8,37~~ ~~10,36~~ 3,38 ✠LMC CS~~10,34~~ DBS~~10,36~~ 8,37 ~~3,35~~ 3,38 8,37 *Carrying Molasses or Petroleum in bulk*	Fal Bkn 3,38	*d*†	CL ~~SN8,34~~ ~~P8,35~~ 8,37	1926 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*80'323t*DTf*54'724t*FPT*186t*APT*304t	471·2 P116'B34'F48' FK	62·4	35·3	Liverpool British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy 24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB-*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 4 s 7 ″ 0¾ 28 ″ 7	
20692 161118 GTDF	**Athelviscount** TwinSc ssBkn.No.2-37 *OilEng.* ~~ss.Fal.No.1-33~~ D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing* ~~*Progressive Survey of oil tanks*~~	8882 8310 5259	✠100A1 10,37 ~~12,36~~ 10,37 ✠LMC CS~~6,33~~ DBS~~4,36~~ 8,37 ~~4,36~~ 10,37 *Carrying Molasses or Petroleum in bulk*	Bkn	*d*†	CL ~~4,36~~ 10,37	1929 9mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's A&CP*	UnitedMolasses Co.Ld. *CellDBuE*83' 278t*DTf*35'534t	475·0 493·0(O.L.) P119'B34'F48' FK *FPT*219t*APT*249t	63·3	35·0	Liverpool British 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10¾ 28 ″ 4½	
20693 DJRV	**Athen** Ⓟ *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4450 3709 2608					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	DeutscheLevante LinieHamburg A.G.(Deutsche LevanteLinie G.m.b.H.*Mgrs.*)	401·8 P36'B&F354' *Upper*F36'	55·8	21·3	Hamburg German *WB*	Oil Engines 2S.C.SA. 12Cy.20½"-27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
20694 LCDV	**Athene** *OilEng.* ssOsl.No.2-35 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	4681 4020 2644	✠100A1 9,37 ~~12,36~~ DBS~~12,36~~ ✠LMC10,36 12,37 *Carrying Petroleum in bulk*	Rot	*w*	CL ~~9,35~~ 9,37	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	A/S Athene (JorgenBang) *CellD BuE*59'165t*DTf*30'430t,*FPT*185*APT*66t	345·6 P80'B26'F30' FK *Trunk* a112'*f*80'	53·5	27·8	Xiansand Norwegian 13*BHptCem* (9 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"-47¼" 580NHP 2DB*150lb* Aktieb.AtlasDiesel,Skm.	28 ″ 0	
20695 146330 GFDM	**Athenia** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern* 3*Dks*	13465 10209 8118					1923	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLineLd.	526·3 B&F427'	66·4	38·1	Glasgow *WB* British	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till ~~12,37~~ [illegible]

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20696 164995 GZJS	**Athenic** D.F. E.S.D. 1Dk CruiserStern	5351 4931 3246	✠100A1 ~~9,37~~ ~~1,37~~ 2,38 ✠LMC1,37	Hpl ~~Hul~~Yka	z	CL	1937 1mo Lloyd's A&CP	W.Gray.& Co.Ld. W Hartlepool	SirWalterH. Cockerline CellDB	413·3|57·0|27·0 P34'B259'F33' FK 360' 1207t FPT137t	Hull British 7BHCem APT192t	T.3Cy.23½",36½"&65"-45" 200lb (s) 400NHP 2SB(Spt)&1AuxSB,10cf, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 ″ 3 s 4 ″ 5¼ 25 ″ 0½	
20697 18 SZHK	**Athina** Ⓟ 2Dks&Spar dk	468 — 172					1893	J.McDowall&Barbour Piræus	Hadjiconstanti Bros.	162·0|23·6|14·0 F30'	Piræus Greek	T.3Cy.14",22"&37½"-30" 77NHP McDowall&Barbour,Pir.		
⁕ 20698 SVUH	**Athina Livanos** D.F. 1Dk&Shelter dk CruiserStern	4824 4379 2842	✠100A1 withfreeboard ~~4,37~~ ~~10,36~~ 11,37 ✠LMC10,36	Hpl ~~Hul~~	a†	CL 3,37	1936 10mo Lloyd's A&CP	W.Gray& Co.Ld. W Hartlepool Cell	S.G.Livanos DB365'1202tFPT	419·2|56·7|25·3 F36' FK 198tAPT200t (	Chios Greek 7BHCem Coll to Sh dk 6 „2nd„)	T.3Cy.22½",39"&65"-45" (s) 225lb GS146,HS7115 460NHP 2SB(FD)(Spt)&AuxSB9cf Cen.Mar.E.Wks. ~~HS7115~~ (W.Gray&Co.Ld.)W.Hpl.	27″10 s 3 ″ 0 25 ″ 1	
20699 463 SZHM	**Athinai** Ⓟ (exYt.Harvard,exWacouta,exEleanor) Wireless 2Dks	968 — 577					1894	.... Bath,Me.	HellenicCoast LinesCo.Ld.	220·0|32·0|17·5	Piræus Greek			
⁕ 20700 164625 GYTK	**Athlone Castle** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,4th dk except in Nos.4 &7holds,5th dk in Nos.3,5&6 holds Ref.Mchy. Sub.Sig. Cruiser Stern	25564 18722 15688	✠100A1 withfreeboard ~~6,37~~ ~~1,37~~ 12,37 ✠LMC5,36	Sou		CL	1936 5mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	TheUnion-Castle MailSteamshipCo. Ld. CellDB575'3021t	696·0|82·5|41·4 P228'B274'F107' joined by Shade dk FK Tanks between tun	London British 11BHptCem nels 49' 265t	Oil Engines 2S.C.DA 20Cy.26"-59$\frac{1}{16}$" 4650NHP 2DB100lb Harland&Wolff,Ld.Bel. FPT126tAPT424t	48 ″ 0 s 16 ″ 3 32 ″ 0¼	BT till ~~4,37~~ 1,38
20701 LJKN	**Athos** TwinSc OilEng. Mchy.Aft CruiserStern 2Dks CarryingPetroleum in bulk Longitudinal framing–bracketless system	8267 7677 4867					1937	Akt.Bur- meistr&Wain Copenhagen	Skibs."Athos" (Bernhard Hanssen,Mgr.)	~~455·0|61·0|35·0~~ 471·3|61·3|35·2	Flekkefjrd Norwegian WB	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP Akt.Burmeistr&Wain,Cpn		N
20702 FOAI	**Athos II.** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel GyC. 4Dks	15276 — 8947					1925	Akt.Ges. "Weser" Bremen	Soc.desServices Contractuels des MessageriesMaritimes	543·9|66·2|41·7 B312'F49'	Marseilles French WB	2 DR geared Steam Turbines Akt.Ges."Weser"Bremen		V
20703	**Atid** TwinSc (exLighterMabelViolet, OilEng. exVossfelde) 1Dk	509 431 305					1921	Vereinigte Elbe und Norderwerft Hamburg	AtidNavigationCo. Ld(BarnettBros.& BorchardLd. Mgrs)	165·5|26·4|11·5 P20' len34	Haifa Palestine WB	Oil Engines 4S.C.SA 12Cy.11"-16$\frac{9}{16}$" 141NHP Emade&fitted34 Fr.KruppGermaniawerft A.G.Kiel		G
20704 127 TCAL	**Atilla** (exHelena,exLudworth) ssSld.No.3-6,19 Well deck ssPla.No.2-28 1Dk(ptIrnptStl)&deep framing	1301 1000 783	✠ 12,32 ✠	Cpl	o		1907 4mo	BlythS.B. Co.Ld. Blyth	HamdiSelimoglu veSerikleri(Hamd Selimoglu,Mgr.) CellDBa65'uE&	234·7|34·5|15·1 Q122'B10'F24' FK B36'f96' 341t FPT	Istanbul Turkish 4BHCem 53tAPT75t	T.3Cy.19",31"&51"-36" 166NHP 1SB,3cf,GS61,HS2520 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3	I †
20705 5137 SHYA	**Atland** Turret deck 1Dk	5029 4228 2700					1910	W.Doxford &Sons,Ld. Sunderland	ÅngfaktiebTirfing (T.E.J.: son Brostrom,Mgr.)	388·9|52·4|26·1 P39'B67'H172t F43'	Gothenbrg Swedish WB	T.3Cy.26",42"&68"-48" 320NHP W.Doxford&Sons,Ld.Sld.		C
⁕ 20706 749 OHVD	**Atlanta** (exShahristan-34, exNinive, ssGls.No.3-12,33 exTurkistan) 2Dks(Stl) D.F. ssHfs.No.1-37	4595 — 2701	✠100A1 ~~5,37~~ 9,36 10,37 BS2,38 ✠LMC MS~~5,34~~10,37 ~~BS1,37~~ Fitted for oil fuel 4,23 F.P. above 150° F.	Hfs	x	CL ~~5,34~~ 5,37	1911 11mo Lloyd's A&CP	W.Gray& Co.Ld. W Hartlepool	RederiA/B Atlanta (B.Krogius,Mgr.) CellDBa119'uE23'f	373·0|50·0|27·4 P25'B120'F38' FK 162' 975t DTa34' 86	Helsingfrs Finnish 6BHCem 0tAPT36t	T.3Cy.28",46"&77"-48" (s) 180lb 616NHP 3SB,12pf,GS213,HS9469 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 5 ″ 7 24 ″ 7¾	
⁕ 20707 273 IBZC	— (exStellaPolare, exAtlanta) ssMfl.2ndNo.3-6,35 Ref.Mchy. 1Dk(Stl)&Spar dk D.F. (Stl-ptws)&deep framing	4404 4008 2720	✠100A1 Spar dk ~~5,37~~ ~~1,37~~1,38 BS5,37 ~~BS4,36~~ ✠LMC6,35 ✠Lloyd'sRMC~~10,36~~ ~~9,37~~ 4,38 Fitted for oil fuel 9,21 F.P. above 150° F.	Tri	y	CL ~~9,36~~ N5,37	1908 4mo Lloyd's A&CP	Russell& Co. PortGlasgow	"Italia"Soc.Anon. diNav. CellDBa126'u	399·5|49·8|18·4 P77'B108'F41' 26·3 FK E&B40'f170'1160t	Trieste Italian 6BHCem APT32t	T.3Cy.26",42"&70"-48" (s) 180lb 483NHP 3SB,9cf,GS165,HS7224 FD D.Rowan&Co.Glasgow	29 ″ 0 s4 ″ 11¾ 24 ″ 3	
20708 221380 KDSW	**Atlanta City** Fitted for oil fuel GyC. 2Dks	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Al	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350'	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc.Shaft FederalS.B.Co.Kearny,NJ		R
20709 EAOB	**Atlante** Ⓟ (exNew 3Mst Londoner) ssNwc.No.3-4,06 Well deck ssCdz.No.2-14 Mchy.Aft Wireless 2Dks(UStl-ws)	1446 948 793	✠ 7,19 ✠	Bcl	q		1894 4mo	Wigham Richrdsn&Co Newcastle	Cia.Trasmediterranea	270·0|33·6|15·6 P178'F60' BK9" WB=CellDB144'	Barcelona Spanish 5BHCem 160tDTf27t	T.3Cy.28$\frac{7}{8}$",46"&75"-42" 390NHP 3SB,12pf,GS156,HS6231 WighmRchardsn&CoNwc	18 ″ 2	
20710 149686 GSMD	**Atlantian** ssLiv.No.2-37 Ref.Mchy. ~~ssLiv.No.1-32~~ 3Dks(Stl)	6549 6024 4016	✠100A1 10,37 ~~3,36~~ BS2,38 ✠LMC MS~~4,32~~7,37 ~~BS1,37~~	Liv Mch	a†	CL 1,37	1928 8mo Lloyd's A&CP	CaledonS. B.&E.Co.Ld. Dundee	CharenteS.S.Co.Ld (T.&J.Harrison Mgrs.) CellDB343'1093t	414·6|54·6|33·8 431·3(O.L.) P41'B150'F40' FK DTa25' 387t FPT	Liverpool British 8BHCem 97tAPT28t	Q.4Cy.27",39",56"&80"-54" 215lb (s) 777NHP 4SB,12cf,GS247,HS11748FD CaledonSB.&E.Co.Ld.Dun	36 ″ 9 s 7 ″ 6½ 29 ″ 5¼	
20711 LCDU	**Atlantic** OilEng. Mchy. Aft 2Dks D.F. Carrying petroleum in bulk	7342 6772 4253					1925	Armstrong Whitworth &Co.Ld. Newcastle	A/RSeljan(Wilh. &PaulJebsen)	441·6|57·5|34·1 P379tH182t	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"-41¾" 582NHP Armstrong,Whitworth& Co.Ld.Nwc		C
20712 217709 WBCO	— (exWestCatanace) Fitted for oil fuel 2Dks	5524 5058 3455			...		1919	SouthWestern S.B.Co. SanPedro,Cal	ArgonautLineInc.	410·5|54·0|27·2 P43'B115'F47' FK	NewYork Utd. States WB	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks,LAn	29 ″ 9	R †
⁕ 20713 118804 GRSB	— ssHul.2ndNo.3-1,31 D.F. ssHul.No.1-36 1Dk(Irn)2trB&deep framing3Dk rule	3016 2812 1916	✠100A1 ~~2,37~~11,37 ✠LMC4,36 BS4,37	Hpl	u	CL ~~4,34~~ 11,37	1904 3mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	W.H.Cockerline& Co. WB=Cell	325·0|47·0|22·4 336·1(O.L.) P29'B88'F34' FK DBa&uE130'f136'	Hull British 5BHCem 726tAPT53t	T.3Cy.24",38"&64"-42" (s) 160lb ~~65lb~~ 270NHP 2SB,6pf,GS102,HS4128 Cen.Mar.Eng.Wrks.WHpl	24″10 s 4 ″ 2 20 ″10	
⁕ 20714 162405 GWSY	**Atlantic Coast** TwinSc OilEng. Mchy.Aft 1Dk&Shelter dk D.F. E.S.D. CruiserStern	890 687 475	✠100A1 withfreeboard 4,38 ~~3,37~~ ✠LMC7,34	Liv	o	OG 3,33	1934 7mo Lloyd's A&CP	H.Robb, Ld. Leith Inter CellD	CoastLines,Ld. mediateBH in hold B176'318tDTf12'5	231·6|35·2|11·8 F28' 36·9 241·8(O.L.) FK dispensed with Coll 8tFPT18tAPT24t	Liverpool British Cem BH to Sh dk 2 „ „ 2nd „	Oil Engines 2S.C.SA 10Cy.13$\frac{3}{8}$"-22$\frac{7}{16}$" 312NHP BritishAuxiliariesLd.Gls.	14 ″ 0 s ″ 2 13 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
20715 179038 KZEF	**Atlantic Gulf** Ⓟ (*ex*Southern Trader,*ex*Euzkadi, *Fitted for oil fuel* *ex*HelenC,*ex*LakeFaulk) *1Dk2trB*	2639 2243 1519			...		1919	American S.B.Co. Lorain,O	AtlanticGulf& PacificCo. of Manila	251·0 P25'B64'F23'	43·6	26·1 FK	Manila P.I. Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O	28 " 2	
20716 26857 JTTD	**Atlantic Maru** ssYka.No.1-37 ssKob.No.3-8,32 *2Dks(Stl)&Awng dk(Stl)*	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 10,37 ~~10,36~~ ~~BS12,36~~ ✠LMC6,33 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Nag Yka	*y* 10,37	OG ~~8,34~~ 9,37	1920 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	KokusaiKisenK.K. *CellDB327'1126t*	385·0 *FPT127tAPT94t*	51·0	36·0 FK *Collision*	Hashidate Japanese *ptCem* *BHtoAw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1Aux.SB,8cf, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s9 " 1½ 27 " 1	
20717 219840 KUMS	**Atlantic Sun** ssPhl.No.3-4,32 ssPhl.No.1-36 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing*	6735 6038 4146	✠100A1 ~~8,37 1,37~~ 2,38 DS2,38 ✠LMC MS2,36 ~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Phl	*b*†	CL ~~2,36~~ 2,38	1920 4mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B60'* 259t	429·3 P133'B36'F40' *FPT222tAPT57t*	59·2	31·4 FK (	Phildlphia Utd. States *17BHptCem* *13BHtoUdk* 4 ,, ,,*2nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 " 3 s6 " 10½ 26 " 7½	
20718 LOFG	**Atlantico** (*ex*Skramstad) Wireless *1Dk&Spardk*	1076 — 709					1904	Framnes Mek.Værks Sandefjord	SocAnonImportadorayExportadora delaPatagonia	231·7 H80*t*	35·2	20·5	Bns.Aires Argentine *WB*	T.3Cy.16½",27"&44"-33" 111NHP NylandsVærksted,Oslo		
20719 791 SVFV	**Atlanticos** (*ex*Maryland-35, *ex*WarNoble) ssBly.No.3-1,35 *2Dks(Stl)*	5446 4903 3367	✠100A1 3,38 ~~10,36~~ ~~BS1,36~~ ✠LMC1,35 ✠NE20refitted1,35 BS~~4,35~~3,38	Ams	*z*	CL ~~11,34~~ 2,38	1919 3mo	JCoughlan &Sons Vancouver, B.C. Lloyd's A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo. S.A. *Mgrs.*) *1Intermediate BH in fore hold dispensed with* *DB368'1274t FPT131t APT269t*	410·5 P44'B115'F47'	54·1	27·5 FK	Piræus Greek *ptCem* *6BH only*	T.3Cy.24",39½"&67"-48" (*s*) 190lb 510NHP 3SB,9cf,GS189,HS8008 FD N.E.MarineEng.CoLdNwc	29 " 9 s5 " 9½ 24 " 2	
20720 HRBL	**Atlantida** Ⓟ ssNOs.No.3-2,37 *2Dks(Stl)* (*Weather dk*–teak s)& *2 lower dks sparred for fruit cargo* *Ref.Mchy.*	*4191* 3565 2476	✠100A1 *withfreeboard* 3,37 ~~2,37~~ ✠LMC2,37 ✠Lloyd'sRMC ~~2,37 [illegible]~~ 2,38 for temp. 50° F. BS1,38 *Fitted for oil fuel* 5,24 *F.P. above* 150° F. *LowerDecks forFruit Cargoes*	NOs NYk	*w*	OG 3,35	1924 5mo	Workman, Clark&Co.Ld Belfast Lloyd's A&CP	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) *Intermediate bulkheads in fore &after holds dispensed with* *CellDBa93'uE20'f119'300t FPT78t APT52t*	350·6 F36'	50·3	29·5 FK	Ceiba Honduran *Cem* *4BHonly*	T.4Cy.27",44"&(2)54"-45" 200lb (*s*) 669NHP 4SB,16cf,HS10548 FD Wrkman,Clark&Co.Ld.Bel	31 " 6 s11 " 6 20 " 4	
✳ 20721 1666 IBPC	**Atlantide** (*ex*Antiope-34, *ex*Sommelsdijk, ssRot.2ndNo.3-8,30 *ex*EmpireTransport,ssAnt.No.1-34 *ex*Savannah) *2Dks(Stl)&deepframing* D.F. *&Shelter dk(Stl)*	6300 4626 3966	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~2,37~~ ✠LMC MS8,34 ~~BS12,35~~ 5,37	Rot Gen	*a*†	CL 3,35	1909 5mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	"Atlantide" Soc. per Imprese Marittime *CellDBa146'uE&B47' f169'1137t DTa36'870t APT38t*	422·0 410·0	52·0	27·6 FK	Genoa Italian *7BHCem*	T.3Cy.28",46"&77"-54" (*s*) 180lb ~~80lb~~ 563NHP 3SB,9cf,GS189,HS7925 FD Richardsons,Westgarth& Co.Ld.Sld.	39 " 0 s1 " 5½ 29 " 3	
20722 135497 GLTM	**Atlantis** Ⓟ (*ex*Andes) TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. *3Dks&1ptDk*	15135 10221 8529					1913	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27",(2)42"&(4)49"-51"&1L.P.Turbine Harland&Wolff,Ld.Bel		BT till ~~12,37~~ 12,38
✳ 20723 214459 WSCH	**Atlas** (*ex*Sunoil) ssNYk.No.3-8,27 ssNYk.No.2-36 ~~ssNYk.No.1-32~~ *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7058 6236 4368	✠100A1 ~~5,37 5,35~~ 4,38 BS4,38 ✠LMC8,36 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,16 *F.P.above* 150° F.	Gal ~~NYk~~Bal	*b*†	CL ~~6,34~~ 5,37	1916 10mo	W Cramp& SonsS&EBCo Philadelphia A&CP	Socony-Vacuum OilCo.Inc. *Cell DBuE&B61' 234t*	430·0 146·0(O.L.) P116'B36'F49' *FPT246tAPT49t*	58·2	33·3 FK	NewYork Utd. States *15BHptCem* (10 *to U dk* 5 ,, *2nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,9cf,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 " 4 s6 " 6 27 " 0½	
✳ 20724 667 SVCL	— (*ex*Irini-35,*ex* ssRot.2ndNo.3-2,33 ConradMohr) *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	4008 3699 2055	✠100A1 10.36 ~~BS2,36~~ ✠LMC2,33 *CarryingPetroleum in bulk* BS5,37	Pir	*w*	CL 2,36	1909 7mo	R.Craggs& Sons,Ld. Middlesbro' Lloyd's A&CP	Soc.Anon.Hellénique Maritime "Transpetrol" (A.Romano &A.H Behar,*Mgrs.*)	345·0 P97'B25'F44' *CellDBuE&B75'223t APT201t*	48·0	28·5 FK	Piræus Greek *12BHCem*	T.3Cy.25",41"&67"-45" (*s*) 180lb 326NHP 2SB,8cf,GS144,HS5014 N.E.MarineEngCoLd.Nwc	28 " 9 s 5 " 3½ 23 " 7	
20725 DOKG	— Sub.Sig. *Cruiser Stern* *2Dks*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19⅛"31½"&50⅝"-$35\frac{7}{16}$" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
20726 1337 IBBD	— *Fitted for oil fuel* *Carrying Oil in bulk* *1Dk&Spar dk*	2005 1740 1128					1898	Delaware RiverCo. Chester,Pa.	Soc.Armatrice Italiana	255·7	40·3	19·4	Genoa Italian	T.3Cy.21",34"&56"-42" 203NHP Delaware RiverCo.Chester		I
20727 PJBQ	— TwinSc (*ex*Pallas,*ex*Margarete,*ex*Düsseldorf) Wireless *1Dk*	1277 — 608					1922	Deutsche WerftA.G. Hamburg	West-Indische Scheepv.Maats.	242·4 B48'F57'	36·0	14·3	Curaçao Dutch *WB*	T.6Cy.11⅝",20"&32¼"-16¼" NE&B27 83NHP N.V.Boele'sScheepv.& Machf.,Bolnes		V
20728 OHXZ	— (*ex*Carlsten-35,*ex*Oder, *ex*CarboII,*ex*Bylgia) ssSkm.No.3-9,12 *1Dk(Stl)&deep framing*	1098 950 586	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	A.Andersson *CellDB a52'uE27' f94'296t APT40t*	232·2 P16'B61'F22'	34·0	14·4 FK	Mariehmn Finnish *4BHCem*	T.3Cy.16½",27"&44"-30" 118NHP NE&B*made98refitted*01 1SB,3rf,GS38,HS2035 NylandsVærksted,Oslo	16 " 9	V †
20729 26272 JAPD	**Atlas Maru** ssKob.No.3-7,31 ssKob.No.1-35 *1Dk(Stl)&Shelter dk(Stl)*	7347 6856 4481	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~9,36~~ ✠LMC ~~[illegible]~~ *Fitted for oil fuel* 8,23 *F.P. above* 150° F	Kob ~~Osa~~	*a*† ~~[illegible]~~	CL ~~10,35~~ 10,37 10,37	1920 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaShosen K.K. *CellDB358'1165t* *DTa28'1077t*	420·0 *F47'onShelter dk* *FPT108tAPT95t*	56·0	38·5 FK	Osaka Japanese *Cem* *6BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.~~28~~",47"&79"-51" (*s*) 200lb 28[illegible] 574NHP 3SB,9cf,GS192,HS7726 FD MitsubishiZosenKaisha,Ld	38 " 6 s10 " 4½ 28 " 4	
20730 LCHW	**Atle Jarl** *1Dk*	1173 1005 671					1919	Fredrkstad Mek.Værks. Fredrikstad	A/S DetNordenfjeldske Dampskibsselskab	230·5 P20'B62'F26'	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		N
20731 LDNL	**Atna** *CruiserStern* *1Dk*	1846 1635 1111					1930	Fredrkstad Mek.Værks Fredrikstad	D/S A/S Hedrum (OlufS.Knudsen, *Mgr.*)	265·1 P55*t*H89*t*	42·1	17·9	Xiansand Norwegian *WB*	T.3Cy.20¾"33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 20732 3959 SKTA	**Atos** (*ex*Uppland,*ex*Marie) *ss*Hbg.2ndNo.3-5,28 *ss*Osc.No,2-37 ~~*ss*Lkr.No.1-33~~ 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	2161 ~~2146~~ 1962 ~~1244~~ 1286	✠100A1 6,37 ~~6,35~~ ✠LMC6,37 ~~MS3,33~~ ~~BS9,36~~	Lkr Osc	*s*	OG 6,36	1902 1mo *Lloyd*'s*A&CP*	Helsingörs Jernsk&Msk Elsinore	Rederi A/B Atos (A.Börjesson) *Intermediate bulkhead in forward hold dispensed with* *Cell DBa & uE* 112'*f*120'578*tFPT* 58*tAPT*44*t*	291·6 Q20'B70'H120' FK F35'	42·6	19·1	Hlsngborg Swedish 4*BHCem*	T.3Cy.20¾",35"&57"-39" (*s*) 185lb 270NHP 3SB(Spt),6*rf*,GS113, HS4800 HelsingörsJernsk.&Mskb.	21 " 10 s 3 " 4¾ 18 " 7	
20733 131322 GRPX	**Atreus** Ⓟ D.F. 2*Dks*	6546 5558 4133					1911	Scotts'S.B. &E.Co.Ld. Greenock	ChinaMutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs*.)	443·5	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"-60" 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~9,37~~ 7,38
20734 11597 JATD	**Atsuta Maru** Ⓟ TwinSc *ss*Yka.2ndNo.3-9,32 D.F. *ss*Yka.No.1-37 2*Dks*(*Stl-U*teak s)*deep framing*&*Web frames Lower dk*(*Stl*)*in Nos*.1&3*holds*	7983 6748 4940	✠100A1 9,37 ~~9,36~~ BS~~9,36~~ 9,37 ✠LMC~~9,32~~ MS3,37	Yka	*d*†	CL ~~9,34~~ 9,37	1909 3mo *Lloyd*'s*A&CP*	MitsuBishi DDks&EWks Nagasaki	NipponYusen K.K. *WB=Cell DBa*139'*uE&B*85'*f*180'1609*t* ~~*DTa*26'561*t*~~*FPT*143*tAPT*48*t*	473·9 P61'B176'F54' FK	54·7	31·3	Tokio Japanese 7*BHCem*	T.6Cy.25",41½"&69"-48" (*s*) 200lb 973NHP 6SB,18*cf*,GS338,HS14276FD MitsuBishiD&E.Wks.Nag	34 " 6 s 8 " 1½ 27 " 1	
20735 14443 JTLH	— 1*Dk*	496 456 290					1911	Ono Seikichi Osaka	HeianKisenGoshi Kaisha	178·7	22·0	16·9	Fuchu Japanese	T.3Cy.11",19"&32"-22" 48NHP OnoSeikichi,Osaka		
20736 136700 MMFE	**Attendant** 1*Dk*	1016 781 500					1914	H.M.Dock-yard Chatham	HemsleyBell,Ld. (H.L.R.Bell,*Mgr*.)	200·0	34·2	15·2	London British *WB*	T.3Cy.13",20"&32"-24" 50NHP H.M.Dockyard,Chatham		
20737 135489 MDYZ	— TwinSc *ss*Bel.2ndNo.3-6,37 ~~*ss*LagosNo.3-2,27~~ 1*Dk*(*Stl*-teaks)	357 250 120	✠100A1 6,37 ~~8,33~~ ✠LMC6,37 ~~(*Reclassification contemplated*)~~	Lagos Bel	*e*	CL 4,37	1913 8mo *Lloyd*'s*A&CP*	Harland& Wolff,Ld. Glasgow	MaletSalvage Syndicate,Ld. *CellDBa*25'*f*47'42*tFPT*14*tAPT*22*t*	124·7 131·0(O.L.) B19'F18' 28·7 FK	27·2	10·8	Liverpool British 5*BHCem*	T.6Cy.10½",16½"&26"-18" 180lb (*s*) 91RHP 2SB,4*cf*,GS51,HS1812 Harland&Wolff,Ld.Gls.	11 " 6 s1 " 2½ 10 " 7½	
20738 DOAE	**Attika** D.F. Sub.Sig. 2*Dks*	2447 2232 1437					1923	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 P59'B24'F37'	46·1	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP A.G."Weser,"Bremen		G
20739 557 SVAF	**Attiki** Ⓟ (*ex*Arakaka,*ex*Grenada) *ss*Pir.3rdNo.3-11,25 1*Dk*(*Stl*)&*Spar dk* (*pt Stl*-teak s)&*deep framing*	2561 — 1534	✠ — 3,31 ✠	Pir	*s*		1896 1mo	A.Stephen &Sons Glasgow	HellenicCoast LinesCo.Ld. *CellDB a*72'*uE&B*40'*f*104'355*tAPT*18*t*	281·5 P29'B152'F30' 23·2 FK	39·0	14·7	Piræus Greek 4*BHCem*	T.3Cy.23",37"&62"-42" 345NHP 2SB(FD)&1AuxSB2,14 6*cf*,&2*pf*,GS120,HS5247 A.Stephen&Sons,Glasgow	25 " 6	
* 20740 LDOP	**Attila** *OilEng*. *ss*Osl.No.1-35 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7913 7269 4729	✠100A1 ~~6,37 8,36~~ 8,38 ✠LMC CS4,35 ~~DBS4,35 8,36~~ 4,38,36 *Carrying Petroleum in bulk* DBS6,37	HKg ~~BAE~~	*c*†	CL N4,36	1930 11mo *Lloyd*'s*A&CP*	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle	Skibs.A/S Varild (Alf.Jakhelln, *Mgr*.) *CellDBuE*59'214*tDTf*38'387*tFPT*134*tAPT*179*t*	461·0 P108'B29'F40' FK	59·8	33·9	Oslo Norwegian 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB150*lb* Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 " 7	
20741 401 IBEJ	**Attilio Deffenu** Ⓟ TwinSc *OilEng*. 2*Dks*4*trB*	3510 2078 2040					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	324·0	43·8	21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP CantOff.Savoia,Crnigliano		I
* 20742 EABV	**Atxeri-Mendi** *ss*Bbo.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3615 3020 2096	✠100A1 *Shelter dk with freeboard* 9,36 MS1,34 ✠LMC DBS9,36 MBS12,36	Bbo	*v*	CL 9,36	1921 3mo *Lloyd*'s*A&CP*	RopnerS.B. &RpgCo. (Stk)Ld. Stockton	Cia.Nav.Sota y Aznar(SirRamon ~~de laSota,*Mgrs*~~) *CellDBa*108'*uE*25'*f*147'784*tAPT*126*t*	340·2 FK *Collision*	48·7	22·4	Bilbao Spanish *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",40"&66"-45" (*s*) 180lb 100*lb* 358NHP 2SB,6*cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 " 10 s1 " 11¾ 23 " 0½	
* 20743 EAKO	**Atxuri-Mendi** *ss*Gls.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	*1597* *1329* *756*	✠100A1 *with freeboard* 7,37 ~~5,36~~ BS2,37 ✠LMC8,33	Bbo Hul	*r*	CL 5,36	1929 7mo *Lloyd*'s*A&CP*	W.Gray& Co.Ld. W Hartlepool	Cia.Nav.Sota y Aznar(~~SirRamon de laSota,*Mgrs*.~~) *CellDB*245'376*tAPT*40*t*	280·0 289·2(O.L.) FK	39·0	16·1	Bilbao Spanish 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.20½",33½"&55"-39" 180lb (*s*) 291NHP 2SB,6*cf*,GS105,HS4532 FD Cen.Mar.E.Wrks.LdWHpl	18 " 2 s " 4 18 " 0¾	
20744 103565	**Aube** (*ex*Rosemount,*ex*Aube, *ex*Rosemount) 3Mst 1*Dk*	1580 1495 989				...	1896	Wood, Skinner&Co. Newcastle	Sincennes McNaughtonTugs, Ld.	244·3 Q31'F34' FK	40·2	18·5	Montreal British *WB*	T.3Cy.20",34"&57"-39" 210NHP N.E.MarineEng.Co.Nwc.	21 " 4	
20745 VSBD	**Auby** (*ex*Rosario) TwinSc 1*Dk*	636 532 319					1908	Soc.Eser-cizioBacini Genoa	SarawakS.S.Co. Ld.	202·2	34·2	9·8	Kuching Sarawak *WB*	T.6Cy.9¼",16⅛"&25$\frac{3}{16}$"-13$\frac{13}{16}$" 47NHP Soc.EsercizioBacini,Genoa		V
20746 857 IBAC	**Auctoritas** (*ex*AnsaldoSavoia Primo) D.F. 1*Dk*	5228 4480 3259					1918	Cant.Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	386·3 P37'B113'F33'	51·7	27·8	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{7}{10}$"-39⅗" 305NHP Cant.Nav.Riuniti,Ancona		CI
20747 LCHX	**Aud**, (*ex*Frances) *Now "Hester," see No. 38490 in Supplement* 1*Dk*	1147 998 687					1907	Laxevaags Msk.&Jrnsk. Bergen	AugustKjerland &Co.A/S	228·4 P15*t*H56*tF*29*t*	36·2	15·9	Bergen Norwegian *WB*	T.3Cy.16$\frac{15}{16}$",27"&44"-30" 106NHP LaxevaagsMsk.&Jrns.Bgn		N
20748 1720 IKLQ	**Audace** (*ex*Royal) Sub.Sig. 1*Dk*&*Spar dk*	1459 — 889					1892	Akt.Ges. "Neptun" Rostock	IgnazioMessina &C.	240·5 P&B188'F26'	36·1	19·8	Genoa Italian *WB*	T.3Cy.16⅛",25⅝"&41¾"-31½" 98NHP A.G."Neptun,"Rostock		I
20749 149387 MMJK	**Audacieux** (*ex*Victrix-36, *ex*Migrant) TwinSc *ss*Msl.No.2-36 Wireless AnnualSurveyMsl.2,37 (*Yacht*) *OilEng*. 1*Dk*(*Teak*) *Now "Migrante," see No. 39235 in Supplement*	348 235 201	✠100A1 2,37 ✠LMC12,35	Msl		CL 5,36	1927 11mo *Lloyd*'s*A&CP*	ClydeS.B. &Eng.Co.Ld. Port Glasgow	F.G.T.Dawson *DTa*8'5*tFPT*3*tAPT*16*t*	128·0 B57'F24' BK7½"	24·2	11·3	Greenock British 5*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 12Cy.10$\frac{13}{16}$"-16$\frac{9}{16}$" 136NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
* 20750 148704 MNLF	**Audacity** *ss*Lon.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	589 444 242	✠100A1 3,36 BS9,36 ✠LMC5,34 *Carrying Petroleum in bulk*	Mch	*h*	CL 8,36	1925 11mo *Lloyd*'s*A&CP*	G.Brown &Co.Ld. Greenock	F.T.Everard& Sons,Ld. *DTf*11'32*tFPT*36*tAPT*29*t*	172·8 Q64'F26' FK	26·7	12·7	London British 8*BHptAsp*	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2064 W.Beardmore&Co.Ld. Coatbridge	12 " 6 s1 " 0¼ 11 " 7¼	
20751 147260 GKMJ	**Auditor** *ss*Mch.No.3-8,37 ~~*ss*Bkn.No.2-33~~ 2*Dks*(*Stl*)	5444 5101 3427	✠100A1 8,37 ~~2,36~~ ✠LMC MS~~5,33~~ 8,37 BS4,37	Bkn Mch	*z*	CL ~~2,35~~ N8,37	1924 6mo *Lloyd*'s*A&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs*.) *CellDB*351'1118*tDTa*31'850*tFPT*52*tAPT*22*t*	410·0 424·2(O.L.) P37'B138'F52' FK	52·3	30·6	Liverpool British 8*BHCem* 1 „ *to 2nd dk*	T.3Cy.24½",42½"&72"-54"(*s*) 215lb HS9339 538NHP 2DB&1SB,15*cf*,GS281, Dunsmuir&JacksonLdGls.	32 " 11 s 6 " 2¾ 27 " 0¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Refr.Trade
20752 LCHY	**Audun** 1*Dk*	1304 1134 742					1925	Stavanger Stöberi&Dok Stavanger	D/S A/S Audun (Bertrand Marcussen)	242·8|37·3|16·0 P51*t*H64*t*	Askeröy Norwegian *WB*	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok		N
20753 DOEM	**Augsburg** (*ex*NorthwesternMiller) *ss*Qns.No.3-3,27 *ss*Bmn.No.2-35 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Tonnage opening closed*1919 3*trB inNo*.1*hold*	6512 1737 4095	✠100A1 *Shelter dk* *withfreeboard* ~~12,37 1,36~~ ✠LMC MS6,35 BS~~7,36~~6,37	Bal ~~Bmn~~ Ham	*a*†	CL 3,36	1915 3mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP* *Cell DBa*146'	Norddeutscher Lloyd *uE*33'*f*172'1230*t D*	419·8|53·4|36·1 F34'*onShelter dk* FK *Ta*35'955*tFPT*110*t*	Bremen German 7*BHCem* *APT*125*t*	T.3Cy.29",49"&80"-54" (*s*) 180lb 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 0 s 11 ″ 0½ 28 ″ 3	
20754 LDGK	**August** (*ex*YorkCounty,*ex*August) 2*Dks*	5254 4912 3246					1911	W.Gray& Co.Ld. WHartlepool	A/S D/SMathilda (J.Christensen, *Mgr.*)	410·0|54·0|28·9 P36'B254'F43'	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
20755 DCIO	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 314 197					1936	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7|26·7|10·5 P78'F16'	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.14⅝"-19$\frac{11}{16}$" 121NHP Fr.KruppGermaniawftAG		G -
20756 DCHC	**August Blume** *Mchy.Aft* 1*Dk*	744 618 408					1922	C.Pape G.m.b.H. Bodenwerder	AugustBlume (R.Bornhofen, *Mgr.*)	192·6|27·9|13·2 len27	Rendsbrg German *WB*	T3Cy16$\frac{3}{16}$"27$\frac{3}{16}$"&41⅝"-19$\frac{11}{16}$" *Emade*92,*refitted*23 75NHP F.Schichau,Elbing		G
20757 DJSW	**August Bolten** D.F. 1*Dk* *CruiserStern*	3665 — 2078					1936	Neptun- werftRostock G.m.b.H. Rostock	Aug.BoltenWm. Miller'sNachf.	363·1|51·7|22·1 P238'F27'	Hamburg German *WB*	T.3Cy.20⅛",33⅞"&54$\frac{1}{16}$"- 35$\frac{7}{16}$" & exhaust turbine HS4090 328NHP NeptunwerftRostock G.m.b.H.,Rostock		G
20758 DMAD	**August Cords** *Mchy.Aft* 1*Dk*	900 772 497					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords.	231·3|33·8|12·0 P&B177'F25'	Rostock German *WB*	T.3Cy.14⅝",24$\frac{3}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
20759 DHBP	**August Leonhardt** (*ex*Johanna Blumberg) Sub.Sig. 1*Dk&Shelter dk*	2593 2331 1526					1922	Stettiner Oderwerke Stettin	Leonhardt&Blum- berg	329·0|46·1|18·7	Hamburg German *WB*	T.3Cy.22½",35¾"&57⅛"-39⅜" 210NHP StettinerOderwerke		G
20760 DNAH	**August Schultze** Sub.Sig. 2*Dks*	2452 2144 1505					1921	Nordd. WrftG.m.b.H Weser- münde-G.	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	278·4|40·4|23·7 P31'B79'F36'	Oldenburg German *WB*	T 3Cy.22⅝",37"&57$\frac{1}{16}$"-35⅝" &LPTurbine 254NHP BremerVulkan,Vegesack		G
20761 DHBQ	**August Thyssen** Sub.Sig. 1*Dk*	2342 1953 1318					1923	Flensburgr Schiffsb.Ges. Flensburg	Seereed "Frigga" A.G.	297·0|42·6|19·1 P30'B67'F28'	Hamburg German *WB*	T.3Cy.18$\frac{11}{16}$",31½"&54"-36" *Emade*18,*fitted*23 175NHP VulcanIrnWks,JerseyCity		G
20762 215870	**August Ziesing** *ss*Clv.No.3-37 ~~*ss*Clv.No.2-30~~ GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	7969 7916 6143	✠100A- ~~4,37 11,35~~ 8,37 ✠LMC 3,37 ~~MS6,31~~ ~~BS11,30~~ *For Service on the Great Lakes*	Clv Cgo			1918 4mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B*63' *f&inside tanks*	580·0|60·0|27·9 F54' FK 467'6510*t FPT*280*t*	D'luthMin. Utd.States 4*BH* *APT*60*t*	T.3Cy.24½",40"&65"-42"(*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEngWks.Ecorse	32 ″ 0 s10 ″ 8½ 21 ″ 6½	
20763 1267 IBED	**Augusta** (*ex*Durham) *ss*Gen.2ndNo.3-3,31 *ss*Gen.No.1-35 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& D.F. *Shelter dk*(*Stl*)	5702 5220 3484	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~3,37~~ ✠LMC MS3,35 BS~~12,36~~ 12,37 ✠Lloyd'sRMC~~12,36~~ ~~6,37~~ 12,37	Gen	*a*†	CL ~~4,36~~ 9,37	1904 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	A.Zanchi *CellDBa*100'*u*	420·7|54·0|28·6 FK *E*30'*f*195'911*tFPT*	Genoa Italian 7*BHCem* 139*tAPT*15*t*	T.3Cy.28⅝",47"&78"-54" (*s*) 180lb ~~180lb~~ 518NHP 3SB,*9cf*,GS183,HS6759 FD N.E.MarineEngCoLd Nwc	31 ″ 9 s 5 ″ 0 27 ″ 0	
20764 LCHZ	**Augusta L.** (*ex*LieutenantRobert Mory,*ex*EdithCavell,*ex*Tropeiro) *Well deck* 1*Dk&deep framing*	1266 1037 672			...		1908	Dundee S.B.Co.Ld. Dundee	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	235·3|37·1|14·4 Q74'B70'F31' FK	Trondheim Norwegian *WB*	T.3Cy.17",28"&46"-30" 141NHP N.E.MarineEng.CoLd.Sld.	15 ″ 6	N †
20765 TTZE	**Augustin Le Borgne** (*ex*Rensfjell) 1*Dk*	1128 967 669					1918	Akers Mek.Værks. Oslo	Cie.C.LeBorgne	225·2|36·3|15·7 P18'B56'F24'	Rouen French *WB*	T.3Cy.17",29"&47"-33" 150NHP AkersMek.Værks.Oslo		V
20766 POWA	**Augustina** TwinSc *OilEng.* *Mchy.Aft* *ss*Bat.No.2-35 E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3110 2277 1626	✠100A1 8,37 ~~1,37~~ ✠LMC CS9,35 DBS1,37 ~~12,34~~ 4,36 *Carrying Petroleum in bulk*	Sab Sba		CL 4,36	1927 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *Cell*	305·1|50·2|19·3 P86'F46' *Trunk dk*173' FK *DBuE*53'104*tFPT*	TheHague Dutch 12*BHptCem* 72*tAPT*59*t*	Oil Engines 4S.C.SA 12Cy.18⅞"-35$\frac{7}{16}$" 379NHP DB*150lb* Hwthrn,Leslie&C.Ld.Nwc	19 ″ 3 s 1 ″ 9½ 17 ″ 7½	
20767 EEBI	**Augusto** Steel&Iron (*ex*JaimeD'Urgell, *ss*Got.2ndNo.3-5,09 *ex*Norden) 1*Dk*2*trB* *Well deck* *Floors,Beams&Keels onIrn*	685 — 334	✠ 6,14	Got	*j*		1885 9mo	Boolds, Sharer&Co. Sunderland	VicenteBlay Navarro *D*	171·4|25·9|14·8 P118'H34*t*F21' BK7½" *Ba*37'*f*24'75*t FPT*	Valencia Spanish 4*BHCem* 30*tAPT*25*t*	C.2Cy.27"&50"-36" NDB00 122NHP 1SB,*3pf*,GS49,HS2090 Carr&Co.(Ld.)Sld.	15 ″ 3	
20768 1485 IBFD	**Augustus** Ⓟ QuadSc *OilEng.* GyC. *ss*Gen.No.2-36 *Ref.Mchy.* 4*Dks*(*Stl-Weather dk teaks*) D.F. 5*th*&6*thDks*(*Stl*)*in holds* 7*thDk*(*Stl*)*inNo*.1*hold*	30418 19447 17970	✠100A1 *withfreeboard* ~~6,37~~ ~~3,37~~ ~~2,37~~ 4,38 ✠LMC CS11,36 DBS12,37 7,35 ✠Lloyd'sRMC~~1,37~~ ~~6,37~~ 11,37 3,38	Gen	*s*†	CL ~~7,36~~ S&N 9,37 Sf7,36 Pd7,36 P/12,37	1927 11mo *Lloyd*	Soc.Anon. Ansaldo Cant.Nav. SestriPonnte '*sA&CP*	"Italia" Soc.Anon.diNav. *CellDB*	710·9|82·8|46·5 666·3 FK B404'F66' 579'4514*t DTa*213*t*	Genoa Italian 11*BHptCem* *DTsf*714*tF*	Oil Engines 2S.C.DA 24Cy.27$\frac{9}{16}$"-47¼" 6368NHP 2DB*170lb* Cant.OfficineSavoia,Genoa *PT*200*tAPT*218*t*	51 ″ 6 s 21 ″ 6½ 30 ″ 2½	
20769 200883	**Augustus B. Wolvin** *Mchy.Aft* GyC. D.F. 1*Dk*	6585 — 5811					1904	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0|56·0|32·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"- 42" 282NHP AmericanS.B.Co.Clv.O.		R
20770 LCDW	**Augvald** (*ex*Torrey) *Fitted for oil fuel* 1*Dk&Shelter dk* *Cruiser Stern* *Longitudinal framing*	4811 4403 2859			...		1920	AM'Millan &Son,Ld. Dumbarton	SkibsA/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	400·4|52·6|25·7 FK	Haugesnd Norwegian *WB*	T.3Cy.27",44"&73"-48" 444NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 3	N †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20771 145126 MKLC	**Auk** *ss*Lon.No.1-37 *ss*Lon.No.3-2,33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	1338 985 612	✠100A1 *Shelter dk withfreeboard* 11,37 ~~10,35~~ ~~BS6,36~~ ✠LMC~~2,36~~ 11,37 *Fitted for oil fuel* 7,24 *F.P. above* 150° F.	Lon	*p*	CL ~~10,35~~ N10,37	1921 1mo	Bow,Mc-Lachlan&Co.Ld. Paisley *Lloyd's A&CP*	GeneralStm.Nav.Co.Ld. *CellDBf*161'255t	250·1|37·1|14·0 FK *FPT*20t*APT*18t	London British 4*BHCem* (2 „ *toSh dk* 2 „ *2nd* „)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5½	
20772 LDOE	**Aun** D.F. 1*Dk*	1908 1680 1137					1930	Smith's DockCo.Ld. Middlesbro'	A/S FinnJohnsens Rederi(Finn Johnsen,*Mgr.*)	270·6|43·0|18·6 P58*t*H79*t*	Bergen Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Smith'sDockCo.Ld.Mdb.		N
20773 OHHO	**Aune H.** (*ex*Graafjeld-33,*ex*Ruth, *ex*Mizar) 1*Dk*	1988 1859 1200					1905	Bonn& Mees Rotterdam	Laiva O/YRahtaus (W.Hacklin, *Mgr.*)	282·0|40·2|19·5 F28*t*H82*t*	Björnebrg Finnish	T.3Cy.21",35"&57"-39" 202NHP Maats. deSchelde,Flushing		N
20774 133591 VWCR To be Broken up	**Aungban** 3Mst *ss*Cal.No.3-5,29 *Mchy.Aft* *ss*Cal.No.1-32 ~~D.F.~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5125 4778 3006	✠~~100A1~~ 10,36 ~~BS10,36~~ ✠~~LMC~~ [illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel* 2 17 *F.P. above* 150° F.	Cal	*x*	CL N11,35	1917 2mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BurmahOilCo.Ld. *CellDBuB*36'55t *DTf*39'282t	350·4|50·1|34·5 F52' FK *FPT*238t*APT*66t	Rangoon British 15*BHptCem* (10 „ *toU dk* &5 „ „*2nd* „)	T.3Cy.25",41"&67"-45" (*r*) 180lb 446NHP 2SB(Spt)&1AuxSB,*8cf*, HS6812 FD Palmers'CoLd.Newcastle	34 ″ 6 ~~s 7 ″ 2½~~ ~~27 ″ 5½~~	
20775 TSHZ	**Aunis** TwinSc 1*Dk*	439 421 199					1899	DelaBrosse &Fouché Nantes	Soc.deNav.Côtiere (EugèneHuret, *Mgr.*)	165·6|24·4|12·6 Q28'H47'RFD28'	Rouen French *WB*	O.4Cy.17¾"&29 15/16"-16½" NB17 61NHP DelaBrosse&Fouché,Nts		V
⁎ 20776 OHHU	**Aura** (*ex*Tenbury-33, *ex*Löwenburg) *ss*Shl.2ndNo.3-12,31 *ss*Rot.No.1-36 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* D.F.	4763 — 2919	✠100A1 *Spar dk* 7,37 6,36 ~~6,36~~ ✠LMC MS6,36 ~~BS3,37~~ 3,38	Rot Hfs	*y*	CL 6,36	1907 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Rederi A/B Atlanta (A.Krogius,*Mgr.*) *CellDBa*128'*uE*	398·2|54·1|20·9 25·4 P48'B116'F48 FK 22'*f*180'1082*t FPT*	Helsingfrs Finnish 6*BHCem* 65*t APT*45*t*	T.3Cy.25",42½"&70"-48" (*r*) 180lb 403NHP 2SB,*6cf*,GS121,HS5356 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 10 s 5″10¾ 22 ″ 2¾	
20777 OHHS	**—** (*ex*Mary-33,*ex*Grovehill) 1*Dk*	1912 1686 1129					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LaivaO/Y Ansio (O/Y Meritoimi, *Mgrs.*)	278·3|40·4|17·9 P29'B66'H78*t*F27'	Åbo Finnish *WB*	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
⁎ 20778 147277 GFLY	**Aurania** Ⓟ TwinSc *ss*Liv.No.3-2,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rdDk*(*Stl*) *in holds except in Nos.* 4 & 5 *Ref.Mchy* E.S.D. D.F. Sub.Sig. GyC.	13984 10732 8473	✠100A1 *Shelter dk withfreeboard* 4,38 ~~2,37~~ BS4,38 ~~BS2,36~~ ✠LMC1,36 Lloyd'sRMC~~2,37~~~~9,37~~ 4,38 No. 5 after chamber & No. 6 hold for temp. 35° F. No. 5 port & starboard chambers for temp. 18° F. *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Liv	*h*†	CL ~~P6,34~~ S3,36 P3,38	1924 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	CunardWhite Star,Ld. *Cell DB*450'1788*tDT f*51'1456*t Tanks in way of tunnels* 382*tFPT*106*tAPT*57*t*	519·7|65·3|39·2 B&F*onShltr dk*425' *Prom.dk*266' FK	Liverpool British *ptCem* 10*BHto Shelter dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*r*) 220lb 1663NHP 2D&2SB,*24cf*,HS19944 FD WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 s 11″10¾ 31 ″ 6¾	BT till 2,38
20779 3451 SDGO	**—** (*ex*Jokkmokk, *ex*Eva) *ss*Hbg.3rdNo.3-5,27 *ss*Hbg.No.2-36 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1320 1011 933	✠100A- 5,37 ~~5,36~~ ✠NB3,14 ✠LMC BS~~1,36~~5,37 MS5,36	Hbg	*o*	OG 5,35	1889 7mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Urania(A.R. Råwall,*Mgr.*) *CellDB*192'422*t FPT*65*t APT*18*t*	242·0|34·9|14·9 250·6(O.L.) P29'Q59'B48'F33' BK8"	Råå Swedish 4*BHptAsp&ptCem*	T.3Cy.18½",30"&49"-33" (*s*) 160lb *85lb* NDB07 128NHP 1SB,*3pf*,GS54,HS1760 NE.MarineEng.Co.Ld.Sld.	17 ″ 6 s 1 ″ 5¼ 16 ″ 9	
20780 1187 IBHD	**Aureola** (*ex*Nafta,*ex*Haliotis) 3Mst *ss*Sng.No.3-10,10 *Mchy.Aft* *ss*H.Kg.No.2-18 1*Dk*(*Stl*)&*Webframes* *CarryingPetroleum in bulk* *Fitted for oil fuel*	1833 1320 1130	✠ 9,22 ✠	HKg	*p*		1898 8mo	Armstrong &Co Ld. Newcastle	NaftaSoc.Italiana pelPetrolio ed Affini	248·6|40·2|19·3 242·0 17·3 P35'F37' FK *FPT*101*t*	Genoa Italian 10*BHCem* *APT*39*t*	O.2Cy.30"&63"-39" NDB01 217NHP 2SB,*6pf*,GS123,HS3734 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 4	
⁎ 20781 153734 MLLG	**Auretta** D.F. 1*Dk*&*Shelter dk* Sub.Sig. *CruiserStern*	4564 4245 2766	✠100A1 *withfreeboard* 10,37 ~~2,37~~ ✠LMC9,35	Cff	*z*	CL ~~2,37~~ 10,37	1935 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB*349'1283*t*	412·0|56·0|25·1 424·0(O.L.) F40' FK *FPT*109*tAPT*159*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.21",33"&62"-42" & exhaust turbine driving steam compressor 333NHP 220lb *220lb* (*s*) FD 2SB(Spt),*6cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 ″ 7 s2″10½ 24 ″ 11½	
20782 FNLN	**Aurigny** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9589 — 6028	✠Lloyd'sRMC~~2,37~~ [illegible] 2,38 No. 5 hold & 'tween dks. for temp. 32° F.				1918	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	481·6|58·2|27·2 B262'F56'	Havre French *WB*	T.6Cy.25⅜",42½"&70"-48" 689NHP F.&C.delaMédit.Msl.		V
20783 FNND	**Aurillac** *Well deck* 1*Dk*	4248 — 2526			...		1921	W.Pickersgill&Sons,Ld Sunderland	Cie.Delmas Vieljeux	364·3|52·8|24·3 P18'Q128'B68'F28' FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
⁎ 20784 164463 GYDJ	**Auris** *OilEng.* E.S.D. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8030 7243 4783	✠100A1 ~~6,37~~5,36 1,38 DBS6,37 ✠LMC5,35 *Carrying Petroleum in bulk*	Rot ~~Bkn~~ Ams	*c*†	CL	1935 5mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'161*t*	465·2|59·4|33·9 P93'B47'F48' FK	London British 15*BH* *DTf*25'272*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅓" 502NHP DB*180lb* N.V.Werkspoor,Ams. *FPT*139*tAPT*85*t*	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
⁎ 20785 219954 KERX	**Aurora** (*ex*MillerCounty) *OilEng.* *ss*Phl.No.3-11,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7050 3269 4339	100A1 6,37 ~~8,36~~ ✠NE23 ✠LMC CS10,35 DBS~~8,36~~6,37 10,35 *Carrying Petroleum in bulk*	Bal NYk	*b*†	CL ~~11,34~~ 6,37	1920	Baltimore D.D.&S.B.Co. Baltimore, Md.	Socony-Vacuum OilCo.Inc. *CellDBuE & B*54'548*t DTf*40'456*t FPT*232*tAPT*102*t*	431·0|59·2|33·3 P105'B36'F38' FK	NewYork Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" 640NHP DB*200lb* SunS.B.&D.D.Co.ChestrPa	33 ″ 4	
⁎ 20786 PCWG	**—** *ss*Ams.No.3-4,32 *ss*Ams.No.1-36 1*Dk*(*Stl*)*ptAwng dk*(*Stl*) &*2nd dk*(*Stl*)*in aft hold*	1695 1135 1019	✠100A1 *pt Awng dk withfreeboard* ~~2,37~~~~1,37~~3,38 ✠LMC8,36 BS4,38 ~~BS6,37~~ *Fitted for oil fuel* 2,20 *F.P above* 150° F.	Ams	*p*	CL ~~7,36~~ 3,38	1920 2mo	Rotterdam Droogd.Maat Rotterdam A&CP	Koninkl.Nederl. Stoomb.Maats. *CellDB*205'349*t FPT*30*t APT*43*t*	245·2|37·3|15·8 Q83' *ptAwng dk*163' FK	Amstrdam Dutch 4*BHCem*	T.3Cy.17½",28"&47"-36" (*s*) 180lb 175NHP 2SB(Spt),*4cf*,GS75, HS2514 FD RotterdamDroogd. Maats.Rot.	17″10 s 7 ″ 8 17 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, et ce n'est dans le L.R. Durée Cert. Ref. Trade.
20787 56 IKNA	**Aurora** (*ex*Rondo) *ss*Nap.2ndNo.3–12,14 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	1224 873 709	✠ 3,20 ✠NB7,05✠	Nap	*n*		1889 10mo	T.&W. Smith N.Shields	A.Lauro	225·2 Q75'B104'F28' BK8" *WB=DBa*59'*f* 90'	32·6	15·7	Torre del Greco Italian 4*BHCem* 272*tAPT*40*t*	T.3Cy.16½",27"&44"–33" 112NHP 1SB,3*pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl.	16 ″ 8	I †
20788 EEBM	— Iron (*ex*Parayas,*ex*Dione) *ss*Sld.No.2–78 1*Dk*	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	Cia.Nav.Vapor "Aurora"(José& Juan deGoyoaga)	191·8 Q20*t*B13*t* *WB=DBa*28'*f*45'	27·6	13·7	Bilbao Spanish 4*BHCem*	C.2Cy.28½"&53"–33" NE&B79 134NHP Blair&Co.Ld.Stockton	17 ″ 9	
20789 PUNK	— *ss*Mob.No.3–11,33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless	*423* *369* *227*	✠100A1 4,36 ✠LMC BS5,37 MS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,21 *F.P. above* 150° F.	Rio	*f*	CL ~~3,36~~ 7,37	1921 10mo *Lloyd's*A&CP	I.J.Abdela &Mitchell,Ld Queensferry	Cia.deNavegacão Shell-Mex do Brasil	140·5 F16' FK	27·6	10·9	R.Janeiro Brazilian 9*BHCem* *APT*15*t*	C.2Cy.15½"&32"–24" (*s*) 130lb 59NHP 1SB,2*cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s1 ″ 6 10 ″ 8	
20790 66 YLCC	**Auseklis** (*ex*Hochland) 1*Dk*	1309 1120 720					1914	Nevsky-Werft Leningrad	LatvianS.S.Co. "Austra"Ld. (M.Kalnins,*Mgr.*)	225·9 P109'B12'F39'	36·0	17·0	Riga Latvian *WB*	T3Cy.16½",26½"&42 5/16"–30 5/16" 102NHP Nevsky-Werft,Leningrad		G
20791 112 YLBK	**Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, *ex*Lewisport) 1*Dk*&*deep framing*	1905 1716 1190			...		1903	CaledonSB &E.Co.Ld. Dundee	Kugniecibas Sabiedriba"Gaida" (A.Behrsin,*Mgr.*)	279·2 P25'B68'F27' FK	41·0	18·1	Riga Latvian *WB*	T.3Cy.20",33"&54"–36" 191NHP CaledonS.B.&E.CoLd.Dun	20 ″ 7	G †
20792 113 YLBM	— (*ex*Moria, *ss*Hbg.2ndNo.3–11,14 *ex*Amphitrite, *ss*Got.No.2–23 *ex*Eastgate) *Well deck* 1*Dk*(*Stl*)2*trB*	1791 1428 1121	✠ 5,28 ✠	Skm	*q*		1889 5mo	T.Turnbull &Son Whitby	"Jura"Shipping Co.Ld.(Fr. Karklins,*Mgr.*)	259·0 P28'Q60'B112' F32' FK *CellDBa*72'*f* 104'	31·1	16·8	Ventspils Latvian 4*BHCem* &*uE*20'340*t*	T.3Cy.20",33"&54"–36" NDB11 170NHP 2SB,4*cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
20793 145970 GJBZ	**Ausonia** Ⓟ TwinSc *ss*Bkn.No.1–38 *ss*Lon.No.3–2,34 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*–ws)3*rd dk*(*Stl*)*in holds*, Sub.Sig. E.S.D. *exceptNos.*4&5 D.F. GyC.	13912 10696 8527	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~2,37~~ 3,38 BS5 ~~BS2,36~~ ✠LMC~~3,35~~5,37 Lloyd'sRMC~~9,36~~5,37 12,37 E & No. 6 hold chambers for temp. 32° F. *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Lon Bkn	*h*†	CL ~~P2,35~~ ~~SN2,35~~ 3,38	1921 12mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	CunardWhite Star,Ld. *CellDB*442'1810*t DTf*1456*t* FK *Tanks in way of Tunnels*45'382*t FPT*106*tAPT*57*t*	520·0 538·4(O.L.) B&F425'*onShltr dk* *~~Promenade dk~~* 243'	65·3	39·1	Liverpool British *ptCem* 10*BHtoS dk*	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (*r*) 1640NHP 2DB&2SB,24*cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 ″ 0 s11 ″ 10¾ 31 ″ 6½	BT till ~~4,37~~ 2,38
20794 111 IBID	**Aussa** *ss*Gen.No.3–8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5441 5022 3426	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ BS1,37 ✠LMC7,33 *Fitted for oil fuel* 6,29 *F.P. above* 150° F.	Gen Tri	*y*	CL 1,36	1921 6mo	Cantiere SanRocco Trieste A&CP	"Italia"Soc.Anon. di Nav. *CellDB*338'1339*t FPT*114*tAPT*244*t* *DTf*10'285*t*	404·1 B125'*on Shelter dk* FK	53·9	29·5	Trieste Italian *Cem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico Triestino,Trieste	32 ″ 0 s6 ″ 11½ 25 ″ 3	
20795 875 CBAU	**Austral** *ss*P.As.No.1–15 Wireless 1*Dk*(*Stl*)	528 361 286	✠ 7,21 ✠	Vpo	*h*		1912 1mo	Mackay Bros. Alloa	SocAnonGanadera yComercialMenendezBehety	160·1 B50'F25' FK *WB=FPT*28*t*	27·0	11·2	Mag'llanes Chilian 4*BHCem* *APT*27*t*	T.3Cy.13½",22"&35"–24" B*made*32*fitted*33 81NHP 1SB,3*cf*,GS51,HS1470 W.V.V.Lidgerwood,Gls.	12 ″ 0	
20796 227206 WQBV	**Australia** (*ex*MaryEllen O'Neil) TwinSc *CruiserStern OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	11628 11149 7221					1928	SunS.B.& D.D.Co. Chester,Pa	TheTexasCompany	509·7 P95'F53'	70·3	39·9	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.21¼"–85" 1110NHP SunS.B.&D.D.Co. Chester,Pa.		R
20797	— (*ex*SailingVessel) *OilEng.* 1*Dk*	585 — 403					1913	Soc.Esercizio Bacini Genoa	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 4Cy.16½"–20" NE18 91NHP J&CGBolinder'sCoLdSkm		
20798 163215 GYCS	**Australia Star** TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*&*Shelter dk* E.S.D. GyC. 4*thDk inNos.*2&3*holds* *CruiserStern*	11122 8853 ~~6806~~ 6803	✠100A1 *withfreeboard* ~~[illegible]~~1,38 ✠LMC4,35 ✠Lloyd'sRMC12,[illegible] 5,38 ~~12,37~~	Liv ~~Lon~~		CL	1935 4mo *Lloyd's*A&CP	Harland& Wolff,Ld. Belfast	FrederickLeyland &Co.Ld. *Duct keel forward of Mchy. space* *CellDB*369'2295*t FPT*126*tAPT*172*t*	524·2 542·9(O.L.) P59'B193'F72' FK	70·4	32·3	Belfast British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 12Cy.24 7/16"–55⅛" 2463NHP 2DB100*lb* Harland&Wolff,Ld.Bel.	35 ″ 0 s5 ″ 7½ 29 ″ 7	
20799 OZKH	**Australian Reefer** *OilEng.* D.F. E.S.D. 1*Dk*&*ptShelter dk* *Ref.Mchy.* *Cruiser Stern*	2321 1817 1289					1937	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6	47·8	17·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19 11/16"–35 7/16" 675NHP Akt.Burmeistr&Wain,Cpn		
20800 OZRA	**Australien** TwinSc *OilEng.* D.F. *ss*Yka.No.3–4,28 *ss*Cpn.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6652 4778 4246	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~11,36~~ ✠LMC CS11,36 DBS~~11,36~~6,37 ~~[illegible]~~ 12,36	Cpn	*a*†	CL P11,34 ~~S5,36~~ S5,37	1915 8mo *Lloyd's*A&CP	Akt.Burmeistr&Wain Copenhagen	A/S DetÖstasiatiskeKompagni *WB=CellDBa*126'*uE*&*B*42'*f*194'1198*tFPT*90*tAPT*72*t*	410·0 427·1(O.L.) FK	55·2	35·4	Copnhagn Danish 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" DB80*lb* 717NHP Akt.Burmeistr&WainCpn.	38 ″ 6 s10 ″ 10¾ 28 ″ 1	
20801 161223 GLWT	**Australind** *OilEng.* D.F. *ss*Liv.No.2–38 ~~*ss*Liv.No.1–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*) *inNos.*1&3*holds*&*machinery space*	5020 4666 3051	✠100A1 *withfreeboard* 3,38 ~~9,36~~ 3,38 ✠LMC CS12,~~33~~ DBS1,~~33~~9,37 ~~9,36~~3,38	Nwc Liv	*a*†	CL ~~9,36~~ 3,38	1929 4mo *Lloyd's*A&CP	W.Denny &Bros.Ld. Dumbarton	AustralindStm. ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *CellDB* 346'1009*t MT*40'1025*tFPT*97*tAPT*111*t*	410·5 FK	54·2	25·7	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.~~25⅝"~~ 23⅝"–41¾" 582NHP 2DB125*lb* W.Denny&Bros.Ld.	29 ″ 9 s3 ″ 6½ 26 ″ 4½	
20802 LCMA	**Austri** Ⓟ *Ref.Mchy.* 1*Dk*&*Awngdk*	490 473 274					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskbsselsk.	150·8 P105'F24'	26·7	15·3	Stavanger Norwegian *WB*	T.3Cy.12¼",19"&31"–18" 41NHP HelsingörsJernsk.&Mskb.		
20803 LDRK	**Austvangen** *ss*N.Os.No 1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	2420 1993 1394	✠100A1 ~~6,37~~ ~~9,36~~ ~~2,38~~ 3,38 ✠LMC7,35 BS~~3,38~~10,37 *Fitted for oil fuel* 11,30 *F.P. above* 150° F.	NOs	*s*	OG N9,36	1930 11mo *Lloyd's*A&CP	InternationalS.B.& Eng.Co.Ld. Danzig	SkibsA/SKaraibien(Görrissen& Co.A/S.*Mgrs.*) *IntermediateBHin fore hold dispensed with* *CellDB*248'623*t FPT*61*t APT*78*t* *Wing tanks*	291·2 P28'B84'F33' FK	45·7	18·5	Oslo Norwegian 4*BHptCem*	C.4Cy.(2)16 7/16"&(2)35 7/16"–35 7/16" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalS.B.&ECoLd *inBridge*42*t*	20 ″ 6 s2 ″ 8½ 17 ″ 11½	
20804 LCDX	**Austvard** TwinSc *OilEng.* 2*Dks*	3677 3338 2161					1925	Akt.Burmeistr&Wain Copenhagen	Kloster'sRederi A/S(Lauritz Kloster,*Mgr.*)	368·0	51·5	21·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 540NHP Akt.Burmeistr&Wain,Cpn		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
❋ 20805 160484 MPCF	**Authority** *ss*Lon.No.2-36 ~~*ss*Lon.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	616 466 274	✠100A1 ~~3,37~~8,35 11,37 ~~BS12,33~~ ✠LMC~~6,33~~ *Carrying Petroleum in bulk* BS~~3,34~~5,38 MS11,36	Goo Lon	*i*	CL ~~N12,35~~ 2,37	1928 5mo	G.Brown &Co.Ld. Greenock Lloyd's*A&CP*	F.T.Everard&Sons Ld. *DTf*11'	179·8|26·7|12·7 188·4(O.L.) Q68'F27' FK 38*tFPT*70*tAPT*27*t*	London British 8*BHptCem* *ptAsp*	T.3Cy.13½",22"&37"-26" (*s*) 180lb 83RHP 1SB,3*cf*,GS64,HS2066 W.Beardmore&Co.Ld. Coatbridge	12″6 s1″1¼ 11″6¼	
20806 162557 GMFV	**Autocarrier** Ⓟ TwinSc Wireless *CruiserStern* 1*Dk*	822 645 329					1931	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·3|35·6|14·1 B94'F37'	London British *WB*	T.8Cy.(2)15",(2)25"&(4) 29"-21" 154NHP D&WHendersn&CoLdGls		BT till 3,38
20807 147176 GDFN	**Autolycus** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7621 6464 4793					1922	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	459·7|58·3|32·6 P53'B162'F57'	Liverpool British *WB*	2 Steam Turbines DR geared to one Sc.Shaft Hwthrn,Leslie&CoLdNwc		BT till ~~11,37~~ 9,38
20808	**Autom** (*ex*Reidun-37,*ex*Wenchita-33,*ex*Hollandia,*ex*Raamsdonkveer,*ex*Jan vanSteen) 1*Dk* *Now* "Berta," *see No. 37377 in Supplement*	1287 1124 730					1917	T.v.Duivendijk Lekkerkerk	"Socdeco"Soc. Anon.	237·4|36·4|16·0 P40*t*H66*t*F33*t*	Panama Pnamanian *WB*	T.3Cy.17",28"&46"-36" 127NHP N.V.v.d.Kuy&v.d.Rees' Mchf.&Schpb.Rot.		N
20809 147203 GBZR	**Automedon** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7528 6398 4724					1922	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·4|58·4|32·6 P53'B162'F52'	Liverpool British *WB*	2 Steam Turbines DR geared to one Sc.Shaft Palmers'Co.Ld.Newcastle		BT till ~~7,37~~ ~~12,37~~ 6,38
20810 FOCD	**Auvergne** 1*Dk*	2114 1848 1203			...		1921	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0|40·2|19·3 P24'B67'F37' FK	LaRochlle French *WB*	T.3Cy.19",32"&52"-36" 243NHP J.S.White&Co.Ld.	21″5	V †
❋ 20811 YTAD	**Avala** *ss*Ant.No.2-38 ~~*ss*Rot.No.1-33~~ D.F. 1*Dk*(*Stl*)	6403 5800 3852	✠100A1 5,37 ~~5,36~~ 3,38 ~~BS4,36~~ 5,37 ✠LMC~~2,33~~ 5,37	Rot ~~Hul~~Ant	*a*†	CL 5,36	1929 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	Jugoslavenski Lloyd a. d. *CellDBa&uE*150' *DTa*29'1334*t*	425·0|58·2|28·6 441·0(O.L.) P35'B275'F34' FK *f*196'1273*t* *FPT*133*tAPT*198*t*	Split Yugoslav 8*BHptCem* *ptAsp*	T.3Cy.27",45"&75"-51" (*s*) 200lb 573NHP 3SB,9*cf*,GS184,HS8230 FD J.Dickinson&Sons,Ld.Sld	31″2 s4″11½ 26″5¼	
20812 161654 WQCV	**Avalon** Ⓟ (*ex*Virginia) TwinSc *Fitted for oil fuel* 2*Dks*	1985 — 1186					1891	GlobeIron WorksCo. Cleveland,O.	Wilmington Transportation Co.	264·7|38·3|22·1 H— *WB*	LsAngeles Cal. Utd. States	T.6Cy.20",32"&52"-36" NB23 324NHP GlobeIrnWksCo.Clevelnd		
20813 OYAI	**Avance** (*ex*Tizona) 1*Dk*	1582 1189 933					1920	Laxevaags Msk.&Jrnskb Bergen	DampskslskActiv A/S (J.K.Rasmusen,*Mgr.*)	246·2|37·9|15·8 P61*t*Q108*t*H74*t* B125*t*F29*t*	Korsör Danish *WB*	T.3Cy.18",29"&49"-33" 137NHP LaxevaagsMsk.&Jrns.Bgn		V
20814 LCMB	**Avance I** (*ex*Avance) 1*Dk*	1300 1102 768					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Imica (J.Henriksen, *Mgr.*)	241·3|36·2|16·1 P9*t*H147*t*F32*t*	Risör Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv		N
20815 143514 MKDX	**Avanville** *ss*Bkn.No.3-2,33 *Well deck* *ss*Apl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)	683 472 341	✠100A1 10,37 ~~2,37~~ ✠LMC BS~~2,33~~8,37 MS12,36	Npt Apl	*j*	OG N2,36	1920 8mo	Dibles (1918)Ld. Southampton Lloyd's*A&CP*	JohnS.Monks,Ld. *Cell*	178·0|29·0|11·3 Q102'B11'F21' FK *DB f*112'200*tFPT*	Liverpool British 3*BHCem* 78*tAPT*26*t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 105NHP 2SB,4*pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13″3 s3″9 12″8	
❋ 20816 149821 GMXB	**Avelona Star** TwinSc *ss*Lon.No.2-35 D.F. E.S.D. 4*Dks*(*Stl*)5*th dk*(*Stl*) *in* *Ref.Mchy.* *Nos.* 1,2,3,5&6 *holds* *CruiserStern*	13376 11822 8369	✠100A1 *withfreeboard* 1,38 ~~12,36~~ ✠LMC MS11,34 BS~~7,36~~7,37 ✠Lloyd'sRMC~~3,37~~5,37 4,38~~2,32~~ ~~12,37~~ ~~10,37~~8,37 Nos. 4, 5 & 6 bridge & shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F. *Fitted for oil fuel* 5,27 *F.P. above* 150° F.	Nwc Lon	*h*†	CL ~~9,36~~ 1,38	1927 5mo	J.Brown& Co.Ld. Clydebank Lloyd's*A&CP*	BlueStarLine,Ld. *Duct Keel forward* *CellDB*421'1770*tT*	510·2|68·2|42·6 530·0(O.L.) B172' FK *of mchy. space* 152' *anks at sides* *of tunnels* 188*tFPT*	London British 9*BHCem* 97*tAPT*86*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb FD 1842NHP 3D&1SB,28*cf*,GS502, HS26758 J.Brown&Co.Ld.Clydebnk	45″11 s17″6½ 28″7	
20817 467 ~~1742~~ IBKD	**Aventino** Ⓟ (*ex*BaronBeck) D.F. 1*Dk*&*Spar dk*&*deep framing*	3794 2787 2254			...		1907	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	~~356·0~~|44·2|~~22·9~~ P&B246'F65' |23·3 368·4 FK	Naples Italian *WB*	T.3Cy.24⅛",40½"&68"-48" 243NHP LloydAustriaco,Trieste	25″10	I †
20818 FNUX	**Aveyron** (*ex*Pasteur) D.F. 2*Dks*	4785 3591 2899					1923	Atel.&Ch. deGironde Havre	CieGénérale d'ArmementsMar.	362·9|49·2|24·5 P&B233'F44'	Rouen French *WB*	T.3Cy.25$\frac{13}{16}$",42⅜"&70"-48" 340NHP Schneider&Co.Havre		V
20819 143675 GDRQ	**Aviemore** *Fitted for oil fuel* 1*Dk*2*trB* D.F. E.S.D.	4060 3563 2318					1920	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0|52·0|24·5 P35'B171'F32'	Liverpool British *WB*	T.3Cy.26",43"&73"-48" 370NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
❋ 20820 149791 GMTY	**Avila Star** Ⓟ (*ex*Avila) TwinSc *ss*Nwc.No.2-35 *Ref.Mchy.* 5*Dks* 3*rd* & 5*th Dks omitted* D.F. *in No.* 1 *hold* E.S.D. *CruiserStern*	14443 11899 8836	✠100A1 *withfreeboard* 1,38 ~~2,37~~ BS1,38 ~~BS2,37~~ ✠LMC3,35 ✠Lloyd'sRMC~~3,37~~5,37 4,38 ~~2,38~~ ~~12,37~~ ~~10,37~~ 7,37 No. 1 fcl. 'tween dk., Nos. 1 & 6 shelter 'tween dks., No. 5 aft shelter 'tween dk. spaces, No. 3 shelter trunk, No. 4 trunk, Nos. 4 & 5 bridge dks. for temp. 32° F. *Fitted for oil fuel* 3,27 *F.P. above* 150° F.	Lon		CL ~~SN2,35~~ ~~PN3,36~~ 1,38	1927 3mo	J.Brown& Co.Ld. Glasgow Lloyd's*A&CP*	BlueStarLine,Ld. *Duct keel f* *CellDB*448'1767*t*	550·4|68·2|42·6 569·2(O.L.) B267'F112' FK len35 (*orward of machine* *Tanks at sides of tu*	London British 9*BHCem* *Coll to Wdk* 8 ,, 2*nd* ,,) *ry space* 152' *nnels* 770*t F*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1840NHP 3DB&1SB,28*cf*,HS26758 FD J.Brown&Co.Ld.Glasgow *PT*133*tAPT*86*t*	46″0 s18″3¼ 28″0¾	BT till ~~2,38~~ 1,39
20821 938 CBAV	**Aviles** (*ex*Emilia, *ex*EmiliaB.) TwinSc Wireless 1*Dk*	824 585 497					1905	J.Reid& Co.Ld. Glasgow	Soc.Anon.Ganadera yComercial Menendez-Behety	205·0|33·7|10·7 B56'F22'	Magall'nes Chilian *WB*	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
20822 147174 GFLT	**Avoceta** Ⓟ *ss*Liv.No.3-2,36 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl-ws*)	3442 3044 1879	✠100A1 *Awng dk* *withfreeboard* 6~~,37~~ ~~1,37~~ 10,37 BS10,37 ~~BS1,37~~ ✠LMC12,34	Liv		CL 1,37	1923 1mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd's*A&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB*266'743*t*	319·0|44·2|26·5 BK12" *FPT*50*tAPT*87*t*	Liverpool British *Cem* 5*BH to A dk*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	28″9 s8″2½ 21″10	BT till ~~1,38~~ 10,38
❋ 20823 ~~142607~~ ~~GPQF~~	**Avon Bridge** (*ex*AlmaDawson-35, *ex*Bradclyde-34, *ss*Sws.No.3-8,30 *ex*WarCastle) *ss*Fal.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Lyras," *see No. 39032 in Supplement*	4254 3965 2586	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~2,37~~ BS9,36 ✠LMC1,34	Avn Rot	*y*	CL 12,36	1918 10mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's*A&CP*	~~SevernS.S.Co.Ld.~~ ~~(MarkWhitwill (Shipping)Ld~~*Mgs*) *CellDB*351'1284*t*	399·6|53·0|24·3 F39'*on Shelter dk* FK *FPT*60*tAPT*90*t*	Greek 7*BHptCem* (*ColltoSh dk* 6 ,, 2*nd*,,)	T.3Cy.27",45"&75"-54" (*s*) 180lb 620NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	26″11 s2″8¾ 24″5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
✻ 20824 ~~146266~~ ~~GMKV~~	**Avon Cliff** (exLomas-36,exBrazilier) ssNpt.No.3–2,32 ~~D.F.~~ E.S.D. ssHul.No.1–37 Now "Italo Balbo," see No. 38617 in Supplement	5256 4773 3181	✠100A1 ~~2,37~~ 12,37 ✠LMC ~~BS11,36~~ MS2,37 12,37	Hul Rot	y	CL ~~2,37~~ 12,37	1919 5mo Lloyd's A&CP	Fairfield S.B.&E.CoLd Glasgow	Soc.Anon. Emanuele v Parodi	400·1|52·3|28·4 P49'B113'F39' FK CellDB345'1136t DTa28'1120t FPT118t	Genoa Italian 7BHptCem APT185t	T.3Cy.27″,44″&73″–48″ (s) 180lb 489NHP 3SB,9cf,GS190,HS7020 FD FairfieldS B.&E.Co.Ld.Gls	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
✻ 20825 160742 MBYB	**Avonwood** Mchy.Aft 1Dk CruiserStern	1056 712 597	✠100A1 withfreeboard 4,37 ~~3,36~~ ✠LMC9,34	Shl	m	CL	1934 9mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantineS.S.Line,Ld.	199·8|33·2|13·6 Q144'F26' FK CellDBf132'320t FPT90t	Middlsbro' British 3BHCem APT70t	T.3Cy.13½″,23″&38″–27″(s) 200lb 125lb 105NHP 1SB(Spt),3cf,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 5 ″ 11¾ 15 ″ 2	
20826 240~~180~~ SVIS	**Avra** (exHalesius-36, exClanMacbeolan, ssRot.No.3–10,25 exLordCromer) ssGrk.No.2–34 2Dks(Stl)&Webframes Longitudinal framing	4652 4396 2903	✠ 2,38 ✠~~LMC~~ ~~MS1,34~~ ~~BS10,36~~	Bry	y	CL 1,36	1912 3mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	M.Sitinas&Co.	385·0|51·5|27·4 P32'B116'F36' FK CellDBa119' uE&B36' f173'1231t FPT130t	Andros Greek 6BHCem APT150t	T.3Cy.26″,42″&70″–48″ (s) 180lb 85lb 419NHP 3SB,9cf,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11 ~~5 ″ 0½~~ ~~24 ″ 7~~	
20827 2001 IKOD	**Avvenire** (exAllan-35, Iron exMorlais,exUno, ssSws.3rdNo.3–11,20 exAlex.O.Nelson,exHildurGertrude, exAlblasserdam) 1Dk(Irn)2trB Well deck	957 761 575	✠ 1,26 ✠NB(P)8,19 ✠NB(S)14refitted19	Sws	n		1883 2mo	Rijkee&Co Rotterdam	AngeloBertorello fuA.	240·0|31·6|14·8 230·8| Q84'B46'H25tF23' BK8″ DBa59' f92' 210t	Genoa Italian 4BHCem	C.2Cy.27″&50″–36″ 128NHP 2SB,4pf,GS70,HS2337 Maats'deMaas',Rotterdam	15 ″ 8	I †
20828 121389 ZMLJ	**Awahou** Ⓟ TwinSc Well deck 1Dk	410 249 206	✠ 7,12 ✠	Wlh	f		1912 3mo	J.Fullerton&Co. Paisley	Richardson&Co. Ld.	146·0|25·1| 9·1 Q79'B13'F21' FK WB=FPT28t	Wellingt'n British 4BHCem	Oil Engines 2S.C.SA 12Cy,10″–12½″ 51NHP NDB30 NE30 Fairbanks,Morse&Co. Beloit,Wis.	9 ″ 8	
20829 10801 JHVA	**Awaji Maru** Ⓟ 1Dk(Stl)&Spar dk&deep framing	1948 1725 1130	✠ 2,07 ✠	Yka	s		1906 10mo	Grngem'th &Greenock Dockyard Co. Grngemouth	KinkaiYusenK.K. WB= CellDBa82'uE&B38' f116 279t FPT41t APT25t	285·3|38·2|13·8 F38' 20·8 FK	Tokio Japanese 5BHCem	T.3Cy.19″,31″&52″–39″ 214NHP 2SB,6cf,GS115,HS3770 Dunsmuir&Jackson,LdGls	23 ″ 3	
✻ 20830 157650 ZMBJ	**Awatea** Ⓟ TwinSc D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern Topsides special quality steel	13482 7929	✠100A1 withfreeboard 11,37 ~~7,36~~ ✠LMC7,36 ~~✠Lloyd'sRMC7,36~~ BS7,37 Fitted for oil fuel 7,36 F.P. above 150° F.	Bkn Syd		CL	1936 7mo Lloyd's A&CP	Vickers-Armstrongs, Ld. Barrow	UnionS.S.Co.of NewZealand,Ld. CellDB368'1128t Tanks at sides of tunnel332t	527·3|74·2|41·7 31·7 B&F508' FK UpperBridge348' DTf21'567t FPT62t	Wellingtn, N.Z. British 8BHCem APT97t	6 Steam Turbines SR (s) geared to 2 Sc. Shafts 450lb 4608NHP 6WTB(Spt),HS51300 FD VickersArmstrngsLdBrw.	35 ″ 6 s10 ″ 1¾ 25 ″ 6	BT till 7,37
20831 40196 JFOJ	**Awobasan Maru** OilEng. D.F. 3Dks Ref.Mchy. CruiserStern	6359 5600 3711					1935	Mitsui BussanK.K Tama	MitsuiBussan K.K.	450·0|62·0|39·5 F35'	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/16″–55⅛″ 1230NHP MitsuiBussanKaisha,Ld. Tama		C
20832 37749 JAXE	**Awoi Maru** Ⓟ OilEng. Wireless 2Dks CruiserStern	938 — 521					1933	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	192·0|32·0|16·5 F42'	Moto Japanese WB	Oil Engines 4S.C.SA 6Cy.16¾″–24 7/16″ 164NHP MitsubishiZosenKaisha Ld.Kobe		
20833 475	**Axel** 1Dk	1076 770 606					1904	Howaldtswerke Kiel	E.Fagerström	212·8|34·1|13·5 P11'Q64'B98'F24'	Raumo Finnish WB	T.3Cy.15¾″,25½″&41¼″–27½″ 90NHP Howaldtswerke,Kiel		V
20834 DMAT	— (exIngelo, exCity of Liege, 1Dk exCity of London) Well deck	343 267 187				...	1891	Schlesingr, Davis&Co. Newcastle	Köster&Seelig	135·3|23·6|11·6 P14'Q59'F20' FK	Rostock German	T.3Cy.12½″,20″&33″–24″ NB09 62NHP N.E.Mar.E.Co.Ld.Nwc.	12 ″ 3	G †
20835 5717 SDHE	— 3Mst Mchy.Aft 1Dk	325 268 218					1915	Eriksbergs M.V.Aktieb Gothenburg	ErikBaagöe	128·5|22·5|11·4 P28'F16'	Hälsingbrg Swedish WB	C.2Cy.11¼″&24⅝″–16½″ 20NHP EriksbergM.V.Aktieb.Got		N
✻ 20836 7225 SKAN	**Axel Johnson** Ⓟ TwinSc OilEng. D.F. ssGot.No.2–34 Ref.Mchy. 2Dks(Stl)& ShelterDk(Stl)	4896 3981 2853	✠100A1 withfreeboard ~~4,37 10,36~~ 6,37 ~~DBS6,36~~ ✠LMC8,34 DBS6,37 ✠LMC(M)7,35 ✠Lloyd'sRMC~~2,37~~ ~~10,37~~ 2,38	Got ~~Vor~~ Skn	z	OG P7,36 s10,36	1925 8mo Lloyd's A&CP	A.B.Götaverken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson, Mgr.) CellDB332'1378t	392·0|52·6|24·8 409·0(O.L.) F39' FK Tanks at sides of tunnels40'109t	Stockholm Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¼″–47¼″ 623NHP DB85lb A.B.Götaverken,Got. FPT109t APT82t	28 ″ 0 s2 ″ 11½ 25 ″ 1¾	
20837 160508 MPGF	**Axinite** (exOkehampton) ssGls.No.2–36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	724 493 369	✠100A1 9,37 ~~12,36~~ ✠LMC MS3,36 ~~BS3,37~~ 1,38	Bly Ayr	j	CL ~~4,36~~ 9,37	1928 11mo Lloyd's A&CP	J.Lewis&Sons,Ld. Aberdeen	Wm.Robertson CellD	180·2|28·9|11·3 Q103'B11'F26' FK B110'162t FPT61t	Glasgow British 3BHCem APT24t	T.3Cy.13″,23″&37″–26″ (s) 200lb 70RHP 1SB,3pf,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 4 ″ 2¾ 13 ″ 5	
✻ 20838 117 SVLV	**Axios** (exBarbadian-33) ssNwc.No.3–1,34 2Dks(Stl) ssAnt.No.1-38	5289 4833 3266	100A1 3,38 ~~2,37~~ ~~11,37~~ ~~BS2,37~~ LMC~~1,34~~ 3,38	Rot ~~Gl~~ Ant	y	CL N2,37	1919 5mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	TheofanoMaritime Co.Ld. (N.G. Livanos, Mgr.) CellDB	400·2|52·4|28·4 P49'B113'F40' FK 345'1021t FPT130t	Chios Greek 7BHCem APT204t	T.3Cy.27″,44″&73″–48″ (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
20839 EABM	**Axpe** (exCiano-34,exArraiz, exRoseCastle) ssCff.2ndNo.3–6,20 ssBbo.No.2–28 1Dk(Stl)&deep framing&ptAwg dk(Stl)	2815 2116 1721	✠ — 4,33 ✠	Bbo	t		1895 1mo	W.Pickersgill&Sons Sunderland	Cia.Naviera Amaya CellDBa96'	310·0|42·9|19·2 Q77' ptAwng dk233' FK uE&B44' f120'647t	Bilbao Spanish 6BHCem APT66t	T.3Cy.22½″,37″&61″–42″ NDB12 249NHP 2SB,6pf,GS108,HS3857 G.Clark,Ld.Sunderland	21 ″ 9	
✻ 20840 EAKP	**Axpe-Mendi** Ⓟ OilEng. D.F. ssBbo.No.1–34 1Dk(Stl)&Shelter dk(Stl) 3rd dk in No 1&afterhold	2955 2062 1608	✠100A1 withfreeboard 11,36 ✠LMC8,33	Bbo		CL 12,35	1929 11mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Cia.Nav.Sota y Aznar ~~(Sir Ramon de la Sota, Mgr.)~~ CellD	335·0|45·6|17·7 352·0(O.L.) FK B270'541t APT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s1 ″ 5½ 18 ″ 10½	
20841 226944 WPBJ	**Axtell J. Byles** D.F. Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk Longitudinal framing 2Dks	8955 8841 5453					1927	SunS.B.&D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·5|66·0|36·8 P78'F44'	Wilmgton (Del.) Utd.States WB	Q.4Cy.27″,39″,56″&82″–54″ 494NHP SunS.B.&D.D.Co.Ch.Pa.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 20842 EAKQ	**Aya-Mendi** Ⓟ OilEng. D.F. ssBbo.No.1-33 1Dk(Stl)&Shelter dk(Stl) 3rd dk in holds	2955 2062 1698	✠100A1 withfreeboard 8,37 ~~1,37~~ ✠LMC10,33	Bbo Liv		CL 2,35	1929 9mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar~~(SirRamon de laSota,Mgrs.)~~ CellD	335·0 FK B270'541tAPT13t	45·6	17·7	Bilbao Spanish 5BHCem (3 to Sh dk 2 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5½ 18 ″ 10¼	
20843 19763 JYVD	**Ayaha Maru** ssKob.No.3-8,28 ssKob.No.2-37 ~~ssYka.No.1-33~~ 2Dks(Stl)	5278 4826 3267	✠100A1 7,37 ~~8,36~~ ✠LMC~~8,34~~ 7,37	Kob	z	OG 7,35	1917 2mo	MitsuBishi Dkyd&EWks Kobe Lloyd'sA&CP	TatsuumaKisen K.K. CellDB322'996t	400·0 P38'B121'F40' FK FPT132tAPT87t	54·5	30·0	Nishino-miya Japanese 6BHCem	T.3Cy.26½",43"&72"-48" (s) 180lb 510NHP 3SB,9cf,GS183,HS7618 FD MitsuBishiD.&E.Wks.Kob	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
20844 EAKD	**Ayala-Mendi** Ⓟ OilEng. ssBbo.No.1-33 1Dk(Stl)&Shelter dk(Stl) 3rd Dk in holds Now registered as German and sailing as "ELISE," which see	2955 2062 1698	✠100A1 withfreeboard 11,35 ✠LMC4,33 ✠LMC(M)4,35	Bbo		CL 10,34	1929 2mo	CiaEuskal-duna de Const. Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar(SirRamon ~~delaSota,Mgrs.)~~ CellDB	335·0 FK 270'541tAPT13t	45·6	17·7	Bilbao Spanish 5BHCem (3BH toShdk 2 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP SulzerBros.Winterthur	20 ″ 0 s1 ″ 5½ 18 ″ 10¼	
20845 48711 MNLQ	**Ayamonte** (exOldenburgII.,ex Strauss) Wireless 1Dk&Spar dk	845 735 500					1899	Bremer Vulkan Vegesack	Cowasjee,Din-shaw&Bros.	186·5 P24'B53'F17'	29·3	17·3	London British WB	T.3Cy.16⅛",26"&41¾"-27½" 97RHP BremerVulkan,Vegesack	19 ″ 9 s 3 ″ 1 17 ″ 0¾	
20846 UPLS	**Ayan** TwinSc OilEng. 1Dk	987 760 462					1935	StateS.B.&Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P72'F33'	34·1	10·9	Vladvostk Russian WB	Oil Engines 4S.C. KolomenskieStateE.Wks.		
20847 147800	**Aycliffe Hall** (SUNK BY COLLISION, 6,36) Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
20848 162741 GTYQ	**Aylesbury** ssCff.No.1-37 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern	3944 3683 2418	✠100A1 withfreeboard 4,38 ~~4,36~~ ✠LMC~~8,32~~ MS11,37 BS8,37	Npt Nwe	y	CL ~~12,36~~ 8,37	1932 8mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	Alexander ShippingCo.Ld. (CapperAlexander &Co.Mgrs.) CellDBa& uE125'f179'1059t	372·5 F39' FK FPT60tAPT113t	52·5	24·4	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.22½",39"&65"-45" (s) 200lb 381NHP 2SB&1AuxB,8cf,GS137, HS5521 FD)D.Rowan&Co.Ld.Gls.	26 ″ 9 s 2 ″ 7¼ 24 ″ 4	
* 20849 129128 GZBY	**Aylsham** (exStar ofCairo-36, exChatham, exLingfield) ssHul.2ndNo.3-1,37 1Dk(Stl) Now "Gerrit Fritzen," see No. 38351 in Supplement	4131 3875 2580	✠100A1 1,37 ✠LMC MS12,35 BS1,37	Hul	x	CL 12,35	1910 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	AlphaS.S.Co.Ld. CellDBa	365·2 P23'B234'F32' FK 125' uE&B43'f151'	51·3	26·0	London British 6BHCem 882tFPT67t	T.3Cy.26",42½"&70"-48" (s) 180lb 397NHP 3SB,9cf,GS152,HS6524 Richardsons,Westgarth& Co.Ld.Hpl APT108t	28 ″ 4 s 3 ″ 11¾ 24 ″ 6¾	
* 20850 141902 GBJV	**Aymeric** ssHKg.No.1-37 ssShl.No.3-1,32 1Dk(Stl)	5196 4751 3157	✠100A1 ~~3,37~~4,35 12,37 BS~~3,36~~ 3,37 ✠LMC~~1,32~~ 3,36 Carrying oil fuel F.P. above 150°F. in DB Fitted for oil fuel 5,19 F.P. above 150° F.	Cal ~~HKg~~ Syd	y	CL N4,35	1919 5mo	R.Thomp-son&Sons,Ld Sunderland Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) ~~CellD~~ Cel	400·3 P49'B113'F39' FK ~~B340'1057t~~ DB340'901t	52·2	28·5	Glasgow British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld FPT137tAPT213t	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
20851 145979 MLDG	**Ayrshire Coast** (exSpaniel,ex AyrshireCoast) ssLiv No.3-7,35 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl) Mchy.Aft	773 616 332	✠100A1 Shelter dk withfreeboard 4,38 ~~11,36~~ ✠LMC MS7,35 BS~~11,36~~12,37	Sld Bkn	l	CL 5,34 4,38	1922 10mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	CoastLines,Ld. CellD BuE21'f126'201t	200·5 FK Collisio FPT34tAPT19t	31·1	12·3	Liverpool British Cem nBHtoShdk 3 „ „ U „	T.3Cy.16",26"&42"-30" (s) 180lb 123NHP 2SB(Spt),4cf,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	22 ″ 4 s ″ 2 14 ″ 9½	
20852 763 CBAY	**Aysen** Ⓟ 3Mst 2Dks&deepframing Prom dk&Shade dk	3814 2574 2288				...	1906	J.Reid& Co.Ld. Glasgow	CompaniaSud Americana deVap.	379·6 BK11"	44·3	21·5	Valparaiso Chilian WB	T.3Cy.29",47"&78"-57" 596NHP Dunsmuir&Jackson,LdGls	25 ″ 0	
20853 PUAI	**Ayuruoca** (exRoland) 4Mst 2Dks(Stl)&Shelter dk(Stl)	6872 6386 4245	✠ 7,16 ✠	Bmn	d†		1912 12mo	Akt.Ges. "Weser" Bremen CellD	LloydBrasileiro Ba158'uE&B78'f	468·4 F54' on Shelter dk FK 189'1568tFPT126t	58·4	29·2	R.Janeiro Brazilian 7BHCem APT17t	Q4Cy$28\frac{5}{16}$"$40\frac{9}{16}$"58¼"&$85\frac{7}{16}$"-55⅛" 750NHP 4SB,12cf,GS220,HS10340FD A.G."Weser"Bremen	32 ″ 0	V †
20854 UNZI	**Azneft** TwinSc CarryingPetroleum in bulk OilEng. Mchy.Aft 2Dks CruiserStern	4817 — 3064					1915	Russo-Bal-ticSB.&E.Co. Leningrad	U.S.S.R.	487·0 P101'B39'F87'	49·7	26·9	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.16⅛"-$19\frac{1}{16}$" 224NHP NE26 RussianDieselWorks, Leningrad		
20855 FNII	**Azrou** Ⓟ Fitted for oil fuel 2Dks	2998 2232 1680					1930	Atel.&Ch. deBretagne-Nantes Nantes	Cie.deNav.Paquet	330·6 P55'F94' B115'	43·1	23·4	Marseilles French WB	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts.		V
20856 160012 GTSJ	**Aztec** ssAvn.No.2-37 2Dks(Stl-Weather dk teak s) ~~D.F.~~ 3rd&4th dks(Stl)in holds E.S.D. Ref.Mchy. Sub.Sig. Now "Peter Lassen," see No. 39703 in Supplement	5502 4710 3006	✠100A1 withfreeboard 3,37 ✠LMC3,37 Fitted for oil fuel 3,29 F.P. above 150° F.	Avn	z	CL 3,36	1929 3mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	Elders&Fyffes,Ld. Intermediate BH in after hold dispensed with CellDB333'740t Tanks at sides of tunnel225tFPT69tAPT36t	388·8 405·3(O.L.) P29'F40' FK Coll	53·2	31·0	Bristol British ptCem BH to W dk 4 „ „ 2nd „	T.4Cy.30¾",51"&(2)62"-48" 200lb (s) 947NHP 5SB,20cf,GS385,HS15235FD Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s10 ″ 4 23 ″ 7½	
20857 38085 JPUH	**Azumasan Maru** OilEng. 2Dks(Stl) Ref.Mchy. CruiserStern ssTamaNo.1-37	7623 6836 4655	✠100A1 withfreeboard 3,38 ✠LMC CS3,38 3,38 DBS3,38 ✠Lloyd'sRMC~~9,36~~ 3,38 10,37 Carrying cargo oil F.P. above 150° F. in deep tanks	Kob Tama		CL ~~N5,34~~ 6,37	1933 8mo	Mitsui Bussan Kaisha,Ld. Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. CellDB395'1702tDTa30'1093tFPT79tAPT69t	454·0 P28'B171'F34' FK	60·0	37·0	Kobe Japanese 8BH 1 „ to 2nd dk	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1230NHP DB120lb MitsuiBussanKaisha,Ld. Tama	37 ″ 0 s 9 ″ 5½ 27 ″ 8¾	
20858																

„ Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Hoff'rads.
20859 226895	**B. F. Affleck** ssClv.No.1–33 *Mchy.Aft* 1*Dk(Stl) Web frames* GyC. *Cargo battens not fitted* *Longitudinal framing at bottom & at deck*	7964 7656 6345	✠100A1 *For Service on the Great Lakes* ~~10,36~~ 10,37 ~~BS12,36~~ ✠LMC4,34 3,38	Clv			1927 8mo *Lloyd's A&CP*	Toledo S.B.Co. Toledo,Ohio	PittsburgS.S.Co. *CellDBuE&* *B69'207tCell DB & side tanks in way of holds*	587·9	60·3	27·8 FK	Duluth Utd. States 3*BH*	T.3Cy.24½",41"&65"–42" (r) 190lb 489NHP 3SB,6cf,GS143,HS8001 FD ToledoS.B.Co.Toledo,O. 6852t*FPT*415t*APT*57t	32 ″ 0 s 10 ″ 3 21 ″ 11½	
20860 202839	**B. F. Jones** *Mchy.Aft* 1*Dk*	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0 *WB*	Duluth, Minn. Utd. States	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesE.Wrks.Detroit		R
20861 223352 KFLK	**B. H. Taylor** *Mchy.Aft* (*Self-Unloader*) GyC. D.F. 1*Dk*	7318 6975 5760					1923	American S.B.Co. Lorain,Ohio	BradleyTransportationCo.	536·6	60·3	29·5	Fairport,O Utd. States *WB*	T.3Cy.25½",41"&67"–42" 291NHP AmericanS.B.Co.Lorain,O.		R
20862 3971	**B. Lyman Smith** *Mchy.Aft* 1*Dk2trB*	4271 — 3017					1903	American S.B.Co. Lorain,Ohio	GreatLakesS.S.Co Inc.	380·0 F48'	50·0	28·0	OswegoNY Utd. States *WB*	T.3Cy.22",35"&58"–40" American 213NHP S.B.Co.Cleveland,Ohio		
20863 6540 SDHG	**B. O. Börjesson** (*ex*GeorgeHarper) 1*Dk*	*1586* *1316* *928*					1907	Akt.Ges. "Neptun" Rostock	RederiA/B Gefion(Joh. Gorthon, *Mgr.*)	261·4 P12'Q84'B105'F28'	38·1	16·5	Hlsngborg Swedish *WB*	T.3Cy.17⅞",30½"&48"–33" 132NHP A.G."Neptun,"Rostock		V
20864 FOGJ	**Baalbeck** (*ex*Eilbek,*ex*DoraHorn) *Fitted for oil fuel* *Well deck Cruiser Stern* 1*Dk*	2115 — 1228					1923	Schiffsw.v. H.Koch.A.G. Lübeck	Soc.deNav.àVap. Daher	281·9 P14'B209'F31'	45·0	21·1	Marseilles French *WB*	T3Cy$22\frac{1}{16}$",$34\frac{5}{16}$"&58¼"–39⅜" 212NHP LübeckerMchb.GesLübeck		V
20865 LJNG	**Baalbek** D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	2160 1651 1160					1937	A/S Akers Mek.Verks. Oslo	(F.Olsen&Co. *Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19½"–$35\frac{7}{16}$" 471NHP A/S AkersMek.Verks.Oslo		
20866 PCXE	**Baarn** Ⓟ ssHam.No.2–35 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	~~5546~~ ~~4634~~ ~~3325~~ 5559 4634 3361	✠100A1 *with freeboard* ~~[illegible]~~ ✠LMC MS3,35 ~~BS12,36~~ 6,37 *Fitted for oil fuel 4,27 F.P. above 1 50°F.*	Ham	*a*†	CL 4,37	1927 5mo *Lloyd's A&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V. *CellDB*323'1175t*FPT*106t*APT*66t	400·6 417·3(O.L.)	~~58·2~~ 58·3	26·3 FK	Amstrdam Dutch 7*BHCem* (*Coll&AP BH to Sh dk* 5 „ „ 2*nd* „)	T.3Cy.28⅜",$46\frac{7}{16}$"&$74\frac{13}{16}$"–$51\frac{3}{16}$" 200lb (r) 570NHP 3SB(*Spt*),9cf,GS165, FD HS8220 RotterdamD.D.Co.Ld.Rot.	30 ″ 0 s 3 ″ 7 26 ″ 7	
✻ 20867 91466 VLFQ	**Babinda** 3Mst *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	659 437 325	✠100A1 ~~8,27~~ ~~12,36~~ 2,38 ✠LMC4,36	Bsb ~~Syd~~	*j*	CL 2,37	1936 4mo *Lloyd's A&CP*	Scott& Sons Bowling	Australasian UnitedSteamNav. Co.Ld. *CellDB* 114'186t*FPTs*44t*APT*26t	175·2 181·8(OL)31·6 Q103'B11'F35'	30·1	10·8 FK	Maryboro' British 3*BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅜"–$22\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4½	
20868 164723 GXYB	**Bacchus** (*Storeship*) 2*Dks3rd dk in Nos.1&3holds* *Cargo battens not fitted in No. 1* *CruiserStern upper'tween dk*	3154 2856 1775	✠100A1 *with freeboard* 9,36 ✠LMC9,36 *Fitted for oil fuel 9,36 F.P. above 1 50°F.*	Dun	*u*	CL	1936 9mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	TheAdmiralty *CellDB*236'504t *Tanks at sides of Tunnel*157t*MTs*51'1001t *FPT*76t*APT*43t	327·0 B48'F38'	49·3	22·9 FK	London British 6*BH*	T.3Cy.21",35"&58"–42" (s) 200lb FD 396NHP 3SB,9cf, HS6408 N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 7 ″ 8 17 ″ 11½	
20869 PCXJ	— 2TwinMst *Fitted for oil fuel* *Ref Mchy* 2*Dks* *Longitudinal framing*	2255 1648 1401					1911	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q106'B78'F46'	42·0	19·2	Amstrdam Dutch *WB*	T.3Cy.21½",33"&57"–39" 203NHP Maats.Fyenoord,Rot.		V
✻ 20870 FNVP	— (*ex*Trent–34) ssRot.No.3–8,34 *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	1810 1411 1030	✠100A1 ~~7,37~~ ~~8,36~~ 11,37 BS7,37 ~~BS6,36~~ ✠LMC9,34 *Fitted for oil fuel 9,34 F.P. above 1 50°F.* *Carrying wine in portable tanks*	Rou	*q*	CL ~~8,36~~ N11,37	1922 10mo A&CP	Schpw.v. P.Smit,Jr. Rotterdam	"Soflumar"(Soc. d'ArmementFluvialetMaritime) *CellDBuB*21'*f*201'611t*FPT*160t*APT*18t	274·2 P77'F20'	36·9	17·5 FK	Rouen French 4*BHCem*	T.3Cy.20¾",32¼"&55"–39⅜" 180lb (s) 239NHP 2SB,6cf,GS120,HS4152 Schpw.v.P.Smit,Jr.Rot.	20 ″ 0 s2 ″ 10½ 17 ″ 4	
20871 DOMK	— 1*Dk*	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German *WB*	T3Cy.13½"$21\frac{1}{16}$"&$34\frac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
20872 EABW	**Bachi** ssBbo.No.3–2,33 1*Dk(Stl)* **Now registered as Italian and sailing as "BOLOGNA," which see**	3091 2823 1867	✠100A1 5,36 ✠LMC MS2,33 BS12,35	Rot	*u*	CL 5,36	1920 9mo *Lloyd's A&CP*	BlythS.B. Co.Ld. Blyth	Ci Naviera "Bachi" (Hijos de Astigarraga) *CellDB* 284'734t *FPT* 122t*APT*48t	331·2 P33'B98'F29'	46·7	23·2 FK	Bilbao Spanish 5*BHCem*	T.3Cy.25",41"&68"–45" (s) 180lb 368NHP 3SB,9cf,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 ″ 6 s3 ″ 11½ 21 ″ 9	
20873 1638 IBBE	**Bacicin Padre** (*ex*ScottishBard, *ex*WarPundit) *Fitted for oil fuel* D.F. 1 *Dk2trB&Web frames* *Carrying oil in bulk*	5591 4705 3454			...		1918	SirJ.Laing &Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	400·0 P50'B121'F39'	52·4	28·5 FK	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 517NHP Palmers'Co.Ld.Newcastle	31 ″ 0	I †
20874 204945 KJCI	**Back Bay** (*ex*Juneau, *ex*Burlington) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2382 — 1805					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan &Co. *Mgrs.*)	244·0	43·2	27·0	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.16¾",24",35"&51"–36" 156NHP Gt.LakesEng.Wks.Detroit		
✻ 20875 142837 GOBZ	**Backworth** ssBly.No.1–37 ssShl.No.3–10,32 D.F. 1*Dk(Stl)* *Cruiser Stern*	2481 2244 1442	✠100A1 10,37 ~~10,36~~ ✠LMC10,37 ~~MS10,32~~ ~~BS5,36~~	Sws Bly	*t*	CL ~~5,36~~ 10,37	1919 8mo *Lloyd's A&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	DalgleishSteam Shppg.Co.Ld.(R.S. Dalgleish,Ld. *Mgrs.*) *Cell DB*260'669t*FPT*72t*APT*170t	302·9 P32'B80'F33'	42·9	20·7 FK	Newcastle British 6*BHCem*	T.3Cy.22",36½"&59"–39" (s) 180lb *100lb* 262NHP 2SB,6cf,GS124,HS4426 Dunlop,Bremner&Co.Ld.	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
20876 214090 KLEH	**Bacoi** (*ex*Calgary) TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk*	1696 1515 1185					1912	Swan,Hunter&Wigham Richardson, Ld Newcastle	Bouchard Transpn.Co.	248·0 P36'F37'	42·5	19·1	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.16½"–24" 286NHP McIntosh& NE21 SeymourCorp.N.Yk.		R
20877 160411 GNTZ	**Bactria** ssLiv.No.2–35 2*Dks(Stl)*	2402 2085 1209	✠100A1 7,37 ~~7,36~~ ✠LMC MS3,35 ~~BS7,36~~ 7,37	Liv	*t*	CL ~~8,34~~ 7,37	1928 4mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld. *CellDBa&E94'f139'526tFPT43tAPT23t*	292·3 B129'F28'	45·0	20·3 FK	Liverpool ~~London~~ British 5*BHptCem*	T.3Cy.24",40"&66"–45" (s) 180lb *180lb* 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0½ 19 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20878 EABK	**Badalona** (*ex*Arnus) **TwinSc** Now Sailing as "Sirius" *OilEng.* *Mchy.Aft* *ss*Bcl.No.3–10,34 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4202 3873 2548	No later survey reported ✠100A1 12,36 ~~11,35~~ ✠LMC CS10,34 DBS~~[illegible]~~11,37 10,34 *Carrying Petroleum in bulk*	Bcl Cdz	*w*	OG 9,34	1922 9mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cia.Arrendataria delMonopolio dePetroleos.S.A. *CellDBa*19'*uE*33'121*tDTf*43'363*t FPT*99*tAPT*67*t*	365·0|49·0|28·7 P87'B28'F37' FK	Barcelona Spanish 13*BHptCem*	Oil Engines 2S.C.SA 12Cy.17"–35" 600NHP DB*120lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s 5 ″ 1 23 ″ 11¼	
20879 151783 VWCQ	**Badarpur** *ss*Cal.No.3–12,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CruiserStern*	8079 7473 4949	✠100A1 8,37 ~~10,36~~ ~~BS10,36~~ ✠LMC12,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Bom BS8,37	*c*†	CL 10,36	1922 6mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	BurmahOilCo.Ld. *CellDBuB*32'84*t* *DTf*41'444*t FPT*290*tAPT*80*t*	440·0|57·1|38·9 454·4(O.L.) P33'B34'F64' FK	Rangoon British 19*BHptCem* (9 *to U dk* 10 „ 2*nd* „)	T.3Cy.~~30"~~,50"&80"–54" (*s*) 180lb 30 3/16" FD 715NHP 3SB(Spt),&1AuxSB,*15cf*, HS11066 Hwthrn,Leslie&CoLd.Nwc	39 ″ 3 s9 ″ 7¾ 29 ″ 10	
20880 DHBU	**Baden** **4Mst** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	8204 7397 4879					1922	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7|58·3|32·7 P55'B224'F54'	Hamburg German *WB*	T.3Cy.32¼",52¾"&86⅝"–55" &L.P.turbine 769NHP BremerVulkan,Vegesack		G
20881 DGWA	**Badenia** **TwinSc** 1*Dk*	921 707 510					1912	F.Schichau Elbing	Rhein-London Linie,G.m.b.H.	219·8|33·5|13·4 Q66'B52'F26'	Cologne German *WB*	T.6Cy11⅜",19 7/10"&31½"–17¾" 84NHP F.Schichau,Elbing		G
20882 214598	**Badger State** (*ex*Fordonian-34,*ex* Georgian, *ex*Yukondoc,*ex*Fordonian) *ss*Ogdensburg2ndNo.3–5,34 *OilEng.* Wireless **GyC.** 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	1540 — 1118	✠100A1 *withfreeboard* 3,37 ✠LMC5,34 ✠NE4,28 ✠LMC(M)3,36 *For service between Chicago& Quebec via New York Canals, also between Boston, Mass.& Norfolk,Va.*	NYk		CL N3,37	1912 9mo *Lloyd's*A&CP	ClydeS.B. &E.Co.Ld. Port Glasgow	FederalMotorship Corp.(Geo.D.MacDonald, *Mgr.*) *CellDBuE*20'*f*& *in side tanks in fore hold* 190'767*tFPT*70*tAPT*18*t*	250·0|42·6|16·7 alt.34 FK	Buffalo, N.Y. Utd. States 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.18"–22" 190NHP BessemerGasEngineCo. GroveCity,Pa.	20 ″ 0 s6 ″ 1½ 14 ″ 0	
20883 149451 GMJV	**Badjestan** *ss*Shl.No.2–36 D.F. 1*Dk*(*Stl*)	5573 — 3353	✠100A1 ~~6,37 11,36~~ 1,38 MS1,36 ✠LMC ~~DBS1,36~~ ~~MBS4,36~~ BS5,37	Shl ~~Bs~~	*z*	CL ~~N7,34~~ 6,37	1928 3mo *Lloyd's*A&CP	Bartram&Sons,Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*340'1214*tDTa*28' 1184*t FPT*321*tAPT*266*t*	395·5|54·0|29·1 408·6(O.L.) P35'B108'F35' FK	Newcastle British 8*BHCem*	T.3Cy.21½",37"&65"–48" (*s*) 220lb *180lb* 418NHP 3SB(Spt),*9cf*,GS140, FD HS5801 MacColl&Pollock,Ld.Sld.	31 ″ 6 s6 ″ 2½ 25 ″ 5¾	
20884 PUAJ	**Baependy** Ⓟ (*ex*Tijuca) 2*Dks*3*trB* *Fitted for oil fuel*	4801 3840 3066					1899	Blohm&Voss Hamburg	LloydBrasileiro	375·6|46·3|27·5 P238'F50'	R.Janeiro Brazilian	Q4Cy.21⅓",31⅓",46"&66½"–50¾" 315NHP Blohm&Voss,Hamburg		V
20885 PUAK	**Bagé** Ⓟ (*ex*SierraNevada) **TwinSc** Sub.Sig. 3*Dks*	8235 6863 4969					1912	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	439·2|56·0|35·1 B151'F103	R.Janeiro Brazilian *WB*	T.6Cy.24",39⅘"&65"–49⅕" 600NHP A.G."Vulcan,"Stettin		V
20886 LJHI	**Baghdad** *Ref.Mchy.* *OilEng* *CruiserStern* 1*Dk*&*Shelter dk*	2161 1651 1162					1936	A/S Akers Mek.Værks. Oslo	A/SBonheur&Den NorskeMiddelhavslinjeA/S (Fred.Olsen&Co. *Mgrs.*)	315·2|44·3|16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 1/16"–35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
20887 161284 GSZV	**Bahadur** *ss*Cal.No.1–33 2*Dks*(*Stl*)	5424 5024 3397	✠100A1 3,37 ~~BS12,36~~ ✠LMC~~12,35~~ 1,38	Cal	*z*	CL 12,35	1929 9mo *Lloyd's*A&CP	Lithgow's, Ld. PortGlasgow	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*348'1186*t DTa*35' 981*t FPT*118*tAPT*31*t*	405·0|54·0|28·8 P40'B121'F41' FK	London British *ptCem* 5*BHto U dk* 1 „ „2*nd*„	T.3Cy.24½",42"&70"–48" (*s*) 210lb *110lb* 446NHP 2SB,*8cf*,GS154,HS5972 FD D.Rowan&Co.Ld.Gls.	31 ″ 3 s 6 ″ 1 25 ″ 4¾	
20888 160495 GSLF	**Baharistan** *ss*Lon.No.2–36 D.F. 2*Dks*(*Stl*)	5479 5065 3482	✠100A1 ~~11,36~~3,38 BS11,37 ✠LMC MS5,35 ~~BS10,36~~ *Fitted for oil fuel*6,28 *F.P. above* 150° F.	Lon Avn	*z*	CL ~~5,35~~ 3,38	1928 6mo *Lloyd's*A&CP	JReadhead &Sons,Ld. SouthShields	StrickLine (1923)Ld. (F.C. Strick&Co.Ld. *Mgrs.*) *CellDB*365'1192*t DTa*37' 962*t FPT*110*tAPT*24*t*	415·0|54·2|27·6 P31'B126'F52' FK	London British 7*BHptCem*	T.3Cy.28",46"&77"–48" (*r*) 200lb 630NHP 3SB,*12cf*,GS192,HS9411 FD J.Readhead&Sons,Ld.	30 ″ 1 s 6 ″ 0¾ 24 ″ 3	
20889 DIAP	**Bahia** Sub.Sig. *OilEng.* 2*Dks*	4117 3720 2407					1927	Kockums M.V.Aktieb. Malmö	Hamburg-Süd.-Amerik.Dampfschifffahrts Ges.	376·2|54·2|23·2 F38'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 438NHP KockumsM.V.Akt.Malmö		G
20890	**Bahia Blanca** (*ex*Scania) *Cruiser Stern* *OilEng.* *Mchy.Aft* 1*Dk*	637 508 482					1920	Limhamn Skeppsv.A.B. Limhamn	Borzone y Boggiano,PabloCalamani y Pio Frascaroli	180·7|29·0|11·6 P57'F23'	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.15¾"–28⅓" 172NHP A/B Atlas-Diesel,Skm.		V
20891	**Bahiense** (*ex*Natuna) **TwinSc** *Well deck* 1*Dk*	737 — 420			...		1898	Ramage& Ferguson,Ld. Leith	Cia.deTransportes MaritimosS.A. (F.M.Brosig, *Mgr.*)	197·4|32·1|13·0 Q74'B48'F30' FK	Bns.Aires Argentine *WB*	C.4Cy.13¼"&30"–21" 88NHP NB14*rcfitted*24 Ramage&FergusonLd.Lth	13 ″ 6	
20892 FOYO	**Bahram** (*ex*SaintBoniface) *ss*Rot No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinalframing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7765 7182 4139	✠ ... 8,34 ✠	Msl	*c*†		1922 10mo	Chant.Nav Français Caen	Association Pétrolière *CellDBuE*44'76*t uB*38'132*t* *DTf*35'313*t FPT*168*tAPT*235*t*	452·0|57·2|35·0 P135'B34'F44' FK	Dunkirk French 18*BHptCem* (10 „ *to U dk* 8 „ „2*nd*„)	3SteamTurbinesDRgeared to 1 Sc. Shaft 569NHP 3SB,*9cf*,GS204,HS7528 Atl.&Ch.de laLoire,St.N.	35 ″ 0	V †
20893 HPGB	**Bahrein** (*ex*R.J.Hanna–35) D.F. **GyC.** *ss*Yka.No.3–10,36 2*Dks* *Mchy.Aft* *Longitudinalframing*	7095 — 4388	100A1 9,37 ~~3,37~~ BS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above* 150° F.	LAn SFo LMC10,36	*b*†	CL 10,36	1921	UnionConstructionCo. Oakland,Cal.	ForeignTankship Corporation *Midship portion (cargo tanks) renewed* 36 *CellDBuE&B*62'178'*t DTf*50'1049*t FPT*119*t APT*81*t*	435·0|56·2|33·4 P105'B38'F42' FK	Panama Pnamanian 14*BH* (8 *to U dk* 6 „ 2*nd* „)	T.3Cy.27⅛",47"&78"–48" (*s*) 220lb FD 632NHP 3SB,*9cf*,GS180,HS9000 LlewellynIronWorks, LosAngeles	33 ″ 6	
20894 UOYV	**Baikal** (*ex*Roseworth–34) *ss*Bly.No.3–1,33 1*Dk*(*Stl*) *CruiserStern* *Fitted for oil fuel*	*2554* *2244* *1408*	✠ 1,33 ✠	Bly	*t*		1919 11mo	Dunlop, Bremner&Co. Ld.PGlasgow	U.S.S.R. *CellDB*260' 669*t FPT*72*tAPT*170*t*	302·9|42·9|20·7 P33'B80'F32' FK	Leningrad Russian 5*BHCem*	T.3Cy.22",36"&59"–39" 175NHP 2SB,*6cf*,GS124,HS4426 DunlopBrmnr&CoLdPGl.	23 ″ 0	
20895 28678 JBPA	**Baikal Maru** Ⓟ **TwinSc** *ss*Osa.No.3–2,33 *ss*Osa.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) 2*nd dk*(*Stl*) *in No.* 1 *hold*	5266 4079 3096	✠100A1 *Shelter dk withfreeboard* 3,38 ~~3,37~~ ✠LMC~~3,37~~ 3,38	Osa Kob	*y*	CL ~~P2,35~~ s2,36 P3,38	1921 9mo *Lloyd's*A&CP	Mitsubishi Zosen Kaisha,Ld. Kobe	OsakaShosen K.K. *CellDB*335'792*t tanks at sides of thrust recess* 8'65*t FPT*37*tAPT*50*t*	400·0|50·0|30·0 B169'F46'*onShelter dk* FK	Osaka Japanese *Cem* 7*BHtoShdk* 1 „ „ *U* „	4 Steam Turbines SR geared to 2 Screw Shafts 200lb (*s*) FD 1009NHP 4SB(Spt),*12cf*,GS264, HS10628 MitsubishiZosenKaishaLd	30 ″ 0 s 7 ″ 4¾ 23 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
20896 1663 ICPK	**Bainsizza** D.F. 1*Dk*	7933 6011 4965					1930	Stabilmnto Tecnico Trieste	Soc.Anon.E.V. Parodi	446·8|58·4|29·3 P37'B288'F40'	Genoa Italian *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"–43$\frac{5}{16}$" 407NHP StabilimentoTecnico,Tri.		I
20897 HRCP	**Baja California** *Fitted for oil fuel* 2*Dks*	1649 1418 819					1914	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·6|38·5|18·0 P21'B64'F32' *WB*	Puerto Cortes Honduran	T.3Cy.20",33"&54"–36" NB19*refitted*36 175NHP N.E.MarineEng.Co.Ld.Sld		R
20898 LDAM	**Bajamar** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	2757 2144 1244					1931	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6|48·2|19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23$\frac{1}{4}$"–43$\frac{5}{16}$" 625NHP AkersMek.Værks.Oslo		N
❋ 20899 YTJF	**Bakar** Ⓟ *ss*Spt.No.1-35 1*Dk*(*Teak*)	344 — 115	✠100A1 *withfreeboard* ~~4,37~~ ~~9,36~~11,37 BS11,37 ~~BS9,34~~ ✠LMC7,35	Spt	*f*	CL ~~6,34~~ 4,37	1931 3mo *Lloyd*	J.S.White &Co.Ld. EastCowes '*sA&CP*	Jadranska Plovidba ~~d.d.~~ D.D. *Tanks in way of tunnel*1	144·5|24·6|11·4 F34' BK6" 6'11*tDTf*20'31*tFP*	Susak Yugoslav 5*BHCem* *T*4*tAPT*3*t*	T.3Cy.14",22$\frac{1}{2}$"&37"–24"(s) 200lb 111NHP 1SB,3*cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 ″ 0 s 2 ″ 4$\frac{1}{2}$ 10 ″ 3$\frac{1}{2}$	
20900 218817 KIZC	**Bakersfield** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5545 — 3458					1919	South WesternShipbuildingCo. SanPedro,Cal	UnitedStates Maritime Commission	410·5|54·3|27·2 P46'B112'F46'	LAngeles Cal. Utd.States *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
20901 7577 SHAN	**Balaklava** TwinSc *OilEng.* *ss*Got.No.1-34 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	8036 7229 4663	✠100A1 4,37 ~~8,36~~ ✠LMC CS5,34 DBS~~6,36~~7,37 1,36 *CarryingPetroleum in bulk*	Syd Lis	*b*†	CL 7,36	1929 11mo *Lloyd*	A/BGötaverken Gothenburg '*sA&CP* *Cell*	RederiA/BTransmark(G.Carlsson, *Mgr.*) *DBuE*65'278*t DT*	454·8|59·1|35·4 P96'F37' FK *f*29'468*t FPT*113*t*	Gothenbrg Swedish 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 634NHP 2DB150*lb* A/BGötaverken,Got.	35 ″ 0 s 8 ″ 1 27 ″ 1$\frac{1}{2}$	
20902 UOKB	— (*ex*Ai-Todor) Wireless 1*Dk*	1026 858 567					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	233·2|34·3|13·0 Q42'B42'F26'	Odessa Russian	T.3Cy.16",26"&42$\frac{1}{2}$"–26" 92NHP StabilimentoTecnico,Tri		
❋ 20903 6146 SHXA	**Balboa** Ⓟ TwinSc3Mst *OilEng.* *ss*Got.No.3-9,31 *ss*Got.No.1-35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5524 4977 3381	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~12,36~~ 3,38 DBS~~1,36~~ 7,37 ✠LMC7,35 ✠LMC(M)12,36	Mmo ~~SFo~~ ~~Slm~~ SFo	*a*†	OG P11,36 S12,36	1919 6mo AP	Aktieb. Götaverken Gothenburg *Cell*	Rederiaktieb Nordstjernan(A.A. Johnson,*Mgr.*) *Collis* *DB*368'1506*t Wing*	426·9|56·2|26·1 FK *ionBHtoShelter dk* *tank aft* 353*tFPT*	Stockholm Swedish *Cem* 6*BH to U dk* 94*t APT*72*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB80*lb* 717NHP Aktieb.Götaverken,Got.	30 ″ 0 s 3 ″ 11$\frac{1}{2}$ 26 ″ 3$\frac{1}{4}$	
20904 218676 KISM	**Baldbutte** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk*	6295 — 3886					1919	Bethlehem S.B.Corp.Ld. Quincy, Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·9|56·2|31·0 P92'B39'F33'	Wilmgton (Del) Utd.States *WB*	T.3Cy.26$\frac{1}{2}$",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld.		R
20905 7870 SFBA	**Balder** (*ex*Hubro) 1*Dk*	1774 1342 995					1921	OuseS.B. Co.Ld. Goole	Ångf.A/B Kjell (H.Jeansson)	263·3|40·2|15·9 P49*t*Q122*t*H102*t* F11*t*	Kalmar Swedish *WB*	T.3Cy.19$\frac{1}{2}$",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		N
20906 LCMF	— 1*Dk*	1129 906 679					1901	Trndhjms Mek.Værks. Trondheim	AlbertSchjelderup RederiA/S (A.Schjelderup, *Mgr.*)	231·4|34·4|13·6 Q125*t*B51*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.16",26"&44"–30" TrondhjemsM.V. 106NHP Trondheim		N
20907 218915 KOBV	**Baldhill** *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* 2*Dks*	6413 — 3951					1919	Bethlehem S.B.Corp. Ld. Quincy,Mass.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·8|56·1|31·0 P92'B39'F33'	Wilmgton (Del) Utd.States *WB*	T.3Cy.26$\frac{1}{2}$",4[illegible]"&74"–51" 391NHP BethlehemS.B.Corp.Ld.		R
20908 LCMH	**Balduin** 1*Dk*	1164 975 647					1921	Akers Mek.Værks Oslo	A/SBonheur (F.Olsen&Co. *Mgrs.*)	226·7|36·6|14·7 P50*t*H89*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
20909 DHBW	**Baldur** D.F. *CruiserStern* *Mchy.Aft* Sub Sig. 2*Dks*	5805 5037 2995					1929	Flensburgr Schiffsb.Ges Flensburg	SeereedereiFrigga A.G.	411·9|58·2|26·0 P26'B26'F43'	Hamburg German *WB*	T.3Cy.23$\frac{3}{8}$",38$\frac{1}{2}$"&63"–45$\frac{1}{4}$" &LPTurbine 400NHP FlensburgerSchiffsb.Ges.		G
❋ 20910 143604 GCQB	**Balfe** *ss*Liv.No.3-5,35 D.F. 2*Dks*(*Stl*)	5369 4799 3225	✠100A1 8,37 ~~9,36~~ BS~~9,36~~ 11,37 ✠LMC5,35	Liv Mch	*y*	CL 9,36	1920 1mo *Lloyd*	D&W Henderson&CoLd Glasgow '*sA&CP*	Lamport&Holt Line,Ld. *CellDB*	400·1|52·3|28·4 P49'B113'F38' FK 344'1030*tFPT*113*t*	Liverpool British 7*BHptCem* *APT*210*t*	T.3Cy.27",44"&73"–48" (s) 180lb *120lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s 5 ″ 11$\frac{1}{2}$ 25 ″ 4	
20911 130124 MJXD	**Balfron** *ss*Gmh.No.3-10,32 *ss*Gmh.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	362 247 138	✠100A1 12,36 BS12,37 ✠LMC12,36	Gmh	*f*	CL 12,36	1920 3mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *FPT*31*tAPT*12*t*	141·7|23·8|10·1 *25·1* Q81'B8'F24' FK7"	Grngemth British 3*BHCem*	C.2Cy.16"&34"–24" (s) 130lb 47RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4$\frac{1}{4}$ 11 ″ 3	
20912 UOYT	**Balhash** (*ex*Straum-34, *ex*BarHarbor) 1*Dk*	2191 1807 1255			...		1918	Staten IslandS.B.Co StatenIsland N.Y.	U.S.S.R.	264·4|42·2|21·9 P52*t*F8*t*H154*t* FK	Leningrad Russian *WB*	T.3Cy.18",30"&51"–36" 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 ″ 0	N †
❋ 20913 LJCK	**Bali** Ⓟ (*ex*Alnwick-35) *ss*Osl.No.2-37 ~~*ss*Nwe.No.1-36~~ 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Wireless	1428 920 614	✠100A1 *withfreeboard* 6,37 ~~4,36~~ ✠LMC MS12,35 BS~~2,37~~ 2,38	Osl	*q*	CL ~~12,35~~ 5,37	1928 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP* *CellD*	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) *Ba&uE*75'*f*115'21	254·1|38·8|14·4 B75'F30' FK *Coll* 4*tFPT*17*tAPT*12*t*	Oslo Norwegian 5*BHCem* *BH to Sh dk* 4 „ „ *2nd* „	T.3Cy20$\frac{3}{4}$",35$\frac{1}{2}$"&60"–45"(s) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 8 s ″ 7 16 ″ 3	
20914 LZDE	**Balkan** (*ex*LouisFraissinet-34) *Fitted for oil fuel* 2*Dks*	3838 — 2296					1914	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale Bulgare deNav.à Vap.	353·5|46·6|23·1 P25'Q82'F48'	Varna Bulgarian *WB*	T3Cy25",40$\frac{9}{16}$"&66$\frac{9}{16}$"–43$\frac{5}{16}$" 295NHP Ch.&Atel.deProvence,Msl.		V
20915 201695	**Ball Brothers** *Mchy.Aft* 1*Dk*	5733 — 4438					1905	American S.B.Co. Lorain,O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	480·0|52·0|30·0 *WB*	Michigan, Ind. Utd.States	T.3Cy.22$\frac{1}{2}$",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
20916 130127 MLTC	**Balmaha** *ss*Gmh.No.3-1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1428 1256 768	✠100A1 9,37 ~~1,37~~ ✠LMC BS~~7,36~~ MS10,36 9,37	Gmh	*p*	CL ~~6,34~~ 9,37	1924 2mo *Lloyd*	Bow,McLachlan&Co LdPaisley '*sA&CP*	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *Cell*	244·7|36·1|17·2 253·5(O.L.) B56'F27' FK *DB*201'398*tFPT*77	Grngemth British 4*BHCem* *tAPT*57*t*	T.3Cy.17",27"&45"–33" (s) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy	19 ″ 3 s 2 ″ 6 16 ″ 10$\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20917 108628 MCSS	**Balmarino** 3Mst ssBel.3rdNo.3-8,36 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	419 304 166	✠100A1 12,36 ✠LMC ~~BS6,36~~ MS8,36 8,37	Bel	*g*	CL 3,35	1898 11mo	AilsaS.B. Co. Troon A&CP	J.Kelly,Ld. (W.Clint,*Mgr.*) *WB*=	161·7|25·1| 9·8 26·9 Q79′B7′F26′ BK7½″ *DBf* 79′118*t FPT*	Belfast British 3*BHCem* 49*tAPT*5*t*	C.2Cy.19″&42″-30″ (*s*) 115lb 80RHP 1SB,3*pf*,GS60,HS1380 Muir&Houston,Ld.Gls.	12 ″ 6 s 4 ″ 1½ 12 ″ 9½	
20918 113300 GFQP	**Balmoral** Ⓟ Pad Wireless	471 369 188					1900	S.Mc Knight&Co. Ld. Ayr	Southamptn.I.ofW &S.of Eng.Royal MailStmPktCo.Ld	236·0|27·1| 9·6	S'thamptn British	C.2Cy.36½″&66½″-66″ NB20 300NHP Hutson&Sons,Ld.Glasgow		BT till 10,37
20919 129074 GLVQ	**Balmoral Castle** Ⓟ TwinSc ssSou.2ndNo.3-11,34 *Ref.Mchy.* 4*Dks*(*Stl-M*ws *U*teaks) D.F.	13363 10683 7503	✠100A1 ~~3,37~~ 3,38~~11,37~~ ~~BS12,35~~ ✠LMC~~11,35~~ BS1,38 12,36	Sou	*l*†	CL ~~P9,33~~ S9,35 P3,37	1910 2mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP* *W*	Union-Castle MailS.S.Co.Ld. *B*=*CellDB a* 94′*u*	570·0|64·5|38·9 P74′F116′FK&BK3″ *Promenade dk*346′ *E&B*209′*f*130′1825*t*	London British 9*BHCem* *FPT*95*t*	Q8Cy32″46″66½″&96″-60″(*s*) 220lb HS40637 2234NHP 6D&4SB,52*cf*,GS1050, FairfieldCo.Ld.Glasgow	42 ″ 6 s11″10¼ 31 ″ 5	BT till 3,38
20920 164835 GZKK	**Balmoralwood** D.F. E.S.D. GyC. 1*Dk&Shelter dk* *Ref.Mchy.* *Cruiser Stern* *Longitudinal framing at shelter dk*	5832 4928 3373	✠100A1 *withfreeboard* ~~3,37~~2,37 ✠LMC2,37 3,38 ~~10,37~~	Nwc ~~Swa~~	*q* ~~Cff~~	CL	1937 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Constantine ShippingCo.Ld. (*Co* *CellDB*	446·7|56·7|26·1 453·2(O.L.) F39′ FK *ll-BH to Shltrdk,6B* 379′1342*t FPT*206*t*	Middlsbro' British 7*BHCem* *Hto2ndk*) *APT*309*t*	T.3Cy.23½″,38″&65″-45″& exhaust turbine driving steam compressor 477NHP 220lb (*s*) 2SB(Spt)(FD)&1AuxSB 9*cf*,GS142,HS6634 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 7½ 25 ″ 8¾	
20921 POXW	**Baloeran** Ⓟ TwinSc *OilEng.* D.F. GyC. 4*Dks* Sub.Sig. *CruiserStern*	17001 12123 10173					1930	Maats. Fyenoord Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	551·0|70·4|41·6 B11′F100′	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.$29\frac{9}{16}$″-52¾″ 3115NHP SulzerFrères,Winterthur		V
20922 144615 MKBW	**Baltallinn** (*ex*Starling) ssLon.No.3-3,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) &*2nd dk*(*Stl*)*inNo.1 hold* *Ref.Mchy* ssLon.No.1-37 Wireless	1303 1025 512	✠100A1 *Shelter dk* *withfreeboard* BS1,38 1,38 ~~2,36~~ ~~BS4,37~~ ~~BS3,36~~ ✠LMC~~4,324~~,37 ✠Lloyd'sRMC~~4,36 5,37~~ 1,38	Lon	*q*	CL ~~3,36~~ 3,37	1920 6mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellDB*211′32	245·2|39·2|15·0 B63′ *on Shelter* FK *dk Collision* 4*tFPT*17*tAPT*19*t*	London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.22″,37½″&60″-39″ (*s*) 180lb 292NHP 2SB,8*cf*,GS16,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 7 16 ″ 7	
20923 148640 GLKX	**Baltannic** (*ex*Westland, *ex*Zaanstroom) ssRot.No.3-7,25 ssLon.No.2-33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Weather dk* (*ptStl*-ws)	1739 1060 1004	100A1 *withfreeboard* 5,37 ~~2,36~~ LMC MS11,33 BS~~11,36~~11 ,37 ✠Lloyd'sRMC~~10,36~~ 11,37 ~~6,37~~	Lon	*p*	CL 3,36	1913	Rotterdam Droogd.Maat Rotterdam	UnitedBaltic Corporation,Ld. FK *CellDBa&uE*72′	243·4|37·3|24·6 *f* 98′263*t FPT*27*t*	London British 5*BHCem* *APT*31*t*	T.3Cy.21⅛″,33″&57″-39″ (*s*) 180lb 291NHP 2SB,6*cf*,GS115,HS4372 FD RotterdamDroogd.Maats.	25 ″ 9 s 7 ″ 9¼ 18 ″ 4½	
20924 142356 GTXM	**Baltara** (*ex*Glacière-33, 3Mst *ex*WarCountry) ssHam.No.3-8,30 *Ref.Mchy.* ssLon.No.1-35 1*Dk*(*Stl*)	3292 2818 1992	✠100A1 ~~3,37~~ ~~3,36~~2,38 BS2,38 ~~BS3,36~~ ✠LMC4,35 Lloyd'sRMC~~10,36~~ ~~4,37~~ 4,38~~11,37~~	Lon	*u*	CL ~~8,34~~ 3,37	1918 3mo	W.Gray& Co.Ld. WHartlepool A&CP	UnitedBaltic Corporation,Ld. *CellD*	331·2|46·7|23·2 P33′B100′F29′ FK *B*284′741*tFPT*105*t*	London British *ptCem* *APT*130*t*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.WrksW.Hpl	25 ″ 6 s3″10¼ 21 ″ 10½	
20925 144503 MJYF	**Balteako** (*ex*Heron-35) ssLon.No.1-37 ssLon.No.3-5,33 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl*-ws)&*2nd* *Ref.Mchy.* *dk*(*Stl*)*inNo.1hold* Wireless	~~1314~~ ~~1026~~ ~~515~~ 1328 1026 541	✠100A1 *Shelter dk* *withfreeboard* BS3,38 ~~4,37~~4,~~36~~3,38 4,37 ~~BS4,36~~ ✠LMC~~5,33~~ ✠Lloyd'sRMC~~12,36~~ 1,38 ~~1,37~~	Lon	*q*	CL ~~2,35~~ 3,38	1920 4mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP* *CellD*	Anglo-Latvian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *B*213′338*tFPT*17*t*	245·1|39·2|15·0 B63′*onShelterDk* FK *APT*19*t Collision*	London British *Cem* *BHto Sh dk* 4 ,, ,, *U* ,,	T.3Cy.23″,37½″&60″-39″ (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2¾ 16″11¼	
20926 DHKM	**Baltia** (*ex*Harald-33) ssShl.No.2-12 1*Dk*(*Stl*)& *deep framing*	1876 1627 1091	✠ 4,16 ✠	Bmn	*r*		1904 6mo	Craig,Tay- lor&Co. Stockton *W*	"Orion"Schif- fahrts-G.m.b.H. *B*=*Cell DBa*90′ *u* *f*116′406*t*	278·5|38·4|18·5 P26′B72′F28′ *E*16′ FK *FPT*79*tAPT*87*t*	Rostock German 4*BHptCem* *ptAsp*	T.3Cy.19″,31″&51″-33″ 167NHP 2SB,4*pf*,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7	G †
20927 HPFG	**Baltic** TwinSc *OilEng.* *Mchy.Aft* 3*Dks* D.F. E.S.D. *Longitudinal framing* *CarryingPetroleum in bulk*	8805 — 5410					1920	Nordsee- werke Emden	PanamaTransp. Co.(~~WariedTank-~~ ~~schiffRhedG.m.b.H~~ ~~Mgrs.)~~	509·6|64·0|31·7	Panama Pnamanian *WB*	OilEngines 2S.C.SA 8Cy.25⅗″-51⅕″ 908NHP NE26 Fried KruppGermania- werftA.G.Kiel	32 ″ 0 s5 ″ 3½ 26 ″ 11½	G
20928 OHAH	— Ⓟ Wireless D.F. 1*Dk& Hurricane dk*	1086 1046 612					1897	Schiffsw. vonH.Koch Lübeck	FinskaÅngfartygs Aktiebolaget	201·5|32·8|21·2	Helsingfrs Finnish *WB*	T.3Cy.15½″,25⅜″&44″-30″ 106NHP Blohm&Voss,Hamburg		V
20929 316 ESEX	**Baltica** (*ex*Sillesund, Comp *ex*Rana) *OilEng.* *Mchy.Aft* 1*Dk*	348 255 165					1917	AktiebC.O. Christianson &Co. Strömstad	A.Jürgenthal& others(A.Jürgen- thal,*Mgr.*)	116·0|25·1|11·4 P41′B7′F38′	Haapsalu Estonian	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{16}$″-$14\frac{3}{16}$″ 123NHP BergsundsM.V.Aktb Skm.		V
20930 7398 SDLA	**Balticia** (*ex*LordErskine,*ex*Eric Petersen,*ex* ssHbg.2nd.No.3-2,30 Dwina,*ex*Kara ssMmo.No.1-34 Sea) 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1966* *1783* *1138*	✠100A1 6,37~~10,35~~ ✠LMC MS5,34 BS~~10,36~~ 8,37	Hpl	*r*	CL ~~5,34~~ 6,37	1905 7mo *Lloyd*	Craig, Taylor&Co. Stockton '*sA&CP*	Rederi A/B Allians (N.M.Thore,*Mgr.*) *CellDBa*	280·3|42·2|19·4 P26′B70′F28′ FK 88′*uE*16′ *f*112′ 470*t*	Jonstorp Swedish 4*BHCem* *APT*92*t*	T.3Cy.21⅞″,35″&57″-39″ (*s*) 160lb *90lb* 210NHP 2SB,6*pf*,GS188,HS3248(Spt) N.E.MarineEng.CoLd.Sld	20 ″ 7 s2 ″ 11¼ 17 ″ 9¾	
20931 GZNT	**Baltistan** *For full particulars see No. 37353 in Supplement* D.F. E.S.D. *CruiserStern*	6800 [illegible] 4190	100A1 (*ClassContemplated*)				1937	J.Read- head&SonsLd SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*)	453·9|58·5|29·6 P42′B140′F39′	London British	T.3Cy.29″,48″&81″-51″& LPturbine withDR gearing & hydraulic coupling J.Readhead&SonsLd.S.Shl		
20932 165333 GZCZ	**Baltonia** (*ex*BuenaVista-36) D.F. *Ref.Mchy.* ~~2Dks~~ 1*Dk* ssLon.No.3-11,37	2013 1618 1019	100A1 11,37 ✠Lloyd'sRMC~~11,36~~ 12,37 ~~5,37~~ LMC12,37	Lon		CL N11,37	1925	Akers Mek.Værks. Oslo	~~UnitedBaltic~~ ~~CorporationLd.~~ Anglo-Lithuanian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*)	303·0|42·2|17·1 ~~P32′B&F256′~~ 316·0(O.L.) P29′B&F251′ FK *CellDBa&uE*101′*f*122′522*tAPT*50*t*	London British 5*BHCem*	T.3Cy.22″,35″&60″-42″ (*s*) 180lb FD 317 ~~233~~NHP 2SB(Spt)6*cf*,GS130,HS4604 AkersMek.Værks.Oslo	20 ″ 0 s ″10¾ 19 ″ 3¼	

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
20933 148755 GMJS	**Baltrader** (exBanka) ssLon.No.3-4,26 Well deck ssLon.No.2-35 Ref.Mchy. 1Dk(Stl)	1699 1171 1013	100A1 ~~4,37 2,36~~ 12,37 ~~BS2,36~~ ✠Lloyd'sRMC~~3,36~~ ~~4,37~~ 11,37 Fitted for oil fuel 1919	Hul ~~Lon~~ BS4,37 LMC4,35		~~2,36~~ 12,37 F.P. a	1919 bove 1	Akt.Bur-meistr&Wain Copenhagen 50° F.	UnitedBaltic Corporation,Ld. CellDBa&u	255·4|38·2|15·4 P15'Q75'B104'F32' FK E83'f110'392tFPT	London British 4BHptCem 32tAPT22t	T.3Cy.18″,30″&50″–36″ (s) 180lb 165NHP 2SB,4cf,GS132,HS2600 Akt.Burmeistr&Wain,Cpn	17 ″ 9 s ″ 8½ 17 ″ 3	
20934 142597 GTXN	**Baltraffic** (exRéfrigérant-33, exWarCoppice) ssHam.No.3-9,30 Ref.Mchy. ssLon.No.1-35 1Dk(Stl) Cargo battens not fitted	3297 2844 1994	✠100A1 3,37 ~~2,36~~ ~~BS2,36~~ Lloyd'sRMC~~6,37~~ 4,38	Lon BS3,38 ✠LMC4,35	u	CL 3,36	1918 7mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	UnitedBaltic Corporation,Ld. CellD	331·3|46·8|23·2 P33'B98'F28' FK B276'734tFPT105	London British 7BHptCem tAPT122t	T.3Cy.25″,41″&68″–45″ (s) 180lb 430NHP 3SB,9cf,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 10 21 ″ 10½	
✱ 20935 132840 GYQX	**Baltrover** Ⓟ (exDominica-36, exDigby) ssQns.No.3-10,25 Sub.Sig. D.F. ssN.Yk.No.2-34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) Cargo battens not fitted ~~in Shltr'tween dks~~	4916 4160 3014	✠100A1 Shelter dk withfreeboard 1,37 MS2,34 ✠Lloyd'sRMC~~2,37~~ 3,38 ~~2,37~~	Lon ✠LMC BS~~2,37~~2,38	x	CL 12,35	1913 4mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP	UnitedBaltic Corporation,Ld. CellDBa108'uE&	350·8|50·0|31·6 B128'F43'onShelter dk FK B54'f144'701tFPT	London British 6BHCem 26tAPT44t	T.3Cy.28″,46″&77″–48″ (s) 180lb 602NHP 3SB,12cf,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 1 s 9 ″ 0¼ 25 ″ 6	BT till 1,38
20936 135889 GPLB	**Baluchistan** (exEustace) ssNwc.No.3-2,27 ssShl.No.2-35 D.F. 1Dk(Stl)&Shelter dk(Stl) Now "Penthames," see No. 39693 in Supplement	3995 3828 2484	✠100A1 Shelter dk withfreeboard 5,37 ~~9,33~~ ~~BS7,35~~	Shl BS5,37 ✠LMC7,35	x	CL 7,36	1913 8mo Lloyd	Irvine'sSB. &D.D.Co.Ld. WHartlepool 'sA&CP	African&Conti-nentalS.S.Co.Ld. CellDBa110'uE&B	381·0|51·2|24·4 FK 62'f156'944tFPT1	London ~~Newcastle~~ British 6BHCem 12tAPT140t	T.3Cy.25″,42″&68″–48″ (s) 180lb 130lb 375NHP 2SB,6cf,GS140HS6138 Blair&Co.Ld.Stockton	26 ″ 10 s 2 ″ 9½ 24 ″ 3½	
✱ 20937 143619 GCSZ	**Balzac** ssLiv.No.1-37 ssGls.No.3-10,32 D.F. 2Dks(Stl)	5372 4803 3210	✠100A1 ~~5,37~~ 2,36 3,38 ~~BS2,36~~ BS~~1,37~~3,38	Liv Mch ✠LMC MS10,36	y	CL 1,37	1920 3mo Lloyd	D&WHen-dersn&Co.Ld. Glasgow 'sA&CP	Lamport&Holt Line,Ld. CellDB	400·3|52·3|28·4 P49'B113'F38' FK 344'1030tFPT113t	Liverpool British 7BHptCem APT210t	T.3Cy.27″,44″&73″–48″ (s) 180lb 120lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
20938 LCED	— OilEng Wireless Mchy.Aft 1Dk	962 765 498					1921	Odense Staalskibsvft Odense	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	215·0|34·7|12·9 P138'F31'	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.19 7/16″–35⅝″ 225NHP AktBurmeistr&Wain,Cpn		N
20939 FNHF	**Bamako** OilEng 2Dks	2357 2114 1431					1930	Akt.Bur-meistr&Wain Copenhagen	Cie.deNav.Pquet	281·9|45·1|21·1 P24'B93'F29'	Marseilles French WB	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn		V
20940 160296 MMBS	**Bamboo** Mchy.Aft 1Dk Cargo battens not fitted	360 257 129	✠100A1 11,36	Bwg ✠LMC11,36	f	CL	1936 11mo Lloyd	Scott& Sons Bowling 'sA&CP	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.Mgrs.)	142·2|23·6|10·5 Q81'B7'F20' BK6″ FPT	Newry British 3BHCem 54tAPT35t	T.3Cy.11½″,20″&32″–24″ (s) 205lb 62RHP 1SB,3cf,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
20941 [illegible] MFQZ	**Bamburgh** (exArkleside) Now "Methilhill," see No. 39240 in Supplement [illegible] Mchy.Aft Well deck ssMdb.No.2-36 Cargo battens not fitted 1Dk(Irn)	648 463 373	✠100A1 ~~7,37~~ ~~2,36~~ 2,38 BS~~7,37~~3,38	Mdb ~~Shl~~ Bly ✠LMC2,36	j	OG ~~2,36~~ ~~7,37~~ 2,38	1914 12mo Lloyd	W.Harkess &Son,Ld. Middlesbro' 'sA&CP	~~TyneTeesSteam ShippingCo.Ld.~~ M.Taylor	179·9|28·0|11·4 Q119'B11'F22' FK CellDBf136tFPT	Methil British 3BHCem 33tAPT28t	T.3Cy.15½″,25″&41″–30″ (s) 180lb ~~100lb~~ 85RHP 1SB,3cf,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s 3 ″ 9½ 13 ″ 4½	
20942 136288 GRYC	**Bamora** Ⓟ ssCal.No.3-4,27 ssBom.No.2-35 2Dks(Stl-Uteaks)	3291 2654 1870	✠100A1 5,37 ~~4,36~~ BS~~4,36~~ 3,37	Bom ✠LMC5,35	v	CL 4,36	1914 5mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP WB	BritishIndiaStm. Nav.Co.Ld. =CellDBa94'uE&	330·2|46·2|23·1 342·5(O.L.) P&B192'F34' FK B67'f124'647tFPT	Glasgow British 5BHCem 47tAPT18t	T.3Cy.26″,34″&58″–45″ (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1½ 21 ″ 9½	
20943 PKOX	**Ban-Ho-Guan** (exDeHaan-35) Fitted for oil fuel 1Dk	1693 1327 904					1908	Maats. Fyenoord Rotterdam	N.V.HandelMaats. TjinLiong	270·3|40·2|16·9 P33'B73'F30' WB	Bandjer-masin Dutch	T.3Cy.19″,31½″&51½″–39″ 66NHP Maats.Fyenoord,Rot.		V
20944	**Ban Ho Liong** (exLeif-36) Mchy.Aft 1Dk	490 431 211					1895	Simons& Co. Renfrew	Mrs.TanSinTjoo	154·5|28·6|11·5	Singapore British	C.2Cy.22″&44″–24″ Bmade25 79NHP Simons&Co.Renfrew		
20945 157826 VPKM	**Ban Hong Liong** (exVanHoorn-34) 1Dk	1671 1380 1004					1908	Nederl. Schps.Maats. Amsterdam	HeapEng.MohS.S. Co.Ld.	269·8|40·1|16·7 P33'B74'F31'	Singapore British WB	T.3Cy.19″,31½″&51½″–39″ NB12 165NHP NedFb.v.Wrk&Spoor,Ams		V
20946 LDOS	**Bañaderos** TwinSc OilEng. D.F. CruiserStern 2Dks	2728 2144 1257					1930	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	330·6|48·2|19·2 P97tH277tF21t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¾″–43 5/16″ 625NHP AkersMek.Værks.Oslo		N
20947 LCMJ	**Banan** (exEdwardM.Raphel-36, exBanan-36) 2Dks	1581 917 977					1912	Nylands Værksted Oslo	Dampsk.-A/S Sydfart(Erling Sannes,Mgr.)	250·0|34·7|22·0 H120t	Bodö Norwegian WB	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		V
20948 28026 JAQA	**Bandai Maru** ssOsa.No.1-37 ssKob.No.3-10,33 1Dk(Stl)&Shelter dk(Stl) Web frames in E&B&inNo.2 hold 2ndtrB in Nos.1,3&4holds	4147 3874 2541	✠100A – Shelter dk withfreeboard 12,37 ~~12,36~~	Kob Osa ✠LMC~~12,36~~ 12,37		CL ~~11,35~~ 12,37	1921 7mo	Nitta Shipyard, Osaka	KyoritsuKisen K.K. CellDB296'800t	340·0|46·5|32·7 B34'F38' on Shelter dk FK FPT63tAPT87t	Kobe Japanese Cem 5BHtoSh dk 1 ,, ,, U ,,	T.3Cy.23½″,37½″&65″–48″ 190lb (s) 348NHP 3SB,9cf,GS139,HS5651 Fujimura,Osaka	32 ″ 9 s6 ″ 11¼ 26 ″ 0½	
✱ 20949 149811 GMZV	**Bandar Shahpour** (exArabistan) ssBkn.No.3-2,37 2Dks(Stl) D.F.	5236 4814 3268	✠100A1 10,37 ~~2,37~~ BS~~11,36~~ 10,37 Fitted for oil	Bkn Swa ✠LMC MS2,37 fuel 4,	y 27	CL 2,37 F.P. a	1927 4mo Lloyd bove 1	W.Gray& Co.Ld. WHartlepool 'sA&CP 50° F.	StrickLine(1923), Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB350'1210t	400·0|53·5|27·2 P31'B124'F40' FK DTa37'990tFPT12	London British 7BHptCem 1 ,, to2nddk 2tAPT33t	T.3Cy.28″,46″&77″–48″ (s) 180lb 590NHP 3SB,12cf,GS220,HS8874 FD Cen.Mar.Eng.WrksW.Hpl	29 ″ 7 s 5 ″ 9½ 24 ″ 0½	
20950	**Bandeirante** WoodAux3MstSr (exElbnixe) OilEng. Mchy.Aft. 1Dk (See Sailing Ship Register)	342 280 233					1922	Gbr.Klahn G.m.b.H. Neustadt	Companhia Amarante	153·0|25·8|10·8 Q44'H10'F23'	R.Janeiro Brazilian	Oil Engines 2S.C.SA 2Cy.12⅝″–12⅝″ 20NHP H.Callesen&Co.Apenrade		
✱ 20951 EABZ	**Banderas** ssBbo.2ndNo.3-1,26 ssBbo.No2-34 1Dk(Stl)&deepframing	2140 1921 1273	✠100A1 11,36 MS4,34	Cff ✠LMC BS2,37	s	CL 9,36	1899 7mo	W.Pickers-gill&Sons Sunderland A&CP	Cia.Nav.Vascon-gada WB=CellDBa	286·0|42·9|18·7 P23'B56'F27' FK 90'uE20'f108'575t	Bilbao Spanish 5BHCem APT54t	T.3Cy.21½″,35″&57½″–39″(r) 160lb 210NHP 2SB,6pf,GS99,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1½ 18 ″ 0	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
20952 TCAS	**Bandirma** Ⓟ (*ex*Medway) Now "Ulgen," *see No.* 40513 *in Supplement* *Well deck* Wireless 2*Dks*	929 735 483			...		1886	C.Connell &Co.Ld. Glasgow	Denizyollari Idaresi	225·0 P&B134'F29'	32·1	14·2	Istanbul Turkish *WB*	C.2Cy.28"&56"–48" NB01 181NHP J.&J.Thomson,Glasgow	16 〃 7	
* 20953 27166 JNOD	**Bandoeng Maru** Ⓟ (*ex*Kinno Maru) *ss*Osa.No.3–11,32 *ss*Kob.No.1–35 2*Dks*(*Stl*)	4003 3460 2469	✠100A1 12,37 ~~11,36~~ BS1,38 ✠LMC11,36	Yka Nag	*w*	CL 11,36	1920 5mo	Yokohama DockCo.Ld. Yokohama A&CP	NanyoKaiunK.K. *CellD*	345·0 357·4(O.L.) P33'B77'F41' FK *B*316' 793*t FPT*56*t*	50·0	29·0	Kobe Japanese 6*BHCem* *APT*29*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 343NHP 2SB,6*cf*,GS105,HS4414 FD YokohamaDockCo.	29 〃 1 s 5 〃 5½ 23 〃 11	
20954 204328 KJCN	**Bandon** WoodTwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 350					1907	Kruse& Banks NorthBend, Or.	MooreMill& LumberCo.	172·8	39·7	11·0	S.Frncisco Utd.States	C.4Cy.12"&25"–16" 42NHP MarineIronWks.Chicago		
20955 136275 GRMX	**Bandra** Ⓟ *ss*Bom.No.3–6,27 *ss*Bom.No.2–35 2*Dks*(*Stl–U*teaks)	3194 2651 1893	✠100A1 6,37 ~~6,36~~ ~~BS6,36~~ 6,37 ✠LMC5,35	Bom	*v*	CL 6,36	1914 3mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94'*uE&B*66'	330·4 342·7(O.L.) P33'B94'F34' FK *f*124' 647*t FPT*47*t*	46·2	23·1	Glasgow British 5*BHCem* *APT*18*t*	T.3Cy.20",34"&58⅜"–45" 215lb *195lb* 450NHP 3SB,9*cf*,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 〃 6 s 4 〃 3 21 〃 8¼	
20956 133005 GNZM	**Banffshire** (*ex*ClanMacrae) *Ref.Mchy.* 3*Dks&Shelter dk* D.F.	6479 4689 4048					1912	W.Doxford &Sons,Ld. Sunderland	British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs.*)	430·0	53·5	34·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60" &1L.P.Turbine 575NHP W.Doxford&Sons,Ld.Sld.		C
20957 FOHM	**Banfora** Ⓟ TwinSc (*ex*Insulinde–33) 3*Dks* D.F. *Ref.Mchy.*	9347 7031 5577					1914	Kon.Maats deSchelde Flushing	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	478·4 P150'B187'F84'	57·1	26·3 34·4	Marseilles French *WB*	T.6Cy.29",47"&81"–52" 942NHP Maats.deSchelde,Flushing		V
20958 160547 GBCY	**Bangalore** *Fitted for oil fuel* 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* D.F.	6067 5488 2875	✠Lloyd'sRMC~~3,37~~ 5,38 ~~12,37~~		...		1928	Barclay, Curle&Co.Ld Glasgow	HainS.S.Co.Ld.	436·0 F34' FK	57·5	29·8	London British *WB*	Q4Cy30½",44",63½"&91"–57" &LPTurbine withDRgearing&hydraulic coupling 1236NHP Barclay,Curle&Co.Ld.Gls.	32 〃 3	
20959 FNLO	**Bangkok** TwinSc Sub.Sig. D.F. 2*Dks&Shelter dk*	8056 7845 5077			...		1919	Uraga DockCo.Ld. Uraga	ChargeursRéunis	445·0 FK	58·0	37·3	Dunkirk French *WB*	T.6Cy.22",36½"&61"–48" 516NHP UragaDockCo.Ld.Uraga	40 〃 1	V †
20960 219009 KODZ	**Bangu** (*ex*Orphis) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4782 4279 3016					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates Maritime Commission	380·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		R
20961 157858 VSPD	**Banka** (*ex*Singkara–36) 2*Dks*	623 489 319					1914	NV.Schpw. Dordrecht Dordrecht	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMohS.S. Co.Ld.*Mgrs.*)	185·6 P&B120'F25'	31·1	10·9	Singapore British	C.2Cy.15 1/16"&29¼"–23¾" 35RHP RotterdamDroogd.Maats.		V
* 20962 133051 GRMQ	**Bankura** Ⓟ *ss*Bom.No.3–7,29 *ss*Bom.No.1–33 2*Dks*(*Stl–U*teaks)	3185 2678 1896	✠100A1 5,37 ~~5,36~~ ~~BS5,36~~ ✠LMC~~6,33~~ 5,37	Bom	*v*	CL ~~N6,34~~ 5,37	1912 6mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *WB*=	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94'*uE&B*	330·8 342·7(O.L.) P33'B94'F34' FK 67' *f*124' 647*t FPT*	46·2	23·3	Glasgow British 5*BHCem* 47*tAPT*18*t*	T.3Cy.20",34"&58"–45 (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11*cf*,GS227, Barclay,Curle&Co.Ld.Gls.	25 〃 6 s 4 〃 3 21 〃 8¼	
* 20963 118089 MCVQ	**Bankville** (*ex*Susetta–34,*ex*William Rowland) *ss*Bwg.2ndNo.3–10,32 *Well deck Mchy.Aft* *ss*Bkn.No.1–36 *Cargo battens not fitted* 1*Dk*(*Stl*)	339 259 129	✠100A1 3,38 ~~11,36~~ ✠LMC MS11,36 ~~BS3,36~~ 5,37	Bkn	*f*	CL 7,35	1904 4mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	JohnS.MonksLd.	150·2 Q54'B14'F27' BK7" *FPT*50*t*	24·4	10·4	Liverpool British 3*BHCem* *APT*5*t*	C.2Cy.20"&42"–27" (*s*) 130lb 95RHP 1SB,3*pf*,GS52,HS1676 Ross&Duncan,Glasgow	11 〃 8 s 〃 6¾ 11 〃 9¼	
20964 218835 KJCO	**Bannack** Sub.Sig. 2*Dks*	4844 — 2987					1919	Standard S.B.Corp. Shooter's Island,N.Y.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ MysticS.S.Co.	377·0 P25'B106'F37'	52·0	26·6	Boston ~~NewYork~~ Utd.States *WB*	T.3Cy.25",42"&70"–48" 340NHP StandardS.B.Corp.		R
20965 29830 JTSA	**Bansei Maru** (*ex*SaishoMaru–33, *ex*Yarborough) *ss*Hpl.No.3–8,12 *ss*Gls.No.1–17 1*Dk*(*Irn*)2*trB&Web frames 3Dk rule*	3120 2896 1972	✠ 10,20 ✠	Lon	*u*		1900 8mo	W.Gray& Co.Ld. W Hartlepool	KusakabeKisen K.K. *CellDBa*	324·5 P27'B82'F30' FK &*uE*130' *f*136' 732*t*	47·1	22·4	Mikage Japanese 5*BHCem* *APT*53*t*	T.3Cy.24",38"&64"–42" NDB17 267NHP 2SB,6*rf*,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 〃 10	C †
20966 4979 JZCB	**Banshu Maru No. 6** (*ex*Yenoura Maru–33) *Ref.Mchy.* Wireless 1*Dk*	657 536 353					1900	MitsuBishi Dkyd&EWks Nagasaki	IzumiyaGiichi	174·8 B48'	32·8	12·5	Tokio Japanese *WB*	T.3Cy.12",20"&33"–24" 53NHP MitsuBishiD.&E.WksNag		
20967 38079 JPRH	**Banshu Maru No. 15** Wireless *OilEng.* 1*Dk*	390 — 248					1933	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0	25·0	12·0	Kobe Japanese	Oil Engines		
20968 28954 JNSA	**Banshu Maru No. 17** Wireless *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 1*Dk*	460 400 254					1923	KobeSteel Works Harima	Hayashikane ShotenK.K.	130·0 F24'	26·0	14·5	Kobe Japanese *WB*	T.3Cy.14½",24 5/16"&40"–30" 88NHP TakaoIronWorks,Kobe		
20969 39169 JOPJ	**Banshu Maru No. 87** Wireless *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	363 233 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimonoseki Japanese	Oil Engines 2S.C.SA 4Cy.20"–22" 282NHP HayashikaneTekko-bu Hikoshima		
20970 39195 JOVJ	**Banshu Maru No. 88** TwinSc Wireless *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	725 — 392					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	170·0 P49'B62'F21'	30·0	14·5	Shimonoseki Japanese	Oil Engines 2S.C.SA 8Cy.16¾"–18½" 395NHP HayashikaneTekko-bu Hikoshima		
20971 39391 JUDJ	**Banshu Maru No. 89** *OilEng.* *Ref.Mchy.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	363 290 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimonoseki Japanese *WB*	Oil Engines 2S.C.SA 4Cy.20"–22" 282NHP HayashikaneTekko-bu Hikoshima		
20972 PKHN	**Bantam** *Mchy.Aft* 1*Dk*	3322 2537 2300					1929	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
* 20973 160500 GSLV	**Bantria** ssLiv.No.2–35 2Dks(Stl)	2402 2085 1209	✠100A1 7,37 ~~7,36~~ BS7,37 MS6,35	Liv ✠LMC ~~[illegible]~~	t	CL ~~7,34~~ 6,37	1928 6mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	CunardS.S.Co.Ld. CellDBa&u	292·3 B129'F28' FK E94'f139'526tFPT	45·0	20·3	Liverpool ~~London~~ British 5BHptCem 43tAPT23t	T.3Cy.24",40"&66"–45" (s) 180lb 180lb 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0½ 19 ″ 8	
20974 20996 JPNB	**Banyei Maru No. 2** Wireless 1Dk	1186 1007 800					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese WB	T.3Cy.14½",24½"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
20975 23861 JQCB	**Banyei Maru No. 3**	1778 1484 1232					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0 P14'B57'F26'	36·0	20·9	Kobe Japanese WB	T.3Cy.16",27"&45"–32" 114NHP TanakaWorks,Osaka		
20976 21522 JILB	**Banyei Maru No. 6** Wireless 1Dk	1191 1007 808					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese WB	T.3Cy.14",24"&40"–30" 88NHP NittaCo.Osaka		
20977 21535 JOOB	**Banyei Maru No. 7** Wireless 1Dk	1189 1007 799					1918	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese	T.3Cy.14½",24½"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
20978 22565 JOCB	**Banyei Maru No. 15** 1Dk	1828 1484 1063					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0	36·0	20·9	Kobe Japanese	T.3Cy.17½",29½&49⅝"–36" 148NHP YoshidaTekkosho,Osaka		
20979 FNLP	**Baoulé** Ref.Mchy. 2Dks	5874 — 3491					1921	Atel.&Ch. de laLoire Nantes	ChargeursRéunis	393·6 P39'B125'F54'	55·9	29·0	Havre French WB	T.3Cy.25½",42½"&68½"–48" 325NHP Atel.&Ch.de laLoire,Nts.		V
20980 [illegible] SDHR	**Bara** (exNetta,exMarkersdal) Now "Vistula," see No. 40611 in Supplement 1Dk	1018 799 526					1919	DeHaan& Oerlemans Heusden	Sydsvenske RederiA/B(SvenP. Larsson,Mgr.)	214·0 P12'Q51'B57'F25'	34·8	13·1	Malmö Swedish WB	T.3Cy.15¾",25⅝"&41⅝"–27$\frac{5}{16}$" 90NHP Burgerhout,Rotterdam		C
20981	**Baracoa** Ⓟ (exJulia) Fitted for oil fuel 2Dks&Awng dk	1744 1529 1133				...	1891	DavidJ. Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCubaS.A.	260·3 ptShadedk175'23·4 BK8"	36·1	15·9	Havana Cuban WB	T.3Cy.26$\frac{1}{16}$",42⅞"&65¼"–42" NB00 339NHP DavidJ.Dunlop&Co.P.Gls.		
* 20982 133022 GMCP	**Barala** Ⓟ ssBom.2ndNo.3–4,35 ~~ssBom.No.3–9,27~~ ~~ssBom.No.2–35~~ 2Dks(Stl–Uteak s)	3148 2667 1899	✠100A1 ~~4,37 1,36~~ 4,38 MS4,35 BS4,38 ~~4,37~~	Cal Bom ✠LMC ~~[illegible]~~	v	CL 1,36	1912 3mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	330·5 P49'B94'F34' FK AftPeakBHto WB=CellDBa	46·2	23·1	Glasgow British 5BHCem 2nd dk only 94'uE&B67'	T.3Cy.20",34"&58"–45" (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227, Barclay,Curle&Co.Ld.Gls. f124'647tFPT47tAPT18t	25 ″ 6 s 4 ″ 3 21 ″ 8¾	
20983 * 147947 VJDZ	**Baralaba** (exSolskin,exNürnberg) ssBsb.No.3–1,37 Well deck 1Dk(Stl) Wireless	998 787 557	100A1 ~~6,37 1,37~~ 11,37 BS12,37	Bsb LMC1,37	m	CL 1,37	1921	Stettiner Oderwerke Stettin	Australas'n United Stm.Nav.Co.Ld. CellDBa55'u	211·6 223·7(O.L.) P16'Q53'B55'F22' FK E20 f92'340tFPT	33·9	13·1	Brisbane British 4BHptCem 50tAPT31t	T.3Cy15¾"25$\frac{5}{16}$"&41$\frac{5}{16}$"–29½" 200lb (s) 124NHP 2SB,4cf,GS58,HS2160 StettinerOderwerke	16 ″ 2 s 1 ″ 1 15 ″ 3	
20984 PJBO	**Baralt** Fitted for oil fuel Wireless 2Dks	780 — 323					1921	Coaster Constrct'nCo Ld. Montrose	West-Indische Scheepv.Maats.	200·0 B60'F23'	33·1	10·5	Curaçao Dutch WB	T.3Cy.15",25"&40"–27" 88NHP Fleming&Fergusn,Ld.Psy		C
20985 218128 KIGQ	**Baranof** Ⓟ (exSantaElisa–36) ssN.Yk.No.3–3,31 ssN.Yk.No.1–36 D.F. 2Dks(Stl)&Shelter dk(Stl)	5065 4483 2986	✠100A1 Shelter dk withfreeboard ~~7,37~~ 3,38 Fitted for oil	Sea 3,38 BS~~4,37~~ ✠LMC2,36 fuel 6,	x 19	CL ~~10,36~~ 3,38 F.P. a	1919 3mo bove 1	NewYork S.B.Corp. Camden,N.J. A&CP 50° F.	AlaskaS.S.Co.Inc. CellDB292'870t	360·3 F40'onShelterdk FK FPT61tAPT11t	51·7	31·1	NewYork Utd.States Cem 6BHtoSh dk 1 „ „ U „	Q4Cy25½"38½"55½"&81"–54" 220lb (s) 663NHP 4SB,12cf,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 s 8 ″ 4⅝ 25 ″ 4	
20986 PUAL	**Barbacena** (exGundrun) 2Dks(Stl–Uws)& deep framing Sub.Sig.	4772 4419 2984	11,12	Ham	z		1909 12mo	J.C.Teck- lenborgA.G. Weser- münde-G.	LloydBrasileiro CellDBa100'uE&B	392·5 P&B225'F55' FK 103'f130'1156tFPT	51·9	27·3	R.Janeiro Brazilian 7BHCem 80tAPT52t	Q4Cy24"34⅝"50⅞"&74"–53$\frac{15}{16}$" 639NHP 3SB(FD)&1AuxSB,12cf, GS241,HS9759 J.C.Tecklenborg AG Wsm	30 ″ 1	V †
20987 1496 IBBF	**Barbana G.** (exBarbana, exItalianNavyShip,exTeodo) D.F. 1Dk	6561 6065 3537					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop. diNav.Garibaldi	449·8	55·6	34·1	Genoa Italian	T.3Cy.26",43½"&73"–48" Ealt.29 369NHP StabilimentoTecnico,Tri.		I
* 20988 210888 WMCP	**Barbara** Ⓟ (exSantaCruz) ssBal.2ndNo.3–12,37 ~~ssN.Yk.No.3–7,29~~ ~~ssBal.No.2–33~~ 2Dks(Stl)&Webframes D.F. Longitudinalframing	4637 — 2734	✠100A1 12,37 ~~3,37~~ 5,37 MS~~[illegible]~~ Fitted for oil	Bal ✠LMC BS~~[illegible]~~12,37 fuel 2,	x 13	CL N7,35 F.P. a	1913 2mo bove 1	W Cramp& SonsS&EBCo Philadelphia A&CP 50°F.	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.Mgrs.) CellDBa130'	384·0 P31'B122'F40' FK uE&B46'f160'988t	50·2	26·6	NewYork Utd.States 7BHCem APT31t	T.3Cy.26",43½"&72"–51" (s) 180lb 481NHP 3SB,9cf,GS159,HS6813 FD W.Cramp&SnsS&EBC Phl	28 ″ 6 s 5 ″ 2⅝ 23 ″ 6	
20989 220743 WFED	**Barbara C.** (exPacific) Wood Fitted for oil fuel Wireless 1Dk2trB	1240 1055 702					1920	Kruse& BanksSB.Co. Nth.Bend,Or.	W.R.Chamberlin &Co.	221·5 P15'B36'F36'	43·0	16·6	S.Frncisco Utd.States	T.3Cy.15",25"&42"–30" 97NHP PacificMar.I.W.Prtlnd,Or		
20990 216348 KJOO	**Barbara Cates** (exWestBridge) Fitted for oil fuel 2Dks	5599 5161 3466				...	1918	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.	409·5 P44'B115'F47' FK	54·2	27·6	S. Frncisco Utd.States WB	T.3Cy.24½",41½"&72"–48" NE29 358NHP Hoovens,Owens&Rent- schlerCo.Hamilton,Ohio	30 ″ 3	R †
20991 149464 GNTL	**Barbara Marie** ssHul.No.2–37 ~~ssHul.No.1–33~~ 1Dk(Stl)&Shelter dk(Stl)	4223 3946 2535	✠100A1 withfreeboard ~~6,37 11,35~~ 1,38 ~~[illegible]~~	PNl ~~Hul~~ ✠LMC~~[illegible]~~ 6,37	x	CL ~~5,34~~ 6,37	1928 4mo Lloyd	SirJPriest- man&Co. Sunderland 'sA&CP	CliffsideShipping Co.Ld.(J.Morrison &Son,Mgrs.) CellDB315'994t	365·0 F35' FK FPT125tAPT247t	51·5	25·1	Newcastle British 6BHCem (Coll toSh dk 5 „ 2nd „)	T.3Cy.25",41"&69"–48" (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10½	
* 20992 ~~417[illegible]~~ IBZD	**Barbarigo** OilEng. ssTri.No.1–35 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk (Stl) in No. 1 hold	5293 4148 3061	✠100A1 withfreeboard 2,38 ~~2,37~~ ~~DBS[illegible]4,37~~ Fitted for car DBS4,38	Gen Tri ✠LMC CS4,35 3,36 rying	a† oil	CL ~~3,36~~ 2,38 9,30 F.	1930 9mo Lloyd P.abo	Cant.Nav. Triestino Monfalcone 'sA&CP ve 150° F. in d	"Italia"Soc.Anon. diNav. eep tank	440·7 423·1 FK F35' CellDB340'1159t	56·2	23·5	Trieste Italian 8BHptCem Coll toSh dk (7 „ 2nd „) DTa41'1155	Oil Engines 2S.C.SA 8Cy.29½"–49$\frac{3}{16}$" DB100lb 1219NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin fFPT133tAPT107t	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20993 LDLO	**Barbro** *Carrying Petroleum in bulk* *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	6325 5779 3759					1934	Götaver-kenA/B Gothenburg	RederiA/SMascot (Arth.H. Mathiesen,*Mgr.*)	408·1|55·2|33·9 P236*t*H225*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅓″–$59\frac{1}{16}$″ 489NHP GötaverkenA/B,Got.		N
20994 OHGW	— (*ex*Polarhavet,*ex*Atlanten) 1*Dk*&*deep framing*	2155 1922 1242			...		1902	Murdoch& Murray Pt.Glasgow	RederiA/B Barbro (A.Andersson)	285·8|43·0|18·8 P27′B74′F29′ FK	Mariehmn Finnish *WB*	T.3Cy 20½″ 35″&57″–39″ 210NHP D.Rowan&Co.Glasgow	21 ″ 3	V †
20995 DHBX	**Barcelona** Sub.Sig. 2*Dks*	3101 2790 1845					1921	Akt.Ges. “Neptun” Rostock	Rob.M.Sloman,jr.	338·0|49·3|21·0 F34′	Hamburg German *WB*	T.3Cy.$27\frac{1}{10}$″,$38\frac{1}{10}$″&62″–41½″ 250NHP A.G.“Neptun,”Rostock		G
20996	— Ⓟ TwinSc *OilEng.* 1*Dk*(*Stl*)	975 — 341					1929	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0|43·1|11·7 Q24′B46′F28′	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.15¾″–29½″ 288NHP Harland&Wolff,Ld.Gls.		
20997 EGTD	**Barcino** (*ex*Virgen deAfrica-36, Iron *ex*WilliamHaynes, *ex*Guadiana) 2*Dks*	417 — 271			...		1866	Henderson Coulbrn&Co. Renfrew	M.Suau	184·7|24·6|13·4 P40′ H— F37′	Barcelona Spanish	C.2Cy.25″&43½″–25″ NB94 79NHP Portilla&White,Sevilla		
✻ 20998 8112 SJRN	**Bardaland** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	2595 2225 1367	✠100A1 *withfreeboard* ~~6,37~~~~10,36~~ ✠LMC10,36 11,37 *Carrying oil* *oil in deep tan*	Got *fuel F.* *k&in w*	*w* *P.* *in*	CL *above 1* *g DB t*	1936 10mo 50° F. *anks i*	Götaver-kenA/B Gothenburg *or vegetable* *nER*	Ångf.A/BTirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB*251′775*t M* *Ta*	354·5|50·2|19·4 370·8(O.L.) FK *T*24′297*t* *nks in way of tunnel*	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „*2nd*,,) 167*tAPT*58*t*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$″–47¼″ 644NHP DB85lb GotaverkenA/B,Got.	22 ″ 3 s ″10¾ 21 ″ 6	
20999 DOMI	**Bärenfels** Sub.Sig. 2*Dks*	7569 7040 4679					1921	J.C.Teck-lenborgA G Weser-münde-G.	DeutscheDampf-schiff.Ges.Hansa	468·5|58·6|32·5 P80′B138′F59′	Bremen German *WB*	T.3Cy.31½″,49″&$82\frac{1}{20}$″–55″ 1LPturbine 692NHP J.C.TecklenborgAG Wsm		G
21000 PKHX	**Barentsz** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	4819 3891 2997					1915	Nederl. Schps.Maats. Amsterdam	Konink1.Paketv. Maats.	383·4|48·7|27·3 P17′F236′	Batavia Dutch *WB*	T.3Cy.28½″,47″&77″&54″ 433NHP NedFb.v.Wrk&Spoor,Ams		V
✻ 21001 LDNZ	**Barfonn** TwinSc *OilEng.* D.F. *Mchy.Aft* *ss*Fal.No.1-34 1*Dk*(*Stl*) *Cruiser Stern*	9739 8995 6035	✠100A1 ~~10,37~~1,37 1,38 ✠LMC ~~DBS5,36~~6,37 *CarryingPetr*	Sou ~~Rot~~NYk CS5,35 ~~6,36~~3,37 *oleum*	*e*† *in*	CL 1,38 *bulk*	1931 5mo *Lloyd*	Götaver-kenA/B Gothenburg ’*sA&CP* *C*	SkibsA/S Dalfonn(Sigval Bergesen,*Mgr.*) *ellDBuE*71′304*t D*	475·6|64·2|37·8 494·8(O.L.) P103′B35′F41′ FK *Tf*33′622*tFPT*196*t*	Stavanger Norwegian 10*BHptCem* *APT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝″ 39⅜″ 724NHP 2DB180lb GötaverkenA/B,Got.	37 ″ 3	
21002	**Bariloche** (*ex*Majvik,*ex*Ljusne Jernverk) *OilEng.* *Mchy.Aft* 1*Dk*	477 363 236					1913	Göteborgs M.V.Aktieb. Gothenburg	PeiranoHnos.	173·2|28·3|10·1 P46′F20′	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA NE25 4Cy.14⅛″–20⅞″ 141NHP Akt.AtlasDieselsMoterer, Skm.		C
21003 62 ILAA	**Barion** (*ex*Jarl-36,*ex*IdaZschimmer, *ex*Cambrian) *ss*Osc.2ndNo.3-1,26 *ss*Ham.No.2-34 *Well deck* 1*Dk*(*Stl*)	792 614 414	✠ ... 6,36 ✠	Ham	*l*		1900 4mo	Mackie& Thomson Glasgow	SocietàArma-mentoPugliese	219·1|30·6|12·5 207·4 Q63′B64′F22′ FK *CellDB*	Bari Italian 4*BHCem* 169′225*t*	T.3Cy.16⅞″,29″&48″–33″ 158NHP 2SB,4*cf*,GS71,HS2686 A.Stephen&Sons,Glasgow	14 ″ 9	I †
21004 140577 MJCN	**Barium** *ss*Bkn.No.3-6,30 *ss*Liv.No.2-38 ~~*ss*Liv.No.1-34~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	601 443 291	✠100A1 ~~8,37~~ ~~4,37~~1,38 ✠LMC ~~MS2,34~~ 1,38	Liv BS4,37	*i*	OG ~~11,35~~ 1,38	1918 5mo *Lloyd*	CRennold-son&Co. S.Shields ’*sA&CP*	I.C.I.(Alkali)Ld. *CellD*	180·6|28·1|10·7 187·7(O.L.) Q52′B9′F27′ FK *Bf*103′165*tFPT*60*t*	Liverpool British 3*BHCem* *APT*28*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 115NHP 1SB,3*cf*,GS66,HS1785 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9 s 1 ″ 3½ 11 ″ 7	
✻ 21005 133060 GRMS	**Barjora** Ⓟ *ss*Bom.No.3-7,27 *ss*Cal.No.2-35 2*Dks*(*Stl*–*U*teak s)	3164 2683 1908	✠100A1 1,38~~9,36~~ ~~BS3,36~~ ✠LMC6,35 ~~BS5,37~~1,38	Bom	*v*	CL ~~7,35~~ 1,38	1912 7mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow ’*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94′*uE*&	330·4|46·2|23·3 P33′B94′F34′ FK *B*77′*f*124′647*tFPT*	Glasgow British 5*BHCem* 47*tAPT*18*t*	T.3Cy.20″,34″&58″–45″ (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11*cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
21006 57 IBEE	**Barletta** Ⓟ TwinSc *OilEng* 2*Dks* *CruiserStern*	1975 — 1069					1931	Cantieri RiunitiDell’ Adriatico Monfalcone	“Adriatica”Soc. Anon diNav.	267·3|40·2|22·6 F34′	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17¾″–29⅛″ 656NHP Soc An“Fiat”S.G.M.Turin		I
21007 DHBY	**Barmbek** *ss*Ham.No.2-37 ~~*ss*Ham.No.1-35~~ *Cruiser Stern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2446 2231 1434	✠100A1 4,38 ~~3,37~~ ~~BS4,35~~ ✠LMC~~4,35~~ BS4,38 6,37	Ham	*t*	CL ~~8,35~~ 4,38	1929 12mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg ’*sA&CP*	Knohr&Burchard Nfl. *CellDB*264′695*t*	307·1|45·5|19·7 322·1(O.L.) P&B250′F34′ FK *FPT*31*tAPT*120*t*	Hamburg German 5*BHptCem* *ptAsp*	C.4Cy.(2)$18\frac{11}{16}$″&(2)39⅜″– 39⅜″ 199lb (*s*) 272NHP 2SB(Spt),4*cf*,GS73, FD HS3879 A.Borsig,G.m.b.H.Berlin	21 ″ 9	
21008 330 ESRU	**Barmoor** *ss*Shl.2ndNo.3-12,36 *Well deck* D.F. 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* Now “Lake Lucerne,” see No. 39057 in Supplement	~~2225~~ ~~1705~~ ~~1317~~ 2317 2044 1831	✠100A1 11,37~~12,36~~ ✠LMC12,36 BS11,37	Shl	*s*	CL ~~12,36~~ 11,37	1909 8mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle ’*sA&CP*	Usaldusühing Jakobson ja Ko (C.Strubin&Co.Ld. *Mgrs.*) *Intermed* *in f*	295·3|40·5|18·2 Q115′B52′F31′ *iate bulkheads* FK *ore& afterholds di* *WB=CellDBa*90′	Pärnu Estonian *Cem* 4*BH only* *spensed with* *uE&B* 38′*f*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 223NHP 2SB,6*cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc 116′ 547*tFPT*113*tAPT*177*t*	20 ″ 6 s 2 ″ 2 18 ″ 6	
21009 POYO	**Barneveld** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk* *CruiserStern*	5550 4634 3354					1928	N.V.C.Van derGiessen& Zonen’sSchps Krimpen	Konink1.Nederl. Stoomb.MaatsN.V.	~~401·0~~|58·3|~~26·4~~ 401·1| |26·3	Amstrdam Dutch *WB*	T.3Cy.$27\frac{5}{16}$″,$46\frac{7}{16}$″&74¾″– $51\frac{3}{16}$ 400NHP RotterdamD.D.Co.Rot.		V
✻ 21010 132988 GRMT	**Baroda** Ⓟ *ss*Cal.2ndNo.3-3,35 2*Dks*(*Stl*–*U*teak s)	3205 2678 1888	✠100A1 ~~4,37~~~~3,36~~ 4,38 ~~BS4,36~~ ✠LMC3,35 4,37	Bom	*u*	CL ~~2,35~~ 4,38	1911 11mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow ’*sA&CP* *WB*	BritishIndiaStm. Nav.Co.Ld. *Af* =*CellDBa*94′*uE*&	330·4|46·2|23·1 342·5(O.L.) P49′B94′F34′ FK *ter peak bulkheadto* *B*67′*f*124′647*tFPT*	Glasgow British 5*BHCem* 2*nd dk only* 47*tAPT*18*t*	T.3Cy.20″,34″&58″–45″ (*s*) 215lb 70lb 456NHP 3SB,9*cf*,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
21011														

1	2 / 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B of Trade
21012 163843 GZFF	**Baron Ailsa** D.F. *CruiserStern* 1*Dk*&*Shelter dk*	3656 3347 2148					1936	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons*Mgrs.*)	386·4 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D.Rowan&Co.Ld.Gls.		C
21013 GTYC	**Baron Ardrossan** D.F. *CruiserStern* 1*Dk*	3896 3509 2334					1932	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	360·9 P40'B110'F45'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
21014 146790 GLBS	**Baron Belhaven** D.F. 2*Dks*	6591 6030 3921					1925	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	435·2 P44'B180'F53'	57·3	29·6	Ardrossan British *WB*	T.3Cy.26",46"&76"–48" 400NHP D.Rowan&Co.Ld.Gls.		C
21015 161807 GTCN	**Baron Blythswood** D.F. 1*Dk*	3668 3323 2219					1929	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
21016 148981 GLOS	**Baron Carnegie** 1*Dk* D.F.	3178 2907 1904					1925	Dunlop, Bremner& Co.Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British *WB*	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21017 161815 GYCQ	**Baron Cawdor** D.F. *CruiserStern* 2*Dks*	3638 3331 2132					1935	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	387·1 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D&WHendersn&Co.LdGls		C
21018 160124 GNJC	**Baron Cochrane** D.F. 1*Dk*	3385 3060 2031					1927	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Gls.		C
* 21019 ~~146716~~ ~~GKCW~~	**Baron Dalmeny** *OilEng.* ssShl.No.3-4,36 2*Dks*(*Stl*) Now "Danio," *see No.* 37860 *in Supplement*	3496 3317 2189	✠100A1 4,36 ✠NE7,29 DBS4,36	Shl ✠LMC4,36	*w*	CL 4,36	1924 3mo *Lloyd*'s*A*&*CP*	W.Hamilton&Co.Ld. Port Glasgow	~~H.Hogarth&Sons~~ *Intermediate 'tween deck BH in after hold dispensed with*	348·7 P36'B102'F39' FK *CellDB*299'914*t*	50·0	24·0	Norwegian *ptCem* 5*BH to U dk* 1 „ „ 2*nd* „ *DTa*37' 705*t*	Oil Engines 4S.C.SA 6Cy.24⅜"–51 3/16" 355NHP DB100*lb* J.G.Kincaid&Co.Ld.Grk. *FPT*85*t* *APT*57*t*	26 " 4 s 4 " 6¾ 21 " 11	
21020 161806 GJBR	**Baron Dechmont** D.F. 1*Dk*	3675 3324 2221					1929	Ardrossan DD&SBCoLd Ardrossan	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	350·6 P40'B106'F38'	50·2	23·3	Ardrossan British *WB*	T 3Cy.21½",37"&62"–42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
21021 161812 GTYD	**Baron Douglas** D.F. *CruiserStern* 1*Dk*	3899 3510 2342					1932	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	360·8 P40'B110'F45'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Glasgow		C
21022 161813 GWPC	**Baron Dunmore** D.F. *CruiserStern* 1*Dk*	3938 3560 2363					1933	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	365·3 P40'B113'F39'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Gls.		C
21023 161814 GWPD	**Baron Elgin** *CruiserStern* 1*Dk*	3942 3562 2364					1933	D&W Hendersn&Co.Ld Glasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	365·4 P40'B113'F39'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42 249NHP D.Rowan&Co.Ld.Gls.		C
21024 161809 GTJN	**Baron Erskine** D.F. 1*Dk*	3657 3303 2216					1930	D&W Hendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
21025 146719 GLCY	**Baron Fairlie** D.F. 2*Dks*	6706 6121 4009					1925	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	440·7 P43'B129'F48'	57·4	29·2	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP McKie&Baxter,Ld.Gls.		C
21026 143130 GBMR	**Baron Forbes** (*ex*GeneralNapier, *ex*Hamburg) ssRot.No.3–1,27 ssGls.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3061 2730 1843	100A1 *Shelter dk with freeboard* 11,37 ~~11,36~~ MS4,35	Gls LMC BS~~10,34~~10,37	*t*	CL ~~5,34~~ 10,37	1915	Schiffsw. v. HenryKoch Lübeck	IberiaShippingCo. Ld. (H.Hogarth& Sons,*Mgrs.*) *CellDB*268'622*t*	311·7 327·0(O.L.) P19'B47'F37' *on Shelter dk* FK *FPT*120*t* *APT*85*t*	42·4	26·0	Ardrossan British *Cem* 2*BH to Sh dk* 3 „ „ *U* „	T.3Cy.22⅝",37"&57 1/10"–35⅝" 185lb (*s*) 253NHP FD 2SB(Spt),4*cf*,GS85,HS3552 OttensenerMaschf.Altona	28 " 5 s 6 " 4½ 22 " 3	
21027 148984 GLQP	**Baron Graham** D.F. 1*Dk*	3242 2965 1957					1925	Napier& Miller,Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·4 P35'B101'F36'	48·4	22·6	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Gls.		C
21028 148986 GMDW	**Baron Haig** D.F. 1*Dk*	3391 3097 2039					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·2 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21029 135731 GPLM	**Baron Inchcape** D.F. 1*Dk*&*Shelter dk*	7005 6703 5202					1917	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	425·8	56·2	33·3	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP J.G.Kincaid&Co.Ld.Grk.		C
21030 163844 GZGX	**Baron Jedburgh** D.F. *CruiserStern* 1*Dk*&*Shelter dk*	3656 3347 2148					1936	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	386·4 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D.Rowan&Co.Ld.Gls.		C
21031 146714 GDRZ	**Baron Kelvin** D.F. 1*Dk*	3081 2826 1872					1924	C.Connell &Co. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	332·2 P29'B97'F34'	48·2	22·1	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld. Glasgow		C
21032 160121 GNCR	**Baron Kinnaird** D.F. 1*Dk*	3355 3052 2022					1927	Napier& Miller,Ld. OldKilpatrck	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	340·1	48·7	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21033 148985 GLPF	**Baron Loudoun** 1*Dk*	3164 2900 1914					1925	Lithgows Ld. Port Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21034 148989 GMRS	**Baron Lovat** D.F. 1*Dk*	3395 3096 2087					1926	Ayrshire Dkyd.Co.Ld. Irvine	H.Hogarth&Sons	342·1 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21035 146718 GKXW	Baron Maclay D.F. 2*Dks*	6317 5792 3870					1924	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	430·4 P43'B129'F50'	56·3	29·1	Ardrossan British *WB*	T.3Cy.27",46"&76"–48" 400NHP McKie&Baxter,Glasgow		C
21036 146717 GKSL	Baron Murray 1*Dk*	3103 2847 1840					1924	Napier& Miller,Ld. Glasgow	KelvinShipping Co. Ld.(H.Hogarth &Sons,*Mgrs.*)	332·6 P29'B98'F37'	48·3	22·0	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21037 148983 GLPJ	Baron Nairn D.F. 1*Dk*	3164 2900 1914					1925	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld.(H.Hogarth &Sons,*Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21038 161808 GTJM	Baron Napier D.F. 1*Dk*	3659 3303 2217					1930	D&WHendersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.&W.Henderson&Co.Ld.		C
21039 160126 GNQF	Baron Newlands D.F. 1*Dk*	3386 — 2031					1928	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21040 148988 GMRQ	Baron Ogilvy 1*Dk*	3391 3094 2035					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·0 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21041 160122 GJXW	Baron Pentland D.F. 1*Dk*	3410 3096 2045					1927	Ayrshire DckydCo.Ld. Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F37'	48·6	22·8	Ardrossan British *WB*	T.3Cy.21½",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
21042 160128 GCSB	Baron Ramsay 1*Dk*	3650 3303 2211					1929	D&WHendersn&Co.Ld. Glasgow	IberiaShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.&W.Henderson&Co.Ld.		C
21043 163841 GYDR	Baron Renfrew D.F. *CruiserStern* 2*Dks*	3635 3328 2130					1935	D&WHendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	387·0 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D&W.Hendersn&CoLdGls		C
21044 148982 GLCT	Baron Ruthven D.F. 1*Dk*	3178 2907 1904					1925	Dunlop, Bremner&Co. Ld. Pt.Gls.	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British *WB*	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Glasgow		C
21045 160123 GDSP	Baron Saltoun D.F. 1*Dk*	3404 3091 2041					1927	Ayrshire Dkyd.Co.Ld. Irvine	IberiaShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
21046 160130 GTCM	Baron Stranraer D.F. 1*Dk*	3668 3326 2220					1929	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Glasgow		C
21047 148990 GNCQ	Baron Tweedmouth 1*Dk*	3357 3054 2023					1927	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	340·3 P35'B104'F36'	48·7	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
21048 160127 GTFD	Baron Vernon D.F. 1*Dk*	3642 3296 2205					1929	D&WHendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
21049 160125 GNJD	Baron Yarborough 1*Dk*	3388 3073 2034					1928	Ayrshire Dckyd.Co.Ld Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·6 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
* 21050 140583 GPDS	Baronesa TwinSc *ss*Lon.No.3–1,30 *ss*Lon.No.1–34 *Ref.Mchy.* D.F. 3*Dks*(*Stl*)& *Shelter dk*(*Stl–*ws)	8663 7515 5408	✠100A1 *Shelter dk with freeboard* 1,38 ~~5,36~~ ✠LMC MS8,34 BS~~5,36~~6,37 ✠Lloyd'sRMC~~4,37~~ ~~7,37~~ 4,38~~10,37~~ ~~1,38~~	Liv Lon	c†	CL 4,36	1918 4mo *Lloyd*	SirR Dixon &Co.Ld. Middlesbro' '*sA&CP*	Furness-Houlder ArgentineLines, Ld.	431·0 B *on Shelter dk* 259' F *on Shelter dk* 39' FK *Cell* DB375'1128*t FPT*9	61·3	35·6	Liverpool British 7*BHCem* 9*t APT*118*t*	T.6Cy.25",41½"&70"–48" (*s*) 200lb FD 1076NHP 5SB(Spt),*20cf*,GS415, HS16396 Richardsons,Westgarth& Co.Ld.Mdb.	38 ″ 4 s7 ″10½ 30 ″ 8	
21051 163218 GYMF	Baronscourt 3Mst Wireless *Mchy.Aft* *CruiserStern* 1*Dk*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"–30" 131NHP J.Lewis&Sons,Ld.Abn.		C
21052 OHED	Barösund (*ex*TillyRussI.) 1*Dk*	1015 859 536					1920	Stettiner Oderwerke Stettin	J.W.Paulin	211·3 P12'Q59'B55'F22'	33·8	13·0	Wiborg Finnish *WB*	T.3Cy15¾",25½"&41$\frac{3}{10}$"–29½" 92NHP StettinerOderwerke		N
21053 LCMO	Baröy Ⓟ D.F. 2*Dks*	424 371 234					1929	Trndhjms Mek.Værks. Trondheim	OfotensDampskibsselskabA/S	143·8 H53*t*	24·1	16·3	Narvik Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP TrondhjemsM.V.Trondhm		N
21054 136279 GRYD	Barpeta Ⓟ *ss*Bom.No.3–7,27 *ss*Bom.No.2–35 2*Dks*(*Stl–U*teak s)	3194 2651 1892	✠100A1 4,37 ~~4,36~~ BS~~5,36~~ 4,37 ✠LMC6,35	Bom	*v*	CL 4,36	1914 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* *WB*	BritishIndiaStm. Nav.Co.Ld. =*CellDBa*94'*uE*&	330·3 342·7(O.L.) P&B192'F34' FK B67'*f*124'647*t FPT*	46·2	23·1	Glasgow British 5*BHCem* 47*tAPT*18*t*	T.3Cy.20",34"&58"–45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1¼ 21 ″ 10	
21055 148319 MPQZ	Barra Head (*ex*Portavon) *ss*Lth.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	671 444 326	✠100A1 3,37 ✠LMC MS3,35 BS~~3,37~~ 4,38	Lth	*j*	CL 1,36	1930 2mo *Lloyd*	GooleS.B. &Repg.Co. (1927)Ld. Goole '*sA&CP*	A.F.Henry& MacGregor,Ld. *CellDB*	176·6 182·0(O.L.) Q101'B11'F23' FK 107' 150*t FPT*43*t A*	28·4	11·4	Leith British 3*BHCem* *PT*31*t*	T.3Cy.13$\frac{11}{16}$",22"&37"–27"(*s*) 180lb 95RHP 1SB,*3pf*,GS57,HS1780 Day,Summers&Co Ld.Sou.	13 ″ 6 s 4 ″7½ 13 ″3	
* 21056 148882 GMCT	Barrdale *ss*Bkn.No.3–8,37 *ss*~~Nwc.No.2–33~~ D.F. E.S.D. 1*Dk*(*Stl*)	5072 4673 3007	✠100A1 ~~8,37~~ ~~12,36~~ 2,38 ~~BS11,35~~ ~~12,36~~ BS2,38 ✠LMC~~8,37~~ MS8,37	Cff ~~Bkn~~ Ams	*z*	CL ~~4,34~~ 8,37	1925 11mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDBa*124'*uE*	400·3 P37'B189'F38' FK 23'*f*180'1034*t DTf*	54·4	26·3	Glasgow British 7*BHptCem* 37'1500*t FP*	T.3Cy.25",42"&70"–48" (*s*) 180lb FD 475NHP 3SB(Spt)9*cf*,GS157,HS7035 J.G.Kincaid&Co.Ld.Grk. *T*160*tAPT*200*t*	28 ″ 8 s 4 ″ 9¼ 24 ″ 1½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans la Durée. Cert. Ref. Trade.
21057 210353 KJCQ	**Barreado** (*ex*Gaffney) *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	4781 — 3015					1919	SeattleCon &DryDockCo Seattle,Wash	UnitedStates Maritime Commission	380·5|53·1|26·9 P39'B102'F41'	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP Skinner&EddyCrp.Seattle		R
❊ 21058 142279 GNFB	**Barrgrove** (*ex*Stromboli, *ex*WarAnemone) *ss*Rot.No.3-1,31 D.F. *ss*Bry.No.1-35 *1Dk(Stl)*	5222 4748 3237	✠100A1 8,37 ~~3,37~~ ✠LMC MS3,36 BS~~10,36~~8,37	Cff	*y*	CL N12,36	1918 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDB*	400·2|52·3|28·4 412·8(O.L.) P49'B113'F39' FK 344'1125t *FPT*115t	Glasgow British *7BHptCem* *APT*175t	T.3Cy.26",44"&73"-48" (*s*) ~~160lb~~ 160lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	31 " 0 s 5 " 11½ 25 " 3½	
21059 133093 GKWR	**Barrhill** (*ex*QueenMargaret) *ss*Rot.2ndNo.3-11,37 ~~*ss*Rot.No.3-11,25~~ D.F. ~~*ss*Grk.No.2-34~~ *2Dks(UptIrn ptStl)&2nd dk(Stl)*	4972 4748 3197	✠100A1 ~~2,37~~ ~~7,36~~ 11,37 ~~BS12,36~~ ✠LMC~~12,36~~ ~~2,37~~ 11,37	Hul ~~Cff~~Rot	*y*	CL ~~7,36~~ ~~2,37~~ 11,37	1912 12mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd*'*sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDBa*135'*u*	405·0|53·0|27·2 420·0(O.L.) P41'B115'F41' FK *E&B*43'*f*173'1189t	Glasgow British *6BHCem* *APT*36t	T.3Cy.26",42"&71"-48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 " 9 s 5 " 9½ 24 " 3	
21060 151045 CYKP	**Barrie** (*ex*RobertP.Kernan) *Mchy.Aft* *1Dk*	1824 1558 983					1925	TheCol- lingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0|43·1|16·8 Q93'F35'	Montreal British *WB*	T.3Cy.15½",26"&44"-26" 99RHP E.J.CoddCo.Ld.Baltimore		C
21061 147722 GKVZ	**Barrington Court** *ss*Cff.No.3-8,36 D.F. *1Dk(Stl)*	4910 4560 2988	✠100A1 5,38~~12,36~~ ✠LMC6,36 BS7,37	Shl Sld	*y*	CL ~~12,36~~ 5,38	1924 9mo	Workman, Clark&Co.Ld. Belfast *Lloyd*'*sA&CP*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *Cell*	396·6|53·1|26·5 P46'B119'F39' FK *DB*345'1057t *FPT*	London British *6BHCem* 98t*APT*174t	T.3Cy.26½",42"&70"-48" (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 " 0 s 5 " 6½ 23 " 8½	
❊ 21062 161890 GDYX	**Barrwhin** *ss*Nwc.No.1-33 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4998 4605 2970	✠100A1 *withfreeboard* 3,37 BS12,36 ✠LMC12,33	Rot	*a*†	CL 3,37	1929 10mo	Greenock DockydCoLd Greenock *Lloyd*'*sA&CP*	BarrShippingCo. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDB*350'1112t *MT*21'821t	405·5|55·7|25·4 421·0(O.L.) F36' FK *FPT*140t*APT*185t	Glasgow British *7BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	T.3Cy.23¾",40½"&66"-45"& LP Turbine with DR gearing & hydraulic coupling 200lb (*s*) FD 473NHP 3SB(Spt)*9cf*,GS130,HS6051 Rankin&BlackmreLd.Grk	27 " 10 s 3 " 0 25 " 0	
21063 TVSE	**Barsac** *1Dk* *Mchy.Aft*	1049 — 417					1923	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Worms&Cie.	215·9|30·6|12·6 P126'F57'	Havre French *WB*	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		V
❊ 21064 116 YLBR	**Bārta** (*ex*Penmount) *ss*Cff.2ndNo.3-6,25 *ss*Rga.No.2-34 *1Dk(Irn)&Webframes* *Cargo battens not fitted*	2324 2135 1451	✠100A1 5,37~~9,35~~ ~~BS5,35~~ ✠LMC2,33 5,37	Lie	*s*	~~5,35~~ 5,37	1900 2mo	W.Gray& Co.Ld. W Hartlepool A&CP	LatvianGovt. (ValstsKugu Parvalde,*Mgrs.*) *CellDB*	302·5|43·2|19·7 313·6(O.L.) P25'B71'F29' FK *a&uE*120'*f*124'644t	Riga Latvian *5BHCem* *APT*40t	T.3Cy.22½",35"&59"-39" (*s*) 160lb NDB17~~-120lb~~ 218NHP 2SB,*6rf*,GS82,HS3303 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 6½ 18 " 11	
❊ 21065 102 YLCE	**Bārtava** (*ex*Ulla,*ex*Föhr) *ss*Els.3rdNo.3-6,24 *ss*Lie.No.1-37 *ss*Lie.No.3-3,32 *Cargo battens not fitted* *1Dk(Stl)*	768 638 461	✠100A1 4,37~~12,35~~ ✠NB12,12 ✠LMC~~3,32~~ 4,37 ~~BS6,34~~BS3,38	Rot Lie	*k*	CL ~~N12,35~~ 4,37	1888 10mo	G.Howaldt Kiel	GGrinvalds,ASeebergs&others(GeoGrinvalds,*Mgr.*)	193·4|29·9|14·3 200·1(O.L.) B44'F29' BK7½" *Cell*	Liepaja Latvian *4BHCem* *DR*152'224t	T.3Cy.14⅛",24"&36⅝"-23⅝" 165lb (*s*) 82NHP 2SB(Spt),*4cf*,GS36,HS1160 Gebr.Howaldt,Kiel	16 " 4 s 1 " 11 14 " 7	
21066 TCAP	**Bartin** Ⓟ (*ex*Odin-32, *ex*Hungerburg,*ex*Paramaribo) Wireless *2Dks*	741 — 399					1896	Nederl. Schps.Maats Amsterdam	Denizyollari Idaresi	175·0|28·2|18·3	Istanbul Turkish *WB*	T.3Cy.14⅝",24⅝"&39⅜"-27½" NB23 82NHP NedFb.v.Wrk&Spoor,Ams		
❊ 21067 EACA	**Bartolo** (*ex*Algorta,*ex*WarZephyr) *ss*Bbo.No.3-7,31 *ss*Bbo.No.1-35 *1Dk(Stl)* *Cargo battens not fitted*	*3118* *2867* *1870*	✠100A1 1,37 ✠LMC MS1,35 BS11,36	Rot	*u*	CL 1,35	1918 10mo	J.Priest- man&Co. Sunderland *Lloyd*'*sA&CP*	Cia.NavieraBachi (Hijos deAstigarraga,*Mgr.*) *CellD*	331·3|46·8|23·2 P33'B98'F28' FK *B*278'749t*FPT*115t	Bilbao Spanish *7BHptCem* *APT*122t	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,*9cf*,GS156,HS6321 FD G Clark Ld Sunderland	25 " 6 s 3 " 11½ 21 " 9	
21068	**Basarabia** (*ex*LotteReith,*ex*Otto Reith,*ex*LotteReith,*ex*Portimão) *1Dk&Spardk*	1489 1258 923					1899	Schiffsw.v. H.Koch Lübeck	MatteoLevenson	245·9|35·2|18·4 B69'F29'	Galatz Roumanian *WB*	T.3Cy.16⅝",28"&44½"-32½" 113NHP J.F.Ahrens,Altona		G
21069 LCMP	**Basel** TwinSc Wireless *1Dk*	1110 848 619					1924	Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	225·7|35·1|12·9 B102tH113tF11t	Oslo Norwegian *WB*	T.6Cy.12",20"&33"-21" 100NHP AkersMek.Værks.Oslo		N
❊ 21070 149671 GNSJ	**Basil** *ss*Hul.No.2-37 D.F. *2Dks(Stl)&Shelter dk(Stl)*	4913 4449 3072	✠100A1 *withfreeboard* 10,37~~2,37~~ ✠LMC MS5,36 BS~~8,35~~ 9,37	Hul Ant		CL ~~3,35~~ 10,37	1928 3mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	BoothS.S.Co.Ld. *CellDB*350'990t *DTs a*32'783t	407·9|53·8|26·0 422·3(O.L.) F28' FK *FPT*86t*APT*32t	Liverpool British *8BHptCem* (*Coll BH to Shdk* 6 ,, *2nd*,, 1 ,, *3rd*,,)	T.3Cy25½",43½"&73"-51"(*s*) 215lb FD 600NHP 3SB(Spt)*9cf*,GS195,HS8859 Hwthrn,Leslie&C.Ld.Nwc	28 " 6 s 3 " 3½ 25 " 5½	
21071	**Basilan** (*ex*GouverneurGeneral Roume-36, *ss*Syd.No.3-10,14 *ex*Victoria) *ss*Syd.No.2-23 *2Dks(Stl-Uws)&Webframes*	2969 — 1870	✠ 3,28 ✠	Saigon	*v*		1902 9mo	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc,*Mgrs.*) *CellDBa*72'*uE&B*	335·0|43·2|20·6 P201'F100' BK8½" *Prom.dk on*P101' 58'*f*154' 429t *FPT*	Manila Utd.States *7BHCem* 43t*APT*26t	T.3Cy.27½",45"&74"-48" 521NHP 2D&1SB,*15cf*,GS348HS9550 GourlayBros.&Co.Dundee	23 " 2	
❊ 21072 LJES	**Basilea** *OilEng.* *1Dk 2nd dk clear of cargo tanks* *Part electrically welded including butts of shell, upper deck & longitudinal bulkhead plating* D.F. *Mchy.Aft* *Rudder electrically welded* *Longitudinal framing* *CruiserStern*	9612 8885 5761	✠100A1 ~~9,37~~ ~~3,37~~4,38 ✠LMC7,36 *Carrying Petroleum in bulk* DBS(WTB)12,37	Fal	*e*†	CL	1936 7mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	Skibs.A/S Navalis (Tschudi&Eitzen, *Mgrs.*) *CellDBuE*70'187t	506·1|63·1|36·4 P97'B41'F59' FK *DTf* 34'517t *FPT*1	Oslo Norwegian *11BHptCem* 68t*APT*370t	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1358NHP 2DB*170lb* DB(WTB)*170lb* KockumsM.V.Akt.Malmö	36 " 7 s 8 " 5¾ 28 " 3	
21073 142341 GQCZ	**Bassa** (*ex*WarPointer) *ss*Hul.No.3-9,30 *ss*Bkn.No.1-35 *2Dks(Stl)*	5267 4784 3202	✠100A1 ~~12,37~~~~11,36~~ 3,38 ~~BS11,35~~ ✠LMC11,35 12,37	Shl ~~Hul~~	*y*	CL ~~N12,34~~ ~~12,37~~ 3,38	1918 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	ElderDempster Lines,Ld. *DB*	400·1|52·3|28·4 412·7(O.L.) P49'B112'F39' FK 345'1113t *FPT*118t	Liverpool British *7BHCem* *APT*174t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s5 " 11½ 25 " 3	
21074 FNBE	**Basse-Terre** (*ex*Else-34) *Fitted for oil fuel* *Ref.Mchy.* *1Dk* Wireless D.F.	1779 — 1234					1930	A/SNak- skovSkibs. Nakskov	Cie.Gén.d'Arm. Maritimes	253·0|39·4|15·2 P15'Q79'B107'F35'	Havre French *WB*	C.4Cy.(2)14⅝"&(2)31½" -31½" 184NHP HS2350 A.Borsig.G.m.b.H.Berlin		V

Now "Randa," *see No.* 39932 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21075 163454 MBTC	**Bassethound** Wireless *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *Longitudinal framing*	1174 863 574					1934	Blythsw'd S.B.Co.Ld. Glasgow	HadleyShipping Co.Ld.	222·6 P72'*Trunk*123' F26'	35·1	15·8	London British *WB*	T.3Cy.16",27"&45"-33" 116NHP D.Rowan&Co.Ld.Gls.		C
21076 LEZA	**Bastant** D.F. 1*Dk*	1715 1503 998					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	264·9 P22'B63'F29'	40·2	18·6	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
21077 LIUZ	**Bastö** Ⓟ *CruiserStern* 1*Dk*	322 250 125					1934	A/S Moss Værft&Dokk Moss	A/S Alpha	137·3 B63'F16'	27·1	12·1	Moss Norwegian *WB*	C.4Cy.(2)9$\frac{13}{16}$"&(2)23"- 20½" 37NHP FredrikstadM.V.Frdstad.		
21078 UOLS	**Bataisk** IronTwinSc (*ex*SviatoiNicolai,*ex*Karl) 1*Dk*	319 293 218					1882	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0 F15'B20'P19'	26·9	7·5	Odessa Russian	C.4Cy.(2)11"&(2)22"-18" NB31 34NHP StabilimentoTecnico,Tri.		
21079 PKFT	**Batak** *OilEng.* *Mchy.Aft* 1*Dk*	409 323 244					1931	NV.Droog- dokMaats. "Soerabaia" Sourabaya	N.V.Koninkl. Paketv.Maats.	150·9	27·2	10·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-13" 102NHP SulzerBros.Winterthur		V
21080 LCEF	**Batavia** Wireless *Oil Eng.* *Mchy.Aft* 1*Dk*	962 766 497					1922	Odense Staalskibs. Odense	A/S"GangerRolf" (Fred.Olsen&Co. *Mgrs.*)	215·0 P99*t*H76*t*	34·7	12·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 225NHP Akt.Burmeistr&Wain,Cpn		N
21081 24707 JICD	**Batavia Maru** Ⓟ *ss*Osa.No.3-9,30 *ss*Osa.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4393 3677 2731	✠100A1 *Shelter dk* *withfreeboard* 12,37~~12,36~~ ✠LMC~~12,36~~ 12,37	Osa	*w*	CL 11,35	1919 1mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K.	345·0 P30'B99'F34' *on* *Shelter dk* FK *CollisionBH to Shelter dk* *Cell DB*294' 1098*t FPT*	49·8	28·1	Osaka Japanese *Cem* 5*BH to Udk* 115*tAPT*29*t*	T.3Cy.24",41"&67"-48" (*s*) 180lb 390NHP 2SB,*6cf*,GS126,HS5400 FD OsakaIronWrks.Ld.Osaka	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
21082 PCYU	**Batavier I.** Ⓟ *Now "Sandenburgh," see No. 40079 in Supplement* Wireless 2*Dks*	944 868 531					1915	Maats. Fyenoord Rotterdam	Wm.H.Müller&Co. N.V.	231·5 P&B178'F30'	33·2	13·8	Rottrdam Dutch *WB*	T.3Cy.17½",29"&46"-36" 127NHP Maats.Fyenoord,Rot.		V
21083 PCYV	**Batavier II.** Ⓟ Sub.Sig. Wireless 2*Dks*	1573 896 956					1920	Wilton'sE. &Slpwy.Co Rotterdam	Wm.H.Müller&Co. N.V.	260·0 P57'B&F183'	35·0	15·5	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"-36" 231NHP Wilton'sE.&Slpwy.Co.Rot		V
21084 PCYX	**Batavier III.** Ⓟ Wireless D.F. 2*Dks*	1406 854 836					1897	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	261·3 P&B153'F47' len10	33·6	13·9	Rottrdam Dutch *WB*	T.4Cy.23",37"&(2)41"-36" NB10 202NHP GourlayBros.&Co.,Dundee		V
21085 PCYZ	**Batavier IV.** Ⓟ Sub.Sig. Wireless D.F. 2*Dks*	1569 920 866					1902	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	260·2 P57'B&F183'	35·1	15·6	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"-36" 231NHP GourlayBros.&Co.Dundee		V
21086 PCZB	**Batavier V** Ⓟ Sub.Sig. Wireless 2*Dks*	1573 896 955					1921	Wilton'sE. &Slpwy.Co. Rotterdam	Wm.H.Müller&Co. N.V.	260·1 P57'B&F183'	35·0	15·5	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"-36" 231NHP Wilton'sE.&SlpwyCo.Rot.		V
21087 PCZE	**Batavier VII** Ⓟ *Now "Veenenburgh," see No. 40604 in Supplement* Wireless *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	433 328 217					1927	J.Koster Hzn. Groningen	Wm.H.Müller&Co. N.V.	147·6	23·6	12·0	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{15}{16}$" 74NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		V
21088 PCZF	**Batavier VIII** Ⓟ *Now "Wickenburgh," see No. 40708 in Supplement* *OilEng.* Wireless D.F. 2*Dks* *CruiserStern*	780 646 406					1928	NVSchpw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9	33·7	12·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.18⅞"-27½" 208NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
21089 154476 CYKN	**Batiscan** (*ex*UnitedStates) 2*Dks*	1656 915 823					1909	Manitowoc D.D.Co. Manitowoc	~~CanadaS.S.Lines,~~ ~~Ld.~~	246·8	40·0	16·0	Montreal British *WB*	T.3Cy.22",36½"&60"-40" 227NHP ManitowocD.D Co.Man.		
⁎ 21090 160569 GSQV	**Batna** *ss*Shl.No.2-36 D.F 1*Dk*(*Stl*) *Cargo battens not fitted*	4399 4076 2735	✠100A1 11,37~~3,37~~ ✠LMC MS9,36	Shl	*x*	CL 3,37	1928 9mo	J Readhead &Sons,Ld. South Shields *Lloyd'sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *E*144'	370·0 384·7(O.L.) P28'B104'F36' *CellDBa&u* FK *f*160'1075*tFPT*135	52·3	25·9	London British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
⁎ 21091 SPEE	**Batory** Ⓟ TwinSc *OilEng.* D.F. GyC. 2*Dks*,3*rd dk forward*&*in* *Ref.Mchy.* *Cruiser Stern* *No.3hold aft* *Strengthened for Navigation in Ice*	14287 8342 8167	✠100A1 *withfreeboard* ~~11,373,37~~ 4,38 ✠LMC4,36	Got		CL	1936 4mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	Gdynia-America ShippingLines,Ld. *CellDB*384'1147*t* *DTa*2	498·8 525·7 (O.L.) B&F485' *Upper* FK *Bridge*280' 07*t Tanks in way of*	70·8	32·4	Gdynia Polish 9*BHCem* *tunnels* 180*t*	Oil Engines 2S.C.SA 18Cy.28⅜"-49$\frac{3}{16}$" 2516NHP 2DB*100lb* Cant.RiunitiDell'Adriatico *FPT*130*tAPT*182*t* Trieste	37 ″ 7 s 13 ″ 0 24 ″ 9	
21092 TSJB	**Battambang** 1*Dk*&*Awng dk*	668 634 318					1888	ADubig'on Nantes	Cie.Saïgonnaise deNav.&deTransp.	191·7 H21'	28·0	14·1 21·0	Saïgon French	T.3Cy.18",29"&47"-29" NB03 119NHP J.Voruz,aîné,Nantes		V
21093 UOWP	**Batum** (*ex*BatumskySoviet-34) *OilEng* 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	6236 5504 3676	✠ 1,32 ✠	Odn	*z*		1932 1mo	Odense Staalskibsvft vedAPMöller Odense	U.S.S.R. *CellDB*66'21	407·4 P95'B37'F37' *Trunk in wells* FK 4*tDTf*35'702*tFPT*	54·7	30·4	Tuapse Russian 10*BH* 151*tAPT*86*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP 2DB Akt.Burmeistr&Wain,Cpn	32 ″ 3	V †
21094 Wrecked 3,38 PKEQ	**Baud** 2*Dks*&*Shade dk* *Fitted for oil fuel*	2370 — 1424					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0 P68'F74'	41·4	21·1	Batavia Dutch *WB*	T.3Cy.23",37"&62"-42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
21095 DHCB	**Baumwall** *Well deck* 1*Dk*	876 699 505					1908	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·3 Q65'B51'F21'	32·6	12·4	Hamburg German *WB*	T.3Cy.16",25"&44"-30" 106NHP StettinerOderwerke,Stn.		G
21096	**Baurdo** *For particulars see* "**Cabo Quintres**"															

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21097	Bausen (exLiberta-35, exFenja) Comp 1Dk Now "Eha," see No. 38015 in Supplement	386 308 207					1906	O.ABrodin Gefle	Ludw.Warik	145·8|27·0|9·6 H44tF11t	Tallinn Estonian	O.2Cy 16"&31"-21" NE08 37NHP W.LindbergsAktieb.Skm.		V
21098 LFLA	Bauta (exCanadianSealer) 1Dk	1657 1451 944			...		1919	NovaSc'tia Steel&Coal Co.Ld. NewGlasgow N.S.	SkibsA/SWilliam HansensRederiII (WilliamHansen, Mgr.)	270·0|38·2|17·9 P28'B65'F27' FK	Bergen Norwegian WB	T.3Cy.17½",28¾"&47"-33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 ″ 6	N †
21099 126476	Baxter Dick (exPrinceIto) IronSp 1Dk	473 466 321					1900	.... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne, Mgr.)	159·3|28·0|10·2	HalifaxNS British	T.3Cy.12",18"&30"-18" 38NHP		
* 21100 148665 GLNW	Baxtergate (exAngloIndian-37) ssCff.No.3-11,37 ~~ssShl.No.2-34~~ D.F. 1Dk(Stl)&Shelter dk(Stl) Corrugated sides Longitudinal framing inDB&at decks	5531 5110 ~~3400~~ 3401	✠100A1 withfreeboard 3,38 ~~1,37~~ ~~BS1,37~~ 1,38 ~~✠LMC10,34~~	Bkn Cff MS10,37	a†	CL ~~1,37~~ ~~11,37~~ 3,38	1925 10mo	ShortBros. Ld. Sunderland Lloyd'sA&CP CellDB379'	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.Mgrs.) 1302tDTa24'980t	426·0|59·5|26·0 439·6(O.L.) FK FPT101tAPT177t	London British 7BHCem (Coll to Sh dk 6 „ 2nd „)	Q.4Cy23½",32½"47"&68"-48" 220lb 120lb (s) 453NHP 3SB(Spt),9cf,GS141, HS6216 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 7½ 25 ″ 0¾	
* 21101 143599 MJSQ	Bay Fisher (exTarnwater-34) ssBrw.No.1-38 ssBrw.No.3-1,34 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	575 394 262	✠100A1 ~~1,37~~ ~~2,36~~ 2,38 ~~BS2,36~~ ✠LMC[illegible] ~~BS[illegible]~~ 12,37	Lan ~~Goo~~ Brw	h	CL ~~2,36~~ 2,38	1919 11mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	JamesFisher& Sons,Ld.	164·8|27·0|11·1 28·3 171·9(O.L.) Q94'B11'F21' FK CellDBf97'125tFPT44tAPT19t	Barrow British 3BHCem	T.3Cy.14",24"&39"-27" 180lb 105NHP 1SB,3pf,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8½ 13 ″ 2¾	
21102 141870 GBVQ	Bayano Ⓟ TwinSc3Mst E.S.D. Sub.Sig. Ref.Mchy. 2Dks D.F.	6823 5204 3963					1917	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5|54·2|30·4 P40'B195'F47'	Glasgow British WB	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~1,38~~ 9,38
21103 LJCZ	Bayard OilEng. D.F. Ref.Mchy. 1Dk&Shelter dk CruiserStern	2160 1651 1161					1936	A/S Akers Mek.Værks. Oslo	A/SBonheur(Fred. Olsen&Co.)	315·2|44·3|16·7	Oslo Norwegian WB	Oil Engines 2S.C.SA 7Cy.19⅛"-35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
21104 148758 MKXL	Baymaud WoodAux3MstSr (exMaud) OilEng. 2Dks (See Sailing Ship Register)	385 339 297			...		1917	Chr.Jensen Asker	Hudson'sBayCo.	106·8|40·0|15·3	London British	Oil Engines 2S.C.SA 4Cy.15"-16⅛" 69NHP J&CGBolindersCoLdSkm	18 ″ 4	
* 21105 181837 KZBK	Baynain (exKilcloher,exChannel Queen) ssMan.2ndNo.3-2,33 ssCebuNo.1-37 1Dk(Stl) Well deck Wireless	659 — 287	✠100A1 2,37 ✠LMC2,37	Cebu	i	OG 2,37	1912 10mo	GooleS.B. &RepgCo.Ld. Goole Lloyd'sA&CP	BayShippingCo. (F.L.Zimmerman, Mgr.) CellDBa29'f70'130t	175·0|27·9|10·9 P19'Q33'B51'F26' BK7" FPT42t	Z'mboanga P.I. Utd. States 4BHCem APT30t	T.3Cy.15",25"&40"-27" (s) 180lb ~~55lb~~ 109NHP 1SB,3cf,GS60,HS1952 Earle'sCo.Ld.Hull	13 ″ 5 s ″ 7½ 13 ″ 6	
21106 218735 KFAG	Bayonne Wireless OilEng. GyC. 1Dk&Web frames Mchy.Aft Longitudinal framing CarryingPetroleum in bulk	1077 915 616			...		1919	TankS.B. Corp. Newburgh, N.Y	Socony-Vacuum OilCo.Inc.	206·8|35·5|16·8 P56'F23' FK	NewYork Utd.States WB	Oil Engines 4S.C.SA 6Cy.16"-24" 149NHP McIntosh&Seymour, Auburn,N.Yk.	17 ″ 4	
21107 220653 KDGK	Bayou Chico Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola	UnitedStates Maritime Commission	400·7|54·2|30·2 P36'B124'F44' FK	Pensacola Fla. Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
21108 141675 VGNJ	Bayton (exFrancisWidlar) GyC. Mchy.Aft 1Dk2trB	4176 3924 3000					1904	American S.B.Co. Cleveland,O.	ColonialSteam-ships,Ld.(R.Scott Misener, Mgr.)	416·0|50·0|28·0	Toronto British WB	T.3Cy.22",35"&58"-40" 213NHP ClevelandSBCoClevelndO		R
21109 164102 GZCK	Beachy Ⓟ E.S.D. 2Dks	1600 1170 697					1936	A.Stephen &Sons,Ld Glasgow	ClydeShippingCo. Ld.	272·5|38·4|17·2 P&B177'F43'	Glasgow British WB	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,37
21110 221092 KDPO	Beacon (exAgwistone) TwinSc Fitted for oil fuel Mchy.Aft 3Dks D.F. Longitudinal framing Carrying Petroleum in bulk	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo.of NewJersey	500·0|68·2|29·3	Wilmgton (Del.) Utd.States WB	T.6Cy.20½",35"&60"-42" 457NHP NewportNews SB&DD.Co.		R
21111 217905 KEXV	Beaconhill (exHoven) Fitted for oil fuel D.F. 2Dks Mchy.Aft Carrying Petroleum in bulk Longitudinal framing	6941 — 4295					1919	Bethlehem S.B.Corp.Ld SparrowsPt.	StandardOilCo.of NewJersey	434·8|56·2|31·8 P92'B50'F42'	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47 5/16"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
21112 220143 KUTX	Beaconlight (exRichconcal) Fitted for oil fuel D.F. 2Dks Mchy.Aft CarryingPetroleum in bulk Longitudinal framing	6926 — 4261					1920	Bethlehem S.B.Corp.Ld Alameda, Cal.	StandardOilCo.of NewJersey	435·0|56·0|32·0 P106'B50'F44'	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
21113 218837 KIVR	Beaconoil (exDevolente) Fitted for oil fuel D.F. 2Dks Mchy.Aft CarryingPetroleum in bulk Longitudinal framing	6893 — 4291					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of NewJersey	435·0|56·0|32·0 P106'B50'F44'	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
21114 ~~[illegible]~~ ~~[illegible]~~	Beaconray (exBalmyle) 3Mst ssShl.3rdNo.3-11,35 Mchy.Aft Well deck 1Dk(Stl) Now "Varko," see No. 40605 in Supplement	344 248 136	✠100A1 8,37 ~~7,36~~ ~~BS7,36~~ 8,37 ✠LMC4,35	Shl Msl	e	CL N7,36	1898 12mo	Ritson&Co Maryport A&CP	~~Shalcott&Bilson~~ ~~BeaconrayS.S.Co. Ld. (G.O.Till, Mgr.)~~	142·3|23·7|10·0 Q77'B9'F24' BK7"	Greek 3BHCem FPT25t	O.2Cy.15½"&36"-24" (s) 120lb 50RHP 1SB,2pf,GS39,HS1258 Ross&Duncan,Glasgow	10″11 s 3 ″ 8½ 11 ″ 4	
* 21115 220910 KDMC	Beaconstar (exAgwimars) ssN.Os.No.3-9,33 2Dks(Stl)&Web/frames Mchy.Aft Longitudinal framing D.F.	6945 — 4265	✠100A1 6,37 ~~12,36~~ ~~BS12,36~~ 6,37 ✠LMC7,34 CarryingPetroleum in bulk Fitted for oil fuel 12,20 F.P. above 150° F.	NYk Gal		CL ~~6,36~~ 6,37	1920 12mo	SunS.B. Co Chester,Pa. A&CP	StandardOilCo.of NewJersey CellDB uE&B59'f41'408t	429·3|59·2|33·2 P133'B36'F40' FK FPT222tAPT57t	Wilmgton (Del.) Utd.States 16BHptCem (12 to Udk 4 „2nd„)	T.3Cy.27½",45½"&76"-51" 190lb (r) 612NHP 3SB,9cf,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 ″ 3 s 6 ″ 9½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not LR. Date of B. of Trade Cert.
✻ 21116 149865 GYJB	**Beaconstreet** ssNwc.No.2-35 D.F. 2Dks(Stl)&Web frames Mchy.Aft Bracketless system Longitudinal framing	7432 6923 4514	✠100A1 11,37 ~~3,37~~ ~~BS3,37~~ Carrying Petroleum in bulk Fitted for oil fuel 7,27 F.P. above 150° F.	Nwc ~~Bea~~ BS11,37 ✠LMC3,35	b†	CL 8,36	1927 7mo	Palmers Co.Ld. Newcastle Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.) CellDBuE&B72' 261t DTf36' 669t FPT165t APT228t	450·3 P104'B33'F43' FK	59·7	34·0	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	T.3Cy.28",46"&76"-51" (s) 180lb 582NHP 3SB,9cf,GS8649 FD PalmersCo.Ld.Newcastle	34 ″ 3 s 7 ″ 6¼ 27 ″ 0	
✻ 21117 161591 MKXK	**Beal** OilEng. Mchy.Aft 1Dk CruiserStern	504 372 249	✠100A1 ~~12,37~~ 3,37 1,38	Nwc ~~Bly~~ ✠LMC2,36	h	CL ~~12,37~~ 1,38	1936 2mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	Tyne-TeesSteam ShippingCo.Ld. CellDB 106' 152t FPT65t APT11t	165·3 P59'F23' FK	27·2	10·4	Newcastle British 3BHptCem	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{1}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4¾	
21118 81809	**Bear Mountain** Ⓟ Pad (exHighlander,exBridgeport, exWilliamG.Payne) 2Dks,Saloon dk& Promenade dk	941 — 368					1902	Harlan& Hollings-worthCo. Wlmgtn,Del.	McAllister NavigationCo.	243·3	36·9	14·6	NewYork Utd.States	C.2Cy.35"&72"-72" 366NHP Harlan&HollingsworthCo		
✻ 21119 214848 KFSO	**Beatrice** ssBal.No.2-37 ssBal.No.3-3,29 Sub.Sig. ~~ssN.Yk.No.1-33~~ 1Dk(Stl)2nd dk(Stl) inNos.1&5holds&Webframes Longitudinal framing	3451 2843 2188	✠100A1 12,37 ~~7,30~~ ~~MS9,32~~ Fitted for oil fuel 3,17 F.P. above 150° F.	Bal ✠LMC12,37 ~~BS12,37~~	u	CL ~~N4,35~~ 5,37	1917 4mo	Bethlehem SteelCo. Sparro'PtMd A&CP	A.H.BullSteamshp Co.Inc.(A.H.Bull& Co.Inc.Mgrs.) CellDBa90'uE20'f146'691tFPT78tAPT296t	327·2 P35'B98'F38' FK	46·2	22·9	NewYork Utd.States 5BHCem	T.3Cy.22",37½"&60"-42" (s) 190lb 293NHP 2SB,6cf,GS143,HS4933 BethlehemStl.Co.Sparr'Pt	25 ″ 6 s 4 ″ 6¼ 21 ″ 2	
21120 2022 IBRH	**Beatrice C.** (exClaraCamus-35) ssTri.No.3-2,34 D.F. 2Dks(Stl)	6680 5444 4131	✠ [illegible] 4,38 ~~MS2,36~~ ~~3,37~~	Ven ✠~~LMC12,37~~	a†	CL N4,37	1920 4mo	Stabilmnto Tecnico Triestino Trieste Lloyd'sA&CP	G.Costa fuAndrea CellDBa151'uE25'f191'1355tDTa34'935tAPT29t	451·6 435·0 P42'B279'F43' FK	54·2	27·6	Genoa Italian 7BHCem	T.3Cy.27",45"&75"-48" (s) 180lb 529NHP 3SB,9cf,GS177,HS7688 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 ~~s4 ″ 11½~~ ~~25 ″ 8¾~~	
21121 135490 MDZB Wrecked 5,37	**Beatsa** (exCorbeach-35,exValegarth) ssSld.No.3-2,26 ssHul.No.2-35 1Dk(Stl)&deep framing Cargo battens not fitted	1569 1351 814	~~✠100A1~~ 1,37 ~~MS5,36~~	Lon ✠~~LMC3,35~~	p	1,37	1913 8mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	TheAngelus ShippingCo.Ld. Cell DBa90'uE&B31'f81'388tFPT35tAPT150t	245·0 B49'F26' FK	36·2	18·8	London British 4BHCem	T.3Cy.18",30"&50"-36" (s) 180lb *100lb* 184NHP 2SB,6cf,GS109,HS3136 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s 2 ″ 7½ 18 ″ 7	
21122 148281 GFVX	**Beatus** ssCff.No.3-11,37 ~~ssNwc.No.2-33~~ D.F 1Dk(Stl)	4885 4610 2992	✠100A1 ~~11,37 11,36~~ 3,38 ~~MS11,36~~	Cff Bry ✠LMC~~11,36~~ 11,37	y	CL ~~N11,36~~ 10,37	1925 3mo	RopnerS.B &Repg.Co. (Stkn)Ld. Stockton Lloyd'sA&CP	TempusShipping CoLd.(W.H.Seager &Co.Ld.Mgrs.) CellDBa126'uE25'f171'1059tFPT162tAPT194t	390·0 403·2(o.L.) P29'B221'F41' FK	55·5	26·4	Cardiff British 6BHCem	T.3Cy.26",43"&71"-48" (s) 180lb *120lb* 436NHP 3SB(Spt),9cf,GS190,HS7500 Blair&Co.Ld.Stockton	28 ″ 9 s 4 ″ 4¾ 24 ″ 6¾	
✻ 21123 LDME	**Beaufort** ssNwc.No.2-37 ~~ssOsl.No.1-35~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing	5053 4761 2961	✠100A1 10,37 ~~9,36~~ ~~MS9,34~~ Carrying Petroleum in bulk Fitted for oil fuel 8,29 F.P. above 150° F.	Nwc ✠LMC 10,37 ~~BS9,37~~	y	CL ~~5,35~~ 10,37	1929 8mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	SkibsA/S "Beaufort"(Biörn Biörnstad&Co.) CellDBuE&B75' 267tDTsf47'811tFPT85tAPT40t	388·8 P96'B27'F45' FK	52·8	30·6	Oslo Norwegian 13BHptCem (9 to U dk 4 ,, 2nd,,)	T.3Cy.25",42"&71"-48" (s) 200lb 510NHP 3SB,9cf,GS177,HS7440 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6	
✻ 21124 LDOQ	**Beaulieu** OilEng. Mchy.Aft ssGot.No.1-33 2Dks(Stl)&Webframes Longitudinal framing ~~Progressive Survey of Oil tanks~~	6114 5412 3552	✠100A1 ~~5,37~~ ~~7,36~~ 10,37 ✠LMC ~~DBS7,36~~ 10,37 Carrying Petroleum in bulk	Npt ~~Bal~~ Nwc CS9,34 ~~10,35~~ 10,37	z	CL ~~10,35~~ 10,37	1930 8mo	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle Lloyd'sA&CP	SkibsA/SBeaulieu (BiörnBiörnstad ~~&Co.)~~ CellDBuE56'171tDTf34'347tFPT135tAPT121t	396·2 P97'B29'F36' FK Trunk238'	55·1	32·3	Oslo Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	32 ″ 0	
21125 147919 MLZK	**Beauly** 2Dks	1030 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B149'F43'	34·2	16·0	Glasgow British WB	T.3Cy.18",28¾"&50"-42" 162NHP AilsaS.B.&E.Co.Troon		C
21126 FOLA	**Beaumanoir** ssNts.No.3-7,35 D.F. 1Dk(Stl) Cargo battens not fitted	2324 2191 1450	✠100A1 9,37 ~~2,37~~ ~~BS7,34~~ 9,37	Dnk LaR ✠LMC7,35	s	CL ~~6,35~~ 9,37	1920 8mo	Murdoch& Murray,Ld. PortGlasgow Lloyd'sA&CP	Chargeurs de l'Ouest CellDB250'558tAPT80t	290·2 P23'B77'F28' FK	44·2	20·9	Nantes French 6BHCem	T.3Cy.22",36"&59"-39" (s) 180lb *100lb* 263NHP 2SB,6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	23 ″ 1 s 3 ″ 4 20 ″ 0	
21127 LDHF	**Beaumont** ssGot.No.2-37 OilEng. Mchy.Aft ~~ssOsl.No.1-32~~ 1Dk(Stl) Strengthened for Navigation in Ice	5702 4993 3215	✠100A1 9,37 ~~7,36~~ ✠LMC ~~DBS4,35~~ 9,37 Carrying Petroleum in bulk	Nwc Got 9,37 ~~CS6,34~~ ~~4,3~~6,37	z	CL ~~9,35~~ 9,37	1929 1mo	Odense Staalskibsvft Odense Lloyd'sA&CP	SkibsA/S Beaumont(Biörn Biörnstad&Co.) CellDBuE71'234tDTf29'512tFPT250tAPT101t	390·6 P99'B32'F34' Trunk in wells FK	55·2	31·0	Oslo Norwegian 10BH	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	
21128 210175	**Beaumont Parks** (exRenown) ssCgo.No.4-3,37 Mchy.Aft 1Dk(Stl)&Webframes GyC. Longitudinal framing	4154 3778 2098	✠100A1 3,38 ~~3,37~~ BS3,38 For Service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 7,12 F.P. above 150° F.	Cgo ✠LMC3,37	b	N4,31	1912 7mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) CellDBu E&B73'f266'1210tFPT180tAPT18t	373·0 F54' FK	52·0	25·0	Chicago Utd.States 12BH	T.3Cy.23½",38"&63"-42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 ″ 1 s4 ″ 11¼ 20 ″ 4½	
21129 160386 GNMC	**Beaverbrae** TwinSc ssLon.No.2-36 2Dks(Stl)3rddk(Stl)in D.F. E.S.D. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9956 9189 6000	✠100A1 4,38 ~~2,37~~ ~~BS2,37~~ 1,38	Lon ✠LMC12,35	f†	CL PN 12,35 SN2,37	1928 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd. of mchy. space Upper 'tween dk BH except Coll. BH dispensed with Cell DB419'1965t DTf39'1167t Tanks in way of tunnels 294t FPT140tAPT213t	502·5 F45' FK	61·9	37·5	London British ptCem (Coll BH to U dk 7 ,, ,, 2nd,,)	6SteamTurbinesSRgeared to 2 Sc. Shafts FD 250lb (s) 1581NHP 2SB(1Spt)&4W.T.Boilers (Spt),6cf,GS398,HS17880 ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¾ 30 ″ 0	
21130 160187 GNLT	**Beaverburn** TwinSc ssLon.No.2-36 ~~ssLon.No.1-32~~ 2Dks(Stl) 3rd dk(Stl)in D.F. E.S.D. Nos.1,2,3,4&5holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9874 9095 5930	✠100A1 ~~3,37~~ 4,35 ~~7,37~~ 3,38 ~~MS3,31~~ 3,36	Lon ~~Mtl~~ ✠LMC ~~BS5,36~~ 3,38 ~~6,37~~	f†	CL N4,36	1927 12mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd. of mchy. space Upper 'tween dk BH except Coll. BH dispensed with CellDB419'1912tDTf39'1165t Tanks in way of tunnels 313t FPT109tAPT196t	503·0 F48' FK	61·8	37·6	London British ptCem (Coll BH to U dk 7 ,, ,,2nd,,)	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1516NHP 2SB(1Spt)&4WTBoilers (Spt),6cfGS440,HS17780 FD W.Denny&Bros.Ld.Dmb.	40 ″ 6 s10 ″ 8¾ 29 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Materiaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.Refrig.
21131 149987 GNLV	**Beaverdale** TwinSc ssLon.No.2-36~~ssLon.No.1-32~~ E.S.D. *2Dks(Stl)3rd dk(Stl)in* D.F. *Nos.1,2,3,4&5 holds* *Ref.Mchy.* Sub.Sig. *CruiserStern* *Strengthened for Navigation in Ice*	9957 9189 6005	✠100A1 ~~4,37~~ ~~6,35~~ 1,38 BS11,37	Lon ✠LMC5,36 3,37	*f*†	CL N4,36 *Cell DB*	1928 1mo *Lloyd* 419'19	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 65t *DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.*Mgrs.*) *Duct keel fwd.* *Upper'tween dkBH* *67tTanks in way of*	502·5 F45' FK *Coll* *of mchy.space* *except Coll. BH di* *tunnels294t FPT1*	61·9	37·5	London British *ptCem* *BH to U dk* *7 ,, ,, 2nd ,,* *spensed with* *40tAPT213t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1578NHP 2SB(1Spt)&4WTBoilers (Spt)*6cf*,GS435,HS17820 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8½ 30 ″ 0	
21132 149983 GNMB	**Beaverford** TwinSc ssLon.No.2-36 E.S.D. *2Dks(Stl)3rddk(Stl)in* D.F. *Nos.1,2,3,4&5holds* *Ref.Mchy.* Sub.Sig. *Cruiser Stern* *Strengthened for Navigation in Ice*	10042 9259 6060	✠100A1 ~~1,37~~12,37 BS~~1,37~~ 11,37	Lon ✠LMC3,36	*f*†	CL N4,36 *Cell DB*	1928 1mo *Lloyd* 419' 1	Barclay, Curle&Co.Ld Glasgow 'sA&CP 918t*DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.*Mgrs.*) *Duct keel fwd.* *Upper 'tween BH,* *80tTanks in way of*	503·0 F42' FK *Coll* *of mchy. space* *except Coll. BH dis* *tunnels 279t FPT1*	61·8	37·5	London British *ptCem* *BH to U dk* *7 ,, ,,2nd ,,* *pensed with* *30tAPT237t*	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1574NHP 2SB(1Spt)&4WTBoilers (Spt)*6cf*,GS435,HS17736 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 9½ 29 ″ 11¼	
21133 160362 GNMD	**Beaverhill** TwinSc ssLon.No.2-36 E.S.D. *2Dks(Stl)3rddk(Stl)in* D.F. *Nos.1,2,3,4&5 holds* *Ref.Mchy.* Sub.Sig. *CruiserStern* *Strengthened for Navigation in Ice*	10041 9259 6060	✠100A1 2,38~~12,36~~ BS~~10,36~~ 12,37	Lon ✠LMC2,36	*f*†	CL N1,36 *Cell DB*	1928 2mo *Lloyd* 419'19	Barclay, Curle&Co.Ld. Glasgow 'sA&CP 18t *DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.*Mgrs.*) *Ductkeel fwd.* *Upper'tweendkBH* *80tTanks in way of*	503·0 520·6(O.L.) F42' FK *Coll* *of mchy.space* *exceptColl.BHdisp* *tunnels 279t FPT1*	61·8	37·5	London British *ptCem* *BH to U dk* *7 ,, ,, 2nd ,,* *ensed with* *30tAPT237t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1577NHP 2SB(1Spt)&4WTBoilers (Spt)*6cf*,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 9½ 29 ″ 11¼	
21134 125440 CYDZ	**Beaverton** *Mchy.Aft* *2Dks*	2012 1886 1357					1908	R.Stephen- son&Co.Ld. Newcastle	CanadaSSLinesLd	249·3 F36'	42·7	21·0	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
21135 165589 GCGK	**Beckenham** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	4636 4191 2700	✠100A1 *withfreeboard* 10,37 (~~ClassContemplated~~)	Dun ✠LMC10,37		CL	1937 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDB345*	418·5 434.0(O.L.) ~~F91'~~ FK (*CollBHtoShltr dk,6B* *1035tFPT267tAPT*	56·7	24·6	London British *7BHAsp* *Hto2nd dk)* *190t*	T.3Cy.23",38"&65"-42" 220lb (s) 404NHP 2SB(Spt&FD)&1AuxSB,8cf, GS130,HS6020 N.E.MarineEng.CoLdNws	28 ″ 0 s2 ″ 11 25 ″ 2¼	
* 21136 4628 SDHW	**Beda** ssSkm.No.1-37 ssSkm.2ndNo.3-5,33 *Mchy.Aft* *1Dk(Stl)*	300 220 165	✠100A1 4,37~~5,36~~ ~~BS5,36~~ BS5,38	Skm ✠LMC~~4,33~~ 4,37	*d*	OG ~~3,34~~ 4,37	1906 8mo *Lloyd*	Aktieb. LödöseVarf. Lödöse 'sA&CP	YngveFahlander	122·1 P34'H17tF20' FK *len20* *CellDBf21'35tFPT*	22·4	10·9	Stockholm Swedish *3BHCem* *26tAPT11t*	C.2Cy.10"&22½"-15" (s) 120lb 20NHP 1SB,*1cf*,GS12,HS368 Aktieb.LödöseVarf.Lödöse	12 ″ 0 s ″ 11 11 ″ 2	
21137 LJDD	**Beduin** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* *CarryingPetroleum in bulk*	8136 7462 4860					1936	Götaver- kenA/B Gothenburg	A.O.Andersen ShppgCo.A/S(A.O. Andersen&Co.'s EfterfolgerA/S, *Mgrs.*)	455·5 P101'F59'	59·2	35·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP GotaverkenA/B,Got.		N
21138 150843	**Beechbay** (*ex*Riveur) TwinSc *Mchy.Aft* *1Dk*	1219 819 658					1919	Ch.&Atel. deSt.Nazaire Penhoët	TreeLineNav.Co. Ld. (J.D.Calvin *Mgr.*)	218·8 P74'F30'	34·3	13·2	Montreal British *WB*	C.4Cy.16"&30"-19½" 77RHP Ch.&Atel.deSt.Nazaire		V
21139 145912 MKXY	**Beechfield** ssLiv.No.3-3,35 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	449 319 175	✠100A1 9,36 BS1,37	Liv ✠LMC7,34	*g*	CL 9,36	1922 1mo *Lloyd*	LythamSB &E.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·0 B9'Q85'F23' BK6½" *DTf19'48tFPT12t*	25·9	11·4	Liverpool British *4BHCem* *APT21t*	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 1SB,*3pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s3 ″ 11 12 ″ 11	
* 21140 PCZP	**Beemsterdijk** ssRot.No.3-5,31 ssRot.No.1-35 D.F. *2Dks(Stl)&Shelter dk*	6869 6397 4241	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~3,37~~ MS12,35 *Fitted for oil*	Rot ✠LMC ~~BS3,37~~ *fuel* 6,	*z* 4,38 22	CL ~~1,35~~ N4,38 *F P. a*	1922 6mo *Lloyd* *bove* 1	Maats. Fyenoord Rotterdam 'sA&CP 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB325'* *MT671tDTa577t*	400·6 416·5(O.L.) *F50'onShelterdk* FK *1028t Collisio* *FPT139tAPT149t*	54·3	36·6	Rottrdam Dutch *ptCem* *n BH to S dk* *5 ,, ,, U ,,*	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 648NHP 3SB(Spt),*9cf*,HS8481 FD Harland&WolffLd.Belfast	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
* 21141 143714 MKNR	**Beeston** 3Mst ssBkn.No.3-1,34 *Mchy.Aft* *1Dk(Stl)* *Well deck*	466 321 192	✠100A1 7,37~~3,37~~ BS~~3,36~~ 7,37	Bkn ✠LMC1,34		CL ~~3,37~~ 7,37	1921 2mo *Lloyd*	Cochrane& Sons,Ld. Selby 'sA&CP	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0 157·7(O.L.) Q86'B9'F25' FK *FPT48t*	25·2	10·8	Liverpool British *3BHCem* *APT21t*	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,*3pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 9 11 ″ 10	
21142 EGSB	**Begochu** (Verge delPilar-36, *ex*S.Giner,*ex*Meliton ssSws.No.1-93 Gonzalez, *1Dk(Irn)&Webframes* *ex*Wittekind) *IrnBeams&Stringers(Irn)*	1001 690 610	✠ 5,94 ✠	Gls	*m*		1889 4mo	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon."Saysa"	210·0 P22'Q46'B22' *CellDB(I*	31·5	17·4	Bilbao Spanish *4BHCem* *rn)174'210t*	T.3Cy.17$\frac{3}{16}$",28"&46"-30" 116NHP 1SB,*3pf*,GS52,HS1777 N.E.MarineEng.CoLdNwc	15 ″ 10	V †
* 21143 966 ESTK	**Begonia** (*ex*Anna,*ex* Guldborgsund,*ex* ssHbg.3rdNo.3-6,34 ElisabethMærsk, *1Dk(Irn)&Web* *ex*Silkeborg,*ex*Aros) *frames* *Well deck* *Cargo battens not fitted*	1591 1443 936	✠100A1 5,36 BS~~5,36~~ 8,37	Ant ✠LMC6,34	*q*	OG 5,36	1890 6mo	J.Laing Sunderland A&CP	A.Kalm	265·5 Q112'B100'F31' FK *CellD Ba88'uE*	35·6	16·5	Tallinn Estonian *4BHCem* *16'f100'333t*	T.3Cy.19",31"&51"-33" (s) 160lb 155NHP 2SB,*4rf*,GS60,HS2395 N.E.MarineEng.CoLd.Sld.	18 ″ 8 s ″ 11 17 ″ 11½	
21144 146619 GJNL	**Begum** ssCal.No.3-4,35 *2Dks(StlUpt*-teak s)	5843 5373 3656	✠100A1 6,37~~6,36~~ BS~~5,36~~ 6,37	Cal ✠LMC2,35	*a*†	CL ~~1,35~~ 6,37 *Cell DB*	1922 9mo *Lloyd* 360'	Lithgows, Ld. Pt.Glasgow 'sA&CP 1181t *D*	AsiaticSteamNav. Co.Ld. 1 *Intermediate BH* *& 1 'tween dk*	423·2 P39'B125'F48' FK *BH dispensed with* *Ta36'1109tAPT31t*	56·0	28·7	London British *Cem* *5BH to U dk* *1 ,, ,,2nd ,,*	T.3Cy.27",45"&74"-51" (r) 180lb *110lb* 563NHP 3SB,*9cf*,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s6 ″ 0½ 25 ″ 6	
21145 160577 GJPM	**Behar** *Fitted for oil fuel* *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern* D.F.	6100 5496 2910	✠ 8,32 ✠ ✠Lloyd'sRMC 2,38~~9,37~~	Rot			1928 11mo	Harland& Wolff,Ld. Greenock	HainS.S.Co.Ld. *CellDB368'1276t*	436·0 F34' FK (*FPT68tAPT54t*	57·6	29·6	London British *7BHptCem* *Collto Sh dk* *6 ,, 2nd ,,)*	Q4Cy30½",44",63½"&91"-60" &LP Turbine withDR gearing & hydraulic coupling 1245NHP 5SB,*15cf*, HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
21146 LCGW	**Beira** (*ex*Dago-35) *Now* "Ulefoss," *see No.* 40503 *in Supplement* *1Dk*	1607 1395 933					1924	Akers Mek.Værks. Oslo	Skibs.A/SBeira ThorThoresenA/S	256·9 P56tH78tF16t	40·0	17·3	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
21147 OYAN	— *Now* "Ryaa," *see letter* R. *2Dks*	1273 937 681					1899	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	229·4 Q88'H58'	33·9	16·6	Copnhagn Danish *WB*	T.3Cy.19",32"&57"-39" 203NHP Lobnitz&Co.Renfrew		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21148 UOBI	**Bela Khun** Now "V. Maiakovsky," see No. 40606 in Supplement *OilEng.* Sub.Sig. 2*Dks*	3972 [illegible] 2261					1929	Severney S.B.Yard Leningrad	U.S.S.R.	346·0|48·7|27·2 P31'B52'F34'	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–$35\frac{7}{16}$" 500NHP RussianDieselWorks,Len.		
21149 PKGW	**Belawan** 1*Dk*	1330 1094 715					1929	N.V.Inter- maas Slikkerveer	Koninkl.Paketv. Maats	252·4|40·2|13·5 F21'B78'P36'	Batavia Dutch *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"– 31½" 92NHP StorkBros.Hengelo		V
21150 UOKC	**Belbek** IronTwinSc (*ex*AthanasisTheofani)	489 453 336					1899	.... United Kingdom	U.S.S.R.	201·2|24·8|10·8	Odessa Russian	C.4Cy.(2)13¼"&(2)26⅔"– 25½" 58NHP Lobnitz&Co.Renfrew		
* 21151 LCFM	**Beldagny** (*ex*PortAlfred) *ss*Shi.No.1–35 *CruiserStern* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	4858 3908 2976	✠100A1 ~~4,37~~ 8,3612,37 ~~BS8,36~~ ✠LMC12,33 9,37	Ant ~~Ven~~ Bal		CL 8,36	1930 5mo	Smith's DockCo.Ld Middlesbro' *Lloyd'sA&CP*	RederietBeldagny A/S(Christen Smith) *Cell*	335·2|60·3|25·0 Q89'B72'F25' *Trunk in well* FK *DB*297'1270*tFPT*1	Oslo Norwegian 5*BHCem* 74*tAPT*177*t*	T.3Cy.25",39"&70"–48" &exhaust turbine driving steam compressor 200lb (*s*) 522NHP 3SB,9*cf*,GS148,HS6626 FD Smith'sDockCo.Ld.Mdb.	27 ″ 3 s4 ″ 7¾ 22 ″ 10½	
21152	**Beldisa** (*ex*Beldis–36) 3Mst Now "Herma," see No. 33465 in Supplement *OilEng.* *Mchy.Aft* *ss*Npt.No.3–3,36 1*Dk*(*Stl*)	2384 2008 1369	✠ 5,37 ~~DBS..36~~ ~~✠LMC3,36~~	Npt	*s*	CL 1,36	1924 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* 509*t*	L.Erichsen *One* *CellDB*236' *Bridge'tween dk ta*	294·1|45·2|19·1 P89'B26'F32' FK *IntermediateBH in holds dispensed with* *nk*26' 242*t FPT*165*t*	Bergen Norwegian *Cem* 4*BHonly* *APT*84*t*	Oil Engines 2S.C.SA 4Cy.23⅗"–41¾" 387NHP 2DB*100lb* Armstrong,Whitworth& Co.Ld.Newcastle	21 ″ 6 ~~s 2 ″ 11½~~ ~~18 ″ 8½~~	
21153 8125 SJYN	**Bele** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1237* *924* *638*	✠100A1 *withfreeboard* 7,37 ~~1,37~~ ✠LMC1,37	Lkr Skm	*q*	OG 7,37	1937 1mo	Öresunds- varvetA/B Landskrona *Lloyd'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDB*220'395*t*	266·6|37·8|13·1 FK (*FPT*11*tAPT*45*t*	Stockholm Swedish 4*BHCem* *Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.18½",$29\frac{15}{16}$"&$48\frac{1}{16}$"– 33½" 200lb (*s*) 182NHP FD 2SB(Spt),4*cf*,GS60, HS2510 resundsvarvetA/B,Lkr.	16 ″ 4 s ″ 2 16 ″ 3¼	
* 21154 28548 JHEA	**Belfast Maru** *ss*Kob.No.3–4,35 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6586 6157 4038	✠100A1 *Awng dk* *withfreeboard* 6,37 ~~5,36~~ 6,37 ✠LMC~~5,36~~ *Fitted for oil fuel* 6,22	Kob	*z*	OG 4,36 *F.P. above* 1	1922 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP 50° F.	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'808*t*	405·0|53·0|37·0 F33'*on Awng dk* FK *Collisio* *FPT*104*tAPT*36*t*	Kobe Japanese *ptCem* *nBHto A dk* 5 ,, ,, *U* ,,	T.3Cy.28¼",46½"&78"–54" 200lb (*s*) 578NHP 3SB(Spt),9*cf*,GS190, FD HS7800 KawasakiDockyardCo.Ld.	37 ″ 0 s8 ″ 10½ 28 ″ 5	
* 21155 144508 MJXV	**Belford** (*ex*JollyLaura,*ex*Mickleham) *ss*Nwc.No.3–12,32 *Mchy.Aft* *ss*Dun.No.1–37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	366 265 147	✠100A1 5,37 ~~9,36~~ ~~BS9,36~~ ✠LMC~~12,33~~ 12,37 MS5,37	Dun	*e*	CL ~~3,35~~ 4,37	1920 4mo	J.&D. Morris,Ld. Newcastle *Lloyd'sA&CP*	J.M.Piggins	135·5|23·6|10·0 143·0(O.L.) Q44'B8'F18' FK *FPT*35*t*	Montrose British 3*BHCem* *APT*12*t*	C 2Cy.17"&34"–24" (*s*) 130lb 62RHP 1SB,2*pf*,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 4	
21156 ~~218500~~ ~~KJCZ~~	**Belfort** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6629 5882 4122		...			1919	Federal S.B.Co. Kearny,N.J.	~~UnitedStates~~ ~~MaritimeCommission~~ Douglas& Ramsey	395·5|55·0|31·4 P45'B110'F38'*on* *Shelter dk* FK	~~NewarkNJ~~ ~~Utd.States~~ British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind	34 ″ 11	R †
21157 7636 SHTN	**Belgia** Ⓟ D.F. 2*Dks*	2023 1398 1074					1930	NyaVarvs- aktbÖresund Landskrona	FörnyadeÅngf. Aktieb.Götha(F. Sternhagen,*Mgr.*)	286·6|40·2|16·7 B38'	Gothenbrg Swedish *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$" –$35\frac{7}{16}$" 124NHP Akt.Lindholmen-Motala		V
* 21158 34 ONGB	**Belgian Gulf** TwinSc *OilEng.* GyC. *ss*Ant.No.1–33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at decks*	*8401* *7507* *4601*	✠100A1 4,37 ~~8,35~~ DBS1,37 ✠LMC4,37 *Carrying Petroleum in bulk*	Ant	*c*†	CL ~~4,34~~ 4,37	1929 7mo	Burger- hout'sMachf &Schpsw. Rotterdam *Lloyd'sA&CP*	BelgianGulfOil Co.Soc.Anon. *Cell* *DBuE*72' 247*tDT*	450·3|61·3|34·4 P121'B41'F46' FK *f*50' 547*t FPT*119*t*	Antwerp Belgian 20*BHptCem* 5 ,, *to 2nd dk* *APT*406*t*	Oil Engines 2S.C.SA 8Cy.$26\frac{9}{16}$"–47¼" 985NHP 2DB*180lb* DB*100lb* Burgerhout'sMaschf. &Schpsw.Rot.	34 ″ 6 s6 ″ 9¾ 27 ″ 10¼	
21159 OXEA	**Belgien** *ss*Els.No.3–11,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1979 1674 1173	✠100A1 ~~7,36~~10,37 ~~BS7,36~~ ✠LMC2,34 10,37	Abg Cpn	*r*	CL 7,36	1922 9mo	Antwerp Eng.Co. Hoboken *Lloyd'sA&CP*	H.A.Christensen *CellD*	279·0|40·2|18·2 P22'B59'F23' FK *B*238' 555*t FPT*46*t*	Copnhagn Danish 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s2 ″ 10½ 17 ″ 11	
21160 SVIQ	**Belgion** (*ex*Solhaug–35, *ex*FireIsland) Sub.Sig. 2*Dks*	2844 2496 1637		...			1919	ThePusey &JonesCo. Wlmgtn.Del.	HellenicLines,Ld. (P.G.Callimano- pulos,*Mgr.*)	300·0|44·1|22·9 P37'B76'F29' FK	Piræus Greek *WB*	T.3Cy.19¾",31½"&54¼"–36" 332NHP Pusey&JonesCo. Wlmngtn	25 ″ 0	N †
* 21161 ONQA	**Belgique** (*ex*Courtfield) *ss*Ant.No.3–8,35 2*Dks*(*Stl*)&*deep framing&* *Shelter dk*(*Stl–ptws*)	*4606* *4292* *2731*	✠100A1 *Shelter dk* 4,38 ~~3,37~~ ✠LMC MS8,35 ~~BS5,36~~ 8,37	Ant	*y*	CL ~~8,35~~ 4,38	1902 10mo	Ropner& Son Stockton *Lloyd'sA&CP*	CieRoyaleBelgo Argentine(Arm- mementDeppe, *Mgrs.*) *CellD*	391·0|51·6|26·7 FK *Ba*125'*uE*25'*f*167'	Antwerp Belgium 6*BHCem* 1028*t FPT*1	T.3Cy.27",45"&74"–48" (*s*) 180lb 468NHP 3SB,9*cf*,GS165,HS6400 FD Blair&Co.Ld.Stockton 13*tAPT*139*t*	29 ″ 6 s3 ″ 5¾ 26 ″ 3¼	
21162 96606	**Belgium** (*ex*HoraceS.Wilkinson) *Mchy.Aft* 1*Dk*2*trB*	3860 — 3057					1902	Chicago S.B.Co. Chicago	GreatLakesS.S.Co. Inc.	370·0|48·2|24·0 *WB*	Oswego, N.Y. Utd.States	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.Chicago		
* 21163 26809 JIJD	**Belgium Maru** *ss*Yka.No.3–11,34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5839 5590 4216	✠100A1 *Awng dk* *withfreeboard* 4,37 ~~1,36~~ BS4,37 ~~BS1,36~~ ✠LMC11,34 *Fitted for oil fuel* 3,23	Yka Nag	*y*	OG N1,36 *F.P. above* 1	1920 5mo	Kawasaki Dckyd.Co.Ld Kobe *Lloyd'sA&CP* 50° F.	KokusaiKisenK.K. *CellDB*334'1118*t*	385·0|51·0|36·0 FK *Collision* *FPT*126*tAPT*93*t*	Hashidate Japanese *ptCem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"–48"(*s*) 200lb 437NHP 2SB(Spt)&1AuxSB, FD 8*cf*,GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
* 21164 140377 GVCZ	**Belgol** *ss*H.Kg.No.3–10,30 *ss*H.Kg.No.1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2648 2226 1055	✠100A1 2,37 BS7,36 ✠LMC8,34 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17	Ply		CL 2,37 *F.P. above* 1	1917 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP* 50° F.	TheAdmiralty *Cell* *DBuE&B*68'141*t*	320·0|41·5|23·1 P46'B107'F45' FK *DTf* 24'92*tFPT*50*t*	London British 16*BHptCem* (10 ,, *to U dk* 6 ,, ,, *2nd*,,) *APT*32*t*	T.3Cy.26",42½"&70"–45"(*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl	25 ″ 6 s3 ″ 3¾ 22 ″ 4¾	
21165 DJTK	**Belgrad** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	~~4450~~ 4418 3721 2563					1937	Deutsche WerftAGBet Reihstgwrft Hamburg	DeutscheLevante- LinieHamburgAG (Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	401·8|55·8|21·3 P36'B&F354' UprF36'	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½"–$27\frac{9}{16}$" 885NHP Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg		
21166 DJRZ	**Belgrano** *OilEng.* Sub.Sig. 1*Dk* *CruiserStern*	6095 5132 3458					1936	Howaldts- werkeA.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	446·4|61·3|23·8 P31'B&F404' UprF31'	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–47¼" 906NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
21167 164137 GZST	**Belgravian** 1Dk&Shelterdk D.F. E.S.D. Ref.Mchy.	3136 2485 1401	✠100A1 withfreeboard 11,37~~9,37~~ ✠LMC9,37 ✠Lloyd'sRMC~~9,37~~2,38	Hpl Liv	w	CL	1937 9mo Lloyd'sA&CP	W.Gray& Co.Ld. W Hartlepool	EllermanLinesLd. (Ellerman& PapayanniLines, Ld.Mgrs.)	345·6|50·1|20·7 ~~342·0|50·0|29·9~~ 361·0(O.L.) ~~F29~~ F29′ FK (CellBHtoShltrdk,6BHto2nddk) CellDB291′745tFPT24tAPT11t	Liverpool British 7BHptCem	T.3Cy.23″,38″&65″–48″& LPTurbine withDRgearing &hydraulic coupling 225lb (s) FD 606NHP 3SB(Spt)3cf,GS160,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	23 ″ 3 s1 ″ 3 22 ″ 2¼	
21168 LHAP	**Belita** CarryingPetroleum in bulk OilEng. Mchy.Aft D.F. CruiserStern 1Dk	6323 5779 3760					1933	Götaver- kenA/B Gothenburg	SkibsA/S OiltankIII (ReidarRöd,Mgr.)	408·1|55·2|33·9 P236tH224t	Tönsberg Norwegian WB	Oil Engines 4S.C.SA 6Cy.29½″–59½″ 489NHP GötaverkenA/B,Got.		N
21169 ~~135077~~ ~~[illegible]~~	**Belize** Ⓟ TwinSc ssTrd.No.3–8,27 ssJck.No.1–31 Wireless 1Dk&Shelter dk Fitted for oil fuel	1498 1191 780	✠ —— 7,36 ✠	Jck	o		1914 6mo	CaledonS. B.&E.Co.Ld Dundee	~~H.Johnson&~~ ~~Mrs.G.McKinney~~ NavierosUnidos S.A.	220·5|37·1|18·4 B94′F42′onShltrdk FK WB=CellDBa52′uE18′f88′224tFPT28tAPT18t	VeraCruz Mexican 4BHCem	T8Cy(2)12⅝″(2)20″&(4)24″ –24″ 182NHP 2SB,4cf,GS78,HS2892 FD CaledonSB.&E.Co.Ld.Dun	20 ″ 6	
21170 LCEL	**Beljeanne** TwinSc Now "Ringwood," see No. 39926 in Supplement OilEng. Mchy.Aft ssLiv.No.2–35 1Dk(Stl)	7203 6438 4285	✠100A1 6,37~~12,30~~ ✠LMC ~~CS6,34~~ ~~DBS5,36~~ ~~5,36~~6,37	Kob Got	b†	CL ~~1,35~~ 6,37	1926 8mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	BelshipsCompany Ld.Skibs.A/S (ChristenSmith, Mgr.) IntermediateBHinholds dispensed with	414·4|67·1|31·0 P96′B32′F39′ FK CellDBuE58′f278′1384tFPT502tAPT298t	Oslo Norwegian 6BHCem	Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP DB100lb ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 6 s7 ″ 2½ 26 ″ 6	
* 21171 125217 VJFJ	**Bellambi** (exFiveIslands) ssSyd.No.1–37 ssSyd.2ndNo.3–6,33 Mchy.Aft 1Dk(Stl)&deepframing Cargo battens not fitted	956 798 531	✠100A1 ~~4,278,36~~11,37 ✠LMC 12,36 ~~[illegible]~~ ~~BS12,36~~ BS11,37	Syd	m	CL 4,35	1909 8mo Lloyd'sA&CP	Napier& Miller,Ld. Glasgow	BellambiCoalCo. Ld.	215·2|33·1|13·9 34·9 223·0(O.L.) P18′B10′F27′ FK CellDBf146′264tFPT45tAPT15t	SydneyNSW British 4BHCem	T.3Cy.16″,27 5/16″&44″–30″ 180lb 138NHP 2SB,4cf,GS73,HS2450 D.Rowan&Co.Glasgow	16 ″ 0 s1-10½ 14 ″ 3½	
* 21172 8025 SKWG	**Bellatrix** OilEng. Mchy.Aft CruiserStern 1Dk Strengthened for Navigation in Ice	466 349 217	✠100A1 4,37 ✠LMC7,35 CarryingPetroleum in bulk	Cpn	g	OG	1935 7mo Lloyd'sA&CP	NyaVarvs A/BOresund Landskrona	TrelleborgsAngf. NyaA/B(J. Malmros,Mgr.)	155·9|27·1|12·4 P40′F25′ FK	Trelleborg Swedish 11BH APT16t	Oil Engines 2S.C.SA 6Cy.9⅝″–16 5/16″ 102NHP DB100lb A/B Atlas-Diesel,Skm.	12 ″ 3 s1 ″ 0½ 11 ″ 3½	
21173 119197 MCDK	**Bellavale** (exTheViceroy) 3Mst ssBel.2ndNo.3–6,31 Well deck ssBelNo.1–36 Mchy.Aft 1Dk(Stl)	477 345 193	✠100A1 8,36 ✠LMC8,36 BS10,37	Bel	h	OG 7,36	1905 1mo Lloyd'sA&CP	AilsaS.B. Co.Ld. Troon	JohnKelly,Ld. (W.Clint,Mgr.)	170·0|25·6|10·1 Q95′B11′F33′ BK7″ CellDBf88′121tFPT47tAPT7t	Belfast British 3BHCem	C.2Cy.19½″&42″–30″ (s) 130lb 72RHP 1SB,3pf,GS62,HS1543 Muir&Houston,Ld Gls.	12 ″ 10 s4 ″ 2½ 13 ″ 0	
21174 218700	**Bellbuckle** Fitted for oil fuel 1Dk(Stl)&Shelter dk(Stl)& Sub.Sig. Webframes Longitudinal framing	6207 5882 3835			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45′B110′F38′ on Shelter dk FK	NewarkNJ Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	
21175 224714	**Belle Island** Ⓟ TwinSc Fitted for oil fuel 3Dks	842 — 420					1925	H.H. Marvel Newbrgh NY	SteamerBelle IslandCo.Inc.	212·0|42·0|12·0	New York Utd.States	T.6Cy.15½″,26″&44″–26″ General 197NHP OrdinanceCo.Denver,Cal.		
21176 FNLQ	**Belle Isle** Ⓟ TwinSc Ref.Mchy. 3Dks D.F.	9591 — 6027	✠Lloyd'sRMC~~8,36~~ ~~9,37~~ 4,38~~1,36~~ No.5hold&'tweendks for temp.32°F. ~~[illegible]~~				1918	Forg.&Ch. de la Médit. Havre	ChargeursRéunis	479·0|58·3|38·0 B270′F51′	Havre French WB	T.6Cy.25½″,49 9/16″&70⅞″–48″ 680NHP Forges&C.delaMédit.Hav.		V
* 21177 161566 VGBL	**—** Ⓟ ssHfx.No.1–36 1Dk(Stl)2nddk(Stl)in D.F. Mchy.Aft forward holds Strengthened for Navigation in Ice	1960 1332 1159	✠100A1 withfreeboard ~~4,37~~~~12,36~~ ~~3,38~~ ✠LMC4,36 BS3,38 Fitted for oil fuel 5,32 F.P.above 150°F.	Hfx	q	CL ~~4,35~~ 3,38	1932 5mo Lloyd'sA&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Newfoundland CanadaSteam- ships,Ld.(E.C. Phinney,Mgr.)	246·1|37·7|19·0 P&B160′F25′ FK CellDB204′353tFPT30tAPT69t	HalifaxNS British 5BHptCem	T.3Cy.18½″,29″&48″–33″ (s) 180lb 201NHP 2SB(Spt),6cf, HS3108 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 0 s5 ″ 10 15 ″ 3½	
21178 148002 GBFP	**Belle Marie** ssShl.No.2–33 1Dk(Stl) D.F. Cargo battens not fitted Well deck Now "Garesfield," see No. 38306 in Supplement	2168 1706 1211	✠100A1 9,36 BS10,36 ✠LMC3,33	Nwc	r	CL 9,36	1924 10mo Lloyd'sA&CP	W.Pickers- gill&Sons,Ld Sunderland	GraingerShipping Co.Ld.	279·2|40·6|18·7 Q159′F27′ FK CellDB228′580tMT159tFPT81tAPT250t	Newcastle British 4BHCem	T.3Cy.21″,35″&58″–39″ (s) 180lb 80lb 243NHP 2SB,6cf,GS113,HS3952 Richardsons,Westgarth& Co.Ld.Sld.	20 ″ 9 s6 ″ 8½ 18 ″ 9½	
21179 218088	**Bellemina** 1Dk&Shelter dk& Web frames Longitudinal framing	6085 5579 3751					1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45′B110′F38′ on Shelter dk FK	NewarkNJ Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis,Ind.	34 ″ 11	
21180 ~~218133~~ ~~KJDA~~	**Bellepline** 1Dk&Shelter dk Sub.Sig. &Webframes Longitudinal framing	6049 5579 3767			...		1919	Federal S.B.Co. Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ Douglas&Ramsey	395·5|55·0|31·4 P45′B110′F38′ on Shelterdk FK	~~NewarkNJ~~ ~~Utd.States~~ British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind.	35 ″ 0	R †
21181 120915 GPZJ	**Bellerophon** Ⓟ TwinSc D.F. 3Dks	9019 8588 5709					1906	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	485·3|58·4|39·5 F35′	Liverpool British WB	T.6Cy.23″,38½″&65″–48″ 585NHP Workman,Clark&Co.Ld.		BT till ~~9,37~~ 8,38
21182 219274	**Bellflower** 1Dk&Shelter dk& Web frames Sub.Sig. Longitudinal framing	6085 5579 3751			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45′B110′F38′ on Shelter dk FK	NewarkNJ Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 646NHP MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	
21183 219006 KJDC	**Bellhaven** 1Dk&Shelter dk&Web frames Sub.Sig. Longitudinal framing	6098 5579 3760			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45′B110′F38′on Shelter dk FK	NewarkNJ Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis	34 ″ 11	R †
21184 219640 KUDQ	**Bellingham** (exWestHimrod) Fitted for oil fuel 2Dks	5345 — 3338					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	WatermanS.S. Corp.	410·0|54·4|27·2 P43′B115′F47′ WB	Mobile,Ala Utd.States	T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. 422NHP &D.D.Co.SanPedro.Cal.		R
21185 81313 KLEJ	**—** Wood (exWillapa) OilEng. 2Dks	366 338 333					1891	...... Portland,Or	KetchikanCold StorageCo.	129·3|21·6|17·6	Ketchikan Utd.States	Oil Engines 2S.C.SA 4Cy.12″–14″ NE23 101NHP Fairbanks,MorseCo.Cgo.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 21186 LDOH	**Bello** *ss*Nwc.No.1–34 *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6125 5786 3686	✠100A1 9,37 ~~3,37~~ ✠LMC CS7,34 DBS~~[illegible]~~7,37 ~~10,3[illegible]~~ 9,37 *Carrying Petroleum in bulk*	Cff Nwc	*a*†	CL 3,36	1930 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	SkibsA/S Oiltank (HansH.Torgersen &Co.A/S,*Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	420·8|58·5|31·2 435·0(O.L.) P108'B28'F38' FK *FPT*113*t* *APT*113*t*	Tonsberg Norwegian 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	
21187 DOMJ	**Bellona** Wireless Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas-WerkeA.G. Bremen	Dampfschifffahrts Ges.Neptun	237·3|37·5|13·3 F26'	Bremen German *WB*	T.3Cy.18½",29½"&49⅗"–29½" 134NHP Atlas-WerkeA.G Bremen		G
21188 OYSA	— *Ref.Mchy.* Wireless D.F. 1*Dk*	839 673 418					1923	Deutsche WerkeA.G Kiel	DetForenede Dampskibsselsk.	231·9|34·0|13·6	Odense Danish *WB*	T.3Cy.$19\frac{11}{16}$",$32\frac{3}{10}$"&52⅘"–35" 165NHP DeutscheWerkeA.G.Kiel		V
21189 160221 GSQB	**Bellorado** *ss*Cff.No.2–37 D.F. 2*Dks*(*Stl*) *Now* "Leonidas," *see No.*39025 *in Supplement*	4573 4327 2902	✠100A1 2,37 ✠LMC2,37	Cff	*y*	CL 12,35	1928 9mo *Lloyd*	Lithgows Ld. PortGlasgow *sA&CP*	BelloradoS.S.Co. Ld.(BellBros.&Co) *Intermediate 'Tween dk BH in after hold dispensed with Cell DB*331' 1012*t* *DTa*30'784*t* *APT*16*t*	385·0|52·0|26·6 P33'B112'F44' FK	Glasgow British *ptCem* 4*BHtoU dk* 2 ,, ,,*2nd* ,,	T.3Cy.25",42"&70"–48" (*s*) 200lb 471NHP 3SB,*9cf*,GS161,HS6786 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″3¼ 23″11½	
21190 160235 GSBY	**Bellucia** *ss*Shl.No.2–37 ~~*ss*Ams.No.1–32~~ D.F. 2*Dks*(*Stl*) *Now* "Leonidas M." *see No* 39038 *in Supplement*	4573 4327 2902	✠100A1 4,37~~7,36~~ BS~~11,36~~ 12,36 ✠LMC~~12,32~~ MS4,37	Liv Shl	*y*	CL 7,36	1929 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	BelloradoS.S.Co. Ld.(BellBros.&Co. *Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with Cell DB*331' 1012*t* *DTa*30'784*t* *APT* 16*t*	385·0|52·0|26·6 P33'B112'F44'	Glasgow British *ptCem* 4*BH to U dk* 2 ,, ,,*2nd* ,,	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″3¼ 23″11½	
* 21191 LGCA	**Belmoira** *ss*Rot.No.2–37 ~~*ss*Rot.No.1–33~~ *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	3214 2785 1869	✠100A1 8,37~~10,35~~ ✠LMC CS1,37 DBS~~10,36~~7,37 ~~9,36~~ 9,37	Shl Shi	*u*	CL 1,37	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) *IntermediateBHin holdsdispensed with 4BH and 1 oil fuel tank BH CellDB* 208' 651*t* *FPT*129*t* *APT*143*t*	329·6|49·2|21·2 P88'B22'F27' FK	Oslo Norwegian *ptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP 2DB*150lb* ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 6 s 3″10½ 19″ 9½	
* 21192 LCEJ	**Belnor** *Oil Eng.* *Mchy.Aft* *ss*Npt.No.2–33 1*Dk*(*Stl*)	*2871* *2364* *1673*	✠100A1 8,37~~10,36~~ ✠LMC CS1,34 DBS10,36 3,36	Rot NYk	*t*	CL 10,36	1926 1mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *IntermediateBHin holdsdispensed with CellD B*251'589*t* *FPT*154*t* *APT*99*t*	309·0|46·2|20·7 P86'B23'F26' FK	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP 2DB *125lb* ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 3 s 3 ″ 7½ 19 ″ 9½	
21193 103342	**Beloeil** Ⓟ (*ex*Pelerin–34, *ex*Sorel,*ex*Duchess of York) Pad 1*Dk*	490 297 262					1895	W.C.White Montreal	L.Leger	156·8|25·3| 9·4 H140*t*	Quebec British	1Cy.34"–108" *re-blt*.95 39RHP J.&R.Weir,Montreal		
21194 UPOL	**Belomorcanal** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2920 2484 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5|48·4|20·7 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.Co.Ld. Nwc.		
21195	**Belorussiya** D.F. E.S.D. 1*Dk* Sub.Sig. *Cruiser Stern*	2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4|48·2|20·4 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc		
21196 7576 SEYN	**Belos** *ss*Got.No.2–37 ~~*ss*Got.No.1–33~~ D.F. 1*Dk*(*Stl*)	*2830* *2555* *1635*	✠100A1 9,37~~11,36~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 9,37	Rot Got	*u*	CL ~~N8,34~~ 9,37	1929 11mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	RederiA/B Helsingborg(O. Hillerström, *Mgr.*) *CellDBa&uE*118'*f*137'653*t* *FPT*81*t*	320·0|46·6|21·5 P30'B190'F27' FK	Hlsngborg Swedish 5*BHCem* *APT*117*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 308NHP 2SB(Spt)*8cf*,GS150,HS4890 G.Clark,Ld.Sunderland	23 ″ 9 s 2 ″ 6 21 ″ 5½	
21197 LGBA	**Belpamela** *OilEng.* *ss*Rot No.2–36 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cruiser Stern*	3215 2785 1869	✠100A1 ~~7,37~~ ~~12,36~~ 1,38 ✠LMC CS12,36 DBS~~12,36~~ ~~[illegible]~~2,38 ~~5,36~~2,38	Rot	*u*	CL 12,36	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) *Intermediate bulkhead in holds dispensed with CellDB*208'651*t* *FPT* 129*t* *APT*143	329·6|49·2|21·2 P88'B22'F27' FK	Oslo Norwegian *ptCem* 4*BH*& 1 *oil fueltankBH*	Oil Engines 2S.C.SA 4Cy.$23\frac{9}{16}$"–41¾" 358NHP 2DB*150lb* ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 6 s3 ″10½ 19″ 9½	
* 21198 LCEM	**Belpareil** TwinSc *OilEng.* *Mchy.Aft* ~~*ss*Stv.No.2–34~~ 1*Dk*(*Stl*)	7203 6438 4285	✠100A1 1,38~~2,37~~ DBS~~7,36~~ ✠LMC8,34 11,37	Rot Vcr	*b*†	CL ~~12,36~~ 1,38	1926 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *IntermediateBHin holds dispensed with CellDBuE*58'*f*278' 1384*t* *FPT*502*t* *APT*298*t*	414·4|67·1|31·0 P96'B32'F39' FK	Oslo Norwegian 6*BHCem*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB*100lb* Armstrong,Whitworth& Co.Ld.Nwc.	33 ″ 6 s 7 ″ 2¼ 26 ″ 6¼	
* 21199 LCEK	**Belray** *OilEng.* *Mchy.Aft* *ss*Shl.No.2–34 1*Dk*(*Stl*)	2888 2454 1678	✠100A1 5,37 ~~9,36~~ ✠LMC CS11,34 DBS9,36 ~~9,36~~5,37	Ant Osl	*u*	CL 9,36	1926 5mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *Intermediate bulkhead in holds dispensed with CellD B*261'660*t* *FPT*154*t* *APT*99*t*	319·2|46·4|20·8 P86'B23'F26' FK	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP 2DB*125lb* ArmstrongWhitworth& Co.Ld.Nwc	23 ″ 3 s 3 ″ 9½ 19 ″ 7½	
21200 DJRC	**Belt** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	322 245 154					1936	Werft Nobiskrug G.m.b.H. Rendsburg	~~Atlantic-Tank-RhedereiG.m.b.H.~~ ~~(JohnT.Essberger G.m.b.H.,*Mgrs.*)~~ JohnT.Essberger	136·3|24·8| 9·6 P31'F23'	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.$11\frac{3}{16}$"–$16\frac{9}{16}$" 49NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
21201 159566 VLJW	**Beltana** 1*Dk*&*Shelter dk* *CruiserStern*	~~3050~~ ~~2641~~ ~~1685~~ 3043 2641 1590	✠100A1 *withfreeboard* 1,38 ~~8,37~~ ✠LMC3,37 ~~(*ClassContemplated*)~~	Dun Syd		CL	1937 8mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*287'748*t* *Tanks at side of tunnel*95*t* *FPT*225*t* *APT*135*t*	357·2|48·7|20·5 370·0(O.L.) ~~F38~~'F40' FK (*CollBHtoShelter dk*,6*BHto2nd dk*)	Melbourne British 7*BHCem*	T.3Cy.20½",33"&54"–42"& LP turbine withDRgearing &hydraulic coupling 220lb (*s*) 391NHP 2SB(Spt)*6cf*,GS135,HS5406 FD J.G.Kincaid&Co.Ld.Grk.	23 ″ 10 s1 ″ 7½ 22 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
21202 162006 GNWQ	**Beltinge** (*ex*Guéthary) *ss*Cff.No.3–1,30 *Well deck* *ss*Cff.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	1736 1325 1025	✠100A1 5,37 ~~12,35~~ BS~~[illegible]~~ 4,37	Cff ✠LMC5,35	*q*	CL 12,35	1916 12mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	Constants(South Wales)Ld.(M. Constant, *Mgr.*) *CellD*	260·2 269·6(O.L.) Q153'BonQ52'F29' FK *B214' 422t FPT92t*	37·7	16·4	Cardiff British 4*BHCem* *APT101t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 202NHP 2SB,*6pf*,GS112,HS3178 G.T.Grey&Co.Ld.S.Shl.	18 ″ 7 s5 ″ 7 17 ″ 2	
21203 136351 MFXJ	**Beltoy** *ss*Gms.No.3–10,26 *Well deck* *ss*Rou.No.2–35 1*Dk*(*Stl*)	1544 1151 732	✠100A1 ~~8,37~~ ~~1,36~~ 9,37 MS5,35	Shl Goo ✠LMC BS11,36	*p*	OG ~~6,34~~ 8,37	1915 7mo *Lloyd*	Ramage&Ferguson,Ld Leith '*sA&CP* *Cell*	ShamrockShpg. Co.Ld. *DBuE20'f92' 231t*	250·7 P20'Q77'B48'F27' FK *DT a73' 307t FPT*	36·2	17·2	London British 5*BHCem* *41tAPT33t*	T.3Cy.18",30"&49"–33" (*r*) 180lb 178NHP 2SB,*6cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s1 ″ 5½ 16 ″ 11½	
❊ 21204 2140~~86~~ IBIE	**Belvedere** Ⓟ *ss*Tri.No.3–8,30 *ss*Gen.No.1–34 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*–ws)	~~7420~~ ~~6187~~ ~~4575~~ 6589 6197 4316	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~9,36~~ 1,38 ~~[illegible]~~ Lloyd'sRMC *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Tri ~~Pla~~ Gen BS9,37 ✠LMC9,34 ~~5,37~~ ~~5,37~~ 1,38	*a*†	CL ~~9,36~~ 5,37	1913 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Italia"Soc.Anon diNav.	412·0 FK B273' *on Shelter dk* *WB=CellDBa155'*	51·7 54·0	26·3 34·4	Genoa Italian 7*BHCem* *uE & B47'f1*	T.3Cy.28½",47"&78"–54" (*s*) 180lb 650NHP 4SB,*12cf*,GS221,HS9860 FD N.E.MarineEngCoLdNwc. *70' 1490t FPT66tAPT27t*	29 ″ 0 s3 ″ 4½ 25 ″ 9½	
❊ 21205 145493 MLBY	— (*ex*EnidDunford) *ss*Apl.No.3–9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	869 625 416	100A1 12,37 ~~5,36~~ ~~10,37~~ BS~~3,37~~ 4,38	Shl LMC9,34	*k*	CL ~~11,35~~ 10,37	1922 7mo *Lloyd*	W.Harkess&Son,Ld. Middlesbro' '*sA&CP*	O.Dorey&Sons,Ld. *CellDBf118'16*	198·0 Q111'B13'F25' FK *6tFPT103tAPT31t*	30·6	12·4	Guernsey British 3*BHptCem* *ptAsp*	T.3Cy.16",27"&44"–30" (*s*) 180lb 130NHP 1SB,*3cf*,GS60,HS2224 MacColl&Pollock,Ld.Sld.	14 ″ 5 s4 ″ 3½ 13 ″ 11½	
❊ 21206 HPGD	**Beme** *ss*Cal.2ndNo.3–12,29 *Mchy.Aft* *ss*Ist.No.1–33 D.F. 1*Dk*(*Stl*)&*Spardk*(*Stl*)& *Webframes*	*3039* *2830* *1899*	✠100A1 *Spar dk* 5,37 ~~8,35~~ MS11,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,04 *F.P. above* 150° F.	Ams Ist ✠LMC BS~~1,34~~ 1,37	*u*	CL 8,35	1904 5mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	P.DiaconZadeh *WB=CellDB*	309·5 P29'B24'F35' FK *uB32'48t FPT140t*	41·5	20·5 27·5	Pnamanian 11*BHCem* *APT20t*	T.3Cy.22¾",37"&61"–42" (*r*) 180lb *120lb* 265NHP 2SB,*6cf*,GS123,HS4130 WllsndSlpwy.Co.Ld.Nwc.	28 ″ 8 s5 ″ 7½ 23 ″ 4	
21207 FNAM	**Bemtevi** (*ex*Matthias,*ex*Maxton, *ex*Kilgobnet) Wireless D.F. 1*Dk*	623 481 258			...		1918	Smith's DockCo.Ld. Middlesbro'	Air-France	172·3 B50' FK	30·0	15·6	Dakar French *WB*	T.3Cy.16",26"&44"–26" 116NHP Smith'sDockCo.Ld.Mdb.	16 ″ 6	V †
21208 150959 KFUA	**Ben E. Tate** (*ex*WilliamNelson–36, *ex*Panay) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3811 3697 2778					1902	Chicago S.B.Co. Chicago	J.A.PaisleyS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	356·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"–40" NB18*refitted*34 191NHP ChicagoS.B.Co.Chicago		R
21209 163394 MBJV	**Ben Henshaw** TwinSc *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk*	377 295 168					1933	Rowhedge Ironworks Co.Ld. Rowhedge	NationalBenzole Co.Ld.	135·0 P44'F21'	25·1	11·4	London British *WB*	Oil Engines 2S.C.SA 10Cy.11"–13¾" 210NHP L.Gardner&Sons,Ld.Mch.		C
❊ 21210 145304 GNDB	**Ben-My-Chree** Ⓟ TwinSc *ss*Brw.No.2–36 Sub.Sig. 1*Dk*&*Shelter dk*(*ptStl*–teak s) D.F. *3rd dk clear of E & B spaces*	2586 1823 1043	✠ A1 *withfreeboard* 5,37 ~~5,36~~ ~~[illegible]~~ *Irish Channel service* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Brw BS5,37 ✠LMC6,35		OG 5,36	1927 6mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDB*	355·0 366·3(O.L.) *Promenadedk* 250' FK&BK1½" *a86'f60' 149t FPT*	46·1	17·4	DouglasIM British 10*BHCem* *13tAPT77t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 220lb 1745NHP 2D&2SB,*24cf*, HS18180 FD CammellLaird&CoLd.Bkn	18 ″ 6 s5 ″ 3½ 13 ″ 6	BT till 11,37
21211 144764 MLNT	**Ben Read** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	449 348 169					1923	C.Hill &Sons,Ld. Bristol	NationalBenzole Co.Ld.	159·0	27·6	12·1	Bristol British *WB*	T.3Cy.14",33"&38"–27" W.Beardmore&Co. 99RHP Ld.Coatbridge		C
21212 PCZT	**Benakat** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & deck* *Rudder electrically welded* *Cruiser Stern*	4763 3498 2665	✠100A1 ~~4,37~~ ~~6,36~~ 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,35 *F.P. above* 150° F.	Sng Bat ✠LMC9,35		CL s4,37 P2,38	1935 9mo *Lloyd*	NVRotterdamDroogd. Maats. Rotterdam '*sA&CP* *Cell*	NV.Nederlandsche KolonialeTankvaartMaats. *DBuE&B50'155tD*	365·7 P87'B36'F31' FK *Trunk in wells* *Tf26'416tFPT198t*	64·2	18·0	TheHague Dutch 9*BHptAsp* *APT186t*	T.6Cy.16",24"&45"–30" (*s*) 225lb 400NHP 2SB(Spt),*6cf*, HS6148 FD N.V.Rot.Droogd.MaatRot	18 ″ 0 ~~s1 ″ 7¼~~ ~~16 ″ 7~~ s1 ″ 6¼ 16 ″ 7¾	
❊ 21213 143602 GPMB	**Benalder** (*ex*TowerBridge–35, *ex*Badagry–34) *ss*Mdb.2ndNo.3-12,37 2*Dks*	5161 4733 3149	100A1 4,38 ~~12,37~~	Mdb LMC12,37		CL 12,37	1919 *Lloyd*	IrvinesS.B. &D.D.Co.Ld. W Hartlepool '*sA&CP*	BenLine Steamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB344'1*	400·2 P49'B112'F39' FK *26tFPT117tAPT1*	52·4	28·5	Leith British 7*BHCem* *78t*	T.3Cy.27",44"&73"–48" 180lb (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons.Westgarth& Co.Ld.W.Hpl.	31 ″ 0 s5 ″ 11½ 25 ″ 3	~~C~~
❊ 21214 148256 GFKX	**Benarty** *ss*Lth.No.2–34 2*Dks*(*Stl*)	5800 5435 3684	✠100A1 8,37 ~~2,37~~ MS9,33	Lth ✠LMC BS~~2,37~~ 3,38	*z*	CL ~~2,35~~ 3,38	1926 1mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH* 1 *'tween dk BH* *CellDB*	420·2 430·0 (O.L.) P35'B129'F44' FK *forward &* *aft dispensed with* 363'1050t*DTa*32'96	54·0	29·9	Leith British *ptCem* 5 *BHto Udk* 1 ,, ,,2nd,, 0t *APT*32t	Q4Cy24¾",35½",51"&73"–51" 220lb *120lb* (*s*) 598NHP 3SB(Spt),*12cf*,GS214, HS8730 FD D.Rowan&Co.Ld.Gls.	32 ″ 3 s6 ″ 4 26 ″ 3	
❊ 21215 161818 GSTK	**Benavon** *ss*Lth.No.1–34 2*Dks*(*Stl*)	5872 5541 3723	✠100A1 ~~5,37~~ ~~11,36~~ 1,38 BS~~10,36~~ 12,37	Lth ~~Mdb~~ Ant ✠LMC2,34	*a*†	CL ~~6,35~~ 5,37	1930 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	BenLine Steamers, Ld.(W.Thomson &Co.*Mgrs.*) 1 *Intermediate BH* *BH*	425·0 437·6(O.L.) P38'B121'F38' FK *fwd.&1'tween dk* *aft dispensed with*	56·0	29·0	Leith British *ptCem* 5*BHto Udk* 1 ,, ,,2nd,, *CellDB362'*	T.3Cy.26",43½"&74"–51" (*s*) 200lb 576NHP 3SB,*9cf*,GS190,HS8424 FD Rankin&BlackmoreLdGrk 1114t*DTa*35'1096t*APT*35t	31 ″ 6 s6 ″ 3½ 25 ″ 6	
21216 LIVT	**Bencas** Wireless D.F. 1*Dk*	1445 1193 836					1934	Fredrkstad Mek.Værks. Fredrikstad	A/S Butangen (F.B.Bendixen, *Mgr.*)	245·1 B139'F21'P22'	39·9	15·9	Oslo Norwegian	C 4Cy.(2)11⅝"&(2)27⅛"–25¼" 64NHP FredrikstadM.V.Frdstad.		N
❊ 21217 141302 GJNT	**Bencleuch** (*ex*Willdomino, *ex*WarConvoy) *ss*Lth.No.3–7,31 *ss*Hul.No.1,35 2*Dks*(*Stl*)	5562 5150 3294	✠100A1 ~~6,37~~ ~~1,37~~ 2,38 ✠NE10,22 MS4,35	Mdb Liv ✠LMC BS~~1,37~~ 2,38	*z*	CL 1,37	1919 4mo *Lloyd*	JCoughlan &Sons Vancouver, B.C. *Inter* '*sA&CP* C	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *mediate BHinfore* *ell DBa&uE172'f*	410·6 P44'B115'F47' FK *hold dispensed with* 182'1158t *FPT*131t	54·1	27·5	Leith British *ptCem* 6*BHonly* *APT85t*	T.3Cy.27",44"&73"–48" (*s*) 589NHP 190lb 3SB,*9cf*,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s5 ″ 9½ 24 ″ 2	
21218 160652 GSNR	**Bencruachan** *ss*Alx.No.2–36 D.F. 2*Dks*(*Stl*)	5920 5528 3750	✠100A1 ~~4,37~~ ~~12,36~~ 1,38 BS~~8,36~~ 9,37	Mdb ~~Ant~~ ✠LMC4,36	*a*†	CL 12,36	1928 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	PetrogradSteamers,Ld.(W.Thomson&Co.*Mgrs.*) 1 *Intermediate BH* *BH* *CellD*	429·0 P35'B143'F47' FK *fwd. & 1'tween dk* *aft. dispensed with* B372'1148t*DTa*31'	53·9	30·0	Leith British *ptCem* 5*BHto Udk* 1 ,, ,,2nd,, 949t*APT*32t	Q.4Cy.24¾"35½"51"&73"–51" 220lb (*s*) 675NHP 3SB(Spt),&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co Ld.Glasgow	32 ″ 3 s6 ″ 3 26 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
* 21219 128023 GMWY	**Bendoran** (*ex*CambrianPeeress, *ex*Eurybates, *ss*Hpl.2ndNo.3-6,31 *ex*Indradeo) *ss*Lth.No.1-35 1*Dk(Stl)&Spar dk(Stl)&deepframing*	5567 5200 3495	✠100A1 *Spar dk* 1,38 ~~10,36~~ MS5,35 ✠LMC BS~~9,36~~7,37	Fal Lth	*a*†	CL 5,35	1910 3mo	C.Connell &Co.Ld. Glasgow *Lloyd*'sA&CP	PetrogradSteam- ers,Ld.(W.Thom- son&Co.*Mgrs.*) *Cel*	430·2 P39'B146'F51' FK *lDB*378'1125*tFPT*	50·2	30·7	Leith British 7*BHCem* 85*tAPT*70*t*	T.3Cy.26",44"&73"-48" (*r*) 200lb ~~100lb~~ *90lb* 517NHP 2DB,*12cf*,GS195,HS9202 D.Rowan&Co.Glasgow	33 ″ 1 s6 ″ 6 26 ″ 10	
* 21220 149687 GSPN	**Benedick** *OilEng.* *ss*Fal.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6978 6400 4178	✠100A1 8,37~~10,36~~ 5,38 ✠LMC CS10,36 DBS~~10,36~~8,37 ~~10,36~~5,38 *CarryingPetr*	Fal Cff *oleum*	*a*† *in*	CL 10,36 *bulk*	1928 8mo	Blyths- woodS.B. Co.Ld. Glasgow *Lloyd*'sA&CP	BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE*38'108*t*	431·0 P88'B30'F40' FK *DT f* 36' 352*t FPT*	58·2	32·9	Liverpool British 16*BHptCem* (11 *to U dk* 5 „ *2nd* „) 121*tAPT*76*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 8 s 6 ″ 0¾ 26 ″ 10¾	
* 21221 161147 GSKW	**Benedict** *ss*Liv.No.1-34 1*Dk(Stl)&Shelter dk(Stl)* D.F. 3*rd dk(Stl)except in* *Nos.* 5 & 6 *holds*	4949 4466 3064	✠100A1 *Shelter dk* *withfreeboard* 7,37~~12,36~~ BS4,38 ~~MS2,37~~ ✠LMC3,34	Hul Liv		CL ~~12,34~~ N7,37	1930 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'sA&CP	BoothS.S.Co.Ld. *CellDB*350' 999*t DTa*32'73	408·5 F32' FK (0*t FPT*93*t APT*36*t*	53·7	26·0	Liverpool British 8*BHCem* (*Collto Shdk* 7 „ *2nd* „)	T.3Cy.25½",43½"&73"-51" 220lb (*s*) 608NHP 3SB(*Spt*),*9cf*,GS195, FD HS8907 CammellLaird&CoLd.Bkn	28 ″ 6 s 3 ″ 3½ 25 ″ 4¾	
21222 OXNE	**Benedikt** Ⓟ Wireless 1*Dk*	365 265 196					1901	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	149·8 Q52'B44'F25'	25·0	9·9	Hobro Danish *WB*	T.3Cy.12⅛",19¾"&33"-21" 50NHP Akt.Burmeistr&Wain,Cpn		V
* 21223 162000 GRLF	**Beneficent** *ss*Shl.No.1-36 *Special Surveys to date from* 10,31 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	2944 2307 1674	✠100A1 8,37~~6,36~~ ✠LMC BS~~10,35~~ MS6,36 8,37	Shl	*t*	CL ~~10,35~~ 8,37	1931 5mo	W.Pickers- gill&Sons,Ld. Sunderland *Lloyd*'sA&CP *Cell*	WestollSteamships Ld.(JamesWestoll, Ld.*Mgrs.*) *DB*254'756*tMT*11	316·5 Q186'F32' FK '419*tFPT*188*t APT*	45·2	20·3	Sunderlnd British 6*BHCem* 26*t*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 277NHP 2SB,6*cf*,GS126,HS4488 G.Clark,Ld.Sunderland	22 ″ 5 s 7 ″ 5 20 ″ 1¼	
21224 28450 JBQA	**Bengal Maru** *ss*Yka.No.3-4,36 2*Dks(Stl)*	5395 4844 3231	✠100A1 2,38 ~~3,37~~ BS~~3,37~~ ✠LMC4,36 2,38	Osa Yka	*z*	CL ~~3,37~~ 7,37	1921 5mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	NipponYusen K.K. *CellD*	400·0 P39'B121'F43' FK *B*350'1075*tFPT*85*t*	54·5	30·0	Tokio Japanese 6*BHCem* *APT*87*t*	T.3Cy.26½",44½"&75"-48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
* 21225 PCZX	**Bengalen** *ss*Cal.No.1-36 *OilEng.* *Ref.Mchy.* 2*Dks(Stl)*3*rd dk(Stl)* D.F. *clear of machinery space* *CruiserStern*	6933 6417 4260	✠100A1 ~~7,37~~ ~~5,36~~2,38 ✠LMC CS2,36 DBS~~2,36~~ 5,37 ~~10,35~~2,36 ✠Lloyd'sRMC~~12,36~~8,37 3,38 *Carrying fuel*	Cal *oilF.P*	*b*† *ab*	OG 5,36 *ove*150	1932 4mo	N.V.Kon- ink.Maats. "DeSchelde" Flushing *Lloyd*'sA&CP ° *F. in deeptanks*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellD*	436·4 P45'B87'F85' FK *B*365' 1150*tDTs a* 1	55·8	33·5	Rottrdam Dutch 9*BHptCem* 2 „ *to* 3*rd dk* 05' 2060*tFP*	Oil Engines 2S.C.SA 6Cy 29$\frac{15}{16}$"-52¾" 937NHP 2DB*121lb* N.V.Konink.Maats. "DeSchelde"Flushing *T*78*tAPT*85*t*	36 ″ 0 s8 ″ 2½ 28 ″ 2¼	
21226 127 IBJE	**Bengasi** Ⓟ 2*Dks*	1716 1259 864					1912	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	277·2 P43'B62'F38'	36·4	18·2	Palermo Italian *WB*	T3Cy.19⅜",32⅖"&55$\frac{1}{10}$"-39⅖" 191NHP NOdero fuA SestriPonente		I
21227 PDAE	**Bengkalis** *Fitted for oil fuel* 3*Dks*	6453 6048 4056					1918	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0	54·7	33·6	Amstrdam Dutch	T.3Cy.28",46"&77"-54" 435NHP Maats.Fyenoord,Rot.		V
21228 PKOQ	— *OilEng.* 2*Dks*	1053 840 578					1915	Gebr.Pot Bolnes	Koninkl.Nederl. Paketv.Maats.	230·0	38·2	12·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.15⅘"-27⅗" 145NHP NedFb.v Wrk&Spoor,Ams		V
* 21229 137058 GRJK	**Bengloe** (*ex*Ardgoil) *ss*Yka.No.3-10,29 *ss*Lth.No.2-37 ~~*ss*Lth.No.1-33~~ 2*Dks(Stl)&Web frames* *Longitudinal framing*	5318 4928 3425	✠100A1 ~~8,37~~~~1,37~~ 1,38 ✠LMC7,37 ~~MS3,33~~ ~~BS8,36~~ 8,37	Ant ~~Lth~~ Mdh	*z*	CL N1,37	1918 1mo	W.Hamil- ton&Co.Ld. PortGlasgow *Lloyd*'sA&CP *'Tw*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *een dk BH in after* *CellDBa*129'*uE*2	405·1 P36'B120'F44' FK *hold dispensed with* 1'*f*176'1093*t DT*36'	52·6	27·7	Leith British *Cem* 5*BH to U dk* 1 „ „*2nd* „ 958*tAPT*39*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *100lb* 476NHP 2SB,*8cf*,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 3 s5 ″ 11¼ 24 ″ 6	
21230 145425 GJLT	**Bengore Head** 1*Dk* D.F. E.S.D. *Cruiser Stern*	2609 2304 1512					1922	Irvine'sSB &D.D.Co.Ld. WHartlepool	UlsterSteamship Co.Ld.(G.Heyn& Sons,Ld.*Mgrs.*)	310·2 P30'B106'F36'	45·0	20·7	Belfast British *WB*	T.3Cy.24",39"&66"-45" 292NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
21231 7622 SDIM	**Bengt Sture** (*ex*AlfredRehder, *ex*Gerrat,*ex*Hentsch,*ex*Richard Hentsch,*ex*Oda) 1*Dk*	*854* *731* *497*					1917	Schffb.Ges. Unterweser m.b.H. Weser -münde-L.	RederiA/B Eruths (StureEruths, *Mgr.*)	212·3 P29'B63'F21'	31·6	13·2	Trelleborg Swedish *WB*	T.3Cy.14⅗",22$\frac{1}{16}$"&35⅘"-23⅗" 62NHP Christiansen&Meyer, Harburg		G
* 21232 164641 MLMF	**Benguela** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	534 333 274	✠100A1 ~~6,37~~~~11,36~~~~10,37~~ 4,38 ✠LMC6,36	Bry ~~Cff~~ Gls	*h*	OG ~~11,36~~ ~~6,37~~ 10,37	1936 6mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd*'sA&CP	T.E.Evans&Co.Ld. *CellD*	183·6 190·6(O.L.) Q100'P42'F18' FK *B*114' 180*t FPT*54*t*	27·1	8·0	London British 3*BHCem* *APT*41*t*	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 5 s 3 ″ 11½ 10 ″ 0¼	
21233	**Benjamin** (*ex*Pardense, TwinScSp *ex*Cidade de Anajas,*ex*Baturite) 1*Dk&Promenade dk*	312 224 202			...		1900	Murdoch& Murray Pt.Glasgow	Nicolaus&Co.	145·1 FK	27·0	8·0	Para Brazilian	C.4Cy.12"&24"-18" 57NHP Lees,Anderson&Co.Gls.	8 ″ 4	
21234 Burnt 2,37 208448	**Benjamin B. Odell** Ⓟ 1*Dk&Web frames*	2011 1097 1169	✠ 6,15 ✠	Wmn			1911 4mo	Harlan& Hollings- worthCor. Wlmgtn,Del.	Berkshire S.S. Operating Corp.	263·6 FK	48·8	17·3	NewYork Utd.States 5*BHCem*	T.3Cy.26",41"&68"-36" 481NHP 4SB,*12cf*,GS202,HS7938 FD Harlan&HollingsworthCo.	16 ″ 3	
* 21235 215002 WOCK	**Benjamin Brewster** 3Mst *ss*Mob.No.3-8,29 *ss*N.Yk.No.1-34 2*Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinalframing* D.F. GyC.	5950 5091 3677	✠100A1 7,37~~1,37~~ BS~~7,36~~ ✠LMC3,34 7,37 *CarryingPetr* *Fitted for oil*	NOs *oleum* *fuel*5,	*z* *in* 17	CL ~~N7,36~~ 7,37 *bulk* *F.P. a*	1917 5mo *bove* 1	Harlan& Hollings- worthCor. Wlmgtn,Del. A&CP 50° F.	StandardOilCo.of NewJersey *CellDBuE&B*67'*u* 245*tDTf*32'336*tF*	411·6 B29'P114'F41' FK *Bunker*13' *PT*106*tAPT*105*t*	53·4	29·8	Wilmgton (Del.) Utd.States 18*BHptCem* (14 „ *to U dk* 4 „ „*2nd*„)	T.3Cy.27",45"&74"-48" (*s*) 180lb 528NHP 2SB,*8cf*,GS180,HS7788 FD Harlan&HollingswthCorp.	31 ″ 0 s 5 ″ 8¾ 25 ″ 6	
* 21236 LCEN	**Benjamin Franklin** TwinSc *OilEng.* *ss*Osl.No.2-35 *Ref.Mchy.* 1*Dk(Stl)&Shltr dk(Stl)* 3*rdDk (Stl) in Nos.* 1, 2, 3 & 4 *holds* D.F.	7034 6074 3960	✠100A1 *withfreeboard* ~~7,37~~ 2,38 DBS7,37 ✠LMC7,37 ✠Lloyd'sRMC~~11,36~~7,37 2,38 ~~12,37~~ for temp. 32° F.	Osl	*c*†	CL ~~4,35~~ 7,37	1927 6mo	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire *Lloyd*'sA&CP	A/SGangerRolf (F.Olsen&Co.*Mgs*) 7*BH(Coll* *CellDB*	452·0 FK *BH to Shltr dk*, 6*B* 404' 1421*t FPT*123*t*	59·5	27·9	Oslo Norwegian *Hto*2*nd dk*) *APT*101*t*	Oil Engines 4S.C.SA 12Cy.29⅛"-51$\frac{3}{16}$" 984NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 7 s4 ″ 2½ 26 ″ 7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
21237 PKOR	**Benkoelen** *2Dks*	1000 845 523					1921	H.Bernard Nzn. Scheeps. HetJacht Nieuwendam	Konikl.Paketv. Maats.	229·3	38·2	13·5	Batavia Dutch *WB*	T.3Cy.15⅝″,25⅝″&43″-27″ 96NHP N.V.Werf.Hubertina, Haarlem		V
※ 21238 161822 GTRZ	**Benlawers** ssLth.No.1-34 D.F. *2Dks(Stl)*	5943 5528 3755	✠100A1 ~~3,37~~12,37 ✠LMC MS10,34 ~~BS10,34~~ 11,37	Mdb	*a*†	CL ~~1,35~~ 12,37	1930 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	Petrograd SteamersLd.(W. Thomson&Co. *Mgrs.) 1 Intermed* *1'tween dk BH* *Cell DB372'1148t D*	429·0 P35'B148'F48' FK *iate BH fwd &* *aft dispensed with* *Ta31'949t APT32t*	53·9	30·0	Leith British *ptCem* *5BH to U dk* 1 ,, ,,*2nd*,,	Q4Cy24¾″,35½″,51″&73″-51″ 220lb (s) 675NHP 3SB(Spt)&1AuxB,*15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 · 2½ 26 · 3½	
21239 161817 GDBJ	**Benledi** ssLth.No.2-37 ~~ssLth.No.1-34~~ *2Dks(Stl)* D.F.	5943 5528 3755	✠100A1 ~~4,374,36~~ 5,38 ~~BS5,36~~ ✠~~LMC5,34~~ BS~~3,37~~4,38 MS10,37	Mdb ~~Lth~~ Ant	*a*†	CL 4,36	1930 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *1In* *fwd & 1'tween dkB* *CellDB372' 1148t D*	429·0 441·0(O.L.) P35'B148'F48' FK *termediateBH* *Haft dispensed with* *Ta31'949tAPT32t*	53·9	30·0	Leith British *ptCem* *5BH to U dk* 1 ,, ,, *2nd*,,	Q4Cy24¾″,35½″,51″&73″-51″ 220lb (s) 675NHP 3SB(Spt)&1AuxB,*15cf*, FD GS268,HS10430 D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 · 2½ 26 · 3½	
※ 21240 7513 SDIO	**Benlos** (*ex*PeterMærsk) ssKel.2ndNo.3-11,34 *1Dk(Stl)&deep framing*	*1369* *1210* 792	✠100A1 6,36 ~~BS6,36~~ ✠LMC11,34 9,37	Hbg	*p*	OG 5,36	1906 9mo *Lloyd*	A.Vuijk& Zonen Capelle a/d *'sA&CP* Ysel	A/B G.H.Dalgren (G.H.Dalgren, *Mgr.*) *CellDBa60'u*	242·8 253·6(O.L.) P19'B66'F28 FK *E18'f102'354tFPT*	36·8	16·7	Hlsngborg Swedish *4BHCem* *30tAPT50t*	T.3Cy.18″,29″&48″-33″ (s) 180lb *90lb* 143NHP 1SB,*3cf*,GS60,HS2208 G.T.Grey,SouthShields	19 ″ 0 s2 · 2½ 16 · 11	
※ 21241 123336 GPSK	**Benmacdhui** (*ex*Archimedes-32, *ex*Den of Airlie) ssLth.2ndNo.3-6,35 *2Dks(Stl)&* D.F. *Shelter dk(Stl)*	6869 — 5068	✠100A1 *Shelter dk* *with freeboard* 9,37 ~~11,36~~ ✠LMC MS5,35 BS~~11,36~~9,37	Lth ~~Mdb~~ Rot	*a*†	CL ~~6,35~~ 4,38	1911 8mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *Intermediate BH in for*	433·5 447·2(O.L.) FK *ehold dispensed with* *CellDBa130'uE*	54·2	34·6	Leith British *Cem* *6BH only* *&B46'f195'*	T.3Cy.27″,46″&76″-51″ (s) 200lb 603NHP 3SB,*9cf*,GS186,HS8805 FD D.Rowan&Co.Glasgow *1311tDTa39'1009tAPT18t*	37 ″ 2 s10 · 2½ 27 · 2½	
21242 148270 GNTM	**Benmohr** ssFal.No.3-6,31 ssAnt.No.1-35 *2Dks(Stl)*	5920 5528 3751	✠100A1 ~~6,37~~ ~~11,36~~ ~~5,37~~ 3,38 ✠LMC MS12,34 ~~BS6,36~~ BS~~5,37~~3,38	Mdb ~~Lth~~ Rot	*a*†	CL 11,36	1928 5mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	BenLineSteamers, Ld. (W.Thomson& Co.*Mgrs.*) *1 Intermediate BH* *1'tween dk BH* *CellDB37*	429·0 P35'B143'F47' FK *forward &* *aft dispensed with* *2'1148t DTa31'949t*	53·9	30·0	Leith British *ptCem* *5BH to U dk* 1 ,, ,,*2nd*,, *APT32t*	Q.4Cy.24¾″,35½″,51″&73″ -51″ 220lb FD 675NHP 3SB(Spt)&1AuxSB,*15cf*, GS268,HS10430 D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 · 3 26 · 3	
※ 21243 PDAM	**Bennekom** Ⓟ (*ex*Bourne,*ex*Burgermeister Schröder) ssHam.No.3-5,29 ssBoa.No.2-37 ~~ssAms.No.1-33~~ *Well deck* D.F *2Dks(Stl)* *3rd dk in No.1hold*	5998 5429 3796	100A1 ~~1,37~~10,37 ~~MS4,33~~ *Fitted for oil*	Ham Boa LMC10,37 ~~BS4,36~~ *fuel* 8,23		CL 1,37 *F.P.*	1917 *above*	Flensburgr Schiffsb.Ges. Flensburg 150°F.	Konikl.Nederl. Stoomb.Maats.	449·7 P&B377'F53' FK *CellDB*	58·1	26·9	Amstrdam Dutch *9BHCem* *403'1640t*	T.3Cy.31 7/16″,50⅛″&84 1/16″- 53⅛″ 185lb (s) 791NHP 4SB(Spt)*12cf*,GS253, HS12196 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s4 · 5½ 25 · 4	
21244 LJLP	**Bennestvet** *1Dk* *CruiserStern*	~~2250~~ 2438 2077 1454					1937	MossVærft &Dokk,A/S Moss	Th.Brövig	~~301·0~~ 304·7 P25'H184'F25'	~~47·6~~ 47·7	~~17·5~~ 18·5	Farsund Norwegian *WB*	C.3Cy.(2)15¾″&39½″-31½″ &LPturbine with reduction gear & chain drive 228NHP HS3245 MossVærft&Dokk,A/S		N
※ 21245 142609 GPWC	**Bennevis** (*ex*Cutcombe, *ex*WarOstrich) ssLth.No.3-7,30 ssLth.No.1-34 *2Dks(Stl)* *Cargo battens not fitted in 'tween decks*	5264 4831 3205	✠100A1 ~~6,37~~~~12,36~~3,38 ~~BS7,36~~ BS~~5,37~~3,38	Mdb ~~Lth~~ Ant LMC7,34	*y*	CL 1,36	1918 8mo *Lloyd*	Richardsn, Duck&Co.Ld Stockton *'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*	400·2 413·0(O.L.) P49'B113'F40' FK 335'1058t *FPT* 132t	52·4	28·4	Leith British *7BHptCem* *APT213t*	T.3Cy.26″,44″&73″-48″ (s) 180lb 426NHP 3SB,*9cf*,GS190,HS6912 Blair&Co.Ld.Stockton	31 ″ 0 s 5 · 11½ 25 · 4	
21246 116762 WEFF	**Bennington** (*ex*EduardoSala, *ex*St.Paul) (*Self-Unloader*) *Mchy.Aft* *1Dk&Spar dk*	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	238·0	42·2	22·2	Wlmgtn Dl Utd. States *WB*	T.3Cy.17″,29″&47″-36″ NB19 132NHP ClevelandS.B.Co.Clevelnd.		R
※ 21247 145558 GDJT	**Benreoch** ssAnt.No.3-2,34 *2Dks(Stl)*	5818 5442 3702	✠100A1 11,37~~3,37~~ MS2,33	Mdb ✠LMC ~~BS3,34~~ 7,37	*z*	CL N2,37	1921 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *Inter* *in forward hold&* *dk BH in after* *CellDB363'1050tD*	420·1 P35'B128'F45' FK *mediate BH* *intermediate 'tween* *holds dispensed with* *Ta32'960tAPT32t*	54·0	30·0	Leith British *ptCem* *5BH to U dk* 1 ,, ,,*2nd*,, *only*	Q.4Cy.24¾″,35½″,51″&71½″- 51″ (s) 220lb *100lb* 600NHP 3SB(Spt),*12cf*,GS214, HS8781 FD Dunsmuir&JacksonLdGls	32 ″ 3 s 6 · 4 26 · 2	
21248 135099 GRFZ	**Benrinnes** ssYka.No.3-5,26 ssLth.No.2-34 *2Dks(Stl)* Now "Thorpeness," *see No.* 40353 *in Supplement*	4798 4309 3071	✠100A1 6,37~~2,37~~ ~~BS3,36~~ 7,37	Mdb Ant ✠LMC6,34	*y*	CL 7,35	1914 7mo *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	WestcliffShipping Co.Ld.(G.O.Till, *Mgr.*) *WB=CellDBa142*	405·0 P37'B113'F41' FK *'uE&B23'958tAPT*	51·5	26·9	London British *6BHptCem* *23t DTa856t*	T.3Cy.26″,43 11/16″&72″-48″(s) 190lb *120lb* 435NHP 3SB(Spt),*9cf*,GS200, HS7152 N.E.MarineEng.Co.Ld.Sld	29 ″ 1 s5 · 4 23 · 11	
21249 219036	**Bensalem** *Fitted for oil fuel* *2Dks&Webframes*	5513 4971 3389			...		1919	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
21250 223009 KFTC	**Benson Ford** *OilEng.* *Mchy.Aft* D.F. GyC.	8626 — 6393					1924	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	590·0	62·0	32·0	Dearborn Utd.States	Oil Engines 2S.C.SA 4Cy.22⅝″-91″ 690NHP SunS.B.Co.Chester,Pa.		
21251 OXCB	**Bente Mærsk** (*ex*AnnaMærsk) *OilEng.* ssRot.No.2-36 *Mchy.Aft* D.F. *1Dk(Stl)*	5722 4990 3406	✠100A1 ~~6,37~~ ~~1,37~~4,38 ✠LMC DBS~~9,36~~9,37 9,36 *CarryingPetr*	Bry ~~Ams~~ Rot CS4,37 *oleum*	*z* *in*	CL ~~3,36~~ N6,37 *bulk*	1928 3mo *Lloyd*	Odense Staalskibs- verft Odense *'sA&CP*	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*) *Cell DBuE66'233t D*	390·6 P94'B37'F30' FK *Trunk in wells* *Tf27'490t FPT85t*	53·7	29·6	Svendborg Danish *10BHptCem* *APT118t*	OilEngines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NHP *180lb* 2DB(*Pmade22refitted28*) Akt.Burmeistr&Wain,Cpn	31 ″ 4 s 5 · 1 26 · 6½	
21252 148265 GCPB	**Benvenue** ssLth.No.2-35 *2Dks(Stl)*	5920 5528 3750	✠100A1 ~~2,37~~ 12,37 ~~BS2,37~~ ✠LMC2,35 12,37	Mdb	*a*†	CL 4,36	1927 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *1Int.BHfwd* *&1'tween dkBH* *CellDB372'1*	429·0 P35'B143'F47' FK *aft dispensed with* *148t DTa31'949t A*	53·9	30·0	Leith British *ptCem* *5BH to U dk* 1 ,, ,,*2nd*,, *PT32t*	Q.4Cy.24¾″,35½″,51″&73″- 51″ (s) 220lb 675NHP 3SB(Spt)&1AuxSB, *15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 · 3 26 · 3	
※ 21253 142010 GCFB	**Benvorlich** ssMdb.No.3-8,31 ssLth.No.1-35 *2Dks(Stl)* *Cargo battens not fitted in 'tween decks*	5193 4818 3222	✠100A1 ~~5,37~~ ~~11,30~~ ~~6,37~~ 1,38 MS11,35 *Fitted for oil*	Lth ~~Mdb~~ ✠LMC ~~BS4,36~~ ~~4,37~~ *fuel* 4, BS2,38	*y* 20	CL ~~4,35~~ 1,38 *F.P. a*	1919 8mo *Lloyd* *bove* 1	C.Connell &Co.Ld. Glasgow *'sA&CP* 50° F.	Ben Line Steamers Ld.(W.Thomson& Co.*Mgrs.*) *CellDB3*	400·6 413·0(O.L.) P49'B113'F39' FK 40'1069t *FPT*133t	52·2	28·5	Leith British *7BHptCem* *APT70t*	T.3Cy.27″,44″&73″-48″ (s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s5 · 11½ 25 · 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21254 ~~148488~~ ~~GLWB~~	**Benwell Tower** ssShl.No.2-36 1Dk(Stl)&ShelterDk(Stl) Now "Gaeta," see No. 38332 in Supplement	4439 4176 2697	✠100A1 withfreeboard ~~3,37~~ 11,37 ~~BS11,36~~ ✠LMC7,35 11,37	Npt Avn	z	CL ~~2,37~~ 11,37	1927 7mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	"Nivose" Soc. di Nav.(A.Scinicar- iello,Mgr.) CellDB348'1072t	401·0|53·2|25·0 414·5(O.L.) F41' FK FPT126tAPT209t	 Italian 6BHCem (Coll to S dk 5 „ 2nd „)	T.3Cy.25½",42"&70"-48" (s) 180lb 426NHP 2SB&1AuxSB,9cf,GS192 HS7350 N.E.MarineEngCoLdNwc	27 ″ 6 s 3 ″ 2 24 ″ 7	
* 21255 LCEO	**Benwood** ssStv.2ndNo.3-4,35 1Dk(Stl)	3931 3628 2389	✠100A1 ~~8,37~~ ~~2,36~~ 2,38 ~~BS6,36~~ ✠LMC4,35 11,37	Cbo ~~Pld~~ Rot	w	CL ~~3,35~~ 2,38	1910 1mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	SkjelbredsRederei A/S (O.A.T. Skjelbred,Mgr.) WB	344·9|51·3|25·3 P44'B104'F31' FK =CellD Ba111'uE	Xiansand Norwegian 6BHCem 21'f147' 101	T.3Cy.24",40"&66"-45" (s) 180lb 342NHP 3SB,9pf,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld 0tFPT149tAPT98t	27 ″ 9 s 4 ″ 9 23 ″ 1½	
* 21256 160659 GSWL	**Benwyvis** ssMdb.No.3-4,30 ssLth.No.1-34 D.F. 2Dks(Stl)	5920 5528 3751	✠100A1 ~~5,37~~ ~~12,36~~ ~~10,37~~ 2,38 ✠LMC MS2,34 ~~BS12,34~~ 2,38	Lth ~~Mdb~~	a†	CL 2,36	1929 5mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	BenLineSteamers, Ld.(W.Thomson &Co.Mgrs.) 1 Intermediate BH dk B CellDB37	429·0|53·9|30·0 445·0(O.L.) P35'B145'F48' FK fwd&1'tween Haft dispensed with 2'1148tDTa31'949t	Leith British ptCem 5BH to U dk 1 „ „ 2nd„ APT32t	Q4Cy24¾",35½",51"&73"-51" 220lb (s) 675NHP 3SB(Spt)&1AuxSB,15cf, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s6 ″ 2¾ 26 ″ 3¼	
21257 YTJG	**Beograd** ssSsk.No.3-1,36 1Dk&Shade dk	864 593 517	✠100A1 Shade dk withfreeboard ~~4,37~~ ~~1,36~~ 9,37 ~~BS4,37~~ 2,38 ~~BS1,36~~ ✠LMC3,35 For Service in the Mediterranean	Ssk	l	CL 12,35	1922 11mo Lloyd	M.U.Mar- tinolich Lussnpiccolo 'sA&CP	Jadranska Plovidba d.d.	215·0|30·5|12·9 227·8(O.L.) FK CellDBa45'uE18'f	Susak YugoSlav 4BHCem 84'138t	T.3Cy.18⅛",29½"&48"-33"(s) 180lb 100lb 211NHP NDB20refitted22 2SB,4cf,GS156,HS3358 FD UnitedMachineFactories, Smichow	15 ″ 0 s 1 ″ 0 14 ″ 4¾	
* 21258 151634 VOLF	**Beothic** (exLakeComo) ssN.Yk.No.3-5,25 Sub.Sig. ssNFL.No.2-34 1Dk(Stl) Strengthened for Navigation in Ice	1825 1633 1078	✠100A1 5,37 ~~8,36~~ ~~BS8,37~~ ✠LMC3,34 5,38	NFL	r	CL ~~8,34~~ 5,37	1918 3mo	American S.B.Co. Lorain,O. A&CP	BowringBrothers, Ld. CellD	262·5|43·7|18·4 273·1(O.L.) P25'B64'F30' FK len25 B218'532tFPT70t	SJhnsNFL British 6BHCem APT69t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 s 2 ″ 5¾ 18 ″ 1	
21259 1785 IBAE	**Beppe** (exKingarth-32,exBerwyn, exMattawa, ssSt.J.No.3-4,24 exFranktor, ssNwc.No.1-28 exSaintHugo) D.F. 2Dks(Stl)	4859 4560 3031	✠ —— 4,34 ✠	Bry	y		1912 7mo	AM'Millan &Son,Ld. Dumbarton	G.&F.Fratelli Bozzo Cell	414·2|52·1|27·3 401·0 Q36'B126'F48' FK DBa117'uE&B42'f	Genoa Italian 7BHCem 188'955tDT	T.3Cy.27",44"&73"-48" 458NHP 3SB,9cf,GS181,HS7860 D.Rowan&Co.Glasgow f 27'745tFPT70tAPT45t	30 ″ 0	I †
21260 LCMV	**Bera** 1Dk	771 600 430					1925	Mjellem& Karlsen Bergen	A/S Dacapo (Bachke&Co. Mgrs.)	188·1|31·2|12·3 Q63tH45tF28t	Trondheim Norwegian WB	T.3Cy.14",23¼"&38"-27" 75NHP Mjellem&Karlsen,Bergen		N
21261 143416 GQDF	**Bereby** 2Dks	5248 4766 3197					1919	Irvine'sSB &D.D.Co.Ld. WHartlepool	ElderDempster Lines,Ld.	400·2|52·3|28·5 P49'B113'F38'	Liverpool British WB	T.3Cy.27",44"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
21262 DODD	**Berengar** (exGeneralBotha, exBerengar) D.F. 2Dks&Shelter dk Now "Petropolis" see No. 39702 in Supplement	4845 4578 3029					1911	Bremer Vulkan Vegesack	Hamburg-Süd- amerikDampfs- chifffahrtsGes.	399·2|53·7|27·6	Bremen German WB	T.3Cy.29$\frac{17}{32}$",48$\frac{7}{16}$"&80$\frac{11}{16}$"- 53$\frac{3}{16}$" 472NHP BremerVulkan,Vegesack		G
* 21263 144301 GBZW	**Berengaria** Ⓟ QuadSc (exImperator) ssSou.No.3-2,34 4Dks(Stl-U ws)&Shelter dk Sub.Sig. (Stl-ws)&Shadedk(Stl-ws) Ref.Mchy. 5th dk(Stl)in holds 6th dk in GyC. D.F. E.S.D. No. 1 hold	52101 36307 20574	100A1 2,37 ~~BS11,36~~ LMC2,34 11,37 Fitted for oil Carrying oil	Sou fuel 5,22 fuel F. P.		CL Pf2,37 Sf1,36 Pa 1,36 Sa1,35 F.P. a above1	1912 Lloyd bove 1 50°F.	Vulcan- Werke Hamburg 'sA&CP 50°F. CellDB in deep tank f	CunardWhite Star,Ld. 767' 6036t DTf64' orward	883·6|98·3|57·1 BonShade dk446' Promenade dk478' FK&BK4" 485tFW Tanks in w	Liverpool British Cem 3BH to S dk 9 „ „ U „ ay of tunnels	4 Steam Turbines (s) 228lb 14860NHP 46 Water Tube Boilers FD HS203000 Vulcan-Werke,Hamburg 17'162tFPT117tAPT118t		BT till ~~12,37~~ 2,38
21264 PDAR	**Berenice** Wireless 2Dks	1177 973 665					1919	N.V. Lobithsche ScheepsbMy Lobith	Koninkl.Nederl. Stoomb.Maats. N.V.	256·4|37·0|13·5	Amstrdam Dutch WB	T.3Cy.18½",30"&48"-36" 138NHP Alblasserdam.Msch.Fab.		V
21265 UPCQ	**Beresina** (exBracondale-34, exSeatonia, ssHpl.No.3-11,30 exWarHighway) 1Dk(Stl)	*3087* *2842* *1859*	✠ ... 1,35 ✠	Hpl	u		1918 5mo	J.Blumer& Co. Sunderland	U.S.S.R. CellD	331·3|46·8|23·2 P33'B98'F28' FK B276'734tFPT105t	Leningrad Russian 7BHCem APT122t	T.3Cy.25",41"&68"-45" 430NHP 3SB,9cf,GS153,HS6304 J.Dickinson&Sons,Ld.Sld	25 ″ 6	
21266 EECP	**Berga** (exBarflo exBerga) ssBcl.No.2-29 Mchy.Aft 1Dk(Stl) Well deck	804 — 460	✠ —— 5,33 ✠	Bcl	k		1921 1mo	Astilleros delMedit. S.A. Barcelona	Hijo deRomulo BoschS.enC.	186·6|29·5|12·4 Q114'B12'F22' FK CellDBf114'	Barcelona Spanish 4BHCem 176tFPT42t	T.3Cy.12",20"&32"-24" 84RHP 2SB,4cf,GS60,HS1714 AlexanderBros.Barcelona	14 ″ 7	
* 21267 152006 VJFK	**Bergalia** TwinSc ssSyd.No.2-32 Ref.Mchy. Wireless 1Dk(Stl) Mchy.Aft Cargo battens not fitted	548 367 195	✠100A1 6,36 ~~BS6,36~~ ✠LMC~~5,32~~ ~~6,37~~ 6,37	Syd	h	OG 6,36	1925 1mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,Mgr.) Side ta	153·1|34·6| 8·5 35·8 P21'F29' FK nksf18'50tFPT44t	Sydny NSW British 3BHCem APT50t	T.6Cy.10½",16"&26"-16" (s) 180lb 70RHP 1SB,3cf,GS70,HS2202 AilsaS.B.Co.Ld.Troon	9 ″ 6 s 1 ″ 2 8 ″ 4½	
21268 LCXB	**Berganger** OilEng. D.F. Ref.Mchy. 1Dk&Shelter dk	6826 6013 4229					1932	Nederl Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4|61·2|27·4 P97tF22t	Bergen Norwegian WB	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1842NHP AlgemeineElektrizitats- Ges.		N
21269 LCMX	**Bergen** Ⓟ 2Dks	553 479 320					1909	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibselskab	157·6|25·8|18·1 H74t	Stavanger Norwegian WB	T.3Cy.14¾",23½"&39"-27" 79NHP StavangerStöberi&Dok		
21270 PDAX	**Bergendal** OilEng. Mchy.Aft 1Dk CruiserStern	458 355 291					1931	NV.Indus- trieeleMaats. DeNoord Alblasserdam	NV.Scheepv.Maats "Bergendal"	159·6|25·7|10·5 P43'F18'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-20" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
21271														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
21272 OXOB	**Bergenhus** Ⓟ Wireless D.F. 2Dks3trB	1398 1272 825					1922	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish WB	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
21273 LFBA	**Bergensfjord** Ⓟ TwinSc ssOsl.No.3-1,26 ssBmn.No.2-33 GyC. 2Dks(Stl)&Shelter dk(Stl) D.F. 3rd dk in Nos.1,2&5holds	11015 8654 6550	✠100A1 Shelter dk withfreeboard 9,37 ~~1,37~~ ~~[illegible]~~ ✠LMC2,33 Fitted for oil fuel 3,20 F.P. above 150° F.	Osl BS11,37	g†	CL 2,36	1913 9mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	DenNorske AmerikalinjeA/S WB=CellDBa 119'uE&B152'f	511·8 P70'B201'F108' FK 189'1165tFPT149t	61·2	29·5	Bergen Norwegian 3BHCem APT150t DTf7'225t	Q.8Cy.26",37½",53"&75"-51" & 2 LP Turbines with DR gearing & hydraulic coup- lings 220lb (r) 1469NHP 8SB,32cf,GS590,HS23000FD CammellLaird&Co.LdBkn	32 " 6 s 6 -8½ 26 " 0	
21274 226171 KGDV	**Bering** (exSalatiga) ssS.Fo.No.3-5,33 2Dks(Stl)&Shelter dk(Stl) ssS.Fo.No.1-37	~~7663~~ ~~7160~~ ~~4135~~ 7631 — 5667	✠100A1 Shelter dk withfreeboard 4,37 ~~4,36~~ ~~BS1,36~~ ✠LMC~~5,33~~ 4,37 Fitted for oil fuel 6,20 F.P. above 150° F.	SFo	b†	CL 4,36	1920 6mo	SunS.B. Co. Chester,Pa. A&CP CellDB370' 1355t DTa30' 874t	AlaskaPackers Association	435·2 F41'onShelter dk FK FPT132tAPT76t	57·8	35·2	S.Frncisco Utd.States ptCem 3BHtoSh dk 4 " " U "	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	38 " 0 s10·0½ 28 " 2	
21275 217255 KETZ	— Wood (exArthurJ. Fitted for oil fuel Baldwin-36,exAnnetteRolph) 2Dks	2361 — 1391					1918	RolphS.B. Co. Rolph,Cal.	AlaskaS.S.Co.Inc.	245·3	45·5	28·3	NewYork Utd.States	T.3Cy.16½",26"&44"-30" BethlehemS.B. 106NHP Corp.Ld.SanFrancisco		
21276 PDBA	**Berkel** ssRot.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	2130 1904 1273	✠100A1 ~~6,37~~ ~~4,36~~ 4,38 MS5,35	Rot ✠LMC ~~BS4,36,37~~ BS4,38	s	CL ~~10,35~~ 4,38	1930 4mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd'sA&CP	N.V.Maats. "Houtvaart" (Vinke&Co.Mgrs.) CellDB244'542tFPT	281·5 P22'B64'F22' FK	42·7	19·3	Rottrdam Dutch 4BHCem 62tAPT54t	T.3Cy.21",34½"&57"-36" 210lb (s) 251NHP 2SB,6cf,GS106,HS4137 ArnhemscheStoom- sleephellingMaatsArnhem	21 " 4 s 3 " 1½ 18 " 3½	
21277 222831 KFIE	**Berkshire** Ⓟ D.F. Fitted for oil fuel Sub.Sig. 4Dks Longitudinal framing	5486 — 3361					1923	Federal S.B.Co Kearny,N.J.	Merchnts&Miners Transportation Co.	350·7	52·1	15·2	Baltimore Utd.States WB	T.4Cy.24½",42"&(2)54"-48" HoovenOwens& 404NHP RentschlerCo.Hamilton,O.		R
21278 220173 KUVG	— (exEasternTempest) D.F. GyC. 2Dks	4621 3832 2824			...		1920	Uraga DockCo.Ld. Uraga	Coastwise Trans- portation Corp.	360·1 P21'B91'F35' FK	51·2	25·9	Boston Utd.States WB	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.	28 " 6	R †
21279 211149	— Ⓟ Pad 1Dk&Shade dks	4300 — 2918					1913	NewYork S.B.Co. Camden,N.J.	HudsonRiver Nav. Corp.	422·4	50·6	12·9	NewYork Utd.States	1Cy.84"-144" 651NHP E&Bmade08fitted13 W&AFletcherCo.Hoboken		
21280 DOCL	**Berlin** Ⓟ TwinSc E.S.D. Fitted for oil fuel D.F. Sub.Sig. GyC. 4Dks	15286 9732 8988					1925	Bremer Vulkan Vegesack	Norddeutscher Lloyd	549·3 B272'	69·2	34·8	Bremen German WB	T.8Cy.(2)34¼"(2)$56\frac{5}{16}$"&(4) 65⅝"-$59\frac{1}{16}$" 1317NHP BremerVulkan,Vegesack		G
21281	— TwinSc OilEng.	561 — 301					1928	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	228·3	36·1	10·8	Bns.Aires Argentine	Oil Engines Soc.Anon.Ansaldo.Genoa		
21282 DAOE	— Ⓟ Wireless 1Dk	468 384 189					1906	Nüscke& Co. Stettin	Swinemünder Dampfschiffahrts Act.Ges.	184·0 B34'H-F17'	26·4	12·3	Swnemnde German WB	T.3Cy.17",26"&43"-28" 98NHP Schiffs.Uebigau,Dresden		G
21283 131533 VJFP	**Bermagui** TwinSc Wireless Mchy.Aft 1Dk	402 306 150			...		1912	AilsaS.B. Co.Ld. Troon	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,Mgr.)	144·0 F27' FK	32·1	8·2	SydnyNSW British WB	C.4Cy.13"&26"-16" 56RHP AilsaS.B.Co.Ld.Troon	9 " 0	
21284	**Bermejo** (exDoloresBarte) Pad	172 — 74					1905	.... Argentina	Cia.Argentina de Nav.Mihanovich, Ltda.	150·5	22·2	7·7	Bns.Aires Argentine	2Cy. NB22		
21285 LOFH	**Berna** Ⓟ PadK Fitted for oil fuel 1Dk&Promenade dk	1179 — 502			...		1911	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	265·2 FK	37·1	10·4	Bns.Aires Argentine	T.3Cy.21½",35"&54"-66" 252NHP A.&J.Inglis,Ld.Glasgow	11 " 1	
21286 FOAL	**Bernardin de Saint Pierre** Ⓟ Fitted for oil fuel TwinSc Ref.Mchy. GyC. D.F. 4Dks	10086 — 5616					1926	J.C.Teck- lenborgA.G Weser- münde-G.	Soc.desServices Contractuels des Messageries Maritimes	455·8	60·8	41·0	Marseilles French WB	2 DR geared Steam Turbines J.C.TecklenborgA.G. Wsm.		V
21287 DHCF	**Bernhard** 1Dk&Web frames	592 480 367					1890	H.Koch Lübeck	MathiesReed,A.G.	175·0 B43'F31'	26·2	12·6	Hamburg German WB	C.2Cy.21½"&40¼"-27½" NB09 71NHP J.W.Klawitter,Danzig		G
21288 DHCG	**Bernhard Blumenfeld** (exDalewood) ssHam.No.3-4,33 Well deck ssHam.No.1-37 1Dk(Stl) Cargo battens not fitted	2879 2284 1653	✠100A1 1,38 ~~7,36~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 5,37	Ham	t	OG ~~6,36~~ 5,37	1921 8mo	Eltring- ham's,Ld. Willington Quay Lloyd'sA&CP CellDBa59'uE23'f122' 604tDTa41'319t DT in No.1 hold 52tFPT64t APT116t	KruppReederei undKohlenhandel G.m.b.H. Intermediate BH in fore hold dispensed with	304·8 PonQ21'Q125'B54' F25' FK	44·1	20·5	Hamburg German Cem 4BH only	T.3Cy.23",38"&62"-42" (s) 180lb 288NHP 2SB,6cf,GS120,HS4690 Eltringham's,Ld. WillingtonQuay	23 " 0	
21289 6310 SIWA	**Bernicia** ssMmo.No.3-5,33 Sub.Sig. ssGot.No.1-36 1Dk(Stl)&Shelter dk(Stl)	*1532* *1208* *728*	✠100A1 Shelter dk withfreeboard ~~5,37~~ 10,37 BS11,37 ✠LMC MS12,36 Fitted for oil fuel 7,20 F.P. above 150° F.	Got Skm	r	OG ~~11,30~~ 5,37	1920 5mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP CellDB229'451tFPT34tAPT36t	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	274·0 FK Collision	40·9	23·5 15·5	Gothenbrg Swedish Cem BH to Sh dk 3BHtoU "	T.3Cy.19",31½"&51½"-33" 185lb ~~180lb~~ (s) 226NHP 2SB(Spt),6cf,GS75 FD HS3442 OskarshamnsM.V.Aktieb.	18 " 0 s " 2 17 " 11½	
21290 141743	**Bernier** Ⓟ (exMardep-35, exLabrador) 2Dks	317 245 174					1918	DavieS.B. &Rpg.Co.Ld. Quebec	Government of Canada(Ministry ofMarine)	125·0	23·4	13·6	Quebec British	T.3Cy.12¾",21½"&35"-24" 61RHP DominionBridgeCo.Ld.		G
21291 PDBC	**Bernina** OilEng. Mchy.Aft 1Dk CruiserStern	329 239 150					1935	GuteHoff- nungshütte A.G. Walsum	SchellenScheep- vaart&Bevrach- tingN.V.	135·8 P37'F17'	24·0	9·1	Rottrdam Dutch WB	Oil Engines 2S.C.SA 4Cy.10¼"-13¾" 73NHP Emade14-refitted35 SulzerBros.Winterthur		
21292 PDBD	**Bernisse** 1Dk	951 773 478					1915	Maats. Fyenoord Rotterdam	P.A.vanEs&Co.	222·0 P&B170'F33'	34·4	15·0	Rottrdam Dutch WB	T.3Cy.17½",29"&46"-39" 132NHP Maats.Fyenoord,Rot.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21293	**Berouw** *Mchy.Aft* 1*Dk*	756 526 322					1919	NV.Schps. &Machfab. deKlop Sliedrecht	Koninkl.Paketv. Maats.	183·8 Q103'B11'F20'	29·0	14·4	Batavia Dutch *WB*	T.3Cy.14",22"&36"-23⅝" 63NHP N.V.deKlop,Sliedrecht		V
* 21294 146599 MLPC	**Berriedale** (*ex*Almascos-32, *ex*RoyalRegis) *ss*Shl.No.3-1,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	614 384 270	✠100A1 4,37 BS3,37 ✠LMC1,35	Abn	*h*	CL ~~1,35~~ 4,38	1922 7mo *Lloyd*	JChambers Ld. Lowestoft *'sA&CP*	G.Couper&Co.Ld. *CellDB*99'1	168·0 Q108'F24' FK 38*tFPT*45*tAPT*30*t*	26·5	10·4	London British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 92RHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7½ s 4 ″ 2 12 ″ 7¼	
* 21295 118183 MCKB	**Berryden** (*ex*Thrift) *ss*Abn.2ndNo.3-7,28 *Well deck* *ss*Abn.No.~~1-32~~ 2-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	506 373 209	✠100A1 8,37 ~~7,36~~ ~~BS6,36~~ ✠LMC~~8,32~~ 8,37	Abn	*h*	CL 7,35	1904 1mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen *'sA&CP*	R.Taylor&Sons,Ld *CellDB*	168·6 Q79'B18'F23' BK7" *a*25' *f*74' 134*t FPT*	26·1	10·5	Dundee British 4*BHCem* 39*tAPT*8*t*	T.3Cy.14½",23½"&38"-30"(*r*) 180lb 93RHP 1SB,3*cf*,GS51,HS1535 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s ″11¾ 13 ″ 3¾	
21296 141676 VGCR	**Berryton** (*ex*B.F.Berry) *Mchy.Aft* GyC. 1*Dk*	6221 5813 5023					1908	American S.B.Co. Lorain	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	480·0	52·0	25·6	Toronto British *Wb*	T.3Cy.22½",36"&60"-42" 233NHP American S.B.Co.CleveInd.		R
* 21297 3643 PJAL	**Berta** TwinSc *ss*Cco.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2611* *1716* *1131*	✠100A1 ~~8,37~~ ~~1,37~~ 3,38 BS8,37 ~~BS8,35~~ ✠LMC8,35 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*7,27	Cco	*t*	CL 8,37 3,38	1927 7mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	N.V.Curacaosche Sheepv.Maats.	305·0 P87'F42' FK *Trunk dk*176' *FPT*84*tAPT*92*t*	50·2	15·0	Willmstad Dutch 11*BHptCem ptAsp*	T.6Cy.13½",23½"&36"-27"(*s*) 180lb 238NHP 2SB,4*cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 6 13 ″ 7¼	
21298 4604 SDJO	**Bertha** (*ex*Ostanvik-32,*ex*Ragnar) *ss*Hbg.No.1-36 *ss*Skm.2nd.No.3-6,32 *Well deck* (1*DkStl*)&*deep framing* *Cargo battens not fitted*	*1216* *966* *671*	✠100A1 ~~1,37~~ ~~4,36~~ 4,38 BS~~4,37~~ 4,38 ✠LMC4,36	Hbg	*o*	OG ~~7,35~~ ~~1,37~~ 4,38	1906 5mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP*	RederiA/BMagnus Stenbock(E. Påhlsson,*Mgr.*) *CellDBa*69'*uE*	232·7 236·0 242·2(O.L.) FK P14'Q74'B62'F24' &*B*33'*f*94'371*tFPT*	35·5	14·1	Hlsngborg Swedish 4*BHCem* 57*tAPT*19*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 3 15 ″ 4½	
21299 OYAO	**—** 1*Dk*	766 605 451					1915	Nüscke& Co.A.G. Stettin	Dampsk.-A/S Progress(M. Nielsen&Sön, *Mgrs.*)	202·4 B49'Q69'F25'	30·4	12·5	Copnhagn Danish *WB*	T.3Cy.14⅛",21⅝"&35⅞"-23⅝" 63NHP Christiansen&Meyer,Harburg		G
21300 119725 MCJL	**—** *Mchy.Aft* 2*Dks*	487 379 195					1905	Gourlay Bros.&Co. (Dundee),Ld. Dundee	MetalIndustries, Ld.(T.McKenzie, *Mgr.*)	175·3 Q&B82'F26'	28·1	12·4	S'thamptn British *WB*	T.3Cy.16",26"&43"-33" 93RHP GourlayBros.&Co. (Dundee),Ld.Dundee		
21301 DJSZ	**Bertha Fisser** (*ex*Hesperides-37, *ex*Parthia) *ss*Rot.No.3-3,28 *ss*Mdb.No.1-32 ~~D.F.~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore hold*	4110 3631 2371	... 5,37	Ant	*x*		1919	Flensburgr Schiffsb.Ges. Flensburg	Reunert&Co. G.m.b.H.(Fisser& vonDoornum, *Mgrs.*) *CellDB*346'11	~~382·4~~ 383·4 FK *Collision* 40*tFPT*40*tAPT*47*t*	52·7	~~22·5~~ 22·4	Hamburg German *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.28¾",46⅝"&76"-48" 527NH 3SB,9*cf*,GS165,HS7433 FlensburgerSchiffsb.Ges.	24 ″ 9	
21302 93207 KJDJ	**Bertie M. Hanlon** Wood (*ex*Marshfield) *Mchy.Aft* 1*Dk*	409 — 257					1901	PacificS.B. Co. Marshfield Or	SantaCruzOilCorp.	148·0	33·0	10·5	S.Frncisco Utd.States	C.2Cy.13½"&26"-20" 25NHP FultonCrowIronWorks		
21303 4136 SDIW	**Bertil** (*ex*Rogn,*ex*Borna,*ex*Material, *ex*Sune) *Mchy.Aft* 1*Dk*&*deep framing*	*941* *741* *495*				...	1903	GooleS.B. &Repairing Co.Ld. Goole	C.O.Malmström (A/B Hillerström& Co.*Mgrs.*)	197·2 P63'F20' FK *H*28*t*	32·2	13·8	Malmö Swedish *WB*	T.3Cy.15",25"&41"-27" 104NHP G.T.Grey,SouthShields	16 ″ 1	N †
21304 LCRO	**Berto** (*ex*Botnia-36,*ex*Modemi) 1*Dk*	1483 1183 841					1918	Bergens Mek.Værks. Bergen	Skibs.A/S Berto (TomJentoft Berge)	224·5 P34*t*Q106*t*H96*t* F34*t*	37·7	15·5	Oslo Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMek.Værks.		N
21305 DHCH	**Bertram Rickmers** Sub.Sig. 2*Dks*	4188 3800 2546					1923	Nordd. Werft m.b.H. Wesermünde-G.	Rickmers RhedereiA.G.	367·8 P45'B120'F44	49·7	26·1	Hamburg German *WB*	T.3Cy.24",39¾"&66⅛"-47¼" 300NHP BremerVulkan,Vegesack		G
21306 218668 KINR	**Berury** (*ex*Olen) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4924 4445 3096					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates MaritimeCommission	379·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&ConstCorpn. Tacoma,Wash.		R
21307 133085 GNZL	**Berwickshire** (*ex*ClanMacarthur) E.S.D. *Ref.Mchy.* D.F. 2*Dks*&*Shelter dk*	7464 5341 4622					1912	Armstrong Whitworth &Co.Ld. Newcastle	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	450·1	57·1	26·8	Glasgow British *WB*	T.3Cy.31½",52"&86"-60" &1LPTurbine 841NHP WllsndSlpwy.Co.Ld.Nwc.		C
21308 228674 WKDC	**Berwindglen** *Mchy.Aft* D.F. 1*Dk*	4411 — 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass	WilmoreS.S.Co.	350·5 P97'B11'F30'	50·1	28·3	NewYork Utd.States *WB*	T.3Cy.22",41½"&72"-48" 358NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
21309 228882 WKDY	**Berwindvale** *Mchy.Aft* D.F. 1*Dk*	4411 3617 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5 P97'B11'F30'	50·1	28·3	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft BethlehemSBCor.Ld(ForeRiverPlant)Quincy,Mass.		R
* 21310 147932 MNBZ	**Beryl** 3Mst *ss*Ayr.No.3-1,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	568 391 236	✠100A1 6,38 ~~1,36~~ BS~~2,37~~ 1,38 ✠LMC1,36	Ayr Bkn	*h*	CL ~~12,35~~ 4,38	1924 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	Wm.Robertson	165·2 Q94'B9'F27' BK7" *FPT*60*t*	26·6	11·3	Glasgow British 3*BHCem* *APT*6*t*	T.3Cy.13½",21"&35"-26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0½ 12 ″ 10	
21311 OYGW	**Bes** (*ex*Spedit-35,*ex*Solfrid-34, *ex*Engelsberg) *Mchy.Aft* 1*Dk*	542 400 294					1917	Göteborgs NyaVerk. Gothenberg	Dampskslsk. "Bes" A/S(Oluf Svendsen)	167·0 P49'F23'H49*t*	27·3	11·1	Copnhagn Danish *WB*	T.3Cy.13⅜,"22¼"&37⅜"-23⅛" 68NHP GöteborgsNyaVerk.Got.		V
21312 LJGL	**Besholt** *OilEng.* 1*Dk*&*Shelter dk*	4977 4300 2959					1936	Kockums M.V.Aktieb. Malmö	A/S Besco (S.Holter-Sörensen,*Mgr.*)	401·4 P29'F34'	54·8	25·1	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP KockumsM.V.Akt.Malmö		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21313 LETA	**Bessa** Now "Binna," see No. 37381 in Supplement ss[illegible]6,29 ssOsl.No.1–33 *2Dks(Stl)&Shelter dk(Stl)* *&Web frames* *Longitudinal framing*	7815 7422 5847	✠100A1 *Shelter dk* *with freeboard* 8,36 ~~[illegible]~~ ✠LMC12,33 *Fitted for oil fuel*	Ham 4,37 *fuel* 4	a† ,17	CL 8,36 *F.P a*	1917 4mo *bove* 1	Union Iron WorksCo Alameda,Cal. A&CP 50° F.	Rederi A/S Henneseid(Thoralf Holta, *Mgr.*)	410·9|56·2|38·4 FK *CellDB*355'1213t	Porsgrunn Norwegian *7BHptAsp* *DTa*30'228t	T.3Cy.27",47"&78"–48" (s) 220lb 600NHP 3SB,9cf,GS165,HS8265 FD UnionIronWorksCo.S.Fo. *FPT*80t	41 ″ 0 s10 ″ 8½ 30 ″ 6	
21314 DOIE	**Bessel** (*ex*Sorrento) *CruiserStern* *OilEng.* D.F. *1Dk&Shelter dk*	1878 1499 915					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7|41·7|16·5 P&B231'F35'	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.22 1/16"–39⅜" 282NHP A.G."Weser,"Bremen		G
21315 218155 KIGT	**Bessemer** *OilEng.* *Mchy.Aft* GyC. *2Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	4762 4449 2927			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	TheAtlantic RefiningCo.	364·9|51·0|29·5 B34'F31'P95' FK	Phildlphia Utd.States *WB*	OilEngines connected to Elec.Motor&Sc.Shaft. 4S.C.SA 553NHP 18Cy.17½"–22" NE27 Ingersoll-RandCo.N.Yk.	31 ″ 3	R †
21316 LDAA	**Bessheim** Ⓟ *2Dks*	1774 1538 1031					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	256·0|36·1|22·8 F33tH194t	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
21317 LEZV	**Bestik** (*ex*Bestik 2–35,*ex*Annik–33) ssHav.No.3–11,32 *1Dk(Stl)* ssRot.No.1–37	2684 2394 1568	✠100A1 ~~10,37~~ ~~26~~ 4,38 ~~[illegible]~~ ✠LMC~~11,32~~	Bry ~~Rot~~NYk 10,37	t	CL ~~10,35~~ ~~s10,37~~ 4,38	1920 4mo *Lloyd*	C.Hill& Sons Bristol 'sA&CP	Skibs.A/S Manitowoc(K.Th.Einersen, *Mgr.*) *CellD*	310·8|44·3|21·6 324·6(O.L.) P28'B87'F32' FK B265'622t *FPT*90t	Oslo Norwegian *5BHptCem* *APT*90t	T.3Cy.21",34"&56"–36" (s) 180lb 242NHP 2SB,6cf,GS111,HS4246 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 10 s3 ″ 10 20 ″ 2½	
21318 LEGA	**Bestum** (*ex*Hessa–34) *1Dk*	2215 1989 1316			...		1919	Dominion S.B.Co.Ld. Toronto	Skibs.A/S Gröm (K.Th.Einersen, *Mgr.*)	251·6|43·9|22·3 P25'B64'F20' FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	N †
21319 215758 WEDB	**Beta** (*ex*Hisko) *Fitted for oil fuel* *1Dk* *Mchy.Aft* *Fitted with cylindrical tanks for carrying Petroleum*	5665 4550 3516			...		1917	Chester S.B.Co.Ld. Chester,Pa.	Chas.Kurz&Co., Inc.(Pennsylvania ShippingCo. *Mgrs.*)	400·8|54·3|31·4 P99'B27'F50' FK	Wilmgton (Del.) Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 628NHP WestinghouseMachineCo. EastPittsburg	32 ″ 9	R †
21320 1024 ESUL	**—** Iron (*ex*Rigel,*ex*Fez,*ex*QuebrachoArgentino, *ex*Rio) *1Dk*	516 416 312					1889	O.A.Brodin Gefle	BalticSalvage Association	181·5|27·1|10·9 Q58'B32'F18'	Tallinn Estonian *WB*	C.2Cy.18"&32"–22" NB11 40NHP J&C.G.BolindersM.V.A/B		V
21321 98920	**—** IronTwinScSp *Mchy.Aft* *1Dk*	393 382 176					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5|30·4|10·7	Manchestr British	Q.8Cy.9",12",16"&25"–21½" NB05 96RHP Fleming&Ferguson,Psy.		
21322 PDBK	**—** *OilEng.* *1Dk* Wireless	333 237 198					1935	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Tonkkes	133·2|22·9| 9·5 P34'F14'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 13/16"–15¾" 68NHP MtrnWerkeMannheim AG		V
21323 LITA	**Betancuria** TwinSc *OilEng.* *CruiserStern* D.F. *2Dks*	2696 1998 1302					1933	A/S Akers Mek.Værks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	343·6|48·7|18·8 P96tH400tF23t	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 808NHP A/SAkersMek.Værks.Oslo		N
21324 LDPH	**Beth** *OilEng.* D.F. ssStv.No.1–34 *Mchy.Aft* *1Dk(Stl)&Web frames* *Longitudinal framing–bracketless system*	6852 5985 3960	✠100A1 ~~11,37~~~~12,36~~3,38 ~~DBS12,36~~ *Carrying Petroleum in bulk*	Rot DBS12,37 ✠LMC CS11,35 12,36	a†	CL ~~s12,36~~ 3,38	1930 9mo *Lloyd*	W Doxford &Sons,Ld. Sunderland 'sA&CP	A/S Bill(L.Gill-Johannessen *Mgr.*) *CellDBuE*35'157t	416·2|58·0|32·8 P94'B32'F40' FK *Trunk in wells* *DTf* 35'538t*FPT*1	Oslo Norwegian *11BHptCem* 51t*APT*276t	Oil Engines 2.S.C.SA 4Cy.22 1/16"–85" 2DB*150lb* 598NHP W.Doxford&Sons,Ld.Sld.	33 ″ 0	
21325 215153 WCDR	**Bethlehem** (*ex*Midvale) D.F. *Mchy.Aft* *1Dk*	8271 — 6564					1917	Gt.Lakes Eng.Works Ashtabula,O.	BethlehemSteel Corp.(Bethlehem Transptn.Corp. *Mgrs.*)	580·0|60·0|32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24½",40"&65"–42" Great 274NHP LakesEng.Works,Detroit		R
21326 221913 KDWW	**Bethore** TwinSc *Fitted for oil fuel* *1Dk* *Mchy.Aft* *Longitudinal framing*	8257 — 4198					1922	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	OreS.S.Corp.	550·3|72·2|43·7 P139'B82'F50'	NewYork Utd.States *WB*	T.6Cy.25",41"&68"–48" 641NHP BethlehemS.B.Corp. Sparrow'sPt.Md.		R
21327 EECW	**Bétis** (*ex*NuevoValencia) Iron *2Dks&Awng dk*	1011 674 737	✠ 5,79	Nwc	n		1879 4mo	A.Leslie& Co. Newcastle	JoséMorey	210·6|29·6|15·0 22·3 FK *WB=DBa*44'*&uE*	Valencia Spanish *5BHCem* *&B*38'*FPT*	C.2Cy.28"&54"–33" NB96 140NHP Black,Hawthorn&Co.Nwc		
21328 TUNB	**Betsiboka** (*ex*Sarron,*ex*Meknès, *ex*Guazú) *1Dk(Stl)* *Mchy.Aft*	413 312 156	✠ 7,11	Dun ✠			1907 2mo	DundeeSB Co.Ld. Dundee		165·5|27·4| 9·4 F27' *Shade dk*80' FK *FPT*20t	French *3BHCem*	T.3Cy.13",21"&34"–24" 76NHP 1SB,3pf,GS43,HS1377 G.T.Grey,SouthShields	10 ″ 0	
21329 164885 MLPL	**Betswood** *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	1051 695 531	✠100A1 7,37 ~~1,35~~	Bly ✠LMC7,36	m	CL	1936 7mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	W.France, Fenwick&Co.Ld. *CellDBu*	218·0|34·0|12·5 Q139'B14'F28' FK E21'*f*136'320t*FPT*	Shoreham British *3BHptCem* 91t*APT*36t	T.3Cy.15",25"&42"–30" (s) 200lb FD *100lb* 150NHP 1SB(Spt),3cf,GS50,HS2262 N.E.MarineEng.Co.Ld.Sld	14 ″ 4 s4 ″ 1 13 ″ 11	
21330 LJAX	**Betta** *Mchy.Aft* *1Dk* *CruiserStern*	1568 1283 896					1935	Porsgrund Mek.Værks. Porsgrunn	D/S A/S Henriksen &Kierulf(D.Henriksen&H.Kierulf, *Mgrs.*)	246·6|37·9|18·2 P66'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27 9/16"–27 9/16" &LP Turbine with DRgearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
21331 219637 KUBG	**Betterton** D.F. *Fitted for oil fuel* *2Dks&Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	7198 6593 4882			...		1920	Baltimore D.D &S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0|59·2|31·4 P105'B37'F39' FK	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" NE25 536NHP Hooven,Owens&Rentschler Co.Hamilton,O.	33 ″ 3	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21332 LCEQ	**Betty** (*ex*Hundvaagö, *ex*Kahei Maru) 1*Dk*	2439 2239 1456					1919	Yoshiura ShipbldngYd Yoshiura	A/S Neptun (M.Brunsgaard& H.Bödtker-NæssJr *Mgrs.*)	290·1 P42*t*H65*t*F38*t*	41·0	22·7	Oslo ~~Bergen~~ Norwegian *WB*	T.3Cy.19½",32"&55"–36" 181NHP TakaoIronWorks,Kobe		N
21333 ~~217085~~ ~~WODN~~	— (*ex*BettyWeems, *ss*Bal.No.3–7,36 *ex*LakeAgomak) 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in holds* *Ref.Mchy.* D.F.	2339 1976 1420	✠100A1 7,37 ~~9,36~~ ✠LMC BS3,37 MS7,36 ✠Lloyd'sRMC11,36 for temp. 38° F.	Bal	*r*	CL 11,34	1918 10mo	Superior S.B.Co. Superior,Wis A&CP	~~A.H.BullS.S.Co.~~ ~~Inc.(A.H.Bull~~ ~~&Co.Inc.*Mgrs.*)~~ ChinaMerchants SteamNav.Co.	251·0 P25'B64'F20' FK *CellDB*208'539*t FPT*	43·7	22·2	Chinese 4*BHCem* 68*tAPT*77*t*	T.3Cy.19",32"&$56\frac{3}{16}$"–36"(*s*) 180lb 330NHP 2SB,6*cf*,GS115,HS5467 FD Nordberg Mfg.Co.Milwkee	24 ″ 4	
21334 OZWE	— New "Betty" see No. 37419 in Supplement *Ref.Mchy.* Wireless D.F. 1*Dk*	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2 P16'Q71'B107'F36'	39·2	15·4	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"–31½" HS2350 164NHP A Borsig,Berlin-Tegel		G
21335 OHFL	**Betty H** (*ex*Kirktown,*ex*Broomfield) *ss*Cff.2ndNo.3–9,29 *ss*Cpn.No.1–34 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2478 — 1391	✠100A1 7,37 ~~7,35~~ BS~~4,36~~ 5,37 ✠LMC2,34	Els Abg	*t*	~~7,35~~ 1,38	1902 5mo	T Turnbull &Son Whitby Lloyd's*A&CP*	PorinLaiva O/Y (WernerHacklin, *Mgr.*)	301·7 310·7(O.L.) P29'B84'F33' FK *DBa*94'*uE*24'*f*118'	44·0	21·8	Björnebrg Finnish 6*BHCem* 626*tAPT*62*t*	T.3Cy22½",36½"&60"–39"(*s*) 160lb 224NHP 2SB,6*cf*,GS97,HS3350 Blair&Co.Ld.Stockton	23 ″ 0 s 3 ″ 6¼ 19 ″ 8	
21336 OXEB	**Betty Mærsk** D.F. 1*Dk*	2357 2028 1423					1922	Odense Staalskibsvft Odense	Dampskibselsk af 1912 (A.P.Möller, Copenhagen,*Mgr*)	299·8 P20'B92'F34'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.21¼",33⅞"&55⅛"–39⅜" &LP Turbine BörsigA.Werke,Tegel		V
21337 HPBF	**Beulah** (*ex*Heiren) TwinSc5Mst *OilEng.* *Mchy.Aft* *ss*L.An.No.3–10,33 Wireless 1*Dk*(*Stl*)2*trB*	1389 1216 1042	✠100A1 7,37 ~~6,36~~ ~~DBS6,36~~ ✠LMC10,33 ✠LMC(M)6,36 DBS6,37	SFo		OG ~~10,33~~ N7,37	1923 3mo	Randolph A/S Skibs. Fevig A&CP *Intermedi*	Carriso,Inc. (FloodBros.*Mgrs*) *ate 'tween dkBHin* *MT*27'350*tD*	232·6 P35'F34' BK8½" *hold dispensed with* *Tf*27'350*tAPT*30*t*	37·7	20·4	Panama P'namanian *Cem* 2*BHto U dk* 4 ,, ,,2nd,,	Oil Engines 2S.C.SA 8Cy.15"–16⅛" DB14*fitted*32150*lb* 137NHP J&CGBolindersCo.Ld.Skm	22 ″ 0	
21338 PDBR	**Beursplein** 2*Dks*	4368 4096 2780					1920	Deutsche Werft.Akt. Ges. Hamburg	NV.ScheepvMaats Millingen(G.A. Spliethoff,*Mgr.*)	389·9 P37'B111'F49'	50·1	26·9	Rotterdam Dutch *WB*	T.3Cy.$27\frac{3}{16}$",$43\frac{3}{16}$"&$69\frac{7}{16}$"–47½" 345NHP OttensenerMaschf.Altona		G
21339 PDBW	**Beverwijk** (*ex*Terschelling) D.F. Sub.Sig. 1*Dk*	2948 2744 1847					1909	Bonn& Mees Rotterdam	N.V.StoomvMaats Wijklijn(Erhardt &Dekkers,*Mgrs.*)	327·0	47·3	21·8	Rotterdam Dutch *WB*	T.3Cy.23½",38"&64"–42" 265NHP Maats.deSchelde,Flushing		V
21340	**Bhadana** (*ex*Lighter) *Mchy.Aft*	320 — 219					1908	HongKong &Whampoa DockCo.Ld. HongKong	SawadSukhum BanijLd.	134·6	26·0	13·0	Bangkok Siamese	C.2Cy.12"&24"–16" 19NHP		
21341 156048 VTCG	**Bhadravati** Ⓟ *ss*Bom.No.1–36 1*Dk*&*Shelter dk* (*Stl*–teak s)	1449 946 695	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~10,36~~ BS9,37 ✠LMC10,36 *Fitted for oil fuel*9,32 F.P.above 150°F.	Bom	*p*	CL ~~10,34~~ 8,37	1932 9mo	Harland& Wolff,Ld. Glasgow Lloyd's*A&CP*	BombaySteam NavigationCo.Ld. *CellDBuE*25'50*t*	230·8 F34' FK *FPT*55*tAPT*62*t*	38·6	14·8	Bombay British 5*BHCem* (2 ,, *to Sh dk* 3 ,, ,, *U* ,,)	T.3Cy.17",29"&48"–33" (*s*) 200lb 269NHP 2SB,6*cf*,GS131,HS4546 FD Harland&Wolff,Ld.Bel.	16 ″ 0 s ″ 4¼ 16 ″ 1	
21342 124249 GRLS	**Bhamo** Ⓟ D.F. 2*Dks* *Fitted for oil fuel*	5161 4580 2974					1908	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson& Co.*Mgrs.*)	411·2 P37'B136'F48'	52·2	28·1	Glasgow British *WB*	T.3Cy.28½",46½"&76"–54" 424NHP Denny&Co.Dumbarton		C
21343 312 HSAN	**Bhanurangsi** TwinSc *OilEng.* *ss*Bgk.No.2–35 1*Dk*(*Stl*)&*Shadedk*(*Teak*)	686 504 410	✠100A1 *withfreeboard* ~~5,37~~ ~~10,36~~ 10,37 ✠LMC OS11,35 ~~9,34~~ 1,37 *For Coasting Service–Gulf of Siam* *Malay Peninsula & Sumatra*	Bgk	*l*	CL SN5,36 P5,36	1927 5mo	A/S Naks- kovSkibsvft. Nakskov Lloyd's*A&CP*	SiamSteamNav. Co. *CellDBuE*	199·9 FK 27'*f*38'112*tFPT*42*t*	32·5	9·7	Bangkok Siamese 4*BHptCem* *APT*32*t*	Oil Engines 4S.C.SA 12Cy.13"–23⅝" 196NHP Akt.Burmeistr&Wain,Cpn	11 ″ 10 s 2 ″ 2 9 ″ 8	
21344 161203 GSYL	**Bhutan** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	6104 5496 2912	✠ 4,32 ✠ ✠Lloyd'sRMC~~4,37~~ 1,38~~9,37~~	Rot		CL	1929 3mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld. *Cell*	436·0 F34' FK *B*368'1276*tFPT*68*t*	57·6	29·6	London British 7*BHptCem* (*Collto Sh dk* 6 ,, *2nd* ,,) *APT*54*t*	Q4Cy30½",44",63½"&91"–60" LPTurbinewithDRgearing&hydraulic coupling 1245NHP 5SB,15*cf*,GS HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
21345 4098 SKXI	**Bia** (*ex*Onnetar–35,*ex*Ilse,*ex*Sailing Vessel) *ss*Hfs.3rdNo.3–5,34 *ss*Osc.No.3–11,35 *Mchy.Aft* 1*Dk*(*Stl*)	428 360 291	✠100A1 4,38 ~~3,37~~ ~~BS3,37~~ ✠LMC11,35 ✠NE&B9,08 BS4,38	Skm Bgn	*f*	~~3,37~~ N4,38	1902 12mo	AktLödöse Varf Lödöse A&CP	A.B.Carlsson	135·2 140·2(O.L.) P38'F18' BK7" len08 *CellDBf*19'30*tFPT*	26·2	12·6	Gothenbrg Swedish 3*BHCem* 21*tAPT*11*t*	C.2Cy.12"&27"–18" (*s*) 125lb 31NHP 1SB,2*cf*,GS25,HS522 Akt.LödöseVarf.Lödöse	15 ″ 3 s 1 ″ 2¾ 14 ″ 8	
21346 143285 GQDC	**Biafra** *ss*Bkn.No.3–9,34 2*Dks*(*Stl*)	5405 4782 3298	✠100A1 ~~5,37~~ ~~10,36~~ 3,38 ~~BS10,36~~ ✠LMC9,34 11,37	Gls ~~Ham~~ Hul	*y*	CL ~~9,34~~ 5,37	1919 6mo	Harland& Wolff,Ld. Greenock Lloyd's*A&CP*	ElderDempster Lines,Ld. *CellDB*	400·4 412·7(O.L.) P50'B113'F39 FK 340'1051*tFPT*128*t*	52·3	28·5	Liverpool British 7*BHptCem* *APT*220*t*	T.3Cy.25½",44"&73"–48"(*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
21347 LCER	**Bianca** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	5688 5056 3340					1926	A.B.Göta- verken Gothenburg	RederiA/S Mascot (Arth.H.Mathie- sen,*Mgr.*)	380·7 P228*t*F72*t*H333*t*	55·2	32·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 489NHP A.B.Götaverken,Got.		N
21348 DHGA	— (*ex*Elbe–32,*ex*Bianca) 1*Dk*	1375 1149 737					1921	Hamburg ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B186'F31'	36·2	15·7	Hamburg German *WB*	T3Cy17¾",$28\frac{11}{20}$"&$47\frac{3}{16}$"–31½" GuteHoffnungshütte,Oberhausen 125NHP		G
21349																

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B of Trade
21350 136809 GPBT	Biarritz Ⓟ TwinSc 3Dks&Awng dk3trB CruiserStern	2388 1424 936					1915	W.Denny &Bros. Dumbarton	SouthernRailway	341·2	42·1	24·0	London British WB	4 Steam Turbines SR geared to 2 Sc.Shafts Denny&Co.Dumbarton		BT till ~~11,37~~ 11,38
21351 LCES	— Ⓟ 4Mst 1Dk	1752 1263 1016					1922	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	255·7 P33'B83'F29'	39·7	16·9	Oslo Norwegian WB	T.3Cy 19",31"&53"–36" 169NHP AkersMek.Værks.Oslo		N
* 21352 161323 GMCJ	Bibury ssBry.No.1–34 1Dk(Stl)&Shltr dk(Stl)	4616 4378 2898	✠100A1 withfreeboard 9,37 ~~1,36~~ ✠LMC MS10,34 BS~~8,35~~ 1,38	Cff	a†	CL 10,36	1929 11mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP Cell	AlexanderShppng. Co.Ld.(Capper, Alexander&Co. Mgrs.) DB352'1150t DTa	408·0 420·5(O.L.) F38' FK 30'1150tAPT115t	55·0	25·9	London British 6BHCem (CalltoShdk 5 „ 2nd „)	T.3Cy.25",42"&70"–48" (s) 200lb HS7320 489NHP 2SBFD&1AuxSB,8cfGS150 Rankin&BlackmoreLd. Grk.	28 ″ 5 s3 ″ 6½ 25 ″ 1½	
21353 814 IKWA	Bice (exAntonioPadre) AuxBk OilEng. ssGen.No.3–7,14 ssGen.No.1–19 (See Sailing Ship Register)1 Dk2trB	1459 1317 1098	✠ 8,24 ✠DB9,02	Gen	s		1902 9mo	N.Odero fùA. SestriPnente	PietroCanale	233·8 P65'F21' BK9"	37·7	20·6	Genoa Italian 2BHCem	Oil Engines 4S.C.SA 6Cy.15"–21¼" 131NHP NEfitted19 OfficineInsobri,Milan	22 ″ 1	I †
21354 KZAC	Bicol (exBorongan) Wireless 1Dk	367 — 184					1901	Lobnitz& Co.Ld. Renfrew	ManilaRailroadCo.	150·2	26·0	9·5	Manila Utd.States	C.2Cy.27"&56"–46" 177NHP Lobnitz&Co.Ld.Renfrew		
21355 TSJZ	Bidassoa 1Dk	558 513 325					1901	Lobnitz& Co.Ld. Renfrew	Worms&Cie.	170·5 B40'F21'	27·2	14·1	Havre French WB	C.2Cy.15"&35"–24" 50NHP Lobnitz&Co.Ld.Renfrew		V
21356 153919 VJPI	Bidelia (exCardross–35) ssSyd.No.2–35 Wireless 1Dk(Stl) Well deck Cargo battens not fitted	1364 907 775	✠100A1 ~~6,37~~ ~~12,36~~ 11,37 ✠LMC MS8,35 BS~~5,37~~ 1,38	Syd	o	CL ~~N1,35~~ 11,37	1927 9mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	JohnBurke,Ld. CellDBa& uE54'f92'244t	227·2 237·7(O.L.) Q85'B96'F27' FK DTa21'70t FPT32t	34·9	14·8	Brisbane British 4BHCem APT14t	T.3Cy.17¼",28½"&48¼"–33" 200lb (s) 179NHP 2SB,6pf,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 ″ 9 s ″ 5½ 16 ″ 5½	
* 21357 220637 KESQ	Bidwell OilEng. ssPhl.No.3–6,32 Mchy.Aft ssPhl.No.1–36 GyC. 2Dks(Stl)& web frames Longitudinal framing	6837 6269 4185 -	100A1 ~~5,37~~ ~~9,36~~ ~~10,37~~ 4,38 ✠NE23 ✠LMC9,36 ~~DBS[illegible]~~ DBS4,38 CarryingPetr	Phl oleum	b† in	CL ~~9,36~~ 4,37 bulk	1920	Baltimore D.D.&S.B.Co Baltimore, Md. AP	SunOilCo. CellDBuE&B54' DT/40'456t	431·0 P105'B36'F38' FK 548t FPT232tAPT102t	59·2	33·3	Phildlphia Utd.States 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22⅜"–91¼" DB200lb 640NHP SunSB.&DD.Co.ChesterPa	33 ″ 4	
* 21358 142625 GPSZ	Biela (exWarMastiff) ssLiv.No.3–2,31 ssLiv.No.1–34 D.F. 2Dks(Stl) Cargo battens not fitted in 'tween dks	5298 4853 3218	✠100A1 ~~5,37~~ ~~9,36~~ 11,37 ✠LMC MS11,34 BS~~9,36~~ 11,37	Liv ~~NYk~~	y	CL ~~11,34~~ 11,37	1918 9mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	Lamport&Holt Line,Ld. CellDB	400·3 P49'B113'F40' FK 340'1067t FPT135t	52·4	28·5	Liverpool British 7BHptCem APT198t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEng.CoLd Sld	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
21359 ~~135140~~ ~~MDTX~~	Bienvenido ssJck.No.2–21 1Dk(Stl)&Shade dk	944 732 482	✠ 8,25 ✠	Jck	m		1912 9mo	A.Vuijk& Zonen Capelle a/d Ysel	~~WelcomeS.S.Co.~~ ~~Ld.~~ CellDB	210·3 FK a51'uE13'f92'215t	32·1	14·9	 Venezuelan 4BHCem	T.3Cy.17½",28½"&47"–30" NB27 144NHP 2SB,4pf,GS69,HS2406 G.T.Grey,SouthShields	17 ″ 0	
* 21360 7913 SDGT	Bifrost (exRotha–33) ssGot.No.3–8,23 Well deck ssGot.No.1–37 1Dk(Stl) Cargo battens not fitted	*1781* *1329* *991*	✠100A1 ~~6,37~~ ~~4,36~~ 2,38 ~~[illegible]~~ ✠LMC~~7,33~~ 1,37	Got Bly	q	CL ~~4,36~~ 2,38	1923 1mo Lloyd	WoodSkin- ner&Co.Ld Newcastle 'sA&CP	RederiA/B Bifrost (J.R.Trapp) CellDBa77'uE1	258·5 260·5 FK Q153'BonQ52'F29' 8'f102'448tFPT92t	37·7	16·3	Gothenbrg Swedish 4BHCem APT150t	T.3Cy.20",33"&54"–36" (s) 180lb 208NHP 2SB,6cf,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s5 ″ 7 17 ″ 2	
21361 4163 JDQB	**Bifuku Maru** Ⓟ (exKosaiMaru) ssYka.No.2–07 2Dks&Spar dk(Stl–teak s)	2558 2446 1332	✠ 2,07 ✠	Yka	l		1899 4mo	Lobnitz& Co.Ld. Renfrew	NipponGodoKosen K.K. CellDBa90'uE&	312·0 B8' 26·2 BK10" B90'f88'468t FPT	39·2	18·7	Tokio Japanese 5BHCem 20tAPT14t	T.3Cy.25$\frac{9}{32}$",42"&67"–48" 377NHP 2DB,6cf,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
21362 PDCR	Bilderdijk ssRot.No.3–10,31 ssRot.No.1–36 D.F. 2Dks(Stl)&Shelter dk(Stl)	6856 6383 4228	✠100A1 Shelter dk withfreeboard 12,37 ~~11,36~~ ✠LMC BS~~2,37~~2,38 MS11,36 Fitted for oil	Rot fuel 8	z ,22	CL 4,36 F.P. a	1922 8mo Lloyd bove 1	C.van der Giessen& Zonen Krimpen a/d 'sA&CP Ysel 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' MT1722tDTa577t	400·0 F50'on Shelter dk FK 1028t Collisio FPT139t APT149t	54·3	36·6	Rottrdam Dutch ptCem nBHtoShdk 6 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 648NHP 3SB(Spt),9cf,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
21363 DHCK	Bille Mchy.Aft Sub.Sig. 1Dk	665 535 344					1920	Stocks& Kolbe Kiel	Bugsier-Reed. u.Bergungs A.G.	176·0 P115'F23'	31·3	12·3	Brmrhavn German WB	T.3Cy.12$\frac{9}{16}$",19$\frac{11}{16}$"&32$\frac{5}{16}$"– 22$\frac{7}{16}$" 49NHP C.Wollheim,Breslau		G
* 21364 144936 MKDW	Bilton ssBly.No.3–3,33 ssBly.No.1–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	746 505 375	✠100A1 3,37 ~~1,37~~ ✠LMC1,37 Fitted for oil	Bly Nwc fuel 8	 ,20	CL ~~1,37~~ 3,37 F.P. a	1920 8mo Lloyd bove 1	J.S.White &Co.Ld. Cowes 'sA&CP 50° F.	Tyne-TeesSteam ShippingCo.Ld.	180·6 Q111'B11'F24' FK CellDBf110'	29·3	11·5	Middlsbro' British 3BHCem 166tFPT38t	T.3Cy.15",25½"&41"–30" (s) 180lb 93RHP 1SB,3cf,GS49,HS2127 J.S.White&Co.Ld.Cowes	13 ″ 7 s3 ″ 8½ 13 ″ 6	
21365 141895 GBMV	Binfield ssBom.No.3–8,27 ssCal.No.2–35 1Dk(Stl)&Web frames Cargo battens not fitted	5180 4709 3170	✠100A1 8,37 ~~6,36~~ BS~~8,36~~ ✠LMC8,35 8,37	Cal	z	CL ~~6,34~~ N8,37	1919 4mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	400·3 P49'B112'F39' FK 345'1122t FPT123t	52·4	28·5	Glasgow British 7BHptCem APT177t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
* 21366 109652 VLDZ	Bingera OilEng. Wireless 1Dk Cruiser Stern	~~919~~ ~~584~~ ~~398~~ 922 581 399	✠100A1 ~~7,37~~ ~~1,37~~ 2,38 ✠LMC9,35	Bsb	l	CL	1935 9mo Lloyd	WmDenny &Bros.Ld. Dumbarton 'sA&CP	Australasian UnitedSteamNav. Co.Ld. CellD	200·2 207·2(O.L.) P26'Q86' FK BonQ46'F24' B158' 267t FPT33t	34·1 35·9	9·0	Bundabrg British 4BHptCem APT38t	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 9 s4 ″ 4½ 13 ″ 1	
21367 PDDB	Binnendijk ssRot.No.3–1,35 D.F. 2Dks(Stl)&Shelter dk(Stl)	6873 6398 4240	✠100A1 Shelter dk withfreeboard 11,37 ~~1,36~~ ✠LMC MS10,34 BS~~1,35~~,32 Fitted for oil	Rot fuel12	z ,21	CL 11,36 F.P.a	1921 12mo Lloyd bove 1	N.V.Werf deNoord Alblasserdm 'sA&CP 50°F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' 671tDTa577t	400·4 F50'onShelter dk FK 1028tMT Collisio FPT139tAPT149t	54·3	36·6	Rottrdam Dutch ptCem nBHtoSh dk 5 „ „ U „	3SteamTurbinesDRgeared to 1 Sc.Shaft (s) 215lb FD 648NHP 3SB(Spt)9cf,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0¾ 30 ″ 2	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21368 LCDB	**Binta** OilEng. Mchy.Aft ssBgn.No.2-36 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5873 5433 3421	✠100A1 ~~7,37~~10,36 4,38 ✠LMC CS1,36 DBS5,~~36~~6,37 ~~7,37~~8,37 Carrying Petroleum in bulk	Got ~~Fal~~	z	CL 10,36	1928 4mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	A/S Binta(Per Gjerding) CellDBuE68'161t DTf34'347t	396·4 P97'B22'F35' FK FPT135tAPT121t	55·0	32·3	Bergen Norwegian 14BHptCem (9 to Udk 5 „ 2nd„)	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP 2DB180lb AtlasDieselCo.Skm.	32 ″ 0	
21369 PDDI	**Bintang** OilEng. D.F. 3Dks	6496 4518 4044					1916	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0 P59'F42'	54·7	33·6	Amstrdam Dutch WB	Oil Engines 2S.C.SA 6Cy.30"–52⅘" NE25 940NHP SulzerBros.Winterthur		V
21370 OXEC	**—** Ⓟ TwinSc OilEng. ssH.Kg.No.3–11,34 1Dk(Stl)&Awngdk (Stl-teaks)	2779 2560 1725	✠100A1 Awng dk withfreeboard ~~6,37~~ 7,36 ~~8,37~~ 2,38 ✠LMC CS4,34 1,37~~10,36~~	HKg ~~Bgk~~~~Yka~~ Msl	s	CL ~~P11,34~~ ~~S3,36~~ ~~5,37~~ S8,37 P1,38	1922 5mo Lloyd'sA&CP	A/S Nakskov Skibs. Nakskov	A/S DetÖstasiatiskeKompagni CellDB243'574t	284·8 F30'onAwng dk FK Collision&afterpeak FPT36tAPT55t	44·2	25·4	Copnhagn Danish ptCem kBHstoAdk 2 „ „U„	Oil Engines 4S.C.SA 12Cy.19 11/16"–26" 453NHP Akt.Burmeistr&Wain,Cpn	28 ″ 0 ~~s 0 ″ 1¾~~ ~~19 ″ 3~~ s7 ″ 6 20 ″ 10¾	
21371 PKOT	**Bintoehan** 1Dk	1018 844 534					1921	N.V.Werf Hubertina Haarlem	Kon.Paketvaart Maats.	229·6 P25'B64'F25'	38·4	12·8	Batavia Dutch WB	T.3Cy.15¾",25¾"&43"–27" 96NHP N.V.WerfHubertina		V
21372 147917 GKLD	**Birchbank** TwinSc OilEng. ssAnt.No.3–2,37 1Dk(Stl)&Shelter dk(Stl–ws)	5151 4768 3117	✠100A1 withfreeboard ~~2,37~~11,37 DBS~~2,37~~ 2,38 ✠LMC2,37, Carrying vegetable oil in deep tank	Ant Cal	a†	CL P2,37 S11,37	1924 9mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB357'1121t Tanks between tunnels 115'251t	FK DTf32'1067t	53·9	26·5	Glasgow British 7BHptCem Coll BH to Shdk 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" DB110lb 717NHP Harland&Wolff,Ld.Gls. FPT106tAPT132t	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
21373 157592 VJFZ	**Birchgrove Park** ssSyd.No.1–35 Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern	640 450 247	✠100A1 ~~4,37 7,36~~12,37 ✠LMC MS5,35 BS~~2,37~~ 12,37	Syd	i	CL ~~7,36~~ 4,37	1930 11mo Lloyd'sA&CP	J.Lewis& Sons,Ld. Aberdeen	R.W.Miller&Co~~Ld~~ Pty.Ld. CellDBuE20'f82'	153·4 160·1(O.L.) Q67'F27' FK 163tDTf4'15tFPT	34·1 34·3	10·7	SydnyNSW British 3BHptCem ptAsp 45tAPT6t	T.3Cy.14",24½"&40"–27" (s) 200lb 93RHP 1SB,3cf,GS60,HS2100 J.Lewis&SonsLd.Abn.	12 ″ 7 s ″ 9 11 ″ 11	
21374 140325 GVBT	**Birchol** ssLon.No 3–7,30 ssLon.No.1–34 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1115 861 747	✠100A1 12,37~~9,36~~ ~~BS9,36~~ ✠LMC9,34 Carrying Petroleum in bulk Fitted for oil fuel 9,17 F.P. above 150°F. BS12,37	Shl Lon	n	CL ~~9,35~~ 11,37	1917 9mo Lloyd'sA&CP	Barclay, Curle&Co.Ld. Glasgow	TheAdmiralty CellDBuE&B45'6	210·0 P62'F57' FK Middle line Bulkhead 3tDTf30'245tFPT	34·7	15·6	London British 12BHptCem not oil tight 35tAPT30t	T.3Cy.15½",25½"&41½"–27" 180lb (s) 87RHP 2SB,4cf,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
21375 147893 ~~MLVN~~	**Birchton** Mchy.Aft Well deck 1Dk	1732 1374 1006			…		1924	A.McMillan&Son,Ld. Dumbarton	Gulf&LakeNav. Co.Ld. (R.A Carter,Mgr.)	250·0 Q92'F36' FK	43·2	15·5	Montreal ~~Glasgow~~ British WB	T.3Cy.15",26"&42"–30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
21376 506 SEHA	**Birger Jarl** Ⓟ Sub.Sig. 1Dk&Shelterdk	*761* *451* *479*					1893	W.Lindbergs,Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	187·2 H72t	28·6	13·9 21·1	Stockholm Swedish WB	T.3Cy.18½",29¾"&48¾"–29¼" 128NHP W.Lindbergs,M.V.Skm.		
21377 OZIA	**Birgit** 1Dk	1971 1680 1189					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk Dania(Chr. Andresen,Mgr.)	280·0	40·4	8·3	Esbjerg Danish WB	T.3Cy. LübeckerMaschb.Ges		G
21378 DHCL	**—** (exPentelikon) 1Dk	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReed,A.G.	139·0 B34'F21'	22·5	11·8	Hamburg German WB	C.2Cy.14¾"&22⅘"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
21379 7982 SKVD	**Birgitta** (exAnglos–34,exNeath Abbey,exVardaas, exMoland) ssHul.No.3–6,34 1Dk(Stl) Cargo battens not fitted	*1363* *1135* *756*	✠100A1 4,37 ✠LMC MS~~5,34~~ 2,38 BS~~7,36~~ 8,37	Sld	o	OG ~~4,37~~ 1,38	1921 2mo Lloyd'sA&CP	Kalundborg Skibs. A/S. Kalundborg	RederiA/B Berget (Fänges&Pählssons Rederier, Mgrs.) CellDB195'408t FPT63t	233·7 244·0(O.L.) P13'B50'F29' FK	37·2	16·1	Lerberget Swedish 4BHCem APT73t	T.3Cy.16⅛",25 9/16"&42⅛"–29½" 185lb (s) 120NHP 2SB,4cf,GS67,HS2028 A/SSmith,Mygind& Hüttemeier,Copenhagen	18 ″ 0 s 1 ″ 11 16 ″ 2	
21380 OZIE	**Birgitte** Wireless D.F. 1Dk	1595 1212 934					1930	Helsingörs Jernsk&Msk. Elsinore	A/SDmpselskTorm (A.Schmiegelow& A.Kampen,Mgrs.)	253·5 P16'Q80'B106'F32'	39·1	15·4	Copnhagn Danish WB	C.4Cy.(2)14¾"&(2)31½"–31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		C
21381 LCWC	**Biri** TwinSc 1Dk	940 687 524					1914	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	221·0 Q64'B53'F28'	33·5	12·2	Oslo Norwegian WB	T.6Cy.10",17"&28"–18" 66NHP NylandsVærksted,Oslo		N
21382 LDDA	**Birk** 2Dks	3664 3359 2178					1920	R.Duncan &Co.Ld. PortGlasgow	D/S A/S Storli (A/SRederiet Odfjell,Mgrs.)	359·8 P73tH218tF14t	52·1	23·6	Bergen Norwegian WB	T.3Cy.25",41"&68"–48" 320NHP D.Rowan&Co.Ld.Gls.		N
21383	**Birka** ~~Wireless~~ D.F. Cruiser Stern 1Dk	935					1937	Flensburgr Schiffsb.Ges. Flensburg	MathiesReederei A.G.				Hamburg German WB	C.4Cy.(2)14 9/16"(2)31½"–31½" HS2788 184NHP FlensburgerSchiffsb.Ges.		
21384 8043 SJKN	**Birkaland** OilEng. D.F. Ref.Mchy. 1Dk&Shelter dk CruiserStern Strengthened for Navigation in Ice	2663 2215 1372	✠100A1 withfreeboard 8,37~~12,36~~ ✠LMC10,35 Carrying oil fuel F.P. above 150°F. or vegetable oil in deep tank&in wing DB tanks in ER	Got	w	CL	1935 10mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A.-B.Tirfing (SvenskaOrient Linien)(T.E.J:son Broström,Mgr.) CellDB247'784tM	353·2 370·4(O.L.) FK T24'297t Tanks in way of tunnel	50·1	19·4	Gothenbrg Swedish 7BH (Coll to Sh dk 6 „ 2nd „) 167tAPT58t	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 644NHP DB80lb EriksbergsMV.Aktieb.Got	22 ″ 3 s ″ 10¾ 21 ″ 6	
21385 DIAO	**Birkenau** (exBarbara–33) OilEng. 2Dks GyC. CruiserStern	1990 1585 1028					1926	Act.Ges. Weser Bremen	BugsierReed.u. BergungsA.G.	284·6 P&B228'F32'	43·4	16·6	Brmrhavn German WB	2 Oil Engines 4S.C.SA Coupled to 1 sc. shaft by hydraulic transformers 12Cy.14 3/16"–20½" 235NHP Act.Ges.Weser,Bremen		G
21386 DOHT	**Birkenfels** Sub.Sig. 2Dks	6322 5812 3851					1922	Act.Ges. Weser Bremen	DeutscheDampfs. Ges."Hansa"	431·6 P60'B132'F53'	56·5	30·3	Bremen German WB	T.3Cy.29½",47"&76⅜"–54" &L.P.turbine 430NHP Act.Ges.Weser,Bremen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le navire n'est pas dans le L. R. Durée. Cert. Ref. Trade.
21387 221700 KDVL	**Birkenhead** ssBal.No.1-37 ssPhl.No.3-12,33 Mchy.Aft Dks(Stl)&Web frames Longitudinal framing D.F. GyC.	6960 6398 4297	✠100A1 2,38 BS2,38 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 10,21 F.P. above 150° F.	~~Bal~~ ~~NY~~k NYk	a†	CL ~~7,35~~ 2,38	1921 10mo	MooreS.B. Co. Oakland,Cal. A&CP 50° F.	Socony-Vacuum OilCo.Inc. CellDB uE&B61'143tDT	425·0 P106'B50'F41' FK f35'948tAPT122t	57·2	33·1	NewYork Utd.States 16BHptAsp (9 to U dk 7 „ 2nd „)	T.3Cy.27¾",46"&78"-51" (s) 220lb 680NHP 3SB,9cf,HS9900 FD Hooven,OwensRent- schlerCo.Hamilton,O.	33 ″ 0 s5 ″ 10½ 27 ″ 4	
21388 142761 MJLN	**Birker Force** (exElloughton-35) ssHul.No.3-12,31 ssBwg.No.1-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	953 674 489	✠100A1 11,37 ~~4,36~~ BS12,36 ✠LMC11,35	Bkn	l	OG 3,36	1919 1mo Lloyd	GooleS.B. &RepgCo.Ld Goole 'sA&CP	WestCoastShippng Co.Ld.(W.S.Ken- naugh&Co.Mgrs.) Cell	200·1 Q118'B13'F24' FK DBf120' 195tFPT	32·1	12·8	Whitehvn British 3BHCem 65tAPT54t	T.3Cy.15",25"&40"-30" (s) 180lb 113NHP 2SB,4pf,GS62,HS2000 Earle'sCo.Ld.Hull	15 ″ 1 s4 ″ 10½ 14 ″ 8	
21389 Abandoned at sea 3.38 70850 SDJR	**Birma** (exScartho-33, exP.E.Webb) ssGot.3rdNo.3-3,29 Well deck Mchy.Aft 1Dk(Irn)	603 463 300	✠ ... 4,34 ✠	Got			1891 10mo	R.Thomp- son&Sons Sunderland	A.B.Carlsson	161·7 Q50'B16'F21' FK DBf95'164tFP	29·9	11·9	Gothenbrg Swedish 3BHCem T30tAPT7t	T.3Cy.15",25"&40"-27" 86NHP 1SB,3pf,GS40,HS1340 N.E.MarineEng.Co.Ld.Sld	14 ″ 7 ~~s1 ″ 2½~~ ~~10 ″ 6~~	N †
21390 418286 IBRE	**Birmania** OilEng ssVen.No1-34 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in No.1 hold	5305 4149 3065	✠100A1 with freeboard 11,37 ~~12,36~~ ✠LMC CS12,34 DBS~~10,36~~11,37 ~~10,36~~7,37 Fitted for carrying oil 11,30	Mfl Ven	a†	CL ~~12,36~~ N11,37	1930 11mo Lloyd F.P.a	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP bove150°F. in	"Italia"Soc.Anon. diNav. CellDB deep tank DTa	440·7 423·1 FK F35' (340'1159t 41' 1155t FPT133t	56·2	23·6	Trieste Italian 8BH Coll to Sh dk 7 „ 2nd „) APT107t	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{3}{16}$" 1219NHP DB100lb Soc.An.FiatS.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2½	
21391 PDDL	**Birmingham** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	399 286 257	✠100A1 ~~9,37~~~~10,36~~1,38 ✠LMC11,34	Hrl ~~Ams~~	f	~~N10,36~~ N1,38	1934 11mo Lloyd	NVRotter- damDroogd. Maats. Rotterdam 'sA&CP	Internationale KustvaartMaats. Cell	153·3 P34'F16' FK DB97'148tFPT25t	25·2	8·5	Rottrdam Dutch 3BHCem APT23t	Oil Engines 2S.C.SA 5Cy.10⅛"-18¾" 102NHP Geb.Stork&CoNVHengelo	11 ″ 0 s1 ″ 1 9 ″ 11½	
21392 220160 KUTT	**Birmingham City** ssBal.No.3-4,32 ssBal.No.1-36 1Dk(Stl)&Shelter dk(Stl) GyC. &Web frames Longitudinal framing	6194 5579 3844	✠100A1 Shelter dk with freeboard 6,37 ~~12,36~~ ✠LMC MS10,35 ~~BS12,36~~ Fitted for oil fuel 6,20	Bal BS12,37	z	CL 8,36 F.P. a	1920 6mo bove 1	Chickasaw S.B.&CarCo Chickasaw, A&CP Ala. 50° F.	IsthmianS.S.Co. CellDB	395·5 P45'B110'F38' FK 331' 1508tFPT187t	55·0	31·4	NewYork Utd.States ptCem 7BHtoSh dk APT175t	T.3Cy.~~24½~~",41½"&72"-48"(s) 210lb 24⅝" 587NHP 3SB(Spt),9cf,GS180 FD HS8919 Hooven,OwensRent- schlerCo.Hamilton,O.	34 ″ 11 s7 ″ 10½ 27 ″ 2¾	
21393 OXFA	**Birte** 1Dk	1741 1369 1027					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/SMyren (Holm&Wonsild, Mgrs.)	261·0 P15'Q77'B106'F30'	40·1	16·9	Copnhagn Danish WB	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFlydk.&Skbs.		V
21394 145523 GBLQ	**Birtley** ssShl.No.3-8,33 ssBly.No.1-37 1Dk(Stl) Cargo battens not fitted	2873 2576 1696	✠100A1 3,38 ~~2,37~~ BS1,38 ✠LMC2,37	Bly Shl	u	CL N2,37	1923 5mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP	BurnettS.S.Co.Ld. C	334·3 P27'B70'F25' FK ellDB276'793tFPT	44·6	21·6	Newcastle British 5BHptCem 87tAPT230t	T.3Cy.24",40"&65"-42" (s) 180lb 100lb 337NHP 2SB(Spt)8cf,GS140,HS5732 N.E.MarineEng.CoLd.Sld	24 ″ 0 s4 ″ 1½ 20 ″ 1	
21395 77 YLBB	**Biruta** (exWraymore,exPomaron) 1Dk	1740 1595 1072					1907	Grngem'th &Greenock DockyardCo. Grngemouth	P.Danneberg	276·0	40·4	19·0	Riga Latvian WB	T.3Cy.20½",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld		C
21396 28721 JRUE	**Bisan Maru** 2Dks	344 288 201					1922	Sanoka- wayaYasu- taro,Osaka	SetsuyoShosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11⅛",17¾"&30"-20" OharaZosen 40NHP Tekkosho, Osaka		
21397 KZMX	**Bisayas** (exMerritt) TwinSc Fitted for oil fuel 1Dk&Awng dk	2832 — 1497					1912	Shanghai Dk.&E.Co.Ld Shanghai	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. Mgrs.)	285·0	45·0	17·7	Manila Utd.States WB	T.6Cy.16½",27"&44"-33" 111NHP ShanghaiDck.&E.Co.Ld.		V
21398 LDNE	**Bisca** OilEng. ssFal.No.1-35 2Dks(Stl)&Web frames D.F. Mchy Aft Longitudinal framing	6089 5402 3578	✠100A1 ~~4,37~~~~8,36~~1,38 ✠LMC CS4,35 DBS~~2,36~~ 2,37 4,35 Carrying Petroleum in bulk	Rot Fal	z	CL ~~N4,35~~ 1,38	1930 4mo Lloyd	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle 'sA&CP	A/S Bisca (PerGjerding) CellDBuE56'171t	396·2 P97'B29'F36' FK Trunk238' DTf34' 347t FPT1	55·1	32·3	Bergen Norwegian 14BHptCem (9 to U dk 5 „ 2nd „) 35tAPT121t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 2DB180lb 583NHP Armstrong,Whitworth &Co.(Engineers)LdNwc.	32 ″ 0 s 5 ″ 5 26 ″ 10½	
21399 DIAS	**Biscaya** OilEng. ssHam.No.2-35 Mchy Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6369 5642 3657	✠100A1 4,37 ~~1,36~~ ✠LMC CS3,35 DBS~~11,36~~4,37 6,36 Carrying Petroleum in bulk	Ham	z	CL ~~N1,34~~ 4,37	1927 4mo Lloyd	Act.Ges. "Weser" Bremen 'sA&CP	~~BremerÖl-Trans-~~ ~~portG.m.b.H.~~ ~~(JohnT.Essberger~~ ~~G.m.b.H.Mgrs.)~~ JohnT.Essberger	412·8 P123'B28'F41' FK CellDBuE64'142t	55·1	~~32·8~~ 32·9	Hamburg German 18BHptCem (6„to2nddk) DTf25'164t	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NHP 2DB(WT)-200lb 1DB-71lb A.G."Weser,"Bremen FPT171tAPT151t	32 ″ 9	
21400 LCWP	— 1Dk	1476 1315 875					1907	Nylands Værksted Oslo	Dmpskibsinteresk. Garonne(Fearnley &Eger,Mgrs.)	260·0 P21tH58tF37t	37·2	17·1	Oslo Norwegian WB	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted.Oslo		N
21401 165108	**Bishopdale** D.F. E.S.D. OilEng. Mchy.Aft CruiserStern Longitudinal framing at bottom&at decks For full particulars see No.37365 in Supplement	8406 7484 5007	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Lithgows Ld. PortGlasgow	The Admiralty	467·6 P105'B43'F58'	61·7	33·9	London British	Oil Engines 4S.C.SA 6Cy.29⅝"-59$\frac{1}{16}$" J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
21402 LCXU	**Bisp** (exNorli,exNormandie, exTruroCity) Well deck 1Dk&Web frames	1000 686 575			...		1889	Sunderlnd S.B.Co.Ld. Sunderland	D/S A/S Bisp (O.Kvilhaug)	209·2 P46tQ41tB149t H32t	30·1	13·6	Haugesnd Norwegian WB	T.3Cy.15½",25"&41"-27" 87NHP N.E.MarineEng.CoLdNwc	15 ″ 10	N †
21403 6648 SLAG	**Bissen** (exKongsgaard-36,exIsa-35, exOdnes) 1Dk	*1514* *1301* *854*					1920	Fredrkstad Mek.Værks. Fredrikstad	And.Smith	243·0 P27'B67'F29'	39·3	17·3	Stockholm Swedish WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
21404 DHCM	**Bitterfeld** D.F. Ref.Mchy. Sub.Sig. 2Dks	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·5 P38'B&F429' UpperF41'	63·2	28·4	Hamburg German WB	4SRGearedSteamTurbines Emade23refitted30 Blohm&Voss,Hamburg		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21405 143483 GBXQ	**Bittern** ssBrw.No.3-3,34 1*Dk(Stl)&Shelter dk(Stl)*	1899 1645 939	✠100A1 *Shelter dk withfreeboard* ~~7,37~~ 6,36 2,38 ~~BS6,36~~ ✠LMC3,34 BS7,37	Mch Bkn	*s*	CL ~~6,35~~ 2,38	1920 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	British&ContinentalS.S.Co.Ld. *CellDB*244'578*t*	290·0 FK *Collision* *FPT*31*tAPT*39*t*	42·6	19·0	Liverpool British *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 0 20 ″ 4¾	
21406 28158 JPDD	**Biyo Maru** ssKob.No.3-2,34 2*Dks(Stl)*	5480 4988 3922	✠100A1 5,37 ~~1,36~~ ✠LMC~~1,36~~ 5,37 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Kob	*z*	CL 1,36	1921 5mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenKaisha *CellDB*334'921*t*	400·0 P33'B124'F41' FK	53·2	29·4	Yokohama Japanese 6*BHptCem* *APT*28*t*	2Turbo-ElectricMotorsSR geared to 1 Sc. Shaft (*s*) 220lb HS6152 FD 390NHP 2SB&1AuxSB,8*cf*,GS160, SvenskaTurbinfabriks, A/B Ljungström,Finspong	32 ″ 0 s 6 ″ 7 25 ″ 9	
21407 EACC	**Bizkargi-Mendi** ssBbo.2ndNo.3-12,34 D.F. 1*Dk(ptIrn&ptStl)* *Cargo battens not fitted*	2934 2695 1838	✠100A1 12,36 ✠LMC MS9,34 BS10,36	Cff	*u*	CL 9,34	1910 11mo *Lloyd*	CiaEuskalduna deCon.y Rp.deBuques Bilbao '*sA&CP*	Cia.Nav.Sota y Aznar ~~(Sir Ramon de la Sota, *Mgrs.*)~~	320·0 P29'B74'F31' FK *WB*=	46·6	21·5	Bilbao Spanish 5*BHCem* *CellDBa*102	T.3Cy.22½",37"&61"-42" (*s*) 180lb 253NHP 2SB,6*cf*,GS102,HS3787 Blair&Co.Ld.Stockton '*uE*18'*f*133'801*tAPT*128*t*	23 ″ 11 s 4 ″ 0¼ 20 ″ 1	
21408 EALJ	**Bizkaya** (*ex*JosephMagne) D.F. Sub.Sig 1*Dk* Now registered as Italian and sailing as "PADOVA," which see	4579 3960 2648					1923	Atel.&Ch. de laGironde Harfleur	Cia.Nav.Mundaca S.A.(José deZabalandicoechea, *Mgr.*)	360·9 P231'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.24$\frac{1}{16}$",39"&65"-44⅛" 280NHP Schneider&Co.Havre		C
21409 LCYD	**Bjarköy** Ⓟ (*ex*Bjarkö-36) 1*Dk&Awng dk*	311 271 176					1907	Trndhjms Mek.Værks Trondheim	A/S TromsFylkes Dampskibsselskab	128·0 H18*t*	21·6	15·4	Tromsö Norwegian	T.3Cy.11¼",18½"&30"-20" 40NHP TrondhjemsMek.Værks.		
21410 LDLX	**Bjerka** (*ex*Levisa) ssN.Yk.No.3-11,29 ssOsl.No.1-35 Sub.Sig. 1*Dk(Stl)*	1893 1671 1105	✠100A1 6,37 ~~5,36~~ BS~~10,36~~ ✠LMC7,33 1,38 *Fitted for oil fuel*7,23 *F.P. above* 150°F.	Osl Phl	*r*	CL N10,36	1916 10mo	Detroit S.B.Co. Wyandotte A&CP	SkibsA/SOrion (M.Bruusgaard& H.Bödtker-Næss Jr.*Mgrs.*) *CellD*	251·0 P28'B65'F27' FK *B*212' 512*t FPT*67*t*	43·8	18·2	Oslo ~~Kragerö~~ Norwegian 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2 s 2 ″ 6½ 17 ″ 10¼	
21411 LIXZ	**Bjönn** (*ex*Bolivia-35) ssCpn.No.2-29 3*Dks(Stl)*	5509 5044 3353	7,35	Cpn			1921	F.Schichau Danzig	RederiA/S Henneseid(ThoralfHolta, *Mgr.*) *CellDBa&uE*151' *f*	398·9 F54' FK 190'1192*t FPT*138*t*	55·9	29·3	Porsgrunn Norwegian 6*BHptCem* (4 *to* 2*nd dk*) *APT*46*t*	T.3Cy.23¾",37$\frac{7}{16}$"&61"-39" &LP Turbine withDRgearing&hydraulic coupling NE35 FredrikstadM.V.Frdstad	33 ″ 11	N †
21412 LCZK	**Björgvin** Ⓟ (*ex*Norge) 2*Dks*	792 701 384					1909	Fredrkstad Mek.Værks. Fredrikstad	A/SArendals Dampskibsselskab	180·8 H71*t*	28·7	20·4	Arendal Norwegian 5*BH* *WB*	T.3Cy.18",29"&49"-30" Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		N
21413 79066 SDFT	**Björkö** (*ex*PhyllisSeed-33) ssMmo.No.3-3,37 1*Dk(Stl)&Web frames* *Corrugated Sides* *Cargo battens not fitted*	*2240* *2005* *1296*	✠100A1 4,38 ~~3,37~~ MS3,37 ✠LMC ~~DBS3,37~~ ~~MBS10,36~~ BS12,37	Mmo	*s*	CL 3,37	1924 12mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP*	RederiA/B Rex (K.M.Kallström, *Mgr.*) *CellD*	293·4 290·8 P26'B74'F28' FK *B*246' 559*t FPT*53*t*	45·0	19·5	Stockholm Swedish 5*BHCem* *APT*94*t*	T.3Cy.21",34½"&57"-39" (*s*) 180lb *100lb* 249NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 ″ 6 s 3 ″ 0¾ 18 ″ 6¾	
21414 602 OHAI	**Björneborg** (*ex*Arnöy,*ex*Vestland, *ex*St.Andrew, *ex*Maria) ssKel.3rdNo.3-8,33 1*Dk(Irn)&Web frames &ptAwng dk(Irn)* *Cargo battens not fitted*	2466 1813 1401	✠100A1 *ptAwng dk withfreeboard* 3,37 BS~~11,36~~ ✠LMC8,33 11,37	Bry	*s*	CL 2,36	1894 2mo	Ropner& Son Stockton A&CP *Intermedi*	RederiA/B Suomi (G.B.Thorden, *Mgr.*) *ate BH in forward*	295·0 P29'Q86' *ptAwngdk*180' FK *Cell DB*242'466*t* *hold dispensed with*	40·4	17·9	Helsingfrs Finnish *Cem* *APT*30*t* 4*BH*	T3Cy23⅛"36½"&62½"-39"(*s*) 160lb NDB20 236NHP 2SB,6*rf*,GS99,HS3528 Blair&Co.Ld.Stockton	21 ″ 0 s 7 ″ 9 20 ″ 2	
21415 LFPE	**Björnongen** (*ex*Bjönongen) Wood *OilEng.* 1*Dk*	316 245 154					1912	American Car& FoundryCo. Wilmington	HaraldBerg	150·1 Q20*t*H25*t*F17*t*	24·3	10·2	Tromsö Norwegian	OilEngines 2S.C.S.A. 4Cy.14$\frac{3}{16}$"-15$\frac{1}{16}$" 138NHP E*made—fitted*30 Skandiaverken,Lysekil		V
21416 LCRB	**Blaafjeld I** (*ex*Annemor) 1*Dk*	1146 980 652					1918	Trndhjms Mek.Værks. Trondheim	A/S D/S Blaafjeld (HaraldGrieg Martens, *Mgr.*)	226·3 P32*t*H51*t*F29*t*	36·5	15·7	Bergen Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V. Trondheim		N
21417 221027 KDOB	**Black Condor** (*ex*Ala-35) *Fitted for oil fuel* D.F. 2*Dks&Web frames*	5358 4971 3386			…		1921	Merchant S.B.Corp. Harriman,Pa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10	R †
21418 220628 KDFH	**Black Eagle** (*ex*Tomalva-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*	5060 4598 3123					1920	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0 P39'B121'F43'	54·2	27·0	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21419 217365 KEFB	**Black Falcon** (*ex*SacCity-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks&Web frames*	5049 4664 3114			…		1918	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21420 219259 KONZ	**Black Gull** (*ex*City ofAlton-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*	5029 4598 3124					1919	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21421 217693 KEPT	**Black Hawk** (*ex*Saco-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks&Web frames*	4988 4740 3085			…		1919	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21422																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote, si ce n'est dans le L.R. Dunk. Cert. H of Trade
21423 217439 KESC	**Black Heron** (*ex*Sacandaga-32) *Fitted for oil fuel* D.F. E.S.D. *2Dks & Web frames*	4926 4664 3051			...		1918	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21424 216012 WCDH	**Black Osprey** (*ex*WestArrow-35) *Fitted for oil fuel* D.F. *2Dks*	5589 — 3513			...		1918	Skinner& EddyCorp. Seattle, Wash	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	409·6|54·1|27·1 P44'B115'F47' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	R †
21425 215057 WFDH	**Black Point** (*ex*Nebraskan, *ex*Fairmont) *ss*Bos.No.3-7,30 *ss*Bos.No.1-34 D.F. E.S.D. 1*Dk*(*Stl*)&*Web frames*	5353 4758 3363	✠100A1 ~~9,37,36~~ 4,38 BS4,38 ~~BS9,37~~ ✠LMC ~~BS9,36~~ MS9,33	Bos	*y*	CL ~~9,35~~ 4,38	1918 2mo	NewYork S.B.Corp. Camden,N.J. A&CP	NewEngland& SouthernS.S.Co. *CellDB*320'1832*t*	368·6|55·2|30·5 P27'B72'F31' FK *FPT*220*t* *APT*201*t*	Boston Utd.States 7*BHCem*	T.3Cy.25",39¾"&70"-46" (*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corp.	34 ″ 5 s7 ″ 10 27 ″ 0	
21426 219226 KOMP	**Black Tern** (*ex*CoahomaCounty-32) *Fitted for oil fuel* D.F. E.S.D. *2Dks*	5032 4598 3130					1919	American International S.B.Corp. HogIslandPa	~~AmericanDiamond Lines,Inc.~~ Black DiamondLines, Inc.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21427 146147 MKYB	**Blackcock** 3Mst *ss*Lon.No.3-8,34 *Mchy.Aft* 1*Dk*(*Stl*)	492 331 226	✠100A1 9,37 ~~11,35~~ ~~BS6,36~~ 7,37 ✠LMC8,34	Lon	*h*	CL 11,35	1921 10mo *Lloyd*	Day,Summers&Co.Ld. Southampton '*sA&CP*	~~GeneralStm.Nav.Co.Ld.~~ BrookShippingCo.Ld.(ComenLongstaff&Co. Ld.*Mgrs.*)	165·5|25·7|9·7 Q95'B11'F23' FK *CellDB*93'146*t*	London British 3*BHCem* *FPT*20*t*	T.3Cy 13¼",22"&37"-27" (*s*) 180lb 72RHP 1SB,3*cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou.	12 ″ 0 s3 ″ 6½ 11 ″ 7½	
	New "Brooktown," *see No.* 37396 *in Supplement*													
21428 164668 GYXW	**Blackheath** D.F. E.S.D. 1*Dk&Shelter Dk* *CruiserStern*	4637 4191 2702	✠100A1 *withfreeboard* 8,38 ~~4,37~~ ✠LMC7,36	Lon Bry		CL	1936 7mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	BritainS.S.Co.Ld. (WattsWatts&Co. Ld.*Mgrs.*) *CellDB*345'1035*t*	418·5|56·7|24·6 434·5(O.L.) FK *FPT*267*t* *APT*190*t*	London British 7*BHAsp* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23",38"&65"-42" (*s*) 220lb 404NHP 2SB(Spt)FD&1AuxB,8*cf*, GS130,HS6020 N.E.MarineEng.CoLdNwc	28 ″ 0 s2 ″ 11 25 ″ 2¼	
21429 143123 GRSY	**Blackhill** (*ex*WarCherry) D.F. 1*Dk*	2492 2267 1439					1919	Forth S.&E.Co.Ld. Alloa	ConsettIron Co.Ld. (WilliamDickinson&Co.Ld. *Mgrs.*)	303·3|43·0|20·8 P33'B80'F33'	Newcastle British *WB*	T.3Cy.22",36"&59"-39" Douglas& 217NHP Grant,Ld.Kirkcaldy		C
21430 102183 MQRN	**Blacksod** (*ex*Devonshire) 3Mst *ss*Bel.3rdNo.3-12,31 *ss*Bel.No.1-36 *Mchy.Aft Welldeck* 1*Dk*(*Stl*)	500 355 199	✠100A1 8,37 ~~8,36~~ ✠NB3,22 ✠LMC8,36 BS8,37	Bel	*h*	CL 8,36	1894 12mo	J.Fullerton &Co. Paisley A&CP	JohnKelly,Ld. (W.Clint, *Mgr.*)	175·0|26·6|10·3 (*27·9*) Q94'B10'F32' BK7" *Cell DBf*91'135*t FP*	Belfast British 3*BHCem* *T*45*t*	C.2Cy.22"&44"-30" (*s*) 110lb 81RHP 1SB,3*cf*,GS58,HS1564 Ross&Duncan,Glasgow	12 ″ 10 s4 ″ 4½ 13 ″ 2	
* 21431 128873 MDGP	**Blacktoft** *ss*Goo.2ndNo.3-5,34 1*Dk*(*Stl*) *Cargo battens not fitted*	1109 938 654	✠100A1 7,37 ~~7,36~~ ~~BS4,36~~ 3,37 ✠LMC5,34	Bly	*n*	OG 1,36	1910 5mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *WB*=*CellDBa*58'	225·2|36·2|14·5 P16'B48'F25' FK *uE*19'*f*91'286*tFPT*	Middlsbro' British 4*BHCem* 45*tAPT*8*t*	T.3Cy.18½",30"&50"-33" (*s*) 180lb 169NHP 2SB,6*pf*,GS88,HS2776 G.Clark,Ld.Sunderland	16 ″ 5 s2 ″ 0 14 ″ 7	
21432 123129 ~~EIDV~~ MMMD	**Blackwater** 3Mst *ss*Bel.2ndNo.3-11,32 *Well deck* *ss*Bel.No.1-36 1*Dk*(*Stl*) *Mchy.Aft*	678 459 259	✠100A1 1,38 ~~9,36~~ ~~BS9,36~~ ✠LMC~~11,32~~ 12,37	Bel	*j*	CL 9,36	1907 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	~~S.Kelly (W.Clint,Mgr.)~~ LadyMaryKelly (W.Clint,*Mgr.*) *WB*=*Cell*	185·1|27·6|11·0 Q103'B11'F34' BK7½" *DBf*103'145*t FPT*	Belfast British 4*BHCem* 66*tAPT*10*t*	C.2Cy.21⁷⁄₁₆"&46"-30" (*s*) 130lb 87RHP 1SB,3*cf*,GS66,HS2133 AilsaS.B.Co.Ld.Troon	13 ″ 7 s4 ″ 8 13 ″ 10½	
21433 Torpedoed&Sunk 9,37 UPLC	**Blagoev** (*ex*Songa-35) *ss*Bgn.No.3-5,34 1*Dk*(*Stl*)	3100 2804 1792	✠ ... 12,36 ✠	Shl	*u*		1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *CellD*	320·5|45·2|25·3 P36'B92'F31' FK *B*276'571*t FPT*62*t*	Odessa Russian 5*BHCem* *APT*38*t*	T.3Cy.23½",39"&65"-45" 365NHP 3SB,6*cf*,GS126,HS5130 Armstrong,Whitworth& Co.Ld.Nwc.	27 ″ 6	
* 21434 148318 GSJY	**Blairangus** (*ex*Portregis-34) *ss*Nwc.No.1-34 D.F. E.S.D. 1*Dk*(*Stl*)	4409 4062 2649	✠100A1 9,37 ~~5,36~~ DBS5,38 ✠LMC1,34 ~~MBS5,36~~ 6,37 ~~BS1,37~~	Gls	*y*	CL ~~4,36~~ 9,37	1930 2mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) *CellDBa&uE*151'	380·3|52·0|25·3 392·5(O·L.) P61'B227'F29' FK *f*153'1068*t FPT*150	Glasgow British 6*BHCem* *tAPT*165*t*	T.3Cy.24½",41"&67"-45" (*s*) 180lb *100lb* 373NHP 2SB,8*cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 ″ 8 s3 ″ 9½ 24 ″ 1½	
21435 148875 GLNX	**Blairatholl** D.F. E.S.D. 1*Dk*(*Stl*)	3319 3026 2005	✠ 9,26 ✠	Rot	*v*		1925 9mo	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*) *CellDB*297'954*t FPT*	340·1|48·7|22·5 P29'B104'F34' FK	Glasgow British 6*BHCem* 86*tAPT*195*t*	T.3Cy.22",35½"&60"-39" 298NHP 2SB,6*cf*,GS123,HS5126 D.Rowan&Co.Ld.Gls.	25 ″ 0	C †
21436 139197 GKYP	**Blairbeg** (*ex*Wynburn, *ex*Clifftower) *ss*Hpl.No.3-2,30 *ss*Shl.No.2-38 ~~ssShl.No.1-34~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3509 3304 2202	✠100A1 2,38 ~~9,36~~ ✠LMC 2,38	Sws Shl	*w*	CL ~~7,35~~ 2,38	1917 2mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) *CellD*	356·3|48·7|23·9 P35'B108'F33' FK *B*312' 802*t FPT*67*t*	Glasgow British 6*BHCem* *APT*109*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *120lb* 311NHP 2SB,6*cf*,GS122,HS4700 N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s4 ″ 3 21 ″ 10	
21437 147946 GKZQ	**Blairdevon** D.F. E.S.D. 1*Dk*	3282 2997 2006					1925	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	338·4|48·7|22·6 P29'B104'F34'	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Gls.		C
21438 148841 GLJR	**Blairesk** D.F. 1*Dk*	3300 3026 2018					1925	Napier& Miller,Ld. Glasgow	NorthernNav.Co. Ld. (G.Nisbet&Co. *Mgrs.*)	340·4|48·7|22·6 P29'B104'F34'	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow		C
* 21439 148310 GFTW	**Blairlogie** (*ex*Grovedene-36,*ex* Portfield-35) *ss*Rot.No.1-34 D.F. E.S.D. 1*Dk*(*Stl*)	4425 4075 2662	✠100A1 12,36 BS12,36 ✠LMC3,34	Liv	*y*	CL 12,36	1929 10mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) *CellDBa&uE*151'*f*	380·3|52·0|25·3 P61'B227'F29' FK 153'1068*t FPT*150*t*	Glasgow British 6*BHCem* *APT*165*t*	T.3Cy.24½",41"&67"-45" (*s*) 180lb *100lb* 373NHP 2SB,8*cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 ″ 8 s3 ″ 9½ 24 ″ 1½	
21440 160919 GSNB	**Blairmore** D.F. 1*Dk*	4141 3679 2533					1928	Ayrshire Dckyd.Co.Ld Irvine	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	371·7|51·2|24·3 P32'Q122'B128' F35'	Glasgow British *WB*	T.3Cy 22",38"&63"-42" 257NHP D.Rowan&Co.Ld.Gls		C
21441 161901 GPMC	**Blairnevis** D.F. E.S.D. 1*Dk*	4155 3690 2522					1930	Ardrossan DockyardLd. Ardrossan	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8|51·2|24·3 P32'Q122'B128' F35'	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NHP J.G.Kincaid&Co Ld.Grk.		C
21442 161892 GNZD	**Blairspey** D.F. 1*Dk*	4155 3690 2522					1929	Ardrossan DD&SBCoLd Ardrossan	NorthernNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8|51·2|24·3 P32'Q122'B128' F35'	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NHP J.G.Kincaid&Co.Ld.Grk.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 21443 DJSK	**Blanca** ssBbo.No.3-5,35 1Dk(Stl)&Shelter dk(Stl)	3309 3032 1981	✠100A1 Shelter dk withfreeboard 12,36 ✠LMC MS5,35 BS10,35	Ham	v	CL 5,35	1922 3mo	RopnerSB &RepairngCo (Stocktn)Ld. Stockton Lloyd'sA&CP	MatthiasRohde& Co'sFrachtkontor G.m.b.H.(H. Aschpurwis,Mgr.) Cell DBa108'uE25'	339·9 FK Collision 147'784tAPT126t	48·6	22·5	Hamburg German Cem BH to Sh dk 5 „ „ U „	T.3Cy.24",40"&66"-45" (s) 180lb 100lt 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s1″11¾ 23″0½	
Void	"Erica," see No. 38038 in Supplement (See also "Aizkarai-Mendi," No. 19753)															
* 21444 7642 SHVN	**Blankaholm** ssGot.No.1-33 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice	2845 2467 1553	✠100A1 withfreeboard ~~5,37~~ ~~8,36~~ 2,38 ✠LMC CS8,34 DBS~~8,35~~8,37 ~~8,36~~5,37	Mmo ~~Lkr~~Bal	v	CL ~~12,35~~ 2,38	1930 5mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	A/BSvenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellD	334·2 349·4(O.L.) FK B289'877tAPT109t	46·9	20·2	Gothenbrg Swedish 7BH pt Cem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 473NHP DB80lb EriksbergM.V.Aktieb.Got	22″11 s1″5¼ 21″8	
* 21445 YTNF	**Bled** Ⓟ (exSlovenac-34,exPiceno, exSlovenac, ssSpt.3rdNo.3-4,34 exVillám) 1Dk Well deck	854 — 373	✠100A1 ~~10,34,37~~ 1,38 ✠NB1,24 ✠LMC5,34 BS~~5,34~~10,37	Spt Ssk	k	N1,37	1893 9mo	Gourlay Bros.&Co. Dundee A&CP	Jadranska PlovidbaD.D.	211·0 P&B128'F32' BK7" DBa31'22tDTf15t	28·5	13·1	Susak Yugoslav 4BHCem FPT7t	T.3Cy.19",31"&51"-36" (s) 170lb 173NHP 1SB,3cf,GS53,HS2233 FD GourlayBros.&Co.Dundee	14″1 s″10¼ 14″1¼	
21446 7535 SDKE	**Blenda** (exTomI,exTransport5,exBruxelles Maritime,exAmstelveen) 1Dk	368 282 178					1919	Gebr. Zwolsman Ylst	A.B.Carlsson	133·4 P58tH5tF15t	23·8	11·2	Gothenbrg Swedish WB	C.2Cy.13"&22⅘"-17¾" 18NHP Gebr.Stork&Co.Hengelo		V
21447 LCEU	**Blenheim** Ⓟ D.F. 2Dks	1807 1528 1045					1923	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	255·4 H236tF25t	36·2	23·0	Oslo Norwegian WB	T.3Cy.22",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
21448 PKHO	**Blinjoe** 1Dk	1331 1094 716					1929	N.V.Schps. "deMaas" Slikkerveer	Konink.Paketv. Maats.	252·4 P21'B78'F36'	40·2	13·5	Batavia Dutch WB	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"- 31½" 93NHP StorkBrothers,Hengelo		V
* 21449 LEGG	**Blink** (exArlette-33) ssRot.No.1-37 ssBdx.No.3-12,32 1Dk(Stl) Cargo battens not fitted	2701 2412 1579	✠100A1 9,37 ~~12,36~~ ~~BS5,37~~ ✠LMC~~12,32~~ Fitted for oil fuel 6,20 F.P. above 150° F.	Bkn Rot 9,37	t	CL ~~1,35~~ 9,37	1920 6mo	C.Hill& Sons Bristol Lloyd'sA&CP	Skibs.A/S Manito- woc(K.Th.Einer- sen,Mgr.) CellDBa&uE	310·8 P28'B87'F32' FK 118'f126'561t FPT	44·3	21·6	Oslo Norwegian 5BHptCem 90tAPT90t	T.3Cy.21",34"&56"-36" (s) 180lb 242NHP 2SB,6cf,GS111,HS4246 Richardsons,Westgarth& Co.Ld.W.Hpl.	23″10 s3″10 20″2¼	
21450 PDDS	**Blitar** Fitted for oil fuel Cruiser Stern 3Dks	7073 6702 4451					1923	Maats Fyenoord Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,Mgrs.)	446·2 B68'F57'	54·3	34·2	Rottrdam Dutch	T.3Cy.27",46"&77"-54" &L.P Turbine 436NHP Maats.Fyenoord,Rot.		V
* 21451 PDDV	**Bloemfontein** Ⓟ TwinSc OilEng. E.S.D. D.F. 3Dks Ref.Mchy. CruiserStern	10081 7829 6160	✠100A1 ~~2,37~~ ~~2,37~~4,38 ✠LMC10,34 ✠Lloyd'sRMC~~2,37~~ ~~3,37~~ 4,38 ~~LB10,34~~	Ham Ams		OG 2,37	1934 10mo	NVNederl. Schps.Maats. Amsterdam Lloyd'sA&CP	N.V.Vereenigde Nederl.Scheep. Mij(Directie en AgentuurMaats. HollandAfrika Lijn.N.V.Mgrs.)	457·2 P32'B175'F35' FK CellDBuE&f239'6 way of tunnels	63·2	34·9	TheHague Dutch 8BHptCem 75t tanks in 1127t FPT1	Oil Engines 2S.C.DA 12Cy.23⅝"-43$\frac{5}{16}$" 2334NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo 59tAPT124t	38″8 s8″0½ 30″9¾	
21452 PDDX	**Blommersdijk** ssRot.No.3-1,35 2Dks(Stl)&Shelter dk(Stl)	6855 6383 4229	✠100A1 Shelter dk withfreeboard 12,37 ~~1,37~~ ✠LMC MS1,35 ~~BS9,36~~ 10,37 Fitted for oil fuel 4,22 F.P. above 150° F.	Rot	z	CL N12,36	1922 2mo	N.V.C.van der Giessen &Zonen Krimpen a/d Ysel Lloyd'sA&CP	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) Cell	400·0 F50'onShelter dk FK Collision DB325'1028tMT17	54·3	36·6	Rottrdam Dutch ptCem BHtoSh dk 6 „ „ U „ 16tDTa577t	3 Steam Turbines DR geared to 1 Sc.Shaft (s) 215lb FD 648NHP 3SB(Spt)9rf,GS185,HS8481 Harland&Wolff,Ld.Bel. FPT139tAPT149t	39″0 s9″0¾ 30″2	
* 21453 148074 MLXQ	**Blue Galleon** ssNwc.No.3-8,37 ~~ssNwc.No.2-33~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	712 493 337	✠100A1 8,37 ~~1,36~~ ~~BS12,36~~ ✠LMC~~7,33~~ 8,37	Nwc	j	CL ~~12,36~~ N8,37	1924 6mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	GalleonShipping Co.Ld.(Heslop& Robson,Mgrs)	180·2 188·5(O.L.) Q103'B11'F29' FK CellDB104'149tFPT	29·0 |30·2|	11·4	Newcastle British 3BH~~Cem~~ ptCem 55tAPT31t	T.3Cy.14½",24"&40"-27" (s) 180lb 82RHP 1SB,3pf,GS51,HS1800 Amos&Smith,Ld.Hull	13″6 s3″10¼ 13″2¾	
21454 Broken up 110576 VOMB	**Blue Peter** (exHighlandLaird) Ref.Mchy. 2Dks	4132 3830 2655	Lloyd'sRMC~~5,36~~ 6,37 for frozen fish				1899	R.Duncan &Co.Ld. Pt.Glasgow	~~JobBrothers&Co.~~ ~~Ld.~~	375·2 P38'B100'F38'	48·0	26·3	SJhnsNFL British WB	T.3Cy.26",42"&69"-48" 330NHP Rankin&Blackmore,Grk.		C
21455 228330 WFFL	**Blue Sunoco** TwinSc CarryingPetroleum in bulk OilEng. Mchy.Aft 1Dk CruiserStern Longitudinal framing	1588 — 932					1929	SunS.B.& D.D.Co. Chester,Pa	SunOilCo.	246·5 P47'F33'	43·0	18·5	Phildlphia Utd.States	Oil Engines 4S.C.SA 12Cy.14"-18" 229NHP BessemerGasEngineCo. GroveCity,Pa.		R
21456 135482 MDYS	**Blush Rose** 3Mst Mchy.Aft ~~ssGoo.No.3-4,26~~ Well deck ~~ssHul.No.2-35~~ ssBly.2ndNo.3-7,37 1Dk(Stl)	645 454 281	✠100A1 7,37 ~~5,35~~ ~~BS6,36~~ ✠LMC~~5,35~~ 7,37	Hul Bly	j	OG ~~4,35~~ 7,37	1913 6mo	NVSchpsb. DeMerwede Hardingxveld Lloyd'sA&CP	RichardHughes& Co.(Liverpool)Ld. CellDBf103'	178·4 Q103'B11'F22' FK 139tFPT45tAPT4t	28·1	11·1	Liverpool British 3BHCem WB	T.3Cy.15",25"&40"-27" (s) 180lb 82RHP 2SB4pf,GS59,HS1800 Earle'sCo.Ld.Hull	13″5 s4″4½ 13″1¼	
21457 161048 MPYB	**Blyth** ssGoo.No.1-36 Sub.Sig. 1Dk(Stl)	1108 870 445	✠100A1 4,38 ~~3,37~~ ✠LMC MS2,36 BS~~1,37~~ 3,38	Goo	o	OG 3,37	1931 1mo	Cammell Laird&CoLd Birkenhead Lloyd'sA&CP	LondonMidland& ScottishRailway (AssociatedHum- berLines,Mgrs.) CellDBa&uE73'f	240·6 249·2(O.L.) P38'B85'F35' FK 90'193tFPT17tAP	34·1	15·4	Goole British 5BHCem T40t	T.3Cy.22",36"&61"-39" (s) 200lb 352NHP 2SB,6cf,GS125,HS5220 FD CammellLaird&Co.Ld.Bkn	16″5 s1″8¾ 14″10½	
21458 146540 GJKQ	**Blythmoor** ssBly.No.3-5,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	6582 6273 4032	✠100A1 Shelter dk withfreeboard ~~7,37~~ ~~11,36~~ 12,37 BS6,37 ~~BS5,36~~ ✠LMC5,35	Shl	z	CL 4,35	1922 3mo	W.Doxford &Sons.Ld. Sunderland Lloyd'sA&CP	MoorLine.Ld. (RuncimanShppg Co.Ld.Mgrs) bulkhead in fore CellDB360'1160t	420·0 Intermediate FK hold dispensed with FPT105tAPT231t	54·0	34·3	London British Cem 1BHtoSh dk 5 „ „ U „	T.3Cy.27",44½"&75"-54"(s) 180lb HS8530 577NHP 3SB(2Spt),9cf,GS189, FD W.Doxford&Sons,Ld.Sld.	37″0 s8″11¼ 28″4	
* 21459 165489 GXZW	**Boardale** 1Dk.2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8334 7454 4973	✠100A1 9,37 ~~7,37~~ ✠LMC7,37 ~~(Class Contemplated)~~ CarryingPetroleum in bulk	Grk	df	CL	1937 7mo	Harland& Wolff,Ld. ~~Govan~~ Glasgow Lloyd'sA&CP	TheAdmiralty CellDBuE78'175tDTf34	467·8 P105'B43'F45' 483·1(O.L.) FK 434tFPT224tAPT2	61·7	33·8	London British 17BHptCem ptAsp 00t	Oil Engines 4S.C.SA 6Cy.29⅓"-59$\frac{1}{16}$" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34″0 s6″9½ 27″5½	
* 21460 1131 CBBM	**Boca Maule** ssVpo.No.3-7,34 Well deck 1Dk(Stl) Cargo battens not fitted	2515 1876 1441	✠100A1 10,36 BS~~10,36~~ ✠LMC7,34 11,37	Vpo	s	CL ~~7,34~~ 1,38	1922 2mo	Dublin Dkyd.Co.Ld. Dublin Lloyd'sA&CP	Cia.Carbonifera y deFundicion Schwager IntermediateBH in fore CellD	290·2 PonQ21'Q228'F32' FK hold dispensed with B239'663t FPT68t	44·3	18·5	Valparaiso Chilian Cem 4BHonly APT91t	T.3Cy.20",33"&54"-36" (s) 180lb 254NHP 3SB,9cf,GS152,HS4788 D.Rowan&Co.Ld.Glasgow	20″6 s5″9½ 19″1	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. IHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
21461 PUCR	**Bocaina** TwinSc 1Dk	1695 1570 1404					1909	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian WB	T.6Cy.14",22"&37"–21" 63NHP Wrkman,Clark&Co.LdBel		
21462 IBLE	**Boccaccio** (exTunisier–32) Sunk after explosion 11,37 ssAnt.No.3-6,32 D.F. 2Dks(Stl)	3027 2804 1821	✠~~100A1~~ 3,37 ~~4,36~~ ~~BS5,37~~	Nap Fiu ✠~~LMC8,33~~	u	CL N7,35	1919 12mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow Lloyd's A&CP	"Tirrenia"Soc. Anon. diNav.	342·0 331·0 P38'B100'F28' FK CellDB278' 735t FPT 95t APT42t	46·7	23·2	Fiume Italian 6BHCem	T.3Cy.24½",41"&68"–45" (s) 180lb 359NHP 3SB,9cf,GS152,HS5844 D.Rowan&Co.Ld.Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 11	
21463 DHCP	**Bochum** Ⓟ ssHam.No.2-30 Well deck 2Dks(Stl)3rd dk D.F. in No.1 hold	6121 5520 3772	✠ ... 2,34	Ham ✠			1922 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie)	450·0 P&B366'F59 FK CellDB405'1456tFPT63t	58·2	27·0	Hamburg German 8BHptCem ptAsp	T3Cy.31½",52⅜"&84¼"–59½" &L.P.Turb.withDRgear& hydraulic coupling 820NHP 4SB,12cf,GS264,HS11970 A.G."Vulcan,"Hamburg	29 ″ 6	G †
21464 DOER	**Bockenheim** (exKieldrecht–32, exAnboto-Mendi) Fitted for oil fuel E.S.D. D.F. 2Dks,3rdDk in Nos.1, 2, 3 & 4 holds	4902 4514 2987			...		1924	J.Read- head&Sons, Ld. S.Shields	Unterweser ReedereiA.G.	403·8 P39'F38' FK	53·6	26·2	Bremen German WB	T.3Cy.27",44"&73"–48" (r) 525NHP J.Readhead&Sons,Ld.	29 ″ 0	G †
21465 PDEJ	**Bodegraven** Ⓟ Fitted for oil fuel D.F. 3Dks Cruiser Stern	5545 4634 3351					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	401·1	58·3	~~26·4~~ 26·3	Amstrdam Dutch WB	T.3Cy.27½",46½"&74½"– 51$\frac{5}{16}$" 384NHP RotterdamDroogd.Maats. Rot.		V
21466 5595 SFWN	**Boden** ssGot.No.3-3,26 ssGot.No.2-34 D.F. 1Dk(Stl)&Shelterdk(Stl) Cargo battens not fitted	4265 3846 1969	✠100A1 Shelter dk withfreeboard 2,38 ~~4,37~~ MS6,34	Got ✠LMC ~~BS1,37~~ 1,38	y	CL 3,36	1914 5mo	JLThomp- son&Sons,Ld Sunderland Lloyd's A&CP	Trafikaktiebolaget Grängesberg- Oxelosund (M.Waldenström, Mgr.)	385·0 399·6(O.L.) FK WB=CellDBa including Tunnel Tanks 134' uE21'f including Bow Tank in forehold147'1811t DT a15'432t DT f21'260tFPT76tAPT191t	53·7	23·6	Stockholm Swedish 7BHCem	T.3Cy.26½",43"&72"–48"LP Turbine with DR gearing & hydraulic coupling 180lb (s) 507NHP 3SB(Spt)9cf,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s 2 ″ 6½ 23 ″ 9½	
21467 OYAV	**Bodil** (exMathilda) 1Dk	844 722 488					1922	N.V.Werf Zeeland Hansweert	J.Lauritzen	212·9 P42'Q37'B60'F28'	31·4	13·2	Esbjerg Danish WB	T.3Cy.14⅝",22"&35⅝"–24⅝" 85NHP NVDelftshavenMach.Rot.		G
21468 LCRD	**Bodin** Ⓟ 2Dks	323 288 179					1910	Mjellem& Karlsen Bergen	A/S Saltens Dampskibsselskap	129·3 H36t	21·2	15·1	Bodö Norwegian	C.2Cy.13½"&30"–22" 35NHP Mjellem&Karlsen,Bergen		
21469 140634 GQCY	**Bodnant** ssBrw.No.3-1,34 2Dks(Stl)	5342 4747 3230	✠100A1 5,37 ~~9,36~~ ~~BS9,36~~ 1,38	Cff NYk ✠LMC1,34	y	CL 9,36	1919 7mo	J.Brown& Co.Ld. Glasgow Lloyd's A&CP	ElderDempster Lines,Ld.	401·0 P40'B113'F49' FK CellDB345' 1134t FPT118t APT176t	52·3	28·5	Liverpool British 7BHptCem	T.3Cy.25½",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD J.Brown&Co.Ld.Glasgow	31 ″ 0 s 6 ″ 0 25 ″ 3	
21470 LCKA	**Bodö** (exDampfem–35,exGoodspeed) Sub.Sig. 1Dk	2255 1999 1325			...		1918	Detroit S.B.Co. Wyandotte	A/S Nordfart (ErlingSannes, Mgr.)	251·2 P62tH104tF24t FK	43·8	22·5	Bodö Norwegian WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	V
21471 EEDB	**Bodon** (exMont-Sant–33) Comp 1Dk	841 677 509					1920	Astilleros deTarragona Tarragona	FedericoG.-Fierro	198·4 B38'F30'	30·4	16·4	S.Esteban Spanish	T.3Cy.12",20"&32"–24" Alexander 50NHP Hermanos,Barcelona		V
21472 PDEM	**Boekelo** ssAms.No.1-35 1Dk(Stl)	2118 1858 1253	✠100A1 9,37 ~~3,37~~ ~~BS6,36~~ 8,37	Rot Ams ✠LMC2,35	s	CL ~~3,37~~ 9,37	1930 10mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd's A&CP	N.V.Stoomv. Maats. "Noordzee"	281·2 293·5(O.L.) P23'B62'F19' FK CellDB242' 531t FPT50t APT42t	42·7	19·0	Amstrdam Dutch 4BHCem	T.3Cy.~~10~~" 19⅜",32"&52"–36" (s) 180lb 208NHP 2SB,4cf,GS77,HS3640 N.V.Verschure&Co.Ams.	21 ″ 0 s 3 ″ 0½ 18 ″ 0½	
21473 PKHZ	**Boelongan** OilEng. 2Dks	1053 840 578					1915	Gebroeders Pot(Bolnes) Bolnes	Koninkl.Paketv. Maats.	230·0	38·2	12·2	Batavia Dutch	Oil Engines 6Cy.15"–27½" NederlandscheFab.Ams.		V
21474 OYAW	**Bogö** (exGallicier) ssRot.No.1-37 ssBdx.No.3-3,33 1Dk(Stl)	1214 1006 728	✠100A1 4,37 ~~1,37~~ ~~BS6,36~~	Sbl Rot ✠LMC~~2,33~~ 4,37	o	OG 1,37	1920 11mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow Lloyd's A&CP	D/S Baltic (Chr.Jensen, Mgr.)	240·3 P27'B57'F25' FK CellDB211' 386t FPT20t APT15t	35·7	15·1	Copnhagn Danish 4BHCem	T 3Cy.15",25"&40"–27" (s) 185lb 99NHP 2SB,4cf,GS48,HS1630 McKie&Baxter,Glasgow	17 ″ 3 s 1 ″ 11 15 ″ 6	
21475 221408 KDTB	**Bohemian Club** Fitted for oil fuel GyC. 2Dks Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	6906 — 4271					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0 P106'B40'F41'	57·2	33·1	Phildlphia Utd.States WB	T 3Cy.27½",46"&78"–51" 432NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
21476 KZAH	**Bohol** (exSirius,exSuva) 1Dk(Stl)&Spar dk (ptStl–teaks)&deep framing	2126 — 1140	✠ 3,06	Bel ✠	t		1906 3mo	Workman, Clark&Co.Ld Belfast	Cia.Maritima (FernandezHnos. Inc.Mgrs.)	300·3 P&B197'F36' 19·7 FK CellDBa65' uE25'f113' 275tFPT20t APT15t	41·1	11·8	Manila,P.I. Utd.States 5BHCem	T.3Cy.23½",39½"&67"–42" 414NHP 2SB,8cf,GS149,HS5946 Wrkman,Clark&Co.LdBel	22 ″ 0	
21477 5592 SDKM	**Bohuslän** Ⓟ 1Dk	330 166 142					1913	Eriksbergs M.V.Aktieb. Gothenburg	MarstrandsNya Angf.Aktieb. (BertilEgnell, Mgr.)	140·7 B62'F38'	23·8	10·0	Marstrand Swedish WB	T.3Cy.13¾",22$\frac{1}{16}$"&36⅝"–24" 66NHP EriksbergM.V.Aktieb.Got		
21478 FNOT	**Bois-Soleil** (exWolhandel, exAndalusier, ssHav.No.3-12,31 exWarVigour) ssRot.No.1-36 Now "African Mariner" 1Dk(Stl)&Shelterdk(Stl) Cargo battens not fitted in 'tween dks Straight frames bevelled bilge	6554 6222 4034	✠100A1 Shelter dk withfreeboard 4,37 BS9,36	Hav ✠LMC10,35	a†	CL 9,36	1919 12mo	Furness S.B.Co.Ld. Middlesbro' Lloyd's A&CP	ArmamentJ.Led- detChaixS.A.R.L. (J.LeddetChaix, Mgr.)	411·9 F40'on Shelter dk FK CellDB344' 1482t DTa23' 846t FPT97t APT119t	55·6	34·4	Havre French ptCem 5BHtoShdk 3 " " U "	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb HS9636 677NHP 3WaterTubeBoilers FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	38 ″ 1 s 10 ″ 1 28 ″ 2	
21479 PKQA	**Boissevain** Ⓟ TrpSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	~~14500~~ 14134 10241 8069	✠Lloyd'sRMC11,37				1937	Blohm& Voss,K.a.A. Hamburg	Koninkl.Paketv. Maats.	537·3 B352'F92'UprB 245'	72·2	36·3	~~Amstrdam~~ ~~Dutch~~ Batavia Dutch	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"–47¼" 2734NHP SulzerBros.Ld.Winterthur		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaf. last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21480 6956 SDKO	**Bojan** (*ex*Estrid,*ex*Selandia) 1*Dk*	*1046* *834* *609*					1905	Helsingörs Jernsk&Msk. Elsinore	RederiA/BMeteor (A.Christensen, *Mgr.*)	226·3 P12'Q59'B106'F27'	34·9	12·4	Simrishmn Swedish *WB*	T.3Cy.16½",26½"&44"–30" 106NHP HelsingörsJernsk.&Msk.		V
21481 YTFU	**Boka** (*ex*CanadianPlanter–36) *ss*Mtl.No.3–4,35 2*Dks*(*Stl*)	5399 *4863* *3333*	✠100A1 1,38 ~~1,37~~ BS~~10,36~~ 1,38 ✠LMC4,35	Rot	*y*	CL 1,37	1920 1mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	"ZetskaPlovidba" A.D. *CellD*	400·3 P49'B113'F39' FK *B*333' 1025*t FPT*14	52·4	28·6	Kotor Yugoslav 6*BHptCem* 9*tAPT*133*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 " 2 s 6 " 0 25 " 3¾	
21482 LCRE	**Bokn** (*ex*Granheim,*ex*Blidensol, *ex*Urda) *Well deck* 1*Dk2trB*	697 528 393	✠ 12,93 ✠	Gls	*j*		1890 3mo	Bergens Mek.Værks. Bergen	D/S A/S"Bokn" (ErikBakkevig) *Cell*	195·0 Q46*t*B86*t*F25*t* BK7½" *DB*90'135*tFPT*30*t*	28·1	11·0	Haugesnd Norwegian 4*BHAsp* *APT*11*t*	T.3Cy.15½",25"&40"–27" 91NHP 1SB,*2cf*,GS41,HS1528 BergensMek.Verks.Bgn.	13 " 9	N †
21483 30256 JYFA	**Bokuyo Maru** Ⓟ TwinSc *ss*Kob.No.3–5,35 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws)	8619 7883 6162	✠100A1 *Shelter dk* *with freeboard* ~~2,37~~12,37 ~~BS2,37~~ ✠LMC6,35 *Fitted for oil*	HKg Kob BS12,37 *fuel* 1	*c*† 0,24	CL ~~5,35~~ P3,36 S11,37 *F.P*	1924 10mo *Lloyd* *above*	AsanoS.B. Co. Tsurumi '*sA&CP* 150° F.	NipponYusenK.K. *CellDB*384'1652*t* 15'392*tD*	445·0 F48'*on Shelter dk* FK *DTa* *Tf*15'466*t FPT*84*t*	58·0	32·0	Tokio Japanese *ptCem* 8*BHtoSh dk* *APT*67*t*	4 Steam Turbines DR geared to 2 Sc.Shafts 200lb (*s*) 922NHP 4SB(Spt),*12cf*,GS242, HS9844 FD MidwestEng.Co. Indianopolis	40 " 0 s10"6½ 30 " 0	
21484 142265 MJKL	**Bolbec** (*ex*Ardgirvan) *ss*Nwc.No.3–5,30 *ss*Shl.No.1–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1342 1029 806	✠100A1 ~~12,36~~11,37 ✠LMC MS5,35 BS~~12,36~~ 11,37	Shl	*o*	CL ~~12,36~~ 10,37	1918 10mo *Lloyd*	Campbel- t'wnSBCoLd Campbelt'wn '*sA&CP*	HarriesBros.&Co. Ld.	230·0 Q79'B48'F28' FK *CellDB*190'395*t*	35·8	15·5	Greenock British 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"–33" (*s*) 180lb 142NHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 " 7 s 1 " 3¼ 16 " 6	
21485 LCEW	**Bolette** Wireless 1*Dk*	1167 982 649					1920	AkersMek Verksted Oslo	A/S "Ganger Rolf"(Fred.Olsen &Co.*Mgrs.*)	226·5 P25'B58'F29'	36·6	14·7	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Verks.Oslo		N
21486 DHCQ	**Bolheim** (*ex*Arundo)	3324 3020 2059					1913	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten Wm.Miller'sNachf.	330·9 P21'F31'	48·1	22·3	Hamburg German *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd .Maats.		V
* 21487	**Bolivar** TwinSc *ss*Cco.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *& Web frames* *Longitudinal framing*	2651 1890 1517	✠100A1 ~~4,37~~ 5,36 2,38 ~~BS5,36~~ ✠LMC6,35 *Carrying Petr* *Fitted for oil*	Cco BS2,38 *oleum* *fuel*7,	*t* *in* 27	CL 2,38 *bulk* *F.P. a*	1927 7mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	MeneGrandeOilCo. C.A. *CellDBuE&*	305·3 P69'B22'F33' FK *Trunk* 181' B42' 107*t FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"–27" (*s*) 180lb 210NHP 2SB,*6cf*,HS4009 MacColl&PollockLd.Sld.	16 " 6 s2 " 0¼ 14 " 8	
21488 218560 KIQP	— (*ex*LakeFackler) *Fitted for oil fuel* 1*Dk2trB*	2606 2237 1612			…		1919	Detroit S.B.Co. Wyandotte, Mich.	Colombian S.S.Co.Inc.	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 " 2	R †
	Now "Hwadah," see No. 38457 in Supplement															
21489	— (*ex*Fylgia–34) TwinSc *Fitted for oil fuel* 1*Dk*	*1236* *842* *825*					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Ven- ezolana deNav.	221·5 Q64'B54'F27'	33·6	14·0	Maracaibo Venezuelan *WB*	T.6Cy.11$\frac{13}{16}$",18⅞"&30$\frac{11}{16}$"– 19⅝" E*made*16 83NHP Christiansen&Meyer, Harburg		V
21490 LCEX	**Bollsta** 1*Dk*	1832 1588 1075					1924	Oddens Skibs. Grimstad	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	266·6 P62*t*H117*t*F6*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 169NHP AkersMek.Værks.Oslo		N
* 21491 IBUN	**Bologna** (*ex*Bachi–37, which also see) *ss*Bbo.No.3–2,33 1*Dk*(*Stl*) *Cargo battens not fitted*	3091 2823 1867	✠100A1 2,37 ✠LMC MS2,33 BS~~12,35~~ 2,37	Lgn	*u*	CL 5,36	1920 9mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	Soc.Anon.Cooper- ativa diNav. "Garibaldi" *CellDB*	331·2 P33'B98'F29' FK 284' 734*t FPT* 122*t*	46·7	23·2	Genoa Italian 5*BHCem* *APT*48*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 368NHP 3SB,*9cf*,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 " 6 s3 " 11¾ 21 " 9	
21492 365 IBOE	**Bolsena** (*ex*WarBattery) *Well deck* 1*Dk*	2384 1787 1324			…		1918	Osbourne, Graham&Co. Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	297·5 285·0 P25'Q72'B66'F32' FK	42·0	19·0	Trieste Italian *WB*	T.3Cy.25",41"&68"–45" 420NHP MacColl&PollockLd.Sld.	21 " 2	I †
21493 UNYK	**Bolshevik** (*ex*Neva,*ex*Bianca) Wireless 1*Dk2trB*	1412 1164 796					1899	Schiffsw.v. HenryKoch Lübeck	U.S.S.R.	241·2 P15'B56'F22'	36·0	16·2	Odessa Russian *WB*	T3Cy.16¾",27⅞"&44$\frac{7}{16}$"–32$\frac{7}{16}$" 113NHP OttensenerEisenwerk,Alt.		
21494 UPKM	**Bolshoy Tschantar** (*ex*Neidenfels–35) Sub.Sig. 2*Dks*	3018 2681 1745					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7 F36'	48·2	21·1	Vladvostk Russian *WB*	T.3Cy.23⅗",38⅕"&61⅘"–41$\frac{3}{10}$" 246NHP G.SeebeckA.G.Wsm.		G
21495 DHCT	**Boltenhagen** (*ex*Dubhe) 1*Dk*	3335 2984 2051					1912	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten, Wm.Miller's Nachfolger	331·9 P25'	48·2	22·1	Hamburg German *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats.		V
* 21496 DJQE	**Boltenhof** (*ex*Dorie–35) *ss*Ham.2ndNo.3–6,36 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	3307 3070 2064	✠100A1 ~~4,37~~ ~~6,36~~ 4,38 ✠LMC6,36	Ham ~~Dnz~~ Ant	*v*	CL ~~12,35~~ ~~4,37~~ 3,38	1911 3mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	Aug.Bolten Wm.Miller's Nachfolger *Ce*	342·0 P29'B98'F36' FK *ll DB*305'890*tFPT*	49·0	22·0	Hamburg German 6*BHCem* 86*tAPT*76*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 299NHP 2SB,*6cf*,GS122,HS4612 Blair&Co.Ld.Stockton	24 " 5 s 4 " 2½ 20 " 5¼	
* 21497 135581 GPNJ	**Bolton Castle** *ss*N.Yk.No.3–6,26 *ss*Nwc.No.2–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5826 5407 3689	✠100A1 8,37~~12,36~~ ✠LMC MS7,34 BS12,36 *Carrying oil fuel*	Ant *F.P.*	*a*†	CL 10,35 *above*	1914 5mo *Lloyd* 150°*F.*	W.Hamil- ton&Co.Ld. Pt.Glasgow '*sA&CP* *inDB*	Minerva S.S.CoLd. (FredHunter (Management) Ld. *Mgrs.*) *Intermediate 'twe* *h* *WB = CellDB*	424·2 P36'B145'F48' FK *en dk BH in No.*3 { *old dispensed with* { *a*124'*uE&B*43'*f*194'	53·0	29·9	London British *Cem* 6*BH to U dk* 1 ,, *2nd dk* 1231*tDTa*27	T.3Cy.28",45"&75"–51" (*s*) 180lb 568NHP 3SB,*9cf*,GS161,HS8490 FD D.Rowan&Co.Glasgow *only* '756*tFPT*64*tAPT*124*t*	32 " 6 s6 " 4¾ 26 " 3½	
* 21498 160775 MKMM	**Boltonhall** D.F. 1*Dk&Shelter dk*	4824 4378 2861	✠100A1 *withfreeboard* 7,37 ~~4,37~~ ✠LMC12,35	Nap Cff	*z*	CL	1935 12mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	WiltonhallS.S. Co.Ld.(Guthe BrothersLd.*Mgrs*) *CellDB*358'1143*t* *DTa*28'1076*t*	410·7 423·5(O.L.) F35' FK (*FPT*170*tAPT*152*t*	54·8	24·9	W.Hartlpl British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Q.4Cy.18½",25½",41"&61"– 48" 260lb (*s*) 467NHP 3SB(Spt),*9cf*,GS144, HS6811 FD Cen.Mar.E.Wrks. (W.Gray&Co.Ld.) WHpl	27" 7 s3 " 0½ 24 " 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd.Trade
21499 864 IBPE	**Bolzaneto** Mchy.Aft 1Dk	2220 1782 1285					1918	N.Odero& Co. Genoa	Soc.Anon.Ilva	285·4	41·0	20·8	Genoa Italian WB	T.3Cy.18$\frac{1}{16}$"29$\frac{1}{16}$"&47½"-27½" 114NHP N.Odero&Co.Genoa		CI
✻ 21500 143615 GBSV	**Boma** ssShl.No.3-6,33 2Dks(Stl)	5408 4800 3313	✠100A1 5,37 ~~10,36~~ BS4,38 MS6,35 ✠LMC ~~DS5,[illegible]~~	Cff Ham	y	CL 10,36	1920 2mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	ElderDempster Lines,Ld. CellDB342'	400·6 P49'B112'F39' FK 1059t FPT127t	52·3	28·5	Liverpool British 7BHCem APT218t	T.3Cy.25¾",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
21501 368 IKWD	**Bombardiere** (exCollodi-34, exBombardier-34, ssSld.No.3-8,20 exKilchrenan) ssNwc.No.1-25 1Dk(Stl)	613 494 243	1,34	Shl			1918	Smith's DockCo.Ld. Middlesbro'	Trasporti MarittimiSoc. Anon. CellDBu	179·0 172 2 B50' FK	30·0	15·6	Trieste Italian 5BHCem E26'20t	T.3Cy.16",26"&44"-26" 116NHP 1SB,3cf,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6	I †
21502 157634 VLGN	**Bombo** ssSyd.No.2-38 ~~ssSyd.No.1-34~~ Wireless Mchy.Aft 1Dk(Stl) Cargo battens not fitted	540 427 282	✠100A1 ~~6,37~~ ~~12,36~~ 1,38 ~~BS5,36~~ ~~6,37~~ ✠LMC ~~5,34~~ 1,38	Syd	h	~~5,36~~ 12,37	1930 2mo Lloyd	H.Robb, Ld. Leith 'sA&CP	~~QuarriesLd.~~ QuarriesPty.Ld. CellDB80'116t	154·3 Q49'B18'F22' FK FPT35tAPT6t	30·1 31·5	12·0	SydneyNSW British 4BHptCem ptAsp	T.3Cy.14½",25"&40"-27" (s) 180lb 100NHP 1SB,3cf,GS63,HS2176 Plenty&Son,Ld.Newbury	14 ″ 2 s ″ 11½ 13 ″ 4½	
21503 582 LCRG	**Bomma** (exIngeborgBakkevig) Now "Bratli," see No. 37426 in Supplement 1Dk	805 582 461					1920	Xiansands Mek.Værks. Xiansand	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	186·0 Q57tH46tB76tF28t	31·2	12·0	Oslo Norwegian WB	T.3Cy.14",23½"&38"-27" 75NHP XiansandsM.V.Xiansand		N
21504 152003 VJGC	**Bonalbo** Wireless Ref.Mchy. 1Dk	960 616 450					1925	Lithgow's Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,Mgr.)	205·0 Q127'F33'	34·6	12·0	SydneyNSW British WB	T.3Cy.17",28½"&47"-30" 121NHP D.Rowan&Sons,Glasgow		C
✻ 21505 141037 MJVX	**Bonawe** 3Mst ssIrv.No.3-12,31 ssIrv.No.1-36 Mchy.Aft Well deck 1Dk(Stl)	357 247 139	✠100A1 3,37 BS5,37 ✠LMC4,36	Irv	f	CL 3,37	1919 12mo Lloyd	Scott& Sons Bowling 'sA&CP	J.&A.Gardner& Co.Ld.	141·6 147·5 (O.L.) BK7' Q81'B8'F24' FPT	23·8 25·1	10·1	Glasgow British 3BHCem 31tAPT12t	C.2Cy.16"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	
21506 1283 LJEL	**Bonde** 1Dk Mchy.Aft CruiserStern	1570 1283 889					1936	Porsgrund Mek.Værks. Porsgrunn	D/SA/SHenriksen &Kierulf (D.Henriksen& H.Kierulf,Mgrs.)	246·6 P66'F29'	37·9	18·2	Oslo Norwegian WB	C.2Cy.13¾"&27$\frac{9}{16}$"-27$\frac{9}{16}$"& LP Turbine with DR gearing & hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
21507	**Bonden** (exEnigheden) Well deck	695 495 368					1891	Burmeister &Wain Copenhagen	Rederi,A/B Bonden (ArthurEkbom, Mgr.)	186·4 Q62'B51'F27'H22t	30·1	11·7	Mariehmn Finnish	C.2Cy.25"&44"-27" 84NHP Burmeister&Wain,Cpn.		V
✻ 21508 129741 MDCS	**Bondicar** ssShl.2ndNo.3-3,37 ~~ssShl.No.3-2,24~~ Wireless ~~ssShl.No.2-32~~ 1Dk(Stl) Cargo battens not fitted	1441 1079 804	✠100A1 ~~3,37~~ ~~1,36~~ 12,37 ✠LMC1,36 BS3,37	Shl	o	CL 1,36	1910 3mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	Broomhill Steamships,Ld. WB=CellDB	240·3 Q123'B10'F22' FK a65'uE&B34'f103'	36·5	14·4	Newcastle British 4BHCem 384tFPT36t APT97t	T.3Cy.18½",30"&50"-36" (s) 180lb 182NHP 2SB,4cf,GS82,HS3060 Richardsons,Westgarth& Co.Ld.Sld.	16 ″ 6 s 5 ″ 3½ 15 ″ 1	
✻ 21509 143672 GCTS	**Bonheur** ssLiv.No.1-37 ssN.Yk.No.3-10,32 2Dks(Stl)	5327 4811 3170	✠100A1 ~~3,37~~ ~~4,36~~ 4,38 ~~BS5,36~~ 9,37 ✠LMC ~~10,32~~ MS3,37 Fitted for oil fuel 10,20 F.P. above 150° F.	Liv NYk	y	CL N4,36	1920 10mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	Lamport&Holt Line,Ld. CellDB335' 1051t DTa26'587t	400·4 P40'B128'F47' FK FPT111t	52·4	28·4	Liverpool British 6BHCem APT215t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 3SB,9cf,HS7668 590NHP FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
21510 149685 GNSK	**Boniface** ssLiv.No.2-36 D.F. 2Dks(Stl)&Shelter dk(Stl)	4928 4453 3077	✠100A1 withfreeboard 6,37 ~~9,36~~ ✠LMC9,36 BS10,37	Liv		CL ~~7,34~~ 6,37	1928 7mo Lloyd	Hawthorn Leslie&Co.Ld Newcastle 'sA&CP	BoothS.S.Co.Ld. CellDB350'990t DTa32'712t	407·8 F28' FK FPT86tAPT32t	53·8	26·0	Liverpool British 8BHptCem (Coll to Sh dk 6 „2nd„ 1 „3rd„)	T.3Cy.25½",43½"&73"-51" & L.P. Turbine with DR gearing & hydraulic coupling 215lb (s) 668NHP 3SB(Spt),9cf,GS195, FD HS8859 Hwthrn,Leslie&CoLd.Nwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5½	
21511 LDNR	**Bonita** (exSkule) OilEng. 1Dk	3220 2784 1884					1930	A/S Aalbrg Msk.ogSkibs. Aalborg	C.H.Sörensen& Sönner	325·6 P60tH328t	50·1	20·7	Arendal Norwegian WB	Oil Engines 4S.C.SA 6Cy.21⅝"-59$\frac{1}{16}$" 266NHP Akt.Burmeistr&Wain,Cpn		N
21512 LCEY	**Bonn** Wireless 1Dk	1265 938 487					1928	Akers Mek. Værks. Oslo	A/SJelölinjen (FredOlsen&Co. Mgrs.)	240·5 P59tH160tF6t	37·2	15·2	Oslo Norwegian WB	T.3Cy.22",35"&60"-42" 234NHP AkersMek.Værks.Oslo		N
21513 LDMF	**Bonneville** OilEng. D.F. 1Dk&Shelter dk	4665 4261 2794					1929	Odense Staalskibsv. Odense	SkibsA/S Stiklestad(A.F.Klaveness &Co.A/S,Mgrs.)	386·3 P75tH310tF12t	54·2	25·7	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP Akt.Burmeistr&Wain,Cpn		N
Broken up 21514 ~~[illegible]~~ ~~[illegible]~~	**Bonnie Brook** 2Dks&Web frames Sub.Sig. Fitted for oil fuel	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman,Pa	~~UnitedStates MaritimeCommission~~ Douglas& Ramsey	400·7 P36'B124'F44' FK	54·2	30·2	~~Philidlphia~~ ~~Utd.States~~ British WB	2 Steam Turbines DR geared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.EastPittsburg	32 ″ 10	R †
21515 130555	**Bonnington** Ⓟ SternPad Mchy.Aft	1700 — 955					1911	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	202·5	39·1	7·5	Vancouver British	H.C.2Cy.16"&34"-96" 99RHP PolsonIronWorks,Tto.		
✻ 21516 161319 GCVT	**Bonnington Court** OilEng ssShl.No.1-33 1Dk(Stl)&Shelter dk(Stl) D.F.	4909 4597 3012	✠100A1 withfreeboard 5,37 ~~2,37~~ ✠LMC DBS~~[illegible]~~ 1,38	Shl Gal CS ~~1,33~~ 1,38 ~~[illegible]~~3,37	a†	CL ~~1,35~~ 4,37	1929 11mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld.Mgrs.) CellDB345' 1367tMT25'996t	405·5 419·3(O.L.) F40' FK FPT150tAPT117t	55·5	25·8	London British 7BHptCem (Coll to Sh dk 6 „2nd„)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	28 ″ 3 s 3 ″ 4½ 25 ″ 1½	
21517 PKEF	**Bontekoe** Fitted for oil fuel D.F. 3Dks	5033 — 3044					1922	J&KSmits Schps. Kinderdijk	Koninkl.Paketv. Maats.	383·4	49·4	26·8	Batavia Dutch WB	T.3Cy.28½",47"&77"-54" 433NHP Werkspoor,Ams.		V
✻ 21518 2021 IBFN	**Bonzo** TwinSc OilEng. ssNap.No.3-5,35 Mchy.Aft 2Dks D.F. Longitudinal framing at bottom & at decks	8177 7648 4917	100A1 ~~3,37~~ ~~1,37~~ 3,38 ~~DBS1,37~~ LMC5,35 Carrying Petroleum in bulk DBS3,38	Gen		CL 3,36	1931 Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sCP	A.Zanchi CellDBuE73' 208tDTf32'531t	483·8 467·3 P117'B30'F56' FK FPT194tAPT128t	60·2	34·6	Genoa Italian 16BH (11 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{1}{16}$" 1000NHP 2DB180lb SocAn."Fiat"S.G.M.Turin	34 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Dock Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 21519 YTBS	**Bor** (*ex*Izrada–35,*ex*Poldennis, *ex*Izrada) *ss*Spt.2ndNo.3–7,34 1*Dk*(*Stl*)	3518 3265 2210	100A1 2,38 ~~12,36~~ BS~~6,36~~8,37 LMC8,34	Tri Rot	*x*	CL 4,35	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa&uE* 129'*f*163'854*t FPT* 99*tAPT*20*t*	360·2|50·3|21·5 P26'B232'F33' FK	Susak Yugoslav 6*BHCem*	T.3Cy.26",42"&68"–42" (*s*) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 1¼ 21 ″ 0¾	
21520 LDBO	**Bör** 1*Dk*	927 675 552					1918	Jarlsö Verft Tönsberg	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	200·4|31·9|12·7 Q63'B54'F20'	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"–30" 106NHP TrondhjemsMekVærksted		N
21521 DOFL	**Borbeck** (*ex*Berwindmoor) *ss*Kel.No.3–3,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed Topside tanks* Sub.Sig. *Cargo battens not fitted* D.F.	6002 5767 3100	✠100A1 *Shelter dk* *withfreeboard* 3,37 ✠LMC MS3,37 BS~~11,36~~ 11,37	Kel	*a*†	CL N3,37	1923 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	Fried.KruppA.G. (NVFried.Krupp's Reed.enTransportbedrijf,*Mgrs.*) *Intermediate BHinforehold dispensed with Coll BHtoShdk* 5 ,, ,, *U* ,, *Cell DB* 35 6'1290*tTopside Tanks* 275'1235*t FPT*550*tAPT*100*t*	419·0|56·3|27·6 FK	Bremen German *ptCem ptAsp* 6*BHonly*	T.3Cy.27½",45½"&76"–54" 180lb *100lb* (*s*) 636NHP 3SB,12*cf*,GS220,HS9768 FD Wrkman,Clark&Co.Ld.Bel	30 ″ 6 s 4 ″ 0⅝ 26 ″ 7¾	
21522 145167 GFMR	**Borde** *ss*Sld.No.3–4,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2014 1548 1099	✠100A1 4,37 ~~7,36~~ BS~~7,36~~ ✠LMC4,34 4,37	Shl Sld	*r*	CL ~~6,35~~ 4,37	1921 3mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Stephenson Clarke &Associated Companies,Ld. *CellDB*225'506*tMT*10'252*t FPT* 149*tAPT*77*t*	270·4|38·2|18·5 280·3(O.L.) Q163'F28' FK	London British 4*BHCem*	T.3Cy.19½",33"&54"–39" (*s*) 180lb 214NHP 2SB,6*pf*,GS93,HS3524 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 6 ″ 6¾ 18 ″ 10¼	
21523 TSKR	**Bordeaux** TwinSc 1*Dk*	774 650 262					1912	Atel.&Ch. delaLoire St.Nazaire	Chemins deFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	206·7|27·9|15·9 B48'F31'	Dieppe French	T6Cy14",$22\frac{27}{32}$"&$37\frac{13}{16}$"–$29\frac{15}{16}$" 156NHP Atel.&Ch.delaLoire,Nts.		V
21524 27895 JSYA	**Bordeaux Maru** *ss*Kob.No.3–5,35 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6567 6157 4104	✠100A1 *Awng dk* *withfreeboard* 9,37 ~~10,36~~ ✠LMC~~10,36~~ 9,37 *Fitted for oil fuel*12,23 *F.P. above* 150° F.	Kob	*z*	OG ~~10,36~~ ~~4,37~~ 9,37	1923 12mo *Lloyd*	Kawasaki ZosenshoK.K Kobe '*sA&CP*	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'767*t*	405·0|53·0|37·0 F33'*onAwngdk* FK *Collision BHtoA dk* *FPT*104*tAPT*36*t*	Kobe Japanese *ptCem* 5 ,, ,,*U* ,,	3 Steam TurbinesDR geared to 1 Sc. Shaft (*s*) 200lb HS7800 746NHP 3SB(Spt),9*cf*,GS190, FD KawasakiDkydCoLdKobe	37 ″ 0 s 8 ″ 10½ 28 ″ 5	
* 21525 143127 MJPC	**Border Firth** (*ex*Challacombe, K *ex*WarTamar) *ss*Abn.No.3–8,30 *Mchy.Aft* *ss*Abn.No.1–35 1*Dk*(*Stl*)	469 343 250	✠100A1 10,37 ~~9,36~~ BS~~9,36~~ ✠LMC6,35 10,37	Abn Shl	*g*	CL 9,36	1919 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BorderShipping Co.Ld.(G.T.Gillie &Blair,Ld.*Mgrs.*)	157·2|26·1|11·0 Q57'F25' FK *CellDBf*39'	London British 3*BHCem* 53*tFPT*61*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 70RHP 1SB,2*pf*,GS33,HS1175 ShieldsEng.&D.D.Co.Ld.	12 ″ 0 s ″ 10½ 11 ″ 3	
21526 204900 KJDP	**Border King** (*ex*SanJacinto) Wood *Fitted for oil fuel* 1*Dk*	938 — 549					1908	Matthews' S.B.Co. Hoquiam	BorderLine TransportationCo.	163·7|36·9|21·4	Seattle Utd.States	C.2Cy.14"&32"–24" 42NHP UnionIronWorks,S.Fo.		
21527 141710 CYGV	**Border Prince** Ⓟ (*ex*Chilkoot–34) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	710 515 394					1919	Wallace Shipyards,Ld NorthVancouver,B.C.	BorderLineNav. Co.Ld.(Dodwell& Co.Ld.*Mgrs.*)	172·6|30·2|12·9 P&B69'F19'	Vancouver British *WB*	T.3Cy.15½",26"&44"–26" 96RHP IronFoundry,Providence, RhodeIsland		C
21528 135430 GPQR	**Borderland** *ss*Lth.No.3–3,26 D.F. *ss*Liv.No.2–34 2*Dks*(*Stl*) *Now* "Stanland," *see No.* 40138 *in Supplement*	1753 1570 863	✠100A1 7,37 ~~5,36~~ BS~~5,36~~ ✠LMC5,34 8,37	Liv Gls	*g*	CL 5,36	1912 12mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *WB=Cell DBa*58'*uE*22'*f*116'257*tFPT* 48*tAPT*25*t*	260·1|36·0|22·2 271·0(O.L.) B73'F33' FK&BK1½"	Liverpool British 4*BHCem*	T.3Cy.19½",34"&55"–42" (*r*) 180lb HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 8 21 ″ 1	
21529 DCSF	**Bordsee** (*ex*Fehmarn) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3|34·3|15·0 Q&B66'F23'	Brmrhavn German *WB*	T3Cy13",20½"&$33\frac{1}{16}$"–$22\frac{13}{16}$" J.Frerichs&Co. 52NHP AG.Osterholz-Scharmbeck		G
21530 LCGS	**Bordvik** (*ex*Dageid,*ex*Hufterö) 1*Dk*	1623 1183 935					1920	Bergens Mek.Værks. Bergen	SkibsA/S Lundegaard(Lundegaard &Sönner,*Mgrs.*)	244·5|37·7|15·7 P46*t*Q125*t*B157*t* H83*t*	Farsund Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergensMekVærksBergen		N
* 21531 5167 SDLG	**Bore** *ss*Skm.2ndNo.3–3,35 *Well deck* 1*Dk*(*Stl*)	*1216* *999* *700*	✠100A1 7,37 ~~4,35~~ BS~~3,36~~ ✠LMC3,35 4,37	Skm Osc	*o*	CL 1,35	1910 10mo *Lloyd*	Campbeltn S.B.Co. C'mpbeltown '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB=CellDBa*59'*uE&B*33'*f*98' 355*tAPT*85*t*	229·4|35·8|15·6 236·3(O.L.) Q83'B50'F28' FK	Stockholm Swedish 4*BHCem*	T.3Cy.18",27½"&45"–33" (*s*) 180lb 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s 1 ″ 3¼ 16 ″ 6	
21532 1005 OHAM	**Bore I.** Ⓟ (*ex*Hebe,*ex*BoreI, *ex*Bore) *ss*Abo.3rdNo.3–11,33 1*Dk*(*Stl*)&*ptAwng dk* Wireless *ss*Abo.No.1–37	772 335 294	✠100A1 *ptAwng dk* ~~5,37~~~~10,36~~10,37 LMC MS~~11,33~~ BS~~5,36~~ 10,37 5,37	Abo	*i*	OG 5,36	1898 1mo	Helsingörs Jernsk&Msk. Elsinore A&CP	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *DB uE&B*51' 21*t FPT* 50*tAPT*18*t*	180·7|29·6|13·1 188·5(O.L.) F16' BK7½"	Åbo Finnish 5*BHCem*	T.3Cy.18½",28"&47"–27" (*s*) 180lb 180NHP NB10*refitted*21 2SB,6*rf*,GS92,HS3548 HelsingörsJernsk&Mskb.	13 ″ 11 s ″ 5½ 11 ″ 1	
21533 OFAQ	**Bore III.** (*ex*Skuld–37) 1*Dk*	1153 — 621					1915	Trndhjms Mek.Værks. Trondheim	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	226·3|36·5|15·7 P12'B52'H50*t*F25'	Åbo Finnish *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrndhjemsM.V.Trndheim		N
21534	**Bore IV.** (*ex*Skotland, *ex*Strandholm,*ex*LolyJensen,*ex*Olaf) D.F. 1*Dk*	1654 1442 1015					1907	Akt.Burmeistr&Wain Copenhagen	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	269·7|39·2|17·7 H81*t*F33*t*	Åbo Finnish *WB*	T.3Cy.18",29"&50"–33" 144NHP Akt.Burmeistr&Wain,Cpn	20 ″ 4	N
21535 150 OHDC	**Bore V.** Ⓟ (*ex*Ægir) Wireless 1*Dk*&*Awng dk*	777 745 465					1896	Nylands Værkstd. Oslo	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	174·0|28·0|14·5	Åbo Finnish *WB*	C.2Cy.17½"&36"–27" NB26 56NHP NylandsMek.Vrkstd.Oslo		V
* 21536 950 OHGP	**Bore VI.** (*ex*Bjarke,*ex*Arkö, *ex*Ellwiron) *ss*Abo.No.3–4,32 *ss*Abo.No.1–36 Wireless 1*Dk*(*Stl*)	1466 — 832	✠100A1 8,37 ~~9,36~~ ✠LMC BS~~6,36~~6,37 MS9,36	Abo	*p*	OG 5,36	1919 5mo	Kockums M.V.Aktieb. Malmö	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *Cell DB* 196' 396*t FPT* 44*tAPT*59*t*	235·0|37·7|16·1 P17'B63'F25' FK	Åbo Finnish 4*BHCem*	T.3Cy.18⅛",28¾"&$48\frac{13}{16}$"–31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 7	
21537 990 OHAK	**Bore VIII.** (*ex*FrankSutton, *ex*Huanchaco) *ss*Kel.2ndNo.3–7,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Lower dk*(*Stl*)*inNo*1*hold* *ss*Abo.No.1–37	4528 4130 2708	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~8,36~~ 8,37 ~~BS10,36~~ ✠LMC7,~~33~~	Hfs Abo	*y*	CL ~~7,35~~ 8,37	1907 8mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *CellDBa*102' *uE&B*63' *f* 167'925*t FPT* 69*tAPT*52*t*	390·6|50·2|25·7 406·3(O.L.) FK&BK2"	Åbo Finnish 7*BHCem*	T.3Cy.21⅛",42"&70"–51" (*s*) 190lb 463NHP 3SB,12*cf*,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s 3 ″ 4 25 ″ 6	
21538 1052 OHBZ	**Bore IX.** (*ex*Queensbury,*ex*Yonne, *ex*Strathan) D.F. 2*Dks*	4512 4101 2651					1910	A M'Millan &Son,Ld. Dumbarton	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	377·0|52·2|25·5 P36'B100'F39'	Åbo Finnish *WB*	T.3Cy.25",41"&68"–48" 320NHP D.Rowan&Co.Glasgow		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade
21539 LIUQ	**Boreas** (*ex*CanadianSquatter–34) 2*Dks*	2801 2520 1674					1920	British American S.B.Co. Welland,Ont.	DampskskA/S Transport(ValdemarSkoglandA/S, *Mgrs.*)	320·3|43·9|22·6 P28′B96′F31′	Haugesnd Norwegian *WB*	T.3Cy.21½″,38″&63″–42″ 257NHP JohnInglisCo.Ld.Toronto		N
21540 6515 SDTN	**Boren** *ss*Got.No.3–12,33 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl–pt* ws)	*4528* *4039* *2704*	✠100A1 *Shelter dk withfreeboard* 6,37~~1,37~~ BS10,37 ~~BS1,37~~, ✠LMC12,33 *Fitted for oil fuel 6,21 F.P. above 150° F.*	Shl Lkr	*y*	OG 4,36	1921 7mo *Lloyd*'*sA&CP*	Akt.Lindholmen-Motala Gothenburg	RederiA/B Transatlantic (G.Carlsson, *Mgr.*) *CellD*	377·8|54·2|24·4 393·6(O.L.) F38′*on Shelter dk* FK *Collision* B269′1145*tAPT*86*t*	Gothenbrg Swedish *ptCem BHtoShdk* 5 „ „ *U* „	T.3Cy.27″,44″&72½″–48″ (*s*) 185lb 450NHP 3SB(Spt),9*cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s2 ″ 11½ 24 ″ 2½	
21541 LCEZ	**Borgå** TwinSc3Mst *OilEng.* 3*Dks*	4821 3259 2969					1923	Akers Mek.Værks. Oslo	A/S Borgå(Petter Olsen,*Mgr.*)(Den NorskeSyd-AmerikaLinje)	362·4|51·4|22·5 H199*t* 31·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23 9/16″–35⅝″ 625NHP AkersMek.Værks.Oslo		N
21542 4330 SDLK	**Borga** (*ex*Cyrene,*ex*SailingVessel) 1*Dk*	*430* *351* *292*					1904	Lödöse Varf Lödöse	A.B.Carlsson& C.A.Carlsson(A.B. Carlsson,*Mgr.*)	138·7|25·9|12·8 Q14′H36*t*F15*t*	Gothenbrg Swedish *WB*	C.2Cy.12″&28″–18″ E&B *fitted*07 28NHP LödöseVarf,Lödöse		V
21543 LDYA	**Borgestad** TwinSc D.F. *OilEng.* 1*Dk*	3924 3488 2336					1924	Burmeister &Wain Copenhagen	A/S Borgestad	351·3|51·4|24·2 P103*t*H236*t*F9*t*	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16″–35 7/16″ 449NHP A/SBurmeister&Wain,Cpn		N
21544 LCPZ	**Borgfred** (*ex*Winroth–34,*ex*Rönnes, *ex*Krosfond) 1*Dk*	2183 1956 1292					1920	Swan,Hunter&Wigham Richardson, LdSunderlnd	SkibsA/SBorgholm (G.Gabrielsen, *Mgr.*)	285·3|41·5|20·2 P64*t*H111*t*	Farsund Norwegian *WB*	T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
21545 384 ESDE	**Borghild** (*ex*Svedania,*ex*Hogstad, *ex*Gro) *Mchy.Aft* 1*Dk*	959 630 490					1898	Akers Mek.Værks. Oslo	E.Kriisk&others	199·3|30·1|12·8 P216*t*F24*t*	Tallinn Estonian *WB*	T.3Cy.15″,22″&37″–27″ 71NHP AkersMek.Værks.Oslo		G
21546 LCFC	**Borgholm** Wireless D.F. 1*Dk*	1561 1349 899					1922	Akers Mek.Værks. Oslo	A/SBorgå (PetterOlsen *Mgr.*)	255·8|39·7|17·0 P41*t*H84*t*F27*t*	Oslo Norwegian	T.3Cy.19″,31″&53″–36″ 168NHP AkersMek.Værks.Oslo		N
21547 OXLV	**—** Ⓟ (*ex*Bornholm) Wireless 1*Dk*&*pt Awng dk* *Now "Ostersoen," see No. 39561 in Supplement*	410 241 173					1899	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. paaBornholm af 1866(Thorkild Lund,*Mgr.*)	156·4|26·8|10·4	Allinge Danish *WB*	T.3Cy.15″,25″&40″–24″ 78NHP Burmeister&Wain,Cpn.		V
21548 LCRL	**Borgila** 4Mst 1*Dk*	1434 1268 854					1910	Fredrkstad Mek.Værks Fredrikstad	A/S Borgå (PetterOlsen, *Mgr.*)	243·0|38·4|17·1 P47*t*H54*t*	Oslo Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
21549 LDWA	**Borgland** TwinSc3Mst *OilEng.* *ss*Osl.No.3–3,31 *ss*Osl.No.1–36 2*Dks*(*Stl*)	3636 3302 2211	✠100A1 ~~4,37 1,36~~ 4,38 DBS~~4,36~~ 4,38 ~~4,37~~ ✠LMC4,36	Osl Cpn	*x*	CL ~~4,36~~ 4,38	1918 5mo *Lloyd*'*sA&CP*	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) *Ce*	362·0|51·5|31·0 P32′B&F309′ FK *llDB*314′1021*tFPT*	Oslo Norwegian 6*BHptCem* 93*tAPT*40*t*	Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 528NHP DB*80lb* AkersMek.Værks.Oslo	34 ″ 0	
21550 LDIJ	**Borgny** *OilEng.* *ss*Bla.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinalframing–bracketlesssystem*	3015 2161 1686	✠100A1 4,36 ✠LMC CS8,33 8,35 DBS~~8,36~~9,37 *CarryingPetroleum in bulk*	Ist	*t*	CL ~~5,35~~ N4,38	1929 3mo *Lloyd*'*sA&CP*	A/SAalb'rg Skibsbyggeri Aalborg	A/S Borgå (PetterOlsen, *Mgr.*) *CellDBuE*47′5	305·4|50·2|18·8 P67′B38′F31′ *Trunk in wells* FK 0*tDTf*29′210*tFPT*	Oslo Norwegian 12*BHptCem* 154*tAPT*22*t*	Oil Engines 4S.C.SA 6Cy.19¾″–59¼″ 222NHP DB*185lb* Akt.Burmeistr&Wain,Cpn	19 ″ 0	
21551 LDID	**Borgsten** Wireless 1*Dk*	1569 1355 914					1922	Akers Mek.Værks. Oslo	A/S Borgå (PetterOlsen, *Mgr.*)	255·9|39·7|17·7 P44*t*H91*t*F9*t*	Oslo Norwegian *WB*	T 3Cy.19″,31″&53″–36″ 168NHP AkersMek.Værks.Oslo		N
21552 LCRM	**Borgund** (*ex*Tangbrand, *ex*Jerseydene,*ex*Suzanne&Madeleine, *ex*Barbeau) *Ref.Mchy.* 1*Dk*	303 244 132					1917	Forg.&Ch. de la Médit LaSeyne	StatensKjöleanlegg&Fryseri	132·6|24·0|10·9 Q7*t*H24*t*F24*t*	Aalesund Norwegian *WB*	C.2Cy.18″&36″–23½″ Forges&Ch.de la Medit.LaSeyne 52NHP		V
21553 263 HSAB	Broken up **Boribat** *ss*Bgk.2ndNo.3–1,27 *Well deck* *ss*Bgk.No.2–35 1*Dk*(*Stl–pt* teak s)	563 337 352	✠~~90A1~~ 11,36 ✠LMC10,36 *Fitted for oil fuel 3,02 F.P. above 150°F.*	Sng	*g*	CL 9,34	1902 3mo *Lloyd*'*sA&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen	~~SiamSteamNav. Co.Ld.~~ *WB=Cell*	166·0|26·5|10·7 P116′F25′ FK *DBuE*12′ 18*t FPT*	Bangkok Siamese 4*BHCem* 28*tAPT*15*t*	T3Cy.13″,20½″&33½″–21″(*s*) 170lb *100lb* NDB20 66NHP 1SB,2*cf*,GS39,HS1171 Kjbnhavns.Flydk.&Skbsv.	11 ″ 3 s ″ 3 11 ″ 2	
21554 OYBE	**Boringia** Ⓟ TwinSc D.F. *OilEng.* *Ref.Mchy.* *ss*Cpn.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teak s) 3*rd dk*(*Stl*)*in frwd.holds*	5821 4648 3606	✠100A1 *withfreeboard* ~~6,37~~6,26 2,38 ✠LMC CS4,34 10,36 DBS~~6,36~~6,37	Cpn	*b*†	CL 5,36	1930 4mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen	A/S.DetOstasiatiskeKompagni *CellDB*372′1326*t* *way of tunnels* 10	425·5|57·1|25·3 B92′ FK *tanks in* (0*tFPT*95*tAPT*99*t*	Copnhagn Danish 7*BHptCem* *Coll toShdk* 6 „2*nd* „)	Oil Engines 4S.C.SA 14Cy.24 11/16″–51 3/16″ 827NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 4¾ 24 ″ 8½	
21555 230447 KGWQ	**Borinquen** Ⓟ *Fitted for oil fuel* D.F. GyC. *Ref.Mchy.* 3*Dks*	7114 — 4249					1931	Bethlehem S.B.Corp.Ld. Quincy,Mass.	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	413·7|59·8|23·2 B249′F77′	NewYork Utd.States *WB*	2 Steam Turbines SR Geared to 1 Sc. Shaft BethlehemS.B.Corp.		R
21556 834 SVHI	**Boris** (*ex*Menapier–33,*ex*War Heather) *ss*Ant.No.3–9,30 *ss*Rot.No.1–35 1*Dk*(*Stl*)	*5166* *4737* *3071*	✠100A1 ~~6,37 8,36~~ 1,38 BS~~1,37~~ 1,38 ✠LMC11,34	Pir ~~Dar~~ Cff	*y*	CL ~~9,35~~ N1,38	1917 12mo *Lloyd*'*sA&CP*	D&WHendersn&Co.Ld Glasgow	Soc.Commerciale et d'Arménent S.A. *M*	400·5|52·3|28·5 P49′B113′F39′ FK *iddle line Bulkhead*	Piræus Greek 7*BH pt Cem* *not oil-tight* *Cell DB*345′	T.3Cy.27″,44″&73½″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D&W.Hendersn&CoLdGls 1132*tFPT*114*tAPT*177*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 8½	
21557 DOFJ	**Borkum** (*ex*Ingram–36,*ex*Antares) Sub.Sig. D.F. 2*Dks*	3670 3279 2208					1922	Nordseewerke Emden	Norddeutscher Lloyd	369·7|50·8|21·8 F41′	Bremen German *WB*	T.3Cy.24″,38⅝″&63″–43⅜″ Frd.Wilhelms Hütte,Mülheim 261NHP		G
21558 21145 JCLB	**Borneo Maru** 2*Dks*&*Awng dk*	5864 5586 4264			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen K.K.	385·0|51·0|36·0 FK	Osaka Japanese *WB*	T.3Cy.26″,43½″&72″–48″ 440NHP KawasakiDkydCoLdKobe	36 ″ 0	C †
21559 OYOE	**Bornholm** *OilEng.* *ss*Els.No.2–37 ~~*ss*Ham.No.1–35~~ D.F. 1*Dk*(*Stl*)	3177 2730 1927	✠100A1 ~~10,37 2,37~~ 4,38 ✠LMC CS10,36 DBS~~4,36~~10,37	Cpn Bal 3,38 ~~4,36~~ 1,36	*v̄*	CL ~~3,35~~ 10,37	1930 6mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen	A/SDetDansk-FranskeDampskibsselskab(A.N. Petersen,*Mgr.*) *CellD*	326·2|50·1|20·8 340·8(O.L.) P25′B155′F27′ *Trunk in wells* FK *B*277′ 824*t MT*156*t*	Copnhagn Danish 5*BH pt Cem* *APT*110*t*	Oil Engines 4S.C.SA 6Cy.21⅝″–59 3/16″ 267NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	23 ″ 0 s 2 ″ 7½ 20 ″ 6½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
21560 OXZE	**Bornholm** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1350 647 804					1930	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. paaBornholm af 1866(Thorkil Lund, *Mgr.*)	235·3 *FonAwng dk*32'	37·9	11·4	Rönne Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn		V
21561	**Bornite** (*ex*CanadianRover) *Fitted for oil fuel* 2*Dks* *Now "Tung Sheng," see No. 40383 in Supplement*	*2422* *2051* *1464*					1920	TheCollingwood S.B.Co.Ld. Collingwood		251·0 P24'B64'F23' *WB*	43·6	23·6	Japanese	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		
21562 132268 GRCW	**Borodino** Ⓟ (*CruiserStern*) *Ref.Mchy.* D.F. 2*Dks*	2004 1650 1091					1911	Earle'sCo.Ld. Hull	Ellerman'sWilson Line,Ld.	318·0	42·2	17·2	Hull British *WB*	T.3Cy.22",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		C
21563 142019 MKGJ	**Borthwick** 1*Dk*	1097 896 458					1920	J.Cran&SomervilleLd Leith	G.Gibson&Co.Ld.	235·2 P28'B67'F31'	34·0	15·3	Leith British *WB*	T.3Cy.18½",31"&50"-33" 144NHP J.Cran&Somerville,Ld.Lth		C
21564 DGWC	**Borussia** TwinSc 1*Dk*	948 745 528					1912	Nüscke&Co.A.G. Stettin	Rhein-London LinieG.m.b.H.	219·8 Q63'B53'F23'	33·5	13·1	Cologne German *WB*	T.6Cy.11⅘",$18\frac{9}{10}$"&$30\frac{7}{10}$"-$18\frac{7}{10}$" 82NHP Atlas-WerkeA.G.Bremen		G
21565 565 IKWM	**Borzoli** (*ex*Astero,*ex*Nettuno, *ex*Leipzig) Iron 1*Dk*&*Spar dk*3*trB*	1167 — 714					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	224·7 F12'	30·2	19·7	Genoa Italian *WB*	C.2Cy.$26\frac{3}{10}$"&49⅗"-31½" 114NHP A.G."Vulcan,"Stettin		I
21566 YTAJ	**Bosanka** *ss*Tri.2ndNo.3-8,32 *Spar dk*(*Stl*)2*trB*&*deepframing* *ss*Spt.No.1-37	3456 3291 2244	✠100A1 *Spar dk* *withfreeboard* 11,37 ~~12,35~~ ~~BS11,36~~ ✠LMC~~3,31~~	Tri Spt BS11,37 11,36	*v*	CL 11,36	1905 3mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA*&*CP*	Dubrovacka Plovidba A.D. *WB*=*CellDB*	341·2 P30'B94'F30' FK *a*110'*uE*22'*f*154'77	46·8	15·9 24·7	Dubrvnik Yugoslav 6*BHCem* 6*tAPT*61*t*	T.3Cy.24",40"&65"-45"(*s*) 160lb 300NHP NDB07 *refitted*27 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	27″4 s4″10 22″8	
21567 PDFN	**Boschdijk** *ss*Rot.No.3-8,31 *ss*Rot.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6872 6398 4240	✠100A1 *Shelter dk* *withfreeboard* ~~4,68~~ ~~1,36~~ ✠LMC MS4,36 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Rot BS~~11,36~~11,37	*z*	CL N4,36	1922 10mo *Lloyd*	N.V.Werf deNoord Alblasserdam '*sA*&*CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325' *MT*671*tDTa*577*tF*	400·2 P35'F50' *on Shelter dk* FK 1028*t* *Collisio* *PT*139*tAPT*149*t*	54·3	36·6	Rottrdam Dutch *ptCem* *nBHtoShdk* 5 ,, ,, *U* ,,	3SteamTurbinesDRgeared to1Sc.Shaft (*s*) 215lb 648NHP 3SB(Spt),9*cf*,GS185, HS8481 FD Harland&Wolff,Ld.Bel.	39″0 s9″0¾ 30″2	
21568 PDFP	**Boschfontein** Ⓟ (*ex*Nieuwkerk-34) *OilEng.* *ss*Ham.No.2-37 ~~*ss*Ams.No.1-32~~ D.F. E.S.D. 1*Dk*(*Stl*)*Shelter dk*(*Stl*)& *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern*	7139 5048 4292	✠100A1 *withfreeboard* 1,38 ~~7,36~~ ✠LMC CS12,37 ✠NE11,34 12,37 ✠Lloyd'sRMC~~14,37~~ 5,38	Ams PNl DBS12,37	*b*†	OG ~~N11,34~~ 11,37	1928 10mo *Lloyd*	N.V.Mch.&Scheepswrf.vanP.Smit,Jr Rotterdam '*sA*&*CP*	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. "HollandAfrika" LijnN.V.*Mgrs.*) *Cel*	453·7 472·4(O.L.) P33'B134'F67' FK len34 *lDB*372'1099*tFPT*	59·5	27·2	TheHague Dutch 8*BHCem* (2 *to Sh dk* 6 ,, 2*nd* ,,) 115*tAPT*62*t*	2Oil Engines 2S.C.SA 20Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$"withS.R. gearing & hydraulic coupling 2DB *225lb* 1705NHP NDB(WT)34-*225lb* KonMaats"DeSchelde," Flushing	31″0 s4″6 26″7½	
21569 ~~133516~~ ~~GQFD~~	**Boscombe Chine** (*ex*Nailsea Brook-35,*ex*Cymric Queen,*ex*Apsleyhall, *ex*Newfield) *ss*Shl.No.3-6,25 *ss*Shl.No.1-30 1*Dk*(*Stl*) D.F. *Now "Helios," see No. 33459 in Supplement*	3847 3593 2421	✠ — 8,34 ✠	Shl	*w*		1912 10mo	Irvine'sSB&D.D.Co.Ld. WHartlepool	~~ChineShippingCo. Ld.~~ *CellD*	350·0 P31'B101'F34' FK *Ba*113'*uE*27'*f*157'	51·1	23·9	German 6*BHCem* 822*tFPT*85*t*	T.3Cy.25",40"&67"-45" 341NHP 2SB,6*cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl. *APT*117*t*	26″3	C †
21570 YTQA	**Bosiljka** (*ex*Falco-35,*ex*Bia, *ex*Augusta, *ex*Polycarp) *ss*Got.3rdNo.3-9,33 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deepframing* *ss*Ssk.No.1-37	3009 2842 1810	✠100A1 *Spar dk* 10,37 ~~1,37~~ ~~MS9,33~~	Rot Pla ✠LMC10,36 BS~~10,36~~ 10,37	*u*	CL ~~6,34~~ 10,37	1896 3mo	Barclay,Curle&Co.Ld Glasgow A&CP	Parobrodarsko Drustvo,S.O.I. "Alcesu" *Cell*	322·0 FK *DBa*&*uE*125'*f*138'	42·3	16·9 25·6	Orebic Yugoslav 5*BHCem* 598*tAPT*40*t*	T.3Cy.23½",39½"&64"-42"(*s*) 160lb NDB11 277NHP 2SB(Spt)6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28″0 s5″7¼ 22″7¼	
21571 PDFS	**Boskoop** Ⓟ *ss*Ham.No.2-35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5560 4634 3359	✠100A1 *withfreeboard* ~~2,37~~11,37 BS~~7,36~~ 7,37 *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Ham Ams ✠LMC6,35	*a*†	CL 11,36	1927 7mo *Lloyd*	N.V.C.van derGiessen&Zonen'sSchps Krimpen *sA*&*CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*	400·6 417·3(O.L.) FK (*Coll*&*A* 323'1175*t* *FPT*106*t*	58·3	~~26·4~~ 26·3	Amstrdam Dutch 7*BHCem* *P to Sh dk* 5 ,, 2*nd* ,,) *APT*66*t*	C.4Cy.(2)29"&(2)47¼"-47¼" 200lb (*r*) 522NHP 3SB(Spt)9*cf*,GS165,HS8220 FD RottrdamDryDockCo.Rot.	30″0 s3″7 26″7	
21572 YTJK	**Bosna** Ⓟ (*ex*Bosnia) *ss*Spt.3rdNo.3-7,34 1*Dk*(*Stl*-ws)	542 347 263	A1 *For service in the Adriatic* 10,37 ~~8,35~~ ~~BS10,35~~	Spt BS10,37 LMC7,34	*h*	CL ~~6,34~~ 10,37	1899 *Lloyd*	Lloyd Austriaco Trieste '*sA*&*CP*	JadranskaPlovidba a.d. *CellDBa*45'	162·8 P49'B39'F45' FK	24·9	11·6	Split Yugoslav 5*BHCem* *uE*23'63*t*	T.3Cy.13⅞",22¼"&36"-24"(*s*) 170lb 94NHP 2SB,4*cf*,GS80,HS1470 FD LloydAustriaco,Trieste	12″5 s″9½ 11″9½	
21573 160388 GNSD	**Bosnia** *ss*Liv.No.2-35 2*Dks*(*Stl*)	2402 2085 1209	✠100A1 7,37 ~~8,36~~ BS~~8,36~~ 6.37	Liv ✠LMC8,35	*t*	CL ~~9,34~~ 7,37	1928 3mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA*&*CP*	CunardS.S.Co.Ld. *CellDBa*&*uE*94'	292·3 B129'F28' FK *f*139'526*t* *FPT*43*t*	45·0	20·3	Liverpool British 5*BHptCem* *APT*23*t*	T.3Cy 24",40"&66"-45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22″6 s3″0¼ 19″8	
21574 LIXM	**Bosphorus** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	2111 1647 1151					1934	A/SAkers Mek.Værks. Oslo	D/S A/S Spanskelinjen(FredOlsen &Co.andOleR. Thoresen,*Mgrs.*)	323·6 P98*t*H320*t*F46*t*	44·2	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 404NHP A/SAkersMek.Værks.Oslo		N
21575 223749 WECB	**Boston** Ⓟ TwinSc *CruiserStern* *Fitted for oil fuel* D.F. 6*Dks*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	Eastern Steamship Lines,Inc.	385·3 *WB*	72·5	20·9	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to2Sc.Shafts Bath Iron Works,Bath,Me.		R
21576 134724 GDSB	**Boston City** *ss*Brs.No.3-8,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in fore hold* *ss*Brs.No.1-38	2870 2632 1707	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~1,37~~ MS2,38 *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Brs 11,37 BS~~11,36~~ ✠LMC ~~B11,36~~	*u*	CL ~~10,34~~ 1,38	1920 8mo *Lloyd*	C.Hill&Sons,Ld. Bristol '*sA*&*CP*	BristolCityLine of Steamships,Ld. (C.Hill&Sons, *Mgrs.*) *CellDB*268'601*t*	316·1 FK *Collision* *FPT*88*tAPT*89*t*	43·8	23·6	Bristol British *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.$24\frac{7}{16}$",39"&66"-45" 180lb *100lb* (*s*) 357NHP 2SB,6*cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	26″0 2″1½ 24″1¼	
21577 26358 JMCD	**Boston Maru** *ss*Kob.No.1-37 *ss*Nag.No.3-3,32 2*Dks*(*Stl*)	5477 4988 3407	✠100A1 6,37 ~~4,35~~ ✠LMC~~4,36~~	Nag Kob 6,37	*z*	CL ~~4,35~~ 5,37	1919 10mo	Asano S.B.Co. Tsurumi A&CP	IshiharaSangyo KaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'942*t*	53·2	29·4	Fuchu Japanese 6*BHCem* *APT*27*t*	T.3Cy.26¾",43½"&72"-48" 200lb (*s*) 513NHP 3SB,9*cf*,GS175,HS7376 FD Ishikawajima,Tokio	32″0 s6″8 25″8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total / Sous le Pont / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pcs.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
21578 223680 KLEL	**Boston Socony** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *New middlebody electrically welded1935*	1199 — 753					1924	NewYork S.B.Corp Camden,N.J. Rebuilt1935	Socony-Vacuum OilCo.Inc.	252·0	40·0	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.13"–18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
❋ 21579 164171	**Boston Trader** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	381 268 176	✠100A1 3,37 ✠LMC11,36	Goo	*e*	OG	1936 11mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	Gt.Yarmouth ShippingCo.Ld.	143·5 P41'F15' FK *FPT*52*t*	26·2	8·9	Yarmouth British 3*BHCem* *APT*23*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{32}$"–16$\frac{7}{16}$" 101NHP BritishAuxiliaries,Ld.Gls.	10 ″ 0 s ″ 11½ 9 ″ 2	
❋ 21580 143043 GNSX	**Bosworth** (*ex*WarPeridot) *ss*Shl.No.3–8,31 *ss*Cff.No.1–36 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl*) *Cargo battens not fitted in 'tween decks*	6672 6398 4140	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~12,36~~ 3,38 BS~~12,36~~ ✠LMC12,34 2,38	Shl ~~Pld~~ Cff	*a*†	CL ~~12,34~~ N3,38	1919 3mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	H.M.Thomson *CellDB*366'1362*t*D	412·5 F *on Shelter dk* 36' FK *Ta*26'997*t* *FPT*154*t*	55·5	34·4	London British *ptCem* 6*BHtoShdk* 2 " " *U* " *APT*224*t*	T.3Cy.27",45"&75"–54" (*s*) 180lb 619NHP 3SB,12*cf*,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
21581 PKOC	**Both** 2*Dks*	2601 2034 1519					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·4 P26'B83'F19'	46·6	19·3	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35½"– 35½" 122NHP Gebr.Stork&Co.Hengelo		V
❋ 21582 OXFC	**Bothal** *ss*Els.No.3–5,33 D.F. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Well deck*	2109 1665 1223	✠100A1 5,37 ~~5,36~~ BS~~11,36~~ ✠LMC5,33 5,37	Els	*r*	CL 4,36	1920 4mo *Lloyd*	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow '*sA&CP*	DetDanske Kulkompagni *Cell* *Deck tank*	275·4 Q165'F30' FK 227'692*t* *Decktanka* *f*16'36*t* *FPT*162*t* A	41·1	18·1	Copnhagn Danish 4*BHCem* 16'36*t* *PT*32*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb *100lb* 213NHP 2SB,6*cf*,GS105,HS3600 FergusonBros.(Port Glasgow),Ld.	20 ″ 6 s 6 ″ 1¾ 18 ″ 11½	
❋ 21583 160475 GSLJ	**Bothnia** *ss*Liv.No.2–35 2*Dks*(*Stl*)	2402 2085 1209	✠100A1 12,37~~3,37~~ ~~DBS6,36~~ ✠LMC5,35 DBS6,37 MBS10,37	Liv	*t*	CL ~~8,37~~ 12,37	1928 5mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	CunardS.S.Co.Ld.	292·3 B129'F28' FK *CellDBa&uE* 94'*f*139'526*t* *FPT*	45·0	20·3	Liverpool British 5*BHptCem* 43*t* *APT*23*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,FS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0¾ 19 ″ 8	
21584 6061 SDLU	— (*ex*Freja) 1*Dk*	*1343* *1144* *711*					1918	Limhamns Skeppsv.A.B. Limhamn	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	239·0 P19'B60'F30'	37·6	18·2	Gothenbrg Swedish *WB*	T.3Cy.17¼",29½"&48"–31½" 130NHP LimhamnsSkeppsv.A.B.		V
21585 DHCY	**Botilla Russ** Wireless Sub.Sig. 1*Dk*	996 798 583					1922	Atlas WerkeA.G. Bremen	ErnstRuss	224·0 P15'Q79'B61'F27'	33·3	13·7	Hamburg German *WB*	T3Cy.18$\frac{1}{16}$",29½"&48½"–29½" 129NHP AtlasWerkeA.G.Bremen		G
21586 LCRN	**Botne** 1*Dk*	991 861 570					1922	Hölens Verks. Larvik	D/S A/SHenriksen &Kierulf (D.Henriksen&H. Kierulf)	214·2 H59*t*P39*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15⅞",25"&42"–30" 97NHP MossVærft.A/S.Moss		N
21587 153733	**Bou Regreg** *ss*Cdz.No.3–11,34 *Mchy.Aft* 1*Dk*	382 296 182	100A1 3,37 BS3,37 LMC12,34 *For Service at Suez* *CarryingPetroleum in bulk* *Fitted for oil fuel24 F. P. above 150° F.*	Gib	*f*	CL 12,36	1924	Philip& Son,Ld. Dartmouth	TexasShipping Company(China) Ld.	140·0 *Trunk*65' FK *FPT*18*t*	30·1	8·3	Gibraltar British 7*BHptCem* *APT*28*t*	C.2Cy.13½"&28"–20" 150lb 32RHP 1SB,2*cf*,HS1081 Philip&Son,Ld.Dartmouth	9 ″ 6 ~~s 1 ″ 3½~~ ~~8 ″ 4½~~	
21588 TTUI	**Boudjmel** (*ex*Zeus) 2*Dks*	1527 1257 943					1901	Rijkee& Co. Rotterdam	L.Bérengier& Giannoni	250·7 Q78'B60'F32'	34·6	18·5	Marseilles French *WB*	T.3Cy.19",32"&51"–36" NB20 156NHP Maats.Fyenoord,Rot.		V
21589 UPAG	**Boug** (*ex*AgnesDuncan–35) *ss*Cff.No.3–1,25 *Mchy.Aft* *ss*Cff.No.2–34 1*Dk*(*Stl*) ~~(DAMAGED BY STRANDING 1,35—~~ ~~NOW IN PORT)~~	2496 2175 1407	✠ 4,31 ✠	Cff			1912 7mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R. 2*Int* *main*	306·0 P71'F38' FK *ermediateBHds in* *hold dispensed with* *CellD*	43·2	20·1	Leningrad Russian *Cem* 3*BHonly* *BuE&B52f*	T.3Cy22",36$\frac{9}{16}$"&59"–39"(*s*) 263NHP 2SB,6*cf*,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk. 185'715*t* *FPT*305*t* *APT*74*t*	22 ″ 7	
21590 FNLR	**Bougainville** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch. de laMédit. Havre	ChargeursRéunis	414·0 B148'	53·8	34·8	Havre French *WB*	T.3Cy.28",46"&76"–52" 416NHP Forg.&Ch.delaMédit.Hav.		V
21591 UOBD	**Boukharin** *Now* "Alexander Pushkin," *see No.* 37164 *in Supplement* Sub.Sig. 1*Dk*(*Stl*)	2332 [illegible] 1296	✠ 8,33 ✠	Len	*s*		1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R. *C*	284·8 P18'B75'F32' FK *ellDB*228'554*t* *FPT*	43·1	20·5	Archangel Russian 4*BHptCem* 51*t* *APT*85*t*	T.3Cy.17$\frac{11}{16}$",29⅜"&48$\frac{7}{16}$"– 35$\frac{7}{16}$" 193NHP 2SB,4*cf*,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
❋ 21592 160758 GSQD	**Boulderpool** *ss*Shl.No.2–36 D.F. 1*Dk*(*Stl*)	4805 4552 2992	✠100A1 ~~3,37~~11,37 ✠LMC BS~~3,36~~7,37 MS3,37	Npt	*z*	CL 11,36	1928 10mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*	405·0 417·3(O.L.) P30'B229'F41' FK 352'1398*t* *FPT*168*t*	53·5	26·4	W.Hartlpl British 6*BHCem* *APT*159*t*	T.3Cy.25½",43"&71"–48" (*s*) 180lb FD 508NHP 3SB(Spt)9*cf*,GS169,HS7688 Smith'sDockCo.Ld.Mdb.	29 ″ 5 s 4 ″ 9 24 ″ 11½	
21593 FNQB	**Bourbonnais** (*ex*Baytigern, *ex*SaintKentigern, *ex*Port deBoulogne) 2*Dks*	4484 — 2836					1914	Greenock& Grangem'th DckydCo.Ld. Greenock	NouvelleCie. HavraisePénin- sulaire deNav.	375·8 P36'B99'F43'	52·6	25·6	Marseilles French *WB*	T.3Cy.25",41"&68"–48" 320NHP Rankin&Blackmore,Grk.		V
21594 LZDA	**Bourgas** (*ex*Carniolia) 1*Dk*&*Spar dk*	2941 2283 1674			...		1900	Lloyd Austriaco Trieste	Soc.Commerciale Bulgare deNav.à Vap.	315·3 P36'B86'F64' FK	40·8	21·5	Varna Bulgarian *WB*	T.3Cy.23½,39"&65½"–45" 356NHP LloydAustriaco,Trieste	24 ″ 3	V †
21595 FNNG	**Bourges** D.F. 1*Dk*	2910 2538 1774			...		1919	ForthS.B. &E.Co.Ld. Alloa	Cie.DelmasViel- jeux	324·4 P28'B85'F33' FK	44·3	23·1	La Rochlle French *WB*	T.3Cy.20½",33"&54"–39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
21596 124501	**Bournemouth Queen** Ⓟ PadSp 1*Dk*&*Promenadedk*	353 241 139					1908	AilsaS.B. Co.Ld. Troon	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	200·1 Q10'	24·1	8·0	S'thamptn British	C.D.2Cy.23"&48"–51" 94RHP Hutson&Sons,Ld.Glasgow		RT till 2.38
21597 161439 MPVS	**Bovey Tracey** *ss*Goo.No.1–35 Wireless 1*Dk*(*Stl*)	1212 921 613	✠100A1 6,37 ~~9,36~~ BS~~9,36~~ ✠LMC1,35 11,37	Bly Shl	*n*	CL ~~5,35~~ 6,37	1930 6mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	T.&C.Wilton&Co. Ld. *CellDBa&*	222·0 232·9(O.L.) P20'B49'F23' FK *uE*75'*f*93'276*t* *FPT*	35·2	14·6	London British 4*BHCem* 34*t* *APT*66*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 158NHP 2SB,4*cf*,GS73,HS2792 N.E.MarineEng.CoLd.Sld.	16 ″ 7 s 1 ″ 10½ 14 ″ 10½	

1 No. in Book. Official No. Code Letters	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21598 129523 MDKN	**Bowling** (*ex*Clydemhor) 3Mst *ss*Gmh.2ndNo.3-7,32 *Mchy.Aft* 1*Dk*(*Stl*) *ss*Gmh.No.1-37	793 558 344	✠100A1 6,37 ~~7,36~~ ~~BS7,36~~ ✠LMC~~7,32~~ 6,37	Gmh	*k*	CL 7,35	1910 10mo	J Fullerton &Co. Paisley *Lloyd's A&CP*	G.Gibson&Co.Ld.	199·0|30·1|11·2 204·8(O.L.) Q121'F36' FK *WB*=*CellDBf*106'	Glasgow British 3*BHCem* 185*tFPT*79*t*	T.3Cy.17″,27½″&45″-33″ (*s*) 170lb 150NHP 2SB,4*pf*,GS78,HS2696 Ross&Duncan,Glasgow	13 ″ 7 s 4 ″ 7 13 ″ 1¾	
21599 144931 GDWN	**Box Hill** (*ex*Glentworth-34) *ss*Nwc.No.3-11,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5677 5310 3501	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~6,36~~ ✠LMC11,34 ✠NE11,34 ~~BS11,36~~ 11,37 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Shl Ams	*b*†	CL 6,36	1920 11mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP* *CellDBa*	SurreyS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) 150' *uE*29'*f*221'1319*t*	450·0|55·0|26·4 FK *DTa*38'1445*t FPT*	London British *Cem* *Collision BH to S dk* 6 ,, ,, *U* ,, 133*tAPT*70*t*	T.3Cy.24½″,40½″&68″-48″ 200lb (*s*) 548NHP 3SB(Spt),12*cf*,GS214, HS8655 FD Hwthrn,Leslie&CoLdNwc	29 ″ 1 s 3 ″ 9½ 25 ″ 6¾	
21600 140355	**Boxol** *ss*Mlt.No.3-10,29 *ss*Mlt.No.2-37 ~~*ss*Mlt.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1115 861 747	✠100A1 ~~8,36~~11,37 ~~BS9,36~~ ✠LMC~~8,33~~ 12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,17 *F.P. above* 150° F.	Mlt	*n*	CL ~~8,34~~ 11,37	1917 9mo	Barclay, Curle&CoLd Glasgow *Lloyd's A&CP*	TheAdmiralty *Middle line Bulkhead not oil tight* *CellDBuE&B*45'63*tDTf*30'245*tFPT*35*tAPT*30*t*	210·0|34·7|15·6 220·0(O.L.) P62'F57' FK	London British 12*BHptCem*	T.3Cy.15½″,25½″&41½″-27″ 180lb (*s*) 87RHP 2SB,4*cf*,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
* 21601 LCFD	**Braa** (*ex*Tosca,*ex*Evanger,*ex*Loiret) *ss*Osl.No.1-38 *ss*Osl.2ndNo.3-3,33 1*Dk*(*Stl*) & *deep framing* *Cargo battens not fitted*	2214 2030 1323	✠100A1 3,38 ~~2,37~~ ~~BS6,36~~ ✠LMC3,~~33~~ 8,37 MS2,37	Mdb Osl	*s*	2,37	1908 10mo	Forg.&Ch. de laMédit Havre A&CP	A/S Braa (Nilssen&Sönner) *CellDBa*98'*uE*18'*f*120'616*tFPT*	291·0|44·0|19·0 P23'B74'F35' FK	Oslo Norwegian 6*BHCem* 62*tAPT*32*t*	T.3Cy.20⅞″,33$\frac{1}{16}$″&52″-35$\frac{7}{16}$″ 170lb (*s*) 190NHP 2SB,6*cf*,GS108,HS3234 Forg.&Ch.de laMédit.Hav.	21 ″ 4 s 2 ″ 11 18 ″ 6½	
21602 LCFF	**Brabant** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. 2*Dks*	2335 1650 1345					1926	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	270·5|41·2|20·3 P48'Q92'F49'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝″-35$\frac{7}{16}$″ 446NHP AkersMek.Værks.Oslo		N
* 21603 7361 SGHN	— *ss*Skm.No.1-37 (*ex*Inneröy, *ss*Skm.3rdNo.3-6,33 *ex*Volendam,*ex*Narva,*ex*Alpha) 1*Dk*(*Stl*)&*deep framing*&*ptAwng dk*(*Irn*)	*2036* *1376* *1223*	✠100A1 *ptAwng dk* *withfreeboard* 4,38 ~~3,35~~ ~~MS4,34~~ ✠LMC4,38 ~~BS4,36~~ ~~5,37~~	Skm	*r*	~~3,35~~ 5,37	1897 9mo	W.Gray& Co.Ld. WHartlepool A&CP	Rederiaktieb. Brabant(Svante Svensson,*Mgr.*)	270·0|39·2|15·9 P17'Q86' FK *ptAwngdk*1 67'	Stockholm Swedish 4*BHCem* *CellD Ba&u*	T.3Cy.19″,30½″&51″-36″ (*s*) 160lb 156NHP 2SB,4*rf*,GS54,HS2330 Cen.Mar.Eng.Wrks.WHpl *E*106'*f*112'478*tAPT*69*t*	18 ″ 2 s 7 ″ 5¾ 17 ″ 10	
21604 PDGA	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	345 266 203					1927	Gebr.Pot Bolnes	N.V.Motorschip Brabant(T.den Hartigh,*Mgr.*)	147·9|25·2|8·7 P40'F20'	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″-17¾″ 47NHP Motorenfabrik“Deutz” A.G.Köln-Deutz		V
21605 161617 GFQS	**Bradburn** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4736 4425 2872					1930	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·4|54·2|25·6 F41'	Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″-48″ 258NHP Cen.Mar.EWrks.Ld WHpl		C
21606 217769 KJDU	**Braddock** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6629 5895 4122				...	1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK	Newrk,NJ Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
21607 148832 GJZY	**Braddovey** D.F. 1*Dk* Now “Krom,” see No. 33911 in Supplement	3359 3080 2045					1927	Napier& Miller,Ld. Glasgow	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	340·2|48·7|23·2 P35'B104'F34'	Bideford British *WB*	T.3Cy.21½″,37″&62″-39″ 240NHP D.Rowan&Co.Ld.Glasgow		C
21608 161622 GYWP	**Bradford City** *OilEng.* 1*Dk*&*Shelter dk* ~~2*Dks*~~ *CruiserStern*	4953 4642 2999					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith LineLd.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	426·5|56·2|25·3 F42'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″-91$\frac{5}{16}$″ 687NHP W.Doxford&Sons,Ld.Sld.		C
21609 148834 GFJN	**Bradfyne** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* ~~2*Dks*~~	4740 4421 2872					1928	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·2|54·2|25·6 F41'	Bideford British *WB*	T.3Cy.25″,42″&70″-48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
21610 161616 GPVQ	**Bradglen** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4741 4428 2874					1930	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	400·4|54·2|25·6 F41'	Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″-48″ 258NHP Cen.Mar.EWrks.LdWHpl		C
21611	**Braganza** Wood *Mchy.Aft* 1*Dk*	305 260 143					1917	E.Lindstöl Lindstöl	U.S.S.R.	118·5|28·6|13·7 Q16*t*H29*t*	Archangel Russian	C.2Cy.13⅖″&26⅘″-18$\frac{1}{10}$″ 31NHP KaldnæsM.V.Tönsberg		
21612 8146 SJZN	**Brage** Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1238* 925 *639*	✠100A1 *withfreeboard* 4,38 ~~4,37~~ ✠LMC4,37	Lkr Skm	*q*	OG	1937 4mo	Öresunds-varvetA/B Landskrona *Lloyd's A&CP*	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellDB*220'395*tFPT*11*tAPT*45*t*	266·6|37·8|13·1 273·0(O.L.) FK	Stockholm Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	T.3Cy.18½″,29$\frac{15}{16}$″&48$\frac{7}{16}$″-33½″ 200lb (*s*) 182NHP 2SB,(Spt),4*cf*,GS60, HS2510 FD ÖresundsvarvtA/B,Lkr.	16 ″ 4 s 0 ″ 2 16 ″ 3¼	
21613 5192 SDJA	— 3Mst (*ex*Tanke) *Mchy.Aft* 1*Dk*	774 *501* 359					1903	Chant.Nav Anversois Hoboken	RederiA/BStella (EjnarSjökvist, *Mgr.*)	188·3|30·1|11·3 P67'Q87 B13'H35*t* F26'	Gothenbrg Swedish *WB*	T.3Cy.15″,25″&40″-27″ 83NHP N.E.MarineEngCo Ld.Nwc		V
21614	**Brageland** D.F. *Ref.Mchy.* *CruiserStern* For full particulars see No. 37394 in Supplement	2700 2100 1375	100A1 *withfreeboard* (*Class Contemplated*)				1937	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,*Mgr.*)	353·2|50·1|19·4	Gothenbrg Swedish	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″-47¼″ EriksbergM.V.Aktieb.Got	22 ″ 3 s ″ 10¾ 21 ″ 6	
* 21615 6340 SGIN	**Braheholm** *ss*Got.No.3-8,25 D.F. *ss*Got.No.2-34 2*Dks*(*Stl*)	5676 *5106* *3367*	✠100A1 5,37 ~~5,36~~ BS1,37 ✠LMC ~~BS1,36~~ MS3,34 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Skm Dnz	*z*	CL 10,34	1920 4mo	J.Cough-lan&Sons,Ld. Vancouver, B.C. A&CP *Intermediate*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *BH in forehold & Intermediate 'tween dk BH in after hold dispensed with* *CellDB*363'1239*t*	410·5|54·1|27·5 P44'B115'F47' FK *FPT*124*tAPT*87*t*	Gothenbrg Swedish *ptCem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.27″,44″&73″-48″ (*s*) & exhaust turbine driving steam compressor 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
⁎ 21616 LIWU	**Brajara** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	8116 7462 4894	✠100A1 ~~9,36~~ ~~3,38~~ DBS4,38 4,38 ✠LMC12,34 *CarryingPetr*	Sba ~~Ykr~~ *oleum*	c† *in*	CL ~~1,36~~ 2,38 *bulk*	1934 12mo *Lloyd*	Götaver-kenA/B Gothenburg 'sA&CP	RederiA/S Freikoll (Ludv.G.Braathen *Mgr.*) *CellDBuE*75'20	455·5|59·2|35·9 P101'F59' FK 9t*DTf*22'375t*FPT*	Oslo Norwegian 10*BHptCem* 95t*APT*152t	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 6 s 8 ″ 1 27 ″ 8¼	
21617 LDGT	**Bra-Kar** TwinSc *OilEng.* 2*Dks*	3778 3348 2275					1928	Akers Mek.Værks Oslo	A/SGangerRolf, Fred.Olsen&Co. (DenNorskeSyd Amerikalinje)	365·5|51·8|21·9 P193t F33t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP AkersMek.Værks.Oslo		N
21618 DORB	**Brake** (*ex*Zent-36) *ss*Brs.No.3-8,32 *ss*Bhn.No.1-36 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* Sub.Sig. E.S.D. (*Stl*-ws)	5347 4653 3225	✠100A1 *Shelter dk* *withfreeboard* 11,36 ✠LMC11,36 ~~BS2,36~~ ~~[illegible]~~ DS3,38	Bhn	z	CL 11,36	1920 10mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead 'sA&CP	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*) *CellD*	396·6|51·1|30·3 400·3 P42'B154'F41'on *Shelter dk* FK B343'874t*APT*21t	Bremen German *Asp* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy.27½",46½"&78"–54" 205lb (*s*) 750NHP 4SB,*16cf*,GS277,HS11600FD CammellLaird&Co.LdBkn	32 ″ 11 s 6 ″ 5 26 ″ 11¾	
21619 DHCZ	— (*ex*Munin,*ex*Fritzöe,*ex*Atlas) *ss*Got.No.1-13 *Mchy.Aft* 1*Dk*(*Stl*)	617 508 336	✠ 12,19 ✠	Osl	j		1909 4mo	Thorskogs Mek.Verks. Lödöse	Reed.JohannesIck G.m.b.H. (Arthur Sommer, *Mgr.*) *CellDB*	177·8|29·6|12·4 P58'H17tF21' FK *f*115' 151t *FPT*22t	Hamburg German 3*BHCem* *APT*23t	C.2Cy.16"&30"–22" 46NHP 1SB,*2cf*,GS23,HS870 ThorskogsM.V.Lödöse	14 ″ 4	G †
⁎ 21620 LJFW	**Bralanta** *OilEng.* 1*Dk*,2nd*dk clear of cargo tanks* *Mchy.Aft* *Part electrically welded including butts of shell, upper dk & longitudinal bulkhead plating* *Longitudinal framing* *CruiserStern* *Rudder electrically welded*	9608 8885 5759	✠100A1 ~~2,37~~ 4,38 ✠LMC9,36 *CarryingPetr*	Ant SFo *oleum*	e† *in*	CL ~~2,37~~ 11,37 *bulk*	1936 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sA&CP	A/S Bralanta (L.G.Braathen, *Mgr.*) *CellDBuE*70'187t*D*	506·1|63·1|36·4 P97'B41'F59' FK *Tf*34'517t *FPT*168t	Oslo Norwegian 11*BHptCem* *APT*370t	Oil Engines 2S.C.DA 7Cy.23⅝"–43 5/16" 1358NHP 2DB*170lb* 1DB(WT)~~170lb~~ KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 4 28 ″ 4½	
⁎ 21621 140287 GVDN	**Brambleleaf** TwinSc *ss*Mlt.No.3-3,30 D.F. *ss*Mlt.No.2-38 ~~*ss*Mlt.No.1-33~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5917 5275 2498	✠100A1 2,38 ~~1,37~~ ~~BS1,36~~ ✠LMC2,38 *CarryingPetr* *Fitted for oil*	Mlt ~~BS2,37~~ *oleum* *fuel* 4,	a† *in* 17	CL 2,38 *bulk* *F.P. a*	1917 4mo *Lloyd* *bove* 1	Russell& Co. Pt.Glasgow 'sA&CP 50° F.	TheAdmiralty *CellDB*	405·4|54·5|32·6 425·2(O.L.) P36'B33'F90' FK *uE&B*87'383t *DTf*	London British 20*BHptCem* (2*to*2*nd dk*) 48'196t *DTa*	T.6Cy.26",42½"&70"–45" (*s*) 200lb 1124NHP 6SB,*18cf*,HS17730 FD D.Rowan&Co.Gls. 20'62t*FPT*70t*APT*90t	35 ″ 2 s 6 ″ 9½ 28 ″ 7½	
⁎ 21622 147308 MNFJ	**Bramden** (*ex*FullertonRose-37) *ss*Bly.No.3-12,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1594 1243 943	✠100A1 1,38 ~~12,36~~ BS1,38 ✠LMC12,36	Bly Hpl	p	CL N12,36	1925 4mo *Lloyd*	J Fullerton &Co. Paisley 'sA&CP	Angel,Son&Co. Ld. *CellDB*	250·3|37·1|16·4 Q140'B15'F23' FK *f*169' 410t *FPT*93t	Liverpool British 4*BHCem* *APT*62t	T.3Cy.19",31"&50"–36" (*s*) 180lb 226NHP 2SB,*6cf*,GS135,HS4366 Ross&Duncan,Govan	18 ″ 6 s 5 ″ 4½ 17 ″ 3	
⁎ 21623 145645 GFDS	**Bramhill** (*ex*Gwentland-36) *ss*Cff.No.3-9,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1821 1408 1090	✠100A1 3,38 ~~9,36~~ ✠LMC9,36 BS4,38	Cff Ant	q	CL ~~9,36~~ 3,38	1923 7mo *Lloyd*	R.Thomp-son&Sons,Ld. Sunderland 'sA&CP	Angel,Son&Co. Ld. *CellDBa* 78'183t*uE*20'62t	264·0|39·0|16·9 Q102'B57'F24' FK *f*108' 273t *FPT*60t	Newport, Mon. British 4*BHCem* *APT*111t	T.3Cy.20",33"&54"–39" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19 ″ 5 s 1 ″ 9½ 17 ″ 10	
21624 LCTE	**Bramora** (*ex*Markland-36) TwinSc *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern* *Carrying Petroleum in bulk*	6361 5523 3769					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/SBramora (Ludv.G. Braathen)	408·3|55·3|32·0 P367tH389tF81t	Olso Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
21625 LCFG	**Brand** TwinSc *OilEng.* D.F. 2*Dks*	4819 4315 2829					1927	A/B Göta-verken Gothenburg	A/S Borgestad	380·5|54·7|25·7 P146tH298tF28t	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜ 543NHP A/B Götaverken,Got.		N
21626 LCFH	**Brandanger** TwinSc *OilEng.* 2*Dks*	4624 4201 2765					1926	Akt.Bur-meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6|53·8|25·9 P103tH259tF22t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39 5/16" 542NHP Akt.Burmeistr&Wain,Cpn		N
21627 129385 MDGJ	**Brandenburg** *ss*Lth.2ndNo.3-6,34 *Well deck* 1*Dk*(*Stl*)&*deepframing*	1473 1114 802	✠100A1 9,37 ~~8,36~~ ~~BS8,36~~ ✠LMC6,34 9,37	Lth	p	OG 8,36	1910 3mo *Lloyd*	Greenock& Gr'ngemouth Dockyard Co. Gr'ngemouth 'sA&CP	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*) *CellDBa*60'*u E*	234·6|36·0|16·4 246·7(O.L.) P21'Q118'F26' FK B *on Q dk* 56' &B34'*f*104' 358t*AP*	Leith British 4*BHCem* *T*82t '*Tween*	T.3Cy.18",27½"&45"–33"(*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& *dk tanks*14'35t Co.Ld.Mdb.	18 ″ 4 s 5 ″ 5 17 ″ 1	
21628 DAPQ	— Ⓟ (*ex*Sedina) *Ref.Mchy.* Wireless 1*Dk*	1112 738 642					1899	Act.Ges. "Neptun" Rostock	Rud.Christ.Gribel	226·8|31·4|15·0 P&B133'F26'	Stettin German *WB*	T.3Cy.20",32¼"&52"–33" 155NHP A.G."Neptun,"Rostock		G
⁎ 21629 140409 GDPF	**Brandon** (*ex*Bredon,*ex*Holbrook) *ss*Lth.No.3-2,30 *ss*Gls.No.1-34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) E.S.D. D.F. GyC. *Cargo battens not fitted*	6655 6382 4155	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~10,36~~ 2,38 ~~BS10,36~~ ✠LMC7,34 *Carrying oil*	Hul ~~Syd~~ Shl BS2,38 *fuel F.*	z ~~Bry~~ *P.*	CL ~~10,36~~ 6,37 *above* 1	1917 11mo *Lloyd* 50° F.	JLThomp-son&Sons,Ld. Sunderland 'sA&CP *in DB*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*) *Cell DB*366' 1360t *DTa*	412·3|55·5|34·4 FK 27' 1090t *FPT*101t	London British 7*BHCem* *APT*229t	T.3Cy.25",45"&76"–54" (*r*) 180lb 600NHP 4SB(2Spt),*12cf*,GS248, HS9932 FD(2aftBlrs) Blair&Co.Ld.Stockton	37 ″ 0 s 9 ″ 4½ 27 ″ 11	
21630 207301 KJDV	— (*Self-Unloader*) *Mchy.Aft* 2*Dks*	2432 — 1431					1910	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0|43·2|27·2	Wilmgton (Del.) Utd.States	Q.4Cy.17½",25½",37"&54"–36" 175NHP DetroitS.B.Co.Detroit		
21631 217210 WGUI	**Brandywine** *Fitted for oil fuel* E.S.D. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	4931 4449 3003			…		1919	Pusey& JonesCo. Gloucester City,N.J.	HillconeS.S.Co.Ld.	364·9|51·0|29·5 P94'B34'F31' FK	S.Frncisco Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	31 ″ 3	R †
⁎ 21632 SBTW	**Brännaren** *ss*Skm.No.1-37 *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Part electrically welded, including deck*	552 435 238	✠100A1 10,37 ~~3,37~~ DBS10,37 ✠LMC9,37 ~~✠LMC(M)11,36~~ *CarryingPetr*	Skm 4,37 *oleum*	h *in*	OG 1,37 *bulk*	1933 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sA&CP	SwedishGovern-ment(Kungl.Mar-införvaltningen) *Cell*	168·0|29·0|12·4 P54'F18' FK *DB in ER*35'17t*DT*	Stockholm Swedish 9*BHptCem* *f*67t*FPT*17t	Oil Engines 2S.C.SA 4Cy.13⅜"–22 3/16" 125NHP DB*100lb* Atlas-DieselA/B,Skm. *APT*23t	13 ″ 1 s 1 ″ 2½ 12 ″ 0½	
21633 LCFI	**Brant County** (*ex*Lennep) *Well deck* 2*Dks* D.F.	5001 4567 3054			…		1915	Akt.Ges. "Neptun" Rostock	DetBergenske Dampskibsselskab (County Line)	419·4|54·1|26·3 P83tH218tF117t FK	Bergen Norwegian *WB*	T.3Cy.29 1/16",48¾"&80 11/16"–55⅛" 684NHP A.G."Neptun,"Rostock	28 ″ 10	N †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when t'l shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 21634 LIYV	**Brasil** TwinSc *OilEng.* D.F. 1*Dk* *Mchy Aft* *CruiserStern*	8130 7352 4667	✠100A1 ~~6,37~~ 10,36 1,38 *Carrying Petroleum in bulk*	Cpn ~~NYk~~ Gal ✠LMC5,35	*c*†	CL SN1,38 P1,38	1935 5mo	Nakskov Skibs.A/S Nakskov Lloyd'sA&CP	TheTexasCo. (Norway)A/S(H.C. Mathiesen,*Mgr.*) *CellDBuE77'340tDTf31' 478t FPT 218tAPT78t*	461·0 P106'B34'F54' FK	59·7	34·5	Oslo Norwegian 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 624NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 9¾ 27 ″ 5½	
* 21635 8014 SDAN	— TwinSc *OilEng.* D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	5294 4171 2897	✠100A1 *withfreeboard* ~~8,37~~ 3,38 ✠Lloyd'sRMC~~2,37 4,33~~ 5,38 ~~3,38 10,37~~ No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Skm Lkr ✠LMC5,35	*a*†	OG P3,37	1935 5mo	Götaverken A/B Gothenburg Lloyd'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB307'1448tTanks in way of tunnels 309tFPT76tAPT52t*	420·7 440·0(O.L.) F80' FK	55·9	24·0	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 945NHP DB*85lb* GotaverkenA/B,Got.	28 ″ 0 s 2 ″ 10¾ 25 ″ 3¼	
21636 OXGB	**Brasilien** (*ex*Atlanterhavet) *Fitted for oil fuel* 1*Dk&Shelter dk*	5334 5080 4084					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede Dampskibsselskab	378·0	52·2	32·6	Copnhagn Danish *WB*	DRgearedSteamTurbines A/B LavalsÅngturbin,Skm.		V
21637 LCFJ	**Brask** (*ex*Bogen,*ex*Orangemead, *ex*Orangemoor) *Turret deck* 1*Dk2trB*	4079 3434 2561					1911	W.Doxford &Sons,Ld. Sunderland	A/S Brask(Nilssen &Sönner)	350·8 P80*t*H95*t*	51·1	24·0	Oslo Norwegian *WB*	T.3Cy.26",42"&68"–45" 310NHP W.Doxford&Sons.Ld.Sld.		N
21638	**Brastagi** TwinSc *For full particulars see No 37352 in Supplement* *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	7200	100A1 (*Class Contemplated*)				1937	N.V.Konink.Maats. "DeSchelde" Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	483·4 F48'	62·8	27·0	Rottrdam Dutch	Oil Engines 2S.C.SA 16Cy.25 9/16"–47¼" N.V.Konink.Maats. "DeSchelde"Flushing	32 ″ 8 s4 ″ 8¾ 28 ″ 1½	
* 21639 LJAC	**Brattdal** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* 3*rd dk in No.* 1 *hold* *Rudder electrically welded*	4968 4403 2995	✠100A1 *withfreeboard* ~~10,37 11,36~~ 2,38 *Carrying vegetable oil in deep tank*	Bel ~~Nag~~ ✠LMC8,35 DBS(W.T.)2,38	*z* Ham	CL	1935 8mo	Bremer Vulkan Vegesack Lloyd'sA&CP	A/S Rendal (Moltzau& Christensen,*Mgrs*) *CellDB366'1267t MT34' 1360tFPT66tAPT169t*	414·3 F23' FK	55·7	25·0	Oslo Norwegian 7*BH* (2 *to Sh dk* 5 „ *2nd* „)	Oil Engines 2S.C.DA 5Cy.23⅝"–43 5/16" 969NHP DB*100lb*DB(WT)*100lb* Bremer Vulkan,Vegesack	28 ″ 6 s 3 ″ 3 25 ″ 5	
21640 DOGO	**Braunfels** E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7847 7308 4852					1927	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P120'B143'F90'	60·5	31·9	Bremen German *WB*	Oil Engines 2S.C.SA 6Cy.27 9/16"–47¼" 794NHP A.G."Weser,"Bremen		G
21641 219062 KOGN	**Brave Coeur** *Fitted for oil fuel* Sub.Sig 2*Dks* *Longitudinal framing*	6458 5872 4710					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	402·6 P48'F42'	54·2	32·1	Seattle Utd.States *WB*	T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.		R
21642 LCFL	**Bravo I** (*ex*Barfond,*ex*Bravo) Wireless 1*Dk&Spar dk*	1584 1315 947					1908	Fredrkstad Mek.Værks. Fredrikstad	A/SBonheur(Fred. Olsen&Co.*Mgrs.*)	241·4 P49*t*B143*t*H23*t* F17*t*	36·1	20·7	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.	21 ″ 8	N
21643 LCRX	**Bravore** (*ex*Bellbrook,*ex*Polberg, *ex*Bergvik) 1*Dk*	1458 1175 855			...		1916	Kockums M.V.Aktieb. Malmö	A/S Vore (GunsteinStray& Sönn,*Mgrs.*)	235·0 P18'B63'F26' FK	37·7	16·3	Farsund Norwegian *WB*	T.3Cy.18⅛",28¾"&48 13/16"–31½" 156NHP KockumsM.V.Akt.Malmö	18 ″ 7	N †
21644 LOHB	**Brazil** (*ex*Rio-33,*ex*Brazil) TwinSc *OilEng.* 2*Dks*	2388 — 1385					1914	Akers. Mek.Værks. Oslo	Cia.Argentina de Nav.Mihanovich Ltda.	308·3 P61*t*H134*t*F14'	48·1	18·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.19 7/16"–26" 452NHP Akers.Mek.Værks.Oslo		N
21645 3467 KJDW	— (*ex*Glenbrae,*ex*Brazil) (*Self-Unloader*) *Mchy.Aft* 1*Dk2trB*	2166 2091 1655					1890 1926	UnionDry DockCo. Buffalo,N.Y.	IllinoisShip& DredgeCo.	276·0	40·0	21·3	Chicago Utd.States *WB*	T.3Cy.19½",32"&52"–45" 181NHP NB29*refitted*32 H.G.Trout,Buffalo		
* 21646 25457 JBZD	**Brazil Maru** *ss*Kob.No.3–4,34 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *ss*Kob.No.1–38	5860 5586 4260	✠100A1 *Awng dk* *withfreeboard* 3,38 ~~3,37~~	Kob ✠LMC~~3,37~~ 3,38	*y*	OG 3,37	1919 6mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OnoShojiGomei Kaisha (Taiyo KaiunK.K.*Mgrs.*) *CellDB334'1118tFPT126tAPT98t*	385·0 FK *Collision*	51·0	36·0	Fuchu Japanese *Cem* *BHtoAdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
21647 OYZH	**Brazilian Reefer** D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	1831 1438 999	—				1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·2	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 11/16"–35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		G
* 21648 TTWT	**Brazmor** (*ex*JollyNorman, *ex*Chelsham) *ss*Nwc.No.3–3,31 *Mchy.Aft* *ss*Nts.No.1–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	355 264 144	✠100A1 9,37 ~~8,36~~ BS~~8,36~~ 9,37	Hav ✠LMC5,35	*e*	CL ~~7,34~~ 9,37	1919 10mo	J.&D. Morris,Ld. PelawMain-on-Tyne Lloyd'sA&CP	Soc.Auxiliaire du Port de Caen	135·5 141·0(O.L.) FK Q44'B8'F18' *FPT*	23·6 24·6	10·0	Nantes French 3*BHCem* 35*tAPT*12*t*	C.2Cy.17"&34"–24" (*s*) 130lb 62NHP 1SB,2*pf*,GS34,HS1109 Shields.Eng.&DryDock Co.Ld.N.Shl.	11 ″ 0 s ″ 9¾ 10 ″ 4	
21649 136761 WHCB	**Brazos** (*ex*ElRio) *Fitted for oil fuel* 2*Dks&Awng dk*	4497 — 2793					1899	NwprtNws S.B.&D.D.Co. NwportNews	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	391·9	48·3	26·0 32·2	NewYork Utd.States	T.3Cy.32",52"&84"–54" NB20*fitted*30 518NHP NewportNewsSB&DD.Co.		R
21650 FNLS	**Brazza** Ⓟ (*ex*Camranh) TwinSc D.F. *OilEng.* *Ref.Mchy.* 3*Dks*	10387 8128 6206					1923	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	474·4 B193'F58' len36	59·1	29·1 37·0	Havre French *WB*	Oil Engines 2S.C.SA 16Cy.25 9/16"–46⅞" 1816NHP NE36 Cie.deConstr.Mecaniques Sulzer,St.Denis		V
21651 DHDA	**Brechsee** (*ex*KapitänKross, *ex*AnnixHölken,*ex*MarieBremer, *ex*Luise) 1*Dk*	688 539 394					1901	Nüscke& Co.A.G. Stettin	W.Schuchmann	189·6 Q65'B46'F23'	29·1	12·2	Brmrhavn German *WB*	T.3Cy.13¾",21⅝"&35¾"–23⅜" 61NHP "Kette"Ges,Uebigau		G
21652 PDGH	**Breda** Ⓟ *Fitted for oil fuel* D.F. 3*Dks* *CruiserStern*	6941 6563 ~~4049~~ 4387					1921	New Waterway S.B.Co. Schiedam	Koninkl.Nederl. Stoomb.Maats. N.V.	402·6 F32'	58·3	34·7	Amstrdam Dutch *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met-VickrsElecCoLd.Mch		V
21653 LDMA	— 3Mst Wireless 2*Dks*	1260 1185 760					1915	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	220·3	34·7	20·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N

1 Numéro l'Ordre. / Numéro Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
❋ 21654 PDGM	**Breedijk** ssRot.No.3–3,35 2Dks(Stl)&Shelter dk(Stl) D.F.	6861 6385 4229	✠100A1 Shelter dk withfreeboard ~~[illegible]~~4,38 BS2,33 ~~BS1,37~~ ✠LMC3,35 Fitted for oil	Rot fuel 3,	z 22	CL ~~N3,37~~ 4,38 F.P. a	1922 2mo Lloyd bove 1	NVBoele's Scheepsw. Bolnes 'sA&CP 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' 1028t MT67t	400·9 416·5(O.L.) F50' on Shelter dk FK 5 BH to DTa 577t FPT139t	54·3	36·6	Rotterdam Dutch Coll BH to Shelter dk U Dk pt Cem APT149t	3 Steam Turbines DR geared to1 Screw Shaft (s) 215lb FD 648NHP 3SB(Spt)9cf,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
21655 PDGR	**Breezand** OilEng. 1Dk Now "Rhein," see No. 39943 in Supplement	301 240 234					1930	N.VNoord Nederlndsch. Schpswerven Groningen	Tj.Tjakkes	157·6 Q33'	21·6	7·8	Groningen Dutch	Oil Engines 2S.C.SA 3Cy.9 7/16"–14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V		V
❋ 21656 132427 ZMBW	**Breeze** ssDdn.No.1–37 Wireless OilEng. Mchy.Aft Well deck 1Dk(Stl)	622 419 317	✠100A1 11,37~~8,37~~ DBS11,37 ~~✠LMC11,35~~ ✠LMC CS11,37 8,37	Ddn	j	CL ~~10,36~~ 11,37	1933 11mo Lloyd	Scott& Sons Bowling 'sA&CP	CanterburyStm. ShippingCo.Ld. CellD	175·1 Q99'B11'F30' FK B115'190t FPT44t	30·1 31·6	10·3	Lyttltn NZ British 3BHCem APT43t	Oil Engines 2S.C.SA 5Cy.13⅝"–22 7/16" 156NHP DB100lb BritishAuxiliaries,Ld.Gls.	12 ″ 6 s3 ″ 11 12 ″ 4½	
21657 LCRY	**Breidablik** 1Dk	1116 989 650					1910	Laxevaags Msk.&Jrnskb Bergen	A/SD/SBreidablik (A.Schjelderup)	229·0 P19'B61'F25'	35·1	15·8	Bergen Norwegian WB	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn.	16 ″ 10	N
21658 LCPB	**Breiviken** (exKronstad) 1Dk	2669 2412 1599					1911	W.Dobson &Co. Newcastle	Wallem&Co.A/S	313·0 P61tH108t	46·5	20·6	Bergen Norwegian WB	T.3Cy.23",38"&62"–42" 249NHP N.E.MarineEng.CoLdNwc		N
21659 DOAH	**Bremen** Ⓟ QuadSc GyC. Fitted for oil fuel E.S.D. D.F. 5Dks Sub.Sig. Cruiser Stern	51731 30882 21609					1929	Deutsche Sch-u-Mschb. A.G.Weser, Bremen	Norddeutscher Lloyd	898·7 B&F847'	101·9	48·2	Bremen German WB	SR Geared SteamTurbines Akt.Ges.Weser,Bremen		G
21660 DORA	**Bremerhaven** (exReventazon-36) Ref.Mchy. Sub.Sig. E.S.D. D.F. 2Dks&2ptDks	5355 4678 3236					1921	Workman Clark&Co.Ld Belfast	("Union' Handels- u.Schiff.G.m b.H. Mgrs)	399·5 P42'B155'F41'	51·3	30·0	Bremen German WB	T.3Cy.27½",46½"&78"–54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
21661 LDTW	**Breñas** TwinSc D.F. OilEng. CruiserStern 1Dk&Shelter dk	2687 1988 1300					1933	A/S Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. Mgrs.)	341·6 P96tH404tF22t	48·7	18·8	Oslo Norwegian WB	Oil Engines 2S.C.SA 12Cy.19⅝"–35 7/16" 808NHP A/SAkersMek.Værks,Oslo		N
21662 164894 MMFT	**Brendonia** OilEng. Mchy.Aft CruiserStern For full particulars see No. 37364 in Supplement	313 223 153	100A1 (ClassContem	plated)			1937	GooleS.B. &RepgCo.Ld. Goole	J.W.Wharton	143·2 P35'F16'	24·7	7·8	Goole British	Oil Engines 4S.C.SA 6Cy.11"–17⅛" Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s0 ″ 11½ 9 ″ 1½	
21663 1588 IADG	**Brennero** (Carrying oil in bulk) D.F. 1Dk2trB	4925 3965 2897					1921	Soc.Eser- cizioBacini RivaTrigoso	ItalianNavy(oper- ated by Soc. An. Cooperativa diNav. Garibaldi)	343·5	59·3	26·7	Genoa Italian WB	T.3Cy.26",42½"&69 7/16"–48" 337NHP Soc.EsercizioBacini,Riva Trigoso		I
21664 92 IBTE	**Brenta** (exBrentaII,exBrenta) ssTri.No.3–1,33 D.F. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy. ssTri.No.1–37	5400 5022 3319	✠100A1 Shelter dk withfreeboard 12,37~~10,36~~ ~~BS10,36~~ ✠LMC~~[illegible]~~ 12,37 ✠Lloyd'sRMC~~4,37~~ 4,38	Tri	y	CL 3,37	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.di Nav. CellDB338'1296t	400·6 FK FPT114t ~~APT56t~~ APT244t	54·1	29·0	Trieste Italian Cem 2BHtoSh dk 4 „ „ U „	T.3Cy 27",42"&68"–48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7028 StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5½ 24 ″ 9	
Broken up 21665 116264 CYMV	**Brentwood** Iron&Steel (exW.D.Matthews) 1Dk	3965 3959 2450					1903	Collingw'd S.B.Co.Ld. CollingwdOn	~~CanadaSteamship~~ ~~Lines,Ld.~~	366·5 P6t	48·0	28·0	Toronto British	T.3Cy.20",33½"&55"–40" CollingwoodS.B.& 191NHP E.Co.Ld.Collingwd,Ont.		
21666	**Brescia** (exCilurnum-37) ssHul.No.3–3,29 D.F. 1Dk(Stl) See also "CILURNUM"	*3077* *2844* *1848*	— 8,34	Gms			1919	Sir Raylton Dixon&Co. Ld. Middlesbro'	Soc.Anon.Cooper- ativa diNav. "Garibaldi" CellDB284'736t	331·4 P33 B98'F29' FK FPT112t APT112t	46·8	23·2	Genoa Italian 5BHCem	T.3Cy.25",41"&68"–45" 362NHP 3SB,9cf,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6	C †
21667 TTQG	**Brescou** OilEng. Mchy.Aft 1Dk CruiserStern	325 256 167					1935	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	Cie.Méridionale de Navigation	124·0 Q34'F16'	24·5	10·9	Marseilles French WB	Oil Engines 4S.C.SA 6Cy.11"–18" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
21668 TSLF	**Brest** TwinSc 1Dk	522 — 257					1900	Forges&C. delaMédit. Havre	Chemins de Fer de l'EtatFrançais (SouthernRly. Mgrs.)	204·0	26·0	15·0	Dieppe French	T.6Cy.11",17½"&25½"–18" 55NHP Forges&C.delaMédit.Hav.		V
21669 FNSB	**Bretagne** Ⓟ TwinSc (exFlandria-36) ssAms.No.3–11,34 2Dks(Stl-Uptws)Shelter dk(Stl)& Ref.Mchy. Prom.dk(Stl-ws) 3rd dk Sub.Sig. D.F. GyC. (Stl)inNo.1hold CruiserStern Fitted for oil fuel	~~10171~~ ~~[illegible]~~ ~~[illegible]~~ 10103 8986 5543	✠ … 8,36 ✠	Ams	d†		1922 9mo	Barclay, Curle&Co.Ld Glasgow	Compagnie GénéraleTrans- atlantique CellDB375'1268tDTf Tanks between t	~~450·1~~ 450·4 FK 36'693tDTa21'306t unnels55'93tFPT1	59·2	41·7	Havre French Cem 7BHtoPr dk 14tAPT137t	4 Steam Turbines DR geared to 2 Sc. Shafts 1292NHP 6SB,24cf,HS16938 FD Barclay,Curle&Co.Ld.Gls.	45 ″ 0	V †
21670 LJKY	— Ⓟ Sub.Sig. 1Dk&ShelterDk OilEng D.F. E.S.D. CruiserStern 2Dks	3285 2679 1960					~~1936~~ 1937	A/S Akers Mek.Verks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	299·9	46·2	26·9	Oslo Norwegian WB	Oil Engines 2S.C.SA 9Cy.19 1/16"–35 7/16" 608NHP A/SAkersMek.Verks.Oslo		N
❋ 21671 OXHB	— OilEng. D.F. ssCpn.No.2–36 1Dk(Stl)	3177 2730 1931	✠100A1 12,37~~1,37~~ ✠LMC DBS~~1,37~~ 4,38	Cpn CS5,36 ~~11,36~~ 4,38	v	CL 1,37	1928 5mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	Dansk-Franske Dmpsk.(A.N. Petersen,Mgr.) CellD	326·2 339·5(O.L.) P25'B155'F27' FK Trunk in wells B277'824t MT212t	50·1	20·8	Copnhagn Danish 5BH APT110t	Oil Engines 4S.C.SA 6Cy.21⅝"–59 1/16" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 s2 ″ 7½ 20 ″ 6½	
21672																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21673 LDAS	**Brevik** Ⓟ (exMotala) Iron 1Dk&Awngdk2trB	394 368 215					1868	MotalaCo. Motala	A/SArendals Dampskibsselskab	135·4 H26t	25·6	16·8	Arendal Norwegian	C.2Cy.20⅜"&37⅓"–21⅝" NE83 NB12 54NHP AkersMek.Værks.Oslo		N
* 21674 146927 MLTS	**Brian** ssSld.No.3–2,36 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1074 791 606	✠100A1 ~~6,37~~ ~~11,3~~ 5,38 ~~MBS2,36~~ ✠LMC MS2,36 DBS~~10,36~~ 11,37 MB~~S4,37~~ 5,38	Sld	m	CL ~~2,36~~ ~~11,37~~ N5,38	1924 1mo Lloyd's A&CP	RThompson&Sons,Ld. Sunderland	J.J.Robson&Son	210·4 Q102'B9'F20' FK Cell DBf135'244tFPT	33·0	13·6	Sundrland British 3BHCem 64tAPT38t	T.3Cy.17",28"&46"–30" (s) 180lb 100lb 147NHP 1SB,3cf,GS61,HS2555 N.E.MarineEngCo.Ld.Sld.	15 ″ 8 s 1 ″ 3¼ 14 ″ 6½	
21675 144263 MLRB	**Briar** (exRoyalFirth–33) ssApl.No.3–11,31 ssBel.No.1–36 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	411 291 173	✠100A1 ~~3,37~~ 2,36 3,38 ~~BS8,37~~ ✠LMC MS1,36 ~~BS8,36~~	Bel	f	CL ~~1,36~~ ~~8,37~~ 2,38	1921 5mo Lloyd's A&CP	Brown'sSB&D.D.Co.Ld. Hull	R.Neill&Sons,Ld.	145·1 Q45'B11'F25' FK Cell DBf11'15tFPT40t	24·1	10·9	Belfast British 3BHCem APT9t	T.3Cy.12½",21"&34"–24" (s) 180lb 68RHP 1SB,2pf,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
* 21676 143669 MKYG	**Briarfield** ssLiv.No.3–6,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	446 318 172	✠100A1 2,36 BS~~1,36~~ 5,37 ✠LMC6,33	Liv	g	OG 2,36	1920 9mo Lloyd's A&CP	Lytham S.B.&ECo.Ld Lytham	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld.Mgrs.)	142·2 Q85'B9'F21' BK6½" DTf19'48tFPT12t	26·0	11·5	Liverpool British 4BHCem APT21t	T.3Cy.14",22"&38"–24" (s) 180lb 88NHP 1SB,3pf,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
21677 129256 MDFJ	**Briarthorn** (exCelticPride) ssLan.2ndNo.3–5,37 ~~ssBkn.No.3–12,32~~ Well deck 1Dk(Stl) Mchy Aft	459 306 183	✠100A1 ~~11,36~~ ~~7,35~~ ~~5,37~~ 4,38 4,37 ✠LMC ~~MS12,32~~ BS~~6,36~~ 9,37	Liv	g	CL ~~4,34~~ ~~2,37~~ 4,38	1910 1mo Lloyd's A&CP	A.Hall&Co.Ld. Aberdeen	ThornLine,Ld.(W.J.Ireland,Mgr.)	155·3 163·6(O.L.) Q90'B9'F19' BK7" CellDBf93'	25·2	9·8	Liverpool British 3BHCem 108tFPT20t	C.2Cy.17¼"&39"–27" (r) 135lb 80RHP 1SB,3pf,GS50,HS1343 A.Hall&Co.Ld.Aberdeen	12 ″ 2 s 4 ″ 2 12 ″ 5	
* 21678 160733 GQYR	**Briarwood** ssShl.No.1–33 E.S.D. D.F. 1Dk(Stl) GyC,	4019 3663 2465	✠100A1 11,37 ~~9,36~~ ✠LMC MS4,34 BS4,37	Sws Shl	w	CL 9,36	1930 7mo Lloyd's A&CP	Nthmblnd S.B.Co.(1927)Ld. Newcastle	JosephConstantineS.S.Line,Ld.	364·8 377·0(O.L.) P33'B113'F28' FK CellDB318'938tFPT82t	51·0	24·9	Middlsbro' British 6BHCem APT120t	T.3Cy.23",38"&65"–42" (s) 210lb 411NHP 2SB(Spt)(FD)&1AuxB, 8cf,GS138,HS6207 N.E.MarineEng.CoLdNwc	27 ″ 1 s 4 ″ 8¾ 22 ″ 6½	
21679 153111	**Bricoldoc** (exJamesH.Hoyt) Mchy.Aft 1Dk2trB	4364 4160 3278					1902	Superior S.B.Co. W.Superior	PatersonSteamships,Ld.	410·8 F40' len10 WB	50·2	23·7	FtWilliam Ont. British	T.3Cy.17",31"&55"–40" 191NHP SuperiorS.B.Co.		R
* 21680 140572 MJCF	**Brideen** (exSolwayFirth, exSquadron) ssFal.No.3–1,31 Mchy.Aft ssFal.No.1–35 Well deck 1Dk(Stl) Cargo battens not fitted	362 262 143	✠100A1 ~~9,37~~ ~~11,35~~ 3,38 ✠LMC MS12,33 BS~~7,36~~ 9,37	Bly Pnz Foy	e	CL ~~7,35~~ ~~8,37~~ 3,38	1918 5mo Lloyd's A&CP	J.&D.Morris,Ld. Newcastle	A.C.Reynolds	135·3 B8'F18'Q49' FK FPT	23·6	10·0	Belfast British 3BHCem 25tAPT12t	C.2Cy.17"&34"–24" 130lb 48RHP 1SB,2pf,GS35,HS1180 G.T.Grey&Co.Ld.S.Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
* 21681 139232 GKFS	**Bridgepool** ssShl.No.3–8,36 D.F. 1Dk(Stl)	4845 4618 3009	✠100A1 ~~6,37~~ 8,36 4,38 ✠LMC8,36 BS10,37	Shl ~~Cff~~ Sws	y	CL ~~8,36~~ N6,37	1924 5mo Lloyd's A&CP	RopnerS.B&Repairing Co(Stockton) Ld. Stockton	PoolShippingCoLd (SirR.Ropner&Co.Ld.Mgrs.) CellDBa126' uE25'f	390·0 403·1(O.L.) P29'B221'F42' FK 171'1059t FPT162t	55·5	26·4	W.Hartlpl British 6BHCem APT194t	T.3Cy.25½",40"&72"–48" (s) 180lb ~~80lb~~ 75lb 438NHP 3SB(Spt)9cf,GS189,HS7420 J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s 4 ″ 5 24 ″ 6½	
* 21682 99394 MPCW	**Brier Rose** Steel&Iron ssHul.3rdNo.3–11,32 ssBly.No.1–36 Well deck Mchy.Aft 1Dk(Irn) Irn framing Stl plating	503 333 196	✠100A1 5,38 ~~10,36~~ ~~11,37~~ ✠NB2,25 ✠LMC MS4,36 BS~~10,36~~ 11,37	Bly	g	CL ~~4,36~~ ~~11,37~~ 4,38	1892 4mo Lloyd's A&CP	J.Shearer&Son Glasgow	RichardHughes&Co.(Liverpool)Ld.	165·0 Q89'B12'F29' BK7" WB=FPT	25·1	10·3	Liverpool British 3BHCem 56t	C.2Cy.19"&44"–30" (s) 120lb 104NHP 1SB,3cf,GS55,HS1790 Hutson&Corbett,Glasgow	11 ″ 6 s 4 ″ 3 11 ″ 11	
* 21683 128049 GWTC	**Bright Wings** (exDelia–34, exMiddlehamCastle) ssRot.2ndNo.3–5,35 2Dks(Stl)&Web frames Longitudinal framing	4539 4175 2885	✠100A1 3,37 ~~BS4,36~~ ✠LMC5,35 ✠NB28refitted35 BS5,37	Cff	y	CL 10,36	1910 6mo Lloyd's A&CP	W.Hamilton&Co.Ld. PortGlasgow	WingLine,Ld. (WingManagementCo.Ld.Mgrs.)	380·0 P35'B113'F42' FK CellDBa119'uE&B	50·0	26·9	London British 6BHCem 36'f170'1000	T.3Cy.25½",42"&70"–48" (s) 180lb 120lb NDB24 414NHP 2SB,6cf,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow tAPT27t	29 ″ 6 s 5 ″ 4¼ 24 ″ 4	
* 21684 149452 GNQV	**Brighton** ssNwc.No.2–37 D.F. 1Dk(Stl)	5359 4845 3237	✠100A1 ~~7,37~~ ~~2,37~~ 10,37 8,38 ✠LMC2,37	Nwc ~~Rot~~ Cff	z	CL 1,37	1928 1mo Lloyd's A&CP	ShortBros.Ld. Sunderland	CarltonS.S.Co.Ld. (R.Chapman&Son,Mgrs.) Cell DB	409·6 423·5(O.L.) P34'B116'F44' FK 344'1797tFPT217t	54·0	28·2	Newcastle British 7BHCem APT290t	T.3Cy.22½",39"&68"–48" (s) 220lb 180lb 380NHP 2SB(Spt)8cf,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7½	
21685 160139 GQFK	**—** Ⓟ TwinSc Fitted for oil fuel D.F. E.S.D. 3Dks CruiserStern	2391 1914 971					1933	W.Denny&Bros.Ld. Dumbarton	SouthernRailway	298·1	38·6	22·7	Newhaven British WB	6 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 3,38
21686 99949 GKMC	**Brighton Belle** Ⓟ Pad (exLadyEvelyn) Wireless 2Dks	396 288 152					1900	J.Scott&Co. Kinghorn	P.&A.Campbell,Ld.	200·0 P9' len04	24·1	8·2	Bristol British	C.2Cy.22$\frac{5}{16}$"&48"–54" NBmade19fitted34 141NHP J.Scott&Co.Kinghorn		BT till 10,37
21687 119968 GJTW	**Brighton Queen** Ⓟ Pad (exLadyMoyra–33,exGwalia) Wireless D.F. 2Dks	807 433 321					1905	J.Brown&Co.Ld. Clydebank	P.&A.Campbell,Ld.	245·0	29·0	9·7	Bristol British	C.D.2Cy.34½"&71"–60" 325NHP J.Brown&Co.Ld.Clydebnk		BT till 10,37
* 21688 162324 MJPM	**Brightside** ssBly.No.1–35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	476 322 189	✠100A1 ~~5,37~~ ~~3,36~~ 5,38 BS~~4,36~~ 5,37 ✠LMC5,35	Bly Shl	f	CL ~~3,36~~ 3,38	1930 8mo Lloyd's A&CP	Abdela-Mitchell Queensferry	FortisS.S.Co.Ld. (T.H.Donking&Sons,Ld.Mgrs.)	142·2 Q79'B9'F23' FK FPT54tAPT28t	25·2	11·5	Middlsbro' British 3BHCem	C.2Cy.18"&38"–27" (s) 180lb at Eng.130lb 69RHP 1SB,3cf,GS37,HS1380 Abdela-Mitchell, Brimscombe	12 ″ 7 s 4 ″ 4¾ 12 ″ 3¾	
* 21689 3654 PJAN	**Brigida** TwinSc ssCco.No.2–35 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2609 1716 1133	✠100A1 6,37 ~~12,36~~ BS6,37 ~~BS6,36~~ ✠LMC5,35 CarryingPetroleum in bulk Fitted for oil fuel8,27 F.P. above 150° F.	Cco	t	CL ~~F6,37~~ S5,35	1927 8mo Lloyd's A&CP	Harland&Wolff,Ld. Belfast	N.V.CuracaoscheScheepv.Maats.	305·0 P87'F42' FK Trunk176' FPT84t	50·2	15·0	Willmstad Dutch 11BHptCem ptAsp APT92t	T.6Cy.13½",23½"&36"–27" 180lb (s) 238NHP 2SB,4cf,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 6¾ 13 ″ 7¼	
21690 DAYR	**Brigitte** (exTullochmoor–36) ssStn.No.3–1,37 1Dk(Stl)Archdk CruiserStern Cargo battens not fitted	2740 2441 1683	✠100A1 withfreeboard 1,37 ✠LMC1,37	Stn	t	CL 7,35	1924 10mo Lloyd's A&CP	BlythS.B.&D.D.Co.Ld. Blyth	F.L.Nimtz CellD	319·6 P21'F26' FK B277'743tFPT48t	43·0	24·1	Stettin German 5BHptCem APT99t	T.3Cy.23½",38"&64"–42" (s) 180lb 323NHP 2SB,8cf,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9 s 7 ″ 7¼ 19 ″ 3½	
21691 DMDF	**Brigitte Raabe** WoodAux (exWanadis–33, exSambo) 3MstSr 1Dk OilEng (See Sailing Ship Register)	375 323 288					1920	Gartha Vaerft Arendal	FritzRaabe (Renck&Hessenmüller,Mgrs.)	137·2	28·0	13·0	Rostock German	Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"–14$\frac{3}{16}$" 44NHP NE34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté si ce n'est dans le L.R. Dundee, Cast.Ll. of Trade
✳ 21692 143998 GSZW	**Brika** ssBry.No.2-37 ~~ssFal.No.1-33~~ 1Dk(Stl) D.F. *Cargo battens not fitted*	4412 4094 2736	✠100A1 10,37 ~~1,37~~ ✠LMC ~~MS12,33~~ 5,37 ~~BS7,36~~ 7,37	Bry Shl	*x*	CL 1,37	1929 5mo *Lloyd's A&CP*	J Readhead &Sons,Ld. SouthShields	LaTunisienneStm. Nav.Co.Ld.(F.C. Strick&Co.Ld. *Mgrs.*)	370·6|52·3|25·9 P28'B104'F36' FK *CellDBa&uE144'f160'1075t FPT135t*	Swansea British *6BHCem* *APT115t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 PD J.Readhead&Sons,Ld.	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
21693 230338 KGWS	**Brilliant** *OilEng.* *Mchy.Aft* ssPhl.No.1-35 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing—bracketless system*	9132 8574 5561	✠100A1 ~~5,37~~ ~~6,36~~ 3,38 ✠LMC CS10,34 ~~DBS[illegible] 5,37~~ ~~8,35~~ 5,37 *Carrying Petroleum in bulk* DBS3,38	Phl NYk	*e*†	CL 6,36	1930 11mo *Lloyd's A&CP*	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	480·5|66·0|36·8 *afterBridge77'* B37'F48' FK *CellDBuE76'378t FPT186t APT127t*	NewYork Utd. States *17BHptCem* (*12 to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2W.T.DB*200lb* SunSB&DDCo.ChesterPa.	37 ″ 0	
21694 114003 MFSF	— 3Mst ssBwg.2ndNo.3-5,27 *Well deck* ssGls.No.2-35 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	657 450 266	✠100A1 4,38 ~~4,35~~ BS12,37 ✠LMC MS3,35 ~~BS10,36~~ ✠NB5,20 *refitted* 10,31	Gls Ayr		CL ~~3,35~~ 3,38	1901 12mo *Lloyd's A&CP*	Scott& Sons Bowling	Wm.Robertson	185·0|29·2|10·8 192·5(O.L.) Q99'B11'F35' BK7½" *WB=CellDBf104'*	Glasgow British *3BHCem* *160tFPT60t*	T.3Cy.15",25"&40"-27" (*s*) 160lb 91RHP 1SB,*3pf*,GS58,HS1600 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 3¾ 13 ″ 4	
21695 LDKB	**Brimanger** TwinSc *OilEng.* D.F. 2*Dks* *Ref.Mchy.*	4883 4372 2999					1929	Armstrong Whitworth &Co.Ld. Newcastle	Westfal-Larsen& Co.A/S	398·0|54·7|26·1 P70tH370tF35t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP J.G.Kincaid&Co.Ld.Grk.		N
21696 52 IBUE	**Brindisi** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc.Anon di Nav	267·4|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{5}{16}$"-29½" 654NHP Soc.An"Fiat"S.G.M.Turin		I
21697 148346 MLYF	**Brinkburn** ssSld.No.3-7,37 ~~ssSld.No.2-33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1598 1361 889	✠100A1 2,38 ~~3,30~~ ✠LMC3,37 ~~MS10,31~~ ~~BS3,36~~ BS2,38 ~~3,37~~	Sld	*p*	CL ~~2,36~~ 3,37	1924 7mo *Lloyd's A&CP*	SirJ Priest- man&Co. Sunderland	BrinkburnS.S.Co. Ld.(S.Marshall& Co.*Mgrs.*)	245·2|37·1|18·2 255·0(O.L.) B50'F25' FK *CellDB202'417t FPT60t APT142t*	Sundrland British *4BHptCem*	T.3Cy.19",31"&52"-36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s 2 ″ 10½ 17 ″ 8	
21698 49 IBYD	**Brioni** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1987 — 1069					1931	Cant. Riuniti dell' Adriatico Monfalcone	"Adriatica" Soc.Anon di Nav.	267·3|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{5}{16}$"-29½" 654NHP Soc.An"Fiat"S.G.M.Turin		I
21699 EAHV	**Briquetas Zorroza** (*ex*PeñaRocias-35, ssBbo.3rdNo.3-10,26 *ex*Norlands) ssBbo.No.1-32 1*Dk*(*Stl*)&*Web frames*	1697 1306 996	✠ ... 4,34 ✠	Bbo			1889 5mo	W.Gray& Co.Ld. WHartlepool	A.Menchaca	260·0|36·6|18·3 P27'Q80'B104'F25' FK *DBa82'f100'378t*	Santander Spanish *4BHCem*	T.3Cy.19",30½"&51"-36" NDB13 156NHP 2SB,*4rf*,GS66 Cen.Mar.Eng.Wrks.WHpl	19 ″ 5	
✳ 21700 36034 JJAC	**Brisbane Maru** *OilEng.* ssYka.No.1-35 *Ref.Mchy.* 3*Dks*(*Stl*)	5425 4941 3220	✠100A1 *with freeboard* 6,37 ~~6,36~~ ~~DBS6,36~~ ✠LMC6,34 ✠Lloyd'sRMC ~~3,37~~ ~~6,37~~ 12,37 ~~9,37~~	Kob Yks DBS6,37		CL 6,35	1930 5mo *Lloyd's A&CP*	Yokohama DockCo.Ld. Yokohama	OsakaShosen K.K.	380·0|54·5|34·2 B23'F43' FK *CellDB317'805t FPT47t APT71t*	Osaka Japanese *6BH* (*Coll to W dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s10 ″ 2¼ 24 ″ 2⅝	
✳ 21701 165366 GZCJ	**Brisbane Star** TwinSc *OilEng.* D.F. E.S.D. GyC. 1*Dk*&*Shelter dk*,3*rd dk* *Ref.Mchy.* *except in No.1hold,4th dk* *forward of mchy.space* *CruiserStern*	11076 9040 ~~6789~~ 6787	✠100A1 *with freeboard* 2,38 ~~1,37~~ ✠LMC1,37 ✠Lloyd'sRMC ~~12,36~~ 2,38 ~~9,37~~ ~~5,37~~	Bkn		CL	1937 1mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*)	530·0|70·4|32·2 P83'B202'F70' FK *Duct keel forward of mchy.space* *CellDB380'1376t Tanks in way of tunnels 1424t FPT116t*	London British *8BHptCem* (*Coll to Sh dk* 7 ,, *2nd* ,,) *APT166t*	Oil Engines 2S.C.SA 20Cy.26⅜"-49$\frac{3}{16}$" 2806NHP 2DB*100lb* SulzerBros.Ld.Winterthur	35 ″ 0 s 5 ″ 8 29 ″ 6¼	
21702 Stranded & Sunk 10,37 FOED	**Briseis** (*ex*Genua) 1*Dk*	2964 — 1795					1914	Akt.Ges. "Neptun" Rostock	Cie.Auxiliaire de Nav.	320·6|45·9|23·1 P31'B99'F34'	Rouen French	T.3Cy.22⅞",36⅝"&59"-37⅞" 213NHP A.G."Neptun,"Rostock		V
21703 LDGU	**Brisk** Wireless 1*Dk*	1594 1347 885					1923	AkersMek. Verksted Oslo	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	255·0|39·5|17·0 P62t'H111t'F12t'	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Verksted,Oslo		N
✳ 21704 134722 GDML	**Bristol City** ssBrs.No.3-2,30 ssBrs.No.1-34 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)3*rd dk*(*Stl*)*in forehold*	2864 2627 1711	✠100A1 *Shelter dk* *with freeboard* ~~3,37~~ ~~3,36~~ 1,38 ~~BS5,35~~ BS5,37 ✠LMC5,34 *Fitted for oil fuel 3,20 F.P. above 150° F.*	Brs	*u*	CL ~~3,35~~ 3,37	1920 3mo *Lloyd's A&CP*	C.Hill& Sons,Ld. Bristol	BristolCityLine of Steamships,Ld.(C. Hill&Sons, *Mgrs.*)	316·5|43·8|23·6 FK *Collision BH to Shelter dk* *CellDB268'601t FPT88t*	Bristol British *Cem* *5BHto U dk* *APT89t*	T.3Cy.24½",39"&66"-45" (*s*) 180lb *100lb* 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s 2 ″ 1½ 24 ″ 1½	
21705 OHDX	**Brita** (*ex*Maid of Corfu, *ex*Mecklenburg) D.F. 2*Dks*	2621 2484 1557					1907	Akt.Ges. "Neptun" Rostock	SuomenKalastus O/Y Finska Fiskeri A/B	301·9|43·8|23·5 H72'	Lovisa Finnish *WB*	T3Cy20$\frac{9}{16}$",35$\frac{7}{16}$"&55⅞"-37⅞" 192NHP A.G."Neptun,"Rostock		N
21706 7447 SDMI	— (*ex*OdlandI,*ex*Odland) *Mchy.Aft* 1*Dk*	*1252* *1039* *702*					1908	Sunderlnd S.B.Co.Ld. Sunderland	RederiA/BVäsby (Fänges&Påhls- sonsRederier,*Mgs*)	227·4|38·1|15·3 P43'B15'H21tF23'	Lerberget Swedish *WB*	T.3Cy.17½",29"&48"-33" 132NHP N.E.MarineEng.Co.Ld.Sld		V
21707 OHWX	**Brita Thorden** (*ex*Gerdrun-35, *ex*Eidsbotten,*ex*Aries) 1*Dk*	1866 1600 1081					1920	A/S Sör- andetsSkibs. Fevig	RederiA/B Steam (Gust.B.Thordén, *Mgr.*)	265·0|42·0|17·9 P57tH75t	Helsingfrs Finnish *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
✳ 21708 157353 CYJG	**Britamlube** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 *For Service on the Great Lakes&River St.Lawrence, also to St.John N B&St.John's N F L* 4,36 BS12,35 ✠LMC4,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,32 F.P. above 150° F.*	Tto		CL 4,36	1932 3mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamlube",Ld.	250·0|43·2|17·9 P62'F41' *Trunk147'* FK *CellDBuE& B40'112t FPT129t*	Toronto British *11BHptCem* *APT47t*	T.3Cy.17",28"&46"-36" (*r*) 180lb 188NHP 2SB,*4cf*,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
✳ 21709 157359 CYJF	**Britamoco** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 *For Service on the Great Lakes&River St.Lawrence, also to St.John N B&St.John's N F L* 4,36 BS12,35 ✠LMC6,32 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,32 F.P. above 150° F.*	Tto		CL 4,36	1932 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamoco,"Ld.	250·0|43·2|17·9 P62'F41' *Trunk147'* FK *CellDBuE& B40'112t FPT129t*	Toronto British *11BHptCem* *pt Asp* *APT47t*	T.3Cy.17",28"&46"-36"(*r*) 180lb 188NHP 2SB,*4cf*,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification: Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 21710 157039 CYFV	**Britamoil** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For Service on the Great Lakes* 4,37 ~~4,35~~ BS4,37 ~~BS12,35~~ ✠LMC6,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Tto		CL 4,35	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	"Britamoil," Ld.	250·0 P62' *Trunk*147' F41' FK *CellDBuE&B*40'112*t* *FPT*129*tAPT*47*t*	43·2	17·9	Toronto British 11*BHptCem*	T.3Cy.17",28"&46"-36" (*r*) 180lb 176NHP 1SB,4*cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s2 ″ 3½ 16 ″ 0½	
✻ 21711 157343 CYFW	**Britamolene** *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For service on the Great Lakes* 4,35 BS12,35 ✠LMC6,31 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Tto		CL ~~4,35~~ 7,37	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	"Britamolene" Ld.	250·0 P62' *Trunk*147' F41' FK *CellDBuE&B*40' 112*t FPT*129*t APT*47'	43·2	17·9	Toronto British 11*BHptCem*	T.3Cy.17",28"&46"-36" (*r*) 180lb 176NHP 1SB,4*cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
✻ 21712 149915 MBKG	**Britanica** (*ex*Doon) TwinSc *ss*Lon.No.3-2,35 *Ref.Mchy.* 1*Dk*	1350 803 774	✠ A1 *with freeboard* 4,38 ~~5,36~~ ✠LMC MS12,34 ~~BS5,37~~ 4,38 Lloyd's RMC ~~12,36~~ ~~4,37~~ 2,38 ~~9,37~~ *For service between London, Brest & Hamburg*	Lon		CL ~~1,35~~ 4,38	1913 4mo	Cammell Laird & Co.Ld Birkenhead *Lloyd's A&CP*	BlueStarLine,Ld. *WB*	220·0 227·0(O.L.) B&F208' FK =*CellDBa*70'*f*52'3 50*tFPT*75*t*	42·1	9·9	London British✻ 5*BHCem*	C.4Cy.15"&32"-19" (*s*) 140lb 181NHP 2SB,6*cf*,GS104,HS3465 FD CammellLaird&CoLdBkn.	12 ″ 7 s3 ″ 11½ 8 ″ 11¾	
21713 148894 GLZN	**Britannia** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	8802 6636 5281					1926	A.Stephen & Sons,Ld. Glasgow	AnchorLine,Ld.	460·0 P53'B164'F44'	59·0	29·4	Glasgow British *WB*	Q.4Cy.29½",42¼",60¾"&87"-54" 558NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~9,37~~ 9,38
✻ 21714 7544 SEMN	— Ⓟ *ss*Got.No.2-37 ~~*ss*Got.No 1-34~~ *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) D.F. E.S.D. 3*rd dk*(*Stl*)*in Nos.*2,3*&*4 *holds* *Strengthened for Navigation in Ice*	*4216* *3258* *2422*	✠100A1 *with freeboard* ~~6,37~~ ~~11,36~~ 5,38 ~~BS4,36~~ ✠LMC ~~9,33~~ 6,37 *Fitted for oil fuel* 10,37 *F.P. above* 150°F.	Got ~~Lon~~	*x*	CL N11,35	1929 6mo	Swan, Hunter & Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*301'468*t* *Coll tanks in way of tunnel*42*tFPT*28*t*	373·5 360·0 | 50·1 | 29·1 376·3(O.L.) F67' FK	50·1	28·6	Gothenbrg Swedish 7*BHCem* *BH to W dk* *APT*54*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb HS11788 1043NHP 4SB(Spt),12*cf*,GS258, FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s12 ″ 1¼ 20 ″ 4	
21715 144900 MKBT	— (*ex*Thropton, *ex*Killiney) *ss*Lth.No.3-11,32 *ss*Lth.No.1-37 1*Dk*(*Stl*)	623 488 260	100A1 1,38 ~~2,37~~ LMC2,37 BS1,38	Lth		CL 12,35	1918	Smith's DockCo.Ld Middlesbro' *Lloyd's A&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J.Currie&Co. *Mgrs.*)	175·4 180·7(O.L.) B50' FK *CellDBuE*26'20*t*	30·0	15·7	Leith British 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 100lb NDB24 94RHP 1B,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7¼ 15 ″ 0¼	
21716 102495 GFNP	— Ⓟ PadSk Wireless 1*Dk*	483 378 183					1896	S M'Knght & Co. Ayr	P.&A.Campbell,Ld	230·0 Q13' *Promenade dk*217'	26·6	9·6	Bristol British	C.D.2Cy.37"&67"-66" NB35 304NHP Hutson&Son,Glasgow		BT till 4,38
21717 162316 GDXF	**Britannic** Ⓟ TwinSc *OilEng.* D.F. GyC. *ss*Liv.No.1-35 *Ref.Mchy.* 4*Dks*(*Stl–weather dk* ws) Sub.Sig. 5*th dk*(*Stl*)*in holds, except* *CruiserStern aftermost hold,*6*th dk*(*Stl*) *in Nos.*1,2*&*3*holds*	26943 21122 16445	✠100A1 *with freeboard* 1,38 ~~1,37~~ ✠LMC CS2,34 ~~DBS12,36~~ 1,38 ~~7,35~~ 12,36 Lloyd's RMC ~~12,36~~ ~~4,37~~ 1,38 No. 2 lower & Orlop dk. chambers for temp. 33° F. *Carrying vegetable oil in after deep tank forward*	NYk Liv		CL 1,36	1930 6mo	Harland & Wolff,Ld. Belfast *Lloyd's A&CP*	CunardWhiteStar, Ld. *CellDB*582'3230*t*	683·6 B325'F110' *Upper bridge*118' FK&BK2½" *DTsf*56'1756*tFPT*	82·4	48·6	Liverpool British 12*BHCem* 181*t APT*231*t*	Oil Engines 4S.C.DA 20Cy.33 1⁄16"-63" 4214NHP 2DB150lb 5DB(*upr.*)100lb Harland&Wolff,Ld.Bel.	52 ″ 10 s18 ″ 4¾ 35 ″ 0¼	BT till ~~11,37~~ 10,38
21718 142718 GRSC	— (*ex*MumblesLight, *ex*WarDamson) *ss*Hpl.No.3-1,32 *ss*Hpl.No.1-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted* *Cruiser Stern*	2490 2246 1443	✠100A1 5,38 ~~3,37~~ BS5,38 ✠LMC3,37 ~~MS3,37~~ ~~BS5,36~~	Hpl	*t*	CL ~~2,37~~ 5,38	1918 12mo	C.Hill & Sons Bristol *Lloyd's A&CP*	W.H.Cockerline& Co. *Cell*	303·0 P33'B80'F33' FK *DB*252'670*tFPT*70	43·0	20·7	Hull British 6*BHptCem* *tAPT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 100lb HS5140 331NHP 2 Water Tube Boilers FD W.Simons&CoLd.Renfrew	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
21719 CHHF	— (*ex*Oceanic-33, *ex*FranzHaubuss, *ex*Ferro, *ex*Falkanger, *ex*Brynhild, *ex*Hirundo) 1*Dk&deep framing*	2242 1995 1278			...		1899	WoodSkinner&Co.Ld. Newcastle	A/B BritanniaS.S. Co.Ld (A/B Nielsen &ThordenO/Y, *Mgrs.*)	290·2 P23'B64'F30' FK	42·4	19·2	Helsingfrs Finnish *WB*	T.3Cy.21½",35½"&58"-39" 215NHP N.E MarineEngCoLd.Nwc	21 ″ 9	V †
Broken up 21720 100108	— Ⓟ IronPad (*ex*Rocket) 1*Dk*	428 268 228					1866	W.Smith Sorel *reblt*91 W.C.White	Montreal& CornwallNav.Co. Ld.	150·8 H52*t*	25·6	9·2	Montreal British	1Cy.35"-96" NB21 41RHP W.Smith,Montreal		
21721 Broken up	**British Admiral** *ss*Bkn.No.3-2,30 *ss*Fal.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing*	*6842* *6285* *4232*	✠~~100A1~~ 2,36 ✠~~LMC~~ ~~MS8,34~~ ~~BS6,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	Fal	*a*†	CL N5,35	1917 6mo	Swan, Hunter & Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*		430·1 P97'B31'F43' FK *CellDBu*	57·0	33·1	Dutch 18*BHptCem* (10 ,, *to U dk* 8 ,, 2*nd* ,,) *B*32'96*t DT*	T.3Cy.27",45"&74"-54" (*r*) 180lb 620NHP 3SB,12*cf*,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. *f* 640*tFPT*164*tAPT* 60*t*	33 ″ 6 s 6 ″ 6½ 27 ″ 2¼	
21722 146629 GJLM	**British Advocate** *ss*Fal.No.3-4,35 *Mchy.Aft* 2*Dks*(*Stl*)*& Webframes* D.F. E.S.D. *Longitudinal framing*	6994 6549 4130	✠100A1 ~~6,37~~ ~~10,36~~ 12,37 ✠LMC MS12,34 ~~BS1,37~~ 12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Fal Sws	*b*†	OG ~~10,36~~ 6,37	1922 9mo	Sir J.Laing & Sons,Ld. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B*74' 209*tDTf*45'851*t*	440·3 456·4(O.L.) P113'B32'F48' FK *FPT*205*t APT*259*t*	57·1	33·9	London British 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 120lb 642NHP 3SB(Spt),12*cf*, , HS8256 FD G.Clark,Ld.Sld.	33 ″ 11 s 6 ″ 4¾ 27 ″ 9	
21723 147595 GJWB	**British Ambassador** *ss*Bkn.No.3-7,36 *Mchy.Aft* D.F. 2*Dks*(*Stl*)*& Web frames* E.S.D. *Longitudinal framing*	6940 6449 4110	✠100A1 1,38 ~~4,37~~ DBS4,37 MBS10,37 ✠LMC7,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,24 *F.P. above* 150°F.	Sld	*b*†	CL 4,37	1924 2mo	Sir J.Laing & Sons,Ld. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B*84'387*t* *DTf*44'651*tF*	435·0 P110'B32'F49' FK *PT*204*tAPT*154*t*	57·3	33·8	London British 16*BHCem* (11 ,, *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.28",46"&76"-51" 180lb 120lb 581NHP 3SB,9*cf*, ,HS8634 PalmersCo.Ld.Newcastle	33 ″ 10 s6 ″ 5¾ 27 ″ 7¾	
✻ 21724 146680 GJNP	**British Architect** *ss*Nwc.No.3-7,35 D.F. *Mchy.Aft* 2*Dks*(*Stl*)	7388 6819 4394	✠100A1 ~~6,37~~ ~~10,36~~ 3,38 ~~BS10,36~~ ✠LMC7,35 12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Nwc Bom	*b*†	CL 10,36	1922 12mo	Blythswood S.B. Co.Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B*61' *DTf*48'655*t*	440·4 P105'B35'F56' FK 183*t* *FPT*237*tAPT*46*t*	56·1	34·6	London British 15*BHptCem* (9 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.25",42½"&72"-54" (*s*) 215lb 180lb 616NHP 3SB,9*cf*,GS194,HS9216 FD Dunsmuir&JacksonLd.Gls	34 ″ 2 s 6 ″ 7¾ 27 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
21725 160525 GKFX	**British Ardour** ssFal.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. Gy.C *Longitudinal framing* E.S.D.	7124 6522 4255	✠100A1 5,37 ~~8,36~~ 4,38 ~~DBS11,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F.	Fal BS9,37 ✠LMC8,36	*b*†	CL ~~8,36~~ 12,37	1928 7mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B*80' 382*tDTf*41'579*t*	440·6|57·1|33·9 P107'B34'F49' FK *FPT*136*tAPT*99*t*	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Q.4Cy.24",35",50½"&73"-51" 225lb *120lb* (*r*) 553NHP FD 3SB(Spt),*9cf*, ,HS7656 Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6½ 27 ″ 7½	
21726 147700 GKTB	**British Aviator** ssFal.No.3-4,37 *OilEng.* ~~ssNwc.No.2-32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6998 6457 4136	✠100A1 ~~5,37~~ ~~6,36~~ 1,38 ✠NE2,30 ✠LMC CS4,37 DBS~~11,36~~1,38 6,36 *Carrying Petroleum in bulk*	Sws ~~Fal~~Bom	*b*†	CL 6,36	1924 8mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE*34' 75*tDT f*45'224*t*	439·8|57·1|33·8 P110'B33'F50' FK *FPT*153*t APT*119*t*	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB-*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 11 s 6 ″ 6½ 27 ″ 8¼	
21727 146691 GJRN	**British Captain** ssFal.No.3-6,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6968 6472 4073	✠100A1 ~~9,37~~ ~~12,36~~ 5,38 BS3,38 ✠LMC MS2,34 ~~BS3,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Fal	*b*†	OG ~~12,36~~ 8,37	1923 2mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B*87' 57*tDTf*47' 729*t*	440·0|57·1|33·8 P113'B32'F50' FK *FPT*163*tAPT*122*t*	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8¼	
21728 146197 GFVN	**British Chancellor** ssShl.No.3-8,31 *Mchy.Aft* ssFal.No.1-36 D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	7085 6549 4211	✠100A1 11,37 ~~1,37~~ BS11,37 MS4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Bkn Fal ✠LMC ~~BS10,36~~	*b*†	OG ~~N7,35~~ 10,37	1921 12mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B*74' *DTf*45'851*t*	440·3|57·1|34·0 P113'B32'F48' FK 209*t* *FPT*205*t APT*259*t*	London British 17*BHptCem* *ptAsp* (10 „ *to U dk* 7 „ 2*nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP FD 3SB(Spt),*12cf*, ,HS8256 G.Clark,Ld.Sunderland	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
* 21729 148643 GLMC	**British Chemist** *OilEng.* ssSld.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6997 6438 4129	✠100A1 10,36 ✠NE4,30 ✠LMC10,33 DBS~~2,37~~4,38 *Carrying Petroleum in bulk*	Nwc	*b*†	CL 10,36	1925 7mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle *CellDBuE*	BritishTankerCo. Ld. 34'75*tDT f*45'224*t*	439·7|57·1|33·8 P110'B33'F50' FK *FPT*153*t APT*119*t*	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 11 s 6 ″ 6½ 27 ″ 8¼	
21730 161198 GBXL	**British Chivalry** ssShl.No.2-37 ~~ssFal.No.1-33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	7118 6515 4238	✠100A1 12,37 ~~2,37~~ 6,37 ✠LMC MS~~4,33~~ BS~~8,37~~1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,29 *F.P. above* 150° F.	Shl	*b*†	CL 11,35	1929 2mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B*80' 382*tDTf*41'579*t*	440·8|57·1|33·9 P107'B34'F49' FK *FPT*136*tAPT*99*t*	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Q.4Cy.24",35",50½"&73"-51" 225lb *120lb* (*r*) 553NHP FD 3SB(Spt),*9cf*, ,HS7656 Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8¼	
* 21731 162399 GWQX	**British Coast** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F. *CruiserStern* E.S.D.	889 687 475	✠100A1 *withfreeboard* 7,37 ~~4,37~~ ✠LMC1,34	Liv	*o*	OG 8,37	1934 1mo *Lloyd's*A&CP	H.Robb Ld. Leith *IntermediateBHinholddispensed with* *CellDB*176'318*tDTf*12'58*tFPT*18*tAPT*24*t*	CoastLines,Ld.	231·6|35·2|11·8 (O.L.) *36·1* 241·7 F28' FK *Coll*	Liverpool British *Cem* *BH to Sh dk* 2 „ „ 2*nd* „	Oil Engines 4S.C.SA 10Cy.13⅜"-22 1/16" 312NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11	
21732 145243 GFDB	**British Colonel** ssSld.No.3-12,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6999 6549 4136	✠100A1 8,37 ~~11,36~~ BS11,37 ✠LMC MS12,33 ~~BS12,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Gls Fal	*b*†	OG ~~7,35~~ 8,37	1921 7mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE*74' 209*tDT f*45'851*t*	440·8|57·1|34·0 P113'B32'F48' FK *FPT*205*tAPT*259*t*	London British 17*BHptCem* (10 „ *to U dk* 7 „ 2*nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP FD 3SB(Spt),*12cf*, ,HS8256 G.Clark,Ld.Sunderland	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
21733 149828 GBKW	**British Colony** ssFal.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6917 6356 4135	✠100A1 ~~6,37~~ ~~1,37~~ 5,38 BS~~7,36~~ ✠LMC7,35 8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,27 *F.P. above* 150° F.	Shl Fal	*b*†	CL ~~4,36~~ 5,38	1927 5mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	BritishTankerCo. Ld.	440·2|57·0|33·7 P110'B32'F49' FK *CellDBuE&B*83'*f*38' 562*t DTf* 426*tFPT*158*tAPT*104*t*	London British 18*BHptCem* (10 *to U dk* 8 „ 2*nd* „)	T.3Cy.26½",44"&74"-51" (*s*) 200lb *120lb* 584NHP 3SB,*12cf*, ,HS8634 FD Swan,Hunter&Wigham Richardson,Ld.Nyc	33 ″ 11 s 6 ″ 5 27 ″ 9¼	
* 21734 LJHC	**British Columbia Express** TwSc *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* *Platform dk in forward holds* D.F. E.S.D. *CruiserStern* *Part electrically welded, including butts of shell, decks & inner bottom*	3339 2611 1869	✠100A1 *withfreeboard* 12,37 ~~4,37~~ ✠LMC11,36 ✠Lloyd'sRMC ~~4,37~~ ~~9,37~~ 3,38 for temp. 31° F.	Got Gls	*x*	CL	1936 11mo *Lloyd's*A&CP	Götaver- kenA/B Gothenburg *IntermediateBHinafterhold dispensed with*	SkibsA/S Victoria (S.Herlofson&Co. A/S,*Mgrs.*) *CellDBuE&f*172'646*tDTsa*95'713*tFPT*61*tAPT*232*t*	364·4|50·3|21·3 381·6(O.L.) B&F210' FK *Col*	Oslo Norwegian *ptCem* *l BHtoSh dk* 4 „ „ 2*nd* „	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/16" 1213NHP GotaverkenA/B,Got.	25 ″ 6 s 2 ″ 1 23 ″ 6	
* 21735 146652 GJKV	**British Commander** ssShl.No.3-1,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6901 6382 4075	✠100A1 ~~5,37~~ ~~7,36~~ 2,38 MS1,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above*150°F.	Fal Nwc ✠LMC BS~~12,36~~2,38	*b*†	OG ~~1,35~~ 1,38	1922 12mo *Lloyd's*A&CP	CaledonSB &Eng.Co.Ld. Dundee	BritishTankerCo. Ld. *CellDBuE* 38'61*tDTf*46'699*t*	440·0|57·0|33·8 P113'B32'F50' FK *FPT*141*tAPT*188*t*	London British 16*BHptCem* (10 *to Up dk* 6 „ 2*nd* „)	2SteamTurbinesDRgeared to1 Sc. Shaft (*s*) 200lb *120lb* 643NHP FD 3SB(Spt),*12cf*, ,HS8256 MetVickersElec.CoLdMch	33 ″ 11 s 6 ″ 5¾ 27 ″ 8½	
21736 146710 GJNQ	**British Commodore** ssShl.No.3-9,28 *Mchy.Aft* ssShl.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6865 6382 4036	✠100A1 ~~8,37~~ ~~10,36~~ 4,38 BS~~4,37~~5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Shl ~~Fal~~Nwc ✠LMC MS10,36	*b*†	OG ~~6,34~~ 7,37	1923 3mo *Lloyd's*A&CP	CaledonSB &Eng.Co.Ld. Dundee	BritishTankerCo. Ld. *CellDBuE*38' 61*tDTf*46'699*t*	440·0|57·0|33·8 P113'B32'F50' FK *FPT*141*tAPT*188*t*	London British 16*BHCem* (10 *to U dk* 6 „ 2*nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 643NHP 3SB(Spt),*12cf*,HS8256 FD MetVickersElecCoLd.Mch	33 ″ 11 s 6 ″ 5¾ 27 ″ 8½	
* 21737 164737 GZBV	**British Confidence** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8402 7489 5009	✠100A1 10,37 ~~2,37~~ ✠LMC10,36 *Carrying Petroleum in bulk*	Fal	*d*†	CL	1936 10mo *Lloyd's*A&CP	Cammell Laird&Co.Ld. Birkenhead	BritishTankerCo. Ld. *CellDBuE*75'249*t*	466·9|62·0|34·0 482·0(O.L.) P103'B35'F58' FK *DTf*32' 422*t FPT*251*tAPT*250*t*	London British 17*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&SonsLd.Sld.	34 ″ 1 s 6 ″ 9¾ 27 ″ 6	
* 21738 148511 GKWF	**British Consul** ssFal.No.3-12,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6940 6449 4115	✠100A1 7,37 ~~10,36~~ ~~BS12,35~~ ✠LMC12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above* 150°F. BS1,38	Fal Gls	*b*†	CL 12,35	1924 11mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE&B*84' 387*tDTf*44'651*t*	435·0|57·3|33·8 448·5(O.L.) P110'B32'F49' FK *FPT*204*t APT*154*t*	London British 16*BHptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.28",46"&76"-51" (*r*) 180lb *120lb* 581NHP 3SB,*9cf*,HS8634 FD Palmers'Co.Ld.Newcastle	33 ″ 10 s 6 ″ 5¾ 27 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21739 146561 GJFV	**British Corporal** ssFal.No.1-38 ssFal.No.3-7,33 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6972 6472 4075	✠100A1 ~~4,37~~ ~~7,36~~1,38 1,38 ✠LMC MS~~11,34~~ CarryingPetr Fitted for oil	Nwc Fal BS~~11,36~~10,37 oleum fuel5,	b† in 22	OG 1,38 bulk F.P. a	1922 5mo Lloyd bove 1	Palmers' Co.Ld. Newcastle 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBuE&B87' DTf47'729t	440·0 57·1 33·8 P113'B32'F50' FK 57t FPT163tAPT192t	London British 17BHptCem (11 to U dk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc.Shaft (s) 200lb 120lb 654NHP 3SB(Spt),12cf,GS204, FD HS8511 Palmers'Co.Ld.Newcastle	33″11 s6″6 27″8¼	
21740 146562 GJKT	**British Councillor** ssMch.No.3-4,35 Mchy.Aft 2Dks(Stl)& D.F. E.S.D. Webframes Longitudinal framing	7048 6549 4189	✠100A1 ~~6,37~~ ~~11,36~~4,38 BS~~2~~3,38 ✠LMC4,35 CarryingPetr Fitted for oil	Shl ~~Fal~~ Sld oleum fuel5,	b† in 22	OG ~~6,34~~ 8,37 bulk F.P. a	1922 5mo Lloyd bove 1	SirJ.Laing &Son,Ld. Sunderland 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBuE&B74' 209tDTf45'851t	440·3 57·1 33·9 P113'B32'F48' FK FPT205t APT259t	London British 17BHCem (10 to U dk 7 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 642NHP 200lb 120lb 3SB(Spt),12cf,HS8256 FD G.Clark,Ld.Sunderland	33″11 s6″4¾ 27″9	
* 21741 160390 GFXP	**British Courage** OilEng Mchy.Aft ssNwc.No.2-36 D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinal framing	6952 6487 4132	✠100A1 9,37 ~~11,36~~ ✠LMC DBS~~2,36~~6,37 CarryingPetr	Lon Fal CS2,36 2,36 oleum	b† in	CL 2,36 bulk	1928 3mo Lloyd	Lithgows, Ltd. Pt.Glasgow 'sA&CP	BritishTankerCo. Ld. CellDBu E86'f36'411t	440·5 57·0 33·8 P112'B34'F47' FK FPT178tAPT93t	London British 18BHptCem (10 to U dk 8 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33″11 s6″4 27″9¾	
* 21742 165385 GZGP	**British Destiny** OilEng. D.F. E.S.D. 1Dk, 2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8334 7454 4973	✠100A1 ~~6,37~~ ~~1,37~~12,37 ✠LMC1,37 CarryingPetr	Gls ~~Fal~~ Bkn oleum	d† in	CL bulk	1937 1mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	BritishTankerCo. Ld. CellDBuE78'175t	467·8 61·7 33·8 P105'B43'F45' FK DTf34'434tFPT2	London British 17BHptCem ptAsp 24tAPT200t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34″0 s6″9½ 27″5½	
21743 16[illegible] GZPB	**British Diligence** For full particulars see No. 37366 in Supplement OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at decks	8297 7423 4935	100A1 (ClassContem CarryingPetr	 plated) oleum	 in	 bulk	1937	Swan,Hun- ter&Wigham Richardson, LdNewcastle	BritishTankerCo. Ld.	466·3 61·9 33·9 P107'B42'F58'	London British	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" Wm.Doxford&Sons,LdSld		
* 21744 148786 GFRY	**British Diplomat** TwinSc OilEng. Mchy.Aft ssNwc.No.2-33 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing Now used for oil fuel storage purposes	6498 5820 4521	✠100A1 10,37~~2,37~~ ✠LMC ~~DBS[illegible]~~ CarryingPetr	Nwc DBS4,38 CS6,34 ~~12,34~~ 10,37 oleum	a† in	CL 10,35 bulk	1926 7mo Lloyd	J.Brown& Co.Ld. Clydebank 'sA&CP	BritishTankerCo. Ld. CellDBuE58'232tDTf34'388t	420·2 54·4 32·7 P95'B35'F47' FK FPT195tAPT177t	London British 18BHptCem (12 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB120lb J.Brown&Co.Ld. Clydebank	32″8 ~~s6″2~~ ~~26″8¼~~	
* 21745 160400 GLNV	**British Dominion** OilEng. Mchy.Aft ssFal.No.2-36 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	6983 6402 4141	✠100A1 9,37 ~~2,37~~ ✠LMC DBS~~11,36~~9,37 CarryingPetr	Sld Fal CS2,37 2,37 oleum	b† in	CL 2,37 bulk	1928 4mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP	BritishTankerCo. Ld. CellDBuE77'	440·0 57·0 33·9 455·0(O.L.) P104'B33'F54' FK f38' 464t FPT148t	London British 17BHptCem (11 to U dk 6 „ 2nd „) APT108t	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" 642NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34″0 s6″5¾ 27″9½	
21746 147647 GKMD	**British Duchess** ssFal.No.3-3,36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	5973 5494 3477	✠100A1 8,37~~10,36~~ BS11,37 ✠LMC MS3,36 CarryingPetr Fitted for oil	Bom Sld ~~BS10,36~~ oleum fuel5,	z in 24	CL ~~2,36~~ 7,37 bulk F.P. a	1924 5mo Lloyd bove 1	JLThomp- son&Sons,Ld. Sunderland 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBuE&B79' 402tDTf42'671t	405·0 54·8 32·9 420·8(O.L.) P104'B33'F54' FK FPT146tAPT120t	London British 16BHptCem (10 to U dk 6 „ 2nd „)	T.3Cy.28",46"&76"-51" (r) 180lb 120lb 581NHP 3SB,9cf,HS8634 FD Palmers'Co.Ld.Newcastle	33″0 s5″10¾ 27″4¼	
21747 139156 GSBN	**British Emperor** ssBom.No.3-8,29 ssShl.No.2-37 ~~ssNwc.No.1-33~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	3663 3344 2155	✠100A1 ~~2,37~~11,37 11,37 ✠LMC MS~~3,37~~ CarryingPetr Fitted for oil	Nwc Shl BS~~9,36~~8,37 oleum fuel 9,	v in 16	CL ~~2,35~~ 11,37 bulk F.P. a	1916 8mo Lloyd bove 1	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBu	345·0 49·1 25·6 P88'B39'F46' FK	London British 13BHptCem (8 to U dk 5 „ 2nd „) B38'70tDTf	T.3Cy.23",38"&62"-42" (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLd.Nwc 29'314tFPT69tAPT34t	25″7 s3″11½ 21″10	
21748 149914 GLCK	**British Endeavour** ssFal.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	4580 4061 2641	✠100A1 9,37 ~~12,36~~ ✠LMC MS3,36 CarryingPetr Fitted for oil	Fal BS~~12,36~~2,38 oleum fuel10,	x in 27	CL 12,36 bulk F.P.a	1927 10mo Lloyd bove 1	Armstrong Whitworth &Co Ld. Newcastle 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBuE&B 51'f31'239tDT	381·2 50·4 27·6 P93'B30'F55' FK f31'264t FPT135t	London British 16BHptCem (11 to U dk 5 „ 2nd „) APT69t	T.3Cy.25",42"&70"-48" (s) 200lb 120lb 422NHP 2SB,6cf HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27″6 s4″4¾ 23″4	
* 21749 164726 MLZM	**British Endurance** OilEng. D.F. Mchy.Aft 1Dk,2nd dk clear E.S.D. CruiserStern of cargo tanks Longitudinal framing at bottom & at deck	8303 7423 4939	✠100A1 ~~2,37~~11,37 ✠LMC10,36 CarryingPetr	Nwc Bkn oleum	d† in	CL 2,37 bulk	1936 10mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	BritishTankerCo. Ld. CellDBuE75' 176tDT	466·3 61·9 33·9 483·0(O.L.) P107'B43'F45' FK f34' 397t FPT209t	London British 17BHptCem ptAsp APT183t	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34″0 s6″8¾ 27″6½	
* 21750 162588 GLBK	**British Energy** OilEng. Mchy.Aft ssNwc.No.1-35 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	7209 6579 4197	✠100A1 ~~4,37~~10,37 ~~DBS2,35~~ ✠LMC2,35 CarryingPetr DBS7,37	Fal Bkn oleum	b† in	CL 10,35 bulk	1931 5mo Lloyd	Greenock Dockyard Co.Ld. Greenock 'sA&CP	BritishTankerCo. Ld. CellDBuE85'f38' 424tFPT	440·6 59·4 32·9 454·4(O.L.) P113'B43'F48' FK 195tAPT95t	London British 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛-59 1/16" 653NHP 2DB150lb J.G.KincaidCo.Ld.Grk.	33″0 s5″11¾ 27″2¾	
21751 146578 GJLN	**British Engineer** ssFal.No.3-3,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6993 6533 4066	✠100A1 ~~8,37~~1,38 BS8,37 ✠LMC MS3,35 CarryingPetr Fitted for oil	Fal ~~BS7,36~~ oleum fuel6,	b† in 22	OG ~~8,35~~ 12,37 bulk F.P. a	1922 6mo Lloyd bove 1	Workman, Clark&Co.Ld Belfast 'sA&CP 50° F.	BritishTankerCo. Ld. CellDBuE&B81' 42tDTf45'620t	440·4 57·0 33·9 P113'B34'F65' FK FPT165tAPT224t	London British 17BHCem (11 to U dk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 605NHP 3SB(Spt),12cf,GS209, FD HS8295 Wrkman,Clark&CoLd.Bel	33″11 s6″4¾ 27″9¼	
21752 149974 GLXQ	**British Faith** OilEng. Mchy.Aft ssNwc.No.2-37 D.F. GyC. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	6955 6344 4129	✠100A1 ~~8,07~~ ~~2,37~~4,38 ✠LMC DBS~~2,37~~4,38 CarryingPetr	Nwc Fal CS3,35 2,37 oleum	b† in	OG ~~6,34~~ 9,37 bulk	1928 1mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	BritishTankerCo. Ld. CellDBuE85'311t DTf204t	441·8 56·9 33·7 P104'B34'F54' FK FPT183tAPT90t	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb Burmeister&Wain,Cpn.	33″11 s6″6½ 27″7¾	
* 21753 164701 GYYK	**British Fame** D.F. E.S.D. OilEng. 1Dk,2nddk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8303 7423 4939	✠100A1 ~~2,37~~12,37 ✠LMC8,36 CarryingPetr	Nwc Fal oleum	d† in	CL bulk	1936 8mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	BritishTankerCo. Ld. CellDBuE75'176t	466·3 61·9 33·9 P107'B43'F45' FK DTf34'397tFPT18	London British 17BHptCem ptAsp 3tAPT186t	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld.Sld	34″0 s6″8¾ 27″6½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
* 21754 165448 GZNP	**British Fortitude** D.F. E.S.D. *OilEng.* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at decks* *For full particulars see No. 37363 in Supplement*	8402 7480 5009	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1937	Cammell Laird&Co.Ld. Birkenhead	BritishTankerCo. Ld.	466·9 P121'B43'F58'	62·0	34·0	London British	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5⁄16" Wm.Doxford&Sons,Ld.Sld	34 ″ 1 s6 ″ 9½ 27 ″ 6¼	
21755 162486 GTPD	**British Fortune** ssFal.No.1–35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	4696 4089 2619	✠100A1 10,37 ~~11,36~~ ✠LMC MS6,35 BS~~9,36~~10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,30 *F.P. above* 150°F.	Nwc	*x*	CL 6,35	1930 9mo	Lithgows Ld. Pt.Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B66'301t DTf31'359t FPT111t APT53t*	384·6 P94'B38'F44' FK	50·2	27·7	London British 17*BHptCem ptAsp* (13 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.25",42"&70"–48" (*s*) 200lb *150lb* 430NHP 2SB,*6cf*,HS5732 FD Rankin&Blackmre.Ld.Grk	27 ″ 6 s4 ″ 5 23 ″ 4¼	
21756 160493 GKSM	**British Freedom** *OilEng.* *Mchy.Aft* ssBkn.No.2–36 E.S.D. D.F. *2Dks(Stl)&Web frames* *Longitudinal framing*	6985 6452 4164	✠100A1 ~~7,37~~ ~~11,36~~ 2,38 ✠LMC CS11,36 DBS~~11,36~~9,37 ~~8,36~~7,37 *Carrying Petroleum in bulk*	Bkn Fal	*b*†	CL ~~11,36~~ 7,37	1928 6mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE83'253tDTf41'254t FPT136tAPT93t*	440·1 P107'B34'F49' FK	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,,*2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22⅝"–91¼" 654NHP 2DB*150lb* Richardsons,Westgarth&Co.Ld.Hpl.	33 ″ 11 s6 ″ 6½ 27 ″ 8	
21757 146692 GJRC	**British Fusilier** ssShl.No.3–5,35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing* E.S.D.	6943 6400 4083	✠100A1 9,37 ~~2,37~~ BS~~2,37~~ ✠LMC5,35 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Sws Fal	*b*†	OG 2,37	1923 1mo	Swan,Hunter&Wigham-Richardson,Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE38'61t DTf46'709t FPT132t APT230t*	440·0 P113'B33'F49' FK	57·0	33·7	London British 16*BHCem* (10 *to U dk* 6 ,, *2nd*,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB(Spt),*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4 27 ″ 10½	
21758 146610 GJLR	**British General** ssSld.No.3-4,36 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6989 6472 4102	✠100A1 12,37 ~~2,37~~ BS5,37 ✠LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Sws	*b*†	OG ~~2,37~~ 12,37	1922 6mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B87'57tDTf47'729t FPT163t APT192t*	440·2 454·8(O.L.) P113'B32'F50' FK	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 ,,*2nd* ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP HS8511 FD 3SB(Spt),*12cf*,GS204, Palmers'Co.Ld.Nwc.	33 ″ 11 s6 ″ 6 27 ″ 8½	
21759 160364 GLZR	**British Glory** *OilEng.* *Mchy.Aft* ssShl.No.2-37 ~~ssSld.No.1-32~~ D.F. *2Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	6993 6477 4159	✠100A1 ~~2,37~~ ~~8,35~~ 10,37 DBS2,37 ✠LMC CS4,37 3,38 2,37 *Carrying Petroleum in bulk*	Fal ~~Shl~~ Bom	*b*†	CL 2,37	1928 2mo	SirJ.Laing &SonsLd. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE80'238t DTf39'240t FPT222tAPT106t*	435·0 P105'B34'F53' FK	57·3	33·8	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.22⅝"–91¼" 642NHP 2DB–*150lb* W.Doxford&SonsLd.Sld.	33 ″ 10 s6 ″ 5¾ 27 ″ 7½	
21760 149735 GKJR	**British Governor** ssFal.No.2–35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6840 6334 4037	✠100A1 ~~5,37~~ ~~9,36~~1,38 ✠LMC MS5,35 BS~~5,37~~3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Fal ~~Shl~~	*b*†	CL ~~5,35~~ 1,38	1926 10mo	Swan,Hunter&Wigham-Richardson,LdNewcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B83'f49'668tDTf603t FPT158t APT104t*	440·2 P100'B32'F50' FK	57·0	33·7	London British 17*BHptCem* (11 *to U dk* 6 ,,*2nd* ,,)	T.3Cy.26½",44"&74"–51" (*s*) 200lb *120lb* 584NHP 3SB,*12cf*,HS8634 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4¾ 27 ″ 9¼	
21761 146591 GFST	**British Grenadier** ssNwc.No.3–10,34 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6857 6368 4020	✠100A1 10,37 ~~2,37~~ ✠LMC MS8,33 BS~~10,36~~1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22 *F.P. above* 150°F.	Sws Fal	*b*†	OG 4,36	1922 7mo	Swan,Hunter&Wigham-Richardson,Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBaE38'61tDTf46'709t FPT132tAPT223t*	440·0 454·9(O.L.) P113'B35'F49' FK	57·0	33·7	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB(Spt),*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 6½ 27 ″ 7¼	
21762 146630 GFSV	**British Gunner** ssFal.No.3–8,35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6894 6368 4063	✠100A1 11,37 ~~3,37~~ ✠LMC BS~~3,37~~3,38 MS8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Fal	*b*†	OG 3,37	1922 9mo	Swan,Hunter&Wigham-Richardson,Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE38'61tDTf46'709t FPT132t APT223t*	440·0 P113'B35'F49' FK	57·0	33·7	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB(Spt),*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 6½ 27 ″ 7¼	
21763 160530 GDZS	**British Honour** *OilEng.* *Mchy.Aft* ssFal.No.2–36 D.F. *2Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	6991 6458 4174	✠100A1 8,37 ~~12,36~~ ✠LMC CS3,36 DBS~~3,36~~9,37 ~~3,36~~3,37 *Carrying Petroleum in bulk*	Fal Nwc	*b*†	CL ~~7,35~~ 9,37	1928 7mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE83'253t DTf41'254t FPT136tAPT93t*	440·5 P107'B34'F49' FK	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP 2DB*150lb* SulzerBros.Winterthur	33 ″ 11 s6 ″ 6½ 27 ″ 7½	
21764 160382 GNTK	**British Hope** *OilEng.* *Mchy.Aft* ssFal.No.2–36 D.F. *2Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	6951 6344 4176	✠100A1 ~~3,37~~ ~~11,36~~ 2,38 ✠LMC CS1,36 DBS~~11,36~~2,38 ~~11,36~~6,37 *Carrying Petroleum in bulk*	Bkn Shl	*b*†	OG ~~11,36~~ 2,38	1928 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE85'381t DTf36'204t FPT183tAPT90t*	441·8 P103'B34'F54' FK	56·9	33·7	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1⁄16" 653NHP 2DB–*150lb* Burmeister&Wain,Cpn.	33 ″ 11 s6 ″ 7¾ 27 ″ 7	
* 21765 147544 GJVR	**British Hussar** ssFal.No.3–9,35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6944 6401 4098	✠100A1 11,37 ~~3,37~~ ✠LMC BS~~3,37~~2,38 MS6,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,23 *F.P. above* 150 F.	Fal	*b*†	OG 6,36	1923 10mo	Swan,Hunter&Wigham-Richardson,Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE38'61tDTf46'709tFPT132t APT230t*	440·2 P113'B32'F49' FK	57·0	33·7	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb *120lb* (*s*) 642NHP 3SB(Spt),*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	33 ″ 11 s6 ″ 4 27 ″ 10½	
21766 149836 GCPL	**British Industry** ssFal.No.2–35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	4297 3789 2425	✠100A1 9,37 ~~2,37~~ ✠LMC MS4,35 BS~~9,36~~9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,27 *F.P. above* 150° F.	Fal Bom	*w*	CL 1,37	1927 5mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE28'f30'153tDTf30'227tFPT95t APT121t*	366·2 P91'B31'F60' FK	49·2	27·2	London British 15*BHptCem* 5 ,, *to 2nd dk*	T.3Cy.23",39"&66"–45" (*r*) 200lb *120lb* 407NHP 2SB,*6cf*,HS5772 FD Palmers'Co.Ld.Newcastle	27 ″ 3 s4 ″ 2 23 ″ 3¾	
* 21767 165562 GZPG	**British Integrity** *1Dk 2nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8334 7454 ~~4973~~ 4967	✠100A1 1,38 ~~9,37~~ ✠LMC9,37 ~~*(Class Contemplated)*~~ *Carrying Petroleum in bulk*	Bkn	*d*†	CL	1937 9mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE78'175tDTf34'434t FPT224tAPT200t*	467·8 483·1(O.L.) P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem ptAsp*	Oil Engines 4S.C.SA 6Cy.29½"–~~59 1⁄16"~~–59 1⁄16" 2DB*150lb* 490NHP Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 9½ 27 ″ 5¼	
21768 148785 GMKQ	**British Inventor** ssFal.No.2–34 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing-bracketless system*	7101 6560 4226	✠100A1 ~~5,37~~ ~~8,36~~ 2,38 ~~BS10,36~~ ✠LMC9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,26 *F.P. above* 150° F. BS10,37	Sld ~~Fal~~ Sws	*b*†	CL ~~1,36~~ 4,37	1926 7mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B71'263t DTf34'523t FPT134tAPT225t*	430·0 P103'B32'F47' FK	58·1	34·0	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.28",46"&76"–51" (*s*) 180lb *120lb* 567NHP 3SB,*9cf*,HS8317 FD Palmers'Co.Ld.Newcastle	34 ″ 3 s6 ″ 8 27 ″ 10¼	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built: When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21769 To be Broken up ~~GMNR~~	**British Isles** ssShl.No.3-10,29 ssShl.No.1-34 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	7108 6483 4411	✠~~100A1~~ 9,37 ~~3,37~~ ~~BS3,37~~ ~~✠LMC4,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Fal	*a*†	CL 3,37	1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	~~BritishTankerCo. Ld.~~	430·2 P101'B32'F44' FK *CellDBuB41'89tDTf40'688tFPT111tAPT72t*	57·0	33·7	Dutch 19*BHCem* (11 *to U dk* 8 „ *2nd* „)	T.3Cy.27",45"&74"-54" (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD N.E.MarineEngCoLd.Nwc	33 ″ 6 ~~s 6 ″ 5¾~~ ~~27 ″ 8½~~	
21770 146208 GFVP	**British Judge** ssNwc.No.3-12,32 ssFal.No.1-36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6735 6210 4011	✠100A1 ~~2,37~~ 11,37 BS7,37 ✠LMC6,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Bom	*a*†	CL 5,36	1921 12mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld.	420·5 P99'B35'F55' FK *CellDBuE&B71'255tDTf36'649tFPT227tAPT156t*	56·4	33·4	London British 15*BHptCem* (9 *to U dk* 6 „ *2nd* „)	T.3Cy.28",46"&75"-51" (*s*) 180lb *120lb* 560NHP 3SB,9*cf*,HS8277 FD G.Clark,Ld.Sunderland	33 ″ 6 s 6 ″ 1½ 27 ″ 7¾	
21771 160548 GCWR	**British Justice** *OilEng.* ssMch.No.2-37 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6982 6458 4122	✠100A1 10,37 ~~1,37~~ ✠LMC CS1,37 DBS~~1,37~~4,38 6,36 *Carrying Petroleum in bulk*	Mch Bom	~~*a*†~~ *v*	CL 7,35	1928 8mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·7 P107'B34'F49' FK *CellDBuE83'253tDTf41'254tFPT136tAPT93t*	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-45⅝" 654NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 11 s 6 ″ 5¾ 27 ″ 8½	
21772 146698 GJSF	**British Lady** ssFal.No.3-5,35 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6098 5629 3520	✠100A1 ~~12,36~~ 11,37 BS6,37 ~~BS4,36~~ ✠LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,23 *F.P. above* 150° F.	Fal	*a*†	OG 4,36	1923 2mo	JLThompson&Sons,Ld. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld.	412·0 P114'B35'F53' FK *CellDBuE&B82'232tDTf40'624tFPT148tAPT255t*	54·8	32·9	London British 16*BHptCem* (11*BHtoUdk* 5 „ „*2nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *180lb* 644NHP 3SB(Spt),*12cf*,HS8265 FD Met.VickersElecCoLdMch	33 ″ 0 s 5 ″ 10¾ 27 ″ 4½	
* 21773 146658 GJNV	**British Lord** ssFal.No.3-7,34 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6098 5629 3520	✠100A1 ~~5,37~~ ~~8,36~~ 2,38 ✠LMC MS7,34 BS~~2,37~~2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. above* 150°F.	Fal ~~Bom~~	*a*†	OG ~~1,35~~ 2,38	1922 11mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld.	412·0 427·0(O.L.) P114'B35'F53' FK *CellDBuE&B82'232tDTf40'624tFPT148tAPT255t*	54·8	32·9	London British 16*BHptCem* (11 *to Udk* 5 „ *2nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *180lb* 644NHP 3SB(Spt),*12cf*,HS8265 FD Met.VickersElecCoLdMch	33 ″ 0 s 5 ″ 10¾ 27 ″ 4½	
21774 149977 GLFR	**British Loyalty** *OilEng.* ssNwc.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6993 6458 4140	✠100A1 ~~1,37~~10,37 ✠LMC CS5,36 DBS~~7,36~~7,37 1,37 *Carrying Petroleum in bulk*	Sld Shl	*b*†	CL 1,37	1928 1mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·7 P107'B34'F49' FK *CellDBuE83'253tDTf41'254tFPT136tAPT93t*	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP 2DB*150lb* SulzerBros.Winterthur	33 ″ 11 s 6 ″ 6¼ 27 ″ 8	
21775 146530 GJFW	**British Mariner** ssFal.No.3-1,35 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6996 6472 4079	✠100A1 ~~2,37~~11,37 ✠LMC MS1,35 BS~~8,36~~8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Shl Fal	*b*†	OG ~~8,35~~ 9,37	1922 3mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·2 P113'B32'F50' FK *CellDBuE&B87'57tDTf47'729tFPT163tAPT192t*	57·1	33·8	London British 17*BHptCem* (11 *to Udk* 6 „ *2nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204 FD HS8511 Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8¼	
21776 146655 GFWN	**British Merchant** ssShl.No.3-3,35 *Mchy.Aft* 2*Dks(Stl)* D.F. E.S.D.	6994 6471 4015	✠100A1 7,37 ~~10,36~~ ✠LMC MS10,34 BS~~4,37~~3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Nwc Fal	*b*†	OG 10,36	1922 11mo	W.Beardmore& Co.Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld.	440·7 P116'B35'F49' FK *CellDBuE&B67'248tDTf45'701tFPT168tAPT240t*	57·2	34·1	London British *ptCem* 10*BHtoUdk* 6 „ „*2nd*„	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb *180lb* 673NHP 3SB(Spt),*12cf*,HS8670 FD W.Beardmore&Co.Ld.Gls.	33 ″ 11 s 6 ″ 5½ 27 ″ 7¾	
21777 146326 GBVR	**British Monarch** *Fitted for oil fuel* D.F. 2*Dks*	5661 5302 3532					1923	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vèrel,Ld.*Mgrs.*)	420·6 P48'B129'F46'	54·2	29·1	Glasgow British *WB*	T.3Cy.26",43",&73"-48" E*made&fitted*29 269NHP D&W.Hendersn&CoLdGls		C
21778 148491 GKVM	**British Motorist** *OilEng.* ssBkn.No.3-4,37 ~~ssNwc.No.2-33~~ *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6891 6337 4088	✠100A1 12,37 ✠LMC CS4,37 DBS7,37 7,37 *Carrying Petroleum in bulk*	Fal Nwc	*b*†	CL ~~10,35~~ 12,37	1924 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·2 453·3(O.L.) P106'B33'F49' FK *CellDBuE15'f45'289tFPT160tAPT104t*	57·0	33·8	London British 17*BHptCem* (10 *to U dk* 7 „ *2nd*„)	Oil Engines 2S.C.SA 8Cy.24"-50" 796NHP 2DB*150lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ 4¾ 27 ″ 9½	
* 21779 146646 GJLR	**British Officer** ssSld.No 3-6,35 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6990 6478 4078	✠100A1 ~~6,37~~ ~~7,36~~2,38 DBS6,37 ✠LMC MS6,35 MBS~~7,36~~8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Sws ~~Fal~~Nwc	*b*†	OG ~~N7,36~~ 1,38	1922 9mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·2 P113'B32'F50' FK *CellDBuE&B87'57tDTf47'729tFPT163tAPT192t*	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204 FD HS8511 Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8¾	
* 21780 148676 GLNJ	**British Petrol** *OilEng.* ssNwc.No.3-2,38 ~~ssNwc.No.2-34~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6891 6377 4103	✠100A1 2,38 ~~1,37~~ 2,38 DBS8,36 ✠LMC6,38 2,38 ✠NE32 *fitted*2,38 *Carrying Petroleum in bulk*	Nwc	*b*†	CL ~~1,37~~ N1,38	1925 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	440·2 P106'B33'F49' FK *CellDBuE15'f45'289tFPT160tAPT104t*	57·0	33·8	London British 17*BHptCem* (10 *to U dk* 7 „ *2nd*„)	Oil Engines 2S.C.DA 6Cy.23[illegible]"-35$\frac{7}{16}$" 1168NHP 2DB*150lb* VickersArmstrongs,Ld. Brw.	33 ″ 11 s 6 ″ 4½ 27 ″ 9¾	
* 21781 165354 GZGG	**British Power** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8334 7454 4973	✠100A1 ~~8,37~~12,37 ✠LMC12,36 *Carrying Petroleum in bulk*	Bkn Fal	*d*†	CL	1936 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld.	467·8 P105'B43'F45' FK *CellDBuE78'175tDTf34'434tFPT224tAPT200t*	61·7	33·8	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
21782 146684 GJQM	**British Premier** ssShl.No.3-1,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing* D.F. E.S.D.	5872 5395 3377	✠100A1 ~~8,37~~10,36 4,38 ✠LMC MS1,36 BS~~10,36~~10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Fal ~~Bom~~Bkn	*z*	OG 10,36	1922 12mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld.	400·6 416·0(O.L.) P107'B34'F49' FK *CellDBuE33'44tDTf40'560tFPT130tAPT80t*	53·7	32·7	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd*„)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 523NHP 3SB(Spt),9*cf*,HS7737 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 9¾ 27 ″ 5	
21783																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. & Durée Cert. Bd of Trade
21784 162553 GMHF	**British Prestige** *OilEng.* D.F. *ss*Fal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 ~~6,37~~ ~~9,36~~ 2,38 ✠LMC CS11,35 ~~[illegible]~~ ~~5,37~~ ~~9,36~~ 2,38 *Carrying Petroleum in bulk* DBS2,38	Shl Fal	*b*†	CL 8,36	1931 3mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. *Cell DBuE*85' *f*38'470*t* *FPT*172*t* *APT*83*t*	440·6|59·5|33·0 P113'B43'F48' FK	London British 17*BHptCem* (13 *to U dk* 4 " 2*nd* ")	Oil Engines 4S.C.SA 8Cy.29⅜"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 " 0 s6 " 0½ 27 " 2½	
21785 162533 GLYT	**British Pride** *OilEng.* D.F. E.S.D. *ss*Nwc.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 1,38 ~~2,37~~ ~~11,37~~ ✠LMC CS9,35 DBS~~3,37~~ 2,38 ~~5,36~~ 2,38 *Carrying Petroleum in bulk*	Bkn ~~Fal~~ Nwc	*b*†	CL ~~6,36~~ 1,38	1931 1mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. *Cell DBuE*85' *f*38'470*t* *FPT*172*t* *APT*83*t*	440·6|59·5|33·0 455·6(O.L.) P113'B43'F48' FK	London British 17*BHptCem* (13 *to U dk* 4 " 2*nd* ")	Oil Engines 4S.C.SA 8Cy.29⅜"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 " 0 s 6 " 0½ 27 " 2½	
* 21786 161576 GYDQ	**British Prince** (*ex*Sutherland-36) *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4979 4580 3056	✠100A1 *with freeboard* 11,37 ~~11,36~~ ✠LMC1,35	Lon Bkn		CL 11,37	1935 1mo *Lloyd's A&CP*	W.Doxford &Sons,Ld Sunderland	RioCapeLine,Ld. (FurnessWithy &Co.Ld *Mgrs.*) *Cell DB*346'1174*t* *MT*1236*t* *APT*191*t*	412·2|54·2|26·1 FK	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 " 2*nd* ")	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6½	
21787 140298 GBMD	**British Princess** *ss*Fal.No.3-9,29 *ss*Bkn.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	~~7052~~ ~~6477~~ ~~4869~~ 7019 6477 4256	✠100A1 7,37 ~~9,36~~ ✠LMC MS4,33 BS2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Fal	*a*†	CL ~~3,35~~ 6,37	1917 5mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. *Cell DBuB*41' 89*t* *DTf*40'688*t* *FPT*111*t* *APT*72*t*	430·0|57·0|33·7 P101'B32'F44' FK	London British 18*BHptCem* (10 " *to Udk* 8 " 2*nd* ")	T.3Cy.27",45"&74"-54" (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD NEMarineEng.Co.Ld.Nwc	33 " 6 s 6 " 5½ 27 " 3½	
21788 149926 GKPV	**British Progress** *ss*Nwc.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D *Longitudinal framing*	4581 4061 2639	✠100A1 ~~8,37~~ ~~12,36~~ 6,38 BS5,38 MS3,36 ✠LMC ~~DBS7,36~~ ~~0,37~~ ~~MBS3,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Nwc	*x*	CL 3,36	1927 11mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. *Cell DBuE*&*B*51'*f*31'239*t* *DTf*31'264*t* *FPT*135*t* *APT*69*t*	381·2|50·4|27·6 P93'B30'F55' FK	London British 16*BHptCem* (11 " *to Udk* 5 " 2*nd* ")	T.3Cy.25",42"&70"-48" (*s*) 200lb *120lb* 422NHP 2SB,*6cf*, HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27 " 6 s 4 " 4½ 23 " 4	
21789 160357 GNSF	**British Reliance** *OilEng.* Sub.Sig. *ss*Fal.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	7000 6521 4132	✠100A1 9,37 ~~2,37~~ ✠LMC CS6,36 DBS~~6,36~~ 9,37 2,37 *Carrying Petroleum in bulk*	Shl	*b*†	CL ~~2,37~~ N8,37	1928 2mo *Lloyd's A&CP*	Greenock Dkyd.Co.Ld. Greenock	BritishTankerCo. Ld. *Cell DBuE*86'166*t* *DTf*36'226*t* *FPT*180*t* *APT*97*t*	440·3|57·0|33·8 P111'B41'F53' FK	London British 17*BHptCem* (10 " *to Udk* 7 " 2*nd* ")	Oil Engines 4S.C.SA 8Cy.29⅜"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 " 11 s 6 " 3½ 27 " 10	
21790 160397 GCRF	**British Renown** *OilEng.* *ss*Shl.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6997 6478 4143	✠100A1 1,38 ~~4,37~~ ✠LMC CS6,36 DBS~~6,36~~ 8,37 ~~4,37~~ 8,37 *Carrying Petroleum in bulk*	Fal	*b*†	CL 9,35	1928 4mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *Cell DBuE*80'238*t* *DTf*30'235*t* *FPT*222*t* *APT*106*t*	435·0|57·3|33·8 P105'B34'F53' FK	London British 16*BHptCem* (10 *to U dk* 6 " 2*nd* ")	Oil Engines 2S.C.SA 4Cy.22⅛"-91¼" 642NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33 " 10 s 6 " 5½ 27 " 7½	
* 21791 165539 GZPF	**British Resolution** 1*Dk*,2*nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8298 7423 4935	✠100A1 2,38 ~~8,37~~ ✠LMC8,37 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk*	Bkn	*d*†	CL	1937 8mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. *Cell DBuE*75'176*t* *DTf*34'397*t* *FPT*209*t* *APT*183*t*	466·3|61·9|33·9 481·6(O.L.) P107'~~B42'F58'~~ B43'F45' FK	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,LdSld	34 " 0 s6 " 8½ 27 " 6½	
21792 162547 GKZB	**British Resource** *OilEng.* *ss*Fal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7209 6579 4197	✠100A1 11,37 ~~1,37~~ ✠LMC CS9,35 DBS1,37 ~~1,37~~ 11,37 *Carrying Petroleum in bulk*	Sld Fal	*b*†	CL ~~12,34~~ 11,37	1931 3mo *Lloyd's A&CP*	Greenock Dkyd.Co.Ld. Greenock	BritishTankerCo. Ld. *Cell DBuE*85' *f*38'424*t* *FPT*195*t* *APT*95*t*	440·6|59·4|32·9 P113'B43'F48' FK	London British 17*BHptCem* (13 *to U dk* 4 " 2*nd* ")	Oil Engines 4S.C.SA 8Cy.29⅜"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 " 0 s 5 " 11½ 27 " 2½	
* 21793 142723 GSBQ	**British Sailor** (*ex*WarRajah) *ss*Fal.No.3-4,31 D.F. *ss*Bom.No.1-36 1*Dk*(*Stl*)2*trB* &*Web frames* *Longitudinal framing*	5576 4706 3444	✠100A1 ~~6,37~~ ~~9,36~~ 1,38 ✠LMC MS1,36 BS~~6,36~~ 6,37 *Carrying oil fuel in bulk F.P. above* 150°F. *Fitted for oil fuel* 12,18 *F.P. above* 150° F.	Bom	*z*	CL ~~3,35~~ 1,38	1918 12mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. *Cell DBuE*&*B*59'240*t* *f*50'65*t* *FPT*95*t* *APT*80*t*	400·0|52·3|28·4 P49'B121'F39' FK	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 " 0 s 5 " 7½ 25 " 7	
* 21794 162532 GFCJ	**British Science** *OilEng.* *ss*Sld.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*) D.F. E.S.D. GyC. &*Web frames* *Longitudinal framing*	7138 6391 4172	✠100A1 ~~6,37~~ ~~10,36~~ 3,38 ~~DBS2,37~~ ✠LMC4,35 *Carrying Petroleum in bulk* DBS1,38	Sld ~~Fal~~ Nwc	*b*†	CL ~~1,36~~ 3,38	1931 1mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *Cell DBuE*79'283*t* *DTf*39'227*t* *FPT*149*t* *APT*89*t*	441·2|59·7|33·0 P108'B42'F49' FK	London British 17*BHptCem* (13 " *to Udk* 4 " 2*nd* ")	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 " 0 s 6 " 1½ 27 " 0½	
* 21795 143979 GJKD	**British Scout** *ss*Shl.No.3-8,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	1507 1294 836	✠100A1 9,37 ~~1,37~~ BS~~8,36~~ ✠LMC8,35 9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Gmh	*p*	CL N4,36	1922 10mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishTankerCo. Ld. *Cell DBuE*22'23*t* *FPT*45*t* *APT*25*t*	245·0|37·2|19·8 254·8(O.L.) P67'B20'F26' FK	Swansea British 11*BHptCem* (9 " *to Udk* 2 " 2*nd* ")	T.3Cy.17½",29"&48"-33" (*r*) 180lb 182NHP 2SB,*4cf*,HS2664 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 " 0 s 2 " 4 17 " 10	
* 21796 166328 GZPD	**British Security** 1*Dk*,2*nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8470 7464 4979	✠100A1 12,37 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk* ✠LMC12,37	Gls	*d*†	CL	1937 12mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	BritishTankerCo. Ld. *Cell DBuE*75'175*t* *DTf*34'434*t* *FPT*224*t* *APT*200*t*	467·8|61·7|33·8 483·1(O.L.) P105'B43'F45' FK	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 " 0 s6 " 9½ 27 " 5½	
21797 146647 GJLQ	**British Sergeant** *ss*Shl.No.3-11,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	5868 5380 3387	✠100A1 ~~5,37~~ ~~5,36~~ 1,38 ~~BS12,36~~ ✠LMC11,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F. BS5,37	Shl ~~Fal~~ Bom	*z*	OG ~~11,34~~ N5,37	1922 8mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *Cell DBuE*33'41*t* *DTf*40'560*t* *FPT*130*t* *APT*80*t*	400·6|54·2|32·7 P122'B34'F49' FK	London British 16*BHptCem* (10 " *to Udk* 6 " 2*nd* ")	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 593NHP 3SB(Spt),*9cf*,HS7787 FD Palmers'Co.Ld.Newcastle	33 " 0 s 5 " 10 27 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 21798 142707 GSBT	**British Soldier** (exWarSikh) ssFal.No.3-10,30 ssBom.No.1-35 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5564 4712 3503	✠100A1 9,37~~1,37~~ ✠LMC MS6,35 BS~~10,36~~12,37 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 11,18 F.P. above 150° F.	Bom	z	CL 4,36	1918 11mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	BritishTankerCo. Ld.	400·0 P49'B121'F39' FK Middle line Bulkhead not oil-tight CellDBuE&B65'262tf50'65t	52·3	28·4	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.WrksW.Hpl	31 // 0 s 5 // 7¾ 25 // 7	
* 21799 140319 GSDY	**British Sovereign** ssShl.No.3-8,30 ssShl.No 1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	3657 3337 2176	✠100A1 ~~5,37~~ ~~7,36~~ 2,38 ✠LMC ~~MS8,35~~ BS~~3,37~~2,38 Carrying Petroleum in bulk Fitted for oil fuel 5,17 F.P. above 150° F	Bom ~~Bkn~~	v	CL 7,36	1917 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	345·2 354·1(O.L.) P88'B39'F46' FK CellDBuB38'70t DTf29'314t FPT69t APT34t	49·1	25·6	London British 13BHptCem (8 to U dk 5 ,, 2nd ,,)	T.3Cy.23",38"&62"-42" (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLdNwc	25 // 7 s 3 // 11½ 21 // 9¾	
* 21800 162546 GFKM	**British Splendour** OilEng. Mchy.Aft ssMch.No.1-35 D.F. E.S.D. 2Dks(Stl)&Web frames Longitudinal framing	7138 6391 4172	✠100A1 ~~8,37~~ ~~11,36~~ 5,38 ✠LMC CS5,35 DBS~~2,37~~1,38 11,36 Carrying Petroleum in bulk	Fal ~~Shl~~ Sld	b†	CL N2,36	1931 2mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	441·2 P108'B42'F49' FK CellDBuE79'283t DTf39' 227tFPT 149tAPT89t	59·7	33·0	London British 17BHptCem (13 to U dk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 // 0 s 6 // 1½ 27 // 1	
21801 142337 GLDC	**British Star** Now "Olynthus," see No. 39556 in Supplement ssFal.No.3-5,36 ssFal.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6888 5285 4080	✠100A1 8,36 BS8,36 ✠LMC9,35 Carrying Petroleum in bulk Fitted for oil fuel F.P. above 150 °F.	Fal	a†	CL 8,35	1918 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	TheAdmiralty (BritishTanker Co.Ld. Mgrs.)	430·0 P99'B33'F60' FK CellDBuB35'107tDTf43'640tFPT164tAPT60t	57·0	33·1	London British 19BHptCem (14 ,, to U dk 5 ,, ,, 2nd ,,)	T.3Cy.27",45"&74"-54" (r) 180lb 620NHP 3SB,12cf,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 // 6 s 6 // 6 27 // 3¼	
21802 146686 GJNR	**British Statesman** ssFal.No.3-4,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6991 6549 4150	✠100A1 ~~6,37~~ ~~10,36~~ 1,38 BS12,37 ✠LMC MS2,35 ~~BS10,36~~ Carrying Petroleum in bulk Fitted for oil fuel 1,23 F.P. above 150° F.	Fal ~~Sld~~ Shl	b†	OG ~~11,35~~ ~~5,37~~ 1,38	1923 1mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld.	440·3 457·5(O.L.) P113'B32'F48' FK CellDBuE&B74' 209tDTf45'851t FPT205tAPT259t	57·1	33·9	London British 17BHCem (10 ,, to U dk 7 ,, ,,2nd,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt)12cf,HS8256 FD G.Clark,Ld.Sunderland	33 // 11 s 6 // 4¾ 27 // 9	
21803 162575 GFLK	**British Strength** OilEng. D.F. GyC. ssSld.No.1-35 E.S.D. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	7139 6391 4169	✠100A1 ~~6,37~~ ~~9,36~~ 2,38 ✠LMC CS7,35 DBS~~6,36~~6,37 ~~2,37~~12,37 Carrying Petroleum in bulk	Fal	b†	CL ~~2,36~~ 1,38	1931 4mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	441·2 P108'B42'F49' FK CellDBuE79'283t DTf39' 227tFPT 149tAPT89t	59·7	33·0	London British 17BHptCem (13 to U dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23¾"-91$\frac{5}{16}$" 687NHP 2DB,150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 // 0 s 6 // 1½ 27 // 1¼	
21804 143971 GFQL	**British Tommy** ssSws.No.1-37 ssShl.No.3-9,33 Mchy.Aft 2Dks(Stl)&Web frames Wireless D.F. Longitudinal framing	1411 1158 805	✠100A1 12,37~~3,37~~ 12,37✠LMC MS~~6,34~~ BS~~3,37~~4,38 Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Sws	o	CL ~~3,37~~ N11,37	1921 8mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	BritishTankerCo. Ld.	229·9 239·3(O.L.) P65'B22'F29' FK CellDB23'19t FPT38tAPT22t	36·2	19·0	Swansea British 11BHCem (9 to U dk 2 ,, 2nd ,,)	T.3Cy.17½",28"&47"-33" (r) 180lb 161NHP 2SB,6cf,GS99,HS2800 Rankin&Blackmore,Ld. Greenock	19 // 3 s1 // 10½ 17 // 6½	
21805 146163 GFVQ	**British Trader** ssFal.No.1-38 ssFal.No.3-12,33 Mchy.Aft 2Dks(Stl) D.F.	4204 3630 2314	✠100A1 ~~5,37~~ ~~8,36~~ 4,38 4,38✠LMC MS~~12,33~~ BS~~10,36~~11,37 Carrying Petroleum in bulk Fitted for oil fuel 11,21 F.P. above 150° F.	Bom ~~Sld~~ Fal	w	CL ~~N12,35~~ 4,38	1921 11mo	W.Beardmore&Co.Ld. Glasgow Lloyd's A&CP	BritishTankerCo. Ld.	351·4 363·2(O.L.) P82'B40'F57' FK CellDBuE23' 68tDTf35'394tFPT54tAPT40t	49·1	27·1	London British 14BHptCem (9 ,, to U dk 5 ,, ,,2nd,,)	T.3Cy.23",36½"&58"-42" (r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 // 0 s 4 // 1¼ 23 // 2	
21806 165358 GZCY	**British Triumph** OilEng. Mchy.Aft 1Dk,2nd dk clear of cargo D.F. E.S.D. CruiserStern tanks Longitudinal framing at bottom & at deck	8402 7484 5008	✠100A1 ~~4,37~~12,37 ✠LMC12,36 Carrying Petroleum in bulk	Fal Nwc	d†	CL ~~4,37~~ 11,37	1936 12mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	BritishTankerCo. Ld.	467·6 P105'B43'F46' FK CellDBuE78'178tDTf34'427tFPT209tAPT198t	61·7	33·9	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk	34 // 0 s 6 // 8¾ 27 // 6½	
21807 149943 GKWD	**British Union** OilEng. D.F. ssFal.No.2-35 E.S.D. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6987 6402 4157	✠100A1 1,37 ✠LMC CS11,35 DBS1,37 4,36 Carrying Petroleum in bulk	Nwc	b†	CL 3,35	1927 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	440·1 P104'B33'F54' FK CellDBuE71'f38'466t FPT148tAPT108t	57·0	33·9	London British 17BHCem 6 ,, to 2nd dk	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB150lb WllsndSlpwy.Co.Ld.Nwc.	34 // 0 s 6 // 5¾ 27 // 9½	
* 21808 149945 GJMY	**British Valour** OilEng. ssNwc.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6952 6487 4176	✠100A1 8,37~~12,36~~ ✠LMC CS4,36 DBS~~4,36~~5,37 ~~4,36~~8,37 Carrying Petroleum in bulk	Shl Bkn	b†	CL N7,35	1927 11mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	BritishTankerCo. Ld.	440·5 P112'B34'F47' FK CellDBuE86'f36'411tFPT178tAPT93t	57·0	33·8	London British 18BHCem (10 to U dk 8 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33 // 11 s 6 // 4 27 // 9¾	
21809 162502 GTPF	**British Venture** ssFal.No.1-34 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	4696 4089 2619	✠100A1 ~~2,37~~ 10,37 BS~~12,36~~ ✠LMC10,34 1,38 Carrying Petroleum in bulk Fitted for oil fuel 11,30 F.P. above 150° F.	Nwc Fal	x	CL ~~4,36~~ 10,37	1930 11mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	BritishTankerCo. Ld.	384·6 P95'B38'F44' FK CellDBuE&B66' 301tDTf31'359t FPT111tAPT53t	50·2	27·7	London British 17BHptCem ptAsp (13 to U dk 4 ,, 2nd ,,)	T.3Cy.25",42"&70"-48" (s) 200lb 150lb 430NHP 2SB,6cf,HS5732 FD Rankin&Blackmre,Ld.Grk	27 // 6 s4 // 4¾ 23 // 4½	
21810 145236 GFDY	**British Viscount** ssFal.No.1-38 ssFal.No.3-2,34 Mchy.Aft 2Dks(Stl)& D.F. E.S.D. Web frames Longitudinal framing	6895 6363 4073	✠100A1 ~~4,37~~ ~~10,36~~ 1,38 ✠LMC 1,38 ~~MS2,34~~ ~~BS2,37~~ Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Sws ~~Shl~~ Fal	b†	OG ~~8,34~~ 4,37	1921 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld.	440·0 P113'B32'F49' FK CellDBuE38'61tDTf46'709tFPT132tAPT223t	57·0	33·7	London British 17BHptCem (11 to U dk 6 ,,2nd,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb FD 644NHP 3SB(Spt)12cf,GS—,HS8280 Swan,Hunter&Wigham- RichardsonLd.Nwc.	33 // 11 s 6 // 6¾ 27 // 7	
21811 146550 GJFX	**British Workman** ssShl.No.3-5,34 Mchy.Aft 2Dks(Stl)& D.F. Web frames E.S.D. Longitudinal framing	6994 6533 4066	✠100A1 ~~5,37~~ ~~6,36~~ 10,37 DBS5,37 ✠LMC MS5,34 ~~BS10,36~~ Carrying Petroleum in bulk Fitted for oil fuel 4,22 F.P. above 150° F. MBS10,37	Nwc Fal	b†	OG ~~10,35~~ ~~5,37~~ 10,37	1922 4mo	Workman Clark&Co.Ld. Belfast Lloyd's A&CP	BritishTankerCo. Ld.	440·4 P113'B34'F65' FK CellDBuE&B 81'42tDTf45'620t FPT165tAPT224t	57·0	33·9	London British 17BHptCem (11 to U dk 6 ,,2nd,,)	2SteamTurbinesDRgeared to 1Sc.Shaft (s) 200lb 120lb 605NHP 3SB(Spt),12cf,GS209, FD HS8295 Wrkman,Clark&CoLd.Bel	33 // 11 s 6 // 4¾ 27 // 9¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	[illegible]
21812 147401 GJVQ	**British Yeoman** ssFal.No.3–2,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* E.S.D.	6990 6479 4092	✠100A1 ~~10,37 12,36~~ 4,38 ✠LMC MS5,35 BS~~12,31~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 6,23 F.P. above 150° F.*	Shl Fal	*b*†	OG 12,36 2,37	1923 6mo *Lloyd*'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B*87' 57t*DTf*47'729t	440·0 P113'B32'F50' FK *FPT*168t*APT*192t	57·1	33·8	London British 17*BHptCem* (11 „ *to Udk* 6 „ „*2nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),12*cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8½	
✱ 21813 165624 ~~GZPQ~~ GZPQ	**British Zeal** 1*Dk*,2*nd dk clear of cargo tanks OilEng.* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom&at deck* D.F. E.S.D.	8532 7484 5005	✠100A1 12,37 ~~(*Class Contemplated*)~~ *Carrying Petroleum in bulk* ✠LMC12,37	PGl	*d*†	CL	1937 12mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	BritishTankerCo. Ld. *CellDBuE*78'178t*DTf*34'	467·6 481·5(O.L.) P105'~~B42'F58'~~ FK B43'F46' 127t*FPT*209t*APT*198t	61·7	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
21814 PDGZ	**Britsum** ssRot.No.2–37 ~~ssRot.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5273 4002 3227	✠100A1 *withfreeboard* ~~4,37 1,36~~ 5,38 ~~BS4,36~~ ✠LMC~~4,33~~ BS~~4,37~~5,38 MS1,37 *Fitted for oil fuel 2,32 F.P. above 150° F.*	Rot	*a*†	CL ~~4,35~~ 4,37	1929 5mo *Lloyd*'sA&CP	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) 1 *Intermediate BH dispensed with* 5*BH*&1*oil fuel tank BH to 2nd dk* *CellDB*360'1286t*DTf*18'683t*FPT*78t	421·1 F32' FK	56·2	26·4	Amstrdam Dutch *Cem* *Coll BH to* *Sh dk* *APT*101t	Q.4Cy.24″,34″,49″&71″–48″ 220lb (*s*) 549NHP 3SB(Spt),9*cf*,GS154, HS8004 FD N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 8 25 ″ 5½	
21815 6735 SFNE	**Britt** (*ex*Minna–35) 1*Dk*	*1544* *1341* *911*					1922	Nylands Værksted Oslo	KalmarRederiA/B (H.Jeansson, *Mgr.*)	252·8 P24'B64'F24'	39·2	16·6	Kalmar Swedish *WB*	T.3Cy.19″,31″&51½″–33″. 153NHP NylandsVærksted,Oslo		N
21816 LCGB	**Britta** TwinSc *CarryingPetroleum in bulk OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	6214 5571 3609					1928	Helsingörs Jernsk.&Msk Helsingör	RederiA/SMascot (Arth.H.Mathiesen,*Mgr*)	407·8 P208tH435tF85t	54·7	32·5	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP Akt.Burmeistr&Wain,Cpn		N
21817 OYAY	— 1*Dk*	1146 929 673					1921	Schiffb.Ges Unterweser m.b.H. Wesermünde-L.	J.Lauritzen	231·5 P21'B56'F28'	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)12¾″&(2)27½″–27½″ NE30 141NHP Christiansen&Meyer,Hrbg		G
21818 149681 GSNC	**Brittany** *OilEng.* D.F. 2*Dks*&*Shelter dk*	4772 4178 2849					1928	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	400·4 P38'F36'	55·2	25·7	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½″–72¾″ 646NHP Harland&Wolff,Ld.Gls.		C
21819 163616 MBDQ	— Ⓟ TwinSc *Fitted for oil fuel* Wireless 3*Dks* E.S.D. *CruiserStern*	1445 933 554					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	249·8	39·1	14·0	S'thamptn British *WB*	4SteamTurbinesSRgeared to2ScrewShafts W.Denny&Bros.Ld.Dmb.		BT till 3,38
✱ 21820 149882 MNWC	**Brixton** ssShl.No.2–36 Sub.Sig. 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1557 1300 878	✠100A1 7,37 ~~6,36~~ ✠LMC6,36 BS7,37	Shl	*p*	OG 6,36	1927 8mo *Lloyd*'sA&CP	S.P.Austin &Son,Ld. Sunderland	SouthMetropolitanGasCo. *CellDB*176'347t *Tank at sides*	244·3 Q96'B51'F24' FK *of tunnel*109t*FPT*	36·7	18·4	London British 4*BHptCem* 84t*APT*68t	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 185NHP 2SB,6*cf*,GS94,HS3260 N.E.MarineEng CoLdNwc	20 ″ 6 s 2 ″ 4½ 18 ″ 3½	
21821 LDBB	**Bro** (*ex*Barbro) 3Mst *Mchy.Aft* 1*Dk*	908 619 408					1901	Framnes Mek.Værks. Sandefjord	D/S A/SFrithjof-Eide(B.Pedersen&Sön,*Mgrs.*)	200·5 P209tH20t	30·1	13·0	Haugesnd Norwegian *WB*	T.3Cy.14″,24″&37″–27″ 71NHP AkersMek.Værks. Oslo		N
21822 215988 WSCJ	**Broad Arrow** ssPhl.No.3–5,29 ssBal.No.2-37 ~~ssBal.No.1–33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	7718 7210 4714	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~3,37~~ ~~BS3,37~~ ✠LMC~~12,33~~ 3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,18 F.P above 150° F.*	Bal	*d*†	CL N4,36	1918 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *CellDBa*23'*uE*&	467·6 FK	62·7	32·0	NewYork Utd.States 16*BHptCem* 10 *to U dk* 6 „*2nd*„ *B*76'463t*DT*	Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYk.SBCorCamdenNJ *f*40'440t*FPT*229t*APT*131t	32 ″ 0 s4 ″ 2 28 ″ 0½	
✱ 21823 145702 VJNS	**Broadway** 3Mst (*ex*DurleyHill, ssAdl.No.3–7,32 *ex*Lygia) ssAdl.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	722 568 375	✠100A1 1,38 ~~1,37~~ LMC1,37 BS1,38	Adl	*j*	OG 11,36	1921 10mo *Lloyd*'sA&CP	Limhamns Skeppsv.AB. Limhamn	TheAdelaide SteamshipCo.Ld. *CellD*	178·2 P56'F20' FK *B*144'192t *FPT*56t	30·6	12·6	Melbourne British 3*BHCem* *APT*26t	T.3Cy.16″,26″&43″–30″ (*s*) 180lb *100lb* 119NHP 1SB,3*cf*,GS48,HS1958 N.E.MarineEng.Co.Ld.Sld	15 ″ 0 s1 ″ 6¾ 13 ″ 7	
✱ 21824 145012 MKDV	**Brockley** ssShl.No.3–5,33 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1564 1336 820	✠100A1 7,36 BS~~7,36~~ 8,37 ✠LMC5,33	Shl	*p*	CL 7,36	1920 9mo *Lloyd*'sA&CP	Dublin Dkyd.Co.Ld. Dublin	SouthMetropolitanGasCo. *CellDB*171'306t*D*	240·2 B52'F23' FK *Ta*29'121t *FPT*80t	36·2	19·1	London British 6*BHCem* *APT*38t	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
21825 204944 KJEB	**Brockton** (*ex*Valdez,*ex*Bennington) *Mchy.Aft Fitted for oil fuel* 2*Dks* 3*trB*	2308 — 1729					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0	43·2	27·0	Wilmgton (Del.) *WB* Utd. States	Q.4Cy.16¾″,24″,35″&51″–36″ 156NHP Gt.LakesEng.Wks.Detroit		R
✱ 21826 163448 GWPF	**Brodwal** (*ex*Katerina–33, *ex*Immacolota) ssPir.3rdNo.3–2,37 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule*	3385 3150 2152	✠100A1 1,38 ~~2,37~~ ✠LMC2,37 BS3,38	Pir Rot	*v*	CL ~~2,37~~ 1,38	1900 8mo	R.Thompson&Sons Sunderland A&CP	BrodwalS.S.Co.Ld. (S.Catsell,*Mgr.*) *CellDBa*100'*uE*24	326·0 P31'B102'F36' FK '*f*134'794t*FPT*86t	48·0	23·7	London British 5*BHCem* *APT*169t	T.3Cy.24″,39″&64″–42″ (*s*) 160lb 285NHP 2SB,6*pf*,GS122,HS4574 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 3 22 ″ 3	
21827 OYBB	**Broholm** 1*Dk*&*pt Awng dk*	1544 1296 912					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede Dampskibs.Selsk.	~~254·6~~ 280·7	37·7	16·0	Copnhagn Danish *WB*	C.4Cy.(2)14⅜″&(2)31½″–35$\frac{7}{16}$″ & 1LP Turbine SvendborgMsk.Svendborg		V
21828 LCFQ	**Brönnöy** TwinSc *OilEng.* D.F. 1*Dk*	4791 4315 2864					1926	A/B Götaverken Gothenburg	A/S Borgestad	380·5 P123tH269tF43t	54·7	25·7	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP A/BGötaverken,Got.		N
✱ 21829 140623 GCPZ	**Bronte** ssGls.No.3–6,29 D.F. ssLiv.No.1–34 2*Dks*(*Stl*)	5317 4759 3229	✠100A1 5,36 BS~~10,36~~ 2,38 ✠LMC~~3,34~~ MS9,37	NYk	*z*	CL ~~5,36~~ 9,37	1919 6mo *Lloyd*'sA&CP	A.McMillan&Son,Ld. Dumbarton	Lamport&Holt Line,Ld. *CellDB*	400·5 P49'B113'F39' FK 347'1062t*FPT*126t	52·2	28·5	Liverpool British 7*BHptCem* *APT*224t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	31 ″ 0 s 6 ″ 0 25 ″ 3	
21830 LDJE	**Bronxville** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4663 4261 2793					1929	Odense Staalskibs. Odense.	SkibsA/S Stiklestad(A/S A.F. Klaveness&Co. *Mgrs.*)	386·3 P121tH316tF25t	54·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½″–59″ 487NHP Akt Burmeistr&Wain,Cpn.		N

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
21831 102687 MQPR	**Bronzite** (*ex*PrincessThyra, *ex*Citrine) 3Mst *ss*Bwg.3rdNo.3–11,32 *ss*Irv.No.1–37 *Well deck Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	602 434 237	✠100A1 4,37 ✠NB3,28 MS4,37	Irv ✠LMC BS~~12,35~~ 12,37	*i*	CL 3,37	1894 5mo	Scott&Sons Bowling A&CP	Wm.Robertson	180·0 187·0(O.L.) Q90'B11'F37' BK7$\frac{1}{2}$" *WB=CellDB*95'	29·1	10·6	Glasgow British 3*BHCem* 140*tFPT*22*t*	T.3Cy.17$\frac{1}{8}$",27$\frac{1}{4}$"&44"–30" 160lb (*s*) 108NHP 1SB,3*cf*,GS53,HS1700 Muir&Houston,Glasgow	13 " 0 s " 4$\frac{1}{2}$ 13 " 3$\frac{3}{4}$	
21832 DHDD	**Brook** Wireless D.F. 1*Dk*	1225 1074 690					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 P&B188'F27'	37·8	14·4	Hamburg German *WB*	T.3Cy.17$\frac{11}{16}$",28$\frac{3}{8}$"&45$\frac{11}{16}$"–33$\frac{7}{16}$" 121NHP StettinerOderwerkeStettin		G
21833 217298 WNUO	**Brookdale** WoodTwinSc *Fitted for oil fuel* 2*Dks*	2935 2437 1730			...		1918	GraysHarb MotorS.Corp. Abrdeen,Wsb	GardeniaPacking Co.	272·5 P22'B62'F34'	49·1	25·8	S.Frncisco Utd.States	T.6Cy.15$\frac{1}{2}$",26"&44"–26" 198NHP MurrayIWBurlingtnIowa	28 " 6	
21834 217978 WXOA	**Brookings** (*ex*Cowiche) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2327 — 1388					1919	Gt.Lakes Eng.Works Ashtabula,O.	McCormickS.S.Co.	253·4	43·6	25·1	S.Frncisco Utd.States *WB*	T.3Cy.21",34$\frac{1}{2}$"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
21835 111855	**Brookton** (*ex*Dornoch,*ex*Colorado, *ex*TheIroquois,*ex*Tadenac) 1*Dk*	2286 2022 1694					1902	BertramE. WorksCo.Ld. Toronto	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	252·5	43·2	22·3	Toronto British *WB*	T.3Cy.16$\frac{1}{2}$",28"&45"–36" 127NHP BertramE.W.Co.Ld.Trnto.		
* 21836 160724 GSZY	**Brookwood** *ss*Shl.No.2–38 ~~*ss*Shl.No.1–32~~ D.F. E.S.D. 1*Dk*(*Stl*) GyC.	5100 4631 3138	✠100A1 4,38 ~~12,36~~ BS~~5,36~~ 5,37	Mch Shl ✠LMC~~6,37~~ MS4,38	*z*	CL 12,36	1929 5mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	JosephConstantineS.S.Line,Ld. *CellDB*	408·2 P34'B263'F34' FK 361'1117*tFPT*156*t*	53·5	26·3	Middlsbro' British 7*BHCem* *APT*141*t*	T.3Cy.24$\frac{1}{2}$",37$\frac{1}{2}$"&68"–45" & exhaust turbine driving steam compressor 200lb (*s*) 507NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS170,HS7363 Cen.Mar.EWrks.LdWHpl	28 " 11 s 4 " 2 24 " 11$\frac{3}{4}$	
21837 160293 MBWS	**Broom** *ss*Bwg.No.1–38 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	347 253 121	✠100A1 ~~12,36~~ 4,38	Bel Bwg ✠LMC~~6,34~~ 4,38	*f*	CL ~~12,33~~ 4,38	1934 6mo	Scott&Sons Bowling *Lloyd'sA&CP*	FrontierTown S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·7 148·2(O.L.) Q81'B7'F20' BK6" *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11$\frac{1}{4}$",20"&32"–24"(*s*) 205lb 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 " 5 s 3 " 6$\frac{1}{4}$ 11 " 8$\frac{1}{2}$	
* 21838 165594 GXZX	**Broomdale** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* 1*Dk* *2nd dk clear of cargo tanks*	8334 7454 ~~4973~~ 4967	✠100A1 1,38 ~~11,37~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk*	Gls Grk ✠LMC11,37	*d*†	CL	1937 11mo	Harland&Wolff,Ld. ~~Govan~~ Glasgow *Lloyd'sA&CP*	TheAdmiralty *CellDBuE*78'175*tDTf*34'434*tFPT*224*tAPT*200*t ptAsp*	467·8 483·1(O.L.) P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 490NHP 2DB150*lb* Harland&Wolff,Ld.Gls.	34 " 0 s6 " 9$\frac{1}{2}$ 27 " 5$\frac{1}{2}$	
21839 145094 MKGX	**Broomlands** (*ex*AlfredHarrison) *ss*Shl.No.3–11,32 *Mchy.Aft* *ss*Mdb.No.1–37 1*Dk*(*Stl*) *Well dk* *Cargo battens not fitted*	518 379 284	✠100A1 11,37 ~~10,35~~ MS~~11,32~~ 11,37	Nwc ✠LMC BS~~3,36~~ 4,37	*q*	CL ~~10,34~~ 2,37	1920 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	A.Chester	157·7 Q104'F21' FK *CellDBf*40'52*t*	26·2	12·1	Middlsbro' British 3*BHCem* *FPT*70*t*	T.3Cy.12",20"&34"–23" (*s*) 180lb 77RHP 1SB,3*cf*,GS46,HS1415 W.Beardmore&Co.Ld.Gls.	13 " 0 s 3 " 4$\frac{1}{2}$ 12 " 6	
21840 147895 MLVY	**Brora** 2*Dks*	1028 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B148'F43'	34·2	16·0	Glasgow British *WB*	T.3Cy.18",28$\frac{3}{4}$"&50"–42" 162NHP AilsaS.B.Co.Ld.Troon		C
21841 OYUA	**Brosund** (*ex*Danevirke, *ex*Winneconne, *ex*Aslaug, *ex*GeneralWergeland,*ex*YesakiMaru) *ss*Els.No.3–10,27 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	2939 2703 1828	✠ ~~ ~~ 12,32 ✠	Cpn	*t*		1916 5mo	OsakaIron Works,Ld. Osaka	D/S HafniaA/S (T.C.Christensen, *Mgr.*) *Cell*	305·0 P19'B82'F32' FK *DB*255' 519*t FPT*	43·7	27·2	Frdrkshvn Danish 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks,Ld.Osaka	27 " 3	V †
21842 144705 MKVF	**Broughty** *ss*Lth.No.3–12,27 *ss*Hul.No.2–36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	504 328 200	✠100A1 7,37 ~~7,36~~ BS7,37 *Carrying bean or similar oil in DT*	Hul ✠LMC7,36	*h*	CL 7,35 *Completed by*	1921 10mo	LarneS.B. Co.Ld. Larne Scott&Sons. *Lloyd'sA&CP* *CellDBf*	Dundee,Perth& LondonShipping Co.Ld. Bowling 97'104*t Deep tanks*	166·1 174·1(O.L.) Q96'B11'F23' FK *f* 36'287*t FPT* 36*t*	25·3	9·6	Dundee British 6*BHCem* *APT*2*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 84RHP 1SB,3*cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls	11 " 9 s 3 " 8 11 " 8	
21843 160721 VGYT	**Brown Beaver** (*ex*Fulton–32) *Mchy.Aft* 1*Dk*	1892 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F33'	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
* 21844 140646 GCBL	**Browning** *ss*Sld.No.3–10,34 D.F. 2*Dks*(*Stl*)	5332 4784 3150	✠100A1 1,38 ~~1,37~~ BS~~1,37~~ 1,38	Liv Mch ✠LMC10,34	*y*	CL 1,37	1919 9mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP*	Lamport&Holt LineLd. *CellDB*	400·8 P49'B113'F39' FK 345'1061*t FPT*126*t*	52·2	28·5	Liverpool British 7*BHptCem* *APT*224*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 6 " 0 25 " 3	
21845 189 YLFE	**Bru** (*ex*Öiekast,*ex*Os) Wood *OilEng.* 1*Dk*	572 438 322					1919	A/SRakkevik Rakkevik	A.Kalnins (ViktorsKalnins, *Mgr.*)	154·6 Q36*t*B42*t*H19*t*F21*t*	30·5	15·2	Riga Latvian	Oil Engines 2S.C.SA 4Cy.16$\frac{1}{2}$"–19$\frac{1}{10}$" 192NHP J&CGBolindersCoLd.Skm		V
21846 TFUA	**Bruarfoss** Wireless D.F. *Ref.Mchy.* 3*Dks*	1580 859 970					1927	Kjöbnhvns Flydk&Skbs. Copenhagen	H/FEimskipafjelag Islands	236·8 F37'	36·3	21·1	Reykjavik Icelandic *WB*	T.3Cy.20$\frac{1}{4}$",32$\frac{1}{2}$"&53$\frac{3}{4}$"–36" 172NHP KjbnhavnsFlydk.&Skbsv.		V
* 21847 OSYA	**Bruges** (*ex*Kybfels) *ss*Ant.No.3–12,35 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*deep framing*	*4984* *4713* *3103*	✠100A1 *Spar dk* 10,37 ~~1,37~~ MS7,35	Ant ✠LMC BS~~6,36~~ 6,37	*z*	CL ~~12,35~~ 9,37	1904 9mo	J.C.TecklenborgA.G. Wesermünde-G. *Lloyd'sA&CP*	ArmementDeppe *CellDBa*110'*uE*2	400·9 P50'B117'F50' 5'*f* 177'952*t' Tween*	52·2	20·2 28·2 FK&BK2"	Antwerp Belgian 6*BHCem* *dk tanks a*4	Q.4Cy.24",34$\frac{5}{8}$",50"&72$\frac{13}{16}$"–53$\frac{3}{16}$"213lb *120lb*(*s*)505NHP 3SB,9*cf*,GS155,HS6669 FD J.C.TecklenborgA.G.Wsm 4'426*t f*38' 387*tFPT*95*t*	31 " 0 s 5 " 11 25 " 4$\frac{3}{4}$	
21848 131908 GDWJ	— Ⓟ TwinSc 2*Dks*&*Shelter dk* Sub.Sig. *CruiserStern*	2949 2373 1268			...		1920	J.Brown&Co.Ld. Glasgow	London&North EasternRly.	321·6 F131'*on Shelter dk* FK	43·1	17·9	Harwich British *WB*	4SteamTurbinesSRgeared to 2 ScrewShafts 1462NHP J.Brown&Co.Ld.Glasgow	26 " 6	BT till 2,38

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. H.of Trade.
21849 148087	**Brulin** ~~ssMtl.No.2-36~~ Mchy.Aft ssMtl.No.3-11,36 1Dk(Stl) Cargo battens not fitted	2241 2005 1576	✠100A1 with freeboard ~~3,36 5,37~~ 10,37 ~~[illegible]~~ ✠LMC4,37 For service on the Great Lakes & River St. Lawrence & to Sydney,C.B. from April to close of navigation	Mtl BS12,37		CL 11,36	1924 8mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BruceLindsayBros Ld.(R A.Carter, Mgr.) also 2 intermediate BH in holds (lower part WT) Cell DB220'610t FPT143t APT9t	248·0 F42' FK	43·0	22·8	Montreal British 3WTBHds	T.3Cy.18",30"&49"-36" (s) 180lb 180NHP 2SB,6cf,GS89,HS3112 MacColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″ 10 19 ″ 6	
21850 FOTP	**Brumaire** Fitted for oil fuel Mchy.Aft D.F. 1Dk Carrying Petroleum in bulk	7638 6726 4349					1930	Ch.et Atel. de St.Nazaire (Penhoët) Gnd.Quevilly	Société des Transp. Mar.Pétroliers	427·3 P102'B34'F41'	58·7	33·8	Rouen French WB	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$" 206NHP Deutsche Werft,Hamburg		V
21851 459 IKXT	**Brundusium** (exDeneb-34, exUlefos) 1Dk & pt Awng dk	1237 805 717					1906	Nylands Værksted Oslo	A.Lauro	230·6 Q74tH37tF289t	34·2	13·2	Naples Italian WB	T.3Cy.16½",27"&44"-30" 106NHP Nylands Værksted,Oslo		I
21852 TTWW	**Bruni** Carrying Petroleum in bulk OilEng. 1Dk	352 333 189					1930	Soc.Anon. des Chantiers Generaux Sete	Soc.Auxiliaire des Consommateurs de Produits Pétrolifères	142·5 B13'	27·9	10·0	Marseilles French	Oil Engines 4S.C.SA 3Cy.11"-17¾" 35NHP Motorenf."Deutz" A.G. Koln-Deutz		V
21853 HPAP	**Brunswick** ssPhl.No.2-37 OilEng. ~~ssL.An.No.1-32~~ Mchy.Aft 2Dks(Stl) & Web frames GyC. Longitudinal framing	8947 8326 5651	✠100A1 8,37 ~~2,36~~ DBS(A)1,37 Carrying Petroleum in bulk	~~Ham~~ Phl DBS(F)8,37 ✠LMC CS11,37 2,36	d†	CL 1,37	1928 8mo	Scott's S.B. &E.Co.Ld. Greenock Lloyd's A&CP	Atlantic Oil Shppng Co. Cell DBuE65'221t FPT218t APT111t	471·1 P109'F40' FK	63·3	36·7	Panama Pnamanian 16BHptCem (11 to U dk 5 ,,2nd ,,)	4 Oil Engines connected to Elec.Motor&ScShaft 4S.C.SA 888NHP 24Cy.19½"-24" DB25lb NDB(a)34-120lb Soc.d'Elec.de Mec.Proc. Thomson-Houston Carels,Ghent	36 ″ 9 s8 ″ 9¾ 28 ″ 2	
21854 3749 KJED	— Wood Fitted for oil fuel Mchy.Aft 1Dk	532 — 283					1898 1903	A.M.Simpson Nrth Bend,Or Rebuilt by Hay & Wright, Alameda.	Hammond Lumber Co.	161·3	34·4	12·2	S.Frncisco Utd.States	T.3Cy.14",22½"&36"-24" NB10 63NHP GldnState&MinrsI.W.SFo		
21855 LITH	**Bruse** Cruiser Stern D.F. E.S.D. Mchy.Aft 1Dk	2205 1677 1096					1933	Nylands Værksted Oslo	Norges Statsbaner (Fred.Olsen&Co. Mgrs.)	277·0 P62tQ211tH194t	40·2	19·0	Oslo Norwegian WB	C.4Cy.(2)12$\frac{13}{16}$"&(2)29$\frac{15}{16}$"-27$\frac{9}{16}$"&L.P.Turbine Nylands Værksted,Oslo		N
21856 LCFO	**Bruse Jarl** D.F. 1Dk	1890 1664 1079					1923	Trndhjms Mek.Værks. Trondheim	Det Nordenfjeldske Dampskibsselskab	265·8 P67tH96t	42·2	17·9	Tr'ndheim Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP Trondhjems M.V. Trondheim		N
21857 LOFI	**Bruselas** PadK Fitted for oil fuel 1Dk & Promenade dk	1179 — 502			...		1911	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	265·2 FK	37·1	10·4	Bns.Aires Argentine	T.3Cy.21½",35"&54"-66" 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
21858 218200 KIJM	**Brush** (exSchroon) Fitted for oil fuel Sub.Sig. 2Dks & Web frames	5114 4740 3102			...		1919	American International S.B.Corp. Hog Island Pa	United States Maritime Commission	390·0 P39'B122'F43' FK	54·2	27·6	Phildlphia Utd. States WB	DR Geared Steam Turbine 600NHP General Electric Co. Schenectady,N Y	32 ″ 0	R †
21859 ORUA	**Bruxelles** (exSouthern) 2Dks	5085 4788 3127					1919	Bartram& Sons,Ld. Sunderland	Armement Deppe	400·3 P49'B112'F39'	52·3	28·5	Antwerp Belgian WB	T.3Cy.27",44"&73"-48" 369NHP J.Dickinson&Sons,Ld.Sld.		C
21860 143601 GCBM	**Bruyère** ssLiv.No.3-10,31 D.F. ssLiv.No.1-36 2Dks(Stl)	5335 4789 3156	✠100A1 12,37 ~~10,36~~ BS1,38	Liv ✠LMC10,36	y	CL ~~8,34~~ 12,37	1919 10mo	A.McMillan&Son Dumbarton Lloyd's A&CP	Lamport&Holt Line Ld. Cell DB345' 1061t FPT126t APT224t	400·9 P49'B113'F39' FK	52·3	28·5	Liverpool British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 120lb 517NHP 3SB,9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
21861 OXIA	**Brynhild** (exLeif) ssEls.No 1-38 ssCpn.2ndNo.3-6,33 D.F. 1Dk(Stl) & deep framing	2195 1959 1345	✠100A1 4,38 ~~8,36~~ ~~BS1,37~~ ~~MC8,33~~	Els ✠LMC4,38 ~~BS2,36~~	s	CL ~~8,36~~ N9,37	1907 5mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd's A&CP WB	Det Forenede Dampskibs.Selsk. = Cell DBa92'uE& B34'f120'599t FPT72t APT79t	285·0 295·4(O.L.) P24'B78'F29' FK	43·6	18·9	Helsingör Danish 5BHCem	T.3Cy.22",36½"&60"-39" (s) 180lb 100lb 237NHP 2SB,6cf,GS96,HS3536 N.E.Marine Eng.Co.Ld.Sld	21 ″ 3 s2 ″ 11½ 18 ″ 5	
21862 8088 SJON	— Ⓟ (exHeimdal-36) Wireless D.F. 2Dks	1179 502 624					1914	Akt.Burmeistr&Wain Copenhagen	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	217·6	34·2	11·0	Stockholm Swedish WB	T.3Cy.16½",27"&45"-27" 105NHP Akt.Burmeistr&Wain,Cpn		V
21863 LDBF	**Brynilen** Ⓟ 2Dks	316 291 175					1912	Mjellem& Karlsen Bergen	Finmarks Fylkesrederi	128·4	21·5	15·6	Hammrfst Norwegian	T.3Cy.12",20"&33"-21" 50NHP Mjellem&Karlsen,Bergen		
21864 LCFP	**Brynje** TwinSc3Mst OilEng. 1Dk	3916 3488 2328					1926	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P104tH246tF9t	51·4	24·2	Porsgrunn Norwegian WB	OilEngines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 455NHP Burmeister&Wain,Cpn.		N
21865 144008 GYXF	**Brynymor** D.F. 1Dk & Shelter dk Cruiser Stern	4771 4398 2931	✠100A1 with freeboard 6,37 ~~6,36~~	Shl Npt ✠LMC6,36	z	CL	1936 6mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	Brynymor S.S.Co. Ld.(Ambrose, Davies&Matthews, Ld. Mgrs.) Cell DB346'1346t FPT136t APT159t	410·0 FK	56·0	25·4	Swansea British 6BHptCem (Coll to Sh dk 5 ,, 2nd,,)	T.3Cy.21½",35"&62"-45" (s) 220lb 377NHP 2SB&1AuxB,8cf, FD GS143,HS5537 D.Rowan&Co.Ld.Gls.	28 ″ 0 s 3 ″ 1 25 ″ 1½	
21866 1916 IBME	**Buccari** (exLawbeath-33) ssGen.No.2-34 D.F. 2Dks(Stl)	4543 4286 2912	✠ ... 6,36 ✠	Gen	y		1925 2mo	Lithgows Ld. PortGlasgow Cell DB331' 1012t DTa30'760t APT26t	"Corrado" Soc. Anon.di Nav. Intermediate 'tween dk BH in after hold dispensed with	397·5 385·0 P33'B112'F44' FK	52·0	26·6	Genoa Italian Cem 5BH to U Dk 1 ,, ,,2nd,,	T.3Cy.26",42"&70"-48" 437NHP 2SB,8cf,GS147,HS6152 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
21867																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
* 21868 LDQN	**Buccinum** (exBerwindmoor) ssRot.2ndNo.3-1,36 Mchy.Aft 1Dk(Stl) Cantilever framed Topside tanks	5237 4797 3082	✠100A1 ~~4,37~~ ~~8,36~~ 11,37 ✠LMC1,36 BS4,37 Fitted for oil fuel 2,17 F.P. above 150° F. Fitted for carrying fuel oil F.P above 150° F. in Cylindrical tanks and other spaces	Cff Rot Msl	z	CL 12,35	1910 9mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	CarlOlsensTankrederiA/S CellDBuE &B69'f272'1163t Topside Tanks 269' 1130t FPT57tAPT60t	405·0 P247'F42' FK	54·2	26·4	Arendal Norwegian 6BHCem	T.3Cy.28⅜″,46″&77″–48″ (s) 180lb 542NHP 3SB,9cf,GS188,HS7743 FD Richardsons,Westgarth &Co.Ld.Hpl.	29 ″ 3	
21869 YQSG	**Bucegi** 2Dks	4330 4055 2952					1913	Greenock& Grngemouth DockyardCo. Greenock	RoumanianState MaritimeService	375·8 P36'B100'F41'	52·2	25·5	Constntza Roumanian WB	T.3Cy.25″,41″&68″–48″ 321NHP J.G.Kincaid&Co.Ld.Grk.		V
21870 FOBO	Wrecked 6,37 **Bucephale** (exSaintAndré–32) Wireless 2Dks	903 — 434					1925	Antwerp Eng.Co.Ld. Hoboken	Soc.desServices Contractuels des Messageries Maritimes	170·6	31·2	18·3	Nouméa French WB	T.3Cy.14½″,23″&38″–27″ 75NHP N.E.MarineEng.Co.Ld.Sld		V
21871 243 IKYO	**Bucintoro** (exFernande–32) ssCff.No.3-6,19 ssGoo.No.2-27 Well deck 1Dk(Stl)&deepframing	1273 950 686	✠ 2,32	Hul	o		1909 4mo	J.Priestman&Co. Sunderland	SalvagnoAnonima Navigazione CellDBa66'uE&B40'f86'329tFPT61tAPT104t	247·3 238·0 Q91'B56'F20' FK	34·0	14·3	Venice Italian 4BHCem	T.3Cy.18″,30″&49″–36″ 177NHP 2SB,4pf,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	I †
21872 229778	**Buckeye State** TwinSc OilEng. ssOgdensburgN.Y.No.1–35 Mchy.Aft 1Dk(Stl)&Web frames GyC. Cargo battens not fitted	1473 — 1180	✠ A1 withfreeboard 1,37 ✠LMC4,35 For service between Chicago&Quebec via New York, Canals, also between Boston, Mass., & Norfolk, Va. ✠LMC(M)1,38	Cgo		CL 12,36	1930 6mo Lloyd	St.LawrenceMarine RepairDock Corp. Ogdensburg, N.Y. 'sA&CP	FederalMotorship Corp.(Geo.D. MacDonald,Mgr.) Side ballast tanks 156' 358t FPT 145t APT47t	246·3 Q39' FK	43·6	16·8	Buffalo, N.Y. Utd.States 7BH	Oil Engines 2S.C.SA 12Cy.14″–17″ 413NHP FairbanksMorse&Co.Ld. Beloit,Wis.	18 ″ 0 s 5″10¼ 12 ″ 7	
21873 YQSB	**Bucuresti** 2Dks	2499 2088 1642					1897	R.Napier& Sons,Ld. Glasgow	RoumanianState MaritimeService	300·0 P22'B92'F28'	39·7	22·1	Constntza Roumanian WB	T.3Cy.22″,35″&58″–39″ 210NHP R.Napier&Sons,Ld.Gls.		V
21874 HAAP	**Budapest** TwinSc OilEng. Mchy.Aft 1Dk Wireless	485 370 261					1934	Ganz&Co. Ld. Budapest	Königlich ungarischeDonau-SeeschiffahrtsA.G.	177·1 F56'	27·9	9·8	Budapest Hungarian WB	Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy 6$\frac{11}{16}$″–8$\frac{11}{16}$″ Ganz&Co.Ld.Budapest		V
21875 UPIN	**Budenni** (exGull–35, exBroompark–32) ssRot.No.3–2,35 1Dk(Stl)	2482 2163 1370	✠ 2,35 ✠	Rot	s		1923 9mo	Livingstne &Cooper,Ld. Hessle Intermediate BH in fore hold dispensed with	U.S.S.R. CellDB241'685t	295·4 P28'B90'F33' FK FPT 113tAPT125t	43·7	20·4	Archangel Russian Cem 4BH only	T.3Cy.20½″,33″&54″–39″ 234NHP 2SB,6cf,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 ″ 8	
21876 219188 KOMC	**Buenaventura** (exLakeFlattery) Fitted for oil fuel Sub.Sig 1Dk2trB	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn	PanamaRailRoad Co. Inc.	251·0 P25'B64'F20' FK	43·7	25·8	NewYork Utd.States WB	T.3Cy.21″,35″&59″–42″ 352NHP McDougallDuluthCo.	28 ″ 2	R †
21877 DOEI	**Buenos Aires** (exWitram–37, exBoonah, ssSyd.No.3–4,25 exMelbourne) ssBhn.No.2–33 D.F. Sub.Sig. 2Dks(Stl) Ref.Mchy. Well deck 3rd dk in No.1hold	6097 5525 3806	✠ ... 2,37 ✠	Bhn	a†		1912 1mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Sud- Amerik.Dampf- schifffahrtsGes. CellDBa182'uE&B72'f149'1490t	449·2 P&B378'F53'	58·2	26·8	Bremen German 8BHCem	T.3Cy.30$\frac{5}{16}$″,50$\frac{9}{16}$″&84″–54″ 751NHP 4SB,12cf,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 ″ 6	G †
* 21878 6212 SIUA	— Ⓟ TwinSc3Mst OilEng. D.F. ssGot.No.3–5,32 ssGot.No.1–36 2Dks(Stl)& Shelter dk(Stl)	~~5632~~ ~~4977~~ ~~3412~~ 5646 4977 3411	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~11,36~~ 4,38 DBS~~11,36~~ 1,38 ✠LMC11,36	Got	a†	OG ~~P1,35~~ ~~S9,35~~ 5,37	1920 2mo	Akt.Götaverken Gothenburg A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,Mgr.) CellDB368'1506t Wing tanks aft340tFPT94tAPT72t	426·9 410·0 (O.L.) FK Collision BH to S dk	56·2	26·1	Stockholm Swedish Cem 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ 717NHP DB80lb Akt.Götaverken,Got.	30 ″ 0 3 ″11½ 26 ″ 3¼	
21879 EACD	— Ⓟ ssCdz.3rdNo.3–8,19 D.F. ssBcl.No.2–28 3Dks(2Stl-Uws)	5205 4147 3226	✠ 12,30 ✠	Bcl	z		1887 11mo	W.Denny &Brs. Dumbarton	CompañiaTrasatlantica	410·6 P42'B164'F48' 30·5 BK11″ WB=	48·2	22·4	Barcelona Spanish 6BHCem DB346'902t	Q4Cy32″,46½″,64½″&92″–60″ 738NHP 3DB,18cf,GS342,HS9630 FD Denny&Co.Dumbarton	32 ″ 3	
21880 LOFJ	— Ⓟ (exCamarones,exTaquary) 2Dks	2263 — 904					1896	SirRaylton Dixon&Co. Middlesbro'	ArgentinaCia. General deNav. S.A.(A.M.Delfino yCia.Mgrs.)	298·8 P31'B96'F39'	41·2	23·6	Bns.Aires Argentine WB	T.3Cy.20″,33″&57″–45″ 218NHP T.Richardson&Sns,Ld.Hpl		G
* 21881 35178 JIAC	**Buenos Aires Maru** Ⓟ TwinSc OilEng. ssKob.No.3–7,35 3Dks(Stl–Weather dk–ws) Ref.Mchy. CruiserStern GyC.	9626 7975 5829	✠100A1 withfreeboard ~~5,37~~11,37 ✠LMC CS10,36 DBS11,37 11,37 ✠Lloyd'sRMC4,38	Kob	e†	CL 3,37	1929 10mo Lloyd	Mitsubishi ZosenKaisha Ld.Nagasaki 'sA&CP	OsakaShosenK.K. CellDB375'1449t tanks in way of tunnels340tFPT144tAPT119t	461·3 B80'F51' FK	62·0	39·5	Osaka Japanese 7BH	Oil Engines 2S.C.SA 12Cy.26¾″–39⅜″ 1503NHP DB120lb MitsubishiZosenKaisha Ld	39 ″ 6 s13″11½ 26 ″ 0	
* 21882 LCFS	**Buesten** OilEng. ssRot.No.2–36 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5187 4597 3041	✠100A1 2,38 ~~2,37~~ ✠LMC CS4,36 DBS~~4,36~~7,37 ~~7,35~~7,37 Carrying Petroleum in bulk	Fal Rot	y	CL 4,36	1927 11mo Lloyd	Barclay, Curle&Co. Ld. Glasgow sA&CP	TönsbergsRederi A/S(Rafen& Loennechen,Mgrs) CellDBuE64' 220tDTf46'589tFPT56tAPT27t	388·1 P85'B27'F43' FK	52·7	29·0	Tönsberg Norwegian 14BHptCem (10 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.22⅞″–91⅜″ 482NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
21883 ~~218691~~ ~~KJEF~~	**Buffalo Bridge** Fitted for oil fuel 1Dk2trB in fore & after holds & Web frames Now "Takuzan Maru," see No. [illegible] in Supplement	3279 3005 2026			...		1919	Submarine BoatCorp. Newark,N.J.	~~TheCharlesNelson Co.~~	324·0 P30'B90'F35' FK	46·2	25·0	~~S.Frncisco~~ ~~Utd.States~~ WB	DR GearedSteamTurbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
21884 DHDH	**Bugsee** (exSwinemünde) 1Dk	2307 1771 1322					1927	Nüscke& Co.A.G. Stettin	W.Schuchmann	270·4 P31'B82'F34'	42·8	18·6	Hamburg German WB	T.3Cy.19$\frac{11}{16}$″,31½″,&51$\frac{3}{16}$″–35$\frac{7}{16}$″ 156NHP A.BorsigG.m.b.H.Berlin		G
21885 PDHL	**Buitenzorg** Cruiser Stern 3Dks	7098 6725 4520					1916	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.)	445·7 B59'F56'	54·0	37·0	Rottrdam Dutch WB	T.3Cy.29″,48″&82½″–54″ 500NHP Maats.deSchelde,Flushing		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
21886 310 JPRC	**Bujun Maru** ssDrn.No.1,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	4804 3979 2730	✠ ... 1,36 ~~✠LMC4,36~~ 8,37	Drn	*x*	OG ~~4,36~~ 8,37	1929 2mo *Lloyd's A&CP*	OsakaIron Works Osaka	DairenKisenK.K. *CellDB*295' 1004*t*	371·0 P96'B19'F47' FK *FPT*529*t APT*232*t*	51·0	29·0	Dairen Japanese 6*BHptCem*	T.3Cy.22",37"&61"-42" (*s*) 200lb 346NHP 2SB6,*cf*,GS115,HS5002 FD OsakaIronWorks,Osaka	29 ″ 0	
21887 236 JLZG	— TwinSc 1*Dk*	801 699 374					1924	A.F.Smulders Schiedam	MinamimanshuTetsudoK.K.	145·1	39·3	21·4	Dairen Japanese	C.4Cy.15"&29 3/16"-15½" 60NHP A.F.Smulders,Schiedam		
21888 147900 MLXC	**Bulan** *Fitted for oil fuel* 2*Dks*(*Weather dk Teak,* *2nd dk Stl* ws)	1048 751 442	✠ 8,27 ✠	Sng	*o*		1924 6mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	220·3 FK *Collision BH to W dk* *Cell DB*176'248*t FPT*14*t APT*27*t*	35·1	13·1	Glasgow British 5*BHptCem*	T.3Cy.17½",29"&47"-30" 165NHP 2SB,6*cf*,GS89,HS3083 A.Stephen&Sons,Ld.Gls.	15 ″ 1	
21889 LZDC	**Bulgaria** ssCpl.2ndNo.3-6,21 Wireless ssIst.No.2-30 1*Dk*&*Spar dk*(*ptStl*-ws)&*deep framing*	1108 945 753	✠ ... 11,33 ✠	Varna			1894 8mo	Wigham Richrdsn&Co Newcastle	Soc.Commerciale Bulgare deNav. à Vap.	240·5 P48'B35'F35' 18·6 BK7½" *WB = Cell DBa*64'*f*73' 105*t APT*10*t*	33·5	11·1	Varna Bulgarian 4*BHCem*	T.3Cy.20",32"&53"-36 NDB09 196NHP 2SB,6*cf*,GS114,HS3366 WighmRichrdsn&Co.Nwc	20 ″ 9	V †
21890 160726 VGCW	**Bulkarier** (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*	2376 2156 1392					1929	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement TransportLd.	253·0 F35'	43·3	23·9	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP Earle'sCo.Ld.Hull		C
* 21891 219155	**Bulkoil** (*ex*DanielWebster-36) ssN.Ns.2ndNo.3-2,37 *Mchy.Aft* 2*Dks* *Longitudinal framing*	7762 7262 5887	✠100A1 8,37 ~~2,37~~ LMC2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	N.Ns Phl		CL ~~12,36~~ N8,37	1919 11mo A&CP	ThePusey &JonesCo. Gloucester City,N.J. *Converted into a tanker* 2,37	NationalBulk Carriers,Inc. *CellDBuE*31'65*t FPT*235*t APT*163*t*	439·6 P79'B134'F44' FK	60·2	33·7	NewYork Utd.States 13*BHptCem*	DR Geared Steam Turbine HS10080 FD (*s*) 750NHP 1WTB(Spt),&1AuxWTB 250lb NB*made*29*refitted*37 GeneralElectricCo. Schenectady,N.Y.	36 ″ 8 s 7 ″ 0 29 ″ 10½	
21892 319 HSAT	**Bull** ssBgk.2ndNo.3-1,35 *Mchy.Aft* 1*Dk*(*Stl*)	452 373 303	✠100A1 ~~6,37~~ ~~12,36~~ 1,38 ~~BS~~ ✠LMC12,34 ~~BS6,37~~ 1,38	Bgk	*g*	CL 12,36	1907 1mo *Lloyd's A&CP*	G.Brown& Co. Greenock	A/S DetÖstasiatiskeKompagni	160·0 B7'F21' FK *WB=FPT*53*t APT*17*t*	26·1	11·4	Bangkok Siamese 3*BHCem*	C.2Cy.14½"&30"-21" (*s*) 130lb 50NHP 1SB,2*pf*,GS34,HS984 White&Hemphill,Grk.	12 ″ 3 s 1 ″ 6½ 10 ″ 10	
* 21893 6002 SHNA	**Bullaren** TwinSc *OilEng.* ssGot.No.3-8,29 D.F. ssGot.No.2-37 ~~ssGot.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*dks*(*Stl*)*in Nos.*1,2,3&4*holds* *CruiserStern*	5722 5136 3428	✠100A1 *Shelter dk* *withfreeboard* ~~2,37~~ ~~3,37~~ 2,38 ✠LMC CS 9,37 DBS~~9,36~~ 9,37 ~~6,36~~ 9,36 DB *Fitted for oilfuel* 6,18 *F.P above* 150° F.	Got	*a*†	OG ~~8,34~~ P2,37 S9,37	1918 5mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr*)	436·8 F36'*on Shelter dk* FK *Collision BH to Shltr dk* *CellDB*372' 1188*t FPT*89*t APT*31*t*	56·2	26·9	Gothenbrg Swedish *Cem* 6*BH to U dk*	Oil Engines 4S.C.SA 12Cy.29⅛"-43 5/16" 988NHP DB80*lb* Aktieb.Götaverken,Got.	30 ″ 0 s3 ″ 11¾ 26 ″ 3	
* 21894 165345 MMBY	**Bullfinch** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	433 300 195	✠100A1 *withfreeboard* 8,37 ~~12,36~~ ✠LMC12,36	Dun Lon	*j*	OG	1936 12mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld. *CellDB*122'174*t*	174·1 B19' FK *FPT*54*t APT*24*t*	31·1	8·3	London British 4*BHptCem* (*Coll to Sh dk* 3 ,, 2*nd*,,)	Oil Engines 2S.C.SA 6Cy.9 13/16"-16 9/16" 101NHP BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 2 10 ″ 11¼	
* 21895 149877 GMXT	**Bullmouth** *OilEng.* D.F. E.S.D. ssAms.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7519 6850 4340	✠100A1 ~~7,37~~ ~~10,36~~ 2,38 ✠LMC CS3,36 DBS~~11,36~~ 2,38 ~~3,36~~ 7,37 *CarryingPetroleum in bulk*	HKg ~~Sng~~ Cff		CL 2,36	1927 10mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*73'406*t*	440·3 P99'B41'F63' FK *DTf*32'367*t FPT*209*t*	59·5	32·7	London British 15*BHptCem* *APT*73*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 602NHP 2DB180*lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 9 s 6 ″ 3½ 26 ″ 8½	
* 21896 149818 GJBW	**Bulysses** *OilEng.* ssAms.No.2-35 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* E.S.D. *CruiserStern*	7519 6850 4342	✠100A1 10,37 ~~12,36~~ DBS~~12,36~~ ✠LMC5,35 10,37 *CarryingPetroleum in bulk*	Sba HKg		CL 5,35	1927 5mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*73' 406*t DT*	440·3 P99'B41'F63' FK *f*32'367*t FPT*209*t*	59·5	32·7	London British 15*BHptCem* *APT*73*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 602NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc	32 ″ 9 s 6 ″ 3½ 26 ″ 8½	
21897	**Bungaree** *For full particulars see No.* 37362 *in Supplement* *CruiserStern*	3043 2641 1592	100A1 *withfreeboard* (*ClassContemplated*)				1937	CaledonS. B.&E.Co.Ld. Dundee	TheAdelaide SteamshipCo.Ld.	357·2 F38'	48·7	20·5	Melbourne British	T.3Cy.20½",33"&54"-42" & LP turbine with DR gearing & hydraulic coupling J.G.Kincaid&Co.Ld.Grk.	23 ″ 10 s 1 ″ 7½ 22 ″ 3½	
21898 7306 SDNE	**Bungenäs** (*ex*GreteLarsen, *ex*HorstHamelmann, 1*Dk* *ex*Ellen,*ex*Nederwaard) *Mchy.Aft*	611 450 291					1920	J.Koster, Hzn. Groningen	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*)	166·0 P65'H31'F19'	27·8	11·2	Malmö Swedish *WB*	T.3Cy.11¼",17⅜"&28⅝"-20 9/16" 37NHP NV.vorheenSchipper&van Dongen,Geertruidenberg		G
21899 145211 MPTS	**Buoyant** (*ex*QueenGnat, *ex*SailingVessel) *OilEng.* 1*Dk*	300 205 129					1917	Montrose S.B.Co. Montrose	B.W.Steamship. Tug&LighterCo. Ld.&W.Scott	128·5	25·2	8·0	Hull British *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP E*made*&*fitted*30 Motorenfabr."Deutz" A.G.Köln-Deutz		C
* 21900 LCFT	**Bur** (*ex*Sedbergh) ssN.Yk.No.3-10,29 ssBgn.No.1-34 1*Dk*(*Stl*)	4343 3915 2618	✠100A1 6,37 ~~3,37~~ BS~~11,36~~ ✠LMC10,34 12,37	Ham	*x*	CL ~~N5,36~~ 6,37	1917 11mo *Lloyd's A&CP*	Ropner& Sons,Ld. Stockton	O.GrolleOlsen & I.HysingOlsen Rederi A/S. *CellDBa*115'*uE*26'	360·0 373·5(O.L.) P23'B102'F38' *f* 159'919*t FPT*140*t*	52·2	25·6	Bergen Norwegian 6*BHCem* *APT*158*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb 332NHP 2SB,6*cf*,GS127,HS5050 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 1 23 ″ 1¾	
21901 6967 SLAN	— (*ex*Risvær) 1*Dk*	*1956* *1673* *1095*					1919	Shanghai Dk.&E.CoLd. Shanghai	Rederi A/B Bur (E.Brodin, *Mgr.*)	265·1 P34'B72'F30'	42·2	17·8	Stockholm Swedish *WB*	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&E.Co.Ld.		N
21902 288 IBBG	**Burano** (*ex*IrmaSchindler-36, *ex*Masconomo, *Fitted for oil fuel* *ex*Winnebago, 2*Dks*&*Web frames* *ex*Kinsman) *Carrying Petroleum in bulk* *Mchy.Aft*	~~4512~~ ~~4116~~ 2637 4450 4144 2565			...		1901	Armstrong Whtwrth&Co Ld Newcastle	CompagniaIndustrieMarittime AffiniRoma (C.I.M.A.R.)	373·3 359·4 P76'B25'F36' FK	49·8	28·8	Venice Italian *WB*	T.3Cy.24",40"&66"-48" 345NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 3	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of E. of TradeCert.
21903 160559 GKFQ	**Burdwan** 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern D.F. Fitted for oil fuel	6069 5488 2879	✠ 5,32 ✠ ✠Lloyd'sRMC~~1,37~~ ~~4,37~~ 5,38 ~~11,37~~	Rot			1928 9mo	Barclay, Curle&Co.Ld. Glasgow	HainS.S.Co.Ld. CellDB373'1197tFPT89tAPT55t	436·0|57·5|29·8 F34' FK	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Q.4Cy.30½",44",63½"&91"-57"&L.P.TurbinewithD.R. gearing & hydraulic coupling 1237NHP 5SB,20cf,GS366,HS15165 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
21904 UPAR	**Bureya** (exLettonia-34,exMemel, exBorussia,exJohnSauber) Sub.Sig. 1Dk	2723 2085 1621					1908	Schiffsw.v. H.KochA.G. Lübeck	U.S.S.R.	306·6|42·2|17·9 P15'B76'F32'	Leningrad Russian WB	T.3Cy.22½",35⅝"&59"-35½" 207NHP OttensenerMasch.Fab.Alt.		
21905 DIAV	**Burgenland** Ⓟ OilEng. Sub.Sig. 2Dks D.F. E.S.D.	7320 6023 4321					1928	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·6|61·2|25·3 P30'B&F423'	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27½"-47¼" 790NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
21906 222706 [illegible]	**Burgeo Star** (exQuincy-36, exVogesen) Now "Hai Da," see No.38458 in Supplement 1Dk	3789 3438 2368					1909	W.Doxford &Sons,Ld. Sunderland	BurgeoS.S.Co.Inc.	350·5|51·0|22·6 P23'B156'F37'	Boston Utd.States WB	T.3Cy.23",38"&64"-42" 265NHP W.Doxford&Sons,Ld.Sld.		
21907 PDHQ	**Burgerdijk** ssRot.No.3-6,34 D.F. 2Dks(Stl)&Shelter dk(Stl)	6853 6383 4230	✠100A1 Shelter dk withfreeboard 5,38 ~~4,37~~ ~~BS4,37~~ Fitted for oil fuel 6,21 F.P. above 150°F.	Rot BS5,38 ✠LMC6,34	z	CL N4,37	1921 4mo Lloyd'sA&CP	C.v.d.Gies- sen&Zonen Krimpen a/dYssel	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325'1028t MT671t DTa577tFPT139t APT149t	400·0|54·3|36·6 416·5(O.L.) F50' on Shelter dk FK Collision	Rottrdam Dutch ptCem BH to Sh dk 5 ,, ,, U ,,	3 Steam Turbines DR geared to 1 Sc.Shaft (s) 215lb FD 648NHP 3SB(Spt)9cf,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
21908 LCFU	**Burgos** (exBrabant) 2Dks CruiserStern	3220 3007 1926					1920	Nylands Værksted Oslo	A/S GangerRolf (FredOlsen&Co. Mgrs.)	310·7|45·2|27·7 B113tH54t	Oslo Norwegian WB	2SteamTurbinesSR geared to 1 Sc.Shaft SvenskaTurbinfabriks, A/BLiungströmFinspong		N
* 21909 6391 SDYA	**Burgundia** Ⓟ ssGot.No.1-37 ssGot.No.3-4,33 1Dk(Stl)	*1668* *1301* *944*	✠100A1 ~~4,37~~ ~~3,36~~ 3,38 BS3,38 ~~LMC3,33~~ Fitted for oil fuel 12,20 F.P. above 150° F.	Got ✠LMC 3,37 ~~BS3,34~~	q	OG ~~4,35~~ 3,38	1920 12mo Lloyd'sA&CP	Kockums M.V.Aktieb. Malmö	FörnyadeÅng- fartygsA.B.Götha (F.Sternhagen, Mgr.) CellDB215' 450t FPT48t APT73t	256·0|38·3|16·4 268·4(O.L.) P20'B70'F25' FK	Gothenbrg Swedish 4BHCem	T.3Cy.18⅛",28¾"&48$\frac{3}{16}$"-31½" 185lb (s) 160NHP 2SB,4cf,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 10 s 2 ″ 4¾ 16 ″ 7	
21910 678 TCAO	**Burhaniye** (exMariaP.Xila-33, 4Mst exOthonStathatos) ssNwc.2ndNo.3-1,27 ssBla.No.1-31 1Dk(ptIrnptStl)2trB&deepframing3Dk rule	3254 2840 1958	✠ ... 2,36 ✠	Ist	v		1902 5mo	JReadhead &Sons S.Shields	KadirTayyar Hantal&D.A. Demetriades&Co. (KadirTayyar Hantal,Mgr.) CellDBa110'uE&B40'f140'760tDTa40'426tFPT72tAPT29t	326·0|46·1|23·5 P11'B150'F30' FK	Istanbul Turkish 6BHCem	T.3Cy.24½",40"&66"-45" NDB23 310NHP 2SB,6rf,GS121,HS4940 J.Readhead&Sons,S.Shl.	26 ″ 0	
21911 223670 KLEM	**Burlington Socony** TwinSc Mchy.Aft OilEng. 1Dk CarryingPetroleum in bulk	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	252·0|40·0|12·8	NewYork Utd.States WB	Oil Engines 4S.C.SA 6Cy.13"-18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y.		
21912 136333 GRLV	**Burma** Ⓟ Fitted for oil fuel D.F. E.S.D. 2Dks	7821 6486 4955					1914	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co. Mgrs.)	466·5|58·1|30·6 P64'B156'F44'	Glasgow British WB	T.3Cy.29½",50"&84"-60" 546NHP Denny&Co.Dumbarton		C BT till ~~7,37~~ 6,38
* 21913 30 IBZE	— ssFiu.2ndNo.3-8,34 2Dks(UptIrnptStl&2nd dkStl) D.F.	4675 4302 2896	✠100A1 4,37 ~~BS8,36~~ 7,37	Rot ✠LMC8,34	y	CL 2,36	1912 6mo Lloyd'sA&CP	W.Gray& Co.Ld. WHartlepool	Soc.Anon. diArmamento Maritt."Oriente" WB=CellDBa138'uE&B43'f177'1296tDTf34'770tFPT98tAPT134t	400·0|52·2|25·0 412·2(O.L.) P29'B228'F36' FK	Fiume Italian 6BHCem	T.3Cy.26",42"&70"-48" (s) 180lb HS7461 FD 493NHP 2SB&1Aux.SB,8cf,GS159 Cen.Mar.Eng.Wrks.WHpl	27 ″ 7 s 4 ″ 2½ 23 ″ 7¼	
21914 19893 JYYD	**Burma Maru** Ⓟ 2Dks&Shelter dk	4585 4201 2822			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	NanyoKaiunK.K.	385·0|51·0|28·0 FK	Osaka Japanese WB	T.3Cy.26",43½"&72"-48" 391NHP KawasakiDkydCoLdKobe	28 ″ 0	C †
* 21915 129630 MDLB	**Burrington Combe** 3Mst (exWheatvale, ssApl.2ndNo.3-3,35 exBellavale) 1Dk(ptStl) Well deck Mchy.Aft	448 306 176	✠100A1 3,37 BS~~3,37~~ 4,38	Apl ✠LMC3,35	h	CL 2,37	1910 1mo Lloyd'sA&CP	Mackie& Thomson,Ld. Glasgow	AldShippingCo.Ld	160·6|25·0|9·4 168·4 26·5 (O.L.) Q88'B9'F34' BK7" DBf88'105tFPT36tAPT5t	Bristol British 3BHCem	O.2Cy.19½"&42"-30" (s) 130lb 71RHP 1SB,3pf,GS54,HS1716 Muir&Houston,Ld.Gls.	12 ″ 0 s 3 ″ 11½ 12 ″ 4½	
21916 TCAQ	**Bursa** Ⓟ (exLubiana,exLjubljana, exHegediisSandor) ssFiu.2ndNo.3-5,25 Wireless ssMlt.No.3-3,28 1Dk(Stl-ws)&Shade dk	929 — 450	✠ — 4,31 ✠	Mlt	l		1900 7mo	Oderwerke Mas.Sch.A.G. Grabow a/O	Denizyollari Idaresi	210·6|30·0|20·1 FK CellDBa40'f70'93tFPT17t	Istanbul Turkish 5BHCem	T.3Cy.19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 202NHP 2SB,6cf,GS114,HS3661 Oderwerke,Grabow a/O	14 ″ 0	
* 21917 120749 VJBW	**Burwah** ssSyd.2ndNo.3-4,34 1Dk(Stl)&Spardk(Stl)&deep framing Cargo battens not fitted	2317 1961 1070	✠100A1 Spar dk withfreeboard 6,37 ~~6,36~~ ~~BS6,36~~	Syd ~~BS7,37~~ ✠LMC~~9,32~~	s 7,37	CL ~~6,34~~ 6,37	1908 7mo Lloyd'sA&CP	J.Priest- man&Co. Sunderland	AustralianSteam- shipsProprietary, Ld.(Man.Agents, HowardSmithLd) WB=CellDBa80'uE&B38'f110'455tFPT87tAPT107t	275·5|42·7|12·9 285·7(O.L.) 20·8 B75'F33' FK	Melbourne British 4BHCem	T.3Cy.24",40"&64"-45" (s) 180lb 339NHP 3SB,9cf,GS176,HS5794 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 5½ 19 ″ 10	
* 21918 PUQY	**Bury** (exBraeside-36,exPenhill-35, exMellon) ssCff.No.3-3,33 1Dk(Stl) ssRio.No.1-36	*3036* *2811* *1867*	✠100A1 ~~7,37~~ ~~7,36~~ 1,38 BS7,37 Fitted for oil fuel 7,20 F.P. above 150° F.	Rio ✠LMC7,36		~~3,35~~ 7,37	1920 7mo Lloyd'sA&CP	Shanghai Dk&E.Co.Ld. Shanghai	Cia.Commercio e Navegação CellDB284'745tFPT110tAPT45t	331·2|46·0|23·0 46·8 P33'B100'F29' FK	R.Janeiro Brazilian 6BHCem	T.3Cy.24",41"&68"-45" (s) 180lb 434NHP 3SB,9cf,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6	
21919 132093 GRNM	— Ⓟ ssGms.2ndNo.3-8,35 1Dk(Stl-ws)&pt deep framing Lower dk in Nos.1&3holds	1691 1698 922	✠100A1 12,37 ~~11,36~~ BS~~11,36~~ 12,37	Gms ✠LMC8,35	q	CL ~~7,35~~ 12,37	1911 1mo Lloyd'sA&CP	Earle'sCo. Ld. Hull	London&North- EasternRly. WB=DBa54'uE21'f111'295tAPT33t	265·0|36·0|17·4 P41'B115'F32' BK9"	Grimsby British 5BHCem	T.3Cy.22",35"&60"-42" 180lb 100lb 309NHP 2SB,6cf,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till ~~11,37~~ 12,38
21920 UOGK	**Buryat** (exLakeFarley-32) Fitted for oil fuel Sub.Sig. 1Dk2trB	2599 2243 1615			...		1919	American S.B.Co. Cleveland,O.	U.S.S.R.	252·3|43·6|26·1 P25'B64'F23' FK	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO.	28 ″ 2	
21921 27480 JCSB	**Busho Maru** Ⓟ 2Dks	2569 2009 1575			...		1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5|42·5|23·0 P45'B100'F34' FK	Osaka Japanese WB	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks.Ld.Osaka	23 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
21922 22297 JCZE	**Bushu Maru** (*ex*WakabaMaru) *Mchy.Aft* 1*Dk*	1219 1032 672					1918	Asano Zosensho Tsurumi	HinodeKisenK.K.	217·0	34·0	18·5	Tokio Japanese	T.3Cy.16½",27½"&45½"–30" Hashimoto 114NHP Tekkosho,Osaka		
21923 161350 GKRB	**Bushwood** ssSld.No.2-38 ~~ssShl.No.1-35~~ D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	2314 1783 1297	✠100A1 2,38 ~~2,37~~ ~~BS2,37~~ 1,38	Sld ✠LMC~~1,35~~ BS2,38	*s*	CL 2,36	1930 1mo *Lloyd*	S.P. Austin &Son,Ld. Sunderland '*sA&CP*	W.France,Fenwick &Co.Ld. *CellDB*228'510*t*	283·0 293·5(O.L.) Q163'F32' FK *MT*8'255*tFPT*180*t*	41·5	18·9	London British 5*BHCem* *APT*45*t*	T.3Cy.18½",31"&52"–39" (*s*) 200lb 204NHP 2SB(Spt),6*cf*,GS88,HS3280 N.E.MarineEng.Co.Ld.Sld	21 " 0 s6 " 7 19 " 0½	
21924 160272 MPNQ	**Busiris** *Mchy.Aft* ssGls.No.1-32 *Well deck* 1*Dk*(*Stl*)	943 634 438	✠100A1 9,37 ~~7,36~~ ~~BS4,36~~ 5,37	Liv ✠LMC7,32	*m*	CL ~~11,34~~ 9,37	1929 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	MossHutchison Line,Ld. *CellDBuE*21'	215·7 Q117'B11'F27' FK *f*135'191*t FPT*22*t*	32·1	12·3	Glasgow British 3*BHCem* *APT*5*t*	T.3Cy.16",26½"&43"–33" (*s*) 200lb 154NHP 2SB,4*cf*,GS83,HS2800 AilsaS.B.Co.Ld.Troon	14 " 6 s4 " 8½ 13 " 11½	
21925 113137 MGCY	**Busk** 3Mst ssNwc.2ndNo.3-10,31 *Well deck* ssIrv.No.1,36 *Mchy.Aft* 1*Dk*(*Irn*)	367 243 142	✠100A1 8,37 ~~12,36~~ BS4,38 ~~BS4,35,5,37~~	Irv Ard ✠LMC MS12,36	*f*	CL ~~10,35~~ 8,37	1906 6mo *Lloyd*	Smith's DockCo.Ld North Shields '*sA&CP*	J.Campbell	144·0 Q81'B11'F27 BK7" *WB*=*FPT*	24·1	10·4	Irvine British 3*BHCem* 28*tAPT*3*t*	C.2Cy.17"&36"–27" (*s*) 140lb 85RHP 1SB,3*cf*,GS51,HS1600 ShieldsEng.Co.Ld.N.Shl.	11 " 5 s4 " 1 11 " 10	
21926 DODQ	**Bussard** (*ex*Siegen) Sub.Sig. Wireless 1*Dk*	986 824 568					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ArgoReederei RichardAdler&Co.	215·5 P13'Q58'B65'F22'	34·5	13·6	Bremen German *WB*	T.3Cy.16¹⁄₁₆",26"&41¹⁄₁₆"–25⅝" 86NHP A.Borsig,Berlin-Tegel		G
21927 PDHV	**Bussum** ssAms.No.3-2,30 ssAms.No.1-35 1*Dk*(*Stl*)	3637 3315 2244	✠100A1 ~~10,36~~ 10,37 MS1,34	Rot ✠LMC BS4,37	*w*	CL ~~11,35~~ 10,37	1917 3mo	L.Vuijk& Zonen,Cap- elle a/d Ysel *Intermediate* A&CP	Stoomv.Maats. "Oostzee" (Vinke&Co.*Mgrs.*) *Bulkhead in after* *CellD*	360·0 P27'B101'F27' FK *hold dispensed with* *B*310' 966*t FPT*74*t*	48·2	22·8	Amstrdam Dutch *ptCemptAsp* 5*BHonly* *APT*81*t*	T.3Cy.24½",40"&67"–45" (*s*) 180lb 342NHP 3SB,6*cf*,GS144,HS5490 Maats.deSchelde,Flushing	25 " 3 s4 " 6½ 20 " 11	
21928 133053 GNZP	**Buteshire** (*ex*ClanMacewen) D.F. 2*Dks*&*Shelter dk*3*trB* *Ref.Mchy.*	6590 4736 4066					1912	Palmers' Co.Ld. Newcastle	British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs*)	430·5	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60"& L.P.Turbine with DR gear- ing & hydraulic coupling 746NHP Palmers'Co.Ld.Newcastle		C
21929 PUMA	**Butiá** (*ex*Fluminense-32, *ex*Meisonnier, *Fitted for oil fuel* *ex*Nanquitt) 1*Dk* Sub.Sig.	3514 — 2003					1920	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabeth, NJ	Cia.Carbonifera RioGrandense	328·0 P53'B110'F37'	46·2	22·9	R.Janeiro Brazilian *WB*	T.3Cy.22",37½"&60"–42" 233NHP Harlan&HollingworthCo. Wilmington,Del.		V
21930 DHDJ	**Butt** (*ex*LudwigStahl,*ex*Webburn) ssBmn.2ndNo.3-6,33 Sub.Sig. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* ssAnt.No.1-37	736 590 408	✠100A1 ~~6,37~~ ~~6,36~~ 1,38 ~~BS7,36~~ ✠NB02 *fitted*33 ~~BS4,37~~ BS4,38	Rot ~~Ant~~Bmn ✠LMC~~6,33~~ 6,37	*k*	OG ~~7,34~~ 6,37	1909 5mo	W.Harkess &Son,Ld. Middlesbro'	ArgoReederei RichardAdler&Co. *CellDBa*40'*uE*&	190·0 Q98'B17'F22' FK *B*31'*f*83'188*t FPT*	30·0	13·0	Bremen German 4*BHCem* 18*tAPT*24*t*	T.3Cy.15½",26"&44"–30" (*s*) 180lb *100lb* 124NHP 1SB,3*cf*,GS51,HS2100 Richardsons,Westgarth& Co.Ld.Mdb	15 " 0	
21931 1798 IBXE	**Butterfly** (*ex*Suevier-32) ssGen.No.3-6,33 D.F. 2*Dks*(*Stl*)	5127 4810 3176	✠ ... 9,35	Gen ✠	*y*		1920 9mo	Bartram& Sons,Ld. Sunderland	I.N.S.A.-Industrie NavaliSoc.Anon. *CellDB*119'*uE*26'*f*	412·9 400·0 P36'B117'F39' FK 176'1050*t FPT*135*t*	52·3	28·5	Genoa Italian 7*BHCem* *APT*220*t*	T.3Cy.27½",45"&75"–48" 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 " 0	I †
❊ 21932 24999 JPXD	**Buyo Maru** ssYka.No.3-10,36 2*Dks*(*Stl*)	5447 4996 3407	✠100A1 8,37 ~~10,36~~	Yka Kob ✠LMC~~10,36~~ 8,37	*z*	CL 9,36	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TamaiShosenK.K.	400·0 P33'B124'F41' FK *CellDB*342'844*t*	53·2	29·4	Hashidate Japanese 6*BHCem* *APT*28*t*	T.3Cy.2[illegible]",43½"&72"–48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaS.&E.Co. Ld.Tokio	32 " 0 s6 " 5½ 25 " 9	
21933 PKOU	**Buyskes** *Fitted for oil fuel* 2*Dks*	1800 — 984					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P32'B82'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
21934 213834 KSOU	**Bylayl** D.F. ssN.Ns.No.3-6,28 *Mchy.Aft* ssN.Ns.No.2-36 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~9,37~~ ~~9,37~~ 3,38 MS6,36	NNs ✠LMC BS~~10,36~~ 10,37	*v*	CL 3,37	1916 1mo	New York S.B.Co. Camden,N.J. A&CP *CellD*	PocahontasS.S.Co. *BuE*&*B*53'*f*216'12	318·5 P79'B18'F31' FK 54*tDT*13' 412*tFPT*	49·5	24·2	Wilmgton (Del.) Utd.States 7*BHCem* 293*tAPT*92*t*	T.3Cy.21",33⅝"&58"–42" (*r*) 200lb 318NHP 2SB,6*cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 " 6	
❊ 21935 221861 KDWN	**Byron D. Benson** ssN.Yk.No.3-10,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing*	7953 7661 4932	✠100A1 *Shelter dk* *with freeboard* 4,37 ~~9,36~~ ~~MS9,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	NYk ✠LMC 9,37 ~~BS9,36~~	*c*†	CL 5,36	1922 1mo	Oscar DanielsCo. Tampa,Fla. A&CP	TideWater AssociatedOilCo. *CellDB in way of* 71'328*tDTf*50'694*t*	465·4 FK *oil bunker* 17'*uE*&*B* *FPT*177*tAPT*26*t*	60·2	36·0	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 596NHP 3SB,9*cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 " 3 s8 " 10½ 27 " 7½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21936 7459 SFWA	**C. A. Banck** (exKapolna, exGogsjö,exLibra) 4Mst 1Dk	*1825* *1597* *1063*					1913	Sörlandets Skibsbyggeri Fevig	ChristerBanck	263·7 P50tH56tF29'	42·1	17·7	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&56"-36" 219NHP FredrikstadM.V.Frdstad.		V
* 21937 212628 WPCA	**C. A. Canfield** ssN.Yk.No.3-5,25 ssMob.No.2-33 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6129 5769 3764	✠100A1 5,37~~11,36~~ BS~~11,36~~ 11,37 ✠LMC9,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,13 *F.P. above* 150°F.	Gal NYk	*z*	CL ~~11,36~~ N11,37	1913 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	StandardOilCo.of NewJersey *WB=CellDBu*	405·0 P99'B25'F41' FK *B25'60tDTf45'547t FPT80tAPT41t*	55·0	33·9	Wilmgton (Del.) Utd.States 15*BHCem* (9 *to U dk* 6 *to M dk*)	T.3Cy.27",44¼"&75"-51" (*s*) 180lb 459NHP 2SB,6*cf*,GS139,HS5920 FD WllsndSlpwy.Co.Ld.Nwc.	32″10 s6″1 26″11½	
21938 LCGD	**C. A. Larsen** (exSanGregorio) ssLon.No.3-4,26 ssSfj.No.2-33 *Mchy Aft* D.F. GyC. 3*Dks*(*Stl*) & *Web frames* *Longitudinal framing* *Tonnage opening closed* 1918	13246 11807 9614	✠100A1 *Shelter dk withfreeboard* ~~3,379,36~~ 9,37 MS5,34 ✠LMC BS~~6,36~~9,37 Pr.BS~~9,36~~ 9,37 *Carrying Whale oil in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Ham	*g*†	CL ~~8,36~~ ~~5,37~~ 7,37	1913 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	HvalfangstselskapetBlaahval A/S(Magnus Konow,*Mgr.*) *Cell DBu*	F50' FK *B46'194tDT f54'635t FPT208t*	66·6	33·9	Sandefjord Norwegian 20*BHCem* 10*BHtoUdk* 10 ,, *to2nd* ,, *APT46t*	Q.4Cy.28½",41",58"&84"-54" 220lb (*r*) 787NHP NDB(*Upper*)'26 *200lb* NDB(*Lower*)*made*'19 *refitted*'36 *200lb* 35PrB-*60lb* 2PrB-*43lb* 4SB*19cf*,GS288,HS11290FD WllsndSlpwyCo.Ld.Nwc.	42″0 s9″9 32″5¼	
* 21939 220900 KDLX	**C. B. Watson** (*ex*Mary Luckenbach-36) ssMob.No.3-1,36 1*Dk* D.F. *Mchy.Aft*	5607 5043 3382	100A1 1,38~~1,37~~ ~~BS1,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel F.P. above*1 50°F.	Mob BS1,38 LMC1,36	*z*	CL 1,38	1920	South-Western S.B.Co. SanPedro,Cal	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*) *CellDBuE&B68' 121tD*	410·5 428·1(O.L.) P109'B32'F47' FK *Tf38'495tFPT135t*	54·3	27·2	Baltimore Utd.States 12*BHptCem* *APT280t*	T.3Cy.24¾",$41\frac{25}{32}$"&72"-48" 210lb 549NHP 3SB,9*cf*,HS8112 FD LlewellynEngineWorks, LosAngeles	29″9 s4″11½ 25″1	
* 21940 6360 SLUA	**C. F. Liljevalch** ssGot.No.3-6,32 ssGot.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted above lower stringer*	*5492* *5119* *2928*	✠100A1 *Shelter dk withfreeboard* 1,38~~2,37~~ ✠LMC ~~BS2,36~~ MS6,36 BS~~2,37~~1,38	Got Rot	*y*	OG 6,36	1920 9mo	Aktieb. Götaverken Gothenburg *Lloyd'sA&CP*	Trafikaktieb. Grängesberg Oxelösund (M.Waldenström *Mgr.*) *Cell D*	394·4 FK *Collision* *B at sides of tunnel*	52·2	30·8	Stockholm Swedish *ptCemptAsp* *BH to Sh dk* 5 ,, ,, *U* ,, 58'520*t DT*	T.3Cy.28",42⅛"&$72\frac{1}{16}$"-48" 185lb (*s*) FD 430NH 3SB(Spt)9*cf*,GS135,HS5664 LindholmensMotalaVerks. *f66'645tFPT55tAPT202t*	34″1 s8″8 25″7¼	
21941 OZED	**C. F. Tietgen** Ⓟ *OilEng.* D.F. *Cruiser Stern* 1*Dk*&*Awng dk*	1850 926 1036					1928	Helsingörs Jernsk& Msk. Elsinore	DetForenede Dampskibs.Selsk.	271·2	41·1	14·0	Aarhus Danish *WB*	Oil Engines 4S.C.SA 8Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 361NHP Akt.Burmeistr&Wain,Cpn		V
21942 149494	**C. H. Houson** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Sarnia Steamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
21943 204499	**C. H. McCullough, Jr.** (*ex*WardAmes) GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0	56·0	30·1	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.18½",28½",43½"&66" -42" 282NHP SuperiorS.B.Co.Superior		R
21944	**C.I.A.E. No. 3** TwinSc *OilEng.* *Carrying oil fuel in bulk* *Mchy.Aft* 1*Dk*&*Webframes* *Longitudinal framing*	551 — 496			...		1922	Alley& MacLellan, Ld. Glasgow	Cia.General de Combustibles	330·0 FK	38·0	9·5	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 8Cy.11¾"-14" 194NHP W.Beardmore&Co.Ld Gls.	10″6	
21945 FNFB	**C. I. P.** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	6587 — 3641					1921	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports (Cie de Nav.Mixte, *Mgrs.*)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French *WB*	T.3Cy.27½",44½"&75"-51" 402NHP Ch.&Atel.deSt.Nazaire, Penhoët		V
* 21946 215635 WPCD	**C. J. Barkdull** (*ex*FredericEwing, *ex*WilhelmJebsen) ssN.Yk.No.3-4,30 ssMob.No.1,34 *Mchy Aft* D.F. 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	6773 6416 4157	✠100A1 ~~4,37~~ ~~9,36~~ 8,38 ~~BS9,36~~ ✠LMC8,34 ✠NE18*refitted*8,30 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,17 *F.P. above* 150° F.	Gal BS9,37		CL 9,36	1917 10mo	UnionIron WorksCo. SanFrancisco A&CP	StandardOilCo.of NewJersey *CellDBuE&B64' 197tDTf56'1038t*	435·0 P134'B50'F42' FK *FPT97tAPT74t*	56·0	32·0	Wilmgton (Del.) Utd. States 15*BHpt Asp* (11 ,, *to Udk* 4 ,, ,, *2nd*,,)	1DRGearedSteamTurbine 220lb (*s*) 606NHP 3SB(Spt)9*cf*, HS8265 FD GeneralElectricCo. Schenectady,N.Y.	33″6 s6″4½ 27″4	
* 21947 HPGQ	**C. O. Stillman** TwinSc ssRot.No.2-37 *OilEng.* *Mchy.Aft* ~~ssN.Ns.No.1-32~~ Sub.Sig. GyC. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	13006 — 7765	✠100A1 ~~4,37~~~~10,35~~1,38 DBS~~10,35~~ ✠LMC~~7,34~~ 1,38~~4,37~~ 4,37 *CarryingPetroleum in bulk*	Boa ~~Rot~~Ham	*k*†	CL ~~7,34~~ 4,37	1928 2mo	Bremer Vulkan Vegesack *Lloyd'sA&CP*	PanamaTransport Co.(~~WariedTankschiffRhederei G.m.b.H.Mgrs.~~) *CellDBuE74'431tDT*	565·7 584·8(O.L.) B40'F45' FK *f68'1040t FPT444t*	75·6	44·5	Panama Pnamanian 17*BHptAsp* 4 ,, *to2nddk* *APT337t*	Oil Engines 2S.C.SA 12Cy.$27\frac{9}{16}$"-47¼" 1595NHP 2 Water TubeDB*250lb* BremerVulkan,Vegesack	44″6 s10″10½ 33″10¾	
Broken up 21948 OYEA	**C. P. A. Koch** Ⓟ Wireless 1*Dk*&*Awng dk3trB*	1052 660 535					1893	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	228·6	31·5	14·7 22·6	Aalborg Danish *WB*	T.3Cy.19",32"&51"-39" 162NHP Lobnitz&Co.Renfrew		V
21949 [illegible]	**C. Russell Hubbard** (*ex*HenryA. Hawgood) Now "W. W. Holloway," *see No.* 40712 *in Supplement* *Mchy.Aft* 1*Dk*	6839 — 5389					1906	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	532·0	56·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		R
21950 202873	**C. S. Robinson** (*ex*LofusCuddy) D.F. *Mchy.Aft* GyC. 1*Dk*	6829 — 5361					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	525·0 F46'	55·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP AmericanSB Co.Cleveland		R
21951 93322	**C. T. Jaffray** (*ex*Muncy) *Mchy.Aft* 2*Dks*	4055 — 2946					1902	Detroit S.B.Co. Wyandotte	GreatLakesTransitCorporation	350·0 F32'	46·0	30·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
21952 138579	**C. W. Cadwell** (*Self-Unloader*) 1*Dk*	564 429 219					1911	Superior S.B.Co., Superior.Wis.	TeesTransitCo. (T.A.Tees,*Mgr.*)	154·8	37·1	9·1	WndsrOnt. British *WB*	C.2Cy.16"&30"-26" E*made*91*refitted*11 27NHP B*made*96*fitted*34 MontagueI.W.Milwaukee		
* 21953 147425 MPYZ	**C. W. S. Progress** ssMch.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	967 654 514	✠100A1 ~~5,37~~~~8,36~~ 6,37 BS3,37 ✠LMC7,35	Mch	*m*	CL ~~4,34~~ 5,37	1931 2mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *Lloyd'sA&CP*	Co-operative WholesaleSociety, Ld. *CellD*	213·2 B19'Q109'F44' FK *B135'219t FPT35t*	32·3	12·5	Manchestr British 4*BHptAsp* *APT7t*	T.3Cy.16½",28"&47"-33"(*s*) 200lb 174NHP 2SB,6*cf*.GS100,HS3050 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	14″9 s4″6¾ 14″3¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
21954 132455 GJRP	**Cabarita** (*ex*Chronos) ssMel.No.3-8,27 ssCal.No.2-35 2*Dks*(*Stl*) *Cargo battens not fitted*	4364 3954 2612	✠100A1 2,38 ~~2,37~~ BS~~12,36~~ ✠LMC11,35 12,37	Cal	*x*	CL 7,36	1915 4mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd*'*sA&CP*	BankLineLd.(A. Weir&Co. *Mgrs.*)	364·7 P30'B81'F33' FK *CellDBa*123'*uE&B*60'*f*135'1049*tFPT*91*tAPT*212*t*	51·4	26·0	Glasgow British 6*BHCem*	T.3Cy.24¼",42"&70"-48" (*s*) 180lb 421NHP 3SB,9*cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s 5 ″ 3½ 23 ″ 5	
21955 PUAN	**Cabedello** (*ex*Prussia) 1*Dk&Shelter dk*	3557 3277 2180					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	364·3 H25'	51·0	22·0	R.Janeiro Brazilian	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffsb.Ges.		V
21956 164672 MLMN	**Cabenda** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	534 333 274	✠100A1 ~~4,37~~ ~~1,37~~ ~~6,37~~ 4,38 ✠LMC7,36 ✠LMC(M)4,38	Bry ~~GLCh~~	*h*	OG ~~12,36~~ 3,38	1936 7mo	GooleS.B.&Repg.Co.Ld. Goole *Lloyd*'*sA&CP*	T.E.Evans&Co.Ld.	183·6 P42'Q100'F18' FK *CellD B*114' 180*t FPT*54*t APT*41*t*	27·1	8·0	London British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12¼"-19" 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 ″ 5 s3 ″ 11½ 10 ″ 0½	
21957 147639 GBZF	**Cable Enterprise** (*CableVessel*) ssFal.No.3-7,37 ~~ssRio No.2-32~~ 2*Dks*(*Weather dk-ptStl* teak s)&2*nd dk*(*Stl-ws*) Wireless E.S.D. *Cruiser Stern*	943 872 357	✠100A1 *withfreeboard* 7,37 ~~6,32~~ ✠LMC7,37 ~~MS6,32~~ ~~BS1,36~~ *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Rio Fal	*l*	CL ~~9,36~~ 6,37	1924 5mo	A&J.Inglis Ld. Glasgow *Lloyd*'*sA&CP*	WesternTelegraph Co.Ld.	198·9 B40' FK *CellDBuE*26' *f* 100'151*t FPT*12*t APT*18*t*	30·1	19·4	London British 5*BHCem* 2 ,, *to2nd dk*	T.3Cy 16½",27"&45"-33" (*s*) 180lb 145NHP 2SB,4*cf*,GS60,HS1990 FD A.&J.Inglis,Ld.Glasgow	21 ″ 4 s 7 ″ 5½ 14 ″ 2¼	
* 21958 EACG	**Cabo Carvoeiro** Now sailing as "El Boeiro," ssBbo.2ndNo.3-4,33 1*Dk*(*Stl*)&*Awng dk*(*Irn*)2*trB*	1993 1920 1329	✠100A1 *Awng dk withfreeboard* 3,37 ~~BS5,36~~ ~~BS9,37~~ ✠LMC~~4,35~~9,37	Cdz	*r*	CL 5,35	1909 2mo	W.Dobson &Co. Newcastle *Lloyd*'*sA&CP*	Ybarra&Co. *WB=CellDB*	265·8 B50' FK *a*84'*uE&B*36'*f*106' 371*tAPT*24*t*	38·5	16·0 28·8	Seville Spanish 5*BHCem*	T3Cy19½",32½"&52½"-36"(*s*) 180lb *100lb* NDB21 187NHP 2SB,4*rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s 5 ″ 1½ ~~21 ″ 9~~ 21 ″ 0½	
21959 EACH	**Cabo Cervera,** Now sailing as "Rachen," ~~ssBbo.No.3-3,25~~ ssBbo.2ndNo.3-2,38 ~~ssBbo.No.2-33~~ 2*Dks*(*UStl*)&*Awng dk*(*Irn*)	2164 2033 1499	✠100A1 *Awng dk withfreeboard* 2,38 ~~5,36~~ ~~BS5,37~~ ~~BS6,36~~ ✠LMC~~4,33~~2,38	Bbo	*r*	CL 5,36	1912 12mo	CiaEuskalduna deCon.y Rp.deBuques Bilbao *Lloyd*'*sA&CP*	Ybarra&Co. *WB=CellDBa*	265·5 B56' FK 82'*uE*18' *f*106'338*t APT*33*t*	38·7	24·1	Seville Spanish 5*BHCem*	T.3Cy.19½",32½"&52½"-36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s 4 ″ 10½ 21 ″ 9	
21960 EACI	**Cabo Corona** ssBbo.2ndNo.3-9,28 ssBbo.No.1-33 Wireless 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)	1531 1480 1002	✠100A1 *Awng dk withfreeboard* 5,34 BS4,34 ✠LMC2,33 NO LATER SURVEY REPORTED	Bbo	*o*	CL 2,33	1903 12mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd*'*sA&CP*	Ybarra&Co. *WB=CellDB*	237·5 B52' BK8½" *a*61' *uE&B*33' *f*94' 318*tAPT*11*t*	34·6	14·9 22·6	Seville Spanish 5*BHCem*	T.3Cy.18",29½"&48½"-33"(*s*) 160lb *90lb* 133NHP 2SB,4*rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 4½ 21 ″ 2¾	
21961 EACJ	**Cabo Creux** ssBbo.No.3-7,31 ssBbo.No.1-35 1*Dk*(*Stl*)2*ndDkStl in holds* Now sailing as "KARDIN" Sunk by bomb 5,37-Now refloated	3717 2923 2343	~~✠100A1~~ 9,35 ~~BS12,36~~ ~~✠LMC~~ ✠AuxNB5,21 ~~MS9,35~~ ~~NO LATER SURVEY REPORTED~~	Bbo		CL 9,34	1919 4mo	Soc.Anon. Astilleros del Nervion Bilbao	Ybarra&Co. *CellD*	325·7 P28'B100'F45' FK *B*279' 803*t FPT*58*t APT*98*t*	47·1	22·0	Seville Spanish 5*BHCem*	T.3Cy.24",40"&65"-45" (*s*) 180lb *60lb* 336NHP 2SB(Spt)&1AuxSB,8*cf*, GS159,HS5592 Soc.Anon.Astilleros del Nervion,Bilbao	24 ″ 10 s 4 ″ 0½ 21 ″ 0½	
* 21962 EADN	**Cabo Cullera** Iron (*ex*YbarraNo.4) ssBbo.4thNo.3-3,31 1*Dk*(*Irn*)&*Awng dk*3*trB*	2246 2228 1506	✠100A1 *Awng dk withfreeboard* 3,31 ✠LMC3,31 ✠NB98*refitted*3,31 NO LATER SURVEY REPORTED	Bbo	*s*	3,31	1882 12mo	R.Dixon& Co. Middlesbro' *Lloyd*'*sA&CP*	Ybarra&Co. *WB=CellDB*226'465*tFPT*71*tAPT*68*t*	270·4 *Awng.dk.*s10 BK9½"	39·3	25·9	Seville Spanish 4*BHCem*	T.3Cy.21⅝",38"&71"-45" 160lb*c* NDB09 323NHP 2SB,6*f*,GS122,HS4640 Blair&Co.Ld.Stockton	28 ″ 3 s 9 ″ 8½ 19 ″ 10	
* 21963 EACK	**Cabo Espartel** ~~Now sailing as "Esparido,"~~ Now sailing as "Sparire," ssBbo.No.1-38 ssBbo.No.3-4,32 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in holds&Webframes* *Longitudinal framing*	3712 3094 2478	✠100A1 *withfreeboard* 4,38 ✠LMC MS9,37 BS3,38 *Fitted for oil fuel* 1,20 *F.P. above* 150° F. ~~NO LATER SURVEY REPORTED~~	Bbo	*v*	CL ~~8,34~~ 3,38	1920 3mo	Echevarrieta&Larrinaga Cadiz *Lloyd*'*sA&CP*	Ybarra&Co. *CellD*	330·1 FK *B*284' 870*t FPT*63*t APT*175*t*	48·0	22·9	Seville Spanish 5*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* FD 417NHP 2SB(Spt)8*cf*,GS147,HS6050 J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s10 ″ 0½ 23 ″ 9	
* 21964 EACL	**Cabo Huertas** Now sailing as "Tausend," ssBbo.No.3-4,34 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2*nd dk in holds* *Longitudinal framing in DB*	2776 2312 1531	✠100A1 *Awng dk withfreeboard* 4,38 ~~5,35~~ 4,38 ~~BS2,37~~ ✠LMC~~7,34~~ *Fitted for oil fuel*7,22 *F.P. above* 150° F.	Bbo	*s*	CL ~~4,34~~ 4,38	1922 8mo	Soc.Espanola deConst. Naval Bilbao *Lloyd*'*sA&CP*	Ybarra&Co.	280·0 P22'B68'F26' FK *CellDB*246'559*t APT*18*t*	42·0	25·7	Seville Spanish *Cem* 5*BHto Adk*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS120,HS4120 Blair&Co,Ld.Stockton	26 ″ 9 ~~s 4 ″ 8½~~ ~~22 ″ 5~~ s4 ″ 5½ 22 ″ 6	
* 21965 EACM	**Cabo La Plata** Now sailing as "Plaustra," ssBbo.2ndNo.3-5,33 2*Dks*(*M-Stl*) &*Awng dk*(*Irn-pt*ws)	2002 1926 1323	✠100A1 *Awng dk withfreeboard* 7,36 ✠LMC10,37 ~~MS6,33~~ ~~BS4,35~~ ~~NO LATER SURVEY REPORTED~~	Bbo	*r*	CL 6,36	1908 11mo	Greenock& Grangem'th Dckyd.Co.Ld Grngemouth *Lloyd*'*sA&CP*	Ybarra&Co. *WB=*	265·1 *Boat dk*50' FK *CellDBa* 86'*uE&B*36'*f*106'419*tAPT*18*t*	38·6	16·0 23·0	Seville Spanish 5*BHCem*	T3Cy19½"32½"&52½"-36"(*s*) 180lb *100lb* NDB22 187NHP 2SB,4*rf*,GS69,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s4 ″ 11½ 21 ″ 3	
* 21966 EACN	**Cabo Menor** ssBbo.No.3-2,25 ssBbo.No.2-33 2*Dks*(*U Stl*)&*Awng dk*(*Irn*)	2043 1962 1251	✠100A1 *Awng dk withfreeboard* 2,37 ~~7,36~~ MS6,37 BS~~7,36~~3,37 ~~BS7,36~~ ✠LMC~~3,33~~ ~~NO LATER SURVEY REPORTED~~ No later survey reported	Bbo Bcl	*r*	CL ~~7,36~~ 8,37	1912 10mo	Greenock& Grngemouth Dckyd.Co.Ld Grngemouth *Lloyd*'*sA&CP*	Ybarra&Co. *WB=CellDB*	265·2 B52' FK *a*88'*uE&B*34' *f* 106' 407*tAPT*32*t*	38·5	23·7	Seville Spanish 5*BHCem*	T.3Cy.19½",32½"&52½"-36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 0 s 4 ″ 10 21 ″ 6	
* 21967 EACP	**Cabo Ortegal** ssBbo.No.3-5,31 ssBbo.No.1-35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* Now sailing as ~~"AKETZ"~~ "Libero"	3660 2923 2296	✠100A1 7,35 ✠LMC MS8,35 BS1,36 ✠NB(Aux.)7,20 No later survey reported	Bbo	*u*	CL 4,34	1919 12mo	Soc.Anon. Astilleros del Nervion Bilbao A&CP	Ybarra&Co.	325·7 P28'B100'F45' FK *CellDB*279' 743*tAPT*98*t*	47·1	22·0	Seville Spanish 5*BHCem*	T.3Cy.24",40"&65"-45" (*s*) 180lb 346NHP 2SB(Spt)&1Aux.SB,8*cf*, GS164,HS5856 J.G.Kincaid&Co.Ld.Grk.	24 ″ 10 s3 ″ 11½ 21 ″ 1	
21968 EEEE	**Cabo Paez** (*ex*Malvarrosa, *ex*AntoniaGarcia, *ex*Teneriffe,*ex*Nigel) Iron ssGls.No.3-4,95 *Mchy.Aft* *Well deck* 1*Dk*	301 — 111	✠ 10,95 ✠	Gls	*e*		1886 2mo	Scott&Co. Bowling	CaboHermanos	135·6 Q52'B12'F20' BK7"	22·3	10·3	Malaga Spanish 3*BHCem* *FPT*23*t*	C.2Cy.21"&42"-30" NB08 80NHP 1SB,2*cf*,GS40 Muir&Houston,Glasgow	11 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21969 EADI	**Cabo Palos** Ⓟ Reported sunk by submarine 6,37 *OilEng.* *Ref.Mchy.* ssGen.No.1-31 D.F. 3*Dks*(*Stl*)	6342 5314 3798	✠~~100A1~~ *withfreeboard* 10,34 ~~DBS2,36~~ ✠~~LMC11,33~~ ✠~~Lloyd'sRMC2,36~~	Gen	*z*	CL 5,36	1927 1mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *Intermediate 'tween dkBH in after hold dispensed with* *CellDB*310'842*t*	397·0|53·2|31·5 F41' FK *APT*17*t*	Seville Spanish *ptCem* 5*BH to U dk* 2 „ *2nd* „	Oil Engines 4S.C.SA 6Cy.$27\frac{13}{16}$"–55⅛" 438NHP DB85*lb* Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0 s 8 ″ 7½ 25 ″ 7	
* 21970 EAPD	**Cabo Prior** (*ex*RioTajo–35, *ex*MarTirreno) ssBcl.No.3–10,28 ssBcl.No.1-33 1*Dk*(*Stl*)&*Awng dk*(*Stl*)*2nd dk in holds* No later survey reported	3367 3175 1896	NO LATER SURVEY REPORTED ✠100A1 *Awng dk* *withfreeboard* 5,36 BS6,36 ✠LMC2,33	Bbo	*u*	CL 5,36	1917 1mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *CellD*	316·0|44·2|26·9 FK *B*268'623*tFPT*123*t*	Seville Spanish 6*BHCem* *APT*124*t*	T.3Cy.23",36½"&62"–42"(*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 7 ″ 10 22 ″ 1	
21971 EACS	**Cabo Quilates** Ⓟ *OilEng.* ssBbo.No.2–36 *Ref.Mchy.* 3*Dks*(*Stl*) D.F. *CruiserStern* Now sailing as "Ibai"	6629 5314 3992	✠100A1 *withfreeboard* 11,36 DBS3,36 ✠LMC6,36 ✠Lloyd'sRMC6,36 No later survey reported	Bbo	*z*	CL 11,36	1927 3mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *CellD* 2*AdditionalBHfitted in upper'tween decks*	397·0|53·2|31·5 F41' FK *B*310'842*tAPT*17*t*	Seville Spanish *ptCem* 5 *BH to U dk* 2 „ *2nd* „	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"–55⅛" 438NHP DB85*lb* Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0 s8 ″ 7½ 25 ″ 6¾	
21972 EAHH	**Cabo Quintres** (*ex*Mouro) ssBbo.No.3–4,28 ssBbo.No.2–36 1*Dk*(*ptIrn ptStl*)&*2ndDk*(*Stl*)*in holds* Now sailing as "BAURDO," of Bilbao	2905 2382 1639	✠100A1 12,36 ✠LMC BS7,36 MS12,36 No later survey reported	Bbo	*t*	CL 11,36	1916 8mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *CellD*	306·0|44·2|21·8 P33'B70'F35' FK *B*260'633*tFPT*150*t*	Seville Spanish 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"–42"(*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 8¾ 21 ″ 0½	
* 21973 EACT	**Cabo Razo** Now sailing as "Raggio" ssBbo No.2–34 1*Dk*(*Stl*)*2nd dk*(*Stl*) *in holds 3rd dk in holds*	2879 2384 1663	✠100A1 7,36 ~~BS5,36~~ 8,37 ✠LMC3,34	Bbo		CL 7,36	1926 3mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *CellDBa&uE*88'*f*132'	300·0|43·2|24·7 P30'B78'F30' FK	Seville Spanish 6*BHCem* 1 „ *to 2nd dk* 465*tAPT*48*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS180,HS4120 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 1 23 ″ 0¾	
* 21974 EACV	**Cabo Roche** Now sailing as "Gadofu," ssBbo.No.3–6,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*) *2nd dk in holds* *Longitudinal framing inDB*	2776 2312 1531	✠100A1 *Awng dk* *withfreeboard* 6,36 ~~BS6,36~~ ✠LMC6,34 *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Bbo 4,38 BS~~10,37~~	*s*	CL 6,36	1922 6mo *Lloyd*	Soc.Española deConst. Naval Bilbao *'sA&CP*	Ybarra&Co. *CellDB*246'559*t*	280·0|42·0|24·5 P22'B68'F26' FK	Seville Spanish *Cem* 5*BH to A dk* *APT*18*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS120,HS4120 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 8½ 22 ″ 5	
* 21975 EADG	**Cabo Sacratif** NowSailing as "Zafra," ssBbo.2ndNo.3–6,34 2*Dks*(*MStl*)&*Awng dk*(*Irn*)	2174 2030 1332	✠100A1 *Awng dk* *withfreeboard* 4,38 ~~6,36~~ ~~BS6,36~~ ✠LMC2,~~34~~	Bbo ~~BS15,37~~	*r* 12,37	CL ~~2,34~~ 4,38	1909 9mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *Cell*	265·5|38·6|24·0 B56' FK *DBa*82'*uE*18'*f*106'	Seville Spanish 5*BHCem* 346*tAPT*33*t*	T3Cy19½",32½"&52½"–36"(*s*) 180lb *100lb* 187NHP 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ 0½ 21 ″ 5	
* 21976 EAND	**Cabo San Agustin** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*(*Stl–Weather dk pt* ws) *3rd dk*(*Stl*) *in forward holds*	12589 8539 7521	✠100A1 *withfreeboard* 6,35 ✠LMC CS8,35 9,34	Gen	*f*†	OG P7,34 S6,35	1931 9mo *Lloyd*	Soc.Española deConst. Naval Bilbao *'sA&CP*	Ybarra&Co. *CellDB*418'1790*t*	482·5|63·3|34·3 B270'F54' FK *Tanks in way of tunnels* 651*t*	Seville Spanish 9*BHptCem* (3 „ *to 2nd dk*)	Oil Engines 2S.C.DA 14Cy.23⅝"–$35\frac{7}{16}$" 2730NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s11 ″ 10¾ 25 ″ 4	
* 21977 EALD	**Cabo San Antonio** Ⓟ TwinSc *OilEng.* ssGen.No.1–34 E.S.D. 2*Dks*(*StlWthr dk-pt*ws) D.F. *3rd dk*(*Stl*) *in forward holds*	12275 8526 7596	NO LATER SURVEY REPORTED ✠100A1 *withfreeboard* 1,36 ✠LMC CS2,35 DBS6,34 2,34	Gen	*f*†	OG N1,36	1930 4mo *Lloyd*	Soc.Española deConst. Naval Bilbao *'sA&CP*	Ybarra&Co. *CellDB*430'1461*t*	482·5|63·4|33·4 B261'F48' FK *Tanks in way of tunnels*600*t*	Seville Spanish 9*BHptCem*	Oil Engines 4S.C.SA 18Cy.28⅜"–55⅛" 1392NHP DB Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s11 ″ 10¾ 25 ″ 4	
21978 EACX	**Cabo San Sebastian** Broken up ssBbo.2ndNo.3–11,19 Wireless ssBbo.No.2–27 2*Dks*(1*Stl*)&*Awngdk*(*Irn*)3*trB*	1583 1491 1179	✠ — 4,35 ✠	Bbo	*o*		1893 2mo	JLThompson&Sons Sunderland	Ybarra&Co. *CellDB* 195'287*t*	237·0|34·5|14·9 22·6 BK7½"	Seville Spanish 5*BHCem* *APT*15*t*	T.3Cy.18",29½"&48½"–33" 132NHP 2SB,*4cf*,GS56,HS1947 Blair&Co.Ld.Stockton	24 ″ 10	
21979 EANE	**Cabo Santo Tome** Ⓟ TwinSc Damaged by Gunfire & Sunk 10,37 *OilEng.* ssGen.No.1–36 Sub.Sig. 2*Dks* (*Stl–weather dk pt* ws) D.F. *3rd dk*(*Stl*) *in forward holds*	12589 8539 7521	✠~~100A1~~ *withfreeboard* 1,37 ✠~~LMC CS11,35~~ ~~1,37~~	Msl	*f*†	OG 8,34	1931 12mo *Lloyd*	Soc.Española deConst. Naval Bilbao *'sA&CP*	Ybarra&Co. *CellDB*419'1790*t*	482·5|63·3|34·3 B270'F35' FK *Tanks in way of tunnels*651*t*	Seville Spanish 9*BHptCem*	Oil Engines 2S.C.DA 14Cy.23⅝"–$35\frac{7}{16}$" 2731NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s 11 ″ 10¾ 25 ″ 4	
21980 EAPB	**Cabo Silleiro** (*ex*RioMiño–35, *ex*MarMediterraneo) ssBbo.No.3–6,28 ssBbo.No.2–37 ~~ssBcl.No.1–33~~ 1*Dk*(*ptIrn ptStl*)*2nd dk*(*Stl*)*in holds* Now sailing as "Roosile," of Seville	2896 2378 1657	✠100A1 10,37 ~~6,36~~ ✠LMC MS~~1,33~~ 7,37	Bbo BS~~12,35~~ 2,37	*t*	CL ~~6,35~~ 5,37	1915 5mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *Cell DBa* 102' *uE*20'*f*	306·0|44·2|21·8 P33'B70'F35' FK 120' 633*t* *FPT*150*t*	Seville Spanish 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"–42"(*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 8½ 21 ″ 0½	
* 21981 EACZ	**Cabo Toriñana** ssBbo.2ndNo.3–7,28 Wireless 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)	1506 1471 799	✠100A1 *Awng dk* *withfreeboard* 2,30 BS10,30 ✠LMC7,28	Bbo	*o*	CL 4,30	1903 11mo *Lloyd*	Grngem'th &Greenock DockyardCo. Grngemouth *'sA&CP*	Ybarra&Co.	236·9|34·6|14·8 22·6 B52' BK8¼" *WB*=	Seville Spanish 5*BHCem* *CellDBa* 61' *uE&B*33' *f*94'318*tAPT*11*t*	T.3Cy18",29½"&48½"–33"(*s*) 160lb *80lb* 133NHP 2SB,*4rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24 ″ 10 s 5 ″ 2 20 ″ 6	
* 21982 EADA	**Cabo Tres Forcas** Sunk in port by aircraft 2,38 ssBbo.No.3–6,26 ssBbo.No.2–34 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)	2265 2135 1600	NO LATER SURVEY REPORTED ✠~~100A1~~ *Awng dk* *withfreeboard* 9,37 ~~3,36~~ ✠~~LMC~~ ~~MS5,34~~	Bbo Bcl ~~BS3,36~~ 6,37	*r*	CL ~~3,36~~ 6,37	1914 1mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	Ybarra&Co. *CellDBa*	273·5|38·7|24·1 B *onAwng dk*56' FK 110'*uE*18'*f*86'366*t*	Seville Spanish 5*BHCem* *APT*33*t*	T.3Cy.19½",32½"&52½"–36" 180lb *100lb* (*s*) 188NHP 2SB,*4cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 ~~s5 ″ 2¾~~ ~~21 ″ 2¾~~	
21983 CSAK	**Cabo Verde** Ⓟ (*ex*SaoThiago, *ex*SantaBarbara) 1*Dk*	4696 3398 2950					1908	Akt.Ges. "Neptun" Rostock	Cia.Nacional de Nav.	353·2|50·2|23·4 P24'B216'F43'	Lisbon Portuguese *WB*	T.3Cy.$22\frac{1}{16}$",36⅝"&60⅛"–41⅜" 231NHP A.G "Neptun," Rostock		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
21984 RADB	**Cabo Villano** ssBbo.No.3–6,32 2Dks(Stl)&3rd dk(Stl)in holds& Web frames Longitudinal framing Now registered as German & sailing as "WALTRAUD," see No. 40726 in Supplement	3754 3094 2523	✠100A1 withfreeboard 7,35 Fitted for oil fuel 8,20	Bbo ✠LMC11,36	v	CL 11,36 F.P. above 150° F.	1920 8mo	Echevarrieta y Larrinaga Cadiz Lloyd'sA&CP	Ybarra&Co.	330·1 CellDB284' 870t FPT63t APT175t	48·0	22·9 FK	Seville Spanish 5BHCem	T.3Cy.25",41"&68"–45" (s) 180lb 100lb 417NHP 2SB(Spt),8cf,GS147, HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5	
21985 133 IBOF	**Caboto** (exWarCelt) ssTri.No.1-37 ssVen.No.3–12,32 D.F. 1Dk(Stl)	5225 4878 3147	✠100A1 ~~3,37~~~~6,36~~ 3,38 ~~BS4,36~~ BS5,38	Stn ~~Fr~~ Gen ✠LMC~~2,32~~ 3,37	y	CL ~~6,36~~ 3,37	1919 2mo	W.Hamilton&Co.Ld PortGlasgow Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav.	400·5 P49'B113'F39' CellDB345'1131tDTa28'1182tFPT120tAPT176t	52·3	28·5 FK	Venice Italian 8BHptCem	T.3Cy.~~27½"~~ 27⅛",44"&73"–48" 180lb (s) 517NHP 3SB,9cf,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11 25 ″ 3½	
21986 FOMN	**Cabourg** (exSierraMadre, exWarFife) D.F. Well deck 1Dk	2423 — 1263			...		1918	S.P.Austin &Son,Ld. Sunderland	Soc.Maritime Nationale	285·9 P25'Q72'B66'F32' FK	41·9	18·9	Havre French WB	T.3Cy.25",41"&68"–45" 410NHP CenMarEngWksLd.WHpl	21 ″ 2	V †
21987 201058 WADK	**Cabrillo** Ⓟ Wood Wireless 1Dk	611 — 387					1904	W.Muller SanPedro,Ca	Wilmington TransportationCo	182·0	32·0	13·5	LosAngeles,Cal. Utd.States	T.4Cy 18½",32"&(2)38"–26" 147NHP Utd.Eng.Works,SanFsco.		
21988	**Cachoeira** Ⓟ TwinSc 1Dk	317 231 165					1914	Murdoch & Murray,Ld. Pt.Glasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12"&24"–18" 40NHP J.G.Kincaid&Co.Ld.Grk.		
⁕ 21989 217145 WQOE	**Cacique** (exNosaChief-35, exGarfield) ssN.Os.No.3–2,31 D.F. ssN.Yk.No.1–35 1Dk(Stl)	2718 2355 1538	✠100A1 2,38 ~~3,37~~~~11,37~~ MS11,34 Fitted for oil fuel 5,20	NYk ✠LMC BS~~3,36~~8,37	t	CL ~~3,37~~ 2,38 F.P. above 150° F.	1918 10mo A&CP	Bethlehem S.B.Corp.Ld. Elizabethport,N.J.	~~GraceSteamship Company(GraceLineInc.Mgrs.)~~ GraceLineInc.	300·0 P24'B96'F39' Cell DB240' 572t FPT 40tAPT70t	45·2	22·8 FK	NewYork Utd.States 5BHCem	T.3Cy.21½",35"&58"–42" (s) 190lb 341NHP 2SB,8cf,GS133,HS5256 FD BethlehemS.B.Corp,Ld Elizabethport,N.J.	25 ″ 3	
21990 247 IKZY	**Cadamosto** (exDictator-32) 1Dk	1010 874 595					1905	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·1 P11tH46tF30t	33·1	15·1	Venice Italian WB	T.3Cy.17",28"&47"–33" 127NHP StavangerStöberi&Dok		I
21991 217153 WLOO	**Cadaretta** Fitted for oil fuel 1Dk	2648 — 1621					1918	Albina E.&M.Wrks Astoria,Or.	TheCharlesNelson Co.	289·0	44·1	19·2	S.Frncisco Utd.States	T.3Cy.22⅝",36½"&60½"–42" AlbinaEng.& 234NHP Mach.Wks.Astoria,Or.		R
21992 [illegible] WPUE	**Caddopeak,** Now "Lurline Burns," see No. 39021 in Supplement Fitted for oil fuel 1Dk	2865 — 1769					1918	Albina E.&M.Wrks. Astoria,Or.	TheCharlesNelson Co.	289·0	44·1	19·2	S.Frncisco Utd.States WB	T.3Cy.22⅛",36⅛"&60"–42" AlbinaEng.& 233NHP Mach.Wks.Astoria,Or.		R
⁕ 21993 140703 GQDX	**Cadillac** ssNwc.No.3–5,30 ssNwc.No.1–34 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& E.S.D. Web frames Longitudinal framing D.F. Tonnage opening closed 1917	12076 9024 7418	✠100A1 Shelter dk withfreeboard 8,37~~2,37~~ ~~BS2,36~~ CarryingPetroleum in bulk Fitted for oil fuel 12,17	Bel Nwc BS11,36 ✠LMC7,34	g†	CL ~~6,34~~ 8,37 F.P. above 150° F.	1917 12mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.)	530·2 CellDBuE&B91'353tDTf49'910tFPT203tAPT141t Midship portion (cargo tanks) renewed 1930	66·3	33·8 FK	Newcastle British 23BHptCem	Q4Cy.28½",41",58"&84"–54" 220lb (s) 793NHP 4SB(Spt),16cf,GS296, HS11392 FD Palmers'Co.Ld.Newcastle	42 ″ 1 s12 ″ 2¼ 30 ″ 2¼	
21994 117134 KFNN	— (exSteelKing) D.F. Mchy.Aft 1Dk2trB	3586 — 2855					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.Mgrs)	380·0 WB	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 231NHP AmericanS.B.Co.Clevelnd.		R
21995 LCGC	**Cadmus** Fitted for oil fuel 3Dks	1855 1013 1066					1926	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Bananfart (L.HarboeJensen &Co.Mgrs.)	267·3 P63tH150tF44t	39·2	22·0	Oslo Norwegian WB	T.3Cy 22½",36½"&61"–39" 232NHP KjbnhvnsFlydk.&Skbsv.		N
21996 149447 GKBD	**Caduceus** ssBry.No.2–36 D.F. 1Dk(Stl)&Shelter dk(Stl)	4364 4105 2645	✠100A1 withfreeboard 3,38 ~~4,37~~ MS12,35	Cff ✠LMC BS~~7,36~~ 7,37	z	CL ~~4,37~~ 2,38	1927 11mo	Wm.Dobson&Co. Newcastle Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.)	400·4 412·2(O.L.) F39' CellDB348'1188tFPT120tAPT198t	53·0	25·3 FK	Newcastle British 6BHCem (Coll toSh dk 5 ,, 2nd ,,)	T.3Cy.25½",42"&70"–48" (s) 180lb 410NHP 3SB(Spt)9cf,GS178,HS6900 N.E.MarineEngCoLdNwc	27 ″ 10 s 3 ″ 3 24 ″ 10	
21997 215986 IBPF	**Caffaro** Fitted for oil fuel D.F. 3Dks	6476 4703 3908					1924	Soc.Anon. Ansaldo SestriP'nente	LloydTriestino Soc.Anon.diNav.	408·8 B90'	53·7	28·2	~~Naples~~ ~~Italian~~ Genoa WB Italian	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon.Ansaldo, Sampierdarena		I
21998 28 IBQF	**Cagliari** Ⓟ D.F. 2Dks&Shade dk3trB	2322 2068 1408					1907	N.Odero fu A.&Co. SestriP'nente	"Tirrenia"Soc. Anon.diNav.	300·5 P15'B122'	38·5	17·2	Palermo Italian WB	T.3Cy.19⅝",32 11/12"&55⅛"–39⅜" 190NHP N.Odero fuA.&Co.		I
21999 TWBX	**Caïd Fasi** (exRebia,exWyoming) Well deck 1Dk	598 469 350			...		1907	R.Thompson&Sons,Ld Sunderland	Uniond'EntreprisesMarocaines (Cie.Orano Marocaine,Mgrs.)	176·0 Q85'B17'F23'	29·8	13·0	Kénitra Moroccan WB	T.3Cy.15½",25"&41"–27" Richardsons, 87NHP Westgarth&Co.Ld.Mdb.	13 ″ 0	V †
22000 TWCF	**Caïd Hassan** Iron&Steel (exLaCorse,exHermes,exLoukkos, exOlive) 1DkIrnframingStl plating	477 434 248			...		1893	W.Harkess &Son Middlesbro'	Union d'EntreprisesMarocaines (Cie.Orano Marocaine,Mgrs.)	173·1 P23'F21' FK	26·6	11·9	Port Lyautey Moroccan WB	T.3Cy.15½",25"&41"–27" 92NHP Wstgrth,Englsh&Co.Mdb.	12 ″ 9	V †
22001 149412 GMKR	**Cairnesk** ssLth.No.2–35 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl) Strengthened for Navigation in Ice	5007 4487 3015	✠100A1 withfreeboard 12,37~~9,36~~ MS5,35 ✠Lloyd'sRMC~~4,37~~	Lth ✠LMC BS~~10,36~~ 12,37 11,37	z	CL 8,36	1926 7mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	CairnLine ofStmships,Ld.(Cairns, Noble&Co. Mgrs.)	401·8 F49' CellDB343'1331tDTa34'863tFPT107tAPT52t	55·3	26·3 FK	Newcastle British 7BHCem (Coll to Sh dk 5 ,, 2nd ,, 1 ,, 3rd,,)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) 530NHP 3SB(Spt)9cf,GS150,HS6645 ParsonsMarineSteam FD TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3½ 25 ″ 8	
22002 149417 GBKQ	**Cairnglen** ssShl.No.2–34 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl) Strengthened for Navigation in Ice	5019 4493 3024	✠100A1 withfreeboard ~~7,37~~~~3,36~~ 8,37 ~~BS9,36~~ ✠Lloyd'sRMC~~4,37~~~~7,37~~ 4,38	Lth BS8,37 ✠LMC8,34	z	CL ~~8,36~~ 7,37	1926 9mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	CairnLine ofStmships,Ld.(Cairns, Noble&Co.Mgrs.)	401·8 418·8(O.L.) F46' CellDB343'1331tDTa34'863tFPT107tAPT52t	55·3	26·3 FK	Newcastle British BHCem (Coll to Sh dk 5 ,, 2nd ,, 1 ,, 3rd ,,)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) 530NHP 3SB(Spt)9cf,GS150,HS6645 ParsonsMarineSteam FD TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3½ 25 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22003 119113 MGRM Broken up	**Cairngorm** ssBwg.2ndNo.3–12,23 *Mchy.Aft* ssAyr.No.2–32 *Well deck* 1*Dk*(*Irn*)	401 281 156	✠~~100A1~~ 6,34 ~~BS5,36~~	Ayr ✠~~LMC6,32~~	*g*	CL 12,32	1904 4mo	J.Shearer& Sons Glasgow *Lloyd*'sA&CP	~~J.Psaroudis~~	141·7|26·1|10·9 Q70'B9'F26' BK7" *WB*=	Glasgow British 3*BHCem* *FPT*45*t*	C.2Cy.18"&40"–27" (*s*) 130lb 91RHP 1SB,3*pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	12 ″ 3 s ″ 5½ 12 ″ 5	
22004 140707 GQKL	**Cairnmona** ssLth.No.3–4,30 *Ref.Mchy.* ssNwc.No.1–35 D.F. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	4666 4223 2806	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~BS10,36~~ ✠Lloyd'sRMC~~10,36~~ 4,38 ~~7,36~~	Liv BS10,37 ✠LMC9,34	*y*	CL 4,37	1918 3mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'sA&CP	CairnLine of Stmships,Ld. (Cairns, Noble&Co.*Mgrs.*)	390·2|53·1|33·7 FK *Cell DB*341'1160*tFPT*102*tAPT*164*t*	Newcastle British 6*BHCem*	T.3Cy.28",46"&75"–51" (*s*) 180lb 550NHP 3SB,9*cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 0¼ 25 ″ 0	
22005 145449 GFYX	**Cairnross** ssLth.No.3–2,34 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	5494 4926 3316	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~8,36~~ MS2,34 ✠Lloyd'sRMC~~12,34~~ 1,38 ~~7,37~~	Lth BS10,37 ✠LMC ~~BS10,36~~	*a*†	CL N8,36	1921 6mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'sA&CP	CairnLine of Stmships,Ld. (Cairns, Noble&Co.*Mgrs.*)	425·0|55·0|26·6 437·7(O.L.) F49' *on Shelter dk* *Collision* FK *Cell DB*366'1301*tDTa*26 959*tFPT*185*t*	Newcastle British *Cem* *BHtoSh dk* 7 ,, ,, *U* ,, *APT*81*t*	3 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 200lb 622NHP 3SB(Spt),9*cf*,HS7863 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6½ 25 ″ 8¼	
			Fitted for oil fuel 6,21 *F.P. above* 150° F.											
22006 140718 GQKM	**Cairnvalona** ssLth.No 2–38 ssLth.No.3–3,30 *Ref.Mchy* ~~ssShl.No.1–35~~ D.F. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	4929 4487 2971	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~3,37~~ ~~BS6,36~~ ✠Lloyd'sRMC~~10,36~~ ~~5,37~~ 12,37	Hul Lth MS2,38 BS6,37 ✠LMC~~2,36~~	*z*	CL ~~1,36~~ 2,38	1918 8mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'sA&CP	CairnLine of Stmships,Ld.(Cairns, Noble&Co.*Mgrs.*)	415·2|53·1|25·2 430·0(O.L.) FK *Coll* *CellDB*365'1250*tFPT*108*tAPT*155*t*	Newcastle British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd* ,, *only*	T.3Cy.28",46"&75"–51" (*s*) 180lb 550NHP 3SB,9*cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 2¼ 24 ″ 10	
22007 DORS	**Cairo** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	4778 3707 2741					1936	Frd.Krupp Germaniawft A.G. Kiel	Atlas-Levante LinieA.G. ~~(DeutscheLevante LinieGmbH*Mgrs.*)~~	408·5|56·6|21·4 F25'	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"–$49\frac{3}{16}$" 796NHP Fr.KruppGermaniawftAG		G
22008 129183 GQCL	**Cairo City** (*ex*Iphigenia-33, *ex*Elmina, *Fitted for oil fuel* *ex*Albertville) 2*Dks*&*Shelter dk*	4792 4249 2997					1906	A.Stephen &Sons,Ld. Glasgow	FentonS.S.Co.Ld.	380·4|47·4|22·9	London British *WB*	T.3Cy.29",46"&77"–51" 424NHP A.Stephen&Sons,Ld.Gls.		V
22009 161589 GYPJ	**Caithness** *OilEng* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	4970 4580 3026	✠100A1 *withfreeboard* ~~5,37~~ ~~10,36~~ 9,37	~~Ant~~ Nwc ~~Ham~~ ✠LMC11,35 ✠LMC(M)1,38		CL	1935 11mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'sA&CP	B.J.Sutherland& Co.Ld.	412·2|54·2|26·1 FK *CellDB*346'1174*tMT*1236*tAPT*191*t*	Newcastle British 7*BHptCem* (*Coll toSh d* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4¼ 25 ″ 6¼	
22010 EELT Sunk 11,37	**Cala Engossauba** Wood (*ex*Elisa Aux3MstSr LaRodaFerrer–34) 1*Dk* *OilEng.* (*See Sailing Ship Register*)	426 356 305					1920	Romani& Miquel Valencia	Naviera Mallorquina(D. RamisMut,*Mgr.*)	141·7|30·1|14·1 P38'F28'	PalmaMaj. Spanish	Oil Engines 4Cy.14"–16" Campbell GasEng.Co.Hfx.		
22011 164255 VRXC	**Calabar** Ⓟ *OilEng.* *Cruiser Stern* 1*Dk*	1932 1270 1097					1935	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	249·4|41·2|16·3 P39'B96'F35'	Lagos British *WB*	Oil Engines 2S.C SA 5Cy.19⅝"–35⅜" 404NHP Harland&Wolff.Ld.Bel.		C
22012 2050 IBCF	**Calabria** Ⓟ (*ex*Werra–35) TwinSc *Corrugated sides* D.F. 3*Dks* Sub.Sig.	9515 6441 5572					1922	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7|57·6|31·2 458·7 | 62·3 | 30·8 P146'F44'	Genoa Italian *WB*	T6Cy.24⅝",$40\frac{9}{16}$"&$66\frac{3}{16}$"–47" 604NHP Akt.Ges."Weser," Bremen		I
22013 5803 SMVA	— ssAbg.No.3–10,29 ssSbg.No.2–38 ~~ssSbg.No.1–34~~ Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1277* *1097* *709*	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ 4,38 MS~~11,33~~ 4,38	Gfl ~~Skll~~ Sbg ✠LMC BS~~10,36~~ 11,37	*p*	OG ~~8,35~~ 4,38	1916 6mo	Oskrshmns M.V.Aktieb. Oskarshamn *Lloyd*'sA&CP	Rederiaktieb Svenska Lloyd (K.R.Bökman, *Mgr.*)	236·2|37·7|24·0 16·0 FK *CellDB*203'347*tFPT*22*tAPT*21*t*	Gothenbrg Swedish 4*BHCem*	T3Cy.$19\frac{3}{16}$",31½"&51½"–33" 185lb (*s*) 204NHP 2SB(Spt),6*cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	17 ″ 9 s ″ 2 17 ″ 9	
22014 200 SWGU	**Calafatis** (*ex*Syria,*ex*WarSyren) ssBdx.No 3–4,30 ssPir.No.1–35 2*Dks*(*Stl*)	4443 4091 2831	✠100A1 ~~8,37~~ 11,36 3,38 MS4,34	Bry ~~Cff~~ Liv ✠LMC BS~~8,36~~ 8,37	*x*	CL ~~3,34~~ ~~8,37~~ 1,38	1917 8mo	Uraga DockCo.Ld. Uraga A&CP	*Exors.ofthelate* C.D.Calafatis (PetrosM.NomikosLd.*Mgrs.*)	360·0|51·0|24·6 P33'B91'F33' FK *CellBD*291'934*tFPT*143*tAPT*53*t*	Syra Greek 6*BHCem*	T3Cy.24¼",40½"&67"–48"(*s*) 180lb 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 3 s 5 ″ 5¾ 23 ″ 0	
22015 212654 KDAW	**Calamares** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2pt*Dks* D.F. GyC. E.S.D.	7233 5891 3811					1913	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	470·4|55·3|30·8 P48'B245'F47'	NewYork Utd.States *WB*	Q8Cy23½"33½"47½"&68"–45" 620NHP Workman,Clark&Co.Ld.		C
22016 128969 MDKT	**Calcaria** 3Mst *Mchy.Aft* *Well deck* 1*Dk*	569 389 224			...		1910	R.William- son&Son Workington	Calcaria(Bristol) Ld. (AlfredJ. Smith,Ld)	164·8|26·6|11·0 Q95'B11'F21' FK	Workngtn British *WB*	T.3Cy.13",21½"&35"–27" 88RHP Ross&Duncan,Glasgow	13 ″ 2	C †
22017 143742 GDPT	**Calchas** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10305 9303 6329					1921	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	490·8|62·4|39·6 P67'B121'F58'	Liverpool British *WB*	2SteamTurbinesDRgeared to2Sc.Shafts NE29 CammellLaird&Co.Bkn.		BT till ~~8,37~~ 8,38
22018 209763 KDZN	**Calcite** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	3996 — 2459					1912	Detroit S.B.Co. Wyandotte	BradleyTransptn. Co.	416·0|54·2|29·0 F49' *WB*	Rogers City,Mich. Utd.States	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitSB CoDetroitMich.		R
22019 140563 MJBD	**Calcium** ssBkn.No.2–38 ssLiv.No.3–3,30 *Mchy.Aft* *Well deck* ~~ssBkn.No.1–34~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	613 448 280	✠100A1 ~~10,37~~ ~~2,37~~ 4,38 MS~~1,34~~ 4,38	Bkn ✠LMC BS~~5,36~~ 5,37	*i*	CL ~~2,37~~ 4,38	1918 3mo	G.Brown& Co. Greenock *Lloyd*'sA&CP	I.C.I.(Alkali)Ld.	180·4|28·1|10·8 187·2(O.L.) B9'Q52'F27' FK *CellDBf*105'162*tFPT*62*tAPT*38*t*	Liverpool British 3*BHCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 81RHP 1SB,3*cf*,GS67,HS1798 McKie&Baxter,Glasgow	12 ″ 9 s 1 ″ 3½ 11 ″ 7	
22020 20373 JBCD	**Calcutta Maru** 2*Dks*	5339 4826 3214			...		1917	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K.	400·0|54·5|30·0 P39'B121'F40' FK	Tokio Japanese *WB*	T.3Cy.26½",44½"&75"–48" 490NHP MitsuBishiD.&E.Wks.Nag	30 ″ 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Grément, &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equivalent.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
22021 140618 VJGV	**Caldare** **TwinSc** ssSyd.No1–36 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cruiser Stern*	760 551 281	✠100A1 1,38 ~~12,36~~ BS 1,38 ✠LMC11,34	Syd	*j*	CL 12,36	1930 12mo *Lloyd*	J.Lewis&Sons,Ld. Aberdeen 'sA&CP	AustralianSteam-shipsProprietary, Ld.(*Man.Agents*, HowardSmithLd.) *CellDBuET'f86'1*	165·5|36·6|11·2 P35'F32' FK *66tDTf13'65tFPT*	SydneyNSW British *4BHCem* *44tAPT48t*	T.6Cy.12",21"&34"–24" (s) 180lb 175NHP 2SB,*4cf*,GS83,HS3406 J Lewis&Sons,Ld.Abn.	13 ″ 3 s 1 ″ 4½ 12 ″ 0½	
22022 216289 IBTI	**Caldea** *OilEng* D.F. 2*Dks*	2703 1863 1622					1927	Cant.SanRoccoS.A. SanRocco	"Adriatica" Soc. Anon.diNav.	308·2|41·8|20·2 P&B185'F35'	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$–43$\frac{5}{16}$" 357NHP StabilimentoTecnico,Tri.		I
22023 143442 GBWZ	**Calderon** D.F. Wireless 1*Dk*& *Shelter dk2trB*	1374 1094 540					1919	CaledonSB&E.Co.Ld. Dundee	MacAndrews&Co.Ld.	270·6|38·1|16·2	London British *WB*	T.3Cy.21",34"&56"–39" 277NHP CaledonS.B.&E.Co.Ld.		C
✻ 22024 155314 VJGX	**Caledon** ssSyd.No.2–35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1083 739 582	✠100A1 6,37 ~~7,36~~ MS10,35 ✠LMC BS 6,37	Syd	*m*	CL ~~7,31~~ 6,37	1927 7mo *Lloyd*	BurntislndS.B.Co.Ld. Burntisland 'sA&CP	AustralianSteam-shipsProprietary, Ld.(*Man.Agents*, Howard SmithLd.) *CellDB*	215·3|32·4|13·3 223·5(O.L.) B11'Q132'F28' FK *uB&f152'232tFPT*	SydneyNSW British *3BHCem* *70tAPT53t*	T.3Cy.16",26"&43"–33" (s) 180lb 154NHP 2SB,*4cf*,GS67,HS2904 D.Rowan&Co.Ld.Glasgow	15 ″ 6 s 4 ″ 6 14 ″ 9	
22025 148878 GFJY	**Caledonia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* E.S.D. 4*Dks* D.F. Sub.Sig. GyC. *CruiserStern*	17046 12105 10036					1925	A.Stephen&Sons,Ld. Glasgow	AnchorLineLd.	553·0|70·4|38·7 B&F455'	Glasgow British *WB*	6SteamTurbinesDRgeared to2Sc.Shafts A.Stephen&Sons,Ld.Gls.		C BT till ~~10,37~~
22026 LJCO	— D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	9892 9190 5901					1936	DeutscheWerftAGBet Finkenwrder Hamburg	Lorentzen'sSkibs. A/S(Lorentzen's RederiCo.*Mgrs.*)	492·9|66·1|36·4 P130'F75'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1165NHP AllgemeineElecGes.Berlin		N
✻ 22027 5545 SMRA	— (*ex*Orvar) ssGot.No.3–8,25 Wireless ssSbg.No.2–34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	1268 1061 663	✠100A1 *Shelter dk withfreeboard* 5,37 ~~3,36~~ MS6,33 ✠LMC BS 5,37	Skm Got	*p*	OG 3,37	1913 12mo *Lloyd*	OskrshmnsM.V.Aktieb. Oskarshamn 'sAP	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDBa66'uE&*	227·7|36·7|16·0 B *on Shelter dk* 30' H105*t* FK *B33'f93'346tFPT*	Gothenbrg Swedish *4BHCem* *37tAPT33t*	T3Cy.19",31½"&51½"–33"(s) 185lb 204NHP 2SB(Spt),*6cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 3½ 17 ″ 10½	
22028 161981	— Ⓟ **Pad** *CruiserStern* 2*Dks*	624 437 282					1934	W.Denny&Bros.Ld. Dumbarton	London,Midland& ScottishRly.	223·6|30·1|9·4 Q14'B114'	Glasgow British	T.3Cy.20",31½"&50"–60" 193NHP W.Denny&Bros.Ld.Dmb.		BT till 8,38
22029 160195 GBNR	**Caledonian Monarch** D.F. 1*Dk*	5851 5441 3646					1928	Napier&Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vérel,Ld.*Mgrs.*)	430·6|56·2|28·0 P49'B131'F45'	Glasgow British *WB*	Q.4Cy.25",35½",51"&72"–51" 370NHP J.Brown&Co.Ld.Glasgow		C
22030 126865 Missing since 10,37	**Calgadoc** (*ex*ThomasJ.Drummond) *Mchy.Aft* 1*Dk*	2201 1980 1664					1910	A.McMillan&Sons,Ld. Dumbarton	PatersonSteamships,Ld.	247·8|43·7|22·8 F39' *WB*	Ft.William Ont. British	T.3Cy.20½",33"&54"–36" 175NHP Muir&Houston,Ld.Gls.		C
22031 112205 CYMS	**Calgarian** (*ex*Glenellah) *Mchy.Aft* 2*Dks*	2272 2041 1454					1905	CaledonS.B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0|43·2|23·5 F37'	Hamiltn,O British *WB*	T.3Cy.19½",33"&54"–36" 175NHP CaledonSB.&E.Co.Ld.Dun		C
22032 160725 VGCB	**Calgarolite** **TwinSc** ssHfx.No.2-37 *OilEng.* D.F. *Mchy.Aft* ~~ssHfx.No.1-33~~ GyC. 2*Dks*(*Stl*)& *Web frames* *CruiserStern* *Longitudinalframing–bracketless system*	11941 11333 6270	✠100A1 ~~5,37 9,36~~ 1,38 ✠LMC CS~~7,34~~ 3,36 DBS 1,38 *CarryingPetroleum in bulk*	Hfx NYk	*h*† 5,37	CL ~~7,34~~ S5,37 PN5,37	1929 7mo *Lloyd*	FurnessS.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*) *CellDBuE65'163t* *DTf44'1314tFP*	521·5|70·4|38·7 542·0(O.L.) B37'F41' *After*B37' FK *T245tAPT196t* 4	Montreal British *17BHptCem* *ptAsp* *BHto2nddk*	Oil Engines 2S.C.SA 12Cy.26¾"–51$\frac{3}{16}$" 1496NHP 2DB(WT) *270lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 8½ 30 ″ 4½	
22033 143707 GFJT	**Calgary** ssP.Nl.No.3–4,33 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7206 6582 4486	✠100A1 9,36 BS~~11,36~~ ✠LMC3,34 11,37	PNl	*b*†	CL ~~3,34~~ 5,37	1921 2mo *Lloyd*	J.Brown&Co.Ld. Clydebank 'sA&CP	ElderDempster Lines,Ld. *CellDB378'1299tFP*	440·1|59·2|31·1 P37'B188'F49' *T142tAPT40t* FK	Liverpool British *7BHCem*	3 Steam Turbines DR geared to 1 Screw Shaft (s) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33 ″ 11 s 7 ″ 3½ 26 ″ 9½	
22034 ~~DHDK~~	**Cali** Ⓟ (*ex*Fredenhagen) Wireless 1*Dk*	1023 710 616					1915	Schiffsw.v.H.KochA.G. Lübeck	~~Norddeutscher Lloyd~~ Fontbona y Cordero,Ltda.	216·5|32·9|13·0 P114'F27'	~~Bremen~~ ~~German~~ Chilian *WB*	T3Cy17$\frac{9}{16}$",29½"&45$\frac{7}{16}$"–29½" 113NHP OttensenerMaschf.Altona		G
22035 215976 WQBR	**Caliche** (*ex*ChestnutHill) *OilEng.* *Mchy.Aft* 2*Dks*& *Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	4767 4449 2923				...	1918	PennsylvaniaS.B.Co. Gloucester, N.J.	AmericanPetroleumTranspt.Corp.	364·9|51·0|29·5 P95'B34'F31' FK	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.29"–48" NE28 326NHP McIntosh&SeymourCorp. Auburn,N.Y.	31 ″ 3	R †
22036 227115 WMCM	**California** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* 5*Dks* GyC. Sub.Sig *Cruiser Stern*	17833 — 9511					1928	NwprtNwsS.B.&D.D.Co NewprtNews	AmericanLineS.S. Corp.	574·4|80·3|20·5 B313'F57' | 52·0	NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors & Sc Shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
22037 147871 GDJZ	— Ⓟ **TwinSc** *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 3*Dks* GyC. Sub.Sig. *Cruiser Stern*	16792 12093 9930					1923	A.Stephen&Sons,Ld. Glasgow	AnchorLineLd.	553·0|70·4|38·8 B270'B&F457'	Glasgow British *WB*	6 DR Geared Steam Turbines A.Stephen&Sons,Ld.Gls.		C BT till 2,38
✻ 22038 306 ICPO	— Ⓟ **TwinSc4Mst** (*ex*Albania) ssTri.No.3–12,30 ssGen.No.1–35 *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk* (*Stl–ws*)*3rd dk*(*Stl*)*in No.1 hold* D.F. GyC.	13060 11776 7519	✠100A1 *Shelter dk withfreeboard* ~~3,37~~ 2,38 ✠LMC MS2,34 BS~~6,36~~ 6,37 Lloyd'sRMC~~3,37~~ 3,38 *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Nap	*h*†	CL ~~F1,35~~ S12,36 P2,38	1920 12mo *Lloyd*	Scotts'S.B.&Eng.Co.Ld. Greenock 'sA&CP	LloydTriestino. Soc.Anon diNav. *CellDB446'2054t* 1031t*DTa*43'1895t	539·0|64·0|43·9 523·1 F *onShltr dk*86' FK *DTf25' Collision* *FPT189t APT68t*	Trieste Italian *ptCem BH to S dk* 8 ,, ,, *U* ,,	4 Steam Turbines DR geared to 2 Screw Shafts 200lb (*r*) 1458NHP 1Aux.B*made10refitted30* 3DB(Spt),1Aux.B,*21cf*, GS449,HS19743 FD Scotts'S.B.&E.Co.Ld.Grk.	46 ″ 9 s15 ″ 6½ 31 ″ 9	
22039 221170 KDRC	— **TwinSc** (*ex*HelenVinmont, *Fitted for oil fuel* *ex*Agwismith) 3*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. *Longitudinal framing*	10388 10049 7886					1921	NwprtNwsS.B.&D.D.Co NewprtNews	TheTexas Company	500·0|68·2|29·3	Wilmgton (Del.) Utd.States *WB*	T.6Cy.20½",35"&60"–42" 457NHP NewportNewsSB&DD.Co.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22040 219775 KUKV	**California** (*ex*WestHixton) *Fitted for oil fuel* *2Dks*	5441 — 3386					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.28¾",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
22041 OYCB	— **TwinSc** *OilEng.* *1Dk&Awng dk*	4576 4011 2831					1913	Akt.Burmeistr&Wain Copenhagen	**DetForenede Dampskibsselsk.**	405·4 P47'B86'F45' 34·96	54·2	31·6	**Copnhagn** Danish *WB*	Oil Engines 4S.C.SA 16Cy.21¼"–28¾" 704NHP Akt.Burmeistr&Wain,Cpn		V
22042 209117 KMWP	— Ⓟ **Wood** (*ex*Willamette–32) *Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk*	953 — 475					1911	H.D.Bendixsen Fairhaven	California Whaling Co.	194·7	40·0	15·2	**S.Frncisco** Utd.States	T.3Cy.13½",23"&40"–30" Moore&Scott 88NHP I.Wks.Oakland,Cal.		
* 22043 LFDP	**California Express** **TwinSc** *OilEng.* *Ref.Mchy.* *2Dks(Stl–Weather dk ws)* Sub.Sig. *3rd dk in forward holds* D.F. *CruiserStern*	3649 2956 2219	✠100A1 *withfreeboard* 12,37 ~~12,36~~ ✠LMC1,34 ✠Lloyd'sRMC~~12,36~~ 6,38 ~~10,37 5,37~~ for temp. 33° F.	Gls ~~Osl~~	*v*	CL ~~4,36~~ 3,38	1934 1mo	Götaverken A/B Gothenburg Lloyd's A&CP	~~Skibs~~.A/S Wenoka (S.Herlofson&Co. A/S,*Mgrs.*) *CellDBuE&f*158' *DTs a*695t	338·4 334·4 FK F154' 427t *FPT*35t*APT*60t	47·2	27·1	**Oslo** Norwegian *5BHptCem* (*Coll to W dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7 21 ″ 3	
* 22044 HPGA	**California Standard** **TwinSc** *Mchy.Aft* *OilEng.* *ss*S.Fo.No.1–33 *1Dk(Stl)2ndDk(Stl)in fore hold* *2nd&3rdDk(Stl)aft&Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing–bracketless system*	11246 10862 6953	✠100A1 11,36 DBS11,36 ✠LMC12,33 ✠LMC(M)2,36 *CarryingPetroleum in bulk*	Yka	*g*†	CL 2,36	1929 4mo	Frd.Krupp Akt.Ges. Kiel Lloyd's A&CP	ForeignTankship Corporation *CellDBu* *E*81'329t*DT*	513·5 B39'F44' FK *f*49'695t *FPT*285t	68·1	39·5	**Panama** Pnamanian *12BHptCem* *ptAsp* *APT*185t	Oil Engines 2S.C.SA 8Cy.26¾"–51$\frac{3}{16}$" 995NHP 2 Water Tube DB *200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 ″ 5 s9 ″ 10½ 29 ″ 10¼	
22045 222054 WACB	**Californian** **TwinSc** *OilEng.* *ss*S.Fo.No.2–30 *1Dk(Stl)&Shelter dk(Stl) 2nd dk* D.F. GyC. *(Stl)in forward holds*	5908 5469 3651	✠ ... 3,34 ✠	SFo			1922 5mo	Merchant S.B.Corp. Chester,Pa.	American-HawaiianS.S.Co. *CellDB*380'1493t	445·1 FK *Coll* *FPT*231t *APT*185t	59·8	27·1	**NewYork** Utd.States *ptCem* *BHtoSh dk* 6 ,, ,, *U* ,, 1 ,, ,,*2nd* ,,	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP Wm.Cramp&SonsS.& E.B.Co.Philadelphia	31 ″ 0	R †
22046 204629 KJEN	**Calistoga** Ⓟ (*ex*Florida) *2Dks*	2680 — 1516					1907	Maryland SteelCo. Sparro'Pt.Md	SouthernPacific GoldenGate Ferries,Ld.	298·0	45·0	16·1	**S.Frncisco** Utd.States	T.4Cy.24½",40"&(2)47"–42" NB22 286NHP MarylandStl.Co.Sparr'Pt.		
22047 342 IBPI	**Calitea** Ⓟ **TwinSc** *OilEng.* *2Dks* *Cruiser Stern*	4013 — 2086					1933	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	334·1 B62'	49·8	31·5	**Trieste** Italian *WB*	Oil Engines 2S.C.SA 14Cy.20½"–32$\frac{5}{16}$" 1024NHP Soc.An"Fiat"S.G.M.Turin		I
22048 HPFA	**Calliope** **TwinSc** *OilEng.* D.F. *Mchy.Aft* *ss*Bmn.No.2–34 Sub.Sig. *1Dk(Stl)&Shelter dk(Stl)&* E.S.D. *Web frames* *Longitudinal framing*	~~8745~~ ~~8417~~ ~~4944~~ 8426 — 5155	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~12,36~~ 10,37 DBS~~12,36~~ ✠LMC CS3,34 10,37 1,36 *Carrying Petroleum in bulk*	Ham ~~Rio~~	*d*†	CL S1,36 P10,37	1926 8mo	Howaldtswerke Kiel Lloyd's A&CP	PanamaTransportCo.~~(Waried Tankschiff RhedereiG.m.b.H. Mgrs.)~~ *CellDBa&uE*93'	470·2 B34'F39' FK 287t*DTf*36'275t	63·2	35·3	**Panama** Pnamanian *18BHptCem* *ptAsp* (*13 to U dk*) *FPT*182t*A*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP 3DB70*lb* 2 Water Tube DB–*200lb* Howaldtswerke,Kiel *PT*72t	35 ″ 6 s 8 ″ 6 27 ″ 4	
22049 220425 KDBY	**Calmar** (*ex*AlbertJeffress, *ex*EasternImporter) *Fitted for oil fuel* D.F. *2Dks&Awng dk*	5787 4123 3586			...		1920	MitsuiBussanKaisha Ld TamaDkyd.	CalmarS.S.Corp.	385·0 FK	51·0	33·7	**NewYork** Utd.States *WB*	T.3Cy.26",43¾"&72"–48" 554NHP KobeSteelWorks,Ld.Kobe	36 ″ 0	R †
* 22050 212642 WKCP	**Caloria** (*ex*Chatham) *ss*N.Os.2ndNo.3–10,31 *ss*N.Os.No.1–36 *1Dk(Stl)&deep framing&* *Shelter dk(Irn)*	4095 3281 2543	✠100A1 *Shelter dk* *withfreeboard* 4,38 MS2,36 ✠LMC *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,12F *P.above* 150° F.	NYk NOs BS12,37	*x*	CL ~~12,36~~ 3,38	1906 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *WB=CellDB*	370·4 FK *uE*24'90t *FPT*105t	51·0	22·4	**N.Orleans** Utd.States *14BHCem* *APT*91t	T.3Cy.26½",44"&72"–48"(*r*) 180lb 422NHP 3SB,*9rf*,GS177,HS6940 Blair&Co.Ld.Stockton	32 ″ 11 s 9 ″ 1½ 24 ″ 3	
22051 161681 GSJX	**Calshot** Ⓟ **TwinSc** (*Tender*) *Fitted for oil fuel* Wireless *2Dks*	679 671 282			...		1930	JIThornycroft&Co.Ld. Southampton	SouthamptnI.ofW.&S.ofEng.Royal MailStmPktCo.Ld.	147·8 BK8"	33·1	18·1	**S'thamptn** British *WB*	T.6Cy.13½"21½"&35"–27" 249NHP J.I.Thornycroft&Co.Ld.	21 ″ 0	BT till ~~11,37~~ 10,38
* 22052 147204 GCJV	**Calumet** *ss*P.Nl.No.3–9,35 *Ref.Mchy.* *2Dks(Stl)* D.F.	7268 6629 4462	✠100A1 ~~8,079,36~~ 4,38 BS11,37 ✠LMC MS6,36 ~~BS10,36~~ ✠Lloyd'sRMC~~10,36~~ 4,38 for temp. 25° F.	Nwc ~~PNl~~ Hul	*b*†	CL ~~6,34~~ 8,37	1923 3mo	J.Brown&Co.Ld. Clydebank Lloyd's A&CP	ElderDempster Lines,Ld. *Cell*	440·2 P37'B188'F49' FK *DB*378' 1421t *FPT*	59·2	31·1	**Liverpool** British *7BHCem* 163t*APT*34t	3SteamTurbinesDR geared to 1 Sc. Shaft (*s*) 215lb. 667NHP 4SB,*12cf*,GS199,HS9035 FD J.Brown&Co.Ld.	33 ″ 11 s 7 ″ 3¼ 26 ″ 9¾	
22053 204447	— GyC. *Mchy.Aft* *1Dk*	4641 — 3385					1907	DetroitS.B.Co. Wyandotte,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0 *WB*	52·2	29·0	**Wilmgton** (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
22054 127606 KJEO	**Calvert** Ⓟ *1Dk*	889 — 604					1902	Neafie&Levy Philadelphia	SoundS.S.Lines, Inc.	180·0	40·0	10·3	**Baltimore** Utd.States	C.2Cy.24"&40"–48" Neafie & 92NHP Levy,Philadelphia,Pa.		
22055 PDIU	**Calypso** *Fitted for oil fuel* *2Dks* *Ref.Mchy.* *Longitudinal framing*	2258 1653 1415					1911	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q107'B77'F42'	42·0	19·2	**Amstrdam** Dutch *WB*	T.3Cy.21",35"&56"–39" 196NHP NedFb.v.Wrk&Spoor,Ams		V
22056	**Camagüey** *ss*Hna.No.1–35 *1Dk* *Well dk*	*1399* *899* *815*	✠100A1 *withfreeboard* 4,37 ~~7,35~~ ✠LMC7,35 BS3,31 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	Hna	*o*	CL ~~11,34~~ 4,37	1931 4mo	Earle'sS.B.&E.Co.Ld. Hull Lloyd's A&CP	EmpresaNav.de Cuba,S.A. *CellDB*201'295t *FPT*	240·6 P&B143'F30' FK	37·1	12·6	**Havana** Cuban *4BHptCem* 49t*APT*41t	T.3Cy.18",30"&50"–36" (*s*) 180lb 195NHP 2SB,*6cf*, ,HS3450 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 6 s2 ″ 10½ 12 ″ 1¼	
22057 PUAO	**Camamú** (*ex*Steiermark) Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* *2Dks*	*5546* — *3510*					1911	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	399·8 F33'	52·7	24·4	**R.Janeiro** Brazilian	Q.4Cy.23",31½"47"&71"–47" NB30 345NHP A.G."Vulcan,"Stettin		V
22058	**Camaragibe** (*ex*Mirabella, *ex*Enare,*ex*B.G.Kronberg) *1Dk*	1848 1638 1117					1915	Sörlandets Skibsbygger Fevig	Cia.Commercio e Navegação	265·0 P22'B71'H147t F29'	42·1	17·9	**R.Janeiro** Brazilian *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		

New "Amaragy," *see No.* 37144 *in Supplement*

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15
22059 139631 VTDP	**Cambay Prince** (*ex*JollyIris-32, *ex*HaniIII, *ex*B.A.H.W.No.16) *ss*Bom.2ndNo.3-10,34 1*Dk* *Mchy.Aft*	455 342 249	✠ 9,37 *withfreeboard* [illegible] ~~BS12,36~~ ✠~~LMC10,34~~ *For Service between Calcutta & Chandboli*	Bom		CL 9,34	1913 6mo	C.H.Walker&Co.Ld. Sudbrook	SulemanTarmohamed	158·0 P55'Bon*Qdk*13' F20' FK *FPT*38*t* *APT*8*t*	29·7	8·3	Bombay British 3*BHCem*	C.2Cy.15¼"&30"-20" (*s*) 125lb 52RHP 1SB,2*pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4 ~~[illegible] 11~~ ~~8 ″ 8~~	
22060 145571 VTDR	**Cambay Star** (*ex*JollyCharles-32, *ex*Wynstone) *ss*Gms.No.3-9,32 *ss*Bom.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	637 431 320	✠100A1 3,38 ~~1,37~~ ✠NB5,31 ✠LMC1,37 BS3,38	Bom	*i*	CL 12,35	1920 11mo Lloyd	J.Chambers,Ld. Lowestoft 'sA&CP	CambayState (PortDevelopment Committee) *CellD*	168·0 Q69'F24' FK *Bf*95' 160*t* *FPT*85*t*	27·5	11·0	Bombay British 3*BHCem* *APT*34*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 111NHP 1SB,3*cf*,GS61,HS1940 G.T.Grey&CoLd.S.Shields	13 ″ 4 s1 ″ 2 12 ″ 3	
22061 147619 MLVR	**Camberwell** *ss*Shl.No.3-7,36 *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	1577 1309 906	✠100A1 ~~7,37~~ ~~7,36~~ 1,38 ✠LMC7,36 BS7,37	Shl	*p*	CL ~~7,36~~ 7,37	1924 4mo Lloyd	TyneI.S.B.Co.Ld. Newcastle 'sA&CP	SouthMetropolitanGasCo. *CellDB*175'352*t* *DT*29'105*t at side*	244·1 Q96'B51'F22' FK *s of tunnel FPT*86*t*	36·7	18·5	London British 6*BHptCem* *APT*45*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 182NHP 2SB,6*cf*,GS90,HS3260 N.E.MarineEng.CoLdNwc	20 ″ 6 s 2 ″ 4½ 18 ″ 4	
22062 133529 PUNA	**Camboinhas** (*ex*Tiara-33) *ss*Shl.No.3-12,25 *Cargo battens not fitted* *ss*Rio.No.2-34 1*Dk*(*ptIrn ptStl*)	4068 3747 2557	✠100A1 5,37 ~~12,36~~ ✠LMC ~~BS4,34~~ 5,37 MS3,34	Rio	*w*	CL 12,36	1913 4mo Lloyd	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	Cia.deCabotagem dePernambuco *CellDBa*119'*uE*&*B*4	364·0 P29'B105'F34' FK 0' *f*158' 900*t* *FPT*9	50·8	24·2	Prnmbuco Brazilian 6*BHCem* 7*t APT*158*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb 341NHP 2SB,6*cf*,GS121,HS5312 N.E.MarineEng.Co.Ld.Sld	26 ″ 8 s 4 ″ 8½ 22 ″ 2	
22063 FNWC	**Cambraisien** 2*Dks*	3151 2919 1964			...		1921	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement *Mgrs.*)	331·4 P29'B170'F39' FK	47·3	22·1	Dunkirk French *WB*	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
22064 207568 WDDY	**Cambria** (*ex*E.H.Utley) D.F. *Mchy.Aft* 1*Dk*	6287 — 4861					1910	Detroit S.B.Co. Wyandotte	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F44'	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitSBCo.Detroit		R
22065 144971 EIBD	— Ⓟ **TwinSc** *Shelter dk* Sub Sig	3462 1818 1396			...		1921	W.Denny&Bros.Ld. Dumbarton	LondonMidland&ScottishRly.	380·6 BK7"	45·2	17·2	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
22066 120495 GQXZ	— **TwinSc** *Cable Vessel* *ss*Ply.2ndNo.3-1,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s) E.S.D. &*pt lower dk*(*Stl*)*in holds* *ss*Fal.No.1-38	1959 1817 1004	✠100A1 *Spar dk* 4,38 ~~7,36~~ ~~BS5,36~~ ~~6,37~~ ✠LMC~~11,35~~ 5,38	Fal	*s*	CL ~~6,36~~ 11,37	1905 1mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	Eastern Telegraph Co.Ld. *WB= CellDBa*52' *between & at sides o*	283·0 B84' FK&BK2" *uE*20'*f*122'*Tanks* *f tunnels*266*t* *FPT*	37·1	16·2 23·8	London British 5*BHCem* 35*t APT*70*t*	T.6Cy.16",26"&44"-33" (*r*) 190lb *110lb* 294NHP 2SB,6*cf*,GS109,HS4112 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s 4 ″ 6½ 22 ″ 3	
22067 102489 MNSB	— Ⓟ **PadSp** (*ex*Cambridge,*ex*Cambria) Wireless 1*Dk*	433 333 165					1895	H. McIntyre&Co. Alloa	P.&A.Campbell Ld	225·0 Q10*t*H20*t*	26·1	9·4	Bristol British	C.2Cy.37"&67"-66" NB12 304NHP Hutson&Son,Glasgow		BT till 10,37
22068 146282 MLCZ	**Cambrian Coast** (*ex*Kinsale-33, *ex*CumberlandCoast, *ex*Gorilla) *ss*Brs.No.3-3,34 1*Dk*(*Stl*) *Mchy.Aft*	763 594 343	✠100A1 *Shelter dk withfreeboard* 6,37 ~~6,36~~ ~~BS6,36~~ BS6,37 ✠LMC3,34	Brs Bkn	*k*	CL 5,35	1922 2mo Lloyd	Harland&Wolff,Ld. Glasgow 'sA&CP	CoastLines,Ld. *CellDBu*	200·2 212·0(O.L.) *E*21'*f*120'193*t FPT*	31·1	11·9 FK	Liverpool British 3*BHCem* 28*t APT*4*t*	T.3Cy 16",26"&42"-30" (*s*) 180lb 123NHP 2SB(Spt),4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0¼	
22069 144589 GDFR	**Cambridge** (*ex*Vogtland) **TwinSc** *ss*Fal.No.3-11,34 D.F. 3*Dks*(*Stl*)4*th dk*(*Stl*) *Ref.Mchy.* *in No. 1 hold*	10846 10265 6680	100A1 *withfreeboard* ~~6,37~~ ~~12,36~~ 12,37 LMC MS11,34 BS5,37 ✠NB(CF)11,18 *refitted* 12,23 ✠Lloyd'sRMC ~~12,36~~ ~~6,37~~ 12,37 *Fitted for oil fuel 11,25 F P. above 150° F.*	Fal ~~Lon~~ Liv		CL P 12,36 S N12,36	1916	J.C.TecklenborgA.G Wesermünde-G.	FederalStm.Nav.Co.Ld. *CellDB*	524·5 544·5(O.L.) P67'B140'F45' FK 482'2198*t* *FPT*129*t*	65·7	37·3	London British 9*BHptCem* *APT*121*t*	T.6Cy.28½",45½"&74"-51½" 200lb (*s*) 1106NHP 6SB,18*cf*,GS348,HS15825 FD J.C.TecklenborgA.G.Wsm	40 ″ 5 s 10 ″ 9½ 29 ″ 11	
22070 107216 WBCE	— Ⓟ (*ex*Atlanta) 2*Dks*	2094 — 1399					1896	W.Cramp &Sons Philadelphia	ColonialNav.Co.	225·3	42·1	14·2	NewYork Utd.States	T.3Cy.24",38"&62"-36" 231NHP W.Cramp&Sons,Phl.		
22071 126668	— Ⓟ **Comp**	834 — 692					1890	Wm.E. Woodall&Co.Ld. Baltimore	Estate of Wm.M.Mills	165·3	37·5	10·1	NewYork Utd.States	C.2Cy.20"&36"-26" 55NHP		
22072 FOLB	**Cambronne** *ss*Nts.No 3-3,32 *ss*Nts.No.1-36 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in Nos.*1,2&3 *holds* *Longitudinal framing in DB & at decks*	3059 2803 1904	✠100A1 5,38 ~~4,37~~ ✠LMC7,36 BS7,37	Nts	*u*	CL ~~6,35~~ 5,38	1919 6mo Lloyd	Grangemth Dkyd.Co.Ld. Gr'ngemouth 'sA&CP	Chargeurs de l'Ouest *Ce*	331·4 P33'B97'F28' FK *llDB*276'833*t* *FPT*	46·7	23·2	Nantes French 7*BHCem* 113*t APT*36*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD D.Rowan&Co.Ld.Glasgow	25 ″ 7 s 4 ″ 0½ 21 ″ 9	
22073 220909 KDKL	**Camden** *ss*Mob.No.2-28 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6653 6125 4153			...		1921	NewYork S.B.Corp. Camden, N.J.	CamdenTankers, Inc.(Pennsylvania Shipping Co.*Mgrs*)	419·5 P101'B36'F34'	56·5	33·3 FK	NewYork Utd.States *WB*	T.3Cy.27 7/16",45"&75"-51" 601NHP NewYorkS.B.Corp.	33 ″ 4	R †
22074 136736 MFRJ	— (*ex*Edenor) *ss*Shl.2ndNo.3-6,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted*	1449 1261 810	✠100A1 9,37 ~~6,36~~ ✠LMC MS11,35 ~~BS8,36~~ 9,37	Shl Gmh	*n*	CL ~~5,36~~ 9,37	1911 4mo Lloyd	Osbourne, Graham&Co.Ld. Sunderland 'sA&CP *WB*	CharringtonSSCo. Ld.(Charrington. Gardner,Locket& Co.Ld.*Mgrs*) =*CellDBa*77'*uE*&	240·2 250·2(O.L.) P18'F23' FK *B*29'*f*96'322*t FPT*4	34·2	20·1	London British 4*BHCem* 8*t APT*65*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 148NHP 2SB,4*pf*,GS68,HS2366 MacColl&Pollock,Ld.Sld.	22 ″ 2 s 6 ″ 1½ 16 ″ 3¼	
22075 164109 MMCT	**Cameo** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	946 667 504	✠100A1 7,37 ~~2,37~~ ✠LMC2,37	Gls	*l*	CL	1937 2mo Lloyd	A&J.Inglis Ld. Glasgow 'sA&CP	Wm.Robertson *CellDB*129'20	202·2 210·8 (O.L.) P53'Q79'F28' FK 6*t FPT*88*t APT*37*t*	32·8	12·7	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 8Cy.11"-19½" 169NHP Harland&Wolff,Ld.Gls.	15 ″ 0 s4 ″ 4½ 14 ″ 8¾	
22076 144002 GMNV	**Camerata** *ss*Hpl.No.1-35 1*Dk*(*Stl*)	4875 4559 3006	✠100A1 8,37 ~~3,37~~ ✠LMC ~~BS5,35~~ 5,37 MS9,35	Rot	*y*	CL ~~12,35~~ 8,37	1931 5mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CF	LaTunisienneStm. NavigationCo.Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *Cell DB a&uE*147'*f*	393·4 408·0 (O.L.) P30'B117'F39' FK 175'1133*t FPT*142*t*	53·8	26·6	Swansea British 6*BHCem* *APT*155*t*	T.3Cy.25",42½"&69"-48" (*r*) 200lb *120lb* 427NHP 2SB,6*cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.SShl	29 ″ 0 s 5 ″ 7½ 23 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
* 22077 144242 GDXS	**Cameronia** (P) TwinSc ssGls.No.3–8,33 2Dks(Stl)&Shelter dk (Stl-ptws)3rd dk(Stl)in holds D.F. E.S.D. Sub.Sig. Ref.Mchy Cruiser Stern GyC.	16297 12067 9607	✠100A1 Shelter dk withfreeboard 5,37 7,36 BS10,37 ~~BS10,36~~ ✠LMC1,34 ✠Lloyd'sRMC ~~2,37~~ ~~3,37~~ 3,38 Fitted for oil fuel 3,21 F.P. above 150° F.	Gls		CL ~~S1,34~~ ~~P3,30~~ S5,37 P1,38	1920 9mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	AnchorLineLd.	552·4|70·4|38·8 575·0(O.L.) B&F455'on Shelter dk FK CellDBa&uE&B258'f143'2035t DT's in Nos.1,3&4 holds 3451t F.W. tanks at sides of tunnel	Glasgow British ptCem 10BHtoS dk	6SteamTurbinesDR geared to 2 Sc.Shafts (s) 220lb HS29164 2550NHP 3DB&3SB36cf,GS744 FD W.Beardmore&Co.Ld. 80'421tFPT98tAPT102t	42 ″ 9 s12 ″ 3½ 30 ″ 9¾	BT till ~~6,37~~ 5,38
22078 137796 GQYX	**Camito** (P) TwinSc Sub.Sig. D.F. Ref.Mchy E.S.D. 4Dks	6828 5204 3979					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3|54·2|30·4 P40'B195'F47'	Glasgow British WB	T.6Cy.23½″,39½″&67″–48″ 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~2,38~~ 9,38
* 22079 220607 KDEW	**Camor** (exPaco,exPhilip Publicker) ssBal.No.3–8,31 ssN.Yk.No.1–35 D.F. 1Dk(Stl)	2398 1988 1439	✠100A1 ~~8,37~~ 8,36 ~~2,38~~ 8,38 ✠LMC MS4,35 BS~~6,35~~7,37 Carrying oil fuel F.P. above 150° F. or Molasses in bulk Fitted for oil fuel 9.20 F.P. above 150° F.	NYk ~~Bal~~	r	CL ~~8,36~~ 2,38	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP	Procter&Gamble ManufacturingCo.	251·0|43·7|22·2 P25'B64'F22' FK CellD B206'537t FPT60t	Cincinnati Utd.States 10BH APT82t	T.3Cy.19″,32¼″&54″–40″ (s) 190lb 262NHP 2SB,4cf,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s 3 ″ 2¾ 21 ″ 2½	
22080 EEGP	**Campalans** TwinSc 1Dk Mchy.Aft Longitudinal framing–bracketless system	1060 874 498	✠100A1 11,35 ✠LMC8,34 Carrying oil in bulk F.P. above 150°F. Fitted for oil fuel 8,34 F.P. above 150°F. No later survey reported	Bcl		CL	1934 8mo	HijosdeJ. BarrerasS.A. Vigo Lloyd'sA&CP	Cia.Arrendataria del Monopolio de PetroleosS.A.	180·1|35·1|13·4 36·5 Q56'F34' FK Trunk90' CellD BuE19'20tFPT42t	Barcelona Spanish 7BHptCem ptAsp APT31t	C.4Cy.13½″&27″–18″ 125lb (s) 94NHP 2B,2f, HS1700 FD HijosdeJ.BarrerasSAVigo	13 ″ 6 s ″ 9¾ 12 ″ 9¾	
22081 FNBA	**Campana** (P) TwinSc Ref.Mchy. Fitted for oil fuel D.F. 5Dks Cruiser Stern	10816 7447 6463					1929	Swan,Hunter&Wigham Richardson Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	510·6|67·0|32·1 P50'B233'F82'	Marseilles French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		CIV
22082 890 IBRF	**Campania** (exWarBracken) D.F. 1Dk	5247 4740 3184			…		1918	Caird&Co. Ld Greenock	DittaLuigiPittalugaVapori	400·5|52·3|28·5 P50'B113'F39' FK	Genoa Italian WB	T.3Cy.27″,44″&73″–48″ 490NHP Caird&Co.Ld.Greenock	31 ″ 0	I †
* 22083 EAFA	**Campas** ssBbo.No.1–37 TwinSc D.F. Mchy.Aft OilEng. 1Dk(Stl)2nd dk(Stl)clear of cargo tanks & Web frames Longitudinal framing–bracketless system	6276 5343 3748	✠100A1 9,37 DBS9,37 ✠LMC12,35 CarryingPetroleum in bulk ~~No later survey reported~~	Bbo	z	CL ~~12,35~~ 9,37	1932 3mo	Echevarrieta y Larrinaga Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	405·5|57·8|30·1 P102'B26'F35' FK CellDBuE79'464t FPT109t	Barcelona Spanish 17BH APT229t	Oil Engines 4S.C.SA 12Cy.23¼″–47¼″ 622NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 ″ 2 s 5 ″ 3 25 ″ 2	
22084 ~~142727~~ ~~GSDK~~	**Campden Hill** (exUmlazi–36, exRosythCastle, exWarEarl) ssMdb.No.3–4,31 ssMdb.No.1–36 1Dk(Stl) Now "Hokuju Maru," see No. 38484 in Supplement	4276 3924 2619	✠100A1 9,36 ✠LMC9,36	Mdb	x	CL 6,36	1918 8mo	Canadian Vickers,Ld Montreal Lloyd'sA&CP	KitagawaAsakichi ~~Ld.Mgrs.)~~	380·4|49·2|26·7 P43'B102'F41' FK CellDB316 1367tFPT102tAPT136t	Japanese 6BH	T.3Cy.26″,44″&73″–48″ (s) 180lb 474NHP 3SB,9cf,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 1 s 5 ″ 11¾ 24 ″ 5	
22085 EAFO	**Campeador** TwinSc Sunk by gunfire 8,37 D.F. E.S.D. OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Web frames Longitudinal framing–bracketless system	7932 6912 4412	✠~~100A1~~ 10,35 ~~DBS8,36~~ ✠~~LMC7,32~~ CarryingPetroleum in bulk No later survey reported	Bcl	c†	CL 10,35	1932 7mo	Cia Euskalduna deConst Bilbao Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	455·0|59·0|34·0 P113'B34'F46' FK CellDBuE79'293t FPT159t	Santander Spanish 19BHptAsp APT224t	Oil Engines 4S.C.SA 14Cy.23⅝″–43$\frac{5}{16}$″ 755NHP 2DB150lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s 7 ″ 4½ 26 ″ 10¾	
* 22086 EACR	**Campeche** TwinSc OilEng. D.F. Mchy.Aft 1Dk&2nd dk clear of cargo tanks Longitudinal framing–bracketless system	6382 5477 3692	✠100A1 3,37 DBS3,37 ✠LMC4,34 CarryingPetroleum in bulk	Bcl	z	CL	1934 4mo	Soc.Española deConst. Naval Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	412·5|57·7|30·2 405·5 FK P102'B26'F35' CellDBuE79'223tFPT110t	Tarragona Spanish 17BH APT236t	Oil Engines 2S.C.SA 8Cy.23⅝″–40$\frac{15}{16}$″ 776NHP 2DB150lb SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 3 25 ″ 2	
22087 PUUF	**Campeiro** TwinSc ssRio.2ndNo.3–8,36 1Dk(Stl)&Awng dk(Stl)	2687 2545 1605	✠100A1 Awng dk withfreeboard 8,36 ✠NB5,29 ✠LMC MS8,36 BS~~6,36~~10,37	Rio	s	OG 8,36	1912 2mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	LloydNacional Soc.Anon. WB=CellDB	295·3|43·7|23·4 FK a&uE90'215tFPT	R.Janeiro Brazilian 5BHCem 112tAPT94t	T.6Cy.15″,25″&41″–27″ (s) 180lb 244NHP 2SB,6cf,GS131,HS4506 Richardsons,Westgarth&Co.Ld.Mdb.	25 ″ 0 s 5 ″ 3 20 ″ 4	
* 22088 EACY	**Campero** TwinSc D.F. E.S.D. OilEng. Mchy.Aft 1Dk&2nd dk clear of cargo tanks Longitudinal framing–bracketless system	6382 5477 3692	✠100A1 ~~5,37~~ ~~1,36~~ 10,37 DBS4,37 ✠LMC5,34 CarryingPetroleum in bulk	Bbo ~~Bcl~~ Mal	z	CL 5,37	1934 5mo	Echevarrieta y Larrinaga Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	412·5|57·7|30·2 405·5 FK P102'B26'F35' CellDBuE79'234tFPT107t	Malaga Spanish 17BH APT225t	Oil Engines 2S.C.SA 8Cy.23⅝″–40$\frac{15}{16}$″ 776NHP 2DB150lb SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 2¾ 25 ″ 2	
22089 PKER	**Camphuijs** Fitted for oil fuel 2Dks&Awng dk	2380 — 1492					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	315·3|41·4|21·8 P67'F74'	Batavia Dutch WB	T.3Cy.23⅝″,37″&63″–43$\frac{5}{16}$″ 261NHP NedFb.v.Wrk&SpoorAms		V
22090 2164 ~~26~~ IBRN	**Campidoglio** (P) (exGastein–35) 1Dk&Awng dk D.F. 3trB	3702 3035 2187			…		1910	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon. di Nav.	346·3|45·5|26·0 B160' FK	Genoa ~~Trieste~~ Italian WB	T.3Cy.23¼″,37″&66″–48″ 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
* 22091 EEGM	**Campilo** TwinSc OilEng. Mchy.Aft 1Dk Longitudinal framing–bracketless system	3971 3074 2059	✠100A1 7,36 ✠LMC6,34 CarryingPetroleum in bulk	Val	v	CL P11,34	1934 6mo	UnionNav. deLevanteSA Valencia Lloyd'sA&CP	SpanishNavy	329·9|54·1|23·0 P94'B33'F31' FK CellDBuE67'214tDTf18'145tFPT46tAPT94t	Seville Spanish 14BH	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP 2DB150lb MaquinistaTerrestre y Maritima,Bcl.	23 ″ 0 s 3 ″ 8 19 ″ 6¼	
22092	— TwinSc OilEng. Longitudinal framing–bracketless system	3970	100A1 (Class Contemplated) CarryingPetroleum in bulk				1937	UnionNav. deLevanteSA Valencia	Cia.Arrendataria delMonopolio de PetroleosS.A.	330·0|53·7|23·0	Spanish	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–39⅜″ MaquinistaTerrestre y Maritima,Bcl.		
* 22093 PUUG	**Campinas** (exPosteiro) TwinSc ssRio.2ndNo.3–4,33 1Dk(Stl)	2306 1604 1390	✠100A1 12,36 BS8,36 ✠LMC4,33	Rio	r	CL ~~4,35~~ P12,36 SN 12,36	1909 11mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sAP	LloydNacional Soc.Anon.	275·0|43·5|16·0 P26'B161'F30' FK CellDBa68'uE16160tFPT86t	R.Janeiro Brazilian 5BHCem	T.6Cy.15¼″,25⅝″&41½″–27″ 180lb (r) 232NHP 2SB,6cf,GS122,HS4160 Richardsons,Westgarth&Co.Ld.Mdb. APT110t	17 ″ 6 s 1 ″ 6½ 16 ″ 4	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
22094 EAAH	**Campoamor** TwinSc OilEng. D.F. ssBcl.No.1-35 Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks & Web frames Longitudinal framing-bracketless system	7873 6912 4445	✠100A1 12,36 ✠LMC CS7,35 DBS7,35 CarryingPetroleum in bulk	Bbo 4,36	c†	CL 1,34	1931 2mo Lloyd'sA&CP	CiaEuskal- duna deConst Bilbao	Cia.Arrendataria delMonopolio de PetroleosS.A. CellD BuE79' 293t FPT159t APT224t	455·0 P113'B31'F34' FK	59·0	34·0	Bilbao Spanish 19BHptCem	Oil Engines 4S.C.SA 14Cy.23½"–43 5/16" 754NHP 2DB–150lb Maschfbk.Augsburg-Nürnberg,Augsburg	34 " 0 s7 " 4½ 26 " 9½	
22095 EAEC	**Campomanes** TwinSc D.F. OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks & Web frames Longitudinal framing-bracketless system	6276 5343 3748	✠100A1 12,35 ✠LMC CS8,37 DBS8,37 CarryingPetroleum in bulk ~~No later survey reported~~	Bcl 8,37	z	CL ~~12,35~~ 8,37	1932 3mo Lloyd'sA&CP	Soc.Españ- ola deConst. Naval Cadiz	Cia.Arrendataria delMonopolio de PetroleosS.A. CellD BuE79' 464t FPT109t APT229t	405·5 P102'B26'F35' FK	57·9	30·2	Cadiz Spanish 17BH	Oil Engines 4S.C.SA 12Cy.23¾"–47½" 622NHP 2DB–150lb Akt.Burmeistr&Wain,Cpn	30 " 2 s5 " 3 25 " 1½	
22096 104 IOVW	**Campopisano** (exIsabella-36, exScheveningen) Mchy.Aft 1Dk	344 257 166					1917	N.V.v.d. Kuy&v.d. Ree'sSchpsw. Rotterdam	Società di Monteponi	141·4 Q56'B9'F15'	23·1	11·0	Savona Italian WB	T.3Cy.9½",15½"&26½"–20" 32NHP N.V.v.d.Kuy&v.d.Ree's Mch.Rot.		I
22097 PUAP	**Campos** (exAsuncion) 2Dks3trB	4663 3824 3018					1894	Blohm& Voss Hamburg	LloydBrasileiro	376·1 P&B226'F54'	46·1	27·2	R.Janeiro Brazilian	Q4Cy21½",31½",46"&66"–48" 302NHP Blohm&Voss,Hamburg		
22098 PUAQ	**Campos Salles** Ⓟ (exAlfenas, exSanNicolas) Fitted for oil fuel 2Dks3trB	4739 3845 3041					1897	Blohm& Voss Hamburg	LloydBrasileiro	375·8 P&B226'F54'	46·3	27·5	R.Janeiro Brazilian WB	Q.4Cy.21½",31½",46"&66½"–50⅝" 314NHP Blohm&Voss,Hamburg		C
22099 EAXA	**Camprodon** TwinSc Mchy.Aft 1Dk Longitudinal framing-bracketless system	1024 919 447	✠100A1 11,35 ✠LMC5,34 Carrying oil inbulk F.P. above150°F. Fitted for oil fuel5,34 F.P. above 150°F.	Bcl	k	CL	1934 5mo Lloyd'sA&CP	Corcho HijosS.A. Santander	Cia.Arrendataria delMonopolio de PetroleosSA. Cell DBuE19' 20t FPT42t APT31t	180·1 FK Q56'F34' Trunk90'	35·1 36·5	13·4	Barcelona Spanish 7BHptCem ptAsp	C.4Cy.13½"&27"–18" (s) 125lb 94NHP 2B,2f,HS1700 FD Hijos deJ.BarrerasSA Vigo	13 " 6 s " 9½ 12 " 9½	
22100 148282 GBJW	**Campus** ssLth.No.3-3,35 1Dk(Stl) D.F.	3667 3403 2250	✠100A1 ~~6,37~~ ~~8,36~~ 12,37 ~~BS5,34~~ ✠LMC3,35 BS5,37 3,38	Bry Cff	w	CL ~~3,35~~ 12,37	1925 3mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	TempusShipping Co.Ld(W.H.Seager &Co.Ld.Mgrs.) CellD B317' 1042t FPT80t APT100t	362·5 P33'B221'F30' FK	50·9	22·5	Cardiff British 6BHCem	T.3Cy.25",41"&68"–45" (r) 180lb 369NHP 3SB,9cf,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 " 8 s3 " 0 21 " 10½	
22101 EADS	**Campuzano** TwinSc ssCdz.No.1-37 OilEng. Mchy.Aft 1Dk(Stl)2nddk(Stl) D.F. clear of cargo tanks Web frames Longitudinal framing-bracketless system	6320 5471 3635	✠100A1 9,37 ~~2,36~~ CarryingPetroleum in bulk ✠LMC CS9,37 DBS9,37	Bcl Cdz 2,36	z	CL 2,36	1932 9mo Lloyd'sA&CP	UnionNav. deLevanteSA Valencia	Cia.Arrendataria delMonopolio de PetroleosS.A. CellDBuE79' 333t FPT109t APT224t	414·0 P108'B31'F34' FK	57·5	31·0	Valencia Spanish 17BH	Oil Engines 4S.C.SA 12Cy.23¾"–47½" 622NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 " 2 s5 " 3½ 25 " 1½	
22102 145464 CYKQ	**Camrose** (exGlenarm,exVeulettes, exS.N.Parent) Mchy.Aft 1Dk	1564 1331 1005					1903	DetroitS.B Co. Wyandotte	~~CanadaSteamship Lines,Ld.~~	245·8 Q88'F36'	41·0	15·3	Montreal British WB	T.3Cy.18",25"&42"–30" 97RHP DetroitS.B.Co.Detroit		
22103 163555 MBCC	**Camroux I** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	324 236 151	✠100A1 1,38 ~~10,36~~ ✠LMC12,34 ✠NE8,37	Shl Brs	e	OG ~~N6,37~~ 12,37	1934 12mo Lloyd'sA&CP	J.Pollock Sons&Co.Ld. Faversham	NewcastleCoal& ShippingCo.Ld. CellDB77' 113t FPT51t APT25t	130·0 P37'F19' FK	25·1	8·7	London British 3BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.11 1/16"–17 11/16" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 9 s1 " 0½ 9 " 9½	
22104 163567	**Camroux II** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	323 235 184	✠100A1 8,36 ✠NE11,37 ✠LMC~~2,35~~ 2,35	Shl	e	OG N6,37	1935 2mo Lloyd'sA&CP	J.Pollock Sons&Co.Ld. Faversham	NewcastleCoal& ShippingCo.Ld. CellDB77' 113t FPT51t APT25t	130·0 P37'F19' FK	25·1	8·7	London British 3BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.11 1/16"–17 11/16" 71NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 " 9 s1 " 0½ 9 " 9½	
22105 164554 MKMV	**Camroux III** OilEng. Mchy.Aft 1Dk CruiserStern	409 298 257	✠100A1 9,37 ~~11,36~~ ✠LMC11,35	Shl	g	OG 12,35	1935 11mo Lloyd'sA&CP	Smith's DockCo.Ld. S.Bank,Mdb.	Q.M.Camroux&Co. Ld.(D.G.Harris, Mgr.) CellDB105' 133t FPT64t APT19t	161·5 P37'F22' FK	26·1	9·4	London British 4BHptCem	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 6 s1 " 7½ 10 " 0	
22106 OYAH	**Canada** Ⓟ OilEng. D.F. 2Dks 3rd dk in forward holds Ref.Mchy. CruiserStern	11108 8523 6586	✠100A1 with freeboard 1,38 ~~2,37~~ ✠LMC8,35 ✠Lloyd'sRMC~~9,36~~ ~~3,37~~ 12,37 Bridge 'tween dk chambers & the port forward, port aft,& stbd.fwd. chambers in No.4 hold for temp. 14°F. all other chambers for temp. 32°F	Vcr ~~Cpn~~	f†	CL	1935 8mo Lloyd'sA&CP	Nakskov Skibs.A/S Nakskov	A/S DetOstasia- tiskeKompagni CellD B460' 2254t DTa29' 829t FPT51t APT212t' Tween dk tanks amidships 288t	468·8 B226'F76' FK	64·3	36·3	Copenhagn Danish 7BH to W dk 1 ,, ,, 2nd ,,	Oil Engines 2S.C.DA 6Cy.24 7/16"–55⅛" 1236NHP DB100lb Akt.Burmeistr&Wain,Cpn	40 " 0 s11 " 8 28 " 8½	
22107 FOHB	— Ⓟ TwinSc Ref.Mchy. D.F. 6Dks	9684 8286 5668					1912	Forg.&Ch. de laMédit. LaSeyne	CieGénérale de Nav.àVapCyp. Fabre(Fabre Line)	476·0 B207'	56·5	33·8	Marseilles French WB	T6.Cy.30 1/16",49 13/16"&79 13/16"–51 3/16" 900NHP Forg.&Ch.dela Medit.Msl		V
22108 6413 SDQN	— Ⓟ TwinSc3Mst OilEng. D.F. ssMmo.No.3-6,33 E.S.D. 2Dks(Stl)&Shelter dk(Stl) ssCpn.No.1-38	5527 4977 3412	✠100A1 Shelter dk with freeboard 2,38 ~~10,36~~ ~~DBS6,36~~ ~~✠LMC(M)10,34~~ ✠LMC~~3,33~~ 2,38	Mmo ~~SF~~ Cpn DBS8,37	a†	OG P10,35 s6,36	1921 2mo Lloyd'sA&CP	Aktieb. Götaverken Gothenburg	RederiAktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB368' 1500t Wing tank a336t FPT94t APT72t	426·9 FK Collision	56·2	26·1	Stockholm Swedish Cem BH to Sh dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" DB–80lb 717NHP Aktieb.Götaverken,Got	30 " 0 s3 " 11½ 26 " 3½	
22109 13690 JCDD	**Canada Maru** ~~Ⓟ~~ TwinSc ssOsa 2ndNo.3-8,34 2Dks(Upt Irn&pt StlM-Stl)&deep framing Lower dk(Stl)in forehold	5261 4881 3206	✠100A1 ~~10,36~~ 11,37 ~~DBS~~ ✠LMC~~11,35~~ 11,37	Kob	z	CL ~~S11,35~~ P10,36 S11,37	1911 4mo A&CP	MitsuBishi Dkyd&EWks Nagasaki	~~MiyajiShotenK.K.~~ Kuribayashi ShosenK.K. CellDBaI31' uE&B79' f137' 1070t FPT122t APT39t	400·0 P34 B152'F44' FK	51·0	32·4 29·8	Tokio Japanese Cem 6BHtoUp dk 1 ,, ,, 2nd ,,	T.6Cy.19¼",32"&54"–48" (s) 200lb 578NHP 3SB,9cf,GS198,HS8344 FD MitsuBishi D.&EWks.Nag	32 " 5 s6 " 10½ 26 " 0	
22110 6314 SDNO	**Canadia** 1Dk	1381 1190 730					1920	Limhamns Skeppsv.A/B Limhamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	240·1 P&B185'F25'	38·1	16·0	Gothenbrg Swedish WB	T.3Cy.18",29½"&40"–31½" 128NHP LimhamnsSkeppsvarvA.B.		V
22111 125427 CYBJ	**Canadian** Mchy.Aft 2Dks	2214 2068 1444					1907	W.Dobson &Co. Newcastle	CanadaSteamship Lines,Ld.	248·3 F43'	43·0	22·8	Montreal British WB	T.3Cy.19",32"&52"–36" 162NHP Wllsnd Slpwy.Co.Ld.Nwc.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
❋ 22112 150366 VGLY	**Canadian Challenger** Ⓟ ssMtl.No.3-9,33 2*Dks*(*Stl*) ssMtl.No.1-37	5439 4866 3331	✠100A1 10,37~~1,37~~ ✠LMC4,37 ~~MS4,33~~ ~~BS9,36~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Mel Mtl	*y*	CL 10,35	1921 11mo	DavieS.B. &Rpg.Co.Ld. Levis,P.Q. Lloyd'*sA&CP*	MontrealAustraliaNewZealand Line,Ld.	400·1|52·2|28·3 P49'B113'F40' FK *Cell DB*330'978*t FPT*131*t APT*136*t*	Montreal British 6*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 522NHP 3SB,*9cf*,GS198,HS7776 FD TidewaterShipbuilders,Ld. ThreeRivers,P.Q.	31 ″ 2 s5 ″ 11⅜ 25 ″ 5¼	
❋ 22113 141831 VGLX	**Canadian Conqueror** Ⓟ ssMtl.No.3-4,33 *Ref.Mchy.* 2*Dks*(*Stl*) ssMtl.No.1-37 Now "Ada," see No. 37190 in Supplement	5448 4865 3336	✠100A1 8,37~~1,37~~ 1,38 ✠LMC MS[illegible] BS3,37 ✠Lloyd'sRMC~~3,37~~ 10,37	Mel Mtl	*y*	CL ~~11,34~~ 8,37	1920 10mo	Canadian Vickers,Ld. Montreal A&CP	MontrealAustraliaNewZealand Line,Ld.	400·4|52·3|28·5 P49'B120'F41' FK *Cell DB*333'1025*t FPT*149*t APT*133*t*	Montreal British 6*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s5 ″ 11¼ 25 ″ 4½	
❋ 22114 150465 VGLZ	**Canadian Constructor** Ⓟ ssHfx.No.3-1,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7178 6664 4413	✠100A1 *Shelter dk withfreeboard* 8,37 ~~1,37~~ ✠LMC MS5,33 BS~~3,35~~4,37 ✠Lloyd'sRMC~~11,34~~4,37 1,38~~8,37~~ *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Ddn Mtl	*b*†	CL ~~10,34~~ N8,37	1922 1mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	MontrealAustraliaNewZealand Line,Ld.	430·0|56·2|34·8 P46'F45'*onShelter dk* FK *CellDB*360'1159*t DTa*24'625*t*	HalifaxNS British *ptCem* 2*BH to S dk* 5 „ „ *U* „	T.3Cy.29½",50"&80"-54" (*s*) 180lb 705NHP 4SB,*12cf*,GS264,HS10848FD TidewaterShipbuilders,Ld. ThreeRivers,P.Q. *FPT*132*tAPT*128*t*	38 ″ 0 s 9 ″ 2½ 29 ″ 0¼	
❋ 22115 150463 VGNB	**Canadian Cruiser** Ⓟ ssMtl.No.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ssMtl.No.1-37	7178 6664 4413	✠100A1 *Shelter dk withfreeboard* ~~4,37~~ ~~9,36~~5,38 BS11,37 ~~BS9,36~~ ✠LMC~~8,33~~ ✠Lloyd'sRMC~~8,37 4,37~~ MS5,38 11,37 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Mtl ~~Syd~~Gls	*b*†	CL ~~8,35~~ ~~4,37~~ 11,37	1921 11mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	MontrealAustraliaNewZealand Line,Ld.	430·0|56·2|34·8 P46'F45'*onShelter dk* FK *Cell DB*360'1159*t DTa*24'625*t FPT*132*t APT*128*t*	HalifaxNS British *ptCem* 2*BH to S dk* 5 „ „ *U* „	T.3Cy.29½",50"&80"-54" (*s*) 180lb 705NHP 4SB,*12cf*,GS264,HS10848FD TidewaterShipbuilders, ThreeRivers,P.Q.	38 ″ 0 s 9 ″ 2½ 29 ″ 2	
22116 150265 VGDC	**Canadian Highlander** Ⓟ ssMtl.No.3-6,33 *Ref.Mchy.* 2*Dks*(*Stl*) ssMtl.No.1-37 Now "St. Lindsay," see No. 40160 in Supplement	5370 4874 3260	✠100A1 ~~9,37~~ ~~2,37~~1,38 4,37 ~~BS3,36~~ ✠LMC~~2,35~~ ✠Lloyd'sRMC12,36 9,37~~4,37~~ *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	Auk Lon	*y*	CL 2,37	1921 1mo	WallaceSB &D.D.Co.Ld. N.Vancouver B.C. Lloyd'*sA&CP*	MontrealAustraliaNewZealand Line,Ld.	400·0|52·4|28·8 P49'B113'F41' FK *CellDB*329'920*tFPT*146*t*	Montreal British 6*BHCem* *APT*123*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld. N.Vancouver	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
22117 207479	**Canadiana** Ⓟ 2*Dks*	974 — 427					1910	Buffalo DryDockCo. Buffalo,N.Y.	CrystalBeach TransitCo.Inc.	209·7|45·0|15·8	BuffaloNY Utd.States	T.3Cy.20",32"&50"-36" 150NHP DetroitS.B.Co.Detroit		
22117* 116576	**Canadoc** (*ex*Mars,*ex*E.A.S.Clarke, *ex*H.C.Frick) *Mchy.Aft* 1*Dk*2*trB*	4580 4340 2894					1899	American S.B.Co. Cleveland,O.	PatersonSteamshipsLd.	421·9|50·2|23·9 *WB*	Ft.William Ont. British	T.3Cy.20⅞",37½"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
❋ 22118 152787 VGDN	**Canadolite** TwinSc *OilEng.* D.F. ssN.Yk.No.2-34 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk withfreeboard* ~~5,37~~~~6,36~~12,37 DBS1,38 ✠LMC CS4,34 ~~DBS4,36~~ 12,35 *Carrying Petroleum in bulk*	St.J. ~~Bel~~ NNs	*f*†	CL ~~P9,33~~ S5,35 P3,37	1926 4mo	Frd.Krupp Act.Ges. Kiel Lloyd'*sA&CP*	ImperialOilShippingCo.Ld.(H.J. Rahlves, *Mgr.*)	510·9|68·2|37·9 B34'F42' FK *CellDBuE*45'175*t DTa*18' 133*tDTf*37'321*t FPT*292*t APT*205*t*	Montreal British 21*BHptCem* *ptAsp* 20*BHtoS dk* 1 „ „ *U* „	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$51\frac{3}{16}$" 905NHP 2 Water Tube DB-*200lb* Frd.KruppA.G.Kiel	38 ″ 0 s 9 ″ 1¼ 29 ″ 2½	
22119 TCAY	**Canakkale** Ⓟ (*ex*Chanak-Kale, *ex*Lizard) Wireless 2*Dks*	1332 — 634					1895	WBThompson&Co.Ld. Dundee	Denizyollari Idaresi	246·5|33·7|16·2 P150'F52'	Istanbul Turkish *WB*	T.3Cy.23",38"&61"-48" 258NHP W.B.Thompson&Co.Ld.		
❋ 22120 ~~220383~~ ~~KDDN~~	**Cananova** ssN.Os.No.3-11,32 1*Dk*(*Stl*-ws)& *Shelter dk*(*Stl*-ws)3*trB*	1926 1737 1055	✠~~100A1~~ 1,38 *Shelter dk withfreeboard* ~~BS6,37~~ ✠~~LMC~~ ~~MS11,32~~ ~~BS4,36~~ *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	NOs	*q*	CL 11,36	1920 7mo	Manitowoc S.B.Co. Manitowoc. Wis. A&CP	WeinbergerS.S. Co.Inc.	249·8|37·7|22·8 FK *CellDB*194'475*tFPT*38*tAPT*36*t*	Bluefields, Nic. Nicaraguan *ptCem* 3*BHtoSh dk* 1 „ „ *U* „	T.3Cy.23",37"&63"-39" (*s*) 190lb 357NHP 2SB,*6cf*,GS124,HS5258 FD ManitowocS.B.Co.	25 ″ 0 ~~s 5 ″ 9½~~ ~~19 ″ 8~~	
22121 141478 CYGK	**Canatco** (*ex*CanadianGunner) 2*Dks*	2415 2044 1455					1919	TheCollngwoodSBCoLd Collingwood	CanadaAtlantic TransitCo.(C.H. Nicholson, *Mgr.*)	251·0|43·0|23·6 P24'B64'F23'	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		
22122 132441 VJBX	**Canberra** Ⓟ TwinSc ssSyd.No.3-5,26 ssSyd.No.2-34 *Ref.Mchy.* 2*Dks*(*U Stl*-ws,2*nd pt Stl*)& *Shelter dk*(*Stl*-ws)&*Shade dk* (*Stl*-teak s)	7710 6665 4257	✠100A1 *Shelter dk withfreeboard* 5,37~~11,36~~ BS5,37 ~~BS3,34~~ ✠LMC5,34	Syd	*b*†	CL ~~P9,34~~ S11,36 P5,37	1913 3mo	A.Stephen &Sons,Ld. Glasgow Lloyd'*sA&CP*	AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmithLd)	410·0|57·2|38·4 426·5(O.L.) FK *WB = CellDBa*88'*uE&B*97'*f*140'949*tFPT*70*t APT*70*t*	Melbourne British 7*BHCem*	Q.8Cy.24½",35",50"&70"-48" 215lb (*s*) FD 1202NHP 6SB,*24cf*,GS465,HS18808 A.Stephen&Sons,Ld.Gls.	41 ″ 7 s18 ″ 6½ 23 ″ 6	
❋ 22123 41765 JPLK	**Canberra Maru** *OilEng.* *Ref.Mchy.* 2*Dks*,3*rd dk except in aftermost hold* *CruiserStern*	6477 5837 3858	✠100A1 *withfreeboard* 6,37 ~~6,36~~ ✠LMC5,36 ✠Lloyd'sRMC~~12,36~~ 12,37~~6,37~~	Tama		CL	1936 6mo	Mitsui Bussan Kaishi,Ld. Tama Lloyd'*sA&CP*	OsakaShosenK.K.	424·7|57·4|36·1 F39' FK *CellDB*327'939*t* *Tanks in way of tunnel* 83*t FPT*40*t APT*14*t*	Osaka Japanese 8*BH*	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1231NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 1 s10 ″ 10¾ 25 ″ 4¾	
❋ 22124 EADL	**Candina** (*ex*FranciscaUravain, *ex*Petingaudet, *ex*Gloxinia) ssBbo.2ndNo.3-6,28 ssBbo.No.1-32 D.F. 1*Dk*(*Irn*)&*deep framing*	2587 2365 1616	✠100A1 6,35 BS1,37 LMC12,32 No later survey reported	Bbo	*t*	OG N9,36	1897 1mo	TyneI.S.B. Co. Newcastle A&CP	CiaNav.Bidasoa (A.Candina, *Mgr.*)	313·0|45·0|20·7 P28'B72'F33' FK *CellDBa*100'*uE&B*38'*f*126'679*t*	Bilbao Spanish 6*BHCem* *APT*21*t*	T.3Cy.23",38"&61"-39" (*r*) 180lb *90lb* NDB09 258NHP 2SB,*6cf*,GS90,HS4088 N.E.MarineEng.CoLdNwc	23 ″ 1 ~~s3 ″ 9~~ ~~19 ″ 6~~	
❋ 22125 162106 GYFQ	**Candleston Castle** (*ex*SevenSeasStar-37, *ex*Antinea-35) ssRou.No.3-8,32 ssBkn.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2494 2234 1470	✠100A1 4,38~~1,37~~ ✠LMC MS8,36 BS~~1,37~~ 4,38	Bkn Lon	*t*	CL ~~1,37~~ 4,38	1920 7mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'*sA&CP*	BranchS.S.Co.Ld.	300·6|43·6|22·1 P28'B81'F33' FK *CellDBa*95'*uE*16'*f*125'599*tFPT*85*t*	Cardiff British 5*BHCem* *APT*75*t*	T.3Cy.21",34"&57"-36" (*s*) 180lb 237NHP 2SB,*6cf*,GS98,HS4018 N.E.MarineEng.Co.Ld.Sld	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
22126 CBCA	**Canelos** (*ex*WilhelmOelssner) 1*Dk*	2003 1254 1483					1914	Stettiner Oderwerke Stettin	Haverbeck& Skalweit	255·6|37·9|15·6 P&B201'F30'	Valdivia Chilian *WB*	T.3Cy.$20\frac{7}{10}$",31½"&51⅓"-35⅗" 156NHP StettinerOderwerke		G
22127 136147 GKWX	**Canford Chine** (*ex*Bryntawe-36) ssCff.No.3-9,28 D.F. ssCff.No.2-37 ~~ssCff.No.1-33~~ 1*Dk*(*Stl*)	3364 3082 2094	✠100A1 ~~9,37~~ ~~9,36~~ 9,37 ~~BS7,36~~ ✠LMC~~12,33~~ 6,37 MS2,37	Lon ~~Ant~~	*v*	CL 1,37	1917 12mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'*sA&CP*	ChineShippingCo. Ld.	345·1|47·8|22·3 356·4(O.L.) P29'B100'F33' FK *CellDBa*118'*uE*22'*f*149'854*t*	Swansea British 6*BHCem* *APT*104*t*	T.3Cy.$24\frac{5}{16}$",40"&65"-42" 180lb 308NHP 2SB,*6cf*,GS115,HS4900 Blair&Co.Ld.Stockton	24 ″ 7 s 4 ″ 1¼ 20 ″ 9	

1 Numero d'Ordre. Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres
22128 LFSG	**Canis** (*ex*SophusMagdalon, **IronBk** *ex*SailingVesselOlga, *OilEng.* *ex*AndrewWelch) *ss*S.Fo.2ndNo.3-8,15 *Mchy.Aft* 1*Dk*2*trB*	934 796 546	✠ 10,17	Got	*p*		1888 9mo	Russell& Co. PortGlasgow	DetBergenske Dampskibsselskab	185·6 P97tH30t BK10"	36·1	17·5	Bergen Norwegian 1*BHCem*	Oil Engines 2S.C.SA. 4Cy.15¾"-28½" 172NHP NDB08 A/BAtlasDiesel,Skm.	20 " 4	N †
22129	**Cankaya** (*ex*Behar, **TrpSc** *ex*Tchan-Kaya,*ex*Ogour,*ex*Meg) *OilEng.* *Carrying Petroleum in bulk*	454 — 251					1917	Atel.&Ch. deBretagne Nantes	IsaacBehar	114·8	24·1	10·1	Istanbul Turkish	Oil Engines NE26		
22130 145162 CYKR	**Canmore** (*ex*Glenfarn,*ex*Paramé, *ex*J.S.Keefe) *Mchy.Aft* 1*Dk*	1558 1326 1000					1903	BuffaloDry DockCo. Buffalo,N.Y.	~~CanadaSteamship Lines,Ld.~~	246·1 Q60'F36'	41·0	15·2	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97RHP DetroitS.B.Co.Detroit		
22131 PUYA	**Cannaveiras** Ⓟ **TwinSc** Wireless 1*Dk*(*Teak*)&*Shade dk*(*Teak*)	*760* *482* *395*	✠ 9,13 ✠	Trn	*l*		1910 9mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·2 FK *WB=FPT*	32·1	11·1	Bahia Brazilian 4*BHCem* 15t*APT*36t	T.6Cy.13½",22"&36"-24" 152NHP 1SB,3*cf*,GS64,HS2542 AilsaS.B.Co.Ld.Troon	11 " 10	
22132 125242 VJJC	**Canonbar** Wireless 1*Dk*	708 511 363					1910	Ardrossan DD&E.CoLd. Ardrossan	JohnBurke,Ld.	185·8 Q93'B12'F20'	32·1	11·0	Brisbane British	T.3Cy.15",25"&40"-27" 83NHP D.Rowan&Co.Glasgow		C
22133 143660 GCKM	**Canonesa** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *CruiserStern*	8286 5941 5102					1920	Workman, Clark&Co.Ld Belfast	Furness,Houlder ArgentineLinesLd	450·2 P35'F44'	58·3	37·1	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Wrkman,Clark&Co.Ld.Bel		C
22134 202149	**Canopus** (*ex*GeorgeH.Russel) *Mchy.Aft* GyC. 1*Dk*	4978 — 3770					1905	Gt.Lakes Eng.Works St.Clair, Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0 *WB*	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"-40" 228NHP GreatLakesEng.Wks.Det.		R
22135 101490 ZMCL	— **3Mst** *Mchy.Aft* *Welldeck* Wireless 1*Dk*&*deep framing*	1337 1063 835			...		1903	C.S.Swan& Hunter,Ld Newcastle	WestportCoalCo. Ld.	250·4 Q144'F28' FK	35·1	15·7	Dunedin British *WB*	T.3Cy.21",35"&56"-39" 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 " 5	
22136 FNRH	**Cantal** (*ex*UnkaiMaruNo 6) *ss*Dnk.No.2-37 *ss*Hav.No.3-9,28 D.F. ~~*ss*Hav.No.1-33~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3113 2683 1984	✠100A1 9,37~~8,36~~ ✠LMC 5,37 ~~MS3,33~~ ~~BS8,36~~	Hav Dnk	*t*	CL 11,35	1916 7mo	OsakaIron Works,Ld. Osaka A&CP	Cie.Gén.Trans- atlantique	305·0 P19'B82'F32' FK Cell *DB* 255' 519t *FPT*	43·7	27·2	Havre French 5*BHCem* 76t*APT*20t	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 " 3 s 4 " 3 23 " 2	
Broken up 22137 ~~TSLV~~	**Cantenac** (*ex*Glenarm) *ss*Hav.4thNo.3-5,33 *Well deck* 1*Dk*(*Stl*)	645 508 283	~~✠100A1~~ 9,36 ✠NB7,10 ~~BS7,36~~ ✠~~[illegible]~~	Hav	*j*	OG 9,36	1890 7mo	McIlwaine &McColl,Ld Belfast *Lloyd's A&CP*	~~Worms&Co.~~	205·5 Q93'B53'F27' len95 BK7½" *WB=Cell DBa*53'66t *FPT*	27·6	12·6	Belgian 4*BHCem* 26t*APT*18t	T3Cy16¼"27⁹⁄₁₆"&44¾"-30"(*s*) 160lb 110NHP 1SB,2*cf*,GS32,HS1313 FD McIlwaine&McColl,L.Bel.	13 " 8 s1 " 2½ 13 " 2	
22138 161199 GSXR	**Canterbury** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern* 2*Dks*3*trB*	2910 1678 1153					1929	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	329·6	47·1	16·9	London British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dumbrtn.		BT till 2,38
22139 6698 SGBN	**Canton** **TwinSc3Mst** *OilEng.* D.F. *ss*Cpn.No.3-8,32 *ss*Got.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2nd *dk*(*Stl*)*except in after hold* *Cruiser Stern*	*5779* *5144* *3432*	✠100A1 *Shelter dk* *with freeboard* ~~8,37~~ ~~2,37~~2,38 ✠LMC CS8,36 DBS~~6,36~~8,37 ~~8,36~~2,38	Got	*a*†	CL s12,35 ~~P2,37~~ P2,38	1922 1mo	A/BÖre- sundsvarvet Landskrona A&CP	A/BSvenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	436·0 440·0(O.L.) 34·9 F36' *on Shelter dk* *Collision* FK *Cell DB*372'1224t *Tanks at sides of tunnels*	56·2	27·0	Gothenbrg Swedish *pt Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.29⅛"-43⁵⁄₁₆" NB30-80*lb* 988NHP A/BGötaverken,Got. 49'259t*FPT*87t *APT*60t	30 " 0 s3 " 11½ 26 " 3	
22140 FPDC	— (*ex*KongRing,*ex*Condor) Wireless 2*Dks*	1581 — 976					1915	G.Seebeck Akt.Ges. Weser- münde-G.	Cie.Indochinoise deNavigation	241·6 P77tB150tH86t F30t	36·1	19·3	Haiphong French *WB*	T.3Cy.23⅝",37⅝"&59"-39⅜" 218NHP G.SeebeckA.G.Wsm.		V
22141 33608 JFCA	**Canton Maru** Ⓟ *ss*Kob.No.1-32 2*Dks*(*Stl*-*Weather dk* ws)	2820 2179 1614	✠ ... 1,35 ✠	Kob	*t*		1928 10mo	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	300·0 P30'B108'F36' FK *Cell DB*257'559t *DTa*16'54t *FPT*29t	45·0	24·7	Osaka Japanese 6*BHCem* *APT*17t	T.3Cy.23",38½"&64"-39" 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga	24 " 9	
22142 DHDL	**Cap Arcona** Ⓟ **TwinSc** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 5*Dks* D.F. E.S.D. GyC.	27561 17665 15011					1927	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	643·6 *Promenade dk* 560'	84·6	41·9	Hamburg German *WB*	8 Steam Turbines S.R. geared to two Sc. Shafts Blohm&Voss,Hamburg		G
22143 FOZT	**Cap Blanc** D.F. *Ref.Mchy.* 1*Dk*	3317 2725 1764					1932	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B105'F30'	46·1	24·0	Rouen French *WB*	T3Cy.21⅝",35¹³⁄₁₆"&59⅛"-41¾" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
22144 FOZU	**Cap Cantin** D.F. *Ref.Mchy.* 1*Dk*	3317 2725 1764					1933	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B107'F31'	46·1	24·0	Dunkirk French *WB*	T.3Cy.21⅝",35¹³⁄₁₆"&59¹⁄₁₆"- 41¾" 225NHP Atel.&Ch.de laSeine MaritimeWorms etCie.		V
22145 FOOQ	**Cap Corse** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*3*trB*	2444 1657 1146					1929	Atel.&Ch. deBretagne Nantes	Cie.deNavigation Fraissinet	269·0 P33'B102'F41'	41·0	22·7	Marseilles French *WB*	T.3Cy.24⁷⁄₁₆",39³⁄₁₆"&64½"- 39⁷⁄₁₆" 260NHP Atel.&Ch.deBretagne,Nts.		V
22146 FOOD	**Cap des Palmes** Ⓟ *OilEng.* D.F. 2*Dks*3*trB* *Ref.Mchy.* *CruiserStern*	3082 2453 2068					1935	Helsingörs Jernsk.&Msk Elsinore	Cie.deNavigation Fraissinet	335·6 F86'	44·0	25·6	Marseilles French *WB*	Oil Engines 2S.C.SA 9Cy.19¹¹⁄₁₆"-35⁷⁄₁₆" 608NHP Akt.Burmeistr&Wain,Cpn		V
22147 FNEX	**Cap Falcon** (*ex*IngridSturm) *CruiserStern* 1*Dk*	1778 1151 1052					1924	Intrnationl SB.&E.Co.Ld Danzig	Armement L.Mazzella&Cie	243·6 P24'Q69'	36·0	23·4	Oran French *WB*	T.3Cy.17⁵⁄₁₆",27⅝"&44¼"-31½" International 110NHP S.B.&E.Co.Ld.		V
22148 TUNQ	**Cap Ferrat** (*ex*Lieselotte,*ex*Turnus, *ex*Tarset,*ex*Kilburn) 1*Dk*	643 — 277			...		1918	Hall,Rus- sell&Co.Ld. Aberdeen		172·5 B54'	30·0	15·7	Marseilles French *WB*	T.3Cy.16",26"&44"-26" 99NHP Hall,Russell&Co.Ld.Abn.	16 " 6	V †

Now "Gyuri," *see No.* 38309 *in Supplement*

1 No. in Book. — Official No. — Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22149 FOZV	**Cap Figalo** (*ex*Delta–33) 1*Dk*&*Shelter dk*	2811 2641 1756					1905	Akt.Ges. "Neptun" Rostock	Armement L.Mazzella&Cie	292·1 H18'	41·3	18·5 25·7	Oran French *WB*	T.3Cy.$20\frac{9}{16}$",$35\frac{4}{16}$"&$55\frac{1}{16}$"–$35\frac{4}{16}$" 181NHP A.G."Neptun,"Rostock		V
22150 FOQW	**Cap Guir** (*ex*Almazora–36) *ss*Gls.No.2–36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1536 1260 802	✠ … 1,37 ✠	Gls	*r*		1927 4mo	R.Duncan &Co. PortGlasgow	Soc.Anon.de Gérance et d'Armement *CellDB*233'470*t*	270·2 *FPT*45*tAPT*80*t*	41·0	15·4 FK	Dunkirk French 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.19",32"&54"–36" 247NHP 2SB,6*cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow	17 ″ 2	V †
22151 FNXO	**Cap Lopez** (*ex*Nicolas Toussaint,*ex*Paso deTenelero, *ex*Sajonia,*ex*Mercurio, *ex*Francisco deIbarra) TwinSc 1*Dk*&*Awngdk* Wireless	1422 1151 787			…		1906	J.Frerichs &Co.A.G. Einswarden	Soc.desMessageries duSénégal	236·4 B80'F25'	36·1	18·4 FK	Dakar French *WB*	T.6Cy.$11\frac{3}{8}$",$17\frac{3}{4}$"&30"–22" 122NHP J.Frerichs&Co.Osterholz	19 ″ 2	V †
22152 DHDM	**Cap Norte** Ⓟ (*ex*Sierra Salvada–34,*ex*Cap Norte–32) TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* Sub.Sig. *CruiserStern*	13615 10179 8027					1922	Vulcan Werke Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	499·5 B&F402'	64·0	38·7	Hamburg German *WB*	T.6Cy.$26\frac{7}{16}$",$43\frac{5}{16}$"&71"–$51\frac{3}{16}$" & 2 LP Turbines 1200NHP VulcanWerkeA.G.Ham.		G
22153 FNLV	**Cap Padaran** Ⓟ (*ex*D'Iberville) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	417·7 B149'F45'	55·1	34·4	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire StNaz		V
22154 FNLW	**Cap St. Jacques** Ⓟ (*ex*Guichen) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B148'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22155 FNZF	**Cap Tarifa** (*ex*MauriceBernard, *ex*DéputéMauriceBernard) 1*Dk*	2177 1709 1187					1920	Govern-mentYard Lorient	Calédonickel Soc.Anon.	270·3 P28'B54'F23'	39·5	19·6	Dunkirk French *WB*	T.3Cy.$18\frac{1}{16}$",$29\frac{9}{16}$"&$49\frac{1}{2}$"–$37\frac{4}{5}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
22156 FNLX	**Cap Tourane** Ⓟ (*ex*Jouffroy D'Abbans) D.F. 3*Dks*	8009 — 4891					1923	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B149'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22157 FNLY	**Cap Varella** Ⓟ (*ex*Kersaint) D.F. 3*Dks*	8009 — 4891					1921	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B148'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1Sc.Shaft Atel.&Ch.de laLoire,StNaz		V
22158 219209 KOMD	**Capac** (*ex*Deuel) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5586 5113 3465					1919	J.F.Duthie &Co. Seattle,Wash	~~GraceSteamship Co.(GraceLineInc. *Mgrs.*)~~ Grace Line,Inc.	410·3 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.$24\frac{7}{8}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
22159 959 IBZB	**Capacitas** (*ex*AnsaldoSanGiorgio Quarto) *Mchy.Aft* D.F. 2*Dks*	5371 4566 2933					1920	Ansaldo SanGiorgio Spezia	MareNostrum Soc.Anon.diNav.	393·2	51·8	28·1	Genoa Italian *WB*	3SteamTurbinesSRgeared to1Sc.Shaft G.Ansaldo&Co.Smprdrna		CI
✻ 22160 6 SWKS	**Cape Corso** *ss*Pir.2ndNo.3–9,30 *ss*Pir.No.1–35 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	*3890* *3716* *2510*	✠100A1 *Spar dk* 2,38 ~~4,35~~ ✠LMC11,34 ✠NB(c)4,19 BS~~12,36~~ 1,38	Pir Rot	*x*	CL ~~11,34~~ 2,38	1905 9mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	Ath.Coulouras *WB=Cell DBa*114'*uE&B*4	369·7 P32'B200'F40 0'*f*164'925*t DTa*36	49·0	17·6 25·5 FK	Hydra Greek 6*BHCem* 800*tAPT*28*t*	T.3Cy.25",42"&68"–48" (*s*) 180lb 384NHP 3SB,9*cf*,GS150,HS6517 D.Rowan&Co.Glasgow	28 ″ 1 s 4 ″ 1¾ 24 ″ 1¼	
✻ 22161 145654 GCTF	— (*ex*Knight of St. George–34) *ss*Npt No.1–34 2*Dks*(*Stl*) D.F.	3807 3559 2338	✠100A1 11,34 BS~~10,36~~ 4,37 ✠LMC4,34	Cff	*w*	CL ~~4,34~~ 1,38	1929 8mo	Lithgows, Ld. Port Glasgow *Lloyd*'*sA&CP*	LyleShippingCo. Ld. *CellDBa&uE*	352·5 P34'B108'F38' 133'*f*155'849*tFPT*	50·5	25·0 FK	Glasgow British 6*BHptCem* 87*tAPT*88*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
22162 160250 GTDJ	**Cape Horn** *ss*Rot.No.2–37 ~~*ss*Gls.No.1–33~~ *OilEng.* D.F. 2*Dks*(*Stl*)	5643 5374 3615	✠100A1 ~~2,37~~ ~~12,36~~ 4,38 ~~✠LMC [illegible]~~ DBS~~10,36~~ 4,38 ~~6,33~~ ✠LMC9,37	Vcr ~~Rot~~ Npt	*a*†	CL ~~3,36~~ N9,37	1929 5mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 1 *Interme* 1'*tween dk B* *CellDB*359'1345*t DT*	425·0 P38'B121'F37' *diateBH forwd end* *Haft dispensed with* *a*33' 975*t FPT*170*t*	56·0	28·9 FK	Glasgow British *ptCem* 5*BH to U dk* 1 ,, ,,*2nd* ,, *APT*35*t*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 653NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 s 6 ″ 3 25 ″ 6¼	
22163 145660 GBCZ	**Cape Howe** (*ex*KnightAlmoner–34) *ss*Npt.No.1–34 E.S.D. D.F. 1*Dk*(*Stl*)2nd*Dk*(*Stl*)*in holds*	4443 4105 2728	✠100A1 11,37 ~~1,37~~ BS~~8,36~~ 11,37 ✠LMC2,34	Alx Cff	*x*	CL 1,37	1930 7mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	LyleShippingCo. Ld. *CellD*	375·0 P34'B108'F39' *B*324' 968*t FPT*97*t*	53·0	25·6 FK	Glasgow British 6*BHptCem* *APT*95*t*	T.3Cy 25",41"&68"–48" (*s*) 180lb HS6058 413NHP 2SB(FD)&1AuxB8*cf*GS138 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2¾ 22 ″ 11	
22164 152010 VJBY	**Cape Leeuwin** Ⓟ *Fitted for oil fuel* Wireless 2*Dks* *CruiserStern*	1406 1165 495			…		1925	Australian Commonwlth Shippg.Board Sydney	Commonwealth of Australia(Dept.of Commerce)	225·0 B90'	35·0	20·3 FK&BK1½"	SydneyNSW British *WB*	T.3Cy.$18\frac{1}{4}$",30"&49"–36" 226NHP AustralianCommonwealth ShippingBoard	22 ″ 6	
✻ 22165 145656 GJYS	**Cape Nelson** (*ex* Knight of St. Michael–34) *ss*Npt.No.1–34 D.F. 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 7,37 ~~1,37~~ BS~~3,36~~ 5,37 ✠LMC3,34	Cff Sng	*w*	CL 6,35	1929 10mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	LyleShippingCo. Ld. *CellDBa&uE*	352·5 P34'B108'F38' 133'*f*155'849*tFPT*	50·5	25·0 FK	Glasgow British 6*BHptCem* 87*tAPT*88*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
✻ 22166 129539 GRPM	**Cape Ortegal** *ss*Shl.No.3–5,30 2*Dks*(*Stl*)	4896 4683 3136	✠100A1 8,33 BS9,34 ✠LMC5,30	Grk	*y*	CL 9,34	1911 2mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	HestonShipping Co.Ld.(J.C. Radcliffe,*Mgr.*) *WB=CellDBa* 1131*tD*	405·0 P41'B124'F46' 121'*uE*24'*f*184' *Ta*30'804*tAPT*28*t*	52·4	27·4 FK	Glasgow British *Cem* 5*BH to Udk* 1 ,, ,,*2nd* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb *60lb* 480NHP 3SB,9*cf*,GS156,HS6783 FD Rankin&Blackmore,Grk.	30 ″ 0 s 5 ″ 8 24 ″ 6	
22167 157597 VJPK	**Cape Otway** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	996 626 341			…		1931	Common-wealthShippingBoard Sydney	Commonwealth of Australia(Dept.of Commerce)	197·1 P29'B96'F27'	34·1	15·1 FK&BK1"	SydneyNSW British *WB*	T.3Cy.$14\frac{1}{4}$",$23\frac{3}{4}$"&$39\frac{1}{2}$"–24" 93RHP CommnwlthShppngBoard	17 ″ 0	
✻ 22168 145658 GSJM	**Cape Race** (*ex*Knight of St.John–34) *ss*Npt.No.1–34 D.F. 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 12,37 ~~2,37~~ BS~~3,36~~ 6,37 ✠LMC2,34	Cff Sld	*w*	CL 2,37	1930 2mo	Lithgows, Ld. Port Glasgow *Lloyd*'*sA&CP*	LyleShippingCo. Ld. *CellDBa&uE*133'	352·5 P34'B108'F38' *f*155' 849*t FPT*87*t*	50·5	25·0 FK	Glasgow British 6*BHptCem* *APT*88*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
❋ 22169 164068 GYSC	**Cape Sable** D.F. E.S.D. 1*Dk*,2nd *dk in holds*	4398 4079 2708	✠100A1 1,38 ~~2,37~~ ✠LMC3,36	Liv	*x*	CL	1936 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	LyleShippingCo. Ld. *CellD*	375·0|53·0|25·6 P34'B108'F39' FK *B*324' 968*t FPT*97*t*	Glasgow British 6*BHCem* *APT*95*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 413NHP 2SB(FD)&1AuxSB,8*cf*, GS128,HS6058 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2½ 22 ″ 11	
❋ 22170 160385 GNSV	**Cape St. Andrew** *ss*P.Nl.No.2–35 2*Dks*(*Stl*)	5094 4771 3163	✠100A1 ~~5,37~~ ~~12,35~~ 1,38 ✠LMC MS12,35 BS~~5,36~~5,37	PNl ~~Ams~~ Yka	*z*	CL ~~12,35~~ 5,37	1928 3mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*) *CellDB*	407·0|53·5|26·7 P37'B241'F34' FK 351'1240*tAPT*197*t*	London British 6*BHCem*	T.3Cy.26",44"&73"–48" (*s*) 200lb 545NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4½ 24 ″ 10	
❋ 22171 128702 VPFF	**Cape St. Francis** (*ex*Sutlej) *ss*H.Kg.2ndNo.3–4,32 *ss*H.Kg No.1–36 1*Dk*(*Stl*–ws)&*deep framing* & *Awng dk*(*Stl*–ws)*lower dk in fore hold*	3549 3313 2170	✠100A1 *Awng dk* *withfreeboard* ~~11,37~~ 4,38 ~~BS3,37~~ ✠LMC3,36	HKg BS4,38	*v*	CL ~~1,36~~ 4,38	1908 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	ShanHongS.S.Co Ld.(Williamson& Co.*Mgrs.*) *CellDBa*106'*uE&*	349·1|44·2|19·5 27·5 P41'F45' FK *B*68'*f*126'690*tFPT*	HongKong British 6*BHCem* 49*tAPT*36*t*	T.3Cy.25 1/16",40"&68"–45"(*s*) 200lb 426NHP 2SB,6*cf*,GS124,HS6000 FD D.Rowan&Co.Glasgow	30 ″ 0 s 6 ″ 6 24 ″ 1	
❋ 22172 160514 GNSW	**Cape St. George** *ss*Cal.No.2–36 2*Dks*(*Stl*)	5112 4789 3175	✠100A1 11,36 ✠LMC MS4,36 BS2,37	Ams	*z*	CL 11,35	1928 6mo *Lloyd*	R.Duncan &Co.Ld Pt.Glasgow '*sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*)	407·0|53·5|26·7 P37'B241'F34' FK *CellDB*351'12	London British 6*BHCem* 40*tAPT*197*t*	T.3Cy.26",44"&73"–48" (*s*) 200lb 545NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 4 ″ 4½ 24 ″ 10	
Broken up 22173 [illegible] VGBF	**Cape Trinity** Ⓟ TwinSc (*ex*Syracuse,*ex*Geronia) 2*Dks* *Longitudinal framing*	2105 2105 1469					1911	Collingw'd S.B.Co.Ld. Collingwood	~~CanadaSteamship Lines,Ld.~~	219·6|42·0|10·4	Montreal British	Q.8Cy.12½",18",26"&40"–18" NB14 136NHP CollingwoodS.B.Co.Ld.		
❋ 22174 ~~[illegible]~~ ~~[illegible]~~	**Cape Wrath** (*ex*Cycle–36) *ss*Syd.No.3–3,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Everelza," see No. 33034 in Supplement	4513 3582 2733	✠100A1 10,37 ~~3,37~~ BS8,36 ✠LMC1,34 *Fitted for oil*	PNl Ant *fuel* 10,21	*x*	CL 1,36 *F.P.a*	1921 6mo *Lloyd* *bove* 1	JLThomp-son&Sons,Ld Sunderland '*sA&CP* 50° F.	~~LyleShippingCo. Ld.~~ *CellD*	364·5|52·8|24·3 P28'Q118'B68'F29' FK *B*309' 944*t FPT*70*t*	Latvian 6*BHCem* *APT*221*t*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 ″ 8 s 3 ″ 11½ 23 ″ 0	
❋ 22175 148897 GMFZ	**Cape York** TwinSc *OilEng.* D.F. E.S.D. *ss*Shl.No.2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5027 4762 3117	✠100A1 *withfreeboard* 4,37 ~~11,36~~ DBS12,36 ✠LMC12,36	Rot Vcr	*a*†	CL N12,36	1926 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP* *CellDB*340'	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 1068*tDT f* 39'1627	410·0|54·0|27·0 FK (*tFPT*212*tAPT*44*t*	Glasgow British 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.22 1/16"–39⅜" 563NHP DB*100lb* Hwthrn,Leslie&C.Ld.Nwc	29 ″ 6 s 3 ″ 6½ 26 ″ 2⅜	
22176 152017 VJBZ	— Ⓟ *Fitted for oil fuel* Wireless 2*Dks* *Cruiser Stern*	1406 1165 497			…		1925	Australian Commonwlth ShppgBoard Sydney,NSW	Commonwealth of Australia(Dept.of Commerce)	225·0|35·0|20·1 B90' FK&BK1½"	Sydney NSW British *WB*	T.3Cy.18¼",30"&49"–36" 225NHP AustralianCommonwealth ShippingBoard,Sydney	22 ″ 6	
❋ 22177 148862 GLBD	**Cape of Good Hope** *OilEng.* D.F. E.S.D. *ss*Liv.No.2–34 2*Dks*(*Stl*)	4963 4571 3157	✠100A1 2,37 ✠LMC DBS~~2,37~~4,38 *Carrying oil* *in after deep*	Gls CS6,34 9,35 *F.P.a* *tank*	*y* *bov*	CL 7,35 *e* 150°	1925 6mo *Lloyd* F. *In*	Lithgows Ld. PortGlasgow '*sA&CP* *termediate'tw* *CellDB*341'	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*) *een dk BH in after* 1062*tDTf*44'1266*t*	405·0|52·2|27·5 P39'B124'F44' FK *hold dispensed with* *DTa* 35' 922*t FPT*	Glasgow British *pt AspptCem* 5*BH to Udk* 2 ,, ,,2*nd*,, 111*tAPT*19*t*	Oil Engines 4S.C.SA 6Cy.29⅝"–59 1/16" 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk *only*	30 ″ 0 s 5 ″ 7½ 24 ″ 8	
22178 7670 SIDN	**Capella** TwinSc *OilEng.* *Mchy.Aft* D.F. *ss*Got.No.1–34 *CruiserStern* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing–bracketless system*	9683 8911 5621	✠100A1 ~~4,37~~ ~~9,36~~ ~~10,37~~ 4,38 ✠LMC DBS~~6,36~~6,37 *CarryingPetr*	LAn CS4,34 ~~1,35~~5,36 *oleum*	*e*† *in*	CL S9,36 P10,37 *bulk*	1930 9mo *Lloyd*	Eriksberg M V.Aktieb Gothenburg '*sA&CP* *CellDBuE*68	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) ' 226*t DTf*31'555*t*	487·7|64·2|36·7 P101'F42' FK *FPT*222*tAPT*243*t*	Trelleborg Swedish 16*BHptCem* (11 ,, *to Udk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 ″ 0 s 8 ″ 10½ 28 ″ 4	
22179 7559 SFHA	— (*ex*JohnBakke) 1*Dk*	*1880* *1639* *1068*					1923	Bergens Mek.Værks. Bergen	Banck&Co. (S.Banck,*Mgr.*)	265·8|42·2|17·9 P36'B59'F11'	Hlsngborg Swedish *WB*	T.3Cy.19½",30"&52"–36" 162NHP BergensMekVærksBergen		N
22180 10 OHCF	— Ⓟ Wireless D.F. 1*Dk*&*Spardk*	1103 937 607					1888	H.Koch Lübeck	FinskaÅngfAktieb	196·8|29·7|12·8	Helsingfrs Finnish *WB*	T.3Cy.18",28"&44"–27½" NB99 102NHP HPaucksch,Landsburga/w		
22181 LDBQ	— Iron&Steel 1*Dk*&*Awng dk*3*tr B* *plating pt Stl*	877 844 465	✠ 12,85	Bgn	*m*		1885 8mo	Martens, Olsen&Co. Bergen	DetBergenske Dampskibsselskab	191·9|28·8|14·7 H29*t* 20·3 BK7½" *WB*=*CellDB*	Bergen Norwegian 4*BHCem* 143'124*t*	T.3Cy.13½",23"&37"–26" NB01 69NHP E*made*19,*fitted*— Lobnitz,Renfrew		
22182 166402 GKGM	**Capetown Castle** Ⓟ TwinSc GyC. Sub.Sig. *OilEng* *Ref.Mchy.* D.F. E.S.D. *CruiserStern* 3*Dks* 4*th dk except in No.*7 *hold* 5*th dk in Nos.*3,5&6 *holds*	27000 ~~14512~~ ~~16454~~ 19715 16454	✠100A1 *withfreeboard* 4,38 ~~(*ClassContemplated*)~~ ✠LMC4,38	Bel		CL	~~1937~~ 1938 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*58	Union-CastleMail S.S.Co.Ld. 1'3395*tTank between*	702·9|82·5|42·0 734·0(O.L.) FK P276'B245'F122' *joined by Shade dk* *tunnels*298*tFPT*14	London British 11*BHptCem* 5*tAPT*426*t*	Oil Engines 2S.C.DA 20Cy.26"–59 1/16" 4650NHP 4DB–*100lb* Harland&Wolff,Ld.Bel.	30 ″ 0 s 18 ″ 3 32 ″ 0½	
22183 141709 CYGL	**Capilano** Ⓟ Wood 3*Dks*	374 173 200					1920	B.C. Marine,Ld. Vancouver	UnionSteamships Ld.	135·0|26·9| 8·2	Vancouver British	T.3Cy.12",19"&32"–16" 51RHP HuttonMach.Wks.Seattle		C
22184 219904 KUPN	**Capillo** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5135 4598 3127					1920	American International Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·8 P39'B121'F42'	Phildlphia Utd.States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22185 FNGA	**Capitaine Augustin** *Well deck* 1*Dk* D.F.	3137 — 1635			…		1922	Ch.Navals Français Caen	UnionIndustrielle &Mar.Soc.Française d'Arm.	313·6|45·9|20·5 P15'Q90'B59'F29' FK	Havre French *WB*	T3Cy 18⅛",29 13/16"&50⅝"–37 13/16" 235NHP Soc.MoteursChallassière, St.Etienne	23 ″ 0	V †
22186 FNFA	**Capitaine Damiani** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing* D.F. *CarryingPetroleum in bulk*	4854 4049 2689			…		1921 *Co*	National S.B.Corp. ThreeRivers, P.Q. *mpletedby*Soc.	Soc.AnonMazout-Transports(Cie. deNav.Mixte, *Mgrs.*) NaphtesTransport	380·7|51·8|28·2 P101'B85'F44' FK	Marseilles French *WB*	T.3Cy.27",43⅝"&73"–48" 317NHP CanadianAllis-Chalmers, Ld.Toronto,Ont.	28 ″ 4	V †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22187 FOGF	**Capitaine Edmond Laborie** 1*Dk*	3087 — 1594					1923	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Ets.Odon deLubersac	313·6 P164'F29'	46·4	20·1	Havre French *WB*	T.3Cy.$18\frac{1}{8}$",30"&$49\frac{1}{4}$"–$37\frac{13}{16}$" 149NHP Soc.MoteursChallassière, St.Etienne		V
22188 FNZH	**Capitaine Illiaquer** 1*Dk*	2138 1707 1168			...		1921	Anciens Chantiers Dubigeon Nantes	"Calédonickel" Soc.Anon.	270·3 P20'B57'F25' FK	39·5	19·6	Nouméa French *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$49\frac{3}{16}$"–$37\frac{13}{16}$" 187NHP Atel.&Ch.de laLoire,Nts.	23 " 0	V †
22189 FOMP	**Capitaine Le Bastard** D.F. 1*Dk*	3176 — 1661					1923	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt.(Soc. Mar.Nationale, *Mgrs.*)	313·6 P&B164'F29'	45·9	20·5	Havre French	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$50\frac{3}{8}$"–$46\frac{7}{8}$" 173NHP Schneider&Co.Havre		V
22190 FOGG	**Capitaine Le Diabat** 3Mst D.F. 1*Dk*	3107 — 1613					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French *WB*	T.3Cy $21\frac{5}{8}$",36"&59"–42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
22191 FOGI	**Capitaine Luigi** D.F. *Well deck* 1*Dk*	3176 — 1661			...		1922	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt(Soc. Mar.Nationale, *Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Havre French *WB*	T3Cy$18\frac{1}{8}$",$29\frac{15}{16}$"&$50\frac{3}{8}$"–$37\frac{13}{16}$" 235NHP Atel.&Chant.de laLoire, St.Denis	23 " 0	V †
22192 FNBD	**Capitaine Paul Lemerle**	4945 — 3120					1921	Atel.&Ch. duSud-Ouest Bordeaux	Soc.Généralede Transp.Mar.àVap.	386·0 P35'B110'F46'	52·5	25·5	Marseilles French	T.3Cy.26",42"&70"–48" 340NHP J.G.Kincaid&Co.Ld.Grk.		V
22193 FNGD	**Capitaine Prieur** 3Mst D.F. 1*Dk*	3087 — 1599					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French *WB*	T.3Cy.$18\frac{1}{8}$",30"&$49\frac{1}{4}$"–$37\frac{13}{16}$" 148NHP Schneider&Co.Havre		V
22194 EAOH	**Capitan Segarra** Ⓟ 3*Dks*	2252 1791 1040					1918	CiaEuskaldunadeConst Bilbao	Cia.Trasmediterranea	265·0 P30'B76'F44'	36·5	23·9	Valencia Spanish *WB*	T.3Cy.$22\frac{4}{5}$",$36\frac{1}{5}$"&$61\frac{4}{5}$"–42" 248NHP Cen.Mar.Eng.Wrks.WHpl		V
22195 1973 IBLK	**Capitano A. Cecchi** TwinSc *OilEng.* D.F. 2*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* *CruiserStern*	2321 2048 1396	✠ ... 2,36 ✠	Gen	*t*		1934 1mo	Eriksbergs M.V.Aktieb. Gothenburg	ItalianGovernment(Ministero delleColonie–Regia AziendaMonopolio Banane)	312·8 298·6 B80'F46' FK *CellDB*218'503*tFPT*23*t APT*60*t Tanks in way of tunnels* 251*t*	40·7	24·6	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP EriksbergM.V.Aktieb.Got	26 " 9	I †
22196 1906 IBDL	**Capitano Bottego** TwinSc *OilEng.* 2*Dks*(*Stl–Wthr dk* ws) *Ref.Mchy.* *Cruiser Stern* D.F.	2316 2048 1401	✠ ... 2,36 ✠	Gen	*t*		1933 10mo	Eriksbergs M.V.Aktieb. Gothenburg	ItalianGovernment(Ministero delleColonie–Regia AziendaMonopolio Banane)	312·8 298·6 B80'F46' FK *CellDB* 218' 503*tFPT*23*t APT*60*t Tanks in way of tunnels*251*t*	40·7	24·6	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 ,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP EriksbergM.V.Aktieb.Got	26 " 9	I †
22197 PUQD	**Capivary** (*ex*Cometa, *ex*Candelaria) TwinSc *ss*Rio.2ndNo.3–12,34 Wireless 1*Dk*(*Stl*)	897 678 449	✠ A1 *Brazilian Coasting* 10,36 BS~~10,36~~ 10,37	Rio ✠LMC8,34	*m*	N1,36	1913 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	Cia.Commercio e Navegação	205·0 P17'Q86'F26' FK *CellDBa&uE*66' 110*t FPT*54*t*	40·0	10·5	R.Janeiro Brazilian 4*BHCem* *APT*18*t*	T.6Cy.$11\frac{1}{16}$",$17\frac{1}{16}$"&$38\frac{1}{16}$"–21" 180lb *100lb* (*s*) 115NHP 1SB,3*cf*,GS60,HS2298 MacColl&Pollock,Ld.Sld.	11 " 3	
22198 1848 IBWC	**Capo Arma** (*ex*Assunzione–33, *ex*Chama) *Fitted for oil fuel* 1*Dk*& *Shelter dk*	3195 2791 1948			...		1905	Palmers' Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A.	363·3 350·0 F45' FK *Shade dk*96'	48·3	20·8	Genoa Italian *WB*	T.3Cy.25",42"&70"–45" 478NHP Palmers'Co.Ld.Newcastle	31 " 9	I †
22199 1639 ICAY	**Capo Faro** (*ex*Patani) 2*Dks*& *Shelter dk*	3476 3060 2134					1905	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.a Vap.S.A.	384·7 370·3 B98'F48'	49·3	21·8 30·3	Genoa Italian *WB*	T.3Cy.26",44"&74"–48" 379NHP Wrkman,Clark&Co.LdBel		I
22200 2073 IBVB	**Capo Lena** Ⓟ (*ex*Astrolabe–35, *ex*Saint-Augustin, *ex*Avristan,*ex*SaintRene) *Fitted for oil fuel* D.F. 2*Dks*	4820 3980 2845			...		1921	W.Gray& Co.(1918)Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	363·2 352·0 P30'B215'F36' FK	52·6	26·7	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 " 4	I †
22201	**Capo Mele** (*ex*Georges etHenri–37, *ex*Sulima,*ex*Bassam) *ss*Alg.2ndNo.3–4,32 2*Dks*(*Stl*)& *deepframing* & *Shelter dk*(*ptStl pt Irn*)	3058 2813 1848	✠ ... 5,36 ✠	Msl	*w*		1909 11mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Genovese di Nav.aVap.S.A.	340·4 P29'F41' FK *Cell D Ba* 102'*uE*26'*f*150'593*t*	46·0	23·2	Genoa Italian 6 *BH Cem* *APT*35*t*	T.3Cy.25",40"&67"–45" (*s*) 335NHP 2SB,6*cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 " 3	V †
22202 2131 IBQS	**Capo Noli** (*ex*Munardan–37) 2*Dks*	3921 3563 2450					1917	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.aVap.S.A.	385·6 370·2 P35'B108'F45'	50·3	25·4	Genoa Italian *WB*	T.3Cy.$26\frac{1}{2}$",$43\frac{1}{2}$"&$71\frac{1}{2}$"–48" 350NHP Wrkman,Clark&CoLd.Bel		I
22203 2072 IBVC	**Capo Olmo** Ⓟ 2TwinMsts (*ex*Recherche–35, *ex*SaintRoch,*ex*Bardistan) *Fitted for oil fuel* D.F. 2*Dks*	4781 3936 2829			...		1923 4mo	W.Gray& Co.Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	362·8 351·0 P30'B215'F35' FK	52·6	26·7	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 " 4	I †
22204 1640 IBNE	**Capo Pino** Ⓟ (*ex*Benue) Sunk by Collision 6,37 2*Dks*& *Shelter dk*	3209 2743 1902					1905	Swan,Hunter &Wigham Richardson, Ld.Newcastle	Cia.Genovese di Nav.a Vap.S.A.	359·8 350·0 B98'F45'	48·4	20·8	Genoa Italian *WB*	T.3Cy.25",41"&68"–48" 320NHP WllsndSlpwy.Co.Ld.Nwc.		I
22205 1469 IBAG	**Capo Vado** (*ex*Alderney,*ex*Dochra) *Fitted for oil fuel* D.F. 1*Dk*& *Spar dk* & *deep framing*	4391 4028 2713			...		1906	Swan,Hunter &Wigham Richardson, Ld Newcastle	Cia.Genovese di Nav.aVap.S.A.	376·0 P33'B114'F38' FK	51·0	17·7 25·7	Genoa Italian *WB*	T.3Cy.25",41"&68"–45" 379NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 " 2	I †
22206 162602 GPMZ	**Caprella** TwinSc *OilEng.* *Mchy.Aft* D.F. *ss*Rot.No1–35 E.S.D. 1*Dk*(*Stl*) *2nd dk*(*Stl*)*clear of cargo tanks* *Longitudinal framing at bottom* & *at deck*	8230 7483 4828	✠100A1 ~~4,27~~8,363,38 ✠LMC DBS5,~~35~~3,38 *Carrying Petroleum in bulk*	Nwc ~~Cff~~ Rot CS8,35 ~~4,36~~6,37	*c*†	CL P11,35 SN 10,35	1931 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	451·3 467·0(O.L.) P103'B35'F42' FK *CellDBuE*64'239*tDTf*32'365*tFPT*222*t*	62·0	34·1	London British 14*BH* *APT*62*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 " 0 s 6 " $7\frac{3}{4}$ 27 " $7\frac{1}{4}$	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
22207	**Caprera** (*ex*WarSword) *Fitted for oil fuel* ssGen.No.3-11,23 D.F. ssGen.No.2-32 *2Dks(Stl)&Shelter dk(Stl)&Web frames* *Longitudinal framing* *(STRANDED 6,32—REFLOATED—NOW IN PORT)*	7874 7401 6019	✠ 5,32 ✠	Gen	*a*†		1917 9mo	Union Iron WorksCo. Alameda,Cal.	PedroBrando	410·0 *CellDB*355'1306*tM*	56·0	38·0 FK	Brazilian *7BHptAsp* *T*25'798*tDT*	T.3Cy.27",47"&78"-48" 609NHP 3SB,9*cf*,GS165,HS8490 UnionIronWorksCo.S.Fo. *a*30'228*tFPT*80*tAPT*195*t*	41 " 0	
22208 DHDO	**Capri** D.F. 1*Dk*	1846 1577 1037					1927	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·9 P&B227'F33'	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅞"-37⅜" 190NHP A.G."Neptun,"Rostock		G
22209 368 ILCH	— Ⓟ TwinSc *Fitted for oil fuel* 2*Dks*	630 444 309					1930	S.A.Bacini e Scali Napoletani Naples	Soc."Partenopea" Anon.diNavigazione	190·5 Q37'	29·6	13·6	Naples Italian	T6Cy.15¼"26¾"&43$\frac{5}{16}$"-27$\frac{9}{16}$" Offic.Mec.& 197NHP Navali diNapoli,Naples		I
❋ 22210 162649 GPRY	**Capsa** TwinSc *OilEng.* *Mchy.Aft* ssShl.No.1-35 D.F. E.S.D. 1*Dk(Stl)*2*nd dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8229 7483 4826	✠100A1 4,37 ~~7,36~~ ✠LMC CS10,35 DBS10,35 2,37 ~~[illegible]~~ *CarryingPetroleum in bulk*	Cff	*c*†	CL s 7,36 P4,37	1931 10mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'239*t*	451·3 467 0(O.L.) P103'B35'F42' *DTf* 32'365*t FPT*	62·0	34·1 FK	London British *14BH* 222*tAPT*62*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{8}$"-43$\frac{5}{16}$" 714NHP 2DB150*lb* Hwthrn,Leslie&CoLd.Nwc	34 " 0 s6 " 7¾ 27 " 7½	
22211 201645 KJET	**Captain A. F. Lucas** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *CarryingPetroleum in bulk*	4188 — 3257					1904	W.R.Trigg Co. RichmondVa	StandardOilCo.of California	360·0	50·0	28·5	S.Frncisco Utd. States *WB*	T.3Cy.25",41"&68"-42" 300NHP W.R.TriggCo.Rchmnd,Va		R
22212 158641 VGZF	**Capt. C. D. Secord** (*ex*J.M.Oag-36,*ex*S.B.Way-36, *ex*A.E.R.Schneider, 1*Dk* *ex*CharlesR.VanHise) *Mchy.Aft* D.F.	6922 6510 5271					1900	Superior S.B.Co. Wst.Superior	MohawkNav.CoLd (R.A.Campbell, *Mgr.*)	542·3 alt.'19	50·1	28·8	Montreal British *WB*	Q.4Cy.20½",30",43½"&63"-42" 257NHP 2B*made*16*fitted*— ChicagoS.B.Co.Chicago		R
22213	**Captain Cook** 1*Dk*	396 376 172					1893	MortsDock &Eng.Co.Ld. Sydney,NSW	NewSouthWales Government	155·8 F19'	25·2	13·0	SydnyNSW British	T.3Cy.16",25"&41"-30" 86RHP MortsDk.&Eng.Co.Ld.Syd		
22214 127469 WOQA	**Capt. Thomas Wilson** *Mchy.Aft* GyC. 1*Dk*2*trB*	4318 — 3091					1900	JenksS.B. Co. PortHuron	TheWilsonTransit Co.	420·5	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",38"&63"-40" NB15 251NHP JenksS.B.Co.		R
❋ 22215 162337 GMJR	**Capulet** ssFal.No.1-37 *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	8190 7272 5005	✠100A1 ~~4,37 0,36~~ 11,37 DBS9,36 ✠LMC~~11,32~~ *CarryingPetroleum in bulk*	Fal	*c*† 9,36	CL ~~4,31~~ N4,37	1932 11mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	BearCreekOil& ShippingCo.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*) *CellD* 435*t*	460·4 P112'B30'F57' *Trunk in after well* *BuE*81'197*tDTf*41' *FPT*161*tAPT*128*t*	59·5	34·1 FK	Liverpool British *18BHptCem* (10 *to Udk* 8 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 653NHP 2DB180*lb* J.G Kincaid&Co.Ld.Grk.	34 " 1 s 6 " 1½ 28 " 2¼	
22216 220257 KUZR	**Capulin** Sub.Sig. *Fitted for oil fuel* 2*Dks*	4977 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22217 160244 GSZJ	**Cara** 1*Dk*	1760 1618 1078					1929	Burntislnd S.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. *Mgrs.*)	271·5 P17'B67'F29'	39·7	21·0	Glasgow British *WB*	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Co.Ld.Gls.		C
22218 135617 VRWL	**Carabao** (*ex*Le Norvégien-35, *ex*Rothenburg,*ex*Frieden) Wireless 1*Dk*	856 599 479					1915	Stettiner Oderwerke Stettin	ColonialSteamships,Ld.(Rogers &Co.*Mgrs.*)	203·7	30·8	12·0 *WB*	PortLouis, Mauritius British	T.3Cy.13⅝",21$\frac{11}{16}$"&37$\frac{13}{16}$"-25$\frac{9}{16}$" 65RHP StettinerOderwerke,Stn.		V
22219 223478 WQCH	**Carabobo** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2916 — 1718					1923	NewYork S.B.Corpn. Camden, N.J	~~Atlantic&CaribbeanStm.Nav.Co.~~ GraceLine,Inc.	305·2 P52'B117'F37'	48·2	19·9	Wilmgton (Del.) Utd. States *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts W.&A.FletcherCo. Hoboken,N.J.		R
22220 [illegible] WQCA	**Caracas** Ⓟ TwinSc Now "Denali," see No. 37882 in Supplement *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	3365 — 1961					1927	NwprtNws S.B.&D.D.Co. NewprtNews	~~Atlantic&CaribbeanStm.Nav.Co.~~ GraceLine,Inc.	323·0 P51'B137'F36'	51·0	22·0 *WB*	Wilmgton (Del.) Utd.States	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB.&DDCo		R
22221 146088 VLJG	**Caradale** (*ex*Lestris-36) ssBkn.No.3-1,35 1*Dk(Stl)&Shelter dk(Stl)*	1881 1626 937	✠ ... 11,36 ✠	Mch	*s*		1921 7mo	Swan,Hunter&Wigham Richardson Ld.Newcastle	~~J.Patrick&Co.Ld.~~ JamesPatrick& Co.Pty.Ld. *CellDB*226' 464*tMT*18'129*t*	290·0 *FPT*31*t APT*31*t*	42·6	18·1 FK *Collision*	SydnyNSW British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" 318NHP 3SB,6*cf*,GS126,HS5000 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 " 2	
22222 FNUQ	**Caraibe** (*ex*Allier-35) D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	4048 3272 1782					1932	Atel.&Ch. deFrance Dunkirk	CompanieGénérale d'Armements Maritimes	325·5 P49'B99'F42'	52·5	28·7	Havre French *WB*	3SteamTurbinesSRgeared to Sc.Shaft 667NHP Atel.&Ch.de laLoire,St.N.		V
22223 400 IBYI	**Caralis** Ⓟ TwinSc *OilEng.* 3*Dks*4*trB*	3510 — 2033					1928	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	314·5 B179'	43·8	21·1	Naples Italian *WB*	Oil Engines 4S.C.SA 12Cy.20½"-38⅝" 486NHP FrancoTosiS.A.Legnano		I
22224 EEFS	**Caranza** (*ex*Ouse Iron&Steel HopperNo.2) ssBbo.4thNo.3-9,29 ssBbo.No.1-33 1*Dk(Irn)*	524 — 332	✠100A1 10,35 ✠NB2,23 ✠LMC10,33 BS1,37 No later survey reported	Cdz		10,35	1885 10mo *Lloyd's A&CP*	W.Dobson &Co. Newcastle	Sociedad de ServiciosMaritimos	158·6	28·6	12·3 BK6"	Bilbao Spanish *5BHCem*	C.2Cy.22"&44"-30" (*s*) 90lb 97NHP 1SB,3*pf*,GS4?,HS1808 N.E.MarineEng.CoLdNwc	13 " 1	
22225 147345 GMBN	**Carare** Ⓟ TwinSc D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 4*Dks*	6878 5326 4194					1925	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	425·2 P42'B194'F49'	55·1	29·9	Liverpool British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP CammellLaird&Co.Ld.		C BT till ~~10,37~~ 10,38
22226 FNGW	**Caravelle** (*ex*Helga-35) Wireless D.F. *Fitted for oil fuel* *Ref.Mchy.* 1*Dk* *CruiserStern*	1390 1195 777					1933	Helsingörs Jernsk&Msk Elsinore	Cie.Générale d'Armements Maritimes	259·0 P&B195'F35'	39·7	15·6	Havre French *WB*	C4Cy(2)14¾"&(2)31½"-31½" & Elec.drive from LP Turb. HS2520 192NHP HelsingörsJernsk.&Mskb.		VG

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
22227 FNRL	**Carbet** D.F. 2Dks	3689 — 2326					1920	Napier& Miller Glasgow	Cie.Générale Transatlantique	365·0|49·0|24·6 P&B219'F47'	Havre French WB	T.3Cy.26",42½"&69"–48" 330NHP Dunsmuir&Jackson,LdGls		V
22228 150977 VGFN	**Cardena** Ⓟ TwinSc Fitted for oil fuel Wireless 3Dks	1559 1134 842					1923	Napier& Miller Glasgow	UnionSteamships Ld. WB	226·8|37·1|18·4	Vancouver British	T.6Cy.16",26½"&43"–30" 202NHP D.Rowan&Co.Ld.Gls.		C
22229	**Cardiff** Ⓟ TwinSc OilEng. 1Dk	975 — 341					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1|43·2|12·3 P37'B46'F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.		
22230 132894 [illegible]	**Cardigan Coast** 3Mst (exPatricia) ssDub.No.3–5,26 Now "Erin Hill," see No. 38039 Supplement ssBkn.No.2–34 Mchy.Aft Well deck 1Dk(Stl)	781 557 342	✠100A1 9,36 BS1,37 ✠LMC11,34	Liv	k	CL 11,34	1913 10mo	Dublin Dkyd.Co.Ld. Dublin Lloyd'sA&CP	~~CoastLines,Ld.~~ W.Thomas&Sons Cell	192·7|30·6|12·5 Q115'B9'F29' BK7" DBf113'148t FPT	Liverpool British 3BHCem 52tAPT13t	C.2Cy.21½"&46"–30" (s) 135lb 90lb 87RHP 1SB,3cf,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s4 ″ 4¾ 14 ″ 11½	
22231 162633 GPWQ	**Cardita** TwinSc OilEng. D.F. E.S.D. ssRot.No.1–36 Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8237 7483 4821	✠100A1 ~~8,37~~12,36 4,38 ✠LMC CS2,36 DBS~~2,35~~8,37 ~~5,35~~8,37 CarryingPetroleum in bulk	Cff ~~Rot~~ N	c† wc	CL ~~P5,35~~ ~~SN5,35~~ 4,38	1931 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'	451·3|62·0|34·0 P103'B35'F42' FK 244tDTf32' 365tFPT213t	London British 14BH APT55t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150lb Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 7¾ 27 ″ 7¼	
22232 162664 GPWS	**Cardium** TwinSc OilEng. Mchy.Aft ssShl.No.1–36 D.F. E.S.D. 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8236 7483 4828	✠100A1 ~~7,37~~10,36 4,38 ✠LMC CS2,36 ~~DBS2,36 7,37~~ ~~2,36~~4,38 CarryingPetroleum in bulk DBS4,38	Sng Rot	c†	CL ~~S10,36~~ PN1,37 S7,37	1931 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'24	451·3|62·0|34·0 P103'B35'F42' FK 4tDTf32'365tFPT	London British 14BH 213tAPT55t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150lb Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 7¾ 27 ″ 7¼	
22233 220186 KUVV	**Cardonia** Fitted for oil fuel Sub.Sig. 2Dks	5104 4598 3106					1920	American International S.B.Corp. HogIslandPa	LykesBros.- RipleyS.S.Co.Inc.	390·0|54·2|27·8 P50'B121'F40'	N.Orleans Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22234 135724 VLFF	**Cardross** (exKittiwake–35) ssGls.No.3–1,32 ssSyd.No.1–35 1Dk(Stl)&Shelter dk(Stl)	1896 1629 982	✠100A1 Shelter dk withfreeboard ~~8,37~~ ~~1,37~~ 2,38 ~~BS10,36~~ 11,37 ✠LMC10,35	Syd	s	CL ~~1,35~~ 2,38	1919 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	~~J.Patrick&Co.Ld.~~ JamesPatrick& Co.Pty.Ld. CellDB248'399t	290·3|42·5|18·9 301·0(O.L.) FK Collision FPT31tAPT39t	Sydney, N.S.W. British Cem BH to Sh dk 5 „ „ U „	T.3Cy.20½",34"&56"–42" (s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 3 20 ″ 1¾	
22235 13 IBCG	**Carducci** (exKolozsvar) ssFiu.2ndNo.3–11,26 D.F. ssAnt.No.1-31 1Dk(Stl)&Spar dk(Irn)&deep framing	2028 1783 1236	✠ … 8,35 ✠	Gen	s		1902 3mo	W.Dobson &Co. Newcastle	"Tirrenia" Soc. Anon.diNav. CellDBa92'uE&	285·8|37·5|20·3 280·3 39·1 21·0 P33'B90'F35' FK B33'f121'425tFPT	Fiume Italian 6BHCem 41tAPT15t	T.3Cy.19½",34"&57"–39" 230NHP 2NDB13refitted25 2SB,4rf,GS105,HS3500 N.E.MarineEng.CoLdNwc	23 ″ 3	I †
22236 564 OHGF	**Carelia** Wireless D.F. 1Dk	1123 841 631					1921	Maskinoch Brobyg.Akt Helsingfors	FinskaÅngfartygsA/B	217·0|34·5|14·0 P23'B62'F29'	Helsingfrs Finnish WB	T.3Cy.15⅔",26"&41⅓"–27½" Msk&Brbyggnads 89NHP A/B Helsingfors		N
22237 DJLP	**Caribia** Ⓟ TwinSc OilEng. GyC. E.S.D. D.F. 5Dks Sub.Sig. CruiserStern	12049 8979 6989					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	497·8|65·8|27·9 B&F334'	Hamburg German WB	Oil Engines 2S.C.DA 16Cy.23⅝"–35$\frac{7}{16}$" 3122NHP Blohm&Voss,K.a.A.Ham.		G
22238 PDJC	— OilEng. Mchy.Aft 1Dk Cruiser Stern	312 210 148					1936	Gebr.Niestern&Co. Delfzijl	C.vanWattum	127·6|24·1|8·7 P30'B12'F15'	Delfzijl Dutch WB	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
22239 151660 VOLQ	**Caribou** Ⓟ ssNFL.No.2–34 2Dks(Stl-ws)3rddk(Stl) in holds D.F. Strengthened for Navigation in Ice	2222 1850 1362	✠100A1 withfreeboard 6,37~~5,36~~ BS~~5,36~~ 6,37 ✠LMC5,34	NFL		CL ~~10,34~~ 5,37	1925 10mo	NewWaterwayS.B.Co. Schiedam Lloyd'sA&CP	Newfoundland Government (Newfoundland Railway—Steam- shipDept.)	266·0|41·3|23·4 276·5(O.L.) F37' FK CellDB206'373tFPT	SJhnsNFL British 5BHCem 38tAPT39t	T.4Cy.23½",40"&(2)46"–42" 200lb (r) 456NHP 2SB,8cf,GS137,HS7111 FD NewWaterwayS.B.Co.	25 ″ 6 s7 ″ 7¾ 18 ″ 6	
22240 YTAL	**Carica Milica** ssRot.No.2–36 2Dks(Stl)	6371 5860 3927	✠100A1 2,38 ~~3,37~~ ✠LMC MS4,36 BS12,36	Cff Rot	a†	CL N3,37	1928 2mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa&uE 150'f196'1207tDT	425·0|56·1|29·3 440·2(O.L.) P35'B143'F35' FK a34'1083tFPT147t	Dubrovnik Yugoslav 8BHCem 1 „ to 2nd dk APT61t	T.3Cy.27",45"&75"–51" (s) 180lb 569NHP 3SB,9cf,GS179,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	31 ″ 10 s 6 ″ 5¾ 25 ″ 6¾	
22241 27 IBMF	**Cariddi** Ⓟ TwinSc (TrainFerry) OilEng. 2Dks	2809 — 973					1931	Cantieri RiunitiDell' Adriatico	ItalianState Railway	365·4|56·7|17·5 B172'	Messina Italian WB	3 Oil Engines connected to 2Elec.Motors&Sc.Shafts 4S.C.SA 985NHP 24Cy.20½"–21⅝" StabilimentoTecnico,Tri.		I
22242 2145 ~~317~~ IBDG	**Carignano** Ⓟ (exWarPigeon) ssTri.No.3-4,31 ssGen.No.1–35 D.F. 2Dks(Stl)	5753 4802 3497	✠100A1 ~~5,37~~~~10,36~~4,38 BS~~7,36~~ 9,37 ✠LMC7,35 Adapted for oil fuel 11,28 F.P. above 150° F.	Gen	y	CL ~~N1,34~~ 5,37	1918 9mo	Ropner& Sons,Ld. Stockton Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav. CellD	411·7|52·2|27·8 400·0| 52·4| P49'B113'F40' FK B340'1072t FPT13	Genoa ~~Trieste~~ Italian 7BHptCem 1tAPT214t	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 10½ 25 ″ 4¾	
22243 FNRM	**Carimaré** Ⓟ (exSaintAygulf) D.F. 2Dks	4459 — 2667					1920	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique	364·6|49·1|24·1 F36'	Havre French WB	T.3Cy.26",42½"&69"–48" 330NHP Dunsmuir&Jackson,LdGls		V
22244 7696 SIJN	**Carina** TwinSc OilEng. ssGot.No.1–35 D.F. Mchy.Aft 1Dk(Stl) Sub.Sig. CruiserStern SpecialSurveys to date from 12,31	6303 5720 3610	✠100A1 9,37 9,36 ✠LMC CS9,36 DBS~~4,35~~4,37 9,36 CarryingPetroleum in bulk	Got	z	CL ~~P12,34~~ S9,36 P9,37	1931 1mo	Götaverken A/B Gothenburg Lloyd'sA&CP	Rederiaktieb. Castella(Per Waller,Mgr.) CellDBuE	419·4|55·2|33·9 P98'F36' FK 63'260tDTf17'221t	Gothenbrg Swedish 10BHptCem APT429t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB150lb GötaverkenA/B,Got.	33 ″ 7 s7 ″ 2¾ 26 ″ 6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où le navire est dans le L.R. Durée Cert. Rel Trade
22245 6691 SDNU	**Caring** (*ex*Vigdis,*ex*Heinrich, *ex*Ecossaise) ssGot.4thNo.3-8,33 *Well deck* 1*Dk*(*Irn*)	*861* *664* *518*	✠100A1 12,36 ✠NB8,03 ✠LMC8,33 BS12,36	Mmo	*m*	CL 12,36	1883 3mo	Ramage& Ferguson Leith *Lloyd's*A&CP	Angf.A/B Caring (H.Bergelin)	210·5 Q70'B57'F23' FK *CellDB*180'200*t*	30·2	13·3	Gothenbrg Swedish 4*BHCem* *APT*12*t*	C.2Cy.27"&50"-30" (*s*) 87lb NDB03 60lb 116NHP 1SB,3*cf*,GS58,HS2034 Ramage&Ferguson,Lth.	16 ″ 0 s ″ 11½ 15 ″ 1¼	
22246 147318 GLKY	**Carinthia** Ⓟ TwinSc ssLiv.No.3-1,38 ~~ssLiv.No.2-34~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. Sub.Sig. (*Stl-ptws*)&*Shade dk* E.S.D. GyC. (*Stl-ptws*)3*rd dk*(*Stl*)*in holds, except No.4*	20277 14281 12088	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~1,37~~ BS1,38 1,37 ~~BS1,37~~ ✠LMC~~12,32~~ ✠Lloyd'sRMC~~1,37~~ 1,37 1,38 *Fitted for oil fuel* 8,25 *F.P. above* 150° F.	Liv	*n*†	CL 12,35	1925 8mo	Vickers, Ld. Barrow *Lloyd's*A&CP *CellDB*520'2578*tDTf*47'1640*tTanks at sides&between tunnels*612*tFPT*	CunardWhite Star,Ld.	600·7 *Promenade dk*397' FK *CollBH*	73·8	40·7	Liverpool British 10*BHCem to Shade dk* 9 ,, ,, *Shelter* ,, 112*tAPT*80*t*	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 2437NHP 3D&3SB,36*cf*,GS769, FD HS29164 Vickers,Ld.Barrow	45 ″ 0 s12 ″ 9½ 32 ″ 8	BT till 12,37 1,30
22247	**Caripiteño** *OilEng.* 1*Dk*(*Stl*-WS) *Cargo battens not fitted in after hold*	475 265 225	✠100A1 *withfreeboard* 5,37 ~~9,36~~ ✠LMC5,34 ✠LMC(M)9,36 *For Venezuelan Coasting Service*	Cco	*g*	~~8,36~~ 4,37	1934 5mo	Schiffsw. MemelLindenau&Cie. Memel *Lloyd's*A&CP *CellDBf*11'10*tTanks at sides of Tunnel*13'15*t*	StandardOilCo.of Venezuela	150·9 F63' FK	24·9		Cristobal Colon Venezuelan 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.14$\frac{9}{16}$"-18⅛" 212NHP SulzerBros.Winterthur	11 ″ 10 s 2 ″ 7¾ 9 ″ 5¼	
22248 209871 KJEV	**Carisco** (*ex*Baltimorean, *ex*AtlanticCity) 2*Dks*	927 — 630					1912	StatenIsld. S.B.Co. Pt.Richmond N.Y.	ThamesRiverLine Inc.	180·1	28·4	12·5	NewYork Utd.States	T.3Cy.15¼",23¾"&37½"-26" *Emade*84*fitted*12 72NHP GossMarineWks.Bath,Me.		
22249 OUPU	**Carl** *OilEng.* *Mchy.Aft* 1*Dk*	318 254 165					1924	A/S Rödbyhavns Dok og Skibsværft RödbyHavn	DeDanskeSukkerfabrikker	131·0 B34'F19'	24·6	10·0	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 4Cy.12$\frac{9}{16}$"-18½" 111NHP A/S Atlas,Stockholm		V
22250 DMAH	**Carl Cords** *Mchy.Aft* 1*Dk*	903 773 498					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·4 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅜",24$\frac{9}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
22251 226776 WOBK	**Carl D. Bradley** ssClv.No.1-34 (*Self-Unloader*) *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at deck*	10028 8162 7706	✠100A1 *ForServiceon the GreatLakes* ~~5,34~~11,37 ~~BS12,35~~ ✠LMC5,34 ~~BS5,37~~ 11,37	Clv		OG	1927 7mo	American S.B.Co. Lorain,O. *Lloyd's*A&CP *CellDB&SideTanks*8679*tFPT*347*t*	BradleyTransportationCo.	623·2 FK	65·2	30·2	Duluth Utd.States 3*BH* *APT*121*t*	1SteamTurbine connected toElec.Mot.&Sc.Shaft 325lb HS11260 985NHP 2WaterTubeBoilers FD GeneralElectricCo. Lynn,Mass.	33 ″ 0 s 10 ″ 8 22 ″ 6¼	
22252 6981 SETK	**Carl Henckel** Iron (*ex*Harrisborg-34, ssHfs.3rdNo.3-2,25 *ex*Severini,*ex*Leila, ssSbg.No.2-34 *ex*Henrietta) *Well deck* 1*Dk* *Cargo battens not fitted*	*1352* *1114* *769*	✠100A1 3.35 BS4,37 ✠LMC6,34	Sbg	*o*	4,37	1882 10mo	TTurnbull &Son Whitby A&CP	RederiA/B Henal (P.Trolle-Henckel, *Mgr.*)	242·5 253·2(O.L.) Q88'B56'F33' FK *DB*	34·1	18·1	Hlsngborg Swedish 4*BHCem* *a*65'*f*92'267*t*	C.2Cy.30"&55"-36" 80lb 143NH 2SB,4*pf*,GS52,HS2391 Blair&Co.Ld.Stockton	19 ″ 6 s 2 ″ 0½ 17 ″ 11	
22253 PUZB	**Carl Hoepcke** Ⓟ TwinSc Wireless	1249 1063 653					1927	FSchichau Elbing	EmprezaNacional deNavegação "Hoepcke"	205·8	36·0	17·8	Florianopolis Brazilian	C.8Cy.(4)12⅝"&(4)27$\frac{9}{16}$"-27$\frac{9}{16}$" 133NH F.Schichau,Elbing		G
22254 8100 SJPT	**Carl Matthiessen** (*ex*Columbus-36,*ex*Commodore Rollins-34) Wireless 2*Dks*3*trB*	1170 933 506					1911	Bergens Mek.Værks. Bergen	A/B Banantransport(SvenSalén, *Mgr.*)	244·5 H108*t*	34·6	14·2	Stockholm Swedish *WB*	T.3Cy.23",37"&63"-39" 248NH BergensMekVærksBergen		N
22255 DCRO	**Carl Rehder** (*ex*Stubnitz, *ex*FridaHorn) 1*Dk*	559 442 262					1920	Union- GiessereiA.G Königsberg	CarstenRehder	166·0 P&B112'F21'	28·8	11·9	Altona German *WB*	T.3Cy.13",20¼"&33"-22⅛" Union- 52NHP GiessereiA.G.Königsberg		G
22256 DONZ	**Carl Vinnen** Aux5MstSr *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1827 1537 1524					1922	Frd.Krupp Akt.Ges. Kiel	C.R.H.Vinnen (F.A.Vinnen& Co.*Mgrs.*)	261·8 Q82'F55'	44·3	19·1	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.15⅝"-21⅝" 97NHP Frd.KruppA.G.Kiel		G
22257 441 SDOG	**Carl von Linné** Ⓟ 1*Dk*	*409* *221* *248*					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	144·7 P47' H109*t* F32'	24·5	10·3	Stockholm Swedish	C.2Cy.24"&43"-24" NB04 75NH MotalaCo.,Motala		
22258 [illegible] GKWM	**Carlbeath** Now "Macrae," see Sn. 39160 7,37 S[illegible] ~~ss[illegible]~~ *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	2117 1904 1256	✠100A1 *withfreeboard* 7,37 ~~5,36~~ 7,37 ~~BS5,36~~ ✠LMC~~2,33~~	Shl Sld	*r*	CL ~~1,35~~ 6,37	1924 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP *CellDB*231'592*tDT in ER*13'139*tFPT*90*t*	GrahamstonShppg Co.Ld.(T.L.Duff& Co.*Mgrs.*)	274·5 P19'F19' FK	39·9	23·3	Glasgow British 4*BHptCem* *APT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9½ 18 ″ 9¼	
22259 204701	**Carle C. Conway** (*ex*R.L.Agassiz-34, *ex*WilliamA.Hawgood) 1*Dk* *Mchy.Aft* GyC.	6530 — 4910					1907	Chicago S.B.Co. Chicago	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
22260 ONIA	**Carlier** Ⓟ (*ex*Itauri) *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*&*Shelter dk*	*7217* — *4398*					1915	Flensburgr Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime InternationaleS.A. *Mgrs.*)	471·1 H36'F54'	60·9	28·6 36·5	Antwerp Belgian	T.3Cy.31$\frac{1}{16}$"50⅝"&84"-53$\frac{9}{16}$" 518NHP FlensburgerSchiffsb.Ges.		V
22261 126961 MBVR	**Carlingford** K ssLan.2ndNo.3-5,34 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	345 274 131	✠100A1 11,36 BS~~10,36~~ ✠LMC5,34 1,38	Liv	*f*	CL 11,35	1908 1mo	Dublin DockyardCo. Dublin *Lloyd's*A&CP	RibbleShippingCo. Ld.~~(J.S.Sellers&~~ ~~Co.Mgrs.)~~ (W.J. Ireland,*Mgr.*)	145·6 Q51'B12'F24' BK7" *WB=FPT*41*t*	24·1 *25·6*	10·4	Liverpool British 3*BHCem* *APT*2*t*	C.2Cy.18$\frac{5}{16}$"&38"-27" (*s*) 130lb 80RHP 1SB,2*pf*,GS40,HS1477 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 5	
22262 135725 VLDB	**Carlisle** (*ex*Merganser-34) ssMch.No.3-2,32 ssSydNo.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1881 1638 934	✠100A1 *Shelter dk* *withfreeboard* ~~1,33~~ 6,36 ✠LMC MS3,36 ~~BS3,36~~ 1,38	Syd	*s*	CL ~~8,34~~ 6,37	1919 11mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd's*A&CP *CellDB*248'450*tFPT*31*tAPT*39*t*	~~J.Patrick&Co.Ld~~ JamesPatrick& Co.Pty.Ld,	290·0 300·7(O.L) FK *Coll*	42·5	18·8	SydneyNSW British *Cem* *BH to Shdk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1½ 20 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
22263 143279 GBVM	**Carlo** (*ex*LasPalmas) 1*Dk*	1737 1538 985					1911	Schiffsw.v. H.KochA.G. Lübeck	Ellerman'sWilson Line,Ld.	277·7|39·2|17·9 P&B220'F35'	Hull British *WB*	T.3Cy.$22\frac{1}{16}$",$35\frac{2}{3}$"&$56\frac{1}{16}$"- 33½" 163NHP Schiffs.v.H.Koch.A.G.		C
22264 372 IBDO	**Carlo Martinolich** (*ex*Honvéd-35) *ss*Rot.No.2-35 D.F. 1*Dk*(*Stl*)	4208 3918 2570	✠100A1 ~~7,373,36~~ 4,38 ~~DBS5,36~~ BS8,37	Bom Rot ✠LMC7,35 ~~MBS8,36~~	*x*	CL ~~7,35~~ 7,37	1928 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderlnd '*sA&CP*	Nav.Carlo MartinolichS.a.g.l. *CellDB*	385·3|52·0|24·9 373·0 P37'B221'F32' FK 320'1110*t* *FPT*113	Trieste Italian 6*BHCem* *tAPT*127*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb *120lb* 331NHP 2SB(Spt)6*cf*,GS130,HS5410 N.E.MarineEng.CoLd.Sld	27 ″ 3 s 3 ″ 8¾ 23 ″ 8¾	
22265 254 ILFD	**Carlo Zeno** (*ex*HenriDelmas-33, *ex*Klio) *Well deck* 1*Dk&deep framing*	1446 1144 869			...		1906	Mackay Bros. Alloa	SalvagnoAnonima Navigazione	244·6|35·9|16·4 234·8 Q87'B56'F29' FK	Venice Italian *WB*	T.3Cy.18",29"&48"-33" 146NHP MacColl&Pollock,Ld.Sld.	18 ″ 6	I †
22266 205805 KJEX	**Carlos** Wood3Mst *Mchy.Aft* *Fitted for oil fuel* 1*Dk*	865 702 541					1908	Stone& VanBergen SanFrancisco	DonovanS.S.Co.	198·4|39·2|14·8	S.Frncisco Utd.States	T.3Cy.14",22"&36"-24" FultonIronWorks, 64NHP SanFrancisco,Cal.		
✻ 22267 PJAW	**Carlota** TwinSc *ss*Cco.No.3-11,36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2696 1798 1481	✠100A1 ~~5,37~~ ~~3,37~~ 12,37 BS12,37 *CarryingPetr* *Fitted for oil*	Cco ✠LMC11,36 *oleum* *fuel* 9,	*t* *in* 24	CL s12,37 P3,37 *bulk* *F.P. a*	1924 9mo *Lloyd* *bove* 1	W.Beardmore&Co.Ld. Glasgow '*sA&CP* 50°F.	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·0 Q87'*Trunk dk*176' F42' FK *FPT*109*t*	Willemst'd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld.	15 ″ 0 s 1 ″ 7 13 ″ 6¾	
22268 64 ILFP	**Carlotta** (*ex*Kopernik-34, *ex*Yorkdale,*ex*Ardgour) *Mchy.Aft* 1*Dk*	742 571 427					1914	G.Brown &Co. Greenock	OnofrioJacomino	207·6|29·1|12·8 200·0 Q87'F25' *WB*	Torre del Greco Italian	T.3Cy.16",26"&44"-33" 111NHP Ross&Duncan,Glasgow		CI
22269 148059 GKPQ	**Carlton** *ss*Nwc.No.3-5,37 ~~*ss*Nwc.No.2-32~~ 1*Dk*(*Stl*)	5162 4750 3205	✠100A1 ~~5,37~~ ~~6,35~~ 11,37 ~~MS9,32~~	NYk ~~Nwc~~Ms1 ✠LMC 5,37 ~~BS12,36~~	*y*	CL ~~6,34~~ 5,37	1924 4mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	R.Chapman&Son *CellDB*342'1524	390·0|53·5|28·6 402·0(O.L.) P33'B113'F41' FK *tFPT*128*tAPT*167*t*	Newcastle British 6*BHCem*	T.3Cy.24",41"&68"-48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)8*cf*,GS155,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7½	
22270 220550 KDDK	— *Fitted for oil fuel* 2*Dks*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0|54·2|27·8 P50'B121'F40'	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22271 147175 MLGT	**Carmarthen Coast** (*ex*Nova, *ex*Langfjord) *ss*Lth.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	961 713 468	✠100A1 *Shelter dk* *with freeboard* 7,37 ~~7,36~~ ~~BS7,36~~ 7,37	Lon ✠LMC7,34	*n*	CL ~~7,34~~ 7,37	1921 12mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*174'240*t*	212·5|33·7|12·5 F34'*on Shelter dk* FK *Collisio* *FPT*49*tAPT*26*t*	Liverpool British *Cem* *nBHtoShdk* 3 „ „ *U* „	T.3Cy.16½",27"&44"-30" (*s*) 180lb 142NHP 2SB,4*cf*,GS82,HS2558 Plenty&Son,Ld.Newbury	14 ″ 6 s ″ 2 14 ″ 6	
22272 66 ILFV	**Carmela** (*ex*KathleenC.-33, *ex*AlbertKasimir, *ex*Volga, *ex*Arshaluis,*ex*Otterburn) 1*Dk*	981 771 561	✠ 2,98				1892 9mo	J.Laing Sunderland	CarmineVitiello	212·7|30·9|14·4 204·0| 30·8 | 14·1 FK	Torre del Greco Italian	T.3Cy.17½",28"&46"-30" 116NHP W.Allan&Co.Sunderland		I †
22273 LJBH	**Carmelfjell** Wireless D.F. *CruiserStern* 1*Dk&Shelter dk*	1334 1101 716					1935	Nylands Værksted Oslo	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	250·9|41·3|14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&$33\frac{7}{16}$"-$33\frac{7}{16}$"& LPTurbine with DR gearing and hydraulic coupling 107NHP NylandsVærksted,Oslo		N
22274 LOGY	**Carmelo** Ⓟ TwinSc *Fitted for oil fuel*	320 — 133					1919	.... Germany	Cia.Uruguaya de Nav.Lda.	180·7|23·2|10·2	Bns.Aires Argentine	T6Cy$13\frac{3}{5}$"$19\frac{7}{10}$"&$30\frac{7}{10}$"-$17\frac{7}{10}$" 80NHP		
22275 16 ILGW	**Carmen** 1*Dk*	1434 — 835					1925	Cant.Nav. ScoglioOlivi Pola	Soc.Anon.diNav. M.U.Martinolich	223·0|38·0|19·4 Q24'B50'F31'	Lussin- piccolo Italian *WB*	T.3Cy.15",24"&39"-25½" N.Odero fu 77NHP Aless&Co.SestriPonente		I
22276 OYBJ	— (*ex*Catalonier) *ss*Abg.No.1-37 *ss*Els.No.3-2,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1234 999 753	✠100A1 2,38 ~~1,37~~ ~~10,37~~ ~~MS2,33~~ 10,37	Npt Abg ✠LMC ~~BS4,36~~ 4,37	*o*	OG ~~1,37~~ 6,37	1920 10mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow '*sA&CP*	J.Lauritzen *CellDB*211' 386*tF*	240·0|35·7|15·3 P27'B57'F25' FK	Esbjerg Danish 4*BHCem* *PT*21*tAPT*	T.3Cy.15",25"&40"-27" (*s*) 185lb 99NHP 2SB(Spt),4*cf*,GS48,HS1630 McKie&Baxter,Glasgow 15*t*	17 ″ 3 s 1 ″ 11 15 ″ 6	
22277 *Now "Storm" see No. 40085 in Supplement*	— (*ex*Isfy-35,*ex*Bauermeister, *ex*Majfrid,*ex*Ruth) 1*Dk*2*trB*	350 276 215					1889	MotalaCo. Gothenburg	NavieraCatalaña (P.Freixas,*Mgr.*)	132·5|23·3| 9·2 Q46'B35'H12*t*	Panama Pnamanian *WB*	T.3Cy.11¼",18¼"&29¼"-19½" 38NHP MotalaCo.Motalà		
22278 EEGA	— (*ex*Peveril) *Well deck* *Mchy.Aft* 1*Dk*	322 — 127			...		1895	Scott& Sons Bowling	CaboHermanos	135·0|23·1|10·3 Q59'B10'F25' BK7"	Malaga Spanish *WB*	C.2Cy.17½"&40"-27" 80NHP Muir&Houston,Glasgow	11 ″ 0	
22279	**Carmen Avellaneda** TwinSc *OilEng.* (*Train Ferry*) 1*Dk*	2100 — 1525			...		1929	A&JInglis Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0|57·7|17·7 FK	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"-29½" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
22280	**Carmen Sylva** (*ex*Frednes-36) 1*Dk&Spar dk*	1601 1462 998					1903	Bergens Mek.Værks. Bergen	Capato&Macri	245·1|36·0|15·5 B60'H105*t* 20·8 *F*32*t*	Constntza Roumanian *WB*	T.3Cy.19",30"&50"-33" 144NHP BergensMk.Værks,Bergen		N
22281 215614 WOQR	**Carmi A. Thompson** 1*Dk& Web frames* *Mchy.Aft* *Longitudinal framing* GyC.	7039 6833 5658			...		1917	American S.B.Co. Lorain,O.	~~ButlerS.S.Co.~~ MidlandS.S.Line, Inc.	525·0|58·0|31·0 F48' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O	32 ″ 0	R †
Wrecked 7/37 22282 1231 IBZI	**Carmine Filomena** (*ex*Operosità, *ex*Urlana) *ss*Gen.2ndNo.3-5,24 *ss*Gen.No.1-28 2*Dks*(*Stl-Uteaks*)3*trB* D.F. &*Web frames*	5287 4917 3179	✠ — 8,33 ✠	Gen	*z*		1899 10mo	A&J.Inglis Glasgow	Soc.Anon.Marittima "SanPietro" *CellDBa* *B*43'*f*195'1208*tM*	420·2|50·7|28·7 B95'F62' 123'*uE&* FK *T*30'922*t* *FPT*184*t*	Genoa Italian 6*BHCem* *APT*112*t*	T.3Cy.$26\frac{11}{16}$",42"&66½"-51" 387NHP 2SB,6*cf*,GS123,HS5500 A.&J.Inglis,Glasgow	32 ″ 0	I †
22283														

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
22284 132028 MDYG	**Carnalea** ssBel.2ndNo.3-4,38 ~~ssBel.No.3-9,35~~ *Well deck* ~~ssBel.No.2-34~~ *Mchy.Aft* 1*Dk*(*ptStl*)	579 423 233	✠100A1 4,38 ~~2,36~~ ~~BS2,36~~ ✠LMC~~3,34~~ 1,37 4,38	Bel	*j*	CL ~~2,36~~ 5,38	1913 1mo *Lloyd*	Scott&Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=Cell*	178·6 | 28·1 | 10·5 Q101'B9'F33' BK7½' *DBf* 101' 154*t FPT*	Belfast British 3*BHCem* 45*t APT*7*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 " 0 s 4 " 4½ 13 " 3¼	
22285 Stranded&Sunk4,38 IBIG	**Carnaro** Ⓟ (*ex*FerenczJózsef I) ~~ssTri.No.3-6,25~~ D.F. ssTri.2ndNo.3-1,38 ~~ssTri.No.2-33~~ *Ref.Mchy.* 2*Dks*(*Stl-Uws*)	3802 — 2154	✠~~100A1~~ ~~5,37~~ ~~2,36~~ 1,38 ~~BS3,36~~ ✠~~LMC~~ *Fitted for oil fuel* 12,30 *F.P. above* 150° F.	Gen Tri	*v*	CL 3,35 ~~5,37~~ N1,38	1913 12mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDBa*110'	347·4 | 46·4 | 22·8 335·0 22·6 P&B234' F40' FK *uE&B*59' *f*128'570*t*	Trieste Italian 6*BHCem* *APT*16*t*	Q.4Cy.22½",32",47"&68"-48" 225lb (*r*) 492NHP 4SB,12*cf*,GS210,HS7016 FD ClydeSB&EngCo.Ld.PGls	25 " 0 ~~s3 " 3½~~ ~~22 " 1~~	
22286 148766 GJSL	**Carnarvon Castle** Ⓟ TwinSc *CruiserStern* *OilEng* *Ref.Mchy* D.F. E.S.D. 6*Dks*	20063 12124 12194					1926	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	630·7 | 73·5 | 41·5 P100'B336'F106'	London British *WB*	Oil Engines 4S.C.DA 16Cy.33"-59" 3364NHP Harland&WolffLd.Belfast		BT till ~~6,37~~ 6,38
22287 117 IBJG	**Carnia** ssTri.No.3-3,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5451 4984 3378	✠100A1 *Shelterdk withfreeboard* ~~3,37~~ ~~3,37~~ 3,38 BS3,38 ~~BS3,37~~ ✠LMC3,35 ✠Lloyd'sRMC~~3,37~~ ~~9,37~~ 3,38	Tri	*y*	CL ~~6,36~~ 3,38	1923 1mo	Cant.San RoccoS.A. Trieste A&CP *CellDB*338'	LloydTriestino Soc.Anon di Nav. 1339*t DTa*35 980*t*	404·2 | 54·0 | 29·6 B125'*onShltr dk* FK *FPT*114*t APT*244*t*	Trieste Italian 7*BHCem* (2 " *to S dk* 5 " " *U* ")	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico Triestino,Tri.	32 " 0 s6 " 11¼ 25 " 3	
22288 123188 GFJL	**Carol Dorian** (*ex*Carol, *ex*Helmsdale) ssIst.2ndNo.3-10,32 *Spar dk*(*Stl*)2*trB*& *deep framing Main dk inNos.*1&4*holds* ssAnt.No.1-37	3165 2991 2027	✠100A1 *Spar dk withfreeboard* ~~2,37~~ ~~1,36~~ 2,38 BS2,38 MS2,37 ~~BS1,36~~ ✠LMC	Ant Rot	*v*	CL ~~1,36~~ 2,38	1907 10mo *Lloyd*	A.Rodger &Co. PortGlasgow '*sA&CP*	EuxineShipping Co.Ld. *Cell*	330·5 | 49·0 | 14·4 22·3 P21'B92'F35' FK *DBa&u E*126'*f*146'	London British 5*BHCem* 846*tAPT*69*t*	T.3Cy.24",40"&65"-42" (*s*) 170lb ~~180lb~~ NDB24 305NHP 2SB,6*cf*,GS128,HS4786 A.Rodger&Co.Glasgow	24 " 9 s3 " 11½ 21 " 0	
22289 OXTB	**Caroline Mærsk** TwinSc *OilEng.* D.F. ssRot.No.2-37 ~~ssRot.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes* *Longitudinalframing bracketless system*	7691 7232 4713	✠100A1 9,37 ~~4,36~~ ✠LMC CS~~12,32~~ DBS1,37 3,34 ~~10,34~~ *CarryingPetroleum in bulk*	Fal Ams 1,38	*c*†	CL s1,37 PN1,37	1928 11mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	D/S A/S Svendborg og A/S D/S af1912 (A.P.Möller, Copenhagen, *Mgr.*) *CellDBuE*68'	456·8 | 59·7 | 33·7 P101'B38'F36' FK 201*tDTf*34'	Fredericia Danish 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn 605*tFPT*225*tAPT*120*t*	35 " 9 s8 " 10½ 27 " 2	
22290 42326 JIYK	**Caroline Maru** *OilEng.* *Mchy.Aft* *Cruiser Stern*	320 — 158					1936	Harada ZosenK.K. Osaka	TokaishaK.K.	130·2 | 22·0 | 13·0	Tokio Japanese	Oil Engines 2S.C.SA 4Cy.16 9/16"-18½" 192NHP NipponHatsudokiK.K.		
22291 221728 KDXI	**Carolinian** (*ex*MelvilleDollar-36, *ex*Oriental) *Fitted for oil fuel* 3*Dks*	6997 — 4318					1921	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0 | 55·2 | 34·0	NewYork Utd.States *WB*	T.3Cy.26½",43"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
22292 OHHJ	**Carolus** 1*Dk* *CruiserStern*	2245 1945 1277					1919	Osbourne, Graham&Co. LdSunderlnd	A/B OhlsonS.S. Co.O/Y(A/B Nielsen&Thordén O/Y.*Mgrs.*)	285·0 | 43·5 | 19·1 P35'B70'F33'	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"-39" 156NHP MacColl&Pollock,Ld.Sld.		C
22293 210278 WKCA	**Carolyn** ssBal.2ndNo.3-11,36 ~~ssN.Yk.No.3-5,25~~ ~~ssN.Yk.No.2-33~~ Sub.Sig. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3209 2759 2389	✠100A1 9,37 ~~11,36~~ ~~MS~~ 9,37 ✠LMC 9,37 ~~BS11,36~~ 9,37 *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Bal	*u*	CL 2,36	1912 7mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co. Inc.*Mgrs.*) *WB=CellDBa*100'*uE*20'	313·5 | 46·0 | 22·7 P36'B94'F31 FK *f*136'679*t FPT*78*t*	NewYork Utd.States 5*BHCem* *APT*248*t*	T.3Cy.22",37"&60"-42" (*s*) 180lb 279NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 " 6 s4 " 5½ 21 " 3	
22294	**Caroni** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*3164* *2298* *1671*	✠100A1 ~~5,37~~ ~~8,36~~ 1,38 BS1,38 ✠LMC8,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Cco SNs		CL ~~7,36~~ 5,37	1928 5mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MeneGrandeOilCo. C.A. *CellDBuE&B*50'	325·0 | 55·2 | 16·4 P73'B22'F40' FK *Trunk in wells* 149*t side tanks* 180'	Maracaibo Venezuelan 8*BHptCem* 2115*tFPT* 207*t APT*126*t*	T.6Cy.14½"24"&39½"-27"(*s*) 180lb 248NHP 2SB,6*cf*,HS4808 Palmers'Co.Ld.Newcastle	16 " 6 s2 " 0½ 14 " 8½	
22295 160592 GSNV	**Caroni River** *OilEng.* *Mchy.Aft* ssFal.No.2-37 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7807 7157 4844	✠100A1 10,37 ~~3,37~~ ✠LMC CS3,37 DBS3,37 3,37 *CarryingPetroleum in bulk*	Fal	*b*†	CL ~~2,37~~ 10,37	1928 10mo *Lloyd*	Blyths- woodS.B. Co.Ld. Glasgow '*sA&CP*	BritishEmpire SteamNav.Co.Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *CellDBuE*55'276*t*	456·0 | 59·0 | 33·9 P94'B30'F38' FK *DT f*38'432*t FPT*	London British 16*BH* (10 *to U dk* 6 " *2nd* ") 183*tAPT*64*t*	Oil Engines 4S.C.SA 8Cy.29½"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 " 9 ~~s7 " 10½~~ ~~26 " 1~~ s6 " 7¼ 27 " 4¼	
22296 YQST	**Carpati** 2*Dks*	4336 4056 2799					1913	Greenock& Gr'ngemouth DckydCo.Ld. Greenock	RoumanianState MaritimeService	375·8 | 52·2 | 25·5 P36'B100'F41'	Constntza Roumanian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		V
22297 139257 GSLQ	**Carperby** ssSws.No.2-36 D.F. 1*Dk*(*Stl*)	4890 4616 3033	✠100A1 ~~4,37~~ ~~7,36~~ ~~10,37~~ 5,38 ✠LMC MS7,36 ~~BS11,36~~ 1,38	Sws ~~Cff~~ Shl	*z*	CL ~~9,34~~ ~~4,37~~ 5,38	1928 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDB*	405·0 | 53·5 | 26·5 417·9(O.L.) P30'B229'F41' FK 359' 1402*t FPT*188*t*	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",41"&71"-48" (*s*) 180lb 505NHP 3SB(Spt),9*cf*,GS172, HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 " 5 s 4 " 9 24 " 11½	
22298 146158 GFQZ	**Carpio** ssLon.No.3-1,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1847 1548 893	✠100A1 *Shelter dk withfreeboard* ~~5,37~~ ~~6,36~~ 6,37 BS4,37 ~~BS1,36~~ ✠LMC2,33 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Lon Ant	*r*	CL ~~6,36~~ 6,37	1921 8mo *Lloyd*	H.&C. Grayson Liverpool '*sA&CP*	MacAndrews&Co. Ld. *CellDB*222'4	264·8 | 41·2 | 18·8 FK *Collision* 14*tFPT*63*tAPT*18*t*	London British *Cem* *BH to Sh dk* 3 " " *U* "	T.3Cy.21",34"&56"-36" (*s*) 180lb HS5370 280NHP 2SB&1AuxB,8*cf*,GS145, McKie&Baxter,Glasgow	21 " 0 s " 10½ 20 " 3½	
22299 220597 KDER	**Carrabulle** *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0 | 54·2 | 27·8 P39'B121'F43'	Baltimore Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22300 111 SVQT	**Carras** (*ex*Kinross-34,*ex*Taxandrier, *ex*WarSpartan) ssNwc.No.3-2,31 ssPir.No.1-35 1*Dk*(*Stl*)	*5234* *4750* *3166*	✠100A1 ~~9,37~~ ~~2,36~~ 12,37 ~~BS9,34~~ ✠LMC5,35 9,37	Bry Rot	*y*	CL ~~12,36~~ 9,37	1918 10mo *Lloyd*	SirRDixon &Co.Ltd. Middlesbro' '*sA&CP*	~~CarrasBros.~~ C.J.Carras *CellDB*	400·0 | 52·3 | 28·5 P49'B113'F39' FK 335'1122*tDTa*28'11 *FPT*123*t*	Chios Greek 7*BHCem* 20*t* *APT*177*t*	T.3Cy.25",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 " 0 s5 " 11½ 25 " 3	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22301 162409 MBXL	**Carrick Coast** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	369 247 193					1934	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5 B9'Q91'F19'	25·1	9·4	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 125NHP Atlas-DieselA/B,Skm.		C
22302 142744 MPSF	**Carrickmacross** (*ex*Olivine, *ex*CatherineAïda) 3Mst *ss*Gmh.No.3-10,29 *ss*Bel.No.2-38 ~~*ss*Bel.No.1-34~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	754 517 337	✠100A1 6,37 ~~2,36~~ 4,38 ~~BS2,36~~ ✠LMC~~5,34~~ 4,38 ~~6,37~~	Sws Bel	*j*	CL ~~2,36~~ 5,37	1918 12mo *Lloyd'sA&CP*	ForthS.B. &Eng.Co.Ld. Alloa	JohnKelly,Ld. (W.Clint,*Mgr.*)	190·9 Q105'B8'F33' BK$7\frac{1}{2}$" *CellD Bf*114'173*tFPT*50*t*	29·2	11·5	Glasgow British 3*BHCem* *APT*37*t*	T.3Cy.16",$26\frac{1}{2}$"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthS.B.&E.Co.Ld.Alloa	13 ″ 8 s 4 ″ $2\frac{1}{2}$ 13 ″ 10	
22303 148144 MNFK	**Carrickmore** *ss*Bel.No.3-8,37 ~~*ss*Bel.No.2-32~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	581 400 269	✠100A1 8,37 ~~1,37~~ ~~BS7,36~~ ✠LMC~~12,32~~ 8,37	Bel	*h*	CL ~~5,35~~ 8,37	1925 4mo *Lloyd'sA&CP*	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	165·0 Q94'B11'F28' FK *CellD Bf*97'125*tFPT*44*t*	27·0	11·1	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ $8\frac{1}{2}$ 13 ″ $2\frac{3}{4}$	
22304 LJHE	**Carrier** (*ex*CapitaineBonelli-36) D.F. 1*Dk*	3105 2445 1664					1921	Atel.&Ch. de laSeine Marit. LeTrait	D/S A/S Anglo (ValdemarSkoglandA/S,*Mgrs.*)	313·6 P164'F29'	46·3	20·2	Haugesnd Norwegian *WB*	T.3Cy.$21\frac{5}{8}$",36"&59"-42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
22305 212652 KDAE	**Carrillo** Ⓟ D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&2*pt dks*4*trB*	4593 3894 2590					1911	Workman, Clark&CoLd. Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B160'F42'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 412NHP Wrkman,Clark&Co.Ld Bel		C
22306 217374 WJUO	**Carriso** (*ex*Magunkook) TwinSc *OilEng.* 2*Dks*	3894 — 2429					1918	LongBeach S.B.Co. Long Beach,Cal.	GriffithsS.S.Co.	340·5	48·0	24·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.$20\frac{7}{16}$"-$35\frac{7}{16}$" 488NHP *E made* 19 *fitted* 23 PacificDieselEng.Co. Oakland,Cal.		R
	Now "Nikolina Matkovic," *see No.* 39431 *in Supplement*															
22307 102662 MQNT	**Carron** (*ex*Glasgow) 2*Dks*	1017 854 426			...		1894	WBThmpson&Co.Ld. Dundee	CarronCo.	240·0 P43'B76'F57' BK8"	32·0	16·1	Grngemth British *WB*	T.3Cy.$21\frac{1}{2}$",$34\frac{1}{4}$"&56"-42" NB30 228NHP W.B.Thompson&Co.Ld.	16 ″ 10	C †
22308 132047 MFRD	**Carrowdore** *ss*Bkn.2nd.No.3-2,38 ~~*ss*Liv.No.3-10,25~~ *Ref.Mchy.* ~~*ss*Bkn.No.2-33~~ *Well deck* *Mchy.Aft* 1*Dk*(*ptStl*)	599 434 226	✠100A1 ~~BS12,36~~ 3,38 ~~BS12,36~~ ✠LMC~~11,33~~ 2,38	Bkn Mch	*j*	CL ~~1,36~~ 1,38	1914 2mo *Lloyd'sA&CP*	Scott& Sons Bowling	A.Guinness,Son& Co.Ld.	180·2 Q103'B9'F33' BK$7\frac{1}{4}$" *WB=CellD Bf*103'162*tFPT*48*t*	29·1	10·4	Belfast British 3*BHCem* *APT*24*t*	T.3Cy.14",$25\frac{1}{2}$"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS2034 Aitchison,Blair&Co.LdGls	13 ″ 0 s 4 ″ $4\frac{1}{2}$ 13 ″ 3	
* 22309 116 IBMG	**Carso** *ss*Tri.No.3-11,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6275 5224 3955	✠100A1 *Shelter dk* *with freeboard* 1,38 ~~4,37~~ ✠LMC MS2,35 ~~BS5,36~~ 9,37	Tri	*z*	CL 4,35	1923 1mo A&CP	Stabilmnto Tecnico Trieste	LloydTriestino Soc.Anon.diNav.	419·0 B130'F35' *on* *Shelter dk* FK *CellDBa*132'*uE&* *DTa*40'1096*t* *B*55'*f*163'1542*t* *FPT*99*tAPT*185*t*	54·0	30·1	Trieste Italian 7*BHCem* (6 *to Sh dk* 1 „ *U* „)	T.3Cy.$26\frac{3}{8}$",$42\frac{1}{8}$"&$70\frac{1}{16}$"-48" 180lb FD (*s*) 483NHP 3SB(Spt),9*cf*,GS148,HS7221 UnitedMachineFactories, Smichow	33 ″ 3 s 8 ″ $1\frac{3}{8}$ 25 ″ 4	
22310 DHDT	**Carsten Russ** Wireless 1*Dk*	994 787 576					1910	Stettiner Oderwerke Stettin	ErnstRuss	210·7 P12'Q36'B55'F19'	33·9	13·3	Hamburg German *WB*	T.3Cy$15\frac{7}{10}$"$25\frac{1}{5}$"&$41\frac{3}{10}$"-$29\frac{1}{2}$" 93NHP StettinerOderwerke		G
22311 ~~DHDU~~	**Cartagena** Now "Golfo de Panama," *see N*[illegible]*ment* *CruiserStern* D.F. 1*Dk*	2643 2333 1534					1927	Frerichs- werftAktGes Einswarden	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesell- schaftAschpur- wis&Veltjens*Mgr*)	326·9 P275'F43'	46·1	19·7	Panama Pnamanian *WB*	T.3Cy.$23\frac{5}{8}$",$38\frac{3}{16}$"&$62\frac{7}{16}$"- $41\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
22312 162658 GRNX	**Carthage** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*(*Stl-Weather dk* ws) *Ref.Mchy* 4*th dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	14182 11383 ~~7688~~ 7665	✠ 10,35 ✠ ✠Lloyd'sRMC~~12,36~~ ~~5,37~~ 8,37 4,38 ~~12,37~~	Lon	*j*†		1931 11mo 8,37	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	522·5 B246'F76' FK *Cell DB*448'2568*tFPT*70*tAPT*140*t*	71·4	42·1	London British 9 *BHptCem* *Coll„to Wdk*	6SteamTurbinesSRgeared to2Sc.Shafts 2997NHP 4WaterTubeBoilers A.Stephen&Sons,Ld.Gls.	46 ″ 1	BT till ~~9,37~~ 8,38
22313 129745 CGFP	**Cartier** Ⓟ TwinSc GyC. Wireless 2*Dks*(*Stl-U* ws)	556 432 234	✠ 3,10 ✠	Nwc	*i*		1910 3mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	CanadianGovern- ment(Department ofMarine)	164·0 F40' FK *WB=CellDBuE&* 79*tDTf*13'37*tFPT*	29·2	13·1	Ottawa British 7*BHAsp* *B&Bnkr*62' 8*tAPT*9*t*	T.6Cy.$11\frac{1}{2}$",18"&31"-24" 142NHP 2SB,4*cf*,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0	
22314 149455	**Cartierdoc** *Mchy.Aft* 1*Dk*	1919 1629 1142					1928	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	PatersonSteam- ships,Ld.	252·8 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
22315 EEGV	**Caruso** (*ex*Aitor,*ex*Saturnus) *Well deck* 2*Dks*	1022 — 567			...		1883	Maats de Maas Delfshaven	V.Fernandez Balsera(A.Alvarez S.en.C.*Mgrs.*)	209·5 Q67'B47'F22'	29·6	14·8	Aviles Spanish *WB*	C.2Cy.27"&50"-36" 125NHP Maats deMaas,Delfshaven		
* 22316 CSBU	**Carvalho Araujo** Ⓟ TwinSc *ss*Lis.No.1-34 2*Dks*(*Stl-U* teak s)3*rdDk* (*Stl*)*inNos.*1&2*holds* *CruiserStern*	4560 3575 2649	✠100A1 10,37 ~~10,36~~ ~~BS1,37~~ ✠LMC1,34 1,38	Lis	*w*	CL 10,36	1930 3mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*)	346·5 P30'B128'F65' FK *afterB.*32' *Cell DB*275'912*tFPT*64*tAPT*135*t*	50·2	26·6	Lisbon Portuguese 6*BHCem*	T.6Cy.21",$36\frac{1}{2}$"&60"-39" 210lb (*r*) FD 735NHP 4SB(Spt),12*cf*,GS258, HS11164 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ $7\frac{3}{4}$ 23 ″ 9	
22317 DNBC	**Casablanca** D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	2313 1715 1223					1936	Deutsche WerftAGBet Reihstwrft Hamburg	Oldenbrg-Portug. Dampfsch.Rhed.	287·9 P16'B263'F34'	45·8	18·1	Oldenburg German *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$" -$35\frac{7}{16}$"&LPturbinewithDR gearing & hydraulic coupling 304NHP DeutscheWerftA.G.Ham.		G
22318 FNMA	**Casamance** *Ref.Mchy.* D.F. 2*Dks*	5817 — 3455					1921	Atel.&Ch. de laLoire St.Nazaire	ChargeursRéunis	390·6 P57'B124'F54'	55·9	29·0	Havre French *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Atl.&Ch.delaLoire,StDenis		V
22319 147295 GKWZ	**Casanare** D.F. E.S.D. Sub.Sig. *Ref.Mchy.* 4*Dks*	5376 4678 3297					1924	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·3 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.$27\frac{1}{2}$",$46\frac{1}{2}$"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C

1	2 / 3	4	5	6	7	7a	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	
22320 3407 PJAX	**Casandra** TwinSc ssCco.No.3-10,37 ~~ssCco.No.2-33~~ 1Dk(Stl) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	2701 1800 1482	✠100A1 10,37 ~~9,36~~ BS9,31 *Carrying Petr* *Fitted for oil*	Cco ✠LMC9,32 *oleum* *fuel12*	*t* 9,36 *in* *,24*	CL s3,37 PN8,35 *bulk* *F.P. a*	1924 12mo *Lloyd* *bove 1*	W.Beard- more&Co.Ld. Glasgow *'sA&CP* 50° F.	N.V.Curaçaosche Scheep.Maats.	305·0|50·2|15·0 Q87'F42' *Trunk dk176'* FK *FPT109t*	Willemstd Dutch *8BHptCem* *APT87t*	T.6Cy.14",23"&38"-27" (s) 180lb 252NHP 2SB,4cf,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 7 13 ″ 6½	
22321 2158 ~~325~~ IBNG	**Casaregis** *Fitted for oil fuel* D.F. *3Dks*	6485 — 3908					1924	Soc.Anon. Ansaldo SestriPnente	LloydTriestino Soc.Anon.diNav.	408·8|53·7|28·2	~~Naples~~ ~~Italian~~ Genoa *WB* Italian	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon. Ansaldo,Sampierdarena		I
22322 215796 KDIS	**Cascade** (*ex*Lakebridge,*ex*War Rifle) *Fitted for oil fuel* *1Dk*	1853 1631 1109			...		1917	Toledo S.B.Co. Toledo	E.K.WoodLumber Co.	251·0|43·8|18·9 P21'B64'F30' FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	R †
22323 160046	**Casco** *Mchy.Aft* *1Dk*	1831 1595 1153					1927	Earle'sCo. Ld. Hull	Lakes&St.Law- renceNav.Co.Ld (CanadaStarch Co.Ld.*Mgrs.*)	252·7|43·2|17·8 Q94'F35'	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
22324 200856 KJEY	**Caspar** (*ex*Nushagak) ~~ssS.Fo.2ndNo.3-7,29~~ ~~ssSFo.No.1-34~~ *Mchy.Aft* 1Dk(Stl) ssSFo.3rdNo.3-11,37	739 584 479	✠100A1 ~~5,27 6,36~~ 1,38 ~~BS6,34~~ BS1,38 *Fitted for oil*	SFo ✠LMC~~6,34~~ *fuel*	 11,37 3,07	CL ~~N6,34~~ 10,37 *F. P.*	1904 5mo *above*	United Eng.Works SanFrancisco A&CP 150° F.	RemcoS.S.Co.Inc.	175·5|34·0|14·5 P43'F38' FK *CellDB140'223t uE&B50'62t FPT*	S.Frncisco Utd.States *3BH* *75tAPT27t*	T.3Cy.14",22"&38"-30" (s) 180lb *120lb* 118NHP 2SB,4cf,GS60,HS2320 UnitedEng.Works.S.Fo.		
Dismantled 22325 204919	— Wood (*ex*Capastrano) *Fitted for oil fuel* *Mchy.Aft* *1Dk*	648 — 362					1907	J Lindstrm Aberdeen, Wash.	AlaskaSalmonCo.	175·1|38·3|12·4	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP Willamette I.Wks. Portland,Ore.		
22326 160551 GSMK	**Caspia** ssShl.No.2-36 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. *Longitudinal framing*	6018 5520 3720	✠100A1 2,38 ~~2,37~~ ~~10,37~~ BS2,38 *Carrying Petr* *Fitted for oil*	Nwc ~~Fal~~ Bkn ✠LMC12,36 *oleum* *fuel8*	*z* *in* *,28*	CL 2,37 *bulk* *F.P. a*	1928 8mo *Lloyd* *bove 1*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50° F.	OverseasOil& TransportCo.Ld.	412·0|53·4|31·6 427·2(O.L.) P108'B28'F46' FK *CellDBuB40'64t DTf38' 338t FPT*	London British *17BHptCem* *(10 to U dk 7 „ 2nd „)* *66tAPT59t*	T.3Cy.27",45"&75"-48" (s) 180lb *120lb* 533NHP 3SB,9cf,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 5¼ 26 ″ 3¼	
22327 TSMH	**Cassard** ssNts.No.3-4,34 1Dk(Stl) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1596 1388 933	✠100A1 1,38 ~~4,37~~ ~~BS4,36~~ ~~BS1,37~~ 1,38	Npt Rot ✠LMC4,34	*q*	CL 4,37	1920 2mo *Lloyd*	Grangemth Dkyd.Co.Ld. Grngemouth *'sA&CP*	Chargeurs de l'Ouest	253·4|37·4|18·4 P27'B63'F26' FK *CellDB198'452t*	Nantes French *4BHCem* *APT47t*	T.3Cy.18",29"&48"-33" (s) 180lb 192NHP 2SB,6cf,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6¼ 18 ″ 1	
22328 DHDV	**Cassel** Ⓟ ssHam.No.2-30 *Well deck* *2Dks(Stl)3rd dk inNo.1hold* D.F.	6047 5389 3672	✠ ... 5,31	Ham	*b*†		1922 5mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Line)	450·0|58·2|27·0 P&B366'F59' FK *CellD B389'1560tFPT60t*	Hamburg German *8BHptCem ptAsp* *APT11t*	4SteamTurbinesSRgeared to1 Sc. Shaft 882NHP 4SB,12cf,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
22329 CSAL	**Cassequel** (*ex*Pangim,*ex*Numantia) ssLis.3rdNo.3-8,37 ~~ssRot.2nd No.3-4,26~~ ~~ssRot.No.1-31~~ *2Dks(1Stl&UIrn)* *Cell side tanks amidships,* *deep framing at ends* ~~(DAMAGED BY FIRE, 12,33—NOW IN PORT)~~	4751 4051 3325	✠100A1 8,37 ~~5,33~~ ~~(Reclassification contemplated)~~	Lis ✠LMC8,37	*x*	CL 5,37	1901 4mo *Lloy*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	Cia.Colonial de Navegaçao	384·5|52·1|25·6 P40'B145'F40' FK *CellD Ba126' uE 26'f 172'*	Lisbon Portuguese *6BHCem* *1008t Cell si*	T.3Cy.27",43"&72"-45" (s) 180lb 369NHP 3SB,9cf,GS157,HS5592 Cen.Mar.Eng.Wrks.WHpl *de tanks217'850tAPT55t*	28 ″ 4 s5 ″ 5½ 23 ″ 1¼	
22330 220574 KDDZ	**Cassimir** *Fitted for oil fuel* *Carrying Petroleum in bulk* D.F. *2Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0|54·2|27·8 P39'B121'F43'	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22331 124140 GJZC	**Castalia** Ⓟ *Fitted for oil fuel* *2Dks*	6601 5583 4171					1906	Barclay, Curle&Co.Ld. Glasgow	AnchorLineLd.	440·5|53·2|29·8 P48'B153'F49' *Promenade dk 153'*	Glasgow British *WB*	T.3Cy.29½",49"&81"-54" 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till ~~6,37~~
22332 220630 KDFF	**Castana** *Fitted for oil fuel* *Carrying Petroleum in bulk* *2Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	SteamerCastana Corpn.(U.S.Tank ShipCorp.*Mgrs.*)	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo Schenectady,N.Y.		R
22333 DJPP	**Castellon** D.F. Sub.Sig. E.S.D. *CruiserStern* *2Dks*	2086 1578 1044					1935	Deutsche WerftAGBei Finkenwrder Hamburg	Rob.M.Sloman,Jr.	303·3|43·6|16·1 P23'B&F269'F41'	Hamburg German *WB*	C.4Cy.(2)16¾",(2)35 7/16"– 37⅜"&LP Turbine 210NHP DeutscheWerftA.G.Ham.		G
22334 143384 GBVX	**Castilian** *2Dks*	3067 2886 1849					1919	SirRaylton Dixon&CoLd Middlesbro'	EllermanLines, Ld.(Westcott& LauranceLine, Ld.*Mgrs.*)	331·3|46·8|23·2 P33'B98'F29'	London British *WB*	T.3Cy.25",41"&68"-45" 310NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
22335 HRAH	**Castilla** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. *2Dks4trB*	4087 3252 2159					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9|48·0|28·2 P35'B115'F42'	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"-45" 406NHP Wrkman,Clark&Co.LdBel		C
22336 CBCS	— (*ex*Gazelle,*ex*Wilhelmine,*ex*B.W.III.) *Mchy.Aft* Wireless *1Dk*	361 264 174					1920	Werf Noordster Groningen	Martinez,Pereira &Cia.,Lda.	130·5|23·1|11·5 P38'Q44'F22'	SanAntnio Chilian *WB*	T.3Cy.10½",17 3/10"&28"-17 7/10" Boon,Molema& 33NHP DeCock,Hoogezand		G
22337 163872 MMGD	**Castle Combe** *OilEng.* *Mchy.Aft* *CruiserStern* 1Dk *Part electrically welded including deck & butts of keel* *Rudder electrically welded*	454 279 232	✠100A1 ~~1,36~~ ~~1,37~~ 5,38	Brs ✠LMC12,36	*g*	OG ~~3,37~~ 5,38	1936 12mo *Lloyd*	C.Hill& Sons,Ld. Bristol *'sA&CP*	AldShippingCo.Ld.	155·0|27·6| 8·6 28·2 FK Q97'F21' *CellDB95' 132t FPT*	Bristol British *3BHptAsp* *34tAPT43t*	Oil Engines 4S.C.SA 7Cy.12½"-15" 107NHP Ruston&Hornsby,Ld.Lin.	10 ″ 9 s 3 ″ 11 10 ″ 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22338 156175 VQJK	**Castle Harbour** TwinSc (exMid-Ocean) ~~ssBermudaNo.1-34~~ 1Dk(Stl-ws)2nd dk(Stl-ws) Wireless in fore hold ssBermudaNo.2-37	730 548 294	✠100A1 withfreeboard 11,37 ~~5,36~~ ✠LMC MS 11,37 BS~~[illegible]~~ 2,38 Fitted for oil	Ber- muda fuel10,29		~~12,34~~ 6,37 F.P. a	1929 10mo Lloyd bove 1	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP 50° F.	Bermuda&West IndiesS.S.Co.Ld. CellDBuE21'36t DTa above tu	176·3 F68' DTsf9'110t nnel 19'103t FPT9t	33·7	15·0 FK	Bermuda British 6BHCem APT12t	T.6Cy.14",23"&38"-27" (s) 180lb 279NHP HS4700 FD 2 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	16 ″ 0 s 3 ″ 9½ 12 ″ 6¾	
* 22339 142504 MKNT	**Castlehill** ssBel.No.3-6,33 Mchy.Aft Well deck 1Dk(Stl)	690 467 280	✠100A1 1,36 ~~BS1,36~~ ✠LMC6,33 6,37	Bel	j	CL 1,36	1920 11mo Lloyd	Scott& Sons Bowling 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellD	187·4 Q107'B9'F33' Bf110'172tFPT46t	28·7	11·0 BK7¼"	Belfast British 3BHCem APT7t	T.3Cy.15",25½"&41"-30" (s) 180lb 85RHP 1SB,3cf,GS58,HS1938 AitchisonBlair,LdCldebnk	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
22340 146613 GJKW	**Castlemoor** ssBly.No.3-9,35 1Dk(Stl)&Shelter dk(Stl)	6574 6275 4078	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~11,36~~ 11,37 ~~BS11,36~~ ✠LMC9,35 11,37	Nag ~~Rot~~	z Cff	CL ~~3,34~~ 6,37	1922 8mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP Inter	MoorLine,Ld. (RuncimanShip pingCo.Ld.Mgrs) mediate BHin fore CellDB364'1181t	420·0 435·0(O.L.) hold dispensed with FPT105tAPT127t	54·0	34·3 FK	London British Cem 1BHtoShdk 5 „ „ U „	T.3Cy.27",44½"&75"-54" (s) 180lb 577NHP 3SB(2Spt),9cf,GS198, FD HS8530 W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
* 22341 7456 SFXA	**Castor** TwinSc OilEng. ssFal.No.2-36 Mchy.Aft 2Dks(Stl)&Webframes D.F. CruiserStern Longitudinal framing-bracketless system	8714 7950 4851	✠100A1 ~~9,37~~12,36 4,38 ✠LMC CS4,36 DBS4,38 4,38 CarryingPetr	Bry Rot oleum	d† in	CL ~~12,36~~ P12,36 S4,38 bulk	1928 6mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP CellDBuE60'	TrelleborgsÅngf. NyaAktieb. (J.Malmros, Mgr.) 249t DTf38' 298t	482·3 P97'B36'F40' FPT152tAPT190t	61·8	36·1 FK	Trelleborg Swedish 17BHptCem (12 to Udk 5 „2nd „	Oil Engines 4S.C.SA 12Cy.$22\frac{7}{16}$"-39⅜" 584NHP 2DB170lb 1DB(aft)~~100lb~~ KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 27 ″ 3½	
22342 LCGE	— (exRödfaxe) Well deck 1Dk	1683 1177 1039					1920	Helsingörs Jernsk.&Msk. Elsinore	DetBergenske Dampskibsselskab	249·8 P38t Q104t B242t F31tH50t	38·3	15·4	Bergen Norwegian WB	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJrnsk.&Mskb.		N
22343 366 OHGG	— (exCettois,exSaga) ssAbo.2ndNo.3-4,31 Wireless D.F. ssAbo.No.1-35 1Dk(Stl)&deep framing	1225 974 659	✠100A1 7,37 ~~7,36~~ BS4,36 ✠LMC4,35 MBS4,37	Lth Hfs	n	OG ~~6,34~~ 7,37	1906 8mo Lloyd	Laxevaags Msk.&Jrnsk. Bergen 'sA&CP WB=	FinskaÅngf. Aktieb. Cell DBa 63' f119	225·9 P19'B61'F25' '285t FPT40tAPT	33·4	15·8 FK	Helsingfrs Finnish 4BHptCem 51t ptAsp	T.3Cy.16",25½"&43"-30" (s) 175lb NDB36-125lb 113NHP 1SB,3pf,GS55,HS1824 LaxevaagsMsk.&Jrns.Bgn	16 ″ 10 s 1 ″ 10½ 15 ″ 1	
22344 DOMA	— 1Dk&ptAwngdk	519 289 320	—				1896	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0 Q16'F16' ptAwngdk130'	24·1	9·6	Bremen German WB	C.2Cy.$16\frac{5}{16}$"&$30\frac{11}{16}$"-20½" 36NHP A.G."Weser,"Bremen		G
22345 822 ILIL	**Castore** Mchy.Aft 1Dk	1016 806 599					1917	N.Odero& Co. Foce, Genoa	Soc.Anon.Ilva	203·9	31·9	16·6	Genoa Italian	T.3 Cy.$15\frac{1}{5}$",$24\frac{2}{5}$"&$39\frac{3}{5}$"-$25\frac{3}{5}$" 79NHP N.Odero&Co.		CI
22346 129282 MDJT	**Castro** (exDarlington-35) ssHul.2ndNo.3-11,35 Well deck 1Dk(Stl-ptws)	1105 897 446	✠100A1 9,37 ~~12,35~~ BS11,36 ✠LMC11,35	Hul	p	OG ~~10,35~~ 9,37	1910 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	Ellerman'sWilson Line,Ld. CellDBa44'	256·0 266·0(O.L.) P&B169'F54' uE23'f121'196tFP	36·2	15·0 FK	Hull British 5BHCem T12tAPT8t	T.3Cy.23½",38"&62"-39" (s) 180lb 373NHP 2SB,8cf,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s 1 ″ 0¾ 16 ″ 7¾	
	Now "Stanrock," see No. 40101 in Supplement															
22347 220629 KDFG	**Catahoula** Fitted for oil fuel D.F. Carrying Petroleum in bulk 2Dks	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.Mgrs.)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22348 152822 VGNY	**Catala** Ⓟ TwinSc Ref.Mchy. Wireless Fitted for oil fuel CruiserStern 2Dks	1476 1065 851					1925	CoasterCon -structnCoLd Montrose	UnionSteamships Ld.	217·9 B120'	37·1	18·4	Vancouver British	T.6Cy.16",26"&44"-26" 200NHP Emade19rebuilt&fitted25 Campbell&CalderwoodPsy		C
22349 59 IBHG	**Catalani** Ⓟ OilEng. ssTri.No.2-37 ~~ssFiu.No.1-33~~ 2Dks(Stl)	2429 1838 1422	✠100A1 ~~8,37~~ 8,36 2,38 ✠LMC CS~~6,33~~ 8,37 DBS~~1,37~~ ~~2,36~~ 1,36 12,37 12,37	Fiu Tri	s	CL ~~11,34~~ N8,37	1929 1mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	"Tirrenia"Soc. Anon.diNav. CellDB213'40	294·0 281·3 P29'B84'F36' 4tFPT58tAPT57t	40·2 40·1	21·1 21·1 FK	Fiume Italian 6BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 357NHP DB100lb StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
22350 223907 KFTP	**Catalina** Ⓟ TwinSc Fitted for oil fuel 3Dks	1766 — 1161					1924	Ls.Angeles SB&DDCorp. SanPedroCal	Wilmington TransportationCo.	285·2	52·1	18·8	Ls.Angeles Utd.States WB	T.6Cy.20½",35"&60"-36" Hooven,Owens& 432NHP RentschlerCo.Hamilton,O.		
* 22351 CSBY	— (exFalconer, ssLis.No.3-5,32 exKilkeel) ssLis.No.1-36 Cargo battens not fitted 1Dk(Stl)	632 487 322	100A1 6,36 BS5,37 LMC6,36	Lis		CL 8,35	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	C.A.Moreira&Cia. Ltda. CellDBuE26'20t	175·0 B50'	30·0	15·7 FK	Porto Portuguese 5BHCem FPT20t	T.3Cy.16",26"&44"-26" (s) 200lb 116NHP 1SB,3cf,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7¼ 15 ″ 0¼	
22352	— (exMazout-36, Fitted for oil fuel exMazoutI) Mchy.Aft 1Dk Carrying Petroleum in bulk	582 493 317					1913	Soc.Anon. Jhn.Cockerill Hoboken	AngloEcuadorian Oilfields,Ld.	164·0 P28'F23'	31·2	13·1	Guayaquil Ecuadorian WB	T.3Cy 12",20"&32"-23" 49NHP Earle'sCo.Ld.Hull		V
22353 DJPW	**Catania** D.F. E.S.D. 2Dks Sub.Sig. CruiserStern	2148 1636 1105					1935	Neptun- werftRostock G.m.b.H. Rostock	Rob.M.Sloman,jr.	303·2 P24'F272'	43·7	16·1	Hamburg German WB	C.4Cy.(2)16⅛"&(2)$35\frac{7}{16}$"- $35\frac{7}{16}$" & LP Turbine with DR gearing & hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.Rostock		G
22354 77698	**Cataract** Comp 1Dk	839 657 451				Rebuil	1882 t 1918	A.M. Robertson HamiltonOnt MontrealD.D	SorelHarbour Tugs,Ld. .&ShipRepairingC	174·6 o.Ld.	33·2	15·0	Sorel,P.Q. British	C.2Cy.20"&40"-36" NE04 Bmade90 67RHP J.Inglis&Co.Toronto,Ont.		
22355	**Catatumbo** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing-bracketless system	3163 2298 1671	✠100A1 ~~2,37~~ 12,37 ~~BS12,37~~ ✠LMC5,36 CarryingPetr Fitted for oil	Cco Mob oleum fuel4,	 in 28	CL '12,37 bulk F.P. a	1928 4mo Lloyd bove 1	Palmers' Co.Ld. Newcastle 'sA&CP 50° F.	MeneGrandeOil Co.C.A. CellDBuE&B50' 149t side tanks	325·0 337·1(O.L.) P73'B22'F40' Trunk in Wells 180'2115tFPT207t	55·2	16·4 FK	Maracaibo Venezuelan 8BHptCem APT126t	T.6Cy.14½",24"&39½"-27" 180lb (s) 248NHP 2SB,6cf, ,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 0¼ 14 ″ 8¼	
22356 156 IBRG	**Caterina Gerolimich** ssGen.No.3-3,32 D.F. 2Dks(Stl)	5430 4158 3326	✠ ... 5,36 ✠	Gen	y		1912 12mo	Cantiere SanRocco Trieste	I.N.C.S.A. (ImpreseNavCom- mercialeSoc.Anon) CellDBa&uE145'	396·3 380·0 P31'B247'F41' f159'1008tAPT37t	52·2	25·5 FK	Rome Italian 6BHCem DTa35'824t	T.3Cy.26",42"&70"-48" 411NHP 2SB,6cf,GS118,HS5534 FD ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 10	I †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15
22357 1146 IBSG	**Caterina Madre** (*ex*Valnoce, *ex*Iddesleigh) ssBry.No.3–6,17 ssGen.No.1–28 D.F. 1*Dk*(*ptIrn&ptStl*)2*trB* &*deep framing*3*Dk rule*	4019 3778 2427	✠ 8,27 ✠	Gen	*x*		1904 7mo	Richardsn, Duck&Co. Stockton	"Corrado" Soc Anon. diNav. *CellD*	355·0 P35'B213'F34' FK *B*a118'*uE*20'*f*158'	48·7	25·9	Genoa Italian 7*BHCem* 915*tDTf*21'	T.3Cy.26",42½"&69½"–45" 349NHP 2SB,*6cf*,GS129,HS5620 Blair&Co.Ld.Stockton 726*tFPT*137*tAPT*168*t*	28 ″ 5	I †
22358 143334 MJQV	**Catford** ssShl.No.3–7,31 ssShl.No.1–35 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1568 1345 829	✠100A1 7,37 ~~11,35~~ ✠LMC MS11,35 ~~BS3,36~~ 7,37	Hpl Shl	*p*	CL ~~7,35~~ 6,37	1919 7mo *Lloyd*	Dublin Dckyd.Co.Ld Dublin *'sA&CP*	SouthMetro- politanGasCo. *CellDB*171'306*t*	240·2 B52'F23' FK *DTa*29'118*tFPT*80	36·3	19·1	London British 6*BHCem* *tAPT*38*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 9½ 18 ″ 8	
22359 148843 GCDF	**Cathay** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk–pt teak s*) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* E.S.D. D.F. *CruiserStern* *Fitted for oil fuel*	15225 12242 8746	✠ 8,28 ✠ ✠Lloyd'sRMC ~~2,37~~ ~~6,37~~ 3,38 ~~11,37~~	Lon	*j*†		1925 3mo	Barclay, Curle&Co.Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*443'1683*t* *at sides of tunn*	523·5 B255'F92' FK *Tanks CellB* *els*69'580*tFPT*171*t*	70·2	42·3	Glasgow British 9*BHptCem* *HtoWthr dk* *APT*117*t*	Q.8Cy.29½",42¼",60¾"&87"– 54" 1905NHP 3D&4SB,*40cf*, ,HS29298 Barclay,Curle&Co.Ld.Gls.	46 ″ 0	BT till ~~8,37~~ ~~9,36~~ 6,38
22360 141769 VGBX	**Cathcart** Ⓟ (*ex*CanadianHunter) ssHfx.No.1–37 ssHfx.No.3–2,33 *Well deck* 1*Dk*(*Stl*)2*nd dk* *Ref.Mchy.* (*Stl*)&*platform dk in holds*	3708 2915 2217	✠100A1 5,37 ~~6,36~~ BS4,38 ~~BS4,37~~ ✠LMC MS2,36 ~~BS4,36~~ ✠Lloyd'sRMC ~~12,36~~ ~~6,37~~ 12,37 for temp. 20° F. *Adapted for oil fuel* 4,29 *F.P. above* 150° F.	Mtl	*v*	CL 9,35	1920 8mo *Lloyd*	DavieS.B. &Repg.Co.Ld Lauzon,P.Q. *'sA&CP*	CanadianHunter, Ld.(Canadian NationalSteam- ships,*Mgrs.*)	331·1 P&B215'F33' FK *CellDB*266'674*t FPT*	46·7	23·2	Montreal British 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders, Ld.ThreeRivers,P.Q.	25 ″ 6 s7 ″ 2½ 18 ″ 6	
22361 216616 KTOI	**Catherine** Ⓟ (*ex*LakeGreenwood) ssBal.No.3–2,37 1*Dk*,2*ndDk inNo.*4 *hold* *Cargo battens not fitted*	2286 1767 1251	✠100A1 7,37 ~~2,37~~ ✠LMC2,37 BS7,37 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Bal	*r*	CL 7,35	1918 7mo	Manitowoc S.B.Co. Manitowoc, A&CP Wis.	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD*	250·5 P27'B134'F26' FK *B*212' 637*t FPT*54*t*	43·7	20·4	NewYork Utd.States 8*BHCem* *APT*51*t*	T.3Cy.21",35"&59$\frac{5}{16}$"–42"(*s*) 190lb 307NHP 2SB,*6cf*,GS138,HS5486 NordbergMfg.Co. Milwaukee,Wis.	23 ″ 1	
22362 216216 KMAI	**Catherine D.** Ⓟ WoodTwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks*	2224 — 1624					1918	Pacif.Amr. FisheriesCo. Bellingham	PacificAmerican Fisheries,Inc.	242·0 P50'	41·6	24·4	Bellingham Utd.States	T.6Cy.13",21"&35"–27" 126NHP SeattleMach.Works,Sea.	—	R
22363 204835 KFKR	**Catherine G. Sudden** 3Mst (*ex*Thorbjörg,*ex*GeorgeW.Fenwick) *Mchy.Aft* 1*Dk*	2052 1770 1218					1907	NwprtNws S.B.&DD.Co. NewprtNews	Sudden& Christenson	277·0 P50'B27'F31'	43·0	17·3	S.Frncisco Utd.States *WB*	T.3Cy.19",36"&52"–40" 171NHP NewportNewsSB.&DD.Co		
22364 FNWY	**Catherine Schiaffino** *Fitted for oil fuel* Wireless 1*Dk*	1591 1284 813					1930	Howaldts- werke A.G. Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	243·9 P&B133'F30'	38·0	18·5	Algiers French *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&49¼"– 33½" 140NHP Howaldtswerke,Kiel		V
22365 219196 KOLP	**Cathlamet** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5869 5113 3635					1919	AmesS.B. &DrydockCo Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines, Inc.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24⅝",41½"&72"–48" 359NHP AllisChalmers,Milwaukee		R
22366 219956 KURC	**Cathwood** *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying petroleum in bulk* D.F. *Longitudinalframing*	7072 — 4360					1920	Bethlehem S.B.Corp. Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P123'B50'F33'	56·0	32·0	L.Angeles Cal. Utd.States *WB*	T.3Cy.27",47"&78$\frac{5}{16}$"–48" 425NHP BethlehemS.B.Corp. S.Francisco		R
22367 ~~144601~~ ~~MKCL~~	**Cato** (*ex*Fink) 1*Dk*	1436 1007 855					1913	Stettiner Oderwerke Stettin	~~Ellerman'sWilson~~ ~~Line,Ld.~~	230·9 Q75'B101'F29'	36·4	15·0	~~Hull~~ ~~British~~ Italian *WB*	T3Cy16$\frac{3}{16}$",27⅞"&43$\frac{3}{16}$"–31½" 105NHP StettinerOderwerke		C
22368 134703 MFDZ	— ssBrs.No.3–5,27 ssShl.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in forward holds*	710 577 291	✠100A1 *Shelter dk* *withfreeboard* 4,36 ✠LMC MS4,36 ~~BS2,37~~ 1,38	Shl	*n*	CL 4,36	1914 6mo *Lloyd*	Campbel- townS.B.Co Campbeltwn *'sA&CP*	BristolStm.Nav. Co.Ld. *WB* = *CellD*	231·0 FK *B*a53'*uE*&*B*33'*f*92'	30·9 *32·6*	19·0	Bristol British 4*BHCem* 213*tAPT*18*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	14 ″ 0 s ″ 9½ 13 ″ 4	
22369 1531 IBTG	**Caucaso** (*ex*Ostpreussen) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	2065 1815 1272					1921	Frd.Krupp Akt.Ges. Kiel	NereideSoc.Anon. diNav.	276·0 F42'	40·5	23·4	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"–16$\frac{9}{16}$" 371NHP Maschf.Augsburg- NürnbergA.G.Augsburg		I
22370 FNCT	**Caudebec** (*ex*Oldenburg) ssHav.2ndNo.3–11,34 Wireless *Well deck* 1*Dk*(*Stl*)	1471 1125 796	✠100A1 2,38 ~~2,37~~ ✠LMC MS11,34 ~~BS3,36~~ 9,37	Hav	*p*	OG 2,37	1910 5mo *Lloyd*	Greenock& Grangem'uth DockyardCo. Grngemouth *'sA&CP*	Worms&Co. *CellDBa*60' *uE*&*B*34'*f*104'366	235·2 P21'Q118'F26' FK B *on*Qdk56' *tAPT* 82*t* '*tweendk*	36·0	16·4	Havre French 4*BHCem* *tanks*14'34*t*	T.3Cy.18",27½"&45"–33"(*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& Co.Ld.Mdb.	18 ″ 4 s1 ″ 5½ 17 ″ 1	
Wrecked 11,37 22371 214559 WECU	**Cauto** *Ref.Mchy.* 2*Dks* *Fitted for oil fuel*	3571 3161 2160			…		1916	Seattle Construction &DryDk.Co. Seattle,Wash	NewYork andCuba MailS.S.Co.	351·0 P44'B90'F38' FK	47·9	24·7	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleCon.&DryDockCo.	27 ″ 3	R †
22372 DOCR	**Cavalla** (*ex*Frankfurt) Wireless 2*Dks*	1570 1413 954					1912	Bremer Vulkan Vegesack	AtlasLevante- LinieA.G.(~~Deut-~~ ~~scheLevante-Linie~~ ~~G.m.b.H.Mgrs.~~)	260·5 B69'F33'	37·1	19·5	Bremen German *WB*	T.3Cy.23⅞",38⅞"&61½"–41$\frac{5}{16}$" 245NHP BremerVulkan,Vegesack		G
22373 146461 GDNS	**Cavallo** *CruiserStern* 2*Dks*	2268 2039 1304					1922	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	312·0	44·7	18·7	Hull British *WB*	T.3Cy.20½",35"&60"–42" 233NHP Earle'sCo.Ld.Hull		C
22374 141547 VGKF	**Cavelier** Ⓟ (*ex*CanadianAviator) ssMtl.No.1–37 ssHfx.No.3–3,33 *Well deck* 2*Dks*(*Stl*)& *Ref.Mchy.* *platform dk in holds*	3663 2878 2213	✠100A1 6,37 ~~5,36~~ ✠LMC MS1,36 ~~BS5,37~~ 3,38 ✠Lloyd'sRMC ~~12,36~~ ~~5,37~~ 12,37 for temp. 20° F. *Adapted for oil fuel* 4,29 *F.P. above* 150° F.	Mtl	*v*	CL 5,35	1919 11mo *Lloyd*	Wallace Shipyards,Ld Vancouver, *'sA&CP* B.C.	CanadianAviator, Ld.(Canadian NationalSteam- ships,*Mgrs.*)	331·0 P&B215'F33' FK *CellDB*270'674*t FPT*	46·7	23·2	Montreal British 7*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD WallaceShipyards,Ld.	25 ″ 6 s7 ″ 2½ 18 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22375 147896 GKFV	**Cavina** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	6907 5243 4016					1924	A.Stephen &Sons,Ld. Govan	Elders&Fyffes,Ld.	425·2 P42'B195'F48'	54·1	30·3	Glasgow British *WB*	T.6Cy.23½",39½&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~12,37~~ 11,38
22376 PUAS	**Caxambú** (*ex*Minneburg) *ss*Rio.No.3-6,18 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4748 4434 2999	✠ 11,26 ✠	Nts	*y*		1909 5mo	J.C.TecklenborgA.G. Wesermünde-G	LloydBrasileiro *CellDBa*132'*uE*	399·3 P48'B116'F48' 25·0 22'*f*180'1225*tFPT*	54·2	17·0	R.Janeiro Brazilian FK 6*BHCem* 70*tAPT*47*t*	T.3Cy.26",42½"&70"-48" 427NHP 2SB,6*cf*,GS123,HS5852 J.C.TecklenborgA.G.Wsm	27 ″ 6	C †
22377 PUZZ	**Caxias** (*ex*Caruarú-34,*ex*Ines-33, *ex*Mercuria, *ss*Shl.2ndNo.3-1,26 *ex*Kelvingrove) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deepframing*	*3106* *2937* *1957*	✠ 3,31 ✠	Rio	*v*		1899 10mo	A.McMillan&Son,Ld. Dumbarton	Cia.Carbonifera RioGrandense *CellDBa*	333·0 P28'B106'F38' 23·9 104'*f*140'742*t FPT*	45·0	15·9	R.Janeiro Brazilian FK 6*BHCem* 156*tAPT*56*t*	T.3Cy.25",42"&68"-45" NDB13 343NHP 2SB,6*cf*,GS107,HS4308 D.Rowan&Co.Glasgow	26 ″ 6	
22378 ~~220287~~ ~~KUZM~~	**Cayo Mambi** *ss*N.Os.No.3-11,32 1*Dk*(*Stl*-ws)&*Shelter dk* (*Stl*-ws)3*trB*	1925 1737 1055	✠ 1,38 *Shelter dk withfreeboard* ✠~~LMC~~ ~~[illegible]~~ ~~BS6,36~~ *Fitted for oil fuel 7,20 F.P. above 150° F.*	NOs	*q*	CL 5,35	1920 6mo	Manitowoc S.B.Co. Manitowoc A&CP	WeinbergerS.S. Co.Inc. *CellDB*194'475*t*	249·8 *FPT*38*tAPT*36*t*	37·7	14·8	Bluefields, Nic. FK Nicaraguan *ptCem* 3*BHtoSdk* 1 „ „ *U* „	T.3Cy.23",37"&63"-39" (*s*) 190lb 357NHP 2SB,6*cf*,GS123,HS5258 FD ManitowocS.B.Co.	25 ″ 0 ~~s 5 ″ 9½~~ ~~10 ″ 8~~	
22379 220781 KJFD	**Cayuga** Now "Alba", see No.37110 in Supplement *Fitted for oil fuel* 1*Dk*(*Stl*)	2310 1949 1440	✠ 6,27 ✠	Wyandotte	*r*		1920 8mo	DetroitS.B. Co. Wyandotte	IndependentS.S. Co. *CellDB*204'531*t*	251·0 P27'B64'F26' *FPT*58*t APT*89*t*	43·6	22·2	Duluth, Min. FK Utd.States 4*BHptCem*	T.3Cy.20",33"&54"-40" 265NHP 2SB,4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	
22380 122219 VGNQ	— Ⓟ **TwinSc** 2*Dks*	2196 1673 1168					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	305·0	36·6	14·2	Toronto British *WB*	Q.8Cy.17½",25",36"&52"-30" 296NHP CanadianS.B.Co.Ld.Tto.		
22381 KZAX	**Cebu** Ⓟ (*ex*NuenTung) **TwinSc** Wireless 2*Dks*	1408 — 804					1900	G.Seebeck A.G. Bremerhaven	Cia.Maritima (Fernandez Hnos.Inc.*Mgrs.*)	250·8 H41'	34·1	18·5	Manila Utd.States *WB*	T.6Cy.14 3/16",22 1/16"&31 1/16"-23⅝" 94NHP G.SeebeckA.G.Bhn.		
22382 147618 MLXK	**Cecile Mapleson** **TwinSc** (*ex*Halal-32) *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	344 245 187					1924	Bow,McLachlan&Co. Ld. Paisley	AfricanCoasters (Pty.)Ld.(Grindrod,Gersigny&Co. (Pty.)Ld.*Mgrs.*)	142·5	26·8	9·3	London British *WB*	Oil Engines 4S.C.SA 8Cy.11 13/16"-16½" 108NHP HolebyDieselWorks,Ld. Holeby		C
22383 147929 GKLF	**Cedarbank** **TwinSc** *OilEng.* *ss*Cff.No.3-3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5159 4768 3117	✠100A1 *withfreeboard* ~~[illegible]~~ ~~11,36~~ 4,38 ~~DBS2,37~~ *Carrying vegetable oil in deep tanks*	Fal ~~Syd~~Sng DBS2,38 ✠LMC3,36	*a*†	CL S1,36 P4,38	1924 10mo *Lloyd's*A&CP	Harland&Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellD*	420·4 *B*357'1121*tDTf*32' 1067*t* *Tanks between tunnels*115'251*tFPT*106*tAPT*132*t*	53·9	26·5	Glasgow British FK 7*BHptCem* Coll *BHtoShdk* 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
22384 147891 MLVF	**Cedarton** *Mchy.Aft* *Well deck* 1*Dk*	1732 1373 1005		…			1924	A.McMillan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld. (R.A. Carter,*Mgr.*)	250·1 Q92'F36'	43·2	15·5	Montreal British FK *WB*	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk	17 ″ 6	R †
22385 160419 MNZT	**Cedartree** *ss*Sld.No.2-37 ~~*ss*Sld.No.1-33~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1557 1154 824	✠100A1 4,37~~10,35~~ BS~~1,37~~ 1,38	Sld ✠LMC~~11,33~~ MS4,37	*p*	CL 7,36	1928 5mo *Lloyd's*A&CP	J.Crown&Sons,Ld. Sunderland	HomeLineLd. (CommonBrothers Ld.*Mgrs.*) *CellDB*	245·0 254·0(O.L.) Q147'F27' 202' 430*t FPT*127*t*	36·6	16·0	London British FK 4*BHCem* *APT*158*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 193NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 1 s 5 ″ 5½ 16 ″ 8½	
22386 160737 MBDN	**Cedarwood** *Mchy.Aft* *CruiserStern* 1*Dk*	899 612 498					1933	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.Line,Ld.	193·1 Q115'B10'F25'	32·2	12·5	Middlsbro' British *WB*	T.3Cy.13",22"&36"-27" 98RHP N.E.MarineEng.Co.Ld.Sld		C
22387 142323 GLBF	**Cedrington Court** (*ex*Cabotia, *ex*WarViper) *ss*Cff.No.3-12,30 *ss*Cff.No.1-35 2*Dks*(*Stl*)	5160 4739 3122	✠100A1 5,38~~4,37~~ BS~~9,36~~ 8,37 ~~*Fitted for oil fuel F.P. above 150° F.*~~	Bry Hul ✠LMC7,35	*y*	CL 4,37	1918 3mo *Lloyd's*A&CP	Harland&Wolff,Ld. Belfast	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)	400·4 P49'B113'F40' *CellDB*345' 1123*tFPT*122*t APT*181*t*	52·3	28·4	London British FK 7*BHptCem*	T.3Cy.27⅛",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
22388 XCCF	**Cedros** (*ex*Shean-35,*ex*Caria, *ex*Fullagar) *OilEng.* Sunk after Collision 8,37 Wireless *ss*Vcr.No.3-9,35 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	*420* *270* *181*	✠~~100A1~~ 5,37~~5,26~~ ✠NE10,21 ✠~~LMC9,35~~ ~~DBS9,35 5,37~~ ✠~~LMC(M)5,37~~ *ElectricallyWelded*	LAn	*f*	CL 8,35	1920 7mo *Lloyd's*A&CP	Cammell Laird&Co.Ld. Birkenhead	O.L.Rodriguez	150·0 Q88'B9'F26' *DB*14'21*tFPT*	23·8	10·6	Ensenada Mexican FK 3*BHCem* 54*t APT* 18*t*	Oil Engines 2S.C.SA 4Cy.16½"-19" 91NHP DB100lb W.Beardmore&Co.Ld.Gls.	11 ″ 6 s 4 ″ 2 11 ″ 5½	
22389 HRBF	**Cefalu** Ⓟ *ss*N.Os.No.2-38 ~~*ss*N.Os.No.1-34~~ *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* teak s) 3*rd*&4*th dks*(*Stl*)*in holds*	*5221* *4269* *3270*	✠100A1 *withfreeboard* ~~8,37~~ ~~12,36~~ 3,38 ~~BS12,36~~ ✠LMC~~7,34~~ ✠Lloyd'sRMC~~12,36~~ 5,38~~8,37~~ for temp. 20° F. MS3,33 *Three lower decks for Fruit Cargoes* *Fitted for oil fuel 4,30 F.P. above 150° F.*	NOs BS12,37	*y*	OG ~~12,36~~ ~~8,37~~ 3,38	1930 4mo *Lloyd's*A&CP	Workman Clark(1928) Ld. Belfast	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) ~~*IntermediateBH in forward & after holds dispensed with*~~ *CellDB*308'734*t* *Tanks in way of tunnel* 289*t FPT*	380·7 P37'B138'F40'	53·4	29·6	Ceiba Honduran *ptCem* ~~3*BHtoWdk*~~ FK ~~1 „ „ 2nd „~~ 6*BH* 48*tAPT*30*t*	Q.4Cy.25½",37",54"&78" -48" 260lb (*s*) 867NHP 4SB,16*cf*, HS13300 FD WorkmanClark(1928)Ld.	33 ″ 3 s9 ″ 6¼ 23 ″ 10	
22390 140609 GPNR	**Cefn-y-Bryn** (*ex*DacreCastle-37) *ss*Ant.No.3-4,31 *ss*Cff.No.1-35 2*Dks*(*Stl*)	5278 4866 3277	✠100A1 1,38~~3,37~~ MS4,35	Ant ✠LMC BS~~11,36~~ 1,38	*y*	CL 3,37	1919 3mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews, Ld.*Mgrs.*) *CellDB*	400·1 P49'B113'F29' 340' 1019*tFPT*130*t*	52·4	28·4	Swansea British FK 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	
22391 HRBE	**Ceiba** *ss*N.Os.2ndNo.3-9,35 *Ref.Mchy.* 1*Dk*(*Stl*)2*trB*&*Shelterdk*(*Stl*-teak s)	1698 1490 1054	✠100A1 *Shelter dk withfreeboard* ~~8,37~~ ~~3,37~~ 1,38 ~~BS8,36~~ ✠LMC9,35 ✠Lloyd'sRMC~~12,36~~ ~~7,37~~ 1,38 for temp. 50° F. *Fitted for oil fuel 3,20 F.P. above 150° F.*	NYk ~~NOs~~ BS10,37	*r*	OG ~~8,34~~ 1,38	1911 4mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Seaboard S.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *WB= CellDBa*41'*u*	309·6 len15 *E*20'*f*180'342*tFPT*	39·2	16·6	Ceiba Honduran FK 4*BHCem* 12*tAPT*30*t*	T.3Cy.23",39"&66"-42" (*r*) 195lb 100lb 347NHP 2SB,8*cf*,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 11 s 1 ″ 3½ 17 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
22392 21305 JCED	**Celebes Maru** ssKob.No.3–11,29 ssOsa.No.2–36 *2Dks(Stl)&Awng dk(Stl)*	5863 5586 4262	✠100A1 *Awng dk* *withfreeboard* 1,38 ~~1,06~~ ✠LMC~~1,36~~ 1,38	Osa	*y*	OG ~~10,34~~ N1,38	1917 12mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	**OsakaShosen** **K.K.** *CellDB*	385·0|51·0|36·0 FK 334' 1118t *FPT*126t	**Osaka** Japanese 6*BHCem* *APT*93t	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22393 1544 IBWI	**Celeno** (*ex*Saxoleine) 3Mst *Mchy.Aft* *2Dks* D.F. *Carrying Petroleum in bulk*	3741 3376 2329					1899	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	~~335·7~~|45·0|28·5 P82'B23'F41' 335·9|	**Genoa** Italian *WB*	T.3Cy.24",40"&64"–48" 275NHP WllsndSlpwy.Co.Ld.Nwc.		I
22394 140348 GVFY	**Celerol** ssGmh.2ndNo.3–10,35 *2Dks(Stl)&Webframes* *Longitudinal framing* *Cruiser Stern*	2649 2230 1136	✠100A1 ~~10,36~~12,37 BS12,37 ✠LMC10,35 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,17*F.P. above* 150° F.	Bermuda Nwc		CL ~~7,34~~ 11,37	1917 9mo *Lloyd*	ShortBros. Ld. Sunderland 'sA&CP	**TheAdmiralty** *CellDBuE&B*68'148t*DT f*24'98t*FPT*48t*APT*39t	320·0|41·5|23·2 P46'B107'F39' FK	**London** British 16*BHptCem* (10 *to U dk* 6 „ 2nd „)	T.3Cy.26",42½"&70"–45" (s) 200lb 543NHP 3SB,9cf,HS8430 FD G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 3¾ 22 ″ 4½	
22395 211948 WCDU	**Celilo** Ⓟ Wood *Mchy.Aft* Wireless 1*Dk*	943 789 576					1913	J.H.Price St.Helen's,O.	**CharlesA.Gillespie**	202·3|40·2|14·7	**S.Fr ncisco** Utd.States	T.3Cy.13½",23"&40"–30" 88NHP MainStreetIronWrks.S.Fo		
22396 3061~~740~~ IBVG	**Celio** Ⓟ (*ex*Bruenn) D.F. *1Dk&Spardk&deepframing*	3872 2822 2297			...		1908	Lloyd Austriaco Trieste	"Adriatica" Soc.Anon.diNav.	~~356·3|42·3|23·0~~ P&B246'F65'|23·3 361·6|44·1| FK	Venice ~~Genoa~~ Italian *WB*	T.3Cy.26",43½"&73"–48" 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
22397 419~~101~~ IBXG	**Cellina** Ⓟ ssTri.No.3–10,37 *OilEng.* *Ref.Mchy.* ~~ssTri.No.2–35~~ D.F. *2Dks(Stl)&Shelterdk(Stl)* *Rudder electrically welded*	~~6080~~ ~~5353~~ ~~3757~~ 6086 5353 3806	✠100A1 *withfreeboard* ~~7,27~~ 10,37 ✠NE10,37 ✠LMC10,37 DBS10,37 ✠Lloyd'sRMC~~2,37~~ 10,37	Gen Mfl		CL ~~4,36~~ N10,37	1926 5mo *Lloyd*	Stabilmnto Tecnico Trieste 'sA&CP	"Italia"Soc.Anon. diNav. *CellDB*377'1245t ~~*DTa*42'981t~~ *DTa*30'718t	448·5|55·4|27·3 430·8|55·4|27·6 FK (*Coll* *FPT*121t*APT*~~40t~~ 39t	Trieste ~~Venice~~ Italian 8*BHptCem* *BHtoSh dk* 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 2S.C.DA 6Cy.25 1/16"–45¼" 1323NHP DB25*refitted*37–100lb Soc.Anon."Fiat"S.G.M. Turin	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
22398 EEHH	**Celta** ssVal.No.2–32 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1194 975 721	✠100A1 5,35 BS6,36 ✠LMC5,32 No later survey reported	Gen	*n*	CL 6,36	1924 4mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	**M.M.DePinillos** *CellDB*180'	220·0|34·7|13·4 |15·7 P13'Q50'B62' FK F24'	**Cadiz** Spanish 4*BHptCem* 285t*APT*40t	T.3Cy.16",27"&44"–30" (s) 180lb 140NHP 1SB,3cf,GS63,HS2505 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ 4½ 16 ″ 3½	
22399 FOIC	**Celte** Wireless 2*Dks*	904 764 519					1893	Sundrland S.B.Co.Ld. Sunderland	**Sécheries de** **Morues duNord**	207·5|31·0|15·3 P68' F17'	**LaRochlle** French *WB*	T.3Cy.18½",30"&49"–33" NB20 138NHP N.E.MarineEng.CoLd.Sld.		V
22400 160233 GSRF	**Celtic Monarch** D.F. 1*Dk*	5824 5412 3682					1929	D&WHen- dersn&Co.Ld. Glasgow	**MonarchS.S.Co.Ld** **(Raeburn&Verel,** **Ld.*Mgrs.*)**	430·0|56·2|28·1 P49'B131'F35'	**Glasgow** British *WB*	Q.4Cy.25",35½",51"&72"–51" 370NHP D&WHendersn&CoLd.Gls		C
22401 142437 GNXD	**Celtic Star** (*ex*Celticstar, *ex*Camana) ssNwc.No.3–10,30 *Ref.Mchy.* ssNwc.No.1–35 *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	5574 5158 3466	✠100A1 *Awng dk* *withfreeboard* 5,37 ~~4,36~~ BS5,37 ~~[illegible]~~ ✠LMC2,35 ✠Lloyd'sRMC~~[illegible]~~ 2,38 ~~7,37~~ *Fitted for oil fuel* 9,27 *F.P. above* 150° F	Nwc	*y*	CL 4,36	1918 6mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow 'sA&CP	**UnionColdStorage** **Co.Ld.(BlueStar** **Line,Ld.*Mgrs.*)** *CellDBa*128'u	390·7|53·2|32·9 F50'*onAwng dk* FK E21'*f*172'973t*FPT*	**London** British 6*BHCem* 32t*APT*9t	T.3Cy.25",41½"&70"–48" 200lb (r) 552NHP 3SB,9cf,GS150,HS8535 FD DunlopBremnr&CoLdPGl	36 ″ 0 s 9 ″ 1½ 27 ″ 1½	
22402 148354 GMZC	**Cemenco** (*ex*Baytree–34,*ex*Byrness) ssBkn.No.3–2,38 ~~ssBkn.No.2–35~~ *Well deck* 1*Dk(Stl)*	1887 1496 1109	✠100A1 ~~9,37~~ ~~1,37~~ 2,38 ~~BS12,34~~ ✠LMC~~11,34~~ 9,37 MS2,38	Bkn	*q*	CL ~~11,34~~ 8,37	1927 2mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland 'sA&CP	~~**MerchantsLine,**~~ ~~**Ld.**~~ Continental TransitCo.Ld. ~~[illegible]~~ *CellDB*229'	270·8|38·0|18·0 281·2(O.L.) P21'Q126'B12'F22' FK 523t *MTs*109t *FPT*	London ~~Sunderlnd~~ British 4*BHCem* 47t*APT*99t	T.3Cy.20",33"&54"–36" (s) 180lb 213NHP 2SB,6cf,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s 6 ″ 1¾ 18 ″ 4½	
22403 160732	**Cementkarrier** (*Self-Unloader*) *OilEng.* 1*Dk*	1971 1665 1127					1930	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**CanadaCement** **Transport,Ld.**	253·0|43·4|18·6	**Montreal** British *WB*	2 Oil Engines connected to Elec. Motor & Sc. Shaft 2S.C.SA 250NHP 8Cy.13⅝"–22 7/16" AtlasDieselCo.Skm.		C
22404 EARL	**Cementos Rezola No. 1** Iron (*ex*Añorga,*ex*Aleson, ssLon.No.3–4,95 *ex*RuiPerez,*ex*River ssSws.No.2–03 Derwent,*ex*KatherineClark) Wireless 1*Dk(Irn)*2*trB*	832 — 460	✠ 6,05 ✠	Cff	*l*		1882 4mo	R.Duncan &Co. PortGlasgow	**CementosRezola** **S.A.**	207·8|28·9|13·9 Q114'F27' BK7" *DBa*59'131t*FPT*	**S.Sebast'n** Spanish 4*BHCem* 42t*APT*16t	C.2Cy.24"&48"–36" NDB96 106NHP 1SB,3pf,GS54,HS1714 Kincaid&Co.Greenock	14 ″ 9	V †
22405 EEHI	**Cementos Rezola No. 2** (*ex*AmatxuBegoñakoa, ssBbo.No.3–8,31 *ex*MariaElena) ssBbo.No.1–36 *Well deck* 1*Dk(Stl)* **Now sailing as "ITXAS-ZURI"**	551 446 208	✠100A1 5,36 LMC5,36 BS11,37	Bbo	*h*	1,37	1919 4mo *Lloyd*	Soc.Anon. Astilleros Ardanaz Bilbao 'sA&CP	**CementosRezola** **S.A.** *CellDB*118'164t*FPT*	159·9|26·1|11·0 Q86'B16'F24' FK	**S.Sebast'n** Spanish 4*BHCem* 38t*APT*13t	T.3Cy.12⅝",20½&33"–23⅝" 180lb (s) 83NHP NE&B17*refitted*36 1SB,2cf,GS44,HS1640 FlensburgerSchiffsbauGes Flensburg.	13 ″ 0 s 3 ″ 11 12 ″ 9	
22406 FNDT	**Cens** ssNts.No.2–35 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	2384 1775 1262	✠100A1 ~~2,37~~ ~~3,37~~12,37 ✠~~NB6,26~~ LMC1,35 ~~BS3,36~~3,37	Bry ~~Ant~~ Rou	*s*	~~3,37~~ 6,37	1926 6mo *Lloyd*	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire 'sA&CP	**Cie.Nantaise de** **Navigation à** **Vapeur** *CellDBa&uE*84'*f*99'392t	269·4|42·0|19·6 280·9(O.L.) Q&B162'F25' FK *Tanks at sides of tunnel* 64' 360t	**Nantes** French 4*BHCem*	T.3Cy.18⅞",29 15/16"&49 9/16"– 37 13/16" 185lb (s) 198NHP 2SB,6cf,GS117,HS3498 EtabNational de laMarine, *FPT*72t Loire	21 ″ 10 s 2 ″ 2 19 ″ 9½	
22407 147275 GMQP	**Centaur** Ⓟ *OilEng.* *Ref.Mchy.* *2Dks&Shade dk*	3066 2469 1800					1924	Scotts'S.B. &Eng.Co.Ld. Greenock	**OceanS.S.Co.Ld.** **(A.Holt&Co.** ***Mgrs.*)**	315·7|48·2|21·5	**Liverpool** British *WB*	Oil Engines 4S.C.SA 6Cy.24 7/16"–51 3/16" 355NHP Burmeister&Wain,Cpn.		
22408 CXAB	**Centenario** Ⓟ (*ex*Fortuna, TwinSc *ex*France) 1*Dk*	658 — —					1899	Forges&C. de laMédit. Havre	**Cia.Argentina-** **Uruguaya de Nav.** **Centenario,S.A.**	264·0|29·5|15·1 B160'F68'	**M.Video** Uruguayan	T.6Cy24⅝"35 13/16"&53½"–25 9/16" 285NHP Forges&C.de laMédit.Hav.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 22409 135474 GLST	**Ceramic** Ⓟ TrpSc4Mst ssGls.2ndNo.3–8,36 *Ref.Mchy. 4Dks 5th dk in Nos.1&2 holds* D.F. E.S.D.	18713 16358 11582	100A1 *withfreeboard* ~~8,37~~ ~~1,37~~ 12,37 ✠Lloyd'sRMC ~~1,37~~ BS8,37	Gls LMC8,36	~~8,37~~ 1,38	CL CN1,37 P&S 8,36	1913 *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	ShawSavill& AlbionCo.Ld. *Cell DB*577'3034*t*, *tanks in way*	655·1 B371' *of tunnels*116*tFPT*	69·4	43·8 FK&BK2½"	S'thamptn British 12*BHptCem* 267*tAPT*83*t*	T.8Cy.(2)$26\frac{1}{16}$",(2)$42\frac{1}{8}$", (4)$47\frac{9}{16}$"–51" 1LowPressureTurbine 215lb (*s*) 1692NHP 6DB,36*cf*,GS725,HS30090 Harland&WolffLd.Belfast	47″10 s13″6¾ 34″9½	BT till ~~3,37~~ 8,38
22410 DCOL	**Cereal** (*ex*Rhenus–25) *1Dk*	555 527 310					1909	P.Smit,jr. Rotterdam	Ivers-Linie, KommanditGes. (Paulsen&Ivers, *Mgrs.*)	188·5	23·1	13·2	Kiel German *WB*	C.2Cy.13"&28"–12" 22NHP P.Smit,jr.Rotterdam		G
22411 118 ILKN	**Cerere** (*ex*Cambridge, *ex*Elbeuf,*ex*Debardeur) TwinSc *1Dk* *Mchy.Aft*	1198 — 590					1920	Soc.Anon. deTravaux Dyle&Bacalan Bordeaux	Soc.Anon.Sbarchi, Imbarchi e Trasporti	229·6 P75'F29'	34·3	12·7	Rome Italian *WB*	T.6Cy.12",20"&31½"–16½" 79NHP Soc.Anon.deTravaux Dyle&Bacalan		CI
22412 FNCA	**Ceres** *2Dks*	3073 2963 1887			…		1918	Jos.T.El- tringham& Co.Ld.Wil- lingtonQuay	Cie.desAffrêteurs Français (Heuzey& Chastellain,*Mgrs*)	330·6 P33'B116'F40'	47·7	22·7 FK	Rouen French *WB*	T.3Cy.24",39"&65"–42" 289NHP Jos.T.Eltringham&Co.Ld.	24″10	V †
22413 PDJT	— Ⓟ *Fitted for oil fuel* *2Dks& Shelter dk* *Cruiser Stern*	2680 2319 1561					1919	J.&K. SmitsSchps. Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	348·0	48·2	18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"–45" 250NHP Mach.fab.Kinderdijk		V
22414 DORI	— TwinSc *OilEng.* *Mchy.Aft* *1Dk* Wireless D.F. *CruiserStern*	1078 833 553					1936	Schiffb.Ges "Unterweser" A.G. Weser- münde-L.	Dampfschifff.Ges. "Neptun"	234·4 P115'F36'	34·7	13·4	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.$11\frac{13}{16}$"–$16\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
22415 70 OHGH	— ssAbo.4thNo.3–3,31 *Well deck* ssHfs.No.1–35 Wireless *1Dk(Irn)&Web frames*	996 796 575	✠100A1 8,37 ~~5,36~~ ✠NB11,19 BS~~8,36~~4,37	Hfs ✠LMC5,35	*m*	CL 5,35	1889 8mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	FinskaÅngfAktieb *WB=DB*	210·5 Q77'B60'F23' *a*64'*f*49'*&uE&B*35'	31·2	15·3 FK	Helsingfrs Finnish 4*BHCem* 291*tAPT*15*t*	T.3Cy.17",25¼"&$40\frac{5}{16}$"–30" 150lb *100lb* NDB19 114NHP 1SB,3*pf*,GS57,HS1753 (*s*) NEMarineE.Co.Ld.Nwc.	16″1 s1″0¼ 15″2¼	
22416 DHDY	**Cerigo** Ⓟ Wireless Sub.Sig. *2Dks*	1120 877 522					1922	Schiffb.Ges Unterweser m.b.H. Weser -münde-L	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	227·2 F29'	34·4	12·4	Hamburg German *WB*	T.3Cy.15¾",27½"&45⅝"–27½" 110NHP A.Borsig,G.m.b.H.Berlin		G
22417 162481 GTNX	**Cerinthus** ssNwe.No.2-38 ~~ssNwc.No.1-35~~ *Mchy.Aft* *1Dk(Stl)2ndDk(Stl)* *in forehold& Web frames* D.F. *Longitudinal framing* *Rudder electrically welded*	3878 3146 2318	✠100A1 ~~6,37~~ ~~2,37~~ 3,38 ~~BS8,36~~ *CarryingPetr* *Fitted for oil*	Nwc ~~Rot~~ ~~BS6,37~~ ✠LMC3,38 *oleum* *fuel* 9,	*v* *in* 30	CL 3,38 *bulk* *F.P. a*	1930 9mo *Lloyd* *bove* 1	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* 50° F.	HadleyShipping Co.Ld. *CellDBuE&B*54' 83*t*	336·0 350·0(O.L.) P88'F49' *Trunk*198' *DTf*26'426*t FPT*8	48·8	25·6 FK	London British 13*BHptCem* 9*tAPT*105*t*	T.3Cy.20",33"&55"–39" (*s*) 200lb 385NHP 2SB,6*cf*,HS6510 FD Hwthrn,Leslie&CoLdNwc	25″6 s3″1 22″7¼	
22418 147672 MLXV	**Cerne** (*ex*Woodcote–34) ssSld.No.3–6,37 ~~ssShl.No.2–32~~ *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1257 990 670	✠100A1 *withfreeboard* 6,37 ~~4,36~~ BS6,37	Shl Sld MS12,36 ✠LMC~~6,32~~	*n*	CL 12,36	1924 5mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &AssociatedCom- panies,Ld. *Cell*	220·7 226·5(O.L.) Q140'F23' *DBuE*18'*f*138'485*t*	34·9	16·4 FK	London British 4*BHptCem* *FPT*160*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 164NHP 1SB,3*cf*,GS56,HS2368 FD N.E.MarineEng.CoLdNwc	18″6 s7″0¾ 15″7¼	
22419 TYQR	**Cerons** *Mchy.Aft* *1Dk*	1049 644 411					1923	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Worms&Cie.	216·0 P&B126'F57'	30·7	12·7	Havre French *WB*	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.delaSeineMarit.		V
22420 221144 KDQY	**Cerro-Azul** 3Mst *Fitted for oil fuel* *Mchy.Aft* *1Dk&Shelter dk&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	9059 8572 5665			…		1921	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	480·5 F44'*onShelter dk*	66·0	36·8 FK	Wlmngton (Del.) Utd. States *WB*	Q.4Cy.26",38¼",56"&82"–54" 819NHP SunS.B.Co.Chester,Pa.	37″0	R †
22421 221129 KDQS	**Cerro-Ebano** 3Mst *Fitted for oil fuel* *Mchy.Aft* D.F. *1Dk&Shelter dk* *&Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	8880 8572 5543			…		1921	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	480·5 F44'*on Shelter dk*	66·0	36·8 FK	Wlmngton (Del.) Utd. States *WB*	Q.4Cy.26",38¼",56"&82"–54" 819NHP SunS.B.Co.Chester,Pa.	37″0	R †
22422 143327 GBXC	**Cervantes** ssGls.No.3–5,32 D.F. ssAnt.No.1–36 *1Dk(Stl)&Shelter dk(Stl)*	1810 1561 991	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~9,36~~	Ant BS9,37 ✠LMC10,36	*r*	CL 9,36	1919 7mo *Lloyd*	H.&C. Grayson,Ld. Garston '*sA&CP*	MacAndrews&Co. Ld. *Colli* *CellD*	265·0 *sionBHtoShelter dk* *B* 224'408*t FPT*63*t*	41·2	18·8 FK	London British *Cem* 3*BH to U dk* *APT*18*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21″0 s″10 20″4¼	
22423 EEHM	**Cervera** *Mchy.Aft* *1Dk*	857 — 682					1919	Astilleros Cardona(SA) Barcelona	Hijo deRomulo Bosch,S.enC.	187·0 B12'F25'	32·8	12·9	Barcelona Spanish	T.3Cy.12",20"&32"–24" 50NHP AlexanderHnos,Barcelona		V
22424 1115 IBZG	**Cervino** (*ex*Tatra) D.F. *1Dk* *2ndDkBeamsinNos.1&4holds*	4363 4032 2599			…		1913	J.Priest- man&Co. Sunderland	A.Zanchi	379·1 P32'B234'F39'	53·0	23·3 FK	Genoa Italian *WB*	T.3Cy.24",39"&66"–45" 353NHP Richardsons,Westgarth& Co.Ld.Sld.	26″8	I †
* 22425	**Cesar Mabro** (*ex*Rounton) To be Broken up ssAlx.3rdNo.3–3,32 *1Dk(Irn)&Web frames&* *ptAwng dk(Irn)*	2646 1972 1655	~~✠100A1~~ *pt Awng dk* *withfreeboard* 12,35 ~~BS6,36~~	Gtz ~~✠LMC3,32~~		CL 11,33	1894 3mo	W.Gray& Co.Ld. WHartlepool A&CP		304·5 P29'Q88' *ptAwng dk*183' *CellDB*238'643*t*	42·0	18·3 FK	 5*BHCem* *APT*32*t*	T.3Cy.23",36½"&62"–39" (*s*) 160lb *100lb* NDB11 239NHP 2SB,6*rf*,GS88,HS3580 Cen.Mar.Eng.Wks.W.Hpl	20″10 s7″11¼ 20″1	
22426 1092 IBAH	**Cesare Battisti** Ⓟ TwinSc D.F. *3Dks* Damaged by Explosion & Sunk 12,36	8331 4644 4505					1920	G.Ansaldo &Co.S.A.Ital. SestriPonente		434·5	52·7	27·7	Genoa Italian *WB*	6SteamTurbinesDRgeared to 2 Screw Shafts G.Ansaldo&Co. Sampierdarena		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15
22427 376 IBDP	**Cesarea** Ⓟ TwinSc (exFortSt.George-35, ssN.Yk.No.3-1,34 exWandilla) 2Dks(StlU-ws)& D.F. E.S.D. Shelter dk(Stl-ws)& Ref.Mchy. 3rd dk in Nos. GyC. 1,3,4&5holds	7785 5911 4189	3,38 Shelter dk withfreeboard ~~BS7,36~~ ~~LMC6,35~~ Lloyd'sRMC ~~2,37~~ 8,37 Fitted for oil fuel 11,21 F.P. above 150° F.	Nap	a†	CL 6,35	1912 Lloyd'sA&CP	W.Beardmore&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	428·5 56·7 34·1 411·3 B155'F70' on Shelterdk FK&BK2" Collision BH to S dk After peak ,, 2nd ,, 6 ,, Up ,, CellDB317'853t FPT60t APT65t	Trieste Italian Cem —	Q.8Cy.28½",34",50"&72"-54" 250lb (s) 1374NHP 6 Water Tube Boilers HS25890 W.Beardmore&Co.Ld.Gls.	37 ″ 0 ~~s12 ″ 10¼~~ ~~24 ″ 6¾~~	
22428 52	**Cesario Console** (exLeaS,exLea, exAriadne) 1Dk Now "Orsolina," see No. 39565 in Supplement	883 718 536					1899	Act.Ges. "Neptun" Rostock	Michele Pappalardo	215·2 32·2 12·8 Q77'B54'F27'	Torre del Greco Italian WB	T.3Cy.16¼",25 1/12"&41¼"-28¾" 93NHP A.G."Neptun,"Rostock		I
22429 200374	**Cetus** (exSamuelH.Squire,exCetus, exHenryS.Sill) Mchy.Aft GyC. 1Dk2trB	4390 — 2952					1903	Superior S.B.Co. W.Superior	InterlakeSteamshipCo.	416·0 50·0 28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP SuperiorS.B.Co.		R
22430 LJHX	— (exMoto-36) ssSld.No.2-29 Well deck 1Dk(Stl) D.F.	2693 1876 1362	✠ ~~—~~ 12,36 ✠	Sld	t		1920 4mo	Murdoch&Murray,Ld. PortGlasgow	A/S Dampskslsk Neptun(H.Östervold,Mgr.)	314·0 44·2 17·7 P27'Q214'F31' FK Intermediate BH in fore hold dispensed with CellDB224'633t DTa42'228t FPT118t APT114t	Bergen Norwegian Cem 4BH only	T.3Cy.25",41"&68"-48" 431NHP 4SB,12cf,GS231,HS7780 J.G.Kincaid&Co.Ld.Grk	20 ″ 0	N †
22431 181286 KZCS	— (exInga) Wireless Well deck 1Dk&deep framing	943 — 520			...		19 04/31	A.Vuijk Capelle a/d Ysel	Madrigal&Co.	215·3 31·5 14·6 Q73'B57'F25' FK	Manila P.I. Utd.States WB	T.3Cy.15¼",25"&42"-30" 160NHP G.T.Grey&Co.S.Shl.	15 ″ 6	
22432 YTAN	**Cetvrti** (exAdmiral, exDepot vesselSiegfried, exSteamerHungarian) 2Dks3trB	1937 1846 1217					1884	Reiherst'g Schiffsw. Hamburg	PrvoDalmatinsko TrgovackoDrustvo	291·2 35·4 22·3 P44'B71'F38'	Dubrovnik YugoSlav WB	T.3Cy.17 7/10",28 7/10"&46 1/10"-32½" NE&B18 121NHP DresdnerMascht&Schiffsw "Ubigau"Dresden		G
22433 DNAX	**Ceuta** Fitted for oil fuel D.F. Sub.Sig. 2Dks	2719 2304 1603					1929	Deutsche WerftA.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	283·3 45·9 22·9 P21'B72'F32'	Oldenburg German WB	C.4Cy.(2)18½"&(2)39⅜"-39⅜" 162NHP DeutscheWerftA.G.Ham.		G
22434 FOCE	**Cevennes** 1Dk	2509 — 1499					1921	Atel.&Ch. deBretagne Nantes	Cie.Delmas Vieljeux	290·0 43·3 22·0 Q111'B57'F52'	La Rochlle French WB	DRGeared SteamTurbine Atel.&Ch.deBretagne,Nts.		V
22435 5244 SGYA	**Ceylon** ssGot.2ndNo.3-9,36 Welldeck D.F. 2Dks(Stl-Uws)	*5235* *4907* *3627*	✠100A1 ~~7,37~~ ~~1,37~~ 11,37 ✠LMC MS9,36 BS1,37	Got	a†	CL 11,35	1911 9mo Lloyd'sA&CP	Hawthorn,Leslie&Co.Ld Newcastle	A/B Svenska OstasiatiskaKomp (G.Borin,Mgr.)	425·0 54·1 26·9 441·3(O.L.) P&B349'F44' FK WB=CellDBa122'uE29'f212'990tFPT82tAPT25t	Gothenbrg Swedish 7BHCem	T.3Cy.27",45"&75"-51" (s) 180lb 544NHP 3SB9cf,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s4 ″ 3½ 25 ″ 5	
22436 8914 JDWD	**Ceylon Maru** 2Dks&deep framing	4905 4065 2996			...		1904	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	385·0 48·6 27·0 P44'B125'F48' FK	Tokio Japanese WB	T.3Cy.26½",43"&72"-48" 442NHP MitsuBishiD.&E.Wks.Nag	29 ″ 9	
※ 22437 DGUQ	**Ch. N. Kahan** (exLimicana, exBeechleaf) ssKel.No.3-9,29 ssKel.No.1-34 1Dk(Stl)&Shelter dk Mchy.Aft (Stl)&Web frames Now "Stanbridge," see No. 40072 in Supplement	5942 5490 3452	✠100A1 Shelter dk withfreeboard 1,37 BS6,35 ✠LMC4,34 Carrying Petroleum in bulk Fitted for oil fuel 3,17 F.P. above 150° F.	Shi	y	CL 6,36	1917 3mo Lloyd'sA&CP	Richardsn,Duck&CoLd Stockton	Europäische Tanklager-und Transport-Aktiengesellschaft	380·9 51·0 32·7 P98'B27'F49' FK CellDBuE&B79'239tDTf36'465tFPT136tAPT102t	Wilhlmshn German 15BHptCem	T.3Cy.26",42"&70"-48" (s) 180lb 395NHP 3SB,9cf,HS6435 Blair&Co.Ld.Stockton	35 ″ 4 s7 ″ 2¾ 28 ″ 4	
22438 LOBW	**Chaco** (exRioClaro) Fitted for oil fuel 2Dks CruiserStern	2162 1776 1268					1923	Danziger Werft Danzig	Argentine Government	260·8 37·9 22·0 F28'	Bns.Aires Argentine WB	T.3Cy.22",35"&59"-42" 225NHP DanzigerWerft,Danzig		
22439	— Sk (exZayda) 1Dk(Stl) Mchy.Aft	389 — 277	✠ 4,07 ✠	Grk			1907 4mo	G.Brown&Co. Greenock	Cia.Argentina de Nav.Mihanovich, Ltda.	185·1 34·1 9·4 B22'F25' FK WB=FPT28t	Bns. Aires Argentine 3BHCem	C.2Cy.14½"&30"-21" 47NHP 1SB,2cf,GS31,HS872 White&Hemphill,Ld.Grk.	10 ″ 0	
22440 165380 MMCX	**Chagford** Sunk by Collision 3,38 OilEng. Mchy.Aft 1Dk CruiserStern	311 198 164	✠~~100A1~~ 3,37 ~~✠LMC1,37~~	Nwc	e	OG	1937 1mo Lloyd'sA&CP	GooleS.B.&Repg.Co.Ld. Goole	H.Harrison (Shipping)Ld.	135·0 24·6 7·7 P34'Q47'F15' FK CellDB84'104tFPT28tAPT15t	London British 3BHCem	Oil Engines 4S.C.SA 6Cy.11"-17½" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 9 ~~s3 ″ 5~~ ~~9 ″ 7¾~~	
22441 160192 GNRK	**Chagres** D.F. E.S.D. Sub.Sig. Ref.Mchy. 2Dks	5406 4674 3319					1927	Stephen&Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·6 51·2 30·1 P42'B155'F41'	Glasgow British WB	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
22442 UPAQ	**Chaika** Ⓟ TwinSc OilEng. CruiserStern 2Dks&Shelter dk	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3 39·4 18·2 B88'F27'	Rostov Russian WB	Oil Engines 2S.C.SA 8Cy.18½"-31⅞" 476NHP KharkovLoco.Works		
22443 130576 VPDT	**Chak Sang** ssH.Kg.No.3-12,29 ssH.Kg.No.1-34 2Dks(Stl-U teaks)	2358 2125 1470	✠100A1 5,37 ~~1,36~~ ~~BS1,36~~ ✠LMC1,34 5,37	HKg	s	CL 3,36	1917 11mo Lloyd'sA&CP	HongK'ng&Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	290·6 42·1 22·7 301·7(O.L.) P29'B70'F33' FK CellDB238'447tDTa24'400tFPT60tAPT26t	HongKong British 5BHCem	T.3Cy.21",34"&56"-42" (s) 180lb *100lb* 256NHP 2SB,6cf,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s3 ″ 9 21 ″ 8	
※ 22444 136340 GRZB	**Chakdina** Ⓟ ssCal.No.3-3,27 ssCal.No.2-34 2Dks(Stl-Uws)& Shadedk(Stl-teaks)	3033 2387 1580	✠100A1 Shade dk 7,37 ~~8,36~~ BS7,37 ~~BS8,36~~ ✠LMC9,34	Cal	v	CL ~~8,36~~ 7.37	1914 12mo Lloyd'sA&CP	Ramage&Ferguson,Ld Leith	BritishIndiaStm. Nav.Co.Ld.	330·7 46·1 22·1 F36'onShadedk FK WB=CellDBa86'uE&B72'f127'526tFPT37tAPT15t	Glasgow British 5BHCem	T.3Cy.24",41"&70"-48" (s) 215lb 668NHP 4SB,16cf,GS271,HS10870 FD Ramage&Fergusn,Ld.Lth.	24 ″ 6 s3 ″ 5¾ 21 ″ 5	
22445 137781 GRYZ	**Chakla** Ⓟ ssBom.No.3-9,27 ssCal.No.2-35 2Dks(Stl-Uws)&Shadedk(Stl-teaks)	3081 2371 1727	✠100A1 Shade dk 11,37 ~~11,36~~ ~~BS11,36~~ ✠LMC11,35 2,36	Cbo	v	CL N11,36	1914 12mo Lloyd'sA&CP	A.Stephen&Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. WB=Cell	330·5 46·2 22·3 F44' on Shade dk FK DBa76'uE&B65'f145'513tFPT31tAPT15t	Glasgow British 5BHCem	T.3Cy.24",41"&70"-48" (s) 215lb 653NHP 4SB,16cf,GS271,HS10572 FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s3 ″ 1¼ 21 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22446 217003 WNII	**Challenger** ssPhl.No.3-6,31 *OilEng.* ssPhl.No.1-25 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	7667 ~~5974~~ — ~~8730~~ 5842	✠ 6,37 *Shelter dk* *withfreeboard* ~~✠LMC11,35~~ ✠NE1,24 ~~DBS8,35~~	Phl	*a*†	CL 7,36	1918 10mo	Bethlehem S.B.Corp.Ld Alameda,Cal A&CP	AmericanSouth AfricanLine,Inc. *CellDB*325'1192*t*	410·0 *DTa*30'228*tFPT*80	56·0	29·0 FK	NewYork ~~Philidphia~~ Utd.States 7*BHptAsp* *tAPT*195*t*	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"–$91\frac{1}{4}$" 640NHP NDB24 *150lb* NDB26 *125lb* SunS.B.&D.D.Co.ChestrPa	32 " 0 ~~s4 " $3\frac{1}{2}$~~ ~~27 " $10\frac{3}{4}$~~	|
22447 151391 VTCJ Broken up	**Champavati** Ⓟ **TwinSc** (*ex*Bradfield) *Fitted for oil fuel* 2*Dks*	769 693 321			...		1918	Ayrshire Dkyd.Co.Ld. Irvine		219·5	28·6	15·5 FK	**Bombay** British *WB*	T.6Cy.$13\frac{1}{4}$",$21\frac{1}{4}$"&34"–21" 387NHP D.Rowan&Co.Ld.Gls.	16 " 3	
22448 103975	**Champion** Ⓟ **IronPad** 2*Dks*	482 343 304					1897	J.L.Davie Levis,Quebec	ThousandIsland Nav.Co.Ld.	143·5	25·6	7·8	**Kingston,** **Ont.** British	C.2Cy.18",36"&32"–40" NB13 NE10 30RHP F.X.Drolet,Quebec		
22449 127835 Dismantled & Sunk	— **WoodTwinSc** 1*Dk*	342 — 159					1899	A.C.Brown &Sons Tottnvlle NY	Merritt-Chapman &ScottCorporation	122·7	35·2	11·1	**NewYork** Utd.States	T.6Cy.11",17"&27"–20" 65NHP J.W.Sullivan,NewYork		
22450 FNUN	**Champlain** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* 4*Dks*	28124 17220 15696					1932	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	606·5 B525'	83·0	46·0	**Havre** French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Ch.&Atel.deSt.Nazaire		V
22451 116999 VGZC Transferred to No. 17130	— 1*Dk*(*Stl*–ws)&*Awng dk*(*Stl*–ws) Wireless	522 469 235	✠ 7,05 ✠	Qbc	*f*		1904 10mo	Fleming& Ferguson,Ld. Paisley	UnitedTowing& SalvageCo.Ld. *WB*	120·0 =*DTa*14'58*tDTf*5'	30·3	9·8 17·6 BK7"	**Montreal** British 6*BHCem* 12*tFPT*29*t*	C.2Cy.22"&46"–24" 87RHP 1SB,*4cf*,GS75,HS2934 Fleming&Fergusn,Ld.Psy	18 " 0	
22452 FOAO	**Champollion** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. 7*Dks*	12546 9881 7391					1924	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	531·3 B20' len35	62·7	40·5	**Marseilles** French *WB*	T.6Cy.$29\frac{15}{16}$",$49\frac{5}{8}$"&85"–53" 1025NHP Soc.ProvençaledeConst. Navales,LaCiotat		V
22453 137822 GQPF	**Chancellor** (*ex*Crown of Cadiz) ssLiv.No.3-2,29 ssBkn.No.2-38 ~~ssLiv.No.1-33~~ 2*Dks*(*Stl*)	4607 4322 2942	✠100A1 2,38 ~~1,37~~ 3,38 ✠LMC MS10,35 BS4,37	Mch Bkn	*y*	CL 7,35	1916 10mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	CharenteSSCo.Ld. (T.&J.Harrison, *Mgrs.*)	385·0 399·1(O.L.) P34'B121'F49' *CellDB*334'1018*t*	52·0	26·5 FK	**Liverpool** British 6*BHCem* *APT*24*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 502NHP 3SB,*9cf*,GS177,HS7299 FD J.G.Kincaid&Co.Ld.Grk.	29 " 0 s5 " $2\frac{3}{4}$ 24 " 0	
22454 138907 VTDS	**Chandbali** Ⓟ (*ex*Trawler-32) 1*Dk*	362 291 148					1919	Pt.Arthur S.B.Co.Ld. P.Arthur,Ont	ChandbaliSteamer ServiceCo.Ld.	145·3 len32	23·4	11·8	**Calcutta** British	T.3Cy.$12\frac{3}{4}$",$21\frac{1}{2}$",&35"–24" 67RHP PortArthurS.B.Co.Ld		
22455 145463 CYKT	**Chandler** (*ex*Glendowan, *ex*Tregastel,*ex*RobertWallace) *Mchy.Aft* 1*Dk*	1563 1331 1005					1903	BuffaloDry DockCo. Buffalo,N.Y.	~~CanadaSteamship~~ ~~Lines,Ld.~~	246·0 Q88'F36'	41·0	15·2	**Montreal** British *WB*	T.3Cy.18",25"&42"–30" 97RHP DetroitS.B.Co.Detroit		
22456 157573 VTFD	**Chandravati** Ⓟ **TwinSc** 1*Dk* *Cruiser Stern*	556 474 205	✠ 7,37 *withfreeboard* ~~✠LMC6,35~~ *For Coasting Service* *Bombay & Goa* *Fitted for oil fuel* 8,33	Bom		OG *F P. above 150° F.*	1933 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	BombaySteam Nav.Co.Ld. *CellD*	199·7 *Shade dk* *BuE*18'37*tFPT*14*t*	34·1	10·9 FK	**Bombay** British 8*BHptCem* *ptAsp* *APT*23*t*	T.6Cy.$11\frac{1}{2}$",20"&34"–24" (*s*) 200lb 260NHP 1DB,*6cf*,GS121,HS4563 FD Harland&Wolff,Ld.Bel.	11 " 6 ~~s 2 " $11\frac{1}{2}$~~ ~~8 " 10~~	
22457 XNCL	**Chang-Hsing** (*ex*Heung-Shan) **TwinSc** 2*Dks*&*Shade dk*	3412 — 2121					1890	Ramage& Ferguson Leith	HoongOnS.Nav.Co. Ld.	290·0 B240*t*H688*t*F63*t*	54·0	10·0	**Shanghai** Chinese	T.6Cy.20",31"&49"–27" NB10 249NHP Ramage&Ferguson,Leith		
* 22458 Now "Shoko," see No. 40096	**Chang Kwang** (*ex*Apikia-36, *ex*Koranna) ssPir.2ndNo.3-5,30 ssPir.No.1-35 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)	*3607* *3411* *2261*	✠100A1 *Shelter dk* *withfreeboard* 10,36 BS10,36 ✠LMC9,35	Osa	*x*	CL 2,35	1905 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	~~TingYauTung~~ ~~(T.Akai,*Mgr.*)~~ DingYaoDung (T.Akai,*Mgr.*) *CellDBa*10	350·0 8'*uE*&*B*42'*f*	52·0	23·4 FK	**Chefoo** Chinese 6*BHCem*	T.3Cy.25",41"&67"–45" (*s*) 180lb 337NHP 3SB,*9cf*,GS154,HS5355 N.E.MarineEng.CoLdNwc 156'955*tFPT*105*tAPT*108*t*	26 " 0 s 2 " $6\frac{3}{4}$ 23 " $8\frac{1}{4}$	
* 22459	**Chang Lung** (*ex*Miltonia-35, *ex*Glenshane-34, ssMdb.No.3-4,31 *ex*Sunshine-34, ssNag.No.1-35 *ex*Glenshane, 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ex*War Dream) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames&bevelled bilge*	6519 6234 3985	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~7,36~~ ~~✠LMC5,36~~ 11,37	Nag	*a*†	CL ~~3,35~~ 11,37	1919 1mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*343'	DingYaoDung (TanakaShoji K.K.*Mgrs.*) 1571*t* *DTa*23'858*t*	412·3 *FPT*91*tAPT*126*t*	55·5	33·8 FK	**Chefoo** Chinese *ptCem* 6*BHtoShdk* 2 „ „ *U* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s10 " $0\frac{1}{2}$ 28 " 3	
22460	**Chang On** **TwinSc**	1660 710 1306					1890	S.C.Farnham&Co. Shanghai	HoongOnS.Nav.Co. Ld.	244·8 H764*t* F36*t* len04	30·6	12·0	**Shanghai** Chinese	C.4Cy.16"&32"–24" 42NHP S.C.Farnham&Co.Shi.		
22461	**Chang Tai** (*ex*WoSang) 2*Dks*	1794 — 1115					1891	Lon.&Gls. Co.Ld. Glasgow	MingSingS.S.Co. Ld.	260·0 B64'	36·1	22·0	**Shanghai** Chinese *WB*	T.3Cy.20",32"&52"–39" 181NHP Lon.&Gls.Co.Ld,Glasgow		
22462 Now "Panaghis," see No. 39721	**Chang Teh** (*ex*Tung-Tuck-37, *ex*Ceduna, ssSyd.2ndNo.3-9,19 *ex*ClanMackay) 2*Dks*(1*Stl*&*UIrn*–ws) &*Web frames*	2744 — 1600	✠ 4,25 ✠	Syd	*t*		1894 12mo	NavalCon. &ArmCo.Ld. Barrow *Cell*	LeeYuanS.S.Co. *DBa*74'*u* *E*18'166*t*	312·0 P29'B62'F39' *MT*34'675*tFPT*97*t*	40·2	24·7 BK10"	**Shanghai** Chinese 6*BHCem* *APT*38*t*	T.3Cy.23",38"&63"–42" 317NHP 2SB,*6cf*,GS95,HS4140 FD Nav.C.&A.Co.Ld.Brw.	26 " 2	
22463 28542 JBME Sunk to block Whangpoo River, 8,37	**Chang Yang Maru** Ⓟ **TwinSc** (*ex*GyochiMaru) 1*Dk*	1033 438 568					1922	Kiangnan Dk&EngWks Shanghai	NisshinKisenK.K.	197·0 B92'F86'	31·0	10·0	**Tokio** Japanese	T.6Cy.15",22"&34"–18" 98NHP KiangnanDk.&Eng.Wks.		
22464 154093 VPFX	**Changon** (*ex*Morava-34, *ex*Kouroussa-33,*ex*LuluBohlen) 2*Dks*	3619 2702 2235					1911	Reiherst'g Schiffsw. Hamburg	ChangonSteamshipCo.Ld.(Peters &Co.Ld.*Mgrs.*)	332·7 P&B215'F49'	44·7	23·1	**HongKong** British *WB*	Q4Cy.$19\frac{7}{8}$"$29\frac{1}{8}$"$42\frac{3}{4}$"&$61\frac{11}{16}$"–$42\frac{1}{8}$" 249NHP Reiherst.Maschinenf.Ham.		V
22465 151438 MCMW	**Changsha** (*ex*ChangSha) **TwinSc** 2*Dks*	2482 2017 1474					1922	TaikooDkyd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	290·1	46·0	17·3	**London** British *WB*	T.6Cy.13",21"&35"–24" 120NHP TaikooDkyd&Eng.Co.Ld.		

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
22466 153594 VPFK	**Changte** Ⓟ ssH.Kg.No.2-33 *Ref.Mchy* 2*Dks*(*Stl-Upper dk* teak s)	4324 2946 2579	✠100A1 10,36 ~~BS4,37~~ ~~BS4,36~~ ✠LMC ~~4,37~~ 4,37 ✠Lloyd'sRMC ~~1,37~~ 3,38 ~~2,37~~ *Fitted for oil fuel* 9,25 *F.P. above* 150° F.	HKg	*w*	CL 6,35	1925 9mo *Lloyd's*A&CP	HongKong &Whampoa DockCo.Ld. HongKong	*CellDB*297'596*t* *tanks at sides of tunnel*74*tFPT* 55*tAPT*34*t*	352·3 367·9(O.L.) P&B225'F87'	48·2	23·7 FK	Hong Kong British 7*BHCem* 1 „ *to2nd dk*	T.3Cy.27 7/16",46"&77"-48" (s) 200lb 638NHP 3SB,9cf,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 2 ″ 9½ 23 ″ 6½	
22467 143534 MKPJ	**Channel Fisher** (*ex*Torrington-36, *ex*Polmanter-33, ssBrs.No.3-12,33 *ex*Portlaurie) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	700 454 345	✠100A1 ~~10,36~~10,37 ~~BS3,36~~ ✠LMC11,32 10,37	Shl Brw	*i*	CL 5,36	1921 1mo *Lloyd's*A&CP	J.Chambers,Ld. Lowestoft	JamesFisher& Sons,Ld. *CellDB* *f*103' 172*t FPT* 85*t APT*35*t*	178·1 184·5(O.L.) Q114'F23'	27·6 28·9	11·0 FK	Barrow British 3*BHCem*	T.3Cy.15",25"&41"-27" (s) 180lb ~~100lb~~ 108NHP 1SB,3cf,GS55,HS1844 G.T.Grey&CoLd.S.Shields	13 ″ 4 s 4 ″ 4 13 ″ 2	
22468 146138 MKTS	**Channel Queen** ssShl.No.3-6,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	710 490 320	✠100A1 3,38 ~~12,36~~ ~~BS12,36~~ ✠LMC6,34 1,38	Shl Mdb	*j*	CL 12,36	1921 10mo *Lloyd's*A&CP	C.Rennoldson&Co. SouthShields	BritishChannel IslandsShipping Co.Ld. *CellDBf*103'155*tFPT*63*tAPT*30*t*	180·4 Q105'B11'F24'	28·0	12·1 FK	London British 3*BHCem*	T.3Cy.13¼",22"&37"-27" (s) 180lb 102NHP 2SB,4pf,GS62,HS1900 Day,Summers&Co.Ld.Sou.	14 ″ 6 s 4 ″ 5¼ 14 ″ 2¼	
22469 144216 GDNC	**Chantala** Ⓟ ssCal.No.3-2,27 ssCal.No.2-34 2*Dks*(*StlU*-ws)&*Shade dk* (*Stl*-teak s)	3129 2399 1428	✠100A1 *Shade dk* 6,37 ~~7,36~~ BS6,37 ~~BS7,36~~ ✠LMC7,34 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Cal	*v*	CL 7,36	1920 8mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*269'569*t DTa*9' 56*t FPT*39*t APT*21*t*	330·2 F *on Shade dk* 37'	46·0	22·2 FK	Glasgow British 8*BHCem*	T.3Cy.24",41"&70"-48" (s) 215lb 678NHP 4SB,16cf,GS271,HS11084 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 2¼ 21 ″ 9	
22470 FOAP	**Chantilly** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9986 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5 B355'F55'	59·2	27·3	Marseilles French *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts 966NHP Atel&Ch. de la Loire,St.N		V
22471	**Chao Sing** (*ex*Brightstar-36,*ex* CanadianImporter-33) ssKob.No.3-9,33 2*Dks*(*Stl*)	5465 4899 3400	✠100A1 9,36 BS9,36 ✠LMC9,33	Kob	*y*	CL N1,35	1920 2mo *Lloyd's*A&CP	JCoughlan &Sons,Ld. Vancouver, B.C.	H.C.Wan Cell *DB*334'1026*tFPT*149*tAPT*131*t*	400·0 P49'B113'F40'	52·4	28·8 FK	Tsingtao Chinese 6*BHCem*	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD D&WHendersn&CoLdGls.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
	Now "Yamahuzi Maru," *see No.* 40870 *in Supplement*															
22472 UPEV	**Chapaev** (*ex*Vitebsk-35, *ex*Thuban-34) 1*Dk*	3566 3260 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P31'B114'F34'	48·8	23·2	Leningrad Russian *WB*	T.3Cy.25",41"&67"-35" 301NHP RotterdamDroogd.Maats.		
22473 145461 CYKS	**Chapleau** (*ex*Glenealy,*ex*Cabourg, *ex*GeorgeC.Howe) *Mchy.Aft* 1*Dk*2*trB*	1560 1330 1002					1903	Chicago S.B.Co. Chicago	~~CanadaSteamship Lines,Ld.~~	245·8 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"-30" NB10 97RHP ChicagoS.B.Co.Chicago		
22474 214913 KJFF	**Chapman Bros.** 1*Dk*	472 — 321					1917	J.W.SullivanCo. ElizabethportN.J.	Merritt-Chapman &ScottCorporation	135·8	35·6	12·6	NewYork Utd.States	C.2Cy.18"&40"-28" 71NHP J.W SullivanCo.NewYork		
22475 218732 KITZ	**Charcas** (*ex*WestInskip) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5555 — 3457					1919	S.Western S.B.Co. SanPedro,Cal	GraceLine,Inc.	410·5 P43'B114'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
22476 LJAE	**Charente** Wireless D.F. E.S.D. 1*Dk*&*Shade dk* *CruiserStern*	1282 976 715					1935	Porsgrund Mek.Værks. Porsgrunn	Dampskintslsk. "Garonne" (Fearnley&Eger, *Mgrs.*)	249·4 P21'F&B200'	37·7	15·2	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"-31½"&LP Turbine withD.R.gearing 102NHP PorsgrundM.V.Porsgrunn		N
22477 OYBL	**Charkow** 1*Dk*&*Awng dk*	1026 841 525					1913	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	236·1	35·6	21·2	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 161NHP HelsingörsJernsk.&Mskb.		V
22478 ONFC	**Charles** (*ex*Scheldesop,*ex*Harley, *ex*Bromley)	563 — 248			...		1904	W.Dobson &Co. Newcastle	ArmementL. Hermans,Soc. Anon.	165·0 B29'F16'	30·0	13·6 FK	Bruges Belgian *WB*	T.3Cy.15½",25"&41"-27" 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	G †
22479 225066 KFXK	**Charles C. West** TwinSc (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6644 — 5004					1925	Manitowoc S.B.Corp. Manitowoc, Wis.	RockportS.S.Co.	456·2 F72'	60·1	29·1	Wilmgton (Del.) Utd.States *WB*	T.6Cy.17½",28½"&48"-36" 276NHP ManitowocS.B.Corp. Manitowoc, Wis.		R
22480 218628 KINP	**Charles Christenson** (*ex*West Hepburn) *Fitted for oil fuel* 2*Dks*	5630 5243 3495					1919	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S.Co. Inc.	409·7 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
22481 141678	**Charles Dick** 1*Dk*	2015 1735 651					1922	TheCollingwood S.B.Co.Ld. CollngwdOnt	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	244·0	43·2	18·9	Toronto British *WB*	T.3Cy.19",32"&56"-36" E*made*18*fitted*22 188NHP PrescottCo.Menominee, Mich.		C
22482 145786	**Charles Donnelly** (*ex*Troy) *Mchy.Aft* 1*Dk*&*Spar dk*	3765 — 2966					1898	Detroit DryDockCo Wyandotte	~~LarsonShip~~ ~~WreckingCo.~~ M.M.Cohen	398·4	47·0	28·0	Chicago ~~Buffalo NY~~ Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitDryDockCoDetroit		
22483 220453	**Charles E. Dunlap** (*ex*L.M.Bowers-35) *Mchy.Aft* *pt Longitudinal framing* 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	ContinentalS.S.Co. (G.A.Tomlinson, *Mgr.*)	580·0	60·2	27·8 *WB*	Duluth, Minn. Utd.States	T3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
22484 226114 KGDD	**Charles G. Black** TwinSc (*ex*G.Harrison ssN.Yk.No.3-11,26 Smith) ssN.Yk.No 2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* D.F. E.S.D. GyC.	14305 13434 9161	100A1 ~~8,37~~ ~~12,36~~ 12,37 ~~BS12,36~~ LMC12,34 12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 19,21 *F.P. above* 150° F.	NYk	*j*†	CL 3,36	1921	Bethlehem S.B.Corp.Ld. Sparrows Point,Md.	StandardOilCo.of NewJersey *CellDBuE&B*73'346*tDTf*27'1010*tFPT*720*t APT*322*t*	550·3 P119'F51'	72·2	43·7 FK	Wilmgton (Del.) Utd.States 7*BHptCem* (16*BH in wings*)	T.6Cy.25",41"&68"-48" (s) 200lb 928NHP 3SB12cf, HS13491 FD BethlehemS.B.Corp.Ld.	44 ″ 0	
22485 220711 KDHH	**Charles H. Cramp** *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Longitudinal framing*	6220 5850 3812			...		1920	W Cramp& SonsS&EBCo Philadelphia	ArgonautLine, Inc.	404·6 F31'*on Shelter dk*	53·9	34·2 FK	NewYork Utd.States *WB*	Q.4Cy.25½",37",52½"&76"- 54" 633NHP W.Cramp&SonsS&EBCo.	36 ″ 9	R †
22486 153529	**Charles Hardouin** TwinSc (*ex*Wei-Shun,*ex*CharlesHardouin) 2*Dks*&*Awng dk*	1665 1144 1054					1903	Cie.Française deNav. Nantes	~~TungOnS.S.Co.Ld.~~ TaiSangS.S.CoLd	222·2 H—	38·1	12·3	HongKong British	T.6Cy.14",21 11/32"&35 1/16"- 21 21/32" 118NHP Cie.Franç.deNav.Lyons		
	Now "Kau Tung," *see No.* 38900 *in Supplement*															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22487 203918	**Charles Hubbard** *Mchy.Aft* 1*Dk*	4846 — 4287					1907	ToledoS.B. Co. Toledo	GreatLakesS.S.Co Inc.	438·7	52·0	23·9 *WB*	Oswego, N.Y. Utd.States	Q.4Cy.16½",24",35"&50"–42" 162NHP ToledoS.B.Co.Toledo		R
22488 216368 KKAU	**Chas. Kurz** (*ex*TracyBrothers–33, *ex*Avondale) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511			...		1918	Chester S.B.Co. Chester,Pa	PacoTankers,Inc. (Pennsylvania ShippingCo*Mgrs.*)	400·8 P99'B27'F50' FK	54·3	31·4	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseMach.Co. E.Pittsburgh	32 ″ 9	R †
22489 FOQC	**Charles L. D.** Sub.Sig. *OilEng.* D.F. *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver- kenA/B Gothenburg	LouisDreyfus&Cie.	428·2 F35'	56·6	25·7	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP GötaverkenA/B,Got.		V
22490 214499 WMIU	**Charles L. Hutchinson** (*ex*SirTrevorDawson,*ex*WilliamC. Moreland) *Mchy.Aft* D.F. GyC.	7215 — 5505					1910	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	580·0 F49' *New fore end*16	58·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
22491 217203 WMEA	**Charles L. O'Connor** (*ex*Costilla) *Mchy.Aft* Sub.Sig. 2*Dks*	2351 — 1433					1918	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·5 P115'F25'	43·5	25·1	NewYork Utd.States *WB*	T.3Cy.19½",34½"&51"–42" 211NHP Gt.LakesEng.Wks.Detroit		R
22492 216656 KPAA	**Charles L. Wheeler, Jr.** (*ex*PointJudith) *Fitted for oil fuel* 1*Dk*	2205 1945 1348			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	~~Chas.R.~~ ~~McCormick~~ ~~LumberCo.~~ McCormickS.S.Co	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"–42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
22493 FNGY	**Charles Le Borgne** (*ex*Gladys–34, *ex*Terne–33,*ex*Tosto) *Fitted for oil fuel* Wireless 1*Dk*	1789 1257 1042					1920	SödraVarf- vetsAktieb. Stockholm	Cie.Ch.LeBorgne	244·1 P71*t*H81*t*F13*t*	38·7	16·0	Havre French	T.3Cy.18",30"&49"–33" 138NHP LindholmensV.A.Got.		V
※ 22494 163562 MBBZ	**Charles M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	403 299 195	✠100A1 6,37 ~~8,35~~ ✠LMC1,35 ✠LMC(M)6,37	Gms Lon	*f*	OG 4,38	1935 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	T.J.Metcalf	141·5 Q83'F19' FK *DTa*4'42*tFPT*55*t*	27·4	9·8	London British 3*BH* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 s 3 ″ 5 10 ″ 5½	
22495 223200 WPBD	**Charles M. Schwab** D.F. GyC. *Mchy.Aft* 1*Dk*	7935 7573 6206					1923	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·3	60·2	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" American 274NHP S.B.Co.Cleveland,O.		R
22496 204306	**Charles O. Jenkins** 1*Dk*	6285 — 4827					1907	Detroit S.B.Co. Wyandotte	TowerS.S.Co.	504·0	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
22497 164688 MLTL	**Charles Parsons** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1554 1149 915	✠100A1 8,37 ~~8,36~~ ✠LMC8,36	Sld	*p*	CL	1936 8mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellDB*	239·0 B16'Q147'F21' FK *u*E23'*f*164'600*tMT*	38·7	16·2	London British 4*BHptCem* 100*t FPT*16	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*s*) 180NHP 1SB,3*cf*,GS59,HS2654 FD N.E.MarineEng.CoLd.Sld. 0*t APT*10*t*	18 ″ 3 s 5 ″ 5 16 ″ 11½	
※ 22498 213899 WOCM	**Charles Pratt** **TwinSc3Mst** *ss*N.Yk.No.3–8,28 *ss*Gal.No.2-37 ~~*ss*N.Ns.No.1–33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8982 7159 15644	✠100A1 *Shelter dk* *with freeboard* ~~12,37~~4,38 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,16 *F.P. above* 150° F.	NYk ~~Gal~~ BS4,38	*f*†	CL P3,36 s12,37	1916 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo.of NewJersey *CellDBuE&B*57*t* *DTf*54'673*t*	500·0 FK *f*17'255*t* *FPT*243*tAPT*127*t*	68·0	35·5	Wilmgton (Del.) Utd.States 19*BHCem* 15 „ *toU dk* 4 „ „*2nd*„	T.6Cy.20⅝",35"&60"–42" (*s*) 200lb 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNwsSB&D.D.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
22499 148898	**Charles R. Huntley** *Mchy.Aft* 1*Dk*	1760 1604 1304					1926	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36'	43·2	17·9	SCathrnes Ont. British *WB*	T.3Cy.17",28½"&47"–33" 127NHP D.Rowan&Co.Ld.Gls.		C
22500 220434 KDBZ	**Charles R. McCormick** (*ex*Apus) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6027 — 3782			...		1920	GMStandi- ferConstCorp Vancouver, Wash.	~~ChasR.McCormick~~ ~~LumberCo.~~ McCormick SteamshipCo	401·4 P34'B114'F38' *on* *Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 ′ 7	R †
22501 202889 WOKV	**Charles S. Hebard** GyC. *Mchy.Aft* 1*Dk*	6291 — 4854					1906	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
22502 FNWV	**Charles Schiaffino** *Fitted for oil fuel* 2*Dks*	3664 3352 2158					1930	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schi- affino&Cie.*Mgrs.*)	363·6 P33'B106'F38'	51·6	22·9	Algiers French *WB*	T.3Cy.24",40"&64⅞"–45¼" 284NHP Atel.&Ch.de la Seine, Maritime,LeTrait		V
22503 220856 KLES	**Charlie Watson** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1769 — 1013					1920	Union Const.Co. Oakland,Cal.	StandardOilCo.of California	250·0 P78'B30'F48'	37·0	21·0	S.Frncisco Utd.States	Oil Engine 4S.C.SA 12Cy.16⅜"–29½" 229NHP SkandiaPacificOilEng.Co. SanFrancisco		R
22504	**Charlotte** **TwinSc** *Mchy.Aft* 1*Dk*	822 708 449					1910	Forg.&Ch. de laMédit. LaSeyne	Herran,Decia& Muller	235·0 P59'B34'F29'	32·3	13·4	Mntevideo Uruguayan *WB*	C.4Cy.14⅝"&25⅝"–15¾" 44NHP Forg.&Ch.delaMédit. Ms.		
22505 DIAX	— *OilEng.* 1*Dk*	435 328 245					1915	H.Pauksch Akt.Ges. Landsberg	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H*Mgs*)	137·9	29·6	10·1	Hamburg German	Oil Engines 4S.C.SA 6Cy.8½"–13⅜" 42NHP M.A.N.Augsburg		G
22506 DMAE	**Charlotte Cords** 1*Dk*	1779 1478 1049					1923	Act.Ges. "Neptun". Rostock	Aug.Cords	266·3 Q102'B76'F31'	40·2	16·9	Rostock German *WB*	T.3Cy.19$\frac{5}{16}$",31½"&51$\frac{3}{16}$"–35" 156NHP A.G."Neptun,"Rostock		G
22507 DMBD	**Charlotte Schröder** (*ex*Liesbeth Zelck,*ex*LenaLarsen,*ex*EricaFischer, *ex*MarieGartz) 1*Dk*	922 741 565					1901	Schömer& Jensen Tönning	R.Schröder	211·4 Q79'B55'F17'	32·4	13·3	Rostock German *WB*	T.3Cy.15",24⅞"&40⅛"–28" NB26 85NHP Schömer&Jensen,Tönning		G

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Bd of Trade.
22508 154887 VGRS	**Charlottetown** Ⓟ **TrpSc** *(IceBreakingTrainFerry)* *2Screws aft & 1 fwd.* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of mchy. space Web frames* *Fitted for oil fuel*	5889 5117 3385	✠ ... 11,34 ✠	Qbc	*x*		1931 7mo	DavieS.B.&Repairing Co.Ld. Levis,P.Q.	CanadianGovernment(Dept.ofRailways&Canals) *CellD*	309·0|59·3|22·0 *Promenade dk* FK *B*231'569t*FPT*263t	CharlottetownP.E.I. British 7*BH* *APT*114t	T.9Cy.26",41"&66"-36" 1261NHP 8SB,*24cf*,HS20096 CanadianVickers,Ld.Mtl.	25 ″ 0	
22509 139636 MKFX	**Charlus** (*ex*PrincenhageII) **Sp** *Mchy.Aft* 1*Dk*	373 261 177					1917	N.V.Kuy&Ree'sMch.&Schpsw. Rotterdam	J.M.Piggins	132·3|23·1|10·9 Q59'B9'F15'	Montrose British	T.3Cy.10½",16½"&27⅝"-20" 32NHP N.V.Kuy&Ree'sMch.&Schpsw.Rot.		V
22510 136049 MFCL	**Charlwood** (*ex*Streatham) **3Mst** ssApl.No.3–7,27 *Mchy.Aft* ssAnt.No.2–35 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	1207 934 600	✠100A1 ~~6,37~~ 3,38 ~~2,36~~ MS12,35 ✠LMC DBS~~4,36~~9,37 MBS~~4,36~~ 11,37	Ant ~~Npt~~	*n* Cff	CL ~~11,35~~ ~~10,37~~ 1,38	1914 3mo *Lloyd*	Dublin DkyrdCo.Ld. Dublin 'sA&CP	LavertonS.S.Co.Ld.(AllianceMarineTransportCo.Ld.*Mgrs.*) *CellD*	226·2|35·5|14·4 236·0(O.L.) Q68'B13'F28' FK *Bf*140'246t*FPT*12	London British 4*BHCem* 5t*APT*37t	T.3Cy.17½",~~27½~~ 27¼"&45"-33" 180lb *90lb* (*s*)138NHP 1SB,*3cf*,GS69,HS2298 Ross&Duncan,Glasgow	16 ″ 7 s 1 ″ 5¾ 15 ″ 6½	
22511 164308 GZJQ	**Charon** Ⓟ *OilEng.* E.S.D. *Ref Mchy.* 2*Dks*&*Shelter dk*	3703 2554 2217					1936	CaledonS.B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld.(A.Holt&Co.*Mgrs.*)	320·3|51·2|21·6 *B on Shelter dk*95'	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.17½"-47¼" 580NHP Akt.Burmeistr&Wain,Cpn		BT till 12,37
22512 146145 GJBC	**Chartered** ssSld.No.3–9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2021 1555 1106	✠100A1 9,37 ~~8,36~~ BS~~8,36~~ ✠LMC9,34 9,37	Sld Shl	*r*	CL 8,36	1921 10mo *Lloyd*	J.Crown&Sons,Ld. Sunderland 'sA&CP	GasLight&CokeCo.(StephensonClarke&AssociatedCompanies,Ld.*Mgrs.*) *CellDB*	270·4|38·2|18·5 Q163'F28' FK 225'506t*MT*10'252	London British 4*BHCem* t*FPT*149t*A*	T.3Cy.19½",33"&54"-39" (*s*) 180lb 214NHP 2SB,*6pf*,GS92,HS3524 N.E.MarineEng.Co.Ld.Sld *PT*77t	20 ″ 6 s 6 ″ 6½ 18 ″ 10½	
22513 822 OHDI	**Charterhague** (*ex*Silverway, *ex*WarFig) ssHfs.No.3–9,32 ssSkm.No.1–36 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	2522 2248 1348	✠100A1 8,37 ~~5,36~~ ✠NE5,27 ✠LMC ✠NE3,29 MS3,34 BS~~8,36~~10,37	Rot	*l*	CL 5,36	1920 11mo *Lloyd*	MonmouthS.B.Co.Ld. Chepstow,Mon 'sA&CP	AngfartygsAktiebolaget"Alfa"(A.Karlsson,*Mgr.*) *CellD*	303·0|43·0|20·7 P33'B80'F33' FK *B*260'677t *FPT*87t	Marieh'mn Finnish 5*BHptCem* *APT*193t	T.3Cy.22",36"&59-39" 185lb 271NHP 2SB,*6cf*,GS114,HS4616 G.Fletcher&Co.Ld.Derby	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
22514 OYIA	**Chastine Mærsk** **TwinSc3Mst** *OilEng.* ssCpn.No.3–2,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5177 4803 3199	✠100A1 *Shelter dk* *with freeboard* ~~1,37~~ ~~8,36~~ ~~12,37~~ 4,38 ✠LMC ~~DBS4,37~~	Bal ~~Shl~~ ~~Rot~~ Jck DBS10,37 CS2,36 2,36	*x*	OG P4,38 SN4,37	1923 7mo	OdenseStaalskibs. Odense A&CP	A/S D/S Svendborg(A.P.Möller,Copenhagen, *Mgr*) *CellDB*	378·0|50·2|31·7 F33'*on Shelter dk* *Collision* FK 32'1116t*Tank'tween*	Svendborg Danish *ptCem* *BHto Sh dk* 5 ,, ,, *U* ,, *n tunnels*92t	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 450NHP DBmade32refitted37-100lb Akt Burmeistr&Wain,Cpn *FPT*74t*APT*85t	34 ″ 5 s 9 ″ 0½ 25 ″ 6½	
22515 FOPI	**Chateau Larose** 2*Dks*	2047 1677 903					1930	D&WHendersn&Co.Ld Glasgow	Worms&Cie.	274·7|39·1|20·9 P38'B96'F31'	Havre French *WB*	T.3Cy.20½",34"&56"-42" 203NHP D&W.Hendersn&CoLdGls		V
22516 FOPB	**Château Latour** 2*Dks*	1912 1763 824					1914	Atel.&Ch.delaLoire Nantes	Worms&Cie.	274·0|38·0|23·0 P36'B97'F31'	Havre French *WB*	T.3Cy.21⅝",35½"&59"-$41\frac{7}{10}$" 224NHP Atel.&Ch.delaLoire,Nts.		V
22517 FOPC	**Château Palmer** 2*Dks*	1912 1763 823					1914	Atel.&Ch.delaLoire Nantes	Worms&Cie.	280·3|38·1|21·4 P36'B97'F31'	Havre French *WB*	T.3Cy.21⅝",35½"&59"-$41\frac{7}{10}$" NB35 224NHP Atel.&Ch.delaLoire,Nts.		V
22518 FOPJ	**Chateau Pavie** 2*Dks*	2047 1677 903					1930	D&WHendersn&Co.Ld. Glasgow	Worms&Cie.	274·7|39·1|20·9 P38'B96'F32'	Havre French *WB*	T.3Cy.20½",34"&56"-42" 203NHP D&W.Hendersn&CoLdGls		V
22519 FOPD	**Chateau Yquem** D.F. 2*Dks*	2536 — 1290					1925	Atel.&Ch.delaSeine Maritime LeTrait(S.I.)	Worms&Cie.	279·8|39·5|19·7 P165'F31'	Havre French *WB*	T.3Cy.21⅝",36"&59"-42" 225NHP Atel.&Ch.delaSeine Maritime,LeTrait		V
22520 FNNH	**Chateauroux** *Fitted for oil fuel* 1*Dk* *Well deck*	4185 — 2546			...		1921	TyneIron S.B.Co.Ld. Newcastle	Cie. Delmas Vieljeux	364·1|52·8|24·5 P18'Q128'B68'F29' FK	LaRochlle French 6*BHCem* *WB*	T.3Cy.23½",38"&64"-42" 347NHP ArmstrongWhitworth&Co.Ld.Newcastle	26 ″ 8	V †
22521 225471 KGAN	**Chatham** Ⓟ *Ref.Mchy* D.F. GyC. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing* 4*Dks*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co. NewprtNews	Merchnts&MinersTransportationCo.	350·0|52·0|36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)$54\frac{5}{16}$"-48" 409NHP NewportNewsSB&DD.Co.		R
22522 UOKV	**Chatir-Dag** 1*Dk*(*Stl*)	901 787 518	✠ 5,96 ✠	Nwc	*m*		1896 5mo	Hawthorn,Leslie&Co.Ld Newcastle	U.S.S.R. *Cell DBa*46'*uE*	220·0|34·1|12·3 B34'F26' FK &*B*36'*f*98'270t*FPT*	Odessa Russian 5*BHCem* 59t*APT*28t	T.3Cy.16",26"&43"-30" 120NHP 2SB,*4cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 0	
22523 145465 CYKV	**Chatsworth** (*ex*Glendochart, *ex*Corseulles,*ex*H.G.Dalton) *Mchy.Aft* 1*Dk*2*trB*	1573 1331 1170					1903	Superior S.B.Co. W.Superior	~~CanadaSteamshipLines,Ld.~~	246·0|41·0|15·3 Q88'F36'	Montreal British *WB*	T.3Cy.18",25"&42"-30" NB22 97RHP SuperiorS.B.Co.		
22524 221643 KDUW	**Chattanooga City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350' *WB*	NewYork Utd.States	2 Steam Turbines DR geared to 1 Sc. Shaft W&AFletcherHobokenNJ		R
22525 161240 GSWX	**Chatwood** ssBly.No.2–37 ~~ssShl.No.1–34~~ *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2768 2116 1557	✠100A1 11,37 ~~8,36~~ BS~~8,36~~ ✠LMC~~5,34~~ 7,37 MS11,37	Sld Bly	*t*	OG 6,35	1929 6mo *Lloyd*	S.P.Austin&Son,Ld. Sunderland 'sA&CP	W.France,Fenwick&Co.Ld. *CellDB*250t	306·0|44·0|19·3 Q177'F34' FK 623t*MT*8'285t*FPT*	London British 6*BHCem* 211t*APT*44t	T.3Cy.19¼",33"&54"-39" (*s*) 200lb 220NHP 2SB(Spt),*6cf*,GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 7 ″ 1¼ 19 ″ 3¼	
22526 161227 GSZC	**Chaucer** ssShl.No.2–37 ~~ssCff.No.1–34~~ D.F. E.S.D. 2*Dks*(*Stl*)	5792 5466 3629	✠100A1 10,37 ~~4,37~~ ✠LMC10,37	Ant Shl	*a*†	CL ~~8,36~~ 10,37	1929 4mo *Lloyd*	R.Duncan&Co.Ld. Pt.Glasgow 'sA&CP	ShakespearShippingCo.Ld.(GloverBros.(London)Ld.*Mgrs.*)	420·0|57·0|28·2 P37'B260'F44' FK *CellDB*360'133	London British 7*BHCem* 5t*APT*225t	T.3Cy.27",45"&74"-51" (*s*) 180lb 557NHP 3SB,*9cf*,GS184,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″ 9¼ 25 ″ 11½	
22527	**Chaumian**(*ex*LadyElinor,*ex*Loutsch) *Carrying Petroleum in bulk* *Well deck* *Mchy.Aft* 1*Dk*2*trB*	1624 1255 923			...		1886	Hawthorn,Leslie&Co.Ld Newcastle	U.S.S.R.	254·8|34·0|17·9 P72'F29'B97' FK	Odessa Russian *WB*	T.3Cy.20",32"&53"-36" NB08 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
22528 211290 KJFL	**Chauncey M. Depew** Ⓟ (*ex*Rangeley) 1*Dk*	652 — 282					1913	BathIron Works Bath,Me.	HudsonRiverDay Line	185·1|35·6|13·5	New York Utd. States	T.4Cy.16",26"&(2)30"–24" 88NHP BathIrn.Wks.Bath,Me.		
22529 UPKN	**Chavicha** (*ex*Hohenfels–35) Sub.Sig. 2*Dks*	3021 2681 1742					1923	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 B36'	Vladvostk Russian *WB*	T.3Cy.23⅝",38$\frac{3}{16}$"&62"–41¾" 248NHP G.SeebeckA.G. Wesermünde-G.		G
22530 130309 CYGP	**Cheakamus** (*ex*Cheslakee) 2*Dks*	689 479 403					1910	Dublin DockyardCo. Dublin	UnionSteamships Ld.	145·3|28·1|10·0	Vancouver British *WB*	T.3Cy.13½",22"&36"–20" 58RHP McColl&Co.Ld.Belfast		C
22531 127785 MKXG	**Chedabucto** Ⓟ (*ex*Ellinis,*ex*Fogota) *ss*Sld.No.3–12,21 *ss*Hfx.No.2–29 1*Dk & Shelter dk*	509 458 269	✠ … 8,33 ✠	Hfx			1910 6mo	Dundee S.B.Co.Ld. Dundee	Halifax&Canso S.S.Co.Ld.(R.A. Corbett&Co.Ld. *Mgrs.*)	145·0|24·5| 9·1 FK *FPT*12*t*	Liverpool British 4*BHCem* *APT*11*t*	C.2Cy.18"&40"–27" 69RHP 1SB,*3pf*,GS54,HS1778 J.Abernethy&Co.Abn.	10 ″ 6	
22532 FOJF	**Chef Mécanicien Armand Blanc** D.F. 1*Dk*	3070 — 1586					1922	Atel.&Ch. delaSeine Marit. LeTrait,S.I.	UnionIndustrielle &Mar.Sté.Française d'Armement	313·6|46·4|20·2 P164'F29'	Havre French *WB*	T.3Cy.21⅝",35¾"&59"–41⅜" 223NHP At.&Ch.de laLoire,StDenis		V
22533 127527 KJFN	**Chehalis** **Wood** *Fitted for oil fuel* 1*Dk*	663 590 421					1901	H.D.Bendixsen Fairhvn,Cal.	J.H.Hansen	183·3|37·5|14·8	S. Frncisco Utd. States	T.3Cy.13¾",21½"&40"–30" 88NHP FultonI.W.SanFrancisco		
22534 TSXC	**Cheik** (*ex*Nautik-36) 1*Dk*	941 813 549					1920	Nüscke &Co. Stettin	Cie.Nouvelle de Nav.Busck	224·3|33·0|14·1 P29'B63'F30'	Marseilles French *WB*	T.3Cy.15⅜",25$\frac{3}{16}$"&41¾"–25⅜" 110NHP AtlasWerke,Bremen		V
22535 137675 GKYN	**Chekiang** 2*Dks*	2172 1967 1313					1914	Taikoo Dckyrd&Eng Co.ofHKg Ld HongKong	ChinaNav.Co.Ld.	285·0|44·1|19·1	London British *WB*	T.3Cy.19",31"&53"–36" 169NHP TaikooDkyrd&Eng.Co. ofHongKong,Ld.		
❋ 22536 159 SVDB	**Chelatros** (*ex*Magdala) *ss*Rot.No.3–6,27 *ss*Pir.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3489 3330 2214	✠100A1 *Shelter dk withfreeboard* 1,38 ~~3,37~~ ~~BS11,36~~ ✠LMC10,35	Npt Rot BS1,38	*x*	CL ~~9,35~~ 12,37	1914 4mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	KassosStm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,*Mgrs*)	360·0|52·0|23·6 FK *CellDBa*118'*uE*23'*f*153'996*tA*	Syra Greek 6*BHCem*	T.3Cy.25",41"&69"–48" (*s*) 180lb 365NHP 3SB,*9cf*,GS141,HS5700 Richardsons,Westgarth& Co.Ld.Hpl. *PT*45*t*	26 ″ 0 s 2 ″ 5 23 ″ 9¼	
22537 148121 GKRF	**Cheldale** *ss*Rot.No.3–2,38 ~~*ss*Hul.No.2–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4218 3942 2536	✠100A1 *withfreeboard* 2,38 ~~9,36~~ ~~MS4,34~~ ✠LMC 8,37	Ham Rot ~~BS9,36~~ 8,37	*x*	CL ~~4,34~~ 9,37	1925 3mo *Lloyd'sA&CP*	SirJPriestman&Co. Sunderland	MorrisonS.S. Co.Ld.(J.Morrison &Son,*Mgrs.*)	365·0|51·5|25·1 F35' FK *Coll* *CellDB*315'994*t* *FPT*125*t* *APT*247*t*	Newcastle British 6*BHCem* *BH to Sh dk* 5 „ „ *2nd* „	T.3Cy.25",41"&69"–48" (*s*) 180lb 318NHP 3SB,*9cf*,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 6 s2 ″10 24″10¼	
22538 FNHL	**Chellah** Ⓟ **TwinSc** D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* 4*Dks*	8920 5972 3860					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Paquet	433·1|62·1|33·6 B193'F106'	Marseilles French *WB*	6 SteamTurbinesSRgeared to2Sc.Shafts 2383NHP Forg.&Ch.de laMédit.S.A.		V
❋ 22539 FOHC	**Chelma** (*ex*Bacchus) *ss*Msl.No.3–7,33 2*Dks*(*Stl*)	4968 4091 3106	✠100A1 6,37 ~~2,37~~ ~~BS7,36~~ 6,37 ✠LMC7,35 *Fitted for carrying oil 5,28 F.P. above150° F. in deep tank* *Carrying vegetable oil in forward deep tanks*	Msl	*y*	CL ~~7,36~~ 10,37	1920 9mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	386·4|52·5|26·3 P36'*AftB*21' B113'*For'dB*21' FK F42' *CellDB* 327' 848*t* *DTsf*53'1850*t* *FPT*	Marseilles French 8*BHptCem* 97*t* *APT*20*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 453NHP 3SB,*9cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 s 5 ″5¼ 23 ″ 4	
22540 130805 VGKY	**Chelohsin** Ⓟ **TwinSc** For full particulars see No. 37631 in Supplement Wireless 1*Dk*&*Awng dk*	1134 525 597	(*Classification contemplated*)				1911	Dublin DockyardCo. Dublin	UnionSteamships Ld.	175·5|35·1|14·0	Vancouver British *WB*	T.6Cy.13½",22"&36"–24" 127NHP MacColl&Co.Ld.Belfast		C
❋ 22541 149027 GLWX	**Chelsea** *ss*Nwc.No.2–34 1*Dk*(*Stl*)	4804 4533 3032	✠100A1 7,37 ~~3,37~~ MS3,34 ✠LMC	Vcr Rot BS ~~3,36~~ 7,37	*y*	CL ~~6,35~~ 7,37	1925 11mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	SeaS.S.Co.Ld.(W. Brown,Atkinson& Co.Ld.*Mgrs.*)	396·1|52·8|27·2 P45'B119'F35' FK *CellDBa*133'*uE*23'*f*171'1196*t* *FPT*131*t*	Hull British 6*BHCem* *APT*152*t*	T.3Cy.25",41"&69"–48" (*s*) 180lb HS6459 390NHP 2SB&1AuxSB(Spt), *9cf*,GS171 N.E.MarineEngCoLd.Nwc	29 ″ 8 s 5 ″6¾ 24 ″ 3¾	
22542 160583 GSNT	**Chelwood** *Mchy.Aft* *ss*Shl No.2–37 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2742 2116 1543	✠100A1 4,38 ~~3,37~~ BS9,37 ✠LMC MS4,36	Shl ~~BS10,36~~	*t*	OG ~~8,37~~ 3,38	1928 9mo *Lloyd'sA&CP*	S.P.Austin &Son,Ld. Sunderland	W.France, Fenwick&Co.Ld.	306·0|44·0|19·3 Q177'F34' FK *CellDB*250' 623*t* *MT*8'273*t* *FPT*	London British 6*BHCem* 211*t* *APT*44*t*	T.3Cy.20",33"&54"–39" (*s*) 200lb 211NHP 2SB(Spt),*6cf*,GS88,HS3280 N.E.MarineEng.CoLd.Sld	21 ″ 6 s 7 ″ 1¼ 19 ″ 3¾	
22543 UPTM	**Chelyuskinets** *OilEng.* 2*Dks* *Cruiser Stern*	5114 4702 2989					1936	Severney S.B.Yard Leningrad	U.S.S.R.	381·3|53·2|29·4 P30'B57'F23'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–47$\frac{3}{16}$" 746NHP "RussianDiesel"Eng.Wks. Len.		
22544 DOIQ	**Chemnitz** D.F. E.S.D. Sub.Sig. 2*Dks*	5522 4918 3310					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6|56·2|25·9 B&F405'	Bremen German *WB*	T.3Cy.29⅞",48⅜"&78"–55⅛" &1LPTurbine 646NHP BremerVulkan,Vegesack		G
22545 148073	**Chemong** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	HuronSteamships Ld.	252·0|42·6|18·0 Q100'F36'	Montreal British *WB*	T.3Cy.16",27"&44"–33" 111NHP J.G.Kincaid&Co.Ld.Grk		C
22546 XNCP	**Chenglee** (*ex*MikakiMaru) Wireless 1*Dk*	1200 — 841					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·0|33·5|18·5	Chefoo Chinese			
22547 136659 GKNZ	**Chêngtu** Ⓟ 2*Dks*	2219 1888 1338					1914	Dunlop, Bremner& Co.Ld. Pt.Glasgow	ChinaNav.Co.Ld.	285·4|44·1|19·1 B65'F36'	London British *WB*	T.3Cy.19",31½"&53"–39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
22548 FOAQ	**Chenonceaux** Ⓟ **TwinSc** (*ex*Aramis) *Fitted for oil fuel* D.F. 4*Dks* *Ref.Mchy.*	14825 — 8389					1922	Ch.etAtel. de laGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	543·4|65·1|41·1	Marseilles French *WB*	T.6Cy.29⅞",48$\frac{13}{16}$"&79$\frac{15}{16}$"–44⅞" NE26 858NHP Ch.et.Atel.de laGironde		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
22549 219022	**Chepadoa** *Fitted for oil fuel* 1*Dk2trB* *Longitudinal framing*	6035 5600 4475					1919	SeattleN. PacificS.B.Co Seattle,Wash	UnitedStates Maritime Commission	402·4 P34'F38'	53·1	32·0	Seattle Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.A.Fletcher, Hoboken,N.J.		
22550 3413 PJAY	**Chepita** TwinSc ssMob.No.3-8,28 *Mchy.Aft* ssCco.No.2-36 1*Dk*(*Stl*) *Longitudinal framing at bottom and at deck*	2702 *1800* *1482*	✠100A1 ~~6,37 12,36~~1,38 BS1,38 ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,25 F.P. above 150° F.*	Cco	*t*	CL P1,38 BN6,37	1925 2mo	W.Beardmore&Co.Ld. Glasgow *Lloyd's A&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F42' *Trunk dk*176' FK *FPT*109*t*	50·2	15·0	Willemstd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
※ 22551 TTZF	**Cherbourg** (*ex*HarlawPlain) ssHav.No.3-6,33 *Mchy.Aft* ssHav.No.1-37 1*Dk*(*Stl*) *Well deck*	448 — 148	✠100A1 6,37~~5,36~~ ✠LMC~~6,36~~ 6,37	Hav	*g*	CL 6,35	1921 1mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	Soc.Havraise de Transport & de Transit	150·1 Q86'B11'F24' FK *CellDBf*84'104*t FPT*40*t APT*17*t*	25·2 26·3	10·0	Havre French 3*BHCem*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 83NHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8½ 12 ″ 0	
※ 22552 90 IBCH	**Cherca** ssTri.No.3-4,32 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Ref.Mchy.* ssTri.No.1-36	5346 4981 3309	✠100A1 *Shelter dk with freeboard* 12,37~~11,35~~ BS6,37 ✠LMC5,36 ✠Lloyd'sRMC~~12,36~~ ~~6,37~~ 12,37	Tri	*y*	CL ~~N5,34~~ 6,37	1920 6mo	Stabilmnto Tecnico Trieste A&CP	LloydTriestino, Soc.Anon.diNav.	~~400·6~~ 404·1 FK *CellDB*337'1300*t FPT*114*t* ~~*APT*56*t*~~ *APT*244*t*	~~52·1~~ 54·0	~~29·0~~ 29·5	Trieste Italian *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
22553 26828 JCWD	**Cheribon Maru** Ⓟ ssOsá.No.3-11,35 2*Dks*(*Stl-Upt*ws)	4041 3476 2519	✠100A1 2,38~~11,36~~ ✠LMC~~11,36~~ 2,38	Osa	*w*	OG ~~12,34~~ 1,38	1921 2mo	Mitsubishi Zosen Kaisha, Ld. Kobe A&CP	NanyoKaiunK.K.	345·0 P33'B74'F40' FK *CellDBa*107'*uB*30'*f*135'702*t APT*27*t*	50·0	26·7	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb 342NHP 2SB,6*cf*,GS109,HS4394 FD MitsubishiZosenKaisha,Ld	29 ″ 1 s 5 ″ 7½ 24 ″ 0	
22554 UOJQ	**Chernomorets** (*ex*Ai-Petri) Wireless 1*Dk*	1048 854 532					1899	Stabilmnto Tecnico Trieste	U.S.S.R.	233·0 Q42'B42'F26'	34·3	12·1	Odessa Russian	T.3Cy 16",26"&42½"-26" 92NHP StabilimentoTecnico,Tri.		
22555 224642 WTCI	**Cherokee** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&2*nd dk in holds* D.F. &*Promenade dks*	5896 — 3514			...		1925	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee-SeminoleS.S.Corp. (Clyde-Mallory Lines, *Mgrs.*)	387·5 P&B322'F53' FK	54·3	20·0	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1 Sc. Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
22556 125973	— Ⓟ TwinSc 1*Dk*	328 119 160					1907	Canadian S.B.Co.Ld. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	120·0	23·0	7·2	Toronto British	T.6Cy.8",12½"&20"-12" 41RHP CanadianS.B.Co.Ld.Tto.		
※ 22557 140278 GVGL	**Cherryleaf** TwinSc ssPly.No.3-5,29 ssMlt.No.2-37~~ssMlt.No.1-33~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5934 5283 2588	✠100A1 9,37~~3,36~~ 9,37 ✠LMC ~~MS~~ ~~BS~~ 6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,17 F.P. above 150° F.*	Mlt	*a*†	CL 3,36	1917 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	TheAdmiralty	405·3 425·4(O.L.) P36'B32'F90' FK *CellDBuE&B*87'405*t DTf*48' 218*t FPT*70*t APT*174*t*	54·5	32·5	London British 20*BHptCem*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1082NHP 6SB,18*cf*,HS16800 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 2 s 6 ″ 9¾ 28 ″ 7½	
22558 UOJU	**Chervoni Kazak** TwinSc (*ex*ProrokJona) 1*Dk*	472 407 314					1896	Stabilmnto Tecnico Trieste	U.S.S.R.	187·0	31·0	8·9	Odessa Russian	C.4Cy.13"&24"-20" NB08 43NHP StabilimentoTecnico,Tri.		
※ 22559 148155 GNMY	**Chesapeake** *OilEng.* *Mchy.Aft* ssBel.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8955 8155 5422	✠100A1 ~~4,37 7,36~~ 3,38 ✠LMC ~~CS7,36~~ ~~BS~~ 3,38 ~~7,36~~ 4,37 *Carrying Petroleum in bulk*	Bel Nwc	*d*†	OG ~~8,35~~ 4,37	1928 1mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*)	476·8 P101'B33'F49' FK *CellDBuE*53'160*t DTf*36'492*t FPT*227*t APT*30*t*	63·8	35·1	Belfast British 18*BHptCem* (11 *to U dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" 997NHP 2DB150*lb* Wrkman,Clark&Co.Ld Bel	34 ″ 10 s 6 ″ 9¾ 28 ″ 3	
22560 123720 GZFX To be Broken up	**Chesham** (*ex*Bakar-36,*ex*Chesham, *ex*Singapore) ssFiu.2ndNo.3-1,33 1*Dk*(*Stl*)&*Spardk*(*Stl*) *Cargo battens not fitted* &*deep framing* *Hatch covers not fitted at 2nd dk*	4298 3967 2754	✠~~100A1~~ *Spar dk* 10,36 ✠	Grk	*x*	CL 10,35	1906 10mo	AM'Millan &Son,Ld. Dumbarton *Lloyd's A&CP*	CumbraeShipping Co.Ld.(Douglas& Ramsey, *Mgrs.*)	364·0 P31'B96'F33' FK *CellDBa*110'*uE&B*42'*f*168'1000*t APT*46*t*	50·0	25·8	Glasgow British 6*BHCem*	T.3Cy.23½",41"&67"-48" (*s*) 180lb 373NHP 2SB,6*cf*,GS108,HS4992 FD ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 6 s 5 ″ 3 23 ″ 5	
※ 22561 149625 GLXV	**Cheshire** Ⓟ TwinSc *OilEng.* ssBkn.No.2-35 Sub.Sig. 3*Dks*(*Stl-U dk* ws) D.F. *CruiserStern*	10552 7735 6605	✠100A1 ~~5,37 7,36~~ 3,38 ✠LMC CS1,36 ~~DBS7,36~~ 5,37 ~~11,36~~ 3,38 11,37	Bkn	*e*†	CL ~~P2,34~~ ~~S7,36~~ P5,37 S3,38	1927 7mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*)	483·6 P51'B265'F78' FK *Cell DB*417' 1724*t FPT*54*t APT*113*t*	60·3	31·8	Liverpool British 8*BHptCem*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB120*lb* FairfieldCo.Ld.Glasgow	36 ″ 3 s 6 ″ 10½ 29 ″ 8½	BT till ~~4,37~~ 2,38
22562 137700 MFTV	**Cheshire Coast** 3Mst (*ex*PrincessIrma) *Mchy.Aft* 1*Dk*&*Shelter dk*	1122 865 468					1915	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	240·0	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"-36" 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
22563 230959	**Chester** TwinSc ssClv.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC.	1819 1819 1129	✠100A1 *with freeboard* 2,38~~12,35~~ BS2,38 ✠LMC12,35 *For Service between New York & Great Lakes via New York State Barge Canal, also between New York, Norfolk & Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel 8,31 F.P. above 150° F.*	Det Clv		CL ~~PN12,35~~ ~~S12,35~~ 12,37	1931 8mo	Gt.Lakes Eng.Works Ecorse,Mich *Lloyd's A&CP*	FordMotorCo.	292·0 FK *CellDB*234' 780*t FPT*223*t APT*49*t*	43·0	20·0	Dearborn Utd.States 5*BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 425lb 376NHP 2WTB(Spt) HS3480 FD WestinghouseElec.&Mfg. Co.Phl.	20 ″ 0 s 7 ″ 8 12 ″ 6	
※ 22564 227802 WRBK	**Chester O. Swain** (*ex*Albertolite) ssNYk.No.3-7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* GyC. *Longitudinal framing* ssGal.No.1-37	8146 6053 5101	✠100A1 *Shelter dk with freeboard* 3,38 ~~8,37~~ BS9,37 ✠LMC 9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,21 F.P. above 150° F.*	NYk	*c*†	CL N3,37	1921 5mo	GMStandiferCnst.Corp Vancouver, Wash. A&CP	StandardOilCo. ofNewJersey	463·2 FK *CellDBuE&B & bunker* 86'280*t DTf*50' 335*t 'tween dk tanks a* 9'67*t FPT*179*t APT*103*t*	60·2	36·7	Wilmgton (Del.) Utd.States 18*BHptCem* (8 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.24",35¼",51 7/16"& 75"-51" 220lb (*r*) 581NHP 3SB,9*cf*,HS8086 Hooven,Owens&Rentschler Co.Hamilton,O.	37 ″ 3 s10 ″ 3½ 27 ″ 3	
22565																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which Classed, if not in L.R. Date of B. of Trade Cert.
✳ 22566 229362 KGMV	**Chester Sun** *OilEng.* *Mchy.Aft* ssPhl.No.1-34 GyC. 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing-bracketlesssystem*	9097 8521 5523	✠100A1 ~~4,37~~ ~~9,36~~ 12,37 ~~DBS2,37~~ ✠LMC5,34 DBS12,37 ✠LMC(M)3,36 *Carrying Petroleum in bulk*	Phl	*e*†	CL 10,35	1930 2mo *Lloyd's A&CP*	SunS.B.& DryDock Co. Chester,Pa.	MotorTankship Corporation *CellDBuE*76'*f*40'488*tFPT*186*tAPT*84*t*	480·6 P79'F48'	66·0	36·8	Phildlphia Utd.States FK 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 690NHP 2 Water Tube DB*200lb* SunS.B.&DryDockCo.	37 ″ 0	
22567 219407 KOST	**Chester Valley** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5078 4598 3110					1919	American International S.B.Corp. HogIslandPa	LykesBros.Ripley S.S.Co.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22568 127379 WRCQ	**Chester W. Chapin** TwinSc 2*Dks*	2868 — 1822					1899	Maryland SteelCo. Sparrow's Pt. Md.	NewEnglandS.S. Co.	312·0	64·0	16·9	N.LndnCn Utd.States *WB*	T.6Cy.24",38"&60"-30" 394NHP MarylandStlCo.Baltimore		
22569 UOFH	**Chetverti Krabolov** (*ex*Benledi) ssSld.2ndNo.3-5,28 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) & *deep framing*	4304 3603 2574	✠ ~~—~~ 9,31 ✠	Kob	*w*		1904 11mo	Bartram& Sons Sunderland *Cell*	U.S.S.R. *DBa*120'*uE&B*42'	362·4 P35'B104'F38' FK *f*154'868*tAPT*55*t*	46·1	26·7	Vladvostk Russian 6*BHCem* (5 *to Sp dk* 1 ,, *M* ,,)	T.3Cy.25",42"&68"-48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	
22570 XNDU	**Cheung Hing** (*ex*Vatie-33, Iron *ex*WahTai,*ex*Sagara ssNag.No.3-2,98 Maru,*ex*MikageMaru ssYka.No.2-06 No.6,*ex*FushikiMaru) 1*Dk*(*Irn*)2*trB*	1806 1553 1098	✠ 9,07 ✠	Yka	*r*		1885 4mo	TyneI.S.B. Co.Ld. Newcastle *DBa*84'*f*56'	CheungHingS.S. Co. 256*t FPT*36*t APT*	275·0 P29'B60'F30' ptND04 FK 12*tMT*30'320*t*	37·5	20·4	Shanghai Chinese 5*BHCem*	C.2Cy.35"&68"-45" 258NHP 2SB,6*pf*,GS115 HwthrnLeslie&Co.Ld.Nwc	21 ″ 7	
22571 145524 ✳ GCWF	**Chevington** ssShl.No.3-11,35 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1537 1260 920	✠100A1 2,37 ~~12,35~~ ✠LMC MS11,35 BS~~6,36~~6,37	Shl	*p*	CL ~~11,35~~ 2,37	1923 5mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Broomhill Steamships,Ld. *Cell*	244·8 P19'B43'F23' FK *DB*207'504*tFPT*51*tAPT*103*t*	38·0	17·5	Newcastle British 4*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 150NHP 2SB,6*cf*,GS90,HS2570 Earle'sCo.Ld.Hull.	19 ″ 7 s 3 ″ 0½ 16 ″ 8	
22572 149418 GDSR	**Chevychase** ssShl.No.2-35 1*Dk*(*Stl*) *Cargo battens not fitted*	2719 2353 1642	✠100A1 12,37 ~~11,36~~ ✠LMC MS11,35 BS~~11,36~~12,37	Shl	*t*	CL 10,36	1926 10mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	HillStm.Shppg.Co. Ld. (Witherington &Everett,*Mgrs.*) *CellDB*	305·0 P23'B50'F28' FK 261' 713*t FPT*106*t APT*101*t*	45·5	21·3	Newcastle British 6*BHptCem*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	
✳ 22573 161559 GTRL	**Cheyenne** *OilEng.* ssBel.No.1-35 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing at bottom, at deck & at longitudinal bulkheads* *Mchy.Aft* *Rudder electrically welded*	8825 8084 5267	✠100A1 ~~5,37~~ ~~12,36~~ ~~7,37~~ ~~Shl Fal~~ 5,38 ✠LMC CS3,35 DBS~~12,36~~4,38 12,36 4,38 *Carrying Petroleum in bulk*	Bel	*d*†	OG 12,35	1930 11mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle *Cell*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *DBuE*51'151*t DT*	477·0 P105'B27'F41' FK *f*41' 616*t FPT*276*t APT*48*t*	63·8	34·8	Newcastle British 17*BHptCem*	Oil Engines 2S.C.SA 4Cy.$25\frac{3}{16}$"-$97\frac{5}{8}$" 785NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 6 ″ 10 28 ″ 2¾	
22574 149498	— (*ex*Phenicia) *Mchy.Aft* 1*Dk*	1938 1638 1157					1929	Swan,Hunter&Wigham Richardson, LdSunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP MacColl&Pollock,Ld.Sld.		C
22575	**Chi Sing** (*ex*Brightcomet-36, *ex*Cairngowan-35) ssBly.No.3-9,29 ssShl.No.1-35 Now "Yamahagi Maru," see No. [illegible] in Supplement D.F. 2*Dks*(*Stl*)	5295 4844 3251	✠100A1 5,36 ✠LMC6,36	Kob	*y*	CL 3,35	1919 4mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	H.C.Wan *CellDB*	400·0 P49'B113'F39' FK 344'1128*t FPT*118*t APT*209*t*	52·4	28·4	Tsingtao Chinese 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
22576 33095 JBNE	**Chialing Maru** TwinSc *OilEng.* 1*Dk*	366 155 198					1927	Shanghai D.&E.Co. Shanghai	NisshinKisenK.K.	130·0	24·0	6·5	Tokio Japanese	Oil Engines		
22577 XNBP	**Chian Lee** (*ex*AlexanderKielland, *ex*LisgarCounty,*ex*AlexanderKielland, *ex*Samui) 1*Dk&deepframing&* *Awng dk*	2913 2680 1839			...		1907	Akt.Burmeistr&Wain Copenhagen	ChingKeeS.N.Co. Ld.	310·0 RFD33' 25·2 FK	44·2	17·5	Chefoo Chinese *WB*	T.3Cy.$21\frac{11}{16}$",$34\frac{1}{2}$"&60"-39" 252NHP AktBurmeistr&Wain,Cpn.	27 ″ 8	C †
✳ 22578 13069 JCOD	**Chicago Maru** Ⓟ TwinSc ssOsa.No.1-37 ssOsa.2ndNo.3-11,33 2*Dks*(*Stl*)&*deep framing* *Lower dk*(*Stl*)*inNo.1hold*	5866 5125 3642	✠100A1 12,37 ~~11,36~~ ✠LMC~~11,36~~ 12,37	Osa	*z*	CL N12,35	1910 3mo *Lloyd's A&CP*	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen K.K. *CellDBa*127' *u E&B*63'*f*167'117	419·7 P26'B158'F42' FK 5*t FPT*106*t APT*26*t*	49·5	29·9	Osaka Japanese 7*BHCem*	T.6Cy$19\frac{1}{2}$",$32\frac{3}{4}$"&55"-46"(*s*) 200lb 544NHP 3SB,9*cf*,GS181,HS7498 FD KawasakiDkydCoLdKobe	32 ″ 6 s 7 ″ 3½ 25 ″ 7	
22579 160889 VGDR	**Chicago Tribune** (*ex*Thorold-33) *OilEng.* *Mchy.Aft* 1*Dk&Trunk dk* *Cruiser Stern*	2960 1985 2344					1930	Earle'sCo. Ld. Hull	Quebec&Ontario Transportation Co.Ld.	253·2 P56'*Trunk*164' F37'	43·6	21·1	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.$18\frac{1}{2}$"-$32\frac{5}{16}$" 238NHP SulzerBros.Winterthur		C
22580 UOMN	**Chicherin** Ⓟ (*ex*PrincessEugenie of Oldenburg) 2*Dks&Awng dk*	1852 1099 1085			...		1903	Howaldtswerke Kiel	U.S.S.R.	266·0 FK	36·0	18·4	Odessa Russian *WB*	T.3Cy.$22\frac{11}{16}$",$34\frac{7}{8}$"&$56\frac{1}{2}$" -$39\frac{3}{8}$" 201NHP Howaldtswerke,Kiel	25 ″ 1	
✳ 22581 35367 JFZC	**Chichibu Maru** Ⓟ TwinSc ssYka.No.2-38 ~~ssYka.No.1-34~~ *Ref.Mchy.* *OilEng.* D.F. GyC. 3*Dks*(*Stl-Wther dk pt teaks*) *4th dk*(*Stl*)*inNos.1,2&3holds* *Cruiser Stern* ~~Now "Titibu Maru," see No. 40379 in Supplement~~	17526 11586 10275	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ~~11,37~~ ✠LMC CS2,38 DBS2,38 6,37 ✠Lloyd's RMC~~6,37~~ 2,38 ~~12,37~~ ~~9,37~~ *Fitted for carrying oil* 3,30 *F.P. above* 150° F. *in deep tanks*	HKg Yka	*l*†	CL PN1,36 S1,37	1930 3mo *Lloyd's A&CP*	Yokohama DockCo.Ld. Yokohama *CellDB*455'	NipponYusenK.K. 2131*t DTsa*40'746	560·0 583·0(O.L.) B&F479' *Upperbridge*343' FK *t DTf*11'627*t FPT*106*t APT*276*t*	74·0	42·5	Tokio Japanese 10*BHptCem*	Oil Engines 4S.C.DA 16Cy.$33\frac{1}{16}$"-$59\frac{1}{16}$" 2DB*120lb* 3380NHP Akt.Burmeistr&Wain,Cpn	42 ″ 6 s14 ″ 3 28 ″ 6	
22582 29395 JNVA	— Wireless *Fitted for oil fuel* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	1462 1159 833					1923	Yokohama Dock Co. Yokohama	NichiroGyogyo K.K.	250·0 P56'B60'F38'	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-30" 126NHP YokohamaDockCo.Yka.		C
22583																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
22584 219875 KUNZ	**Chickasaw City** ssBal.No.3–4,32 ssBal.No.1–35 GyC. 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	6196 5579 3849	✠100A1 Shelter dk withfreeboard 3,36 ~~7,36~~ ✠LMC ~~MS11,35~~ ~~BS1,37~~ 9,37 Fitted for oil fuel 7,24 F.P. above 150°F.	NOs Bal	z	CL ~~3,35~~ 3,36	1920 5mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co.	395·5 P45'B110'F38'on Shelter dk FK CellDB331'1508t FPT187t	55·0	31·4	NewYork Utd.States ptCem 7BHtoSh dk APT175t	T.3Cy.24½",41½"&72"–48" 210lb (s) 587NHP 3SB(Spt),9cf,GS181, HS8919 FD Hooven,Owens&Rent-schlerCo.Hamilton,O.	34 ″ 11 s 7 ″ 10¾ 27 ″ 3	
22585 24087 JHZD	**Chifuku Maru** ssKob.No.3–5,31 ssKob.No.1–36 2Dks(Stl)&Awng dk(Stl)	5857 5586 4259	✠100A1 Awng dk withfreeboard 2,38 ~~2,37~~ ✠LMC~~2,37~~ 2,38	Kob	y	CL 1,36	1919 1mo	Kawasaki DkydCo.Ld. Kobe A&CP	KaiyoKisenK.K. (YamashitaKisen K.K.Mgrs.)	385·0 FK CollisionBHtoAwn dk CellDB334'1118tFPT126	51·0	36·0	Hashidate Japanese Cem 5BHtoUdk tAPT93t	T.3Cy.26",43½"&72"–48" (s) 200lb 436NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s 9 ″ 1½ 27 ″ 1½	
22586 24466 JBPC	**Chihaya Maru** Wireless 1Dk	1153 973 655					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Fuchu Japanese WB	T.3Cy.14",24½"&39"–28" Ishikawajima 81NHP Zosensho,Tokio		
22587 23744	**Chika Maru** 1Dk	1146 976 652					1919	Tochigi Shipyard Yawata	TochikiShojiK.K.	209·7 P14'B51'F35' WB	31·0	19·2	Waka-matsu Japanese	T.3Cy.16 1/16",26½"&42"–30" 97NHP KokuraKosakushoK.K.		
22588 11045 JOUA	**Chikugo Maru** Ⓟ 1Dk(Stl)&Spar dk(Stl–teak s) &deep framing	2444 2156 1436	✠ 6,08 ✠	Yka			1907 6mo	D&WHen-dersn&Co.Ld. Glasgow WB	NipponYusenK.K. = CellDBa92'uE&	310·0 P33'B90'F39' 26·5 FK B52'f114'500tFPT	40·0	16·5	Tokio Japanese 6BHCem 34tAPT24t	T.3Cy.25",41"&68"–48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
22589 10837 JDKD	**Chikuzen Maru** Ⓟ 1Dk(Stl)&Spar dk(Stl) &deep framing	2449 2159 1442	✠ 8,07 ✠	Yka	u		1907 4mo	D&WHen-dersn&Co.Ld. Glasgow WB	KinkaiYusenK.K. = CellDBa92'uE&	310·3 P33'B90'F39' 24·0 FK B52'f114'500tFPT	40·2	16·5	Tokio Japanese 6BHCem 34tAPT24t	T.3Cy.25",41"&68"–48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
22590 217676 KENS	**Chilbar** (exCabrille) Carrying Petroleum in bulk Mchy.Aft GyC. Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	5030 — 3690					1919	Bethlehem S.B.Corp.Ld. Wlmgtn,Del	PacoTankers,Inc. (Pennsylvania ShippingCo. Mgrs.)	391·8 P99'B34'F44'	51·3	28·8	Wilmgton (Del.) Utd.States WB	T.3Cy.27",45"&75"–48" 390NHP BethlehemS.B.Corp.Ld.		R
22591 OZVB	**Chile** TwinSc Oil Eng. ssCpn.No.3–6,28 ssCpn.No.2–35 ~~ssCpn.No.1–31~~ D.F. 2Dks(Stl)&Shelter dk(Stl)	6956 5045 4433	✠100A1 Shelter dk withfreeboard ~~10,374,37~~ 3,38 ✠LMC DBS~~…~~7,37	Cpn ~~Mmo~~ ~~Got~~ 7,37 CS12,32 2,37	a†	CL ~~F10,35~~ ~~s4,36~~ SN 10,37 T3,38	1915 12mo	Akt.Bur-meistr&Wain Copenhagen Lloyd'sA&CP	A/S DetÖstasia-tiskeKompagni	425·3 442·0(O.L.) FK WB=CellDBa	55·2	27·5	Copnhagn Danish 7BHCem 135' uE42'f	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" DB100lb 717NHP Akt.Burmeistr&Wain,Cpn 201'1266tFPT93tAPT73t	38 ″ 6 s 11 ″ 0½ 28 ″ 0	
22592 CBCI	— Ⓟ TwinSc (exQuillota) ssLon.No.3–3,20 ssVpo.No.2–28 2Dks(StlU–teak s)pt deep framing &ptWeb frames	3692 2856 1965	✠ — 9,35 ✠	Vpo	x		1907 2mo	W.Beard-more&Co.Ld. Glasgow	SocAnonMaritima Chilena CellDBa81'uE&	361·4 P41'F55' FK&BK2' B59'f153'634tFPT	46·2	22·2	Valparaiso Chilian 7BHCem 65tAPT31t	T.6Cy.20",33"&55"–40" 550NHP 4SB,12cf,GS270,HS10160 W.Beardmore&Co.Ld.Gls.	25 ″ 0	
22593 25451 JKED	**Chile Maru** ssKob.No.3–3,34 2Dks(Stl)&Awng dk(Stl)	5860 5586 4260	✠100A1 Awng dk withfreeboard 4,37 ~~3,36~~ ~~4,37~~ ✠LMC12,37	Kob	y	OG ~~3,34~~ 4,37	1919 5mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	~~TaiheiyoGyogyo K.K.~~ Yamashita Kisen K.K. CellDB334'1118t	385·0 FK Collision FPT126tAPT93t	51·0	36·0	~~Tokio~~Kobe Japanese Cem BHto A dk 5 „ „ U „	T.3Cy.26",43½"&72"–48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDykdCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
22594 OYNH	**Chilean Reefer** 1Dk OilEng. Ref.Mchy. D.F. CruiserStern	1831 1488 1000					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·7	Esbjerg Danish WB	Oil Engines 2S.C SA 6Cy.19 11/16"–35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		G
22595 146280 GDNJ	**Chilka** Ⓟ TwinSc ssCal.No.3–3,30 ssCal.No.1–34 2Dks(UStl–ws) &Shade dk(Stl–teak s)	4360 3368 2209	✠100A1 Shade dk 10,37 ~~9,36~~ BS10,37 ~~BS9,36~~ ✠LMC11,34 Fitted for oil fuel 2,22 F.P. above 150° F.	Cal	y	CL 8,36	1922 1mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP	BritishIndia SteamNav.Co.Ld. CellDB342'752t Tanks between tunnels47'74t Tanks at sides of tunnels23'68t FPT60t APT63t	390·0 F56'onShade dk FK Collision	52·7	23·2	Glasgow British Cem BH to S dk 8 „ „ U „	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 215lb HS10032 FD 762NHP 3SB&1AuxSB,11cf,GS242, W.Denny&Bros.Ld.Dmb.	26 ″ 0 s 4 ″ 6½ 21 ″ 10	
22596 137049 VGYN	**Chilliwack** Ⓟ (exArdgarvel) ssVcr.No.2–37 ssVcr.No.3–5,29 Mchy.Aft ~~ssVcr.No.1–33~~ Well deck 1Dk(Stl)&Web frames Cargo battens not fitted Wireless D.F.	834 592 397	✠100A1 6,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~6,37~~ 6,37 Fitted for oil fuel 3,27 F.P. above 150° F.	Vcr	l	CL 5,36	1917 1mo	Ferguson Bros.(Port Glasgow) Ld PortGlasgow Lloyd'sA&CP	UnionSteamships, Ld. Cell	200·2 Q111'F26' FK DBf123'241tFPT	30·2 [32·6]	12·8	Vancouver British 3BHCem 60tAPT49t	T.3Cy.16",26"&42"–27" (s) 180lb 90RHP 1SB,3cf,GS60,HS1960 FergusonBros.(Port Glasgow)Ld.Pt.Gl.	15 ″ 0 ~~s 1 ″ 2~~ ~~14 ″ 1~~ s4 ″ 10½ 14 ″ 3	
22597 835 CBCH	**Chiloé** Ⓟ ssVpo.2ndNo.3–5,35 2Dks(Stl–U ws)	1846 1409 1164	✠100A1 3,37 BS3,37 ✠LMC3,34	Vpo	r	CL 6,36	1909 11mo	A.Rodger &Co. Pt.Glasgow Lloyd'sA&CP	Soc.Anon.Comer-cialBraun& Blanchard WB=Cell	270·0 P29'B88'F41' FK DBa54'uE28'f124'	37·4	18·7	Valparaiso Chilian 4BHCem 300tAPT46t	T.3Cy.20",33"&54"–36" (s) 180lb 236NHP 2SB,6cf,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
22598 219919 KUPV	**Chiloil** (exKehuku) Fitted for oil fuel 2Dks Mchy.Aft Carrying Petroleum in bulk GyC. Longitudinal framing	5228 — 3208					1920	Bethlehem S.B.Corp.Ld. WlmngtnDel	AmericanTankers Corp.ofDelaware	391·6 P89'B33'F43'	51·2	28·6	Wilmgton (Del.) Utd.States WB	T.3Cy.27",45"&75"–48" 390NHP BethlehemS.B.Corp.Ld.		R
22599 223031 KFIW	**Chilore** TwinSc Fitted for oil fuel Mchy.Aft 1Dk Longitudinal framing	8310 — 4565					1922	Bethlehem S.B.Corp.Ld. AlamedaCal.	OreS.S.Corp.	549·6 P118'F50'	72·2	40·5	NewYork Utd. States	2 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp.		R
22600 ~~[illegible]~~ ~~WMDN~~	**Chimu** Ⓟ TwinSc (exSantaCatalina–35, ssS.Fo.No.3–10,32 exCity of Panama) OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	2434 1757 1350	✠100A1 withfreeboard 6,36 DBS12,35 ✠LMC1,34	NYk	u	CL ~~8,34~~ 9,37	1924 10mo	Aktieb. Götaverken Gothenburg Lloyd'sA&CP	~~PanamaMailS.S.Co.~~ UnitedBaltic Corporation.Ld. CellDB207'561t MT19' 436t	296·0 314·6(O.L.) P38'B110'F38' FK FPT105tAPT51t	45·9	18·0	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.23 1/16"–35 1/16" 629NHP DB100lb Aktieb.Götaverken,Got.	21 ″ 6 s 1 ″ 4 20 ″ 6½	

Now "Baltavia," see No. 37432 in Supplement

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
22601	**Chin Yuen** (*ex*NewBrighton-34) *ss*N.Yk.No.3-2,32 *ss*Nag.No.1-36 1Dk(Stl)&Shelter dk(Stl)& 2nd dk(Stl) in forward holds & after main hold Straight frames & bevelled bilge Cruiser Stern Cargo battens not fitted in Shltr'tween dks	6538 6224 4023	✠100A1 Shelter dk withfreeboard 9,37 ~~6,36~~ BS9,37	Nag Kob	✠LMC6,36	CL 6,36	1920 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellDBa	T.K.King &uE143'f182'1478	412·6 F40' on Shelter dk FK tDTa23'858tFPT	55·8	34·4	Shanghai Chinese Cem 6BHtoSh dk 2 " " U " 91tAPT126t	2 Steam Turbines DR geared to 1 Sc Shaft (s) 200lb HS9636 678NHP 3 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0½ 28 ″ 3	
* 22602 220680 KDGW	**China Arrow** *ss*NYk.No.1-37 *ss*Bal.No.3-7,34 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. & Web frames Longitudinal framing	8403 7543 5228	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~7,36~~ 4,38 ~~BS7,36~~ CarryingPetr Fitted for oil	Gal NYk BS4,38 oleum fuel10	d† 4,37 ✠LMC~~7,36~~ in ,20	CL N1,36 bulk F.P. a	1920 10mo bove 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F.	Socony-Vacuum OilCo.Inc. CellDBuE&B80'2 DTf40'518t	468·3 FK 85t FPT270tAPT131t	62·7	32·0	NewYork Utd.States 17BHptCem (1 to Sh dk 10 " U " 6 " 2nd ")	Q.4Cy.24",35",51"&75"-51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
22603	**China Exporter** (*ex*Cowden Law-33,*ex*ScottishMonarch) 2Dks Now "Erato," see No. 38053 in Supplement	5904 — 3636					1918	Napier& Miller Glasgow	ChinaTrading Corporation	419·6 P48'B129'F46'	54·5	29·0	Shanghai Chinese WB	T.3Cy.26½"44"&73"-51" 381NHP Dunsmuir&Jackson,LdGls		C
* 22604	**China Importer** (*ex*Mineric-33) *ss*Kob.2ndNo.3-6,34 2Dks(Stl)&deep framing &Shelter dk(Stl-ws) Now "Valentine," see No. 40623 in Supplement	4713 4279 2977	✠100A1 Shelter dk withfreeboard 12,37 ~~8,36~~ ~~BS8,36~~	Kob BS12,37	z ✠LMC6,34	CL 3,36	1909 11mo Lloyd	Russell& Co. Pt.Glasgow 'sA&CP Cell	ChinaTrading Corporation DBa134'uE24'f1	405·0 FK 73'1146tAPT25t	52·0	25·7	Shanghai Chinese Cem 1BHto Mdk 5 " " U "	T.3Cy.27",44"&73"-48" (s) 180lb 479NHP 2SB,8cf,GS136,HS6764 FD Rankin&Blackmore,Grk. only	28 ″ 5 s 3 ″ 3 25 ″ 4½	
* 22605 26215 JCJD	**China Maru** *ss*Kob.No.3-11,31 *ss*Yka.No.1-36 2Dks(Stl)&Awng dk(Stl)	5870 5590 4266	✠100A1 Awng dk withfreeboard 3,38 ~~3,37~~	Yka BS3,38	y ✠LMC3,37	OG 3,37	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. CellDB334'1118t	385·0 FK Collision FPT126tAPT93t	51·0	36·0	Kobe Japanese Cem BHtoAwndk 5 " U "	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5636 FD KawasakiDkyd CoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
22606	**China Trader** (*ex*Commandant Destremau-33, *ss*NoumeaNo.2-27 *ex*SaintPaul,*ex*SierraMorena, 1Dk(Stl) *ex*WarMaxim) Well deck Sunk to block Yangtsze Kiang River 8,37	2275 1771 1375	✠ ~~—~~ 5,32	Syd ✠	s		1918 8mo	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	ChinaTrading Corporation CellD	285·0 P25'Q71'B66'F32' FK B228'553tFPT100t	42·1	19·1	Shanghai Chinese 7BHptCem APT224t	T.3Cy.25",41"&68"-45" 417NHP 2SB,8cf,GS130,HS6022 Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2	
22607 212892 WCCE	**Chincha** Fitted for oil fuel 2Dks&Shelterdk Longitudinal framing	6348 4574 3983			...		1912	JLThomp- son&Sons,Ld Sunderland	AmericanSouth AfricanLine,Inc.	403·0 FK	52·3	26·8	NewYork Utd.States WB	Q.4Cy.24",34½",49"&71"-48" 480NHP N.E.MarineEngCoLd.Nwc	37 ″ 1	R †
22608 220019 KUSF	— (*ex*NosaKing-35, Fitted for oil fuel *ex*Capital of Nebraska) " 2Dks D.F. Longitudinal framing Now "Stanley A. Griffiths," see No. 40133 in Supplement	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GriffithsS.S.Co	324·0 P41'B90'F34'	46·2	25·0	Wilmington Del. Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
22609 CSAQ	**Chinde** TwinSc Wireless 1Dk&Awng dk	1470 — 910			...		1911	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P40'F43' FK	33·5	19·2	Lisbon Portuguese WB	T.6Cy.12",20"&32"-27" NB37 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
22610 129521 GRLP	**Chindwin** Ⓟ Fitted for oil fuel D.F. E.S.D. 2Dks	6369 5445 4103					1910	W.Denny &Bros Dumbarton	Brit.&BurmeseSN Co.Ld.(P.Hender- son&Co.Mgrs.)	445·5 P61'B149'F42'	55·2	28·6	Glasgow British WB	T.3Cy.28½",46½"&76"-60" 447NHP Denny&Co.Dumbarton		C BT till ~~6,37~~ 5,38 ~~2,38~~
* 22611 148782 GJSN	**Chinese Prince** TwinSc *ss*HKg.No.2-34 OilEng. D.F. 3Dks ~~2Dks(Stl)&Shelter dk(Stl)~~ CruiserStern Tonnage opening closed'37	8846 — 5484	✠100A1 withfreeboard ~~5,37~~ ~~7,36~~3,38 ~~DBS~~ Carrying oi Carrying veg	HKg ~~Kob~~ Sng DBS10,37 ✠LMC l F.P. etable	d† CS6,34 12,36 abo oil	CL ~~P2,36~~ SN7,36 P3,38 ve 150° orLate	1926 6mo Lloyd F.orL x in fo	Deutsche WerftA.G. Hamburg 'sA&CP Duct atex in deep ta re & after peak	RioCapeLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) keel forward of ma CellDB367'1386t nks tanks (Upper tween	441·6 F42' FK chinery space 159' MTs73' 2571t FPT130tAPT156t dk bulkheads except Coll BH dispensed with CollBH to weather dk	60·3	29·2 39·2	London British 8BHptCem ptAsp ~~Coll BH to Sh dk~~ ~~7 " 2nd "~~ 7BH to 2nd dk)	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB100lb DB43lb AllgemeineElecGes.Berlin	~~32 ″ 3~~ ~~s 4 ″ 6¼~~ ~~27 ″ 10¾~~ 42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
22612	**Ching An** (*ex*Sikiang) 2Dks	1840 1359 1015					1907	Schiffsw.v H.KochA.G. Lübeck	SanPehS.N.Co.Ld.	260·8 B168'F36'	40·3	16·2	Shanghai Chinese WB	T.3Cy.21¼",34½"&55¼"-33½" 177NHP J.F.Ahrens,Altona		
22613 XNDS	**Ching Ning** (*ex*ChinNing-34, *ex*Chi-Tung, *ss*N.Yk.2ndNo.3-1,19 *ex*Oslo,*ex*Fiol, *ss*Osl.No.1-23 *ex*Talisman) 1Dk(Stl)2trB&pt Awng dk(Irn)	1878 — 1414	✠ 9,27	Bgk ✠	r		1896 3mo	Ropner& Son Stockton	HuaNingSteam- shipCo. CellDB	270·0 P27'Q82' ptAwng dk 161' FK a94'uE&B30'f100'	39·5	14·4	Shanghai Chinese 4BHCem 479tAPT34t	T.3Cy.19½",32½"&52½"-36" 163NHP 2SB,4rf,GS60,HS2400 Blair&Co.Ld.Stockton	17 ″ 6	
22614 XNAX	**Ching Pu** (*ex*Wai-Shing-32) 1Dk(Stl)&Spardk(Stl-teak s) &deepframing	1865 1713 1170	✠ 5,03	Nwc ✠	r		1903 5mo	Wigham- Richrdsn&Co Ld.Newcastle	SanPehS.N.Co.Ld. WB=CellDBa83' 371tDTf15'190t	275·3 B68'F33' 20·1 uE21'f107' FK DTa 19'265t FPT	40·0	12·9	Shanghai Chinese 5BHCem 30tAPT17t	T.3Cy.21",34"&56"-42" 226NHP 1SB,4rf,GS76,HS2913 WghmRchrdsn&C.LdNwc	22 ″ 3	
22615 DHDZ	**Chios** (*ex*Ceuta) Well deck 1Dk	1731 1542 980			...		1912	Schiffsw.v. HenryKoch Lübeck	Deutsche Levante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	277·7 P&B224'F31' FK	39·2	17·9	Hamburg German WB	T.3Cy.22",35 7/16"&56⅛"- 33 7/16" 210NHP OttenserMaschFab.Altona	20 ″ 0	G †
22616 70 SZND	— (*ex*Salonica, *ss*Pir.3rdNo.3-4,29 *ex*Bengtsholm, *ss*Pir.No.1-34 *ex*G.E.Broms, 1Dk(Irn)2trB *ex*H.C.Andersen, Well deck *ex*Dunmore, Inner bottom plating Irn *ex*Propel,*ex*Dunmore) Now "Thirasia Nomikos," see No. 40327 in Supplement	1356 1022 786	✠100A1 2,37 BS10,36	Pir ✠LMC6,34	o	OG 12,35	1888 11mo Lloyd	S.M'Knght &Co. Ayr 'sA&CP	PetrosM.Nomikos, Ld.	245·0 Q85'B73'F33' BK9" CellDB197'	34·1	15·7	Piræus Greek 4BHCem 220tAPT17t	T.3Cy.18 5/16",30"&48"-36"(s) 160lb 80lb NDB01 136NHP 1SB,2rf&2pf,GS62,HS2007 Hutson&Corbett,Glasgow	18 ″ 0 s 1 ″ 3 17 ″ 7	
22617 137 SVCK	— Ⓟ (*ex*Arcadia-33, *ss*Dub.No.3-4,04 *ex*Sparrow,*ex*Duke *ss*Pir.No.2-13 ofFife) Wireless 2Dks(UStl-ws)	1121 753 431	✠ 1,20 ✠	Pir	n		1892 4mo	AilsaS.B. Co. Troon	HellenicCoast LinesCo.Ld.	244·0 P59'B88'F59' DS04 BK8"	31·8	15·5	Piræus Greek 5BHCem	T.3Cy.26",41"&66"-42" 332NHP 2DB,12cf,GS222,HS5741 Dunsmuir&Jackson,Gls.	16 ″ 1	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. B. of Trade
22618 219833 KUML	**Chipana** (exNosaPrince-35, exOklahomaCity) *Fitted for oil fuel* D.F. *1Dk*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLine Inc. ~~GraceS.S.Co.~~ ~~(GraceLine,Inc.~~ ~~*Mgrs.*)~~	324·0 P41'B90'F34'	46·2	25·0	NewYork Utd.States *WB*	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
22619 CBIP	— (exCorapeak) ssN.Yk.No.3-12,29 ssVpo.No.1-34 *1Dk(Stl)*	2159 1753 ~~1980~~ 1464	✠100A1 6,37 ~~7,35~~ BS~~8,35~~ ✠LMC6,34 10,37	Vpo	*r*	CL ~~8,34~~ 6,37	1919 5mo	Manitowoc S.B.Corp. Manitowoc, CP Wis.	Cia.Naviera Estrella de Chile *CellDB*212'637t*FPT*54t*APT*51t	250·5 P27'B64'F26' FK	43·7	20·1	Santiago Chilian *4BHCem*	T.3Cy.20",33"&54"-40" (s) 190lb 269NHP 2SB,4cf,GS88,HS3992 FD ManitowocS.B.Corp.	23 ″ 0	
22620 220783 KDJS	**Chippewa** *Fitted for oil fuel* *1Dk(Stl)*	2310 1949 1440	✠ 6,27 ✠	Qbc	*r*		1920 8mo	Detroit S.B.Co. Wyandotte	StandardDredging Co.	251·0 P27'B64'F26' FK *CellDB*204'531t*FPT*58t*APT*89t	43·6	22·2	NewYork Utd.States *4BHptCem*	T.3Cy.20",33"&54"-40" 265NHP 2SB,4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	R †
22621 100753 VGQC	— Ⓟ Pad Wireless *3Dks*	1514 892 764					1893	Hamilton BridgeCo. HamiltonOnt	Canada Steamship Lines,Ld.	308·5	36·3	12·5	Toronto British	B.1Cy.66½"-132" 476NHP W.R.Fletcher&Co.Hobkn.		
22622 204955 WMCC	**Chirikof** (exLurline) 3Mst ssS.Fo.2ndNo.3-5,33 *Mchy.Aft* ssS.Fo.No.1-37 *Well deck* *2Dks(Stl)&Web frames* D.F. *Lower dk(Stl) in forehold*	6509 — 4190	✠100A1 4,38 ~~3,37~~ BS4,38 ✠LMC3,37 *Fitted for oil fuel* 3,08 *F.P.above* 150°F.	SFo	*a*†	CL 4,36	1908 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association	412·8 P&B324'F43' FK *CellDBuE&B*63'f286'1353t*DT*f43'1144t*FPT*79t*APT*64t	53·1	29·2	S.Frncisco Utd.States *7BH*	T.3Cy.31",50"&84"-54" 180lb 640NHP 4SB,16cf,GS312,HS10928 NewportNewsSB&DD.Co.	33 ″ 6 s 8 ″ 1½ 25 ″ 7	
22623 231468 KDCH	**Chiriqui** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *4Dks* D.F. E.S.D. GyC.	6963 — 3184					1932	NwprtNws S.B&D.D.Co. NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States *WB*	2SteamTurbines connect'd toElectricMotor&ScShafts GeneralElectricCo. Schenectady,N.Y.		R
22624	— *OilEng.* *Ref.Mchy.* *Mchy.Aft.* *1Dk* Wireless *CruiserStern*	360 230 139	✠100A1 ~~5,37~~~~12,36~~2,38 ✠LMC12,36 ✠Lloyd'sRMC~~11,36~~ 11,37 ortemp.37	Skm Crs	*f*	CL 2,38	1936 12mo *Lloyd'sA&CP*	Oskrshmns Varv.A/B Oskarshamn	ElliotShipping& LandCo.Inc. (Hans Elliot,*Mgr.*)	140·5 F22' FK *CellDB*88'71t*FPT*36t*APTs*15t	26·5	8·8	Panama Pnamanian *3BH*	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 157NHP Atlas-DieselA/B,Skm.	11 ″ 0	
22625 7648 JZIB	**Chishima Maru** Iron (exSkramstad,exGeneralBoyd) *Well deck* Wireless *1Dk&Web frames*	1363 1086 837			...		1891	W.Gray& Co.Ld. WHartlepool	FujimaYoshio	245·1 Q79'B71'F28' BK8½	34·6	17·5	Tokio Japanese *WB*	C.2Cy.31"&58"-36" NDB06 157NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 4	
22626 1759 IBRI	**Chisone** (exValtellina,exBagnoliI) *OilEng.* *Mchy.Aft* *1Dk&Awng dk* D.F. *3rd dk in No.1hold*	6168 5952 3692			...		1922	Cant.Nav. "Ilva" Naples	Soc.Commerciale diNav.	394·3 FK	51·7	34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"-49$\frac{3}{16}$" 610NHP NE28 FiatS.G.M.Turin	37 ″ 9	I †
22627 28825 JXEB	**Chita Maru** *1Dk*	2276 1938 1330					1923	Tochigi ShojiK.K. Wakamatsu	TochikiShojiK.K.	270·0 P17'B60'F28' *WB*	40·0	24·0	Wakamatsu Japanese	T.3Cy.		
22628 28115 JCEA	**Chitose Maru** Ⓟ *1Dk&Shelter dk2trB*	2669 2152 1520					1921	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	300·0 P40'B98'F42'	43·0	25·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		
22629 148861 GLKN	**Chitral** Ⓟ TwinSc D.F. *3Dks(Stl) Wthr dk (pt teak s)* *Ref.Mchy.* *4th dk(Stl) in forward holds* *Fitted for oil fuel* *CruiserStern*	15346 12305 8773	✠ 4,29 ✠ ✠Lloyd'sRMC~~7,37~~ 3,38 ~~11,37~~	Lon			1925 6mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*456'1752t *Tanks at sides of Tunnels* 302t*FPT*177t*APT*121t	526·3 B255'F89' FK	70·3	42·3	Glasgow British *9BHptCem* *Coll BH to W dk*	Q8Cy29½"42¼"60¾"&87"-54" &L.P.Turbines 2075NHP 3D&4SB,40cf,GS715, HS29376 A.Stephen&Sons,Ld.Gls.	45 ″ 11	BT till ~~7,37~~ ~~3,38~~ 7,38
22630	**Chiyo Maru** *OilEng.* *Mchy.Aft*	360					1936	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.	136·0	23·6	13·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17$\frac{5}{16}$" 79NHP HanshinIronWorksKobe		
22631 27234 JXBB	**Chizu Maru** *1Dk2trB*	2297 1940 1391					1920	Tochigi Shipyard Wakamatsu	TochikiShojiK.K.	270·0 P16'B62'F28' *WB*	40·0	24·0	Kobe Japanese	T.3Cy.18¼",30½"&57½"-42" 215NHP TochigiShpyd,Wakamatsu		
22632 SVJU	**Chloe** (exRioDiamante-33) ssAnt.No.2-37 ~~ssShl.No.1-32~~ D.F. *1Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Corrugated sides*	*4641* *4324* *2815*	✠100A1 *with freeboard* 7,37 ~~1,35~~ 3,38 ~~[illegible]~~ ✠LMC~~8,35~~ BS10,37 10,36	Rot ~~Ant~~	*z*	CL ~~2,37~~ 7,37	1928 5mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	N.D.Lykiardopulo *CellDB*347'1501t*FPT*102t*APT*142t	400·0 FK	56·2	24·9	Argostoli Greek *6BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Q4Cy20",28½",41½"&61"-48" 260lb (s) 394NHP 3SB(Spt),9cf,GS142, FD HS5259 Cen.Mar.Eng.Wks.WHpl.	28 ″ 1 s 3 ″ 1½ 25 ″ 2¾	
22633 31572 JTCB	**Choan Maru** Ⓟ *Ref.Mchy.* *OilEng.* ssKob.No.3-11,37 ~~ssKob.No.1-32~~ *Mchy.Aft* *2Dks(Stl-Uws)* Now "Tycan Maru," *see No.* 40376 *in Supplement*	2632 1899 1388	✠100A1 11,37 ~~12,34~~ ✠LMC CS11,37 DBS11,37 11,37	Osa Kob	*t*	CL 4,36	1927 4mo *Lloyd'sA&CP*	KobeSteel Works Harima	OsakaShosenK.K.	284·8 P29'B100'F37' FK *Cell DB*232'464t*Side tanks in ER*73t	45·5	23·0	Osaka Japanese *4BHptCem*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* KobeSteelWorks,Kobe *FPT*24t*APT*14t	23 ″ 0	
22634 216707 KLET	**Choctaw** *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	350 — 269					1918	Merrill- StevensS.B. Corp. Jacksonville,Fla.	Gulf Oil Corporation	145·0	23·3	12·0	NewYork Utd.States	Oil Engines 4S.C.SA 6Cy. StandardMotorCo. JerseyCity,N.J.		
22635 31378 JEDB	**Chofuku Maru** Ⓟ Wireless *1Dk*	527 395 324					1926	Mitsubishi ZosenKaisha, Ld.Nagasaki	KyushuShosen K.K.	160·2 F24'	27·0	15·5	Nagasaki Japanese	T.3Cy.12",20"&33"-21" MitsubishiZosen 50NHP Kaisha,Ld.Nagasaki		
22636 30047 JLHB	**Chohaku Maru** Ⓟ (exTakaoka Maru,exVestnorge,exJolanda diGiorgio) Wireless *1Dk&Awng dk*	1289 1129 786					1908	Bergens Mek.Værks Bergen	KawasakiKisen K.K.	230·5 H109t	31·6	21·4	Kobe Japanese *WB*	T.3Cy.21",34"&57"-36" 195NHP BergensMekVærksBergen		
22637 1278 JQSB	**Chohrakusan Maru** Ⓟ *2Dks*	2120 1900 1243					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Gensan Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
22638 147 JKPA	**Chohei Maru** Ⓟ *2Dks*	1718 1278 958					1920	Fujinagata Zosensho Osaka	DairenKisenK.K	260·0 P44'B92'F41'	38·5	19·2	Dairen Japanese *WB*	T.3Cy.21½",36"&60"-39" 225NHP FujinagataZosenshoOsaka		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not L.R. Date of B. of Trade Cert.
22639 41011 JCWI	**Choho Maru** Ⓟ Stranded & Sunk 2,37 OilEng. CruiserStern	326 — 190					1935	Fujinagata S.B.Co. Osaka	KyushuShosen K.K.	135·0	23·5	12·0	Nagasaki Japanese	Oil Engines 2S.C.SA 5Cy.16$\frac{9}{16}$"–18½" 241NHP NipponHatsudokiK.K.		
22640 [illegible] JTBB	**Chojo Maru** Ⓟ 2TwinMst Now "Tyōzyō Maru," see No. 40374 in Supplement OilEng. ssKob.No.2–35 Ref. Mchy. 2Dks(Stl–Weather dk ws)	2611 [illegible] 1373	✠100A1 3,37 ✠LMC CS2,36 3,37 DBS3,37	Kob	t	CL 2,36	1927 3mo Lloyd's A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki CellDB234'438t wing tanks in E.R. 38t FPT 25t APT 14t	OsakaShosenK.K.	284·5 P29'B100'F36' FK	45·5	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" DB100lb 582NHP MitsubishiZosenKaisha,Ld	23 ″ 0	
22641 141 JGBB	**Chojun Maru** 1Dk	2246 1897 1281			…		1918	Fujinagata Dkyd.Co. Osaka	DairenKisenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Dairen Japanese WB	T.3Cy.18½",30½"&51½"–36" 189NHP FujinagataDkydCoOsaka	24 ″ 2	
22642 1322 JRKB	**Chojusan Maru** Ⓟ 1Dk	2131 1900 1243					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Keijo Japanese WB	T.3Cy.18",29"&50"–39" 156NHP UragaDockCo.Ld.Uraga		
22643 37464 JKHC	**Chokai Maru** Ⓟ OilEng. 2Dks	2682 — 1617					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen Kaisha,Ld.	300·0 P23'B82'F36'	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama		
22644 25351 JLSE	— Wireless 1Dk	1285 1112 719					1919	Ishikawajima S.B.&E.Co Ld. Tokio	SettsuShosenK.K. (OsakaShosenK.K. Mgrs.)	230·0 P25'B51'F24'	33·0	19·5	Fuchu Japanese WB	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaS.B.&E.CoLd		
22645 25356 JMJE	**Chokai Maru No. 2** Wireless 1Dk	1288 1112 720					1919	Ishikawajima S.B.&E.Co Ld. Tokio	SettsuShosenK.K. (OsakaShosenK.K. Mgrs.)	230·0 P25'B51'F24'	33·0	19·5	Fuchu Japanese WB	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaS.B&E.CoLd		
22646 [illegible] JTWB	**Choko Maru** Ⓟ Now "Tyōkō Maru," see No. 40375 in Supplement ssOsa.No.2–35 OilEng. Ref Mchy. 2Dks(Stl–Uws)	2629 [illegible] 1357	✠100A1 2,37 ✠LMC CS2,35 2,37 DBS2,37	Kob	t	CL 2,37	1927 6mo Lloyd's A&CP	OsakaIron Works,Ld. Osaka Cell DB234' 378t Side tanks in ER 75t FPT 24t APT 12t	OsakaShosenK.K.	284·5 P29'B102'F36' FK	45·6	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP DB100lb KobeSteelWorks,Ld.Kobe	23 ″ 0 s3 ″ 4¼ 20 ″ 0¼	
22647 29670 JOSA	— Ref.Mchy. Fitted for oil fuel Mchy.Aft 2Dks	1805 1187 967					1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	NichiroGyogyo K.K.	250·0 P101'B74'F40'	39·0	19·0	Yokohama Japanese WB	T.3Cy.17",28½"&48"–36" 138NHP MitsubishiZosenKaisha,Ld		C
* 22648 26820 JALA	**Chokoh Maru** (exSeineMaru) ssKob.No.3–9,31 ssYka.No.1–35 2Dks(Stl)& Shelter dk(Stl)	6783 6475 4987	✠100A1 Shelter dk withfreeboard 3,37 ✠LMC3,37 Fitted for oil fuel 8,20 F.P. above 150° F.	Yka	a†	CL 3,37	1920 8mo A&CP	Teikoku S.S.Co. OHarima	YamashitaKisen K.K. CellDB336'1153t DTa39'936t	425·0 FK FPT153t APT72t	53·6	34·9	Kobe Japanese ptCem Collision BH to S dk 6 „ „ U „	T.3Cy.28",47"&79"–51" (s) 200lb NDB23 584NHP 3SB,9cf,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s9 ″ 1¾ 28 ″ 7	
22649 156133	**Cholet** (exSailingVessel) TwinSc OilEng. 1Dk	759 679 540					1917	E.Finch& Co.Ld. Chepstow	TrinidadLeaseholds,Ld.	180·1	30·9	13·0	KingstnJa British WB	Oil Engines 2S.C.SA 6Cy. KromhoutMotorenfb.Ams		V
22650 233737 WLFZ	**Choluteca** Ⓟ TwinSc ssN.Os.No.3–9,33 1Dk(Stl)& Shelter dk(Stl–ws) ssN.Os.No.1–38	2493 2213 1536	✠100A1 Shelter dk withfreeboard 2,38 ~~3,37~~ ✠LMC2,38 Fitted for oil fuel 3,21 F.P. above 150° F.	NYk NOs	s	CL ~~4,35~~ 2,38	1921 3mo A&CP	Newburgh Shipyard,Inc. Newburgh, N.Y.	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) CellDB256'391t	301·3 FK FPT22tAPT34t	42·3	22·6	NewYork Utd.States Asp 3BHtoSh dk 2 „ „ U „	T.6Cy.18",30"&48$\frac{3}{16}$"–33"(s) 185lb 492NHP 3SB,9cf,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J.	25 ″ 0 s8 ″ 9½ 16 ″ 7	
22651 150593 VGDF	**Chomedy** Ⓟ (exCanadian Pathfinder–32, exCanadianFreighter) Fitted for oil fuel 2Dks Ref.Mchy.	6136 4895 3828					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianPathfinder,Ld.(CanadianNational Steamships, Mgrs.)	400·0 P49'B113'F40'	52·4	28·7	Vancouver British WB	T.3Cy.27",44"&73"–48" 370NHP JohnInglisCo.Toronto		C
22652 XNFL	**Chonglee** (exChoseiMaru, exPhan-Samud,exPitsanulok) 2Dks	2080 1865 1249					1901	G.Seebeck Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	290·0 P13'B82'H31'F43'	39·0	22·3	Shanghai Chinese	T.3Cy.20½",34¼"&55⅛"–35$\frac{7}{16}$" 180NHP G.SeebeckA.G.Bremerhvn		
22653 PBHZ	**Chorzow** (exHelga) 1Dk	845 722 489					1921	N.V.Werf Zeeland Hansweert	"ZeglugaPolska" SpolkaAkcyjna	212·9 P30'B60'F23'	31·4	13·2	Gdynia Polish WB	T3Cy14⅜",22$\frac{1}{20}$"&35$\frac{1}{10}$"–23⅝" 60NHP Mach.Delftshaven,Rot.		V
22654 28075 JHYA	**Chosa Maru** Ⓟ 1Dk	2538 2009 1555			…		1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese WB	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
22655 29711 JBSC	**Chosan Maru** Ⓟ Wireless 1Dk	1109 943 661					1924	OnoIron Wks&Shipyd Osaka	AwanokuniKyodo KisenK.K.	220·0 P26'B49'F22'	32·0	18·0	Mikage Japanese WB	T.3Cy.14⅝",24¼"&40"–30" 88NHP HamadaIronWorks,Kobe		
22656 22518 JOLB	**Chosei Maru** (exTaiheiMaru) 1Dk	1729 1411 1015					1920	Hakodate SenkyoK.K Hakodate	ShimataniKisen K.K.	242·0	36·0	21·5	Otaru Japanese WB	T.3Cy.18",29"&49"–33" Hakodate 138NHP SenkyoK.K.Hakodate		
22657 14458 JPVD	**Chosen Maru** 2Dks& Web frames Longitudinal framing	3111 2755 1935			…		1911	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·1 P19'B85'F32' FK	44·1	24·9	Osaka Japanese WB	T.3Cy.22",37"&61"–42" 279NHP N.E.MarineEng.CoLdNwc	27 ″ 3	
22658 40224 JEMK	**Choshin Maru** OilEng. 1Dk	314 — 184					1935	Matsuura Ryoichi Tono	HiraiChotaro	120·1	23·1	12·6	Kinoye Japanese	Oil Engines		
22659	**Choukotka** WoodAux3Mst (exCharlesBrower, exCarolynFrancis) OilEng. 1Dk Wireless (See Sailing Ship Register)	569 415 325			…		1918	Barnes& Tibbitts Alameda,Cal.	U.S S.R.	146·0 P40'F34'	38·0	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12"–18" NE20 84NHP DB18 McIntosh&Seymour Corp.Auburn,N.Y.	14 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
22660 480 JPHG	**Choyo Maru** (*ex*Canadian *ss*Drn.No.3–10,33 Mariner–33) 2*Dks*(*Stl*)	5388 ~~[illegible]~~ ~~3237~~ 4916 3230	✠ [illegible] 1,38 ✠LMC10,36	Kob	*y*	CL 10,36	1920 11mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	DairenKisenK.K. *CellDB*	399·3|52·3|28·4 P49'B113'F39' FK 334'1027t *FPT*147t	Dairen Japanese 6*BHCem* *APT*133t	T.3Cy.27",44"&73"–48" (*s*) 180lb 555NHP 3SB,*9cf*,GS224,HS8565 FD RobbEngineWorks,Ld. Amherst,N.S.	31 " 0 ~~6 " 0¾~~ ~~26 " 11~~	
22661 32742 JURB	— (*ex*Braaland,*ex*GeneralCurrie) 1*Dk*	2220 1989 1333			...		1919	Dominion S.B Co.Ld. Toronto	OnoShojiGomei Kaisha	251·1|43·6|21·2 P25'B64'F20' FK	Fuchu Japanese *WB*	T.3Cy.20",33"&54"–40" 328NHP J.Inglis&Co.Ld.Toronto	24 " 3	
22662 OZPA	**Chr. J. Kampmann** D.F. 1*Dk*	2281 2036 1367					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S Vendila (Svendsen& Christensen *Mgrs*)	305·6|45·4|18·6 P23'B180'F35'	Copnhagn Danish *WB*	T.3Cy.22½",35½"&58½"–36" 206NHP KjbnhavnsFlydk.& Skbsv.		C
22663 LCGH	**Chr. Knudsen** TwinSc *OilEng.* D.F. 1*Dk*	4904 4428 2939					1925	Akt.Bur-meistr&Wain Copenhagen	A/S Borgestad	381·2|54·7|25·9 P382tH222tF8t	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝"–35⅝" 446NHP Burmeister&Wain,Cpn.		N
22664 OZAE	**Chr. Sass** TwinSc *OilEng.* D.F. *ss*Cpn.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3812 3510 2319	✠100A1 *withfreeboard* ~~2,37~~11,37 ✠LMC CS11,35 DBS~~9,34~~ 3,37 12,35	NYk Rot	*y*	CL P2,37 ~~S11,35~~ S11,37	1931 1mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP*	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *CellDB*319'1002t	365·5|53·6|23·3 F34' FK *FPT*98t *APT*118t	Copnhagn Danish 6*BH* (*Collto Shdk* 5 „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" DB*100lb* 541NHP Akt.Burmeistr&Wain,Cpn	25 " 6 s 2 " 3¼ 23 " 3½	
22665 LDNN	**Chr. Th. Boe** TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6192 5545 3670					1930	Akt.Göta-verken Gothenburg	Skibs.A/S Truma (OlafBoe,*Mgr.*)	408·3|55·3|32·3 P97'F39'	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 540NHP Akt.Götaverken, Gothenburg		N
22666 DOMP	**Christel Vinnen** (*ex*Aux.5Mst.Schooner–34) *OilEng.* *Mchy.Aft* Sub.Sig. 2*Dks*	1874 1542 1313					1922	Frd.Krupp Act.Ges. Kiel	F.A.Vinnen (F.A.Vinnen&Co., *Mgrs.*)	256·3|44·4|19·0 Q101'F55'	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛"–30½" 190NHP NE34 Frd.KruppA.G.Kiel		G
22667 PDKD	**Christiaan Huygens** Ⓟ TwinSc D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	16287 10677 9756					1927	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	551·4|68·8|36·2 P62'B379'F87'	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.26¾"–47¼" 2490NHP SulzerBros.Winterthur		V
22668 DAKH	**Christian** 1*Dk*	932 719 573					1894	Akt.Ges. "Neptun" Rostock	RudChrist.Gribel	206·3|31·2|13·9 Q63'B52'F26'	Stettin German *WB*	T.3Cy.13¾",22½"&36½"–27½" NB15 70NHP A.G."Neptun,"Rostock		G
22669 OXCS	**Christian IX.** Ⓟ TwinSc (*Ferry*) Wireless 1*Dk*&*Spar dk*	1590 1395 628					1908	Akt.Bur-meistr&Wain Copenhagen	DeDanskeStats-baner	290·0|48·6|17·2	Korsör Danish *WB*	T.6Cy.17",28"&45"–24" 198NHP Akt.Burmeistr&Wain,Cpn		
22670 LDUA	**Christian Börs** 1*Dk*&*Spar dk* &*deep framing*	4306 4019 2788			...		1905	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	A/S D/S Christian Börs(V. Torkildsen)	375·5|51·0|25·5 P33'B110'F37' FK	Bergen Norwegian *WB*	T.3Cy.25",41"&67"–45" 373NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 " 0	N †
22671 OXIB	**Christian Holm** TwinSc (*ex*Christian) *Oil Eng.* *ss*Shl.No.2–36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	9119 8441 5605	✠100A1 ~~2,37~~12,37 ✠LMC CS3,36 DBS2~~,37~~ 12,37 2,37 *CarryingPetroleum in bulk*	Shl	*d*†	CL ~~2,37~~ 12,37	1927 8mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP*	DetDanske PetroleumsA/S (C.F.Holm,*Mgr.*) *CellDB* *uE*71'310t*DT*	471·1|64·3|33·2 P121'B30'F38' FK *f* 43'600t *FPT*250t	Copenhagn ~~Nyborg~~ Danish 16*BHptCem* 4 „ *to2nd dk* *APT*165t	Oil Engines 4S.C.SA 12Cy.28¼"–47¼" 622NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 0 s 7 " 5½ 27 " 10	
22672 LCGI	**Christian Krohg** 1*Dk*	1992 1729 1134					1917	A.F.Smul-ders Schiedam	ÖrvigsD/S A/S (O.Orvig,*Mgr.*)	269·2|42·2|18·0 P28'B74'F28'	Bergen Norwegian *WB*	T.3Cy.20",32"&52"–39" 169NHP A.F.Smulders,Schiedam		V
22673 LJLM	**Christian Radich** AuxS~~AuxSc~~ (*TrainingShip*) *OilEng.* Wireless E.S.D. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	~~600~~ 676 547 288					1937	Framnæs Mek.Værks. A/S Sandefjord	OsloSkoleskib	~~174·9|31·8|18·7~~ ~~P55'F33'~~ P53'F33' 192·1|32·0|16·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 4Cy.11"–16 9/16" 47NHP DeutscheWerkeA.G.Ham.		N
22674 DHEA	**Christian Russ** Wireless 1*Dk*	975 743 547					1907	Stettiner Oderwerke Stettin	ErnstRuss	211·0|33·0|13·3 Q75'B54'F25'	Hamburg German *WB*	T.3Cy.16",25"&41"–30" 92NHP StettinerOderwerke		G
22675 LDCQ	**Christiania** Ⓟ 1*Dk*&*Awng dk3trB*	727 632 376					1895	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskibsselskab	180·5|27·4|12·7 H77t 19·8	Stavanger Norwegian *WB*	T.3Cy.18½",28"&47"–27" 115NHP HelsingörsJernsk.&Mskb.		N
22676 OXIC	**Christiansborg** *ss*Rot.No.3–7,35 D.F. 1*Dk*(*Stl*)	3270 2896 1929	✠100A1 7,37~~1,30~~ ✠LMC MS7,35 BS~~1,35~~6,37 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Rot	*v*	OG ~~6,35~~ 7,37	1922 2mo *Lloyd*	Schpw.v. JanSmit,Czn. Alblasserdm '*sA&CP*	Akt.Dampskibs. Dannebrog(C.K. Hansen,*Mgr.*) *CellDB*	332·2|48·7|22·2 P30'B212'F24' FK 284'876t*FPT*91t*A*	Copnhagn Danish 5*BHCem* *PT*155t	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 356NHP 3SB(Spt)*6cf*,GS132,HS5418 ParsonsMarineSteam TurbineCo.Ld.Wallsend	24 " 6 s 2 " 6¼ 22 " 2	
22677 ~~[illegible]~~ ~~[illegible]~~ 111 SYUA	**Christos Markettos** (*ex*QueenMaud–36, *ss*Gls.No.3–9,33 *ex*Evangelos) 2*Dks*(*Stl*)	*5209* *4758* *3135*	✠100A1 10,36 BS~~3,36~~ ✠LMC9,33 5,37	Ant	*y*	CL N10,36	1919 9mo *Lloyd*	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong '*sA&CP*	Mme.MariaL.C. Marketto *CellDB*	400·2|52·3|28·5 P49'B113'F40' FK 344' 1108t*FPT*123t	Argostoli Greek 7*BHCem* *APT*175t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD TaikooDykd.&Eng.Co.Ld.	31 " 0 s5 " 11¾ 25 " 3	
22678 227520 WRBM	**Christy Payne** (*ex*Calgarolite) *ss*Bal.No.3–6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. D.F. &*Web frames* *Longitudinal framing*	8156 6238 5083	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠LMC8,37 ~~[illegible]~~ ~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk	*c*†	CL ~~8,34~~ N7,37	1921 5mo	GMStandi-ferConstCorp Vancouver, Wash. A&CP *CellDBuE*&	StandardOilCo.of NewJersey *B*&*bunker* 86'280t *dk tanks a* 9'67t	463·3|60·2|36·6 FK *DT f*50'335t'*tween* *FPT*179t*APT*103t	Wilmgton (Del.) Utd.States 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 581NHP 3SB,*9cf*, HS8086 FD LlewellynIronWorks, LosAngeles,Cal.	37 " 3 s10 " 3¼ 27 " 3	
22679 Broken up SZNF	**Chryssalis** Ⓟ (*ex*Nauplion) Iron 1*Dk*	559 441 288	✠ 6,82	Cly	*i*		1882 5mo	HM'Intyre &Co. Paisley	HellenicCoast LinesCo.Ld.	185·6|26·2|13·7 B29'F24'	Piræus Greek 4*BHCem*	C.2Cy.24"&48"–33" NB98 110NHP Hutson&Corbett,Glasgow		

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22680 169 SVNO	**Chryssi** (exSilvioPellico,exSpuma) ssTri.No.3-6,26 ssPir.No.2-35 1Dk(Stl)&Shelter dk(Stl)	5367 4960 3453	✠100A1 Shelter dk withfreeboard 4,37 ~~1,37~~ BS1,37 ✠LMC10,35	Ams Rot	y	CL N1,37	1913 8mo	Cant.Nav. Triestino Trieste Lloyd'sA&CP	Heirs of the late P.J.Goulandris (GoulandrisBros. Mgrs.)	400·1 CellDBa130′ uE22′	54·0 52·3	28·8 FK	Andros Greek 6BHCem f165′1203t	T.3Cy.26″,42″&70″–48″ (s) 180lb 499NHP 3SB,9cf,GS148,HS7590 FD ClydeS.B.&E.Co.Pt.Gl.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
22681 304 SZNG	**Chryssoroi** (exSantaTereja) OilEng. CarryingPetroleum in bulk	379 — 233					1892	.... Utrecht	Vayannis& Cairactides	154·0 len36	23·1	13·9	Piræus Greek	Oil Engines 2S.C.SA 6Cy.8⅝″–14½″ 80NHP Emade–fitted36 Akt.Burmeistr&Wain,Cpn C.		
22682	**Chuanchiu**	492 — 246					1892	.... UnitedStates	ChiangTehSeng	164·5	23·4	13·6	Amoy Chinese			
22683	**Chubar** (exDijkwater-35, exMaasdijk) ssRot.No.3-12,33 1Dk(Stl)&Shelter dk(Stl)	3611 3292 2179	✠ ... 7,36 ✠	Rot	w		1920 12mo	NV Burger houtsM.&S. Rotterdam	U.S.S.R. CellDB308′1000t	360·2 FPT63tAPT73t	50·3	21·8 FK Coll	Odessa Russian Asp BHto Sh dk 5 „ „ U „	T.3Cy.25½″,41$\frac{5}{16}$″&66$\frac{15}{16}$″–45¼″ 340NHP 3SB,9cf,GS158,HS5418 BurgerhoutsMachFab.Rot	24 ″ 6	
22684 154018	**Chuen Chow** Ⓟ TwinSc 2Dks	1088 425 670					1928	Kwong FookCheong HongKong	ChuenOnSteam BoatCo.Ld.	177·8	33·1	9·9	Hong Kong British WB	T.6Cy.11″,19″&30″–21″ Kwong 96RHP FookCheong,H.Kg.		
22685 25096 JSQA	**Chukwa Maru** Ⓟ 2Dks	2182 1810 1288					1920	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	280·0 P34′B73′F37′	43·2	21·0	Osaka Japanese WB	T.3Cy.18″,29½″&50″–39″ 156NHP KubotaIronWorks,Osaka		C
22686 XNBO	**Chun Lee** Wireless 2Dks	1176 — 665					1919	Matsuo Irn Wrks&Dkyd. Nagasaki	ChingKeeS.N.Co. Ld.	200·0 P20′B53′F25′	33·0	20·0	Chefoo Chinese WB	T.3Cy.14½″,24½″&40″–30″ 88NHP MatsuoIrn.Wrks.&Dkyd.		
22687 427 XNEH	Sunk to block Whangpoo River **Chung Hsing** (exMoviken-34, exBellasco-33) ssShi.No.3-1,35 1Dk(Stl)	2494 2229 1466	✠~~100A1~~ 8,37 ~~5,36~~ ~~BS5,36~~ ✠~~LMC1,35~~ 8,37 Fitted for oil fuel 1.22 F.P. above 150° F.	Shi	t	CL ~~N5,36~~ 8,37	1922 2mo	JI.Thorny- croft&Co.Ld. Southampton Lloyd'sA&CP	ChungHsingS.S. Co.Ld. ~~(YoungWong, Mgr.)~~ CellDB	300·5 P28′B83′F33′ 251′ 602t FPT101t	43·7	22·2 FK	Shanghai Chinese 5BHCem APT108t	T.3Cy.21″,34″&57″–36″ (s) 180lb 240NHP 2SB,6cf,GS224,HS4102 J.I.Thornycroft&CoLdSou	24 ″ 5 ~~s 4 ″ 3½~~ ~~20 ″ 4¼~~	
22688 XNBS	**Chung Hwah** (exHwahJah, exChina) ssTri.No.3-5,14 ssShi.No.1-17 1Dk(Stl)&Spar dk(Stl-ptws)3trB	6021 5300 3858	✠ 4,23 ✠	HKg	z		1900 4mo	Wigham Richrdsn&Co LdNewcastle	HaiWaiTrading S.S.Co.Ld. CellDBa 133′ uE38′	417·0 P40′B120′F48′ f175′1125tAPT50t	52·6	28·5 20·3 FK	Chefoo Chinese 6BHCem	Q.4Cy.24″,34″,51″&74″–54″ 495NHP 3SB,9cf,GS159,HS6309 FD WghmRchrdsn&C.LdNwc	31 ″ 4	C †
22689 116036	**Chung On** Ⓟ (exLinTan) TwinSc 1Dk&Shade dk	968 727 727					1904	Hong K'ng &Whampoa DockCo.Ld. HongKong	LauWaPing	175·0	32·0	8·6	HongKong British	C.4Cy.14″&33″–18″ 86RHP HongKong&Whampoa DockCo.Ld.HongKong		
22690	**Chung Tai** (exKanna-37) Now "Seian Maru," see No. 40164 in Supplement ssAuk.No.3-11,26 ssOsa.No.2-37 1Dk(Stl) Cargo battens not fitted	1948 1651 1049	✠100A1 2,37 ✠LMC2,37	Osa	r	CL 9,36	1911 6mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	TsuiChungChu CellDBa69′uE&	272·1 P22′B78′F26′ B39′f108′458tFPT	41·2	17·9 FK&BK1½″	Tsingtao Chinese 6BHCem 55tAPT125t	T.3Cy.21″,34″&56″–36″ (s) 180lb 264NHP 2SB,6cf,GS126,HS4897 Ramage&Fergusn,Ld.Lth.	19 ″ 11 s 2 ″ 8 17 ″ 6	
22691 XNBD	**Chung Woo** (exPentaff,exJenny) 1Dk&deep framing	2032 — 1234			...		1904	Craig, Taylor&Co. Stockton	HwaTungS.S.Co. Ld.	279·3 P26′B72′F28′	38·3	18·4 FK	Shanghai Chinese WB	T.3Cy.18¾″,30½″&50¼″–32½″ 167NHP N.E.MarineEng.Co.Ld.Sld	20 ″ 7	
22692	**Chungchow** (exSkule,exBygdö) 1Dk	1333 — 803					1906	Akers Mek.Værks. Oslo	ChinaUnitedNav. Co.Ld.(N.Tsu, Mgr.)	235·4 P28tH52tF27t	35·2	14·8	Shanghai Chinese WB	T.3Cy.16½″,27″&44″–33″ 111NHP Akers.Mek.Værks,Oslo		
22693 137671 GMPV	**Chungking** 1Dk	2171 1967 1311					1914	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British WB	T.3Cy.19″,31″&53″–36″ 169NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
22694 146187 GFRB	**Churruca** ssGls.No.3-10,33 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk withfreeboard 4,37 ~~2,36~~ BS12,37 ~~BS11,36~~ ✠LMC8,33 Fitted for oil fuel 11,21 F.P. above 150°F.	Lon	r	CL ~~8,33~~ 4,37	1921 9mo	H.&C. Grayson,Ld. Liverpool Lloyd'sA&CP	MacAndrews& Co.Ld. CellDB222′414t	264·8 FPT63tAPT18t	41·2	18·8 FK Collisio	London British ptCem nBH to S dk 3 „ „ U „	T.3Cy.21″,34″&56″–36″ (s) 180lb 180lb 252NHP 2SB,6cf,GS118,HS4550 MacKie&Baxter,Ld.Gls.	21 ″ 0 s ″ 10½ 20 ″ 3¼	
22695	— Iron ssLiv.No.3-3,90 ssMan.No.1-95 2Dks(1Irn)	788 582 404	✠ 3,97 ✠NE&B90✠	Man	j		1878 11mo	A.Leslie &Co. Newcastle	TyCamcoSobrino	190·0 ND90	26·2	16·0 BK7½″	Manila Utd.States 4BHCem WB	T.3Cy.18″,29″&46″–30″ NDB90 128NHP 1SB,4rf,GS66,HS2090 D.Rollo&Sons,Liverpool		
22696	— (exAudaz-36, exCautin) Fitted for oil fuel 2Dks	711 — 428					1892	J.Reid& Co.Ld. Glasgow	FelipeGarcia	165·5	29·1	16·5	Callao Peruvian	T.3Cy.14″,23″&37″–27″ 71NHP Kincaid&Co.Ld.Grk.		
22697 PUMB	**Chuy** (exArana) ssRio.No.1-36 ssLon.No.3-8,32 CruiserStern 2Dks(Stl)	2504 2272 1457	✠100A1 12,36 ~~4,35~~ ✠LMC12,36	Rio	t	CL 12,36	1919 12mo	A.&J. Inglis,Ld. Glasgow Lloyd'sA&CP	Cia.Carbonifera Rio-Grandense CellDB	303·4 P33′B81′F32′ 260′ 661t FPT 69t	43·0	20·7 FK	R.Janeiro Brazilian 6BHptCem APT180t	T.3Cy.22″,36″&59″–39″ (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
22698 124171 GRYV	**Chyebassa** ssCal.2ndNo.3-11,31 ssCal.No.1-36 2Dks(Stl)3trB&deep framing	6317 5910 4022	✠100A1 ~~4,37~~ 12,37 ✠LMC MS2,36 BS~~8,36~~8,37 Fitted for oil fuel 3,20 F.P. above 150°F.	Cal	a†	CL ~~N5,35~~ 12,37	1907 3mo	Workman, Clark&CoLd. Belfast Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa130′uE&B	430·2 P39′B82′F43′ 67′f156′1110tFPT	54·3	32·0 FK	Glasgow British 7BHptCem 95tAPT20t	T.3Cy.33″,53½″&86″–60″ (s) 180lb FD 757NHP 4SB,12cf,GS270,HS10952 Wrkman,Clark&CoLdBel.	34 ″ 10 s 8 ″ 0¾ 27 ″ 3	
22699 EAHZ	**Ciaño** (exVicen-34,exPuraRasilla, exCraonne, exTurnwell, exQueenAlexandra) ssBbo.3rdNo.3-7,34 1Dk(Stl)&Spar dk (Stl)&Web frames Now sailing as "Vircov."	4264 4132 2778	✠100A1 Spar dk 10,35 BS5,37 MS11,37 ~~BS7,35~~ ✠LMC~~11,34~~ ~~NO LATER SURVEY REPORTED~~	Bbo	x	CL ~~7,34~~ 9,37	1901 7mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	Soc.Metalurgica Duro-Felguera CellDBa&u	360·0 P32′B90′F33′ E138′f154′757tAP	48·0	20·2 28·1 FK	Gijon Spanish 6BHCem T65t	T.3Cy.24½″,40″&68″–48″ (s) 180lb 356NHP 3SB,9cf,GS174,HS5630 N.E.MarineEngCoLd.Nwc	30 ″ 10 s 5 ″ 11¾ 25 ″ 1¼	

1 Numéro d'Ordre — Numéro Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
22700 146566 GJMF	**Cid** ssHam.No.3–7,34 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	1847 1548 893	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~4,36~~ MS5,34 *Fitted for oil*	Lon Ant ✠LMC BS~~2,~~3,37 *fuel* 5,22	*r*	CL 2,35 *F.P. a*	1922 4mo *Lloyd* *bove* 1	H.&C. Grayson,Ld. Garston *'sA&CP* *CellDB* 50° F.	MacAndrews&Co. Ld. *a&uE94' f96' 365t*	264·8 FK *Collisio* *FPT63tAPT18t*	41·2	18·8	London British *ptCem* *nBHtoShdk* 3 " " *U* "	T.3Cy.21",34"&56"–36" (*s*) 180lb *100lb* 252NHP 2SB,*6cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 " 0 s " 10½ 20 " 3½	
22701 TCAU	**Cide** (*ex*Tekirda,*ex*Gazanfer, Iron *ex*L'Ailette,*ex*Sophia,*ex*Jakobstad) 2*Dks*	428 — 198					1876	Bergsunds M.V.Aktieb Stockholm	Muratzade MahmutNadim	174·4	25·7		Istanbul Turkish *WB*	C.2Cy.19½"&38"–26½" NB91 62NHP BergsundsM.V.Aktb.Skm		
22702	**Cienfuegos** (*ex*Sebou, TwinSc *ex*Marin) *Fitted for oil fuel* 1*Dk*	1033 — 582					1919	Atel.&Ch. de la Loire St.Nazaire	EmpresaNaviera deCubaS.A.	216·6	34·2	13·1	Havana Cuban *WB*	C.4Cy.16"&30"–19½" Ch.&At.de 66NHP Penhoët,St.Nazaire		
22703 SPAL	**Cieszyn** Wireless ssDnzNo.1–36 *CruiserStern* 1*Dk(Stl)2nd dk(Stl)* *inNos.1&2holds* *Strengthened for Navigation in Ice*	1386 1096 734	✠100A1 *withfreeboard* 6,37 ~~6,36~~ BS3,38	Dnz ✠LMC6,36	*o*	CL ~~4,34~~ 6,37	1932 2mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP* *CellDB*196'3	“ZeglugaPolska” SpolkaAkcyjna 32*tTank in way of*	232·5 P28'B60'F23' FK *tunnels27tFPT21t*	35·8	17·9	Gdynia Polish 4*BHCem* *APT33t*	C.4Cy.(2)16$\frac{3}{16}$"&(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 206lb (*s*) 218NHP 2SB(Spt),*4cf*,GS75,HS3122 A.Borsig,G.m.b.H. FD Berlin-Tegel	20 " 4 s 4 " 6¼ 15 " 10½	
22704 165934 GDQL	**Cilicia** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. E.S.D. 2*Dks*	11136 7906 6577					~~1937~~ 1938	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	~~485·0~~ 483·6	~~66·3~~ 66·4	~~31·9~~ 31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{5}{16}$"–88$\frac{9}{16}$" 1110NHP FairfieldCo.Ld.Glasgow		
22705 2165 ~~276~~ ICAN	— (*ex*Palestina–35) *OilEng.* D.F. 2*Dks*	2747 1876 1613					1927	Cant.Nav. ScoglioOlivi Pola	“Adriatica” Soc. Anon.diNav.	308·1 P&B181'F40'	41·8	20·1	Genoa ~~Trieste~~ Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{16}$"–43$\frac{5}{16}$" 356NHP StabilimentoTecnico,Tri.		I
❋ 22706 203 YLFT	**Ciltvaira** (*ex*Twyford–35, *ex*Vironia–34, ssTln.2ndNo.3–6,33 *ex*Twyford–32, 1*Dk(ptIrn&ptStl)2trB* *ex*PresidentBunge, *deep framing&* *ex*Endsleigh) *Web frames3Dk rule* ssRga.No.1–37	3779 3461 2372	✠100A1 ~~1,37~~ ~~9,34~~ 6,37 ~~[illegible]~~ ~~12,36~~ BS12,37	Shl ~~Rot~~ Rga ✠LMC~~5,33~~ MS6,37	*w*	CL 1,37	1905 3mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland *'sA&CP* *CellD*	LatvianShipping Co.	346·7 361·1(O.L.) P23'B94'F31' FK *Ba119'uE21'f146'*	50·8	23·0	Riga Latvian 6*BHCem* 843*tAPT94t*	T.3Cy.23",40"&66"–45" (*s*) 180lb NDB28 317NHP 2SB,*6rf*,GS138,HS4870 G.Clark,Ld.Sunderland	25 " 6 s 4 " 4 21 " 5	
22707 EAKI	**Cilurnum** ssHul.No.3–3,29 D.F. 1*Dk(Stl)* Now registered as Italian and sailing as “BRESCIA,” which see	*3077* *2844* *1848*	8,34	Gms			1919	SirRaylton Dixon&CoLd Middlesbro' *CellDB*284'736*t*	A.Menchaca	331·4 P33'B98'F29' FK *FPT112tAPT112t*	46·8	23·2	Bilbao Spanish 5*BHCem*	T.3Cy.25",41"&68"–45" 362NHP 3SB,*9cf*,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb.	25 " 6	C †
22708 OYLW	**Cimbria** (*ex*S.N.A.6–35) ssMsl.No.3–10,33 *Well deck* 1*Dk(Stl)* D.F. *Cargo battens not fitted* ssEls.No.1–38	2653 1981 1317	✠100A1 ~~6,37~~ ~~9,36~~ 3,38 ~~[illegible]~~ ~~6,37~~	Cpn ~~Abg~~ Els ✠LMC~~10,33~~ 3,38	*l*	CL ~~6,35~~ ~~6,37~~ 3,38	1921 8mo *Lloyd*	Osbourne, Graham& Co.Ld Sunderland *Interm* *'sA&CP*	A/S Dampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S*Mgrs*) *ediate BH in fore* *CellDBuE&B40'f1*	299·6 P19'Q106'B52'F23' FK *hold dispensed with* *16'396tDTa106'870*	46·0	18·1	Copnhagn Danish *Cem* 4*BH only* *t FPT75tA*	T.3Cy.23½",38"&64½"–42" (*s*) 180lb 317NHP 2SB,*8cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. *PT75t*	20 " 3 s 2 " 1¾ 18 " 3¾	
22709 OXWD	— Ⓟ Wireless 1*Dk&Awng dk*	1056 655 540					1897	Lobnitz& Co.,Ld. Renfrew	DetForenede Dampskibsselsk.	214·8	32·1	22·3	Randers Danish *WB*	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew		V
❋ 22710 161263 GTFX	**Cingalese Prince** TwinSc *OilEng.* D.F. ssBal.No.1–33 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern* *Tonnage opening closed*'38	6625 5692 3834	✠100A1 *withfreeboard* 4,37 ~~6,36~~ DBS~~[illegible]~~3,37 *Carrying oil*	HKg ✠LMC *F.P. a*	*d*† CS8,33 7,34 *bov*	CL ~~S6,34~~ P6,36 S4,37 *e* 150°	1929 7mo *Lloyd* F.orL	Blythsw'd S.B.Co.Ld. Glasgow *'sA&CP* *atex in deep&*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd. of* *peak tanks CellD*	441·5 458·0(O.L.) F44' FK *mchy. space* (*C* 7*BH* B368'1477*tMTs*73'	60·3	28·2	London British 9*BHptCem* *oll to Sh dk* *to 2nd dk 1B* 2519*t FPT1*	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1350NHP 2DB *125lb* Richardsons,Westgarth& *Hto3rdDk*) Co.Ld.Hpl. 08*t APT166t*	~~32 " 5~~ ~~s 4 " 7~~ ~~28 " 0½~~ 42 " 5 s18 " 4½ 29 " 3	
22711 IBHH	**Cipro** (*ex*Portsea–33,*ex*Barbara Marie) *Now "Stella" see No. 40089 in Supplement* D.F. 1*Dk&Shelter dk*	4272 4006 2587					1923	J.Priest- man&Co. Sunderland	“Nivose” Soc.di Nav.(A.Scinicar- iello,*Mgr.*)	378·0 365·0	49·8	25·5	Naples Italian *WB*	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland.		CI
22712 165910 GZMD	**Circassia** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. E.S.D. 2*Dks*	11136 7906 6580					1937	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	~~485·0~~ 483·6	~~66·3~~ 66·4	~~31·9~~ 31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{5}{16}$"–88$\frac{3}{16}$" 1110NHP FairfieldCo.Ld.Glasgow		BT till 10,38
22713 FOPQ	**Circe** ssRot.No.2–35 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	2031 — 1110	✠100A1 12,37 ~~10,36~~ BS~~10,36~~ 12,37	Rot LMC5,35	*r*	CL 9,36	1926 11mo *Lloyd*	Chant.Nav Français Caen *sCP* *CellDB*191'485*t*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*)	269·3 P22'Q87'B50'F23' FK *Deep tanks aft* 34'2	39·7	17·5	Caen French 4*BHCem* 05*t FPT 77t*	T3Cy18⅛",29$\frac{1}{16}$"&50⅜"–37$\frac{1}{16}$" 185lb (*s*) 192NHP 2SB,*4cf*,GS95,HS3247 Atel.&Ch.delaLoire *APT22t*	19 " 10 s1 " 11½ 18 " 0½	
22714 128715 VPKW	— 1*Dk&Prom.dk2trB*	778 561 314					1912	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7	31·6	12·4	Singapore British *WB*	T.3Cy.15",25"&42"–30" 97NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
❋ 22715 162641 GRDS	**Circe Shell** TwinSc *OilEng.* D.F. ssRot.No.1–36 *Mchy.Aft* 1*Dk(Stl)2nd dk(Stl)* E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8207 7463 4817	✠100A1 ~~7,37~~ ~~10,36~~ 3,38 DBS~~2,36~~ 7,37 *Carrying Petr*	Cff ~~Bkn~~ Nwc ✠LMC ~~7,37~~ ~~5,36~~ *oleum*	*c*† CS2,36 3,38 *in*	CL ~~PN2,36~~ ~~S2,36~~ 3,38 *bulk*	1931 10mo *Lloyd*	Howaldts- werkeA.G. Hamburg *'sA&CP*	AngloSaxon PetroleumCo.Ld. *CellDBuE64'26*	451·2 467·5(O.L.) P103'B35'F43' FK 0*tDTf32'335tFPT*	62·1	34·1	London British 14*BH* 225*tAPT41t*	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$"–43$\frac{5}{16}$" 713NHP 2DB*150lb* NVBurgerhout'sM&S,Rot.	34 " 0 s6 " 8 27 " 6½	
22716 143855 GCKB	**Ciscar** ssAnt.No.3–3,32 D.F. ssAnt.No.1–36 1*Dk(Stl)&Shltr dk(Stl)*	1809 1551 986	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~10,36~~ BS12,37	Ant Liv ✠LMC10,36	*r*	CL 6,35	1919 12mo *Lloyd*	H.&C. Grayson,Ld. Liverpool *'sA&CP* *CellDB*	MacAndrews&Co. Ld. *Col*	265·0 FK *lisionBHtoShltrdk* 224'408*t FPT63t A*	41·2	18·9	London British *Cem* 3*BH to Udk* *PT18t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP 2SB,*6cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 " 0 s " 10 20 " 4½	
❋ 22717 176 OHAL	**Cisil** (*ex*Sicilia) ssOsc.3rdNo.3–8,26 ssEls.No.2–35 *Well deck* 1*Dk(Irn)2trB* *Cargo battens not fitted*	1848 1663 1038	✠100A1 1,38 ~~3,36~~ ✠NB3,03 ✠LMC MS10,34	Got Els BS~~7,36~~ 9,37	*r*	~~3,36~~ 1,38	1889 11mo	W.Pickers- gill&Sons Sunderland A&CP	RederiA/B Steam (G.B.Thordén, *Mgr.*)	269·8 P29'Q80'B100'F32' FK *CellDB*222'823*t*	37·1	17·1	Brändö Finnish 4*BHCem* *APT45t*	T.3Cy.21$\frac{5}{16}$",34"&56"–39"(*r*) 160lb 198NHP 2SB,*6cf*,GS100,HS2990 G.Clark(Lim.),Sunderland	19 " 8 s1 " 3½ 18 " 6½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail sh.t. last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22718 148733 GMDT	**Cisneros** ssLiv.No.2-34 D.F. 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1886 1698 1079	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~10,36~~ MS9,34 ✠LMC ~~BS8,36~~ 7,37	Liv	*s*	CL 8,35	1926 3mo	Antwerp Eng.Co.S.A. Hoboken *Lloyd's A&CP*	MacAndrews&Co. Ld. *CellDBa&uE* *Coll* 108′*f*113′5	281·8 55t*FPT*46t*APT*68t	40·2	18·5 FK	London British 4*BHCem* *BH to Sh dk* 3 „ „ *U* „	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 222NHP 2SB,6*cf*,GS102,HS3874 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s ″ 11¾ 19 ″ 9¾	
22719 LDDY	**Ciss** Wireless 1*Dk*	1159 988 671					1925	Trndhjms Mek.Værks. Trondheim	Th.Brövig	226·3 P35tH55tF27t	36·5	15·7	Farsund Norwegian *WB*	T.3Cy.17″,27½″&46″-30″ 116NHP Trondhjems MV.Trndheim		N
22720 LCGL	**Cissy** 2*Dks*	2166 1931 1297					1920	Framnes Mek.Værks. Sandefjord	A/S Sjöfart (L.Pettersen, *Mgr.*)	289·5 P76*t*H129*t*F9*t*	44·2	19·4	Bergen Norwegian *WB*	T.3Cy.22″,35″&61″-36″ 223NHP Trondhjems MV.Trndheim		N
22721 TSNN	**Cité d'Athènes** (*ex*Gardon) *OilEng.* 1*Dk*	410 — 185					1918	Ch.&Atel. Aug.Normnd Havre	A.Puech	147·6	25·1	9·7	LaRochlle French *WB*	Oil Engines 6Cy.16″-22″ 120NHP Ch.&Atel.Aug.Normand		V
22722 221491 KFKP	**Cities Service Boston** 3Mst (*ex*Agwipond) *ss*N.Yk.No.3-7,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing* *ss*NYk.No.1-37	9348 7062 6785	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~5,36~~1,38 ~~BS5,36~~ ✠LMC~~7,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	NYk Mob MS5,36 BS5,37	*a*†	CL ~~5,35~~ 1,38	1921 4mo	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md. A&CP	CitiesServiceOil Co. *CellDBuE&B*80′ 280t *DTf*40′518t	468·3 485·6(O.L.) *FPT*270t*APT*181t	62·7	32·0 FK	NewYork Utd. States 17*BHptCem* (3 *to Sh dk* 8 „ *U* „ 6 „ *2nd* „)	Q.4Cy.24 3/16″,35″,51″&75″-51″ 220lb (*s*) 636NHP 3SB,9*cf*, HS9315 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	39 ″ 6 s10″3½ 29 ″ 5¾	
22723 221002 KDNN	**Cities Service Denver** (*ex*Agwilake) *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	9316 7058 6707					1921	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	CitiesServiceOil Co.	468·3	62·7	32·0	NewYork Utd.States	Q.4Cy.24″,35″,51″&75″-51″ 402NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
22724 216233 KMAU	**Cities Service Empire** (*ex*Ampetco) *ss*N.Yk.No.3-8,28 *Mchy.Aft* ~~*ss*N.Yk.No.1-33~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing* *ss*NYk.No.2-37	8103 8040 5020	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~7,36~~12,37 ~~BS7,36~~ ✠LMC~~1,32~~ 5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,18 *F.P. above* 150° F.	NYk Mob	*c*†	CL 6,36	1918 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. A&CP	CitiesServiceOil Co. *CellDBa*88′351t	464·7 481·4(O.L.) *DTf*50′724t	60·2	33·3 FK	NewYork Utd.States 18*BHptCem* (14 *to U dk* 4 „ *2nd* „) *FPT*175t*APT*28t	Q.4Cy.24″,35″,51″&75″-51″ 220lb (*s*) 560NHP 3SB,9*cf*,GS180,HS7641 FD BethlehemS.B.Corp.	36 ″ 3 s 9 ″ 0 27 ″ 5½	
22725 214190 WHCP	**Cities Service Fuel** (*ex*Sucrosa) *ss*N.Yk.No.3-7,27 *Mchy.Aft* *ss*Mob.No.2-35 D.F. 2*Dks*(*Stl*)&*Webframes*	5343 5141 3296	✠100A1 ~~6,37~~~~10,36~~2,38 BS2,38 ✠LMC MS4,35 ~~BS1,36~~ 6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,26 *F.P. above* 150°F.	NYk ~~Mob.~~		CL 10,36	1916 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	CitiesServiceOil Co. *CellDBuE&B&f*329′ 1732t	389·0 P106′B28′F28′ *FPT*217t*APT*78t	54·7	29·3 FK	NewYork Utd.States 13*BHCem* (6 *to U dk* 7 „ *2nd* „)	1DR GearedSteamTurbine 190lb (*s*) 517NHP 3SB,9*cf*,GS165,HS7407 GeneralElectricCo. Schenectady,N.Y.	32 ″ 6 s 6 ″9½ 25 ″ 10¾	
22726 220259 KERZ	**Cities Service Kansas** (*ex*CecilCounty) *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* D.F. *Mchy.Aft* *Longitudinal framing*	7641 — 4678					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123′B37′F39′	59·2	33·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22727 216788 WGAO	**Cities Service Koolmotor** (*ex*Shreveport, *Fitted for oil fuel* *ex*W.S.Rheem) 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6762 6444 4186			…		1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesServiceOil Co.	435·0 P101′B50′F42′	56·0	32·0 FK	NewYork Utd.States *WB*	T.3Cy.27″,47″&78″-48″ 600NHP BethlehemS.B.Corp.Ld. S.Fo.	33 ″ 6	R †
22728 220733 KDGO	**Cities Service Missouri** (*ex*ClementSmith) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7506 — 4612					1920	Baltimore D.D.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123′B37′F39′	59·2	33·4	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22729 221127 KDPQ	**Cities Service Ohio** (*ex*Herman Falk,*ex*Tuxpanoil) *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7245 — 4398					1921	Baltimore D.D.&S.B.Co BaltimoreMd	CitiesServiceOil Co.	431·0 P123′B37′F39′	59·2	33·4	NewYork Utd:States	2 Oil Engines 4S.C.SA geared to 1 Sc. Shaft 16Cy.18″-22½″ 506NHP NE21 *fitted*27 FalkCorp.Milwaukee,Wis.		R
22730 220925 KESR	**Cities Service Oklahoma** (*ex*HamptonRoads) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7529 — 4623					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123′B37′F39′	59·2	33·4	NewYork Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22731 216608 WOCS	**Cities Service Toledo** (*ex*J.A.Bostwick) *ss*N.Yk.No.3-3,29 *Mchy.Aft* *ss*Mob.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8192 7667 5128	✠100A1 *Shelter dk* *withfreeboard* 9,36 ✠LMC4,37 *Carrying Petroleum, in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150° F.	NYk	*c*†	CL 6,36	1918 7mo	Bethlehem S.B.Corp Ld WlmngtnDel A&CP	CitiesServiceOil Co. *CellDB*88′351t*DT*	465·2 *f*50′223t *FPT*175t	60·0	26·4 34·2 FK	NewYork Utd.States 18*BHptCem* (14 *to U dk* 4 „ *2nd* „) *APT*28t	Q4Cy.24¼″,35″,51″&75″-51″ 220lb (*r*) 557NHP 3SB,9*cf*,GS531,HS7553 FD BethlehemS.B.Corp.Ld.	36 ″ 3 s 9 ″ 0 27 ″ 5½	
22732 156 ICQC	**Città di Agrigento** Ⓟ *OilEng.* 2*Dks* *Cruiser Stern*	2480 1610 1432					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. diNav.	305·1 P&B191′F53′	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜″-38⅜″ 348NHP Soc.Anon.FrancoTosi Legnano		I
22733 155 ICQA	**Città di Alessandria** Ⓟ *OilEng* 2*Dks* *CruiserStern*	2498 — 1427					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon. diNav.	303·1 P49′B94′F52′	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜″-38⅜″ 348NHP Soc.Anon.FrancoTosi Legnano		I
22734 41 IBAL	**Città di Bari** Ⓟ (*ex*Egeo-34) *OilEng.* 2*Dks*	~~3220~~ ~~2191~~ ~~1882~~ 3262 2175 1877					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon. diNav.	~~317·2~~ P&B222′F64′ 331·9	~~44·8~~ 44·7	~~21·3~~ 21·8	Bari Italian *WB*	~~Oil Engines 4S.C.SA~~ ~~6Cy.29⅛″-47¼″ 494NHP~~ ~~StabilimentoTecnico,Tri.~~ Oil Engines 2S.C.DA 6Cy.25 1/16″-45½″ 1324NHP NE37 Soc.An."Fiat"S.G.M.Turin		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. No.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registre où coté, si ce n'est dans le L.R. Durée.Cert.Rof Trade.
22735 153 ICQB	**Città di Bastia** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	2499 1606 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon.diNav.	303·1 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP Soc.Anon.FrancoTosi Legnano		I
22736 388 IBFH	**Città di Bengasi** Ⓟ 2*Dks*	2813 — 1523					1917	Cant.Nav. Riuniti Ancona	"Tirrenia"Soc. Anon.diNav.	316·6 P16'B215'F41'	41·5	23·7	Naples Italian *WB*	T.3Cy.19⅝",32 1/10"&55"–39⅜" 189NHP Cant.Nav.Riuniti,Ancona		I
22737 1949 IBGE	**Città di Bergamo** Ⓟ (*ex*Imber–34) *ss*Mch.No.3–4,27 *ss*Brw.No.2–34 1*Dk*(*ptIrn ptStl*) 2*nd dk*(*Stl*)*inNo.1hold*	2163 1828 1187	✠100A1 ~~7,37~~ ~~9,26~~ 3,38 ~~BS11,36~~ ✠LMC5,34 4,37	Gen ~~Ant~~Rot	*s*	CL ~~8,34~~ 7,37	1914 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	Ing.G.Angeloni *CellDBa75'uE3*	310·5 300·0 P&B174'F76' FK 4'*f*128'495*t* *FPT*61*t*	40·0	20·8	Genoa Italian 5*BHCem* *APT*36*t*	T.3Cy.22½",37"&62"–42"(*r*) 180lb 370NHP 2SB,6*cf*,GS136,HS5640 FD Swan,Hunter&Wigham-Richardson,Ld Nwc.	22 ″ 3 s 2 ″ 2½ 20 ″ 3	
22738 43 IBIH	**Città di Catania** Ⓟ TrpSc 2*Dks*&*Awng dk*	3355 — 1314					1910	Ansaldo, Armstrong& CoSestriPnte	"Tirrenia"Soc. Anon.diNav.	363·5 F39'	42·1	19·1	Palermo Italian *WB*	3 Steam Turbines Ansaldo, Armstrong&Co.Smp.		I
22739 154 IBSH	**Città di Genova** Ⓟ TwinSc *OilEng.* 3*Dks* D.F. *CruiserStern*	5413 — 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	411·7	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49 3/16" 1815NHP Soc.Anon.FrancoTosi Legnano		I
22740 150 IBZH	**Città di Livorno** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2471 1602 1419					1930	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·2 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22741 146 IBFF	**Città di Marsala** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2480 1610 1433					1929	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	305·1 P66'B94'F73'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22742 145 IBJH	**Città di Messina** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2472 1603 1419					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·2 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22743 151 IBWG	**Città di Napoli** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 3*Dks*	5418 — 2922					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	410·6 B118'F52'	50·9	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49¼" 1820NHP S.A.FrancoTosi,Legnano		I
22744 158 IBEF	**Città di Palermo** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern* 3*Dks*	5413 2807 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	411·7	51·1	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49 5/16" 1816NHP S.A.FrancoTosi,Legnano		I
22745 147 IBGF	**Città di Savona** Ⓟ *Ref.Mchy* *OilEng.* *CruiserStern* 2*Dks*	2500 — 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon.diNav.	303·1 P49'B94'F52'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22746 142 IBUH	**Città di Spezia** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* D.F. *CruiserStern*	2474 1607 1421					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·3 P190'F53'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅝"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22747 141 IBVI	**Città di Trapani** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2467 1607 1422					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	304·3 P&B204'F55'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 7/16"–38⅝" 348NHP S.A.FrancoTosi,Legnano		I
22748 389 IBOH	**Città di Trieste** Ⓟ TwinSc *Ref.Mchy.* 3*Dks*	4658 — 2674					1915	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	361·9	46·1	23·3	Naples Italian *WB*	T.6Cy.21½",34½"&59⅝"–41¼" 452NHP Cant.Nav.Riuniti,Ancona		I
22749 392 IBPH	**Città di Tripoli** Ⓟ TwinSc *Ref.Mchy.* D.F. 2*Dks*	2933 — 1586					1915	Cant.Nav. Riuniti Ancona	"Tirrenia"Soc. Anon.diNav.	316·6	41·5	21·3	Naples Italian *WB*	T.6Cy.19⅝",33⅝"&55 1/16"–39⅜" 378NHP Cant.Nav.Riuniti,Ancona		I
22750 152 IBHF	**Città di Tunisi** Ⓟ TwinSc D.F. *OilEng.* *CruiserStern* 3*Dks*	5419 — 2923					1929	Cantieri delTirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	410·6 B118'F52'	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49 5/16" 1815NHP Soc.Anon.FrancoTosi,Lgn		I
22751 143683 GDPX	**City of Adelaide** *ss*Npt.No.1–37 *ss*Liv.No.3–6,33 D.F. 2*Dks*(*Stl*) *CruiserStern*	6589 6210 4178	✠100A1 ~~6,36~~ 9,37 ✠LMC ~~MS5,33~~ 4,37 ~~BS4,36~~ ~~BS3,37~~3,38 *Fitted for oil fuel 12,20 F.P. above 150° F.*	Liv ~~Npt~~ Bkn	*b*†	CL ~~8,34~~ ~~1,37~~ 9,37	1920 11mo *Lloyd*	WearShipyardofW. Gray&Co. (1918),Ld, Sunderland *'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 450·7(O.L.) P89'B&F308' FK *CellDB*385'1468*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa*27'778*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 767NHP 3SB(Spt),12*cf*,GS230, HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s 5 ″ 0 28 ″ 0½	
22752 164307 GZGR	**City of Agra** D.F. E.S.D. *Fitted for oil fuel* *CruiserStern* 2*Dks*	6361 5877 3866					1936	W.Denny &Bros.Ld. Dumbarton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	445·9 P80'B197'F42'	56·2	30·6	Liverpool British *WB*	3SRgearedSteamTurbines W.Denny&Bros.Ld.Dmb.		C
22753 219571 KUBP	**City of Alma** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5446 4971 3344			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
22754 148152 EIKC	**City of Antwerp** (*ex*General Leman,*ex*Minna) 1*Dk*2*trB*	947 728 555					1896	J.W.Klawitter Danzig	Saorstat&ContinentalS.S.Co.Ld.	218·3 Q71'B54'F23'	30·9	13·0	Dublin British *WB*	T.3Cy.17½",27⅝"&42"–27⅝" NB07 91RHP J.W.Klawitter,Danzig		C
22755 147227 GJVC	**City of Athens** *ss*Hpl No.3–8,35 2*Dks*(*Stl*) E.S.D. D.F. *CruiserStern*	6558 6243 4187	✠100A1 ~~2,37~~ 11,37 BS10,37 ✠LMC MS8,36 ~~BS11,36~~ *Fitted for oil fuel 7,23 F.P. above 150° F.*	Rot HKg	*b*†	CL 7,36	1923 7mo *Lloyd*	W.Gray& Co.Ld. Sunderland *'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 450·7(O.L.) P89'B&F308' FK *CellDB*379'1469*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa*27'700*t*	T.3Cy.26",45"&78"–54" (*s*) &LP.TurbinewithDRgearing&hydraulic coupling 230lb HS9255 778NHP 3SB(Spt),12*cf*,GS236 FD Cen.Mar.Eng.WrksW.Hpl	32 ″ 10 s 5 ″ 0 28 ″ 0½	

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22756 201103 WFCJ	**City of Atlanta** D.F. 3*Dks*	5269 — 3007					1904	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	377·5|49·0|15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28",46"&75"–48" 390NHP DelawareRiverCo.Chester		R
※ 22757 143083 GBDK	**City of Auckland** (*ex*Weissenfels) *ss*Nwc.No.3-6,33 2*Dks*(*Stl–U* teak s)& Sub.Sig. *Web frames*	8336 7835 5288	100A1 *withfreeboard* 8,37 ~~5,36~~ BS~~7,36~~ 9,37	NYk Gls LMC~~6,36~~ MS5,37	*e*†	CL ~~4,35~~ 11,37	1914	Akt.Ges. "Weser" Bremen	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	478·6|62·2|33·0 500·2(O.L.) P45'B140'F59' FK *Intermediate BH in fore & after holds dispensed with 6BH only* *Cell DBa*155'*uE*33'*f*179'1458t '*tween dk tanks f*717t	Liverpool British *Cem*	Q.4Cy.29¼",40½",58¼"&85⅜"–55" 213lb (*s*) 845NHP 4SB(Spt),*12cf*,GS238, HS10320 FD Akt.Ges."Weser,"Bremen *a*720t*FPT*87t*APT*82t	35 ″ 8 s 8 ″ 2½ 27 ″ 8½	
※ 22758 144643 GDKQ	**City of Bagdad** (*ex*Geierfels) *ss*Hul.No.3-6,34 D.F. 2*Dks*(*Stl*)	7506 7073 4713	100A1 ~~6,37~~ ~~11,36~~ 11,37 BS~~9,36~~ 11,37	Syd ~~NYk~~ Gls LMC6,34	*c*†	CL ~~8,35~~ 11,37	1919	J.C.TecklenborgA.G. Wesermünde-G.	EllermanLines,Ld. (W.S.Workman, *Mgr.*)	470·3|58·2|32·3 488·9(O.L.) P67'B138'F59' FK *1BH in fore hold dispensed with 6BH only* *Cell DBa*156'*uE*28'*f*184'1394t '*tween dk tanks a*46' 644t *f*46'714t*FPT*88t	Glasgow British *Cem*	T.3Cy.27¾",50 13/16"&82⅞"–55" LP.Turbine withDRgearing&hydraulic coupling 200lb (*s*) 819NHP 4SB,(Spt),*12cf*,GS204, HS10039 FD J.C.TecklenborgA.G.Wsm	35 ″ 0 s 7 ″ 11 27 ″ 4¼	
22759 217921 WDEO	**City of Baltimore** Ⓟ (*ex*Steadfast) *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk & Shelter dk* *Ref.Mchy.* *& Web frames* *Longitudinal framing*	8424 7553 5222			...		1919	Bethlehem S.B.Corp. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †
22760 208378 KJWP Burnt 7.37	— Ⓟ 2*Dks*	2378 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5|46·5|16·2	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"–42" 287NHP MarylandStl.Co.Sparr'Pt.		R
※ 22761 161151 GTKR	**City of Barcelona** *ss*Bkn.No.1-34 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	5787 5355 3524	✠100A1 *withfreeboard* 8,37 ~~2,37~~ MS8,34 *Fitted for carrying oil 5,30 F.P. above 150°F. in deep tank and forward peak tank*	Npt Liv ✠LMC BS~~6,36~~ 5,37	*b*†	CL ~~7,34~~ 8,37	1930 5mo	Barclay, Curle&CoLd. Glasgow *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	428·0|58·2|27·3 444·4(O.L.) F34' FK *CellDB*371'1267t*DT a*32'789t *FPT* 129t*APT*35t	Liverpool British 7*BHCem* *Coll to Sh dk* (6 ,, *2nd* ,,)	T4Cy.23½",40½"&(2)50"–48" & elec. drive from LP (*s*) Turbine 265lb 638NHP 2SB(Spt)&1AuxB(Spt), *10cf*,GS178,HS7276 FD Barclay,Curle&Co.Ld.Gls.	29 ″ 9 s 3 ″ 7¾ 26 ″ 4	
22762 140594 GRCK	**City of Baroda** Ⓟ ~~*Fitted for oil fuel*~~ D.F. 2*Dks* *Cruiser Stern*	7129 6084 4500					1918	Barclay, Curle&Co.Ld. Glasgow	HallLine,Ld.	433·4|57·2|30·6 P90'B171'F85'	Liverpool British *WB*	T.3Cy.26",44¾"&78"–54" 447NHP Barclay,Curle&Co.Ld.Gls		C BT till ~~7,37~~ 6,38
22763 143224 GBRP	**City of Batavia** (*ex*Ganelon) *ss*Hpl.2ndNo.3-4,34 2*Dks*(*Stl*)&*deepframing*	5655 5299 3572	✠100A1 8,37 ~~12,36~~ BS~~12,36~~ 1,38	Gls NYk ✠LMC5,34	*a*†	CL 5,36	1907 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Ellerman&BucknallS.S.Co.Ld.	425·5|53·1|29·3 P37'B181'F44' FK *CellDBa*150'*uE*23'*f*181'1049t*FPT*83t*APT*25t	London British 7*BHCem*	T.3Cy.28¼",46"&77"–54" (*s*) 180lb 556NHP 3SB,*9cf*,GS191,HS7785 FD WallsndSlpwyCo.Ld.Nwc	32 ″ 0 s 6 ″ 2½ 26 ″ 0	
※ 22764 147370 GMPY	**City of Bath** *ss*Hpl.No.2-34 2*Dks*(*Stl*) *Special Quality Steel* *Cruiser Stern*	5079 4788 3154	✠100A1 12,37 ~~3,37~~ BS~~5,36~~ 5,37 *Fitted for carrying oil 6,26 F.P. above 150° F. in DT*	Npt NYk ✠LMC5,34	*z*	CL ~~N5,35~~ 12,37	1926 6mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	393·2|52·2|28·2 408·0(O.L.) P38'B&F310' FK *CellDB*345'1074t*DTa* 30' 705t *FPT* 132t*APT*49t	Liverpool British 7*BHCem* (*2 to 2nd dk*)	Q.4Cy.21¼"30½"45"&66"–48" 265lb (*s*) 532NHP 3SB(Spt),*9cf*,GS168, HS7572 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 8 s 4 ″ 3¼ 26 ″ 7½	
※ 22765 147284 GKVY	**City of Bedford** *ss*Gls.No.3-12,36 ~~*ss*Shl.No.2-32~~ D.F. E.S.D. 2*Dks*(*Stl*) *Cruiser Stern*	6402 6136 4100	✠100A1 8,37 ~~2,36~~ BS~~10,36~~ 12,37 *Fitted for oil fuel 10,24 F.P. above 150° F.*	Liv ✠LMC~~10,36~~ ~~MS11,36~~ MS12,36	*a*†	CL ~~11,36~~ 8,37	1924 10mo	W.Gray &Co.Ld. Sunderland *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	430·0|55·1|31·1 P89'B162'F42' FK *CellDB*376'1308t *DTa*27'712t	Liverpool British 8*BHptCem* 1 ,, *to 2nd dk*	Q.4Cy.24",35",51"&74"–51" & L.P. Turbine with DR gearing & hydraulic coupling (*s*) 844NHP 250lb FD 3SB(Spt)&1AuxSB(Spt), *14cf*,GS245,HS10913 Cen.Mar.Eng.Wrks.WHpl	33 ″ 9 s 6 ″ 3¼ 27 ″ 8¾	
22766 164096 GZBW	**City of Benares** Ⓟ D.F. E.S.D. 3*Dks* *Cruiser Stern*	11081 9281 6720	✠100A1 *withfreeboard* 10,37 ~~10,36~~ *Carrying oil fuel F.P. above 150° F. in deep tank*	Gls Bkn ✠LMC10,36		CL	1936 10mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *CellDB*411'1443t	486·1|62·7|30·8 F41' FK *DTa*33'853t*FPT*87t*APT*82t	Glasgow British 9*BHptCem* (*Coll to W dk* 8 ,, *2nd* ,,)	3 Steam Turbines SR geared to 1 Sc. Shaft 275lb (*s*) 1450NHP 5SB(Spt),*20cf*,GS328, HS15700 FD CammellLaird&Co.Ld.Bkn	43 ″ 3 s 15 ″ 2¼ 28 ″ 5¾	BT till ~~10,37~~ 9,38
22767 206519 WPCX Broken up	**City of Benton Harbor** Ⓟ Pad Wireless 1*Dk*	1286 — 811					1904	CraigS.B. Co. Toledo,Ohio	MichiganTrustCo.	251·8|36·5|14·4	Duluth, Min. Utd.States	C.3Cy.38"&(2)55"–78" 445NHP CraigS.B.Co.Toledo		
22768 223293 WFCK	**City of Birmingham** Ⓟ D.F. 4*Dks*	5861 — 4343					1923	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co. of Savannah	381·8|52·1|27·0	Savannah Utd. States *WB*	T.3Cy.26",44"&76"–48" 398NHP NewportNewsSB&DD.Co.		R
※ 22769 137857 GRQP	— D.F. *ss*Mch.No.3-5,30 E.S.D. *ss*Gls.No.1-35 2*Dks*(*Stl*) *Cruiser Stern*	5309 5086 3408	✠100A1 ~~5,37~~ ~~2,36~~ 2,38 BS~~12,36~~ 12,37	Bal ~~Npt~~ NYk ✠LMC1,35	*z*	CL ~~12,34~~ 2,38	1917 9mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (CityLineLd. *Mgrs.*)	391·0|54·2|28·9 406·5(O.L.) P48'B&F274' FK *Cell DB* 347' 1271t *DTa* 25'709t	Glasgow British 7*BHCem*	T.3Cy.24½",42¼"&73"–51" 220lb (*s*) 581NHP 2SB&1AuxSB,*11cf*,GS208. HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4¼ 27 ″ 3½	
22770 106276 EIKG	**City of Bremen** (*ex*TeelinHead-34, *ex*Audierne,*ex*Doonass,*ex*Whimbrel) 1*Dk*	903 763 370					1897	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&ContinentalS.S.Co.Ld.	230·0|32·0|15·3 P&B123'F59'	Dublin British *WB*	T.3Cy.19",31"&50"–33" 144NHP CaledonSB&E.Co.Ld.Dun		C
22771 93135	**City of Bremerton** Ⓟ Wood (*ex*Whatcom,*ex*Majestic)	510 — 346					1901	E.W.Heath EverettWash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	167·4|48·0|13·7	Seattle, Wash. Utd.States	T.3Cy.18",30½"&51"–28" NB23 138NHP DetroitS.B.Co.Detroit		
※ 22772 143641 GDNX	**City of Brisbane** *ss*Mch.No.1-37 *ss*Nwc.No.3-7,33 *Ref.Mchy.* 2*Dks*(*Stl*)3rd *tr B in forehold* D.F. E.S.D. *Cruiser Stern*	8006 6822 5062	✠100A1 ~~8,37~~ ~~3,37~~ 2,38 ~~BS3,36~~ ✠Lloyd'sRMC~~1,37~~ ~~3,37~~ 2,38 BS4,37 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Mch Liv ✠LMC~~3,36~~ MS1,37	*c*†	CL 8,36 2,38	1920 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	463·6|58·8|30·9 P98'B&F332' FK *CellDB*414'1388t*DTa*30' 1147t*FPT*108t*APT*52t	Liverpool British 7*BHptCem*	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (*s*) 885NHP 3SB(Spt)&1AuxSB,*14cf*, GS270,HS10718 FD WallsendSlpway&E.Co.Ld	33 ″ 5 s 5 ″ 7½ 28 ″ 0¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade.
22773 148707 MNLW	**City of Brussels** ssLon.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)*pt2nd dk*(*Stl*) *Cargo battens not fitted in holds*	629 564 357	✠100A1 *with freeboard* 10,36 ✠LMC MS5,34 BS~~4,36~~4,37	Lon	*j*	OG 3,35	1925 11mo *Lloyd*'s*A&CP*	Burntislnd S.B.Co.Ld. Burntisland	BrusselsS.S.Co.Ld. *CellD*	175·1 B14'F21' FK *Bf70' 116tFPT54t*	28·6	15·9	London British 3*BHptCem* *APT26t*	T.3Cy.15",25"&40"-27" (*s*) 180lb 88RHP 1SB,3*cf*,GS63,HS2030 W.Beardmore&Co.Ld.Gls.	17 ″ 0 s 3 ″ 10 13 ″ 3¼	
Damaged by Fire 3,38 22774 [illegible] WTCR	**City of Buffalo** Ⓟ Pad 3*Dks*	2940 — 1604					1896	Detroit DryDockCo. Wyandotte	Cleveland& BuffaloTransitCo.	340·3 len04	43·7	17·0	Wilmgton (Del.) Utd. States	B.C.2Cy.52"-96"&80"-144" NB21 640NHP W&A.FletcherCo.Hobkn.		R
22775 137423 GQZY	**City of Cairo** Ⓟ ssBkn.No.3-8,26 D.F. ssGls.No.2-34 E.S.D. 2*Dks*(*Stl-Uws*) *Cruiser Stern*	8034 6263 5088	✠100A1 ~~5,37~~ ~~9,36~~ 9,37 BS~~9,36~~ 10,37 ✠LMC10,34	Gls	*c*†	CL 9,36	1915 1mo *Lloyd*'s*A&CP*	Earle'sCo. Ld. Hull *W*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *B=CellDBa141'u*	449·9 465·2(O.L.) P94'B191'F86' FK *E&B84'f179' 1277t*	55·7	31·3	Liverpool British 7*BHCem* *DTa33'937t*	Q.4Cy.26½",38",55"&80"-54" 225lb (*s*) 774NHP 3SB(Spt)&1AuxSB(Spt), 15*cf*,GS285, HS14040 FD Earle'sCo.Ld.Hull	33 ″ 11 s 6 ″ 1 28 ″ 1½	BT till ~~9,37~~ 9,38
22776 149651 GNLD	**City of Canberra** ssBkn.No.2-35 (*Special quality steel*) *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *CruiserStern* E.S.D.	7485 6857 4689	✠100A1 ~~6,37~~ ~~11,36~~ 2,38 ✠LMC MS8,35 BS~~2,37~~ 1,38 ✠Lloyd'sRMC~~2,37~~ 1,38 *Fitted for oil fuel 12,27 F.P. above 150° F.* *Fitted for carrying oil 12,27 F.P. above 150° F. in DT & FP*	Mel Liv	*c*†	CL ~~6,36~~ 2,38	1927 12mo *Lloyd*'s*A&CP*	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (Ellerman&BucknallS.S.Co.Ld. *Mgrs.*) *Duct keel 144' fwd. of boiler space* *CellDB395'1400t*	453·2 P83'B162'F89' FK *DTa35' 1037t FPT*	57·8	31·9	Liverpool British 7*BHptCem* 125*tAPT72t*	Q.4Cy.25¾",37½",54"&78½"-54"&Elec.drive fromL.P. Turbine 265lb. (*s*)984NHP 4SB(Spt),16*cf*,GS277, HS12052 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s 6 ″ 4½ 28 ″ 4½	
22777 140325 GJQZ	**City of Canterbury** Ⓟ 2*Dks* D.F. *Cruiser Stern*	8331 6415 5290					1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	CityLine,Ld.	448·4 P&B295'F103'	56·4	31·4	Glasgow British *WB*	Q.4Cy.26¾",38½",55½"&80"-51"&Elec.Drive fromL.P. Turbine 673NHP WallsendSlpway&E.CoLd	—	C BT till ~~9,37~~ 9,38
22778 137520 GRBJ	**City of Canton** ssSws.No.3-12,28 ssLiv.No.2-36 2*Dks*(*Stl*)	6692 6373 4271	✠100A1 10,37 ~~12,36~~ ✠LMC MS4,36 BS~~10,36~~ 9,37	Liv Mtl	*b*†	CL 4,36	1916 9mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *CellDB403' 1312t*	450·7 P89'B192'F89' FK *DTa39'1068tFPT87t*	56·9	31·1	Liverpool British 7*BHCem* *APT40t*	2 Steam Turbines SR geared to 1 Sc. Shaft 190lb (*s*) 751NHP 3SB(Spt),12*cf*,GS228, HS8940 FD WallsendSlpway&E.CoLd	33 ″ 5 5 ″ 11½ 27 ″ 8½	
22779 140556 GMXP	**City of Cardiff** (*ex*LangtonHall) ssLiv.No.3-7,30 ssGls.No.1-34 2*Dks*(*Stl*) *CruiserStern*	5661 5383 3601	✠100A1 6,37 ~~6,36~~ BS~~12,36~~ 2,38 ✠LMC1,34	Bkn Gls	*z*	CL 6,36	1918 1mo *Lloyd*'s*A&CP*	Craig,Taylor&Co.Ld. Stockton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	403·5 419·5(O.L.) P88'B153'F85' FK *CellDB343'1240t DTa30'746t*	54·4	29·8	Liverpool British 7*BHCem*	T3Cy.24½",42¼"&73"-51"(*s*) 220lb HS7705 FD 552NHP 2SB&1AuxSB,11*cf*,GS185, NE.MarineEng.CoLdNwc	32 ″ 3 s 5 ″ 1¾ 27 ″ 4	
22780 223221 WFCL	**City of Chattanooga** Ⓟ D.F. 4*Dks*	5861 — 4343					1923	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States	T.3Cy.26",$44\frac{5}{16}$"&$76\frac{5}{16}$"-48" 404NHP NewportNewsSB&DD.Co.		R
22781 143088 GBDY	**City of Christchurch** (*ex*Lorenzo, *ex*Aschenburg) ssNwc.No.3-6,28 D.F. ssGls.No.2-36 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in No.1 hold*	6009 5659 3753	✠100A1 ~~9,37~~ ~~3,37~~ 3,38 ✠LMC10,36 BS4,38	Gls ~~Bal~~	*d*†	CL ~~6,35~~ 3,38	1915 7mo	J.C.Tecklenborg, A.G. Wesermünde-G.	Ellerman&BucknallS.S.Co.Ld. *CellDBa160'uE*	470·5 491·0(O.L.) P62'*Upper*F52' B&F394' FK *40f202' 1612t FPT*	62·1	25·3	London British 7*BHCem* 120*tAPT81t*	Q.4Cy.$27\frac{5}{16}$"$39\frac{5}{16}$"$55\frac{7}{8}$"&$82\frac{11}{16}$"-$55\frac{1}{16}$" 213lb (*r*) 725NHP 4SB,12*cf*,GS225,HS10120FD J.C.TecklenborgA.G.Wsm	28 ″ 0 s 3 ″ 10 24 ″ 5	
22782 145882 GFMV	**City of Christiania** ssLon.No.3-10,33 ssGls No.1-37 2*Dks*(*Stl*) *CruiserStern*	4940 4627 3031	✠100A1 ~~1,37~~ 12,37 ✠LMC12,37 ~~MS5,34~~ ~~BS12,36~~ *Fitted for oil fuel 10,21 F.P. above 150° F.*	Mch Gls	*y*	CL ~~11,35~~ 11,37	1921 8mo *Lloyd*'s*A&CP*	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB320'965t*	380·1 P85'B&F266' FK *DTa27' 660t FPT72t*	53·0	28·5	Liverpool British 6*BHptCem* *APT69t*	T.3Cy.24",41"&71"-48" (*s*) 225lb 550NHP 3SB(Spt),9*cf*,GS184, HS7960 FD Earle'sCo.Ld.Hull	30 ″ 9 s 4 ″ 0 26 ″ 11¾	
22783 204080 WNCM	**City of Cleveland III** Ⓟ Pad (*ex*City of Cleveland) D.F. GyC. 4*Dks*	4568 — 2403					1907	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	390·0 *WB*	54·2	22·3	Detroit, Mich. Utd. States	C.3Cy.54"&(2)84"-96" 1152NHP DetroitS.B.Co.Detroit		
22784 140555 GRBL	**City of Corinth** ssNwc.No.3-2,30 ssBkn.No.2-38 ~~ssGls.No.1-34~~ 2*Dks*(*Stl*) *CruiserStern*	5318 5085 3424	✠100A1 ~~5,37~~ ~~7,36~~ 3,38 BS~~4,36~~ 5,37 ✠LMC~~5,34~~ MS3,38 *Carrying oil fuel F.P. above 150°F. in DB* *Fitted for oil fuel 5,19 F.P. above 150° F.*	Mch ~~Gls~~ Bkn	*z*	CL ~~6,34~~ 5,37	1918 1mo *Lloyd*'s*A&CP*	W.Gray& Co.Ld. WHartlepool	Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*)	391·0 407·0(O.L.) P84'B&F274' FK *CellDB347'1271tDTa25'709t*	54·2	28·9	Liverpool British 7*BHCem*	T.3Cy.25½",42¾"&73"-51" 220lb (*s*) 581NHP 2SB(Spt)&1AuxSB(Spt), 11*cf*,GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4½ 27 ″ 3½	
22785 82018 EIJV	**City of Cork** (*ex*Merannio) Iron *Well deck* 1*Dk3trB*	939 756 563			...		1881	W.Gray& Co. Hartlepool	Saorstat&ContinentalS.S.Co.Ld.	216·0 P26'Q48'B60'F26' BK7"	31·2	13·7	Dublin British *WB*	C.2Cy.27"&50½"-33" NB00 99RHP Blair&Co.(Lim.),Stockton	16 ″ 2	C †
22786 221000 KDNP	**City of Dalhart** Sub.Sig. *OilEng.* GyC. 2*Dks* *Longitudinal framing*	5878 — 3689					1921	Oscar DanielsCo. Tampa,Fla.	UnitedStates MaritimeCommission	401·9 P34'B118'F38'	54·2	31·3	Tampa,Fla Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.30"-52" 938NHP Busch-SulzerDiesel Eng.Co.St.Louis,Mo.		R
22787 219277 KOPV	**City of Dallas** (*ex*LakeFillion) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2559 2203 1586			...		1919	Toledo S.B.Co. Toledo,O.	SouthernS.S.Co.	251·0 P25'B64'F28' FK	43·6	25·8	Phildlphia Utd. States *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
22788 148871 GLBW	**City of Delhi** ssLiv.No.3-5,37 ~~ssLiv.No.2-33~~ *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *CruiserStern* E.S.D.	7443 7127 4731	✠100A1 ~~5,37~~ ~~2,37~~ ~~10,37~~ 3,38 ✠LMC ~~MS2,33~~ BS~~4,36~~ 7,37 Lloyd'sRMC~~11,36~~ 11,37 *Fitted for oil fuel 7,25 F.P. above 150° F.*	Syd ~~Liv~~ Mel	*c*†	CL 8,35	1925 7mo *Lloyd*'s*A&CP*	WearShipyard of W. Gray&Co.Ld. Sunderland	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	450·5 P74'B&F317' FK *CellDB396'1471t*	58·6	32·1	Glasgow British 8*BHptCem* 1 ,, *to2nd dk* *DTa30'845t*	Q.4Cy.24",35",51"&74"-51"&L.P.Turbine withD.R. gearing&hydrauliccoupling 250lb (*s*) 845NHP 4SB(Spt),12*cf*,GS230, HS10960 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9 s 5 ″ 11¼ 29 ″ 0¾	
22789 146175 GFWC	**City of Derby** (*ex*Karonga) ssNwc.No.3-5,34 D.F. 2*Dks*(*Stl*) E.S.D. *CruiserStern*	6616 6246 4190	✠100A1 ~~6,37~~ ~~1,37~~ ~~10,37~~ 5,38 ✠LMC MS5,34 BS10,34 *Fitted for oil fuel 11,21 F.P. above 150° F.*	Ant ~~Bkn~~ Bal	*b*†	CL ~~5,34~~ ~~6,37~~ 10,37	1921 11mo *Lloyd*'s*A&CP*	W.Gray& Co.(1918) Ld. Sunderland	Ellerman&BucknallS.S.Co.Ld.	433·0 P89'B&F308' FK *CellDB385'1468t*	57·4	30·2	London British 7*BHptCem* *DTa27'778t*	2SteamTurbinesDRgeared to1Sc.Shaft (*s*) 767NHP 225lb HS8946 FD 3SB(Spt),12*cf*,GS231, CenMarE.Wrks.Ld.W.Hpl	32 ″ 10 s 5 ″ 0 28 ″ 0¾	
22790 209571 WNCN	**City of Detroit III** Ⓟ Pad D.F. GyC. 1*Dk2trB*	6061 — 3328					1912	DetroitS.B Co. Wyandotte	Detroit and ClevelandNav.Co.	455·8 *WB*	55·5	22·5	Detroit, Mich. Utd. States	C.3Cy.62"&(2)92"-102" 1425NHP DetroitSB.Co.Detroit Mich		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22791 160254 GSVQ	**City of Dieppe** ssLiv.No.2-37 ~~ssMch.No.1-33~~ Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	7958 7215 4971	✠100A1 ~~6,37~~ ~~12,36~~ 12,37 6,37 MS~~12,33~~ ✠Lloyd'sRMC~~12,36,37~~ 12,37 Fitted for carrying oil in deep tank, forepeak tank (6,29) & afterpeak tank F.P. above 150° F. Fitted for oil fuel 6,29 F.P. above 150° F.	Liv BS12,37 ✠LMO ~~BS12,36~~		CL ~~8,34~~ 6,36	1929 6mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (Ellerman&BucknallS.S.Co.Ld. Mgrs.)	501·8|58·2|32·2 P84'B180'F107' len34 FK Intermediate BH dispensed with fwd. of mchy. space Duct keel CellDB403'1455t DTa35'943t FPT394t APT93t	Glasgow British 7BHCem	Q.4Cy.26¼",38",54½"&79½"-54"&LP Turbine with DR gearing & hydraulic coupling 255lb (s) 1088NHP 4SB(Spt),16cf,GS291, FD HS12792 Cen.Mar.EWrksLd.WHpl	35 ″ 0 s 6 ″ 4¼ 28″11½	
22792 85157 EIJY	**City of Dublin** (exMallard) Iron Well deck 2Dks	1095 954 667			...		1882	Gourlay Bros.&Co. Dundee	Saorstat&ContinentalS.S.Co.Ld.	225·0|33·1|17·4 P130'F36' BK8"	Dublin British WB	C.2Cy.30"&54"-36" NB07 130NHP GourlayBros.&Co.Dundee	19 ″ 6	C †
22793 143734 GDPY	**City of Dundee** (exSandonHall) ssBkn.No.1-37 ssAnt.No.3-7,33 2Dks(Stl) CruiserStern	5273 4999 3309	✠100A1 ~~8,37~~ 8,37 12,37 ~~8,37~~ MS~~7,33~~ Fitted for oil fuel 5,21 F.P. above 150° F. BS12,37	NYk ~~Bkn~~ Cff ✠LMO ~~BS1,37~~	z	CL ~~8,35~~ 11,37	1921 3mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	406·0|52·1|29·2 423·3(O.L.) P80'B147'F78' FK CellDB349'1115t DTa27'668t	Liverpool British 8BHptCem	2SteamTurbinesDRgeared to1Sc.Shaft (s) 609NHP 220lb HS7978 FD 2SB(Spt)&1AuxSB(Spt), 10cf,GS202 Palmers'Co.Ld.Newcastle	31 ″ 8 s 5 ″ 2¾ 26 ″ 8	
22794 131464 GQZT	**City of Dunkirk** Fitted for oil fuel 2Dks	5861 5537 3759					1912	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	420·7|54·2|30·3 P82'B150'F41'	Liverpool British WB	T.3Cy.24½",42¼"&74"-48" 379NHP Barclay,Curle&Co.Ld.Gls.		C
22795 145892 GDSN	**City of Durban** ssBkn.No.1-37 ssCal.No.3-9,33 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5850 4249 3672	✠100A1 Shelter dk withfreeboard ~~[illegible],36~~ 3,38 ~~MS4,35~~ Fitted for oil fuel 1,22 F.P. above 150° F.	Hpl ~~Bkn~~ Mch BS3,38 ✠LMO 4,37 ~~BS7,36~~	y	CL ~~4,35~~ ~~12,37~~ 3,38	1921 3mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	379·7|52·1|26·6 F40'on Shelter dk FK Collision CellDB319'938t	Liverpool British Cem BHtoSh dk 5 ,, ,, U ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 607NHP 3SB(Spt),9cf,GS179, FD HS7825 Earle'sCo.Ld.Hull	36 ″ 9 s10″4¾ 26 ″ 7½	
22796 147213 GJVB	**City of Eastbourne** ssMdb.No.3-3,35 2Dks(Stl) Cruiser Stern	5563 5300 3509	✠100A1 11,37 ~~1,37~~ MS5,35 Fitted for oil fuel 5,23 F.P. above 150° F. Carrying vegetable oil in 'tween deck tanks	NYk ~~Bel~~ Bal ✠LMO BS3,37	z	CL N~~8,34~~ 11,37	1923 5mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	406·2|54·2|28·8 P87'B&F287' FK CellDB355'1310t DTa28'1062t	Liverpool British 8BHptCem	T.3Cy.24½",42½"&74"-51"(s) Electric drive from L.P. Turbine 225lb 690NHP 3SB(Spt),11cf,GS212, FD HS8544 Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s4 ″ 6¼ 27 ″ 1½	
22797 220962 KDMV	**City of Elwood** OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	6197 — 3822					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States WB	Oil Engines 2S.C.SA 6Cy.30"-52" NE29 945NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		R
22798 127242 WTCS	**City of Erie** Ⓟ Pad	2499 — 1280					1898	DetroitDry DockCo. Detroit,Mich.	Cleveland& BuffaloTransitCo.	316·0|44·0|18·0 78'over guards	Wilmgton (Del.) Utd.States	B.C.2Cy.54"-96"&80"-144" 640NHP W.&A.FletcherCo. Hoboken,N.J.		
22799 145980 GJNF	**City of Evansville** ssHul.No.3-3,35 D.F. 2Dks(Stl) CruiserStern	6528 6203 4141	✠100A1 ~~9,37~~ ~~2,37~~ 12,37 BS8,37 MS3,34 Fitted for oil fuel 10,22 F.P. above 150° F.	Sba NYk ✠LMO ~~BS7,36~~	b†	CL ~~12,34~~ ~~9,37~~ N11,37	1922 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	Ellerman Lines,Ld (HallLine,Ld. Mgrs.)	433·2|57·3|30·1 P88'B&F307' FK CellDB379'1475t DTa27'715t	Liverpool British 8BHptCem	T.3Cy.25¼",42½"&74"-51" L.P.Turbine with DRgearing&hydraulic coupling 225lb (s) 729NHP 3SB(Spt),12cf,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32″10 s 5 ″0½ 28 ″ 1¼	
22800 136297 GQZW	**City of Exeter** Ⓟ TwinSc D.F. E.S.D. 2Dks	9654 7568 6127					1914	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld (CityLine,Ld. Mgrs.)	486·7|58·9|32·6 P98'B219'F88'	Glasgow British WB	Q.8Cy.22",31½",46"&66"-45" 584NHP Wrkman,Clark&Co.LdBel		C BT till ~~6,37~~ 8,38
22801 218682 KISR	**City of Fairbury** Now "Mormacport," see No. 30217 in Supplement Fitted for oil fuel Sub.Sig. D.F. 2Dks&~~Web frames~~ GyC. E.S.D. Shelter dk & Web frames	4942 4740 3077			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.Mgrs.)	390·0|54·2|27·6 ~~P39'B122'F43'~~ FK	NewYork Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
22802 219614 KUCV	**City of Flint** Fitted for oil fuel Sub.Sig. 2Dks	4963 4598 3033					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·8 P50'B121'F40'	Phildlphia Utd.States WB	DRGearedSteamTurbine GeneralElectricCo Schenectady,N.Y.		R
22803 229316 WDCI	**City of Flint 32** TwinSc (CarFerry) 2Dks D.F. GyC.	3327 — 762					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5|57·0|22·5	Ludington Mich. Utd.States	2SteamTurbines connected to Elec.Motor&Screw Shafts 1200NHP GeneralElectricCo., Schenectady,N.Y.		
22804 140559 GRCJ	**City of Florence** ssNwc.No.3-10,30 ssHpl.No.1-35 CruiserStern 2Dks(Stl)	6862 6512 4391	✠100A1 ~~4,37~~ ~~12,36~~ 12,37 MS11,34 Fitted for oil fuel 1,23 F.P. above 150° F.	Gls ~~Hpl~~ Liv ✠LMO ~~BS8,36~~ 10,37	b†	CL 5,36	1918 2mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld (HallLine,Ld. Mgrs.)	448·8|56·2|31·4 P104'B171'F93' FK CellDB398'1636t DTa24'806t	Liverpool British 7BHCem	T.3Cy.26½",44½"&77"-51" 220lb (s) 621NHP 3SB(Spt),12cf,GS226, FD HS8726 Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s 6 ″ 0½ 28 ″ 2¼	
22805 ~~220347~~ Broken up	**City of Fort Worth** Fitted for oil fuel Longitudinal framing	6501 5614 4016			...		1920	G.A.Fuller Co. Wilmington, N.Carolina	~~UnitedStates Maritime Commission~~	395·3|55·1|31·4 P45'B109'F38'	~~Wilmgton (N.C.) Utd.States~~ British	T.3Cy.24½",41½"&72"-48" 359NHP BadenhausonCo.Phl.		
22806 219248 KONM	— (exLaCrosse) Fitted for oil fuel Sub.Sig. 1Dk2trB	2606 2261 1612			...		1919	McDougall DuluthCo. Duluth,Minn	SouthernS.S.Co.	251·0|43·7|25·8 P25'B64'F20' FK	Phildlphia Utd. States WB	T.3Cy.21",35"&59"-42" 352NHP McDougall-DuluthCo.	28 ″ 2	R †
22807 80452 EIKJ	**City of Ghent** Iron (exWicklow Head-34,exCity of Munich,exHungarian) ssBel.5thNo.3-4,32 1Dk(Irn-ws)2trB ssAnt.No.1-36	1457 1210 827	✠100A1 ~~12,36~~ ~~3,36~~ 3,38 ✠NB5,92 ~~BS9,36~~ 9,37	Ant Bel ✠LMO MS12,36	q	CL 12,36	1879 3mo	Blackwood &Gordon Pt.Glasgow A&CP	Saorstat&ContinentalS.S.Co.Ld.	260·7|35·8|17·2 Q52'B66'F32' BK9" DBa76'f106'280t	Dublin British 4BHCem &uE&B46'	C.2Cy.30"&59⅜"-36" (r) 90lb 100lb NDB20 150NHP 1DB,6pf,GS85,HS2057 Blackwood&Gordon,P.Gl.	19″11 s 2 ″ 5½ 18 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
22808 143700 GDRS	**City of Glasgow** ssNwc.No.3-6,33 *Ref.Mchy.* 2*Dks*(*Stl*) E.S.D. *CruiserStern*	5321 5086 3401	✠100A1 6,37 ~~1,37~~ ~~BS6,36~~ ✠LMC~~6,36~~ ✠Lloyd'sRMC~~6,36~~ 10,37 *Fitted for oil fuel*12.20 *F.P. above* 150° F.	Bal Mtl 6,37	*z*	CL ~~2,36~~ ~~6,37~~ 2,38	1920 12mo	W.Gray& Co.(1918)Ld WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	391·3|54·2|28·9 P84'B&F274' FK *CellDB*342'1248*tDTa*25'645*t*	Liverpool British 8*BHCem*	2SteamTurbinesDRgeared to1Sc.Shaft 225lb (*s*) 632NHP 3SB(Spt),*10cf*,GS196, FD HS7952 Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s4 ″ 4½ 27 ″ 3½	
22809 210065 KFIS	**City of Grand Rapids** Ⓟ *Mchy.Aft* 3*Dks*	3061 — 1572					1912	American S.B.Co. Cleveland,O.	E.E.Taylor	291·0|48·0|27·0	Chicago Utd.States	T.4Cy.26",42"&(2)51"-42" 337NHP AmericanS.B.Co.Clevelnd		
22810 140630 GRBZ	**City of Guildford** (*ex*Romeo) ssNpt.No.3-1,32 ssMchNo.1-36 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5157 4823 3236	✠100A1 ~~5,37~~~~10,36~~ 1,38 ✠LMC MS12,35 ~~BS4,35,5,37~~ 5,38	Liv Lth	*z*	CL ~~6,34~~ 5,37	1919 6mo	W.Gray& Co.(1918)Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*	400·0|52·3|28·5 414·0(O.L.) P49'B219'F39' FK 345'1129*t FPT*129*t*	Liverpool British 7*BHptCem* *APT*61*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s4 ″ 9½ 26 ″ 5½	
22811 217456 KEGF	**City of Hamburg** Ⓟ (*ex*Eclipse) *Fitted for oil fuel* E.S.D. GyC. 1*Dk*&*Shelter dk*& *Ref.Mchy.* D.F. *Web frames* *Longitudinal framing*	8424 7553 5222			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †
22812 153423 CYJT	**City of Hamilton** *Mchy.Aft* 2*Dks*	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0|38·1|20·7 F37'	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
22813 137452 GMDZ	**City of Hankow** ssGls.No.3-5,27 D.F. ssGls.No.2-35 2*Dks*(*Stl*) *Cruiser Stern*	7360 7108 4735	✠100A1 ~~6,37 10,36 12,37~~ 5,38 ✠LMC MS8,34 ~~BS4,36~~ BS3,38 ~~4,37~~	Hpl ~~NYk~~ Liv	*ct*	CL ~~N2,37~~ 9,37	1915 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines, Ld.(HallLine, Ld.*Mgrs.*) *Cell DBa* 168'	465·4|58·2|31·8 483·9(O.L.) P107'B171'F100' FK *uE&B*45'*f*200'1733*t*	Liverpool British 7*BHCem* *DTa*24'816*t*	Q4Cy26½",37½",54"&78"-54" & L.P.Turbine with DR gearing & hydraulic coupling (*s*) 853NHP 225lb HS10936 FD 3SB(Spt)&1AuxB(Spt), *15cf*,GS277, Cen.Mar.Eng.WrksW.Hpl	34 ″ 8 s6 ″ 4½ 28 ″ 6½	
22814 217060 WXIA	**City of Havre** Ⓟ (*ex*Victorious) *Fitted for oil fuel* E.S.D. GyC. 1*Dk*&*Shelter dk* *Ref.Mchy.* D.F. &*Web frames* *Longitudinal framing*	8424 — 5222			...		1918	Bethlehem S.B.Corp,Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N J.	38 ″ 0	R †
22815 149618 GMXC	**City of Hereford** ssLiv.No.2-35 2*Dks*(*Stl*) *CruiserStern* *SpecialQualitySteel*	5101 4825 3215	✠100A1 8,37 ~~12,36~~ ~~BS6,36~~ ✠LMC5,35 8,37 *Carrying oil fuelF.P. above*150° F.	Liv Npt	*y*	CL 11,35	1927 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP* *in DT*	EllermanLines,Ld. (Ellerman& BucknallS.S. Co.Ltd.*Mgrs.*) *CellD*	385·4|51·7|30·3 P31'B111'F37' FK B335' 976*t DTa*28'	Liverpool British 7*BHCem* 1 ,, *to 2nd dk* 745*tFPT*92*t*	T.3Cy.24",41¼"&72½"-48" 225lb (*s*) 523NHP 2SB(Spt)&1AuxSB FD (Spt),*9cf*,GS184,HS7183 Barclay,Curle&Co.Ld.Gls	32 ″ 8 s6 ″ 6½ 26 ″ 4	
22816 126988 KFES	**City of Holland** Ⓟ (*ex*City Pad ofMackinnacII,*ex*CityofMackinnac) 2*Dks*	1749 954 1278					1893	Detroit DryDockCo. Wyandotte	RoenS.S.Co.	266·0|38·6|13·4	Duluth, Min. Utd.States	BmC.2Cy.42"-88"&66"-132" W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
22817 147140 GJZN	**City of Hongkong** Ⓟ ssBkn.No.3-8,36 E.S.D. 2*Dks*(*Stl*) D.F. *CruiserStern*	9606 7612 6071	✠100A1 ~~3,37~~10,37 BS6,37 ✠LMC9,36 *Fitted for oil fuel*5,24 *F.P. above* 150° F.	Gls Liv	*d*†	CL 8,36	1924 5mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	EllermanLinesLd. (CityLine,Ld. *Mgrs.*) *CellDB*412'1696*tD*	470·2|61·5|32·2 P40'B&F394' FK *Ta*36'1044*tFPT*60*t*	Hull British 9*BHptCem* 1 ,, *to* 2*nddk* *APT*80*t*	Q.4Cy.26½",38",55"&80"-54" &Electric drive from L.P. turbine 225lb (*s*) 955NHP 4SB(Spt),*16cf*,GS311, FD HS12840 Earle'sCo.Ld.Hull	34 ″ 9 s5 ″ 11½ 29 ″ 0	BT till ~~3,37~~ 3,38
22818 219228 KONS	**City of Houston** (*ex*LakeStrymon) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn.	SouthernS.S.Co.	251·0|43·6|26·2 P25'B64'F20' FK	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
22819 143712 GDVN	**City of Johannesburg** (*ex*MelfordHall) *Fitted for oil fuel* *CruiserStern* 2*Dks*	5669 5394 3583					1920	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	417·2|54·8|29·0 P107'B&F287'	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Barclay,Curle&Co.Ld.Gls.		C
22820 219745 KUJR	**City of Joliet** *Fitted for oil fuel* 1*Dk*&*Shelter dk* & *Web frames* Sub.Sig. *Longitudinal framing*	6167 5630 3804			...		1920	G.A.Fuller Co. Wilmington, N.Carolina	LykesBros.- RipleyS.S.Co.Inc.	395·3|55·1|31·4 P45'B110'F38'*on* *Shelter dk* FK	Houston Texas Utd. States *WB*	T.3Cy.24⅞",41$\frac{1}{16}$"&72"-48" 590NHP Hooven,OwensRentschlerCo.Hamilton,O.	34 ″ 11	R †
22821 225904	**City of Keansburg** Ⓟ TwinSc 1*Dk*	1038 — 551					1926	H.A.Marvel Newburg.NY	KeansburgSteamboatCo.	231·0|43·0|12·0	Perth Amboy,N.J Utd.States	T.6Cy.15½",26"&44"-26" NE18*refitted*26 198NHP GeneralOrdnanceCo. Denver,Cal		
22822 143445 GCLT	**City of Keelung** (*ex*Keelung-36) 2*Dks*	5186 4817 3199					1919	Earle's Co.Ld. Hull	Ellerman&BucknallS.S.Co.Ld.	400·4|52·2|28·5 P116'F44'	London British *WB*	T.3Cy.27",44"&73"-48" 368NHP Earle'sCo.Ld.Hull		C
22823 147293 GKYB	**City of Khios** (*ex*RydalHall) ssGls.No.3-10,37 ~~ssMch.No.2-36~~ 2*Dks*(*Stl*) *CruiserStern*	5574 5283 3537	✠100A1 10,37 ~~12,36~~ ✠LMC4,37 ~~MS4,33~~ ~~BS4,33~~ BS3,38 ~~4,37~~	NYk Gls	*z*	CL ~~2,35~~ 10,37	1925 1mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*339'	400·0|55·0|29·7 417·5(O.L.) P68'B&F269' FK 1114*tDTa*27'726*t*	Liverpool British 7*BHptCem* 1 ,, *to*2*ndDk*	T.3Cy.23½",40½"&71"-48" & L.P.Turbine with D.R. gearing & hydraulic coupling 225lb (*s*) 550NHP 2SB(Spt),*8cf*,GS154, FD HS6284 Barclay,Curle&Co.Ld.Gls	32 ″ 0 s4 ″ 10 27 ″ 4	
22824 148579 GLCM	**City of Kimberley** ssNwc.No.3-5,37 ~~ssBel.No.2-33~~ 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	6169 5883 3954	✠100A1 ~~5,37~~ ~~10,36~~ 3,38~~10,37~~ ✠LMC ~~MS11,33~~ ~~BS8,34~~ 11,37 *Fitted for oil fuel*4,25 *F.P. above* 150° F. MS5,37	Mtl ~~NWc~~	*a*† Cff	CL ~~8,35~~ 10,37	1925 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ellerman&BucknallS.S.Co.Ld. *CellDB*360'1297	416·1|56·3|30·2 436·5(O.L.) P68'B&F288' FK *tDTa*24'704*t*	London British *ptCem* 6*BHtoUdk* 2 ,, ,, 2*nd*,,	T.3Cy.24½",42½"&74"-51"(*s*) &Electric drive from L.P. turbine 225lb 682NHP 3SB(Spt),*12cf*,GS207, FD HS8379 Cen.Mar.Eng.Wrks.WHpl	32 ″ 8 s5 ″ 1½ 27 ″ 9½	
22825 152837 CYJV	**City of Kingston** *Mchy.Aft* 2*Dks*	1690 1412 1013					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·3|38·1|23·2 F37'	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22826 147266 GKVN	**City of Kobe** (*ex*Malvernian) *Fitted for oil fuel* *CruiserStern*	4373 4100 2743					1924	Ramage& Ferguson,Ld. Leith	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	367·1 P37'B162'F80'	49·7	27·4	Liverpool British *WB*	T.3Cy.23½",41"&68"-45" 310NHP Ramage&Fergusn,Ld.Lth.		C
22827 147242 GJZV	**City of Lancaster** *ss*Nwc.No.3-2,29 *ss*Hul.No.2-38 ~~*ss*Liv.No.1-34~~ *Well deck* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *CruiserStern* *in Nos.*1&2 *holds*	~~3041~~ 2774 ~~1923~~ 1891	✠100A1 1,388,~~36~~ MS~~1,34~~ 1,38	Liv Hul ✠LMC BS~~9,36~~ 9,37	*v*	CL ~~11,35~~ 1,38	1924 2mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*285' 805*t D*	335·2 348·2(o.l.) P&B219'F41' len29 FK *Tf*23'462*tAPT*29*t*	45·0	22·6	Liverpool British 6*BHptCem*	T.3Cy.20",35"&60-42" (*s*) 225lb 362NHP 3SB,7*cf*,GS160,HS5198 FD Palmers'Co.Ld.Newcastle	24 ″ 10 s4 ″ 3½ 22 ″ 4¼	
Broken up 22828 113248 MFTZ	**City of Leeds** *ss*Gms.2ndNo.3-1,30 *ss*Gms.No.1,33 1*Dk*(*Stl*-*ws*)*lower dk fore&after holds* Sub.Sig. *deep framing main hold*	1361 967 678	✠~~100A1~~ 10,34 ✠NB8,21 ~~BS10,34~~	Gms ✠~~LMC11,33~~	*p*	CL 10,33	1903 7mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CP*	~~London&North~~ ~~EasternRailway~~ *WB*=	256·5 P61'B75'F39' BK9" *DBa*48'*uE*21'*f*114'	34·5	15·7	Grimsby British 5*BHCem* 254*tAPT*6*t*	T.3Cy.24½",38"&64"-42" (*r*) 180lb *100lb* 356NHP 2SB,6*cf*,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 ″ 7 s 1 ″ 9¾ 17 ″ 10¼	
22829 147349 GMDK	**City of Leicester** *ss*Ant.No.3-1,38 ~~*ss*Ant.No.2-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	3351 3103 1994	✠100A1 *withfreeboard* 1,38 ~~10,36~~ MS~~4,34~~ 1,38	Ant ✠LMC BS~~7,36~~ 7,37	*w*	CL ~~11,35~~ 1,38	1926 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*299'717*tFPT*	345·0 FK *Coll* 100*tAPT*163*t*	47·5	23·6	Liverpool British 6*BHpt Cem* *BH to Sh dk*	T.3Cy.21¼",36"&62"-45" (*s*) 220lb 389NHP 2SB,6*cf*,GS127,HS5558 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 0 s 2 ″ 2½ 24 ″ 0	
22830 149679 GSLN	**City of Lille** *OilEng.* *ss*Gls.No.2-36 ~~*ss*Gls.No.1-32~~ GyC. 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	6588 6184 4052	✠100A1 8,375,~~36~~ DBS9,37 *Carrying oil in lowest & intermediate DT above 150° F. aft engine room, fwd DT & fore & after peaks*	Npt Bkn ✠LMC CS9,37 9,37	*c*†	CL 9,36	1928 7mo	Barclay, Curle&Co.Ld Glasgow *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Duct keel* *CellDB*380'	447·7 466·1(o.l.) P70'B&F312' FK *fwd of mchy space* 1277*tDTs a*26'1316*t*	57·9	30·1	Liverpool British 8*BHptCem* 1 „ *to*2*nd dk* *DTf*22'710*t*	Oil Engines 2S.C.SA 4Cy 26¾"-107" 882NHP DB*100lb* DB*20lb* Barclay,Curle&Co.Ld.Gls. *FPT*130*tAPT*77*t*	33 ″ 11 s 5 ″ 7¼ 28 ″ 7	
22831 129549 EILC	**City of Limerick** Ⓟ (*ex*Ballycotton-36) Wireless 2*Dks*	1359 1011 ~~607~~ 617					1911	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&Con- tinentalS.S.Co.Ld.	252·7 P&B153'F50'	35·6	16·7	Dublin British *WB*	T.3Cy.20",33 1/16"&53⅛"-39" 175NHP CaledonS.B.&E.Co.LdDun		C
22832 124162 GCPX	**City of London** Ⓟ D.F. E.S.D. 2*Dks*	8956 7084 5714					1907	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	491·0 P85'B203'F83'	57·8	32·5	Glasgow British *WB*	Q4Cy.31¾"45"64½"&92½"-60" 660NHP Wrkman,Clark&Co.Ld Bel		C BT till ~~7,37~~ 7,38
22833 149965 MNYL	— *ss*Ant.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)pt2nd *dk*(*Stl*)	633 567 356	✠100A1 *withfreeboard* 4,36 MS2,36 BS4,38	Ant ✠LMC ~~BS4,36~~ ~~5,37~~	*j*	OG 3,36	1927 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*sA&CP*	BrusselsS.S.Co.Ld. *CellDBf*70'11	175·1 B14'F22' FK 6*tFPT*54*tAPT*26*t*	28·6	15·9	London British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 88RHP 1SB,3*cf*,GS63,HS1955 W.Beardmore&Co.Ld. Coatbridge	17 ″ 0 s 3 ″ 10 13 ″ 3½	
Broken up 22834	**City of Los Angeles** Ⓟ TwinSc (*ex*Aeolus, *Fitted for oil fuel* *ex*GrosserKurfürst) 4*Dks*5*trB* *Ref.Mchy.* GyC. D.F.	12642 10248 6992					1899	F.Schichau Danzig		560·6 P&B408'F84'	62·3	35·9	*WB*	2SRGearedSteamTurbines NE&B24 BethlehemS.B.Corp Quincy,Mass.		
22835 127035 WRCB	**City of Lowell** TwinSc D.F. 2*Dks*	2975 — 1877					1894	BathIron Works Bath,Me.	NewEnglandS.S. Co.	322·3	49·7	17·7	N.Lndn,Ct Utd.States	T.6Cy.26",40"&64"-36" 492NHP BathIronWorks,Bath,Me.		
22836 147353 GMCN	**City of Lyons** *ss*Liv.No.2-33 D.F. E.S.D. 2*Dks*(*Stl*) *CruiserStern*	7063 6795 4461	✠100A1 ~~1,37~~10,37 MS11,33 *Fitted for oil fuel 2,26 F.P. above 150° F.*	Nwc HKg ✠LMC BS~~7,36~~7,37	*c*†	CL 1,37	1926 2mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*388'1337*t* *DTf*15'518*tD*	455·5 P44'B&F309' FK *Ta*30'838*tFPT*165*t*	58·1	31·8	Liverpool British 9*BHptCem* (2 *to* 2*nd dk*) *APT*69*t*	3SteamTurbinesSRgeared to1Sc.Shaft (*s*) 240lb *150lb* 709NHP 3SB(Spt),12*cf*,GS228, FD HS9069 WllsndSlpwy.Co.Ld.Nwc	34 ″ 4 s 6 ″ 4 28 ″ 2¼	
22837 123657 MCLS	**City of Malines** (*ex*Prince Léopold) *ss*Yar.2ndNo.3-7,30 *ss*Yar.No.1-34 1*Dk*(*Stl*)	373 275 150	✠100A1 ~~10,36~~10,37 BS~~10,36~~ 10,37	Yar ✠LMC7,34	*f*	10,36	1905 5mo	Mackay Bros Alloa *Lloyd*'*sA&CP*	GreatYarmouth ShippingCo.Ld.	135·0 P15'Q67'F21' B *on* Q8' FK	23·6	11·9	Yarmouth British 4*BHCem* *APT*15*t*	T.3Cy.13",22¼"&36"-24"(*s*) 160lb *50lb* 78RHP 1SB,2*pf*,GS43,HS1379 MacColl&Pollock,Ld.Sld.	12 ″ 6 s 3 ″ 4¼ 11 ″ 11¾	
22838 164262 MBWW	**City of Manchester** TwinSc D.F. 2*Dks*&*Shelter dk* E.S.D. GyC. 4*th dk in*No.1 *hold* *Ref.Mchy.* *CruiserStern*	8917 7519 5572	✠100A1 *withfreeboard* ~~10,37~~5,38 ✠~~Lloyd'sRMC11,36~~ 5,38 ~~10,37~~ ~~5,37~~ *Fitted for oil fuel 7,35 F.P. above 150° F.*	Bkn ✠LMC7,35		CL 5,38	1935 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLineLd. *Mgrs.*) *Duct keel fwd of m* *CellDB* *Tanks in way of tu*	498·5 F38' FK *chy.space* 424'2168*t DTa*33'8 10*t* *nnels* 137*t FPT*114*t*	64·3	29·9	Liverpool British 8*BHCem* (*Coll to Sh dk* 7 „ 2*nd* „) *APT*105*t*	6 Steam Turbines SR geared to 2 Screw Shafts 275lb 1625NHP 5SB(Spt)&1AuxSB(Spt), 24*cf*,GS422,HS18425 FD CammellLaird&CoLd.Bkn	33 ″ 9 s 5 ″ 0¼ 28 ″ 11	
22839 147942 GKZD	**City of Mandalay** *ss*Ant.No.3-7,37 ~~*ss*Gls.No.2-33~~ E.S.D. 2*Dks*(*Stl*) D.F. *CruiserStern*	7028 6669 4497	✠100A1 ~~7,37~~ ~~9,36~~ 4,38 ~~BS5,36~~ *Fitted for oil fuel 1,25 F.P. above 150° F.*	Gls Ant ✠LMC~~5,33~~ 7,37	*c*†	CL ~~6,34~~ 7,37	1925 1mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	443·2 P43'B&F303' FK *CellDB*374'1328*t*	57·9	31·9	Glasgow British 8*BHptCem* (1*to*2*nd dk*) *DTa*30'928*t*	T.3Cy.25½",43¾"&76½"-54" &ElectricDrivefromL.P. Turbine 225lb HS9069 (*s*) 751NHP 3SB(Spt),12*cf*,GS228 FD WllsndSlpwy.Co.Ld.Nwc.	34 ″ 4 s 6 ″ 2¾ 28 ″ 3½	
22840 137508 GRBF	**City of Manila** *ss*Bkn.No.3-7,29 E.S.D. *ss*Nwc.No.1-34 2*Dks*(*Stl*) *CruiserStern*	7452 7196 4804	✠100A1 4,37 ~~10,36~~ ~~BS4,37~~ MS6,33 *Fitted for oil fuel F.P. above 150°F.* *Carrying oil fuel F.P. above 150°F. in pt DB & DT*	Liv BS4,38 ✠LMC ~~[illegible]~~	*d*†	CL 10,36	1916 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	475·0 P107'B180'F101' FK *CellDB*422'1785*t*	58·2	31·8	Liverpool British 8*BHCem* *DTa*24'804*t*	Q.4Cy.26¼",37½",54"&78"- 54"&L.P.Turbine with DR gearng&hydrauliccouplng 225lb (*s*) 859NHP 3SB(Spt)&1Aux.B(Spt), 15*cf*,GS281,HS11079 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s 6 ″ 5¼ 28 ″ 3	
22841 135436 GCPY	**City of Marseilles** Ⓟ TwinSc *ss*Gls.2ndNo.3-1,38 ~~*ss*Sou.No.3-9,25~~ ~~*ss*Hpl.No.2-34~~ D.F. E.S.D. 2*Dks*(*Stl*)	8317 6742 5309	✠100A1 5,38~~3,37~~ ~~BS6,35~~ 6,37	Gls ✠LMC~~9,33~~ 4,38	*c*†	CL ~~6,35~~ 5,38	1913 1mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP* *WB*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) =*CellDBa*126'*uE*	469·3 483·3(o.l.) P92'B200'F53' FK &*B*66'*f* 201' 1332*tD*	57·0	32·1	Glasgow British 7*BHCem* *Ta*36'1035*t*	Q.8Cy20¼"29¼"42¼"&61"-45" 225lb HS12830 (*s*) 851NHP 4SB&1AuxSB,18*cf*,GS375, Palmers'Co.Ld.Nwc. FD	34 ″ 8 s 6 ″ 9 28 ″ 1¼	BT till ~~6,37~~ ~~2,38~~ 5,38
22842 140631 GBPR	**City of Melbourne** *ss*Ant.No.3-7,31 *ss*Bkn.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween decks*	6630 6398 4125	✠100A1 *Shelter dk* *withfreeboard* 1,37,36 MS10,35 BS4,38 ~~5,37~~	Bkn Gls ✠LMC ~~BS7,36~~	*a*†	CL N5,36	1919 6mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*366'1364*t*	412·5 427·5(o.l.) F36'*on Shelter dk* FK *FPT*154*tAPT*228*t*	55·5	34·4	Liverpool British *ptCem* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy.27⅜",44"&73"-48" (*s*) 180lb HS9525 597NHP 3SB(Spt),12*cf*,GS220 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. / Durée Cert. B. of Trade.
22843 133304 GMWC	**City of Mobile** (*ex*Kentucky) D.F. 2*Dks*	6602 6314 4250					1912	Workman Clark&Co.Ld Belfast	Ellerman&BucknallS.S.Co.Ld.	447·3 P99'B153'F92'	56·4	31·4	N.Shields British *WB*	Q.4Cy.25",36",52½"&76"-51" 412NHP Wrkman,Clark&Co.Ld.Bel		C
22844 207362 WFCN	**City of Montgomery** Ⓟ D.F. 4*Dks*	5425 — 4025					1910	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co.of Savannah	371·6	49·7	15·4 27·0	Savannah Utd.States *WB*	T.3Cy.26",43"&72"-48" 359NHP NewportNewsSB&DD.Co.		R
22845 153422 CYJW	**City of Montreal** *Mchy.Aft* 2*Dks*	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0 F37'	38·1	20·7	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
22846 146310 GJLP	**City of Nagpur** Ⓟ ssHul.No.3-6,34 D.F. E.S.D. 2*Dks*(*StlU*-ws) &*Shelter dk*(*Stl*-ws) *CruiserStern*	10136 8935 6285	✠100A1 *Shelter dk* *with freeboard* ~~6,37~~ ~~8,36~~ 9,37 BS3,37 ~~BS5,36~~ ✠LMC3,34 *Fitted for oil fuel* 9,22	Nwc ~~Hul~~	*e*†	CL ~~N10,34~~ ~~6,37~~ N9,37 *F.P.*	1922 9mo *Lloyd's*A&CP *above* 150° F.	Workman, Clark&Co.Ld Belfast	Ellerman Lines,Ld (CityLine,Ld. *Mgrs.*) *Cell DB*399' 1372*t DTa*39'1010*tFPT*90*t APT*120*t*	469·9 FK	59·3	40·0	Glasgow British *pt Cem* 8*BHtoShdk*	Q.4Cy.29",42",60"&86"-60" 230lb (*s*) 1038NHP 5SB(Spt),*20cf*,GS376, FD HS15910 Wrkman,Clark&Co.Ld Bel	42 ″ 8 s12 ″ 7¼ 30 ″ 7	BT till 3,38
Broken up 22847 90115 VPRG	**City of Nassau** (*ex*Laura) Wireless *Well deck*	592 466 223		...			1885	Aitken& Mansel Glasgow	FloridaInter-IslandS.S.Co.Ld.	207·0 Q114'B12'F40'	26·8	13·2	Nassau British	C.2Cy.33"&64"-36" NB04 205NHP J.&J.Thomson,Glasgow	13 ″ 10	
22848 229268 WQDC	**City of New York** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks*	8272 — 5025					1930	SunS.B.& D.D.Co. Chester,Pa.	AmericanSouth AfricanLine,Inc.	450·9	61·8	24·0	NewYork Utd.States	Oil Engines 2S.C.SA 8Cy.23⅝"-79½" 1380NHP Sun.S.B.&D.D.Co. ChesterPa		R
22849 137421 GMFB	**City of Newcastle** ssNwc.No.3-9,27 ssGls.No.2-36 *CruiserStern* 2*Dks*(*Stl*)	6921 6616 4462	✠100A1 ~~4,37~~ ~~8,36~~2,38 BS~~11,36~~ ✠LMC11,35 11,37	Gls Hul	*c*†	CL ~~N5,35~~ 2,38	1915 1mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	HallLine,Ld. *WB*= *CellDBa*168'*uE&B*42'*f*194'1668*t DTa*24'730*t*	456·5 473·1(O.L.) P104'B171'F91' FK	56·4	31·0	Liverpool British 7*BHCem*	T.3Cy.26",44½"&77"-51" (*s*) 220lb 616NHP 3SB(Spt),*12cf*,GS219, FD HS8612 Cen.Mar.Eng.Wrks.WHpl	33 ″ 9 s6 ″ 1⅜ 27 ″ 10½	
22850 217596 WLCQ	**City of Newport News** Ⓟ (*ex*Archer) Sub.Sig. 1*Dk&Shelter dk&* *Longitudinal framing* D.F. *Web frames* *Ref.Mchy.* E.S.D. GyC. *Fitted for oil fuel*	8424 7553 5222		...			1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5 len31 FK	56·0	35·2	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 ″ 0	R †
22851 217172 WJIO	**City of Norfolk** Ⓟ (*ex*Independence) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk&Shelter dk&Web frames* D.F. E.S.D. GyC. *Longitudinal framing*	8424 7553 5222		...			1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5 len31 FK	56·0	35·2	Baltimore Utd.States *WB*	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 ″ 0	R †
22852 208414 KJFV	— Ⓟ 2*Dks*	2379 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5	46·5	16·2	Baltimore Utd.States	T.4Cy.24½",40"&(2)47¼"-42" 289NHP MarylandStl.Co.Sparr'Pt.		R
22853 135479 GQZS	**City of Norwich** ssHpl.2ndNo.3-8,37 ~~ssLiv.No.3-8,25~~ ~~ssLiv.No.2-34~~ 2*Dks*(*Stl*) *CruiserStern*	6726 6115 4346	✠100A1 8,37 ~~8,36~~ 8,37 ✠LMC MS~~12,33~~ BS~~11,36~~12,37 *Fitted for oil fuel* 11,18	Liv Hpl	*b*†	CL ~~8,36~~ 7,37 *F.P.*	1913 7mo *Lloyd's*A&CP *above* 150° F.	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *WB*=*CellDBa*159'*uE&B*42'*f*183'1450*tDTa*793*t*	434·4 P77'B165'F81' FK	54·7	31·2	Liverpool British 7*BHCem*	T.3Cy.24½",44½"&77"-51"(*s*) 220lb 606NHP 3SB,*12cf*,GS214,HS8384 FD Cen.Mar.Eng.Wrks.WHpl	33 ″ 10 s6 ″ 2¼ 27 ″ 10½	
22854 219515 KOZB	**City of Omaha** *Fitted for oil fuel* 1*Dk&Shelter dk* Sub.Sig. *&Web frames* *Longitudinal framing*	6124 5614 3775		...			1920	GeorgeA. FullerCo. Wilmington N.C.	LykesBros.-RipleyS.S.Co.Inc.	393·7 P45'B110'F38' *on Shelter dk* FK	55·1	31·4	N.Orleans Utd.States *WB*	T.3Cy.24⅝",41½"&72"-48" 590NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †
22855 137804 GMFC	**City of Oran** ssNwc.No.3-2,29 ssHpl.No.2-37 2*Dks*(*Stl*) *CruiserStern*	7323 7087 4728	✠100A1 ~~12,37~~ ~~3,37~~3,38 ~~BS12,37~~ ✠LMC MS3,37 ~~BS9,36~~ *Fitted for oil fuel* 8,19	Hpl ~~Mdb~~ Liv	*c*†	CL N3,37 *F.P.*	1915 9mo *Lloyd's*A&CP *above* 150° F.	W.Gray& Co.Ld. WHartlepool	EllermanLines, Ld.(CityLine,Ld. *Mgrs.*) *CellDBa*150'*uE&B*69'*f*194'1759*tDTa*27'876*t*	465·5 P107'B171'F100' FK	58·1	31·7	Glasgow British 7*BHCem*	T.3Cy.27",44½"&77"-54" & electric drive from L.P. Turbine (*s*) 756NHP 220lb HS8726 3SB(Spt),*12cf*,GS225, FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s6 ″ 4½ 28 ″ 4½	
22856 149600 GMRZ	**City of Oxford** ssLon.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2759 2533 1633	✠100A1 *with freeboard* 8,37 ~~9,36~~ ✠LMC ~~MS8,35~~ ~~BS7,36~~ 8,37	Liv Lon	*v*	CL 9,36	1926 12mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*) *CellDB*280'689*tFPT*74*tAPT*61*t*	326·7 FK	46·4	20·9	Liverpool British 6*BHptCem* (*CollBH to Sh dk* 5 ,, ,, 2*nd*,,)	T.3Cy.22",37"&62"-42" (*s*) 185lb 306NHP 3SB,*8cf*,GS146,HS5152 WllsndSlpwy.Co Ld.Nwc.	23 ″ 2 s1 ″ 5½ 21 ″ 10¾	
22857 146256 GFQM	**City of Paris** Ⓟ ssGls.No.3-2,34 E.S.D. 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws)3*rd trB in No.* 1 *hold*	10902 9423 6855	✠100A1 *Shelter dk* *with freeboard* 8,37 ~~8,36~~ BS3,38 ✠LMC2,34 *Fitted for oil fuel* 9,21	Nwc	*e*†	CL N8,36 *F.P.*	1922 2mo *Lloyd's*A&CP *above* 150° F.	Swan,Hunter&Wigham Richardson, LdNewcastle	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *CellDB*425'1366*tDTa*36'1032*tFPT*105*tAPT*89*t*	484·7 FK	59·3	32·6	Glasgow British *pt Cem* 8*BHtoSh dk*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb 1315NHP 5SB(Spt),*20cf*,GS392, FD HS15765 WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 s10 ″ 10¼ 32 ″ 7	BT till ~~7,37~~ 7,38
22858 133318 GMSL	**City of Perth** (*ex*Kandahar) ssLth.No.3-7,26 D.F. ssLon.No.2-35 2*Dks*(*Stl*) *CruiserStern*	6415 6107 4153	✠100A1 ~~5,37~~ ~~11,36~~ 4,38 ✠LMC MS10,34 ~~BS5,36~~ BS5,38 ~~5,37~~	Gls ~~Mdb~~	*b*†	CL ~~8,35~~ N4,38	1913 9mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ellerman&BucknallS.S.Co.Ld *CellDBa*148'*uE&B*42'*f*194'1155*t DTa*33'445*t*	434·6 P90'B174'F87' FK	55·6	31·5	N.Shields British 7*BHCem*	T.3Cy.25½",43½"&76"-51"(*s*) 220lb 568NHP 3SB(Spt),*12cf*,GS220, FD HS7676 WllsndSlpwy.Co.Ld.Nwc.	33 ″ 10 s5 ″ 11¼ 28 ″ 1	
22859 219256 KONT	**City of Philadelphia** (*ex*Lake Elsmere) *Fitted for oil fuel* Sub.Sig. 1*Dk*	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	SouthernS.S.Co.	253·6 P32'B65'F24'	43·7	26·2	Phildlphia Utd.States *WB*	T.3Cy.21",35½"&59"-42" GreatLakes 226NHP Eng.Works,Ashtabula		R
22860 145898 GFSC	**City of Pittsburg** ssHpl.No.3-12,34 D.F. 2*Dks*(*Stl*) E.S.D. *CruiserStern*	7377 7110 4719	✠100A1 9,37 ~~10,36~~ ✠LMC MS11,33 ~~BS2,36~~ 12,37 *Fitted for oil fuel* 1,22	Liv Nag	*d*†	CL 10,36 *F.P.*	1922 1mo *Lloyd's*A&CP *above* 150°F.	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*409'1698*t DTa*30'984*t*	465·7 P98'B&F329' FK	58·6	31·8	Liverpool British 8*BHptCem*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb HS9669 759NHP 3SB(Spt),*12cf*,GS243, FD Palmers'Co.Ld.Newcastle	34 ″ 6 s5 ″ 11¼ 28 ″ 10½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✳ 22861 135582 GQZX	City of Rangoon ssH.Kg.No.3-9,26 ssLiv.No.2-34 2Dks(Stl) CruiserStern	6635 6305 4272	✠100A1 7,37 ~~10,36~~ ~~BS10,36~~ 10,37	Gls Liv ✠LMC11,34	b†	CL 3,36	1914 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP W	EllermanLines,Ld. (HallLine,Ld. Mgrs.) B=CellDBa 162'	443·0 P104'B165'F83' uE&B42'f188'1497t	55·3	31·2 FK	Liverpool British 7BHCem DTa24'808t	T.3Cy.25¾",44½"&77"-51"(s) 220lb 617NHP 3SB(Spt),12cf,GS216, FD HS8641 Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s6 ″ 1½ 28 ″ 1¾	
22862 220677 KDGS	City of Rayville OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	5883 — 3666					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B118'F38'	54·2	31·3	Tampa,Fla Utd.States WB	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP Busch-SulzerDieselEng. Co.St.Louis,Mo.		R
22863 211710	City of Richmond Ⓟ ssBal.2ndNo.3-11,34 1Dk(Stl-ws)&Webframes Longitudinal framing	1924 1048 1127	✠ A1 Service Chesa Bay 2,38 ~~1,37~~ ~~10,37~~ ✠NB11,30 MS11,34 Fitted for oil	Bal peake BS10,37 ✠LMO ~~BS10,36~~ fuel 11	,30	CL ~~11,34~~ 2,38 F.P. a	1913 11mo bove 1	Maryland SteelCo. Sparro'PtMd A&CP 50° F.	ChesapeakeS.S.Co.	261·6	53·1	14·1 FK WB	Baltimore Utd.States 5BHAsp =FPT55t	T.4Cy.23",38"&(2)45"-36" 200lb 430NHP 4W.T.B. HS8668 Maryland Stl.Co.Sparr'Pt.	16 ″ 8	
✳ 22864 139278 GRCZ	City of Ripon (exLepanto-34) ssHul.No.3-9,27 Ref.Mchy. ssGls.No.2-35 D.F. 2Dks(Stl)&Shelter dk(Stl)	6368 4440 4020	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~12,36~~ 11,37 ~~BS11,35~~	NYk ~~Hul~~ Gls BS10,37 ✠LMC11,35	z	CL ~~8,34~~ 11,37	1915 11mo Lloyd	Russell& Co. Pt.Glasgow 'sA&CP	Ellerman'sWilson Line,Ld. CellDBa130'	410·2 424·9(O.L.) uE&B43'f180'1290	53·5	33·8 FK	Hull British 7BHCem tAPT20t	T.3Cy.27",44"&73"-48" (s) 180lb NDB27 495NHP 3SB(Spt),9cf,GS177, FD HS7152 J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s9 ″ 5¼ 27 ″ 2	
22865 149661 GNLX	City of Roubaix ssGls.No.2-36 E.S.D, D.F. 2Dks(Stl) CruiserStern	7108 6754 4555	✠100A1 ~~1,37~~ 11,37 ~~BS2,37~~ 4,38 Fitted for oil Fitted for car in forward &	Npt Hpl ✠LMC3,36 fuel 2 rying after	c† ,28 oil pe	CL ~~4,35~~ 11,37 F.P. a F.P. a aks&f	1928 2mo Lloyd bove 1 bove 1 orwar	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP 50°F. 50°F. d & after deep	EllermanLines,Ld. (HallLine,Ld. Mgrs.) Duct keel CellDB tanks	456·1 P50'B&F310' fwd. of mchy.space 385' 1287t DTa30'	58·4	32·1 FK	Liverpool British 9BHptCem (7 „ to Udk 2 „ 2nd „) 854tDTf18'	3 Steam Turbines S.R geared to 1 Sc. Shaft (s) 300lb 150lb 1029NHP 3SB(Spt)&1AuxSB(Spt), 16cf,GS267,HS11016 FD WllsndSlpwy.Co.Ld.Nwc. 551tFPT180tAPT63t	34 ″ 7 s6 ″ 3¼ 28 ″ 6¼	
22866 107848	City of Sacramento Ⓟ TwinSc (exAsburyPark) (Ferry) 2Dks&Passenger dk	3016 1286 1829					1903	WCramp & SonsS&EBCo Philadelphia	SouthernPacific GoldenGate Ferries,Ld.	297·2	50·0	15·4	S. Frncisco Utd.States	T.8Cy.23",37½"&(2)43"-30" NB19 405NHP W.Cramp&SonsS&EBCo.		
22867 229150 WDCH	City of Saginaw 31 TwinSc (Car ferry) D.F. GyC. 2Dks	3327 — 762					1929	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5	57·0	22·5	Ludngton, Mich. Utd.States	2 Steam Turbines connected to Elec. Motors & Sc. shafts 1200NHP General Electric Co. Schenectady,N.Y.		
22868 207363 WFCP	City of St. Louis Ⓟ D.F. 4Dks	5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6	49·7	15·4 27·0	Savannah Utd.States WB	T.3Cy.26",43"&72"-48" 359NHP NewportNewsSB&DD.Co.		R
22869 147264 GKDP Wrecked 4,38	City of Salisbury ssHpl.No.3-4,37 ~~ssBel.No.2-33~~ 2Dks(Stl) CruiserStern	5924 5647 3779	✠~~100A1~~ 4,37 2,36 12,37 ~~MS9,36~~ Fitted for oil	Nwc ~~Hpl~~ Bal ✠~~LMO~~ ~~BS1,37~~ ~~12,37~~ fuel 7	a† ,24	CL N2,36 F.P. a	1924 6mo Lloyd bove 1	Wear Shipyard of W. Gray&Co.Ld. Sunderland 'sA&CP 50° F.	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB361'12	415·0 P89'B150'F42' 82tDTa30'827t	54·0	30·3 FK	Liverpool British ptCem 7BH to Udk 1 „ „ 2nd „	T.3Cy.24¼",42½"&74"-51" & Electric drive from L.P. Turbine 225lb (s) 750NHP 3SB(Spt),12cf,GS216, FD HS7986 Cen.Mar Eng.Wrks.WHpl	33 ″ 0 s6 ″ 0 27 ″ 3½	
22870 126974 KFET	City of Saugatuck Ⓟ Pad (exCityofAlpenaII,exCity of Alpena) 2Dks	1735 942 1282					1893	Detroit DryDockCo Wyandotte	MichiganTrust Co.	266·2	38·6	13·4	Duluth, Min. Utd.States	BmC.2Cy42"-90"&66"-132" W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
22871 204437 WFCQ	City of Savannah Ⓟ D.F. 3Dks	5397 — 3680					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5	49·0	15·8 27·0	Savannah Utd.States WB	T.3Cy.28",46"&75"-48" 390NHP DelawareRiverCo.Chester		R
22872 126635 KJFW Broken up	City of Seattle Ⓟ Fitted for oil fuel 2Dks	1957 — 1143					1890	Neafie& Levy Philadelphia	MiamiS.S.Co.	244·6	40·0	15·0	NewYork Utd.States	C.2Cy.32"&60"-36" 180NHP Neafie&Levy, Philadelphia		
✳ 22873 140533 GRCF	City of Shanghai ssMtl.No.3-6,36 2Dks(Stl) CruiserStern	5828 5521 3748	✠100A1 ~~5,37~~ 10,36 3,38 ~~BS3,36~~ 5,37	Nwc Liv ✠LMO MS6,36 5,37	a†	CL ~~6,34~~ 5,37	1917 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	418·5 P86'B212'F48' CellDB370'1136t	55·0	29·4 FK	Liverpool British 7BHCem DTa30'783t	T.3Cy.24¾",42½"&74"-51" 220lb (s) 565NHP 2SB(Spt)&1AuxSB(Spt), 11cf,GS206,HS7860 FD Earle'sCo.Ld.Hull	31 ″ 9 s5 ″ 2¼ 26 ″ 10	
✳ 22874 146273 GFQN	City of Simla Ⓟ TwinSc ssGls.No.3-5,34 D.F. E.S.D. 2Dks(Stl U-ws) CruiserStern	9468 7132 5955	✠100A1 ~~9,37~~ ~~2,37~~ 2,38 MS10,33 Fitted for oil	Gls Bkn ✠LMO ~~BS6,36~~ 6,37 fuel 12	d† ,21	CL ~~10,35~~ 2,38 F.P. a	1921 11mo Lloyd bove 1	W.Gray& Co.(1918),Ld. WHartlepool 'sA&CP 50° F.	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB416'1749t	476·7 498·7(O.L.) P96'B&F347' UpperB78' DTa36'920tFPT12	58·2	31·3 FK	Glasgow British 9BHCem 6tAPT119t	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) FD 225lb HS14847 1243NHP 5SB(Spt),20cf,GS385 Cen.Mar.Eng.Wrks.WHpl	34 ″ 1 s5 ″ 9¼ 28 ″ 7½	BT till ~~6,37~~ 2,38
22875 147197 GMCY	City of Singapore ssHpl.No.3-4,38 ~~ssRot.No.3-12,26~~ D.F. ~~ssLiv.No.2-34~~ 2Dks(Stl) CruiserStern	6555 6216 4161	✠100A1 ~~4,37~~ ~~12,36~~ 4,38 BS12,37 ~~MS2,34~~ 4,38 Fitted for oil	Liv ~~Bal~~ Hpl ✠LMO ~~BS11,36~~ fuel 3	b† ,23	CL ~~12,36~~ 4,38 F.P. a	1923 3mo Lloyd bove 1	Wm.Gray &Co.Ld. WHartlepool 'sA&CP 50° F.	EllermanLines, Ld. (HallLine,Ld. Mgrs.) Cell	433·0 P88'B&F307' DB379'1475t DTa2	57·3	30·2 FK	Liverpool British 8BHptCem 775t	T.3Cy.24½",42½"&74"-51" &Electric drive from L.P. Turbine 225lb (s) 724NHP 3SB(Spt),12cf,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s5 ″ 0½ 28 ″ 1¼	
✳ 22876 123809 GCPM	City of Swansea (exKatuna) ssBkn.2ndNo.3-10,33 2Dks(Stl)&deep framing &Shelter dk(Stl) Now "St. Glen," see No. 40086 in Supplement	4647 4411 2912	✠100A1 Shelter dk withfreeboard 7,36 MS10,33	NYk ✠LMO BS7,36	z	CL 12,36	1907 4mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	BarryShippingCo Ld. (B.&S.ShippingCo.Ld.Mgrs) CellDBa	400·0 123' uE&B63' f154'	52·1	27·0 FK	London British 6BHCem 971tAPT29t	T.3Cy.27",44½"&75"-48" (s) 180lb 478NHP 3SB(Spt),9cf,GS175, FD HS6504 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 9 s3 ″ 8¼ 26 ″ 2¾	
✳ 22877 161144 GSFM	City of Sydney ssGls.No.1-34 D.F. 2Dks(Stl) CruiserStern	6986 6516 4326	✠100A1 ~~3,37~~ 8,36 1,38 ~~BS7,36~~ 7,37 Fitted for car deep tanks aft Fitted for oil	Npt ~~Gls~~ Bel ✠LMC4,34 rying below2 fuel 5	c† oil nd ,30	CL ~~10,35~~ 1,38 5,30 dk & f F.P. a	1930 5mo Lloyd F.P.a ore& a bove 1	Workman, Clark(1928) Ld. Belfast 'sA&CP bove 150° F. in fterpeaktanks 50° F.	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB DTs	454·2 P58'B&F313' 388'1360t a29'1212tFPT152t	58·4	31·7 FK	Liverpool British 8BH pt Cem APT80t	T.4Cy.26½",46"&(2)56"-51" &L.P.Turbine with D.R. gearing & hydraulic coupling 265lb (s) 905NHP 4SB(Spt),16cf,GS286, FD HS11448 Workman,Clark(1928) Ld.	34 ″ 6 s6 ″ 0½ 28 ″ 8½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert., II. of Trade
22878 145886 GFMW	**City of Tokio** ssBkn.No.1-37 ssMch.No.3-9,33 Ref.Mchy 2Dks(Stl) D.F. E.S.D. CruiserStern	6993 6709 4426	✠100A1 ~~7,37~~ ~~11,36~~ 4,38 ~~BS10,37~~ ✠LMC ✠Lloyd'sRMC 4,38 Fitted for oil fuel 11,21	~~Bkn~~ Gls ~~NYk~~ MS7,37	c†	CL ~~2,35~~ 6,37 F.P. above 150° F.	1921 9mo Lloyd	Craig,Taylor&Co.Ld. Stockton 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	442·5 463·3(O.L.) P97'B&F309' FK CellDB386'1475tDTa24'828t	59·0	31·6	Liverpool British 7BHptCem	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 220lb 746NHP 3SB(Spt),12cf,GS244, FD HS9669 Palmers'Co.Ld.Newcastle	34 ″ 3 s 5 ″ 7½ 28 ″ 11	
22879 152838 CYJX	**City of Toronto** Mchy Aft 2Dks	1688 1410 1012					1925	DavieS.B.&Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·2 F37'	38·1	23·2	Montreal British WB	T.3Cy.18″,30″&50″-36″ 150NHP Richardsons,Westgarth&Co.Ld.Hpl.		C
22880 147890 GKCQ	**City of Venice** Ⓟ ssBkn No.3-2,37 D.F. E.S.D. 2Dks(Stl-Uptws) 3trB inNo.1hold CruiserStern	8762 6757 5492	✠100A1 ~~9,37~~ ~~2,37~~ 5,38 ~~BS3,37~~ ✠LMC4,36 1,38	Bkn Gls	c†	CL ~~9,35~~ 5,38	1924 4mo Lloyd	Workman,Clark&Co.Ld. Belfast 'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB385'1381t	455·2 473·3(O.L.) P&B315'F86' FK DTa36' 1040t FPT 156tAPT86t	58·1	31·3	Glasgow British 8BHCem	Q4Cy28¼″,39½″,57″&82″-54″ & Electric drive from L.P. Turbine 230lb (s) 972NHP 4SB(Spt),16cf,GS287, FD HS12044 Wrkman,Clark&Co.Ld.Bel	34 ″ 0 s 5 ″ 10 28 ″ 4½	BT till ~~4,37~~ ~~8,37~~ 2,38
22881 78110 EIKL	**City of Waterford** Iron (exFairHead-34) ssBel.4thNo.3-8,25 Well deck ssBel.No.2-34 1Dk(Irn)2trB	1071 835 629	✠100A1 ~~12,35~~ 4,37 ~~BS12,35~~ ✠LMC1,34 ✠NE&B9,25	Ant BS2,38	n	CL ~~12,35~~ 4,37	1879 5mo	Harland&Wolff Belfast A&CP	Saorstat&ContinentalS.S.Co.Ld.	232·3 Q84'B65'F31' BK8″	31·2	17·0	Dublin British 3BHCem DBa63'f67'	T3Cy.16″,26″&44″-26″ (s) 180lb 122NHP 2SB,4cf,GS72,HS2086 Hawthorns&Co.Ld.Lth.	18 ″ 5 s 1 ″ 4 17 ″ 9	
22882 220161 KUVC	**City of Weatherford** Fitted for oil fuel Sub Sig. 2Dks&Webframes	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·2	Pensacola Fla. Utd. States WB	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric&Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	R †
22883 147340 GLQN	**City of Wellington** ssBel.No.2-34 E.S.D. 2Dks(Stl) CruiserStern	5733 5463 3642	✠100A1 9,37 ~~11,36~~ MS4,34 Fitted for carrying oil 11,25 F.P. above 150° F. in FPT Carrying vegetable oil in DT forward & 'tween deck tanks aft	Sba Gls ✠LMC ~~BS~~ 9,37	a†	CL ~~9,34~~ 9,37	1925 11mo Lloyd	Barclay,Curle&Co.Ld. Glasgow 'sA&CP	EllermanLines,Ld. (HallLineLd.Mgs) CellDB338'1112t DTf18'544tDT	411·3 427·5(O.L.) P68'B&F276' FK a27' 1066tFPT110t	55·0	29·7	Liverpool British 8BHptCem 1 „ to2nd dk	T.3Cy.24″,41½″&72″-51″ & Electric drive from L.P. Turbine 225lb (s) 647NHP 3SB(Spt),9cf,GS185, FD HS7737 Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 5 ″ 0½ 27 ″ 1½	
22884 140546 GRBK	**City of Winchester** ssHpl.No.3-6,29 ssLiv.No.2-37 ~~ssHpl.No.1-33~~ Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	7120 6843 4578	✠100A1 ~~8,37~~ ~~1,37~~ 1,38 8,37 ✠LMC MS7,33 ✠Lloyd'sRMC 1,38	Mch ~~Liv~~ BS ~~1,37~~ 1,38	†	CL 6,35	1917 10mo Lloyd	Palmers'Co.Ld Newcastle 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	456·1 P99'B&F318' FK CellDB407'1480t	57·9	31·3	Liverpool British 8BHCem DTa25'806t	2SteamTurbinesSR geared to1 Sc.shaft (s) FD 200lb 3SB(Spt)&1AuxSB,14cf, GS276,HS10382 736NHP Palmers'Co.Ld.Newcastle	33 ″ 10 s 5 ″ 8¾ 28 ″ 4½	
22885 147560 GJYR	**City of Windsor** (exKnaresbro') ssGls.No.3-1,36 D.F. E.S.D. 2Dks(Stl) CruiserStern	7218 6902 4616	✠100A1 ~~1,37~~ 11,37 BS ~~1,37~~ ✠LMC1,36 12,37	Liv	c†	CL 10,35	1923 11mo Lloyd	WearShipyardLd. Sunderland 'sA&CP	Ellerman&BucknallS.S.Co.Ld.	447·5 P38'B210'F92' FK CellDB393'1538t	57·8	32·1	London British 8BHptCem MT30'861t	T.3Cy.26″,45″&78″-54″&LP Turbine with DR gearing& hydraulic coupling 230lb HS9225 (s) 777NHP 3SB(Spt),12cf,GS236 FD Cen.Mar.E.Wrks.LdWHpl	34 ″ 8 s6 ″ 3¾ 28 ″ 7½	
22886 154463 CYJZ	— Mchy.Aft 2Dks	1905 1719 1168					1929	DavieS.B.&Repg.Co.Ld Levis,P.Q.	CanadaSteamshipLines,Ld.	242·0 F37'	40·2	21·7	Montreal British WB	T.3Cy.18″,30″&50″-36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
22887 149638 GNJB	**City of Worcester** ssBkn.No.2-35 (Special quality steel) 2Dks(Stl) CruiserStern	5469 5052 3430	✠100A1 ~~1,37~~ 11,37 BS ~~1,37~~ ✠LMC10,35 4,38 Fitted for carrying oil 10,27 F.P. above 150° F. in FPT	NYk	z	CL 4,36	1927 10mo Lloyd	Earle'sCo.Ld. Hull 'sA&CP	EllermanLines,Ld. (HallLineLd. Mgrs.) CellDB350'10	397·2 412·5(O.L.) P32'B&F313' FK 73tDTa30' 800t FPT	53·4	28·8	Liverpool British 7BHCem 1 „ to2nd dk 116tAPT96t	T.3Cy23¼″,40½″&70″-48″(s) 220lb 482NHP 2SB(Spt),8cf,GS157, FD HS6640 Earle'sCo.Ld.Hull	31 ″ 4 s 4 ″ 4 27 ″ 2¾	
22888 145918 GFXL	**City of Yokohama** ssLiv.No.3-4,34 D.F. E.S.D. 2Dks(Stl) CruiserStern	7341 7084 4721	✠100A1 ~~5,37~~ ~~12,36~~ 10,37 BS5,37 ✠LMC MS7,33 Fitted for oil fuel 3,22 F.P. above 150° F.	Avn ~~Liv~~ Gls ~~BS~~	c†	CL 10,35	1922 3mo Lloyd	W.Gray&Co.(1918) Ld. WHartlepool 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	465·1 P107'B171'F97' FK CellDB407'1692t	58·1	31·8	Liverpool British 7BHCem DTa27'840t	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 225lb 917NHP 3SB(Spt)&1Aux.SB,12cf, GS284,HS11372 FD W.Gray&Co,Ld.W.Hpl.	34 ″ 8 s 6 ″ 4¾ 28 ″ 6½	
22889 EAPG	**Ciudad de Algeciras** Ⓟ (exMiguelPrimoDeRivera) TwinSc Wireless OilEng. CruiserStern ssMga.No.2-35 1Dk(Stl)2nd dk in holds	1029 602 481	✠100A1 withfreeboard 6,36 ✠LMC CS6,36 9,35 ForServicebetween Gibraltar& Ceuta No later survey reported	Val	l	12,34	1927 2mo Lloyd	UnionNav.deLevanteSA Valencia 'sA&CP	Cia.Trasmediterránea	191·1 F30' FK CellDBuE45'51t	31·7	15·1	Valencia Spanish 5BHCem FPT12t	Oil Engines 4S.C.SA 12Cy.18⅛″-24½″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0 s5 ″ 9¼ 11 ″ 6	
22890 EARI	**Ciudad de Alicante** Ⓟ TwinSc (exInfanteD.Juan) OilEng. ssBcl.No.1-34 2Dks(Stl-Weather dk-ws) 3rd dk in forward holds CruiserStern	2434 1795 1337	✠100A1 withfreeboard 12,35 ✠LMC CS5,35 DBS6,34 5,35 NO LATER SURVEY REPORTED	Val	r	5,35	1930 6mo Lloyd	Union Naval de LevanteSA Valencia 'sA&CP	Cia.Trasmediterránea CellDB175'257t way of tunnels	258·3 F39' FK Tanks in 69t DTa10'70t MT	40·9	23·5	Valencia Spanish 6BHCem (5 to W dk 1 „ 2nd „) 20'166t DTf	Oil Engines 4.S.C.SA 14Cy.18¼″-27⁵⁄₁₆″ 486NHP DB28lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg 15'76tFPT34tAPT57t	25 ″ 9 s11 ″ 0½ 15 ″ 2	
22891 LOGO	**Ciudad de Asunción** Ⓟ TripleSc Ref.Mchy. 2Dks OilEng.	2330 — 1263					1929	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 18Cy.15¾″-29½″ 431NHP Harland&Wolff,Ld.Gls.		
22892 EARF	**Ciudad de Barcelona** Ⓟ TwinSc Sunk by torpedo 6.37 (exInfanteDonJaime) OilEng. ssBcl.No.1-34 2Dks(Stl-Weatherdk ws)& 3rd dk(Stl)inNos.1&2holds	3946 2816 2266	✠~~100A1~~ withfreeboard 2,36 ✠LMC	Val	v	CL 8,35	1929 8mo Lloyd	Cant.Nav.Triestino Monfalcone 'sA&CP	Cia.Trasmediterránea CellDB245'658t tanks in way of tunnels181t	332·2 F66' FK FPT41tAPT113t	49·0	25·5	Palma de Mallorca Spanish 6BHCem (Coll to W dk 5 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.21⅝″-39⅜″ 722NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 ″ 11 s 9 ″ 4½ 18 ″ 11½	
22893 LOFK	**Ciudad de Buenos Aires** Ⓟ TwinSc D.F. ssB.As.No.3-8,25 ssB.As.No.2-33 2Dks(UptStl-ws) &Shade dk(ptStl-teaks)	2360 — 826	✠ A1 5,37 ~~6,36~~ ✠LMC10,33 For Service between Buenos Aires & Monte Video Fitted for oil fuel12,14 F.P. above 150° F.	BAs BS5,37		OG ~~5,36~~ ~~4,37~~ 8,37	1914 11mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	Cia.Argentina de Nav.Mihanovich, Ltda. WB=Cell	350·9 FK DBuE&B106' 216t	44·2	13·4	Bns.Aires Argentine 9BHAsp FPT18t	4SteamTurbinesSRgeared to2 Sc.Shafts (s) 663NHP 170lb 4SB,12cf,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Sunk by submarine 8.37 22894 EARE	**Ciudad de Cadiz** Ⓟ TwinSc (exInfantaCristina) *OilEng.* *ss*Bcl.No.1–33 *Ref.Mchy.* 2*Dks*(*Stl–weather dk* ws) 3*rd dk*(*Stl*)*in Nos.*1,2&4 *holds*	4602 3251 2602	~~✠100A1~~ *withfreeboard* 10,36 ✠LMC ~~CS6,34~~ ~~DBS10,36~~ ~~12,34~~ ~~✠Lloyd'sRMC5,36~~	Bcl	*x*	CL 9,36	1929 7mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP* *Tanks in*	Cia.Trasmediter-ránea *CellDB*289′718*tD* *way of tunnels* 236	365·1 F72′ *Tf*18′346*t* *tFPT*40*tAPT*105*t*	51·0	26·2 FK	Barcelona Spanish 7*BHCem* (*Coll to W dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 722NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	29 ″ 0 s 9 ″ 7 19 ″ 9½	
✳ 22895 EAOP	**Ciudad de Ceuta** Ⓟ TwinSc (*ex*GeneralSanjurjo) *OilEng.* *ss*Mga.No.1–32 1*Dk*(*Stl*)2*nd dk in holds* Wireless *CruiserStern*	879 602 326	✠100A1 *withfreeboard* 4,36 ✠LMO10,32 *For Service between Gibraltar & Ceuta* NO LATER SURVEY REPORTED	Val	*l*	~~10,34~~ 9,37	1928 9mo	Union Naval de LevanteS.A. Valencia *Lloyd's A&CP*	Cia.Trasmediter-ránea	191·0 B29′F30′ *CellDBuE*46′43*t*	31·7	15·0 FK	Valencia Spanish 5*BHCem* *FPT*12*t*	Oil Engines 4S.C.SA 12Cy.18⅛″–24$\frac{13}{16}$″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0 s 5 ″ 9¼ 11 ″ 6	
22896 LOFB	**Ciudad de Concepción** Ⓟ *OilEng.* TwinSc Wireless *CruiserStern* 1*Dk*	545 — 195					1930	A&J Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 F30′ *Promenade*167′	37·0	8·0	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.12$\frac{3}{16}$″–21⅝″ 173NHP Harland&Wolff,Ld.Gls.		
22897 LOFA	**Ciudad de Corrientes** Ⓟ TrpSc *OilEng.* *Ref.Mchy.* 2*Dks*	2330 — 1263					1930	A&J Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 18Cy.15¾″–29½″ 431NHP Harland&Wolff,Ld.Gls.		
22898 EARD	**Ciudad de Ibiza** Ⓟ TwinSc *OilEng.* *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	Cia.Trasmediter-ránea	245·5 B135′F46′	36·6	22·6	Valencia Spanish *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$″–26⅜″ 333NHP Frd.KruppGermaniawfAG		V
22899 EARK	**Ciudad de Mahon** Ⓟ (*ex*General Berenguer) *OilEng.* Wireless 2*Dks*	1550 1115 1006					1930	Echevar-rieta y Larrinaga Cadiz	Cia.Trasmediter-ránea	234·7 F46′	36·3	19·9	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 8Cy.22$\frac{13}{16}$″–33$\frac{1}{16}$″ 405NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
22900 EAPS	**Ciudad de Melilla** Ⓟ (*ex*Reina Victoria) 2*Dks& Awng dk* Wireless	1247 720 688			...		1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Trasmediter-ránea	247·0 F41′	31·5	20·3 BK8″	Barcelona Spanish *WB*	T.3Cy.21″,33½″&54″–39″ 223NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1	V †
✳ 22901 CXAJ	**Ciudad de Montevideo** Ⓟ TwinSc *ss*B.As.No.3-11,26 D.F. *ss*B.As.No.2–34 2*Dks*(*UptStl*–ws)*Shade dk*(*ptStl*–teak s)	3872 2505 1768	✠ A1 5,37 ~~10,34~~ ~~BS9,36~~ 8,37 ✠LMC10,34 *For Service between Buenos Aires & Monte Video* *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	BAs		OG ~~7,34~~ 5,37	1915 1mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's A&CP*	CiaUruguaya de Nav.Lda. *WB*=	350·9 *CellDBuE&B*106′2	44·2	13·4 FK	M.Video Uruguayan 9*BHpt Cem* 16*tFPT*18*t*	4SteamTurbinesSR geared to 2 Sc. Shafts (*s*) 663NHP 170lb 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
22902	**Ciudad de Necochea** Aux3MstSr (*ex*Necochea,*ex*Johanna Ipland,*ex*Sailing Vessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	386 338 277					1917	Geb.G.&H. Bodewes Hoogezand	Cia.deProductos Agricolas	135·2 P25′	25·2	12·4	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.11⅜″–16$\frac{15}{16}$″ 91NHP E*made&fitted*22 Benz&Co.Mannheim		V
✳ 22903 EARG	**Ciudad de Palma** Ⓟ TwinSc (*ex*PrincipeAlfonso) *OilEng.* *ss*Bcl.No.1–34 2*Dks*(*Stl–Wthr dk* ws) 3*rd dk*(*Stl*) *inNos.*1,2&3*holds*	3959 2816 2405	✠100A1 *withfreeboard* 2,36 ✠LMC CS2,34 DBS1,36 1,36 NO LATER SURVEY REPORTED	Val	*v*	CL 9,33	1930 4mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	Cia.Trasmediter-ránea *CellD B*245′658*t T* *way of tnls.* 181*t*	332·2 F66′ *anks in* *FPT*41*tAPT*113*t*	49·0	25·5 FK *Coll*	Palma de Mallorca Spanish 6*BHCem* *BHto Wh dk* 5 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 722NHP DB*100lb* StabilimentoTechnico,Tri.	27 ″ 11 s 9 ″ 4½ 18 ″ 11½	
22904 EAOT	**Ciudad de Sevilla** Ⓟ TwinSc (*ex*InfantaBeatriz) *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	6279 4025 3720					1927	Frd.Krupp Akt.Ges. Kiel	Cia.Trasmediter-ránea	393·3 B182′F82′	52·0	25·4	Valencia Spanish *WB*	Oil Engines 2S.C.SA 12Cy.23$\frac{9}{16}$″–45¼″ 1155NHP Frd.KruppA.G.Kiel		V
22905 EARC	**Ciudad de Tarragona** Ⓟ *OilEng.* TwinSc *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	Cia.Trasmediter-ránea	245·5 B125′F46′	36·6	22·6	Valencia Spanish *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$″–26⅜″ 334NHP Frd.KruppA.G.Kiel		V
22906 EARH	**Ciudad de Valencia** Ⓟ TwinSc (*ex*InfanteD.Gonzalo) *OilEng.* 3*Dks* *CruiserStern*	2497 1799 1379					1931	UnionNav. deLevanteSA Valencia	Cia.Trasmediter-ránea	265·8 F37′P74′	40·7	25·8	Valencia Spanish *WB*	Oil Engines 4S.C.SA 14Cy.18⅞″–27$\frac{9}{16}$″ 485NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
22907 CXAL	**Ciudad del Salto** Ⓟ TwinSc *OilEng.* 2*Dks*	1922 — 708					1928	Harland& Wolff,Ld. Glasgow	CiaUruguaya de Nav.Lda.	250·6	42·1	9·7	M.Video Uruguayan *WB*	Oil Engines 4S.C.SA 12Cy.15¾″–29$\frac{9}{16}$″ 286NHP Harland&Wolff,Ld.Gls.		
22908 EEHQ	**Ciutat de Reus** (*ex*Stella) 1*Dk*3*trB*	943 722 642					1920	N.V.Werf "Zeeland" Hansweert	M.MallolBosch	212·9 P30′B60′F23′	31·3	13·3	Tarragona Spanish *WB*	T.3Cy.14⅜″,22″&35⅜″–23⅜″ N.V.Werf. 62NHP "Zeeland,"Hansweert		G
22909 EEHR	**Ciutat de Tarragona** (*ex*Mari Tere) *Mchy.Aft* 1*Dk*	825 — 475					1920	N.V.Kuy& Rees'Mch.& Schpsw. Schiedam	M.MallolBosch	180·1 Q105′B11′F24′	28·3	17·1	Tarragona Spanish *WB*	T.3Cy.15″,24″&40″–24″ 78NHP N.V.Kuy&Rees'Mch.& Schpsw.Schiedam		N
22910 218258 KIKR	**Clairton** Sub.Sig. 1*Dk& Shelter* GyC. *dk& Web frames* *Longitudinal framing*	6080 5895 3737			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45′B110′F38′*on Shelter dk*	55·0	31·4 FK	NewarkNJ Utd.States *WB*	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
22911 149784 GJRK	**Clam** *OilEng.* E.S.D. *ss*Sng.No.2–34 D.F. 1*Dk*(*Stl*) Sub.Sig. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7404 6761 4283	✠100A1 11,37 ~~1,37~~ ✠LMC CS9,35 DBS ~~9,36~~ 11,37 ~~2,36~~ 11,37 *CarryingPetroleum in bulk*	Mel HKg		CL ~~11,34~~ 11,37	1927 3mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69′31	440·4 P99′B34′F58′ 7*tDTf*32′284*tFPT*	59·5	32·7 FK	London British 15*BHptCem* 161*tAPT*65*t*	Oil Engines 4S.C.SA 6Cy.32¼″–59″ 600NHP 2DB *180lb* NedFb.v.Wrk&Spoor,Ams	32 ″ 9 s 6 ″ 3½ 26 ″ 7¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. [illegible]
22912 141879 GQMR	**Clan Alpine** ssGls.No.3–8,30 D.F. ssGrk.No.1–35 E.S.D. 2*Dks*(*Stl*)	5442 5032 3390	✠100A1 ~~5,37~~ ~~1,37~~ 1,38 ~~BS7,36~~ 9,37 *Carrying oil* *Fitted for oil*	Grk ~~Pl~~ Gls ✠LMC7,35 *fuel F* *fuel F*	*z* *.P.* *.P.*	CL ~~1,37~~ 1,38 *above1* *above1*	1918 4mo *Lloyd* 50° F. 50° F.	Greenock& Grngemouth Dkyd.Co.Ld. Greenock '*sA&CP* *in DB*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *'Tween dk BH in after* *CellDB*346' 1220*t D*	410·2 P35'B259'F41' FK *hold dispensed with* *Ta*33' 985*t APT*45*t*	53·5	28·4	Glasgow British *Cem* 6*BH to Udk* 1 ,, ,, 2*nd d*	T.3Cy.27",44"&73"–48" (s) &LPturbinewithDRgear- ing&hydraulic coupling 180lb 627NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. *k only*	31 ″ 0 s 5 ″ 0½ 26 ″ 2	
22913 164108 GZGK	**Clan Cameron** TwinSc D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern*	7243 6318 3650	✠100A1 *withfreeboard* ~~6,37~~ ~~2,37~~ 10,37 *Fitted for oil*	Grk ✠LMC2,37 *fuel* 2	,37	CL *F.P.*	1937 2mo *Lloyd* *above*	Greenock Dockyard Co.Ld. Greenock '*sA&CP* 150°F.	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Duct keel forward* *CellDB*393'1266*t*	463·7 P31'B99'F69' FK *of mchy.space* *MT*39' 1360*t FPT*	63·0	29·9	Glasgow British 7*BHpt Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) 68*t APT*126*t*	T.6Cy.26",42"&68"–48"& LP turbine withDRgear- ing&hydraulic coupling 220lb (s) 1362NHP 5SB(Spt),20*cf*,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4½ 28 ″ 4	
22914 164112 GZLT	**Clan Campbell** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern*	7255 6318 3662					1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29·9	Glasgow British *W*	T.6Cy.26",42"&68"–48"& LPturbines with DR gear- ing & hydraulic couplings 1043NHP J.G.Kincaid&Co.Ld.Grk.		
22915 165907 GZYT	**Clan Chattan** TwinSc D.F. E.S.D. GyC. *CruiserStern* *For full particulars see No.* 37616 *in Supplement*	~~7250~~ 7262 6320 3666	100A1 *withfreeboard* (*ClassContem*	*plated*)			1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29.9	Glasgow British	T.6Cy.26",42"&68"–48"& LPturbinewithDRgearing & hydraulic coupling J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4½ 28 ″ 4	
22916 165915 GBGS	**Clan Chisholm** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern*	~~7250~~ 7256 6320 3671					1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29·9	Glasgow British *WB*	T.6Cy.26",42"&68"–48"& LP turbines withDR gear ing & hydraulic couplings 1043NHP J.G.Kincaid&Co.Ld.Grk.		
22917 142741 GPYV	**Clan Colquhoun** TwinSc (*ex*Gallic–33,*ex*WarArgus) *Ref.Mchy.* 3*Dks* D.F. *CruiserStern*	7914 7581 4888	Lloyd'sRMC~~11,36~~ 12,37	~~4,37~~ ~~2,37~~			1918	Workman, Clark&Co.Ld Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	450·0 P31'F43'	58·5	37·1	Glasgow British *WB*	T.6Cy.26½",44"&73"–48" 738NHP Wrkman,Clark&Co.LdBel		C
22918 165924 GDGW	**Clan Cumming** TwinSc D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern*	~~7250~~ 7264 6320 3676	✠100A1 *withfreeboard* 1,38 ~~(*ClassContem*~~ *Fitted for oil*	Grk ✠LMC1,38 ~~*plated*)~~ *fuel*1,38	*F.*	CL *P.above*	~~1937~~ 1938 1mo *Lloyd* 150°F.	Greenock Dockyard Co.Ld. Greenock '*sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*393' 1260	463·7 487·6(O.L.) P31'B102'F69' FK *Duct keel fwd* *of mchy space* *tMT*39'1360*tFPT*6	63·0	29·9	Glasgow British 7*BHpt Cem* (*Coll to Sh dk* 6 ,, 2*nd dk*) 8*tAPT*126*t*	T.6Cy.26",42"&68"–48"& LP turbines withDRgear- ing&hydraulic couplings 220lb HS17780 (s) 1370NHP 5SB(Spt)20*cf*,GS402, FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4½ 28 ″ 4	
22919 142695 GMCX	**Clan Farquhar** TwinSc (*ex*Delphic–33, ssGls.No.3–2,33 *ex*Mesaba, 2*Dks*(*Stl*)&*Shelter dk* *ex*WarIcarus) (*Stl–ptws*)& *Ref.Mchy.* 3*rd dk*(*Stl*)*in No.*4*hold* D.F. E.S.D. *CruiserStern*	7958 7632 4897	✠100A1 *Shelter dk* *withfreeboard* 9,36 ~~BS6,36~~ ✠Lloyd'sRMC2,~~37~~	Gls ✠LMC2,33	*c*† 9,37 ~~9,37~~ 2,38	CL F9,36 s2,38	1918 11mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Cell*	450·4 P31'F43'*on Shltr dk* FK *DB*392' 1461*t FPT*	58·4	37·2	Glasgow British *ptCem* 8*BHtoSh dk* 119*tAPT*76*t*	T.6Cy.26½",44"&73"–48" (s) 200lb 1138NHP 3DB,24*cf*,GS439HS17079FD Harland&Wolff,Ld.Gls.	40 ″ 0 s11 ″ 0½ 29 ″ 2¾	
22920 132733 GKDT	**Clan Graham** (*ex*Cambrian Baroness,*ex*Port ~~ssMdb.No.3–10,24~~ Lincoln) ~~ssGls.No.2–33~~ D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl–ws*) ssGls.2ndNo.3–5,37	5785 5237 3511	✠100A1 *Shelter dk* *withfreeboard* 12,37~~11,35~~ ~~MS3,33~~ 12,36	Npt Grk ✠LMO BS~~7,36~~ 12,37	*a*†	CL 12,36	1912 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	British&South AmericanStmNav. Co.Ld.(Houston Line(London)Ld. *Mgrs.*) *CellDBa*117'*u*	426·0 F *on Shltrdk*50' FK *E&B*88'*f*170'1033*t*	54·1	29·3 37·3	Glasgow British 7*BHCem* *APT*27*t*	Q4Cy27½",39",56"&81½"–54" 220lb (s) 777NHP 4SB,16*cf*,GS276,HS11420FD N.E.MarineEng.CoLdNwc	31 ″ 10 s4 ″ 5½ 27 ″ 7¾	
22921 135132 GKXM	**Clan Grant** (*ex*Cambrian Marchioness,*ex*Port ssLon.No.3–6,25 Macquarie) ssGls.No.2–33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*)	5817 5237 3554	✠100A1 *Shelter dk* *withfreeboard* 3,37 MS7,33	Grk ✠LMO BS~~1,37~~4,38	*a*†	CL ~~10,35~~ 12,37	1912 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	British&South AmericanStmNav. Co.Ld.(Houston Line(London)Ld. *Mgrs.*) *CellDBa*117'*uE*	426·0 443·2(O.L.) *FonShelterdk*50' FK *&B*88'*f*170'	54·1	29·3	Glasgow British 7*BHCem*	Q4Cy26¾",39",56"&81½"–54" 220lb (s) 777NHP 4SB,16*cf*,GS276,HS11420FD N.E.MarineEng.CoLdNwc 1033*tAPT*27*t*	31 ″ 10 s4 ″ 7½ 27 ″ 7½	
22922 161909 GQYP	**Clan Macalister** *Fitted for oil fuel* D.F. 2*Dks&Shelter dk* E.S.D. GyC.	6787 6200 4081					1930	Greenock Dockyard Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	453·8 F38'	62·3	28·9	Glasgow British *WB*	T.3Cy.27",45"&74"–54"& 1L.P. turbine 719NHP J.G.Kincaid&Co.Ld.Grk.		C
22923 164066 GYPG	**Clan Macarthur** TwinSc D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy.* *CruiserStern*	10528 9637 6105	✠100A1 *withfreeboard* 12,37~~1,37~~ ✠Lloyd'sRMC *Fitted for oil*	Gls ~~Liv~~ ✠LMC1,36 ~~1,37~~ ~~6,37~~ 12,37 *fuel* 1,	36	CL *F.P. a*	1936 1mo *Lloyd* *bove* 1	Greenock Dockyard Co.Ld. Greenock '*sA&CP* 50° F.	TheClanLine Steamers,Ld. (Cayzer,Irvine &Co.Ld.*Mgrs.*) *Duct keel fwd.* *CellDB*	477·1 P33'B119'F69' FK *of mchy. space* 405' 1391*t FPT*84*t*	66·2	40·2	Glasgow British 8*BHptCem* 1 ,, *to* 2*nd dk* *APT*132*t*	T.6Cy.26",42"&73"–48"&2 LP turbines withDR gear- ing & hydraulic couplings 220lb (s) 1552NHP 6SB(Spt),24*cf*,GS450, HS19428 FD N.E.MarineEng.CoLdNwc	43 ″ 1 s13 ″ 5½ 30 ″ 1	
22924 164100 GZCS	**Clan Macaulay** TwinSc *Ref.Mchy.* Gy.C. 3*Dks* D.F. E.S.D. *CruiserStern*	10492 9637 6118	✠100A1 *withfreeboard* 8,37~~1,37~~ 2,38 ✠Lloyd'sRMC~~10,36~~ *Fitted for oil*	Gls ✠LMC11,36 ~~6,37~~ ~~9,37~~ 2,38 *fuel*11	,36	CL *F.P. a*	1936 11mo *Lloyd* *bove* 1	Greenock Dockyard Co.Ld. Greenock '*sA&CP* 50°F.	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Duct keel forward* *CellDB*405'1391*t*	477·1 498·6(O.L.) P33'B119'F69' FK *of machinery space* *FPT*84*tAPT*132*t*	66·2	40·2	Glasgow British 8*BHptCem* 1 ,, *to* 2*nd dk*	T.6Cy.26",42"&73"–48"&2 LP turbines with DR gear- ing&hydraulic couplings 220lb (s) 1585NHP 6SB(Spt),24*cf*,GS468, HS20142 FD N.E.MarineEngCoLd.Nwc	43 ″ 0 s13 ″ 5½ 30 ″ 0	
22925 141876 GQMP	**Clan Macbean** ssGrk.No.3–2,31 D.F. ssGls.No.1–35 E.S.D. 2*Dks*(*Stl*)	5000 4697 3071	✠100A1 2,38 ~~2,37~~ MS10,35 *Fitted for oil*	NYk Gls ✠LMC BS~~6,36~~ *fuel* 3,	*y* 9,37 18	CL ~~11,34~~ 2,38 *F.P.a*	1918 3mo *Lloyd* *bove* 1	Bartram& Sons,Ld. Sunderland '*sA&CP* 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDBa* 137' *uE*26'	400·0 P36'B118'F40' FK *f*175'1053*tFPT*191	52·4	28·0	Glasgow British 6*BHCem* *tAPT*168*t*	T.3Cy.27½",45½"&75"–48" 180lb (s) 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld	30 ″ 6 s5 ″ 10½ 24 ″ 10½	
22926 137811 GQLY	**Clan Macbrayne** ssGrk.No.2–37 ssRot.No.3–4,28 D.F. E.S.D. ~~ssGls.No.1–32~~ 2*Dks*(*Stl*)	4818 4505 2978	✠100A1 ~~5,35~~11,37 BS~~7,36~~6,37	Grk ✠LMC MS11,36	*y*	CL ~~4,34~~ 6,37	1916 4mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDBa*135' *uE*23'*f*	390·0 402·0(O.L.) P38'B115'F37' FK 168'1039*tFPT*120*t*	50·5	28·0	Glasgow British 6*BHCem* *APT*197*t*	T.3Cy.26",43"&71"–48" (s) 180lb ~~160lb~~ 403NHP 3SB,9*cf*,GS184,HS6523 Blair&Co.Ld.Stockton	30 ″ 6 s5 ″ 9½ 24 ″ 10	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22927 160234 GSTB	**Clan Macdougall** *Oil Eng.* *Ref. Mchy.* *2 Dks & Shelter dk* D.F. E.S.D. *Cruiser Stern*	6843 6206 4079					1929	Greenock Dockyard Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	454·0	62·3	28·9	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾"–55⅛" 1100NHP J.G Kincaid&Co.Ld.Grk.		C
✻ 22928 146335 GDKZ	**Clan Macfadyen** ssNpt.No.3–9,35 D.F. *2Dks(Stl)&Awng dk(Stl)* E.S.D. *Cruiser Stern*	6191 5910 3779	✠100A1 *Awng dk* *with freeboard* ~~8,37~~ ~~9,36~~ 4,38 BS9,37 ~~BS8,36~~ ✠LMC9,35 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Grk ~~Gls~~	*z*	CL 5,36	1923 5mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellD*~~B~~358'938*t* *MT*34'816*t* *FPT*115*t* *APT*14*t*	418·2 432·5(O.L.) B60'F38'*on Awng dk* FK	53·4	33·6	Glasgow British *Cem* *Collision BH to A dk* 6 ,, ,, *U* ,,	T.3Cy.27½",46½"&78"–54" &LPTurbinewithDRgearing&hydraulic coupling 215lb *100lb* (*s*) 743NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir&JacksonLd.Gls.	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
22929 146317 GJCY	**Clan Macfarlane** ssGrk.No.3–8,35 D.F. *2Dks(Stl)&Awng dk(Stl)* E.S.D. *Cruiser Stern*	6193 5906 3735	✠100A1 *Awng dk* *with freeboard* 9,37 ~~6,36~~ BS4,38 ✠LMC MS8,35 ~~BS6,36~~ *Fitted for oil fuel* 11,22 *F.P. above* 150°F.	Gls	*z*	CL 8,35	1922 11mo	Ayrshire Dykd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*358'938*t* *MT*34'816*t* *FPT*115*t* *APT*14*t*	418·1 B60'F38'*on Awng dk* FK	53·4	33·6	Glasgow British *Cem* *Collision BH to A dk* 6 ,, ,, *U* ,,	T.3Cy.27½",46½"&78"–54"(*s*) &LPTurbine with DRgearing&HydraulicCoupling 215lb ~~*100lb*~~ 743 NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir&JacksonLd Gls.	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
22930 129596 GQLC	**Clan Macgillivray** *Fitted for oil fuel* D.F. *2Dks&Shelter dk* E.S.D.	6464 4873 4025					1911	Armstrong Whitworth &Co.Ld. Newcastle	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	430·6	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
✻ 22931 147931 GFJP	**Clan Macilwraith** ssGls.No.3-10,37 ~~ssGls.No.2-32~~ D.F. *2Dks(Stl)*	4839 4449 2878	✠100A1 10,37 ~~4,36~~ 7,37 ~~MS1,35~~ LMC ~~BS8,36~~ 6,37 *Carrying bean or similar oil in deep tank* *Fitted for oil fuel* 11,24 *F.P. above* 150°F	Grk Gls	*y*	CL 3,37	1924 11mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*327'826*t* *DTf*37'980*t* *FPT*104*t* *APT*18*t*	387·4 P45'B119'F40' FK	52·2	27·6	Glasgow British 7*BHCem*	T3Cy27⅜",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 653NHP NE&B17 *refitted* 11,24 3SB,*9cf*,HS8595 FD McKie&Baxter,Glasgow	30 ″ 0 s 5 ″ 6 24 ″ 8¼	
✻ 22932 144233 GDXN	**Clan Macindoe** ssGls.No.1-38 ssGls.No.3–3,33 D.F. *2Dks(Stl)* E.S.D.	4635 4194 2775	✠100A1 1,38 ~~8,36~~ ✠LMC9,37 ~~MS3,33~~ ~~BS2,36~~ 9,37 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Gls	*y*	CL N8,36	1920 12mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate 'tween deck BH in after hold dispensed with* *CellDB*331'958*t* *DTa*30'774*t* *FPT*122*t* *APT*19*t*	384·8 P49'B113'F38' FK	52·0	26·5	Glasgow British *Cem* 6*BH to U dk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.27",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 613NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	
22933 141940 GCTP	**Clan Macinnes** ssGrk.No.1-37 ssGls.No.3–12,32 D.F. *2Dks(Stl)* E.S.D.	4672 4293 2826	✠100A1 6,37 ~~7,36~~ ~~BS1,36~~ 12,37 ✠LMC ~~8,36~~ MS7,36	Gls Grk	*y*	CL ~~1,35~~ 6,37	1920 1mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in aft hold dispensed with* *CellDB*331'984*t* *DTa* 30' 774*t* *FPT*132*t* *APT*20*t*	384·8 398·0(O.L.) P49'B113'F38' FK	52·0	26·7	Glasgow British *Cem* 6*BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankiu&BlackmoreLdGrk	29 ″ 3 s 5 ″ 6¼ 24 ″ 0	
✻ 22934 144253 GFPY	**Clan Maciver** ssGls.No.3–9,33 D.F. *2Dks(Stl)* E.S.D.	4500 4165 2725	✠100A1 4,37 ✠LMC MS9,33 ~~BS7,36~~ 7,37 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Gls	*y*	CL ~~4,37~~ N11,37	1921 6mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*329'949*t* *DTa*30'774*t* *FPT*122*t* *APT*19*t*	384·8 397·5(O.L.) P49'B113'F38' FK	52·0	26·5	Glasgow British *Cem* 6 *BH to U dk* 1 ,, ,, 2*nd* ,,	T 3Cy.27",44⅝"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&Blackmore,Ld. Greenock	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	
22935 [illegible] GQMK	**Clan Mackenzie** Damaged by Collision & Stranding 10.37 To be Broken up ssGls.No.3–12,29 ssGrk.No.1–34 D.F. E.S.D. *2Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shelter 'tween decks*	6554 6316 4120	~~✠100A1~~ *Shelter dk* *with freeboard* 10,37 ~~12,36~~ ✠NE8,18 ✠~~LMC~~ ~~MS3,34~~ ~~BS12,36~~	Grk	*a*†	CL ~~12,35~~ 9,37	1917 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	~~TheClanLine~~ ~~SteamersLd.~~ ~~(Cayzer,Irvine&~~ ~~Co.Ld.*Mgrs.*)~~ *CellDB*367'1093*t* *DTa*25'955*t* *APT*124*t*	420·1 434·0(O.L.) F34' *on Shelter dk* FK	53·4	36·3	Glasgow British 7*BHCem*	T.3Cy.27",42½"&73"–48"& L.P.Turbine with DR gearing & hydraulic coupling 180lb (*s*) 698NHP 3SB,*12cf*,GS234,HS9837 FD D.&W.Hendrsn&CoLdGls	39 ″ 0 ~~s11 ″ 1¼~~ ~~28 ″ 2~~	
✻ 22936 141890 GQMT	**Clan Mackinlay** ssGls.No.3–4,31 ssGls.No.1–35 D.F. E.S.D. *2Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing*	6365 6078 3936	✠100A1 *Shelter dk* *with freeboard* ~~8,37~~ ~~11,36~~ 11,37 BS11,37 ~~BS11,36~~ ✠LMC8,35 *Carrying oil fuel in DB tanks under holds F.P. above* 150° F. *Fitted for oil fuel* 11,18 *F.P. above* 150° F. *Carrying vegetable oil in bulk in DT*	Gls ~~Grk~~	*a*†	CL ~~4,35~~ 11,37	1918 11mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *'Tween dk BH in No 3 hold dispensed with* *CellDB*362'1185*t* *DTa*32' 712*t* *FPT*64*t* *APT*15*t*	420·0 433·0(O.L.) FK	54·5	34·0	Glasgow British *Cem* 5*BH to U dk* 1 ,, ,, *Sh* ,, 1 ,, ,, 2*nd* ,, *only*	T.3Cy.29",47"&78"–54" (*s*) &LPTurbine with SRgearing & hydraulic coupling 180lb 781NHP 4SB,*12cf*,GS253,HS10224 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s8 ″ 10¼ 27 ″ 10	
✻ 22937 144229 GBYD	**Clan Macnab** ssGls.No.3–8,33 D.F. *2Dks(Stl)&Awng dk(Stl)* E.S.D. *Cruiser Stern*	6076 5793 3705	✠100A1 *Awng dk* *with freeboard* 1,37 MS12,37 ✠LMC ~~MS2,33~~ ~~BS9,36~~ 9,37 *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Grk	*z*	CL 10,35	1920 12mo	Ayrshire Dkyd.Co.Ld Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*343' 898*t* *MT*33'750*t* *FPT*47*t* *APT*7*t*	410·6 425·0(O.L.) B60'F44'*on Awng dk* FK	53·3	33·4	Glasgow British *Cem* *Collision BH to Aw dk* 6 ,, ,, *U* ,,	T.3Cy.27½"45½"&75"–54"(*s*) &LPTurbinewithDRgearing&hydraulic coupling 200lb *100lb* 692NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
✻ 22938 144259 GFNK	**Clan Macnair** ssGls.No.3–8,34 D.F. *2Dks(Stl)&Awng dk(Stl)* *Cruiser Stern*	6096 5788 3719	✠100A1 *Awng dk* *with freeboard* 9,37 ~~12,36~~ ✠LMC MS12,33 BS4,37 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Gls Grk	*z*	CL ~~12,34~~ 9,37	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*343'898*t* *MT*33'750*t* *FPT*47*t* *APT*7*t*	410·7 B60'F44' *on Awng dk* FK	53·3	33·4	Glasgow British *Cem* *Collision BH to Aw dk* 6 ,, ,, *U* ,,	T.3Cy.27½",45½"&75"–54" &LPTurbinewithDRgearing&hydraulic coupling 200lb (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9¼	
✻ 22939 146259 GFZS	**Clan Macnaughton** ssGrk.No.3–3,34 D.F. *2 Dks(Stl)&Awning dk(Stl)* E.S.D. *Cruiser Stern*	6088 5793 3689	✠100A1 *Awng dk* *with freeboard* 3,38 ~~4,37~~ BS3,38 ~~BS4,37~~ ✠LMC4,34 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Grk Gls	*z*	CL ~~2,36~~ N3,38	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*343'897*t* *MT*34'816*t* *FPT*60*t* *APT*7*t*	410·5 B60'F44'*on Awng dk* FK	53·3	33·4	Glasgow British *Cem* *Collision BH to Aw dk* 6 ,, ,, *U* ,,	T.3Cy.27½",45½"&75"–54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb *100lb* (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Nat'Trade.
22940 146281 GFWP	**Clan Macneil** ssGls.No.3–8,34 D.F. *2Dks(Stl)&Awng dk(Stl)* *CruiserStern*	6111 5793 3788	✠100A1 *Awng dk* *withfreeboard* 1,38 ~~1,37~~ MS8,34 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Gls Mdb BS12,37 ✠LMC ~~BS12,35~~	*z*	CL 4,37	1922 2mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *CellDB*343' 897t*MT*34'816t*FP T*60t*APT*7t	410·5|53·3|33·4 424·8(O.L.) B60'F44' *on Awng dk* FK *Collision*	Glasgow British *Cem* *BHtoAwdk* 6 „ „ *U* „	T.3Cy.27½″,45½″&75″–54″ L.P.TurbinewithDRgearing&hydraulic coupling 200lb (s) 691NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 · 6 27 · 9½	
22941 129578 GQLR	**Clan Macphee** *Fitted for oil fuel* D.F. *2Dks&Shelter dk*	6628 4814 4114					1911	IrvinesS.B. &D.D.Co.Ld. WHartlepool	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	430·0|53·5|26·4	Glasgow British *WB*	T.3Cy.29″,49″&80″–60″ Richardsons, 497NHP Westgarth&Co.Ld.Hpl.		C
22942 160249 GKBW	**Clan Macpherson** ssGls.No.2-37 ~~ssGrk.No.1-33~~ D.F. *2Dks(Stl)&Shelter dk(Stl)* GyC. *CruiserStern* E.S.D.	6940 6280 4078	✠100A1 *withfreeboard* 4,38 ~~1,37~~ ~~MS11,33~~ *Fitted for oil fuel* 5,29 *F.P. above* 150° F MS5,37	Gls Grk ✠LMC ~~BS9,34~~ 9,37	*d*†	CL 10,35	1929 5mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Duct keel fwd.* *CellDB*365'1082t	454·0|62·3|28·9 472·0(O.L.) F35' FK (*of mchy. space* *DT f*30'1008t*FPT*	Glasgow British *7BHptCem* *Coll to Shdk* 6 „ *2nd* „) 134t*APT*41t	T.3Cy.30″,50″&83″–54″ & 1LPTurbine withDRgearing&hydraulic coupling 220lb *100lb* (s) 973NHP 4SB(Spt),*16cf*, HS12700 FD Rankin&BlackmreLd.Grk.	31 ″ 6 s4 · 3½ 27 · 5½	
22943 133157 GQLB	**Clan Macquarrie** *Fitted for oil fuel* D.F. *2Dks&Shelter dk* E.S.D.	6471 4613 4007					1913	A.Stephen &Sons,Ld. Glasgow	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	429·2|53·7|26·6	Glasgow British *WB*	T.3Cy.29″,49″&80″–60″ 496NHP A.Stephen&Sons,Ld.Gls.		C
22944 144223 GDPV	**Clan Mactaggart** ssGls.No.3–4,33 D.F. *2Dks(Stl)&Awng dk(Stl)* E.S.D. *CruiserStern* ssMdb.No.1–37	7622 7261 4674	✠100A1 *Awng dk* *withfreeboard* 4,38 ~~5,36~~ ~~MS5,33~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F	Gls Grk MS3,38 BS6,37 ✠LMC ~~4,35~~	*b*†	CL ~~4,35~~ 3,38	1920 11mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	ScottishShireLine,Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *CellDB*377'968t	452·7|57·7|35·2 468·6(O.L.) B69'F38'*on Awng dk* FK *MT*45'1290t*FPT*69	Glasgow British *Cem* *7BHtoAwdk* t*APT*8t	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) 905NHP 4SB,*16cf*,GS272,HS12120 FD Scotts'SB&Eng.Co Ld.Grk	37 ″ 6 s9 · 11½ 27 · 9½	
22945 144252 GDPW	**Clan Mactavish** ssGrk.No.3–2,34 D.F. *2Dks(Stl)&Awng dk(Stl)* E.S.D. *CruiserStern*	7631 7262 4640	✠100A1 *Awng dk* *withfreeboard* ~~2,37 1,26~~ MS3,33 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Grk ✠LMC ~~BS5,36~~ 7,37	*b*†	CL ~~9,35~~ 10,37	1921 5mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *CellDB*377'968t *M*	452·6|57·7|29·6 467·8(O.L.) B69'F38'*on Awng dk* FK *T*45'1290t *FPT*69t	Glasgow British *Cem* *7BHtoAwdk* *APT*8t	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) 905NHP 4SB,*16cf*,GS272,HS12120 FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 6 s 9 · 11½ 27 · 9½	
22946 142598 GDLY	**Clan Macwhirter** (*ex*Willcasino, *ex*Halizones, *ex*Ypresville) ssGrk.No.3–1,31 ssGrk.No.1–36 *2Dks(Stl)* *Longitudinal framing in double bottom & at decks* D.F. E.S.D.	5941 5509 3702	✠100A1 ~~2,36~~ 10,37 MS2,36	Grk ✠LMC ~~BS7,34~~ 10,3	*a*†	CL ~~5,34~~ 10,37	1918 7mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) 1 *Intermediate&*	424·4|55·8|28·8 437·0(O.L.) P44'B254'F44' FK 2 *'tween dk BHds dispensed with*	Glasgow British *Cem* *4BH to U dk* 2 „ „*2nd* „ *CellDB*	T.3Cy.27″,45″&75″–48″ (s) 180lb 549NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. 363'1481t*APT*2 0t	31 ″ 4 s 4 · 11½ 26 · 7	
22947 141896 GQMW	**Clan Matheson** ssGls.No.1–37 ssGls.No.3–5,32 D.F. *2Dks(Stl)&Shelter dk(Stl)* E.S.D.	5613 5348 3453	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~2,36~~ ~~BS4,36~~ 5,37 *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	Grk ✠LMC MS1,37	*y*	CL ~~2,35~~ 5,37	1919 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *CellDB*326' 922t*MT*36'876	397·1|51·4|34·0 410·0(O.L.) FK t *FPT*66t *APT*15t	Glasgow British *Cem* *3BHtoSh dk* 4 „ „ *U* „	T.3Cy.26½″,44″&73″–48″(s) 180lb *100lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s 9 · 3½ 27 · 5	
22948 141882 GQMD	**Clan Monroe** *Fitted for oil fuel* D.F. *2Dks&Awng dk* E.S.D.	5952 5671 3617					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	409·6|53·4|33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,LdGls		C
22949 141877 GQMC	**Clan Morrison** D.F. *2Dks&Awng dk* E.S.D.	5936 5678 3643					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	409·6|53·5|33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,LdGls		C
22950 141911 GQML	**Clan Murdoch** ssGls.No.3–1,32 ssGrk.No.1–36 D.F. *2Dks(Stl)&* E.S.D. *Awng dk(Stl)*	5950 5680 3638	✠100A1 *Awng dk* *withfreeboard* 10,37 ~~2,37~~ MS10,35 *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Npt Gls ✠LMC BS~~6,36~~ 6,37	*z*	CL 3,35	1919 7mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *CellDB*346'898t*M*	409·6|53·5|33·5 426·6(O.L.) FK *Coll* *T*39'890t *FPT*46t*A*	Glasgow British *ptCem* *BH to Aw dk* 6 „ „ *U* „ *PT*7t	T.3Cy.27½″,45½″&75″–54″ &L.P.Turbine withD.R. gearing&hydraulic coupling 200lb *100lb* (s) 674NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s9 · 7½ 26 · 8	
22951 141894 GQMV	**Clan Murray** *Fitted for oil fuel* D.F. *2Dks&Awng dk3trB*	5954 5675 3631					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	409·5|53·5|33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ &L.P.TurbinewithSRgearing&hydraulic coupling 413NHP Dunsmuir&Jackson,LdGls		C
22952 137782 GQLF	**Clan Ogilvy** *Fitted for oil fuel* D.F. *2Dks* *CruiserStern*	5802 5348 3581					1914	W.Doxford &Sons,Ld. Sunderland	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	430·0|54·2|29·4 P41'B141'F43'	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		C
22953 137833 GQMF	**Clan Ranald** ssGls.No.3–7,29 ssGrk.No.1–34 D.F. *2Dks(Stl)* E.S.D.	5447 5093 3379	✠100A1 3,37 ~~BS3,37~~ 3,38	Grk ✠LMC12,33	*z*	CL 3,37	1917 3mo	Napier& Miller,Ld. Glasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *& 1 'tween dkB*	409·1|54·0|28·9 422·0(O.L.) P49'B120'F41' FK 1*IntermediateBH* } *H dispensed with* } *CellD*	Glasgow British *Cem* *5BHto U dk* 1 „ „ *2nd* „ *B*355' 1060t	T.3Cy.27″,44″&73″–48″ (s) 180lb 538NHP 3SB,*9cf*,GS186,HS5151 FD J.G.Kincaid&Co. Ld. Grk. *only* *DTa*36'1075t*APT*45t	31 ″ 5 s 6 · 1½ 25 · 6	
22954 132763 GCLN	**Clan Robertson** TwinSc (*ex*Otaki–34) ssFal.No.3–9,32 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. ssGls.No.1–37 *CruiserStern* E.S.D.	7951 5777 4954	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~3,36~~ ~~MS9,32~~ ✠Lloyd'sRMC BS3,38	Gls ✠LMC2,37 ~~BS2,37~~ 5,38	*c*†	CL ~~P10,34~~ ~~SN~~ ~~10,34~~ S7,37 P3,38	1920 2mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *CellDB*386'1275t	449·1|58·2|37·1 P31'F43'*on Shelter dk* FK *FPT*125t*APT*80t	Glasgow British *Cem* *8BHtoShdk*	T.6Cy.26½″,44″&73″–48″(s) 200lb HS16680 1122NHP 2DB&2SB,*22cf*,GS420, FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s11 · 0½ 29 · 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22955 136330 GQLD	**Clan Ross** *2Dks* D.F. *CruiserStern*	5897 5402 3623					1914	Swan,Hunter&Wigham Richardson, Ld Newcastle	British&South AmericanS.Nav. Co.Ld.(Houston Line(London)Ld. *Mgrs.*)	430·0 P40'B135'F43'	54·3	29·4	Glasgow British *WB*	T.3Cy.27½",45½"&75"-54" 413NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
22956 141893 GFVM	**Clan Skene** (*ex*Halocrates, *ex*ClanSkene) ssGls.No.3-5,31 D.F. ssGls.No.1-35 E.S.D. *2Dks(Stl)*	5214 4808 3233	✠100A1 1,33 ~~2,37~~ BS~~5,36~~ ✠LMC5,35 6,37	Grk	*y*	CL 12,35	1919 1mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*	401·0 P49'B113'F39' FK 336'1088t*FPT*123t	52·3	28·5	Glasgow British *7BHptCem* *APT*53t	T.3Cy.27",44"&73"-48"&LP Turbine withDRgearing &hydraulic coupling 180lb (*s*) 599NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
22957 137827 GQLZ	**Clan Stuart** ssRot.No.3-6,29 ssGrk.No.1-34 D.F. E.S.D. *2Dks(Stl)*	5760 5361 3550	✠100A1 12,36 ✠LMC MS~~1,34~~7,37 BS~~2,37~~3,38 *Carrying fuel oil F. P. above 150° F. in DB*	PNl	*a*†	CL 12,36	1916 10mo *Lloyd*	Russell& Co.Ld. PortGlasgow *'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) 1*Intermediate BH&1'tween dkBHdispensed with* *CellDB*360'1181t*DTa*36'1118t*APT*31t	423·5 437·5(O.L.) P38'B123'F43' FK	56·0	28·7	Glasgow British *Cem* *5BH to Udk* 1 „ „ *2nd* „ *only*	T.3Cy.27",44"&73"-48"& L.P.Turbine withDR gearing&Hydraulic coupling 180lb (*s*) 627NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk	31 ″ 4 s6 ″ 1¼ 25 ″ 5	
22958 132036 MDYJ	**Clandeboye** ssBel.No.3-6,26 ssBel.No.2-34 *Well deck Mchy.Aft* *1Dk(ptStl)*	614 439 233	✠100A1 4,37 ~~9,34~~ ✠LMC MS9,34 BS~~11,34~~ 12,37	Bel	*j*	CL ~~8,34~~ 4,37	1913 5mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=CellDB*	180·3 Q103'B9'F33' BK7¼" *f*103'158t*FPT*46t	28·2	10·8	Belfast British *3BHCem* *APT*7t	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1938 Aitchison,Blair&Co.Ld Gls	13 ″ 4 s4 ″ 5 13 ″ 7	
22959 147594 GBPL	**Clanwood** ssSld.No.3-3,36 D.F. *1Dk(Stl)* *Well deck Cargo battens not fitted*	2180 1760 1244	✠100A1 ~~7,37~~ ~~5,36~~11,37 ✠LMC3,36 BS~~5,37~~ 5,38	Sld Cpn	*r*	OG ~~2,36~~ 10,37	1924 3mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP*	W.France,Fenwick &Co.Ld. *CellDBa48'uE& B39'f113'39*	280·0 290·0(O.L.) P20'Q94'B48' F19' FK 7t*DTa*36'250t*FPT*	40·2	18·9	London British *4BHCem* 52t*APT*80t	T.3Cy.20",33"&54"-39" (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland	21 ″ 0 s2 ″ 3½ 19 ″ 0½	
22960 113967 MFRF	**Clapham** (*ex*Ville d'Eu) 3Mst ssBel.2ndNo.3-4,28 ssBel.No.~~1-33~~2-37 *Well deck Mchy.Aft* *1Dk(Irn)*	763 542 316	✠100A1 4,37 ~~12,35~~ BS~~11,36~~ ✠LMC~~4,33~~ 1,38 MS4,37	Bel	*k*	CL 12,35	1901 7mo *Lloyd*	SM'Knight &Co.Ld. Ayr *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=CellDBf*115'183t*FPT*	200·4 Q103'B13'F27' FK	30·6	11·5 *31·7*	Belfast British *3BHCem* 70t*APT*8t	T.3Cy.17",27½"&44"-33" (*s*) 160lb 116NHP 1SB,*3cf*,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 8½ 13 ″ 5	
22961 107 IBQH	**Clara** ssTri.No.3-8,35 *2Dks(Stl)&Webframes* D.F. Sub.Sig.	6131 5022 3731	✠100A1 6,37 ~~4,36~~ ✠LMC MS4,36 BS~~11,36~~10,37 *Fitted for oil fuel*11,22 *F.P. above* 150° F.	Tri Pla	*z*	CL ~~1,35~~ N3,38	1922 11mo A&CP	Cant.Nav. Triestino Monfalcone	"Italia"Soc.Anon. diNav. *CellDBa117'uB&f198'1141tMT27'816t FPT107t*	401·0 418·4(O.L.) P36'B124'F44' FK	54·2	30·2	Trieste Italian *6BHCem* *APT*135t	T3Cy26⅜",42½"&70$\frac{1}{16}$"-48$\frac{1}{16}$" 180lb FD (*s*) 483NHP 3SB(Spt)*9cf*,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 s7 ″ 8¾ 25 ″ 4	
22962 OYBO	— Sub.Sig. *1Dk*	1398 1070 798					1925	Howaldtswerke Kiel	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	246·1 P16'Q77'B95'F31'	38·0	14·4	Copnhagn Danish *WB*	T3Cy16½",27$\frac{3}{16}$"&43$\frac{5}{16}$"-29½" 102NHP Howaldtswerke,Kiel		G
22963 ONGC	— ssGoo.2ndNo.3-4,34 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	783 555 481	✠100A1 ~~2,37~~10,37 BS~~7,36~~ ✠LMC10,33 10,37	Bly Ant	*k*	2,37	1908 10mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	HandelenScheepvaartSoc.Anon. (M.Vandesompel *Mgr.*) *WB=CellDBa40'f77'157tFPT*	195·0 202·6(O.L.) P19'Q77'B9'F24' FK	30·1	11·9	Nieuport Belgian *4BHCem* 25t*APT*32t	T.3Cy.16½",27"&44"-33" (*s*) 180lb *60lb* 141NHP 1SB,*4cf*,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 ″ 0 s ″ 11 13 ″ 3	
22964 550 ILOV	— **WoodAuxBk** (*ex*SailingVessel, *OilEng.* *ex*ElisaM.-35,*ex*Firenze) *1Dk2trB* (*See Sailing Ship Register*)	366 347 302					1921	Flli. Picchiotti Viareggio	U.Tomei	121·7	29·2	15·3	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"-13" 63NHP E*made&fitted*36 HanseatischeMotorenGes. Bergedorf		I
22965 DHEB	**Clara Blumenfeld** (*ex*Marsden) ssHam.2ndNo.3-2,35 *Well deck* *1Dk(ptIrn&ptStl)* *Cargo battens not fitted*	2543 1970 1467	✠100A1 1,37 ✠LMC MS10,34 BS~~5,36~~ 5,37	Ham	*s*	CL 1,37	1910 10mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP* *Inter*	Norddeutsche Kohlen-und Cokes-WerkeA.G. *mediate BHin fore*	304·4 Q116'B*onQ.dk* 55' F31' FK *hold dispensed with* *CellDBa92'uE*	42·2	18·7	Hamburg German *Cem* *4BH only* *&B41' f121'*	T.3Cy.21½",35"&58"-39" 180lb 254NHP 2SB,*6cf*,GS117,HS4274 N.E.MarineEngCoLd.Nwc 631t*FPT*128t*APT*185t	20 ″ 11	
22966 OYNH	**Clara Clausen** (*ex*Chr.Matthiessen-37,*ex*Phaliron, *ex*Thora) Wireless D.F. *1Dk&Spardk*	1010 893 591					1907	A.Vuijk& Zonen Capelle/Ysel	C.Clausen	216·2 H94t	30·2	18·8	Kolding Danish *WB*	T.3Cy.17½",28½"&47"-33" 127NHP G.T.Grey,SouthShields		V
Broken up 22967 DMCE	**Clara Hintz** (*ex*Helmwige, **Iron** *ex*Lizzie, ssHbg.2ndNo.3-4,06 *ex*Hardwick) ssHbg.No.2-15 *Well deck* *1Dk(Irn)2trB*	1096 834 660	✠ 12,19 ✠	Hbg	*n*		1880 12mo	E.Withy & Co. Hartlepool	OttoWiggers *Cell*	236·0 Q90'B61'F30' FK *DB*202'274t	31·6	13·7	Stettin German *4BHCem*	C.2Cy.27"&51"-33" NDB98*refitted*11 1SB,*3pf*,GS54 120NHP T.Richardson&Sons,Hpl.	15 ″ 8	
22968 DHEC	**Clara L.-M. Russ** *CruiserStern* Sub.Sig. *1Dk*	1600 1280 937					1927	Flensburgr Schiffsb.Ges Flensburg	Schiffahrt-u. Assekuranz Ges.m.b.H.(Ernst Russ,*Mgr.*)	263·6 P16'Q84'B104' F32'	41·9	15·4	Hamburg German *WB*	T.3Cy.17$\frac{11}{16}$",27$\frac{9}{16}$"&48"-37⅜" 141NHP FlensburgerSchiffsb.Ges.		G
22969 143703 MKRS	**Clara Monks** 3Mst ssBwg.No.3-2,34 *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	577 405 232	✠100A1 1,38 ~~1,37~~ ~~BS1,36~~ ✠LMC2,34 BS~~1,37~~1,38	Apl Bkn	*h*	CL ~~1,35~~ 1,33	1920 12mo *Lloyd*	AilsaS.B. Co.Ld. Ayr *'sA&CP*	JohnS.Monks,Ld.	170·2 Q94'B12'F28' BK7" *FPT*65t	26·1	11·7	Liverpool British *3BHCem* *APT*30t	T.3Cy.14",23"&37"-30" (*s*) 180lb 70RHP 1SB,*3cf*,GS56,HS1872 AilsaS.B.Co.Ld.Troon	13 ″ 0 s3 ″ 11½ 13 ″ 2½	
22970 213833 WKCB	**Clare** ssN.Yk.No.3-8,27 D.F. ssBal.No.2-35 Sub.Sig. *2Dks(Stl)&Web frames* *Longitudinal framing*	3372 2842 2139	✠100A1 ~~7,37~~ ~~1,37~~ 4,38 BS3,38 ✠LMC MS7,35 ~~BS4,34~~ *Fitted for oil fuel*12,15 *F.P. above* 150° F.	Bal	*u*	CL 1,37	1915 12mo A&CP	Maryland SteelCo. Sparro'Pt Md	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *WB=CellDB*	327·2 P35'B98'F38' FK	46·2	22·9	NewYork Utd.States *5BHCem* *a90' uE20'f*	T.3Cy.22",37$\frac{13}{16}$"&60$\frac{1}{16}$"-42" 190lb (*s*) 293NHP 2SB,*6cf*,GS144,HS4933 MarylandStl.Co.Sparr'.Pt. 146'691t*FPT*78t*APT*296t	25 ″ 6 s4 ″ 6½ 21 ″ 1¾	
22971 DCGK	**Cläre Grammerstorf** (*ex*Harald) *1Dk*	632 512 367					1912	Nüscke& Co.Akt.Ges. Stettin	K.Grammerstorf	191·5 Q48'B12'H48'F23'	30·1	11·3	Kiel German *WB*	T3Cy12⅜",22$\frac{1}{10}$"&36⅕"-21$\frac{7}{10}$" 61NHP AtlasWerkeA.G.Bremen		G
22972 DJQF	**Cläre Hugo Stinnes 1** *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	5295 4457 ~~2929~~ 2611					1935	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	415·7 P27'B&F376'	60·2	21·3	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.20½"-27$\frac{9}{16}$" 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade.
22973 133599 GWVL	**Clare Lilley** (*ex*Modig–34, *ex*Eastcliffe, ssOsl.No.3–5,30 *ex*Cliffside) ssBry.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3726 3531 ~~2814~~ 2307	✠100A1 *Shelter dk* *withfreeboard* ~~12,36~~ 10,37 ~~BS12,34~~ ✠LMC10,35	Cff Hul BS10,37	*w*	CL N11,36	1917 4mo *Lloyd*	J.Priest-man&Co. Sunderland '*sA&CP*	ClareShippingCo. Ld.	350·0 CellDB324'862*t*	50·9	23·5 31·5 FK	London British 6*BHCem* *APT*105*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 325NHP 3SB,6*cf*,GS115,HS4995 N.E.MarineEngCo.Ld.Sld.	26 ″ 0 s2 ″ 5½ 23 ″ 9	
22974 136345 MFSQ	**Clarecastle** ssLiv.No.3–12,26 *Well deck* ssLiv.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)	627 442 236	✠100A1 ~~11,36~~ 11,37 ~~BS11,36~~ ✠LMC11,34 11,37	Liv	*j*	CL ~~10,36~~ 11,37	1914 12mo *Lloyd*	Scott&Sons Bowling '*sA&CP*	A.Guinness,Son&Co.Ld. *WB*=*Cell*	179·9 189·4(O.L.) Q103'B9'F33' *DB* ƒ103'161*t**FPT*	28·6	10·8 BK7¼"	Belfast British 3*BHCem* 46*t**APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 s4 ″ 5½ 13 ″ 8½	
22975 215907 KJPX	**Claremont** Wood *Fitted for oil fuel* 1*Dk*	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	Hart-Wood LumberCo.	225·5	43·0	16·2	S.Frnclsco Utd.States	T.3Cy.14",23"&40"–30" 88NHP UnionIronWorks,San Francisco		
22976 127300	**Clarence A. Black** *Mchy.Aft* 1*Dk*2*trB*	4150 — 2555					1898	Cleveland S.B.Co. Lorain,O.	PittsburgS.S.Co.	413·4 F46'	50·2	24·5 *WB*	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"–40" NB20 213NHP ClevelndSB.Co.Clevelnd,O		
22977 139099 GMXD	**Clarissa Radcliffe** (*ex*Gwent) ssSld.No.3–8,28 D.F. ssHul.No.2-37 ~~ssSld.No.1–32~~ 1*Dk*(*ptIrn*&*ptStl*)	5754 5217 3501	✠100A1 10,37~~9,35~~ ~~MS6,32~~ ✠LMC10,37 ~~MBS5,36~~ ~~DBS9,36~~	Cff Hul	*z*	CL ~~9,36~~ N10,37	1915 11mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	ClarissaRadcliffe SSCoLd(E.Thomas Radcliffe&Co*Mgs*) *WB*=*Cell**DBa*1	415·0 P45'B&F321' 4'*uE*&*B*46'ƒ184'172	55·5	26·7 FK	London British 7*BHCem* 3*t**FPT*154*t* *APT*183*t*	T.3Cy.27½",46"&75"–48" 180lb *150lb* (*s*) 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s3 ″ 9½ 25 ″ 1	
22978 FNZX	**Claude Chappe** (*ex*Patris) TwinSc D.F. 2*Dks*&*deep framing*&*Shelter dk*	*4394* *3876* *2301*			...		1909	Nthmblnd S.B.Co.Ld. Newcastle	CiedesMessageries Maritimes	370·0	47·0	23·9 FK	Saigon French *WB*	T.6Cy.22½",37"&60"–42" 776NHP G.Clark,Ld.Sunderland	26 ″ 6	V †
22979 PUXA	**Claudia M.** (*ex*AntoniettaAccame) ssMsl.No.3–11,11 ssGen.No.2–20 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	3249 2844 1982	✠ 7,24	Gen	*u*		1899 10mo	Cant.Nav. diMuggiano Muggiano	Soc.Paulista de Nav.Matarazzo, Ltda. *DBa*94'	346·0 P37'B106'F29' *uE*&*B*36'ƒ142'945*t*	47·2	16·2 24·2 FK	SanPaulo Brazilian 6*BHCem* *APT*58*t*	T.3Cy.21½",35"&59"–39" 228NHP 2SB,6*cf*,GS89,HS3416 T.Richardsn&Sns.Ld.Hpl	24 ″ 3	
22980 FOGK	**Claudius Magnin** 1*Dk*	2310 1970 1253					1921	Atel.&Ch. deFrance Dunkirk	Cie.desForges et Aciéries de laMar. et d'Homécourt	292·6	41·0	20·9	Bayonne French *WB*	T.3Cy.21",33"&56"–36" 188NHP Atel.&Ch.deFrance,Dnk.		V
22981 DALW	**Claus** 1*Dk*	302 231 153					1907	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	138·7 P&B90'F17'	24·3	9·0	Stettin German *WB*	T.3Cy.9⅘",16$\frac{3}{10}$"&25⅗"–17$\frac{7}{10}$" 28NHP StettinerOderwerke		G
22982 Sunk by Explosion 3,38 DJRP	**Claus Böge** D.F 1*Dk* *CruiserStern*	2340 1832 1343					1936	Neptun-werftRostock G.m.b.H. Rostock	JohannM.K. Blumenthal	288·9 P22'Q95'B109'F25'	45·1	17·7	Hamburg German *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"–31½" &LPTurbine with DR gearing & hydraulic coupling 142NHP OttensenerMch.G.m.b.H. Altona		G
22983 DIAY	**Claus Horn** Ⓟ (*ex*MinnaHorn) *OilEng.* D.F. 2*Dks*	3177 2526 1842					1925	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0 P75'B81'F'86'	46·3	22·8	Hamburg German *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"–35⅜" 778NHP NE30 Maschinenfbrk Augsburg-NürnbergA.G.Augsburg		G
22984 DHEE	**Claus Rickmers** Sub.Sig. 2*Dks*	5165 4708 3170					1924	Nrddtsche Werftm.b.H. Weser-münde-G.	Rickmers RhedereiA.G.	401·5 P50'B133'F42'	53·2	27·5	Hamburg German *WB*	T.3Cy.28½",45¼"&74"–53½" 400NHP A.G."Weser,"Bremen		G
22985 102 SVXS	**Cleanthis** (*ex*FramlingtonCourt) ssPir.2nd.No.3–1,36 1*Dk*2*trB*	*4153* *3914* *2592*	✠100A1 1,38~~10,36~~ 4,38 ~~BS2,37~~ ✠LMC1,36	Rot	*x*	CL 8,36	1911 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Th.L.Boyazides& Co. *Cell DBa* 114'*uE*27'	375·7 P41'B231'F36' ƒ160' 808*t**FPT*96*t*	51·3	24·3 FK	Andros Greek 6*BHCem* *APT*176*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 385NHP 3SB,9*cf*,GS189,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s3 ″ 5½ 23 ″ 5½	
22986 162107 GYMZ	**Clearpool** D.F. 1*Dk*	5404 4992 3323					1935	W.Gray& Co.Ld. W Hartlepool	PoolShippingCo. (SirR.Ropner&Co. Ld.*Mgrs.*)	427·5 P62'B249'F42'	55·2	27·2	Cardiff British *WB*	2 Steam Turbines DR geared to 1 screw shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.		C
22987 142845 GKSP	**Clearton** ssNwc.No.3–8,32 ssNwc.No.1–36 1*Dk*(*Stl*)	5219 4790 3209	✠100A1 8,37~~12,36~~ ✠LMC12,36	Nwc Npt	*y*	CL ~~7,36~~ 3,38	1919 9mo *Lloyd*	Richards'n Duck&Co.Ld. Stockton '*sA&CP*	R.Chapman&Son *CellDB*	400·2 P49'B113'F40' 336'1058*t**FPT*168*t*	52·4	28·4 FK	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.26",44"&73"–48" (*s*) 180lb *100lb* 397NHP 2SB(Spt)6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0 25 ″ 3½	
22988 219686 KUGD	**Clearwater** *Fitted for oil fuel* 2*Dks*	4970 4598 3038					1920	American International S.B.Corp. HogIslandPa	MississippiShippingCo.Inc.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22989 1635 IBGZ	**Clelia Campanella** TwinSc (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	3245 2955 1965			...		1917	Baltimore D.D.&S.B.Co BaltimoreMd	TitoCampanella Soc.diNav.	293·2 P76'F26'	47·2	28·0 FK	Genoa Italian *WB*	T.3Cy.18",26½"&42"–27" 298NHP NE*made*13*refitted*27 NB*made*20*refitted*27 London&Glasgow E.&S.B. Co.Ld.Gls.	28 ″ 1	I †
22990 FOZF	**Clemenceau** (*ex*WarMersey) 1*Dk*&*Shelter dk* *Carrying oil fuel in bulk*	2429 2314 1341			...		1919	H.&C. Grayson,Ld. Liverpool	CieHavraise de Magasinage et deTransport	265·0	41·2	26·6 FK	Havre French *WB*	T.3Cy.21",34"&56"–36" 229NHP Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 10	V †
22991 121305 WADE	**Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy.Aft* D.F. 1*Dk*2*trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	ReissS.S.Co.	430·0	50·2	24·5 *WB*	Wilmgton (Del.) Utd.States	Q4Cy15",23¾",36½"&56"–40" 198NHP ChicagoS.B.Co.Chicago		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
⁕ 22992 162414 MBBL	**Clement** D.F. 1Dk&Shelter dk 3rd dk except in Nos.5&6holds CruiserStern	5051 4457 3082	✠100A1 withfreeboard ~~6,37~~ ~~11,36~~ 3,38 ✠LMC12,34	Ham Liv		CL 6,37	1934 12mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP	BoothS.S.Co.Ld. CellDB349'96	412·2 F32' 4tDTa34'772tFPT	55·7	26·0 FK	Liverpool British 8BHCem (Coll to Sh dk 7 ,, 2nd,,) 80tAPT44t	T.3Cy.24½",40½"&67"–51" & LP turbine with DR gearing & hydraulic coupling 220lb (s) FD 652NHP 3SB(Spt)9cf,GS195,HS8760 CammellLaird&Co.Ld Bkn	28 ″ 6 s3 ″ 1½ 25 ″ 7½	
22993 7920 SDIT	**Cleopatra** Carrying Petroleum in bulk OilEng. Mchy.Aft 1Dk D.F. CruiserStern	6627 6007 3883					1933	Götaverken A/B Gothenburg	RederiA/B Transocean (G.Carlsson,Mgr.)	429·8 417·0	55·2	33·9	Gothenbrg Swedish WB	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 490NHP GötaverkenA/B,Got.		N
22994 DHFW	— (exEider–35,exCleopatra) Mchy.Aft 1Dk	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·6 P&B197'F37	37·7	14·7	Hamburg German WB	T.3Cy.16½",27½"&43"–33½" 107NHP Reiherst.Maschinenf.Ham.		G
⁕ 22995 149392 MNXZ	**Clermiston** (exVreewijk) ssGmh.No.3–4,34 1Dk(Stl) Cargo battens not fitted	1448 1283 848 —	✠100A1 7,37 ~~5,36~~ ✠LMC MS4,34	Gmh ~~BS5,36~~	p 7,3 7	CL ~~4,34~~ 7,37	1921 11mo A&CP	N.V.Mach. &Scheeps. "DeWaal" Nijmegen	RavelstonS.S.Co. Ld.(Gillespie& Nicol,Mgrs.)	244·9 P20'B60'F24' CellDB204'301t	37·1	16·6 FK	Grngemth British 4BHCem APT30t	T.3Cy.17$\frac{15}{16}$",28½"&47¼"–36" 192lb 100lb (s) 171NHP 2SB,4cf,GS76,HS2906 N.V.Machinef."DeWaal"	19 ″ 0 s 2 ″ 6 16 ″ 8	
22996 145937 KMEO	**Cletus Schneider** (exThomas Adams) Mchy.Aft D.F. 1Dk2trB	3528 — 2665					1902	CraigS.B. Co. Toledo,O.	Schneider TransportationCo. (ClevelandCliffs IronCo.,Mgrs.)	370·8 F40'	50·2	24·2 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"–40" 191NHP CraigS.B.Co.Toledo		R
22997 223241 KLEV	**Clevelander** (exTwin Ports) TwinSc OilEng. Mchy.Aft 1Dk	1460 1388 840					1923	Gt.Lakes Eng.Wrks. Ashtabula,O.	NationalMotorshipCorp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States WB	Oil Engines connected to Elec.Motors&Sc.Shafts 4S.C.SA 6Cy.13"–19½" LombardGovernorCo. Salem,Mass. 2S.C.DA 5Cy.15"–17" Made&fitted31 494NHP Fairbanks,Morse,Co. Beloit,Wis.		R
⁕ 22998 109684 MJBJ	**Clewbay** (exG.Player) 3Mst ssBel.2ndNo.3–12,27 Well deck ssBel.No.2–36 Mchy.Aft 1Dk(Irn)	645 464 259	✠100A1 4,36 BS5,37 ✠LMC4,36	Bel	i	CL 4,36	1904 7mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) WB=Cell	183·0 P19'Q83'B12'F25' DBf103'162tFPT	28·6	11·1 FK&BK1¼"	Belfast British 3BHCem 58tAPT8t	C.2Cy.19½"&45"–30" (s) 140lb NDB11 82RHP 1SB,3pf,GS68,HS2240 Muir&Houston,Ld.Gls.	13 ″ 9 s 4 ″ 7¼ 13 ″ 4½	
22999 143740 MKRT	**Cliffville** (exIsabeletta–35) ssBkn.No.1–26 Mchy.Aft Well deck 1Dk(Stl)	424 294 162	✠ 7,29 ✠NB7,26	Bkn	f		1921 5mo	J.Crichton &Co.Ld. Chester	JohnS.Monks,Ld.	143·2 Q87'B9'F23' DTf15'33tFPT9t	24·1	10·8 FK	Liverpool British 4BHCem APT28t	T.3Cy.13",21"&34"–24" 80NHP 1SB,3pf,GS49,HS1520 Hawthorns&Co.Ld.Leith	12 ″ 0	
23000 219357 KORX	**Cliffwood** Fitted for oil fuel Sub.Sig. D.F. 2Dks GyC. E.S.D. Now "Morocco" see No. 39220 in Supplement	4955 4598 3103					1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormackCo.Inc. Mgrs.)	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States WB	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23001 139879 GPBZ	**Clintonia** Steel&Iron D.F. 1Dk	3106 2860 1882					1917	W.Dobson &Co. Newcastle	StagLine,Ld. (J.Robinson& Sons,Mgrs.)	331·0 P29'B97'F33'	48·0	22·2	N.Shields British WB	T.3Cy.22½",36½"&62"–42" 249NHP N.E.MarineEngCoLdNwc		C
⁕ 23002 HPFI	**Clio** TwinSc OilEng. D.F. E.S.D. ssHam.No.2–34 Mchy.Aft 1Dk(Stl)Shelter dk(Stl) Sub.Sig. CruiserStern &Web frames GyC. Longitudinal framing	~~8923~~ ~~8518~~ ~~4902~~ 8580 — 5175	✠100A1 Shelter dk withfreeboard 1,38 ~~8,37~~ ✠LMC CS5,35 DBS~~4,36~~1,38 CarryingPetroleum in bulk	Ham ~~5,35~~	d† 4,36	CL 4,35	1926 2mo Lloyd	Vulcan WerkeA.G Stettin 'sA&CP	PanamaTransportCo.(~~Waried Tankschiff RhedereiG.m.b.H. Mgrs.)~~ CellDBuE38'131tDTf36'280t	470·0 B34'F38' FPT190tAPT108t	63·2	35·2 FK	Panama Pnamanian 19BHptCem (13BHtoS dk 6 ,, ,, U ,,)	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–47¼" 910NHP 2WaterTube DB200lb DB70lb Maschfbk.Augsburg-Nurnberg,Augsburg	35 ″ 6 s 8 ″ 7 27 ″ 2	
23003 57 OHGI	— (exBittern) ssHfs.3rdNo.3–6,35 Wireless D.F.1Dk(Irn)lower dk forehold Well deck Web frames afterhold	996 — 550	✠100A1 6,37 ~~1,36~~ ✠NB4,23 ✠LMC1,35 BS~~1,37~~ 1,38	Hfs	m	OG N12,35	1897 3mo Lloyd	Caledon SB.&E.Co.Ld Dundee 'sA&CP	FinskaAng.Akt.	220·3 P&B121'F45 WB=CellDBa46'	32·0	15·5 BK8"	Helsingfrs Finnish 4BHCem f81'158t	T.3Cy.19",31"&50$\frac{5}{16}$"–33"(s) 160lb 125lb NDB29 162NHP 1W.T.BoilerHS2721 CaledonSB&E.Co.Ld.Dun.	16 ″ 6 s 1 ″ 5½ 15 ″ 9	
23004 LDFO	— 2Dks	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskab	153·9 H14t	24·2	17·5	Bergen Norwegian WB	T.3Cy.12⅝",20½"&32¼"–22⅝" 50NHP DanzigerWerft.Danzig		
23005 PJCA	— Wireless OilEng. Mchy.Aft CruiserStern 2Dks	374 287 168					1935	Gebroeders Pot Bolnes	WestIndische Scheepv.Maats.	162·6 P&B126'F21'	29·4	8·9	Curaçao Dutch WB	Oil Engines 2S.C.SA 7Cy.10$\frac{13}{16}$"–18⅞" 132NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		V
23006 162646 GPXC	**Cliona** TwinSc OilEng. Mchy.Aft D.F. ssShl.No.1–36 E.S.D. 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8375 7612 4948	✠100A1 ~~9,37~~ ~~11,36~~ 5,38 ✠LMC CS3,36 DBS~~1,36~~9,37 CarryingPetroleum in bulk	Rot ~~Cff~~ Shl ~~1,36~~9,37	c†	CL ~~4,35~~ 5,38	1931 10mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	AngloSaxon PetroleumCo.Ld. CellDBuE71'282t	456·6 472·0(O.L.) P107'B34'F42' DTf32'394tFPT23	62·0	34·1 FK	London British 14BH 9tAPT93t	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"–55⅛" 877NHP 2DB150lb Harland&Wolff,Ld.Gls	34 ″ 2 s 6 ″ 8½ 27 ″ 8¼	
23007 7267 SDPK	**Clive** 1Dk	1068 790 591					1924	Nordseewerke A.G. Emden	ÅngfartygsA/B "Ostersjön"(Adolf Bratt&Co.Mgrs.)	213·7 P14'Q55'B54'F27' H110t	35·0	12·9	Gothenbrg Swedish WB	T3Cy17¾",29$\frac{1}{10}$"&46$\frac{1}{10}$"–31½" 119NHP FriedrichWilhelmsHütte, Mülheim,Ruhr		G
23008 1426 IBVH	**Clizia** (exAppalachee, exDuffield) 3Mst ssMdb.2ndNo.3–10,19 Mchy.Aft D.F. ssRot.No.1–23 Fitted for oil fuel 1Dk(Stl)&Spar dk(Irn)&Web frames Carrying Petroleum in bulk	3698 3391 2249	✠ 9,26 ✠	NYk	w		1894 1mo	TyneI.S.B. Co.Ld. Newcastle	ApeAnonima Petroliere CellDB68'188t	348·8 340·0 P81'B38'F35' FPT	44·2 44·2	28·4 22·1 29·1 FK	Genoa Italian 14BHCem 112tAPT30t	T.3Cy.26",41"&68"–48" 349NHP 3SB,9rf,GS150,HS5667 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	IC †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté s'en est dans le L.R. Durée Cert. Réfrig.
✻ 23009 147373 EIGX	**Clonlara** ssLiv.No.2-34 *Ref.Mchy.* 1*Dk*(*Stl*)	1203 984 485	✠100A1 4,37 ~~5,36~~ ✠LMC MS7,34 BS~~2,36~~4,37	Liv	*q*	CL 11,35	1926 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co.Ld (S.J.K.Roycroft, *Mgr.*) *CellDBa&uE*	253·1 P64'B78'F78' FK 71'*f*104'308*t* *FPT*	37·2	16·6	Limerick British 5*BHCem* 31*tAPT*31*t*	T.3Cy.20",33"&53"-39" (*r*) 185lb 239NHP 2SB,6*cf*,GS124,HS4325 CaledonSB.&E.Co.Ld.Dun	17 ″ 6 s1 ″ 9 16 ″ 0½	
✻ 23010 164495 MBTM	**Clova** (*ex*Andoni-37) *OilEng.* *Mchy.Aft* Wireless 1*Dk* *CruiserStern*	310 223 157	✠100A1 ~~3,37~~ ~~11,36~~10,37 4,38 ✠LMC6,35	Hul ~~Shl~~ Dun	*e*	CL ~~9,35~~ 10,37	1935 6mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole '*sA&CP*	Dundee,Perth& LondonShipping Co.Ld.	140·5 P36'F15' FK *CellDB*91'114*t* *FPT*	24·6	7·8	Dundee British 3*BHCem* 42*tAPT*16*t*	Oil Engines 4S.C.SA 6Cy.11"-17½" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 1 s ″ 11½ 9 ″ 2½	
✻ 23011 160767 GQZJ	**Clumberhall** ssBry.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5198 4739 3097	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ 2,38 BS~~11,36~~ ✠LMC12,34 12,37	Hpl ~~Gl~~ Mel	*a*†	CL 6,36	1930 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*373'1256*t* *DTa*29'1130*t*	425·2 438·5(O.L.) F37' FK *FPT*178*tAPT*161*t*	55·3	25·6	W.Hartlpl British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Q.4Cy.20",28½",41½"&61"- 48" 260lb (*s*) 441NHP 3SB(Spt),9*cf*.GS145, HS6258 FD Cen.Mar.EWrks.Ld W Hpl	28 ″ 4 s 3 ″ 5 25 ″ 1½	
✻ 23012 160318 GNVJ	**Clunepark** ssShl.No.2-37 D.F. 1*Dk*(*Stl*)	3491 3241 2153	✠100A1 1,37 ✠LMC1,37	Shl	*v*	CL 12,36	1928 4mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*)	350·0 362·6(O.L.) P30'B98'F29' FK *CellDB*301'800	49·0	23·7	Greenock British 6*BHCem* *APT*99*t*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS113,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 7½ 21 ″ 7½	
23013 111148 VOBJ	**Clyde** ssNFL 3rdNo.3-5,36 ~~ssNFL.2ndNo.3-4,24~~ ~~ssNFL.No.2-32~~ 1*Dk*&*Webframes*& *lower dk in Main hold*	439 342 199	✠100A1 5,37 ~~5,35~~ ✠NB5,28 ✠LMC5,36 BS~~5,35~~3,38	NFL	*y*	2,36	1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland Railway-Steam- shipDept.)	154·7 166·0(O.L.) F18' ND12 BK7" *CellDBa&uE&B*	25·1	12·6	SJhnsNFL British 4*BHCem* 47'*f*61'84*t*	T.3Cy.15",24"&40"-30" (*r*) 160lb 99RHP 1SB,3*cf*,GS51,HS1533 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
23014 27000 JCZD	**Clyde Maru** ssKob.No.3-1,33 2*Dks*(*Stl*)	5498 4996 3424	✠ [illegible] 5,37 ~~✠LMC1,36~~	Osa	*z*	CL 2,35	1920 5mo	Asano S.B.Co. Tsurumi A&CP	NanyoKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'949*t*	53·2	29·4	Fuchu Japanese 6*BHCem* *APT*27*t*	T.3Cy.26",43¾"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	32 ″ 0 ~~s 6 ″ 7~~ ~~25 ″ 0~~	
23015 147943 GKLM	**Clydebank** TwinSc ssLiv.No.3-3,37 *OilEng.* ~~ssCff.No.2-34~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	5156 4768 3113	✠100A1 *withfreeboard* ~~3,37~~ ~~9,36~~ 8,37 3,37 ~~[illegible]~~ ✠LMC~~2,34~~ DBS3,38 ~~✠LMC(M)1,36~~ *Carrying vegetable oil in deep tank*	Cal ~~Liv~~	*a*†	CL 2,37	1925 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*357'1121*tD*	420·0 433·7(O.L.) FK *Coll* *Tf*32'1067*t tanks bet*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Shdk* 6 ,, ,, 2*nd* ,, *ween tunnels*	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. 115'251*tFPT*106*tAPT*132*t*	29 ″ 1 s 3 ″ 7½ 25 ″ 8	
23016 98681 MKJG	**Clydebrae** Iron&Steel2Mst (*ex*Princess ssBel.3rdNo 3-11,30 Sophia,*ex*Topaz) ssBel.No.1-35 *Mchy.Aft* 1*Dk*(*ptIrn*) *Well deck* *Irn framing&Stl plating*	515 374 222	✠100A1 ~~6,36~~ 10,37 ✠NE8,18 ✠LMC10,34 ✠NB06*refitted*8,18 BS3,37	Bel	*h*	CL 6,36	1891 12mo	Scott&Co. Bowling A&CP	H.Craig&Co.	175·4 Q86'B10'F25' BK7½" *WB*=*CellDB*96'	26·7	10·7	Belfast British 3*BHCem* 120*tFPT*15*t*	T3Cy14 7/16",28⅛"&36"-27"(*s*) 180lb 70RHP 1SB,3*pf*,GS52,HS1321 Douglas&GrantLd. Kirkcaldy	13 ″ 0 s ″ 8½ 12 ″ 11½	
✻ 23017 149173 GSNK	**Clydefield** *OilEng.* ssShl.No.2-36~~ssBkn.No.1-33~~ D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7365 6578 4329	✠100A1 ~~4,37~~ ~~7,36~~4,38 ✠LMC CS4,37 DBS~~4,37~~4,38 7,36 *Carrying Petroleum in bulk*	Shl Gls		CL ~~11,34~~ 4,38	1928 7mo *Lloyd*	D&W Hen- dersn&Co.Ld. Glasgow '*sA&CP*	FieldTankS.S.Co. Ld. (Hunting& Son,Ld.*Mgrs.*) *CellDBuE*67'234*tD*	450·5 P89'B41'F44' FK len 35 *Tf*32'412*tFPT*185*t*	57·8	32·7	Newcastle British 16*BHptCem* *APT*261*t*	Oil Engines 4S.C.SA 8Cy.29⅝"-72 13/16" 647NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s 6 ″ 5½ 26 ″ 7½	
23018 121243 GWJM	**Clydesdale** Ⓟ Wireless 1*Dk*	401 302 155					1905	Scott& Sons Bowling	DavidMacBrayne Ld.	151·1 P&B95'F40'	26·1	12·4	Glasgow British *WB*	T.3Cy.15",25½"&41"-30" 85RHP Ross&Duncan,Glasgow		BT till ~~5,37~~ 5,38
23019 93890 MKPV	**Clydevalley** (*ex*Londoner, Iron *ex*Balniel) 1*Dk*	460 363 223			...		1886	M'Ilwaine Lewis&Co.Ld Belfast	ColonialShippers Ld. (C.O.Maguire, *Mgr.*)	174·0 Q95'F27' FK	26·1	12·6	Glasgow British *WB*	C.2Cy.22⅝"&44"-30" 80RHP M'Ilwne,Lewis&CoLd.Bel	13 ″ 5	
23020 161158 GPBY	**Clytoneus** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*&*pt dk* *Longitudinal framing at Upr& Bridge dk*	6278 5191 3848					1930	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	432·5 P43'B260'F50'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 700NHP Scott'sS.B.&E.Co Ld.Grk.		BT till ~~10,37~~ 10,38
23021 XCCJ	**Coahuila** Ⓟ ssN.Os.No.1-20 *Fitted for oil fuel* 2*Dks*(*Stl*)	2876 — 1892	✠ 10,25 ✠	SFo	*l*		1916 5mo	W Cramp& SonsS&EBCo Philadelphia	MexicanGovern- ment(operatedby TransportesMar- itimos y Vias Fluviales S.C.M.deR.L.) ~~S.C.L.)~~ *CellD*	304·6 B90'F36' FK B248'605*tFPT*108*t*	45·2	20·1	Progreso Mexican 6*BHCem* *APT*148*t*	T.3Cy.20",33"&55"-36" NB37 GS107, 262NHP 2SB,6*cf*,~~GS108~~,HS3994 W.Cramp&SonsS&EBCo.	22 ″ 8	
23022 To be Broken up ~~[illegible]~~ ~~GDLC~~	**Coalby** (*ex*Kamouraska) ssHfx.No.3-5,23 ssHpl.No.2-31 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *TopsideTanks* *Longitudinal framing*	4903 4520 2673	✠~~100A1~~ 3,35 ~~[illegible]~~ ~~✠LMC4,31~~	Hfx	*x*	CL 3,34	1911 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	~~Townsend~~ ~~Brothers(Ship-~~ ~~ping),Ld.~~ *CellDBa*	375·0 P29'B100'F36' FK 126'*uE*&*B*42' *f*159'1018*tTopsi*	52·0	28·1	Japanese 6*BHCem* *deTanks*326'	T.3Cy.26",44"&73"-48" (*s*) 180lb 479NHP 3SB,9*cf*,GS160,HS6767 FD G.Clark,Ld.Sunderland 1024*tFPT*215*tAPT*240*t*	30 ″ 9 ~~s 6 ″ 0½~~ ~~24 ″ 1½~~	
23023 147703 GNVT	**Coalfax** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2482 2136 1813					1927	Furness S.B.Co.Ld Haverton Hill-on-Tees	CoalCarriers Corporation,Ld.	253·0 F35'*Trunk*147'	43·3	25·3	Middlsbro' British *WB*	T.3Cy.16",27"&44"-33" 111NHP ShieldsE.&DD.CoLd NShl		C
23024 160508 VGLW	**Coalhaven** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2362 2119 1370					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaS.S.Lines, Ld.	252·5 F35'*Trunk*145'	43·4	22·8	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP Earle'sS.B.Co.Ld.Hull		C
23025 207665 KJGB	**Coalinga** *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	875 — 563					1910	Moore& ScottI.Wks. Oakland	TideWater AssociatedOilCo.	193·0	38·0	13·1	S.Frncisco Utd.States	C.2Cy.14"&32"-24" Moore&Scott 42NHP IronWorks,Oakland,Cal.		
23026 225135 WKCW	**Coamo** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	7057 — 4208					1925	NwprtNws S.B.&DD.Co NewprtNews	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	429·0 B250'F71'	59·5	35·0	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NewportNewsSB.&DDCo.		R
23027 218059 KIFQ	**Coast Banker** (*ex*PointBonita-37, *ex*BoundBrook) *Fitted for oil fuel* 1*Dk*2*trB in fore & after holds* &*Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23028 219585 KUCD	**Coast Farmer** (*ex*PointArena-37, *ex*RiversideBridge) *Fitted for oil fuel* 1*Dk2trB in fore & after holds & Web frames*	3290 3005 2042			...		1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd. States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28″6	R †
23029 218944 KOCN	**Coast Merchant** (*ex*PointMontara-37, *ex*Federal Bridge) *Fitted for oil fuel* 1*Dk2trB in fore & after holds & Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd. States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28″6	R †
23030 219859 WSBK	**Coast Miller** (*ex*PointGorda-37, *ex*Neshobee) *Fitted for oil fuel* 1*Dk2trB in fore & after holds & Web frames*	3283 3005 1996			...		1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd. States *WB*	DRGearedSteamTurbine 368NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28″6	R †
23031 219758 KURD	**Coast Shipper** (*ex*PointSur-37, *ex*EastChicago) *Fitted for oil fuel* 1*Dk2trB in fore & after holds & Web frames*	3286 3005 2030			...		1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd. States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28″6	R †
23032 219588 KUCJ	**Coast Trader** (*ex*PointReyes-37, *ex*HolyokeBridge) *Fitted for oil fuel* 1*Dk2trB in fore & after holds & Web frames*	3286 3005 2030			...		1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd. States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28″6	R †
❋ 23033 137466 MFXL	**Coastville** (*ex*Pentland Coast-34, *ex*Blarney, *ex*WexfordCoast) **3Mst** *ss*Qns.No.3-6,28 *ss*Apl.No.2-36 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	423 274 164	✠100A1 9,36 ✠LMC BS~~2,36~~5,37 MS9,36	Apl		CL 5,35	1915 7mo *Lloyd's A&CP*	J.Fullerton&Co. Paisley	JohnS.Monks,Ld.	150·2 Q86'B9'F26' FK FPT	23·9	10·5	Liverpool British 3*BHCem* 38*t APT*18*t*	C.2Cy.18″&38″-27″ (*s*) 130lb 87RHP 1SB,3*pf*,GS53,HS1650 Ross&Duncan,Glasgow	11″6 s4″2 11″5	
23034 207187 WKCZ	**Coastwise** *Mchy.Aft* 1*Dk2trB*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	359·0 P77'B17'F34' 30·0	49·3	23·9	Prtlnd,Me. Utd. States *WB*	T.3Cy.24¼″,38½″&64″-45″ 275NHP NewYork SB.Co.Cmdn.NJ		R
23035 142844 GCDB	**Coatsworth** *ss*Nwc.No.1-37 *ss*Nwc.No.3-11,32 1*Dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	2555 2244 1418	✠100A1 11,37~~2,36~~ BS~~2,37~~ 3,38 ✠LMC~~11,32~~ MS11,37	Shl Nwc	*t*	CL 1,37	1919 9mo *Lloyd's A&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh, Ld.*Mgrs.*) *CellD*	302·9 P33'B80'F32' FK *B*260' 669*t FPT*72*t*	42·9	20·7	Newcastle British 6*BHptCem* *APT*170*t*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb *100lb* 262NHP 2SB,6*cf*,GS124,HS4426 DunlopBremnr&CoLdPGl	23″0 s3″4¾ 19″10	
23036 217953 WPUU	**Coaxet** *Fitted for oil fuel* Sub.Sig. 1*Dk* *Longitudinal framing*	6038 5500 3742					1919	GMStandifer Cnst.Corp. Vancouver, Wash.	UnitedStates Maritime Commission	401·4 P48'B81'F37'	53·2	31·9	Portlnd Or Utd. States *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
23037 155346 VJZR	**Cobargo** **TwinSc** *CruiserStern* *Ref.Mchy.* Wireless 1*Dk*	860 517 352					1929	AilsaS.B. Co.Ld. Ayr	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller, *Mgr.*)	190·3 Q111'B61'F35'	34·4	9·5	SydneyNSW British *WB*	T.6Cy.12½″,20″&32″-24″ 100NHP AilsaS.B.Co.Ld.Troon		C
❋ 23038 EADO	**Cobetas** (*ex*Guadalquivir, *ex*Adelina) *ss*Cdz.No.3-5,26 *ss*Bbo.No.2-35 D.F. 2*Dks*(*Stl*)	*3945* *3706* *2470*	✠100A1 12,36 BS9,36 ✠LMC7,34	Cff	*x*	CL N12,36	1914 4mo *Lloyd's A&CP*	Russell& Co. PortGlasgow	Cia.Naviera Vascongada *CellDBa*115'*uE*	359·7 P40'B102'F46' FK 26'*f*145'789*t FPT*8	49·9	26·9	Bilbao Spanish 6*BHCem* 2*t APT*57*t*	T.3Cy.25″,41″&68″-45″ (*r*) 180lb *100lb* 375NHP NDB19*refitted*30 2DB,8*cf*,GS138,HS6300 Rankin&Blackmore,Grk.	29″4 s5″2¾ 24″4	
23039 DHEG	**Cobra** Ⓟ **TwinSc** Sub.Sig. 2*Dks3trB*	2132 1575 906					1926	Vulcan Werke,A.G. Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	270·3	40·1	20·6	Hamburg German *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts VulcanWerke,A.G.Stettin		G
23040 146705 GFPX	**Cochrane** *ss*Nwc.No.3-3,36 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7203 6577 4485	✠100A1 ~~11,36~~ 11,37 BS7,37 ✠LMC4,36	PNl	*b*†	CL 2,36	1923 3mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	ElderDempster Lines,Ld. *CellDB*	440·0 P37'B188'F49' FK 378'1299*t FPT*142*t*	59·2	31·1	Liverpool British 7*BHCem* *APT*40*t*	3 Steam Turbines DR Geared to 1 Sc. Shaft (*s*) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33″11 s7″3¼ 26″9¾	
23041 219030 KJGC	**Cockaponset** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	5995 — 4443					1919	Pacific CoastS.B.Co. BayPoint, Cal.	UnitedStates Maritime Commission	402·5 P34'B80'F38'	53·0	32·0	S.Frncisco Utd. States *WB*	DRGearedSteamTurbine KerrTurbineCo.Wellsville		R
23042 220608 KDEX	**Cody** *Fitted for oil fuel* D.F. GyC. 2*Dks*	5104 4598 3113					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23043 219482 KOVV	**Coelleda** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4986 4598 3048					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23043* PDKZ	**Coeta** (*ex*Spica) *OilEng.*	310 — 153					1937	Gebr.van Diepen Waterhuizen	H.Tattje	128·0	24·0	9·0	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″-14$\frac{3}{16}$″ 62NHP AppingedammerBrons Motorenfb.N.V.		
23044 8449	**Cohoes** (*ex*Haven, *ex*ErastusCorning) **Wood**	930 — 632					1857	Tietgen& LangD.D.Co. Hoboken,N.J	HudsonRiverNav. Corp.	175·6	34·7	10·4	NewYork Utd. States	T.3Cy.12¾″,21½″&35″-24″ NE&B24 60NHP DominionBridgeCo.Mtl.		
❋ 23045 165498 GZZC	**Coimbra** D.F. E.S.D. GyC. 2*Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Rudder electrically welded*	~~7200~~ 6768 6244 3976	✠100A1 1,38~~7,37~~ ~~(Class Contemplated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,37 F P. above 150° F.* ✠LMC7,37	Kel Mob		CL	1937 7mo *Lloyd's A&CP*	Howaldtswerke A.G. Kiel	~~SoconyVacuumOil Co.Inc.~~Standard Transportation Co.Ld. *CellDBuE*71'21	422·8 433·5(O.L.) P82'B28'F42' FK 0*tDTf*28'388*tFPT*2	60·4	32·8	London British 11*BHptCem* *ptAsp* 37*tAPT*49*t*	C.4Cy.(2)22$\frac{1}{16}$″&(2)47¼″-47¼″ ~~170lb~~ 190lb ~~228lb 100lb~~(*s*) 550NHP 3SB(Spt),9*cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel	33″0 s6″0¾ 27″1½	
23046 217776 KJGF	**Cokesit** *Fitted for oil fuel* Sub Sig. 2*Dks* *Longitudinal framing*	6176 — 4401					1919	G. M. Standifer Construct.Corp. Vancouver, Wash.	UnitedStates Maritime Commission	401·0	53·0	34·6	Portlnd,Or Utd. States *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens,Rentschler Co.		R

Now "Adelfi Chandri," see No. 37174 in Supplement

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade
23047 256 IBXH	**Col di Lana** *OilEng.* ssTri.No.3-7,37 ~~ssH.Kg.No.2-34~~ D.F. *2Dks(Stl)*	5891 4431 3709	✠100A1 ~~7,37~~ ~~10,36~~ 2,38 ~~✠LMC CS12,34~~ DBS~~1,36~~ ~~6,36~~ 11,37 ✠LMC7,37	Gen Mfl	*y*	CL ~~1,35~~ N7,37	1926 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	Nav.Gen.Gerolimich&Co.Soc.in Azioni *CellDB325'1116t* *DTa52'1000t*	416·8 P34'B261'F44' FK *FPT94tAPT86t*	53·2	24·7	Trieste Italian *8BHptCem* *(1 to 2nd dk)*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27″10 s3″7½ 24″5	
23048 128789 VJCD	**Colac** (*ex*Dinoga) ssMel.No.1-37 ssMel.No.3-1,32 *1Dk(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3341 3010 1939	✠100A1 ~~8,37~~ ~~4,35~~12,37 ~~BS3,36~~ ✠~~LMC1,32~~ BS~~3,37~~2,38 3,56	Mel	*v*	N10,36	1920 2mo	N.S.W. Govt.Dckyd. Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellDB277'885tFPT118tAPT204t*	331·0 341·0(O.L.) P31'B95'F30' FK	47·9	23·5	Melbourne British *5BHCem*	T.3Cy.25",41"&68"-45" (*s*) 190lb 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W.	26″1 s4″5¾ 21″10	
23049 150421 VGBW	**Colborne** Ⓟ (*ex*Canadian Skirmisher-32) ssMtl.No.3-6,33 *Ref.Mchy.* ssMtl.No.1-37 *2Dks(Stl)*	6230 4867 3886	✠100A1 ~~4,37~~ ~~8,36~~ 7,37 ✠LMC4,37 ~~MS6,33~~ ~~BS4,36~~ ✠Lloyd'sRMC~~7,37~~9,37 4,38 *Fitted for oil fuel 4,21 F.P. above 150° F.*	Mtl ~~Hfx~~	*y*	CL N8,36	1921 4mo *Lloyd*	WallaceSB &D.D.Co.Ld. Vancvr,B.C. '*sA&CP*	CanadianSkirmisher,Ld. (Canadian NationalSteamships,*Mgrs.*) *CellDB329'920tFPT146tAPT123t*	400·0 P49'B113'F41' FK	52·4	28·7	Montreal British *6BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld.	31″0 s5″3½ 26″3	
23050 219547 KUBB	**Cold Harbor** *Fitted for oil fuel* Sub.Sig. *2Dks*	5010 4598 3065					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y		R
23051 219293 KOQK	**Coldbrook** *Fitted for oil fuel* Sub.Sig. *2Dks*	5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23052 219546 KOZZ	**Collamer** *Fitted for oil fuel* Sub.Sig. *2Dks*	5112 4598 3133					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y		R
23053 146693 GJPS	**Collegian** (*ex*RoyalPrince-35, *ex*LondonCommerce) ssBkn.No.3-7,35 D.F. *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern* *Cargo battens not fitted* *inShelter'tween dks*	7886 7362 4934	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~1,37~~ BS12,37 ~~BS9,35~~ ✠LMC7,35 *Carrying vegetable oil in after deep tanks* *Fitted for oil fuel 1,23 F.P. above 150° F.*	Gls Liv	*c*†	CL ~~6,35~~ 12,37	1923 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *Duct keel in Blr. space&forward154'*	450·4 471·6(O.L.) F42' *on Shelter dk* FX *Collision BHtoShdk* *6 " " U "* *CellDB366'1568tDTf33'967tD*	58·0	38·3	Liverpool British *ptCem*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb 1010NHP 4SB,*16cf*,GS312,HS13314 FD Richardsons,Westgarth& Co.Ld.Mdb. *Ta33'797tFPT68tAPT82t*	41″0 s11″1½ 30″2	
23054 FONF	**Colleville** (*ex*MatelotHuguen) *1Dk*	2012 — 1182					1922	Government Yard Cherbourg	Soc.Nav.Caennaise (G.Lamy&Cie, *Mgrs.*)	270·3	39·5	19·6	Caen French	T.3Cy.18",30"&49"-38" Etablissement 148NHP Nationald'Indret,Indret		V
23055 CBAA	**Collico** (*ex*Atacama,*ex*Tiltil, *ex*Kjöbenhavn, ssVpo.4thNo.3-3,38 *ex*Acme, *ex*Langoe) *1Dk(Stl)&* *Well deck* *Web frames*	2274 1756 1464	✠100A1 3,38~~10,35~~ ~~BS9,36~~ ✠LMC~~2,34~~ 3,38	Vpo	*s*	CL ~~2,34~~ 2,38	1890 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	Cia.Carbonifera y deFundición Schwager	290·0 P27'Q94'B112'F29' BK10' *DBa96'f108'452t*	38·1	20·3	Valparaiso Chilian *5BHCem*	T.3Cy.21½",35"&58"-39" 130lb NDB06 204NHP 2SB,*6rf*,GS90,HS3090 Cen.Mar.Eng.Wrks.WHpl	22″2	
23056 147682 VGMT	**Collier** (*ex*CollierNo.1) *(Self-Unloader)* *Mchy.Aft* *1Dk*	1858 1633 930					1924	Vickers, Ld. Barrow	CanadaS.S.Lines, Ld.	249·2 F38'	43·2	18·3	Montreal British *WB*	C.2Cy.24"&48"-36" 110NHP VickersLd.Barrow		C
23057 219778 KUKX	**Collingsworth** *Fitted for oil fuel* Sub.Sig. *2Dks*	5101 4598 3125					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23058 117089 VGNZ	**Collingwood** **Iron&Steel** *Mchy.Aft* *1Dk*	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	386·0	50·0	23·0	Collingw'd British *WB*	T.3Cy.21",35"&57"-42" 211NHP CollingwoodS.B.Co.Ld.		R
23059 229 ILQN	**Colomba Lofaro** (*ex*ColombaL, *ex*MatteoVerderame,*ex*Oberon)	897 763 543					1890	Huijgens& vanGelder Amsterdam	RosarioLofaro	210·9 Q66'H45'F26' *WB*	30·6	15·6	Naples Italian	T.3Cy.15",25"&40"-36" 96NHP Maats.de"Maas,"Rot.		I
23060 PDLA	**Colombia** Ⓟ **TwinSc** *OilEng.* ssAms.No.1-34 *3Dks(Stl-weather dk* teak s) *Ref.Mchy.* *4thDk(Stl)in foreholds* D.F. *CruiserStern*	10782 7649 6336	✠100A1 *withfreeboard* ~~6,37~~ ~~1,37~~~~10,37~~ 3,38 ✠LMC CS9,35 DBS~~8,36~~10,37 ~~4,36~~6,37 ✠Lloyd'sRMC~~6,36~~ ~~6,37~~ 5,38~~12,37~~	Ham	*d*†	OG ~~5,34~~ 3,37	1930 10mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	N.V.Koninklijke Nederlandsche StoombootMy *CellDB385'1415tTanks in way of tunnels61t*	429·5 457·1(O.L.) P9'B169'F85' FK *DTsa14'295t FPT110tAPT71t*	61·7	36·0	Amstrdam Dutch *7BHptCem* *ptAsp* *(Coll to W dk* *6 " 2nd ")*	Oil Engines 4S.C.SA 16Cy.30⅛"-55⅛" 1456NHP 2DB*115lb* Werkspoor,Amsterdam	39″6 s13″0¾ 26″8½	
23061 231976 WKEG	— Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. E.S.D. GyC.	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	ColombianS.S. Co.Inc.	385·0 P39'B183'F43'	57·5	31·5	NewYork Utd.States *WB*	3SRgearedSteamTurbines NewportNewsSB.&DD.Co		R
23062 LDFD	— *1Dk*	794 607 456					1893	Bergens Mek.Værks. Bergen	A/S Pretex (T.Evers,*Mgr.*)	206·2 Q57tB97tH5tF30t	29·7	12·0	Haugesnd Norwegian *WB*	T.3Cy.16½",26½"&43"-30" 101NHP BergensMekVærksBergen		N
23063 FNTH	**Colombie** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. *3Dks*	13391 10390 7554					1931	Atel.&Ch. deFrance Dunkirk	Cie.Générale Transatlantique	488·0 B252'	66·6	42·2	Havre French *WB*	6SteamTurbinesS.R. gearedto2Sc.Shafts Atel.&Chantiers dePenhoet,St.Nazaire		V
23064 1581 IBYH	**Colombo** Ⓟ **TwinSc** (*ex*SanGennaro) ssGen.No.3-1,30 D.F. ssGen.No.1-35 *3Dks(Stl)&Shade dk(Stl-ws)*	11760 7509 6022	✠100A1 ~~6,37~~~~2,37~~ 10,37 ~~BS2,37~~ ✠LMC3,35 11,37 *Fittedforoil fuel 1,30 F.P. above150° F.*	Gen	*g*†	CL P3,35 SN3,36	1917 7mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	LloydTriestino Soc.Anon. diNav. *CellDB 451'1366t DT24'257tFPT98tAPT62t*	536·3 518·0 B242'F56' *on Shade dk* FK	64·0	24·2 32·3	Genoa Italian *8BHCem*	Q.8Cy.28½",40",57"&80"-51" 220lb (*s*) FD 1826NHP 12SB,*36cf*,GS775,HS29604 Palmers'Co.Ld.Newcastle	35″0 s11″9½ 23″9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
23065	**Colon** (*ex*Vaccares-37) 2*Dks*	2997 — 1742					1924	Atel.&Ch. delaSeine Marit. LeTrait(S.I.)	HanseaticaAschpurwis&Veltjens S.A.(Hansegesellschaft Aschpurwis &Veltjens,*Mgrs.*)	313·6 P164'F29'	45·9	20·1	Panama Pnamanian *WB*	T.3Cy.21⅝",36"&59"-42" 225NHP Atel.&Ch.dela SeineMar.LeTrait(S.I.)	23 ″ 3 s3 ″ 2¼ 20 ″ 1¼	V
23066 143420 GCKD	— *ss*Gls.No.3-4,32 D.F. *ss*Ant.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1803 1552 983	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~11,36~~ ✠LMC11,36 BS11,37	Ant ~~Liv~~	*r*	CL 10,36	1919 9mo *Lloyd*	H&C.Grayson,Ld. Liverpool *'sA&CP*	MacAndrews&Co. Ld. *Collis* *CellD*	265·0 *ionBHtoShelter dk* *B224' 408t FPT63t*	41·2	18·8 FK	London British *Cem* *3BH to U dk* *APT18t*	T.3Cy.21",34"&56"-36" (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 ″ 0 s ″ 10 20 ″ 4¼	
23067 127553 WDDS	**Colonel** *Mchy.Aft* D.F. 1*Dk*2*tr*B	3597 — 2992					1901	Detroit S.B.Co. WyndtteMch	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.18",29"&48"-40" 146NH DetroitS.B.Co.Detroit		R
23068 163389 MBJK	**Colonel Crompton** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1495 1119 844	✠100A1 9,37 ~~9,36~~ ✠LMC9,33	Sld	*p*	CL ~~9,36~~ 8,37	1933 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP* *CellD*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld.) *BuE23'f162'425t*	237·0 Q145'B16'F22' *DTf142t FPT158t*	38·2	15·9 FK	London British 4*BHptCem* *APT25t*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 158NH 1SB,3*cf*,GS62,HS2668 J.Dickinson&Sons,Ld.Sld.	17 ″ 11 s5 ″ 4¾ 16 ″ 7¾	
23069 202033 WIFK	**Colonel E. M. Young** (*ex*E.M.Young,*ex*Hoover&Mason) *Mchy.Aft* (*Self-Unloader*) D.F. 1*Dk*	6412 — 5362					1905	Gt.Lakes Eng.Works, Ecorse,Mich.	UnitedS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18",27"47"&63"-42" NB11 251NH Gt.LakesEng.WksDetroit		R
23069* 209185 WTBM	**Col. James M. Schoonmaker** *Mchy.Aft* D.F. GyC. 1*Dk*	8603 — 6650					1911	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	590·0 F56'	64·2	34·2	Pitsbrg Pa Utd.States *WB*	Q4Cy22¾",33¼",48"&69"-42' 309NHP GtLakesEngWrks.Detroit		R
23070 225394 WPBE	**Colonel James Pickands** *Mchy.Aft* D.F. GyC. 1*Dk*	8151 — 6442					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	586·0	60·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"-42" 274NH AmericanS.B.Co.Lorain,O		R
23071 CSCW	**Colonial** Ⓟ (*ex*Assyria, **TwinSc** *ex*Ypiranga) *Ref.Mchy.* 2*Dks*	8309 — 5218					1908	Frd.Krupp Akt.Ges. Kiel	CiaColonialdeNav.	449·8 P290'F79'	54·9	27·8	Loanda Portuguese *WB*	Q8Cy21⅓",31⅛",45 5/16"&65⅝"-47¼" 332NHP Frd.KruppA.G.Kiel		C
23072 147355 GCRL	— *ss*Liv.No.2-34 2*Dks*(*Stl*)	5108 4747 3129	✠100A1 8,37 ~~3,37~~ BS~~8,36~~ ✠LMC10,34 11,37	Liv Lon	*y*	CL 2,36	1926 2mo *Lloyd*	D&WHendersn&Co.Ld Glasgow *'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB340'1130t* *DTa29'752tFPT7*	396·0 407·8(O.L.) P37'B128'F40' *8tAPT24t*	52·6	28·0 FK	Liverpool British *Cem* 7*BH to U dk* 1 ,, ,, *2nd* ,,	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NH 2DB(Spt),12*cf*,GS210, HS7706 D.&W.Henderson&Co.Ld.	30 ″ 7 s5 ″ 9¾ 25 ″ 0	
23073 226701 KLEW	**Colonial Beacon** **TwinSc** *Carrying petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk*	1224 — 727					1927	SunS.B.& D.D.Co. Chester,Pa.	ColonialBeaconOil Co.	246·2	40·1	14·6	Boston Utd.States	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbanksMorseCo.		R
23074 219989 KURM	**Coloradan** (*ex*Willboro-37, *ex*EasternAdmiral) *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6557 6089 4134			...		1920	OsakaIron Works,Ld. Osaka	American- HawaiianS.S.Co.	414·7 P32'B148'F45' *on* *Shelter dk*	55·7	31·9 FK	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks.Ld.Osaka	34 ″ 8	R †
* 23075 1550 IBLH	**Colorado** (*ex*Wm.F.Herrin) *ss*Gen.No.3-6,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	5039 4510 3083	✠100A1 ~~7,37~~ ~~11,36~~ 10,37 BS~~7,37~~ ✠LMC6,34 *CarryingPetr* *Fitted for oil*	Gen ~~Tri~~ Pal *oleum* *fuel 3*	*y* *in* ,11	CL ~~N5,34~~ 7,37 *bulk* *F.P. a*	1911 3mo *bove 1*	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 50 °F. *CellDB*	Soc.Anon.diNav. "Perseveranza" (G.Chiarella,*Mgr*) *uE&B79'f56'381t*	378·0 P128'B50'F45' *FPT45tAPT109t*	52·1	29·5 FK	Genoa Italian 11*BHCem* (8 *to U dk* 3 ,, *M* ,,)	T.3Cy.24½",40"&68"-48"(*r*) 200lb *160lb* 461NHP 4SB,12*cf*,GS226,HS8320 NewportNewsSB&DD.Co	30 ″ 0	
23076 219701 KJGH	— (*ex*LakeGalisteo) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*tr*B	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26'	43·9	25·9 FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 4	R †
23077 218612 KILK	**Colorado Springs** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	6864 6752 5347					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·5	54·2	27·1	Lake Charles,La Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23078 LDLK	**Columba** Wireless D.F. 1*Dk*	1118 826 618					1929	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskap	223·8 Q77*t*B89*t*H75*t*F31*t*	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
23079 OZGD	**Columbia** **TwinSc** D.F. *OilEng.* *ss*Rot.No-2-36 2*Dks* ~~1*Dk*&*Shelter Dk*~~ *Tonnage opening closed*'38	6049 4127 3760	✠100A1 *withfreeboard* 7,37 ~~12,36~~ ✠LMC DBS~~6,36~~6,37	Rot Syd CS12,36 12,36	*z*	CL PN 12,36 s2,36	1928 12mo *Lloyd*	A/S Nakskov.Skibs. Nakskov *'sA&CP*	A/S D/S Orient *Tween dkBHs* *exceptCollBHdispensed with* *CellDB339'1124tFPT110tAPT153t*	384·7 F38'	54·4	24·6 32·6 FK	Copnhagn Danish 6*BHptCem* *CollBHto Weather dk* 5*BHto2nd dk*	Oil Engines 4S.C SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s9 ″ 4¼ 26 ″ 2	
23080 127665	— Ⓟ 1*Dk*	968 — 549					1902	Detroit S.B.Co. Wyandotte	Detroit&Windsor FerryCo.	200·0	45·0	18·0	Detroit, Mich. Utd.States	T.3Cy.21½",34"&54"-36" 175NHP DetroitS.B.Co.Detroit		
23081 33079 JPZB	**Columbia Maru** *OilEng.* *ss*Kob.No.2-36 2*Dks*(*Stl*)	5612 5210 3515	✠100A1 7,37 ~~9,36~~ ✠LMC DBS~~9,36~~7,37	Kob Yka CS9,36 ~~9,36~~8,37	*z*	CL 2,36	1927 7mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki *'sA&CP* *In* *Ce*	MitsubishiShoji Kaisha,Ld. *termediate'tween* *dk BHin after* *llDB347'1215tDT*	405·0 P58'B110'F41' *hold dispensed with* *a28' 735t FPT126t*	55·0	32·0 FK	Tokio Japanese *ptCem* 4*BH to Udk* 2 ,, ,,*2nd*,, *APT33t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s6 ″ 6⅜ 25 ″ 7¾	
23082 211480 WACC	**Columbian** (*ex*SantaClara) *Fitted for oil fuel* *ss*N.Yk.No.3-10,25 D.F. *ss*Bos.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold only* &*Web frames* *Longitudinal framing*	4954 4330 2861	✠ ... 6,34 ✠	SFo	*z*		1913 8mo	W.Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *Cell*	404·6 *DBa131'uE&B49'f*	53·9	34·2 FK	NewYork Utd.States 7*BHCem* *166'1264tDT*	Q4Cy25½",37",52½"&76"-54" 611NHP 3SB,12*cf*,GS214,HS8446 W.Cramp&SonsS&EBCo. *f27'1065tFPT78tAPT20t*	28 ″ 9	R †
23083 227053 WQBF	**Columbine** (*ex*U.S.L.H.) Wireless 1*Dk*	456 — 307					1892	GlobeIron Works Cleveland,O.	UnionS.B.Co.	145·5	26·4	14·0	Baltimore Utd.States *WB*	O.2Cy.22"&41"-30" 77NHP GlobeIronWrks.Cleveland		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. H.of Trade.
23084 DOBX	**Columbus** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 5*Dks* Sub.Sig. E.S.D. GyC.	32565 20182 15988					1922	F.Schichau Danzig	Norddeutscher Lloyd	749·6 B&F675'	83·1	49·1	Bremen German *WB*	2SteamTurbinesSRgeared to2ScShafts NE&B29 Blohm&Voss,Hamburg		G
23085 134943 MJGQ	**Colwith Force** *Mchy.Aft* ssBkn.No.3–1,31 *Welldeck* ssGoo.No.1–35 *Cargo battens not fitted* 1*Dk(Stl)*	805 549 374	✠100A1 12,36 BS~~[illegible]~~ 5,31 ✠LMC4,35	Bkn	*k*	CL 12,36	1918 9mo *Lloyd's A&CP*	R.Williamson&Son Workington	WestCoastShippingCo.Ld. (W.S. Kennaugh&Co. *Mgrs.*)	186·3 Q116'B9'F23' FK *CellDBf*112'162t FPT40t	29·4	12·4	Whitehvn British 3*BHCem*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 100RHP 2SB,4*pf*,GS65,HS1790 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 10¼ 14 ″ 4½	
23086 PDLC	**Colytto** D.F. E.S.D. 1*Dk*	4408 3990 2659					1926	Rotterdam Droogd.Mij Rotterdam	N.V.Maats. Zeevaart(Hudig& Veder,*Mgrs.*)	372·2 P31'B222'F34'	54·6	24·7	Rotterdam Dutch *WB*	T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDrydk.Co.Rot.		V
23087 211319	**Comanche** *Fitted for oil fuel*	686 — 447					1913	SeattleConstruction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	133·7	28·5	18·5	Seattle Utd.States	T.3Cy.11″,18″&31″–20″ 43NHP E&B*made*04 *fitted*13 DetroitD.D.Co.Detroit.		
23088 164067 GYRX	**Comanchee** *OilEng.* 1*Dk, 2nd dk clear of cargo tanks* D.F. GyC. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	6837 6121 3967	✠100A1 ~~3,37~~ ~~9,36~~ 2,38 ✠LMC3,36 *CarryingPetroleum in bulk*	Bel		OG	1936 3mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *CellDB*358'2677t *DTf*20' 615t *FPT*70t *APT*185t	450·2 P104'B30'F32' FK	61·2	27·4	Glasgow British 17*BHAsp*	Oil Engines 2S.C.SA 4Cy.24$\frac{1}{16}$″–91$\frac{5}{16}$″ 735NHP 1DB*200lb* 1DB(*waste heat*)*125lb* J.Brown&Co.Ld.Clydebnk	32 ″ 2 s 6 ″ 0¾ 26 ″ 3¾	
23089 1047 IBAI	**Comandante Bafile** *Mchy.Aft* 1*Dk*	1790 1339 857					1921	G.Ansaldo &Co.S.A.Ital SestriP'nente	PeninsulareSoc. Italiana diCabotaggio	263·0 P76'F27'	43·5	18·0	Genoa Italian	T.3Cy.15⅝″,24″&39⅜″–27½″ 81NHP Soc.Anon.Coop.diProduzione,Sampierdarena		I
23090 171215 VLJP	**Comara** Wireless *Mchy.Aft* *OilEng.* *Ref.Mchy.* *CruiserStern* 1*Dk*	751 502 411					1937	Harland& Wolff,Ld. Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	173·0 Q80'B10'F28'	35·6	9·1	SydneyNSW British *WB*	Oil Engines 2S.C.SA 6Cy.11″–19¼″ 126NHP Harland&Wolff,Ld.Gls.		
23091 233731 WNFD	**Comayagua** TwinSc ssN.Os.No.3–4,33 1*Dk(Stl)&Shelter dk(Stl–ws)* ssN.Os.No.1–38	2493 2213 1536	✠100A1 *Shelter dk withfreeboard* 2,38 ~~2,37~~ ✠LMC2,38 ~~MS4,33~~ ~~BS2,37~~ *Fitted for oil fuel* 6,21 *F.P. above 150°F.*	NOs	*s*	CL 2,37	1921 6mo A&CP	NewburghShipyardInc. Newburgh, N.Y.	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*256'391t *FPT*22t *APT*34t	301·3 FK	42·3	22·7	NewYork Utd.States *ptCem ptAsp* 3*BHto Sh dk* 2 „ „ *U* „	T.3Cy.18″,30″&48″–33″ (*s*) 185lb 492NHP 3SB,9*cf*,HS8280 FD VulcanIronWorksInc. JerseyCity,N.J.	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
23092 132042 MFYP	**Comber** ssBel.No.3–1,27 *Well deck* ssBel.No.2–36 *Mchy.Aft* 1*Dk(ptStl)*	489 333 187	✠100A1 4,36 BS~~4,36~~ 7,37 ✠LMC5,35	Bel	*h*	CL 4,35	1913 9mo *Lloyd's A&CP*	Scott& Sons Bowling	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB*	160·1 Q89'B9'F29' BK7¾″ =*DTf* 14'28t *FPT*29t *APT*19t	25·6	12·3	Belfast British 3*BHCem*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB,3*cf*,GS57,HS1778 Aitchison,Blair,Ld.Gls.	12 ″ 3 s 4 ″ 3¾ 12 ″ 7	
23093 161119 GPTJ	**Comedian** ssLiv.No.2–38 ~~ssLiv.No.1,34~~ 2*Dks(Stl)*	5122 4721 3162	✠100A1 1,38 ~~12,36~~ ✠LMC1,38 ~~MS7,34~~ ~~BS12,3~~	Bkn Liv	*y*	CL 12,36	1929 10mo *Lloyd's A&CP*	Charles Connell& Co.Ld. Glasgow	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334'1122t *DTa*30'762t *FPT*76t *APT*26t	395·5 409·6(O.L.) P37'B127'F40' FK	52·5	28·0	Liverpool British *Cem* 7*BH to U dk* 1 „ „ *2nd* „	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 5 ″ 10½ 24 ″ 10¾	
23094 212946 KJGK	**Comerio** (*ex*Guantanamo, *ex*Registan) 2*Dks*	3349 3004 2043			...		1910	W.Gray& Co.Ld. W Hartlepool	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	350·7 P25'B86'F35' FK	46·5	22·4	NewYork Utd.States *WB*	T.3Cy.25″,40″&65″–42″ 386NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 9	R †
23095 230424 WBEL	**Comet** ssNYk.No.1–35 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing–bracketless system*	9154 8594 5583	✠100A1 ~~6,37~~ ~~9,36~~ 3,38 BS6,37 ✠LMC12,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,30 *F.P. above 150°F.*	Mob NYk	*e*†	CL 9,36	1930 12mo *Lloyd's A&CP*	SunS.B.& DryDockCo. Chester,Pa.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*87' 332t *FPT*186t *APT*127t	480·5 B37'F48' *afterBridge*77' FK	66·0	36·8	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 „*2nd* „)	Q.4Cy.27″,39″,56″&82″–54″ 220lb (*r*) 742NHP 3SB,9*cf*, HS10558 FD SunS.B.&DryDockCo.	37 ″ 0	
23096 211398 WJFN	— (*ex*Cometa–34,*ex*Comet) ssMob.2ndNo.3–8,34 *Mchy.Aft* 1*Dk&Web frames* *Longitudinal framing*	2486 2136 1258	✠100A1 ~~7,37~~ ~~3,37~~ 3,38 BS1,38 ~~BS1,35~~ ✠LMC8,34 *For service on the Great Lakes* *CarryingPetroleum in bulk*	Clv	*r*	CL ~~8,34~~ N3,38	1913 7mo A&CP	American S.B.Co. Lorain,O.	MarineTankers, Inc.(Cleveland TankersInc*Mgrs*) *CellDBa*12'*uE&B*54'*f*30'260t *FPT*77t *APT*22t	250·0 P83'F53' FK	43·0	26·0	Wilmgton (Del.) Utd.States 11*BHAsp*	T.3Cy.19$\frac{5}{16}$″,31″&54″–42″ 200lb (*s*) 277NHP 2SB,6*cf*,GS100,HS5052 AmericanSBCo.ClevelndO	25 ″ 0 s 3 ″ 3¼ 21 ″ 11¼	
23097 204087 WECD	— Ⓟ TrpSc (*ex*Camden–36) *Fitted for oil fuel* 1*Dk*	2153 — 1143					1907	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·5	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
23098 LDSA	**Cometa** TwinSc *OilEng.* ssOsl.No.3–12,34 D.F. 2*Dks(Stl)&Shelter dk(Stl)*	3794 3408 2302	✠100A1 *Shelter dk withfreeboard* ~~3,37~~10,37 ✠LMC CS12,34 DBS2,37 5,~~36~~ 10,37	Cpn Osl	*x*	OG S11,34 P3,37	1921 9mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	DetBergenske Dampskibselsskab (DenNorskeSyd–Amerika-Linje) *CellDB*323'1130t *Tanks at sides of tunnels*40' 180t *FPT*75t *APT*60t	367·3 382·0(O.L.) FK *Collision*	51·5	22·3	Bergen Norwegian *ptCem* *BH to S dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23¼″–35$\frac{7}{16}$″ 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4 23 ″ 4	
23099 IBLG	**Comitas** (*ex*Orminster–36, (*ex*Orebic–35, *ex*Selonia,*ex* Briarwood,*ex*Deemster, *ex*Grelben,*ex*Reliance) ssFiu.2ndNo.3–6,32 ssRot.No.1–35 1*Dk(Stl)*2*trB &deep framing*	*3685* *3389* *2359*	✠100A1 ~~12,36~~4,38 ✠LMC MS3,35 BS~~[illegible]~~ 4,38	Bry Gen	*w*	CL ~~N3,35~~ 4,38	1905 3mo *Lloyd's A&CP*	R.Stephenson&Co.Ld. Newcastle	Soc.Anon.diNav. "MareNostrum" *Cell DBa*98'*uE&B*44'*f*152'911t *FPT*61t *APT*188t	343·3 P36'B165'F26' FK	50·1	23·5	Genoa Italian 6*BHCem*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb ~~160lb~~ NDB19 335NHP 2SB,6*cf*,GS126,HS5150 Blair&Co.Ld.Stockton	26 ″ 8	
23100 147937 GKLJ	**Comliebank** TwinSc *OilEng.* ssCff.No.3–7,37 ~~ssShl.No.2–33~~ 1*Dk(Stl)&Shelter dk(Stl–ws)*	5149 4768 3119	✠100A1 *withfreeboard* 7,37 ~~5,36~~ DBS5,37 ✠LMC9,~~35~~ 8,37 ~~✠LMC(M)10,35~~ *Carrying vegetable oil in deep tank*	Lon Cff		CL PN5,36 S5.36	1924 12mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co*Mgrs*) *Cell DB*357'1121t *DTf*32'1067t *Tanks between tunnels*115'251t *FPT*106t *APT*132t	420·0 434·5(O.L.) FK *Coll*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 „ „ *2nd* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
23101 Broken up ~~219805~~ ~~KUFT~~	**Commack** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5111 4598 3115					1920	American International S.B.Corp. HogIslandPa	~~UnitedStates MaritimeCommission~~	390·0 P50'B121'F40'	54·2	27·8	~~NewYork~~ Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23102 FOKF	**Commandant Charles Meric** 1*Dk*	2156 — 1158			...		1922	Chant.Nav Français Caen	Soc.d'Exploitation et deTransport du PinMaritime	270·3 P31'B57'F24' FK	39·5	20·3	Bayonne French *WB*	T3Cy18¼″29$\frac{13}{16}$″&49$\frac{3}{16}$″-37$\frac{13}{16}$″ 175NHP Atel.&Ch.delaLoire,Nts.		V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register: Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer
23103 FNYE	**Commandant Dorise** D.F. *2Dks*	5529 4826 3470			...		1917	MitsuBishi Dkyd&EWk- Kobe	Cie.desMessage- riesMaritimes	400·0|54·5|30·0 P38'B121'F40' FK	Marseilles French *WB*	T.3Cy.26½",43"&72"–48" 510NHP MitsuBishiD.&E.Wks.Kob	30 ″ 0	V †
23104	**Commandant Henri Riviere** (*ex*YungNing,*ex*Camira,*ex*Clan Campbell) *2Dks& Web frames*	*2615* *2398* *1611*			...		1894	NavalCon. &Arm.Co.Ld Barrow	ShiuTsingHong (FarEastShipping Co.*Mgrs.*)	312·0|40·2|24·7 P29'B62'F39' BK10"	Canton Chinese *WB*	T.3Cy.23",38"&63"–42" 317NHP NavalC.&A.Co.Ld.Brw.	26 ″ 2	
23105 FNYF	**Commandant Mages** (*ex*WarWolf) D.F. *2Dks& Awng dk* Now "Saint Malo," see No. 40163 in Supplement	5779 5469 4298			...		1917	Kawasaki Dckyd.Co.Ld Kobe	Cie.desMessage- riesMaritimes	385·3|51·2|33·5 FK	Dunkirk French *WB*	T.3Cy.26",43½"&72"–48" 440NH KawasakiDckydCoLdKob	36 ″ 0	V †
23106 PUAT	**Commandante Alcidio** Ⓟ Twin Sc (*ex*Sirio) *1Dk& Awng dk*	1858 1549 970					1905	Howaldts- werke Kiel	LloydBrasileiro	269·0|37·9|11·6	R.Janeiro Brazilian *WB*	T6Cy14$\frac{3}{16}$"24$\frac{7}{16}$"&39¾"–27$\frac{9}{16}$" 166NHP Howaldtswerke,Kiel		
23107 PUAV	**Commandante Capella** Ⓟ Twin Sc (*ex*ServuloDourado,*ex*Saturno) *1Dk& Awng dk*	1811 1543 933					1904	Howaldts- werke Kiel	LloydBrasileiro	269·0|37·9|11·6	R.Janeiro Brazilian *WB*	T6Cy14$\frac{3}{16}$"24$\frac{7}{16}$"&39¾"–27$\frac{9}{16}$" NB20,*fitted*22 166NHP Howaldtswerke,Kiel		
23108 PUAW	**Commandante Ripper** Ⓟ Twin Sc (*ex*Cearà) *ss*Rio No.2–14 *2Dks(UStl*–teak s)*& deep framing* *lower dk inNos.1&2holds* *Fitted for oil fuel*	*3324* *2687* *2078*	✠ 11,17 ✠	Rio			1907 7mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *CellDBa*88'*uE*	340·2|44·8|23·5 F67' FK&BK1¼" 36'*f*96'395*tFPT*45*t*	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"–42" 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.Ld Bel	26 ″ 0	
23109 219644 KUDS	**Commercial Alabaman** (*ex*CommercialMariner, *ex*Rushville) *Fitted for oil fuel* D.F. *1Dk2trB*	2560 2203 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	251·0|43·6|25·8 P25'B64'F23' FK	NewYork Utd.States *WB*	T.3Cy.22",36"&59"–42" 315NH ToledoS.B.Co.Toledo	28 ″ 2	R †
23110 218295 KEPM	**Commercial Bostonian** (*ex*Lake Elkwater) *Fitted for oil fuel* Sub.Sig. *1Dk2trB*	2730 — 1693					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4|43·6|26·0 P25'B65'F26'	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 225NH Gt.LakesEng.Wks.Detroit		R
23111 219703 KUGN	**Commercial Floridian** (*ex*Osceola, *Fitted for oil fuel* *ex*LakeHarestl) *1Dk2trB* D.F. Now "Schors," see No. 40143 in Supplement	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·5|43·9|25·9 P25'B65'F26' FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" NordbergMfg.Co. 326NH Milwaukee,Wis.	28 ″ 5	R †
23112 218600 KIRB	**Commercial Navigator** (*ex*Lake Farber) *Fitted for oil fuel* Sub.Sig, *1Dk2trB* D.F. Now "Chapaev," see No. 37675 in Supplement	2638 2278 1634			...		1919	American S.B.Co. Cleveland,O.	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	251·0|43·6|26·2 P25'B64'F23' FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCoClevelndO	28 ″ 2	R †
23113 219032 WFCR	**Commercial Orleanian** (*ex*City of Albany,*ex*LakeElmhurst) Sub.Sig. *Fitted for oil fuel* D.F. *2Dks* Now "Sahalin Neft," see No. 40149 in Supplement	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4|43·8|26·0 P25'B65'F26'	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
23114 219850 KUNC	**Commercial Pioneer** (*ex*Lake Gunni) *Fitted for oil fuel* D.F. *1Dk2trB*	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·4|43·8|26·9 P29'B64'F23'	NewYork Utd.States *WB*	T 3Cy.19",32"&56"–36" 188NH HooverOwens&Rentschler Co.Hamilton,Ohio		R
23115 219702 KUGM	**Commercial Quaker** (*ex*Malsah, *ex*Ripon) *Fitted for oil fuel* D.F. *1Dk2trB*	2689 2329 1667			..		1920	Manitowoc S.B.Co. Manitowoc	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	253·5|43·9|25·9 P25'B65'F26' FK	NewYork Utd.States *WB*	T 3Cy.21",35"&59"–42" 326NH NordbergMfg.Co Milwkee	28 ″ 5	R †
23116 1782 ILQZ	**Commercio** (*ex*Nornan-33, *ex*Gunhild) *1Dk*	766 521 445					1920	Kalund- borgSkibs- værft Kallundborg	DavideZolezzi	199·8|30·7|11·3 P12'Q55'B50'F24'	Genoa Italian *WB*	T.Cy.12⅜",20$\frac{9}{10}$"&33$\frac{9}{10}$"– 19$\frac{7}{10}$" 58NHP Smith,Mygind&Hütte- meier,Copenhagen		I
23117 FOAR	**Commissaire Ramel** Ⓟ D.F. *2Dks*	10061 7559 5947					1920	SocProven- çale de Const. Navale LaCiotat	Soc.desServices Contractuels des MessageriesMari- times	478·8|59·2|33·4	Dunkirk French *WB*	T3.Cy27$\frac{9}{16}$",46"&76½"–51$\frac{9}{16}$" &L.P.Turbine Soc.Provençale de Const. Nav.LaCiotat.		V
23118 205149 WRCC	**Commonwealth** Ⓟ Pad *2Dks*	5980 — 2500					1907	W Cramp& SonsS&EBCo Philadelphia	~~NewEnglandS.S.~~ ~~Co.~~	437·9|55·0|19·3 *WB*	Fall River, Mass. Utd.States	C.4Cy.50"&96"–114" 1640NHP W.Cramp&SnsS&EBC Phl		
23119 129291 MDKJ	**Como** *1Dk*	1205 1077 704					1910	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0|35·2|15·7 P16'B136'F31'	Hull British *WB*	T.3Cy.16½",27"&45"–33" 116NH Amos&Smith,Ld.Hull		C
23120 LOFL	**Comodoro Rivadavia** Ⓟ (*ex*Anselm) *Fitted for oil fuel* *1Dk& Spar dk* *Ref.Mchy.*	4482 — 1698			...		1905	Workman, Clark&Co.Ld Belfast	ArgentinaCia. GeneraldeNavS.A. (A.M.Delfino yCia. *Mgrs.*)	400·4|50·1|19·1 P&B279'F45' 27·3 FK	Bns.Aires Argentine *WB*	T.3Cy.29½",49"&80"–60" 819NHP Wrkman,Clark&Co.LdBel	30 ″ 0	G †
23121 148848 GFDT	**Comorin** Ⓟ TwinSc D.F. *Ref.Mchy.* *3Dks(Stl–Weather dk* *CruiserStern pt* teak s)*4th dk(Stl)in* *Fitted for oil fuel forward holds*	15241 12248 8744	✠ 6,28 ✠ ✠Lloyd'sRMC~~2,37~~ ~~5,37~~ 4,38 ~~12,37~~ ~~9,37~~	Lon	*j*†		1925 4mo	Barclay, Curle&Co.Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*443'1683*t* *at sides of tunn*	523·5|70·2|42·3 B255'F92' FK *Tanks Collision* *els*69'580*tFPT*171*t*	Glasgow British 9*BHptCem* *BHto W dk* *APT*117*t*	Q8Cy29½",42¼"60¾"&87"–54" &L.P.Turbines 2075NHP 3D&4SB,*40cf*,HS29298 Barclay,Curle&Co.Ld.Gls.	46 ″ 0	BT till ~~7,37~~ 5,38
23122 KZEP	**Compañia de Filipinas** Wireless	784 — 445					1890	Lobnitz& Co. Renfrew	Cia.Gen.deTabacos deFilipinas	180·0|29·9|12·0 Q56'B44'F32'	Manila Utd.States *WB*	T.3Cy.15",25"&40"–30" 88NHP Lobnitz&Co.Renfrew		V
23123 162542	**Cia.Swift de la Plata No. 9** TwinSc *OilEng.* *2Dks*	300 251 128					1931	G.Brown &Co. Greenock	Swift&Co.Ld.	147·6|34·6| 6·2	London British *WB*	Oil Engines 4S.C.SA 12Cy.8¼"–12$\frac{9}{16}$" 79NHP Motorenfabr."Deutz" A.G.Köln-Deutz		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
23124 FOAS	Compiègne Ⓟ TwinSc Ref.Mchy. 3Dks D.F.	9986 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5|59·2|27·3 B355'F55'	Marseilles French WB	4SteamTurbinesDRgeared to 2 Sc. Shafts 966NHP Atel.&Ch.de laLoire,St.N.		V
23125 EHIA	Compostela (exAriadne,exGeneral Gordon) ssGls.2ndNo.3–3,06 ssBdx.No.2–15 1Dk(Stl)2trB Now 'Anna Maria,' see No.37112 in Supplement	1272 1017 781	✠ 5,19 ✠NB3,06 ✠	Bbo	o		1885 8mo	A.Stephen &Sons Glasgow	Victoriano de Garay	240·4|34·1|16·0 Q84'B57'F28 BK8' WB=CellDB184'	Bilbao Spanish 4BHCem 326tAPT21t	T.3Cy.15",24"&40"–36" 106NHP 1SB,3cf,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6	
23126 162663 GPXR	Conch TwinSc ssShl.No.1–36 Mchy.Aft OilEng. D.F. 1Dk(Stl)2nd dk(Stl) E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8376 7612 4953	✠100A1 ~~3,37~~ ~~6,36~~ 4,38 ✠LMC CS6,36 ~~DBS6,36~~ 7,37 ~~10,36~~ Carrying Petroleum in bulk DBS4,38	Shl ~~Nwc~~ Bkn	c†	CL ~~8,36~~ 4,37	1931 12mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	CellDBuE71'282tD	456·4|62·0|34·1 472·1(O.L.) P107'B34'F42' FK Tf32'394tFPT239t	London British 14BH APT93t	Oil Engines 4S.C.SA 12Cy.27 11/16"–55 1/8" 877NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 2 s 6 ″ 8½ 27 ″ 7½	
23127 3346 PJAZ	Conchita TwinSc ssCco.No.3–2,37 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom and at deck	2702 1798 1481	✠100A1 ~~8,37~~ ~~2,37~~ 3,38 ~~BS3,36~~ ✠LMC2,37 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 6,24	Cco	t	CL ~~S3,38~~ P2,36	1924 6mo Lloyd	W.Beardmore&Co.Ld Glasgow 'sA&CP	N.V.Curaçaosche Scheep.Maats.	305·0|50·2|15·0 Q87' Trunk dk 176' F42' FK FPT	Willemstd Dutch 8BHpt Cem 109tAPT87t	T.6Cy.14",23"&38"–27" (s) 180lb 252NHP 2SB,4cf,HS4100 FD W.Beardmore&Co.Ld.Gls.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
23128 Broken up WRCY	Concord Ⓟ (exNorfolk) Iron Wireless 1Dk	1249 — 697					1891	Harlan& Hollingsworth Co. WlmingtnDl	ColonialNav.Co.	246·0|46·0|15·5	NewYork Utd.States	T.3Cy.22",36"&55"–28" NB01 160NHP Harlan&Hollingsworth Co.Wilmington,Del.		
❋ 23129 ~~LCGN~~	Concordia (exCardita, exWarGaekwar) ssH.Kg.No.3–10,32 ssKob.No.1-37 1Dk(Stl)2trB& Web frames Longitudinal framing Now 'Mitsu Maru,' see No.39214 in Supplement	5545 4696 3413	✠100A1 10,37 ~~6,36~~ ✠LMC10,37 ~~MS10,32~~ ~~BS10,36~~ Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 9,19 F.P. above 150° F.	Yka Kob	z	CL ~~10,34~~ N9,37	1919 9mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	ConcordiaS.S.Co. Ld. Middle line CellDBuE&B	400·3|52·2|28·4 P50'B121'F39' FK BH not oil-tight 72'250tf50'65tFPT	Shanghai British 11BHptCem 95tAPT75t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 8 25 ″ 6½	
❋ 23130 FNQC	Condé Ⓟ ssHav.No.3–8,27 ssRou.No.2–34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7202 6442 4537	✠100A1 Shelter dk with freeboard ~~8,37~~ ~~2,37~~ 2,38 2,38 ~~BS1,37~~ ~~BS8,36~~ ✠LMC3,34	Ant ~~Hav~~	a†	CL 2,37	1915 8mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.HavraisePéninsulaire deNav. WB=CellDBo	418·2|53·8|26·4 34·3 P43'B137'F47' on Shelter dk FK 84'uE31'f199'1044t	Havre French 7BHCem APT31t	T.3Cy.28 1/16",46 1/16"&77 1/16"–52 13/16" 200lb (s) 645NHP 3SB,1AuxSB,11cf,GS217, HS9507 FD Forg.&Ch.de la Médit.Hav.	37 ″ 7 s 10 ″ 11 26 ″ 10	
23131 EADP	Conde de Abasolo (exWarManor) Sunk by torpedo 8,37 ssBbo.No.3–3,30 ssBbo.No.1–35 1Dk(Stl) Cargo battens not fitted	3122 — 1764	✠~~100A1~~ 9,36 ✠~~LMC~~ ~~MS3,36~~ ~~BS9,36~~	Cff	u	CL 8,36	1918 5mo Lloyd	TyneI.S.B. Co.Ld. Willington Quay 'sA&CP	Cia.Nav.Vascongada CellD	331·4|46·8|23·1 P33'B100'F29' FK B284'724tFPT110t	Bilbao Spanish 7BHptCem APT123t	T.3Cy.25",41"&68"–45" (s) 180lb 430NHP 3SB,9cf,GS155,HS6324 FD N.E.MarineEng.CoLdNwc	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
23132 EADR	Conde de Zubiria ssBbo.No.3–4,31 ssBbo.No.1–35 Mchy.Aft 1Dk(Stl) D.F. Cargo battens not fitted	3256 2673 2002	✠100A1 10,36 BS8,36 ✠LMC8,35	Bbo	u	CL 6,34	1918 1mo Lloyd	Soc. Espanola de Const.Naval Bilbao 'sA&CP	AltosHornos de VizcayaSoc.Anon. Cell	314·0|48·1|22·1 P76'F39' FK DB262'801tFPT190t	Bilbao Spanish 5BHCem APT46t	2 Steam Turbines SR geared to 1 Sc. Shaft (s) 200lb 261NHP 2SB,6pf,GS120,HS4220 SocEspanola de C.N.Ferrol	24 ″ 4 s 4 ″ 6½ 20 ″ 1	
23133 99	Condestable Celendon (exSantaElena–36, ssPly.2ndNo.3–6,12 exMelmore) 1Dk Well deck Fitted for oil fuel	416 — 274	✠ 3,20 ✠	SFo	g		1892 7mo	D.J.Dunlop&Co. Pt.Glasgow	PeruvianGovernment(Minister of Marine)	156·2|25·8|11·3 P83'F59' BK6" FPT	Callao Peruvian 5BHCem 29tAPT14t	T.3Cy.15",23"&38"–27" 75NHP 1SB,3rf,GS52,HS1516 D.J.Dunlop&Co.P.Gls.	12 ″ 0	
23134 220444 KDCF	Condor (exRotarian) Fitted for oil fuel Ref.Mchy. 2Dks Longitudinal framing	4747 4374 2925					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	~~GraceSteamship Company(Grace LineInc.Mgrs.)~~ GraceLine,Inc.	380·3|53·1|27·0 P52'B102'F41'	Wilmgton (Del.) Utd.States WB	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&Const.Corp. Tacoma,Wash.		R
23135 DOGK	— (exKoblenz) Wireless Sub.Sig. 1Dk	889 708 448					1922	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	217·0|32·7|13·0 P&B124'F32'	Bremen German WB	T.3Cy.18 1/8",29½"&49¾"–29½" 134NHP AtlaswerkeA.G.Bremen		G
❋ 23136 214 SVKF	Condylis (exLowtherCastle–33) ssAnt.No.3–6,27 ssLgn.No.2–35 1Dk(Stl)&Shelter dk(Stl)&Web frames Longitudinal framing	4439 4101 2740	✠100A1 Shelter dk with freeboard 8,37 ~~6,36~~ ~~BS6,36~~ ✠LMC5,35 8,37	Rot	y	CL 5,36	1914 5mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	G.N.Condylis CellDBa1	400·0|51·8|24·7 FK 24'uE&B42'f180'1	Andros Greek 6BHCem 244tFPT66t	T.3Cy.26",43"&72"–48" (s) 180lb 480NHP 3SB,9cf,GS177,HS6910 FD Richardsons,Westgarth& Co.Ld.W.Hpl. APT52t	27 ″ 0 s 2 ″ 7 24 ″ 6½	
23137 1178 ICLL	Confidenza (exUlisse,exRobilante) D.F. 1Dk&Shelter dk CruiserStern	6458 6198 3970			...		1920	Furness S.B.Co.Ld. Middlesbro'	"Corrado"Soc. Anon.diNav.	412·4|55·6|34·4 F40' on Shelter dk FK	Genoa Italian WB	2 Steam Turbines DR geared to 1 Sc.Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	I †
23138 149952 GCZW	Congella (exMindoro–33, TwinSc exSagami,exSecundus) OilEng. ~~ssN.Yk.No.3–2,37~~ ssRot.2ndNo.3-1,38 ~~ssFal.No.2–35~~ 1Dk(Stl)&Shelter dk(Stl–teak s) 3rd dk(Stl)in No.1hold&Web frames Longitudinal framing	4533 4164 2753	100A1 Shelter dk with freeboard 1,38 ~~1,37~~ DBS ~~1,37~~ ~~LMC2,35~~ 4,38 ~~LMC(M)2,37~~ LMC1,38	Cal Rot		CL N1,35	1914	Blohm& Voss Hamburg	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB345' 1018tD	399·3|52·8|24·3 FK Tf18' 434tFPT64t	London British 7BHCem Coll to Sh dk APT123t	Oil Engines 4S.C.SA 12Cy.21 5/8"–35 7/16" 545NHP W.T.DB120lb NE11,27 DeutscheWerkeA.G.Kiel	27 ″ 0 s 2 ″ 9½ 24 ″ 4½	
23139 CSAM	Congo (exIngraban,exClaraMenzell) Sub.Sig. 1Dk&Shelter dk	3110 2935 2309					1905	FlensburgrSchiffsb.Ges. Flensburg	Cia.Nacional de Nav.	307·7|45·3|19·0 H70' 26·1	Lisbon Portuguese WB	T3Cy20 1/16",33 9/16"&55 7/8"–37 3/8" 192NHP FlensburgerSchiffsb.Ges.		
❋ 23140 164299 GYZR	Congonian D.F. OilEng. Mchy.Aft CruiserStern 1Dk Longitudinal framing at bottom & deck in oil tanks Rudder electrically welded	4928 4490 2853	✠100A1 1,38 ~~12,36~~ ✠LMC9,36 Carrying Oil F.P. above 150° F. in bulk	Rot Ams	y	CL 12,36	1936 9mo Lloyd	Howaldtswerke A.G. Kiel 'sA&CP	UnitedAfricaCo. Ld. CellDBuE56'	399·8|55·2|26·8 P144'B26'F76' FK a50'f54'198t FPT	Liverpool British 11BHptCem pt Asp 107tAPT49t	Oil Engines 4S.C.SA 6Cy.23 5/8"–51 3/16" 321NHP DB180lb HowaldtswerkeA.G.Kiel	27 ″ 0 s 4 ″ 8½ 22 ″ 5½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5, 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 23141 164614 MMKN	**Conida** OilEng. Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	413 266 218	✠100A1 ~~7,36~~ 5,38 ✠LMC4,36	Lwt Lon	f	OG ~~7,36~~ N1,37	1936 4mo	GooleS.B. &Repg.Co. Ld. Goole Lloyd'sA&CP	S.G.Jenkings	156·1|26·4|7·9 P26'Q66'afterB onQ13'F18' FK CellDB100'131tFPT32t	London British 3BHCem APT18t	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s 3 ″ 6 9 ″ 11	
23142 145075 MKGP	**Conifer** (exEgham) ssLon.No.3-7,36 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	453 319 169	✠100A1 7,36 BS7,37 ✠LMC7,36	Lon	f	CL 7,36	1920 10mo	J.Crichton &Co.Ld. Saltney Lloyd'sA&CP	GeneralSteam Nav.Co.Ld.	142·3|25·2|11·4 Q87'B9'F22' FK DTf14'45tFPT	London British 4BHCem 14tAPT39t	T.3Cy.14",22"&38"–24" (s) 180lb 70RHP 1SB,3pf,GS47,HS1430 LythamS.B &E.Co.Ld.Lyt.	12 ″ 6 s 3 ″ 4½ 12 ″ 2½	
23143 160706	**Coniscliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35'	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockLd.Mdb.		C
* 23144 145470 MKWQ	**Conister** (exAbington) 3Mst ssI.M.No.3-12,33 Mchy.Aft ssI.M.No.1-37 1Dk(Stl) Cargo battens not fitted	411 293 171	✠100A1 2,38 ~~2,37~~ ~~BS11,36~~ ✠LMC~~12,35~~ 12,37	Bkn	f	CL 2,37	1921 11mo	Brown'sSB &D.D.Co.Ld. Hull Lloyd'sA&CP	IsleofManSteam PacketCo.Ld.	145·0|24·1|10·9 Q45'B11'F25' FK CellDBf11'15tFPT58t	DouglasIM British 3BHCem APT9t	T.3Cy.12½",21"&34"–24" (s) 180lb 68RHP 1SB,2pf,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
23145 214061 WADV	**Conneaut** (Self-Unloader) Mchy.Aft D.F. GyC. 1Dk	4749 — 3027					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Wyandotte TransportationCo.	415·0|56·0|27·5	Wyand'tte Mich. Utd.States	Q.4Cy.19",28",41"&60"–42" 233NHP Gt.LakesEng.Wks.Detroit		R
23146 141859 VGBK	**Connector** (exCanadianSapper) ssBoa.No.1-37 ssHna.No.3-12,32 1Dk(Stl)2nd dk(Stl)in No.1hold	1789 1442 1064	✠100A1 5,37 ✠LMC5,37 ✠Lloyd'sRMC~~4,37~~~~10,37~~ 4,38 Fitted for oil fuel 6,29 F.P. above 150°F.	Crs Boa	q	CL ~~N11,33~~ 5,37	1920 12mo	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow N.S. Lloyd'sA&CP	CanadianSapper, Ld.(Canadian NationalSteam-ships,Mgrs.)	270·0|38·2|17·9 P28'B65'F27' FK CellDB213'466tFPT35t	Montreal British 4BHCem APT13t	T.3Cy.17½",28¾"&47"–33" 185lb (s) 191NHP 2SB,4cf,GS84,HS2900 FD CanadianIngersollRand Co.Ld.Sherbrook,Que.	20 ″ 6 s 3 ″ 1 17 ″ 7	
23147 219902 KUPL	**Conness Peak** Fitted for oil fuel Sub.Sig. 2Dks	5117 4598 3115					1920	American InternatCorp HogIslandPa	LykesBros.- RipleyS.S.Co.Inc.	390·0|54·2|27·8 P50'B121'F40'	N.Orleans Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,NYk		R
Broken up 23148 217400	**Conotton** 1Dk	2324 — 1396					1918	GlobeS.B. Co. Superior,Wis		251·0|43·5|24·2 P25'B64'F23'	Utd.States WB	T.3Cy.20",33"&54"–40" 184NHP NationalIronWrks,Duluth		
* 23149 37932 LOGU	**Conquistador** (exDosina) ssB.As.No.3-5,34 Mchy.Aft 2Dks(Stl)3trB& Webframes Longitudinalframing	3911 — 2026	✠100A1 10,37~~10,36~~ ✠LMC MS5,34 BS~~10,36~~10,37 Carrying Petroleum in bulk Fitted for oil fuel 2,22 F.P. above 150°F.	BAs	z	CL 10,36	1922 2mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	EstrellaMaritima S.A.deNavegación yComercio CellDBuE&B90' 254tDTf41'362t	400·3|52·1|29·5 P120'B28'F42' FK FPT139tAPT52t	Bns.Aires Argentine 15BHptCem (11 to U dk 4 „2nd „)	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD CaledonSB.&E.Co.Ld.Dun	32 ″ 0 s 7 ″ 3½ 25 ″ 1	
* 23150 143033 MJNK	**Consett** (exWarRother) Wireless ssShl.No.3-9,31 Well deck ssNwc.No.1-36 Cargo battens not fitted 1Dk(Stl)	1368 1030 758	✠100A1 ~~6,37~~~~6,36~~ 11,37 ✠LMC MS6,36 BS~~2,37~~3,38	Nwc ~~Sld~~ Mdb	o	CL 9,35	1919 3mo	Campbel- townSBCoLd Campbeltwn Lloyd'sA&CP	ConsettIronCo.Ld. (W.Dickinson& Co.Ld.Mgrs.)	229·8|35·8|15·6 235·6(O.L.) Q79'B56'F27' FK CellDB190'	Newcastle British 4BHptCem 395tAPT50t	T.3Cy.18",30"&50"–33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 Ross&DuncanLd.Glasgow	17 ″ 7 s 1 ″ 2 16 ″ 8	
23151 216848 WFEI	**Constance Chandler** (exWestHosokie) Fitted for oil fuel 2Dks	5523 5117 3419					1918	Skinner& EddyCorp Seattle,Wash	Matson~~S.S.Co.~~ NavigationCo.	409·6|54·2|27·1 P43'B115'F47'	LsAngeles Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23152 DDTJ	**Constantia** (exHannaLarsen, exCilondia,exAnna DoretteBoog) 1Dk	1777 1454 1065					1909	Akt.Ges. "Neptun" Rostock	J.Jost,G.m.b.H.	266·2|40·3|16·7 Q102'B106'F31'	Flensburg German WB	T.3Cy.19$\frac{5}{16}$",30½"&50"–35$\frac{7}{16}$" 150NHP A.G."Neptun,"Rostock		G
23153	**Constantine Svorono** TwinSc (exEkatarina) Mchy.Aft	449 — 312					1891	Stabilmnto Tecnico Trieste	U.S.S.R.	179·5|28·7|9·2	Rostoff Russian	C.4Cy.13"&24"–20" 44NHP StabilimentoTecnico,Tri.		
23154 EEIR	**Constantino Candeira** Wood (exSailingShip) Aux3MstSr OilEng. 1Dk (See Sailing Ship Register)	319 — 282					1918	Armindo Sobrino Camposancos	A.&J.M.Fos Brull	145·7|30·7|15·9	Vigo Spanish	Oil Engines E fitted36		
23155 673 SVAX	**Constantinos H.** (exAnthemis-32, exNancéen,exChristianHorn) 1Dk&Shelter dk	2527 2360 1602					1905	Akt.Ges. "Neptun" Rostock	I.&A.Iliopoulos (IliasIliopoulos, Mgr.)	291·2|44·0|16·6 B12'H27' 23·7	Piræus Greek	T3Cy.20½",35$\frac{7}{16}$"&55⅞"–37⅜" 192NHP A.G."Neptun,"Rostock		V
23156 218 SVLC	**Constantinos Louloudis** (exVlieland-33) Fitted for oil fuel 2Dks	4697 4078 2786					1922	A.F.Smul- ders Schiedam	Goulandris Brothers	376·0|51·8|25·1 P38'B227'F83'	Andros Greek WB	T.3Cy.25",41"&67"–45" 301NHP A.F.Smulders,Schiedam		V
23157	**Constitucion** Iron&SteelTwinSc (exDraga) 1Dk	578 — 413					1880	…………………	Cia.Naviera y Comercial deChiloé	179·7|31·2|10·5	Puerto- Montt Chilian	C.4Cy.13"&23⅝"–20" 42NHP		
23158 EEIT	**Consuelo de Huidobro** (exLarrasquitu) Mchy.Aft 1Dk	395 394 211					1912	Cia.Euskal- duna Bilbao	R.Trujillo&Hnos	151·2|27·2|11·2	SantaCruz deTenerife Spanish	T.3Cy.12",20"&32"–23" 49NHP MacColl&Pollock,Ld.Sld.		
23159 5543 SDPO	**Consul Bratt** 1Dk	1117 970 624					1913	Trndhjms Mek.Værks Trondheim	Ångf.Aktieb.Adolf (AdolfBratt,Mgr.)	225·4|36·4|14·3 P22'B48'F21'	Gothenbrg Swedish WB	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsMVTrndheim		N
23160 DMAG	**Consul Cords** Sub.Sig. 1Dk	951 830 552					1920	Atlas WerkeA.G. Bremen	Partenreed des Dampfers "Consul Cords" (Aug.Cords Mgr.)	223·9|32·8|14·1 P29'B120'F23'	Rostock German WB	T3Cy15$\frac{3}{10}$",25⅕"&41$\frac{7}{10}$"–25⅗" 88NHP AtlasWerkeA.G.Bremen		G
* 23161 7385 SFIA	**Consul Corfitzon** (exMikelis, exAtlantis, ssBdx.No.3-1,26 exFullerton) ssHbg.No.2-34 1Dk(Stl)	2812 2596 1673	✠100A1 7,37~~11,36~~ ✠LMC4,38 ~~MS11,33~~ ~~BS7,37~~ 5,37	Got	u	CL ~~7,35~~ 7,37	1912 10mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP CellDBa100'	RederiA/B. Helsingborg(O. Hillerström,Mgr.) uE&B35'f144'740	325·0|46·9|21·3 P29'B196'F33' FK tFPT43tAPT60t	Hlsngborg Swedish 7BHCem	T.3Cy.24",40"&65"–42" (s) 180lb 302NHP 3SB(Spt)9pf,GS154,HS4728 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ 5¾ 21 ″ 2½	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
23162 DMCF	**Consul Hintz** (exMarie Iron Ferdinand, ssRos.4thNo.3–6,31 exThyra, ssKel.No.1–36 ex Parklands) 1Dk2trB *Well deck Cargo battens not fitted*	1547 1302 932	✠100A1 4,37 ✠LMC4,36 ✠NB4,03 BS4,37	Kel	*q*	N4,37	1880	W.Gray& Co. WHartlepool A&CP	O.Wiggers	256·6 P35'Q68'B65'H35t F29' BK9" ptND01 DB a80'f94'335t	34·6	19·8	Rostock German 4*BHCem*	C.2Cy.33"&61"–33" (s) 80lb 159NHP 2SB,4pf,GS76,HS2468 T.Richardson&Sons,Hpl.	21 ″ 0	
23163 7287 SIRA	**Consul Olsson** (exGracefield) ssHbg.2ndNo.3–5,32 DF. ssGot.No.1–36 1*Dk(ptIrn&ptStl)&deepframing*	*2726* *2508* *1624*	✠100A1 3,37 BS3,37 ✠LMC4,36	Got	*u*	CL 3,37	1905 11mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*s*A&CP	RederiA/B Helsingborg(O. Hillerström, *Mgr.*) *CellDBa98'uE&B36'f136'770tFPT 72tAPT93t*	313·5 P30'B96'F35' FK	46·5	21·1	Hlsngborg Swedish 5*BHCem*	T.3Cy.22",37"&62"–42" (r) 180lb 267NH 2SB,6cf,GS104,HS4070 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1 s 3 ″ 6¼ 19 ″ 9	
23164 DHEJ	**Consul Poppe** (exAmisia) Wireless 1*Dk*	1412 1083 877					1904	Nüscke& Co.Act.Ges. Stettin	JohannM.K.Blumenthal	239·0 Q83'B58'F29'	36·8	16·1	Hamburg German *WB*	T.3Cy.17",28"&43"–32" 104NHP Schiffs.Uebigau,Dresden		G
23165 207361 KDUB	**Consumers Power** (exHarryYates–34) (*Self-Unloader*) D.F. GyC. *Mchy.Aft*	6391 — 5082					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	504·0	56·0	26·0	Buffalo NY Utd.States *WB*	T.3Cy.23",37"&63"–42" 257NH Gt.LakesEng.Works		R
23166 1347 IBCI	**Conte Biancamano** Ⓟ TwinSc ssGen.No.8–8,37 ~~ssGen.No.2–34~~ 4*Dks(Stl–Wthr dk pt* teak s) *Ref.Mchy.* 5*th dk(Stl)inNo.3&after* D.F. GyC. *holds,5trBinNos.1&2holds* E.S.D.	23255 16093 13682	✠100A1 *withfreeboard* 2,38 ~~1,37~~ ~~[illegible]~~ ✠LMC 8,37 ~~MS4,33~~ ~~BS10,35~~ Lloyd'sRMC ~~2,37~~ ~~8,37~~ 2,38 *Fitted for oil fuel* 11,25 *F.P. above* 150° F.	Gen	*p*†	CL ~~s2,35~~ P1,36 s2,38	1925 11mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*s*A&CP	LloydTriestino Soc.Anon di Nav. *CellDB*513'2558*t DTsf*39'990*tFPT* 122*tAPT*95*t*	650·9 626·4 B390'F90' FK *Coll*	76·1 76·3	27·5 43·7	Genoa Italian 10*BHptCem* *BH to W dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts 4421NH 220lb (s) FD 7DB(Spt)&2SB(Spt),64cf, GS1176,HS50240 W.Beardmore&Co.Ld.Gls.	48 ″ 1 s 5 ″ 11½ 26 ″ 0½	
23167 155 IBHW	**Conte di Misurata** (exBritish Marquis,exServian) *Fitted for oil fuel* 2*Dks&Web frames* D.F. *Carrying Petroleum in bulk*	5014 4732 3137			...		1908	SirJ.Laing &Sons,Ld. Sunderland	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	397·1 385·0 P30'B88'F40' FK	51·0	27·7	Rome Italian *WB*	T.3Cy.26½",44"&72"–48" 436NHP J.Dickinson&Sons,Ld.Sld	30 ″ 2	CI †
23168 1801 IBLI	**Conte di Savoia** Ⓟ QuadSc *Ref.Mchy.* ssGen.No.1–37 Sub.Sig. 4*Dks(Stl–weather dk* D.F. *pt* teak s)5*thDk(Stl)in holds* *Special quality steel CruiserStern* GyC.	48502 25817 25948	✠100A1 *withfreeboard* 1,38 ~~9,36~~ ✠LMC1,37 ✠Lloyd'sRMC ~~1,37~~ 2,38 ~~10,37~~ ~~6,37~~ BS(WTB)12,37 *Fitted for oil fuel* 11,32 *F.P. above* 150° F. *CellDB inc. wing tanks*	Gen	P S P	CL aN4,35 /N5,35 /N5,35 sa1,37	1932 11mo *Lloyd*	Cantieri RiunitiDell' Adriatico Trieste '*s*A&CP	"Italia" Soc. Anon di Nav.	814·6 785·9 B&F707' FK Bridge on B&F513' UpperBridge460' *Duct keel fwd. of mchy. space inES677'5813tDTs f2086tDTs a865tFPTs276tAPT127t*	96·1	32·4 48·6	Genoa Italian 12*BHptCem*	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 10WTB(Spt) 425lb 22506NHP 3DB*180lb* HS134550 FD Cant.RiunitiDell'Adriatico	53 ″ 4 s14 ″ 2¾ 31 ″ 2	
23169 1516 IBDI	**Conte Grande** Ⓟ TwinSc ssGen.No.2–36 4*Dks(Stl–Weather dk* ws) D.F. GyC. 5*th dk(Stl)in holds* *Ref.Mchy.*	~~25661~~ ~~16424~~ ~~15303~~ 23361 16420 14076	✠100A1 *withfreeboard* 4,38 ~~3,37~~ ✠LMC10,36 Lloyd'sRMC ~~3,37~~ 10,37 *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Gen	*p*†	3,37	1928 2mo *Lloyd*	Stabilmnto Tecnico Trieste '*s*A&CP	"Italia"Soc. Anon.diNav. *Duct keel forward of mchy. space* *CellDB*507'2297*t DT f*78'991*t FPT*112*t APT*109*t*	652·2 624·6 B390'F90' FK *Coll*	78·3	27·2 48·0	Genoa Italian 10*BHCem* *BHto Wdk*	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (s) 4512NHP 7DB(Spt)&2SB(Spt), FD HS50290 StabilimentoTecnico,Tri.	48 ″ 0 s 5 ″ 5 26 ″ 7	
23170 318 IBEI	**Conte Rosso** Ⓟ TwinSc ssTri.No.3–8,36 2*Dks(Stl)&Shelter dk(Stl)&* *Ref.Mchy. Shade dk(Stl*–teak s)3*rd dk* D.F. GyC. (*Stl) in holds*	17879 11201 9909	✠100A1 *withfreeboard* 1,38 ~~1,37~~ ✠LMC9,36 ✠NB(AuxWT)9,36 ✠NE(2Aux)9,36 BS(WTB) ~~1,37~~ ~~2,37~~ 1,38 ✠Lloyd'sRMC ~~5,37~~ ~~7,37~~ 1,38 for temp. 43° F. *Fitted for oil fuel* 2 22 *F.P. above* 150° F.	Ven	*l*†	CL ~~8,36~~ ~~3,37~~ 8,37 BS8,37	1922 2mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*s*A&CP	LloydTriestino Soc.Anon.di Nav. *CellDB*453'1335*t DT f* 13' 126*tFPT* 88*tAPT*78*t*	588·2 570·2 B327'F50' *on* FK *Shade dk*	74·2	35·9	Trieste Italian *Cem* 9*BHtoShdk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 6DB(Spt)&1SB(Spt),52cf. HS39143 200lb 2 AuxTurbines& 1AuxW.T.B.(Spt), HS11395 1990lb FD 6000NHP W.Beardmore&Co.Ld.Gls.	40 ″ 0 s12 ″ 5½ 27 ″ 8½	
23171 327 IBGI	**Conte Verde** Ⓟ TwinSc ssHKg.No.8–11,37 ~~ssTri.No.3–1,36~~ 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy. &Shade dk (Stl*–teak s) D.F. GyC. 3*rd dk(Stl)in holds*	18765 11201 11527	✠100A1 *withfreeboard* 4,38 ~~11,37~~ ✠LMC MS9,35 BS7,37 ✠Lloyd'sRMC ~~11,36~~ 2,38 ~~8,37~~ *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	Ven ~~HKg~~	*l*†	CL ~~9,36~~ ~~7,37~~ 10,37	1923 4mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*s*A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*478'1468*t DTf* 15' 676*tFPTs* 5*t APT*96*t*	570·2 592·3(O.L.) B327'F50' *on* FK *Shade dk*	74·2	35·9	Trieste Italian *Cem* 9*BHtoShdk*	4 Steam Turbines DR geared to 2 Sc.Shafts (s) 200lb FD 3650NHP 6DB(Spt)&2SB(Spt),56cf, HS42154 W.Beardmore&Co.Ld.Gls.	40 ″ 0 s12 ″ 5½ 27 ″ 9	
23172 HRBC	**Contessa** Ⓟ ssN.Os.No.2–38 ~~ssN.Os.No.1–34~~ D.F. 2*Dks(Stl–Weather dk* teak s) 3*rd & 4th dk(Stl) in holds* *Ref.Mchy.*	*5512* *4404* *3094*	✠100A1 *withfreeboard* 3,38 ~~1,37~~ ✠LMC ~~MS10,33~~ BS ~~10,36~~ 1,38 ✠Lloyd'sRMC ~~3,37~~ ~~6,37~~ 4,38 *Three lower decks for fruit cargoes* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	NOs MS3,38	*z*	OG 2,36	1930 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*s*A&CP	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) ~~*IntermediateBHin forward and after holds dispensed with*~~ *CellDB*323'722*t Tanks in way of tunnel* 344*tFPT*35*t APT*33*t*	381·5 P36'B135'F41' FK	53·7	30·6	Ceiba Honduran *ptCem* 6*BH*	Q.4Cy.25¾",37",54½"&78"– 48" 260lb (s) 895NHP 4SB,16cf,GS307,HS13944FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 9 ″ 6¾ 23 ″ 8½	
23173 PDLK	**Continent** (exCastor–35) *OilEng.* *Mchy.Aft* 1*Dk*	455 303 314					1931	N.V.Schps. v/hGebrG& H.Bodewes Martenshoek	W.Komdeur	148·8 P36'	25·4	9·2	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11⅞"–15¾" 98NHP NV.KromhoutMtrnfbAms		V
23174 DCCO	**Continental** (exRhenus25) 1*Dk*	542 519 305					1908	P.vanSmit, Jr. Rotterdam	IversLinie,KommanditGes.(Paulsen&Ivers,*Mgrs.*)	187·5	23·1	13·3	Kiel German *WB*	C.2Cy.13"&28"–12" 23NHP P.vanSmit,Jr.Rotterdam		G
23175 124058 MCQG	**Continental Coaster** (exLyme Regis,exVolpone) ssHul.2ndNo.3–2,33 *Mchy.Aft Well deck* Wireless 1*Dk(Stl)* ssShl.No.1–37 *Cargo battens not fitted*	555 379 223	✠100A1 ~~3,37~~ ~~3,36~~ 10,37 ✠LMC 3,37 ~~MS2,35~~ ~~BS4,36~~	Sou ~~Shl~~ Lon	*h*	CL ~~3,36~~ ~~3,37~~ 10,37	1907 3mo *Lloyd*	R.Williamson&Son Workington '*s*A&CP	DonDavidCoastal ShippingCo.Ld.	164·8 Q86'B11'F20' BK7' *DBf*89'108*tFPT* 35*tAPT*30*t*	26·6	11·0	London British 3*BHCem*	T.3Cy.14½",22½"&37"–27" 170lb (s) 99RHP 1SB,3cf,GS53,HS1898 Ross&Duncan,Glasgow	13 ″ 4 s 4 ″ 8 13 ″ 4	
23176 216538 KSOI	**Contoy** (exLakeWimico) 1*Dk*	1943 1646 1208			...		1918	American S.B.Co. Lorain,O.		251·0 P25'B64'F23' FK	43·5	20·0	Utd. States *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23177 DJSD	**Contra** (*ex*CaboVillano-36) *ss*Bbo.No.3-6,32 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in holds*& *Web frames* *Longitudinal framing* See also "CABO VILLANO," No. 21984 New "Waltraud," see No. 40726 in Supplement	4276 4127 2695	✠100A1 *with freeboard* 7,35 ✠LMC11,36 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Bbo	*v*	CL 11,36	1920 8mo *Lloyd's A&CP*	Echevarrieta y Larrinaga Cadiz	MatthiasRohde& Co'sFrachtkontor G.m.b.H.(H. Aschpurwis,*Mgr.*) *CellDB*284' 870*t FPT*63*t*	330·4 FK	47·9	31·0	Hamburg German 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* 417NHP 2SB,8*cf*,GS147,HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s 7 ″ 10 25 ″ 9	
23178 162320 GTNC	**Contractor** *ss*Bkn.No.1-35 2*Dks*(*Stl*)	6004 5575 3755	✠100A1 ~~4,37~~ 11,37 ✠LMC MS2,35 BS~~9,35~~ 11,37	Liv Gls	*a*†	CL 12,36	1930 7mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB*362'1136*t D*	420·3 434·1(O.L.) P37'B137'F44' FK *Ta*32'908*t FPT*62*t*	54·6	30·4	Liverpool British 8*BHCem* (1 ,, *to2nd dk*) *APT*24*t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 CammellLaird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5¾	
23179 162645 GQCB	**Conus** TwinSc *OilEng.* *ss*Shl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4775	✠100A1 1,38 ~~3,37~~ ✠LMC DBS~~10,35~~ 1,38 *Carrying Petroleum in bulk*	Rot Shl CS6,36 ~~10,35~~ 1,38	*c*†	CL 9,35	1931 12mo *Lloyd's A&CP*	Workman Clark(1928) Ld. Belfast	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*64'183*t*	452·4 P103'B33'F42' FK *DTf*32'338*tFPT*20	62·1	33·9	London British 14*BH* 6*tAPT*81*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* N.E.MarineEng.CoLdNwc	34 ″ 0 s6 ″ 7¾ 27 ″ 7¼	
23180 6631 SGJN	**Convallaria** *ss*Sbg.No.1-38 *ss*Hbg.No 3-7,33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	*1996* *1760* *1145*	✠100A1 ~~6,37 7,36~~ 4,38 ~~BS~~4,38 ✠LMC MS~~7,33~~ ~~BS4,36~~ 4,38	Els ~~Hbg~~Sbg	*r*	OG ~~4,36~~ 4,38	1921 1mo *Lloyd's A&CP*	Verschure &Co. Amsterdam	RederiA/B Activ (J.Gorthon,*Mgr.*) *CellDB*240'459*t FPT*	280·4 P22'B74'F32' FK	40·2	19·1	Helsngbrg Swedish 4*BHCem* 67*tAPT*86*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb *100lb* 194NHP 2SB,4*cf*,GS100,HS3177 Verschure&CoAmsterdam	21 ″ 4 s 3 ″ 0½ 18 ″ 5	
23181 145467 VJCF	**Coolana** *ss*Mel.No.1-38 *ss*Mel.No.3-3,34 1*Dk*(*Stl*) *Cargo battens not fitted*	2197 1965 1261	100A1 ~~4,37~~ ~~3,36~~ 3,38 MS~~3,34~~ 3,38	Mel LMC BS~~10,36~~ 11,37	*s*	CL ~~2,35~~ 4,37	1921 10mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson LdSunderlnd	MelbourneS.S.Co. Ld. *CellDB*242'574*tFPT*	285·2 294·5(O.L.) P29'B74'F29' FK	41·5	20·2	Melbourne British 4*BHCem* 95*tAPT*132*t*	T.3Cy.22",35"&58"-39" (*s*) 180lb *100lb* 251NHP 2SB,6*cf*,GS130,HS4188 G.Clark,Ld.Sunderland	22 ″ 6 s 3 ″ 2 19 ″ 6	
23182 131537 VJJS	**Coombar** TwinSc *Ref.Mchy.* Wireless 1*Dk*	581 381 232					1912	Murdoch& Murray,Ld. Pt.Glasgow	W.R Carpenter &Co(SolomonIs.) Pty.Ld.	166·0	30·1	10·1	SydnyNSW British *WB*	C.4Cy.14"&30"-18" 99RHP D.Rowan&Co.Glasgow		C
23183 UOAV	**Cooperatzia** Ⓟ *OilEng.* D.F. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	3767 2934 2164				...	1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 P34'B99'F41' FK	48·0	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
23184	**Copacabana** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern*	~~5650~~ *7340* *5403* ~~*4350*~~	100A1 *with freeboard* (*Class Contemplated*)				1937	Soc.Anon. Jhn.Cockerill Hoboken	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	~~435·9~~ 459·3 F47'	~~59·1~~ 61·4	~~27·2~~ 39·2	Antwerp Belgian	Oil Engines 2S.C.DA 5Cy.24½"-55⅛" SocAn.J.Cockerill,Seraing		
23185 Broken up KMWQ	**Copan** (*ex*Alleghany) Iron 3*Dks*&*Awng dk*	1704 — 1079					1881 1907	Cramp& Sons Philadelphia	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	250·0	38·5	16·6 27·0	N.Orleans Utd.States	T.3Cy.20",34"&56"-42" NE&B20 203NHP BethlehemS.B.Co. Wilmington,Del.		
23186 147874 GJVW	**Copeland** Ⓟ Wireless 2*Dks*	1526 1150 640					1923	CaledonS. B.&E.Co.Ld. Dundee	ClydeShippingCo. Ld.	270·0 P&B176'F43'	37·2	17·4	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C BT till 10,37
23187 212646 KDAF	**Coppename** Ⓟ *ss*N.Yk.2ndNo.3-8,33 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Spar dk*(*Stl*-ws)	3289 2157 1911	✠100A1 *Spar dk* 8,36 BS~~12,36~~ 2,38 ✠LMC8,33 *Fitted for oil fuel* 2,24 *F.P. above* 150° F.	Bal	*v*	CL 8,36	1908 2mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *Intermediate bulkhead in after* *WB*=	339·5 P&B218' F41' FK&BK2' *hold dispensed with* *Cell DBa*66'*uE*28'*f*	42·6	15·9 23·6	NewYork Utd.States *Cem* 5*BH only* 138'385*t*	T.3Cy.26",41"&69"-48" (*s*) 180lb 486NHP 3SB,9*cf*,GS177,HS7419 FD Workman,Clark&Co.Ld. Bel.	26 ″ 0 s3 ″ 3½ 23 ″ 4¼	
23188 147777 MNFC	**Copsewood** *ss*Shl.No.3-2,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 900 537	✠100A1 ~~2,37~~ 11,37 MS2,37 ✠LMC ~~MDS2,37~~ ~~DBS12,36~~ BS11,37	Shl	*l*	CL ~~12,36~~ 10,37	1925 4mo *Lloyd's A&CP*	Osbourne, Graham& Co.Ld. Sunderland	JosephConstantine S.S.Line,Ld. *CellDB*	198·0 204·7(O.L.) Q133'B14'F25' FK *f*128'217*tFPT*112*t*	32·3	12·4	Middlsbro' British 3*BHCem* *APT*47*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 1SB,3*pf*,GS61,HS2239 G.Clark,Ld.Sunderland	14 ″ 7 s 4 ″ 8¼ 14 ″ 6¾	
23189 149312 GSND	**Coptic** TwinSc *ss*Lon.No.2-36 *OilEng.* *Ref.Mchy.* ~~*ss*Lon.No.1-33~~ D.F. E.S.D. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	8533 7488 5221	✠100A1 *with freeboard* 3,38 ~~10,35~~ ✠LMC DBS~~3,36~~ 7,37 ✠Lloyd'sRMC~~2,37~~	Gls Nwc CS8,~~33~~ 3,38 ~~5,35~~ 3,38	*f*†	CL ~~PN4,35~~ S8,36 P3,38 3,38	1928 7mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Shaw,Savill& AlbionCo.Ld. *CellDB*408'1571*t*	482·6 499·5(O.L.) B173'F61' FK *FPT*109*tAPT*60*t* (	64·2	30·8	S'thamptn British 8*BHptCem* *Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB*100lb* WllsndSlpwy.Co.Ld.Nwc.	34 ″ 4 s 5 ″ 4½ 29 ″ 2½	
23190 146925 MLPG	**Coquetdale** *ss*Sld.No.3-9,36 1*Dk*(*Stl*)	1597 1363 886	✠100A1 5,37 ~~9,36~~ 4,37 ✠LMC BS12,35 MS9,36	Sld Shl	*p*	CL 2,36	1923 7mo *Lloyd's A&CP*	J.Priestman&Co. Sunderland	EnfieldS.S.Co.Ld. (S.Marshall&Co. *Mgrs.*) *CellD*	245·0 B50'F22' FK *B*201'437*t FPT*61*t*	37·0	18·3	Sundrland British 4*BHptCem* *APT*118*t*	T.3Cy.19",31½"&52"-36" (*s*) 180lb 186NHP 2SB,6*cf*,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s 2 ″ 10½ 17 ″ 8	
23191 217871 WVAA	**Coquina** 1*Dk*	2140 1753 1281				...	1919	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5 P27'B64'F26' FK	43·7	20·1	L.Angeles Utd.States *WB*	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co. Manitowoc,Wis	23 ″ 0	R †
23192 1340 IBHI	**Cor Jesu** (*ex*L'Erdre) *ss*Gen.2ndNo.3-9,33 1*Dk*(*Stl*)2*trB*&*Web frames* D.F. 3*Dk rule*	3994 3579 2474	✠[illegible] 10,37 ~~BS1,37~~ ~~✠LMC9,33~~	Ven Gen	*x*	CL 1,36	1908 A&CP	Atel.&Ch. de laLoire Nantes	Ang.Gazzolo diA. *CellDBa*100'*uE*23'*f*148'925*tFPT*67*t*	375·6 P34'B110'F41' FK	50·5	25·6	Genoa Italian 6*BHCem* *APT*46*t*	T.3Cy.23$\frac{7}{16}$",36"&59"-41¾" 178lb (*s*) 284NHP 2SB,1AuxSB,8*cf*,GS159, HS4919 Atel.&Ch.de laLoire,Nts.	26 ″ 11 ~~s 4 ″ 9½~~ ~~22 ″ 3¾~~	
23193 DHEK	**Cora** (*ex*Reinhart,*ex*Dollart,*ex*Edgar, *ex*Stettin) 1*Dk*	864 710 466					1920	NyaVarvet A/B Helsingfors	Theodor Grammer- storf(KarlGram- merstorf,*Mgr.*)	191·5 Q38'B28'F21'	34·0	13·3	Kiel German *WB*	T3Cy16$\frac{3}{16}$",26⅝"&43$\frac{3}{16}$"-27½" 98NHP Christiansen&Meyer,Ham.		G
23194 102 ILRZ	— AuxSr (*ex*Jupiter-35) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	349 296 256					1917	J.Th.Wilmink&Co. Groningen	GiuseppeRoggero	140·3 129·4 P29'Q39'H36*t*F21'	26·4	11·4	Imperia Italian	Oil Engines 4S.C.SA 6Cy.10⅝"-14$\frac{1}{16}$" 66NHP NE31 HumboldtDeutzmotoren, A.G.Köln-Deutz		IV

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
23195 ~~GTHQ~~	**Coratank** Now "Rikko Maru," see No. 39937 in Supplement OilEng. 2Dks(Stl)Webframes Mchy.Aft Longitudinal framing	8898 8146 5366	✠ ~~[illegible]~~ 12,37 ~~BS[illegible]~~ ~~✠LMC[illegible]~~ ~~✠LMC[illegible]~~ Carrying Petroleum in bulk	Sng	d†	CL 12,35	1932 8mo Lloyd	Workman, Clark(1928) Ld. Belfast 'sA&CP	Nippon Sekiyu K.K. CellDBuE78'226t	477·0 P103'B33'F40' FK DTf36'496t FPT207tAPT39t	63·8	35·6	Japanese 18BHptCem (10 to U dk 8 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 997NHP 2DB150lb Workman,Clark(1928)Ld.	35 ″ 4 ~~s 7 ″ 1¼~~ ~~29 ″ 5¼~~	
23196 147852 GJSZ	**Coracero** ssGls.No.3–11,35 2Dks(Stl)&Shelterdk(Stl) Ref.Mchy. 3rddk(Stl)infore holds D.F. E.S.D. Platform dk in No.1 hold	7252 6908 4533	✠100A1 Shelter dk withfreeboard 7,37 ~~4,36~~ ~~BS[illegible]~~ ✠LMC11,35 ✠Lloyd'sRMC~~[illegible]~~ BS2,38 2,38 Fitted for oil fuel 5,23 F.P. above 150° F.	Gls	a†	CL ~~2,35~~ 7,37	1923 5mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	DonaldsonSouth AmericanLine,Ld. CellDBa 112'uE24uB39'	423·6 438·8(O.L.) F37'onShelter dk CollisionBH& FK f189'1254tFPT88t	56·0	36·7	Glasgow British ptCem 4BHtoShdk 2 ,, ,, U ,, APT30t	T.3Cy.27",42"&77"–51" & exhaust turbine driving steam compressor (s) 200lb FD 831NHP 4SB,12cf,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	39 ″ 4 s 11 · 0½ 28 ″ 6	
23197 141928 MJSF	**Coral** (exCromartyFirth) ssAyr.No.3–9,32 ssIrv.No.1–36 Mchy.Aft 1Dk(Stl) Welldeck Cargo battens not fitted	638 424 300	✠100A1 4,36 BS~~[illegible]~~ 5,38 ✠LMC4,36	Irv	i	CL 3,36	1919 10mo Lloyd	Ardrossan D.D.&S.B. Co.Ld. Ardrossan 'sA&CP	Wm.Robertson CellDBf97'148tFPT	175·4 183·4(O.L.) Q100'B11'F28' FK	28·3	10·1	Glasgow British 3BH ptCemntAsp 46tAPT29t	T.3Cy.14",23"&38"–27" (s) 180lb 99RHP 1SB,3pf,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½	
23198 127129	**Coralia** Mchy.Aft	4349 — 3264					1896	GlobeIron Works Cleveland,O.	NicholsonUniversalS.S.Co. WB	413·2	48·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",39"&63"–42" NB08 258NHP GlobeIronWorks,Clevelnd		R
23199 142659 GSYB	**Corato** (exCliona,exWarJemadar) ssH.Kg.No.3–4,31 ssYka.No.1–35 1Dk(Stl)2trB&Webframes Longitudinal framing	5563 4703 3476	✠100A1 5,37 ~~8,36~~ ✠LMC MS5,35 BS~~[illegible]~~5,37 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 9,18 F.P. above 150° F.	Nag Yka	z	CL N8,36	1918 9mo Lloyd	SirJ. Laing &Sons,Ld. Sunderland 'sA&CP	HadleyShipping Co.Ld. Middle lineBulkhead CellDBuE&B59'251t	400·0 P49'B121'F39' FK	52·4	28·5	London British 11BHptCem not oil-tight f50'67t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
23200 135270 GRTC	**Corbank** (exHitchin) ssSld.No.3–11,26 Welldeck ssSld.No.2–35 Sub.Sig. E.S.D. 1Dk(Stl)	1933 1502 1123	✠100A1 ~~12,37~~ ~~10,36~~ 3,38 BS~~10,36~~ 12,37 ✠LMC12,35	Bly Sld	q	CL ~~10,36~~ 12,37	1913 10mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDBa67'uE&B41'	267·0 Q140'B12'F28' FK f106'480tFPT105t	38·0	17·6	London British 4BHCem APT195t	T.3Cy,21",34"&56"–39" (s) 180lb 221NHP 2SB,6pf,GS89,HS3534 N.E.MarineEng.CoLd.Sld.	19 ″ 10 s 6 ″ 4¾ 18 ″ 1¾	
23201 128285 MCYW	**Corbet** (exButeman) ssBel.2ndNo.3–6,32 ssBel.No.1–36 Welldeck Mchy.Aft 1Dk(Stl)	468 334 188	✠100A1 9,36 BS7,37 ✠LMC8,36	Bel	h	CL 7,35	1909 6mo Lloyd	Scott& Sons Bowling 'sA&CP	AlexanderKing,Ld WB	160·0 Q89'B10'F26' BK7" =DBf11'20tFPT	25·6	11·3	Belfast British 3BHCem 45tAPT23t	C.2Cy.18"&40"–27" (s) 130lb 98RHP 1SB,3pf,GS56,HS1877 Ross&Duncan,Glasgow.	12 ″ 3 s 4 ″ 3¾ 12 ″ 7	
23202 162662 GQJK	**Corbis** TwinSc OilEng. ssShl.No.1–35 D.F. E.S.D. 1Dk(Stl)2nddk(Stl) Mchy.Aft clear of cargo tanks Longitudinal framing at bottom & at deck	8132 7510 4776	✠100A1 1,38 ~~3,37~~ ✠LMC CS4,36 3,37 DBS~~4,36~~1,38 Carrying Petroleum in bulk	Cff	c†	CL 8,35	1931 12mo Lloyd	Workman, Clark(1928) Ld. Belfast 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'183t	452·4 468·6(O.L.) P103'B33'F42' FK	62·1	33·9	London British 14BH DTf32'338t	Oil Engines 4S.C.SA 12Cy.24⅛"–43⁵⁄₁₆" 714NHP 2DB150lb N.E.MarineEngCoLd.Nwc FPT206tAPT81t	34 ″ 0 s 6 ″ 7¾ 27 ″ 7½	
23203 164555 GYNP	**Corbrae** Sub.Sig. E.S.D. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1788 1339 1005	✠100A1 ~~7,37~~ ~~6,36~~ 3,38 ~~Bly~~ ✠LMC12,35	Shl	q	CL ~~6,36~~ 2,38	1935 12mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB214'500t	257·0 Q150'F25' FK MT9'166tFPT158t	39·5	16·7	London British 4BHCem APT21t	T.3Cy.16½",26"&47"–33"(s) 220lb 171NHP 2SB(Spt),3cf,GS76,HS2854 N.E.MarineEng.CoLd.Sld.	18 ″ 9 s 6 ″ 1 17 ″ 4	
23204 149973 GNLY	**Corbridge** ssShl.No.2–37 ~~ssShl.No.1–32~~ Sub.Sig. Welldeck 1Dk(Stl) E.S.D. Cargo battens not fitted	1703 1295 935	✠100A1 4,37 ~~4,35~~ ~~BS4,36~~ ✠LMC~~6,32~~ 4,37	Shl	q	CL 4,36	1928 1mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB207'	255·0 P22'Q150'F21' FK 440t MTs120t FPT	37·5	16·8	London British 4BHCem 70tAPT150t	T.3Cy.19",31"&52"–36" (s) 180lb 195NHP 2SB,6cf,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 10 s 5 ″ 8½ 17 ″ 4½	
23205 161285 GCTJ	**Corbrook** ssBly.No.1–34 Mchy.Aft Welldeck 1Dk(Stl) Sub.Sig. Cargo battens not fitted E.S.D.	1729 1312 983	✠100A1 11,36 BS~~[illegible]~~ 2,38 ✠LMC7,34	Shl	q	CL ~~11,36~~ 2,38	1929 8mo Lloyd	Cowpen DryDock& S.B.Co.Ld. Blyth 'sA&CP	CoryCollieresLd. (Wm.Cory&Son, Ld.Mgrs.) CellDB219'	255·1 P21'Q135'F22' FK 508tMT9'227tFPT	37·5	17·0	London British 5BHptCem 52tAPT16t	T.3Cy.19",31"&52"–36" (s) 180lb 197NHP 2SB,6cf,GS87,HS3324 G.Clark,Ld.Sunderland	19 ″ 0 s 5 ″ 7½ 17 ″ 7¾	
23206 164577 GYNQ	**Corburn** Sub.Sig. E.S.D. CruiserStern 1Dk Mchy.Aft Cargo battens not fitted	1786 1339 1003	✠100A1 3,37 ~~9,36~~ ✠LMC2,36	Sld	q	CL	1936 2mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB214'500t	257·0 Q150'F25' FK MT9'166tFPT158t	39·5	16·7	London British 4BHCem APT21t	T.3Cy.16½",26"&47"–33"(s) 220lb 171NHP 2SB(Spt),6cf,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 1 17 ″ 4	
23207 149801 GNBK	**Corchester** ssShl.No.2–36 Sub.Sig. Welldeck 1Dk(Stl) E.S.D. Cargo battens not fitted	2374 1836 1335	✠100A1 3,38 ~~1,37~~ ✠LMC MS5,36 BS~~1,37~~3,38	Bly	s	CL ~~1,37~~ 3,38	1927 4mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB234'584t side tanks in ER168tFPT105tAPT228t	285·0 Q165'F31' FK	41·7	19·0	London British 4BHCem	T.3Cy.20½",35"&57"–39" (s) 180lb 243NHP 2SB(Spt)6pf,GS122,HS4060 G.Clark,Ld.Sunderland	21 ″ 1 s 6 ″ 7¾ 19 ″ 1½	
23208 PUQE	**Corcovado** (exBrazilian) Now "Potengy," see No. 397[illegible] ssRio.3rdNo.3–11,23 ssRio.No.2–33 2Dks(Stl-Uws)&deep framing 3Dkrule	*3046* *2826* *1916*	✠ — 12,36 ✠NB3,11 ✠	Rio	v		1890 4mo	D&WHen- derson&Co Glasgow	Cia.Commercio e Navegação WB=DBa92'uE24'359tFPT70tAPT40t	340·0 P37'B70'F40' FK	42·0	25·0	R.Janeiro Brazilian 7BHCem	T.3Cy.24",40"&66"–48" 302NHP 2SB,6cf,GS124,HS4550 D.&W.Henderson&Co.Gls	28 ″ 3	
23209 140715 GRTJ	**Corcrest** (exHopecrest) ssNwc.No.3–8,30 ssShl.No.1–35 Sub.Sig. Welldeck 1Dk(Stl) Cargo battens not fitted E.S.D.	2373 1863 1337	✠100A1 ~~11,37~~ ~~8,36~~ 12,37 BS~~[illegible]~~ 11,37 ✠LMC10,35	Bly ~~Shl~~ Sld	s	CL ~~10,35~~ 11,37	1918 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdSunderlnd 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB236'587t side tanks in engine space 206tFPT111tAPT196t	285·3 P24'Q122'B20'F31' FK	41·5	19·1	London British 4BHCem	T.3Cy.22",35"&58"–39" (s) 180lb 100lb 288NHP 2SB,6cf,GS107,HS4204 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 4 s 6 ″ 4½ 19 ″ 2	
23210 148129 GLKR	**Cordale** (exHorsley–37) ssShl.No.3–4,38 ~~ssShl.No.2–33~~ E.S.D. 1Dk(Stl) Cargo battens not fitted	2143 1853 1244	✠100A1 ~~4,37~~ ~~3,37~~ 4,38 BS~~[illegible]~~ 11,37 ✠LMC~~[illegible]~~ MS4,38	Shl ~~Gff~~	s	CL ~~3,37~~ ~~1,37~~ 4,38	1925 7mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB234'644t FPT160tAPT117t	280·0 292·2(O.L.) P24'B49'F26' FK	41·6	20·1	London British 4BHCem	T.3Cy.20½",33"&54"–39" (s) 180lb 228NHP 2SB,6cf,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 2¼ 19 ″ 5	
23211 162332 GKFC	**Cordelia** OilEng. ssNwc.No.1–36 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinal framing	8190 7272 5005	✠100A1 ~~3,37~~ ~~7,36~~ 3,38 ~~DBS7,36~~ ✠LMC7,36 Carrying Petroleum in bulk DBS4,38	Nwc	c†	CL ~~N4,36~~ 3,38	1932 3mo Lloyd	Swan,Hun- ter&Wigham Richardson Newcastle 'sA&CP	OilTankS.S.Co.Ld. (C.T.Bowring& Co.Ld.Mgrs.) CellDBuE81'197t DTf41'435t	460·4 P112'B30'F57' FK Trunk in after well FPT161tAPT128t	59·5	34·1	Liverpool British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29½"–59¹⁄₁₆" 652NHP 2DB180lb J.G.Kincaid&Co.Greenock	34 ″ 1 s 6 ″ 1¼ 28 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23212 DHEL	**Cordelia** 1*Dk*	1357 1149 723					1921	Hamburgr-ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B195'F31'	36·2	16·1	Hamburg German *WB*	T3Cy17¾",$28\frac{11}{20}$"&$47\frac{3}{10}$"–31½" GuteHoff-nungshütte,Oberhausen 126NHP		G
23213 147668 GKNL	**Cordene** *ss*Shl.No.3–7,37 ~~*ss*Shl.No.2–33~~ Sub.Sig. E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2345 1876 1322	✠100A1 7,37 ~~11,35~~ ~~BS7,36~~ ✠LMC~~7,33~~ 7,37	Bly Shl	*s*	CL ~~3,37~~ 7,37	1924 6mo	Swan,Hunter&Wigham Richardson,Ld.Newcastle *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	284·5 P20'Q164'F26' FK *CellDB*242'549*tMTs*14' 205*t FPT*104*tAPT*146*t*	42·1	19·6	London British 4*BHptCem*	T.3Cy.21",34"&56"–39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&Co.Ld.S.Shl.	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
23214 DJMA	**Cordillera** Ⓟ **TwinSc** D.F. GyC. E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 3*Dks*	12055 8979 6902					1933	Blohm&Voss,K.a.A. Hamburg	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	497·8 B&F344'	65·9	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"–35$\frac{7}{16}$" 3120NHP Blohm&Voss,K.a.A.Ham.		G
23215 144239 GDRK	— *ss*Gls.No.3–10,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk*(*Stl*)*in foreholds* D.F. E.S.D. *PlatformDk*(*Stl*)*in Nos.4&5holds*	6865 6573 4248	✠100A1 *Shelter dk withfreeboard* 3,37 BS2,38 ~~BS2,37~~ ✠LMC10,33 ✠Lloyd'sRMC~~3,37~~ ~~9,37~~ 2,38 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Gls	*a*†	CL 3,37	1920 10mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	DonaldsonSouth AmericanLine,Ld.	419·0 434·9(O.L.) FK *CellDB*344'1198*tFPT*89*tAPT*251*t*	54·8	35·7	Glasgow British *Cem* 7*BHtoShdk*	3SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 862NHP 4SB,12*cf*,GS240,HS10632 FD N.E.MarineEngCoLd.Nwc	38 ″ 3 s10 ″ 10¼ 27 ″ 8	
23216 209655 WCCS	**Cordova** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2089 — 1269					1912	Harlan&Hollings-worthCor. Wlmgtn.Del.	AlaskaS.S.Co. Inc.	238·7 P150'F33'	41·2	20·9	NewYork Utd.States	T.3Cy.19",30"&50"–36" 150NHP Harlan&HollingswrthCor.		
23217 147566 GJXS	**Corduff** *ss*Bly.No.3–9,36 E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Sub.Sig.	2345 1876 1322	✠100A1 8,37 ~~10,36~~ BS8,37 ✠LMC9,36	Bly Shl	*s*	CL ~~9,36~~ 8,37	1923 12mo	Swan,Hunter&Wigham Richardson,Ld.Newcastle *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	284·5 P20'Q164'F26' FK *CellDB*242'549*tMTs*14'205*t FPT*104*tAPT*146*t*	42·0	19·6	London British 4*BHptCem*	T.3Cy.21",34"&56"–39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&CoLd.S.Shields	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
23218 98398 MQSZ	**Corea** *ss*Goo.No.1–36 *ss*Goo.3rdNo.3–2,32 *Well deck* 1*Dk*(*Stl*)	751 567 315	✠100A1 ~~4,27~~ ~~4,34~~ 3,38 ✠NB11,27 ✠LMC~~2,32~~ 12,36 ~~BS4,36~~ BS3,38	Goo	*l*	OG ~~3,34~~ ~~1,37~~ 3,38	1895 4mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	BennettS.S.Co.Ld.	210·0 Q99'B20'F29' BK8" *WB=DB*	31·0	13·6	Goole British 5*BHCem* *a*38'*f*49'100*t*	T.3Cy.19",32"&52"–36" (*s*) 160lb 173NHP 2SB,4*cf*,GS86,HS2760 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 9 14 ″ 2¾	
23219 163532 GWWY	**Corfell** Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk*	1802 1354 1016					1934	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	257·0 Q150'F24'	39·5	16·7	London British *WB*	T.3Cy.16½",28"&47"–33" 127NHP N.E.MarineEng.Co.LdSld.		C
23220 163476 MBVN	**Corfirth** *Mchy.Aft* E.S.D. *Well deck* Sub.Sig. 1*Dk* *CruiserStern* *Cargo battens not fitted*	1803 1355 1016	✠100A1 10,37 ~~9,36~~ ✠LMC5,34	Bly Sld	*q*	CL ~~9,36~~ 10,37	1934 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	257·0 Q150'F25' FK *CellDB*214'492*tMT*9'164*tFPT*159*tAPT*15*t*	39·5	16·7	London British 4*BHptCem*	T.3Cy.16½",28"&47"–33"(*s*) 220lb 171NHP 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	
23221 163484 GWTD	**Corfleet** *Mchy.Aft* 1*Dk* *CruiserStern* Sub.Sig. E.S.D. *Cargo battens not fitted*	1803 1355 1015	✠100A1 ~~11,37~~ ~~10,36~~ 12,37 ✠LMC6,34	Bly ~~Sld~~ Shl	*q*	CL ~~10,36~~ 11,37	1934 6mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	257·0 Q150'F25' FK *CellDB*214'492*tMT*9'164*tFPT*159*tAPT*15*t*	39·5	16·7	London British 4*BHptCem*	T.3Cy.16½",28"&47"–33"(*s*) 220lb 171NHP 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	
23222 162643 GRNW	**Corfu** Ⓟ **TwinSc** *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. E.S.D. *CruiserStern*	14170 11383 ~~7689~~ 7666	✠ 9,35 ✠ ✠Lloyd'sRMC~~4,37~~ ~~7,37~~ 3,38	Lon	*j*†		1931 9mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	522·5 B246'F76' FK *CellDB*448'2568*tFPT*70*tAPT*140*t*	71·4	33·1	London British 9 *BHptCem* *Coll,,to Wdk*	6SteamTurbinesSRgeared to2 ScShafts 2997NHP 4WaterTubeBoilers 2DB HS25200 FD A.Stephen&Sons,Ld.Gls.	46 ″ 0	BT till ~~4,37~~ 4,38
23223 161301 GFZB	**Corglen** *ss*Shl.No.1–34 Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* E.S.D. *Welldeck* *Cargo battens not fitted*	2822 2201 1632	✠100A1 8,37 ~~7,36~~ BS~~7,36~~ 8,37 ✠LMC6,34	Bly Shl	*l*	CL 7,36	1929 9mo	Cowpen D.D.&S.B. Co.Ld. Blyth *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	306·4 Q186'F30' FK *CellDB*250'747*t MT* 10' 347*t FPT* 136*tAPT*17*t*	44·2	19·9	London British 6*BHptCem*	T.3Cy.21½",36"&60"–39" (*s*) 180lb 259NHP 2SB(Spt)8*pf*,GS128,HS4196 G.Clark,Ld.Sunderland	22 ″ 0 s 7 ″ 0¾ 19 ″ 10	
23224 163398 GWMN	**Corhampton** *Mchy.Aft* *CruiserStern* 1*Dk* E.S.D. Sub.Sig.	2495 1899 1435					1933	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	292·0 Q184'F28'	42·5	19·2	London British *WB*	T.3Cy.18",30½"&51"–36" 156NHP N.E.MarineEng.CoLd.Sld		C
23225 163384 MBGT	**Corhaven** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* E.S.D. Sub.Sig. *Cargo battens not fitted*	991 707 532	✠100A1 7,37 ~~3,36~~ BS7,37 ✠LMC8,33	Nwc	*m*	CL ~~3,36~~ 7,37	1933 8mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	208·0 Q131'F23' FK *Cell DBuE*18'*f*140'294*tMT*9'107*tFPT*64*tAPT*15*t*	34·0	12·7	London British 4*BHptCem*	T.3Cy.13½",23"&38"–27" (*s*) 200lb 118NHP 1SB,3*cf*,GS53,HS2231 N.E.MarineEng.Co.Ld.Sld	14 ″ 8 s 4 ″ 6¼ 14 ″ 0	
23226 165356 MMCD	**Corheath** E.S.D. Sub.Sig. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1096 783 577	✠100A1 ~~6,37~~ ~~12,36~~ 5,38 ✠LMC12,36	Sld Nwc	*m*	CL	1936 12mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son,Ld.*Mgrs.*)	215·0 Q136'F22' FK *CellDB*164'299*tMT*11' 142*t FPT*82*tAPT*42*t*	34·5	13·1	London British 5*BHptCem*	T.3Cy.14½",24"&41"–30" (*s*) 220lb *100lb* 131NHP 1SB(Spt),3*cf*,GS53,HS2254 N.E.MarineEng.Co.Ld.Sld	15 ″ 0 s 4 ″ 6¼ 14 ″ 4¼	
23227 144248 GFDJ	**Corinaldo** *ss*Liv.No.3–2,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *Platform deck in No.* 1 *hold*	7131 6722 4417	✠100A1 *Shelter dk withfreeboard* 7,37 ~~12,36~~ BS3,38 ~~BS4,37~~ ✠LMC10,32 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 3,38 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Gls	*a*†	CL 8,35	1921 2mo	Scotts'S.B.&Eng.Co.Ld. Greenock *Lloyd'sA&CP*	DonaldsonSouth AmericanLine,Ld.	414·5 FK *CellDB*355'1107*tFPT*96*tAPT*50*t*	55·6	36·7 28·7	Glasgow British *ptCem* 6*BH to S dk* 1 „ „*U*„	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb 810NHP 4SB(Spt),12*cf*,GS229, FD HS10468 Scotts'S.B.&E.Co.Ld.Grk.	39 ″ 3 s10 ″ 8 28 ″ 8¾	
23228 156014 MMFN	**Corinda** *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	3376 2838 1930	✠100A1 ~~6,37~~ ~~4,37~~ 1,38 ✠LMC4,37 ✠Lloyd'sRMC~~4,37~~ 1,38	Sld Syd	*v*	CL	1937 4mo	ShortBros. Ltd. Sunderland *Lloyd'sA&CP*	Australas'nUnited Stm.Nav.Co.Ld.	345·6 356·8(O.L.) P33'B208'F27' FK *CellDB*286'766*tFPT*81*tAPT*120*t*	48·3	21·0	P.Adelaide British 6*BHCem*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	25 ″ 0 s 2 ″ 8¼ 22 ″ 6	
23229 140835 MPFX	**Corinia** *ss*Goo.No.2–37 ~~*ss*Wrk.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	870 586 426	✠100A1 4,38 ~~8,36~~ ~~11,37~~ BS4,37 ✠LMC~~10,32~~ MS11,37	Shl ~~Goo~~ Bly	*k*	CL ~~2,35~~ ~~7,37~~ 2,38	1928 10mo	R.William-son&Son,Ld. Workington *Lloyd'sA&CP*	NorthwestShippng Co.Ld.(R.William-son,*Mgr.*)	188·3 Q116'B11'F23' FK *CellDB*114'177*tFPT*44*t*	30·2	12·4	Workingtn British 3*BHptCem*	T.3Cy.14",24"&40"–27" (*s*) 180lb *90lb* 99RHP 1SB,3*pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 9½ 14 ″ 4¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réfrigér.
23230 217 SVKS	**Corinthiakos** (*ex*NorthAnglia–33, *ex*Bideford) 1*Dk*	*3562* 3293 *2214*					1910	Craig,Taylor&Co.Ld. Stockton	M.A.Embiricos	362·3|51·0|21·0 P29'B232'F34'	Andros Greek *WB*	T.3Cy.25",42"&68"–45" 310NHP N.E.MarineEng.Co.Ld.Sld		C
❋ 23231 147155 GKNW	**Corinthic** *ss*Bry.No.3–6,37 ~~*ss*Bry.No.2–32~~ D.F. 1*Dk*(*Stl*)	4823 4513 3023	✠100A1 ~~6,37 10,35~~ 3,38 BS~~10,36~~ 10,37	Shl ~~Exy~~ Mch ✠LMC~~7,33~~ MS6,37	*y*	CL ~~10,36~~ N3,38	1924 6mo *Lloyd*	IrvinesS.B.&D.D.Co.Ld. WHartlepool '*sA&CP*	SirW.H.Cockerline *CellDB*	390·1|55·5|26·2 P30'B221'F41' FK 335' 1098*t* *FPT*120*t*	Hull British 6*BHCem* *APT*149*t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 442NHP 3SB(Spt),9*cf*,GS182 HS7551 Richardsons,Westgarth&Co.Ld.Hpl.	28 ″ 9 s 4 ″ 5¾ 24 ″ 6	
❋ 23232 128788 VJCG	**Corio** (*ex*Delungra) *ss*Syd.No.1–37 *ss*Syd.No.3–2,32 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3346 3009 1934	✠100A1 ~~2,37 11,35~~ 11,37 BS~~8,36~~ 7,37	Syd NSW ✠LMC MS1,37	*v*	1,37	1919 9mo	Govt.Dkyd Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellDB*277'885*t*	331·0|47·9|26·0 P31'B95'F30' FK *FPT*118*tAPT*204*t*	Melbourne British 5*BHCem*	T.3Cy.25",41½"&68"–45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc.N.S.W.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
23233 HRDA	**Corisco** (*ex*Arwyco–34,*ex*Lancashire Coast,*ex*Annie Hough,*ex*Delta) *ss*Vcr.3rdNo.3–5,34 Wireless *Well deck* 1*Dk*(*Stl*)2*trB*	*1109* *931* 552	✠100A1 5,37 ~~3,36~~ BS~~5,36~~ 5,37	Pca Mob ✠LMC5,34	*n*	CL ~~3,34~~ 5,37	1900 3mo *Lloyd*	J.Scott&Co. Kinghorn '*sA&CP*	A.Garcia *CellDBa*44'60	225·4|34·2|15·2 P&B132'F35' FK *tFPT*50*tAPT*50*t*	Puerto Cortes Honduran 5*BHCem*	T.3Cy.17",27"&45"–33" (*s*) 170lb 124NHP 2SB,4*cf*,GS72,HS1861 J.Scott&Co.Kinghorn	16 ″ 6 s1 ″ 3 15 ″ 5¾	
23234 140362 GFCT	**Corland** (*ex*Buffs) *ss*Shl.No.3–8,30 Sub.Sig. *ss*Shl.No.1–35 E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	3431 3052 2001	✠100A1 10,37 ~~9,36~~ BS~~9,36~~ 10,37	Bly ✠LMC9,35	*v*	CL N8,36	1917 10mo *Lloyd*	S.P.Austin&Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell DB*253'902*tD* *FPT*223*tAPT*80*t*	341·0|47·0|22·8 P29'B66'F24' FK *Ta*31'161*t* *DTinEroom port si*	London British 6*BHCem* *de*10'77*t star*	T.3Cy.24",40"&65"–42" (*s*) 180lb 303NHP 2SB,8*pf*,GS138,HS4740 Richardsons,Westgarth& *board*14'122*t* Co.Ld.Sld.	25 ″ 3 s 4 ″ 5¾ 20 ″ 11	
23235 160366 GNLZ	**Corminster** *ss*Bly.No.2-37 ~~*ss*Shl.No.1–32~~ *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	1703 1295 935	✠100A1 7,37 ~~11,35~~ ~~BS4,33~~	Sld Bly ✠LMC~~6,32~~ 7,37	*q*	CL ~~4,36~~ 6,37	1928 2mo *Lloyd*	S.P.Austin&Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*207'	255·0|37·5|16·8 P22'Q150'F25' FK 440*tMTs*120*t FPT*	London British 4*BHCem* 70*tAPT*150*t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 195NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 10 s 5 ″ 8½ 17 ″ 4½	
23236 149963 MNXW	**Cormorant** *ss*Lon.No.2–36 *Ref.Mchy.* 2*Dks*(*Stl*) *CruiserStern*	1220 1069 714	✠100A1 *withfreeboard* 4,36 ✠Lloyd'sRM ~~BS5,37~~	BS3,38 ✠LMC4,36 C~~11,36~~ ~~10,35,37~~	*n*	CL 3,36 5,38	1927 12mo *Lloyd*	Earle'sCo.Ld. Hull '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*176'200*t*	216·0|32·1|18·5 B62' BK6" *FPT*27*tAPT*20*t*	London British 5*BHCem* (1 *to*2*nd dk*)	T.3Cy15½",25½"&42"–30" (*s*) 200lb 158NHP 2SB,4*cf*,GS79,HS3040 Earle'sCo.Ld.Hull	20 ″ 9 s 7 ″ 3 14 ″ 0½	
23237 164700 GZBD	**Cormount** *Mchy.Aft* E.S.D. Sub.Sig. *Cruiser Stern* 1*Dk*	2841 2159 1624					1936	Burntislnd S.B.Co.Ld. Burntisland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	308·0|44·5|19·6 Q186'F26'	London British *WB*	T.3Cy.18½",29"&52"–39" 169NHP N.E.MarineEng.Co.Ld.Sld		C
❋ 23238 129113 MDJG	**Corncrake** Ctr *ss*Lon.2ndNo.3–3,36 1*Dk*(*Stl*)&*Shelter dk*(*ptStl–ws*) *Mchy.Aft* *Lower dk in No.1 hold*	1171 860 555	✠100A1 *Shelter dk* *withfreeboard* 3,36 BS1,37	Lon ✠LMC3,36	*p*	CL 2,36	1910 7mo *Lloyd*	AilsaS.B.Co.Ld. Troon '*sA&CP*	~~GeneralStm.Nav.~~ ~~Co.Ld.~~MossHutchisonLine,Ld.	240·1|35·2|14·2 BK7½" *WB*=*CellDB*144'	Liverpool British 4*BHCem* 208*tFPT*22*t*	T.3Cy.22",35"&59"–39" (*s*) 170lb *80lb* 251NHP 2SB,6*cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 11½	
	Now "Chloris," *see No.* 37618 *in Supplement*													
❋ 23239 214382 WKCC	**Cornelia** *ss*N.Yk.No.3–10,27 *ss*N.Yk.No.2–35 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.* *Longitudinal framing* D.F.	3129 2620 1944	✠100A1 ~~9,36~~ 10,37 ~~BS9,36~~ ✠Lloyd'sRM for temp. 38° F. *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Bal BS10,37 ✠LMC9,35 C1,~~6,37~~ 2,38	*u*	CL ~~8,35~~ N10,37	1916 8mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD*	327·7|46·7|23·5 P38'B94'F37' FK *B*255' 662*tFPT*50*t*	NewYork Utd.States 6*BHCem* *APT*145*t*	T.3Cy.24¼",41 3/16"&68⅝"–48" 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 ″ 3 s 4 ″ 6 21 ″ 11½	
23240 215234 KJOI	**—** Wood (*ex*JohnC. *Fitted for oil fuel* Kirkpatrick–36,*ex*Robert 1*Dk* C.Sudden,*ex*Hadrumète,*ex*Robert C.Sudden) Wireless	1430 — 809					1917	F.Stone Oakland,Cal.	KitsapLumberCo.	223·0|43·6|16·5	Seattle Utd.States	T.3Cy.15½",26"&43"–33" 106NH MainStr.IronWks.S.Fo.		R
❋ 23241 PDLX	**Cornelia B.** *OilEng.* *Mchy.Aft* *ss*Rot.No.1–35 1*Dk*(*Stl*) *Strengthened for navigation in Ice*	400 287 264	✠100A1 9,37 ~~10,35~~	Rot ✠LMC10,35 ✠LMC(M)9,37	*f*	~~N10,35~~ 9,37	1931 7mo *Lloyd*	N.V.Werf "Vooruit" Spaarndam '*sA&CP*	O.Bosma *C*	147·8|25·2|10·0 P39'F15' FK *ellDBf*43'65*t FPT*	Groningen Dutch 3*BHptCem* 16*tAPT*15*t*	Oil Engines 4S.C.SA 4Cy.11"–17 5/16" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 8 s 1 ″ 1½ 9 ″ 7½	
❋ 23242 OXJA	**Cornelia Mærsk** *ss*Svb.No.3–1,38 ~~*ss*Cpn.No.2–34~~ D.F. 1*Dk*(*Stl*)	1892 1683 1115	✠100A1 1,38 ~~1,37~~ ~~MS6,34~~	Bry Svb ✠LMC 1,38 ~~BS2,37~~	*r*	CL ~~1,37~~ 1,38	1925 4mo *Lloyd*	F.Schichau Danzig '*sA&CP*	A/S D/S Svendborg(A.P.Moller, Copenhagen,*Mgr*) *CellD*	280·8|40·2|18·8 293·5(O.L.) P27'B74'F32' FK *B*240' 541*t FPT*38*t*	Kalundbrg Danish 4*BHCem* *APT*79*t*	T.3Cy.19 1/16",32 5/16"&53⅛"–37 7/16" & L.P. turbine with reduction gearing & chain drive 200lb (*s*) 243NHP 2SB(Spt),4*cf*,GS78, HS3014 FD F.Schichau,Elbing	21 ″ 4 s 2 ″ 9 18 ″ 8¾	
23243 97614 MQSF	**Cornelian** Steel&Iron3Mst *Mchy.Aft* *ss*Ayr3rdNo.3–8,26 *Well deck* *ss*Gls.No.2–34 1*Dk*(*Irn*)*Irn framing Stl plating* *Cargo battens not fitted*	408 286 156	✠100A1 4,38 ~~3,36 12,37 Irv~~ ✠NB9,13 MS5,34	Bwg ✠LMC BS~~3,37~~ 4,38	*f*	CL N3,36	1890 3mo	Scott&Co. Bowling A&CP	Wm.Robertson	142·5|25·1|11·1 25·2 Q68'B9'F24' BK7" *WB*	Glasgow British 3*BHCem* =*FPT*26*t*	T.3Cy.13½",21½"&34"–27" 160lb (*s*) 60RHP 1SB,3*pf*,GS54,HS1334 Muir&Houston,Glasgow	12 ″ 0 s ″ 4¾ 12 ″ 3	
23244 127451	**Cornell** GyC. *Mchy.Aft* 1*Dk*2*trB*	4449 — 3439					1900	Chicago S.B.Co. Chicago	PittsburgS.S.Co.	454·0|50·2|25·0 *WB*	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"–42" 257NHP ChicagoS.B.Co.		
❋ 23245 152301 VOQB	**Corner Brook** *ss*Lon.No.2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *Strengthened for Navigation in Ice*	5767 5244 3528	✠100A1 *withfreeboard* 4,37 ~~2,36~~ BS~~3,36~~ 4,37 *Fitted for oil fuel* 9,25 *F.P. above* 150° F.	Lon Mob ✠LMC6,34	*b*†	CL ~~5,34~~ ~~4,37~~ 3,38	1925 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	International Power&PaperCo. of N.F.L.Ld. *CellDB*347·1082*t* *DTa*28'868*t*	424·8|56·3|28·6 439·4(O.L.) F50' FK (*Coll* *FPT*223*tAPT*170*t*	SJhnsNFL British 8*BHptCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,,)	T.3Cy.28⅛",46"&77"–51" (*r*) 180lb 620NHP 3SB,12*cf*,GS225,HS9420 FD ArmstrongWhitworth&Co.Ld.Nwc.	31 ″ 3 s 4 ″ 1¾ 27 ″ 3½	
23246 LCKE	**Corneville** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	4544 4202 2747					1930	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F. Klaveness&CoA/S)	391·0|55·2|24·4 *PonShelter dk*20' F27'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23⅝"–43 5/16" 730NHP Akt.Burmeistr&Wain,Cpn		N

1	2 3	4	5	6	6	7	8	9	10	11	11	11	12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23247 222746 KJGO	**Cornish** *Fitted for oil fuel* 2*Dks*	1827 1666 1094					1923	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	EasternS.S. Lines, Inc.	233·6	40·2	24·3	Newport News Utd. States	T.3Cy.19",32"&56"-36" 187NHP Hooven,Owens&Rentschler Co.Hamilton,O.		
23248 161624 GZDK	**Cornish City** *OilEng.* D.F. 1*Dk&Shelter dk* *Cruiser Stern*	4952 4642 2984					1936	Furness S.B.Co.Ld Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld. *Mgrs.*)	426·5 F42'	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
23249 137210 MKNJ	**Cornish Rose** (*ex*CornishTrader) *ss*Hul.No.3-5,33 *ss*Bly.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	471 319 ~~189~~ 212	✠100A1 10,36 ✠LMC10,36 BS11,37	Bly	*f*	CL 10,36	1920 11mo *Lloyd*	I.J.Abdela Mitchell,Ld. Queensferry '*sA&CP*	RichardHughes& Co.(Liverpool) Ld.	141·9 Q79'B9'F19' FK *FPT*50*t*	25·1	11·6	Liverpool British 3*BHCem* *APT*15*t*	C.2Cy.18"&38"-27" (*s*) 130lb 80RHP 1SB.2*cf*,GS39,HS1400 MacColl&Pollock,Ld.Sld.	12 ″ 7 s 4 ″ 5¼ 12 ″ 3¼	
23250	**Cornore** (*ex*Cornucopia) 1*Dk*	2153 1753 1280				...	1919	Manitowoc S.B.Co. Manitowoc, Wis.	RederiA/S Nidaros (Geo.Hansen, *Mgr.*)	250·5 P27'B64'F26' FK	43·7	20·1	Oslo Norwegian *WB*	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co Manitowoc,Wis.	23 ″ 0	R †
	Now named "**Belize,**" *see Supplement.*															
23251 145038 GDQM	**Cornwall** **TwinSc** *ss*Liv.No.3-11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. *Ref.Mchy.* *Cruiser Stern* *ss*Liv.No.1-36	10603 10125 6637	✠100A1 *Shelter dk withfreeboard* ~~4,37~~ ~~10,36~~ 10,37 ~~BS10,36~~ ✠LMC~~11,32~~ 10,36 ✠Lloyd'sRMC~~4,37~~ ~~11,37~~ 6,38 BS10,37	Liv ~~Sws~~ Bkn	*f*†	CL ~~P3,34~~ ~~S11,34~~ P4,37 S10,37	1920 10mo *Lloyd*	W.Hamilton &Co.Ld Pt.Glasgow '*sA&CP*	FederalStm.Nav. Co.Ld.	495·1 508·1(O.L.) B185'F44'*on Shelter dk* FK	63·1	40·3	London British *Cem* 5*BHtoSh dk* 2 „ „ *U* „	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1206NHP 5SB,20*cf*,GS385HS16200 FD D.Rowan&Co.Ld.Glasgow	43 ″ 3 s10 ″ 7¼ 32 ″ 11	
								Intermediate BH in fore hold dispensed with								
								*CellDB*421'1671*t DTa* 114*t FPT* 107*t APT* 103*t*								
			Adapted for oil fuel 11,28 *F.P. above* 150°F.													
23252 VGBY	**Cornwallis** Ⓟ (*ex*Canadian Transporter-32) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5458 4895 3352					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianTransporter,Ld.(CanadianNational Steamships,*Mgrs*)	400·0 P44'B115'F47'	52·4	28·7	Vancouver British *WB*	T.3Cy.27",44"&73"-48" 370NHP J.G.Kincaid&Co.Ld.Grk.		C
23253 LCGP	**Corona** 1*Dk*	3264 2966 1952					1920	Smith's DockCo.Ld. Middlesbro'	Skibs-A/S Corona (H.M.Wrangell& Co.A/S)	334·2 P32'B102'F34' H156*t*	48·0	24·9	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"-42" 274NHP Smith'sDockCo.Ld.Mdb.		N
23254 OFAG	— (*ex*Nelly-37,*ex*Margret,*ex*IngridHorn) *Well deck* 1*Dk*	1569 — 839					1922	Lübecker Maschb.Ges. Lübeck	FinskaÅngf.A/B	263·0 P16'Q75'B114'F29'	37·8	14·0	Helsingfrs Finnish	T3Cy.21⅗",34¼"&55 1/16"-35⅗" 201NHP LübeckerMaschb.Ges.		G
23255 Broken up 103673 VGBM	— Ⓟ **Pad** 3*Dks*	1196 703 578					1896	Bertram Eng.Co.Ld Toronto	~~Canada Steamship Lines,Ld.~~	269·5	32·4	12·5	Toronto British	C.2Cy.47"&85"-66" E&B *Blt*88*fitted*96 489NHP Rankin,Blckmre&Co.Grk		
23256	— (*ex*Yacht)	304 — 133				...	1905	Hawthorns &Co.Ld. Leith	FerraroHermanos	150·5	23·2	12·5	Callao Peruvian	T.3Cy.12½",21"&34"-24" 74NHP Hawthorns&Co.Ld.		
23257 Broken up ~~215911~~ GCGF	**Coronado** *Fitted for oil fuel* 1*Dk&Shelter dk&* *Web frames* *Longitudinal framing*	5989 5538 3684				...	1918	Moore& ScottIrnWks Oakland,Cal.	~~UnitedStates MaritimeCommission~~	402·6 P34'F36'*onShelter deck* FK	53·0	32·0	~~S.Francisco~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft WestinghouseE.&M.Co. Pittsburg	34 ″ 6	
23258 110533 VPNL	**Coronda** (*ex*Politician) **4Mst** *ss*Lth.3rdNo.3-9,35 D.F. 2*Dks*(*Stl*)&*deep framing&Webframes*	7503 6690 4911	✠100A1 8,37 8,36 ~~BS8,36~~ 8,37 ✠LMC9,35 *Carrying whale oil in bulk*	Shl Grk	*c*†	CL ~~8,34~~ 7,37	1899 1mo *Lloyd*	C.S.Swan& Hunter,Ld. Newcastle '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	469·5 482·0(O.L.) P37'B165'F38' FK	56·4	31·9	StanleyFI. British 12*BHCem* (9 *to U dk* 3 „ *2nd* „)	T.3Cy.27½",45½"&75"-60" 180lb (*s*) 571NHP 2D&1SB15*cf*GS308HS10150 WllsndSlpwyCo.Ld.Nwc.	34 ″ 10 s 8 ″ 1 27 ″ 0	
								CellDBa	137'*uE&B*63'*f*204'	1534*t FPT*				117*tAPT*30*t*		
23259 208330 KJPI	**Corozal** *ss*Mob.2ndNo.3-11,35 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 ~~7,37~~ 7,36 3,38 ~~BS12,36~~ 3,38 ✠LMC11,35	NOs ~~Mob~~ NYk	*u*	CL ~~11,35~~ 7,37	1911 2mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *WB* = *CellDBa*95'*uE&B*41' *f*147'845*t FPT*85*tAPT*43*t*	335·0 FK	46·8	22·7	New York Utd. States *Cem* 4*BH to Udk* 1 „ *2nd dk*	T.3Cy.21¾",36 1/16"&61"-42" 190lb (*s*) 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 ″ 0	
23260 161902 GSJL	**Corrales** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5363 4655 3316					1930	A.Stephen &Sons,Ld. Glasgow	Elders& Fyffes,Ld.	400·6 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
23261 217197 WPIE	— *Fitted for oil fuel* D.F. 1*Dk*	2146 1766 1287				...	1918	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5 P27'B64'F26' FK	43·7	20·4	L.Angeles Utd. States *WB*	T.3Cy.20",33"&54"-40" 263NHP ManitowocS.B.Co.	23 ″ 1	R †
23262 KZGR	**Corregidor** (*ex*Engadine-33) **TrpSc** 2*Dks&Awng dk*	1881 — 871					1911	W.Denny &Bros. Dumbarton	Cia.Maritima (FernandezHermanosInc.*Mgrs.*)	316·0	41·1	15·8	Manila Utd. States *WB*	3 Steam Turbines Denny&Co.Dumbarton		
23263 115706 MFMF	**Corrib** (*ex*TheCountess) **3Mst** *ss*Bel.2ndNo.3-9,28 *ss*Bel.No.~~1-33~~2-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	624 428 251	✠100A1 ~~3,37~~ ~~9,36~~ 10,37 ~~BS9,36~~ ✠LMC~~2,33~~ 10,37	Bel ~~Gk~~	*i*	CL ~~10,35~~ 9,37	1902 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	181·4 187·1(O.L.) Q100'B9'F34' BK7½" *DBf*96'139*t FPT*	27·3	11·0	Belfast British 3*BHCem* 59*t APT*9*t*	C.2Cy.19¾"&44¼"-30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 6¾ 13 ″ 9	
23264 144218 GDMP	**Corrientes** *ss*Gls.No.3-10,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*) *in foreholds Platform dk*(*Stl*) *in No.4 hold* *Ref.Mchy.* D.F. *ss*Gls.No.1-37 E.S.D.	6863 6572 4233	✠100A1 *Shelter dk withfreeboard* 11,37 ~~6,36~~ ~~MS7,32~~ MS11,37 ✠LMC BS~~2,37~~ 2,38 ✠Lloyd'sRMC~~2,37~~ 11,37 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Gls	*a*†	CL ~~6,36~~ 7,37	1920 7mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	DonaldsonSouth AmericanLine, Ld. *CellD*	419·0 FK *B*344'1198*tFPT*89*t*	54·8	35·7	Glasgow British 7*BHtoSh dk* *Cem* *APT*251*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 756NHP 4SB,12*cf*,GS240,HS10632FD ParsonsMar.Stm.Turbine Co.Ld.Nwc.	38 ″ 3 s10 ″ 10¼ 27 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
23265 1107 ILSV	**Corriere del Tevere** IronTwinSc (*ex*GianCarlo,*ex*Tullio,*ex*Paul) 1*Dk*	423 352 226					1879	Stabilmnto Tecnico Trieste	LaLigureRomana Soc.An.diNav. Maritt.eFluviale	181·4	27·2	8·4	Genoa Italian	C.4Cy.11⅓″&23½″–18″ 39NHP		I
23266 131496 VJRD	**Corrimal** 3Mst *Mchy.Aft* 1*Dk*	1140 890 682					1911	Greenock& Grangem'th DckyrdCoLd. Grangem'th	~~J.Patrick&Co.Ld.~~ JamesPatrick& Co.Pty.Ld.	230·0 Q124'B13'F25'	34·7	13·9	SydneyNSW British *WB*	T.3Cy.18″,30″&48″–33″ 132NHP Muir&Houston,Ld.Gls.		C
23267 146178 GFWQ	**Corsea** *ss*Shl.No.3–11,34 Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2764 2426 1596	✠100A1 5,37 ~~11,35~~ 2,38 ~~BS11,35~~ ✠LMC11,34 BS~~5,37~~2,38	Sld Bly	*l*	CL ~~11,33~~ 4,37	1921 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*236'783*tD*	312·5 322·6(O.L.) P25'B66'F28' FK *T in ER*(P.10's 14') *DTa*22'117*tFPT*	45·3	20·8	London British 5*BHCem* 180*t* 170*tAPT*70*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 268NHP 2SB,8*pf*,GS125,HS4236 Richardsons,Westgarth&Co.Ld.Sld.	23 ″ 1 s 3 ″ 9¼ 19 ″ 6	
23268 104917 MQSW	**Corsica** *ss*Lth.No.1–38 *ss*Lth.3rdNo.3–12,33 2*Dks*(*UStl*)	1100 853 538	✠100A1 ~~10,36~~ 5,38 ✠NB8,13 ✠LMC~~12,33~~ ~~BS10,36~~ 5,38	Lth	*n*	~~10,35~~ N4,38	1895 8mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *CellDBa&u*	230·0 240·5(O.L.) P27'B56'F28' FK *E*71'*f*94'182*t FPT*	32·1	15·1	Leith British 5*BHCem* 34*tAPT*18*t*	T.3Cy.19″,31″&50″–36″ (*s*) 165lb 167NHP 2SB,4*cf*,GS86,HS2750 Ramage&Ferguson,Lth.	17 ″ 4 s 2 ″ 0¼ 15 ″ 6	
23269 145935 GFVR	**Corsican Prince** (*ex*Chickahominy, *ex*Persiana) *ss*Drt.No.3–10,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Cruiser Stern*~~ *Now* "Jean et Jacques," *see No.* 38773 *in Supplement*	3493 2911 1802	✠100A1 *Shelter dk* *withfreeboard* ~~7,36~~ 10,37 BS9,37 ~~BS10,36~~ ✠LMC10,35 *Carrying oil fuel F.P. above 150° F. in deep tank aft* *Fitted for oil fuel 5,22 F.P. above 150° F.*	Mch Ant	*x*	CL 10,35	1921 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	RioCapeLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in Blr.space & forward 153' CellDB 294' 1155t DTa22'643tFPT45tAPT43t*	363·3 F68'*onShelter dk* FK	52·2	22·0	London British *Cem* *CollisionBHtoShdk* 6 ″ ″ *U* ″	T.3Cy.26″,43″&73″–48″ (*s*) 180lb 547NHP 3SB,9*cf*,GS188,HS8365 FD Richardsons,Westgarth&Co.Ld.Hpl	24 ″ 9 s 2 ″ 3½ 22 ″ 8	
23270 142745 GRTF	**Corstar** (*ex*WarDart) *ss*Shl.No 3–6,31 *ss*Bly.No.1–36 *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1756 1336	✠100A1 9,37 ~~6,36~~ ✠LMC ~~BS5,36~~ MS6,36 9,37	Bly Shl	*s*	CL 5,36	1918 12mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	285·0 P28'Q77'B56'F32' FK *B*228'585*tFPT*100*t*	42·0	18·9	London British 7*BHptCem* *APT*209*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
23271 CSAG	**Corte Real** (*ex*Peursum–34) *ss*Rot.No.3–3,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2044 1809 1212	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~11,36~~ ~~BS5,36~~ ✠LMC~~2,34~~ ~~6,34~~ 4,38	Ant	*s*	CL 3,36	1922 6mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Cia.deNav. "Carregadores Açoreanos" *CellDB*240'560*t*	281·7 F29'*onShelter dk* FK *FPT*80*tAPT*41*t*	40·2	19·2	Ponta Delgada Portuguese *Cem* *CollisionBHtoShdk* 3 ″ ″ *U* ″	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 267NHP 2SB,6*cf*,GS110,HS3812 FD Maats.deSchelde,Flushing	21 ″ 4 s 1 ″ 0¼ 20 ″ 6½	
23272 142505 MKNV	**Corteen** *ss*Bel.No.3–1,34 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	530 359 211	✠100A1 1,38 ~~1,36~~ ~~BS1,36~~ ✠LMC1,34 3,37	Bel	*h*	CL 1,36	1920 11mo *Lloyd*	W.Simons &Co.Ld. Renfrew '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	166·9 Q94'B9'F32' BK7½″ *Bf*90'134*t FPT*47*t*	26·6	9·9	Belfast British 3*BHCem* *APT*23*t*	T.3Cy.14″,24″&40″–30″ (*s*) 180lb 88RHP 1SB,3*cf*,GS61,HS2009 W.Simons&Co.Ld Rnf.	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
23273 238 IBXI	**Cortellazzo** *OilEng.* *ss*Tri.No.1–35 D.F. 1*Dk*&*Shelterdk*3*rddk* *in No.*1*hold*	5292 4147 3061	✠100A1 *withfreeboard* 2,38 ~~3,37~~ ~~11,37~~ ✠LMC CS9,35 DBS~~9,36~~ 11,37 9,36 *Fitted for carrying oil* 3,31 *F.P. above 150°F. in deep tank*	Tri Shl	*a*†	CL N9,36	1931 3mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellD*	440·6 423·1 FK F35' *B*340'1159*tDTa*41'	56·2	33·2 23·5	Venice Italian 8*BH* (*Coll to Shdk* 7 ″ 2*nd* ″) 1155*tFPT*1	Oil Engines 2S.C.SA 8Cy.29½″–49 3/16″ 1219NHP DB100*lb* Soc.An.FiatS.G.M.Turin 33*t APT*107*t*	27 ″ 2 s 3 ″ 1½ 24 ″ 2½	
23274 143354 GBXD	**Cortes** Wireless 1*Dk*	1374 1094 542					1919	CaledonS. B.&E.Co.Ld. Dundee	MacAndrews&Co. Ld.	270·6	38·1	16·2	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB&E.Co.Ld.Dun.		C
23275 135192 GRTB	**Corton** *ss*Shl.No.3–2,26 *ss*Sld.No.2–35 E.S.D. 1*Dk* (*Stl*) Sub.Sig. *Cargo battens not fitted*	3405 3028 2034	✠100A1 7,37 ~~10,36~~ ~~BS7,36~~ ✠LMC8,35 ✠NB(s)8,18 BS7,37	Bly	*v*	CL ~~10,36~~ 7,37	1913 2mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *WB=Cell*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *DBa*114'*uE&B*43'	341·0 P25'B59'F28' FK *f*123'936*t Sidetank*	47·0	22·8	London British 6*BHCem* *s in ER* 10'&	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 301NHP 2SB,4*pf*,4*cf*,GS140,HS4721 G.Clark,Ld.Sunderland 14'195*tFPT*190*tAPT*136*t*	25 ″ 3 s 4 ″ 5¾ 20 ″ 11	
23276 144237 GFDP	**Cortona** *ss*Gls.No.3–1,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*Dks*(*Stl*)*in forward holds* E.S.D. ~~"*PlatformDk*(*Stl*)*inNo.4hold*"~~ *PlatformDk*(*Stl*)*in Nos.* 1&4 *holds* *ss*Gls.No.1–37	7093 6679 4453	✠100A1 *Shelter dk* *withfreeboard* 12,37 ✠LMC MS8,36 BS12,37 ✠Lloyd'sRMC 1,38 *Fitted for oil fuel F.P. above 150° F.*	Nwc ~~Liv~~ Gls	*a*†	CL 7,36	1921 3mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	DonaldsonSouth AmericanLine,Ld. *CellDB*357'1124*t* *E&Bspace*404*t*	414·4 FK *Wingtanks* (*FPT*103*tAPT*43*t*	55·7	36·8	Glasgow British *Cem* 6*BHtoShdk* 1 ″ ″ *U* ″)	2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb HS10332 804NHP 4SB(3Spt),12*cf*,GS246 FD Vickers,Ld.Barrow	39 ″ 3 s 10 ″ 8 28 ″ 8¾	
23277 LOHE	**Corumbá** Ⓟ (*ex*Asuncion) Pad Wireless 1*Dk*	630 — 252					1906	W.Denny &Bros. Dumbarton	CiaArgentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Aires Argentine	T.3Cy.16¼″,26½″&43″–54″ 136NHP Denny&Co.Dumbarton		
23278 LDFG	**Coruna** 1*Dk*	1467 1325 383					1908	WDobson &Co. Newcastle	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	253·2 P13*t*F32*t*	37·7	17·5	Oslo Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLdNwc	19 ″ 9	N
23279 148568 MNDZ	**Corundum** (*ex*Balcombe) *ss*Ayr.No.3–10,37 ~~Irv.No.3–33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	929 627 496	✠100A1 ~~4,35~~ 10,37 10,37 ✠LMC ~~MS4,32~~ ~~BS4,37~~ 4,38	Trn Ayr	*l*	CL ~~3,35~~ 9,37	1925 3mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellDBuB*17'	200·1 Q139'F23' FK *f*133'223*t FPT*42*t*	30·8	12·7	Glasgow British 3*BHCem* *APT*35*t*	T.3Cy.16″,28½″&45″–27″ (*s*) 200lb 125NHP 2SB,4*pf*,GS66,HS1970 Gt.CenCo.-OpECoLdGms	14 ″ 9 s 4 ″ 4¾ 14 ″ 6½	
23280 Broken up ~~[illegible]~~ ~~MHLQ~~	**Corunna** *ss*Pt.A.2nd.No.3–8,13 *ss*Hfx.No.1–17 1*Dk*(*Stl*)&*Awng dk*	1269 1231 792	✠ 10,22 ✠ ✠NB5,18*refitted*3,20	Hfx	*n*		1891 9mo	Ramage &Ferguson Leith	~~R.E.Welsis~~ *WB*	230·0 FK =*FPT*84*tAPT*25*t*	34·1	13·0 19·7	Utd.States 5*BHCem* *MT*27'353*t*	T.3Cy.17″,27″&44″–30″ 136NHP 1SB,3*cf*,GS75,HS2481 Ramage&Ferguson,Leith	20 ″ 9	
23281 CSEW	**Corvo** (*ex*Martha,*ex*Comp. TwinSc Stm.Dva,*ex*Truma) *OilEng.* *Mchy.Aft* 1*Dk*	773 593 523					$19\frac{1}{2}\frac{9}{6}$	Pusnæs Stöperi&Mek. Verk. Arendal	EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*)	182·9 P48'F25'	30·4	13·0	Lisbon Portuguese *WB*	Oil Engines 2S.C.SA 8Cy.14½″–15¾″ 281NHP *Emade*18*fitted*24 Atlas-DieselA/B,Skm.		V
23282 200479	**Corvus** (*ex*J.L.Weeks) GyC. *Mchy.Aft* 1*Dk*2*trB*	4551 — 3451					1903	WestBay CityS.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	24·0	Wlmngton (Del) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23283 LDFH	**Corvus** 1*Dk*	1317 1092 765					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetBergenske Dampskibsselskab	241·4 P39*t*H72*t*F32*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk&Skibsv.		V
* 23284 142769 GRTK	**Corwen** (*ex*WarDagger) *ss*Nwc.No.3-5,32 *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1755 1332	✠100A1 5,36 BS6,36	Sld ✠LMC5,32	*s*	CL 4,35	1919 2mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*	285·0 P28'Q77'B56'F32' FK 228' 585*t* *FPT*100*t*	42·0	18·9	London British 6*BHptCem* *APT*209*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 〃 2 s 2 〃 1¼ 19 〃 3	
	Now "Stanhope," see letter S.															
23285 148303 GSPV	**Coryton** *ss*Bry.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4553 4236 2796	✠100A1 *withfreeboard* 6,36 1,37 MS5,36	Ams ~~Gls~~ Cff ✠LMC ~~BS1,34~~ 6,38	*z*	CL ~~11,34~~ 8,37	1928 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB*	397·5 412·5(O.L.) F32' FK (*Coll* 351'1051*t* *APT*129*t*	53·0	24·7	Cardiff British 6*BHCem* *BH to Shdk* 5 „ „ *2nd*,,)	T.3Cy.26",42"&70"-48" (*s*) 180lb 423NHP 3SB(Spt)*9cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 〃 1 s 2 〃 11¼ 24 〃 4¾	
* 23286 IBQY	**Cosenza** (*ex*Uribitarte-37, which also see) *ss*Bbo.No.3-6,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3456 3212 2130	✠100A1 2,37 ~~BS8,35~~ 2,37	Gen ✠LMC6,34	*v*	CL ~~10,34~~ 3,38	1922 3mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland '*sA&CP*	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa*	331·6 P32'B98'F30' FK 96'*uE*19' *f* 145'872*t*	48·7	25·1	Genoa Italian 5*BHCem* *APT*143*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 311NHP 3SB,*9cf*,GS135,HS4983 Cooper&Greig,Ld.Dundee	27 〃 3 s 5 〃 2¾ 22 〃 2½	
* 23287 PDMM	**Costa Rica** Ⓟ TwinSc (*ex*Prinses *ss*Ham.2ndNo.3-6,34 Juliana) 2*Dks*(*Stl*)&*deep framing*& D.F. *Shelter dk*(*Stl*-teak s) *lower dk beams in No. 1 hold*	8672 6432 4978	✠100A1 *Shelter dk* *withfreeboard* ~~1,37~~ 1,38 MS[illegible],34 ✠NB(1SB*f*)6,27 *Fitted for oil*	Ham BS4,37 ✠LMC ~~BS5,34~~ *fuel*9,30	*c*†	OG ~~SN~~ ~~10,35~~ ~~P9,36~~ PN4,37 N11,37 *F.P. a*	1910 9mo *Lloyd* *bove* 1	Nederl. Schps.Maats. Amsterdam '*sA&CP* 50° F.	N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa*108'*uE*	455·3 473·0(O.L.) P44'F73' *Prom. dk*273' FK *on Shelter dk* 56'*f*158' 881*t* *FPT*	55·3	34·2	Amstrdam Dutch 7*BHCem* 68*t* *APT*68*t*	Q8Cy.24$\frac{7}{16}$",34¾",47¼"&70⅞" -47¼" 210lb (*s*) 1192NHP 3DB&3SB(2Spt),*27cf*, FD GS444,HS18345 NedFb.v.Wrk.&SpoorAms	37 〃 3 s 11 〃 0 26 〃 5	
23288 38 ILUX	**Costanza** (*ex*Rina,*ex*Algethi) *Mchy.Aft* *Well deck* 1*Dk*	582 419 240				...	1902	Ardrossan DD&SBCoLd Ardrossan	DittaGius.Dormio	170·7 Q91'C10'F24' BK7"	27·2	10·4	Bari Italian *WB*	T.3Cy.14",22½"&37"-27" NDB19 61NHP BowMcLachlan&CoLdPsy	12 〃 6	I †
23289 CSHW	**Costeiro** (*ex*Lorient) *ss*Lis.No.1-37 *ss*Lis.No.3-7,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	629 464 339	✠100A1 ~~8,37~~ ~~8,36~~ 5,38 ~~BS8,36~~ BS5,38	Lis ✠LMC~~7,33~~ 8,37	*j*	CL ~~7,34~~ ~~8,37~~ 5,38	1921 6mo *Lloyd*	Dibles (1918)Ld. Southampton '*sA&CP*	Soc.Geral deCommercioIndustria e Transportes,Ltda. *CellD*	178·5 Q102'B11'F21' FK *Bf*112'196*t**FPT*78*t*	29·0	11·3	Lisbon Portuguese 3*BHCem* *APT*28*t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 75NHP 2SB,*4pf*,GS58,HS1930 J.S.White&Co.Ld.Cowes	13 〃 3 s 3 〃 9 12 〃 8	
* 23290 CSFV	**Costeiro Segundo** *ss*Lis.No.1-37 1*Dk* *CruiserStern*	486 393 229	✠100A1 7,37 ~~1,37~~ BS1,37	Lis ✠LMC~~11,33~~ MS7,37	*g*	CL ~~1,37~~ 7,37	1933 11mo *Lloyd*	Companhia UniãoFabril Barreiro '*sA&CP*	Soc.Geral deCommercioIndustria e Transportes,Ltda. *D*	154·4 P12'F14' FK *BuE*15'22*t**FPT*30*t*	~~26·9~~ 27·1	~~12·0~~ 12·2	Lisbon Portuguese 6*BHCem* *APT*20*t*	T.3Cy.11½",20"&34"-24" 220lb (*s*) 74NHP GS40,HS1220 1 Water Tube Boiler Harland&Wolff,Ld.Bel.	12 〃 7 s 1 〃 6½ 11 〃 2½	
23291 218760 KJGQ	**Cotati** *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Longitudinal framing*	5963 5535 4385				...	1919	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34'F39'*onShelter dk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft W&AFletcherCo.Hoboken	34 〃 6	R †
23292 FNXU	**Côte d'Argent** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	3047 2485 1050					1932	Forg.&Ch. delaMéditSA Havre	Soc.Anon.de Gérance& d'Armement	325·8 B173'	45·0	26·0	Havre French *WB*	4SteamTurbinesSRgeared to2Sc.Shafts Forg.&Ch.delaMédit.S A		V
23293 FNXT	**Côte d'Azur** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	3047 1549 1040					1930	Forg.&Ch. de la Médit. Havre	Soc.Anon de Gérance et d'Armement	325·9 B173'	45·0	25·0	Havre French *WB*	2SteamTurbinesSRgeared to 2Sc. Shafts Forg.&Ch.de laMédit.Hav.		V
23294 149500	**Coteaudoc** *Mchy.Aft* 1*Dk*	1940 — 1160					1929	Barclay, Curle&Co.Ld Glasgow	PatersonSteamships,Ld.	252·7 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"-33" 93RHP Barclay,Curle&Co.Ld.		C
* 23295 PDMR	**Cottica** Ⓟ *ss*Ams.No.2-35 D.F. 3*Dks*(*Stl*-*Wthr dk* teak s) *CruiserStern*	~~3800~~ ~~3245~~ ~~2168~~ 3989 3245 2312	✠100A1 *withfreeboard* 2,38 ~~1,37~~ MS10,34 *Fitted for oil*	Ams ✠LMC BS6,36 4,37 *fuel*9,27	*v*	CL ~~1,37~~ N7,37 *F.P. a*	1927 9mo *Lloyd* *bove* 1	NVMach& Schpsw.van P.Smit,Jr. Rotterdam '*sA&CP* 50° F.	Koninkl.Nederl. Stoomb.Maats. *CellDB*262'587*t*	315·2 FK (*Coll* *FPT*35*t**APT*24*t*	47·2	27·4	Amstrdam Dutch 6*BHptCem* *ptAsp* *BH to Wdk* 5 „ „ *2nd*,,)	T.3Cy.22$\frac{1}{16}$",36¼"&59$\frac{1}{16}$"- 43$\frac{5}{16}$" (*r*) 205lb 385NHP 2SB(Spt),*6cf*,GS165, FD HS5920 NVMch&Schps.v PSmitJr	30 〃 6 s 9 〃 5½ 21 〃 1¾	
23296 217423 KJGS	**Cottonwood** *Now "Adria," see No. 37123 in Supplement* *Mchy.Aft* 1*Dk*	2450 — 1485					1918	Gt.Lakes Eng.Works Ecorse,Mich.	DavidsonS.S.Co. (JamesE.Davidson,*Mgr.*)	253·4	43·7	24·5	D'luth,Min Utd. States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works,Det.		
23297 164092 GYXB	**Coulbeg** D.F. 1*Dk*	3670 3393 2254	✠100A1 ~~2,37~~ 11,37	Cff Shl ✠LMC9,36	*w*	CL 11,37	1936 9mo *Lloyd*	Ayrshire Dkyd.Co.Ld. Irvine '*sA&CP*	CarslogieS.S.Co. Ld.(Honeyman& Co.*Mgrs.*)	352·6 P28'B113'F36' FK *CellDB*303'783*t*	50·2	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 346NHP 2SB,*6cf*,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 〃 0 s 4 〃 2½ 21 〃 11½	
23298 164082 GYXC	**Coulmore** D.F. 1*Dk*	3670 3393 2254	✠100A1 12,37 ~~12,36~~	NNs Sws ✠LMC6,36	*w*	CL	1936 6mo *Lloyd*	Ayrshire Dkyd.Co.Ld. Irvine '*sA&CP*	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	352·6 P28'B113'F36' FK *CellDB*303'783*t*	50·2	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 346NHP 2SB,*6cf*,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 〃 0 s 4 〃 2½ 21 〃 11½	
23299 12 SVPK	**Coulouras-Xenos** (*ex*Wyndyke, *ex*HomerCity) 1*Dk*	*4914* *4533* *3051*					1915	Ropner& Sons,Ld. Stockton	Ath.Coulouras	384·9 P37'B125'F39'	53·0	27·0	Hydra Greek *WB*	T.3Cy.26",43"&71"-48" 349NH Blair&Co.Ld.Stockton		C
23300 149596 GMRL	**Counsellor** *ss*Mch.No.2-35 2*Dks*(*Stl*)	5068 4721 3158	✠100A1 12,37 ~~1,37~~ MS6,35	Liv ✠LMC ~~BS4,36~~ 4,37	*y*	CL ~~1,35~~ 12,37	1926 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP* *CellDB*334'	CharenteS.S.Co. Ld. (T.&J.Harrison,*Mgrs.*) 1122*t* *DTa*30'762*t*	395·5 409·7(O.L.) P33'B124'F41' FK *FPT*76*t**APT*26*t*	52·5	28·0	Liverpool British *Cem* 7*BHto Udk* 1 „ „ *2nd*,,	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),*12cf*,GS210, HS7706 D.Rowan&Co.Ld.Gls.	30 〃 6 s5 〃 10¼ 24 〃 10¾	
23301																

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
23302 217287 WVUA	**Courageous** *OilEng.* 1*Dk&Shelter dk&Web frames* Sub.Sig. GyC. *Longitudinal framing*	7573 7282 4826			...		1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnitedStates Maritime Commission	456·1 P55'B63'F28' len28 FK	56·0	35·4	S.Frncisco Utd.States *WB*	Oil Engines connected to ElecMotor&Sc.ShaftNE28 32Cy.20"-24" 1143NHP McIntosh&Seymour Auburn,N.Yk.	38 ″ 0	R †
23303 161822 MJMG	**Courland** D.F. Wireless *CruiserStern* 2*Dks*	1325 986 520					1932	Barclay, Curle&Co.Ld. Glasgow	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	251·2	38·2	15·9	Leith British *WB*	T.3Cy.21",34"&56"-39" 196NHP Barclay,Curle&Co.Ld.Gls.		C
23304 145466 CYKW	**Courtright** (*ex*Glengarnock, *ex*Fouras,*ex*JohnCrerar) *Mchy.Aft* 1*Dk*	1572 1329 1169					1903	Chicago S.B.Co. Chicago	~~CanadaSteamship Lines,Ld~~	246·3	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"-30" 97RHP ChicagoS.B.Co.Chicago		
23305 217774 KJGT	**Covalt** *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MortonSaltCo.Inc. (RobertK.Warren, *Mgr.*)	253·0 P115'F25'	43·8	25·6	Chicago Utd.States *WB*	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		R
23306 162651 GQKJ	**Cowrie** TwinSc *OilEng.* ssShl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)2nd dk(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8197 7469 4812	✠100A1 11,37~~3,37~~ ✠LMC DBS~~7,35~~5,37 *CarryingPetroleum in bulk*	Bry HKg CS6,36 6,36	*c*†	CL ~~P7,35~~ s3,37 P11,37	1931 10mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'24	451·2 P103'B35'F43' FK 5t*DTf*32'363t*FPT*	62·1	34·1	London British 14*BH* 223t*APT*53t	Oil Engines 4S.C.SA 12Cy.24⅜"-43 5/16" 714NHP 2DB*150lb* N.V.Werkspoor,Ams.	34 ″ 0 s 6 ″ 7¾ 27 ″ 6¼	
23307 218873 KISC	**Coya** (*ex*Orcus) *Fitted for oil fuel* *Ref.Mchy* 2*Dks* *Longitudinal framing*	4954 4418 3074					1919	ToddD.D. &Const.Corp. Tacoma	~~GraceSteamship Co.(GraceLineInc. Mgrs.)~~ Grace Line,Inc.	380·2 P52'B102'F41' *WB*	53·1	27·0	Wilmgton (Del.) Utd.States	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp.		R
❈ 23308 CBCQ	**Coyhaique** (*ex*Jamaica) ssVpo.2ndNo.3-1,34 Wireless 2*Dks*(*MStl*-ws)	*1138* *832* *602*	✠100A1 11,36 BS~~11,36~~ ✠LMC1,34 12,37	Vpo	*n*	CL 11,36	1908 10mo Lloyd	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	Soc.Industrialdel Aysen	220·0 P24'B79'F28' FK *DBf*42' 49t*FPT*	34·0	14·9	Valparaiso Chilian 4*BHCem* 47t*APT*43t	T.3Cy.18",29"&48"-33" (*s*) 180lb 171NHP 2SB,4*rf*,GS83,HS3000 MacColl&Pollock,Ld.Sld.	16 ″ 0 s 2 ″ 2½ 14 ″ 3½	
23309 148052 GCRS	**Crackshot** ssShl.No.3-3,37 1*Dk*(*Stl*) *Cargo battens not fitted*	2379 2077 1438	✠100A1 4,38~~3,37~~ ✠LMC3,37 BS4,38	Shl	*s*	CL 2,37	1924 2mo Lloyd	Smith's DockCo.Ld South Bank-on-Tees '*sA&CP*	Witherington & Everett *CellDB*	290·0 P23'B50'F27' FK 248' 585t *FPT*86t*A*	43·3	20·3	Newcastle British 5*BHCem* *PT*83t	T.3Cy.21",35"&57½"-42" (*s*) 180lb 263NHP 2SB,6*cf*,GS121,HS4462 Smith'sDockCo.Ld.	22 ″ 6 s3 ″ 3¾ 19 ″ 5	
23310 146553 GFWL	**Craftsman** (*ex*ImperialPrince-35, *ex*LondonMariner, *ex*Feliciana) ssBkn.No.3-8,35 2*Dks*(*Stl*) &*Shelter dk*(*Stl*) D.F. *CruiserStern*	~~7896~~ ~~7377~~ ~~4039~~ 8022 7377 5075	✠100A1 *Shelter dk withfreeboard* ~~6,37~~ ~~2,37~~4,38 ~~BS10,36~~ ✠LMC8,35 *Fitted for oil fuel 5,22 F.P. above 150° F.* *Adapted for carrying oil 3,29 F.P. above 150° F. in after deep tank*	Gls BS12,37	*c*†	CL 6,35	1922 5mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Duct keel in Boiler space&forward*154' *CellDB*368'1596t*DTf*33'967t*DTa*33'790t*FPT*68t*APT*82t	450·5 472·0(O.L.) F42'*onShelterdk* FK	58·0	38·4	Liverpool British *ptCem* *CollisionBHtoSh dk* 6 „ „ *U* „	2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Glasgow	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
❈ 23311 512 SVUX	**Craggan Hill** (*ex*WulstyCastle-36) ssAms.No.3-9,36 1*Dk*(*Stl*)	*3566* *3303* *2184*	✠100A1 4,37 ✠LMC9,36 ✠NE&B21*refitted*36	Ant	*w*	CL 9,36	1918 4mo Lloyd	J.Blumer &Co. Sunderland '*sA&CP*	KulukundisShippingCo.S.A.& others *CellDB*288'786t*D*	356·3 P35'B&F281' FK *Ta*27'805t *FPT*67t	48·7	23·9	Piraeus Greek 6*BHCem* *APT*109t	T.3Cy.23",36½"&58"-42" 180 ~~180lb~~ *100lb* (*r*) 349NHP 2SB,6*cf*,HS5548 FD W.Beardmore&Co.Ld.Gls.	25 ″ 11 s 2 ″ 8¾ 23 ″ 5	
	Now "Bonifacio," *see No.* 37410 *in Supplement*															
23312 160756 GSMB	**Cragpool** D.F. 1*Dk*	5133 4845 3199					1928	Cowpen DD&SBCoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	420·1 P34'B238'F41'	54·1	26·7	W.Hartlpl British *WB*	T.3Cy.26½",44"&73"-48" 369NHP Blair&Co.(1926),Ld.Stk.		C
❈ 23313 149158 MBRY	**Cragside** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	496 358 223	✠100A1 4,38 ~~10,36~~ ✠LMC5,35	Mdb Lon	*g*	CL 10,36	1935 5mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBuE*1	161·2 Q37'B28'F15' FK 1'*F*97' 142t *FPT*38t	27·6	10·0	Stockton British 3*BHptCem ptAsp* *APT*27t	T.3Cy.12",20"&33"-24" (*s*) 200lb 78RHP 2SB,4*cf*,GS40,HS1420 N.E.MarineEng.CoLd.Sld.	12 ″ 0 s 1 ″ 0½ 11 ″ 1½	
❈ 23314 147922 MNBD	**Cragsman** (*ex*CromartyFirth-35) ssArd.No.3-12,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	377 254 143	✠100A1 4,37~~12,35~~ ✠LMC12,35 BS2,37	Ard Trn	*e*	CL 11,35	1924 9mo Lloyd	Bow,Mc-Lachlan&Co. Ld. Paisley '*sA&CP*	J.Kennedy&Sons *Cell*	135·9 Q49'B9'F23' FK *DBf*14'14t*FPT*30t	24·1 *25·4*	9·7	Glasgow British 3*BHCem* *APT*21t	T.3Cy.11",18"&30"-22" (*s*) 180lb 67RHP 1SB,2*cf*,GS38,HS1316 A.Hall&Co.Ld.Aberdeen	10 ″ 9 s ″ 7½ 10 ″ 3	
❈ 23315 145420 MKTV	**Craigolive** ssBel.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	605 404 271	✠100A1 ~~8,36~~12,37 BS~~8,36~~ ✠LMC5,34 8,37	Bel	*i*	CL 7,36	1921 8mo Lloyd	Taw Shipyards,Ld Barnstaple '*sA&CP*	H.Craig&Co.	174·5 Q106'B11'F26' FK *CellDBf*94'144t *FPT*	28·6 *29·8*	10·9	Belfast British 3*BHCem* 45t*APT*22t	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB.3*cf*,GS52,HS1761 Aitchison,Blair,Ld. Clydebank	13 ″ 0 s4 ″ 3½ 12 ″ 10½	
23316 218333 WXOO	**Craigsmere** *Mchy.Aft* Sub.Sig. 1*Dk*	2496 — 1486					1919	Gt.Lakes Eng.Works Ashtabula,O.	M.&J.Tracy,Inc.	253·4	43·6	25·1	NewYork Utd.States *WB*	T.3Cy.19",32"&54"-40" 184NHP Gt.LakesEng.Works, Ashtabula,O.		R
23317 165376 MMCS	**Crane** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	785 567 368	✠100A1 *withfreeboard* 1,37 ✠LMC1,37	Lon	*n*	OG	1937 1mo Lloyd	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*168'206t*F*	214·3 B48' FK *PT*26t*APT*36t (*Col*	35·6 *36·1*	11·5	London British 5*BHptCem* *lBHto Sh dk* 4 „ 2nd „)	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" 156NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	
23318 159773 VRVP	**Cranenest** Sub.Sig 1*Dk*	2260 1818 1348					1918	Gt.Lakes Eng.Works Ecorse,Mich.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*)	253·5 P27'B66'F26'	43·8	20·4	Malta British	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		
23319 141918 GBQS	**Cranfield** ssCal.No.3-8,27 ssCal.No.2-35 *Cargo battens not fitted* 1*Dk*(*Stl*)	5332 4808 3213	✠100A1 10,37~~11,36~~ BS~~8,36~~ ✠LMC7,35 8,37	Cal Bom	*y*	CL 5,35	1919 9mo Lloyd	W.Pickersgill&Sons,Ld Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P49'B113'F38' FK 345'1047t *FPT*132t	52·3	28·5	Glasgow British 7*BHptCem* *APT*218t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
23320 219203 KOLX	**Cranford** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk &Web frames* *Longitudinal framing*	6124 5614 3775			...		1920	GeorgeA. FullerCo. Wilmington N.C.	LykesBros.-RipleyS.S.Co.Inc.	393·7 P45'B110'F38' *on Shelter dk* FK	55·1	31·4	Lake CharlesLa Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 590NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23321 161583 MBRZ	**Craster** *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	733 557 341	✠100A1 *withfreeboard* 12,37 ~~2,37~~	Bly ✠LMC6,35	*m*	CL ~~2,37~~ 12,37	1935 6mo *Lloyd*	Swan,Hunter&Wigham-Richardson,Ld.Newcastle 'sA&CP *CellD*	Tyne-TeesSteam ShippingCo.Ld. *BuE*22'*f*118' 193*t*	207·9 F20' *FPT*14*tAPT*10*t*	32·2	11·9 FK	Newcastle British 3*BHptCem* (*Coll to Sh dk* 2 ,,*2nd*,,)	T3Cy.15¼",24½"&40"–33"(*s*) 200lb 144NHP 2SB(Spt),4*cf*,GS80,HS2732 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 3 s ″ 2 14 ″ 2½	
23322 LCKO	**Crawford Ellis** *Fitted for oil fuel* D.F. 2*Dks*	2161 1831 1138					1930	Swan,Hunter&Wigham Richardson,Ld Newcastle	A/S Hav(Helmer Staubo&Co. *Mgrs*)	280·8 Q22*t*B94*t*H111*t* F35*t*	40·0	23·4	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"–42" 274NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
23323 ~~216727~~	**Crawl Keys** Sub.Sig. 1*Dk*	2308 1884 1378					1918	Gt.Lakes Eng.Works Ecorse,Mich.	~~G.E.Marden (Wheelock&Co. Ld. *Mgrs.*)~~	253·5 P27'B66'F26'	43·8	20·4	~~NewYork~~ ~~Utd.States~~ British *WB*	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks,Detroit		
23324 1879 IMUW	**Credere** (*ex*EzildaCroce–37, *ex*Ezilda–36,*ex*Anubis–33,*ex*Eastcheap, *ex*Val de Travers) 1*Dk* *Mchy.Aft* *Well deck* Now "Arsia" see No. 37773 in Supplement	736 558 337			...		1900	SMcKnght &Co.Ld. Ayr	~~F.ItaloCroce~~ L.S.Viglienzone	206·6 200·0 Q103'B13'F27'	30·6	11·6 FK	Genoa Italian *WB*	T.3Cy.17",27½"&44"–33" NB27 NDB17 116NHP Ross&Duncan,Glasgow	14 ″ 0	I †
23325 LDEL	**Credo** (*ex*Hamlet–37) TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* *CruiserStern* 1*Dk*	5069 4364 2714					1915	Göteborgs M.V.Aktieb Gothenburg	A/S Prebensens Tankrederi(J.W. Prebensen,*Mgr.*)	355·1 P342*t*H203*t*F73*t*	55·2	29·9	Risör Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"–35$\frac{7}{16}$" 1170NHP Akt.DieselsMotorer,Skm.		V
23326 128313 MKWC	**Creek Fisher** (*ex*Holland, *ex*Otterdal) *ss*Lan.No.3–8,26 *ss*Goo.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)	731 526 328	100A1 9,37 ~~2,37~~ MS10,34	Brw Lan LMC BS~~6,36~~9,37	*j*	CL 3,36	1918	T.vanDuijvendijk Lekkerkerk	JamesFisher&Son Ld. *Ce*	180·4 189·6(O.L.) Q107'B11'F23' *llDB*103' 136*t FPT*	28·8	12·3 FK	Lancaster British 3*BHCem* 40*tAPT*28*t*	T.3Cy.15⅜",24$\frac{13}{16}$"&39⅜"–27$\frac{9}{16}$" (*s*) 185lb 80RHP 2SB,4*cf*,GS70,HS2087 Boele'sSchps&Mch.Bolnes	14 ″ 6 s3 ″ 11¾ 14 ″ 1¾	
23327 DOCQ	**Crefeld** 4Mst D.F. E.S.D. Sub.Sig. 3*Dks*&*Shelter dk*	8045 7457 4949					1922	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	474·2 P82'B230'F107'	60·9	32·8	Bremen German *WB*	T3Cy32$\frac{3}{16}$",52⅘"&86⅗"–55$\frac{1}{16}$" 554NHP FlensburgerSchiffsb.Ges.		G
23328 PKEG	**Cremer** *OilEng.* D.F. 2*Dks*	4608 3806 2770					1926	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	390·0 P16'B106'F64'	52·3	24·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 12Cy.28¾"–51⅛" 958NHP Werkspoor,Amsterdam		V
23329 DHEN	**Cremon** Wireless D.F. 1*Dk*	935 760 538					1922	Gebr.Goedhardt A.G. Lübeck	H.M.Gehrckens	213·8 P11'Q53'B103'F21'	33·0	13·6	Hamburg German *WB*	T.3Cy16$\frac{9}{16}$",26⅘"&43$\frac{3}{10}$"–29½" 101NHP LübeckerMaschb. A.G.Lübeck		G
23330 161078 GSXF	**Creofield** (*ex*Athelstane–36) *ss*Goo.No.1–33 Wireless 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	838 593 358	✠100A1 12,36 ~~BS2,36~~ *Carrying Molasses or Petroleum in bulk*	Shl BS7,37 ✠LMC2,33	*k*	CL 1,36	1928 12mo *Lloyd*	GooleS.B. &RepgCo. (1927)Ld. Goole 'sA&CP	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*)	185·2 P61'B14'F21' *Trunk in wells* *DTf*15'56*tFPT*33*t*	31·4	14·0 FK	Newcastle British 11*BHptCem* *APT*10*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 166NHP 2SB,4*cf*,GS81,HS3265 MacColl&Pollock,Ld.Sld.	14 ″ 0 s ″ 9¼ 13 ″ 3¾	
23331 127176 KGQO	**Crescent City** D.F. 1*Dk*2*trB* *Mchy.Aft*	4109 — 3052					1897	Chicago S.B.Co. Chicago	NicholsonUniversalS.S.Co.	406·0	48·2	24·0	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.17¼",24⅝",35$\frac{3}{16}$"&58"–42" NB22 218NHP ChicagoS.B.Co.Chicago		R
23332 LDFI	**Cresco** 1*Dk*	1270 1107 732					1916	Huiskens &vanDyk Dordrecht	E.B.Aaby	237·9 P31'B56'F23'	36·7	16·0	Oslo Norwegian	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&vanDyk,Dor.		V
23333 144644 MKCD	**Cressado** (*ex*Cressida) *ss*Bkn.No.1-37 *ss*Liv.No.3–6,33 *Well deck* 1*Dk*(*Stl*)	1228 1105 717	100A1 *withfreeboard* 7,37 ~~11,36~~ MS~~4,33~~ 7,37	Liv Bkn LMC BS4,37	*p*	CL ~~7,35~~ 6,37	1913 *Lloyd*	Schiffsw. v. HenryKoch Lübeck 'sA&CP	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	241·4 251·2(O.L.) P&B186'F34' *CellDBa*48'*uE* 12'*f*118'319*tFPT*	36·2	15·9 FK	London British 4*BHCem* 70*tAPT*17*t*	T.3Cy18⅜",29$\frac{5}{16}$"&46⅛"–32½" 200lb (*s*) 154NHP 2SB(~~Spt~~),4*cf*,GS72,HS2580 OttensenerM.Fab.G.mbH. Altona	18 ″ 1 s 1 ″ 4¾ 16 ″ 9¾	
23334 164608 GYSF	**Cressdene** D.F. 1*Dk* *CruiserStern*	4270 3905 2613	✠100A1 8,37 ~~3,37~~	Mch Bry ✠LMC4,36	*y*	CL	1936 4mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool 'sA&CP	CressdeneShippng. Co.Ld.(Dene Shipmanagement Co.Ld.*Mgrs.*) *CellDB*	385·5 P51'B237'F35' 321' 995*t FPT*116*t*	53·2	24·6 FK	London British 6*BHCem* *APT*104*t*	T 3Cy.21",33½"&58"–42" 200lb (*s*) 289NHP 2SB(Spt)6*cf*,GS110,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	26 ″ 10 s3 ″ 2¾ 23 ″ 10¼	
23335 161289 GCVX	**Cressington Court** *OilEng.* *ss*Rot.No.2-38 ~~*ss*Brs.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4971 4591 3033	✠100A1 *withfreeboard* 4,38 ~~3,37~~ DBS~~7,36~~ 11,37	Ant Rot ✠LMC~~4,33~~ 4,38	*a*†	CL ~~7,36~~ 4,38	1929 8mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP *C*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *ellDB*344' 1322*t M*	405·5 F41' *T*25'965*t FPT*152*t*	55·5	25·1 FK	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*120*t*	Oil Engines 2S.C.SA 3Cy.22$\frac{13}{16}$"–91¼" 482NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 3½ 25 ″ 2	
23336 148598 MNFY	**Crested Eagle** Ⓟ Pad *Fitted for oil fuel* 1*Dk*&*Prom.dk*	1110 787 579			...		1925	J.Samuel White&CoLd Cowes	GeneralStm.Nav. Co.Ld.	299·7 *Promenade dk* 288'	34·6	11·1 FK	London British *WB*	T.D.3Cy.30",46"&69½"–66" 538NHP J.SamuelWhite&Co.Ld.	11 ″ 6	BT till 10,37
23337 204587	**Crete** *Mchy.Aft* GyC. 1*Dk*	6030 — 4605					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co. (Pickands, Mather&Co.*Mgrs*)	480·0	52·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
23338 145428 MLNB	**Crewhill** 3Mst *ss*Bel.No.3–5,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	695 467 282	✠100A1 5,36 BS6,37	Bel ✠LMC5,36	*j*	CL 4,36	1923 1mo *Lloyd*	Scott& Sons Bowling 'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDB*	187·3 Q107'B9'F33' *f*110'172*t FPT*46*t*	28·7	11·0 BK7¼"	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS58,HS1938 AitchisonBlair,Ld Clydebk	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
23339 142015 MKCZ	**Crichtoun** 1*Dk*	1097 896 457					1920	John Cran &Somerville Ld.Leith	GeorgeGibson& Co.Ld.	235·2 P28'B67'F31'	34·0	17·7	Leith British *WB*	T.3Cy.18¼",28½"&48½–28" 123NHP JohnCran&SomervilleLd.		C
23340 211044 KJGY	**Cricket** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1136 993 773					1913	United Eng.Works Alameda,Cal.	Owens-Parks LumberCo.Inc.	210·0	41·0	15·4	Ls.Angeles Utd.States	T 3Cy.16",26"&44"–30" 106NHP UnitedEng.Works		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref.Trade.
23341 PDMV	**Crijnssen** Ⓟ *Fitted for oil fuel* D.F. *3Dks*	4298 3067 2617					1919	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·8 P28'B144'F61'	47·7	24·5	Amstrdam Dutch *WB*	T.3Cy.25",39"&67"-48" 311NHP Maats.Fyenoord,Rot.		V
23342	**Criollo Bueno** (*ex*Creole Bueno) TwinSc *ss*B.As.No.2-37 *1Dk(Stl)&Web framing* *Mchy.Aft* *Longitudinal framing-bracketless system*	3109 2298 1772	✠100A1 2,38 ~~1,37~~ BS2,38 ✠LMC1,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 11,28	BAs	*u*	CL ~~1,37~~ 1,38	1928 11mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Cia.Transportadora dePetroleos S.A.	325·0 P73'B22'F40' FK *Trunk in wells* *Cell DBuE&B50' 149t side tanks 180' 2115t FPT 207t APT126t*	55·2	16·4	Bns.Aires Argentine 8*BHptCem*	T.6Cy.14¾",24"&39½"-27" 180lb (*s*) 288NHP 2SB,6*cf*,GS—,HS4808 FD Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 6 14 ″ 4½	
23343	**Criollo Fiel** (*ex*Punta Benitez-37) TwinSc *ss*Cco.No.2-36 *1Dk(Stl)* *Mchy.Aft*	*2394* *1743* *1243*	✠100A1 12,37 ~~11,36~~ BS12,37 ✠LMC8,36 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 3,28	Cco BAs	*l*	CL ~~11,36~~ 12,37	1928 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Cia.Transportadora dePetroleos S.A.	305·7 P67'F34' FK *Trunk204'* *Wing tanks f 286t a 356t FPT 60t APT75t*	50·2	14·3	Bns.Aires Argentine 7*BHptCem*	T6Cy.13½",23½"&36"-27" (*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls	15 ″ 0	
23344	**Criollo Lindo** (*ex*Creole Lindo-33) TwinSc ~~*ss*Cco.No.1-32~~ *Mchy.Aft* *1Dk(Stl)&Web frames* *Longitudinal framing-bracketless system* *ss*B.As.No.2-37	3109 2298 1772	✠100A1 3,38 BS3,38 ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 10,28	Mvo BAs	*u*	CL 2,38	1928 10mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Cia.Transportadora dePetroleos S.A.	325·0 P73'B22'F40' FK *Trunk in wells* *Cell DBuE&B50'149t sidetanks180'2115t FPT207t APT126t*	55·2	16·4	Bns.Aires Argentine 8*BHptCem*	T.6Cy14½",24"&39½"-27"(*s*) 180lb 288NHP 2SB,6*cf*, ,HS4808 FD Palmers'Co.Ld.Newcastle	16 ″ 6	
23345 219103 KOJL	**Cripple Creek** *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	6320 5872 4668					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleySS.Co.Inc.	402·6 P48'F42'	54·9	32·1	Tampa,Fla Utd.States *WB*	T.3Cy.25 5/16",42"&72"-48" 359NHP Skinner&EddyCorp.Sea.		R
23346 164256 GYDZ	**Crispin** D.F. *CruiserStern* *1Dk&Shelter dk3rd dk except in Nos.5&6holds*	5051 4457 3082	✠100A1 *withfreeboard* ~~6,37~~ ~~7,36~~ ✠LMC3,35 1,38	Bkn		CL 1,38	1935 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	BoothS.S.Co.Ld.	412·2 F32' FK *Cell DB349'964t DTa34'772t FPT80t APT44t*	55·7	26·0	Liverpool British 8*BHCem* (*Coll to Sh dk* 7 „ *2nd* „)	T.3Cy.24½",40½"&67"-51" &L.P.Turbine withDR gearing&hydraulic coupling 220lb (*s*) 603NHP 3SB(Spt),9*cf*,GS189, HS7659 FD CammellLaird&Co.Ld.Bkn	28 ″ 6 s 3 ″ 1½ 25 ″ 7½	
23347 147357 GMPF	**Cristales** *Ref.Mchy.* *4Dks* Sub.Sig. D.F. E.S.D.	5389 4678 3301					1926	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·3 P48'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld Bkn		C
23348 EADT	**Cristina** (*ex*LandScout, *ex*Betzdorf) *ss*Bbo.No.3-5,34 *1Dk(Stl)* *Cargo battens not fitted*	2421 — 1297	100A1 9,36 BS9,36 LMC6,34	Bbo		OG 11,35	1920	Frd.Krupp Akt.Ges. Kiel *Intermediate Bulkhead in forehold dispensed with 4BH only pt Asp*	Cia.Nav.Vascongada	288·5 P22'B80'F38' FK *CellDB231'558t DTf12'118t FPT57t APT153t*	44·2	20·3	Bilbao Spanish *ptCem*	T.3Cy.19 11/16",32 11/16"&54⅜"-39⅜" 185lb (*s*) 245NHP 2SB,4*cf*,GS86,HS3445 FD Frd.KruppA.G.Essen	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
23349 145934 WCCH	**Cristobal** Ⓟ (*ex*Tremont) TwinSc *Fitted for oil fuel* Sub.Sig. *3Dks* D.F. GyC.	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. Inc. *Mgrs.*)	489·5 B178'	58·0	28·9	NewYork Utd.States *WB*	T.6Cy.23¾",39¼"&63"-45" NB19 533NHP MarylandStl.Co.Sparr.'Pt.		
23350 FOGM	**Criton** *ss*Ant.No 2-35 *1Dk(Stl)&Shelter dk(Stl)*	4564 4247 2727	✠100A1 *withfreeboard* 9,37 ~~10,36~~ ✠LMC MS8,35 BS3,37	Ant	*z*	CL 8,35	1927 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Cie.deNavigation d'Orbigny	400·0 F35' FK *CellDB353' 1001t FPT108t APT155t*	53·0	25·1	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43"&71"-48" (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.EngWrks.WHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9½	
23351 131410 MDRG	**Croham** (*ex*Risedale) *ss*Nwc.2ndNo.3-1,38 ~~*ss*Abn.No.3-1,25~~ ~~*ss*Shl.No.2-34~~ *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	391 263 154	✠100A1 ~~1,36~~ ~~1,37~~ 3,38 BS~~6,36~~ ✠LMC~~2,34~~ 9,37 MS1,38	Shl Nwc	*f*	CL ~~4,37~~ 3,38	1912 1mo	J.Fullerton &Co. Paisley *Lloyd'sA&CP*	J.S.Cole	142·4 Q81'B9'F25' BK6" *WR*	24·1	10·5	Aberdeen British 3*BHCem* = *FPT25t*	C.2Cy.15½"&36"-24" (*s*) 130lb 53RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 6 s 4 ″ 1½ 11 ″ 10	
23352 161603 MMDV	**Cromarty Firth** *OilEng.* *1Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	538 367 275	✠100A1 ~~6,37~~ ~~2,37~~ ~~12,37~~ 5,38 ✠LMC2,37	Abn ~~Shl~~ Lon	*h*	OG ~~12,37~~ 5,38	1937 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	NorthernCoasters, Ld.(G.T.Gillie& Blair,Ld.)	161·5 168·2(O.L.) P35'Q57'B9'F23' FK *Cell DB99'155t FPT41t APT14t*	28·1	9·9	Newcastle British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.9 13/16"-16 9/16" 101NHP BritishAuxiliaries,Ld.Gls.	12 ″ 4 s3 ″ 8¾ 12 ″ 2¼	
23353 DHEO	**Cronshagen** *1Dk*	1787 1487 1091					1904	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Ollgaard& Thoersen)	261·1 P20'Q83'B71'F24'	38·1	17·5	Hamburg German *WB*	T.3Cy.18⅞"29 15/16"&50"-35 7/16" 149NHP A.G."Neptun,"Rostock		G
23354 140103 MBGL	**Crossbill** K *ss*Shl.No.3-12,33 *Mchy.Aft* *1Dk(Stl)* *ss*Shl.No.1-38	309 210 127	✠100A1 ~~9,37~~ ~~12,36~~ 1,38 BS~~12,36~~ ✠LMC~~12,33~~ 1,38 MS9,37	Shl	*d*	~~12,36~~ 9,37	1920 12mo	Crabtree& Co.Ld. GtYarmouth *Lloyd'sA&CP*	R.&W.Paul,Ld.	130·0 Q42'B9'F16' FK *FPT28t APT21t*	23·2	9·5	Ipswich British 3*BHCem*	C.2Cy.16"&34"-23" (*s*) 140lb 47RHP 1SB,2*pf*,GS35,HS1120 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
23355 165157 MMCB	**Crossgar** 3Mst *Mchy Aft* *1Dk* *CruiserStern*	661 435 287	✠100A1 2,37 ✠LMC11,36	Bel	*i*	CL	1936 11mo	A&J.Inglis Ld. Glasgow *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	176·0 Q105'B11'F27' FK *Cell DB90'126t FPT41t APT21t*	27·9 *29·4*	15·0	Belfast British 3*BHptCem*	T.3Cy 13½",23"&38"-27" (*s*) 200lb 86RHP 1SB,3*cf*,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 4 s 4 ″ 2¼ 13 ″ 3	
23356 220039 KUSP	**Crown City** *OilEng.* Sub.Sig. *2Dks* E.S.D. GyC.	5428 — 3374					1920	LosAngeles S.B.& D.D.Co. SanPedroCal	UnitedStates Maritime Commission	410·0 P43'B114'F46'	54·4	27·2	Ls Angeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"-60" NE26 591NHP M'Intosh&SeymourCorp. Auburn,N.Y.		R
23357 217637 KJHB	**Crudoil** (*ex*Panoil) TwinSc *ss*Clv.No.3-7,35 *Mchy.Aft* *1Dk* *Longitudinal framing*	1371 1000 761	✠100A1 *For Service on the Great Lakes* 7,35 ✠LMC7,35 ✠NE&B2,21 BS~~3,37~~2,38 *Carrying Petroleum in bulk F.B. above 150°F.* *Fitted for oil fuel* 2,21	Clv		CL	1918 12mo	Alabama NewOrleans Transptn.Co. Violet,La. A&CP	~~AlliedOilTransportCo.Inc.~~ ~~Cleveland Tankers,Inc.~~ AlliedOilTransportCo.Inc. (Cleveland Tankers,Inc *Mgrs*)	242·5 P72' FK *Trunk128'F21'* *FPT20t APT45t*	36·9	19·7	Wilmgton (Del.) Utd. States 10*BHptAsp*	C.4Cy.14 5/16"&32⅞"-24" (*r*) 165lb 166NHP 2SB,4*cf*,GS88,HS3414 StatenIslandS.B.Co. NewYork	19 ″ 0 s 3 ″ 7 16 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23358 LDRF	**Crux** TwinSc *OilEng.* *ss*Cpn.No.3-9,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3828 3416 2299	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~9,35~~ ✠LMC CS9,35 ~~9,35~~10,37	Cpn Osl	*x*	OG ~~7,34~~ 5,37	1923 7mo	Akt.Bur-meistr&Wain Copenhagen A&CP	DetBergense Dampskibsselskab (DenNorskeSyd-AmerikaLinje) *CellDB*32	367·5 | 51·5 | 22·6 FK *Collision* 9'1086*t Tank betwee*	Bergen Norwegian *ptCem* *BH to Sh dk* 5 „ „ *U* „ *n tunnels* 98*t*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-35⅜" 450NHP Akt.Burmeistr&Wain,Cpn. *FPT*54*tAPT*68*t*	25 ″ 6 s 2 ″ 3¾ 23 ″ 5	
23359 37709 HAAG	**Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle) *ss*Hul.No.3-2,31 *ss*Bla.No.1-35 1*Dk*(*Stl*)	*3872* *3486* *2353*	✠100A1 6,37 ~~7,36~~ BS12,36 ✠LMC MS2,34 ~~BS1,36~~	Rot Cff	*w*	CL ~~6,35~~ 6,37	1917 11mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland '*sA&CP*	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*) *CellDBa&uE*131'	360·1 | 50·0 | 22·9 371·1(O.L.) P33'B110'F33' FK *f*156'862*tFPT*153*t*	Budapest Hungarian 6*BHCem* *APT*124*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb 341NHP 2SB,*8pf*,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s4 ″ 2¾ 21 ″ 5	
23360 HAAQ	**Csikós** (*ex*NorthPacific-34) *ss*Rot 2ndNo.3-2,38 ~~*ss*Nwc.No.3-12,25~~ ~~*ss*Shl.No.2-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3938* *3750* *2468*	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~5,36~~ ✠LMC MS~~9,34~~2,38 BS~~9,36~~9,37	Rot Ply.	*x*	CL 5,36	1913 5mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland '*sA&CP*	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*) *Cell DBa*133'*uE&B*	379·5 | 53·0 | 22·8 FK 38'*f*160'1139*t FPT*	Budapest Hungarian 6*BHCem* 63*tAPT*80*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 399NHP 3SB,*6pf&3cf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 ″ 4 s 2 ″ 4¼ 23 ″ 2	
23361 FNRQ	**Cuba** Ⓟ TwinSc *Fitted for oil fuel* D.F. 3*Dks&pt dk*	11337 — 6326					1923	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	476·0 | 62·3 | 35·1 B222'	S.Nazaire French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc		V
23362 CMQE	— Ⓟ TwinSc (*ex*PresidenteMachado, *Fittedfor oil fuel* *ex*SanCarlos) *ss*Cdz.No.2-25 1*Dk&Awng dk*(*Stl*-teak s) 2*nd dk*(*Stl*)*in holds*	2492 2052 1196	✠ —— 8,30 ✠	Bcl	*s*		1917 1mo	Soc.Espa-ñolaConst. Naval Cadiz	EmpresaNaviera deCubaS.A. *CellDB*213'252*t*	291·2 | 40·0 | 26·5 F44'*onAwning dk* FK *DTa*12'20*tFPT*14*t*	Havana Cuban 8*BHCem* *APT*29*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 341NHP 2SB,*6cf*,GS108,HS4480 Soc.Española Const.Nav.Ferrol	27 ″ 6	
23363 221220 KDRT	— Ⓟ TwinSc *Fitted for oil fuel* 2*Dks&Shelter dk* *Cruiser Stern*	2472 — 1100					1921	W Cramp& SonsS&EBCo Philadelphia	Peninsular& OccidentalS.S.Co.	325·0 | 47·2 | 18·0	NewHaven Conn. Utd. States *WB*	T.6Cy.20½",34⅛"&56"-36" 376NHP W.Cramp&SonsS&E.B.Co		R
23364 31741 JHUB	**Cuba Maru** *OilEng.* *ss*Kob.No.2-34 2*Dks*(*Stl*) *Cruiser Stern*	5950 5379 3666	✠100A1 6,37 ~~1,36~~ DBS~~1,36~~ ✠LMC12,34 6,37	Kob	*z*	CL ~~12,34~~ 6,37	1926 8mo *Lloyd*	Kawasaki Dckyd Co.Ld Kobe '*sA&CP*	KawasakiKisen K.K. *Cell DB*331'1369*t D*	405·0 | 53·0 | 34·0 P32'B166'F37' FK *T*38'1259*t FPT*162	Kobe Japanese 7*BHptCem* 2 „ *to* 2*nd dk* *tAPT*149*t*	Oil Engines 2S.C.SA 6Cy.22"-66" 902NHP DB*120lb* J.Brown&Co.Ld.Gls.	34 ″ 0 s 7 ″ 2 27 ″ 1½	
23365 CSAN	**Cubango** (*ex*Goa,*ex*Lichtenfels) *ss*Lis.2ndNo.3-6,25 *ss*Lis No.2-33 1*Dk*(*Stl*)&*Webframes&* *Spar dk*(*Stl*-*pt*teak s)	5820 5353 3668	✠100A1 *Spar dk* 7,36 BS~~7,36~~ ✠LMC2,33 4,37	Cff	*a*†	CL ~~7,36~~ 10,37	1903 3mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	Cia.Nacional de Navegação *CellD*	425·0 | 53·0 | 21·2 29·4 P59'B119'F50' FK&BK2½" *Ba*138'*u E*25'*f*184'	Lisbon Portuguese 7*BHCem* 1110*t D T f*	Q.4Cy.24",34",51"&74"-54" 213lb *121lb* (*s*) 506NHP 3SB,*9cf*,GS145,HS6500 FD FlensburgerSchiffsb.Ges. 31'820*tFPT*115*tAPT*25*t*	32 ″ 2 s 7 ″ 1 25 ″ 5	
23366 LCGQ	**Cubano** *ss*N.Yk.No.3-9,33 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	5810 4140 3639	✠100A1 *Shelter dk* *withfreeboard* 2,37 MS9,33 *Carrying oil* *Fitted for oil*	Phl 4,38 BS~~5,34~~ ✠LMC ~~BS5,36~~ *fuel F.* *fuel* 7,	*P.* 21	CL ~~2,37~~ 10,37 *above*1 *F.P. a*	1921 3mo *Lloyd* 50° F *bove* 1	JLThomp-son&Sons,Ld. Sunderland '*sA&CP* *in DT* 50° F.	Wilh.Wilhelmsen *CellDB*	395·1 | 53·3 | 24·7 32·7 F31' *on Shelter dk* FK 342'882*t MT*36'852*t*	Tönsberg Norwegian *Cem* 2*BH to W dk* 4 „ „ 2*nd* „ *APT*82*t*	T.3Cy.27",44"&73"-48"& LPturbine withDRgearing &hydraulic coupling (*s*) 180lb 603NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 s 9 ″ 4 25 ″ 11	
23367 PUAZ	**Cubatão** TwinSc 1*Dk*	*1808* *1670* *1080*					1907	Craig,Tay-lor&Co.Ld. Stockton	LloydBrasileiro	275·0 | 44·8 | 16·5 F28'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-24" 67NHP Blair&Co.Ld.Stockton		
23368 219905 KUPP	**Cubore** D.F. *Fitted for oil fuel* ~~*OilEng.*~~ *Mchy.Aft* 1*Dk* *Longitudinal framing*	7051 — 4385					1920	Bethlehem S.B.Corp.Ld. Quincy,Mass.	~~CalmarS.S.Corp.~~ OreS.S.Corp.	450·6 | 57·2 | 34·0 P106'B22'F39'	NewYork Utd.States	T.3Cy.24½",41½"&68"-48" 320NHP NE&B20*refitted*37 Hooven,Owens,Rentschler Co.Hamilton,O.		R
23369	**Cucuta** Ⓟ (*ex*Commercial Traveler-34, ~~*ss*N.Yk.No.3-7,33~~ *ex*CroftonHall 2*Dks*(*Stl*)&*Webframes* -33) *Longitudinal framing* (*Naval Training Ship*) *ss*Boa.2ndNo.3-1,38	5378 4738 3322	✠100A1 1,38 ~~8,36~~ ~~BS5,36~~ ✠LMC~~7,33~~ 1,38 *Fitted for oil*	Boa *fuel* 7,	*z* 23	CL ~~3,34~~ 1,38 *F.P. a*	1913 3mo *Lloyd* *bove* 1	W Hamil-ton&Co.Ld. PortGlasgow '*sA&CP* 50° F.	Colombian Government *CellDBa*109'*u*	405·2 | 52·1 | 27·9 P38'B256'F39' FK *E&B*60' *f*175'1060*t*	Cartagena Colombian 6*BHCem* *APT*32*t*	T.3Cy.27½",45"&75"-51" (*s*) 180lb 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	30 ″ 6 s 4 ″ 4½ 26 ″ 4	
23370 135360 MFQS	**Cuirassier** *ss*Mch.No.3-4,27 *ss*Mch.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*ptStl&ptIrn*) *Tonnage opening closed*1917	1045 850 474	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~4,36~~ ✠LMC MS3,36 BS~~10,36~~ 10,37	Mch	*o*	CL 4,35	1914 11mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Fisher,Renwick Manchester-LondonSteamers,Ld. *WB=CellDB*	230·6 | 35·0 | 14·9 FK *a*58'*uE*19'*f*100'205*t*	Manchestr British 5*BHCem* *APT*17*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 170NHP 2SB,*4cf*,GS80,HS2918 N.E.MarineEngCoLd Nwc	24 ″ 0 s 6 ″ 0¾ 18 ″ 1	
23371 220582 KDDV	**Culberson** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5453 — 3395					1920	Ls. Angeles S.B.& DD.Co. SanPedro, Cal.	UnitedStates Maritime Commission	410·0 | 54·2 | 27·2 P43'B115'F47'	L.Angeles Cal. Utd.States *WB*	T.3Cy.28½",47"&78"-48" 421NHP LosAngelesS.B.&D.D.Co. SanPedro		R
23372 21954 KOZR	**Culburra** WoodTwinSc *OilEng.* Hardwood treenails 1*Dk*2*trB* *Mchy.Aft* *Salted & specially treated*	2353 1872 1776	✠ ... 1,34 ✠	Sea			1917 3mo	SloanShip-yardsCorp. Olympia, Wash.	SantaCruzOilCorp.	261·7 | 46·6 | 21·7 P64'B36'F38'	Tacoma Utd.States	Oil Engines 4S.C.SA 12Cy.16"-24" 298NHP 2NDB17,*refitted*24 M'Intosh&Seymour, Auburn,N.Yk.	24 ″ 3	
23373 140660 GCNK	**Culebra** (*ex*Riposto) Sub.Sig. 2*Dks*	3044 2818 1834					1919	Irvine'sS.B &D.D.Co.Ld. WHartlepool	RoyalMailLines, Ld.	331·0 | 46·8 | 23·1	Liverpool British	T.3Cy.25",41"&68"-45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
23374 469 IBLM	**Cuma** (*ex*Nictheroy-37) *Fitted for oil fuel* 3*Dks* *CruiserStern*	~~8265~~ ~~7756~~ ~~5159~~ 8260 — 5168					1920	Workman, Clark&Co.Ld Belfast	A.Lauro	462·4 | 58·3 | 37·1 450·2 P35'F44'	Naples Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman,Clark&Co.Ld Bel		Cl

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. of Trade.
❋ 23375 154137 GZPK	**Cumarebo** TwinSc (*ex*CrioIloFiel–37) *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	4085 2905 2001	✠100A1 12,37~~1,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,34 *F.P. above* 150°F.	BAs Cco ✠LMC6,34	*w*	CL ~~PN~~ 10,37 s10,37	1934 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *CellDB*	351·3 P73'F41' *Trunk*236' FK *uE*12' 19*t* *FPT*155*t*	60·2	16·7	London British 7*BHptCem* *APT*63*t*	T.6Cy.16",26"&43"–27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s 2 ″ 7 15 ″ 1$\frac{1}{2}$	
❋ 23376 ~~[illegible]~~ ~~WMDW~~	**Cumbal** Ⓟ (*ex*Santa TwinSc Monica–36,*ex*CityofSan *OilEng.* Francisco) *ss*S.Fo.No.3–11,32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *New* "Baltabor," *see No* [illegible] *in Supplement*	2433 1757 1349	✠100A1 *withfreeboard* 10,36 DBS3,37	NYk ✠LMC12,33	*u*	CL 10,36	1924 9mo	A/B Gotaverken Gothenburg *Lloyd's A&CP*	UnitedBaltic Corporation.Ld *CellDB*207'561*t* *MT*19' 436*t*	296·0 P38'B110'F38' FK *FPT*105*t* *APT*51*t*	45·9	18·0	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy 23$\frac{3}{16}$"–35$\frac{7}{16}$" 629NHP DB100*lb* A/B Gotaverken	21 ″ 6 s 1 ″ 4 20 ″ 6	
❋ 23377 145052 GDWC	**Cumberland** TwinSc (*ex*Wendland) *ss*Gls.No.3–2,34 D.F. 3*Dks*(*Stl*)4*th dk*(*Stl*)*in* *Ref.Mchy.* No.1*hold*	~~10938~~ ~~10207~~ ~~6762~~ 10939 10207 6745	100A1 *withfreeboard* 8,37~~1,37~~ ~~BS1,37~~ ✠Lloyd'sRMC~~1,37~~ 3,38 ~~2,37~~ *Fitted for oil fuel* 8,24 *F.P. above* 150°F.	Gls Fal BS3,38 LMC1,34	*g*†	OG ~~1,35~~ 8,37	1919	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB*477'2084*t*	520·0 P70'B252'F43' FK *FPT*111*t* *APT*121*t*	64·2	37·6	London British *ptAsp* 8*BHptCem*	T.6Cy.28$\frac{3}{8}$",46$\frac{7}{8}$"&75$\frac{1}{4}$"–51$\frac{3}{16}$" &L.P. turbines with D.R. gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB,15*cf*,GS335,HS15525FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8$\frac{3}{4}$ 31 ″ 10	
23378 219213 KJHC	— (*ex*Bartholomew) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2599 2243 1615			...		1919	American S.B.Co. Cleveland,O.	EasternS.S.Lines, Inc.	251·0 P25'B64'F23' FK *WB*	43·6	26·1	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
23379 TCAT	**Cumhuriyet** Ⓟ (*ex*Djumhouriet, *ex*QueenOlga) 3*Dks*(1*Stl*–teak s &1*ptStl*–ws)	4179 3289 2479	✠ 1,94	Grk	*w*		1894 1mo	W.Denny &Bros. Dumbarton	Denizyollari Idaresi *Cell*	371·2 P36'B152'F40' FK	45·1	27·5	Istanbul Turkish 7*BHCem* *DB*308'356*t*	T.3Cy.28$\frac{1}{4}$",47$\frac{1}{2}$"&76"–54" NB13 501NHP Denny&Co.Dumbarton	30 ″ 1	
❋ 23380 CSAO	**Cunene** (*ex*Adelaide) *ss*Shl.2ndNo.3–2,36 *Well deck* 2*Dks*(*Stl*)3*rd dk* *inNo.1hold*	5875 5454 3688	✠100A1 ~~4,37~~~~12,36~~9,37 BS4,37	Ant ✠LMC2,36	*b*†	CL 2,36	1911 7mo	Flensburger Schiffsb.Ges. Flensburg *Lloyd's A&CP*	Soc.Geral de Com- mercioIndustria eTransportes, Ltda. *Cell*	450·0 P&B385'F54' FK *DBa*182' *uE*&*B*72'	58·0	27·0	Lisbon Portuguese 8*BHCem* *f*149'1501*t*	T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"–54" 185lb 125*lb* (*s*) 630NHP 3SB,9*cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges. *FPT*48*t* *APT*3*t*	29 ″ 6 s 4 ″ 3 25 ″ 6$\frac{1}{4}$	
23381 125776	**Cupid** 2*Dks*(*MStl*–teak s&*Stl*–ws*aft* *Wood fwd*)	611 379 243	✠ 4,09 ✠	Dun	*i*		1909 4mo	CaledonS. B.&E.Co.Ld. Dundee	Cowasjee, Dinshaw &Bros. *CellD*	155·1 P23'B66'F26' FK *Ba*36' *f*46' 62*t* *FPT*	27·8	13·8	Bombay British 4*BHCem* 13*t* *APT*6*t*	T.3Cy.14",23"&38"–27" 72RHP 1SB,3*cf*,GS50,HS1334 FD CaledonSB.&E.Co.Ld.Dun	14 ″ 6	
23382 220489 KDCN	**Curaca** (*ex*NosaQueen–35, *ex*AtlantaofTexas) *Fitted for oil fuel* D.F. 1*Dk*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLine,Inc.	324·0 P41'B90'F32'	46·2	25·0	NewYork Utd. States *WB*	T.3Cy.22",37$\frac{1}{2}$"&60"–42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
23383 127113 WGCL	**Curaçao** Ⓟ *Fitted for oil fuel* Wireless *Ref.Mchy.* 2*Dks*	1548 — 1144					1895	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.Inc.	241·3 F50' *WB*	38·0	16·3	NewYork Utd.States	T.3Cy.18",28"&45"–30" 111NHP W.Cramp&Sons,Phl.		
23384 PUBA	**Curityba** (*ex*Walburg, *ex*LotteMenzell) Sub.Sig. 1*Dk*&*Shelter dk*	3081 2898 2362					1905	Flensburger Schiffsb.Ges. Flensburg	LloydBrasileiro	301·4 H70'	45·3	26·0	R.Janeiro Brazilian *WB*	T3Cy20$\frac{1}{16}$",33$\frac{9}{16}$"&55$\frac{7}{8}$"–37$\frac{3}{8}$" 192NHP FlensburgerSchiffsb.Ges.		
❋ 23385 181 YLCA	**Curonia** (*ex*Glensloy) *ss*Shl.2ndNo.3–11,37 ~~*ss*Nwc.No.3–1,25~~ D.F. ~~*ss*Gms.No.2–33~~ 1*Dk*(*Stl*)	3702 3449 2342	✠100A1 11,37~~11,36~~ ~~MS10,31~~	Mch Shl ✠LMC11,37 ~~BS11,36~~	*w*	CL ~~11,36~~ 11,37	1911 10mo	A.Rodger &Co. Pt.Glasgow *Lloyd's A&CP*	QuaysideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*) (LatvianRepre- sentatives:Latvian ShippingCo.)	360·3 P28'B93'F41' FK *CellDBa* &*uE*137'*f*160'	49·6	23·5	Riga Latvian 6*BHCem* 879*t* *APT*78*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 318NHP 2SB,6*cf*,GS120,HS5196 A.Rodger&Co.Glasgow	26 ″ 0 s 4 ″ 5 21 ″ 9	
23386 208114 WJCA	**Currier** 3Mst *ss*N.Yk.No.3–9,22 *Mchy.Aft* *ss*Mob.No.2–31 1*Dk*(*Stl*)&*pt*2*ndDk*(*Stl*)& *Webframes*	4750 2814	✠ 7,37 ~~*Carrying Petroleum in bulk*~~ *Fitted for oil fuel* 2,16 *F.P. above* 150°F.	NYk ~~✠LMC11,35~~	*x*	CL 3,34	1910 12mo	ForeRiver S.B.Co. Quincy,Mass. A&CP	AmericanMarine ProductsCo. (L.B.Keplinger. Trustee) *WB*=*CellDB*315' 1819*t* *FPT*	370·0 P98'B26'F30' FK 225*t* *APT*120*t*	52·1	27·0	S.Francisco ~~NewYork~~ Utd.States 13*BHCem* (8 *to Udk* 5 ,, 2*nd* ,,)	T.3Cy.23$\frac{1}{2}$",41"&68"–48" (*s*) 190lb 448NHP 3SB,9*cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 ~~s 5 ″ 0~~ ~~24 ″ 5~~ s 6 ″ 8$\frac{3}{4}$ 23 ″ 5$\frac{3}{4}$	
23387	**Curupayty** (*ex*RioChubut, *ex*Curupayti) 1*Dk*(*Stl*)	490 — 279	✠ 9,15 ✠	Bwg			1911 5mo	Scott& Sons Bowling	MartinPujol	175·6 F23' FK *FPT*31*t*	28·1	10·0	Bns.Aires Argentine 4*BHCem* *APT*3*t*	T.3Cy.13$\frac{1}{2}$",22"&36"–24" 95NHP 1SB,3*cf*,GS57,HS1811 Ross&Duncan,Glasgow	10 ″ 6	
23388 119114 MGRR	**Cushendall** (*ex*TheEmperor) 3Mst *ss*Dub.2ndNo.3–12,30 *Well deck* *ss*Bel.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)	626 436 248	✠100A1 9,35 BS~~11,34~~ 11,37	Bel ✠LMC9,35	*i*	OG 9,35	1904 4mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	185·0 Q101'B10'F34' BK7$\frac{1}{2}$" *Bf* 99'145*t* *FPT*57*t*	27·6	10·8	Belfast British 3*BHCem* *APT*10*t*	C.2Cy.20$\frac{1}{2}$"&44"–30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 10$\frac{1}{4}$ 13 ″ 8	
23389 119186 MCBY	**Cushendun** (*ex*TheSultan) 3Mst *ss*Bel.2ndNo.3–4,31 *Well deck* *ss*Bel.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)	646 438 256	✠100A1 ~~2,37~~~~6,36~~ 6,37 BS2,37~~4,33~~	Bel Rou ✠LMC6,36	*i*	OG ~~8,34~~ 2,37	1904 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDB*	184·7 Q101'B10'F34' BK7$\frac{1}{2}$" *f*99'145*t* *FPT*	27·6	10·8	Belfast British 3*BHCem* 57*t* *APT*10*t*	C.2Cy.19$\frac{3}{8}$"&44"–30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 10$\frac{1}{4}$ 13 ″ 8	
23390 149682 GSMJ	**Custodian** *ss*Liv.No.2–37~~*ss*Bkn.No.1–33~~ 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 ~~6,37~~~~2,36~~1,38 ~~MS3,33~~ 1,37	Mch Liv ✠LMC ~~BS2,37~~ 4,32	*a*†	CL N11,36	1928 7mo	C.Connell &Co.Ld Glasgow *Lloyd's A&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*361' 1170*t* *D*	420·0 433·6(O.L.) P37'B139'F44' FK *Ta*32' 911*t* *FPT*63*t*	54·5	30·4	Liverpool British 8*BHptCem* 1 ,, *to2nd dk* *APT*26*t*	T.3Cy.27",46"&77"–54" (*r*) 210lb 120*lb* 524NHP 2DB(Spt),12*cf*, GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6$\frac{1}{4}$	
23391 PUBB	**Cuyabá** Ⓟ (*ex*Hohenstaufen) Sub.Sig. 2*Dks*	6489 4737 4086					1906	Bremer Vulkan Vegesack	LloydBrasileiro	409·3 P&B259'F48	52·7	28·0	R.Janeiro Brazilian *WB*	Q.4Cy.24",34$\frac{1}{2}$",50$\frac{3}{8}$"&72$\frac{7}{8}$" –53$\frac{7}{8}$" 387NHP BremerVulkan,Vegesack		C
23392 201012	**Cuyler Adams** (*ex*Sahara) *Mchy.Aft* 1*Dk*2*trB*	5785 — 4497					1904	American S.B.Co. Lorain,O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	474·0 *WB*	52·0	29·0	Michigan City, Ind. Utd.States	T.3Cy.22$\frac{1}{2}$",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
23393 218254 KIKM	**Cuzco** (*ex*WestKasson) *Fitted for oil fuel* 2*Dks* *Ref.Mchy.*	5496 — 3443					1919	LongBeach S.B.Co. LongBeach, Cal.	~~GraceSteamship Company(Grace LineInc.Mgrs.)~~ GraceLine,Inc.	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24⅛",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
* 23394 160729 VGCQ	**Cyclo-Chief** *ss*Tto.No.1–34 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 4,37 ~~4,35~~ BS~~12,35~~ 12,35 ✠LMC12,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 5,30 F.P. above 150° F.*	Tto Mtl	*r*	CL ~~4,34~~ 4,37	1930 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	S.S.Cyclo-Chief Ld. *Seams of centre line BH single riveted & electrically welded* FK *CellDBuE&B40' 101t DTf16'109t FPT179tAPT62t*	250·0 P63'*Tr'nk*148'F39'	43·3	24·2	Toronto British 11*BHptCem*	T.3Cy.19",33"&54"-42" (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc	24 ″ 6 s 3 ″ 6 21 ″ 4	
* 23395 160731 VGMX	**Cyclo-Warrior** *ss*Mtl.No.1–34 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 4,37 ~~4,36~~ BS12,36 ✠LMC MS4,34 ~~BS12,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 6,30 F.P. above 150° F*	Tto Mtl	*r*	CL ~~4,34~~ 4,37	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	S.S.Cyclo-Warrior Ld. *Seams of centre line BH single riveted & electrically welded* FK *CellDBuE&B40' 101t DTf16'109t FPT179tAPT62t*	250·0 P63'*Tr'nk*148'F39'	43·3	24·2	Toronto British 11*BHptCem*	T.3Cy.19",33"&54"-42" (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc	24 ″ 6 s 3 ″ 6 21 ″ 4	
23396 123978 GPZK	**Cyclops** Ⓟ TwinSc D.F. 3*Dks*	9076 8640 5786					1906	D&WHendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	485·0	58·2	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP D&WHenderson&Co.Ld.		BT till ~~7,37~~ 6,38
23397 148802 GKTF	**Cydonia** *ss*Cff.No.2–35 D.F. 1*Dk*(*Stl*)	3517 3325 2175	✠100A1 12,37 ~~10,36~~ BS~~10,36~~ 12,37 ✠LMC6,35	Grk Hul	*w*	CL 10,36	1927 1mo	J.Blumer&Co.Ld. Sunderland *Lloyd's* A&CP	StagLine,Ld. (J.Robinson&Sons *Mgrs.*) *Cell DB314' 814t FPT70t APT111t*	356·3 P34'B217'F32' FK	48·7	23·9	N.Shields British 6*BHptCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb *120lb* 301NHP 2SB(Spt)6*cf*,GS127,HS4690 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 3 ″ 1¾ 22 ″ 11¼	
23398 200414	**Cygnus** (*ex*JosephC.Gilchrist) *Mchy.Aft* GyC. 1*Dk*2*trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *WB*	416·0	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		R
23399 7155 SENA	— (*ex*Senegal,*ex*H.V.Fisker,*ex*Oaklands) *Well deck* 1*Dk*&*Web frames*	*1704* *1418* *996*				...	1890	W.Gray&Co.Ld. WHartlepool	RederiA/B Brubor (R.Brunkman, *Mgr.*) FK	270·0 P29'Q72'B116'F31'	37·0	18·3	Hlsingborg Swedish *WB*	T.3Cy.20⅛",31⅝"&53"-36" 168NHP Cen.Mar.Eng.Wrks.WHpl	20 ″ 0	V †
23400 LDFJ	— Wireless 1*Dk*	1333 1157 753					1921	Scheepswrf J.Huis de Merwede Papendrecht	DetBergenske Dampskibsselskap	238·9 P59*t*H62*t*F16*t*	36·4	16·0	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP NV.Machinefabrik.Bolnes		N
* 23401 149647 GNLM	**Cymbeline** *ss*Nwc.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6317 5857 3743	✠100A1 8,37 ~~3,36~~ BS3,37 ✠LMC12,35 *CarryingPetroleum in bulk* *Fitted for oil fuel 12,27 F.P. above 150°F*	Fal Nwc	*a*†	CL 11,35	1927 12mo	W.Hamilton&Co. PortGlasgow *Lloyd's* A&CP	OilTankS.S.Co.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*) *CellDBuE&B48' 130tDTf38'483t FPT230tAPT115t*	420·0 P108'B34'F47' FK	54·4	32·5	Liverpool British 18*BHptCem* (14 *to Udk* 4 „*2nd* „)	T3Cy.25¼",43½"&76"-51"(*s*) 220lb 572NHP 3SB,9*cf*,GS177,HS7901 FD D.Rowan&CoLd.Glasgow	32 ″ 8 s 6 ″ 0½ 26 ″ 10¼	
23402 LDSI	**Cypria** TwinSc *OilEng.* 2*Dks* *CruiserStern*	4366 3887 2603					1931	Akt.Burmeistr&Wain Copenhagen	D/SA/S Hassel(A/S RederietOdfjell, *Mgrs.*)	379·4 P65*t*H367*t*F19*t*	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
23403 Broken up FPBB	— *ss*Rou.3rdNo.3–7,29 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing*	2970 2732 1837	✠ ... 11,33 ✠	Rou			1898 1mo	Workman, Clark &Co.Ld Belfast	CieFranco-Africaine deNavigation"Francafrica"(Soc.Anon.deGérance et d'Armement,*Mgrs.*)	330·7 P25'B76'F33' *CellDBa 106'uE&B56'f108'* FK	45·4	22·6	Rouen French 6*BHCem* 620*t*APT35*t*	T.3Cy.24 3/16",40"&66 3/16"-45" NDB20 356NHP 2SB,6*cf*,GS113,HS4604 Wrkman,Clark&Co.Ld Bel	24 ″ 11	V †
* 23404 165374 GZJW	**Cyprian Prince** *Ref.Mchy.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1988 1432 1002	✠100A1 *withfreeboard* 10,37 ~~1,37~~ ✠LMC1,37 ✠Lloyd'sRMC~~1,37 6,37~~ 1,38	Mdb Mch	*t*	CL	1937 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CF	PrinceLineLd. (Furness,Withy&Co.Ld.*Mgrs.*) *CellDB234'486t*	296·5 B90'F23' FK *FPT72tAPT58t*	44·2	16·4	London British 5*BHptCem* *ptAsp* (*Coll to Sh dk* 4 „ *2nd* „)	T.3Cy.19",31"&55"-36" 220lb HS4830 (*s*) 315NHP 2SB(Spt),6*cf*,GS121 FD Richardsons,Westgarth&Co.Ld.Hpl	19 ″ 1 s ″ 4¾ 18 ″ 10¾	
23405 OXJB	**Cyril** 1*Dk*	2116 1787 1267					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk. Dania(Chr. Andresen, *Mgr.*)	280·7 P20'B61'F26'	41·7	19·0	Esbjerg Danish *WB*	T3Cy.21 3/5",34¼"&55 1/10"-35 2/5" 182NHP LübeckerMaschb.Ges.		G
23406 FOOS	**Cyrnos** TwinSc *OilEng.* D.F. 2*Dks* *CruiserStern*	2406 — 726					1929	Akt.Ges. "Weser" Bremen	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Navigation Fraissinet,*Mgrs.*)	293·4 P62'B120'F62'	41·1	23·1	Marseilles French *WB*	Oil Engines 2S.C.DA 12Cy.17⅜"-24⅜" 1267NHP A.G."Weser,"Bremen		V
23407 TSPB	**Cyrus** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing in bottom &at decks*	435 — 210					1922	Ch.Nav. Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	Marseilles French *WB*	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Grieg,Dundee		V
* 23408 147699 GKQC	**Cyrus Field** TwinSc *ss*N.Yk.No.3–9,36 E.S.D. GyC. (*CableVessel*) Wireless D.F. 2*Dks*(*Stl–U*teaks) *Well deck*	1288 881 453	✠100A1 *withfreeboard* 10,37 ~~9,36~~ ✠LMC9,36 BS10,37 *Fitted for oil fuel 7,24 F.P. above 150° F.*	NYk Hfx	*n*	CL 9,36	1924 7mo	Ch.&Atel. deSt.Nazaire St.Nazaire *Lloyd's* A&CP	BritishWestern Union,Ld. *CellDBa&uE74'f72'136t DTf24'75t FPT18tAPT23t*	223·6 P&B136'F44' FK	34·2	16·6	London British 6*BHCem*	T.6Cy.13½",22½"&37"-27"(*s*) 180lb *125lb* 207NHP 2SB,4*cf*,HS3107 FD Ch.&Atel.deSt.Nazaire	18 ″ 6 s 1 ″ 5¾ 17 ″ 1¾	

‸ Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
23409 147780 MNJY	**D. B. Hanna** *Mchy.Aft* 1*Dk*	1780 1595 1285					1925	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld. (J.B.Foote, *Mgr.*)	252·5 F34'	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
23410 107738 WDDP	**D. E. Callender** (*ex*HowardP. Eells,Jr.–34,*ex*S.B.Way,*ex*C.B. Nienaber,*ex*Sargent, *ex*A.G.Brower) 1*Dk* *Mchy.Aft* D.F. Now "E.G. Mathiott," see No. [illegible] in Supplement	3582 — 2778					1902	Chicago S.B.Co. Chicago	Columbia Transpn. Co.(Oglebay, Norton&Co. *Mgrs.*)	346·0	48·2	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&53"–40" 178NHP ChicagoS.B.Co.		R
23411 214147	**D. G. Kerr** *ss*Clv.No.3–12,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* GyC. *Longitudinalframing*	7756 7446 6026	✠100A– *For Service on the Great Lakes* 11,37 ~~11,35~~ BS~~4,37~~ 3,38 ✠LMC12,34	Clv			1916 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. *CellDBuE&B55'f sidetanks479'8724*	580·0 F53' *8'&inHopper* *tFPT299tAPT59t*	60·0	32·0 FK	Duluth, Minn. Utd.States 3*BH*	T.3Cy.24½",41"&65"–42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD American S.B.Co.Lorain,O	32 " 0 s10 " 4 21 " 10¾	
23412 214353 WOCA	**D. G. Scofield** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Shelter dk &Webframes* D.F. GyC. *Longitudinalframing* *CarryingPetroleum in bulk*	8622 — 3294			...		1916	UnionIron WorksCo. SanFrancisco	StandardOilCo.of California	439·5	58·0	39·1 FK	S.Frncisco Utd.States *WB*	Q.4Cy.24",34",51"&$74\frac{1}{16}$"–54" 407NHP UnionIronWorksCo.S.Fo.	41 " 0	R †
23413 151012	**D. J. Purdy 1** Ⓟ WoodTwinSc *OilEng.* 1*Dk*	582 162 396					1924	Meteghan MarineRly &S.B.Co. MeteghanNS	EasternCanada CoastalSteamships,Ltd.	143·7	25·5	6·9	S.JohnN.B. British	Oil Engines 4S.C.SA 12Cy.11"–14" 142NHP Wintore NE18 *fitted*24 MotorWrks,Cleveland,O.		
* 23414 HPFM	**D. L. Harper** TwinSc *OilEng.* *Mchy.Aft* *ss*Ham.No.3–11,35 1*Dk*(*Stl*) 2nd *dk*(*Stl*)*clear of cargo tanks* 3rd*dk*(*Stl*)*aft of cargo tanks* *Longitudinalframing* *CruiserStern* *Rudder electrically welded* *Webframes* GyC. D.F. E.S.D.	~~12336~~ ~~11753~~ ~~7020~~ 11210 — 6919	✠100A1 7,37 ~~9,36~~ ~~DDS11,35~~ ✠LMC11,35 *Carrying Petroleum in bulk* DDS7,37	Ham		CL 9,35	1933 9mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd's*A&CP	PanamaTransportCo. ~~(Waried Tankschiff Rhederei G.m.b.H. *Mgrs.*)~~ *CellDBuE50'*	521·4 542·0(O.L.) *aft*B55'B40'F39'	70·4	38·7 FK	Panama Pnamanian 16*BHptCem* *ptAsp* 119*t DT's f*	Oil Engines 2S.C.DA 8Cy.23⅝"–$35\frac{7}{16}$" 1560NHP 4DB200*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg 53'2308*tFPT*290*tAPT*244*t*	38 " 9 s8 " 6¾ 30 " 6¾	
23415 214599	**D. M. Clemson** *ss*Clv.No 3–9,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* GyC. *Longitudinalframing*	7728 7462 6020	✠100A– *For Service on the Great Lakes* 2,38 ~~9,34~~ ~~BS4,36~~ ✠LMC9,34 ~~BS~~ 2,38	Clv			1917 1mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. *CellDBuE&B55'2 side tanks479'872*	580·0 F53' *30tf&inHopper* *4tFPT299tAPT59t*	60·0	32·0 FK	Duluth, Minn. Utd.States 3*BH*	T.3Cy.24½",41"&65"–42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD American SB.Co.LorainO.	32 " 0 s10 " 4 21 " 10¾	
23416 131048	**D. M. No. 8** TwinSc (*ex*M.&F.No.8) 1*Dk*	1725 1501 1022					1906	Canadian Government Sorel,P.Q.	CanadianGovernment(Dept.of Marine)	264·0	45·8	18·3	Sorel,P.Q. British *WB*	T.6Cy.15",24"&39"–24" 74RHP Fleming&Ferguson,Psy.		
23417 203979	**D. O. Mills** *Mchy.Aft* D.F. GyC. 1*Dk*	6598 — 4850					1907	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	532·0	58·2	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",37"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
23418 FOAT	**D'Artagnan** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 6*Dks*	15105 — 9608					1924	Ch.&Atel. de laGironde Bordeaux	Soc.desServices Contractuels des MessageriesMaritimes	543·5 B310'F75'	65·0	41·4	Marseilles French *WB*	T6Cy.29⅜",$49\frac{9}{16}$"&84⅝"–53⅛" 1044NHP Ch.&Atel.de laGirondeBdx		V
23419 FNME	**D'Entrecasteaux** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7291 — 4501					1922	Forg.& Ch. de la Médit. Havre	ChargeursRéunis	417·8 B147'	55·3	34·5	Havre French *WB*	T.3Cy.$27\frac{9}{10}$",46"&76"–$51\frac{9}{16}$" 416NHP Forg.&Ch.de la Médit,Hav.		V
23420 XNDN	**Da-Shing** (*ex*Datzing,*ex*FookSang) Now "Hera," see No. 38501 in Supplement 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt teak s*) &*deep framing*	3208 — 1986	✠ 7,05 ✠	Nwc	*v*		1905 7mo	W.Dobson &Co. Newcastle	AnTungS.S.Co. *CellDBa* 102' *uE&B*	331·3 P27'B96'F38' 44'*f*140'619*tDTa*26'	44·2	16·2 24·2 FK	Shanghai Chinese 5*BHCem* 484*tAPT*44*t*	T.3Cy.23½",39"&66"–45" 370NHP 2SB,6*cf*,GS116,HS5150 FD N.E.MarineEngCo LdNwc	26 " 6	
23421 YQSD	**Dacia** TwinSc *Fitted for oil fuel* D.F. 2*Dks&Awng dk*	3418 — 1364					1907	Atel.&Ch. de la Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Constanza Roumanian *WB*	T.6Cy.24⅝",38⅝"&64⅝"–39⅜" 525NHP Atel.&Ch.delaLoire,Nts.		V
23422 149657 GNMR	**Dafila** 2*Dks*	1940 1680 969					1927	D&WHenderson&CoLd Glasgow	British&ContinentalS.S.Co.Ld.	291·5	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"–39" 217NHP D.&W.Henderson&Co.Ld.		C
23423 LCYT	**Dageid** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern* *CarryingPetroleum in bulk*	6361 5623 3732					1931	A/SAkers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön, *Mgrs.*)	407·5 P220*t*H407*t*F58*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP A/SAkersMek.Værks.Oslo		N
23424 143424 GCDQ	**Dagenham** *ss*Shl.No.3–1,32 *ss*Shl.No.1–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2178 1735 1260	✠100A1 ~~11,36~~ ~~10,37~~ 4,38 BS10,37 ✠LMC11,36	Shl	*r*	CL 11,36	1919 9mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd's*A&CP	HudsonSS.Co.Ld. *CellDB*196'472*t*	280·0 P27'Q90'B52'F26' *DTa*38'95*tFPT*95*t*	40·5	18·5 FK	London British 6*BHptCem* *APT*170*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb 231NHP 2SB,6*cf*,GS118,HS3616 MacColl&Pollock,Ld.Sld.	20 " 9 s2 " 0½ 18 " 11	
23425 LCXL	**Dagfred** TwinSc *OilEng.* D.F. 2*Dks*	4434 4005 2683					1930	Akers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön, *Mgrs.*)	385·2 P84*t*H317*t*F28*t*	54·8	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 626NHP AkersMek.Værks.Oslo		N
23426 6670 SDPW	**Dagfrid** (*ex*Lionel) 1*Dk*	770 540 409					1921	Langesnd's MekVerkA/S Langesund	RederiA/B Ostersjön(A.Christensen, *Mgr.*)	181·1 Q67'B51'F19'	30·0	14·7	Trälleborg Swedish *WB*	T.3Cy.13½",22"&37½"–28" 75NHP LangesundsM.V.A/S		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 23427 145471 GDRF	**Daghestan** ssShl.No.3-12,34 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) D.F. &Web frames Longitudinal framing	5742 5528 3532	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~10,36~~ 3,38 ~~BS10,36~~ Carrying Petroleum in cylindrical tanks F.P. above 150° F. Fitted for oil fuel 12,21	Shl ~~Sms~~ Shl BS9,37 ✠LMC4,34	y	CL ~~5,36~~ ~~4,37~~ 3,38	1921 12mo	Short Bros. Ld. Sunderland Lloyd's A&CP	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. Mgrs.) CellDBuE&B81' f68'505tAPT154t	405·0|52·0|31·5 418·5(O.L.) P62' on Shelter dk FK	Newcastle British (BHpt Cem 4 to Sh dk 5 ,, U ,,)	T.3Cy.27½",45"&75"-48" (s) 180lb 573NHP 3SB,9cf,HS8721 FD J.Dickinson&Sons,Ld.Sld.	34 ″ 6 s 8 ″ 1¾ 26 ″ 7	
✻ 23428 LOGU	**Daghild** TwinSc ssNNs.No.3-11,37 ~~ssGot.No.2-35~~ Mchy.Aft OilEng. D.F. 2Dks(Stl)&Web frames CruiserStern Longitudinal framing-bracketless system	9272 8445 5557	✠100A1 ~~7,37~~ ~~2,37~~ 11,37 DBS~~2,37~~ 11,37 Carrying Petroleum in bulk	Got NNs ✠LMC~~11,35~~ 7,37	d†	CL ~~9,37~~ 10,37	1927 12mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	A/S Ocean (JohnP. Pedersen&Sön, Mgrs.) CellDBuE65'328tDT f43'584t FPT250t APT165t	471·8|64·2|35·0 P106'B30'F45' FK	Oslo Norwegian 16BHptCem 4 ,, to2nddk	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 ″ 0	
23429 OXXD	**Dagmar** Ⓟ (exImperatorNicolaiII, exIrkutsk) Ref.Mchy. D.F. 1Dk&AwngDk	2471 2269 1534					1903	R.Stephenson&Co.Ld. Newcastle	DetForenede Dampskibsselskab	290·5|40·0|25·6 B46'F32'	Aalborg Danish WB	T.3Cy.22",38"&64"-42" 265NHP WllsndSlpwy.Co.Ld.Nwc.		V
✻ 23430 OHXU	— ssLie.3rdNo.3-4,35 1Dk(Stl)&deep framing	2149 1721 1222	✠100A1 ~~5,37~~ ~~9,35~~ 10,37 BS6,37 MS6,35	Skm ~~Hfs~~ Rot ✠LMC ~~BS6,35~~	s	OG ~~5,35~~ ~~5,37~~ 10,37	1900 6mo	Helsingörs Jernsk &Msk. Elsinore A&CP	RederiA/B Dagmar(A. Karlsson, Mgr.) CellDBa58'a&uE54' f120'578tFPT58tAPT44t	290·0|42·5|19·1 Q16'B70'F36' FK	Mariehmn Finnish 5BHCem	T.3Cy.20½",35"&57"-39" (s) 180lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 s 3 ″ 2¾ 18 ″ 9	
23431 OYBQ	— (exLeonora)	844 722 488					1922	N.V.Werf. Zeeland Hansweert	J.Lauritzen	212·8|31·3|13·5 P41'Q37'B60'F21'	Esbjerg Danish WB	T.3Cy.14 7/16",22"&35⅞"-23½" N.V.Delftshaven 85NHP Machinefab.Rot.		G
✻ 23432 7135 SDQI	**Dagmar Bratt** (exKapela) ssGot.No.3-5,33 1Dk(Stl)	*1424* *1144* *808*	✠100A1 4,37 ~~4,36~~ ~~MS10,32~~	Got ✠LMC4,37 ~~BS4,36~~ ~~4,37~~	p	OG ~~6,34~~ 4,37	1920 8mo	Kockums M.V.Aktieb. Malmö Lloyd's AP	Ångf.A/BAdolf(A. Bratt&Co. Mgrs.) Trunk dk between erections CellD B196' 364t FPT44t APT59t	235·5|37·7|16·5 245·5(O.L.) P17'B64'F25' FK	Gothenbrg Swedish 4BHCem	T.3Cy.18⅛",28¾"&48 13/16"-31½" 185lb (s) 157NHP 2SB,4cf,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 8½ 17 ″ 0½	
23433 OYPQ	**Dagmar Clausen** (exBrunla-36) Mchy.Aft 1Dk	677 — 366					1909	AkersMek. Værks. Oslo	C.Clausen	198·8|29·2|12·4 P68tH35tF16t	Aalborg Danish	T.3Cy.16",25½"&43"-30" 101NHP AkersMek.Værks.Oslo		N
23434 OHYI	**Dagny** (exNordstjernan, exCostante,exBellmore) Iron Well deck 1Dk2trB	*1105* — *591*				...	1882	H.McIntyre&Co. Paisley	RederiA/BDagny (Arvid Abrahamsson)	235·4|32·8|16·3 Q116'B15'F31' FK	Mariehmn Finnish WB	C.2Cy.26 9/16"&52⅝"-42" NB12 135NHP Muir&Houston,Glasgow	17 ″ 6	V †
23435 7382 SDQM	— (exWawel,exKaren,exHauk,exBrisling, exHelvitia,exNatale) Mchy.Aft 1Dk	*804* *690* *384*					$19\frac{06}{18}$	Soc.EsercizioBacini RivaTrigoso	RederiA/B Dagny (BrorAndrén)	185·1|30·5|15·3 H63tF26'	Säffle Swedish WB	T3Cy.11 13/16",18½"&29⅞"-21⅝" 40NHP Soc.EsercizioBacini,Gen.		N
23436 LCLB	**Dagny I** (exKinderdijk) Wireless 1Dk	1392 1207 796					1916	L.Smit&Zoon Kinderdijk	D/S A/S DagnyI. (J.KjödeA/S)	239·5|36·2|16·7 P58tH60tF29t	Bergen Norwegian WB	T.3Cy.17",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdijk		N
✻ 23437 166 YLBQ	**Dagö** (exBrodsworth,exElmpark) ssLie.No.3-4,30 D.F. ssAbg.No.2-38 ~~ssCpn.No.1-34~~ 1Dk(Stl) Cargo battens not fitted	2157 1808 1285	✠100A1 ~~4,37~~ ~~1,36~~ 2,38 ~~MS2,34~~	Cpn ~~Dnz~~ Abg ✠LMC2,38 ~~BS1,36~~ ~~4,37~~	r	CL ~~2,34~~ 4,37	1917 4mo	Brys&Gylsen,Ld. Glasgow Lloyd's A&CP	S.S.Co."Baltic," Ld.(Chr.Jensen (Copenhagen), Mgr.) CellD B237' 567t FPT55t APT46t	280·0|41·8|19·1 290·5(O.L.) P22'B68'F29' FK	Riga Latvian 4BHCem	T.3Cy.21",35"&57"-36" (r) 180lb 228NHP 2SB,6cf,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 11 18 ″ 1	
23438 113645 GRCY	**Dago** Ref.Mchy. D.F. 1Dk	1757 1392 1057					1902	CaledonSB&E.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	296·0|37·2|17·4 P175'F33' len09	Hull British WB	T.3Cy.20",33"&56"-39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
✻ 23439 149669 GNQX	**Dagomba** ssHam.No.2-35 OilEng. 2Dks(Stl)&Shelter dk(Stl)	3845 3089 2106	✠100A1 withfreeboard 11,37 ~~9,36~~ DBS~~6,36~~ 7,37 Carrying vegetable oil in deep tanks	Liv ✠LMC CS9,36 10,35	x	CL 9,36	1928 3mo	A.McMillan&Son,Ld. Dumbarton Lloyd's A&CP	ElderDempster Lines,Ld. CellDB292' 804t DT's a58'616t FPT97tAPT100t	355·3|49·2|22·4 P37'F42' FK onShelter dk	Liverpool British 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
23440 LDGQ	**Dagrun** OilEng. D.F. 2Dks	4562 4027 2760					1928	Kockums M.V.Aktieb. Malmö	A/S Ocean(JohnP. Pedersen&Sön, Mgrs.)	381·9|54·0|24·7 P118tH320tF25t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Malmö		N
23441	**Dah Loh** (exLlantwitMajor-33, exRubens,exSlay) ssCff.No.3-12,25 ssShl.No.2-34 Well deck 1Dk(Stl) Cargo battens not fitted Now "Karavados," see No. 38918 in Supplement	2325 — 1389	✠100A1 7,37 ~~2,36~~ BS~~2,36~~ 7,37	Shi ✠LMC12,34	s	CL ~~1,36~~ 6,37	1913 8mo	J.Crown&Sons,Ld. Sunderland Lloyd's A&CP	DahLohIndustrial Co.Ld. Intermediate BH in fore hold dispensed with	290·0|40·8|17·8 P24'Q90'B53'F30' FK	Shanghai Chinese Cem 4BH only CellDBa&uE108'f116'497tAPT97t	T.3Cy.21",35"&57"-39" (s) 180lb 222NHP 2SB,6pf,GS104,HS3463 G.Clark,Ld.Sunderland	20 ″ 0 s 2 ″ 1 18 ″ 2	
23442 LJHL	**Dah Pu** Ⓟ (exClaraJebsen-36) Sub.Sig. 2Dks	1974 1772 1145					1922	Howaldtswerke Kiel	Wallem&Co.A/S (HaakonJ.Wallem, Mgr.)	270·7|38·9|21·0 P23'B70'F38'	Bergen Norwegian WB	T.3Cy.20 1/10",32¼"&51⅗"-35⅖" 160NHP Howaldtswerke,Kiel		G
23443	**Dah Sun** (exPentusker-35,exConway) ssBrs.2ndNo.3-7,30 2Dks(Stl)&deep framing Now "Pipina," see No. 39722 in Supplement	2709 — 1668	✠ 9,35	Brs ✠	u		1904 6mo	Armstrong Whitworth &Co.Ld. Newcastle	DahLohIndustrial Co.Ld. CellDBa86'uE&B68'f118'546tFPT60tAPT20t	318·0|43·7|23·3 P21'B87'F33' FK	Shanghai Chinese 5BHCem	T.3Cy.22½",41"&68"-45" 360NHP 3SB,9cf,GS165,HS5900 WllsndSlpwy.Co.Ld.Nwc.	25 ″ 10	
23444 4801 SDQO	**Dahlia** 4Mst Well deck 1Dk	*1057* *764* *577*					1907	LindholmensV.A. Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, Mgr.)	208·7|33·6|13·6 Q77'B50'F32'	Gothenbrg Swedish WB	T.3Cy.16",26½"&44"-30" 106NHP LindholmensV.A.Got.		V
23445 FNMC	**Dahomey** Ref.Mchy D.F. 2Dks	5851 — 3478					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	393·6|55·9|29·0 P56'B134'F54'	Havre French WB	T3Cy.25⅗",42½"&70"-48" 340NHP Atel.&Ch.delaLoire,Nts.		V
23446														

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Équipement	7a 1re de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
23447 162384 GWMF	**Dahomian** (*ex*Themoni–33) *ss*Liv.No.2-37 ~~*ss*Rot.No.1-36~~ D.F. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5277 ~~5254~~ 4991 ~~3297~~ 3316	✠100A1 *with freeboard* 12,37 ~~2,37~~ MS~~5,33~~ 5,37 ✠LMC BS~~11,33~~ 5,37	Liv Bkn	*y*	CL ~~1,36~~ 8,37	1929 6mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	UnitedAfricaCo. Ld. *CellDB*332'1050*t*	375·4 390·0(O.L.) F35' *FPT*76*t*	53·0	32·1 FK *APT*185*t*	Liverpool British 6*BHCem* (*Coll to Wdk* 5 „*2nd*„)	T.3Cy.25",41½"&70"–48"(*s*) 200lb 426NHP 3SB(Spt),9*cf*,GS167,HS7030 Richardsons,Westgarth& Co.Ld.Sld.	34 ″ 6 s10 ″ 11 23 ″ 9¼	
Sunk after Explosion 11,37 23448 [illegible] JJVC	**Daian Maru** Ⓟ (*ex*Sodegaura Maru,*ex*Nord) Wireless 1*Dk*&*Spar dk*	1249 1161 861					1895	Nylands Værkstad Oslo	FujitaShinzo	229·3 H51*t*	32·0	19·3	Fuchu Japanese *WB*	T.3Cy.14½",25"&40½"–30" 90NHP NylandsVærksted,Oslo		
23449 22676 JKLC	**Daian Maru No. 2** (*ex*Mikage MaruNo3,*ex*FukuiMaruNo3) Wireless 1*Dk*	1032 834 746					1918	Takemoto Chukichi Osaka	FujitaShinzo	195·5	31·5	18·0	Fuchu Japanese *WB*	T.3Cy.13¾",22½"&37½"–28" 74NHP Fukushima Tekkosho,Osa.		
23450 19824 JHKB	**Daiboshi Maru** (*ex*TaiseiMaru, *ex*Mintaro, *ss*N.S.W.No.2–97 *ex*Larnaca) 1*Dk*(*Stl*) *Well deck & Web frames*	2385 — 1654	✠ 7,98 ✠	Syd	*s*		1889 4mo	Russell& Co. Greenock	HashiyaK.K. *CellDB*256'	290·2 P30'Q86'B118'F31 448*t*'*APT*30*t*	37·9	22·0 BK10'	Hashidate Japanese 5*BHptAsp* *ptCem*	T.3Cy.22½",35½"&58½"–39" 251NHP 2SB,6*pf*,GS74,HS8452 FD J.Howden&Co.Glasgow	22 ″ 1	
23451 27871 JSNA	**Daiboshi Maru No. 6** (*ex*Gracchus) *ss*Syd.No.2-10 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*ptStl*–teak s)	3925 3458 2408	✠ 5,13 ✠	Cal	*x*		1902 9mo	Palmers' Co.Ld. Newcastle	HashiyaK.K. *CellDBa*	360·7 116'*uE&B*48'*f*144	48·8	24·6 FK&BK1¾'	Takasago Japanese 6*BHCem* 849*tAPT*21*t*	T.3Cy.27",15½"&74"–48" 483NHP 3SB,9*cf*,GS151,HS6768 FD Palmers'Co.Ld.Newcastle	27 ″ 6	C †
23452 9677 JKGE	**Daichi Maru** Ⓟ 2*Dks*	1280 1073 725					1905	Osaka IronWorks Osaka	OsakaShosenK.K.	228·0	34·0	19·5	Osaka Japanese *WB*	T.3Cy.15½",25½"&42½"–30" 99NHP OsakaIronWorks,Osaka		
23453 41175 JZUH	**Daido Maru** Ⓟ 2*Dks* *CruiserStern*	2962 2270 1724					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	297·7 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11 7/16"&(2)20½"– 13¾"SRgeared&LP Turbine DR geared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
23454 32315 JIJB	**Daifuku Maru** (*ex*Gonzaga,*ex*Luna) 1*Dk*&*deep framing*	3184 2570 2257			...		1907	ClydeS.B. &E.Co.Ld. PortGlasgow	DaifukuKisenK.K.	315·1 P37'B94'F31'	46·5	21·0 FK	Fuchu Japanese *WB*	T.3Cy.23",38"&61"–42" 269NHP ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 4	C †
23455 32739 JUMB	**Daigen Maru** (*ex*Baccarat) (*Fitted for oil fuel*) 1*Dk*	2221 1991 1318			...		1920	American S.B.Co. Cleveland,O.	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	251·8 P27'B64'F26'	43·6	22·0 FK	Fuchu Japanese *WB*	T.3Cy.20",33"&54"–40" 267NHP AmericanS.B.Co.Clevelnd	24 ″ 2	C †
23456 32745 JUUB	**Daigen Maru No. 2** (*ex*Shoka Maru,*ex*Warawala, *ex*WarDance) 1*Dk*(*Stl*)	1999 1775 1162	✠ 9,20 ✠	Bom	*r*		1917 11mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	YamatoKisenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellD*	251·0 P27'B78'F27' B210'581*tFPT*56*t*	43·8	21·6 FK	Fuchu Japanese 4*BHCem* *APT*81*t*	T.3Cy.20",33"&54"–40" 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A.	22 ″ 0	C †
※ 23457 31734 JHJB	**Daigen Maru No. 3** (*ex*Hasshu Maru,*ex*GeorgiaC., ~~*ss*Kob.No.3-7,26~~ *ex*Georgia) ~~*ss*Kob.No.2-34~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*) *ss*Kob.No.3-3,37 &*deep framing*	5256 4462 4042	✠100A1 *Spar dk* 3,38 ~~3,37~~ ✠LMC~~3,37~~ 3,38	Kob	*z*	CL ~~6,35~~ 3,38	1908 9mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) *CellDBa*134'*u*	400·0 P78'B120'F41' *E&B*43'*f*171'	52·0	18·9 27·3 FK 1264*t*	Fuchu Japanese 6*BHCem* *APT*35*t*	T.3Cy.27¾",44"&73"–48" (*s*) 180lb 502NHP 3SB,9*cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 7½ 24 ″ 7½	
Sunk 12,36 23458 40618 JZAH	**Daigen Maru No. 5** *OilEng.* *Mchy.Aft*	510 — 248					1935	Namura ZosenshoK.K Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	159·7 P51'F19'	28·0	13·5	Hamadera Japanese *WB*	Oil Engines 2S.C.SA 4Cy.20½"–23⅝" 295NHP NipponHatsudokiKKKob.		
23459 40631 JZGH	**Daigen Maru No. 6** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	510 — 243					1935	Namura ZosenshoK.K Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	160·0 P&B59'F19'	28·0	13·5	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.20½"–23⅝" 295NHP NipponHatsudoki K.K.Kob		
23460 15183 JPME	**Daihakuzan Maru** K (*ex*FukutomiMaruNo.2) 1*Dk*	470 433 264					1911 *R blt*15	MitsuBishi Dkyd&EWks Nagasaki	NipponHogeiK.K.	163·0 F21'	22·4	16·6	Nishino- miya Japanese	T.3Cy.12",20"&33"–24" 53NHP MitsuBishiD&EWks.Nag.		
23461 20761 JODE Now "Horaizan Maru," see No. 38499 in Supplement	**Daiho Maru No. 1** 1*Dk*	1999 1802 1167			...		1920	Teikoku S.S.Co.Ld. Toba	HayashiKisenK.K.	270·0 P16'B65'F36'	39·0	23·9 FK	Tokio Japanese *WB*	T.3Cy.20",33"&55"–39" 256NHP KobeSteelWorks,Kobe	23 ″ 11	
23462 10744 JSEB	**Daiho Maru No. 2** (*ex*Benten Maru,*ex*Venus) 1*Dk*&*Spar dk*&*deep framing*	3690 3384 2620			...		1896	Russell& Co. Pt.Glasgow	HayashiKisenK.K.	339·4 B66'F36'	46·0	17·8 25·8 FK	Tokio Japanese *WB*	T.3Cy.25",40"&64"–45" 294NHP Rankin&Blackmore,Grk.	28 ″ 6	
23463 28533 JTKB	**Daiho Maru No. 3** (*ex*Hiyodori Maru–34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) 1*Dk*&*Shelter dk*	1868 1682 1320			...		1906	Schiffsw.v. HenryKoch Lübeck	HayashiKisenK.K.	251·0 B26'*onShelter dk* FK	37·2	22·2 *WB*	Nishino- miya Japanese	T.3Cy.17⅛",28¾"&46"–32½" 142NHP J.F.Ahrens,Altona	24 ″ 5	C †
23464 22944 JJGC	**Daiju Maru** Wireless 1*Dk*	1279 984 852					1918	Y'maguchi Shinichi Osaka	OiyeZenroku	217·0	32·0	18·9 *WB*	Fuchu Japanese	T.3Cy.14",23"&38"–27" 75NHP MiharaZosensho,Osaka		
23465 33794 JDWE	**Daikoku Maru** 1*Dk*	598 586 238					1928	Uraga DockK.K. Yokohama	Shinanogawa KaijoSeiri Timusho	175·0	35·0	13·0	Niigata Japanese	C.2Cy.		
23466 13189 JPCE	**Daikokusan Maru** 1*Dk*	688 636 420					1911	Mitsubishi Zosensho Nagasaki	TakarabeShoten K.K.	188·3	26·5	18·0	Shimo- noseki Japanese	T.3Cy.12",20"&33"–24" Mitsubishi 53NHP Zosensho,Nagasaki		
23467 30536 JAQC	**Daikokuten Maru** Ⓟ Wireless 1*Dk*	640 516 345					1927	KobeSteel Works,Ld. Harima	IinoKisenK.K.	170·0 P17'B46'F25'	28·0	15·5	Kobe Japanese *WB*	T.3Cy.13",20⅝"&33½"–24" 54NHP OkanishiDengyo,Osaka		
23468 26773 JCQB	**Daikyu Maru** Ⓟ	1518 1256 892					1920	Nagata Sanjuro Osaka	OsakaShosenK.K.	250·0 P28'B54'F36'	35·0	21·0	Osaka Japanese *WB*	T.3Cy.18½",30½"&51½"–33" 151NHP NagataSanjuro,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23469 28537 JCVA	**Dainichi Maru** ssKob.No.1-37 (exIbukisanMaru-35) ssKob.No.3-10,32 D.F. 2Dks(Stl)& Awng dk(Stl)	5813 5514 4057	✠100A1 Awng dk withfreeboard 6,37 ~~5,36~~ Fitted for oil fuel 4,22 F.P. above 150° F.	Yka Kob	y 6,37 ✠LMC~~5,36~~	CL ~~11,24~~ 6,37	1922 1mo	MitsuiBussanKaisha Ld TamaDkyd. A&CP	ItayaShosenK.K. CellDB323'986t DTa28'625t	385·0|51·0|36·0 FK Coll FPT119tAPT68t	Kobe Japanese ptCem BHto Awdk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48" (s) 200lb 488NHP 3SB,9cf,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno	36 ″ 1 s 9 ″ 1¾ 27 ″ 1	
23470 237 JGAB	**Dairen Maru** Ⓟ TwinSc CruiserStern 2Dks	3748 3035 2021					1925	Mitsubishi ZosenKaisha, Ld. Kobe	DairenKisenK.K.	360·0|46·0|28·5 B36'F41'	Dairen Japanese WB	4SteamTurbinesSR geared to2Sc.Shafts MitsubishiZosenKaisha,Ld		
23471 Wrecked 10,37 FOCM	**Dairiguerrme** (exLucieDelmas-37) 1Dk	1731 — 910					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Auguenet	250·5|37·8|16·2 P156'B28'	LaRochlle French WB	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeine, Maritime		V
23471* 21752	**Dairyu Maru No. 2** Wood 1Dk	302 258 178					1917	Hirata Tameji Misato	TazakaZenshiro	129·1|23·8|13·4	Nagahama Japanese	O.2Cy.14⅜"&26½"-15" 22NHP OsakaIronWorks,Osaka		
23472 9742 JKHE	**Daishin Maru** Ⓟ 2Dks	1307 1116 748					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosen K.K.	228·0|34·0|16·6 P53'B67'F32'	Osaka Japanese WB	T.3Cy.15½",25¾"&42½"-30" 98NHP MitsuBishiD&E.Wks.Nag		
23473 23562 JRCE	**Daishin Maru No. 1** 1Dk	1307 1084 745					1918	Osaka YogyoK.K. Osaka	DaishinKisen K.K	228·0|33·0|18·7 WB	Amaga-saki Japanese	T.3Cy.14½",24½"&40½"-30" 90NHP HirotaniSeikosho,Osaka		
23474 29712 JSHB	**Daishin Maru No. 5** (exRibe, exGeorgiosB.Panoutsos,exCresyl) 1Dk& Webframes	2455 2144 1829			...		1897	W.Gray& Co.Ld. W Hartlepool	DaishinKisen K.K.	302·0|43·1|19·7 P25'B69'F29' FK	Shikitsu Japanese WB	T.3Cy.22",35"&59"-39" 227NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 3	
23475 21209 JKAC	**Daisho Maru** (exKaijoMaru-34) Wireless 1Dk	1518 — 886					1918	Yokohama DockCo.Ld. Yokohama	SettsuShosen K.K. (OsakaShosenK.K. Mgrs.)	240·0|33·5|22·5 P24'B46'F30' WB	Nishino-miya Japanese	T.3Cy.15½",25½"&42"-30" 97NHP YokohamaDockCo.Ld.		
23476 33211 JBCC	**Daishu Maru** (exSunbank) 1Dk	3322 2862 2050			...		1919	Burntislnd S.B.Co.Ld. Burntisland	DaifukuKisenK.K.	331·6|46·7|24·8 P32'B99'F29' FK	Fuchu Japanese WB	T.3Cy.25",41"&68"-45" NB18refitted27 398NHP Douglas&Grant,Ld. Kirkcaldy	27 ″ 0	C †
23477 7571 SDQR	**Daisy** (exStokesley) Iron ssAnt.4thNo.3-4,29 ssGot.No.2-37~~ssGot.No.1-34~~ Well deck 1Dk(Irn)2trB Cargo battens not fitted	1027 815 573	✠100A1 7,37 ~~5,35~~ ~~BS6,36~~	Got	n ✠LMC~~7,35~~ 7,37	~~5,35~~ 7,37	1883 2mo	R.Craggs& Sons Middlesbro' A&CP	RederiA/B"Alicia" (H.Bratt,Mgr.) CellD	225·1|32·0|13·5 233·7(O.L.) Q88'B60'F28' BK8" B196'293tFPT40t	Gothenbrg Swedish 4BHCem APT48t	O.2Cy.26"&48¼"-36" (b) 80lb 80lb NDB98 110NHP 1SB,3pf,GS48,HS1734 Westgarth,English&Co Mdb.	16 ″ 0 s 1 ″ 3 15 ″ 5	
23478 203747 KJHF	**Daisy Freeman** Wood Fitted for oil fuel 1Dk	613 — 436					1906	H.D.Bendixsen SB.Co. FairhavenCal	W.S.Scammell	173·5|38·6|13·3	S.Frncisco Utd.States	O.2Cy.14"&32"-24" UnitedEng.Wks. 42NHP Alameda,Cal.		
23479 209439 KJHG	**Daisy Gadsby** Wood Fitted for oil fuel 1Dk	818 — 478					1911	Matthews S.B.Co. H'quiamWsh	S.S.Freeman	189·5|41·1|14·3	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" UnitedEng.Wks. 64NHP Alameda,Cal.		
23480 222719 KJHH	**Daisy Gray** Wood3Mst Fitted for oil fuel 1Dk	1187 — 655					1922	Matthews S.B.Co. Portland,Or.	S.S.Freeman	216·2|43·3|15·5	S.Frncisco Utd.States	T.3Cy.15",24"&43"-24" UnitedEng.Wks. 91NHP Alameda,Cal.		
23481 214266 KJHI	**Daisy Matthews** Wood Fitted for oil fuel 1Dk	933 — 532					1916	Matthews S.B.Co. H'quiamWsh	S.S.Freeman	204·8|42·1|14·2	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" UnitedEng.Wks. 64NHP Alameda,Cal.		
23482 136795 GYDB	**Daisy Moller** (exWilfred-34, exHuntscape,exPindos) 2Dks	4087 3841 3061					1911	Bremner Vulcan Vegesack	MollerLine,Ld. (Mollers'Ld. Mgrs.)	337·6|48·2|29·2 H126tF45t	Shanghai British WB	T.3Cy.23⅝",$38\frac{3}{16}$"&62"-$41\frac{5}{16}$" 245NHP BremerVulkan,Vegesack		C
23483 24074 JTTH	**Daito Maru**	1233 1028 739					1918	HarimaCo. Harima	Amagasaki Kisenbu GomeiKaisha	228·0|33·0|18·7 WB	Aioi Japanese	T.3Cy.15½",26"&42½"-32" 102NHP TanakaEng.Works,Osaka		
23484 30455 JOFH	**Daitoku Maru** 1Dk	1131 966 739					1917	Tochigi ShojiK.K. Yawata	IwataShoten GoshiKaishi	209·3|31·0|19·0 P8'B51'F23'	Sasebo Japanese	T.3Cy.		
23485 23839 JEJI	— 1Dk	978 873 564					1918	Osaka Zosensho Osaka	ToyoShojiK.K.	193·7|31·2|18·5	Nagasaki Japanese WB	T.3Cy.13½",22⅝"&37½"-27" 72NHP SanyoTekkosho,Osaka		
23486 7836 JOIB	**Dai-ya Maru** 1Dk2trB& Web frames CruiserStern	2760 2563 1680			...		1902	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	332·1|41·3|22·2 P16'F31' FK	Tokio Japanese WB	Q.4Cy.20½",29",42"&60"-45" 278NHP MitsuBishiD.&E.WksNag	25 ″ 1	
23487 26933 JKWD	**Dakar Maru** ssYka.No.3-11,35 D.F. 1Dk(Stl)& Shelter dk(Stl)	7170 6706 4384	✠100A1 Shelter dk withfreeboard 1,38 ~~11,36~~ ~~BS11,36~~	Yka	a† BS2,38 ✠LMC11,35	CL ~~11,34~~ 1,38	1920 3mo	MitsuBishi ZosenKaisha Nagasaki A&CP	NipponYusenK.K. CellDB358'1075t DTa28'1077t	420·0|56·0|38·5 FonShelterdk47' FK (FPT108tAPT95t	Tokio Japanese Cem 6BHtoShdk 2 ,, ,, U ,,)	T.3Cy.28",47"&79"-51" (s) 200lb 574NHP 3SB,9cf,GS192,HS7726 FD MitsuBishiZosenKaisha	38 ″ 6 s10 ″ 4¼ 28 ″ 4	
23488 145891 GFCY	**Dakarian** ssBkn.No.3-10,34 Ref.Mchy. 2Dks(Stl)& Shelter dk(Stl)	6426 6052 4065	✠100A1 Shelter dk withfreeboard 4,38 ~~4,36~~ MS10,34	Liv Mdb	z ✠LMC ~~BS2,37~~ 4,38	CL 7,35	1921 11mo	D&WHendersn&Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) CellDB340'963t DTa26'670t	400·3|52·5|35·0 413·5(O.L.) B143' FK&BK2" on Shelter dk (FPT123tAPT30t	Liverpool British 7BHptCem 6BHtoShdk 1 ,, ,, U ,,)	Q.4Cy.23½",34",49"&70"-51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
23489 210753 WACD	**Dakotan** ssS.Fo.2ndNo.3-7,30 Fitted for oil fuel 2Dks(Stl)& Shelter dk(Stl) 3rd dk in No.1hold& Web frames D.F. Longitudinal framing	5220 4747 3154	✠ ... 2,35	SFo	a† ✠		1912 11mo	Maryland SteelCo. Sparro'PtMd	American-HawaiianS.S.Co. Intermediate 'tween dkBHin No.2 hold dispensed with CellDBa122'u	407·7|53·7|36·1 28·1 FK Coll E&B54' f166'1234t	NewYork Utd.States Cem BHto Shdk 5 ,, ,, U ,, 1 ,, ,, 2nd,, DTf30'866t	Q4Cy.25½",37",53½"&78"-54" 666NHP 3SB,12cf,GS205,HS9519 MarylandStl.Co.Sparr'.Pt. only FPT125tAPT52t	39 ″ 6	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nos. du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
23490 145910 GFNB	**Dakotian** ssGrk.No 3–1,35 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6426 6052 4065	✠100A1 *Shelter dk* *withfreeboard* ~~2,37~~12,37 BS2,33 ~~BS1,37~~ ✠LMC1,35 *Carrying vegetable oil in forward deeptank*	Sws	*z*	CL ~~11,34~~ 12,37	1922 1mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP	DonaldsonLine,Ld. (DonaldsonBros., Ld., *Mgrs.*) *CellDB340'963t DTa26' 670t FPT 123t APT30t*	400·4|52·5|35·0 418·4(O.L.) B148'*onShelter dk* FK&BK2'	Liverpool British *ptCem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W.Hendersn&CoLdGl	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
23491 XNDL	**Dalai** (*ex*Livingstone,*ex*HenryFürst) ssShl.No.3–6,20 Wireless ssBgk.No.1–25 1*Dk*(*Stl*)& *deep framing*	1655 — 991	✠ 12,29 ✠	Shi	*q*		1905 6mo	Osbourne, Graham&Co. Sunderland	ChungHsing SteamshipCo.Ld. ~~(YoungWong,~~ ~~*Mgr.*)~~ *CellDBa82'uE&B26' f100 410tAPT54t*	250·3|37·5|17·2 P23'B66'F28' FK	Shanghai Chinese 4*BHCem*	T.3Cy.19",30"&50"–36" 151NHP 2SB,*4pf*,GS75,HS2294 G.Clark,Ld.Sunderland	19 ″ 6	
23492 DHER	**Dalälfven** (*ex*Grimm,*ex*Dalälfven, *ex*Steinbeis) 1*Dk*	1439 1174 879					1911	Howaldtswerke Kiel	ChinaRhed.A.G. (Aug.Bolten Wm.Miller'sNchf. *Mgrs.*)	240·6|36·1|17·1 Q87'B60'F27'	Hamburg German *WB*	C.3Cy.18½"&(2)26½"–29½" 65NHP Howaldtswerke,Kiel		V
23493 7976 SKUI	**Dalanäs** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	*462* *360* *219*	✠100A1 6,37 ~~6,36~~ ✠LMC11,34 *CarryingPetroleum in bulk*	Skm	*g*	OG	1934 11mo Lloyd	Nya Varvsaktb.Öresund Landskrona 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	155·6|27·2|12·3 P40'F25 FK	Stockholm Swedish 11*BH* *APT*16*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	12 ″ 3 s 1 ″ 0¼ 11 ″ 3¼	
23494 5744 SGJA	**Dalarö** (*ex*Siljan,*ex*Vard) ssSkm.2ndNo.3–9,34 1*Dk*(*Stl*)	*3927* *3484* *2310*	100A1 9,37 ~~10,36~~ BS~~10,36~~ 9,37 LMC9,34	Mmo	*w*	CL ~~5,35~~ 9,37	1911 Lloyd	J.Priestman&Co. Sunderland 'sA&CP	Rederiaktiebolget Rex(K.M.Källström,*Mgr.*) *Bulkhead in after hold omitted* *CellDBa110'uE21'f152'900tAPT105*	347·2|50·7|23·1 P29'B100'F34' FK	Stockholm Swedish *Cem* 5*BHonly*	T.3Cy24½",40½"&67"–45"(*s*) 180lb *90lb* 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEng.Co.Ld.Sld	26 ″ 0 s 4 ″ 8 21 ″ 6¾	
23495 149413 GMNJ	**Dalblair** ssBkn.No.3–12,37 ~~ssShl.No.2–35~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* ~~1,37~~12,37 ~~BS5,35~~ ✠LMC~~10,34~~ 5,37 5,37	Shi Bkn	*z*	CL 7,35	1926 8mo Lloyd	Scott'sS.B.&E.Co.Ld. Greenock 'sA&CP *CellDB354'1059tDT25'906tFPT82tAPT125t*	UnitedSteamNav. Co.Ld. (Campbell Bros.&Co.*Mgrs.*)	406·5|54·1|24·7 420·5(O.L.) FK *Coll*	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4½	
23496 149424 GMNC	**Dalcairn** ssShl.No.3–3,37 ~~ssShl.No.2–35~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* 12,37~~3,37~~ ~~BS3,37~~ ✠LMC~~1,34~~ 3,37	Shl	*z*	CL 2,37	1927 3mo Lloyd	Scott'sS.B.&E.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB354'* *1059tDT25'906tFPT82tAPT125t*	406·5|54·1|24·7 FK (*Coll*	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, *2nd*,,)	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4½	
23497 161546 GBMQ	**Dalcross** ssShl.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4557 4247 ~~2821~~ 2799	✠100A1 *withfreeboard* 12,37 ~~12,36~~ ~~BS4,36~~ ✠LMC6,34 BS ~~12,36~~12,37	Shl Bkn	*z*	CL ~~8,35~~ 12,37	1930 1mo Lloyd	Scott'sS.B.&E.Co.Ld. Greenock 'sA&CP *CellDBa&u*	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) (*CollBHtoShelter dk5BHto2nd dk*) *E148'f176'1065tDTa25'904t* ~~*APT42t*~~ *FPT82tAPT42t*	406·5|54·1|24·8 420·0(O.L.) FK	Newcastle British 6*BH Cem*	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS127, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4	
23498 161550 GSDW	**Dalcroy** ssShl.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4558 4247 2821	✠100A1 *withfreeboard* ~~10,37~~ ~~11,36~~2,38 ~~BS3,36~~ ✠LMC6,33 ~~BS3,37~~ 1,38	Bry ~~Nag~~NNs	*z*	CL ~~3,36~~ 2,38	1930 3mo Lloyd	Scott'sS.B.&E.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB346'* *1065tDTa25'904t APT42t*	406·5|54·1|24·8 FK (*CollBH to S dk5BHto2nd dk*)	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"–48' 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS128, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4	
23499 161935 GRMK	**Daldorch** ssBry.No.1–34 D.F. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 9,37 ~~7,36~~ BS~~7,36~~ ✠LMC4,34 9,37	Hul Bry	*z*	CL 7,36	1930 10mo Lloyd	W.Beardmore&Co.Ld. Dalmuir 'sA&CP	Steamship"Daldorch"Co.Ld.(J.M. Campbell&Son, *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB346'1251tDTa35'917tAPT36t*	407·8|55·2|28·7 420·8(O.L.) P38'B124'F43' FK	Glasgow British *Cem* (5*BHtoUdk* 1 ,, *2nd* ,,)	T.3Cy.25½",42"&68"–48"& L.P.Turbine with DR gearing & hydraulic coupling 200lb (*s*) 522NHP 3SB,*9cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 ″ 0 s 5 ″ 11 25 ″ 3	
23500 161316 GQKP	**Daleby** (*ex*KittyTaylor–34) ssShl.No.2–38 ~~ssNwc.No.1–34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4640 4341 2785	✠100A1 *withfreeboard* ~~6,37~~ ~~10,36~~1,38 ~~BS1,37~~ ✠LMC~~5,34~~ 1,38	Npt ~~Hpl~~Shl	*z*	CL 4,36	1929 11mo Lloyd	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle 'sA&CP	RopnerShipping Co.Ld. *CellDB338'* ~~1202t~~ 1117t	395·1|53·8|25·7 F37' FK (*FPT125tAPT249t*	W.Hartlpl British 6*BHCem* *CollltoSh dk* 5 ,, *2nd*,,)	T.3Cy.25½",43"&72"–48" (*s*) 180lb 419NHP 3SB(Spt)*9cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 ″ 3 s3 ″ 2½ 25 ″ 2½	
23501 140565 MJBF	**Dalegarth Force** 3Mst (*ex*Croxteth) ssShl.No.3–12,29 ssBkn.No.2–38 ~~ssBkn.No.1–33~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	825 562 393	✠100A1 3,38~~12,35~~ 4,38 ~~BS2,37~~ ✠LMC~~12,33~~ 1,38 1,38	Bkn	*k*	CL ~~12,35~~ 12,37	1918 3mo Lloyd	JFullerton &Co. Paisley 'sA&CP	WestCoastShppg. Co.Ld.(W.S.Kennaugh&Co. *Mgrs.*) *CellDBf114'171tFPT60tAPT38t*	195·0|31·2|11·8 201·6(O.L.) Q109'B13'F26' FK	Whitehvn British 3*BHCem*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 95RHP 1SB,*3pf*,GS59,HS2187 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 6 13 ″ 7½	
23502 146548 GJKZ	**Dalemoor** ssShl.No.3–1,35 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5796 5577 3660	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~~~8,36~~ 12,37 BS2,37 ~~BS1,36~~ ✠LMC1,35	Bry ~~Shl~~ Cff	*y*	CL ~~9,35~~ 6,37	1922 3mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDBa140' uE23'f166'1190t APT110t*	399·9|52·9|32·8 414·7(O.L.) F38'*onShelter dk* FK *Collision*	London British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 568NHP 3SB(2Spt),*9cf*,GS194, FD HS8478 NEMarineEngCo.LdNwc.	35 ″ 5 s 9 ″ 4½ 26 ″ 4	
23503 162534 GLNQ	**Dalewood** ssShl.No.1–36 *Mchy.Aft* D.F. *Well dk* 1*Dk*(*Stl*) *Cargo battens not fitted*	2774 2117 1561	✠100A1 1,38 ~~12,36~~ ~~BS3,37~~ ✠LMC2,36 1,38	Shl	*t*	CL 2,36	1931 2mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	W.FranceFenwick &Co.Ld. *CellDB250' 626tMT8' 285t FPT211t APT44t*	306·0|44·0|19·3 Q177'F35' FK	London British 6*BHCem*	T.3Cy.20",33"&54"–39" (*s*) 200lb FD 245NHP 2SB(Spt),*6cf*,GS65,HS3400 N.E.MarineEng.CoLd.Sld	21 ″ 6 s 7 ″ 1½ 19 ″ 3½	
23504 LCAL	**Dalfonn** TwinSc ssFal.No.2–36 *OilEng.* *Mchy.Aft* D.F. ~~ssRot.No.1–33~~ *CruiserStern* 1*Dk*(*Stl*)	9860 9090 5849	✠100A1 ~~8,37~~ ~~5,36~~ 3,38 ✠LMC CS8,37 DBS~~12,36~~12,37 ~~7,35~~7,36 *CarryingPetroleum in bulk*	Fal Rot	*e*†	CL 1,37	1928 12mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	Skibsaktieselsk Dalfonn(Sigval Bergesen) *Cell DBuE95'226t DTf32'555t FPT222t APT242t*	475·0|64·2|37·5 P107'F43' FK	Stavanger Norwegian 16*BHptCem* *pt Asp*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 708NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 ″ 0	
23505 161554 GDYF	**Dalfram** ssShl.No.1–35 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4558 4247 2821	✠100A1 *withfreeboard* 11,37~~1,37~~ ~~BS4,36~~ ✠LMC7,34 6,37	Bry Shl	*z*	CL 4,36	1930 4mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.*Mgrs.*) *CellDB346'1065t DTa25'904tAPT42t*	406·5|54·1|24·8 FK (	Newcastle British 6*BHCem* *Coll to Sh dk* 5 ,,*2nd*,,)	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS128, FD HS6300 Scotts'S.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0½ 24 ″ 4	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23506 147851 GFTQ	**Dalgoma** TwinSc OilEng. CruiserStern ssMdb.No.3-4,36 2Dks(Stl-U teak s)	5953 5373 3571	✠100A1 ~~6,37 11,36~~ 2,38 ✠LMC CS8,35 DBS~~6,36~~9,37 7,36	Mdb	a†	CL 4,36	1923 6mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB364'1226tFPT64tAPT93t	430·0 P46'B102'F52' FK	54·7	29·7	Glasgow British 8BHptCem	Oil Engines 2S.C.SA 8Cy.26¾"–43 5/16" 998NHP DB100lb A.Stephen&Sons,Ld.Gls.	32 ″ 5 s 7 ″ 2¼ 25 ″ 8	
23507 161930 GRLZ	**Dalhanna** ssGls.No.1-34 D.F. 2Dks(Stl)	5571 5232 3512	✠100A1 2,38~~12,36~~ BS~~10,36~~ ✠LMC4,34 12,37	Liv Nwc	z	CL ~~7,34~~ ~~12,37~~ 2,38	1930 8mo Lloyd	W.Beard- more&Co.Ld. Dalmuir 'sA&CP	SteamshipDal- hannaCo.Ld.(J.M. Campbell&Son, Mgrs.) Intermediate 'tween deck BH in after hold dispensed with CellDB346'1251tDTa35'917tAPT36t	407·8 P38'B124'F43' FK	55·2	28·7	Glasgow British Cem 5BH to U dk 1 ,, ,,2nd,,	T.3Cy.25½",42"&68"–48"& LP Turbine with DR gearing & hydraulic coupling 200lb (s) 522NHP 3SB,9cf,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 ″ 0 s 5 ″ 11 25 ″ 3	
23508 7762 SITN	**Dalhem** OilEng. ssGot.No.1-36 1Dk(Stl)&Shelter dk(Stl) CruiserStern Strengthened for Navigation in Ice	2992 2675 1646	✠100A1 withfreeboard ~~7,37~~ ~~5,36~~3,38 ✠LMC CS5,36 [DBS~~4,37~~4,38 ~~4,36~~3,37	Got ~~Gm~~	v	CL ~~5,35~~ ~~7,37~~ 3,38	1931 8mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	Rederiaktiebo- lagetVolo (G.Myrsten,Mgr.) CellDB284'847tFPT110tAPT166t Collision BH to 2nd dk	341·9 333·0 FK	48·9	20·6	Slite Swedish 6BHptCem including	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 3/16" 355NHP DB80lb EriksbergM.V.Aktieb.Got	23 ″ 3 s 1 ″ 8 21 ″ 8¾	
23509 130312 VGYQ	**Dalhousie City** Ⓟ Wireless 2Dks	1256 977 752					1911	Collingw'd S.B.Co.Ld Collingwood	DalhousieNavCo. Ld.	199·8	37·0	20·7	Toronto British WB	T.3Cy.18",29"&48"–30" 126NHP CollingwoodS.B.Co.		
23510 150215 ZSDV	**Dalia** ssP.Nl.No.1-35 2Dks(Stl)&Shelter dk(Stl)	5188 4662 3219	✠100A1 withfreeboard 8,37~~12,36~~ BS~~12,36~~ ✠LMC2,35 12,37	PNl Sng	a†	CL ~~9,34~~ 8,37	1931 2mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP Intermediate 'tween dkBH in after hold dispensed with	UnionGovt.ofS. Africa(Railways& HarboursAdminis- tration,Durban) CellDB351'1067tDTa35'907tAPT223t	408·0 421·0(o.l.) F26' FK Coll	55·0	25·8	Durban British Cem BH to Sh dk 4 ,, ,,2nd ,, 1 ,, ,,3rd ,,	T.3Cy.27",44"&73"–48" (s) 180lb 506NHP 3SB,9cf,GS190,HS7401 FD D.Rowan&Co.Ld.Gls.	28 ″ 3 s 3 ″ 5 25 ″ 0¾	
23511 FNGF	**Dalila** 1Dk Well deck D.F.	3176 — 1661			...		1923	Ch.Navals Français Caen	UnionIndust.& Mar.Sté.Fran- çaise d'Arm.	313·6 P15'Q90'B59' FK	45·9	20·5	Rouen French WB	T3Cy18⅛",29 15/16"&50⅜"–37 13/16" 235NHP Schneider&Co.Havre	23 ″ 0	V †
23512 161623 GYXX	**Dallas City** OilEng. D.F. 1Dk&Shelter dk~~2Dks~~ CruiserStern	4952 4642 2988					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirWm. R.Smith&Sons,Ld. Mgrs.)	426·5 F42'	56·2	25·3	Bideford British WB	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
23513 161306 GCWB	**Dallington Court** ssBkn.No.2-37 D.F. 2Dks(Stl)	6889 6559 4329	✠100A1 withfreeboard 10,37~~1,37~~ ✠LMC1,37 BS2,38	Bkn	a†	CL ~~1,27~~ N10,37	1929 10mo Lloyd	Nthmblnd S.B Co. (1927)Ld. Newcastle 'sA&CP	Framlington Syndicate,Ld. (Haldin&Philipps, Ld.Mgrs.) Upper 'tween deck BHs except Coll BH dispensed with CellDB369'1477tFPT108tAPT149t	420·0 F42' FK Coll	56·5	33·8	London British Cem BH to W dk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&75"–51" (r) 180lb 568NHP 3SB,9cf,GS162,HS8466 FD WllsndSlpwy.Co.Ld.Nwc.	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
23514 483 ~~1022~~ IBAJ	**Dalmatia L.** Ⓟ (exDalmatia) D.F. 1Dk&Spar dk&deep framing	3252 2487 1891			...		1903	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	337·5 P36'B96'F64' 23·0 FK	42·2	14·8	Naples ~~Genoa~~ Italian WB	T.3Cy.24",40½"&68"–45" 394NHP LloydAustriaco,Trieste	25 ″ 4	I †
23515	**Dalmazia** Iron Mchy.Aft 1Dk(Irn)	342 280 195	✠ 11,84 ✠	Crk	f		1884 9mo	Murray Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich Ltda.	141·3 Q18'B28'F19' WB=FPT36t FK	29·1	9·7	Bns.Aires Argentine 3BHCem	C.2Cy.20"&40"–27" 69NHP Muir&Houston,Glasgow	10 ″ 2	
23516 149428 GMNF	**Dalmore** ssShl.No.2-36 D.F. 1Dk(Stl)	5193 4761 3171	✠100A1 6,37 ~~8,36~~ BS6,37 ✠LMC MS8,35 BS7,36	Sws Shl	z	CL ~~8,36~~ N6,37	1927 4mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	UnitedStm.Nav. Co.Ld.(Campbell Bros.&Co.Mgrs.) CellDBa&uE158'f174'1009tDTa25'1008tFPT85tAPT166t	406·9 P35'B123'F39' FK	52·3	28·3	Newcastle British 6BHptCem ptAsp	T.3Cy.26½",43"&70"–48" (r) 180lb 120lb FD 449NHP 2SB(Spt)6cf,GS120,HS6446 Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
23517 119151 MKPT	**Dalmuir** TwinScSp Mchy.Aft Carrying Petroleum in bulk 2Dks	971 914 555			...		1904	W.Beard- more&Co.Ld. Glasgow	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.)	234·0 FK	38·2	13·4	Glasgow British WB	T.6Cy.11⅛",22"&37"–24" 158NHP W.Beardmore&Co.Ld.Gls	14 ″ 6	C †
23518 FNMD	**Dalny** (exWaldeck) D.F. 3Dks	6672 — 4116					1914	Bremer Vulkan Vegesack	ChargeursRéunis	472·3	58·9	28·7	Havre French WB	T.3Cy.32 3/16",52¾"&86⅜"–55" 556NHP BremerVulkan,Vegesack		V
23519 146911	**Dalriada** Ⓟ 1Dk 2nd dk in holds	758 629 298			...		1926	R.Duncan &Co. PortGlasgow	Clyde&Campbel- townShippingCo. Ld.(J.D.Rodger, Mgr.)	230·0 B90'F56' FK&BK1½"	34·7	14·8	Glasgow British WB	T.4Cy.22",35½"&(2)40"–33" 348NHP D.Rowan&Co.Ld.Glasgow	15 ″ 6	BT till 2,38
23520 161555 GMSP	**Dalryan** ssRot.No.2-37 ~~ssShl.No.1-33~~ D.F. 1Dk(Stl)&Shelter dk(Stl)	4558 4247 2821	✠100A1 withfreeboard ~~10,37~~~~1,37~~3,38 BS~~6,36~~ ✠LMC~~9,33~~ 8,37 MS10,37	HKg Rot	z	CL ~~5,36~~ ~~10,37~~ 3,38	1930 6mo Lloyd	Scotts'S.B. &E.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.Mgrs.) CellDB346'1065tDTa25'904tAPT42t	406·5 FK (Coll to Sh dk 5 ,, 2nd ,,)	54·1	24·8	Newcastle British 6BHCem	Q.4Cy.21½",31",45"&65"–48" 250lb FD (r) 457NHP 3SB(Spt)9cf,GS128,HS6300 Scotts'S.B.&E.Co.Ld.Grk.	27 ″ 3 s 3 ″ 0¾ 24 ″ 4	
23521 LCSB	**Dalvangen** ssNOs.No.1-36 1Dk(Stl) Cargo battens not fitted	2412 1993 1392	✠100A1 ~~6,37~~~~10,36~~2,38 BS2,38 ✠LMC1,36 Fitted for oil fuel10,31 F.P. above 150° F.	NOs	s	OG ~~12,34~~ ~~6,37~~ 2,38	1931 10mo Lloyd	Internatnl S.B.&E.CoLd Danzig 'sA&CP	SkibsA/SKarai- bien(Görrissen& Co.A/S,Mgrs.) Intermediate BH in fore hold dispensed with CellDB248'623tFPT61tAPT78t	291·2 P28'B84'F33' FK	45·7	18·5	Oslo Norwegian 4BHptCem	C.4Cy.(2)16 9/16"&(2)35 7/16"–35 7/16" 206lb (s) 229NHP 2SB,6cf,GS72,HS3380 FD InternationalSB&E.CoLd. Wing tanks in Bridge 42t	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
23522 149434 GMND	**Dalveen** ssShl.No.2-35 D.F. 1Dk(Stl)	5193 4761 3171	✠100A1 ~~4,37~~10,37 MS6,35 ✠LMC ~~DBS4,36~~ ~~MBS8,36~~ BS4,37 DBS4,38	Bry	z	CL 4,36	1927 6mo Lloyd	Scotts'SB& E.Co.Ld. Greenock 'sA&CP	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co.Mgrs.) CellDBa&uE158'f174'1009tDTa 25'1008tFPT85tAPT166t	406·9 P35'B123'F39' FK	52·3	28·3	Newcastle British 6BHptCem ptAsp	T.3Cy.26½",43"&70"–48" (r) 180lb 120lb FD 449NHP 2SB(Spt)6cf,GS120,HS6446 Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s6 ″ 1 24 ″ 10	
23523 150348 CYGJ	**Dalwarnic** (exCanadianHarvester) 2Dks	2394 2044 1428					1920	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	CanadaAtlantic TransitCo.(C.H. Nicholson,Mgr.)	251·0	43·6	23·7	Montreal British WB	T.3Cy.18",30"&50"–36" 150NHP PortArthurS.B.Co.Ld. PortArthur,Ont.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si n'est dans le L.R. Durée Cert. R. Frig.
23524 146289 MKZC	**Dalwhinnie** (*ex*Begonia) **3Mst** *ss*Lth.No.3–10,31 *ss*Lth.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	734 518 338	✠100A1 2,38 ~~12,36~~ ✠LMC4,36 BS7,37	Lth	*j*	OG 11,36	1919 9mo	NVSchpsw deMerwede Hardinxveld A&CP	Leith,Hull&Ham-burgStm.Pkt.Co. Ld. (J.Currie&Co. *Mgrs.*)	180·2|28·1|12·4 187·5(O.L.) Q103'B15'F23' FK *Cell DBf*103'146*t FPT*	Glasgow British 3*BHCem* 63*tAPT*7*t*	T3Cy15 7/16",25½"&41⅜"–27 7/16" 176lb (*s*) 134NHP 2SB,*4cf*,GS110,HS2590 Machfabr,Schipp.&van Dongen,Geertuidenberg	14 ″ 6 s4 ″ 5¼ 14 ″ 2¼	
23525 FPDQ	**Damas**(*ex*Belkas–35,*ex*Agadir) *Ref.Mchy.* 2*Dks*	2727 *2281* *1638*					1907	SirJ.Laing &Sons,Ld. Sunderland	Soc.Orientale de Nav.(Khedivial MailS.S.&Graving DockCo.Ld.*Mgrs.*)	285·0|41·3|25·7	Beyrouth French *WB*	T.3Cy.24",39"&64"–45" 275NHP G.Clark,Ld.Sunderland		
23526 644 SZNB	**Damaskini** (*ex*FofoMacri–37, *ex*PortFouad,*ex*Damas, *ex*Karaks) 1*Dk*	1196 — 512					1903	Soc.Anon. Jhn.Cockerill Hoboken	P.G.Anghelatos	221·8|37·0|13·5 Q51'B42'F27'	Piræus Greek *WB*	T.3Cy.16¾",26"&41 7/16"–29½" 93NHP SocAn.J.Cockerill,Seraing		
23527 161522	**Damia** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8|43·4|17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
23528 PDNI	**Damsterdijk** (P) **TwinSc** *OilEng.* *ss*Rot.No.1–35 *Ref.Mchy.* **D.F.** 3*Dks*(*Stl*) *U–ws in after well*	10155 9039 6337	✠100A1 2,38 ~~2,37~~ ✠LMC CS8,35 DBS~~7,36~~ 6,37 ~~4,36~~12,36 ✠Lloyd'sRMC~~2,37~~ 5,38 1,38 ~~10,34~~ *Carrying Vegetable oil in deep tank*	Rot	*f*†	CL 3,36	1930 9mo	Wilton's Eng.&Slip. Co. Rotterdam *Lloyd's*A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	490·9|64·7|34·1 P40'B149'F46' FK *CellDB*410' 1666*t Tanks in way of tunnels* 522*t DTa*36'1050*tFPT*140*tAPT*165*t*	Rottrdam Dutch 8*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"–72⅞" 1293NHP DB*100lb* Harland&Wolff,Ld.Gls.	40 ″ 0 s9 ″ 4½ 30 ″ 9⅝	
23529 OXRS	**Dan** (P) (*Ferry–Screw fore & aft*) 2*Dks*	799 719 310					1921	Orlogs-værftet Copenhagen	DeDanske Statsbaner	222·9|34·5|14·1	Fredericia Danish *WB*	T.6Cy.14 9/16",23½"&39⅜"–21 1/16" 136NHP Orlogsværftet,Copenhag'n		
23530	**Dana** (*Research Vessel*) *OilEng.* Wireless **D.F.** **E.S.D.** 1*Dk*	500					1937	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	Landbrugs-ministeriet (Ministry of Agriculture)	147·6|27·9|14·7 Q85'F21'	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.11⅞"–23⅝" 80NHP A/SFrichs,Aarhus		
23531 FOPR	**Danae** **D.F.** 1*Dk*	~~2502~~ 2660 ~~2165~~ 1967 ~~1422~~ 1402					1936	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Navale Caennaise (G.Lamy&Cie. *Mgrs.*)	307·5|43·6|19·1 P35'Q92'B61'	Caen French *WB*	T.3Cy.21⅝",35⅞"&59"–41¾" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
* 23532 SVOI	**Danaos** (*ex*KostantisLemos, *ex*Constantinos, *ex*Strathearn) *ss*Bly.2ndNo.3–6,30 *ss*Pir.No.1–35 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deepframing*	*4419* *4106* *2845*	✠100A1 *Spar dk* 4,37 ~~3,36~~ BS~~2,36~~ ✠LMC11,34 3,37	Rot	*x*	CL ~~11,34~~ 4,37	1906 1mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd's*A&CP	P.C.&G.C.Lemos	370·0|52·2|17·5 384·0(O.L.) 25·5 P25'B92'F41' FK *CellDBa*114'*uE*& *B*44'*f*162'	Chios Greek 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 353NHP 3SB,*9cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 1115*tAPT*123*t*	28 ″ 0 s5 ″ 3½ 22 ″ 11	
23533 SVIW	**Danapris** (*ex*Saima–36,*ex*Clapton, *ex*Pensacola) *ss*Shl.No.2–22 *Archdeck* 1*Dk*(*Stl*)	*2113* *1923* *1274*	✠ 12,27 ✠	Sld	*r*		1914 7mo	Osbourne, Graham&Co. Sunderland	S.Synodinos (SynodinosBros. *Mgrs.*) *CellDBa*84'*uE*20'	279·2|40·3|22·6 P25'F29' FK *f*112'475*tFPT*103*t*	Piræus Greek 4*BHCem* *APT*67*t*	T.3Cy.20½",33"&54"–36" 206NHP 2SB,*4pf*,GS82,HS3400 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	C †
23534 160776 GZSQ	**Danby** **D.F.** *CruiserStern*	4258 3905 2614	✠100A1 (*Class contemplated*)				1937	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	385·5|53·2|24·6 P51'B237'F31'	W.Hartlpl British	T3.Cy.21",33½"&58"–42" Cen.Mar.E.Wks. (WGray&Co.Ld.)W.Hpl.	26 ″ 10 s3 ″ 2¼ 23 ″ 10½	
	For full particulars see No. 37856 *in Supplement*													
23535 159 IBCJ	**Dandolo** *ss*Tri.No.1–37 *ss*Tri.No.3–3,33 **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in fore hold*	4964 4425 2949	✠100A1 *Shelter dk withfreeboard* 2,38 ~~1,37~~ ✠LMC5,37 ~~MS3,36~~ ~~BS5,36~~ *Converted for oil fuel* 12,31 *F.P. above* 150° F.	Gen Tri	*z*	CL 3,36	1921 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*343'1057*t*	413·7|53·2|26·3 400·3 F48'*onShltr dk* FK *Collision BH to S dk* *FPT*128*tAPT*160*t*	Venice Italian *ptCem* 5 " " *U* "	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 540NHP 3SB,*9cf*,GS194,HS8190 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s3 ″ 2½ 25 ″ 9½	
23536 OYVH	**Dania** (*ex*Alacrity–36) *ss*Cpn.No.3–7,36 **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted*	2389 2070 1429	✠100A1 ~~7,37~~ ~~7,36~~ 4,38 ✠LMC ~~BS8,36~~ MS6,36 BS4,38 ~~7,37~~	Cpn	*s*	CL ~~6,36~~ ~~12,37~~ 3,38	1924 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*A&CP	A/S Dampskibs-selskabetD.F.K. (DeForenede KulimportörerA/S *Mgrs.*)	290·0|43·2|20·3 301·5(O.L.) P23'B50'F27' FK *CellDB*248' 585*t FPT*	Copnhagn Danish 5*BHCem* 86*tAPT*83*t*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 263NHP 2SB,*6cf*,GS121,HS4462 Smith'sDockCo.Ld.Mdb.	22 ″ 6 s3 ″ 3½ 19 ″ 5	
23537 OYUB	— *Fitted for oil fuel* *Mchy.Aft* 1*Dk* Wireless *Carrying Petroleum in bulk*	1099 736 588					1925	Kjöbnhvns Flyd.&Skbs. Copenhagen	DetDanskePetro-leumsA/S	206·1|36·2|14·2 P156'F26'	Nyborg Danish *WB*	T.3Cy.18",28½"&48"–33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
23538 203507 KGBD	**Daniel J. Morrell** **D.F.** *Mchy.Aft* 1*Dk*	7239 — 5419					1906	W.BayCity S.B.Co. West BayCityMich	CambriaS.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*)	580·0|58·0|27·4 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"–42" 274NHP DetroitS.B.Co.Detroit		R
* 23539 164586 MKYY	**Daniel M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	448 319 242	✠100A1 11,36 ✠LMC2,36	Lon	*y*	OG 5,36	1936 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	T.J.Metcalf	149·5|26·2| 9·7 P35'Q53'F16' FK *CellDB*55'82*tFPT*62*t*	London British 3*BHptCem* *APT*22*t*	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s3 ″ 2 11 ″ 1½	
23540 112065 CYBF	**Daniel M. Munro** **AuxSrBarge** (*exSailingVessel*Olivia) *OilEng.* Sub.Sig. 1*Dk*2*trB* (*See Sailing Ship Register*)	1216 1138 888			...		1892	A.McMil-lan&Son,Ld. Dumbarton	GypsumPacket Co.Ld.	220·7|35·0|21·0 P28'F29' BK8½"	Windsor, N.S. British *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP J.&C.G.Bolinders,Skm.		
23541 204416	**Daniel Willard** (*ex*Wissahickon) *Mchy.Aft* 2*Dks*	4253 — 3295					1907	Buffalo DD Co. Buffalo	GreatLakesTran-sitCorporation	350·0|46·0|30·9	BuffaloNY Utd.States *WB*	Q.4Cy.19",27",40"&58"–42" 218NHP DetroitS.B.Co.Detroit		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23542 OZOE	**Danmark** TwinSc *OilEng.* D.F. *CruiserStern* ssShl.No.1-35 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinalframing-bracketless system*	10517 9761 6468	✠100A1 9,37 ~~12,36~~ ✠LMC CS8,35 DBS~~12,36~~ 9,37 ~~8,35~~9,37 *CarryingPetroleum in bulk*	Cpn Nwc	*f*†	CL 6,36	1931 10mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	DetDanske PetroleumsA/S (C.F.Holm,*Mgr.*) (10 *CellDB*68'340t*D*	490·8 P103'B32'F42' FK *BH to Upper dk* 6*B* *Tf*44'608t*FPT*278t	67·8	35·8	Copnhagn Danish 16*BH* *Hto2nd dk*) *APT*202t	Oil Engines 4S.C.SA 12Cy.$24\frac{3}{16}$"–$51\frac{3}{16}$" 709NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	37 " 8 s8 " $8\frac{1}{4}$ 29 " $4\frac{1}{4}$	
23543 OZUB	— TwinSc4Mst *OilEng.* D.F. ssCpn.No.2-34 *2Dks(Stl)3rd dk(Stl)* *inNos.1&3holds*	8391 7783 5342 -	✠100A1 9,37~~9,36~~ ✠LMC CS3,34 DBS~~3,36~~5,37 ~~9,36~~9,37 *Carrying Vegetable Oil in DTs*	Cpn	*c*†	CL ~~F9,35~~ ~~SN6,36~~ PN8,37 S8,37	1925 12mo *Lloyd* *forw*	A/S Bur- meistr&Wain Copenhagen 'sA&CP *ard* *Cell* *tunnels*	A/S DetÖstasia- tiskeKompagni *Upper' tween dk B* *Coll & APBHs dis* *DB* 406' 1491*t Ta* 88*t DTs f*54'1210*t*	460·1 F43' FK *Hsexcept* *pensed with* *CollB* *nks between* *AP* *FPT*125t*APT*136t	59·7	35·6	Copnhagn Danish 7*BH* *H to F'cl dk* " " *U* " 5 " " *2nd* "	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$51\frac{3}{16}$" 983NHP DB*80lb* A/SBurmeister&Wain *only*	38 " 4 s 9 " $9\frac{1}{4}$ 28 " $9\frac{1}{2}$	
23544 OXDS	— Ⓟ TwinSc Sub.Sig. D.F. (*Ferry*) *Cruiser Stern* *2Dks*	2727 2233 1092					1922	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	333·2	51·5	21·4	Gjedser Danish *WB*	T.6Cy.$20\frac{3}{8}$",$34\frac{1}{16}$"&$56\frac{1}{4}$"–$31\frac{1}{2}$" 355NHP HelsingörsJernsk.&Mskb.		
23545 OXDK	— AuxS (*TrainingShip*) *OilEng.* Wireless D.F. *Mchy.Aft* *2Dks* (*See Sailing Ship Register*)	777 676 555					1933	Nakskov SkibsA/S Nakskov	DenDanskeStat (Ministeriet for Handel,Industri og Söfart)	188·6	33·0	17·0	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.$9\frac{7}{16}$"–$13\frac{3}{8}$" 52NHP A/S Frichs,Aarhus		
23546 219262 KOPD	**Dannedaike** *Fitted for oil fuel* *Mchy.Aft* *2Dks&Webframes* *Longitudinal framing* *Carrying Petroleum in bulk*	4310 3808 2520			...		1919	Baltimore D.D.&S.BCo. Baltimore, Md.	PacoTankersInc. (Pennsylvania ShippingCo.*Mgrs*)	340·1 P92'B35'F31' FK	49·2	27·1	Wilmgton (Del.) Utd.States *WB*	DR GearedSteamTurbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 " 7	R †
23547 1696 IBZJ	**Dante** (*ex*CambrianPrincess, *ex*Glenearn) D.F. *2Dks*	4901 4588 3024			...		1914	Bartram& Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	390·0 P33'B115'F36' FK	50·5	28·1	Genoa Italian *WB*	T.3Cy.26",43"&71"–48" 401NHP J.Dickinson&Sons,Ld.Sld.	30 " 6	I †
23548 105198 VQSB	**Danubian** (*ex*HaralamposP., *ex*Gileston, ssAlx 3rdNo.3-9,36 *ex*Euston) 1*Dk*(*Irn*) *2trBBWeb frames* *3Dkrule*	2728 2576 1747	✠100A1 *withfreeboard* 10,36 ✠LMC9,36 BS10,37	Gtz	*u*	CL 8,36	1898 7mo	Ropner& Son Stockton A&CP	CyprianShipping Co.Ld. *CellDBa*	320·0 P29'B68'F37' FK 112*u'E*22'*f*126'583*t*	44·0	21·9	Larnaca (Cyprus) British 5*BHCem* *APT*44*t*	T.3Cy.22",37"&61"–42" (*s*) 160lb 245NHP 2SB,*6rf*,GS100,HS3760 Blair&Co.Ld.Stockton	24 " 3 s4 " $0\frac{1}{2}$ 20 " 5	
23549 DRBJ	**Danzig** 1*Dk*	1104 820 575					1925	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	MathiesReed,A.G.	220·7 P13'Q64'B92'F22'	34·6	12·5	Hamburg German *WB*	T.3Cy.$16\frac{3}{4}$",$27\frac{9}{16}$"&$43\frac{5}{16}$"– $27\frac{9}{16}$" 98NHP Waggon-u.Maschinenbau A.G.Görlitz		G
23550 DAKM	— (*ex*Elsa) 1*Dk*	797 550 476					1898	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	198·6 P116'F23'	29·0	12·0	Stettin German *WB*	T.3Cy.$10\frac{7}{8}$",$16\frac{7}{8}$"&$27\frac{1}{2}$"–19" NE18 NB13 34NHP GörlitzerMch.-HnstGörlitz		G
23551 757 SVMS	**Daphne** (*ex*Sunland-34) ssNwc.No.3-1,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* ssAms.No.1-37	3798 3514 2306	✠100A1 *Shelter dk* *withfreeboard* 2,38~~12,36~~ 2,38 ~~BS3,37~~ ✠LMC~~1,36~~ *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Hul Rot	*x*	CL ~~3,35~~ N2,38	1918 4mo *Lloyd*	J.Priest- man&Co. Sunderland 'sA&CP	Cephalonian MaritimeCo.Ld. (ND.Lykiardopulo, *Mgr.*) *CellDB*315'1077*t*	365·0 FK (*FPT*115*tAPT*85*t*	51·5	22·1	Piræus Greek 6*BHCem* *Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.25",41"&67"–45" (*s*) 180lb 384NHP 3SB,*9pf*,GS114,HS5364 FD G.Clark,Ld.Sunderland	24 " 6 s 2 " $3\frac{1}{4}$ 22 " $5\frac{1}{2}$	
23552 FOWV	**Daphné** (*ex*Rouennaise) ssRot.No.3-6,37 ~~ssRot.No.2-33~~ 1*Dk*(*Stl*)	1969 1541 1123	✠100A1 6,37~~3,36~~ ~~BS1,36~~ ✠LMC~~6,33~~ 6,37	Shl Rot	*r*	CL 3,36	1925 8mo *Lloyd*	Atel.&Ch. de laLoire Nantes 'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *CellDB*231'655*t*	277·0 P24'Q84'B57'F23' FK *FPT*64*tAPT*75*t*	40·7	17·3	Caen French 6*BHptCem* *ptAsp*	T3Cy$18\frac{1}{8}$"$29\frac{15}{16}$"&$49\frac{3}{16}$"–$37\frac{13}{16}$" 185lb (*s*) 205NHP 2SB,*6cf*,GS112,HS3703 Atel.&Ch de laLoire,Paris	19 " 6 s1 " $10\frac{3}{4}$ 17 " 9	
23553 OHZW	**Daphne** (*ex*Granheim-36, *ex*Avecappelle, ssOsl.No.3-4,33 *ex*Yselveer) 1*Dk*(*Stl*) *Cargobattens not fitted*	1939 — 1081	✠100A1 11,36 ~~BS6,36~~ ✠LMC4,33 BS~~7,37~~3,38 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Ant	*r*	OG 11,36	1920 11mo A&CP	NVSchpsb. enMachfab. "deKlop" Sliedrecht	RederiA/B Daphne (ToreUlf A/B)	267·7 P26'B64'F21' FK *CellDB*225'476*t*	42·1	18·3	Brando Finnish 4*BHCem* *APT*63*t*	T.3Cy.$19\frac{1}{8}$",$31\frac{7}{8}$"&51"–36" 185lb (*s*) 238NHP 2SB,*6cf*,GS110,HS3660 N.V.Scheepb.en Machfab."deKlop"	20 " 6 s2 " $10\frac{1}{4}$ 17 " $9\frac{1}{2}$	
23554 63 SPCB	**Dar Pomorza** (*ex*Pomorze, Aux *ex*SailingVessel,*ex*Colbert, *OilEng.* *ex*Prinzess ssCpn.2ndNo.3-6,30 EitelFriedrich) ssDnz.No.1-34 D.F. 3*Dks*(*U Stl*–teaks) (*See Sailing Ship Register*)	1561 1351 525	100A1 9,37 ~~6,36~~ ✠NE6,30 ✠LMC8,34 DBS~~10,35~~8,37 ✠LMC(M)9,37	Gdy Dnz		OG ~~5,36~~ 9,37	1909 *Lloyd*	Blohm& Voss Hamburg 'sA&CP	PolishGovernment (Ministry ofIndus- try&Commerce) *MT*	239·2 P78'F42' BK9" *DTa*	41·1	20·9	Gdynia Polish 6*BHCem* (5 *to U dk* 1 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"–$19\frac{11}{16}$" 106NHP DB09 *100lb* Maschfbk.Augsburg- Nürnberg,Augsburg	24 " 0	
23555 160201 GNQZ	**Darcoila** ssShl.No.2-34 2*Dks*(*Stl*)	4084 3854 2544	✠100A1 1,38~~2,37~~ ~~BS8,36~~ ✠LMC8,34 1,38	Npt Rot	*w*	CL ~~8,34~~ 1,38	1928 4mo *Lloyd*	Lithgows Ld. PortGlasgow 'sA&CP	FarcoShippingCo. Ld. (Douglas& Ramsey,*Mgrs.*) *CellDBa*	370·0 P25'B108'F33' FK *&u E*132'*f*170'890*t*	50·6	24·9	Glasgow British 6*BHptCem* *APT*158*t*	T.3Cy.25",42"&70"–48" (*s*) 200lb 424NHP 3SB,*9cf*,GS181,HS7008 D.Rowan&Co.Ld.Glasgow	27 " 2 s4 " $10\frac{1}{4}$ 22 " 7	
23556 164047 GYFR	**Darcolm** 1*Dk*&*Shelter dk* Now "Middleton," see No. 39179 in Supplement	4297 4033 2603	✠100A1 *withfreeboard* 9,36 ✠LMC3,35	Bkn	*y*	CL	1935 3mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow 'sA&CP	NearcoShipping Co.Ld.(Douglas& Ramsey,*Mgrs.*) *CellDB*332' 1141*t*	390·0 F31' FK (*FPT*153*tAPT* 125*t*	53·0	24·7	London British 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25",38"&70"–48"& exhaust turbine driving steam compressor 200lb (*s*) 476NHP 3SB,*9cf*,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 " 2 s 2 " $10\frac{3}{4}$ 24 " 6	
23557 145975 GCJX	**Darian** ssLiv.No.3-11,35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6434 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 7,37~~11,36~~ BS~~2,37~~ ✠LMC12,35 2,38	Liv Mdb	*z*	CL 11,36	1922 9mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*340'963*t* *DTa*26'670	400·4 413·5(O.L.) B143' *on Shelter dk* FK&BK2" *tFPT*123*tAPT*30*t*	52·5	35·0	Liverpool British *ptCem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	Q.4Cy.$23\frac{1}{2}$",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls.	37 " 7 s 8 " $8\frac{1}{4}$ 29 " 2	
23558																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15
* 23559 HPBD	**Darien** (*ex*LaMarea) ssN.Yk.No.3–7,36 Sub.Sig. 4*Dks*(*Stl-Weather* ws) *Ref.Mchy.* *CruiserStern*	4281 3533 2276	✠100A1 *withfreeboard* 10,37 ~~7,36~~ ✠NE&B6,30 BS10,37 *Fitted for oil*	N Yk ✠LMC7,36 *fuel* 6,	 30	CL ~~6,36~~ 9,37 *F.P. a*	1924 4mo *Lloyd* *bove* 1	Cammell Laird&Co.Ld Birkenhead '*sA&CP* *Inter* 50° F. *BH in*	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*) *mediate BH in fore* *'tween dk in after* *Cell D*	352·7 P34'B135'F40' len30 FK&BK1½" *hold & intermediate* *hold dispensed with* *B*299'621*t* *FPT*52*t*	48·1	28·3	Panama Pnamanian *Cem* 4*BH to Udk* 1 „ „ 3rd „ *APT*18*t*	1Steam Turbine connected to ElectricMotor&Sc.Shaft 400lb HS8660 839NHP 2 Water Tube Boilers(Spt) DB24 *140lb* FD BritishThomson- HoustonCo.Ld.Rugby	31 „ 9 s 9 „ 5 22 „ 6½	
* 23560 139323 MGXQ	**Darino** ssLon.No.3–4,30 ssLiv.No.1–34 2*Dks*(*Stl*) *Cruiser Stern*	1349 1226 830	✠100A1 10,37 ~~10,36~~ MS4,34	Lon ✠LMC BS~~11,36~~ 10,37	*p*	CL ~~10,34~~ 10,37	1917 10mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	236·3 P33'B79'F26' FK *CellDB*203'318*t*	36·5	17·1	Liverpool British 4*BHCem*	T.3Cy.16½",28¼"&48½"–33" 210lb *100lb* (*s*) 203NHP 2SB,4*cf*,GS74,HS2976 FD Ramage&FergusonLdLth.	19 „ 3 s 2 „ 0½ 17 „ 4¾	
23561 [illegible] GZLB	**Darleny** *Now* "Temple Yard," *see No.* 40329 *in Supplement* 1*Dk&Shelter dk* *Cruiser Stern*	5205 [illegible] 3126	✠100A1 *withfreeboard* 1,37	PGl ✠LMC1,37	*a*†	CL	1937 1mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow '*sA&CP*	CarrickShipping Co.Ld.(Douglas& Ramsey,*Mgrs.*) 1 *IntermediateBH* *CellDB*	432·0 F33' FK *dispensed with Coll* 368' 1207*t* *FPT*127*t*	56·2	25·6	Glasgow British *ptCem* *BH to Sh dk* 5 „ „ 2nd „ *APT*206*t*	T.3Cy.22",36"&65"–48"& exhaust turbine driving steam compressor (*s*) 220lb 455NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6140 D.Rowan&Co.Ld.Gls.	28 „ 2 s 3 „ 4¼ 25 „ 0¼	
* 23562 164642 GYWD	**Darlington Court** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4974 4634 3014	✠100A1 *withfreeboard* 3,38 ~~3,37~~	Bkn Lon ✠LMC6,36	*a*†	CL	1936 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*344'1268*t* *MT*29'1183*t*	414·5 431·3(O.L.) F44' FK (*FPT*149*t* *APT*144*t*	56·2	25·6	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	28 „ 0 s 3 „ 1¾ 25 „ 1	
23563 44 SVEJ	**Darmas** (*ex*Divis,*ex*Treherbert, **Iron** *ex*Penarth) ssShl.3rdNo.3–11,23 *Well deck* ssPir.No.2–31 1*Dk*(*Stl*)&*Webframes2trB*	*1595* *1322* *907*	✠ … 12,35 ✠NB7,11 ✠	Pir	*q*		1883 4mo	Palmers' Co. Newcastle	G.N.PittasBros.& Co. *D*	258·3 Q94'B60'F30' FK *B*220'365*t* *FPT*120*t*	36·2	17·3	Chios Greek 4*BHCem* *APT*75*t*	C.2Cy.24½"&50"–39" 155NHP 2SB,4*pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 „ 2	
23564 EALQ	**Darro** *OilEng.* ssVal.No.1–35 D.F. 2*Dks*(*Weather dk–Stl*) *Now Sailing as* "Lealtad"	2610 1849 1433	✠100A1 *withfreeboard* 5,36 ✠LMC No later survey reported	Msl CS3,35 3,35	*s*	CL 6,34	1931 8mo *Lloyd*	CiaEuskal- duna Bilbao '*sA&CP*	M.M.dePinillos	290·0 B98'F35' FK *CellDB*248'347*t*	42·0	20·5	Cadiz Spanish 5*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝"–41⅜" 487NHP Gebr.SulzerAG Ldwgshfn	23 „ 3 s 5 „ 5 18 „ 1	
23565 162500 GTQY	**Dartford** ssHul.No.1–34 E.S.D. 1*Dk*(*Stl*) D.F.	4023 3698 2421	✠100A1 1,38 ~~1,37~~ BS~~1,37~~ 2,38	Cff Ant ✠LMC12,34	*x*	CL 3,36	1930 10mo *Lloyd*	Smith's DockCo.Ld. Stockton-on- '*sA&CP* Tees	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *Cell*	366·4 P32'B129'F39' FK *DB*312'1167*t* *FPT*1	52·0	24·7	London British 6*BHptCem* 31*t* *APT*184*t*	T.3Cy.23½",40"&67"–45" (*s*) 185lb 368NHP 3SB(Spt) 9*cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 „ 0 s 4 „ 8½ 22 „ 6¼	
23566 149652 GNLQ	**Daru** *OilEng.* ssLiv.No.2–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3854 3090 2127	✠100A1 *withfreeboard* 7,37 ~~6,36~~ ✠LMC DBS~~1,37~~2,38 *Carrying vege*	Liv CS6,36 ~~11,35~~5,38 *table o*	*x* *il*	CL ~~3,34~~ 7,37 *in deep*	1927 12mo *Lloyd* *tanks*	A.McMil- lan&Son,Ld. Dumbarton '*sA&CP* *CellDB*292	ElderDempster Lines,Ld. '804*t* *DTs a*58' 616	355·4 P37'F42' FK (*Coll* *t FPT*97*t* *APT*100*t*	49·2	22·4	Liverpool British 6*BHptCem* „ *toSh dk* 5 „ „ 2nd „	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.)	24 „ 8 s 2 „ 2½ 22 „ 7¾	
23567 151977 VPQC	**Darvel** *Fitted for oil fuel* 2*Dks*	1929 1411 1003					1924	Caledon S.B.&E.Co. Dundee	StraitsSteamship Co.Ld.	261·0 P&B158'F40'	41·1	18·7	Singapore British *WB*	T.3Cy.20½",33"&54"–36" 175NHP CaledonS.B.&E.Co.Dundee		
* 23568 147596 GJKL	**Dashwood** ssShl.No.3–4,37 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2154 1723 1263	✠100A1 9,37 ~~4,37~~	Shl Sld ✠LMC4,37	*r*	OG 3,37	1924 3mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	W.France,Fenwick &Co.Ld. *CellDBa*48'*uE* &*B*39'*f*113'43	281·2 P20'Q113'B48'F19' FK 3*t* *DTa*37'249*t* *FPT*	40·2	18·8	London British 4*BHCem* 50*t* *APT*55*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 203NHP 2SB,6*cf*,GS110,HS3210 Vickers,Ld.Barrow	20 „ 11 s 2 „ 1½ 18 „ 11	
* 23569 82 YLCI	**Daugava** (*ex*Vera,*ex*Ljubow) ssLie.No.1–38 ssLie.3rdNo.3–12,33 *Well deck* 1*Dk*(*Stl*)2*trB*	1430 1198 748	✠100A1 ~~6,37~~ ~~6,36~~ 5,38 ~~MS12,33~~	Lie ✠LMC5,38 ~~BS2,34~~ ~~5,37~~	*o*	~~5,36~~ 5,37	1891 5mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	LatvianGovern- ment (ValstsKugu Parvalde,*Mgrs.*)	250·3 258·0(O.L.) Q68'B121' BK8½" F27' *APT*29*t*	36·0	15·2	Riga Latvian 4*BHCem* *MT*42'400*t*	T.3Cy.18",27½"&47"–33" (*s*) 160lb ~~*100lb*~~ NDB12 134NHP 2SB,4*rf*,GS64,HS2120 HelsingörsJernsk.&Mskb.	16 „ 9 s 1 „ 1 16 „ 5	
23570 86902	**Davaar** Ⓟ 1*Dk*	495 432 202			…		1885	Lon.&Gls. Co.(Lim.) Glasgow	Clyde&Campbel- townShippingCo. Ld.(J.D.Rodger, *Mgr.*)	217·8 Q56'B63'F48'	27·0	12·9	Glasgow British *WB*	C.2Cy.29"&58"–42" NB03 182NHP Lon.&Gls.Co.(Lim.),Gls.	13 „ 7	BT till 1,38
23571 LCIE	**Davanger** ssShl.No.3–3,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7102 6399 4434	✠100A1 2,38 ~~4,36~~ ~~BS4,36~~ *CarryingPetr* *Fitted for oil*	Ant BS5,37 ✠LMC3,35 *oleum* *fuel* 1,	*a*† *in* 22	CL ~~4,36~~ 1,38 *bulk* *F.P. a*	1922 1mo *Lloyd* *bove* 1	W.Hamil- ton&Co.Ld. PortGlasgow '*sA&CP* 50° F. *CellD*	Westfal-Larsen& Co.A/S *BuE*&*B*84' 153*t* *D*	425·0 P101'B27'F43' FK *Tf*38'552*t* *APT*56*t*	56·8	33·0	Bergen Norwegian 15*BHptCem* (9 *to U dk* 6 „ 2nd „)	T.3Cy.27",45"&74"–54" (*s*) 180lb 567NHP 4SB,12*cf*,GS205,HS8370 FD J.G.Kincaid&Co.Ld.Grk.	33 „ 0	
23572 219643 KUDR	**Davenport** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5491 4971 3370			…		1920	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 „ 10	R †
23573 210507 KJHQ	— **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	911 742 525					1912	Kruse& Banks CoosBay,Or.	A.B.Johnson LumberCo.	200·1	40·0	14·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP UnitedEng.WorksS.Frisco		
* 23574 ~~[illegible]~~ ~~[illegible]~~	**David Dawson** (*ex*Azul–36, *ex*Burgondier) ssNpt.No.3–12,31 D.F. ssAms.No.1–36 1*Dk*(*Stl*) *Now* "Penteli," *see No.* 39635 *in Supplement*	5287 4804 3200	✠100A1 9,37 ~~3,36~~ BS9,37	Ams Lon ✠LMC3,36	*y*	CL 2,35	1919 4mo *Lloyd*	Caird&Co. Ld. Greenock '*sA&CP*	~~GeorgianStm.Nav.~~ ~~Co.Ld.~~ *CellDB*344'1062*t*	400·1 P50'B113'F39' FK *DTa*1135*t* *FPT*128*t*	52·3	28·5	Greek 7*BHptCem* *APT*44*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 „ 0 s 5 „ 11¾ 25 „ 3¼	
23575 218156 WOGB	**David H. Atwater** (*ex*W.J.Crosby–35,*ex*Crabtree) 1*Dk*	2496 — 1491					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwacoalTrans- portationCo.	253·8 P115'P26' *WB*	43·6	24·9	FallRiver, Mass. Utd.States	T.3Cy.18½",34½"&57"–42" Gt.LakesEng. 211NHP Works,Ashtabula,O.		
23576 16114 GSJT	**David Livingstone** *OilEng.* D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*	4022 3142 2175					1930	A.McMil- lan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 23577 163342 MBDK	**David M.** ssLon.No.1-37 OilEng. Mchy.Aft 1Dk(Stl)&Webframes Well deck CruiserStern	350 245 168 -	✠100A1 ~~7,37~~ ~~5,34~~ 11,37 ✠LMC5,35 ~~✠LMC(M)5,35~~	Lon Cms	e 7,37	~~7,35~~ N7,37	1933 5mo Lloyd	J.Koster Hzn.Schpsw "Gideon" Groningen 'sA&CP	T.J.Metcalf Bottom plating	130·5 Q77' FK not cemented in hold FPT62t	25·4	9·1	London British 3BHptCem APT12t	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 " 9 s4 " 10½ 9 " 6¼	
23578 203927	**David M. Weir** (exEdward A.Uhrig,exSheldonParks) Mchy.Aft GyC. 1Dk	6611 — 5049					1907	Superior S.B.Co. Superior,Wis.	NationalSteel Corp.(M.A.Hanna Co. Mgrs.)	532·0	56·0	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
23579 144648 MKCY	**David McIntosh** TwinSc 1Dk	449 353 249					1920	Lytham S.B.&E.CoLd Lytham	UnitedAfrica Co.Ld.	154·1 Q44'B47'F24'	29·1	9·9	London British WB	C.4Cy.12½"&28"-18" 28NHP LythamS.B.&E.Co.Ld.		
23580 221427 KDTD	**David McKelvy** ssBal.No.1-37 ssBal.No.3-4,33 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F.	6821 6329 4242	✠100A1 ~~1,37~~ 11,37 ~~BS4,36~~ ✠LMC~~4,33~~ Carrying Petroleum in bulk Fitted for oil fuel 6,21 F.P. above 150°F.	NYk Bal 11,37	b†	CL ~~12,34~~ N11,37	1921 6mo	SunS.B.Co. Chester,Pa. A&CP	TideWater AssociatedOilCo. CellDBu E&B59'f41'408t	430·0 P133'B36'F40' FK FPT222tAPT57t	59·2	33·4	Wilmgton (Del.) Utd.States (17BHptCem 13 ,, to Udk 4 ,, ,,2nd,,	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.)	33 " 3 s6 " 8¼ 26 " 9½	
23581 204238 KGBP	**David P. Thompson** (exWilpen) D.F. GyC. Mchy.Aft 1Dk	7612 — 5851					1907	Gt.Lakes Eng.Works Ecorse.Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	554·0	58·2	33·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesEng Wks.Detroit		R
23582 214368 WNCW	**David W. Branch** Ⓟ (exSantaOlivia-37, ssS.Fo.No.3-8,27 exEcuador) ~~ssN.Yk.No.1-31~~ 2Dks(Stl)&Awngdk(Stl-teak s) D.F. ssSea.No.2-37	5544 4740 3435	✠100A1 Awngdk withfreeboard 5,37 ~~3,34~~ Fitted for oil fuel 7,16 F.P. above 150° F.	NYk Sea BS5,37 ✠LMC4,36	y	CL ~~3,34~~ 3,37	1915 9mo Lloyd	Kon.Maats deSchelde Flushing 'sA&CP	Libby,McNeill& Libby Cell	380·6 FK DBa94'uE36'f147'	48·7	32·6	S.Frncisco Utd.States 6BHCem 559tFPT93t	T.3Cy.29",47"&77"-48" (s) 180lb 624NHP 4SB,12cf,GS248,HS9660 FD Maats.deSchelde,Flushing	35 " 3 s10 " 6½ 24 " 11½	
23583 202931	**David Z. Norton** Mchy.Aft 1Dk	5667 — 4250					1906	American S.B.Co. Cleveland	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	480·0	52·0	30·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42' 233NHP AmericanS.B.CoCleveland		R
23584 1855 ILYK	**Davide Bianchi** (exOriens-34, exSiracusa-33,exUranus) 2Dks	1477 1250 869					1906	Wrf.voorh. Rijkee&Co. Rotterdam	"Aurora"Soc. Anon.diNav.	264·1 Q75'B69'F34'	34·6	18·5	Genoa Italian WB	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		I
* 23585 LCIF	**Daviken** Ⓟ ssH.Kg.No.2-34 Upper dk(ptStl-teak s)2nd dk(Stl)	2922 2656 1778	✠100A1 withfreeboard ~~4,37~~ ~~9,36~~ 10,37 ~~BS4,36~~ 4,37 ✠LMC4,34	Shi HKg	l	CL 4,36	1926 1mo Lloyd	W.Hamilton&Co.Ld PortGlasgow 'sA&CP	Wallem&Co.A/S (H.J.Wallem,Mgr) ~~Intermediate BH in fwd hold dispensed with~~ CellDB250'502t	295·0 305·0(O.L.) B72'F31' FK FPT88tAPT105t	45·7	26·0	Bergen Norwegian Cem 4BHto2nd dk 1 ,, ,, U ,,	T.3Cy.20½",34"&56$\frac{3}{16}$"-36" 180lb (s) 244NHP 2SB,6cf,GS132,HS4302 Rankin&BlackmreLd.Grk	28 " 3 s9 " 8¼ 18 " 8¼	
* 23586 147200 GJSK	**Davisian** ssLiv.No.3-10,36 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	6433 6051 4065	✠100A1 Shelter dk withfreeboard ~~7,37~~ ~~10,36~~ 4,38	Liv ✠LMC10,36 BS9,37	z	CL 10,36	1923 2mo Lloyd	D&WHendersn&Co.Ld Glasgow 'sA&CP CellDB3	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) 40'963tDTa26'670	400·3 414·6(O.L.) B143'onShelterdk FK tFPT123tAPT30t	52·5	35·0	Liverpool British ptCem 6BHtoSh dk 1 ,, ,, U ,,	Q.4Cy.23½",34",49"&70"-57" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 " 7 s8 " 8¼ 29 " 2	
* 23587 165359 GZNZ	**Daxhound** TwinSc (exCorneliaS.-37) OilEng. Mchy.Aft 1Dk Now 'Frisia' see No. 38172 in Supplement Wireless CruiserStern Rudders electrically welded	977 729 576	✠100A1 ~~2,37~~ ~~12,36~~ ~~8,37~~ 3,38 Carrying Petroleum in bulk	Ham ~~Sou~~ Nwc ✠LMC12,36	l		1936 12mo Lloyd	Werft Nobiskrug G.m.b.H. Rendsburg 'sA&CP	FantoPetroleum& ShippingCo.Ld. CellDBuMchy	197·8 P54'F27' FK Trunk116' space 28' 38t FPT	32·8	15·4	London British 12BHptCem 80tAPT31t	Oil Engines 4S.C.SA 14Cy.11¼"-16$\frac{9}{16}$" 172NHP DB170lb Maschinenfab.Augsburg. NürnbergA.G.Augsburg	15 " 1 s1 " 3¼ 13 " 11¼	
23588 153812 VTCK	**Dayavati** Ⓟ ssBom.No.2-37 ~~ssBom.No.1-33~~ 1Dk&Shelter dk(Stl-teak s)	1409 943 681	✠100A1 Shelter dk withfreeboard ~~9,37~~ ~~3,37~~ 4,38 ~~BS10,36~~ Fitted for oil fuel 9,29 F.P. above 150° F.	Bom 9,37 ✠LMC~~10,36~~		CL N10,36	1929 9mo Lloyd	Bow,McLachlan&Co. Ld. Paisley 'sA&CP	BombayS.Nav.Co. Ld. CellDBuE25'53t	230·8 F34' FK FPT55tAPT62t	38·6	14·7	Bombay British 5BHptCem ptAsp (Coll to Sh dk 4 ,, U ,,)	T.3Cy.17",29"&48"-33" (s) 200lb 267NHP 2SB,6cf,GS131,HS4500 FD Bow,McLachln&CoLd Psy	16 " 0 s " 4½ 16 " 0¾	
* 23589 230834 WDEJ	**Daylight** D.F. GyC. OilEng. CruiserStern ssPhl.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing-bracketless system	9180 8555 5599	✠100A1 11,37 ~~2,37~~ DBS2,37 ✠LMC3,35 Carrying Petroleum in bulk	NYk	e†	CL 2,37	1931 6mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	Socony-Vacuum OilCo.Inc. CellDBuE86'378t	480·5 500·1(O.L.) B37'F48' FK AfterBridge77' FPT413tAPT127t	66·0	36·8	NewYork Utd.States 16BHptCem (11 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2WTDB200lb SunSB&DD.Co.ChesterPa	37 " 0	
23590	**Dayman** (exUruguayII, Iron exAsuncionR,exLaNivera) 1Dk	444 349 289	✠ 3,88	Bel	f		1883 2mo	Harland& Wolff Belfast	Cia.Argentina de Navegacion MihanovichLtda.	154·9 Q18' WB=APT11t FK	26·2	11·0	Bns.Aires Argentine 5BHCem	C.2Cy.16"&32"-24" NB05 42NHP Harland&Wolff,Belfast		
23591 148304 GFQT	**Dayrose** ssRot.No.2-37 ~~ssAvn.No.1-32~~ 1Dk(Stl)	4113 3929 2606	✠100A1 ~~7,37~~ ~~7,36~~ 12,37 ~~BS7,36~~	Npt ~~Rot~~ ✠LMC~~4,32~~ 7,37	x	CL 12,35	1928 10mo Lloyd	R.Thompson&Sons,Ld Sunderland 'sA&CP	ClaymoreShipping Co.Ld. CellDBa&	380·2 391·8(O.L.) P34'B230'F36' FK uE149'f163'1065t	53·1	24·1	Cardiff British 6BHCem APT135t	T.3Cy.25",41"&68"-48" 180lb 376NHP 3SB,9cf,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 " 6 s3 " 7¾ 23 " 0¾	
23592 142876 VRXW	**Dayspring** TwinSc Mchy.Aft 1Dk(Stl-teak s) Wireless CruiserStern	1102 895 520	✠ 8,28	Nwc ✠	m		1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Government of Nigeria CellDB134'24	195·2 FK 1tMT11'100tFPT	36·1	16·3	Lagos British 6BHAsp 70tAPT17t	T.6Cy.11",19"&32"-21" 110NHP 2SB,4cf,GS66,HS1800 ShieldsEng.Co.Ld.N.Shl.	18 " 6	
* 23593 145984 GFKQ	**Daytonian** ssLiv.No.3-11,36 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	6434 6052 4066	✠100A1 Shelter dk withfreeboard 8,37 ~~11,36~~	Liv BS12,37 ✠LMC11,36	z	CL 11,36	1922 10mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP Cell 963tDTa2	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) DB340' 6'670tDTf24'641t	400·3 414·2(O.L.) B143' on Shelter dk FK FPT123tAPT30t	52·5	35·0	Liverpool British ptCem 6BHtoSh dk 1 ,, ,, U ,,	Q.4Cy.23½",34$\frac{5}{16}$",49"&70"- 51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls	37 " 7 s8 " 8¼ 29 " 2	
23594 FNRR	**De Grasse** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. 4Dks	18435 13003 11053					1924	Cammell Laird&Co.Ld. Birkenhead	Cie.Générale Transatlantique	552·1 F129'B371'	71·4	42·3	Havre French WB	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&Co.LdBkn		V
23595 PKOY	**De Klerk** Fitted for oil fuel 2Dks&Shade dk	2012 1718 1254					1900	Nederl. SchpsbMaats Amsterdam	Koninkl.Paketv. Maats.	300·0 P60'H68'F61'	40·5	21·5 29·2	Batavia Dutch WB	T.3Cy.23",36"&60"-42" Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams.		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
23596 FNRS	**De La Salle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	8400 — 5124					1921	Barclay, Curle&Co. Ld Glasgow	Cie.Générale Transatlantique	440·0 P58'B247'F46'	56·7	34·6	Havre French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
23597 PKOZ	**De Weert** *Fitted for oil fuel* 2*Dks*	1805 — 985					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33'	40·2	17·0	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
23598 211734 KJHY	**De Witt Clinton** Ⓟ TwinSc (*ex*Nopatin,*ex*Manhattan) 1*Dk*(*Stl*)&*Web frames*	3899 3539 2246	✠ 3,14 ✠	Phl			1913 10mo	Harlan& Hollings- worthCorp. Wlmgtn, Del.	HudsonRiverDay Line *CellDB*	320·2 BK8' *a*44'*uE*&*B*114'*f*86'	48·1	22·0	NewYork Utd.States 7*BHCem* 522*t*	T.8Cy.(2)23½",(2)37½"&(4) 42"–36" 754NHP 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Cor		
23599	**De Zeeuw** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*						1936	L.Smit& Zoon Kinderdijk	Nederl.Stoomboot ReederijN.V.	187·0	22·9	9·0	Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.8⅛"–14 3/16" 59NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
23600 LCIG	**Dea** (*ex*Sangstad) 1*Dk*	2418 2238 1459					1911	R.Thomp- son&Sons,Ld Sunderland	PartrederietDea (Th.Brövig)	299·4 H75*t*F36*t*	44·5	19·9	Farsund Norwegian *WB*	T.3Cy.21½",36"&59"–39" 217NHP N.E.MarineEng.Co.LdSld.		N
※ 23601 464 IBNA	**Dea Mazzella** (*ex*WelshPrince–36, *ex*SyrianPrince–36) *ss*Bkn.No.3–6,32 *ss*Alx.No.1–36 1*Dk*(*Stl*)&2nd*dk*(*Stl*)*in holds* *Ref.Mchy.* ~~Sub.Sig.~~	3082 2831 1840	✠100A1 11,37 ~~4,37~~ BS11,37 ✠LMC9,36 ~~[illegible]~~	Gen Nap	*u*	CL 12,36	1919 11mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	PasqualeMazzella *CellD*	~~331·3~~ 342·5 P38'B98'F29' FK B274'727*tFPT*109*t*	46·8	23·2	Naples Italian 7*BHCem* *APT*49*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s3 ″ 11½ 21 ″ 9	
23602 160387 MPBY	**Deal** TwinSc *CruiserStern* 1*Dk*	688 627 270					1928	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·5 B90'F37'	33·6	14·2	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&W.Hendrsn&CoLd.Gls.		
23603 219012 KOFG	**Dean Emery** (*ex*Sunshine) *ss*N.Yk.No.3–2,32 *ss*Gal.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6664 6112 4148	✠100A1 11,37 ~~10,36~~ BS4,37 ✠LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Gal ~~NYk~~	*b*†	CL N4,36	1919 11mo	SunS.B. Co. Chester,Pa. A&CP	StandardOilCo. ofNewJersey *CellDBuE&B*60'	429·3 P133'B36'F40' FK 259*tDTf*552*t* *FPT*202*tAPT*57*t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 „ *to U dk* 4 „ „ *2nd* „)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 9½ 26 ″ 8½	
23604 146343 MLZX	**Dearne** *ss*Goo.No.3-12,37 ~~ssGoo.No.2–33~~ *Ref.Mchy.* 1*Dk*(*Stl*) Wireless D.F.	1046 818 422	✠100A1 ~~4,36~~12,37 ~~[illegible]~~ ✠LMC~~3,33~~ 12,37	Goo	*o*	OG ~~12,32~~ 11,37	1924 9mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	London,Midland& ScottishRailway (AssociatedHum- berLines,*Mgrs.*) *CellDBa*58'	240·3 P38'B88'F35' FK *uE*15'*f*90'204*tFPT*	34·2	15·4	Goole British 5*BHCem* 14*tAPT*25*t*	T.3Cy.22",36"&61"–39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s2 ″ 0¼ 14 ″ 9	
23605 148166 GTDB	**Deebank** *ss*Liv.No.2–38 ~~ssLiv.No.1–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*)	5060 4628 3001	✠100A1 *with freeboard* 3,38 BS3,38 ✠LMC4,37 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 6,29 *F.P. above* 150° F.	Syd ~~Nwc~~	*a*† Liv	CL 10,35	1929 6mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*366'1176*t*	421·8 FK *DTa*27'1105*tFPT*	56·7	26·7	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) 156*tAPT*79*t*	Q4Cy.22",32",46¾"&68"–48" ~~230~~ ~~260lb~~ 260lb (*s*) 565NHP 3SB(Spt),*12cf*,GS214, FD HS8112 Workman,Clark(1928)Ld.	29 ″ 3 s3 ″ 9½ 25 ″ 8	
23606 162285 MBJQ	**Deemount** *ss*Abn.No.1–37 *Well deck* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	569 367 274	✠100A1 12,37 ~~3,37~~ BS3,37 ✠LMC~~3,33~~ ✠NE&B*made*31*refitted*33	Abn MS12,37	*h*	CL 3,37	1933 9 mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	BorderShippingCo. Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*) *CellDB*104'15	165·5 Q112'BonQ9'F22' FK 7*tFPT*41*tAPT*20*t*	27·2	9·7	Aberdeen British 3*BHptCem* *ptAsp*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 70RHP 1SB,*3pf*,GS52,HS1779 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s3 ″ 8 12 ″ 1½	
23607 147797	**Deepwater** *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0 F37'	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
23608 218312 KIMD	**Deer Lodge** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6187 5139 3832			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectric 579NHP Co.Schenectady,N.Y.	30 ″ 2	R †
23609 160768 GTNW	**Deerpool** D.F. 1*Dk*	5167 4878 3173					1930	W.Gray& Co.Ld WHartlepool	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	421·0 P35'B240'F43'	54·2	27·2	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.EWrks.LdW Hpl		C
23610 143456 GPDQ	**Deerwood** *ss*Sld.No.3–10,32 *Well deck* *ss*Shl.No.1–37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1914 1495 1128	✠100A1 ~~8,37~~ ~~10,36~~ 2,38 MS~~10,32~~ 8,37	Shl Gms ✠LMC BS~~4,37~~ 2,38	*q*	CL ~~10,36~~ ~~8,37~~ 2,38	1919 10mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	W.France,Fen- wick&Co.Ld. *CellD*	268·0 P24'Q82'B51'F30' FK *B*223'426*tFPT*105*t*	37·9	17·6	London British 4*BHptCem* *APT*100*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 192NHP 2SB,*6pf*,GS97,HS2977 McColl&Pollock,Ld.Sld.	19 ″ 9 s1 ″ 11 18 ″ 0	
23611 219134 KOKC	**Defacto** (*ex*NorthernStar, *ex*Waterbury) *Fitted for oil fuel* 2*Dks*	4800 — 2999					1919	Downey S.B.Corp. Arlington, N.Y.	AmericanSugar TransitCorp.	386·8 P36'B110'F39'	52·2	27·4	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
23612 137459 GQNC	**Defender** *ss*Liv.No.3–12,27 *ss*Bkn.No.2–37 2*Dks*(*Stl*)&3rd*dk*(*Stl*) *in No.1 hold*	8258 7396 5280	✠100A1 9,37 ~~2,37~~ BS~~[illegible]~~ 9,37	Bkn Gls ✠LMC MS2,37	*d*†	CL 7,35	1915 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T&JHarrison, *Mgrs.*) *WB=CellDBa* *E&B*75'*f*210'1539*t*	482·3 498·6(O.L.) P54'B188'F51' FK 135'*u* *DTa*30'1066*tFPT*	58·3	33·4	Liverpool British 9*BHCem* 101*tAPT*49*t*	Q.4Cy.25½",36½",52½"&75"– 54" 220lb 720NHP 2DB&2SB,*18cf*,GS379, HS13788 Dunsmuir&Jackson LdGls	35 ″ 10 s7 ″ 7 28 ″ 7	
23613 216875 WTBS	**Defiance** *OilEng.* Sub.Sig. 1*Dk*&*Shelter dk* GyC. &*Web frames* *Longitudinal framing*	7572 — 4826			...		1918	Bethlehem S.B.Corp. Alameda,Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ NationalBulk Carriers,Inc.	440·0 FK	56·0	35·2	NewYork Utd.States *WB*	4 OilEngines connected to ElectricMotor&Sc.Shaft 4S.C.SA.32Cy20"–24" NE29 1250NHP McIntosh&Seymour, AuburnN.Y.	38 ″ 0	R †
※ 23614 160370 GNQY	**Deido** *OilEng.* *ss*Liv.No.2–36 ~~ssHam.No.1–32~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3894 3132 2143	✠100A1 *with freeboard* ~~1,36~~10,37 DBS3,37 ~~✠LMC4,31~~ *Carrying vegetable oil in deep tanks* ✠LMC	Liv CS10,37 1,36	*x*	CL 9,36	1928 3mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	ElderDempster Lines,Ld. *CellDB*284'834*tDTsa*58'628*t*	356·6 P37'F41' FK *FPT*91*tAPT*100*t*	49·2	22·4	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	24 ″ 8 s2 ″ 2½ 22 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
✻ 23615 ~~DHPT~~	**Deike Rickmers** (*ex*Aker,*ex*Istok, *ex*Kurmark) *ss*Ham.2ndNo.3–5,35 2*Dks*(*Stl U–pt* teak s) Now "Helga Moller," see No. 33514 in Supplement	5341 4749 3304	100A1 ~~6,37~~ ~~12,36~~ 12,37 BS~~11,35~~ 12,36	Ham Ant LMC5,34	*z*	CL ~~10,34~~ 12,37	1912 *Lloyd*	Rickmers Akt.Ges. Bremerhaven 'sCP	MollerLine,Ld. (Mollers'Ld.*Mgs*) *CellDBa*129' *uE&B*49'*f*178'11	401·0 P50'B134'F35' FK 63t*FPT*46t*APT*8t	53·2	27·5	Shanghai British 6*BHptCem* *ptAsp*	T.3Cy.28",45"&74"–54" 192lb FD 510NHP 3SB(Spt)9*cf*,GS225,HS6943 A.G."Weser,"Bremen	30 ″ 0	
23616 UOML	**Dekabrist** (*ex*Anadyr, **TwinSc** *ex*Franche-Comté) Sub.Sig. 2*Dks*&*Shelter dk* D.F. GyC.	7363 6654 4160			...		1903	Vickers,Ss. &Maxim,Ld. Barrow	U.S.S.R.	475·8 B125'*onShelter dk* FK	54·1	32·6	Odessa Russian *WB*	T.6Cy.27",44"&72"–48" 855NHP Vickers,Sons&Maxim,Ld.	35 ″ 8	
23617	**Dekret** (*ex*Wassian,*ex*Elben, **Iron** *ex*Laboe) Wireless 1*Dk*&*Awng dk*	721 683 442					1883	Gebr. Howaldt Kiel	U.S.S.R.	187·0 H15*t*	24·8	18·9	Archangel Russian *WB*	C.2Cy.23"&37½"–27" NB97 61NHP Gebr.Howaldt,Kiel		
✻ 23618 26025 JDID	**Delagoa Maru** *ss*Yka.No.3–1,31 *ss*Yka.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7148 6700 4373	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~1,37~~ ~~BS1,37~~	Yka BS1,38 ✠LMC1,36	*a*†	CL 1,37	1919 10mo	Mitsubishi ZosenKaisha Nagasaki A&CP *CellDB*358'	NipponYusen K.K. 1160*tDTa*28'1127*t*	420·0 F*onShelter dk*47' FK *FPT*107*tAPT*95*t*	56·0	38·5	Tokio Japanese *Cem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.28",47"&79"–51" (*s*) 200lb 620NHP 4SB,12*cf*,GS217,HS8788 FD MitsubishiZosenKaisha	38 ″ 6 s10″4¼ 28 ″ 4	
23619 217731 WNCV	**Delalba** (*ex*Saugerties–35) *Fitted for oil fuel* 2*Dks*&*Web frames*	5101 4740 3093			...		1919	American International S.B.Corp. HogIslandPa	MississippiShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
✻ 23620 142371 GPSY	**Delambre** (*ex*WarDame) *ss*Mdb.No.3–2,30 *ss*Liv.No.2–38 ~~*ss*Liv.No.1–34~~ D.F. 2*Dks*(*Stl*)	7032 6522 4516	✠100A1 3,38 ~~9,36~~ 4,38 MS~~5,34~~	Liv ✠LMC BS~~5,35~~5,37	*b*†	CL ~~5,35~~ N1,38	1917 11mo *Lloyd*	Mitsubishi ZosenKaisha Nagasaki '*sA&CP*	Lamport&Holt Line,Ld. *CellDB*392'	444·8 P35'B138'F35' FK 1316*tDTa*42'1226*t*	58·2	31·4	Liverpool British 7*BHCem* *APT*62*t*	T.3Cy.27½",44¼"&75¾"–51" 200lb FD (*s*) 524NHP 3SB(Spt)9*cf*,GS163,HS6591 MitsubishiZosenKaisha	34 ″ 0 s 7 ″ 6 26 ″ 8½	
23621 PJEH	**Delapan** (*ex*WarVessel) **TwinSc** 1*Dk* *OilEng.* *Carrying Petroleum in bulk*	528 416 157					1915	SirR Dixon &Co.Ld. Middlesbro'	N.V.Curaçaosche Scheepsv.Maats.	170·0 H90*t*F22*t*	31·2	11·5	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.16 17/32"–18⅞" 386NHP J&CGBolinder'sCoLdSkm		
23622 219770 KUKP	**Delarof** (*ex*Mohinkis) *ss*S.Fo.No.3–5,30 *ss*S.Fo.No.2–38 ~~*ss*S.Fo.No.1–34~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6021 5694 3842	100A1 *withfreeboard* ~~4,37~~ ~~4,36~~ 4,38 ~~BS2,37~~ *Fitted for oil fuel 1920 F.P. above 150° F.*	SFo 4,38 LMC~~4,34~~	*z*	CL 4,36	1920	Pacific Coast S.B.Co. BayPoint,Cal	AlaskaPackers' Association '*Tween deck bulkheads at ends of machinery space dispensed with* *CellDB*344'1351*t*	402·5 P34'F39' FK *MT*30'554*tFPT*73*t*	53·0	32·0	S.Frncisco Utd. States *ptCem* 3*BHtoWdk* 4 ,, ,, 2*nd* ,, *APT*46*t*	T.3Cy.24½",41½"&72"–48" 210lb 579NHP NE20*fitted*5,30 3SB,9*cf*,HS8745 FD LlewellynIronWorks, LosAngeles	34 ″ 6 s 8 ″ 3¼ 26 ″ 5½	
✻ 23623 634 OHAN	**Delaware** (*ex*Newa,*ex*Mickley) *ss*Hbg.2ndNo.3–5,29 *ss*Abg.No.1–34 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	2441 2249 1424	✠100A1 2,36 BS~~12,36~~ 1,38	Abg ✠LMC11,33	*t*	CL ~~4,34~~ 9,37	1902 11mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	A/B Helsingfors SteamshipCo.Ld. (A/BNielsen& ThordenO/Y,*Mgs.*) *CellDB*	305·3 P27'B82'F35' FK *a*94'*uE&B*40'*f*132'	43·5	20·8	Helsingfrs Finnish 5*BHCem* 608*tAPT*18*t*	T.3Cy.22",36"&58"–39" (*s*) 160lb 233NHP 2SB,6*pf*,GS107,HS3840 N.E.MarineEng.CoLdNwc	23 ″ 0 s 3 ″ 6¾ 19 ″ 7	
✻ 23624 OYAA	— (*ex*Copenhagen) *ss*Els.No.3–11,29 *ss*Els.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2280 2029 1333	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~5,36~~ MS4,33	Got Cpn ✠LMC BS~~5,36~~10,37	*u*	OG 5,36	1919 12mo	A.B.Öre- sundsvarvet Landskrona	DetForenede DampskibsSelsk *Intermediate BH in fore hold dispensed with*	310·0 FK *CellDB*262' 543*t FPT*89*t*	44·7	19·5	Copnhagn Danish *Cem* *CollisionBHtoShdk* 3 ,, ,, *U* ,, *APT*105*t*	2Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 250NHP 2SB(Spt),6*cf*,GS82,HS3533 A.B.deLavalsAngturbin, Skm.	22 ″ 0 s1 ″ 2 21 ″ 0	
23625 149497	— (*ex*Imari) *Mchy.Aft* 1*Dk*	1940 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP MacColl&Pollock,Ld.Sld.		C
23626 219454 KJHT	**Delaware River** (*ex*LakeTippah) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	Philadelphia& NorfolkS.S.Co.Inc.	251·0 P25'B64'F23' *WB* FK	43·6	26·1	Wilmgton, Del. Utd.States	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B Co.	28 ″ 2	R †
✻ 23627 221893 KDWQ	**Delaware Sun** *ss*Phl.No.3–5,34 1*Dk*(*Stl*)*Shelter dk*(*Stl*)& *Mch.Aft* *Web frames* GyC. *Longitudinal framing*	8964 8575 5617	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ MS5,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,22 F.P. above 150° F.*	Phl ✠LMC BS~~1,37~~10,37	*e*†	CL ~~N3,35~~ N10,37	1922 1mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B*74'	480·5 F44'*onShelter dk* FK(*f*40'395*t FPT*186*t*	66·0	36·8	Phildlphia Utd.States 19*BHptCem* 9*BHtoShdk* 10 ,, ,, *U* ,,) *APT*84*t*	T.3Cy.27",45½"&76"–51" (*r*) 210lb 628NHP 3SB,9*cf*,GS197,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
23628 UOWI	**Delegat** **TwinSc** *OilEng* Wireless 1*Dk.*	958 — 448					1931	StatesS.B. &Eng.Wks. 'André Marti' Odessa	U.S.S.R.	229·6 P64'F32'	34·0	11·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP KolomenskieStateE.Wks.		
23629 2124 ~~322~~ IBLF	**Delfin** (*ex*Camogli–35,*ex*Rovereto *ex*WarAngler) D.F. 1*Dk*	5322 4823 3233			...		1918	Scotts'S.B. &Eng.Co.Ld. Greenock	"Polena"Società diNavigazione	421·5 400·3 P50'B113'F39' FK	52·2	28·2	Genoa ~~Naples~~ Italian *WB*	T.3Cy.27",44"&73"–48" 490NHP Scott'sS.B.&Eng.Co.Ld.	31 ″ 0	I †
23630 EAOK	— Ⓟ (*ex*Optic) D.F. 2*Dks*	1254 736 625			...		1885	Harland& Wolff Belfast	Cia.Trasmediterranea	243·9 ptND98 BK8"	31·9	15·3	Barcelona Spanish *WB*	C.2Cy.35"&70"–45" 274NHP Harland&Wolff,Belfast	16 ″ 3	V †
23631 21881 KIVS	**Delfina** *Fitted for oil fuel* 1*Dk*	3480 2991 2060			...		1919	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States *WB*	T.3Cy.24",39"&63"–42" 387NHP AllisChalmersMfg.Co. Milwaukee	26 ″ 9	R †
23632 EAQH	— (*ex*Hallside) *ss*Bbo.No.3–12,32 1*Dk* Now sailing as "ITXAS-GANE"	*3037* *2812* *1855*	✠100A1 10,36 BS11,36 No later survey reported	Bbo ✠LMC12,32	*u*	CL 12,34	1919 9mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	Marques delReal Socorro *CellDB*	331·2 P33'B101'F29' FK 284' 724*t FPT* 110*t*	46·8	23·1	Bilbao Spanish 5*BHCem* *APT*41*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,9*cf*,GS155,HS5829 N.E.MarineEngCoLdNwc	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
23633	**Delfina Mitre** **TwinSc** (*TrainFerry*) *OilEng.* 1*Dk*	2100 — 1525			...		1928	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Dou_ne. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R'f'Trade.
23634 LDFS	**Delfinus** 1Dk	1293 976 751					1912	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	230·1 Q82'B58'F28'	35·2	16·1	Bergen Norwegian WB	T.3Cy.17½",29"&48"-33" 12NHP LaxevaagsMsk.&Jrns.Bgn		N
23635 PDOC	**Delfshaven** ssRot.No.1-35 1Dk(Stl)	5281 4934 3256	✠100A1 3,37 ~~BS5,36~~ ✠LMC4,34 7,37	Ant	a†	CL 2,35	1930 3mo Lloyd	W.Gray& Co.Ld. Sunderland 'sA&CP	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats CellDB	421·2 P32'B268'F36' FK 378'1246tFPT117t	54·3	27·2	Rottrdam Dutch 7BHCem APT157t	Q4Cy.20",28½"41½"&61"-48" 260lb (s) FD 463NHP 3SB(Spt)9cf,GS151,HS6696 Cen.Mar.EWrks.LdWHpl.	29 ″ 8 s4 ″ 8¾ 25 ″ 2¼	
23636 PDOD	**Delftdijk** Ⓟ TwinSc OilEng. ssRot.No.1-34 3Dks(Stl U-ws in after well) Ref.Mchy. D.F.	10220 9038 6385	✠100A1 10,37~~11,36~~ ✠LMC CS6,34 DBS~~7,36~~7,37 11,36 ✠Lloyd'sRMC~~3,37~~ 2,38 ~~10,37,37~~ Carrying vegetable oil in deep tank	Rot	f†	CL ~~1,35~~ 10,37	1929 10mo Lloyd	Wilton'sE. &Slpway.Co. Rotterdam 'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB	490·9 P40'B149'F46' FK 410'1666t tanks in way of tunnels	64·7	34·1	Rottrdam Dutch 8BHptCem 522tDTa36'	Oil Engines 4S.C.SA 16Cy.29½"-72⅝" 1293NHP DR100lb Harland&Wolff,Ld.Gls. 1050tFPT140tAPT165t	40 ″ 0 s 9 ″ 4¾ 30 ″ 9¼	
23637 7229 SEJA	**Delhi** TwinSc OilEng. ssGot.No.3-3,38 ~~ssGot.No.2-33~~ 1Dk(Stl)&Shelterdk(Stl-ws) D.F. 3rddk(Stl)inNo.1hold	4571 4042 2606	✠100A1 withfreeboard 6,37~~12,36~~3,38 3,38 ✠LMC CS7,35 DBS~~6,36~~ 6,37 ~~6,35~~6,37	Got	z	CL S6,35 P12,36	1925 10mo Lloyd	A/B.Lind- holmen- Motala Gothenburg 'sA&CP	Aktieb.Svenska OstasiatiskaKomp (G.Borin,Mgr.) CellDB328'995t Tanks at sides (Coll of tunnels 19'72tFPT69tAPT49t	391·7 F31' FK	52·6	25·0	Gothenbrg Swedish 7BHptCem BHto Sh dk 6 ,, ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24⅛"-39⅜" DR85lb 716NHP Aktieb.Atlas-Diesel,Skm.	28 ″ 0 s 2 ″ 11¼ 25 ″ 2	
23638 28708 JHKA	**Deli Maru** Ⓟ 2Dks	2182 1915 1332					1922	OsakaIron Works, Innoshima	OsakaShosenK.K.	270·0 B21'F28'	43·0	22·5	Osaka Japanese WB	T.3Cy.21",35"&58"-39" Osaka 210NHP IronWorks,Innoshima		C
23639 1144 ICLY	**Delia** (exValfiorita-35, exBuckleigh) ssGen.No,3-4,31 D.F. 2Dks(Stl)	5406 4577 3310	✠ ... 7,35 ✠	Gen	y		1917 7mo	A.McMil- lan&Son Dumbarton	I.N.S.A.(Industrie NavaliSoc.Anon.) CellDB349'893'	413·2 400·0 P36'B129'F48' FK DTf 36' 873t FPT	52·0	27·8	Genoa Italian 6BHCem 82tAPT18t	T.3Cy.27",44"&73"-48" 458NHP 3SB,9cf,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	I †
23640 DOMS	**—** Wireless Sub.Sig. Cruiser Stern 2Dks	1297 899 592					1929	Atlas- WerkeA.G. Bremen	Dampfschifffahrts Ges.NeptunA.G.	237·3 F26'	37·5	13·3	Bremen German WB	T.3Cy.18½",29½"&49½"-29½" 134NHP Atlas-WerkeA.G.Bremen		G
23641 147207 GJSQ	**Delilian** ssGrk.No.3-7,36 2Dks(Stl)& Ref.Mchy. D.F. Shelter dk(Stl) E.S.D.	6423 6052 4064	✠100A1 Shelter dk withfreeboard ~~5,35~~7,36 ✠LMC7,36 Lloyd'sRMC~~1,37~~ ~~7,37~~ BS6,37 5,38 ~~10,37~~	Grk Gls	z	CL 5,36	1923 4mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	DonaldsonLine,Ld. (DonaldsonBros. Ld.Mgrs.) CellDB340'963t DTa26'670t	400·4 412·0(O.L.) B143'onShelter dk FK FPT123tAPT30t	52·5	35·0	Liverpool British ptCem 6BHtoShdk 1 ,, ,, U ,,	Q.4Cy.23½",34",49"&70"-51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	
23642 218980 KIVT	**Delisle** Fitted for oil fuel 1Dk	3478 2991 2064			...		1919	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore- InsularLine,Inc. (A.H.Bull&Co.Inc. Mgrs.)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States WB	T.3Cy.24",39"&65"-42" 397NHP AllisChalmersMfg.Co. Milwaukee,Wis.	26 ″ 9	R †
23643 164329 GZSY	**Delius** OilEng. D.F. 2Dks&Shelter dk CruiserStern	6065 5458 3749	✠100A1 withfreeboard 9,37 ~~7,37~~ (~~ClassContemplated~~) ✠LMC7,37	Bel Liv		CL	1937 7mo Lloyd	Harland & Wolff,Ld. Belfast sA&CP	Lamport&Holt LineLd. CellDB350'1507tTanks in way of tunnel147tFPT	438·6 456·0(O.L.) ~~B77~~'F32'B83' FK (CollBHtoShelter dk 7B	62·3	~~25·3~~ 25·4	Liverpool British 8BHp'Cem Hto2nd dk) 36tAPT55t	Oil Engines 2S.C.DA 6Cy.20⅞"-~~49⅛"~~49⅛" 2DR120lb 898NHP Harland&Wolff,Ld.Bel.	30 ″ 3 s3 ″ 8¼ 26 ″ 8¼	
23644 105964 VLGS	**Dellie** (exSphene-35) ssSyd.No 1-37 Wireless ssMel.3rdNo.3-11,32 Mchy.Aft Iron Floors 1Dk(Irn) Welldeck Cargo battens not fitted	411 274 159	✠100A1 5,37 ~~2,36~~~~1,38~~ 2,38 ✠LMC1,37 BS1,38	Syd	f	CL ~~10,35~~ 2,38	1895 11mo	Scott& Sons Bowling A&CP	~~Aulco,Ld.~~ AulcoPty.Ld.	142·5 147·8(O.L.) Q68' B on Q9'F25' BK7'	25·1	10·7	SydnyNSW British 3BHCem FPT18t	C.2Cy.20"&40"-27" (s) 110lb 65RHP 1SB,2pf,GS40,HS1270 Muir&Houston,Glasgow	12 ″ 1 s ″ 5¾ 12 ″ 3	
23645 219590 KUBZ	**Dellwood** Fitted for oil fuel D.F. 1Dk	3923 — 2489			...		1919	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P&B249'F40' FK	46·0	24·4	NewYork Utd. States WB	T.3Cy.24",39"&65"-42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.		
23646 220716 KDHJ	**Delmar** (exBibbco-35) Fitted for oil fuel 2Dks	5107 4598 3115					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd. States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23647 219292 KOQJ	**Delmundo** Ⓟ (exCasey-32) Fitted for oil fuel 2Dks	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23648 218002 KIDQ	**Delnorte** Ⓟ (exSchoodic) Fitted for oil fuel 2Dks&Web frames	4982 4740 3054			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F45' FK	54·2	27·6	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23649 DHEU	**Delos** (exDonau,exOsterndorf) 1Dk	2589 2300 1541					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	311·0 P&B207'F31'	45·2	19·6	Hamburg German WB	T.3Cy.21⅝",34⅝"&56"-37⅝" 192NHP A.G."Neptun,"Rostock		G
23650 116786	**Delos W. Cooke** (exStarruca) Mchy.Aft 1Dk&Spardk	3398 — 2067					1897	UnionD.D Co. Buffalo	~~LarsenShip~~ ~~WreckingCo.~~ M.M.Cohen	326·5	44·0	14·9 29·3	Chicago ~~Buffalo N.Y~~ Utd.States WB	T.3Cy.22",38½"&64"-42" 265NHP KingIronWorks,Buffalo		
23651 85 SVNH	**Delphin** (exAmersham,exRochdale) ssPir.2ndNo.3-7,30 ssPir.No.1-35 1Dk(ptIrn&ptStl)2trB, deepframing&Web frames3Dk rule	3816 3495 2373	✠100A1 10,36 ✠LMC MS7,34 ~~BS9,35~~8,37 ~~10,36~~	Sld	v	CL 10,36	1906 4mo Lloyd	Bartram& Sons Sunderland 'sA&CP	S.&C.M.Los&E.C. Andreadis CellDBa119'uE&	346·5 P31'B88'F37' FK B43'f144'899tFPT	50·8	22·9	Chios Greek 6BHCem 89tAPT50t	T.3Cy.24½",40"&66"-45" (s) 180lb NDB27-100lb 307NHP 2SB,8pf,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 4 21 ″ 5	
23652 DOMV	**—** Ⓟ Pad Wireless 1Dk	404 320 140					1905	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	190·2 B79'	23·7	9·4	Bremen German WB	T3Cy.19 7/16",30 11/16"&50⅜"-47¼" 174NHP A.G."Weser,"Bremen		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23653 6075 SDRO	**Delphinus** *Cruiser Stern* *Mchy.Aft* *1Dk*	657 507 336					1919	Eriksbergs M.V.Akties. Gothenburg	Rederiaktieb. Stjärnan (Hj.Nerman,*Mgr.*)	180·6 P55'F22'	28·9	11·6	Karlstad Swedish *WB*	T3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&$36\frac{5}{8}$"–24" 80NHP EriksbergM.V.Aktieb,Got		V
* 23654 804 SVCD	**Delphoi** (*ex*Foyle–34) *ss*Fal.No.3–10,34 *2Dks(Stl)*	4739 4424 2952	✠100A1 7,37~~2,37~~ ~~BS2,37~~ ✠LMC10,34 2,38	Dnz Ams	*y*	CL ~~4,36~~ N7,37	1915 10mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland '*sA&CP*	D.P.,M.G.&E.P. Lemos&Rethymnis &Kulukundis (Hellas)Ld.	400·0 P27'B241'F39' FK *Cell DBa*139'*uE&*	53·0	26·0	Piræus Greek 6*BHCem* *B*41'*f*176'12	T.3Cy.~~26"~~,43"&71"–48" (*s*) $26\frac{7}{8}$" 180lb 421NHP 3SB,9*cf*,GS192,HS7060 Blair&Co.Ld.Stockton 22*tFPT*88*tAPT*121*t*	28 ″ 7 s4 ″ 4¼ 24 ″ 5½	
23655 220519 KDDE	**Delplata** (*ex*LorraineCross–36) *Fitted for oil fuel* *2Dks*	5127 4598 3124					1920	American International Corporation HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F46'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23656 218681 KISQ	**Delrio** (*ex*Afel–36) *Fitted for oil fuel* *2Dks& Web frames*	5052 4740 3093			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23657 218349 KIMN	**Delsud** Ⓟ (*ex*SalvationLass) *Fitted for oil fuel* GyC. *2Dks& Web frames*	4982 4740 3054			...		1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23658 TVGM	**Delta** (*ex*Ampat, *ex*WarVessel) **TwinSc** *Fitted for oil fuel* *Carrying Petroleum in bulk* *1Dk*	494 396 128					1915	Workman, Clark&Co.Ld Belfast	Cie.Fluviale et Mar.deTransp.de Pétrole(Soc.Anon. desPétrolesJupiter *Mgrs.*)	170·0 F59*t*H105*t*	31·1	8·6	Marseilles French *WB*	T.6Cy.9",15"&24"–12" NB26 40NHP Wrkman,Clark&Co.Ld Bel		V
23659 219184 KOLL	**Delvalle** Ⓟ (*ex*Clavarack–32) *Fitted for oil fuel* *2Dks*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F40'	54·0	32·0	N.Orleans Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
* 23660 149406 GFSW	**Demeterton** *ss*Nwc.No.2–34 *1Dk(Stl)*	5251 4792 3244	✠100A1 ~~8,37~~4,37 12,37 ~~BS10,36~~ ✠LMC5,34 8,37	Npt ~~Bry~~	*z*	CL ~~8,35~~ 12,37	1926 2mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	397·2 410·8(O.L.) P32'B122'F39' FK 343'1502*t FPT*151*t*	54·0	28·6	Newcastle British 6*BHCem* *APT*213*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)8*cf*,GS155,HS5806 J.Dickinson&Sons.Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7¼	
23661 215822 KJHW	**Democracy** (*ex*Jupiter) *2Dks*	4673 4304 2970			...		1917	StandardS. B.Corp. Shooter's Island,N.Y.	Swayne&Hoyt,Ld.	377·0 P25'B106'F37' FK	52·0	26·8	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 ″ 0	R †
	ow "Point Arena," *see No.* 39660 *in Supplement*															
23662 131435 GRPY	**Demodocus** Ⓟ *Ref.Mchy.* D.F. *2Dks*	6522 5553 4113					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 P50'B162'F53'	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"–60" NB19 532NHP Wrkman,Clark&Co.Ld Bel		BT till ~~9,37~~ 8,38
23663 PDOO	**Dempo** Ⓟ **TwinSc** *OilEng.* Sub.Sig. GyC. *4Dks* D.F. *CruiserStern*	17024 12119 10211					1931	Kon.Maats deSchelde Flushing	NV.Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	551·0 F101'	70·4	41·6	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.$29\frac{1}{8}$"–$52\frac{3}{4}$" 3090NHP Kon.Maats.deSchelde Flushing		V
* 23664 PDOR	**Den Haag** *ss*Rot.No.3–6,37 **TwinSc** *OilEng.* ~~*ss*Rot.No.2–33~~ *Mchy.Aft* *1Dk(Stl)& ShelterDk(Stl)* Sub.Sig. *& Webframes* D.F. GyC. *CruiserStern* *Longitudinal framing*	8971 8477 5036	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~5,36~~ ✠LMC DBS~~5,36~~6,37 *Carrying Petroleum in bulk*	Rot 6,37 CS~~6,33~~ ~~5,36~~6,37		CL PN4,35 S5,36	1925 6mo *Lloyd*	Frd.Krupp Act.Ges. Kiel '*sA&CP*	~~American~~ ~~PetroleumCo.~~ N.V.Petroleum IndustrieMaats. *CellDBuE*	469·8 B33'F39' FK 73'160*tDTf*36'315*t*	63·2	35·3	TheHague Dutch 18*BHptCem* *ptAsp* (13 *to U dk*) *DTa* 19'111*t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"–$39\frac{3}{8}$" 763NHP 2 Water-Tube DB *200lb* 2DB*70lb* Frd.KruppA.G.Kiel *FPT*186*tAPT*106*t*	35 ″ 6 s8 ″ 7½ 27 ″ 1¾	
* 23665 164312 MMDG	**Denbigh Coast** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	484 367 259	✠100A1 ~~9,37~~1,37 12,37 ✠LMC1,37	Rot Mch	*g*	OG 8.37	1937 1mo *Lloyd*	NV.Indus-trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	CoastLines,Ld. *CellD*	163·7 Q43'F23' FK *B*107' 140*t FPT*56*t*	26·4 *27·5*	10·0	Liverpool British 3*BHptCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 1 ″ 1¾ 10 ″ 9	
23666 LENT	**Deneb** (*ex*Nordstjernen–36) **Iron** *1Dk& Awng dk3trB*	856 825 447	✠ 11,83 ✠	Ham	*l*		1882 6mo	Rostocker Akt.Ges. Rostock	DetBergenske Dampskibsselskab	188·0 H9*t* *DBa*	28·2	14·8 21·3	Bergen Norwegian 4*BHCem* 53'*f*57'80*t*	T.3Cy.14",$21\frac{1}{8}$"&$33\frac{1}{2}$"–$27\frac{1}{4}$" NB07 59NHP *E made*17 *fitted*24 Klawitzer,Danzig		
23667 132051 MDKG	**Deneside** *Well deck* *ss*Liv.2ndNo.3–5,35 *Mchy.Aft* *1Dk(Irn)* *Cargo battens not fitted*	327 226 124	✠100A1 8,37 ~~12,36~~ BS6,37 ~~BS4,36~~ ✠LMC5,35 ✠NB10,20*refitted*1,34	Bel	*d*	CL 4,36	1910 8mo *Lloyd*	JTEltring-ham&Co. S.Shields '*sA&CP*	LarneS.S.Co.Ld.	133·9 Q48'B9'F21' FK *WB=FPT*	23·1	9·3	Belfast British 3*BHCem* 33*tAPT*4*t*	C.2Cy.16"&34"–24" (*s*) 130lb 48RHP 1SB,2*pf*,GS40,HS1240 G.T.Grey,SouthShields	10 ″ 6 s ″ 7 10 ″ 0	
23668 TCBA	**Denizis** (*ex*Garigliano–34, *ex*ItalianNavyVessel)	670 — 353					1887	.... Glasgow	MadenKömürü IşleriTurkAnonim Şirketi	198·6	28·8	13·3	Zonguldak Turkish	T.3Cy.$17\frac{3}{4}$",28"&$40\frac{1}{2}$"–43" 107NHP Glasgow		
	Now "Pek," *see No.* 39692 *in Supplement*															
23669 206152	**Denmark** *Mchy.Aft* GyC. *1Dk*	5448 — 4434					1909	ToledoS.B. Co. Toledo	GreatLakesSS.Co. Inc.	440·0	56·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.$22\frac{1}{2}$",36"&60"–42" 233NHP ToledoS.B.Co.Toledo		R
23670 26195 JDJD	**Denmark Maru** *ss*Kob.No.3–1,33 *2Dks(Stl)&Awng dk (Stl)*	5870 5590 4266	✠ [illegible] 12,37 *Awng dk* *withfreeboard* ✠~~LMC6,36~~	Kob	*y*	OG N4,35	1920 1mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	HakuyoKisenK.K. *CellDB*334'1118*t*	385·0 FK *Collision* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BH to Aw dk* 5 „ „ *U* „	T.3Cy.26",$43\frac{1}{2}$"&72"–48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB(Spt), 8*cf*,GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0 ~~s 9 ″ 1¾~~ ~~27 ″ 1~~	
23671 162328 MPXL	**Dennis Rose** *ss*Bkn.No.1–35 *Mchy.Aft* *WellDeck* *1Dk(Stl)*	1600 1231 946	✠100A1 1,38 ~~1,36~~ ~~BS11,36~~ ✠LMC2,35 1,38	Bly Shl	*p*	CL ~~11,36~~ 1,38	1930 11mo *Lloyd*	D&WHen-dersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellD*	250·0 Q140'B15'F25' FK *B*169' 373*t FPT*93*t*	37·2	16·4	Liverpool British 4*BHptCem* *APT*66*t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 232NHP 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s5 ″ 5 17 ″ 3	
* 23672 160320 GNVK	**Denpark** *ss*Shl.No.2–36 D.F. *1Dk(Stl)*	3491 3241 2153	✠100A1 4,37 ~~3,36~~ ✠LMC3,36 BS4,37	Shl	*v*	CL ~~9,34~~ 4,37	1928 5mo *Lloyd*	Lithgows Ld PortGlasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	350·0 P30'B98'F29' FK *CellDB*301'800*t*	49·0	23·7	Greenock British 180 6*BHCem* *APT*99*t*	T.3Cy.22",38"&63"–42" (*s*) ~~200lb~~ *100lb* 339NHP 2SB,6*cf*,GS97,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s4 ″ 7¼ 21 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Lieu du Quille; Franc-bord au milieu du navire. Tirant d'eau correspondant. pds ps	15
23673 LCII	**Deodata** (*ex*Quevilly) **TwinSc** *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* *2Dks& Web frames*	3295 2602 2241			…		1897	Laporte& Cie. Rouen	SkibsA/S Deodata (Chr.Hannevig, Sr.)	324·8 P345tB99tF212t H36t	45·5	24·1	Horten Norwegian	Oil Engines 4S.C.SA 12Cy.13⅜"–19 7/16" 209NHP NE24 A/S HolebyDieselmotor Fabrik	25 ″ 7	N †
23674 PDOZ	**Depa** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	315 223 192					1935	E.J.Smit& Zoon Westerbroek	E.H.Paap	131·6 P37'F17'	24·2	9·0	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
23675 220449 KDBA	**Depere** *Fitted for oil fuel* *2Dks*	3475 2991 2063			…		1920	HanlonDD &S.B.Co. Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B79'F34' FK	46·0	24·4	New York Utd.States *WB*	T.3Cy.24",39"&65"–42" Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
23676 162524 GTQZ	**Deptford** ssCff.No.1–35 D.F. E.S.D. *1Dk(Stl)*	4034 3698 2418	✠100A1 1,38 ~~2,37~~ ✠LMO MS7,35 BS~~2,37~~ 1,38	Cff Sld	*x*	CL 7,35	1931 1mo *Lloyd*	Smith's DockCo.Ld. Stockton- on-Tees *'sA&CP*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *CellD*	366·4 376·4(O.L.) P32'B129'F39' FK *B*312'1167t*FPT*131	52·0	24·7	London British 6*BHptCem* t*APT*184t	T.3Cy.23½",40"&67"–45" (s) 185lb 368NHP 3SB(Spt)9cf,GS159,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s 4 ″ 8½ 22 ″ 6¼	
23677 DOCM	**Der Deutsche** Ⓟ **TwinSc** (*ex*SierraMorena–34) *Corrugated sides* D.F. Sub.Sig. GyC. *4Dks*	11453 8270 6446					1924	Bremer Vulkan Vegesack	DeutscheArbeits- frontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	490·5 66·3 P&B380'F79'	61·8	34·3	Bremen German *WB*	T.6Cy.28⅜",46⅞"&75⅝"–51¼" 818NHP BremerVulkan,Vegesack		G
23678 220599 KDDT	**Derblay** *Fitted for oil fuel* *2Dks*	3475 2991 2065			…		1920	HanlonDD &S.B.Co.Ld Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B79'F34' FK	46·0	24·4	New York Utd.States *WB*	T.3Cy.24",39"&65"–42" 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis.	26 ″ 9	
23679 218639 KIRT	**Derbyline** *Mchy.Aft* ssN.Yk.No.3–6,35 D.F. *2Dks(Stl)& Web frames* *Longitudinal framing*	6852 6509 4239	100A1 ~~7,35~~ 2,36 2,38 BS~~6,36~~7,37 LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	NYk ~~Chal~~	*b*†	CL 9,36	1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal. *CellDB*	TheTexas Company *uE&B*62'202t*DTf*	435·0 P106'B48'F43' FK *FPT*97t*APT*74t	56·0	32·0	Wilmgton (Del.) Utd.States 13*BHptCem* (9 *to U dk* 4 „ *2nd* „)	T.3Cy.26⅝",47½"&78¾"–48" 220lb (s) 597NHP 3SB,6cf,HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco	33 ″ 6	
※ 23680 164273 GYMX	**Derbyshire** Ⓟ **TwinSc** *OilEng.* D.F. *3Dks* *CruiserStern*	11660 8007 7229	✠100A1 ~~3,37~~ ~~5,36~~ 12,37 ✠LMC10,35 DBS6,37	Bkn		CL PN5,36	1935 10mo *Lloyd*	Fairfield Co.Ld. Glasgow *'sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	482·6 P51'B265'F78' FK *B*422'1590t *FPT*36	66·2	23·0	Liverpool British 8*BHptCem* t*APT*101t	Oil Engines 2S.C.SA 16Cy.28⅜"–39" 2252NHP DB120lb FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 5¼ 29 ″ 4¾	BT till ~~6,37~~ 3,38
23681 DHEV	**Derindje** (*ex*ChiefScout,*ex*Derindje) Sub.Sig. *1Dk& Shelter dk*	3063 2876 1838			…		1915	Nordsee- werke Emden	DeutscheLevante- LinieHamburgAG. (DeutscheLevante- LinieG.m.b.H. *Mgrs.*)	336·1 F36' *on Shelter dk* FK	48·3	20·9 29·1	Hamburg German *WB*	T.3Cy.23½",38"&62"–42" 331NHP Reiherst.Maschinenf.Ham	31 ″ 7	G †
23682 124 IBHJ	**Derna** Ⓟ *2Dks*	1769 1259 871					1912	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. di. Nav.	277·2 P43 B62'F38'	36·4	18·2	Palermo Italian *WB*	T.3Cy19⅝",32⅔"&55 1/16"–39⅝" 191NHP N.OderofuA.StriPonente		I
23683 218888 KOBJ	**Deroche** *Fitted for oil fuel* *Carrying Petroleum in bulk* *2Dks* *Mchy.Aft* D.F. *Longitudinal framing*	7058 — 4349					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P123'B50'F44'	56·0	32·0	LosAngeles Utd.States *WB*	T.3Cy.27 1/16",47"&78"–48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
23684 DHEW	**Desdemona** *Mchy.Aft* *1Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·0 P&B199'F37'	37·4	14·6	Hamburg German *WB*	T.3Cy.16½",27½"&43"–33½" 107NHP Reiherst.Maschinenf.Ham.		G
23685 161062 GSQK	**Designer** ssLiv.No.2–37 ~~ssLiv.No.1–32~~ *2Dks(Stl)*	5945 5530 3720	✠100A1 ~~9,37~~ ~~6,36~~ 1,38 BS~~3,36~~ 5,37 ✠LMC~~11,32~~ MB10,37	Liv	*a*†	CL ~~9,34~~ 5,37	1928 9mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow *'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB* *DTa*32'904t	419·8 434·0(O.L.) P37'B136'F44' 362'1181t FK *FPT*67t*APT*22t	54·6	30·4	Liverpool British 8*BHCem* 1 „ *to 2nd dk*	T.3Cy.27",46"&77"–54" (r) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D&WHendersn&CoLdGls.	32 ″ 7 s 6 ″ 3½ 26 ″ 6½	
23686 FNMF	**Désirade** Ⓟ **TwinSc** *Ref.Mchy.* D.F. *3Dks*	9645 — 6013					1921	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	483·4 F56'	58·9	34·6	Havre French *WB*	T.6Cy.25⅝",42½"&70"–48" 679NHP Atel.&Ch.deFrance,Dnk.		V
23687 UOYX	**Desna** (*ex*Clio-34) *2Dks*	2926 2287 1830					1910	Wrf.voorh. Rijkee&Co. Rotterdam	U.S.S.R.	326·9 Q106'B87'F40'	44·3	19·0	Leningrad Russian *WB*	T.3Cy.21½",33"&57"–39" 203NHP Maats.Feyenoord,Rot.		
※ 23688 ~~246~~ ~~GVNK~~ GDGM	**Despina** (*ex*Bournemouth, *ex*ErringtonCourt) ssArd.2ndNo.3–2,36 *1Dk(Stl)2trB& deep framing3Dk rule*	*4461* *4224* *2782*	✠100A1 ~~7,35~~ ~~2,36~~ 10,37 ✠LMO MS3,35 BS10,36	Ard ~~Dun~~ Stn	*x*	CL 3,35	1909 8mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle *'sA&CP*	G.E.Marden (Wheelock&Co Ld.*Mgrs.*) *CellDBa&uE*150'	380·0 P45'B96'F34' FK *f*167'1087t*FPT*106	52·3	25·4	British 6*BHCem* t*APT*134t	T.3Cy.26",42"&70"–48" (s) 180lb *150lb* 385NHP 2SB,6cf,GS142,HS6156 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 3½ 22 ″ 11	
23689 762 SVLS	— (*ex*AngelisCambitsis–34,*ex*DeGreve) *1Dk& deep framing*	3016 — 1941			…		1907	BlythS.B. Co.Ld. Blyth	Michalinos Maritime& CommercialCo.Ld.	330·2 P29'B168'F34' FK	47·2	21·8	Piræus Greek *WB*	T.3Cy.24",38"&64"–42" 287NHP N.EMarineEngCo LdNwc.	24 ″ 5	V †
23690 DOBO	**Dessau** Ⓟ (*ex*Wido–36) Sub.Sig. D.F. *2Dks*	5933 5428 3668					1923	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·5 P26'B138'	54·3	31·4	Bremen German *WB*	T.3Cy.28½",47"&75¾"–51" 408NHP Frd.KruppA.G.Essen		G
23691 144046 GDNT	**Destro** *CruiserStern* *1Dk& Shelter dk*	3553 3291 2177					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	314·0	45·2	28·7	Hull British *WB*	T.3Cy.21",36"&62"–39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
23692 138457	**Detector** Ⓟ **TwinSc** *1Dk*	584 480 281					1915	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.ofMarine)	140·0	35·0	13·1	Sorel,P.Q. British *WB*	C.2Cy.14"&28"–21" 33RHP NewBurrellJohnsonIron Works,Yarmouth,N.S.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23693 223349 KLFC	**Detroiter** (*ex*TwinCities) **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.*	1460 1388 840					1923	Gt.Lakes Eng.Works Ashtabula,O.	NationalMotorship Corp.	250·6|42·2|15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 12Cy.13"–19½" Lombard 197NHP GovernorCo.Salem.Mass.		R
23694 TFDA	**Dettifoss** Ⓟ D.F. 2*Dks*	1604 1347 968					1930	Frdrkshvn Værft og Flydk. Fredrikshavn	H.F.Eimskipa- fjelagIslands	237·1|36·2|21·2 F39'	Reykjavik Icelandic *WB*	C.4Cy.(2)16 9/16"&(2)35 7/16"– 35 7/16" 124NHP Helsingörs Jernsk&Mskb.Elsinore		V
23695 162329 GSWR	**Deucalion** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* D.F. 2*Dks* E.S.D.	7516 6478 4647					1930	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	460·0|59·4|29·3 P44'B177'F51'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59 1/16" 1307NHP Akt.Burmeister&Wain, Cpn.		BT till ~~7,37~~ 5,38
23696 PDPD	— Ⓟ 2*Dks*	1796 1538 1031					1914	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	296·8|43·2|16·1	Amstrdam Dutch *WB*	T.3Cy.21",35"&56"–39" 196NHP Maats.Fyenoord,Rot.		V
23697 DJNB	**Deutschland** Ⓟ **TwinSc4Mst** *Ref.Mchy.* E.S.D. *Fitted for oil fuel* *CruiserStern* GyC. 5*Dks* D.F. Sub.Sig. *Corrugated sides*	21046 15089 12060					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·8|72·2|41·9 78·7 P185'B306'F100' len33	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts Blohm&Voss,Hamburg		G
23698 DSPN	— Ⓟ **TwinScSr** (*Ferry*) Sub.Sig. GyC. D.F. 2*Dks*	2972 2412 1095					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs- bahnGes.,Reichs- bahnDirektion Stettin	356·1|51·0|20·9 F69' *Promenade dk*275'	Sassnitz German *WB*	T.6Cy.23",38"&63"–36" 476NHP A.G."Vulcan," Stettin		G
* 23699 2 EADW	**Deva** (*ex*Levensau) *ss*Bcl.2ndNo.3–12,33 *Well deck* 1*Dk*(*Stl*)&*deep framing*	2151 1832 1347	✠100A1 5,37 ~~9,35~~ BS2,37 ✠LMC12,33	Bcl Ams	*s*	CL ~~9,35~~ N5,37	1907 5mo *Lloyd*	Eiderwerft Akt.Ges. Tönning '*sA&CP* *Intermediate*	ComiteNabarra (Culliford&Clark, Ld.*Mgrs.*) *Bulkhead in fore*	290·6|42·6|17·5 P15'Q100'B116' FK F27' *hold dispensed with* *CellD*	Barcelona Spanish *Cem* 4*BH*only *Ba*96'*u E*16'	T.3Cy.18¾",30 15/16"&49⅝"–35⅝" 185lb (*s*) 182NHP 2SB,4*cf*,GS88,HS3120 EiderwerftA.G.Tönning *f*116'566*tFPT*49*tAPT*27*t*	19 " 7 s1 " 2¾ 18 " 6½	
* 23700 139098 GLZQ	**Devon** **TwinSc4Mst** *ss*Liv.No.3–12,27 *ss*Npt.No.2–35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl*–ws) *CruiserStern*	9025 8328 5490	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~1,37~~ 1,38 BS1,38 ~~BS12,36~~ ✠LMC11,35 ✠Lloyd'sRMC~~1,37~~ ~~7,37~~ 1,38	Cff ~~Bry~~ Liv	*d*†	CL ~~9,34~~ P7,37 SN7,37	1915 7mo *Lloyd*	Atel.&Ch. deFrance Dunkirk '*sA&CP*	BritishIndiaSteam Nav.Co.Ld. *WB*	473·3|59·9|36·7 495·0(O L.) B189'F48'*on* FK *Shelter dk* = *Cell DBa*110' *uE*	London British 7*BHCem* &*B* 85'*f*193'	T.6Cy.23",38½"&64½"–45" 200lb (*r*) FD 975NHP 5SB,20*cf*,GS357,HS15336 Atel.&Ch.deFrance,Dnk. 1502*tFPT*101*tAPT*75*t*	39 " 5 s 9 " 4¼ 30 " 4	
23701 161620 MBKL	**Devon City** *OilEng.* D.F. 1*Dk&Shelter dk* ~~2*Dks*~~ *Ref.Mchy.* *CruiserStern*	4928 4630 3007					1933	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	425·5|56·3|25·4 F42'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
* 23702 164297 GYVD	**Devon Coast** *OilEng.* Wireless E.S.D. D.F. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	646 499 244	✠100A1 *withfreeboard* 8,37 ~~3,37~~ ✠LMC8,36	Liv	*m*	OG	1936 8mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*154'219*t*	199·4|33·1|11·1 34·9 209·5(O.L.) FK F23' *FPT*65*tAPT*28*t*	Liverpool British 3*BHCem* (*Coll to Sh dk* 2 ,, *2nd*,,)	Oil Engines 4S.C.SA 6Cy.19 11/16"–35 7/16" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 " 8 s " 2 13 " 7½	
* 23703	**Devonbrook** (*ex*DevonCoast–34, *ex*Graceful) *ss*Nwc.2ndNo.3–2,35 Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* *Cargo battens not fitted* ow "São Pedro," see No. 40055 in Supplement	782 570 392	✠100A1 11,36 BS3,36 ✠LMC2,35	Nwc	*k*	CL 11,36	1909 9mo *Lloyd*	W.Harkess &Son,Ld. Middlesboro' '*sA&CP*	Cia.deNav.Norte Sul *Cell*	195·0|30·0|11·7 Q109'B13'F35' FK *DBf*117'166*tFPT*	Brazilian 3*BHCem* 46*tAPT*3*t*	T.3Cy.16",27"&44"–30" (*r*) 180lb 129NHP 2SB,4*pf*,GS70,HS2190 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 10 s 4 " 0½ 13 " 4¾	
23704 119970 GFNM	**Devonia** Ⓟ **Pad** Wireless 2*Dks*	622 434 243					1905	J.Brown& Co.Ld. Clydebank	P.&A.CampbellLd	245·0|29·0| 9·7	Bristol British	C.D.2Cy.34½"&71"–60" 325NHP J.Brown&CoLdClydebank		BT till 10.37
23705 127859 GRNK	**Dewsbury** Ⓟ *ss*Gms.2ndNo.3–7,34 Sub.Sig. 1*Dk*(*Stl*–ws)&*ptdeep framing* D.F. *Lower dk in Nos.*1&3*holds*	1686 1102 947	✠100A1 2,38 ~~2,37~~ ~~BS2,37~~ ✠LMC6,34 2,38	Gms	*q*	CL 3,36	1910 6mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	London&North EasternRly. *WB*=*DBa*54'	265·0|36·0|17·4 P41'B115'F32' BK9" *uE*21'*f*111'295*t AP*	Grimsby British 5*BHCem* *T*33*t*	T.3Cy.22",35"&60"–42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 " 6 s1 " 6¾ 17 " 11¾	BT till 2,38
23706 150004 VTFP	**Dhamra** (*ex*Rosamond) (*Screw fore&aft*) 1*Dk*	485 408 219					1910	R.I.M. Dockyard Calcutta	ChandbaliSteamer ServiceCo.Ld.	160·0|26·7|12·6	Calcutta British *WB*	C.4Cy.12"&24"–16" NB25 48RHP A.G.MumfordLdColchestr		
* 23707 140 SVAM	**Diamando** (*ex*Nirefs,*ex*Pandia A.Ralli) *ss*Bla2ndNo.3–5,27 *ss*Pir.No.2–36 1*Dk*(*Irn*)&*deep framing* Now "Pandia," see No. 39653 in Supplement	2281 2111 1451	✠100A1 10,36 ✠LMC10,36	Pir		6,35	1903 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.N.Tsatsomiros (SynodinosBros. *Mgrs.*) *CellDBu*	302·8|43·2|19·8 P26'B72'F31' FK 110'*uE*20'*f*120'613*t*	Andros Greek 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"–39" (*s*) 160lb *140lb* 222NHP NDB17*fitted*26 2SB,6*rf*,GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s3 " 7½ 18 " 11	
23708 ONIC	**Diamant** **TwinSc** *Cruiser Stern* 1*Dk*	715 528 401					1919	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	213·2|27·9|13·2 Q75'B52'F34'	Antwerp Belgian	T.3Cy.16½",24½"&37½"–25¾" 71NHP SocAn.J.Cockerill,Seraing		V
* 23709 SVBZ	**Diamantis** (*ex*KoreanPrince–34, *ex*Hindustan) *ss*Mch.No.3–11,29 *ss*Gls.No.1–34 2*Dks*(*Stl*)	*4990* *4697* *3115*	✠100A1 10,37 ~~3,36~~ BS3,37 ✠LMC8,34	Rot	*y*	CL ~~2,36~~ 9,37	1917 11mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	D.J.Pateras& Sons *CellDBa* 137' *uE*26'	400·0|52·4|28·0 414·5(O.L.) P36'B119'F40' FK *f*176'1053*tFPT*191*t*	Chios Greek 6*BHCem* *APT*168*t*	T.3Cy.27½",45"&75"–48" (*s*) 180lb *120lb* 476NHP 3SB,9*cf*,GS186,HS8055 J.Dickinson&Sons,Ld.Sld.	30 " 6 s5 " 10½ 24 " 10	
23710 160183 MNXP	**Diamond** *Well deck* *ss*Hul.No.3–4,37 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	628 431 308	✠100A1 4,37 BS1,38 ✠LMC4,37	Hul	*i*	CL 3,37	1927 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wm.Robertson *CellDB*104'145*t*	170·0|27·7|11·2 Q96'F28'B12' FK *FPT*59*tAPT*24*t*	Glasgow British 3*BHCem*	T.3Cy.13½",22½"&37"–26" 200lb (*s*) 96RHP 1SB,3*cf*,GS55,HS1692 W.Beardmore&Co.Ld. Coatbridge	13 " 4 s3 " 8½ 13 " 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
23711 209971 KDUH	**Diamond Alkali** (*ex*LouisR. Davidson) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	6612 — 5335					1912	GreatLkes Eng.Works Ashtabula,O.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	504·0	56·0	30·0	Buffalo,NY Utd.States *WB*	T.3Cy.23",37"&63"–42" GreatLakes 257NHP Eng.Works,Ashtabula		R
23712 220007 KURX	**Diamond Cement** (*ex*Eastern Coast) - D.F. 2*Dks*	3993 3467 2488			…		1919	Yokohama DockCo.Ld. Yokohama	PacificCoastS.S. Co.	345·0 P33'B77'F41'	50·0	29·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCoLd.Yka	29 ″ 1	R †
23713 217540 KERJ	**Diamond Head** (*ex*WestErral) *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5603 — 3465					1919	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	MatsonNav.Co.	410·0	54·4	27·2	L.Angeles Utd.States *WB*	T.3Cy.28½,47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
23714 [illegible] IBIJ	**Diana** Ⓟ (*ex*Niobe) *Fitted for oil fuel* D.F. 2*Dks*	3347 2921 1929					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4 B84'F35'	44·5	29·5	Venice ~~Trieste~~ Italian *WB*	T.3Cy.22 7/16",36⅝"&61⅝"–39⅜" NE&B25 173NHP Soc.Vickers-Terni,Spezia		I
23715 OHWK	— (*ex*Blenda–34,*ex*Kennington, *ex*Grantley) 1*Dk*	1892 — 1111					1908	Osbourne Graham&Co. Sunderland	RederiA/B Diana (ToreUlff A/B)	279·1 P25'B60'F29'	40·1	18·1	Brandö Finnish *WB*	T.3Cy.20½",33"&54"–36" 175NHP MacColl&Pollock,Ld.Sld.		C
23716 DDUD	— (*ex*Käthe) Sub.Sig. 1*Dk*	1551 1237 906					1924	Flensburgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	262·5 P20'Q81'B104' F32'	39·4	15·2	Flensburg German *WB*	T3Cy.17 11/16",29⅝"&48"–34 1/16" 135NHP FlensburgerSchiffsb.Ges.		G
23717 DHEZ	— 1*Dk*	1359 1149 725					1922	Hamburg ElbeSchiffsw Act.Ges. Hamburg	A.Kirsten	244·5 P&B193'F30'	36·2	16·1	Hamburg German *WB*	T.3Cy.17¾",28½"&47½"–31½" 125NHP Gutehoffnungshütte, Sterkrade		G
23718 LDSS	— Wireless 1*Dk*&*ptAwng dk*	1154 790 699					1904	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	225·2 Q71*t*H26*t*F278*t* *ptAwng dk*153'	32·1	13·5	Bergen Norwegian *WB*	T.3Cy.17",28"&46"–33" 122NHP BergensMekVærksBergen		N
23719 OYVA	— *Ref.Mchy.* 1*Dk* Wireless D.F.	942 689 426					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselsk.	232·1	33·9	21·2	Aalborg Danish *WB*	T.3Cy.19½",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv.		V
23720 DOMU	— 1*Dk*	516 403 299					1901	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	167·6 Q49'B41'F22'	26·1	11·7	Bremen German *WB*	T3Cy12 3/16",19 11/16"&31½"–21⅝" 46NHP A.G."Weser,"Bremen		G
23721 PDPQ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	313 210 149					1936	Gebr.Nie- stern&Co. Delfzijl	Jac.deVoogd	127·6 P30'F15'	24·1	8·7	Schiedam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"–14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		V
23722 5309 SDTE	**Dicido** ssHbg.2ndNo.3–3,30 ssO·c.No.2–38 ~~ssHbg.No.1–34~~ 1*Dk*(*Stl*&*Irn*)&*deep framing* *Cargo battens not fitted*	*1546* *1404* *896*	✠100A1 ~~6,37~~ ~~5,36~~ 4,38 BS3,36 ✠LMC5,34 5,37 4,38	Hbg ~~Lkr~~	*q* Osc	~~6,35~~ 6,37	1903 5mo	Craig,Tay- lor&Co. Stockton *Lloyd*'sA&CP *WB*=	Rederiet förÅngf "Dicido" (SvenRedig) *CellDBa*72' *uE*16'	250·0 P31'B58'F29' FK *f*104' 370*t* *FPT*57*t*	37·2	18·9	Hlsngborg Swedish 4*BHCem* *APT*60*t*	T.3Cy.19",31"&51"–36" (*s*) 160lb 168NHP 2SB,4*pf*,GS74,HS2710 N.E.MarineEng.CoLd.Sld.	21 ″ 2 s2 ″ 9½ 18 ″ 7	
23723 222822 KFHG	**Dickenson** *Cable Vessel* ssHonoluluNo.3–6,35 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) 2*nd dk*(*Stl*) *in No.* 1 *hold*	831 742 391	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~12,36~~ BS3,37 ~~BS3,36~~ ✠LMC3,35 *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Hono- lulu		CL 3,36	1923 4mo	SunS.B.& D.D.Co. Chester,Pa. A&CP	CommercialPacific CableCo. *CellDBf*21'47*t* *uE*28*tDTf*8'35*t*	174·3 *Tank Collisio* *FPT*20*tAPT*26*t*	30·1	21·8 FK	NewYork Utd.States *Cem* n *BH to S dk* 5 „ „ *U* „	T.3Cy.17",25"&43"–30" (*r*) 185lb 166NHP 2SB,4*cf*,GS82,HS3303 SunS.B.&D.D.Co. Chester,Pa.	22 ″ 6 s7 ″ 9½ 15 ″ 2	
23724	**Dickson** Sub.Sig. D.F. E.S.D. 1*Dk* *CruiserStern*	2920 2484 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5 P20'B98'F33'	48·4	20·7	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc		
23725 113932 MFDD	**Dicky** (*ex*Hopeful,*ex*Point 3Mst Clear) ssGms.2ndNo.3–2,26 *Mchy.Aft* ssGoo.No.2–35 *Well deck* 1*Dk*(*Stl*)	507 365 210	✠100A1 ~~3,37~~ 12,37 ✠NB8,17 ✠LMC6,35 BS~~7,36~~9,37	Goo Hul	*h*	CL ~~3,37~~ 12,37	1901 2mo	Ritson&Co Maryport A&CP	Goole&HullSteam TowingCo.Ld.	166·0 173·2(O.L.) Q91'B11'F21' BK7' *WB*=	27·2	11·4	Liverpool British 3*BHCem* *FPT*43*t*	T.3Cy.14",22½"&37"–27" (*s*) 160lb ~~50lb~~ NDB17 52RHP 1SB,3*pf*,GS46,HS1366 Ross&Duncan,Glasgow	12 ″ 4 s3 ″ 11½ 12 ″ 6	
23726 144058 GDTM	**Dido** *CruiserStern* 1*Dk*&*Shelter dk*	3554 3291 2175					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	314·0	45·2	28·7	Hull British *WB*	T.3Cy.21",36"&62"–39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
23727	— *OilEng.* Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	400					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	173·0 P38'	29·7	17·1	Curacao Dutch	Oil Engines 2S.C.SA 8Cy.10⅜"–18⅞" 151NHP Gbr.Stork&CoNVHengelo		
23728 1992 IBGL	**Dielpi** (*ex*Thelma–34, *ex*Wandrahm) ssGls.No.3–6,33 1*Dk*(*Stl*)&*ptAwng dk* (*Stl*)	1527 1004 901	… 11,34	Gls	*o*		1912	Stettiner Oderwerke Stettin	MarcheseRenzo de laPenne *CellD*	254·4 242·5 P18'Q63'*ptAwng* *dk*160' FK *B*193' 391*t* *FPT*62*t*	35·6	14·4	Genoa Italian 4*BHCem* *APT*52*t*	T.3Cy.18¼",28⅝"&45⅝"–33½" 146NHP 2SB,4*cf*,GS67,HS2456 StettinerOderwerke	17 ″ 4	I †
23729 DHFB	**Dieter Hugo Stinnes 12** Sub.Sig. D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* 1*Dk*	2545 2048 1222					1924	Frd.Krupp Akt.Ges. Kiel	HugoStinnes ~~G.m.b.H.~~ Reed. A.G.	277·8 P83'F29'	44·2	20·8	Hamburg German *WB*	T.3Cy.21¼",33⅞"&55"–39⅜" 190NHP Frd.KruppA.G.Kiel		G
23730 TTAA	**Dijonnais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	389 343 185					1934	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9 P47'B23'F26'	23·4	11·8	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11⅝"–18⅞" 81NHP ZieglerFrères,Dnk.		V
23731 128791 VJCL	**Dilga** ssSyd.No.1–36 ssSyd.No.3–6,32 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *Cargo battens not fitted*	3308 3010 1949	✠100A1 6,37 ~~5,36~~ BS5,37 ✠LMC4,36	Syd	*v*	CL 7,35	1920 5mo	Govt. Dockyard Newcastle, A&CP N.S.W.	TheAdelaide SteamshipCo.Ld. *CellDB*277'885*t*	331·0 341·0(O.L.) P31'B95'F30' FK *FPT*118*tAPT* 204*t*	47·9	23·5	Melbourne British 5*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard Nwc.N.S.W.	26 ″ 1 s4 ″ 5½ 21 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23732 219008 KODX	**Dillwyn** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6913 — 4262					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	MalstonCo.Inc. (C.D.Mallory& Co. Inc.*Mgrs.*)	435·0|56·0|32·0 P123'B50'F44'	Wilmgton (Del.) Utd.States	T.3Cy.27",47"&78"-48" 594NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
23733 164568 GYQV	**Dilwara** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern* *Platform dk forward* *Cargo battens not fitted*	11080 7524 6572	✠100A1 *with freeboard* ~~9,37~~1,38 ✠LMC1,36 ✠Lloyd'sRMC1,36	Sou	*f*†	CL	1936 1mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	496·5|63·2|31·0 F61'*Shadedk* FK *CellDB*423'1486*t* *Tanks at sides of tunnels*620*tFPT*121*tAPT*43*t*	London British 9*BHptCem*	Oil Engines 2S.C.SA 10Cy.22$\frac{1}{16}$"–66¼" 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s11″10½ 23 ″ 4	BT till ~~6,37~~ 6,38
23734 219462 KOVJ	**Dilworth** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* Sub.Sig. *Longitudinal framing*	7045 — 4351					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	435·0|56·1|32·0 P123'B50'F44'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
23735 781 SVRL	**Dimitrios Chandris** (*ex*MontKemmel–34, *ex*Rendsburg) *ss*Msl.2ndNo.3–8,34 *Well deck* 2*Dks*(*Stl*)&*pt deep framing* &*lower dk beams in No.1 hold only*	4643 4307 2892	✠100A1 8,37 ~~1,37~~ ✠LMC MS8,34	Hul BS~~1,37~~ 2,38	*z*	CL 6,36	1910 6mo	Flensburgr Schiffsb.Ges. Flensburg Lloyd'sA&CP	J.D.Chandris	395·9|54·0|25·3 P&B320'F47' FK *Cell DBa*126'*uE&B*52'*f*178'1211*t*	Piraeus Greek 7*BHAsp*	T.3Cy.28⅜",47¼"&78"-54"(*s*) 185lb 594NHP 3SB,9*cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges.	28 ″ 0 s3 ″ 4½ 24 ″ 10½	
23736 172 SWGG	**Dimitrios G. Thermiotis** (*ex*Janeta) *ss*Pir.2ndNo.3–11,30 *ss*Pir.No 1–36 2*Dks*(*Stl*)&*deep framing*	4271 4063 2779	✠100A1 8,37 ~~6,36~~ ✠LMC6,36 BS8,37	Pir	*x*	CL ~~N5,34~~ 8,37	1906 11 mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	A.M.Tatakis	385·5|50·0|26·0 P47'B113'F38' FK 4*BH to Upper Dk* 2*BH to Middle Dk Cem* *Cell DBa*121'*uE&B*38'*f*169'	Andros Greek	T.3Cy.25",41"&67"–48" (*s*) 175lb 390NHP 2SB,6*cf*,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls. 902*tFPT*123*tAPT*268*t*	28 ″ 8 s 5 ″ 4 23 ″ 6	
23737 7 SVOK	**Dimitrios Inglessis** (*ex*Burutu–34, *ex*WarSwan) 2*Dks*	5275 4831 3220					1918	Sunderlnd S.B.Co.Ld. Sunderland	D.InglessiFilsS.A. Nav.deSamos	400·0|52·4|28·4 P49'B112'F39'	Samos Greek *WB*	T.3Cy.27",44"&73"–48" 369NHP Blair&Co.Ld.Stockton		C
23738 127 SVDH	**Dimitrios N. Bogiazides** (*ex*Maid of Corfu, *ss*Ham.No.1–13 *ex*Orissa, 1*Dk*(*Stl*)2*trBdeep framing*& *ex*Ingelfingen) *Web frames*3*Dk rule*	3444 3204 2159	✠ 8,19 ✠	Ham	*v*		1908 4mo	Chant.Nav Anversois Hoboken	N.D.Bogiazides& Co.	346·8|48·1|23·1 P31'B180'F31' FK *CellDBa*108'*uE&B*42'*f*152'788*tFPT*108*tAPT*81*t*	Andros Greek 6*BHCem*	T.3Cy.24",40"&66"–45" 317NHP 3SB,9*cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	25 ″ 7	C †
23739 745 SZIU	**Dimitrios Nomicos** (*ex*Protos–33, *ex*Anglos, *ss*Bla.2ndNo.3–5,28 *ex*Beijerland) *ss*Pir.No.1–33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1171 913 707	✠ 7,37 ~~BS1,37~~ ✠~~LMC5,33~~	Pir	*n*	CL 4,35	1903 12mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	L.N.Nomicos	230·6|34·0|15·0 Q87'B59'F24' FK *CellDBa*69'*uE&B*38'*f*88'298*tFPT*44*tAPT*19*t*	Piræus Greek 4*BHCem*	T.3Cy.18",29½"&48"–33"(*s*) 170lb 146NHP 2SB,4*cf*,GS66,HS2352 N.E.MarineEngCoLdNwc	17 ″ 3 ~~s1 ″ 7~~ ~~15 ″ 11~~	
23740 28 SYVS	**Dimitris** (*ex*Gyp,*ex*Kylestrome, *ex*Ballochmyle) *ss*Bdx.2ndNo.3–7,28 *ss*Rou.No.1–31 1*Dk*(*ptIrn&ptStl*)2*trB* &*deep framing*3*Dk rule*	3338 3108 2116	✠ ... 6,36 ✠	Pir	*v*		1905 6mo	Craig, Taylor&Co. Stockton	~~S.A.Lemos&~~ ~~P.A.Lemos~~ AntonisG.Lemos' Sons	340·0|47·8|23·7 P30'B94'F33' FK *CellDBa*104'*uE&B*38'*f*150'748*tFPT*133*t*	Chios Greek 6*BHCem*	T.3Cy.24",40"&65"–45" NDB22 308NHP 2SB,6*cf*,GS140,HS4750 Richardsons,Westgarth&Co.Ld.Mdb. *APT*136*t*	26 ″ 0 ~~s4 ″ 7½~~ ~~21 ″ 7~~	G †
23741 UPAI	**Dimitrov** Ⓟ (*ex*Haarlem–34) *ss*Ams.No.3–8,32 2*Dks*(*Stl*) *Fitted for oil fuel*	3689 3272 2361	✠ ... 4,34 ✠	Ams			1920 1mo	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	361·4|49·8|22·0 P25'B214'F36' FK *Cell DB*309'929*t FPT*85*tAPT*127*t*	Odessa Russian 6*BHCem*	T.3Cy.26",40"&68"–45" 386NHP 3SB,9*cf*,GS157,HS5279 RotterdamDroogd.Maats.	24 ″ 6	
23742 YTFP	**Dinara** (*ex*Ruurlo–36,*ex*Uuras–35, *ex*Ruurlo–32, *ss*Ams.No.3–1,28 *ex*EigenHulpII) *ss*Tri.No.2–36 1*Dk*(*Stl*)	3156 2808 1932	✠100A1 3,38 ~~2,37~~ BS~~3,37~~4,38 LMC4,36	Spt	*u*	CL 3,36	1917 8mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	Brodarsko Akcionarsko Drustvo "Oceania"	337·3|47·2|21·9 325·0 FK P24'B206'F29' *CellDB*278'662*t*	Susak Yugoslav 5*BHCem* *APT*48*t*	T.3Cy.22¾",37"&62"–39"(*s*) 180lb *180lb* 270NHP NB*made*19*fitted*24 NDB24 2SB,3*cf*,GS132,HS4300 Wilton'sE.&Slpwy.Co.Rot	24 ″ 2 s 2 ″ 9 21 ″ 7¾	
23743 146991 GKTN	**Dinard** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *Cruiser Stern* 2*Dks*	2313 1165 939					1924	W.Denny, &Bros.Ld. Dumbarton	SouthernRailway	316·0|41·1|13·9 P58'B&F245'	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till 1,38
23744 1831 IBPG	**Dino** (*ex*Hendonhall,*ex*Montes, *ex*SierraBelgrano) *ss*Shl.No.2–29 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	5592 5377 3423	✠ 8,33 ✠	Hpl	*y*		1920 6mo	Nthmblnd S.B.Co.Ld. Newcastle	"Corrado"Soc. Anon.diNav.	413·5|53·0|32·8 399·6| FK F37'*on Shelter dk* *CellDB*351'1178*tFPT*60*tAPT*90*t*	Genoa Italian *ptCem* 2*BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	35 ″ 5	I †
23745 196 IMBP	**Dino Leoni** Ⓟ 1*Dk*	514 474 249					1930	Soc.Odero- Terni-Orlndo Leghorn	Soc.Anon.Nav. Toscana	168·4|26·3|17·6	Leghorn Italian	T.3Cy.16$\frac{9}{16}$",26$\frac{9}{16}$"&40⅞"–23⅝" 81NHP Odero-Terni-Orlando, S.A. Genoa		I
23746 PDPZ	**Dinteldijk** Ⓟ TwinSc *ss*Rot.No.3–12,34 D.F. *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Ref.Mchy.* *Cargo battens not fitted in B&F*	9399 8534 5814	✠100A1 *Awng dk* *with freeboard* 9,37 ~~9,36~~ DBS5,38 ✠LMC OS2,35 ~~DBS5,36~~ 5,37 3,36 ✠Lloyd'sRMC~~1,37~~ ~~5,37~~ 5,38 ~~1,38~~ ~~9,37~~	Rot	*e*†	CL 8,35	1922 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	HollandAmerika Lijn	485·6|62·3|35·8 P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with*7*BHonly,all to Awng dk* *CellDB*422'1667*tDTa*30' 706*t FPT*130*tAPT*75*t*	Rottrdam Dutch *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" DB-*100lb* 1317NHP Harland&Wolff,Ld.Gls.	38 ″ 9 s9 ″ 4½ 29 ″ 7½	
ken up 23747 175 SVNV	**Dio Fili** (*ex*BreakseaLight, *ex*Scaldier,*ex*Aldgate, *ss*Bom.No.2–12 *ex*Langdale) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3547 3306 2294	✠ 5,20 ✠	NNs	*w*		1903 9mo	Russell& Co. PortGlasgow	A.L.Raptakis& N.G.Roussos	339·5|46·0|17·9 P36'B84'F40' 25·7 FK *CellDBa*108' *uE&B*40'806*t*	Andros Greek 6*BHCem* *APT*56*t*	T.3Cy.24",40"&65"–45" 309NHP 2SB,6*cf*,GS135,HS4851 D.Rowan&Co.Glasgow	28 ″ 5	V †
23748 145930 GCYR	**Diomed** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10374 9323 6354					1922	Workman, Clark&Co.Ld. Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	491·0|62·4|39·6 P67'B121'F58'	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&CoLd.Bel		BT till ~~5,37~~ 4,38
23749 FOPG	**Dioné** 1*Dk*	2502 2165 1422					1936	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Sté.Navale Caennaise (G.Lamy&Cie. *Mgrs.*)	306·0|43·5|21·2 P27'Q92'B65'F25'	Caen French *WB*	T.3Cy.21⅝",35$\frac{13}{16}$"&59"–41¾" 225NHP Atel.&Ch.de laSeine MaritimeWorms etCie.		V

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si on n'est dans le L.R. Durée Cert. B. of Trade.
23750 OFAZ	**Dione** (exSmäland-37, exSarmacja-36, exSmäland-35, exGallia) ssGot.No.3-6,33 1Dk(Stl)&Shelter dk(Stl) D.F. Sub.Sig. CruiserStern ssAbo.No.1-38	1780 — 980	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~6,36~~ 4,38 ~~BS6,33~~ ✠LMC~~6,33~~ 4,38 ~~3,37~~	Dnz ~~Got~~ Abo	s	OG ~~10,35~~ 3,38	1920 10mo	Eriksbergs M.V.Aktieb Gothenburg Lloyd's A&CP Intermediate BH in fore hold dispensed with	FinskaÅngf.A/B	299·9|43·2|23·3 302·9(O.L.) FK CellDB256'540t FPT29t APT31t	Helsingfrs Finnish Cem 1BHtoShdk 3 „ „ U „	T.3Cy.22 1/16",35 1/16"&58½-36" 185lb (s) 271NHP 2SB,6cf,GS103,HS3840 FD KockumsM.V.A/B.Malmö	19 „ 0 s „ 6¾ 18 „ 7½	
23751 PKMN Dismantled	— ssSng.No.3-5,32 Mchy.Aft Welldeck 1Dk(Stl)	638 447 357	~~[illegible]~~ 8,37 ~~BS4,35~~ ~~LMC12,32~~ Fitted for oil fuel 5,21 F.P. above 150° F.	Bat		9,34	1920	NVScheeps Geb.Bodewes Martenshoek	Koninklijke Paketvaart Maats.	167·0|27·0|12·2 Q92'B13'F22' FK CellDBuB 13'f94'128t	Batavia Dutch 6BHCem	T.3Cy.12⅝",19 11/16"&33"-19 11/16" 180lb (s) 76NHP 1SB,2cf,HS1485 Machf.FultonMartinshoek	14 „ 1 ~~4 „ 0~~ ~~13 „ 3½~~	
23752 57 SWGZ	**Dioni** (exLesvos, exVasilissaSofia, exAsgard) ssPir.2ndNo.3-8,27 1Dk(Stl)&Spar dk (Stl)&deepframing	4227 4044 2710	✠ ~~——~~ 11,32 ✠	Dnz	x		1906 9mo	Nthmblnd. S.B.Co.Ld. Newcastle	G.F.Andreadis	360·0|48·0|20·2 P31'B93'F33' 28·0 FK CellDBa 117' uE&B41'f157'	Chios Greek 6BHCem 860tAPT63t	T.3Cy.25",41"&69"-48" 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld	31 „ 10	G †
23753 54	**Dionysios** (exHesbaye, exAlbert Killing, exCaptainW.Menzell) 1Dk&deepframing New Evdoxia, see No. [illegible] in Supplement	2018 1839 1213					1903	Flensburgr Schiffsb.Ges. Flensburg	E.D.Caravias	292·0|41·4|18·8 P16'B175'F34'	Ithaca Greek WB	T.3Cy.20⅝",35 1/16"&55½"-35 1/16" 180NHP FlensburgerSchiffsb.Ges.		G
❊ 23754 34 SVAN	**Dionysios Stathatos** ssHul.No.3-5,31 ssKob.No.1-36 1Dk(Stl)&Web frames	5168 4720 3172	✠100A1 2,38 ~~9,36~~ ~~BS9,36~~ 11,37 ✠LMC8,35	Bmn Rot	y	CL ~~11,34~~ 2,38	1919 9mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	D.D.Stathatos	400·0|52·4|28·4 P49'B113'F40' FK CellDB343'1152t DTa28'1215t FPT113t	Ithaca Greek 7BHptCem APT166t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD CammellLaird&CoLd.Bkn	31 „ 0 s 5 „ 11¾ 25 „ 3½	
❊ 23755 150005 VTFN	**Dipavati** Ⓟ TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	840 773 439	✠ A1 withfreeboard 7,37 ~~11,36~~ ✠LMC9,36 For coasting services Bombay & Alleppey, Bombay & Bhavnagar	Bom		OG	1936 9mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	BombayStm.Nav. Co.Ld.	224·8|33·6|15·5 Shade dk FK CellD BuE&f118'73t FPT6t	Bombay British 8BHptCem ptAsp APT16t	Oil Engines 2S.C.SA 12Cy.13 11/16"-24 7/16" 396NHP Harland&Wolff,Ld.Gls.	10 „ 0 s1 „ 10¾ 8 „ 4½	
❊ 23756 145878 GFVC	**Diplomat** ssLiv.No.3-7,34 2Dks(Stl)3rd dk(Stl)in No.1 hold	8240 7407 5255	✠100A1 ~~6,37~~ ~~8,36~~ 4,38 ✠LMC MS9,33 ~~BS6,36~~ 10,37	Liv	d†	CL ~~8,34~~ 5,37	1921 9mo	C.Connell &Co.Ld. Glasgow Lloyd's A&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.)	482·1|58·4|33·4 499·2(O.L.) P54'B188'F51' FK CellDB422'1554t DTa38'1324t FPT101t	Liverpool British 9BHCem APT49t	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb HS13452 871NHP 2DB(Spt)&2SB18cf GS379, Dunsmuir&Jackson,LdGls	35 „ 10 s 7 „ 7 28 „ 7	
23757 147362 GBFZ	**Director** ssLiv.No.2-35 2Dks(Stl)	5107 4746 3128	✠100A1 ~~5,37~~ ~~6,36~~ 4,38 ✠LMC MS5,35 ~~BS12,36~~ 1,38	Liv Mch	y	CL 6,36	1926 4mo	D&WHenderson&CoLd Glasgow Lloyd's A&CP	CharenteS.S.CoLd. (T.&J.Harrison, Mgrs.)	395·7|52·6|28·0 407·9(O.L.) P37'B128'F40' FK CellDB340'1130t DTa29'752t FPT78t	Liverpool British Cem 7BH to Udk 1 „ „ 2nd „ APT24t	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D&WHendersn&CoLd.Gls	30 „ 6 s 5 „ 9¾ 25 „ 0	
❊ 23758 217554 KEGM	**Dirigo** ssMob.No 3-4,30 ssN.Yk.No.2-38 ~~ssN.Yk.No.1-34~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6418 6126 3988	✠100A1 ~~6,37~~ ~~10,36~~ 2,38 ✠LMC2,38 ~~MS7,34~~ ~~BS2,37~~ Carrying Petroleum in bulk Fitted for oil fuel 2,19 F.P. above 150° F.	NYk	a†	CL ~~7,34~~ 6,37	1919 2mo	Texas S.S.Co. Bath,Me. A&CP	TheTexas Company	416·8|56·1|31·1 P107'B35'F33' FK	Wilmgton (Del.) Utd.States 16BHCem CellDBuE&B64'209t FPT229t APT130t	T.3Cy.26⅝",44"&74"-51"(s) 200lb HS9969 556NHP 3 Water Tube Boilers (Spt) H.G.TroutCo Buffalo,N.Y.	32 „ 10 s6 „ 3 26 „ 9½	
23759 SVOX	**Dirphys** (exTheofano-37, exHarpalion, exAvonmede, exCottesmore, exSwindon) ssShl.No.3-4,31 ssAnt.No.1-36 1Dk(Stl)	4240 4020 2661	✠100A1 7,37 ~~12,36~~ 3,38 ✠LMC ~~BS12,36~~ MS2,36	Ant Hul	y	CL 12,36	1917 3mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd's A&CP	V.J.Pateras	390·0|53·3|23·5 401·2(O.L.) P40'B244'F35' FK CellDB338'1192t FPT110t	Chios Greek 6BHCem APT77t	T.3Cy.25½",45"&74"-48"(s) 180lb 466NHP 3SB,9cf,GS204,HS7917 J.Dickinson&Sons,LdSld.	26 „ 0 s3 „ 5½ 22 „ 9	
23760 7011 SKZA	**Disa** (exSolvær) 1Dk	1965 1674 1093					1918	ShanghaiE S.B.&D.CoLd Shanghai	Rederi A/B Disa (E.Brodin, Mgr.)	266·3|42·3|18·0 P30'B66'H164tF25'	Stockholm Swedish WB	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiE.S.B.&DDCoLd		N
23760* 114675 VPNQ	**Discovery** WoodAuxBk Wireless 2Dks3trB (See Sailing Ship Register)	736 670 357					1901	Dundee Shipbuilders' CoLd.Dundee	BoyScouts' AssociationTrust Corporation	179·3|34·0|18·5 H22tF43t	London British WB	T.3Cy.14½",22½"&36"-30" 67RHP GourlayBros.&Co.Dundee		
❊ 23761 161322 VPSJ	**Discovery II.** ssLon.No.1-33 Wireless D.F. 1Dk(Stl-ws) 2nd dk in holds Strengthened for Navigation in Ice	1036 861 344	✠100A1 9,37 ~~9,36~~ ~~BS9,36~~ 10,37 ✠LMC10,33 Fitted for oil fuel 11,29 F.P. above 150° F.	CTn Lon —		OG 8,36	1929 11mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow Lloyd's A&CP	Government of the Falkland Islands	221·1|36·2|16·6 P16'F43' FK CellDBuE&B53'f39'100t	StanleyF.I British 5BHptCem APT29t	T.3Cy.18",28½"&48¼"-28" 200lb (s) 221NHP 2SB,6cf,HS3556 FD FergusonBros.(Port Glasgow)Ld.Pt.Gls.	20 „ 0 s2 „ 10½ 17 „ 5½	
23762 OXLA	**Disko** Ⓟ OilEng. Wireless D.F. 2Dks	1496 1272 891					1927	Kjöbnhvns Flydk.&Skbs Copenhagen	GrönlandsStyrelse	221·9|36·2|21·5 F32'	Copnhagn Danish WB	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 224NHP Akt.Burmeistr&Wain,Cpn		V
❊ 23763 139134 GVSP	**Distol** ssLth.No.3-10,36 Mchy.Aft 1Dk(Stl)&Web frames	1174 857 571	✠100A1 10,36 ✠LMC10,36 Carrying Petroleum in bulk Fitted for oil fuel 7,16 F.P. above 150°F.	Lth	n	OG 9,36	1916 7mo	W.Dobson &Co. Newcastle Lloyd's A&CP	TheAdmiralty	210·1|34·8|15·6 P44'F40' FK Middle line Bulkhead not oil-tight CellDBuE&B43'66t DTf30'257t FPT36t	London British 13BHptCem APT32t	T.3Cy.16",26"&43"-27" (s) 180lb 142NHP 2SB,4cf,HS2174 FD N.E.MarineEngCoLdNwc	16 „ 6 s1 „ 5½ 15 „ 1½	
23764 221046 KDMZ	**District of Columbia** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk D.F. Gy.C. Longitudinal framing 2Dks	7213 — 4427					1921	Baltimore D.D.&S.B.Co. BaltimoreMd	StandardOilCo.of California	431·0|59·2|33·4 P123'B37'F39'	S.Frncisco Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A Fletcher Co., Hoboken,N.J.		R
23765 224391 KJIA	— Ⓟ Fitted for oil fuel 2Dks	2128 — 1240					1924	ThePusey &JonesCo. Wlmgtn,Del.	Norfolk&WashingtonSteamboatCo.	297·8|51·0|16·3	Washngtn, D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 239NHP Pusey&JonesCo.Wlmngtn		
23766 DHFF	**Ditmar Koel** (exMerriwa, exGertrud, exWillyRickmers) 2Dks	5088 4689 3156			...		1915	Rickmers Werft Bremerhaven	Hanseatische ReedereiEmil Offen&Co.	401·0|53·1|27·5 P50'B134'F44' FK	Hamburg German WB	T.3Cy.28",45"&74"-53" 514NHP Act.Ges."Weser,"Bremen	30 „ 1	G †
23767 FOMB	**Divatte** (exWarWeapon) ssNts.No.3-4,31 Well deck ssNts.No.1-35 Cargo battens not fitted 1Dk(Stl)	2266 1762 1292	✠100A1 7,37 ~~4,36~~ ✠LMC MS9,35 ~~BS4,32~~ 3,38	Brt Bry	s	CL ~~1,35~~ 7,37	1918 10mo	J.Crown& Sons,Ld. Sunderland Lloyd's A&CP	Cie.Nantaise de Nav.àVap.	285·0|42·0|19·0 297·6(O.L.) P25'Q72'B64'F32' FK CellDB228'568t FPT108t	Nantes French 7BHptCem APT234t	T.3Cy.25½",41"&68"-45" (s) 180lb 416NHP 2SB,8cf,GS150,HS5998 FD N.E.MarineEng.CoLd.Sld.	21 „ 2 s2 „ 1½ 19 „ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
23768 TUYK	**Divona** (*ex*SierraVerde,*ex*WarClyde) 1*Dk*	1530 — 815			...		1918	A.McMillan&Son,Ld. Dumbarton	UnionIndust.& Mar.Sté.Française d'Arm.	240·5 B52'F23'	36·1	19·1 FK	Rouen French *WB*	T.3Cy.18",30"&50"-33" 172NHP Rankin&BlackmreLd.Grk	21 ″ 3	V †
* 23769 149641 GNJQ	**Dixcove** *OilEng.* *ss*Ham.No.2-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3790 3090 1995	✠100A1 *withfreeboard* ~~5,37~~ ~~5,36~~ 5,38 ✠LMC DBS~~3,35~~,37 *Carrying Vegetable oil in deep tanks*	Hul ~~Ham~~ Nwc CS9,35 9,~~35~~,37	*x*	CL ~~6,35~~ 5,38	1927 10mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP*	ElderDempster Lines,Ld. *CellDB*292'778*t*	355·4 367·6(O.L.) P37'F42' *DTs a*58'616*t FPT*	49·2	22·4 FK (*Coll*	Liverpool British 6*BHptCem* *BHtoSh dk* 5 ,, 2*nd* ,,) 97*tAPT*100*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB100*lb* Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
23770 221349 KDSP	**Dixiano** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* Sub.Sig. *CarryingPetroleum in bulk* *Longitudinal framing*	4323 — 2613					1921	StatenIsld. S.B.Co. Mariner's Harbor,N.Y.	AmericanSugar TransitCorp.	360·0 P91'B37'F33'	50·2	29·2	NewYork Utd. States *WB*	T.3Cy.23",39"&66"-42" 282NHP StatenIslandS.B.Co.		R
23771 227107 WICX	**Dixie** Ⓟ *Fitted for oil fuel* D.F. GyC. 3*Dks* E.S.D. *Longitudinal framing*	8188 — 4918					1927	FederalS.B &D.D.Co. Kearny,N.J.	SouthernPacific S.S.Lines	426·6	60·2	26·0	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteam TurbineCo.Trenton,N.J.		
* 23772 221735 KDVT	**Dixie Arrow** *ss*Mob.No.1-37 *ss*Mob.No.3-11,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk* *with freeboard* 8,37~~12,36~~ ✠LMC *CarryingPetroleum in bulk* *Fitted for oil fuel 11,21 F.P. above 150° F.*	NYk Mob 8,37	*d*†	CL ~~N12,36~~ 8,37	1921 11mo	NewYork S.B.Corp. Camden,N.J. A&CP *CellDBa*19'*u*	Socony-Vacuum OilCo.Inc. *E&B*76'436*tDTf*40 *aft*100*t*	468·3 '644*t*'*tween dk tank* *FPT*229*tAPT*131*t*	62·7	32·0 FK (*Collision*	NewYork Utd. States 16*BHptCem* *BH to Sh dk* 9 ,, ,, *U* ,, 6 ,, ,, 2*nd* ,,)	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 625NHP 3SB,9*cf*,GS173,HS9052 FD NewYorkS.B.Corp Camden,N.J.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
23773 218945 KOCP	**Dixie Sword** (*ex*Florida-37, *ex*PointFirmin-34, *Fitted for oil fuel* *ex*ContinentalBridge) 1*Dk*2*trB in* *fore&after holds& Web frames*	3283 3005 2000			...		1919	Submarine BoatCorp. Newark,N.J.	SwordS.S.Line, Inc.	324·0 P30'B90'F35'	46·2	25·0 FK	NewYork Utd.States *WB*	DR geared steam turbine WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †
23774 PDQU	**Djambi** *OilEng.* D.F. 3*Dks*	6983 6620 4436					1919	Maats. Fijenoord Rotterdam	N.V.RotterdamscheLloyd(W.Ruys &Zonen,*Mgrs.*)	445·6 P7'F58'	54·3	34·4	Rottrdam Dutch *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"-$47\frac{3}{16}$" 1590NHP NE31 Wilton-Fijenoord,Rot.		V
23775 FNFC	**Djebel-Amour** *Fitted for oil fuel* 3*Dks*	2908 2431 1545					1931	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F48'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
23776 FNFM	**Djebel-Antar** (*ex*Mustapha II.-33, *ex*Théodore Mante) 2*Dks*&*Promenade dk* *Now* "Helendra," *see No.* 38483 *in Supplement*	3257 [illegible] 1491					1912	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	346·4 F46'	44·6	22·2	Marseilles French *WB*	T.3Cy.34",54"&$85\frac{7}{16}$"-$45\frac{9}{32}$" 490NHP Forg.&Ch.de laMédit.Msl.		V
23777 FNFS	**Djebel-Aurès** *Fitted for oil fuel* 3*Dks*	2835 2463 1551					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F43'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
23778 FNFH	**Djebel-Dira** *Fitted for oil fuel* 3*Dks*	2835 2463 1551					1930	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F45'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
23779 FNHX	**Djenne** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 3*Dks*(4*th dk in*Nos.1&2*holds*) E.S.D. *CruiserStern*	8790 6156 4551					1931	Forg.&Ch. delaMéditSA LaSeyne	Cie.deNav.Paquet	426·9 B192'F80'	58·6	34·3	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
* 23780 PDRC	**Djirak** (*ex*CreoleJefe-33) **TwinSc** *ss*Sng.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	3077 2298 2164	✠100A1 8,37~~11,36~~ BS8,37 ✠LMC1,36 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,28 F.P. above 150° F.*	Sng Sba	*u*	CL ~~1,36~~ 8,37	1928 9mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	N.V.Nederlandsche Koloniale TankvaartMaats. *CellDBuE&B*50'	325·0 P73'B22'F40' *Trunk in wells* 149*t side tanks* 180'	55·2	16·4 FK	TheHague Dutch 8*BHptCem* 2115*t FPT*?	T.6Cy.14½",24"&39½"-27" 180lb (*s*) 288NHP 2SB,6*cf*, ,HS4808 FD Palmers'Co.Ld.Newcastle 07*tAPT*126*t*	16 ″ 6 s 2 ″ 0 14 ″ 8½	
23781 FONM	**Djurdjura** (*ex*PenrithCastle) D.F. 2*Dks*	4070 3241 2500			...		1922	Ardrossan DD&SBCoLd Ardrossan	LesCargosAlgériensSoc.Anon.	351·8 P42'B127'F46'	50·2	23·6 FK	Rouen French *WB*	T.3Cy.25",41"&68"-45" 375NHP J.G.Kincaid&Co.Ld.Grk.	25 ″ 1	V †
23782 UPKZ	**Djurma** (*ex*Brielle-35) *Fitted for oil fuel* *CruiserStern* 3*Dks*	6908 4716 3924					1921	NewWaterwayS.B.Co Schiedam	U.S.S.R.	402·6 F33'	58·3	34·7	Odessa Russian *WB*	T.3Cy.30",48"&79"-54" 458NHP NewWaterwayS.B.Co.		V
23783 UOTQ	**Dnepr** (*ex*Miltonstar,*ex*Brodhurst) *Ref.Mchy.* 1*Dk*&*Shelter dk*	3071 2940 1876					1914	ClydeS.B. &Eng.Co.Ld. PortGlasgow	U.S.S.R.	304·3	44·7	27·2	Vladvostk Russian *WB*	T.3Cy.23",37"&61"-42" 241NHP ClydeSB.&EngCoLd.P.Gl		
23784 UPER	**Dneprostroi** (*ex*Kutais-35, *ex*MistleyHall-34, *ss*Bal.No.3-3,29 *ex*Aldersgate, *ss*Bkn.No.1-33 *ex*Milazzo,*ex*WarHostage) 1*Dk*(*Stl*) *Adapted for oil fuel*	*5284* *4743* *3164*	✠ ... 12,35 ✠	Rot	*y*		1917 12mo	Harland& Wolff,Ld. Glasgow	U.S.S.R. *CellDB*345'1136*t*	400·7 P49'B112'F38' *DT*28'1200*tFPT*11	52·3	28·5 FK	Odessa Russian 7*BHptCem* 8*tAPT*185*t*	T.3Cy.27",44"&73"-48" 489NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0	
23785 UOBH	— (*ex*Dallas) 2*Dks*	4756 4268 2963			...		1918	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 P25'B106'F34'	52·0	26·8 FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
23786 UOUP	**Dnestr** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *CruiserStern*	3580 3224 2061					1928	Deutsche Sch.-u.Mschb A.G.Seebeck Wesrmünd-G	U.S.S.R.	306·4 B83'F34'	48·0	27·3	Odessa Russian *WB*	T3Cy23"$38\frac{5}{8}$"&63"-$43\frac{3}{8}$"&LP Turbine with DR gearing& hydraulic coupling346NHP DeutscheSch.u MschbA.G. Wesermünde-G		

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
23787 PDRD	**Dobesa** (*ex*Walborg-36, *ex*Miranda-36, *ex*Ouezzan,*ex*Gertrud Schünemann,*ex*HelmoHemsoth) *Fitted for oil fuel* 1*Dk* Wireless	1109 821 663					1920	N.V.Wilh. Hemsoth's Schps.enMch Delfzijl	N.V.Stoomschip Willem van Driel, Sr.(Nederlandsch BevrachtingskantoorN.V.*Mgrs*)	212·6|33·9|14·1 P12'Q45'B65'F31'	Rottrdam Dutch *WB*	T.3Cy.16¾"26½"&43$\frac{3}{10}$"–27½" 100NHP DresdnerMsch.&Schiffsw. UbiganA.G.		V
23788 UODW	**Dobrina Nikitich** TwinSc (*Icebreaker*) 1*Dk& Awng dk* *2 dks in fore&after holds*	*1664* *1613* *672*			...		1916	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R.	200·1|50·5|27·4 FK	Vladvostk Russian *WB*	T.6Cy.21½",35½"&58"–36" 721NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 6	
23789	**Doce de Octubre** (12 de Octubre).		*See letter* "T"											
23790 150141 VLCP	**Doepel** WoodTwinSc *Mchy.Aft* Wireless 1*Dk*	389 314 194					1919	GE.Beattie Brisbane Water,NSW.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	145·0|33·0| 9·2 F18'	SydnyNSW British *WB*	C.2Cy.10"&20"–14" E&B*made*13 33RHP Chapman&Co.SydnyNSW		
23791 TCBB	**Doğan** (*ex*Mastrandreas-33, *ex*Highgate, *ex*Dunolly) ssRou.No.3–10,30 1*Dk*(*Stl*)2*trB& deep framing*	*3281* *3133* *2127*	✠ ... 12,33	Cff ✠			1901 11mo	A.Rodger &Co. Pt.Glasgow	Barzilay& Benjamin *CellDB*	325·5|48·2|23·8 P29'B84'F30' FK *a&uE*122'*f*138'781*t*	Istanbul Turkish 6*BHCem* *APT*120*t*	T.3Cy.24",40"&65"–42" 278NHP NDB12*refitted*22 2SB,*6cf*,GS118,HS4240 ClydeS.B.&E.Co.Ld.PtGls	26 ″ 4	V †
23792 PDRF	**Doggersbank** New "Semarang," *see No.* 40184 ssSba.No.1–37 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	309 227 219	✠100A1 10,37 ~~1,37~~	Sba ✠LMC1,37	*d*	N1,37	1933 1mo *Lloyd*	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	~~N.V.Scheepvaartmaatschappij "Kustvaartbelangen"~~ KoninklijkePaketvaartMaats	131·9|23·5| 8·8 Q26'F16' FK *CellDBf*28'28*tFP*	Batavia ~~Alblasserdm~~ Dutch 3*BHCem* *T*10*tAPT*4*t*	Oil Engines 4S.C.SA 4Cy.11"–17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6 s ″ 11½ 8 ″ 7½	
23793 LDFV	**Dokka** 1*Dk*	1168 1010 656					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Dokka(L W.Hansen,*Mgr.*)	230·0|36·5|14·8 P47*t*H69*t*	Bergen Norwegian *WB*	T.3Cy.16¼",25¼"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
23794	**Dokter Colijn**, *see* **Dr. Colijn** *No.* 23883													
23795	**Dokter Wagemaker** 1*Dk*	374 272 169					1934	N.V. Wilton-Fijenoord Rotterdam	N.V.Texel'sEigen StoombootOnderneming	149·6|26·5| 9·6	Texel Dutch	T.3Cy.11",17"&28½"–18⅝" 29NHP N.V Wilton-Fijenoord, Rot.		V
23796 154133 MJQM	**Dolium** (*ex*President Bolivar-32) TwinSc ssSuz.No.3–11,34 *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames*	1142 730 533	✠100A1 12,36 ~~BS12,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Suz BS12,37 LMC11,34	*m*	CL 11,36	1922 7mo A&CP	J.Koster, Hzn.Schpsw. Gideon Groningen	Anglo-Saxon PetroleumCo.Ld. *CellD*	217·1|33·6|12·5 *Pon*Q67'Q67'F30' FK *BuE*19'21*tDTf*13'	London British 10*BHCem* 155*tAPT*23*t*	T3Cy10$\frac{13}{16}$"17$\frac{15}{16}$"&28¾"–17$\frac{11}{16}$" 199lb (*s*) 136NHP 2SB,*4cf*, ,HS2842 L.Straatman,Dordrecht	12 ″ 5 s ″ 9¾ 11 ″ 8¾	
23797 147247 GJVM	**Dolius** TwinSc *OilEng.* D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	5507 4922 3319	✠ 11,25	Liv ✠	*z*		1924 4mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellDB*336' 1200*t D*	407·0|52·2|28·4 P39'B133'F42' FK *Ta*30' 713*t DTf* 30'	Liverpool British 8*BHptCem* 874*tAPT*52*t*	Stm.&OilEng.2S.C.DA 8Cy.22"–36" 748NHP 2Regenerators Scott'sS.B.&E.Co.Ld.Grk.	32 ″ 0	C †
23798 133937 CGSD	**Dollard** Ⓟ TwinSc *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	761 596 323			...		1913	Kingston S.B.Co. Kingstn,Ont.	CanadianGovernment(Dept.of Marine)	178·6|31·9|15·3 F29' FK	Ottawa British *WB*	T.6Cy.12½",21"&34"–21" 182NHP CollingwoodS.B.Co.	15 ″ 6	
23799 DHFJ	**Dollart** 1*Dk*	535 433 268					1912	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	165·8|28·6|11·5 P112'F22'	Brmrhavn German *WB*	C.2Cy.17$\frac{5}{16}$"&31½"–21⅝" 38NHP StettinerOderwerke		G
23800 232721 WCFS	**Dolomite I** TwinSc *OilEng.* (*Self-Unloader*) *Electrically welded* *Mchy.Aft* 1*Dk* *Carrying cargo oil in bulk* *CruiserStern*	934 — 478					1933	Dolomite MarineCorp. RochesterNY	DolomiteMarine Corp.(J.H.Odenbach,*Mgr.*)	205·6|32·0|13·1	Rochester, N.Y. Utd.States	2 Oil Engines 4S.C.SA connected to Elec.Motors& Sc.Shafts 12Cy.14¼"–14½" *Emade*17*refitted*33 239NHP Busch-SulzerBros. St.Louis,Mis.		R
23801	**Dolores De Urquiza** TwinSc (*Train Ferry*) *OilEng.* 1*Dk*	2082 — 1509			...		1926	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0|57·7|17·7 FK	Ibicuy Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
23802 PUBV	**Dom Pedro I** Ⓟ TwinSc (*ex*PedroI-35,*ex*Wyreema) 3*Dks*(*Stl–U&M* ws)*Orlop beams forward Orlop dk*(*Stl*) *aft& Shade dk*(*Stl*–teak s)	*6370* *5885* *3291*	✠ 11,09	Syd ✠	*a*†		1908 2mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4|54·2|30·6 FK&BK1¾" *CellDBa*76'*uE&B*104'	R.Janeiro Brazilian 7*BHCem*	T.6Cy.24½",40"&68"–48" 1038NHP 6SB,*18cf*,GS372,HS16002 A.Stephen&Sons,Ld.Gls. *f*148'861*tFPT*56*tAPT*57*t*	33 ″ 3	
23803 PUBW	**Dom Pedro II** Ⓟ TwinSc (*ex*PedroII-35,*ex*Levuka) 3*Dks*(*Stl–U&M* ws)*Orlop dk* (*Stl*)*in fore & after holds & Shade dk*(*Stl*–teak s)	*6129* *4587* *3017*	✠ 9,11	Syd ✠	*a*†		1910 4mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4|55·0|30·7 FK&BK1¾" *CellDBa*92'*uE&B*115'	R.Janeiro Brazilian 7*BHCem*	Q.8Cy.23",33",47"&67"–48" 1031NHP 6SB,*18cf*,GS354,HS15636 A.Stephen&Sons,Ld.Gls. *f*150'809*tFPT*45*tAPT*41*t*	33 ″ 3	V †
23804 146266 GDMV	**Domala** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*(*StlU*–teak s) D.F.	8441 6848 5125	✠ 3,25 Lloyd'sRMC~~5,37 [illegible]~~ 5,38	Bom ✠	*c*†		1921 6mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*389'1591*t* *Tanks between tunnels*122'201*t FPT*	450·0|58·3|32·9 P44'B153'F50' FK	Glasgow British 8*BHptCem* 125*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.26¾"–47" 1085NHP N.Brit.DieselEng.WrksLd	35 ″ 6	BT till 5,38
23805 160771 GTVD	**Domby** D.F. 1*Dk*	5582 5194 3451					1932	W.Gray& Co.Ld WHartlepool	RopnerShipping Co.Ld.	421·2|55·4|28·0 P30'B128'F41'	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)WHpl		C
23806 78 IMDX	**Dominante** (*ex*Floreal, *ex*Lenuccia M, *ex*Usk) ssApl 2ndNo.3–2,09 1*Dk*(*Stl*)*& Web frames* *Well deck*	907 672 483	✠ 7,15 ✠NB2,05 ✠	Sws	*l*		1891 5mo	Osbourne Graham&Co. Sunderland	Vincenzo Bottiglieri	208·3|29·3|15·2 P118'F53' BK7½" *DBa*51'67*tFPT*21*t*	Torre del Greco Italian 4*BHCem*	T.3Cy.16¾",26½"&43½"–30" NDB04 109NHP 1SB,*3pf*,GS52,HS1720 G.Clark,Ld.Sunderland	16 ″ 1	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L. of Trade Cert.
* 23807 EGTT	**Domine** Ⓟ TwinSc OilEng. D.F. 2Dks 3rd dk in holds Ref.Mchy. CruiserStern	6914 4523 3866	✠100A1 withfreeboard 7,36 ✠LMC9,35 ✠Lloyd'sRMC3,36 for temp. 28° F.	Bcl	z	CL	1935 9mo Lloyd	Soc.Española de Const. Naval Bilbao 'sA&CP	Cia.Trasmediterranea	391·7|53·8|29·0 P39'F68' Connected by shade dk FK CellDB285'741t tanks at sides of tunnels62'359tFPT77t	Valencia Spanish 8BH (1 to 2nd dk) Cem APT74t	Oil Engines 2S.C.SA 12Cy.24 7/16"–45¼" 1240NHP DB100lb LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0 s7 ″ 7 21 ″ 10¾	
23808 161123 GMWK	**Domingo de Larrinaga** 1Dk	5358 4888 3243					1929	Lithgows, Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0|55·0|25·6 P38'B268'F38'	Liverpool British WB	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Glasgow		C
23809 151086	**Dominion Shipper** WoodAuxSr OilEng. 1Dk (See Sailing Ship Register)	339 264 268					1925	F.S.Burgoyne MahoneBay, N.S.	W.L.Sweeney	140·3|23·4|12·0	HalifaxNS British	Oil Engines 2S.C.SA 8Cy.10½"–12½" 155NHP FairbanksMorseCo.Ld. Belvedere,Mich.		
23810 218816 KIZB	**Domino** (exDelco) Fitted for oil fuel 1Dk Longitudinal framing	3170 2840 1903					1919	Bethlehem S.B.Corp.Ld. WlmngtnDel	AmericanSugar TransitCorp.	327·2|46·2|22·9 P32'B94'F37'	NewYork Utd.States WB	T.3Cy.22",37½"&60"–42" 233NHP BethlehemS.B.Corp.Ld.		R
23811 148423 MNDP	— ssHul.No.3–8,37 ~~ssHul.No.2–33~~ 1Dk(Stl)&2nd dk at aft end of No.2 Ref.Mchy. hold & fore part of No.3hold CruiserStern	1453 1155 711	✠100A1 8,37 ~~5,35~~ ~~BS5,36~~ ✠LMC~~3,33~~ ~~3,37~~ 3,37 BS3,38	Hul	q	OG ~~6,33~~ 7,37	1925 2mo Lloyd	NewWaterwayS.B.Co. Schiedam 'sA&CP	Ellerman'sWilson Line,Ld.	255·3|36·1|16·7 P&B165'F48' FK CellDB208'332tAPT51t	Hull British 5BHCem	T.3Cy.17¾",30½"&53"–36"(s) 225lb 280NHP 2SB,6cf,GS108,HS4178 FD NewWaterwayS.B.Co.	18 ″ 9 s ″ 11¾ 17 ″ 10¾	
23812 LDLU	**Don** (exDunston) ssOsl.No.3–4,37 1Dk(Stl) Cargo battens not fitted	2010 1709 1181	✠100A1 2,38 ~~4,37~~ ✠LMC4,37	Osl Rct	r	CL ~~3,37~~ 2,38	1924 5mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	A/S Don (Johannesen&FalckPedersen)	278·7|40·2|18·5 P22'B59'F23' FK CellDB238' 555t FPT46tAPT68t	Oslo Norwegian 4BHCem	T.3Cy.20",33"&54"–36" (s) 180lb 214NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0 17 ″ 9¼	
23813 UPLG	— (exManto–35) Wireless 1Dk	1598 1193 932					1922	Laxevaags Msk.&Jrnskb Bergen	U.S.S.R.	246·2|37·8|15·5 P18'Q71'B59'F31'	Leningrad Russian WB	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
23814 146346 MNCD	— ssGoo.No.3–9,37 ~~ssGoo.No.2–33~~ Wireless 1Dk(Stl) Ref.Mchy.	1037 817 421	✠100A1 ~~3,37~~ 3,36 3,38 BS3,38 ✠LMC3,37 ~~✠Lloyd'sRMC8,37 for temp.32°F.~~	Goo	o	OG 3,37	1924 11mo Lloyd	Vickers, Ld. Barrow 'sA&CP	LondonMidland&ScottishRly. (AssociatedHumberLines,Mgrs.)	240·3|34·2|15·4 P38'B88'F35' FK CellDBa58'uE13'f90'204tFPT14tAPT25t	Goole British 5BHCem	T.3Cy.22",36"&61"–39" (r) 180lb 333NHP 2SB,6cf,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
23815	— TwinSc (exEisvogel,exTergesteo, OilEng. exIstra) 1Dk Mchy.Aft Ref.Mchy	447 357 293					1920	A/S Kalundborg Skb Kalundborg	U.S.S.R.	140·7|30·1|10·2 P60tF14t	Odessa Russian WB	Oil Engines 2S.C.SA 8Cy10½"–14⅗"NE24 154NHP Gross-Motorenwerke Hamburg-Mannheim,Ham		
23816 CBDA	**Don Alberto** (exRoyalmoor) ssVpo.No.3–3,38 ~~ssVpo.No.2–33~~ Well deck 1Dk(Stl)	*1907* *1490* *1089*	✠100A1 3,38 ~~10,35~~ ~~BS1,37~~ ✠LMC~~11,33~~ 3,38	Vpo	q	CL 12,36	1924 11mo Lloyd	J.Crown&Sons,Ld. Sunderland 'sA&CP	Cia.Carbonifera e Industrial de Lota	268·0|37·8|17·6 Q105'B56'F30' FK CellDBa&uE99'f106'382tFPT86tAPT173t	Valparaiso Chilian 4BHCem	T.3Cy.20½",33"&54"–39" (s) 180lb 216NHP 2SB,6cf,GS92,HS3594 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 2 ″ 0 18 ″ 0¾	
23817 CBDB	**Don Benjamin Squella** (exClytha) ~~ssVpo.No.2–32~~ ssVpo.No.3–12,36 1Dk(Stl) Well deck Cargo battens not fitted	*2221* *1751* *1319*	✠100A1 12,37 ~~12,36~~ ✠LMC12,36	Vpo	r	CL ~~9,34~~ 12,37	1925 1mo Lloyd	ClydeS.B.&E.Co.Ld. PortGlasgow 'sA&CP	Cia.Carbonifera e Industrial de Lota	275·2|41·0|18·9 Q111'B52'F27' FK CellDB229'502t DTf13'320tDeck T9'15t FPT83tAPT166t	Valparaiso Chilian 5BHptCem	T.3Cy.20",32"&54"–36" (s) 180lb 214NHP 2SB,6cf,GS100,HS3630 ClydeS.B.&E.Co.Ld.P.Gl.	21 ″ 0 s2 ″ 2½ 19 ″ 1½	
23818 210 IMDZ	**Don Bosco** (exSyria–34) ssGoo.2ndNo.3–3,24 ssGoo.No.2–32 Well deck 1Dk(Stl)	749 560 347	✠ … 5,36 ✠	Gen	l		1898 11mo	Earle'sCo. Ld. Hull	Emiliano Braschi	218·8|31·0|13·6 210·0 Q99'B20'F29' BK8" DBa39'f50'100t	Leghorn Italian 5BHCem	T.3Cy.19",32"&52"–36" 175NHP 2SB,4cf,GS84,HS2670 Earle'sCo.Ld.Hull	14 ″ 3	I †
23819	**Don Carlos** Mchy.Aft 1Dk(Stl)	433 324 247	✠ 7,10 ✠	Sou	f		1910 7mo	Day,Summers&Co.Ld. Southampton	Liebig'sExtractof MeatCo.Ld.	140·0|25·1|11·6 F23' FK WB=FPT27t	Bns.Aires Argentine 3BHCem	T.3Cy.14",22"&37"–27" 91NHP 1SB,3cf,GS54,HS1656 DaySummers&Co.Ld.Sou.	12 ″ 6	
23820 KZDR	**Don Esteban** Ⓟ TwinSc OilEng. D.F. 1Dk Part electrically welded including decks CruiserStern &butts of shell plating Rudder electrically welded	1616 — 900	✠100A1 withfreeboard 12,36 ✠LMC12,36	Kel	q	OG	1936 12mo Lloyd	Frd.Krupp Germaniawft A.G. Kiel 'sA&CP	De laRamaS.S.Co. Inc.(E.H.Pirovano,Mgr.)	267·1|37·4|14·4 Q22'B&F243' FK UpperBridge120' CellDBa&uE115'f81'171tDTs a114tFPT10tAPT56t	Iloilo Utd.States 7BHptCem	Oil Engines 4S.C.SA 16Cy.16 15/16"–21⅝" 447NHP Fr.KruppGermaniawftAG	17 ″ 6 s 3 ″ 7 14 ″ 0¼	
23821	**Don José** TwinSc4Mst (exChiefCapilano–37, ssH.Kg.No.3–2,37 exRobert 2Dks(Stl)&Awng dk(Stl) Dollar, &3rdDk(Stl)inNo.1hold exKurland)	*10893* *10044* *6791*	100A1 Awng dk withfreeboard 9,37 ~~2,37~~ LMC2,37 Fitted for oil fuel 11,22 F.P. above 150° F.	HKg	g†	CL 12,36	1920	J.C.TecklenborgA.G. Weser-münde-G.	Madrigal&Co. CellDB	523·5|65·7|37·5 543·0(O.L.) P64'B14'F44' FK FPT	ManilaP.I. Utd.States ptCem 8BHto A dk 1 ,, ,, 3rd,, APT	T.6Cy.28",45¼"&74"–51¼" 200lb 1020NHP 5SB,15cf,GS296,HS13993FD J.C.TecklenborgA.G.Wsm	40 ″ 3 s10 ″ 7½ 30 ″ 1	
23822 KZCZ	**Don Juan O.** (exMidget, exWiegand,exGuadiana) Wireless 2Dks	498 429 257					19 02/28	Schiffsw.v.HenryKoch Lübeck	Rio yOlabarrieta	150·0|24·6|16·2	Manila Utd.States WB	C.2Cy.15¾"&27⅜"–19¾" 27NHP J.F.Ahrens,Altona		
* 23823 928 CBDL	**Don Luis** (exTeno) ssTal.2ndNo.3–3,32 ssTal.No.1–36 2Dks(Stl)&deep framing	2629 2394 1653	✠100A1 8,36 ✠LMC8,36 BS9,37	Tal	u	CL 9,36	1906 10mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	Cia.Carbonifera e Industrial de Lota	340·0|40·2|21·5 P15'B72'F39' FK WB=CellDBa88'uE&B40'f166'536tAPT13t	Valparaiso Chilian 5BHCem	T.3Cy.23",37"&61"–42" (s) 150lb 270NHP 2SB,6cf,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0	
23824														

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
※ 23825 CBDR	**Don Ricardo** (*ex*Nordvang, *ex*Arly,*ex*Ageröen, *ex*Lebu) *ss*Vpo.2ndNo.3–11,34 *2Dks(Stl)&deep framing*	2700 2397 1661	✠100A1 11,35 MS10,35 ✠LMC BS~~5,36~~4,37	Vpo	*u*	CL 11,35	1906 12mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	Cia.Carbonifera e Industrial deLota *CellDBa88'*	340·1|40·1|21·2 P15'B72'F39' FK *uE&B40'f166'536t*	Valparaiso Chilian *5BHCem* *APT13t*	T.3Cy.23",37"&61"–42" (*s*) 170lb 270NHP 2SB,*6cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 " 0	
23826	**Don Thompson** (*ex*Uskbridge–36, *ss*Sws.No.3–12,36 *1Dk(Stl)* *Cargo battens not fitted*	*2466* 2223 *1475*	✠100A1 10,37 ~~12,36~~ MS10,36 ✠LMC BS12,36	Sws Vpo	*t*	CL 5,36	1924 6mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	Cia.Carbonifera e Industrial deLota *CellDB251'831t*	297·7|43·9|20·8 P25'B71'F27' FK *FPT122t APT94t*	Valparaiso Chilian *5BHptCem*	T.3Cy.22",36"&60"–39" (*s*) 180lb *120lb* 278NHP 2SB,*6cf*,GS122,HS4762 N.E.MarineEng.Co.Ld.Sld	23 " 6	
23827	**Doña Angela C.** (*ex*Balsieger, *ex*PrincenhageIII) *Mchy.Aft* *1Dk*	*464* *332* *218*					1918	A.Roorda Scheepsw Sliedrecht	Soc.Anon.Angel CassanelloLda.	150·6|25·0|11·1 Q55'B9'F16'	Bns.Aires Argentine	C.2Cy.16"&30"–16" 30NHP Werf.Gusto,Schiedam		
23828 147772 MLZB	**Dona Flora** *ss*Bly.No.3–8,36 ~~*ss*Bly.No.2–32~~ *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft*	786 589 292	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 12,37 BS~~8,36~~ ✠LMC~~8,32~~ 4,37 MS12,36	Bly ~~Lon~~Gmh	*m*	CL ~~12,26~~ 11,37	1924 8mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB152'304t* *DTf14'105t*	201·0|34·6|11·5 209·1(O.L.) FK *FPT48t APT44t*	Middlsbro' British *4BHptCem* *2BHtoSh dk* 2 " "*2nd* "	T.3Cy.16",26"&44"–30" (*s*) 180lb *100lb* 134NHP 1SB,*3cf*,GS66,HS2337 Ross&Duncan,Govan	14 " 3 s " 2 14 " 2¼	
23829 147770 MLYK	**Dona Isabel** *ss*Shl.No.3–6,36 ~~*ss*Bly.No.2–32~~ *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft*	784 586 290	✠100A1 *withfreeboard* ~~7,37~~ ~~6,35~~5,38 ~~BS3,36~~ ✠LMC~~9,32~~ BS5,38~~4,37~~ MS5,36	Shl ~~Bly~~	*m*	CL ~~6,35~~ 4,38	1924 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB152'304t* *DTf14'105t*	201·0|34·6|11·5 FK *FPT48t APT44t*	Middlsbro' British *4BHptCem* *2BHtoSh dk* 2 " "*2nd* "	T.3Cy.16",26"&44"–30" (*s*) 180lb ~~*100lb*~~ *100lb* 134NHP 1SB,*3cf*,GS66,HS2337 Ross&Duncan,Govan	14 " 3 s " 2 14 " 2¼	
23830 140832 MNDS	**Donaghmore** *ss*Bel.No.3–2,38 ~~*ss*Bel.No.2–33~~ *Mchy.Aft* *1Dk(Stl)* *Well deck*	581 401 270	✠100A1 2,38 ~~1,37~~ ✠LMC MS~~1,33~~ BS~~6,36~~ 1,38 11,37	Bel	*h*	CL ~~6,35~~ 1,38	1925 1mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·2|27·0|11·1 Q94'B11'F28' FK *Bf97' 125t FPT44t*	Workngtn British *3BHCem* *APT7t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 82RHP 1SB,*3pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 3	
23831 202635 KDXU	**Donald B. Gillies** (*ex*JosephG.Butler,Jr.–35) *Mchy.Aft* D.F. GyC. *1Dk*	6588 — 5174					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	525·0|55·0|31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd		R
23832 147765 CYKZ	**Donald Stewart** *ss*Tto.No.3–4,36 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1781 1483 1074	✠100A1 *withfreeboard* 3,37 ~~11,36~~ ~~BS12,36~~ ✠LMC MS4,36 BS12,37 *ForService on the Great Lakes, River & Gulf of St. Lawrence & to St.John's NFL April to 21st November*	Qbc		CL 11,36	1923 5mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	CanadaSteamship Lines,Ld. *2intermediate* *CellD*	250·0|42·7|16·1 Q92'F36' FK *BH's in holds(lower partsWT)* *B214'673tFPT277t*	Montreal British *3BH; also* *APT13t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 179NHP 2SB,*4cf*,GS78,HS2850 FD Smith'sDockCo.Ld.Mdb.	18 " 6 s 4 " 11½ 13 " 10	
23833 DOBR	**Donau** Ⓟ 4Mst D.F. E.S.D. *2Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	9035 8138 5642	✠Lloyd'sRMC~~4,37~~~~8,37~~ ~~1,38~~ 5,38				1929	Deutsche Sch.u.Mschb. A.G.Werk Vulcan Hamburg	Norddeutscher Lloyd	521·0|63·6|31·1	Bremen German *WB*	T3Cy.34¼",52⅔"&86$\frac{5}{16}$"–57⅞" and L.P. Turbine 1000NHP DeutscheSchiff.-u.Mschb. A.G.Werk,Vulcan,Ham.		G
※ 23834 57 IBUJ	**Donizetti** Ⓟ *OilEng.* *ss*Fiu.No.2–36 *2Dks(Stl)*	2428 1838 1420	✠100A1 ~~3,37~~ ~~2,37~~ 8,38 ✠LMC CS3,37 DBS~~11,36~~ ~~9,36~~3,37 12,37	Fiu Tri	*s*	CL 2,37	1928 12mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB213'404t*	294·0|40·2|21·1 281·3 P29'B84'F36' FK *FPT58t APT57t*	Fiume Italian *6BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24⅛"–43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 " 4 s 3 " 1⅝ 20 " 5⅜	
23835 220664 KDGN	**Donna Lane** WoodTwinSc *OilEng* *ss*Sea.–23 *2Dks* *Mchy.Aft* *Salted*	2185 1843 1598	✠ 8,27 ✠	Sea	*s*		1919 11mo	J.H.Price Const.Corp. SeattleWash.	OceanicFisheries, Co.Inc.	245·5|46·7|23·6 P57'F37'	Seattle Utd. States	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP McIntosh&Seymour Corp.Auburn,N.Y.	26 " 10	
23836 134015 VGQF	**Donnacona** (*ex*W.GrantMorden) *ss*Tto.No.3–5,32 *1Dk(Stl)&Webframes* *Mchy.Aft* D.F. *Longitudinal framing*	8611 8075 6086	✠100A– *ForService on the Great Lakes* 10,35 ~~BS12,34~~ ✠LMC4,33 BS~~4,37~~4,38	Tto		N10,35	1914 5mo	WesternD. D&SB.Co.Ld. P.Arthur,Ont	CanadaSteamship Lines,Ld. *CellDBa 55'f & side tanks*	604·0|59·0|32·0 F44' FK 510' 5546t *FPT250t*	Montreal British *4BH* *APT48t*	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 AmericanSBCo.Clvelnd,O.	32 " 0	
23837 154499	**Donnacona No. 1** TwinSc *OilEng.* *Mchy.Aft* *1Dk*	329 301 239					1928	Canadian Vickers,Ld. Montreal,PQ	QuebecPaperSales &Transportation Co.Ld.	140·8|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13¾" 123NHP N.V.KromhoutMtfb.Ams.		
23838 154500	**Donnacona No. 2** TwinSc *OilEng.* *Mchy.Aft* *1Dk*	330 302 240					1928	Canadian Vickers,Ld. Montreal,PQ	QuebecPaperSales &Transportation Co.Ld.	140·9|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13¾" 123NHP N.V.KromhoutMtfb.Ams.		
23839 154984	**Donnacona No. 3** TwinSc *OilEng.* *1Dk*	346 300 241					1929	DavieS.B. &Repg.CoLd Lauzon,P.Q.	QuebecPaperSales &Transportation Co.Ld.	143·5|30·1| 9·4	Quebec British *WB*	Oil Engines 2S.C.SA 6Cy.10$\frac{1}{8}$"–12$\frac{3}{16}$" 50RHP KromhoutMotorenfb.Ams		
23840 147468 VJKN	**Doomba** (*ex*Wexford) TwinSc *CruiserStern* *2Dks*	750 690 264			...		1919	W.Simons &Co.Ld. Renfrew	BrisbaneTug& S.S.Co.Ld.	219·4|28·6|15·5 B31' FK	Brisbane British *WB*	T.6Cy.13¼",21¼"&34"–21" 378NHP W.H.Allen,Son&Co.Bed.	16 " 3	
23841 219159 KOKR	**Dora** (*ex*Inspector) *Fitted for oil fuel* *2Dks* *Carrying Molasses in bulk*	5036 4572 3076					1919	American International S.B.Corp. HogIslandPa	SteamshipDora Corpn.(U.S.Tank ShipCorpn.*Mgrs.*)	390·0|54·0|32·0 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23842 DMBX	**Dora Ahrens** (*ex*FranziskaFischer, *ex*Marianne) *1Dk*	858 706 529					1901	Akt.Ges. "Neptun" Rostock	E.Ahrens	209·6|31·8|13·0 Q65'B56'F20'	Rostock German *WB*	T.3Cy.14⅝",24¼"&38⅝"–26¾" 77NHP A.G."Neptun,"Rostock		G
* 23843 103 IBLJ	**Dora C.** (*ex*Dora) *ss*Tri.No.3–3,35 *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* D.F.	5843 5039 3376	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~11,36~~ ~~BS3,34~~ ✠LMC1,35 BS~~5,37~~1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Nap	*y*	CL ~~2,35~~ 1,38	1922 8mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. *CellDBuE&B70'236t DTf34'221t*	390·0|53·9|29·5 P123'B36'F39' FK *FPT113t APT193t*	Trieste Italian *13BHCem* (*10 to Sh dk* 3 " *U* ")	T.3Cy.26⅝",42½"&70½"–48" 180lb (*s*) 483NHP 3SB,*9cf*,GS148,HS7221 FD UnitedMachineFactories, Smichow	32 " 0 s 5 " 6½ 26 " 8¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23844 225751 KGBG	**Dorchester** Ⓟ Sub.Sig D.F. GyC. *Fitted for oil fuel* *Ref.Mchy. Longitudinal framing* 4*Dks*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners TransportationCo.	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"-48" 404NHP NewportNewsSB.&DD.Co		R
* 23845 PDRP	**Dordrecht** *OilEng.* ssRot.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	4402 3371 2515	✠100A1 2,38 ~~4,37~~ ✠LMC OS2,36 6,35 DBS ~~4,37~~ 2,38 ✠LMC(M)4,37	Rot	*w*	CL ~~4,36~~ 1,38	1928 1mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd'sA&CP*	N.V.Maats.Motorschip"Dordrecht" (N.V.Phs.vanOmmeren'sScheepv. Bedrijf,*Mgrs.*)	351·1 P78'*Trunk*234' FK F38' *CellDBuE*52'128*t*	50·2	24·8	Rotterdam Dutch 17*BHptCem* *FPT*173*t* A	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NHP 3DB*142lb* Maats.Fyenoord,Rot. *PT*50*t*	25 〃 0 s2 〃 9¾ 22 〃 1¾	
* 23846 147212 GJTL	**Dorelian** ssGls.No.3-10,36 ~~*Ref.Mchy.*~~ 2*Dks*(*Stl*)& D.F. E.S.D. *Shelter dk*(*Stl*) *Ref.Mchy.*	6431 6054 4069	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~10,36~~ ✠LMC10,36 ~~Lloyd'sRMC2,37~~ BS10,37 Lloyd'sRMC3,38	Gls Sws	*z*	CL 9,36	1923 5mo	D&WHendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	DonaldsonLine,Ld.(Donaldson Bros.Ld.*Mgrs.*) *CellDB*340'963*tD*	400·4 B143'*onShelter dk* FK *Tf*24'641*tDTa*26'6	52·4	35·0	Liverpool British *ptCem* 6 *BH to S dk* 1 ,, ,, *U* ,, 70*tFPT*123*t*	Q4Cy.23½",34",49"&70"-51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls *APT*30*t*	37 〃 7 s 8 〃 8¼ 29 〃 2	
* 23847 146193 GCVQ	**Doric Star** (*ex*Doricstar) ssNwc.No.3-1,34 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	~~10093~~ ~~9519~~ ~~6359~~ 10086 9519 6347	✠100A1 *withfreeboard* 9,37 ~~9,36~~ ~~BS2,37~~ ~~BS3,36~~ ✠LMC1,34 ✠Lloyd'sRMC ~~3,37~~ 9,37 BS2,38 3,38 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Gls Liv	*g*†	CL 9,36	1921 10mo	Lithgows,Ld. Pt.Glasgow *Lloyd'sA&CP*	Eastmans,Ld. (BlueStarLine Ld.*Mgrs.*) *CellDB*	529·8 len34 FK 421'1968*t FPT*188*t*	64·0	37·0	London British 8*BHCem* (*Coll to Sh dk* 7 ,, ,, *2nd* ,,) *APT*70*t*	2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb FD 1398NHP 6SB,*24cf*,GS410,HS21369 Met.VickersElecCoLdMch	40 〃 6 s10〃0¼ 30 〃 9	
23848 1384 IMEJ	**Doride** (*ex*Stralsund,*ex*Tanger) 1*Dk*&*Spar dk* Now "Gimma," see No. 38313 in Supplement	1542 1336 913					1897	Schiffs.v. HenryKoch Lübeck	Soc.Anon.diNav. "Neptunia"	245·9 B67'F28'	35·2	18·7	Genoa Italian *WB*	T.3Cy.16½",28"&44"-27½" 101NHP H.Paucksch,Landsberg		I
23849 FNGL	**Dorine** *Well deck* D.F. 1*Dk*	3176 — 1661				...	1923	Chant.Nav Français Caen	UnionIndust.& Mar.Sté.Française d'Arm.	313·6 P15'Q90'B59' FK	45·9	20·5	Havre French *WB*	T3Cy.18⅛",29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" 235NHP Atel&Ch.de laLoire,St.Dns	23 〃 0	V †
* 23850 136786 GDMR	**Dorington Court** ssShl.No.3-6,27 ssShl.No.2-36 1*Dk*(*Stl*)2*trB* Now "Laleham," see No. 39026 in Supplement	4818 4546 3032	✠100A1 8,36 ✠LMC8,36	Shl	*y*	CL 8,36	1915 2mo	Richardsn, Duck&Co.Ld Stockton *Lloyd'sA&CP* *WB*	CourtLineLd. (Haldin&Philipps, Ld.*Mgrs.*) =*CellDBa*130'*uE*	389·6 P45'B108'F35' FK 26'*f*165'1091*t FPT*	53·4	26·4	London British 6*BHCem* 90*tAPT*165*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb HS7167 419NHP 2SB&1AuxSB,*10cf*,GS209 Blair&Co.Ld.Stockton	28〃10 s 5 〃 4¾ 23 〃 8½	
23851 259 SVJV	**Doris** (*ex*EasternCity-33) 1*Dk*&*Shelter dk*	4604 4262 2768					1917	JLThompson&Sons,Ld. Sunderland	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	400·0	53·0	24·7	Syra Greek *WB*	T.3Cy.25½",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
23852 DAQR	— 1*Dk*	535 406 324					1901	Nuescke& Co. Stettin	Pommersche landw.Hauptgenossenschaft G.m.b.H.	167·2 Q49'B52'F23'	26·4	11·2	Stettin German *WB*	C.2Cy.17¾"&30¾"-19¾" 36NHP "Kette"Uebigau,Uebigau		G
23853 143 IMEV	**Doris Ursino** (*ex*Swanhild, *ex*Silvia) Iron 1*Dk*2*trB*	891 670 544					1886	Reiherst'g Schiffsw. Hamburg	FrancescoUrsino diF.	200·1 P117'F24'	29·8	14·9	Catania Italian *WB*	C.2Cy.25"&47"-33" 107NHP Reiherst,Maschinenf.Ham		I
* 23854 164083 GYXD	**Dornoch** D.F. 1*Dk*&2*nd dk in way of mchy.space* Now "Huncliffe," see No. 33474 in Supplement	4511 4197 2762	✠100A1 1,37 ✠LMC6,36	Cff	*y*	CL	1936 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*) *CellDBa&uE*137'	385·0 P31'B239'F41' FK *f*173'986*tFPT*114*t*	53·5	25·2	Glasgow British 6*BHCem* *APT*145*t*	T.3Cy.23½",40"&60"-45"& LPTurbinewithDRgearing &hydraulic coupling 200lb (*s*) 451NHP 3SB,*9cf*,GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 〃 6 s 3 〃 8 24 〃 0¾	
23855 216327 KMIE	**Dorothy** (*ex*CapeHenry) *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks*&*Web frames*	4647 4214 2858				...	1918	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 P54'B94'F39' FK	52·3	27·0	NewYork Utd.States *WB*	T.3Cy.24",41"&68"-48" 486NHP BethlehemS.B.Corp.Ld.	29 〃 6	R †
23856 208813 WGCQ	**Dorothy Alexander** Ⓟ (*ex*President) *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*&*Shelter dk* Now "Columbia," see No. 37678 in Supplement	5453 — 2546					1907	NewYork S.B.Co. Camden,N.J.	AlaskaS.S.Co.Inc.	391·9	48·2	19·7	NewYork Utd.States *WB*	T.3Cy.34",56"&90"-60" 601NHP NewYorkS.B.Co.		R
23857 126597 WFDK	**Dorothy Bradford** Ⓟ Iron (*ex*Charlotte) *Fitted for oil fuel* 2*Dks* Broken up	1747 — 1198					1889	Neafie& Levy Philadelphia	CapeCodS.S.Co.	228·9	38·0	22·0	Boston Utd.States	T.3Cy.21",31"&55"-36" 181NHP Neafie&Levy,Philadelphia		R
23858 217436 WJDU	**Dorothy Cahill** (*ex*WestWauneke) *Fitted for oil fuel* 2*Dks* Now "Pan Atlantic," see No. 39714 in Supplement	5591 5248 3457				...	1919	Columbia RiverS.B.Cor Portland,Or.	ChristensonS.S. Co.	410·0 P44'B115'F47' FK	54·2	27·6	S.Frncisco Utd.States *WB*	T3Cy.24½",41$\frac{11}{16}$"&72$\frac{11}{64}$"-48" NE29 352NHP Hoovens,Owens&Rentschler Co.Hamilton,Ohio	30 〃 2	R †
* 23859 218199 KIJL	**Dorothy Luckenbach** TwinSc (*ex*Edellyn) 5Mst D.F. ssBos.No.3-4,30 ssBos.No.1-34 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6370 5766 3999 —	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ ~~12,36~~ 12,37 BS12,37 ✠NB4,23 ✠LMC MS7,34 ~~[illegible]~~ *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Bos Sea	*b*†	CL ~~P8,34~~ ~~s11,36~~ P9,37 s12,37	1919 7mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389' *tanks in*	448·9 37·8 FK 1831*t 'tween dk* *E & B space* 36'405*t*	60·2	28·2	NewYork Utd.States 8*BHptCem* (*Coll* ,, *to Sdk* 7 ,, ,, *2nd* ,,) *FPT*281*t* A	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 225lb FD 1076NHP 3SB,*12cf*,GS239,HS12780 DeLavalSteamTurbineCo. *PT*271*t* Trenton,N.J.	31 〃 3 s 4 〃 3¼ 27 〃 4½	
23860 161129 MPQK	**Dorothy Rose** ssShl.No.2-38 ~~ssCff.No.1-34~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1600 1231 946	✠100A1 1,38 ~~2,37~~ ~~BS9,36~~ ✠LMC~~1,34~~ 10,37 MS1,38	Bly Shl	*p*	CL ~~2,37~~ 1,38	1929 11mo	D&WHenderson&CoLd Glasgow *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	250·0 258·0(O.L.) Q140'B15'F25' FK 169'373*tFPT*93*t*A	37·2	16·4	Liverpool British 4*BHCem* *PT*66*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 〃 6 s 5 〃 4½ 17 〃 3½	
23861 216365 KLUI	**Dorothy Wintermote** (*ex*Lake Cayuga) *Fitted for oil fuel* 1*Dk*	2010 1630 1227				...	1918	ToledoS.B. Co. Toledo,O.	FrankParamino	252·0 P21'B64'F30' FK	43·5	18·9	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 〃 0	R †
* 23862 145985 MLDW	**Dorrien Rose** ssBkn.No.3-2,28 *Mchy.Aft* *Well deck* ssBly.No.2-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	1039 727 563	✠100A1 ~~5,37~~ ~~2,37~~ 3,38 ~~BS9,36~~ ✠LMC 10,37 MS2,37	Bly Bkn	*m*	OG ~~N2,37~~ ~~5,37~~ 2,38	1922 11mo	JFullerton &Co. Paisley *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell*	210·4 Q115'B11'F26' FK *DBf*128'196*t FPT*	33·2	12·9	Liverpool British 3*BHCem* 70*tAPT*35*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,*4cf*,GS82,HS2800 Ross&Duncan,Glasgow	15 〃 3 s 4 〃 10 14 〃 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
23863 OYBW	**Dorrit** Now "Tora," see No. 40347 in Supplement 1Dk	846 722 493					1918	Schffb.Ges. "Unterweser" m.b.H. Wesermünde-L.	J.Lauritzen	212·9 P30'B63'F21'	31·4	13·2	Esbjerg Danish WB	T.3Cy.14⅝″,21⅞″&35½″-28⅜″ Christiansen 85NHP &Meyer,Harburg		G
* 23864 163539 GWWL	**Dorset** TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. 4thDk in Nos.1&2 holds CruiserStern	10624 9539 6298	✠100A1 with freeboard 3,38 ~~4,37~~ ✠LMC11,34 ✠Lloyd'sRMC~~4,37~~ ~~9,17~~ 3,38	Liv		CL 3,38	1934 11mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	FederalStm.Nav. Co.Ld.	493·5 Duct keel fwd. of machinery space FK CellDB386'1697t tanks in way of tunnels966t FPT70tAPT74t	68·6	34·5	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 16Cy.28⅜″-49$\frac{3}{16}$″ 2236NHP 2DB-120lb SulzerBros.Winterthur	38 ″ 8 s 6 ″ 7 32 ″ 6½	
* 23865 164303 GZDL	**Dorset Coast** OilEng. Wireless D.F. 1Dk&Shelter dk Mchy.Aft E.S.D. CruiserStern	646 499 244	✠100A1 with freeboard 2,38 ~~4,37~~ ✠LMC10,36	Mch	m	OG	1936 10mo Lloyd	Ardrossan DockyardLd. Ardrossan 'sA&CP	CoastLines,Ld.	199·4 FK F28' CellDB154'219t FPT65tAPT28t	33·1 34·9	11·1	Liverpool British 3BHCem (Coll to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
* 23866 143659 GDKB	**Dorsetshire** Ⓟ TwinSc ssDrt.No.3-8,32 D.F. OilEng. ssDrt.No.1-36 3Dks(Stl-ws)&Shade dk Platform dk in No.1 hold	9645 8694 5920	✠100A1 9,37 ~~2,37~~ DBS~~8,36~~ ✠LMC~~8,36~~ 3,37 8,37	Sou	c†	CL ~~8,33~~ 9,37	1920 8mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.)	450·3 FK CellDBa121'uE30'f212' 1318t DTf32' 560t FPT 85tAPT40t	57·3	33·7 41·6	Liverpool British 7BHptCem	Oil Engines 4S.C.SA 12Cy.29⅛″-45¼″ 987NHP DB100lb Harland&Wolff,Ld.Gls.	36 ″ 7 s14 ″ 2½ 22 ″ 9	BT till ~~9,37~~ 7,38
23867 OYBX	**Dorthea** (exBottenhavet, exDanstrup) Sunk after Collision 3,37 1Dk	1298 1095 779					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SD/SDorthea (H.C.Christensen)	241·8 P17'B50'F27'	36·2	16·2	Marstal Danish WB	T.3Cy.16½″,27″&44″-30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
23868 DHFK	**Dortmund** ssHam.No 1-30 Well deck 2Dks(Stl) D.F. 3rdDk(Stl)in No.1 hold	5138 4565 3047	✠ ... 10,34 ✠	Ham	z		1926 10mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt. Ges.(Ham- Amer.Linie)	406·9 P&B328'F55' FK CellDB364' 1203t FPT 52tAPT16t	56·0	25·7	Hamburg German 8BHAsp	4 Steam Turbines SR geared to 1 Sc. Shaft 639NHP 3SB,9cf,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 7	G †
23869 KZDH	**Dos Hermanos** Ⓟ Iron (exAntonioMuñoz) ssMan.No.3-10,95 Wireless 1Dk&Awng dk	838 761 541	✠ 4,00 ✠	Man	l		1882 6mo	R.Napier &Sons Glasgow	Gutierrez Hermanos	204·5 BK7″ WB=CellDBa22'f26'56t	26·4	10·0 17·0	Manila Utd.States 4BHCem	C.2Cy.26″&45″-36″ NB00 102NHP R.Napier&Sons,Glasgow		
23870 164306 MMBX	**Dotterel** CruiserStern 1Dk	1385 1093 580					1936	Burntislnd S.B.Co.Ld. Burntisland	British&Continental Steamship Co.Ld.	262·0 F60'	40·0	15·7	Liverpool British WB	T.3Cy.17″,28″&50″-33″ 144NHP Rankin&BlackmoreLdGrk		C
23871 FNBP	**Douaisien** (exMiliana-36, exMontAigoual-34, ssLth.No.3-8,21 exSunhaven,exDanzig) ssMsl.No.2-30 1Dk(Stl)&Shelter dk(Stl) D.F. Fitted for oil fuel	2954 2664 1748	... 10,34	Msl	v		1920	Nordsee- werkeA.G. Emden	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement Mgrs.)	338·7 F36'on Shelterdk FK Coll CellDB282'926t FPT120tAPT69t	48·2	20·8 29·1	Dunkirk French Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.23$\frac{9}{16}$″,38$\frac{5}{16}$″&62″-41⅜″ 320NHP 2SB,6cf,GS101,HS4413 Gebr.Sachsen- bergA.G.Rosslau	23 ″ 9	V †
23872 157552	**Douglas Houghton** Mchy.Aft GyC. 1Dk3trB	4515 — 3070					1899	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	456·0 WB	50·0	23·9	Duluth, Minn. Utd.States	Q4Cy18½″,26½″,39″&56″-42″ NB10 203NHP GlobeIrn.Wrks.C.Clvnd.O		
23873 LDFY	**Douro** (exPeik) 1Dk	928 670 544					1921	A/S Jarlsö Værft Tönsberg	E.B.Aaby	200·4 B54'Q63'F25'	31·9	12·7	Oslo Norwegian WB	T.3Cy.16″,25½″&44″-30″ Trondhjems 106NHP M.V.Trondheim		N
23874 OYBY	— 1Dk&Awng dk	806 477 485					1889	Burmeister &Wain, Copenhagen	DetForenede Dampskibsselsk.	181·2	28·7	23·2 19·9	Copnhagn Danish WB	T.3Cy.14½″,23″&36″-24″ 63NHP Burmeister&Wain,Cpn.		V
23875	— OilEng. Wireless 1Dk&Shelter dk Mchy.Aft CruiserStern	400					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	173·0 P38'	29·7	17·0	Amstrdam Dutch	Oil Engines 2S.C.SA 8Cy.10⅝″-18⅞″ 151 ~~164~~NHP Gbr.Stork&CoNVHengelo		
23876 135091 MFPL	**Dover Abbey** (exBriardale-37, exLaSantaMaria-36, exWendy-36) 1Dk Wireless	958 798 537					1913	Ramage& Ferguson,Ld Leith	AngloIberian S.S.Co.Ld.	210·0 P15'B69'F26'	33·2	14·1	London British WB	T.3Cy.16½″,27″&44″-30″ 97RHP Ramage&Ferguson,LdLth		C
* 23877 141878 GQMN	**Dover Hill** (exClanMacvicar-36) ssGrk.No.3-8,30 ssGrk.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	5815 5600 3621	✠100A1 Shelter dk with freeboard 1,38 ~~12,36~~ BS1,38 MS10,37 ~~BS4,37~~ ✠LMC~~12,34~~	Grk Ams	y	CL ~~12,34~~ 12,37	1918 3mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	DoverHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.Mgrs.)	400·1 FonShelter dk39' FK Cell DB 350' 1300t ~~DTf21'700t~~ APT110t	53·0	32·8	Glasgow British 7BHCem	T.3Cy.27″,45″&75″-51″ (s) 180lb 569NHP 3SB,9cf,GS198,HS8478 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 5½ 26 ″ 2½	
23878 26804 JNUD	**Dover Maru** ssKob.No.1-37 ssOsa.No.3-10,32 2Dks(Stl)	3212 2676 1975	✠100A1 10,37 ~~11,35~~ ✠LMC~~11,34~~ 10,37	Kob	u	CL 11,36	1920 3mo	Ishikawa- jimaS.B.& Eng.Co. Tokio A&CP	Kuribayashi ShosenK.K.	305·0 P25'B92'F30' FK CellDB262' 587t FPT58tAPT56t	43·7	27·2	Okada- mura Oshima Japanese 5BHCem	T.3Cy.22″,37″&61″-42″ (s) 200lb 338NHP 2SB,6cf,GS116,HS4837 FD IshikawajimaSB.&Eng.Co	27 ″ 3 s 4 ″ 4 23 ″ 2	
23879 LCIJ	**Dovrefjell** (exLacuna,exBriarleaf) ssRot.No.3-3,29 ssRot.No 2-37 ~~ssOsl.No.1-32~~ Mchy.Aft 1Dk(ptStl)&Shelter dk(Stl) &Web frames	5955 5462 3601	✠100A1 Shelter dk with freeboard 7,37 ~~12,36~~ ~~BS5,36~~ ✠LMC4,32 Carrying Petroleum in bulk Fitted for oil fuel 12,16 F.P. above 150° F.	Cff Rot	y	CL ~~5,36~~ N7,37	1916 12mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	A/S Dovrefjell (Olsen&Ugelstad)	393·5 P107'B33'F41' on Shelter dk FK CellDBu B30'67tDTf34'369t FPT58tAPT130t	51·1	33·5	Oslo Norwegian 16BHptCem	T3Cy.27$\frac{7}{16}$″,44″&72″-48″ (r) 180lb 437NHP 3SB,9cf,HS7408 J.Readhead&SonsLd.SShl	35 ″ 3 s 6 ″ 6 28 ″ 11½	
23880 202866 KDUJ	**Dow Chemical** (exWilliamT. Roberts,exE.D.Carter) (Self-Unloader) GyC. D.F. Mchy.Aft 1Dk	6606 — 5305					1906	Detroit S.B.Co. Wyandotte	AmericanS.S.Co. (Boland& Cornelius,Mgrs.)	504·0	54·1	30·0	Buffalo NY Utd.States WB	T.3Cy.22½″,36″&60″-42″ 233NHP DetroitS.B.Co.Detroit		R
23881 148142 MNDK	**Downshire** 3Mst ssBel No.3-8,37 ~~ssBel.No.2-32~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	398 271 163	✠100A1 8,37 ~~11,34~~ ✠LMC8,37 ~~MC12,32~~ ~~BS11,34~~ 8,37	Bel	f	CL ~~11,34~~ 8,37	1925 1mo Lloyd	Scott& Sons Bowling 'sA&CP	EastDownshire S.S.Co.Ld.	147·0 Q86'B9'F25' FK FP139t	24·6	10·0	Belfast British 3BHCem APT4t	T.3Cy.~~13″~~,21″&34″-24″ (s) 180lb 12″ 59RHP 1SB,3cf,GS48,HS1502 Aitchison,Blair,Ld.Gls.	11 ″ 0 s 3 ″ 6½ 11 ″ 0½	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist. Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines.	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
23882 28836 JOHJ	**Dozan Maru**	1679 — 975					1918	Hashimoto Kizo Kobe	HashimotoKisen K.K.	249·5	34·9	21·7	Moji Japanese			
23883 PDSD	**Dr. Colijn** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern*	332 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	M.Oosterhuis	133·3 P41'F15'	23·1	9·5	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"–15¾" 68NHP BenzMtrn.Werke MannheimAG.		V
23884 DOMQ	**Drachenfels** Sub.Sig. 2*Dks*	6342 5834 3879					1921	Howaldts-werkeA.G. Kiel	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P60'B136'F55'	56·5	30·4	Bremen German *WB*	T.3Cy$28\frac{9}{16}$"47¼"&76¾"–$55\frac{1}{16}$" & L.P. Turbine 436NHP Howaldtswerke,Kiel		G
* 23885 146435 GFQB	**Draco** *ss*Hul.No.3–2,34 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	2018 1565 1177	✠100A1 ~~4,37~~ ~~6,36~~ ~~7,37~~ 12,37 MS2,34	Hul ~~Lon~~ ✠LMC BS~~1,36~~ 4,37	*r*	CL ~~4,34~~ 3,37	1922 1mo Lloyd	Hall,Rus-sell&Co.Ld Aberdeen 'sA&CP	Ellerman'sWilson Line,Ld. *CellDB*234'461t	274·7 P&B183'F51' FK *FPT*27t*APT*9t	39·3	18·5	Hull British 5*BHptAsp* *ptCem*	T.3Cy.17¾",30½"&53"–36" 225lb (*r*) 291NHP 2SB,*6cf*,GS112,HS4410 FD Hall,Russell&Co.Ld.Abn.	20 ″ 9 s 1 ″ 5 19 ″ 7	
23886 LCAV	**Drafn** TwinSc *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8205 7667 4802					1931	Cant. RiunitiDell Adriatico Monfalcone	E.B.Aaby	468·0 P117'B30'F56'	60·2	34·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"–$43\frac{5}{16}$" 1000NHP Soc.An.FiatS.G.M.Turin		N
* 23887 129797 MDRY	**Drakedene** (*ex*EmsworthManor–36, *ex*Elvet) *ss*Ant.2ndNo.~~3-4,37~~ *Well deck* *Cargo battens not fitted* 1*Dk*(*Stl*) Now "Stangate," see No. 40113 in Supplement	1289 980 678	✠100A1 4,37 ~~2,36~~ BS4,37 ~~MS9,32~~	Cff Aht ✠LMC2,36 ~~BS2,36~~	*o*	OG ~~2,36~~ ~~2,37~~ 7,37	1912 4mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	DrakelowS.S.Co. Ld.(P.E.Bethell &Co.Ld.*Mgrs.*) *CellDBa*69'*uE&*	240·0 Q127'B13'F25' *B*35'*f*100'294t*FPT*	33·5	15·4	London British 4*BHCem* 40t*APT*66t	T.3Cy.19",31"&51"–36" (*s*) 180lb 201NHP 2SB,*6pf*,GS84,HS3524 N.E.MarineEngCoLdNwc	17 ″ 3 s4 ″ 11½ 15 ″ 11	
* 23888 133551 GFXV	**Drakelow** (*ex*BromptonManor–36, *ex*Warszawa,*ex*Aydon, *ss*Cff.No.3–4,26 *ex*Charity,*ex*Jet, *ss*Bly.No.2–35 *ex*Aydon) 1*Dk*(*ptIrnptStl*) *Mchy.Aft*, *Well deck*. Now "Stancliffe," see No. 40112 in Supplement	1735 1293 1021	✠100A1 6,37 ~~1,37~~ MS2,35	Nwc Cff ✠LMC BS7,36	*q*	OG N7,36	1914 4mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	DrakelowS.S.Co. Ld.(P.E.Bethell &Co.Ld.*Mgrs.*) *CellDBuE&B*41'	255·0 *Pon*Q61'Q144'B14' F29' FK *f*172'482t*FPT*130t	38·3	17·0	London British 4*BHCem* *APT*25t	T.3Cy.19",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s 5 ″ 1 18 ″ 2	
* 23889 139233 GKXQ	**Drakepool** *ss*Sws.No.3–5,37 ~~*ss*Bry.No.2–33~~ D.F. 1*Dk*(*Stl*)	4838 4610 2994	✠100A1 ~~5,37~~ 10,36 11,37 ~~BS6,36~~	Shl ~~Sws~~ Ant ✠LMC2,~~33~~ 5,37	*y*	CL 7,35	1924 11mo Lloyd	RopnerS.B &Rpg.Co. (Stockton) Ld. Stockton 'sA&CP	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDBa* 126'*uE*25'*f*	390·0 402·9(O.L.) P29'B221'F41' FK 171'1059t*FPT*162t	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194t	T.3Cy.25½",40"&71"–48" (*s*) 180lb ~~100lb~~ *100lb* 437NHP 3SB(Spt),*9cf*,GS190,HS7526 Blair&Co.Ld.Stockton.	28 ″ 9 s4 ″ 5 24 ″ 6½	
* 23890 143695 GDVY	**Dramatist** *ss*Bkn.No.3–8,33 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* *No.1hold*	5443 5107 3423	✠100A1 12,36 BS~~12,36~~ 3,38	Bkn ✠LMC8,32	*z*	CL N2,36	1920 12mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*354'1118t	410·0 423·3(O.L.) P37'B138'F52' FK *DTa*31'846t*FPT*52t	52·3	30·5	Liverpool British 7*BHCem* *APT*22t	3SteamTurbinesDRgeared to1Sc.Shft200lb(*s*) 600NHP 2DB&1AuxSB,*15cf*,GS284, HS9592 J.Brown&CoLdClydebank	32 ″ 10 s 6 ″ 3 26 ″ 11	
23891 LCIK	**Drammensfjord** (*ex*Tatjana) 2*Dks*	5339 4865 3210					1920	Canadian Vickers,Ld. Montreal	DenNorske AmerikalinjeA/S	400·9 P73tH227t	52·4	28·4	Oslo Norwegian *WB*	T.3Cy.25",41"&68"–45" 310NHP CanadianVickers,Ld.Mtl.		N
23892 PDSG	**Drechtdijk** Ⓟ TwinSc *ss*Rot.No.1–37 *OilEng.* *ss*Rot.No.3–8,32 *Ref.Mchy* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) D.F. *Cargo battens not fitted in* *bridge and forecastle*	9338 8549 5808	✠100A1 *Awning dk* *withfreeboard* 8,37 DB8,37 ✠Lloyd'sRMC~~2,37~~ 3,38 ~~12,37~~ ~~8,37~~ *Carrying bean or similar oil in deep tank*	Rot ✠LMC CS8,37 2,36	*e*†	CL 3,35	1923 3mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*421'1619t*DT*	485·5 P40'B153'F59'*on* *Awng dk* FK&BK2" 1*BHdispensed with* *a*30'706t *FPT* 130t	62·3	35·5	Rottrdam Dutch *ptCem* 7 *BHonly*— *APT*75t	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB–*100lb* Harland&Wolff,Ld.Gls. *all to Awng dk*	38 ″ 9 s 9 ″ 4½ 29 ″ 7½	
23893 389	**Dreher** (*ex*CaterinaDani–36,*ex*Quartz, *ex*B.A.H.W.No.10) *Mchy.Aft* 1*Dk*(*Stl*)	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Wal-ker&Co.Ld. Sudbrook	FabbricaBirra Dreher,Soc.Anon. B.P.D.V.	177·0 171·0 Q62'F24' FK B *on Quarter dk* 17' *FPT*46t	30·1	11·4	Trieste Italian 4*BHCem* *MT*6'66t	T.3Cy.13",22"&34"–22½" 75NHP 1SB,*3pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
23894 IBGV	**Drepanum** (*ex*Roumelian–37) *ss*Liv.No.3–8,27 *ss*Bkn.No.1–32 *CruiserStern* 2*Dks*(*Stl*)	2736 2560 1714	✠ 12,36 ✠	Bkn	*u*		1914 11mo	Palmers' Co.Ld. Newcastle	Transmediterra-neaSoc.Anon.di Navigazione *CellDBa*	324·0 312·0 P71'B103'F32' FK 95'*uE&B*45'*f*135'6	43·0	23·9	Palermo Italian 6*BHCem* 21t*APT*15t	T.3Cy.20",34½"&59"–42" 331NHP 2SB,*6cf*,GS111,HS4654 Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 1	I †
23895 PDTD	**Driebergen** D.F. 2*Dks*	5231 4786 3148					1923	NewWater-wayS.B.Co. Schiedam	ZuidHollandsche Scheepv.Maats.	402·3 F37'	58·3	26·5	Rottrdam Dutch *WB*	DR geared Steam Turbine MetropolitanVickersElec. Co.Ld.Manchester		V
23896 LDFZ	**Driva** Ⓟ 1*Dk*	325 160 182					1909	Trndhjms Mek.Værks. Trondheim	MöreFylkes Ruteselskap	136·9 F102tQ32tH31t	21·2	9·6	Xiansund Norwegian	T.3Cy.13¾",23"&38"–22" NB12 68NHP TrondhjemsM.V.Trondhm		
* 23897 145586 MKSD	**Dromara** (*ex*Raylight–34) *ss*Gmh.No.3–12,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	723 488 291	✠100A1 ~~4,37~~ ~~2,36~~ 12,37 MS12,33	Bel ✠LMC BS~~12,36~~ 12,37	*j*	CL 7,35	1921 6mo Lloyd	J.S.White &Co.Ld. Cowes 'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	181·0 Q103'B11'F34' FK *DBf* 101'157t *FPT*	29·4 *30·7*	11·4	Belfast British 3*BHCem* 58t*APT*43t	T.3Cy.15",25½"&41"–30" (*s*) 180lb 98RHP 2SB,*4cf*,GS66,HS2324 J.S.White&Co.Ld.Cowes	13 ″ 6 s 4 ″ 2½ 13 ″ 4¾	
23898 143691 GDSF	**Dromore** *Fitted for oil fuel* D.F. E.S.D. 1*Dk*2*trB*	4096 3571 2358					1920	IrvinesSB. &D.D.Co.Ld. WHartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·6	Liverpool British *WB*	T.3Cy.26",43"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
23899 143836 GNWR	**Dromore Castle** *ss*Hul.No.1–36 *ss*N.Yk.No.3–12,31 Sub.Sig. 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *inNo.1hold*	5242 4782 3199	✠100A1 ~~6,37~~ ~~4,35~~ ~~10,37~~ 3,38 MS1,36	Phl ~~NYk~~ NYk ✠LMC BS~~6,36~~ 6,37	*y*	CL ~~9,34~~ 10,37	1919 11mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	Union-CastleMail S.S.Co.Ld. *CellDB*	400·3 412·5(O.L.) P50'B113'F39' FK 340'1051t*FPT*132t	52·3	28·5	London British 7*BHptCem* *APT*220t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dans Cert. B. of Trade
23900 OXYD	**Dronning Alexandrine** Ⓟ *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	1854 1042 1090					1927	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2 F33′	39·0	23·3	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy. Akt.Burmeistr&Wain,Cpn		V
23901 OXZD	**Dronning Maud** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	1779 1024 860					1906	Akt.Bur-meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0	38·2	22·8	Esbjerg Danish *WB*	T.4Cy.25″,42½″&(2)51″–42″ 337NHP Akt.Burmeistr&Wain,Cpn		V
23902 LDTR	— Ⓟ Wireless 2*Dks*	1488 686 754					1925	Fredrkstad Mek. Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	235·8	37·7	13·8	Tr'ndheim Norwegian *WB*	T.3Cy.23½″,37½″&63–39″ 284NHP FredrikstadM.V Frdstad.		N
23903 LDGY	**Dronningen** Ⓟ 1*Dk&Awng dk*	661 625 400					1893	FevigJern-skibsbyggeri Arendal	A/S Arendals Dampskibsselskab	186·6 H36*t*	27·0	20·1	Arendal Norwegian *WB*	T.3Cy.16½″,26½″&43″–30″ NB06 101NHP BergensMek.Verkst.Bgn.		N
23904 DOCO	**Drossel** (*ex*Horneck) Wireless 1*Dk*	999 879 552					1924	F.Schichau Elbing	ArgoReederei RichardAdler & Co.	229·8 P14′B65′F31′	33·6	14·2	Bremen German *WB*	T.3Cy.15″,26⅜″&38⅜″–25½″ 75NHP F.Schichau,Elbing		G
23905 7279 SDTW	**Drott** (*ex*Danelag,*ex*PeterBom, *ex*ConsulPoppe) 1*Dk*	*932* *700* *493*					1904	F.Schichau Danzig	RederiA/B Caledonia (C.H.Witt, *Mgr.*)	208·4 Q73′B53′H35*t*F22′	33·6	13·4	Hlsngborg Swedish *WB*	T.3Cy.16½″,27½″&42½″–27½″ 94NHP F.Schichau,Elbing		V
23906 7434 SHDN	**Drotten** Ⓟ *CruiserStern* Wireless D.F. 2*Dks*	847 372 571					1927	Oskrshmns M.V.& SkppsdkA/B Oskarshamn	Ångf.A/B Gotland (C.E.Ekman, *Mgr.*)	183·1 H159*t*	30·8	11·0	Visby Swedish *WB*	T.3Cy.18½″,29&48″–30″ 126NHP OskarshamnsM.V.& Skeppsdk.Oschamn.		V
23907 540 SDUG	**Drottning Sophia** Ⓟ **Iron** 2*Dks&Shelterdk*	728 401 526					1875	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·9 H58*t*	25·0	13·1 20·3	Stockholm Swedish	C.2Cy.24″&48″–27″ 100NHP BergsundsMek.Vks.Skm.		
23908 5044 SEBA	**Drottning Victoria** Ⓟ **TwinSc** Sub.Sig. (*Ferry*) D.F. GyC. 1*Dk*2*trB*	3175 2399 1114					1909	Swan,Hunter&Wigham Richardson, LdNewcastle	SvenskaStatens Jernvägar (G.Englund)	368·3 H572*t*F64′	50·1	22·2	Trelleborg Swedish *WB*	T.6Cy.23½″,38½″&63″–36″ 476NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		G
23909 6277 SJMA	**Drottningholm** Ⓟ **TrpSc** (*ex*Virginian) *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks* *Ref.Mchy.*	*11055* *6546* *6485*					1905	A.Stephen &Sons Glasgow	A/B Svenska AmerikaLinien (A.Jonsson, *Mgr.*)	517·0 P70′B210′H1288*t* F113′	60·0	38·0	Gothenbrg Swedish *WB*	SR Geared SteamTurbines NE22 A/BDeLavalsÅngturbin, Skm.		C
23910 92866 MKTF	**Drudge** *Mchy.Aft*	418 400 272					1887	Armstrong Mitchell& Co.Ld. Newcastle	T.Round&Sons	125·0	35·2	12·5	London British	T.3Cy.12″,19½″&32″–20″ 52RHP WallsendSlipwayCo.Nwc.		
23911 YTAP	**Drugi Dalmatinski** New "Vitor" See No 4650 in Supplement (*ex*Baltannova,*ex*Venezia,*ex*Norna) *Well deck* 1*Dk&Web frames*	1180 862 711			...		1889	S.&H.Morton&Co. Leith	PrvoDalmatinsko Trgovacko Drustvo	224·0 P27′Q42′B61′F32′ FK	33·2	14·5	Dubrovnik Yugoslav *WB*	T.3Cy.16½″,27″&42″–33″ NB10 108NHP S &H.Morton&Co.Leith	17 ″ 3	V †
23912 112393 CGSW	**Druid** Ⓟ **TwinSc** *ss*Qbc.No.1–07 1*Dk*(*Stl*–ws) Sub.Sig. Wireless	503 367 193	✠ 4,07 ✠	Qbc	*h*		1902 7mo	Fleming& Ferguson,Ld Paisley *Cell*	CanadianGovernment(Department ofMarine) *DBf*35′31*tDTa*22′	160·0 B28′F28′ *Shade dk*63′ FK 44*tDTf*13′27*tFPT*	30·1	12·5	Ottawa British 5*BHCem* 18*tAPT*11*t*	T.6Cy.13″,21″&34″–24″ 59RHP 3SB,6*cf*,GS95,HS2580 Fleming&FergusnLd.Psy.	13 ″ 0	
⁕ 23913 149997 MPRG	**Druid Stoke** *ss*Apl.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	486 352 249	✠100A1 8,37 ~~5,36~~ MS1,34	Brs ✠LMC BS~~5,36~~,37	*g*	~~5,36~~ 7,37	1929 8mo *Lloyd*'*sA&CP*	C.Hill& Sons,Ld. Bristol	Osborn&Wallis,Ld.	145·0 Q46′F16′	26·7 *28·0*	11·3 BK6″ *FPT*	Bristol British 3*BHAsp* 81*tAPT*36*t*	T.3Cy.12¾″,22″&34″–24″ (*s*) 180lb 66RHP 1SB,3*pf*,GS51,HS1600 Plenty&Son,Ld.Newbury	12 ″ 6 s 1 ″ 3½ 11 ″ 8½	
23914 148079	**Drumahoe** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	HuronSteamships, Ld.	252·0 Q100′F36′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C
⁕ 23915 146263 MKVT	**Drumlough** *ss*Mil.No.3–3,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	311 206 113	✠100A1 9,37 ~~2,37~~ MS3,34	Mil Lth ✠LMC ~~BS11,34~~ 2,36	*d*	CL 2,37	1921 10mo *Lloyd*'*sA&CP*	Rennie, Ritchie& Newport S.B.Co.Ld. Rutherglen	W.N.Lindsay,Ld.	130·8 136·3(O.L.) Q49′B8′F28′	22·6	9·9 FK *FPT*	Leith British 3*BHCem* 33*tAPT*16*t*	C.2Cy.15″&32″–24″ (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10 ″ 6 s ″ 7 10 ″ 0	
23916 142008 MJRN	**Dryburgh** **TwinMsts** *ss*Gmh.No.3–4,32 *ss*Gmh.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1289 1024 676	✠100A1 3,38 ~~3,37~~ BS5,38	Gmh ✠LMC3,37	*o*	CL 3,37	1919 7mo *Lloyd*'*sA&CP*	Campbel-townSBCo.Ld Campbelt'wn	G.Gibson&Co.Ld.	230·0 238·0(O.L.) Q79′B56′F27′ *CellDB*190′395*t*	35·8	15·5 FK	Leith British 4*BHCem* *APT*50*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 2 16 ″ 8	
23917 219332 KORK	**Dryden** *Fitted for oil fuel* Sub.Sig. 2*Dks&Shelter dk*	5836 5479 3581			...		1919	SunS.B.Co. Chester,Pa.	LykesBros.— RipleyS.S.Co.Inc.	434·3	57·7	27·2 FK	Galveston, Tex. Utd.States *WB*	T.3Cy.27″,45½″&76″–51″ 612NHP SunS.B.Co.Chester Pa.	30 ″ 3	R †
⁕ 23918 YTAS	**Duba** (*ex*Collingham) *ss*Spt.2ndNo.3–5,36 1*Dk*(*Stl*)2*trB&Web frames*	4115 3830 2535	✠100A1 2,37 BS7,37	Cff ✠LMC5,36	*w*	CL 4,36	1910 1mo *Lloyd*'*sA&CP*	JLThompson&Sons,Ld Sunderland *Cell*	SlobodnaPlovidba Drustvo s.o.j. *DBa*121′ *uE&B*4	351·7 P25′B145′F32′ 5′*f*145′1006*tFPT*1	51·0	25·7 FK	Dubrovnik Yugoslav 6*BHCem* 04*tAPT*213*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 850NHP 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
23919 YTAT	**Dubac** *ss*Tri.2ndNo.3–5,26 *ss*Tri.No.1–30 1*Dk*(*ptIrn&ptStl*) *deep framing & Web frames*	2819 2623 1804	✠ ... 11,34 ✠	Spt	*u*		1901 8mo	J.Blumer &Co. Sunderland	Dubrovacka Plovidba A.D. *WB=CellDBa*1	319·7 P28′B91′F31′ 10′*uE*18′*f*128′749*t*	46·1	21·2 FK	Dubrovnik Yugoslav 5*BHCem* *APT*110*t*	T.3Cy.22½″,37″&61″–42″ NDB14 257NHP 2SB,6*cf*,GS118,HS4106 G.Clark,Ld.Sunderland	23 ″ 9	V †

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
23920 117516 MFQC	Dublin 3Mst (exCardiganCoast, ssBel.2ndNo.3-5,29 exDublin) ssBel.No.~~1-33~~2-37 Mchy.Aft Well deck 1Dk(Irn) Cargo battens not fitted	711 500 283	✠100A1 11,37 ~~12,36~~ ✠LMC11,37 ~~MS7,33~~ ~~BS12,36~~	Bel	k	CL 11,36	1904 4mo Lloyd	J Fullerton &Co. Paisley 'sA&CP	R.&D.A.Duncan, Ld.(W.Clint,Mgr) Cell	200·0|29·0|11·3 Q111'B11'F35' BK7½" DBf117'178t FPT	Belfast British 3BHCem 85tAPT5t	T.3Cy.15½,29⅝"&48"-36" (s) 170lb 156NHP 1SB,4cf,GS75,HS2540 Ross&Duncan,Glasgow	14 " 0 s4 " 6¼ 14 " 1¼	
23921	— Ⓟ TwinSc Well deck 1Dk	709 — 294			...		1912	CaledonS. B.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	250·2|40·1|10·7 Q73'B78'F26' FK	Bns.Aires Argentine WB	T8Cy(2)12",(2)20"&(4)24" -24" 182NHP CaledonSB.&E.Co.Ld.Dun	11 " 6	
* 23922 YTAU	Dubravka (exMariaImmaculata) ssTri.2ndNo.3-4,29 ssSpt.No.1-34 1Dk(ptIrn&ptStl)2trB&deepframing 3Dk rule	3798 3451 2396	✠100A1 6,36 ✠LMC MS6,32 BS~~3,36~~ 5,37	Spt	w	CL 6,35	1905 12mo Lloyd	J.Read- head&Sons SouthShields 'sA&CP	Dubrovacka Plovidba A.D. CellDBa	347·0|49·1|25·2 P41'B142'F31' FK 115'uE21'f146'1008	Dubrovnik Yugoslav 6BHCem tAPT148t	T.3Cy.24½",41"&66"-45" (r) 180lb 331NHP 2SB,6cf,GS126,HS5297 J.Readhead&Sons,S.Shl.	26 " 9 s4 " 2¾ 22 " 8	
* 23923 YTKD	Dubrovnik Ⓟ (exLovrjenac) ssSpt.2ndNo.3-12,34 1Dk(Stl-ws)&Shelter dk (ptStl-teak) Now "Dedinje," see No. 37887 in Supplement	996 816 598	✠100A1 withfreeboard 6,37 ~~4,37~~ ✠LMC11,33 ✠NB1,27 BS12,36 Service in the Adriatic	Spt	l	CL ~~4,37~~ 6,37	1909 8mo	Cant.Nav. Triestino Monfalcone	DubrovackaParo- brodskaPlovidba A.D. Cell DBa40'uE	208·9|29·2|18·7 30·8 BK6"	Dubrovnik Yugoslav 6BHCem 23' DTsf27'	T.3Cy.18 13/16",29¼"&48"-30" 180lb (s) 203NHP 2SB,4cf,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc. 33tf40'80tAPT12t	13 " 0 s " 6 13 " 2¼	
* 23924 DDUB	Duburg (exHazelpark,exSayn) ssKel.No.3-2,34 1Dk(Stl)	2675 2432 1572	100A1 11,37 ~~10,36~~ BS~~1,37~~ LMC2,34 11,37	Ham		10,36	1922 2mo Lloya	Frd.Krupp Akt.Ges. Kiel 'sCP	FlensburgerDamp- fercompagnie HaraldSchuldt &Co. CellD	328·7|44·2|20·6 339·9(O.L.) P&B219'F37' len34 FK B289' 683t FPT56t	Hamburg German ptAspptCem 5BH APT120t	T3Cy19 23/32",32 11/16"&54⅞"-39⅜" 185lb (s) 245NHP 2SB,4cf,GS84,HS3445 FD Frd.KruppA.G.Essen	22 " 6 s 3 " 5½ 19 " 5	
23925 FNRU	Duc d'Aumale Ⓟ TwinSc D.F. 3Dks	4464 3228 1875					1912	Atel.&Ch. deProvence Marseilles	Cie.Générale Transatlantique	364·6|49·3|20·0 28·2 P57'B189'F38'	Marseilles French WB	T.8Cy.(2)23⅝",(2)38⅝"& (4)47¼"-43⅜" 589NHP Atel.&Ch.deProvence,Msl.		V
23926 OSTA	Duc de Brabant ssAnt.No.3-10,37 ~~ssAnt.No.2-34~~ D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 withfreeboard ~~12,36~~10,37 ~~BS5,36~~ ✠LMC~~3,34~~ 10,37 10,37	Ant	u	CL ~~3,34~~ ~~7,37~~ 10,37	1925 6mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	"Compagnie Dens-Ocean" Soc.Anon. CellDBa93'uE21'	315·9|45·1|20·6 FK f142'595tAPT57t	Antwerp Belgian 5BHptCem (Coll to Sh dk 4 ,, 2nd ,,)	T.3Cy.22",37"&61"-42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 Wllsnd.Slpwy.Co.Ld.Nwc.	22 " 10 s 1 " 6 21 " 5¾	
23927 1911 IBVJ	Duca degli Abruzzi TwinSc OilEng. Ref.Mchy. 2Dks(Stl-Wthr dk ws) CruiserStern D.F.	2315 2048 1400	✠ ... 2,36 ✠	Gen	t		1933 9mo	Eriksbergs M.V.Aktieb. Gothenburg	Italian Govern- ment(Ministero delleColonie- RegiaAzienda MonopolioBanane) CellDB218'503t of tunnels 251t	312·8|40·7|24·6 298·6 B80'F46' FK Tanks in way FPT23tAPT60t	Genoa Italian 5BHptCem (Coll to Wdk 4 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP EriksbergM.V.Aktieb.Got	26 " 9	I †
23928 108072	Duchess Ⓟ Ctr 1Dk&Shade dk	314 229 137	✠ 12,02 ✠	Gls	d		1897 7mo	Mackie& Thomson Glasgow	"Duchess"S.S.Co. Ld.	133·6|26·0|10·3 F18' BK7½" WB=FPT9t	Auckland N.Z. British 4BHCem	T.3Cy.15",25"&40"-27" NB23 106NHP Muir&Houston,Ld.Gls.	11 " 3	
23929 121333	Duchess of Argyll Ⓟ TrpScSp 2Dks	593 445 238					1906	W.Denny &Bros. Dumbarton	London,Midland& ScottishRailway	250·0|30·1|10·1 Q10'B&F240'	Glasgow British	3 Steam Turbines 399RHP Denny&Co.Dumbarton		BT till 9,37
23930 160505 GNTS	Duchess of Atholl Ⓟ TwinSc ssLiv.No.2-36 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5&7 holds D.F. E.S.D. CruiserStern	20119 14457 11872	✠100A1 withfreeboard 1,38 ~~12,36~~ BS~~10,36~~ ✠LMC11,35 1,38 Fitted for oil	Liv fuel6,28		CL ~~1,36~~ 1,38 F.P. a	1928 6mo Lloyd bove 1	W.Beard- more&Co.Ld. Dalmuir 'sA&CP 50°F.	CanadianPacific RailwayCo.(Cana- dianPacific Steam- ships,Ld.Mgrs.) CellDB510'2695t in way of tu	582·0|75·2|41·7 B&F520' FK Prom.dk322' Coll DTf43'751t Tanks nnels501t FPT202t	London British 11BHptCem BHtoWdk APT270t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD W.Beardmore&Co.Ld.	44 " 9 s17 " 6 27 " 6¾	BT till ~~12,37~~ 1,38
* 23931 160482 GNTV	Duchess of Bedford Ⓟ TwinSc ssLiv.No.2-37 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. inNos.2,5,&7 holds D.F. E.S.D. CruiserStern	20123 14366 11887	✠100A1 withfreeboard 2,38 ~~1,37~~ ~~BS10,36~~ ✠LMC12,35 Fitted for oil	Liv BS12,37 fuel 5,28		CL 12,36 F.P. a	1928 5mo Lloyd bove 1	J.Brown &Co.Ld. Glasgow 'sA&CP 50° F.	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.Mgrs.) Cell DB510'2685t in way of tun	581·9|75·2|41·7 B&F520' FK Prom.dk325' Coll DTf43'737t Tanks nels 496t FPT203t	London British 11BHCem BHtoWdk APT270t	6SteamTurbinesSRgeared to 2 Sc.Shafts (s) 370lb 2DB200lb 3557NHP 6 Water Tube Boilers (Spt) HS30696 FD J.Brown&Co.Ld.Glasgow	44 " 9 s17 " 6 27 " 6¾	BT till ~~12,37~~ 1,38
23932 106903 MJQF	Duchess of Cornwall Ⓟ Pad (exDuchess of York) 1Dk	302 232 127					1896	Barclay, Curle&Co.Ld Glasgow	Southamptn.I.ofW &S.ofEng.Royal MailStm.PktCo.Ld	185·5|22·1| 8·6	Sthampt'n British	D.2Cy.24"&45"-64" 135NHP Barclay,Curle&Co.Ld.Gls.		BT till ~~12,37~~ 11,38
23933 115767	Duchess of Fife Ⓟ Pad 1Dk	336 291 138					1903	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRailway	210·3|25·0| 8·5	Glasgow British	T.4Cy.(2)16½",35"&52"-54" NB28 199NHP FairfieldCo.Ld.Glasgow		BT till 2,38
23934 161968	Duchess of Hamilton Ⓟ TrpSc 2Dks	795 542 314					1932	Harland& Wolff,Ld. Glasgow	London,Midland& ScottishRailway	262·0|32·1|10·1	Glasgow British	3 Steam Turbines Harland&Wolff,Ld.Bel.		BT till 9,37
23935 161921	Duchess of Montrose Ⓟ TrpSc 2Dks&Promenade dk	806 537 314					1930	W.Denny &Bros.Ld. Dumbarton	London,Midland& ScottishRailway	262·0|32·0|10·2	Glasgow British	3 Steam Turbines W.Denny&Bros,Ld.Dmb.		BT till 9,37
23936 131994 MBQN	Duchess of Norfolk Ⓟ Pad Now "Embassy," see No. 38010 in Supplement 1Dk	381 303 154					1911	D&WHen- dersn&Co.Ld Glasgow	~~SouthernRailway~~ Cosens&Co.Ld.	190·0|26·1| 8·7	Weymouth ~~Portsmth~~ British	C.D.2Cy.27"&51"-54" 159NHP D&W.Hendersn&CoLdGls		
* 23937 160631 GSVR	Duchess of Richmond Ⓟ TwinSc ssSou.No.2-37 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. inNos.2,5&7holds D.F. E.S.D. CruiserStern	20022 14366 11821	✠100A1 withfreeboard 1,38 ~~1,37~~ ✠LMC11,36 BS1,38 Fitted for oil	Sou fuel12,28		CL ~~1,35~~ 1,38 F.P. a	1928 12mo Lloyd bove 1	J.Brown& Co.Ld. Clydebank 'sA&CP 50° F.	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) CellDB510'2547t in way of tu	581·9|75·2|41·7 B&F520' FK Prom.dk325' Coll DTf43'700t Tanks nnels474t FPT193t	London British 11BHptCem BH to Wdk APT269t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3748NHP 6 Water Tube Boilers(Spt) HS32268 FD J.Brown&Co.Ld.Clydebnk	44 " 9 s 17 " 6 27 " 6¾	BT till ~~1,37~~ ~~1,38~~ 6,38

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le 1 ont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et ce n'est dans le L. R. Durée Cert. Ref. Trade.
23938 104622	**Duchess of Rothesay** Ⓟ PadSk 1*Dk*	338 309 127					1895	J.&G. Thomson, Ld Clydebank	LondonMidland & ScottishRailway	225·6 H24*t* *Promenadedk* 212'	26·1	8·6	Glasgow British	C.D.2Cy.27½"&58"–54" NB14 206NHP J&GThomsonLdClydebnk		BT till 1,38
23939 161202 GSYN	**Duchess of York** Ⓟ TwinSc ssLiv.No.2-37 ~~ssLiv.No.1-34~~ 4*Dks*(*Stl–weather dk pt* ws) 5*th dk*(*Stl*)*in Nos.* 2, 5, *&* 7 *holds* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	20021 14366 11822	✠100A1 *withfreeboard* 12,37 ~~1,03~~ ~~MS10,36~~ ✠LMC ~~1,36~~ *Fitted for oil fuel*3,29 *F.P. above* 150° F.	Liv BS10,37 M31,37		CL 2,36	1929 3mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	CanadianPacific RailwayCo. (CanadianPacific Steamships,Ld. *Mgrs.*)	581·9 B&F520' FK *Promenade dk* 325' *Cell DB*510'2547*tD Tf*43'700*t Tanks in way of tunnels* 474*tFPT*193*tAPT*269*t*	75·2	41·7	London British 11*BHpt Cem* (*Coll „ to W dk*)	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 3748NHP 370lb 2DB*200lb* FD 6WaterTubeBlrs.(Spt) HS32268 J.Brown&CoLdClydebank	44 ″ 9 s 17 ″ 6 27 ″ 6½	BT till ~~10,37~~ 12,38
* 23940 413 ~~177~~ IBRJ	**Duchessa d'Aosta** Ⓟ ssTri.No 3–8,33 *Ref.Mchy.* 2*Dks*(*Stl*)*&* D.F. *Shelter dk*(*Stl*) ssTri.No.1–37	7872 6707 4953	✠100A1 *Shelter dk* *withfreeboard* ~~11,37~~ 3,38 ~~4,30,33~~ ✠Lloyd'sRMC3,37 ~~1,37~~ 3,38 ~~11,37~~ *Fitted for oil fuel*9,30 *F.P. above* 150°F.	Tri MS3,37 ✠LMC BS~~10,36~~ 11,37	*b*†	CL ~~7,34~~ 7,37	1921 5mo	Stabilmnto Tecnico Triestino Trieste A&CP	LloydTriestino Soc.Anon.diNav.	464·2 450·0 B168' *on Shelter dk* *Collision* FK *CellDB*398'16 30*tFPT*56*tAPT*63*t*	57·4	22·0 32·4	~~Venice~~ Trieste Italian *Cem BH to Sh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"–54" (*s*) 180lb 681NHP 4SB(Spt),*12cf*,GS239, HS9851 FD StabilimentoTecnico,Tri.	35 ″ 0 s 8 ″ 4½ 26 ″ 10	
* 23941 161136 MCTN	**Dudley Rose** ssBly.No.2-38 ~~ssSws.No.1-34~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1600 1231 946	✠100A1 ~~6,37~~ ~~12,36~~ 1,38 ~~MS11,34~~	Sld ~~Sws~~ Bly ✠LMC 1,38 ~~BS10,36~~	*p*	CL ~~11,36~~ ~~6,37~~ 1,38	1929 12mo	D&WHenderson&CoLd Glasgow Lloyd'sA&CP	RichardHughes& Co.(Liverpool)Ld.	250·0 Q140'B15'F25' FK *CellDB*169'373*tFPT*93*t*	37·2	16·4	Liverpool British 4*BHCem* *APT*66*t*	T.3Cy.19",31"&52"–36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 ″ 6 s 5 ″ 4½ 17 ″ 3½	
23942 EEKR	**Duero** (*ex*Switzerland,*ex*Monassir) 2*Dks* **Now sailing as " URBI "**	1332 1094 526					1920	CaledonS. B.&E.Co.Ld. Dundee	M.M.dePinillos	270·6	38·2	23·9	Cadiz Spanish *WB*	T.3Cy.21",34"&56"–39" 196NHP Dunsmuir&JacksonLd.Gls		C
※ 23943 1184 IBSJ	**Duilio** Ⓟ QuadSc ssGen.No.3–3,34 *Ref.Mchy.* 4*Dks*(*Stl*)*&Awng dk*(*Stl*–teak s)*&Shade dk*(*Stl*–teak s) D.F. GyC.	23635 16377 14103	✠100A1 *Awng dk* *withfreeboard* ~~9,37~~ ~~3,37~~ 1,38 ~~BS3,36~~ ✠Lloyd'sRMC ~~10,36~~ 1,38 ~~5,37~~ *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	Gen BS3,37 ✠LMC3,34	*o*†	CL Pf3,37 Pa3,37 Sf3,37 Sa8,36	1923 10mo	Ansaldo Soc.Anon. SestriPnente. Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav.	635·6 602·4 FK 12*BH* 3 „ *CellDB*522'2756*tFPT*191*tAPT*120*t* *Side tanks f* 16' 164*t a* 21' 174*tDT f* 34' 236*t*	76·3 –	46·3	Genoa Italian *Cem to Awng dk* „ *2nd* „	4 Steam Turbines (*s*) 200lb 4297NHP 4SB&6DB,*64cf*,GS1264, HS53840 FD G.Ansaldo&Co.Smp.	50 ″ 2 s20 ″ 5½ 30 ″ 0	
23944 182 IBTJ	**Duino** Ⓟ Wireless 1*Dk&Shade dk* *Fitted for oil fuel*	1334 1178 789			...		1923	Stabilmnto Tecnico Trieste	"Adriatica" Soc. Anon.diNav.	238·0 FK	34·4	13·7	Venice Italian *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 345NHP StabilimentoTecnico,Tri.	15 ″ 9	I †
23945 DIBD	**Duisburg** Ⓟ Sub.Sig. *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	7389 6164 4375					1928	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.)	463·6 P27'B&F426'	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"–47¼" 1585NHP AlgemeineElec.Ges.Berlin		G
23946 DGXQ	— TwinSc *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoffnungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56'B28'	33·6	13·0	Duisburg-Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.$11\frac{13}{16}$"–$16\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
23947 PDTU	**Duivendrecht** New Buccaneer, see No. 37430 in Supplement *OilEng.* ssRot.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *CruiserStern* *Longitudinal framing at bottom, decks & topsides*	6222 5638 3679	✠100A1 ~~4,37~~ ~~3,36~~ 11,37 DBS~~[illegible]~~ 4,37 *CarryingPetroleum in bulk*	Rot ✠LMC1,36	*z*	CL ~~1,35~~ 3,37	1927 10mo	NewWaterwayS.B.Co. Rotterdam Lloyd'sA&CP	N.V.Maats. Motorschip"Duivendrecht"(Phs. VanOmmeren Scheepv.Bedrijf, *Mgrs.*)	403·4 P102'F32' FK *CellDBuE*70' 259*t FPT*186*t APT*100*t*	55·2	32·7	Rottrdam Dutch 14*BHpt Cem*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 652NHP 3DB*142lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s6 ″ 2½ 26 ″ 8½	
23948 LDJJ	**Dukat**	1350 1136 761					1920	TheNew Eng.&S.B. Works,Ld. Shanghai	A/SArneSveens Rederi (ArneSveen *Mgr.*)	242·7 P24'B62'F24'	37·2	15·0	Oslo Norwegian	T.3Cy.18½",29"&49"–33" 138NHP TheNewEng.&Shipbdg. Works,Ld.Shanghai		N
23949 128316 GNVX	**Duke of Argyll** Ⓟ TwinSc 2*Dks*(*ptStl*–ws) E.S.D. *CruiserStern*	3814 1998 1585	✠ 10,28 ✠	Brw			1928 4mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway	349·1 P72'B170'F57' BK7" *DTsf*18'220*tDTsa*42'102*tFPT*49*t*	53·1	18·5	Lancaster British 9*BH Asp* *APT*44*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till 3,38
23950 128315 GCPQ	**Duke of Lancaster** Ⓟ TwinSc 2*Dks*(*ptStl*–ws) E.S.D. *CruiserStern*	3814 1998 1586	✠ 2,29 ✠	Brw			1928 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland & ScottishRailway	349·1 P72'B170'F57' BK7" *DTsf* 18'220*tDTsa*42'102*tFPT*49*t*	53·1	18·5	Lancaster British 9*BHAsp* *APT*44*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1628NHP 6WaterTubeBoilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till 2,38
23951 128317 GNVL	**Duke of Rothesay** Ⓟ TwinSc 2*Dks*(*ptStl*–ws) E.S.D. *CruiserStern*	3812 1999 1586	✠ 8,28 ✠	Gls			1928 6mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway	349·0 P72'B170'F57' BK7" *DTsf* 18'220*t DTs a* 42'102*t FPT*49*tAPT*44*t*	53·1	18·5	Lancaster British 9*BHAsp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6W.T.Blrs.GS624,HS19770 W Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~4,37~~ 3,38
23952 128318 GYKV	**Duke of York** Ⓟ TwinSc E.S.D. 2*Dks* *CruiserStern*	3743 1938 1547	✠ 5,36 ✠	Bel			1935 6mo	Harland& Wolff,Ld. Belfast	LondonMidland& ScottishRailway	339·2 P56'B172'F56' FK *CellDBuE*42'*f*86' 164*tMTs*26'342*t* *Tanks in way of tunnel* 46'150*tFPT*34*tAPT*62*t*	52·2	17·9	Lancaster British 8*BH*	4 Steam Turbines SR geared to 2 Sc. Shafts 1494NHP 4WTB,GS440,HS15000 Harland&Wolff,Ld.Bel.	19 ″ 6 ~~s 4 ″ 11½~~ ~~14 ″ 9½~~	BT till ~~4,37~~ 6,38
23953 200593	**Duluth** *Mchy.Aft* 2*Dks*	4749 — 3785					1903	Chicago S.B.Co. Chicago	GreatLakes TransitCorp.	381·6 *WB*	50·2	26·0	Buffalo, N.Y. Utd. States	Q4Cy.20¾",30",43½"&63"–42" 257NHP DetroitS.B.Co.Detroit		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23954 162564 GTRB	**Dulwich** *ss*Nwc.No.1-35 E.S.D. D.F. 1*dk*(*Stl*)	4036 3698 2418	✠100A1 10,37 ~~1,37~~ BS3,37 ✠LMC3,35	Cff	*x*	CL 4,36	1931 3mo *Lloyd*	Smith's DockCo.Ld Stockton-on- Tees '*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *CellDB*	366·4|52·0|24·7 876·5(O.L.) F39'P32'B129' FK 312'1167t*FPT*131t	London British 6*BHptCem* *APT*184t	T.3Cy.23½",40½"&67"-45" 185lb (*s*) 368NHP 3SB(Spt)9*cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s4 ″ 8¼ 22 ″ 6¼	
23955 146327 GDNF	**Dumana** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*(*Stl*-*U*teaks)	8427 6842 5110	✠ 8,26 ✠ Lloyd'sRMC~~3,37~~ ~~6,37~~10,37 6,38~~2,34~~	Mdb	*c*†		1923 3mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*389'1581t *Tanks betweentu*	450·0|58·3|32·9 P44'B153'F50' FK *nnels* 122'201t *FPT*	Glasgow British 8*BHptCem* 125t*APT*73t	Oil Engines 4S.C.SA 16Cy.26½"-47" 1110NHP NBDieselEng.Wks.Ld.Gls	35 ″ 6	BT till ~~11,37~~ 3,38
* 23956 161585 GYLT	**Dumfries** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5149 4720 3061	✠100A1 *withfreeboard* ~~7,37~~ ~~3,37~~ ✠LMC7,35 2,38	Npt ~~Cff~~ Shl		CL	1935 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* *CellDBa&u*	B.J.Sutherland& Co.Ld. *E*160'*f*176'1284t *F*	416·3|55·2|26·0 429·5(O.L.) F32' FK (*PT*97t*APT*188t	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Q4Cy.23",32½",47"&68"-48" 225lb *150lb* (*s*) 442NHP 3SB(Spt)9*cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 5 25 ″ 5	
23957 TCAZ	**Dumlupinar** Ⓟ (*ex*Doumlou Pounar,*ex*MargaHemsoth,*ex*Croatia) Sub.Sig. 2*Dks*3*trB*	1991 1802 1261					1888	Blohm& Voss Hamburg	Denizyollari Idaresi	290·7|36·4|22·2 P50'B28'H50*t*F45'	Istanbul Turkish *WB*	T.3Cy.22",35"&58"-39½" 211NHP Blohm&Voss,Hamburg		
* 23958 132472 VJCQ	**Dumosa** *ss*Mel.No.3-9,32 *ss*Mel.No.1-36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3012 1941	✠100A1 10,37~~10,36~~ BS5,37 ✠LMC5,36	Syd Mel	*v*	CL 10,36	1920 3mo A&CP	Common- wealthS.B.& Dockyard Williamstwn Victoria	J.Paterson&Co. Proprietary,Ld. *CellD*	331·0|47·9|23·6 341·2(O.L.) P31'B100'F29' FK *B*277'882t *FPT*118	Melbourne British 5*BHCem* t*APT*204t	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castle- maine)Pty.Ld.Castlemaine	26 ″ 1 s4 ″ 5¾ 21 ″ 10	
* 23959 146302 GFTN	**Dumra** TwinSc *ss*MombasaNo.3-2,33 *ss*Mombasa.No.1-37 *OilEng.* 2*Dks*(*Stl*-*U*teaks) *Cruiser Stern*	2304 1893 1317	✠100A1 5,37~~3,36~~ ✠LMC CS5,37 ~~DBS3,36~~ 3,~~36~~ ~~3,35~~ 5,37 DBS~~5,37~~ 3,38	Mom- basa	*s*	CL 3,36	1922 5mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD*	271·7|43·6|21·3 280·0(O.L.) P37'B104'F33' FK *B*224' 295t *FPT*41t	Glasgow British 5*BHCem* *APT*86t	Oil Engines 4S.C.SA 12Cy.15"-30" 259NHP DB*100lb* N.BritishDieselE.Wks. (1922)Ld.Gls.	24 ″ 0 s 3 ″ 7¾ 20 ″ 9	
23960 HAAO	**Duna** (*ex*Marquise de TwinSc Lubersac-34) *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	966 816 563					1910	Forg.&Ch. de laMédit. LaSeyne	Königlich ungarischeDonau- Seeschiffahrts-A.G	235·0|32·3|13·4 P59'B34'F29'	Budapest Hungarian *WB*	C.4Cy.14$\frac{9}{16}$"&25⅝"-15¾" 42NHP Forg.&Ch.de laMédit.Msl.		V
23961 136370 GNWF	**Dunaff Head** D.F. 2*Dks*	5258 4845 3278					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	390·4|51·8|29·8 P47'B114'F78'	Belfast British *WB*	T.3Cy.26½",44"&74"-48" 380NHP Wrkman,Clark&Co.LdBel	32 ″ 6	C
23962 70319 GFNV	**Dunara Castle** Ⓟ Iron Wireless	457 339 195					1875	Blackwood &Gordon Pt.Glasgow	McCallum,Orme &Co.,Ld.	180·4|24·5|12·5 P50'B52'F46'	Glasgow British	C.2Cy.30"&52"-30" NB94 123NHP *Cmp.*82Blkwd&GrdnP.Gl.		BT till 3,38
23963 YTBP	**Dunav** (*ex*Izabran-36, *ex*PolishMonarch, ~~*ss*Tri.No.3-6,25~~ *ex*Polmont,*ex*Karpat) ~~*ss*Spt.No.2-34~~ 1*Dk*(*ptIrn ptStl*) *ss*Tri.2ndNo.3-12,37	4307 3983 2661	✠100A1 ~~3,37~~ 12,37 ✠LMC12,37 ~~MS9,33~~ ~~BS12,36~~	Rot Tri	*x*	CL 5,36	1912 10mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	BrodarskoAkcion- arskoDrustvo "Oceania" *CellDBa*132'*u*	378·2|53·3|24·5 390·6(O.L.) P35'B230'F42' FK *E*21'*f*157'971t*DTa*	Susak Yugoslav 7*BHCem* 26'908t*FPT*	T.3Cy.24",39"&66"-45" (*s*) 180lb 343NHP 3SB,9*cf*,GS150,HS5658 N.E.MarineEng.CoLdNwc 151t*APT*148t	26 ″ 11 s 3 ″ 10¾ 23 ″ 2	
* 23964 221 SVPL	**Dunavis** (*ex*SiberianPrince-33, *ex*BaronLovat) *ss*Shl.No.3-5,27 *ss*Pir.No.2-36 2*Dks*(*Stl*)	*5604* *5356* *3582*	✠100A1 ~~6,35~~ 6,36 9,37 ✠LMC6,36 BS7,37	Pir ~~Dur~~ Mch	*a*†	CL 6,35	1915 5mo *Lloyd* C	Russell &Co. Pt.Glasgow '*sA&CP* *ell DBa* 132' *u*	L.A.Embiricos 1*Intermediate BH* & 1 *'tween d* *E*24'*f*186' 1181t *D*	423·5|56·0|28·7 P38'B123'F50' FK *kBH dispensed with* *Ta*36'1118t*APT*31t	Andros Greek *Cem* 5*BHto U dk* 1 ,, ,,*2nd*,,	T.3Cy.27",45"&74"-51" (*r*) 180lb 555NHP 3SB,9*cf*,GS189,HS8307 FD Rankin&BlackmoreLdGrk *only*	31 ″ 4 s 6 ″ 0¾ 25 ″ 6	
23965 161420 GPTS	**Dunbar Castle** Ⓟ TwinSc D.F. *OilEng.* Sub.Sig. 2*Dks*&3*rd dk in Nos.*1&2*holds* *Ref.Mchy.* E.S.D. *CruiserStern*	10002 7063 5985					1930	Harland& Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	471·2|61·2|29·6 P&B328'F90'	London British *WB*	Oil Engines 4S.C.SA 12Cy.29⅛"-59$\frac{1}{16}$" 977NHP Harland&Wolff,Ld.Gls.		BT till ~~9,37~~ 10,38
23966 133646 MFCZ	**Duncarron** (*ex*Whinhill-33) *ss*Bkn.No.3-4,26 *Well deck* *ss*Gmh.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)	478 331 194	✠100A1 ~~8,36~~12,37 BS~~1,37~~ ✠LMC10,34 12,37	Gmh	*h*	CL ~~8,36~~ 12,37	1914 5mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	Buchan&Hogg *CellDBf*	165·6|25·2| 9·7 *26·4* Q95'B11'F27' BK7"	Grngemth British 3*BHCem* 100'151t	T.3Cy.12",20"&34"-23" (*r*) 180lb 81RHP 1SB,3*pf*,GS46,HS1543 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″ 8¼ 12 ″ 4¾	
23967 145519 CYKZ	**Dundas** (*ex*Glencassie) *Mchy.Aft* 1*Dk*	1901 1573 1119					1923	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British *WB*	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
23968 144713 * GWRS	**Dundee** Wireless D.F. 1*Dk*(*Stl*),*Shelter dk*(*Stl*) E.S.D. 3*rd dk*(*Stl*)*inNo.*1*hold* *Cruiser Stern*	1541 1178 625	✠100A1 *withfreeboard* ~~5,37~~ ~~10,36~~ ✠LMC2,34 10,37 *Carrying fuel* &*inNo.*3*doub*	Dun *oil F.P.* *le bott*	*s* *om*	OG 5,37 *above* *tank*	1934 2mo *Lloyd* 150°F.	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* *in deep tanks*	Dundee,Perth& LondonShipping Co.Ld. *CellDBa&uE*85'	283·8|42·1|15·8 294·0(O.L.) F24' FK&BK¾" *Coll* *f*98'259t *MT*7'116t *DTa*9'119t*FPT*	Dundee British 5*BHptCem* *BHto S dk* 4 ,, ,, *2nd* ,, 67t*APT*51t	T.3Cy.20½",35"&59"-42" (*s*) 220lb 361NHP 3SB(Spt)9*cf*,GS180,HS6651 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s ″ 2 17 ″ 0	
* 23969 144297 GNWT	**Dundrum Castle** *ss*Gls.No.3-10,32 Sub.Sig. 2*Dks*(*Stl*)&3*rd dk* (*Stl*)*inNo.*1*hold*	5259 4796 3214	✠100A1 8,36 ✠LMC MS2,32 BS~~3,36~~ 5,37	Hul		CL 3,36	1919 12mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*	400·3|52·3|28·5 P50'B113'F39' FK 340'1051t *FPT*132t	London British 7*BHptCem* *APT*220t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
* 23970 136462 VJCR	**Dundula** *ss*Syd.No.1-36 *ss*Syd.No.3-9,32 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3344 3010 1936	✠100A1 6,37~~6,36~~ ✠LMC6,36 BS6,37	Syd	*v*	CL ~~6,34~~ 6,37	1920 1mo	Common- wealthNaval Dockyard Sydney,NSW A&CP	TheAdelaide SteamshipCo.Ld. *CellD*	331·0|47·9|23·5 341·0(O.L.) P31'B95'F30' FK *B*277'882t*FPT*118t	Melbourne British 5*BHCem* *APT*204t	T.3Cy.25",41"&68"-45" (*s*) 190lb HS8289 520NHP 3 Water Tube Boilers FD Thompson&Co.(Castle- maine)Proprietary,Ld. Castlemaine,Vic.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
* 23971 164578 MKMP	**Dunedin Star** TwinSc *OilEng.* 1*Dk*&*Shelter dk*, 3*rd dk except in No.*1 *hold*, 4*th dk forward of Mchy. space* *Ref.Mchy.* *CruiserStern* D.F. E.S.D. GyC.	11168 9074 6853	✠100A1 *withfreeboard* ~~4,38~~ 4,38 ✠LMC2,36 ✠Lloyd'sRMC~~3,37~~ ~~6,37~~ 4,38 ~~1,38~~	Liv Lon		CL	1936 2mo *Lloyd*	Cammell, Laird&Co.Ld. Birkenhead '*sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *CellDB*379'1347t *tunnels*1405t *Duct keel for*	530·0|70·4|32·3 551·0(O.L.) P83'B201'F70' FK *Tanks in way of* (*FPT*116t *APT*166t *ward of mchy.space*	London British 8*BHptCem* *Coll to Sh dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.SA 18Cy.28⅜"-49$\frac{3}{16}$" 2516NHP 2DB*100lb* SulzerBros.Ld. Winterthur	35 ″ 0 s 5 ″ 8¼ 29 ″ 6½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers No... du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
23972 160763 GNTJ	**Dunelmia** ssAnt.No 1-33 D.F. 1Dk(Stl)	5207 4929 3220	✠100A1 3,37 ~~BS5,36~~ ✠LMC3,33 7,37	Shl	z	CL 5,36	1929 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld. Mgrs) CellDB	421·3 434·0(O.L.) P30'B240'F43' FK 371'1413tFPT175t	54·2	27·2	W.Hartlpl British 8BHCem APT167t	T.3Cy.26",43"&71"-48" (s) 180lb 494NHP 3SB,9cf,GS162,HS7356 FD Cen.Mar.EWrks.LdW Hpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
* 23973 165552 GBBR	**Dunera** Ⓟ TwinSc 3Dks OilEng. D.F. E.S.D. Platform dk forward Ref.Mchy. CruiserStern Cargo battens not fitted	11162 7524 6634	✠100A1 withfreeboard 12,37 ~~8,37~~ ✠LMC8,37 ~~(ClassContemplated)~~ ✠Lloyd'sRMC8,37	Gls Sou		CL	1937 8mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP CellDB423'	BritishIndiaStm. Nav.Co.Ld. 1486t Tanks at sides	496·5 516·8(O.L.) ~~P29'B300'F88'~~ FK F61' Shade dk of tunnels620tFPT	63·2	~~22·7~~ 31·0	London British 9BHptCem 121tAPT43t	Oil Engines 2S.C.SA 10Cy.22 1/16"-66¼" 1510NHP 2DB100lb Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s11 ″ 10 23 ″ ¼	BT till 8,38
* 23974 220280 KUZV	**Dungannon** ssN.Yk.No.3-4,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6928 6670 4292	100A1 ~~4,37~~ ~~8,36~~ 1,38 ~~BS7,37~~ ,37 LMC4,35 Carrying Petroleum in bulk Fitted for oil fuel 4,23 F.P. above 150° F.	NYk Gal	b†	CL ~~4,35~~ 1,38	1920	Bethlehem S.B.Corp Ld. Alameda,Cal.	TheTexas Company CellDBuE&B62' DTf50'885t	435·0 P106'B48'F43' FK 202t FPT97tAPT74t	56·0	32·0	Wilmgton (Del.) Utd.States 13BHptCem (9 „ to U dk 4 „ „2nd„)	T.3Cy.27",48½"&78"-48" (s) 220lb 597NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corporation S.Francisco	33 ″ 6	
23975 164118 GZQQ	**Dunkeld** OilEng. D.F. E.S.D. CruiserStern	4944 4558 2994	100A1 withfreeboard (ClassContemplated)				1937	Barclay, Curle&Co.Ld. Glasgow	LomondShipping Co.Ld.	418·2 F29'	55·2	25·5	Glasgow British	Oil Engines 2S.C.SA 3Cy.20½"-81⅛" Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
	For full particulars see No. 37854 in Supplement															
23976 FNWD	**Dunkerquois** 2Dks	3145 2919 1971			...		1920	Ardrossan DD&SBCoLd Ardrossan	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement.Mgr)	331·2 P29'B170'F39' FK	47·3	22·1	Dunkirk French WB	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
23977 163853 MBTV	**Dunkerton** Ⓟ Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	505 366 182	✠100A1 6,37 ~~5,36~~ ✠LMC4,34	Brs	g	CL 6,37	1934 4mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	BristolSand& GravelCo.Ld.(F.E. Peters,Mgr.) Cell	148·0 Q56'B9'F24' FK DB81'105tFPT67t	28·1	11·4	Bristol British 4BHCem APT44t	T.3Cy.13½",21"&35"-26"(s) 180lb 62RHP 1SB,3cf,GS55,HS1560 AilsaS.B.Co.Ld.Trn.	13 ″ 3 s ″ 9½ 12 ″ 6½	BT till 9,37
23978 149636 GNFK	**Dunkwa** OilEng. ssDrt.No.2-35 2Dks(Stl)&Shelter dk(Stl)	3789 3092 1996	✠100A1 withfreeboard ~~1,38~~ ~~4,36~~ 4,38 ✠LMC CS11,35 DBS1,38 1,38 Carrying vegetable oil in deep tanks	Hul ~~Mdb~~ Lon	x	CL ~~11,35~~ ~~1,37~~ 4,38	1927 8mo Lloyd	A.McMillan&Son,Ld. Dumbarton 'sA&CP CellDB292'778tDTsa58'616tFPT97tAPT100t	ElderDempster Lines,Ld.	355·3 367·5(O.L.) P37'F42' FK	49·2	22·4	Liverpool British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅜"-59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7½	
23979 117530 MDGZ	**Dunleary** ssLiv.2ndNo.3-8,30 Mchy.Aft ssIrv.No.1-35 Well deck 1Dk(Irn) Cargo battens not fitted	480 335 193	✠100A1 6,37 ~~11,36~~ ~~BS11,36~~ ✠LMC4,34 11,37	Irv Ard	h	CL 11,35	1905 12mo Lloyd	A&J.Inglis Ld. Glasgow 'sA&CP	ArranShippingCo. Ld.(J.Campbell, Mgr.) WB=Cell	159·9 Q86'B11'F32' BK7' DBf84'96tFPT40t	26·1	10·4	Irvine British 3BHCem APT5t	C.2Cy.20"&42"-30" (s) 130lb 96RHP 1SB,3pf,GS55,HS1619 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s 3 - 11 12 ″ 11	
* 23980 118490 GLWN	**Dunluce Castle** Ⓟ TwinSc ssLon.2ndNo.3-10,29 ssLon.No.1-35 Ref.Mchy. 3Dks(Stl-U teaks) D.F. Sub.Sig.	8131 6578 4999	✠100A1 9,37 ~~8,37~~ ~~BS5,34~~ ✠LMC3,33 6,37	Lon	e†	CL PN9,36 S9,36	1904 9mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellD	Union-Castle MailS.S.Co.Ld.	475·5 P&B315'F70' FK&BK3' Ba112'uE37' f191'	56·9	31·7	London British 8BHCem 1079tFPT84tAPT50t	Q8Cy.22½",32",46½"&68"-51" 220lb (s) 965NHP 3D&1SB21cfGS411HS16899 Harland&Wolff,Ld.Bel.	35 ″ 1 s8 - 10½ 27 ″ 0	BT till ~~3,37~~ 3,38
23981 129046 MDBZ	**Dunmoir** (exLowick-36, exContinental Trader,exSteersman) ssMdb.2ndNo.3-10,34 1Dk(Irn) Mchy.Aft Welldeck	562 384 254	✠100A1 4,37 ~~BS5,37~~ ✠LMC10,34 5,38	Gmh	i	CL 5,36	1909 10mo Lloyd	WoodSkinner&Co.Ld. Newcastle sA&CP	Buchan&Hogg	170·2 Q80'B14'F22' FK DBf102'	27·5	10·7	Grngemth British 3BHCem 124tFPT34t	T.3Cy.15½",25"&41"-27" (s) 180lb 98RHP 1SB,3cf,GS54,HS1912 N.E.MarineEng.CoLdNwc	13 ″ 0 s ″ 6½ 12 ″ 6½	
23982 109588 GKXL	**Dunmore Head** (exReval) ssBel.3rdNo.3-6,35 1Dk(Stl)&Spar dk(Irn)& deep framing	1682 1476 1056	✠100A1 Spar dk withfreeboard ~~5,37~~ ~~6,36~~ 5,38 BS7,37 ~~BS6,36~~ ✠LMC4,35	Bel	q	CL 6,36	1898 8mo Lloyd	Ramage& Ferguson,Ld Leith sA&CP	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld. Mgrs.) CellDBa59'	246·2 B60'F30' FK uE&B35'f100'357t	37·6	13·6 20·5	Belfast British 4BHCem APT22t	T.3Cy.19",31 7/16"&50"-36"(s) 175lb 90lb 154NHP 2SB,4cf,GS80,HS2272 Ramage&Fergusn,Ld.Lth.	22 ″ 6 ~~s 3 ″ 3½~~ ~~19 ″ 6~~ s3 ″ 3 19 ″ 5	
23983 145344 MKYD	**Dunnet Head** (exSt.Senan) ssLth.No.1-37 ssLth No.3-4,33 Mchy.Aft 1Dk(Stl) Well deck	515 347 223	✠100A1 4,37 ~~3,36~~ ~~BS3,36~~ ✠LMC~~4,33~~ 4,37 ✠NB12,18refitted6,21	Abn Lth	g	CL 3,36	1921 6mo Lloyd	JIThornycroft&Co.Ld. Southampton 'sA&CP	A.F.Henry& MacGregor,Ld.	155·7 161·0(O.L.) Q86'B11'F25' FK FPT48t	26·2	11·4	Leith British 3BHCem APT20t	T.3Cy.~~13½~~ 13 1/16",22"&35"-27" (s) 185lb 70RHP 1SB,3cf,GS51,HS1832 FD JIThornycroft&CoLdSou.	12 ″ 6 s 3 ″ 8½ 12 ″ 5	
* 23984 164637 GYVM	**Dunnottar Castle** Ⓟ TwinSc OilEng. 3Dks,4th dk except in after hold Ref.Mchy. Sub.Sig. CruiserStern D.F. E.S.D.	15007 11585 9181	✠100A1 withfreeboard 2,38 ~~4,37~~ ✠LMC6,36	Sou		CL	1936 6mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellDB417'	Union-CastleMail S.S.Co.Ld. 1818t Tanks at sides of tunnels25' 196t FPT 98t APT230t	540·0 560·0(O.L.) B234'F96' FK	71·9	37·8	London British 9BHptCem (Coll to W dk 8 „ 2nd „)	Oil Engines 2S.C.DA 18Cy.17 11/16"-47¼" 1931NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 ″ 6 s15 ″ 6½ 28 ″ 2	BT till ~~5,37~~ 4,38
* 23985 147913 GKTS	**Dunrobin** ssBkn.No.3-3,37 2Dks(Stl)	5041 4804 3192	✠100A1 3,37 BS7,37 ✠LMC5,36	Bkn	y	CL N5,36	1924 8mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	ScottishNav.Co. Ld.(Glen&Co. Mgrs.) Intermediate'tween dkBHin after CellDB348'	404·9 426·9(O.L.) P38'B119'F43' FK hold dispensed with 1143t DT a 30' 860t	53·0	27·6	Glasgow British Cem 5BH to U dk 1 „ „2nd „ APT102t	T.3Cy.25",42"&70"-48" (s) 180lb 410NHP 3SB,9cf,GS181,HS6900 D.Rowan&Co.Ld.Glasgow only	30 ″ 0 s 5 ″ 8½ 24 ″ 7	
	Now "Elisabeth Hendrik Fisser," see No. 38031 in Supplement															
23986 161013 GJYN	**Dunsley** ssCff.No.2-38 ~~ssCff.No.1-33~~ 1Dk(Stl)	3862 3481 2317	✠100A1 1,38 ~~3,37~~ ~~BS11,36~~ ✠LMC~~7,34~~ 1,38	Bry Cff	w	CL ~~3,37~~ 1,38	1929 9mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	Headlam&Sons S.S.Co.Ld. (Headlam&Son, Mgrs.)	360·2 P31'B217'F36' FK CellDB307'939t	50·0	23·1	Whitby British 6BHCem APT147t	T.3Cy.25",42"&68"-45" (s) 180lb 180lb 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ 1½ 22 ″ 5½	
* 23987 146308 GCJW	**Dunstaffnage** ssFal.No.3-7,35 2Dks(Stl)	4525 4293 2867	✠100A1 7,37 ~~8,36~~ ~~BS8,36~~ ✠LMC7,35 7,37	Lon Gls	y	CL ~~11,35~~ 7,37	1922 9mo Lloyd	Lithgows, Ld. Pt.Glasgow 'sA&CP	ScottishNav.Co. Ld.(Glen&Co. Mgrs.) 'Tween dk BH in after Cell DB 331'1031t D	384·9 398·2(O.L.) P34'B113'F44' FK hold dispensed with Ta30'780tAPT20t	52·0	26·7	Glasgow British Cem 5BH to U dk 1 „ „2nd„	T.3Cy.26",42"&70"-48" (s) 180lb 488NHP 3SB,9cf,GS170,HS7345 FD Rankin&Blckmore,Ld.Grk only	29 ″ 3 s 5 ″ 7½ 28 ″ 11	
* 23988 147297 GYFK	**Dunstan** (exA.D.Bordes-35, exSaintOswald) ~~ssDnk.No.2-34~~ ssLiv.No.3-9,37 2Dks(Stl)	5149 4804 3266	✠100A1 9,37 ~~10,36~~ ~~BS10,36~~ ✠LMC~~4,34~~ 9,37 10,34	Liv	y	CL 10,36	1925 2mo Lloyd CellDB348'1152tDTa30'860tAPT102t	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	BoothS.S.Co.Ld. Intermediate'tween dkBHin after hold dispensed with	404·9 P38'B119'F39' FK	53·0	27·6	Liverpool British Cem 5BHtoU Dk 1 „ „2nd„	T.3Cy.27",44"&73"-48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow only	30 ″ 0 s 5 ″ 8½ 24 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
* 23989 146084 MKTZ	**Dunstanburgh** (exGreif) ssNwc.No.3-12,33 Well deck 1Dk(Stl) Now "Stanburgh" see No.40151 in Supplement	1095 824 476	100A1 withfreeboard 3,36 BS~~4,36~~7,37 LMC12,33	Nwc	n	OG 11,34	1912 Lloyd's A&CP	Stettiner Oderwerke Stettin	Tyne-TeesSteam ShippingCo.Ld.	236·2|32·5|13·7 P&B143'F26' FK CellDB202' 236t FPT 18tAPT28t	Newcastle British 5BHCem	T.3Cy.21 13/16",35 13/16"&57 5/16"-39 3/8" 185lb FD 258NHP 2SB(Spt),4cf,GS78,HS3522 StettinerOderwerke	16 " 0 s1 " 3 15 " 0¼	
* 23990 149981 GCSD	**Dunster Grange** TwinSc OilEng. ssLon.No.2-36 ~~ssLon.No.1-32~~ 3Dks(Stl-Uws)4th dk(Stl) in holds Ref.Mchy. D.F. CruiserStern	9494 7548 6011	✠100A1 5,37 ~~9,35~~ DBS~~8,32~~8,37 ✠Lloyd'sRMC~~1,37~~ 2,38 ~~11,37~~ 8,37	Lon ✠LMC CS~~11,32~~ 7,34	d† 5,37	CL ~~PN1,34~~ ~~S1,34~~ 5,37	1928 1mo Lloyd's A&CP	Fairfield SB.&E.Co.Ld Glasgow	HoulderLine,Ld. (HoulderBrothers &Co.Ld. Mgrs.)	431·3|64·5|35·4 B250'F82' FK Ductkeel fwd. of mchy.space CellDB369'1672t Tanks in way of tunnels 466t FPT78tAPT113t	London British 8BHptCem	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB125lb FairfieldS.B.&E.CoLd.Gls.	38 " 2 s7 " 4½ 31 " 0¾	
* 23991 159556 VLFB	**Duntroon** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	10346 6378 6137	✠100A1 withfreeboard 11,37 ~~3,37~~	Syd ✠LMC8,35		CL	1935 8mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	MelbourneSteamshipCo.Ld.	455·0|65·2|30·2 B&F438' FK CellDB345'617t Tanks at sides of tunnel242tFPT74t APT217t	Melbourne British 7BHCem	Oil Engines 2S.C.DA 12Cy.17 11/16"-47¼" 1288NHP DB75lb J.G.Kincaid&Co.Ld.Grk.	36 " 0 s10 " 8 25 " 6	
* 23992 67528 MPQY	**Dunvegan** (exSpray-32) Iron ssBkn,No.2-37 ssAbn.5thNo.3-9,28 ~~ssLiv.No.1-33~~ Cargo battens not fitted 1Dk(ptStl)	632 506 375	✠90A1 2,37 ~~1,36~~ ✠NB7,90 DBS~~1,36~~2,37 MBS~~8,36~~8,37	Liv Bkn LMC MS8,36	j	CL 1,37	1872 6mo A&CP	Hall,Russell&Co. Aberdeen	KyleShipping Co.Ld.(Monroe Bros.Mgrs.)	181·1|28·0|14·5 Q65' BK7½" DBa37'70t	Aberdeen British 4BHCem	C.2Cy.28"&45¾"-30" (s) 80lb 100lb NDB01 90RHP 1SB,3pf,GS60,HS1359 Hall,Russell&Co.Abn.	15 " 4 s1 " 5½ 14 " 9	
* 23993 164702 GYXG	**Dunvegan Castle** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,4th dk except in after hold Ref.Mchy. Sub.Sig. CruiserStern	15007 11585 9181	✠100A1 withfreeboard ~~7,37~~2,37 1,38	Sou ✠LMC8,36		CL	1936 8mo Lloyd's A&CP	Harland&Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	540·0|71·9|37·8 B234'F96' FK CellDB417'1818t Tanks at sides of tunnels25'196t FPT98t APT230t	London British 9BHptCem (Coll to W dk 8 ,, 2nd ,,)	Oil Engines 2S.C.DA 18Cy.17 11/16"-47¼" 1931NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 " 6 s15 " 6¾ 28 " 2	BT till ~~8,37~~ 6,38
23994 141942 MJXN	**Dunvegan Head** (exAlouette-36, exPentlandFirth) ssLon.No.3-3,33 ssLth.No.1-36 Mchy.Aft 1Dk(Stl) Welldeck Cargo battens not fitted	638 424 296	✠100A1 11,37 ~~12,36~~ BS11,37	Lth ✠LMC12,36	i	CL N11,36	1920 1mo Lloyd's A&CP	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	A.F.Henry& MacGregor,Ld.	175·4|28·3|10·1 180·4(O.L.) Q100'B11'F28' FK CellDBf97'148t FPT46t APT29t	Leith British 3BHCem	T.3Cy.14",23"&38"-27" (s) 180lb 99RHP 1SB,3pf,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 " 6 s3 " 8 12 " 5½	
23995 FNMG	**Dupleix** Ⓟ Ref.Mchy. D.F. 2Dks	7135 6506 4427					1914	Atel.&Ch. delaLoire Nantes	ChargeursRéunis	417·9|54·0|37·6 B148'	Havre French WB	T3Cy27 61/64",46 1/16"&76"-51 31/32" 416NHP Atel.&Ch.delaLoire,Nts.		V
23996 PUBC	**Duque de Caxias** Ⓟ (exBenevente,exRioGrande) Sub.Sig. 2Dks	4556 3580 2879					1904	J.C.TecklenborgA.G. Wesermünde-G.	LloydBrasileiro	361·2|46·7|26·2 P236'F29'	R.Janeiro Brazilian	T.3Cy.22 13/16",38 15/16"&65¾"-48" 300NHP J.C.TecklenborgAG.Wsm		V
* 23997 140578 GPDT	**Duquesa** TwinSc ssLon.No.3-12,29 ssLon.No.1-34 Ref.Mchy. 3Dks(Stl)&Shelter dk (Stl-ws) D.F. Cruiser Stern	8651 7529 5400	✠100A1 Shelter dk withfreeboard 5,37 ~~6,36~~ MS8,34 ✠Lloyd'sRMC~~1,37~~ ~~5,37~~ 4,38 ~~1,38~~ ~~10,37~~ ~~8,37~~	Lon BS8,37 ✠LMC ~~BS6,36~~	c†	CL ~~6,36~~ S4,37 PN5,37	1918 5mo Lloyd's A&CP	IrvinesS.B &D.D.Co.Ld. WHartlepool	Furness-Houlder ArgentineLines, Ld.	429·0|61·3|27·7 451·0(O.L.) B257'F37'on Shelter dk FK CellDB362'1121tFPT94t APT129t	Liverpool British 7BHCem	T.6Cy.25",41½"&70"-48" (s) 200lb 1076NHP 5SB(Spt),20cf,GS399, HS16396 FD Richardsons,Westgarth& Co.Ld.Hpl.	38 " 3 s8 " 7¼ 29 " 11½	
~23998 217612 KECS	**Duquesne** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk&Web frames Longitudinal framing	6262 5895 3872			...		1919	Federal S.B.Co. Kearny,N.J.	LykesBros.-RipleyS.S.Co.Inc.	395·5|55·0|31·4 P45'B110'F38'on Shelter dk FK	N.Orleans Utd.States WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 " 11	R †
23999 220410 KDBT	**Durango** Fitted for oil fuel Mchy.Aft Carrying petroleum in bulk Longitudinal framing 2Dks	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	MalstonCo.Inc. (C.D.Mallory&Co. Inc.Mgrs.)	435·0|56·0|32·0 P123'B50'F33'	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.S.Fo.		R
24000 DHFO	**Durazzo** Ⓟ Wireless 1Dk&Shelterdk	1153 809 556					1922	J.L.Meyer Schfw&Msch Papenburg	HamburgAmerik Packetf.-Act.Ges. (Ham.Amr.Linie)	227·5|34·5|12·5 B66'F31'	Hamburg German WB	T.3Cy.17¾",29½"&46"-3½" 118NHP J.L.Meyer,Papenburg		G
24001 26431 JKQD	**Durban Maru** ssYka.No.3-12,31 ssYka.No.1-35 1Dk(Stl)&Shelter dk(Stl)	7164 6700 4383	✠100A1 Shelter dk withfreeboard ~~12,36~~12,37 BS~~12,36~~ 12,37	Yka ✠LMC12,35	a†	CL 12,35	1919 11mo A&CP	Mitsubishi ZosenKaisha Ld.Nagasaki	NipponYusen K.K.	420·0|56·0|38·5 F47' FK CellDB365'1163tDTa28'1128t FPT108t APT95t	Tokio Japanese Cem 8BHtoSh dk	T.3Cy.28",47"&79"-51" (s) 200lb 574NHP 3SB,9cf,GS192,HS7726 FD MitsubishiZosenKaishaLd	38 " 7 s10 " 4¼ 28 " 5	
24002 149998 MPTC	**Durdham** ssCff.No.1-34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	477 353 176	✠100A1 5,37 ~~4,36~~ BS~~4,36~~ 5,37	Brs ✠LMC3,34	g	CL ~~4,35~~ 5,37	1930 2mo Lloyd's A&CP	AilsaS.B. Co.Ld. Ayr	BristolSand& GravelCo.Ld. (F.E.Peters, Mgr.)	145·5|27·1|11·4 Q48'B9'F23' FK CellDB88' 97t FPT39t APT36t	Bristol British 4BHCem	T.3Cy.13½",21"&35"-26" 180lb (s) 62RHP 1SB,3cf,GS55,HS1560 AilsaS.B.Co.Ld.Troon	13 " 3 s " 11 12 " 5	
* 24003 146312 GFSL	**Durenda** TwinSc ssFal.No.1-38 OilEng ssMdb.No.3-12,34 2Dks(Stl)	7241 6795 4450	✠100A1 ~~9,37~~ ~~2,37~~ 5,38 DBS~~10,36~~ 11,37	Mdb ✠LMC CS~~12,34~~ ~~11,36~~ 5,37	c† 5,38	CL ~~7,35~~ 4,38	1922 9mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	BritishIndiaStm. Nav.Co.Ld.	450·1|58·3|32·8 P45'B149'F41' FK CellDB386' 1519t ~~DT f51'1100t~~ FPT149t APT75t	Glasgow British 7BHptCem	Oil Engines 4S.C.SA 16Cy.26 5/16"-47" 1070NHP DB100lb NBDieselEng.Wks.Ld.Gls	35 " 6 s7 " 11 27 " 10¼	
* 24004 163522 GWWK	**Durham** TwinSc OilEng. Ref.Mchy. 2Dks&Shelter dk D.F. 4th dk in Nos.1&2 holds E.S.D. CruiserStern	10893 9539 6261	✠100A1 withfreeboard ~~11,37~~ 5,38 ✠Lloyd'sRMC~~11,36~~ 5,38 ~~11,37~~ ~~5,37~~	Liv ~~Gls~~ ✠LMC9,34	Gls	CL 11,37	1934 9mo Lloyd's A&CP	Workman Clark(1928) Ld. Belfast	FederalStm.Nav. Co.Ld.	493·5|68·6|34·5 513·0(O.L.) — FK Duct keel forward of mchy.space CellDB386' 1697t tanks in way of tunnels 966tFPT70t APT74t	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 16Cy.28⅜"-49 3/16" 2236NHP 2DB120lb WorkmanClark(1928)Ld.	38 " 8 s6 " 7 32 " 6¼	
* 24005 118387 GLWC	**Durham Castle** Ⓟ TwinSc ssLon.2ndNo.3-9,30 ssLon.No.1-36 Sub.Sig. 3Dks(Stl-Mws&U-teak s) D.F. Ref.Mchy. &deep framing	8240 6583 5077	✠100A1 4,37 BS~~10,36~~ 8,37	Lon ✠LMC10,33	e†	CL P6,35 S9,36	1904 2mo Lloyd's A&CP	Fairfield Co.Ld. Glasgow	Union-Castle MailS.S.Co.Ld.	475·4|56·7|31·6 P&B315'F70' FK&BK3' CellDBa107'uE36'f191'975t FPT85t APT60t	London British 8BHCem	Q.8Cy.22½",32",46½"&68"-51" 220lb (s) 969NHP 3D&1SB21cfGS420HS16943 FairfieldCo.Ld.Glasgow	35 " 0 s8 " 8½ 26 " 11	BT till ~~6,37~~ 7,38

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L.R. Durée.Cert.Ref.Trade
* 24006 131864 MDRK	**Durham Coast** (*ex*NewAbbotshall) *ss*Bkn.2ndNo.3-1,36 ~~*ss*Liv.No.3-1,24~~ ~~*ss*Liv.No.2-32~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	783 605 328	✠100A1 5,37 ~~1,36~~ BS5,37 ✠LMC MS1,36 ✠NB16refitted5,37	Bkn Ard	*m*	CL 1,36	1912 2mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole 's*A&CP*	CoastLines,Ld.	215·0 Q68'B26'F91' FK *CellDBf*131'145*tFPT*	32·0	12·3	Liverpool British 3*BHCem* 17*tAPT*33*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb *100lb* 191NHP 1SB,*4cf*,GS84.HS2881 FD Richardsons,Westgarth&Co.Ld.Mdb.	14 ″ 6 s ″ 2½ 14 ″ 4½	
Lost 5,37 24007 [illegible] MKVJ	**Duris** (*ex*Dempster,*ex*Kildorrey) 1*Dk*	671 492 283			...		1918	Smith's DockCo.Ld. Middlesbro'	W.R.Carpenter& Co.Ld.	170·2 B35'F25' FK	30·0	15·7	Newcastle British *WB*	T.3Cy.16",26"&44"-26" 94RHP Smith'sDockCo.Ld.Mdb.	16 ″ 6	C †
24008 YTAV	**Durmitor** (*ex*Plutarch) 2*Dks*	5623 — 3581					1913	Russell& Co Pt.Glasgow	Dubrovacka Plovidba A.D.	423·5 P38'B123'F48'	56·0	28·7	Dubrovnik Yugoslav *WB*	T.3Cy.27",44"&73"-48" 369NHP J.G.Kincaid&Co.Ld.Grk.		C
24009 YQSU	**Durostor** (*ex*St Petersburg) Wireless 1*Dk&Awng dk*	1309 1118 784			...		1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	RoumanianState MaritimeService	217·0 *BonAwng dk*69' FK	34·0	21·4	Constantza Roumanian *WB*	T.3Cy.16½",27"&44"-30" 138NHP KjbnhavnsFlydk.&Skbsv.	22 ″ 8	V †
Lost 5,37 24010 [illegible]	**Durour** (*ex*Madal) 3Mst *Mchy.Aft* *Trunk dk*	820 553 463					1920	N.V.Schps. v/h A.Roorda Sliedrecht	W.R.Carpenter &Co(SolomonIs.) Pty.Ld.)	180·5 P52'F15'	36·0	15·1	Tulagi SolomonI. British *WB*	T.3Cy.14",23"&36"-24" *Emade*96*fitted*26 72RHP Fawcett,Preston&Co.Liv.		C
24011 275 HSAE	**Dusit** TwinSc *ss*Bgk.2ndNo.3-2,35 *Mchy.Aft* 1*Dk*(*Stl*)	476 — 243	✠100A1 ~~6,378,36~~ 2,38 BS~~2,37~~ ✠LMC2,35 2,38	Bgk	*g*	CL ~~P8,34~~ ~~S2,36~~ 2,38	1911 4mo *Lloyd*	G.Brown& Co. Greenock 's*A&CP*	Anglo-Siam Corporation,Ld.	160·0 B7'F21' FK *WB=FPT*	26·1	11·4	Bangkok Siamese 3*BHCem* 53*tAPT*27*t*	C.4Cy.12"&24"-15" (*s*) 130lb 58NHP 1SB,*2pf*,GS39,HS1192 Gauldie,Gillespie&Co.Gls.	12 ″ 3 s 1 ″ 6 10 ″ 10	
24012 DOQR	**Düsseldorf** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks* D.F. E.S.D.	4930 3857 2885	✠Lloyd'sRMC~~10,36~~ 5,38~~11,37~~ ~~5,37~~ for temp. 32° F.				1935	Bremer Vulkan Vegesack	Norddeutscher Lloyd	409·9 P20'B&F378'	54·7	21·9	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1164NHP BremerVulkan,Vegesack		G
24013 DJQA	— TwinSc *OilEng.* 1*Dk* Sub.Sig. *CruiserStern*	1217 979 639					1935	Lübecker Flender- WerkeA.G. Lübeck Siems	Schiffahrt-u. Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	242·4 Q123'F29'	36·2	14·3	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.13¾"-19 11/16" 220NHP Linke-Hofmann-Werke A.G.Breslau		G
24014 LIVK	**Dux** *CruiserStern* 1*Dk*	1590 1324 943					1934	Trndhjms Mek.Værks. Trondheim	A/S Dux(V.L. Schage,*Mgr.*)	244·2 P45*t*H178*t*	40·2	16·9	Oslo Norwegian *WB*	C.4Cy.(2)12 13/16"&(2)27 9/16"- 27 9/16" 66NHP TrondhjemsMVTrondheim		N
24015 2606 SDUK	— *ss*Skm.4thNo.3-8,29 *Well deck* 1*Dk2trB*	*1006* *751* *582*	✠ - 6,32 ✠NB3,91	Skm			1878 11mo	MotalaCo. Norrköping	FiskeriA/BDux (NilsAhlner,*Mgr.*)	207·8 P124'H22*t*F25' BK7' *WB=*~~*DTf*31'230*t*~~	29·7	17·1	Smogen Swedish 4*BHCem*	T.3Cy.16½",24⅝"&43¾"-33" NDB08 94NHP 1SB,*3cf*,GS47,HS1300 7*pd*.91MotalaCo.,Motala	18 ″ 1	
24016 PKQL	**Duymaer van Twist** 1*Dk*	1030 712 538					1925	Wilton'sE. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.(2)12¾"&(2)27 9/16"- 27 9/16" 67NHP Gebr.Stork&Co.Hengelo		V
24017 UOAM	**Dvina** (*ex*Svane) 1*Dk*	1773 1351 1026					1922	OuseS.B. Co.Ld. Hook, nr.Goole	U.S.S.R.	255·6 P18'Q82'B57'F21'	40·1	16·1	Vladvostk Russian *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		
24018 UNLE	**Dvinoles** *OilEng.* 1*Dk*	3946 3527 2194					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26¾"-47 3/16" 497NHP RussianDieselWorks,Len.		
Broken up 24019 [illegible] GFTP	**Dwarka** TwinSc *OilEng.* *ss*P.Nl.No.3-2,35 2*Dks*(*Stl-U*teaks) *CruiserStern*	2328 1922 1332	✠~~100A1~~ 2,35 ~~DBS2,35~~ ✠~~LMC2,35~~	PNl	*s*	CL P10,35 SN 2,35	1922 12mo *Lloyd*	C.Hill& Sons,Ld. Bristol 's*A&CP*		271·3 P37'B104'F33' FK *CellD* B224'295*t* *FPT*41*t*	43·6	21·3	Glasgow British 5*BHCem* *APT*86*t*	Oil Engines 4S.C.SA 12Cy.15"-30" 259NHP DB*100lb* NBDieselEng.Wks.Ld.Gls	24 ″ 0 s 3 ″ 7¾ 20 ″ 9	
24020 DHFP	**Dwarssee** (*ex*Hannaburg,*ex*Hannah Hölken,*ex*Louisa) 1*Dk*	552 403 287					1920	Gebr.van Diepen Waterhuizen	W.Schuchmann	157·9 P55'H49'F22'	27·1	11·4	Brmrhavn German *WB*	T.3Cy.12½",19 7/16"&31½"-22" 47NHP CäsarWollheim,Breslau		G
24021 144044 MJXY	**Dynamo** *ss*Lon.No.1-37 *ss*Lon.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	809 548 377	✠100A1 7,37 ~~6,35~~ 5,37 ✠LMC MS~~3,33~~ BS~~9,36~~7,37	Lon	*k*	CL ~~6,35~~ 6,37	1920 5mo *Lloyd*	R.William- son&Son Workington 's*A&CP*	Ellerman'sWilson Line,Ld.	186·3 Q116'B9'F23' FK *CellDBf*112'162*t*	29·4	12·4	Hull British 3*BHptCem* *FPT*40*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb *90lb* 76RHP 1SB,*3pf*,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s 4 ″ 10½ 14 ″ 4	
24022 LDLY	**Dyröy** Ⓟ (*ex*Dyrö-36) 2*Dks*	372 341 201					1915	Trndhjms Mek.Værks. Trondheim	A/STromsFylkes Dampskibsselskab	138·2	23·1	16·1	Tromsö Norwegian *WB*	T.3Cy.12",20"&33"-21" 49NHP TrondhjemsM.V.Trondhm		

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24023 204664	**E. A. S. Clarke** (*ex*H.P.Bope) D.F. GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0	56·0	30·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"– 42" 282NHP SuperiorS.B.Co.Superior		R
24024 200666	**E. C. Collins** (*ex*EdwinF.Holmes) *Mchy.Aft* 1*Dk*2*trB*	4132 — 3517					1904	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	420·0	50·0	28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.CoCleveland		
24025 136192 KJIF	**E. C. Pope** 3Mst (*Self-Unloader*) *Mchy.Aft* GyC. 1*Dk*2*trB*	2787 — 1887					1891	Detroit DryDockCo. Wyandotte	NicholsonTransit Co.	317·2	42·2	20·5 *WB*	Detroit (Mich.) Utd.States	T.3Cy.22",35"&56"–44" NB22 208NHP DetroitDryDockCo.Wynd.		R
Broken up 24026 127731 KJIG	**E. G. Crosby** Ⓟ (*ex*City of Miami, *ex*City of SouthHaven) *Fitted for oil fuel* 2*Dks*&*Shelter dk*	1879 — 1010					1903	Craig S.B.Co. Toledo,O		247·7	40·3	21·7	Utd.States	T.3Cy.23",37½"&63"–40" 251NHP CraigS.B.Co.Toledo		
24027 116558 KFUB	**E. G. Mathiott** (*ex*P.W.Sherman, *ex*Elmore,*ex*S.S.Curry) D.F. *Mchy.Aft* 2*Dks*	3931 — 2901					1893	F.W. Wheeler&Co. W.BayCity	ColumbiaTrans- portationCo. (John T.Kelly,*Mgr.*)	432·0 F34' len05	45·0	20·8 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.19",31"&52"–44" E*rebuilt*05 NB25 179NHP F.W.Wheeler,W.BayCity		
24028 217173 WROO	**E. G. Seubert** (*ex*F.H.Wickett, *ex*E.L.Doheny ssN.Yk.No.3–11,30 Third) ssN.Yk.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	~~9126~~ — ~~6697~~ 9181 — 6746	✠100A1 *Shelter dk* *withfreeboard* ~~7,~~ ~~12,36~~ 12,37 BS12,37 ~~BS12,36~~ ✠LMC1,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,18 *F.P. above* 150°F.	Bal	*d*†	CL ~~12,35~~ 7,37 - -	1918 11mo	New York S.B.Corp. Camden,N.J. A&CP	StandardOilCo.of NewJersey *CellDBa*23'*uE*&*B*	467·6 76'463*tDTf*40'441*t*	62·7	32·0 36·3 FK (*Coll*	Wilmgton (Del.) Utd.States 17*BHptCem* *BH to Sh dk* 10 „ „ *U dk* 6 „ „ 2*nd*„)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkSB Corp,Camden	39 ″ 6 s10″3½ 29 ″ 5¾	
24029 127944 MCWT	**E. Hayward** ssLiv.2ndNo.3–9,34 *Well deck* 1*Dk*(*Stl*–pt teak s) *Mchy.Aft*	444 355 161	✠100A1 ~~6,37~~ ~~9,34~~ 5,38 ~~BS2,36~~ ✠LMC9,34 6,37	Liv	*g*	OG ~~NS,34~~ 5,38	1908 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgr.*) *WB=Cell*	157·0 Q50'B10'F28' BK7" *DB f*81' 120*tFPT*	26·2	10·5	Liverpool British 3*BHCem* 54*tAPT*6*t*	C.2Cy.18"&40"–27" (*s*) 130lb 64RHP 1SB,3*pf*,GS53,HS1842 AilsaS.B.Co.Ld.Troon	13 ″ 1 s ″11¾ 12 ″ 9	
24030 220811 KDKG	**E. J. Bullock** (*ex*William H.Doheny) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6630 — 4029			...		1920	Bethlehem S.B.Corp.Ld. San Francisco	StandardOilCo.of NewJersey	435·0 P106'B50'F42'	56·0	32·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 600NHP BethlehemS.B.Corp.Ld.	33 ″ 6	R †
24031 224662 WDDL	**E. J. Kulas** (*ex*WilliamC.Atwater-36) D.F. GyC. E.S.D. 1*Dk* *Mchy.Aft*	7768 — 6281					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	589·2	60·0	27·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
* 24032 221181 KGAC	**E. J. Sadler** (*ex*Vancolite) TwinSc ssN.Os.No.3–12,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	9639 — 6014	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~2,37~~ 12,37 BS8,37 ~~BS8,36~~ ✠LMC7,33 *CarryingPetroleum in bulk* *Fitted for oil fuel*4,21 *F.P. above* 150°F.	NYk NOs		CL ~~P1,33~~ S12,37 P3,38	1921 4mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDB uE*&*B*	500·3 68'199*tDTf*54'646*t* *FPT*258*tAPT*142*t*	68·0	30·5 FK	Wilmgton (Del.) Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	T.6Cy.20½",35"&60"–42" (*s*) 210lb 676NHP 3SB,12*cf*,HS9618 FD FederalSB.Co.KearnyN.J	38″10 s10 ″ 3 28 ″ 11	
24033 219952 KJIH	**E. M. Bunce** (*ex*Montfaucon) *Fitted for oil fuel* 1*Dk*(*Stl*)	2310 1949 1440	✠ 10,27 ✠	Wyan -dotte	*r*		1920 8mo	Detroit S.B.Co. Wyandotte	Mid-WestTrans- portationCo.Inc. *CellDB*204'531*t*	251·0 P27'B64'F26' *FPT*58*tAPT*89*t*	43·6	22·2 FK	Detroit (Mich.) Utd.States 4*BHptCem*	T.3Cy.20",33"&54"–40" 265NHP 2SB,4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	
* 24034 225482 KGAB	**E. M. Clark** (*ex*Victolite) TwinSc ssN.Yk.No.3–6,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	9647 — 6020	✠100A1 *Shelter dk* *withfreeboard* 4,37~~9,36~~ ✠LMC MS6,33 ~~BS9,36~~ 9,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NYk	*f*†	CL P2,35 S9,37	1921 7mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDBuE*&*B*68'	499·2 199*t DTf*54'646*t* *FPT*258*t APT*142*t*	68·1	30·5 FK	Wilmgton (Del.) Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	T.6Cy.20½",35"&60"–42" (*s*) 210lb 676NHP 3SB,12*cf*,HS9618 FD FederalSB.Co.Kearny,N.J.	38″10 s10 ″ 3 28 ″ 11	
24035 OYIE	**E. M. Dalgas** D.F. 1*Dk*	2836 2471 1702					1930	Helsingörs Jernsk.&Msk. Elsinore	Dampskibs.Vendila (Svendsen& Christensen,*Mgrs*)	326·8 P22'B217'F30'	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)$18\frac{5}{16}$"&(2)39⅜"– 39⅜" 162NHP HelsingörsJernsk.&Mskb.		C
24036 221107 KDQD	**E. R. Kemp** *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* Sub.Sig. *Longitudinalframing* 2*Dks*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairNav.Co.	375·2 P94'B37'F39'	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld. (HarlanPlnt)WlmngtnDel		R
24037 DHFQ	**E. Russ** Wireless 1*Dk*	993 789 573					1919	Stettiner Oderwerke Stettin	ErnstRuss	210·8 P12'Q59'B55'F22'	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾",25½"&$41\frac{3}{10}$"–29½" 92NHP StettinerOderwerke		G
* 24038 221269 KDSB	**E. T. Bedford** TwinSc *OilEng.* ssN.Yk.No.3–7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. GyC. &*Webframes* *Longitudinalframing*	9563 — 5978	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠LMC12,32 ✠NE12,26 DBS2,37 *CarryingPetroleum in bulk*	Gal	*f*†	CL PN2,37 ~~S2,37~~ SN3,37	1921 6mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDBuE*&*B*68' 199*tDTf*54'646*t*	499·2 516·5(O.L.) *FPT*258*tAPT*142*t*	68·1	38·7 FK 19*BH*	Wilmgton (Del.) Utd.States *ptCemptAsp* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd*„)	Oil Engines 2S.C.SA 8Cy.30"–42" 1162NHP 2W.T.DB26–250lb Busch-SulzerDiesel EngineCo.St.LouisMo.	38″10 s10 ″ 3 28 ″ 11	
24039 221210 KDRN	**E. W. Sinclair** *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* 2*Dks* Sub.Sig. *CarryingPetroleum in bulk*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairNav.Co.	375·2 P94'B37'F39'	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld.		R
24040 EEKV	**Ea** (*ex*Corburn,*ex*Harborne) ssBbo.3rdNo.3–2,28 *Well deck* ssBbo.No.1–32 1*Dk*(*Irn*)&*Webframes*	1269 — 758	✠ —— 3,35 ✠	Bbo	*n*		1896 9mo	S.P.Austin &Son Sunderland	Cia.Marit.Elan- chove *CellDBa*57'*uE*&	235·1 P26'Q56'B46'F25' *B*35'*f*96' 370*t FPT*	34·1	14·3 FK	S.Sebast'n Spanish 4*BHCem* 22*tAPT*46*t*	T.3Cy.18½",30"&49"–33" 147NHP 1SB,4*pf*,GS69,HS2350 J.Dickinson&Sons,Ld.Sld.	17 ″ 3	G †

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
* 24041 214921 WSCL	**Eagle** (exPeerless, exEagle) ssN.Yk.No.3–11,30 ssN.Yk.No.1–34 2Dks(Stl)& D.F. Shelter dk(Stl)& Web frames Longitudinal framing	6003 5483 3715	✠100A1 Shelter dk with freeboard ~~4,37~~ ~~12,36~~ 1,38 ~~BS12,35~~ ✠LMC4,34 Carrying Petroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	NYk ~~[illegible]~~ 1,38 BS~~1,31~~	a†	CL ~~11,34~~ 4,37	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. CellD BuE&B48'207tDT in way of tunnel 223t FPT80t APT200t	410·0	56·0	29·0 FK	NewYork Utd.States 15BHpt Asp	T.3Cy.~~27¾"~~ 27½",47"&78"–48"(s) 220lb 594NHP 3SB,9cf,GS165,HS8130 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s 3 ″ 5½ 28 ″ 8½	
24042 118052 VOLZ	— WoodSc (exSophie) Wireless 1Dk2trB	677 545 458					1902 rblt. 1908	Christensen Sandefjord	BowringBros.Ld.	176·2	29·8	15·1	SJhnsNFL British	T.3Cy.18",30"&49"–33" NE05&NB31 82RHP J.S.Vaux&Co.Ld.Sld.		
24043 129495	**Eagle III.** Ⓟ PadSp 2Dks	441 317 186					1910	Napier& Miller,Ld. Glasgow	Williamson-Buchanan Steamers (1936)Ld.	215·0	25·1	8·1	Glasgow British	D.1Cy.52"–72" 176NHP A.&J.Inglis,Ld.Gls.		BT till 1,38
24044 160707	**Eaglescliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld Middlesbro'	HallCorporation of Canada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockCo.Ld.Mdb.		C
24045 132500	**Earl Thorfinn** Ⓟ 1Dk	345 306 130			...		1928	Hall,Russell&Co.Ld. Aberdeen	OrkneyStm.Nav. Co.Ld.	150·7 B51'F35'	27·2	11·5 FK	Kirkwall British WB	T.3Cy.12½",21"&34"–27" 69RHP Hall,Russell&Co.Ld.Abn.	12 ″ 0	BT till ~~9,37~~ 10,38
24046 161772 GTCL	**Earlspark** ssRot.No.2–38 ~~ssShl.No.1–33~~ D.F. 2Dks(Stl)	~~5186~~ ~~4938~~ ~~3307~~ 5250 4938 3304	✠100A1 ~~3,37~~ 3,373,38 ~~BS5,37~~ ✠LMC~~10,33~~ 3,38	Ams ~~Bry~~ Rot	z	CL 9,36	1929 7mo	Scotts'S.B.&Eng.Co.Ld. Greenock Lloyd's A&CP Intermediate 'tween dk BH in after hold dispensed with	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.) CellDB356' 1089t DTa35' 1021t APT45t	407·3 P36'B115'F43'	53·3	28·5 FK	Greenock British Cem 5BH to U dk 1 ,, ,, 2nd ,,	T.3Cy.26",43"&73"–48" (r) 200lb 534NHP 3SB,9cf,GS165,HS7758 FD Scotts'S.B.&E Co.Ld.Grk.	31 ″ 0 s6 ″ 1½ 25 ″ 0½	
24047 160885 [illegible]	**Easingwold** (exPervyse, exAlfred Krelinger) 1Dk Now "Stanwold," see No. 40065 in Supplement	1019 793 603					1909	Osbourne, Graham&Co. Sunderland	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.Mgrs.)	210·5 Q108'B10'F20'	33·2	13·6	London British WB	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
24048 217419	**East Cape** 2Dks& Awng dk Broken up	5812 5586 4484			...		1918	Kawasaki Dkyd.Co.Ld Kobe		385·0	51·0	36·0 FK	Utd.States WB	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	
* 24049 216802 WGEI	**East Indian** TwinSc OilEng. E.S.D. ssPhl.No.3–1,26 D.F. ssN.Yk.No.2–33 GyC. 2Dks(Stl)&Shelter dk(Stl)	8159 7815 5160	✠100A1 Shelter dk with freeboard 6,37 ~~6,36~~ ✠LMC3,34 ✠NE1,26 DBS~~4,36~~6,37	NYk Phl	c†	CL ~~6,36~~ 2,38	1918 7mo	Uraga DockCo.Ld. Uraga A&CP	FordMotorCo. CellDB382'1369t	445·0 FPT105t APT35t	58·0	29·0 40·0 FK Coll	Dearborn Utd.States Cem BH to Sh dk 7 ,, ,, U ,,	Oil Engines 2S.C.SA 8Cy.21¼"–85" 1112NHP DB150lb SunS.B.&D.D.Co. Chester,Pa.	40 ″ 2 s11 ″ 9½ 28 ″ 8	
24050 148287 GLKS	**East Wales** ssBry.No.3–1,38 ~~ssSid.No.2–33~~ 1Dk(Stl)& Shelter dk(Stl) D.F.	4358 4085 2633	✠100A1 with freeboard ~~4,37~~ ~~6,36~~ 5,38 ~~BS11,36~~ ✠LMC~~10,33~~ ~~4,37~~ 1,38	Cff ~~Npt~~ ~~Bry~~ Gms	z	CL ~~6,36~~ 12,37	1925 8mo	W.Dobson &Co. Newcastle Lloyd's A&CP	WestWalesS.S.Co. Ld.(Gibbs&Co. Mgrs.) CellDB348'1059t	400·1 412·0(O.L.) FPT118t APT198t	53·0	25·3 FK Coll	Cardiff British 6BHCem BH to Sh dk 5 ,, ,, 2nd ,,	T.3Cy.25½",45"&75"–48" (s) 180lb 120lb 490NHP 3SB,12cf,GS228,HS8460 N.E.MarineEngCoLd.Nwc	27 ″ 10 s 3 ″ 2½ 24 ″ 9½	
24051 120491 GMFP	**Eastbury** (exParis, exOlafL. Kongsted, exMaindyHouse, exHarmonic) ssShl.2ndNo.3–4,30 ssNwc.No.1–35 1Dk(ptIrn&ptStl) [illegible] Now "Lake Geneva," see No. 390[illegible] in Supplement	2868 2697 1825	✠100A1 6,37 ~~8,36~~ ✠LMC10,35 BS1,37	Nwc	u	CL ~~2,34~~ 5,37	1905 1mo	Furness, Withy&CoLd WHartlepool Lloyd's A&CP	AlexanderShppng Co.Ld.(Capper, Alexander&Co., Mgrs.) CellDBa102' uE&B42'f136'713t	325·0 P24'B94'F32'	47·0	22·3 FK	Newcastle British 5BHCem APT30t	T.3Cy.22½",40"&65"–42" (s) 200lb 125lb 304NHP 2SB,6cf,GS100,HS4547 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 0½ 21 ″ 0	
24052 21[illegible]	**Easterling** Now "Antonios Chandris," see No. 37148 in Supplement Sub Sig. 2Dks& Awng dk	5866 5584 4399			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	385·0	51·0	36·0 FK	Seattle Utd.States WB	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	
24053 145938 GWNV	**Eastern Coast** ssLiv.No.3–4,35 Wireless 1Dk(Stl)&Shelter dk(Stl) Mcky.Aft E.S.D.	1223 988 568	✠100A1 Shelter dk with freeboard 6,37 ~~7,36~~ ✠LMC MS7,34 BS~~7,36~~10,37	Sld Liv	p	CL 6,36	1922 5mo	A.&J. Inglis,Ld. Glasgow Lloyd's A&CP	CoastLines,Ld. CellD	240·0 Bu E37' 144' 351t FPT74t APT25t	36·1	14·6 FK Collisio	Liverpool British Cem nBHtoSh dk 3 ,, ,, U ,,	T.3Cy.18",30"&50"–36" (s) 180lb 204NHP 2SB(Spt)6cf,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 ~~s ″ 4½~~ ~~16 ″ 8½~~ s ″ 2 16 ″ 11½	
* 24054 219870 KUNQ	**Eastern Crown** ssN.Yk.No.3–8,26 ssN.Yk.No.2–35 D.F. 1Dk(Stl)	5241 4292 3266	✠100A1 ~~8,37~~ ~~8,36~~12,37 ✠LMC MS8,34 BS~~8,36~~6,37	Bos	z	CL ~~N8,36~~ 12,37	1920 1mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	NewEngland& SouthernS.S.Co. CellDB347'1243t	400·0 P39'B121'F40' DTa 11' 387t FPT	54·5	30·0 FK	Boston Utd.States 6BHCem 133t APT89t	T.3Cy.26½",44½"&75"–48"(s) 200lb 494NHP 3SB,9cf,GS172,HS6584 MitsubishiZosenKaisha, Wing tanks925t Nagasaki	30 ″ 0	
24055 219851 KUND	**Eastern Glade** Fitted for oil fuel 2Dks	5057 — 3171			...		1919	UchidaS.B. &Eng.Co.Ld. Yokohama	PostalS.S.Corp.	400·0 P39'B121'F40'	54·5	27·6 FK	NewYork Utd.States WB	T.3Cy.26",43½"&72"–48" 513NHP IshikawajimaS.B.&Eng. Co.Ld.Tokio	30 ″ 0	R †
24056 219597 KUCN	**Eastern Guide** D.F. 2Dks	3704 3467 2267			...		1919	Yokohama DockCo. Yokohama	~~PacificCoastS.S. Co.~~ Prudential S.S.Corp.	345·0 P33'B77'F41'	50·0	29·1 FK	NewYork ~~S.Francisco~~ Utd.States WB	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCo.Yka.	29 ″ 1	R †
24057 ~~[illegible]~~	**Eastern King Maru** (exEasternKing-37, exYoneMaru) Sub.Sig. 2Dks	2995 2696 1814			...		1918	Harima Dckyd.Co. Harima	Taminosuke Miyachi	305·0 P25'B94'F33'	43·7	27·2 FK	Japanese WB	T.3Cy.22",37"&61"–42" 290NHP KobeSteelWorks,Kobe	27 ″ 3	
24058 219882	**Eastern Planet** Sub.Sig. Now "Jenny Chandris," see No. 38762 in Supplement 2Dks& Awng dk	5815 4142 3604			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	384·8	51·2	25·5 FK	Seattle Utd.States WB	T.3Cy.26",43½"&72"–48" 437NHP KawasakiDkydCoLd Kobe	36 ″ 0	
* 24059 161245 GSXV	**Eastern Prince** Ⓟ TwinSc OilEng. ssN.Yk.No.1–33 Ref.Mchy. 3Dks(Stl-weather dk pt-ws) GyC. Cruiser Stern D.F.	10926 9388 6499	✠100A1 with freeboard 6,37 ~~9,36~~ ✠LMC CS11,35 DBS~~9,36~~6,37 9,36 ✠Lloyd's RMC~~2,37~~ ~~8,37~~ 1,38 Carrying vegetable oil in deep tanks	NYk		CL 9,36	1929 6mo	Napier& Miller,Ld. Glasgow Lloyd's A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) Duct keel fwd CellDB416'1	496·2 516·4(O.L.) F47' of mchy.space 804t tanks in way of	64·8	35·4 FK	London British 9BHptCem (6 to W dk 3 ,, 2nd ,,) tunnels 374t	Oil Engines 4S.C.DA 16Cy.26¾"–55⅛" 2200NHP 2DB120lb J.G.Kincaid&Co.Ld.Grk. FPT120t APT213t	41 ″ 0 s15 ″ 0½ 26 ″ 6	

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24060 216706	**Eastern Queen** (*ex*TofukuMaru) 2*Dks&Awngdk*	5834 5586 4417			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	385·0	51·0	36·0 FK	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	
24061 217291	**Eastern Shore** 2*Dks&* *Shelter dk*	6731 6507 5124			...		1918	Harima Dckyd.Co. Harima	UnitedStates Maritime Commission	425·0	53·6	37·6 FK	Seattle Utd.States *WB*	T.3Cy.27",45"&75"-51' 547NHP KobeSteelWorks,Kobe	37 ″ 6	
24062 136981 WTCB	**Eastern States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	DetroitS. B.Co. Wyandotte,Mich.	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52"&(2)72"-84" 792NHP DetroitS.B.Co.Detroit		
24063 229853 KGQB	**Eastern Sun** *OilEng.* *Mchy.Aft* *ss*Phl.No.1-34 GyC. 2*Dks(Stl)&Webframes* *Longitudinalframing–bracketless system*	9100 8521 5523	✠100A1 11,37 ~~3,37~~ ~~DBS6,36~~ ✠LMC5,34 ✠LMC(M)12,35 *CarryingPetroleum in bulk*	Phl DBS5,37	*e*†	CL N3,37	1930 6mo *Lloyd'sA&CP*	SunS.B. &DryDockCo Chester,Pa.	MotorTankship Corp. *CellDBuE*76'*f*40'48	480·6 P79'F48' 8t*FPT*186t*APT*84t	66·0	36·8 FK	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd*„)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2WTDB*217lb&200lb(upper)* SunS.B &DryDockCo. Chester,Pa.	37 ″ 0	
24064 216461 Broken up	— (*ex*TaifukuMaruNo.20) 2*Dks&* *Awng dk*	5851 5586 4581			...		1918	Kawasaki Dkyd.Co.Ld. Kobe		385·0	51·0	36·0 FK	Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkyd.Co.Ld.	36 ″ 0	
24065 220803 KDKB	**Eastern Sword** *Fitted for oil fuel* 1*Dk&Awng dk*	3785 3252 2286			...		1920	Uraga DockCo.Ld. Uraga	SwordS.S.LineInc.	330·3 P17'B84'F39'	46·1	27·6 FK	NewYork Utd.States *WB*	T.3Cy.24¾",41"&69"-48" 419NHP KubotaIronWorks,Kobe	30 ″ 0	R †
24066 ~~[illegible]~~ ~~[illegible]~~	**Eastern Temple** Now "Vassilios T.," see No. 40613 in Supplement *Fitted for oil fuel* D.F. 1*Dk*2*trB&Web frames*	3673 3108 2236			...		1920	NittaShipyard Osaka	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	315·9 P22'B82'F38'	45·8	26·3 FK	~~NewYork~~ ~~Utd.States~~ *WB*	T.3Cy.24",41"&67"-48" 400NHP TanakaEng.Works,Osaka	21 ″ 10	
24067 216793	**Easterner** (*ex*SeifukuMaru) Sub.Sig. Now "Mari Chandris," see No. 39194 in Supplement 2*Dks&Awng dk*	5840 5585 4497			...		1918	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	385·0	51·0	36·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	
* 24068 139100 GNYC	**Eastgate** *ss*Cff.No.3-11,27 *ss*Hul.No.2-36 Now "Adamantios," see No. 37152 in Supplement 1*Dk(Stl)*	4277 4034 2694	✠100A1 6,37 ~~6,36~~ BS5,37	Hul ✠LMC6,36	*y*	CL ~~5,35~~ 6,37	1915 11mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*)	380·1 392·0(O.L.) P27'B230'F36' *WB=CellDB*	53·5	24·1 FK	London British 6*BHCem* *a*128'*uE&B*	T.3Cy.25",41"&68"-48" (*s*) 180lb *100lb* 380NHP 2SB,8*cf*,GS151,HS6284 Cen.Mar.Eng.Wrks.WHpl 45'*f*166'1270t*APT*130t	26 ″ 8 s3 ″ 9¾ 23 ″ 0½	
24069 148057 GCKY	**Eastlea** 2*Dks*	4267 3998 2582					1924	J.Priestman&Co. Sunderland	CliffsideShppg. Co.Ld.(J.Morrison &Son,*Mgrs.*)	365·0	51·6	25·2	Newcastle British *WB*	T.3Cy.25",41"&69"-48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
* 24070 146582 GJMT	**Eastmoor** *ss*Shl.No.3-8,35 1*Dk(Stl)&Shelter dk(Stl)*	5812 5578 3667	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ 11,37 MS8,35	Gen ~~Shl~~ Cff ✠LMC BS3,37	*y*	CL ~~5,34~~ 6,37	1922 6mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs*) *CellDBa*140'*uE*23'*f*	399·8 414·5(O.L.) F38' *on Shelter dk* 166'1190t*APT*110t	52·9	32·8 FK *Collision*	London British *Cem* *BHto Sh dk* 5 „ „ *U dk*	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB(2Spt),9*cf*,GS194, HS8478 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4¼ 26 ″ 4	
24071 132069	**Easton** *Mchy.Aft* 1*Dk*	1757 1478 1129					1912	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener.*Mgr.*)	250·0 Q97'F37'	42·6	16·4	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.Co Ld.Sld		R
24072 138870	**Eastrich** (*ex*LaSalle) 3Mst (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2027 1854 1214					1890	Cleveland S.B.Co. Cleveland,O.	J.Richardson& Sons,Ld.	266·0	38·0	19·9 *WB*	P.Arthur, Ont. British	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		R
24073 149401 GLWZ	**Eastville** *ss*Mdb.No.2-34 1*Dk(Stl)* Now "Eastpool," see No. 38002 in Supplement	3709 3414 2282	✠100A1 9,36 BS3,36	Cff ✠LMC3,34	*v*	CL 9,36	1925 11mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	Balls&Stansfield, Ld. *CellD*	347·0 P30'B93'F35' *Ba*110'*uE*23'*f*152'	49·1	25·1 FK	Newcastle British 6*BHCem* 812t*APT*54t	T.3Cy.24½",41"&66"-45" (*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 9 s 4 ″ 8¼ 22 ″ 2½	
24074 144887 MKBC	**Eastwick** *ss*Sld.No.1-38 *ss*Nwc.No.3-7,33 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	526 382 261	✠100A1 2,38 ~~2,37~~ ~~BS12,36~~ *CarryingPetroleum in bulk*	Sld ✠LMC~~7,33~~ 2,38	*g*	CL 11,35	1920 6mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *Ce*	157·9 Q104'F21' *llDBf*7'6t*MT*5'60t	26·2	12·3 FK	Newcastle British 14*BHptCem* *FPT*70t	T.3Cy.12",20"&34"-23" (*s*) 180lb 77RHP 1SB,3*cf*,GS46,HS1415 W.Beardmore&Co.Ld., Coatbridge	13 ″ 0 s3 ″ 2¾ 12 ″ 7¾	
24075 147680 GBVN	**Eastwood** (*ex*Taunton-33) *ss*Bly.No.3-7,37 ~~*ss*Sld.No.2-33~~ *Well deck* 1*Dk(Stl)* Wireless D.F. *Cargo battens not fitted*	1551 1161 905	✠100A1 7,37 ~~4,36~~ MS~~10,32~~ 7,37	Shl Bly ✠LMC ~~BS1,36~~ BS~~2,37~~2,38	*p*	CL ~~1,35~~ 6,37	1924 7mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton	W.France,Fenwick &Co.Ld. *C*	244·0 Q184'F28' *ellDB*206'432t*FPT*	36·7	15·8 FK	London British 4*BHCem* 104t*APT*97t	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,4*cf*,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s4 ″ 10 17 ″ 0½	
* 24076 131462 GRLC	**Ebani** *ss*Liv.No.3-12,34 2*Dks(Stl)&Shelterdk(Stl*-ws) *Ref.Mchy.*	4862 4254 2963	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~10,36~~ BS10,36	Grk Hul ✠LMC1,35	*z*	CL 12,34	1912 10mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	ElderDempster Lines,Ld.	405·1 420·0(O.L.) P31'B78'F47' *onShelter* ~~*dk*~~ *WB=CellDBa*	54·0	23·5 FK	Liverpool British 7*BHCem* 125'*uE*28'*f*	T.3Cy.26",44"&74"-51" (*s*) 205lb 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle 172'1016t*FPT*120t*APT*80t	26 ″ 0 s2 ″ 9¼ 23 ″ 5	
24077 OHEG	**Ebba Munck** Ⓟ Now "Edla," see No. 38016 in Supplement 1*Dk&Awng dk*	379 — 198					1888	W.Crichton&Co. Åbo	ÅngfartygsA/B EbbaMunck	121·7	21·9	10·5	Helsingfrs Finnish *WB*	T.3Cy.10",17½"&26"-21" 31NHP W.Crichton&Co.Åbo		
* 24078 139311 MGJQ	**Ebbrix** 3Mst *ss*Hul.No.3-8,29 *ss*Hul.No.1-34 *Mchy.Aft* *Well deck* 1*Dk(Stl)*	429 303 203	✠100A1 7,37 ~~5,35~~ MS6,34	Lth Hul ✠LMC BS2,37	*g*	CL N7,35	1917 3mo *Lloyd'sA&CP*	Cochrane& Sons,Ld. Selby	R.Rix&Sons	150·2 Q86'B9'F18' BK7½" *FPT*53t	24·6	11·0	Hull British 3*BHCem* *APT*7t	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,2*pf*,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 s3 ″ 8½ 12 ″ 5½	
24079 DHFR	**Eberhard** (*ex*ArnoldKoepke) 1*Dk*	749 593 423					1913	Nüscke& Co. Stettin	Reed.Joh.Ick, G.m.b.H.(Arthur Sommer,*Mgr.*)	202·2 Q62'B46'F22'	30·4	12·6	Hamburg German *WB*	T.3Cy.13⅘",21⅗"&35⅘"-23⅗" Christiansen 61NHP &Meyer,Harburg		G
24080 DHFS	**Eberstein** (*ex*Maldonado, *ex*Thuringia,*ex*California) D.F. 2*Dks*	5226 4911 3215					1904	Blohm& Voss Hamburg	~~ArnoldBernstein~~ A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H. *Mgrs.*)	410·8 P&B250'F63'	50·9	28·5	Hamburg German *WB*	Q.4Cy.24⅘",35½",50⅘"&72⅘"- 54" 390NHP Blohm&Voss,Hamburg		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
* 24081 135174 GQCR	**Eboe** ssBkn.No.3–11,34 *Ref.Mchy.* *2Dks(Stl)&Shelter dk (Stl–ws)*	4866 4245 2965	✠100A1 *Shelter dk withfreeboard* 1,38 ~~12,36~~ ~~BS[illegible]~~ 9,37	Liv Lon ✠LMC11,34	z	CL ~~10,34~~ 1,38	1912 12mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP *WB*	ElderDempster Lines,Ld. *=CellDBa125'uE*	405·1|54·1|23·5 P31'B78'F47' FK *on Shelter dk* *28'f172' 1016t FPT*	Liverpool British *7BHCem* *120tAPT80t*	T.3Cy.26",44"&74"–51" (s) 205lb 566NHP 3SB,9cf,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 ″ 0 s2 ″ 9¼ 23 ″ 5	
* 24082 140439 GVSZ	**Ebonol** Sp ssPts.No.3–1,31 ssHKg.No.1–35 *Mchy.Aft* *1Dk(Stl)&Web frames*	1158 854 501	✠100A1 ~~3,37~~ 3,38 ~~BS1,37~~ *CarryingPetr* *Fitted for oil f*	H Kg BS3,38 ✠LMC1,35 *oleum* *uel 12,*	n in 17	CL ~~1,35~~ 3,38 *bulk* *F.P. a*	1917 12mo *Lloyd* *bove 1*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow 'sA&CP 50° F. C	TheAdmiralty *ell DBuE&B43' 74*	210·1|34·7|15·6 P45'F40' FK *t DTf30' 260t FPT*	London British *12BHptCem* *37tAPT33t*	T.3Cy.16",26"&43"–27" (s) 180lb 99RHP 2SB,4cf,HS2254 FD ClydeS.B.&Eng.Co.Ld.	16 ″ 6 s1 ″ 4½ 15 ″ 2½	
* 24083 EAEB	**Ebro** *OilEng.* *Ref.Mchy.* ssMsl.No.1–33 2Dks(Udk–Stl) ,, Now registered as Italian & sailing as "Aniene," see No. 37114 in Supplement	2522 1849 1375	✠ ~~[illegible]~~ 2,38 *withfreeboard* ~~BS[illegible]~~ ~~✠LMC[illegible]~~ ~~✠Lloyd'sRMC[illegible]~~	Msl	s	CL 11,34	1928 8mo *Lloyd*	Cia Euskal-duna deConst Bilbao 'sA&CP	M.M.dePinillos	290·0|42·2|21·0 B98'F35' FK *CellDB248'347t*	Cadiz Spanish *5BH* *APT16t*	Oil Engines 2S.C.SA 5Cy.23⅝"–41¼" 487NHP Gebr. DB*100lb* SulzerA.G.Ludwigshafen	23 ″ 3 ~~[illegible]~~ ~~[illegible]~~	
24084 OZMA	— *Fitted for oil fuel* *Ref.Mchy.* Wireless *1Dk&Shelter dk*	1066 876 591					1920	Hall,Russell&Co.Ld. Aberdeen	DetForenede Dampskibsselsk.	237·2|36·1|14·0	Copenhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP Hall,Russell&Co.Ld.Abn.		V
* 24085 137227 VJCS	**Echunga** ssN.S.W.No.3–9,33 *1Dk(Stl)&Shelter dk(Stl)& Webframes* *Longitudinal framing*	3362 3017 1924	✠100A1 *Shelter dk withfreeboard* 7,37 ~~2,37~~ ~~BS4,35~~	Syd BS4,37 ✠LMC4,35	v	~~7,35~~ 7,37	1922 3mo	Walkers Ld. Maryborough A&CP	InterstateSteamships~~Ld.~~Proprietary,Ld. *CellDB277'882t*	332·5|47·9|23·5 341·0(O.L.) FK *Collisio* *FPT118tAPT204t*	SydnyNSW British *Cem* *nBHtoShdk* *4 ,, ,, U ,,*	T.3Cy.25",41"&68"–45" (s) 185lb HS8289 517NHP 3 Water Tube Boilers FD Walkers,Ld.Maryborough, Queensland	26 ″ 1 s2 ″ 4 23 ″ 11½	
* 24086 154063 VPFL	**Eclipse** ssBat.No.1–36 *Mchy.Aft* *CruiserStern* D.F. *2Dks(Stl)3rd dk(Stl)in* GyC. *Engine space& Web frames* *Longitudinal framing–bracketless system*	9767 9191 5860	✠100A1 5,~~37~~ ~~2,36~~ 1,38 ~~BS7,35~~5,37 *CarryingPetr* *Fitted for oil*	Bat Sng ✠LMC MS2,36 *oleum* *fuel 8,*	e† in 31	CL ~~7,34~~ 5,37 *bulk* *F.P a*	1931 8mo *Lloyd* *bove 1*	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP 50° F.	StandardTransportationCo.Ld. *Cell DBuE&B90'3* *DTf23'756t*	484·7|66·0|36·9 500·0(O.L.) *After bridge84'* B37'F50' FK *61t* *FPT477t APT162t*	Hong Kong British *16BHptCem* *(12 ,, to U dk* *4 ,, 2nd ,,)*	Q.4Cy.27",39",56"&82"–54" 220lb (r) 755NHP 3SB,9cf,HS10848 FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 0 s7 ″ 7¾ 29 ″ 6¾	
24087 PDUQ	**Edam** Ⓟ ssRot.No.3–2,35 Sub.Sig. *2Dks(Stl)&Shelter dk (Stl–ws)* D.F.	8871 7898 5412	✠100A1 *Shelter dk withfreeboard* 3,38 ~~1,37~~ ~~BS2,37~~ *Fitted for oil*	Rot BS1,38 ✠LMC2,35 *fuel 9*	c† ,21	CL ~~2,35~~ N3,38 *F.P. a*	1921 7mo *Lloyd* *bcve 1*	Kon.Maats deSchelde Flushing 'sA&CP 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB367'* *MT27'714tD*	450·4|58·2|37·1 B81'F50' *on Shelter dk* FK *1544t* *Ta30'682tFPT172t*	Rottrdam Dutch *ptCem* *8BHtoShdk* *APT86t*	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb FD 880NHP 4SB(Spt),12cf,GS247, HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2½ 30 ″ 3½	
24088 187 IBAK	**Edda** ssTri.No.3–1,37 *Ref.Mchy.* *1Dk(Stl)&Shelter dk(Stl)* D.F.	6107 5195 3883	✠100A1 *Shelter dk withfreeboard* 12,37 ~~1,37~~ ✠Lloyd'sRMC	Tri BS1,38 ✠LMC1,37 ~~[illegible]~~ 5,38	z	CL ~~3,36~~ N6,37 ~~[illegible]~~	1924 11mo *Lloyd*	Stabilmnto Tecnico Trieste 'sA&CP	LloydTriestinoSoc. Anon.di Nav. *CellDB348'1334t*	405·0|53·9|30·2 B134'F36' FK *FPT102tAPT34t*	Venice Italian *Cem* *6BHtoShdk* *1 ,, ,, U ,,*	2 Steam Turbines DR (s) geared to 1 Sc Shaft 180lb FD 480NHP 3SB(Spt) 9cf,GS178,HS7041 StabilmentoTecnico,Tri.	33 ″ 3 s8 ″ 2½ 25 ″ 3	
24089 TFCB	— (*ex*Amstelstroom–34,*ex*Merwede) *2Dks*	1451 1183 792					1919	Haarlem-scheScheepsb Mij.Haarlem	Eimskipafjelagid "Isafold"h/f(G. Gudjonsson,*Mgr.*)	271·7|36·7|17·5 P42'B97'F26'	Reykjavik Icelandic *WB*	T.3Cy.21½",33"&57"–39" 206NHP Maats.Fyenoord,Rot.		V
24090 DANY	**Eddi** *1Dk*	1121 921 647					1904	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·1|35·4|14·7 Q75'B98'F27'	Stettin German *WB*	T.3Cy.17",28"&43"–32" 104NHP StettinerOderwerke		G
24091 160177 GNJK	**Eddystone** Ⓟ Wireless *2Dks*	1550 1146 667					1927	D&WHendersn&Co.Ld. Glasgow	ClydeShppg.Co.Ld	270·5|37·1|17·2 P&B177'F43'	Glasgow British *WB*	T.3Cy.21",34"&56"–33" 180NHP D&W.Hendersn&CoLdGls		C BT till 10,37
24092 FOHP	**Edea** *Fitted for oil fuel* *Ref.Mchy.* *4Dks* *CruiserStern*	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.Générale de Navigation à VapeurCyp. Fabre (FabreLine)	~~320·3~~|47·9|~~22·0~~ B92' 30·3 330·8	Marseilles French *WB*	T.3Cy.20 5/16",32⅝"&53 13/16"–39⅝" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		V
24093 * 130076 MFXS	**Eden Force** (*ex*Edenwood) ssGoo.No.3–2,28 ssBkn.No.2–36 *Mchy.Aft* *Welldeck* *1Dk(ptStl ptIrn)* *Cargo battens not fitted*	863 615 414	✠100A1 1,36 BS4,37	Bkn ✠LMC1,36	k	CL 1,36	1915 8mo *Lloyd*	Ropner& Son,Ld. Stockton 'sA&CP	WestCoastShppg. Co.Ld.(W.S.Kennaugh&Co.,*Mgrs.*) *Cell*	198·0|30·7|12·4 Q111'B13'F25' FK *DB f118'180tFPT*	Whitehavn British *3BHCem* *105tAPT34t*	T.3Cy.16",27"&44"–30" (s) 180lb *100lb* 132NHP 1SB,3pf,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s4 ″ 3½ 14 ″ 0	
24094 156307 VSRN	**Edendale** (*ex*VanSwoll) *2Dks&Shade dk*	1659 1327 1002					1897	Wigham-Richrdsn&Co Newcastle	HeapEngMohS.S. Co.Ld.	278·5|36·7|18·4 P54'F60'	Singapore British *WB*	T.3Cy.22",34"&57"–42" 211NHP WighmRchrdsn&Co.Nwc.		V
24095 ~~[illegible]~~ ~~[illegible]~~	**Edenhurst** ssNwc.No.1–34 *1Dk(Stl)* *Cargo battens not fitted* Now "Ilves," *see No. 3[illegible] in Supplement*	1596 1432 954	✠100A1 *withfreeboard* 12,35 BS10,36	Sld ✠LMC11,34	p	CL 11,34	1930 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	~~HartlepoolsS.S. Co.Ld.(Magee, Son&Co.Mgrs.)~~ *CellDB173'464t D*	245·3|39·4|19·0 P23'F28' FK *Ta36' 176t FPT57t*	Finnish *4BHptCem* *APT32t*	T.3Cy.18",30"&50"–33" (s) 180lb 182NHP 2SB,4cf,GS74,HS3152 Blair&Co.(1926)Ld.Stk.	21 ″ 1 s3 ″ 7 17 ″ 8½	
24096 144833 MKRC	**Edenside** ssNwc.No.1–38 ssHul.No.3–4,34 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	366 264 148	✠100A1 3,38 ~~5,36~~ ~~BS[illegible]~~ 7,37	Sld Nwc ~~✠LMC[illegible]~~ MS3,38	e	CL ~~5,36~~ 3,38	1921 6mo *Lloyd*	J.&D. Morris,Ld. Newcastle 'sA&CP	RoseLine,Ld. (T.Rose,*Mgr.*)	135·2|23·6|10·0 Q44'B8'F18' FK *FPT25t*	Sundrland British *3BHCem* *APT12t*	C.2Cy.17"&34"–24" (s) 130lb 48RHP 1SB,2pf,GS36,HS1180 G.T.Grey&Co.Ld.Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
24097 217336 KECB	**Edenton** *Fitted for oil fuel* *3Dks* Sub.Sig.	6958 6643 5437					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1	Seattle Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
* 24098 130064 EILF	**Edenvale** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	444 345 243	✠100A1 11,37 ~~10,36~~	Liv ✠LMC5,36	*g*	OG	1936 5mo *Lloyd*	N.V.IndustrieeleMaats "DeNoord" Alblasserdam '*sA&CP*	WexfordSteamshipsCo.Ld. *CellD*	163·4 Q43'F23' *B*107' 140*t FPT*56*t*	26·4 *27·6*	10·3 FK	Wexford British 3*BHCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s1 ″ 1$\frac{3}{4}$ 10 ″ 9	
24099 375 ICPS	**Edera** (*ex*MistyLaw,*ex*Zuiderdijk, *ex*Sharistan) D.F. 2*Dks*	5254 4793 3259			…		1912	W.Gray&Co.Ld. WHartlepool	A.Lauro	400·0 P30'B124'F49'	53·5	27·1 FK	Naples Italian *WB*	T.3Cy.28",46"&77"–48" 603NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 7	I †
* 24100 143710 MKLY	**Edern** 3Mst *ss*Bkn.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *ss*Bkn.No.1-37	466 321 192	✠100A1 11,37 ~~4,36~~ ~~BS2,37~~	Bly Bkn. ✠LMC ~~2,34~~	11,37	CL N4,36	1921 1mo *Lloyd*	Cochrane&Sons,Ld. Selby '*sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0 158·0(O.L.) Q86'B9'F25'	25·2	10·8 FK *FPT*48*t*	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8$\frac{1}{2}$ 11 ″ 10$\frac{1}{2}$	
* 24101 214040 WLCA	**Edgar F. Luckenbach** 4Mst *ss*Mob.No.3-7,28 D.F. GyC. *ss*Mob.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6002 — 3789	✠100A1 *Shelter dk withfreeboard* ~~7,37~~12,37 MS3,36	Sea ✠LMC BS~~7,36~~7,37	*b*†	CL 10,36	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	LuckenbachS.S.Co Inc. 1*BH in forward*	425·0 *hold dispensed with Collision BH*	57·3	29·4 38·9 FK	NewYork Utd. States *Cem* 6*BHonly to U dk only*	T.3Cy.29",49$\frac{3}{8}$"&84"–54" (*r*) 195lb 709NHP 3SB,*12cf*,GS240,HS10005FD NewportNews SB&DD.Co	32 ″ 6 s4 ″ 7 28 ″ 1$\frac{3}{4}$	
			Fitted for oil fuel 5,16 *F.P. above* 150°F. *CellDB*366'1680*t FPT*173*t APT*80*t DTa*12' 158*t Topside tanks in E&B*54'330*t*													
24102 217433 KEBF	**Edgefield** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6990 6781 5511			—		1918	Skinner&EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24103 217806 KETN	**Edgehill** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6868 6755 5264					1919	Skinner&EddyCorp. Seattle,Wash	LykesBros.-RipleyS.S.Co.Inc.	409·6	54·2	27·0	N.Orleans Utd. States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24104 217892 KETP	**Edgemont** *Fitted for oil fuel* Sub.Sig. 3*Dks*	6865 6755 5257					1919	Skinner&EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·0	Seattle Utd. States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24105 218017 KEVF	**Edgemoor** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk 3trB*	7038 5486 5388					1919	Skinner&EddyCorp Seattle,Wash	UnitedStates Maritime Commission	409·5	54·2	27·1	Seattle Utd. States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24106 230960	**Edgewater** TwinSc *ss*Clv.No.1-35 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	1819 1819 1129	✠100A1 *withfreeboard* 12,37 ~~12,35~~ ~~BS2,37~~	Clv BS12,37 ✠LMC2,36		CL ~~12,35~~ 12,37	1931 7mo *Lloyd*	Gt.Lakes Eng.Works Ecorse,Mich. '*sA&CP*	FordMotorCo.	292·0	43·0	20·0 FK	Dearborn Utd. States 5*BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 425lb 376NHP 2WTB(Spt), HS3480 FD WestinghouseElec.&Mfg.Co.Phl.	20 ″ 0 s7 ″ 8 12 ″ 6	
			ForService between NewYork & Great Lakes via NewYork State BargeCanal, also between New York, Norfolk& Boston via Long Island Sound & Cape Cod Canal Fitted for oil fuel 7,31 *F.P. above* 150° F. *CellDB*234'780*t FPT*223*t APT*49*t*													
24107 FOCF	**Edimbourg** (*ex*CommandantRobot) Now "Perros-Guirec," see No. 39665 in Supplement 1*Dk*	2012 1182					1921	GovernmentYard Cherbourg	CieDelmasVieljeux	266·7 P19'B54'F23'	39·4	23·0	LaRochlle French *WB*	DR Geared Steam Turbine Soc.Anon.Breguet,Paris		V
24108	**Edimburgo** Ⓟ TwinSc *Fitted for oil fuel* *Welldeck* 1*Dk*(*Stl*)	709 — 294	✠ 11,12	Dun ✠			1912 11mo	CaledonS.B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q33'B78'F26' *WB=FPT*	40·1	10·7 FK	Bns.Aires Argentine 5*BHCem* 57*tAPT*23*t*	T.8Cy.(2)12"(2)20"&(4)24"–24" 182NHP 2SB,*4cf*,GS78,HS2892 FD CaledonS.B.&E.Co.LdDun	11 ″ 6	
24109 144916 MKFW	**Edina** (*ex*Alwinton,*ex*Killybegs) *ss*Lth.No.3-11,32 *ss*Lth.No.1-37 1*Dk*(*Stl*)*Platform dk in No.*2 *hold*	624 485 254	100A1 ~~2,38~~ ~~2,37~~ 4,38 BS2,38	Lth LMC2,37		CL ~~4,36~~ 2,38	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J.Currie&Co. *Mgrs.*)	172·2 181·8(O.L.) B50'	30·0	15·7 FK *CellDBu*	Leith British 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb *100lb* NDB24 94RHP 1SB,*3cf*,GS51,HS1850 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 7$\frac{1}{4}$ 15 ″ 0$\frac{1}{4}$	
24110 11136 VJLF	— Ⓟ Iron Wireless 2*Dks*	380 289 223					1854	Barclay,Curle&Co. Glasgow	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmithLd)	171·0 P54*t*F31*t*	23·6	12·7	Melbourne British	2Cy.22"&40"–26" NE&B82 85RHP D.Rollo&Sons,Liverpool		
* 24111 129088 GLVR	**Edinburgh Castle** Ⓟ TwinSc *ss*Sou.No.3-10,31 *Ref.Mchy.* *ss*Sou.No.1-36 D.F. 4*Dks*(*Stl–U*teaks)	13329 10682 7358	✠100A1 ~~5,37~~ ~~1,37~~ 2,38 BS~~7,36~~ 7,37	Sou ✠LMC6,35	*j*†	CL s4,35 P5,37	1910 4mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP* *W*	Union-Castle MailS.S.Co.Ld. *B=CellDBa*127'*u*	570·2 P83'B115'F116' *E&B*186'*f*168'1783*t*	64·7	38·7 FK&BK3"	London British 9*BHCem* *FPT*181*t*	Q8Cy.32",46",66$\frac{1}{2}$"&96"–60" 220lb (*s*) HS38982 2174NHP 6D&4SB,*52cf*,GS1019 Harland&Wolff,Ld.Bel.	42 ″ 5 s11 ″ 8$\frac{1}{4}$ 31 ″ 5	BT till ~~9,37~~ 9,38
* 24112 213472 WKCD	**Edith** *ss*N.Yk.No.3-4,28 *ss*Bal.No.2-36 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3382 2846 2121	✠100A1 11,37 ~~3,37~~ MS5,36	Bal ✠LMC BS~~2,37~~	*u* 3,38	CL 6,36	1915 7mo	Maryland SteelCo. Sparro'PtMd A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull&Co.Inc.*Mgrs.*)	320·8 P35'B98'F38'	45·2	22·9 FK	NewYork Utd. States 5*BHCem*	T.3Cy.22",37$\frac{1}{2}$"&60"–42" (*s*) 190lb 293NHP 2SB,*6cf*,GS143,HS4933 MarylandStl.Co.Sparr'Pt.	25 ″ 6 s4 ″ 6$\frac{1}{2}$ 21 ″ 1$\frac{3}{4}$	
			Fitted for oil fuel 7,15 *F.P. above* 150°F. *WB=CellDBa*90' *uE*20' *f*146'691*t FPT*78*t APT*296*t*													
24113 OZVE	— Sunk by Aircraft 8,37 *Ref.Mchy.* Wireless D.F. 1*Dk*	1566 1195 935					1931	Nakskov Skibs.A/S Nakskov.	J.Lauritzen	254·2 P29'Q78'B109'F37'	39·2	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14$\frac{3}{4}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" HS2350 164NHP A.Borsig,Berlin-Tegel		G
24114 7449 SDUR	— (*ex*N.F.Höffding) 1*Dk*	*1466* *1216* *823*					1903	Helsingörs Jernsk&Msk. Elsinore	Rederi A/B Signe (AugAndersson, *Mgr.*)	246·1 Q90'B108'F27'	37·0	15·8	Hlsngborg Swedish *WB*	T.3Cy.18",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		V
24115 DDTQ	**Edith Howaldt** (*ex*Most, *ex*JuliusZelck,*ex*Wangard, *ex*Ingo,*ex*ElsaMenzell) 1*Dk&deep framing*	2067 1891 1248					1903	Akt.Ges. "Neptun" Rostock	B.Howaldt	291·3 P17'B172'F34'	41·2	18·8	Flensburg German *WB*	T.3Cy.19$\frac{11}{16}$",35$\frac{3}{8}$"&55$\frac{1}{8}$"–35$\frac{3}{8}$" 180NHP A.G."Neptun,"Rostock		V
24116 218887 KOBG	**Editor** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6326 5872 3972					1919	Skinner&EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	402·6 P27'B61'F19'	54·8	32·1	Seattle Utd. States *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
24117 LEMB	**Edle** (*ex*Mona-35,*ex*Kolsaas, *ex*Spero) *Mchy.Aft* 1*Dk*	654 527 366					1916	LarvikSlip&Verksted Larvik	D/S A/S Asta (A.Salvesen,*Mgr.*)	179·0 P44*t*H27*t*F16*t*	30·2	12·4	Oslo Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP FredrikstadM.V.Frdstad.		N

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et on est dans le L.R. Durée Cert. Réf. Trade
24118 122856 CYKB	**Edmonton** *Mchy.Aft* 2*Dks*	1983 1846 1341					1906	R.Stephenson&Co.Ld. Newcastle	CanadaS.S.Lines, Ld.	249·2 F36'	42·7	20·6	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
24119 DHFU	**Edmund Hugo Stinnes IV** Sub Sig. D.F. 1*Dk*	2189 1813 1256					1920	Nordseewerke Emden	HugoStinnes ~~G.m.b.H.~~ Reed. A.G.	283·0 P32'B69'F24'	41·0	20·5	Hamburg German *WB*	T.3Cy.20⅒",31½"&51½"-35½" 155NHP Nordseewerke,Emden		G
24120 208762	**Edmund W. Mudge** (*ex*QuincyA.Shaw) *ss*Clv.No.4–11,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing* *For Service on the Great Lakes*	6336 — 5013	✠100A- 1,37 BS1,37 ✠LMC11,35	Clv			1911 6mo	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*) *Cell DB & Sidetanks f410' 4471t Cell DBuE&B 48' 297t FPT247t APT47t*	504·0 F48' FK	54·0	30·0	Wilmgton (Del.) Utd.States *4BH*	T.3Cy.23½",38"&63"-42" (*s*) 180lb FD 349NH 2SB,*6cf*,GS115,HS5086 AmericanS.B.Co.Clevelnd.	30 " 0	
※ 24121 LDLZ	**Edna** (*ex*Kjell, *ex*Anund, *ss*Bgn.2ndNo.3–7,29 *ex*Chr.Gylstorff) *ss*Bgn.No.2–37 1*Dk*(*Stl*)& *Well deck* *deep framing*	915 659 494	✠100A1 10,37~~3,27~~ BS3,38 ✠LMC3,37	Bgn Osl	*l*	OG 6,36	1905 5mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	DetBergenske Dampskibsselskab *CellDBa42' uE&B31' f86' 203t FPT26t APT31t*	195·0 202·1(O.L.) P14'Q46'B81'F21' FK	32·0	13·5	Bergen Norwegian *4BHCem*	T.3Cy.15⅝",26"&43"-30" (*s*) 180lb 123NHP 2SB,*4cf*,GS60,HS2064 N.E.MarineEng.CoLd.Sld	15 " 8 s " 9 15 " 0½	
24122 ~~210787~~ ~~WDDW~~	**Edna Christenson** 3Mst (*ex*SantaAlicia,*ex*JohnA.Hooper) *Mchy.Aft* 1*Dk* *Fitted for oil fuel*	2244 1938 1321					1912	Harlan&Hollingsworth Cor. Wlmgtn,Del.	~~Sudden&Christenson~~ YungYuan S.S.Co.	283·3 P55'F33'	44·0	22·5	~~S.Francisco~~ ~~Utd.States~~ Chefoo Chinese	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingswrth Cor		R
24123 WDET	**Edouard Jéramec** TwinSc (*Cable Vessel*) D.F. E.S.D. 2*Dks*	2316 1980 1116					1913	Forg.&Ch. de la Médit. Havre	AllAmericaCables, Inc.	289·2 B94'	41·1	23·7	NewYork Utd.States *WB*	T.6Cy.15",24"&37"-28" 290NHP Forg.&Ch.de la Médit.Hav		V
24124 OZXB	**Edouard Suenson** (*Cable Vessel*) *ss*Cpn.No.3–6,35 Wireless 1*Dk*(*Stl-ws*)&*Awng dk* (*Stl-ws*) *CruiserStern*	1552 1432 646	✠100A1 *Awng dk with freeboard* 6,37~~5,36~~ MS6,35 ✠LMC BS~~5,36~~6,37 *Fitted for oil fuel 10,22 F.P. above 150° F.*	Els	*p*	OG N5,36	1922 10mo	Orlogsværftet Copenhagen A&CP	A/S DetStore NordiskeTelegraf Selskab. *CellDBa27'20t Collision BH to A dk uE24'39t f56'99t DT f31'79t FPT19t APT78t Tank on starboard side of tunnel 18'30t*	244·6 FK&BK1⅜"	35·2	21·8	Copnhagn Danish *6BHCem*	T.3Cy.16$\frac{1}{16}$"28⅜"&45$\frac{11}{16}$"-31½" 185lb *100lb* (*s*) 204NHP 2SB(Spt),*4cf*,GS90, FD HS3337 Orlogsværftet,Cpn.	24 " 2 s8 " 6 16 " 1	
24125 DAPL	**Eduard Geiss** (*ex*Brünhilde, *ex*Brilliant) 1*Dk*&*Spar dk*	1456 1325 863					1903	Nylands Værksted Oslo	C.E.Geiss	231·7 H90*t*	35·2	14·7 20·4	Stolpmnde German *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo	21 " 9	G
24126 Broken up	**Eduardo** (*ex*Kasbek, 3Mst *ex*RussianPrince) *Mchy.Aft* *Carrying Petroleum in bulk*	2688 — 1904					1888	Armstrong Mitchell& Co.Ld. Newcastle		310·0	40·4	28·3		T.3Cy.23",37"&60"-39" NB08 225NH WllsndSlpwyCo.Ld.Nwc.		
24127 OXWA	**Edv. Nissen** (*ex*Thorsdal) 1*Dk*	2062 1845 1221			...		1921	PPhStuhrs Msk.&Skbs. Aalborg	D/S Vendila (Svendsen& Christensen, *Mgrs.*)	282·5 P16'B172'F32' FK	42·7	19·0	Copnhagn Danish *WB*	T.3Cy.21",33"&55"-36" 222NHP A/S Frichs,Aarhus	21 " 5	C †
24128 161156 GJXT	**Edward Blyden** *OilEng.* 2*Dks*&*Shelter dk*	4022 3142 2155					1930	Harland&Wolff,Ld Glasgow	ElderDempster Lines,Ld.	370·6 P37'F43'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
24129 206229	**Edward Chambers** (*ex*NorthSea) *Mchy.Aft* 2*Dks*	4113 — 3045					1909	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorporation	351·2 F32'	46·2	31·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP Gt.LakesEng Wks.Detroit		
24130 81733	**Edward E. Loomis** (*ex*Wilkesbarre) *Mchy.Aft* 1*Dk*&*Awng dk*	4279 — 3311					1901	UnionD.D Co. Buffalo,N.Y	GreatLakesTransitCorporation	381·7	50·5	14·0 28·0	Buffalo NY Utd.States	Q.4Cy.20½",30",43"&63"-42" 257NHP DetroitS.B.Co.Detroit		
24131 227207 KLFG	**Edward F. Farrington** *OilEng.* 1*Dk*	492 — 295					1928	Bethlehem SteelCorp. Quincy,Mass.	Norfolk-Baltimore &CarolinaLine,Inc	130·0	30·0	11·3	Norfolk Va Utd.States	Oil Engines & Elec. Motors 6Cy. WintonEng.Co.Clv.		
※ 24132 165487 GZYM	**Edward F. Johnson** *OilEng.* *1Dk.2nd dk except in Nos.1,2,8&9 cargo tanks* *CruiserStern* D.F. E.S.D. GyC. *Longitudinal framing* *Mchy.Aft* *Rudder electrically welded*	~~10630~~ 10452 9642 6055	✠100A1 10,37~~6,37~~ ~~(Class Contemplated)~~ *Carrying Petroleum in bulk.* ✠LMC6,37	Rot SFo		OL	1937 6mo	NVRotterdamDroogd. Maats. Rotterdam *Lloyd's A&CP*	OrientalTankers, Ld. *CellDBuE89'170t DTf24'628t FPT19t APT169t*	490·1 506·6(O.L.) P107'B39'F35' FK	70·0	37·0	London British *16BH*	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"-49$\frac{3}{16}$" 912NHP 2DB*200lb* DB*218lb* Fr.KruppGermaniawftAG Kel	37 " 0 s7 " 4½ 29 " 10½	
24133 230184	**Edward G. Seubert** *Fitted for oil fuel* *Mchy.Aft* GyC. 1*Dk* *Carrying oil in bulk* *Longitudinal framing*	4432 — 2724					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	400·6	53·2	27·0	Whiting, Ind. Utd.States	T.3Cy.23½",38"&63"-42" 257NH ManitowocS.B Corp.		R
24134 224139 KFTY	**Edward J. Berwind** D.F. GyC. *Mchy.Aft* 1*Dk*	8318 — 6517					1924	Gt.Lakes Eng.Works Michigan	FranklinS.S.Corp. (Bethlehem Transpn.Corp. *Mgrs.*)	590·0	60·0	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.25½",41"&67"-42" 291NH Gt.LakesEng.Works		R
※ 24135 212683 WPCP	**Edward L. Doheny** *ss*N.Yk.No.3–8,25 *Mchy.Aft* *ss*Bal.No.2–33 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5871 5785 4326	✠100A1 8,37~~2,37~~ BS~~9,36~~ 7,37 ✠LMC9,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,13 F.P. above 150° F.*	NYk Gal	*z*	OL ~~3,36~~ 7,37	1913 9mo	Swan,Hunter& Wigham Richardson, Ld Newcastle A&CP	StandardOilCo. ofNewJersey *WB = CellDBuE&B61' 235t DT f45'430t FPT130t APT20t*	415·0 P88'B26'F42' FK	54·0	32·7	Wilmgton (Del.) Utd.States *17BHCem* (*9 to Udk* *8 " 2nd "*)	T.3Cy.27",45"&75"-48" (*r*) 180lb 456NHP 2SB,*6cf*,GS139,HS6038 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33 " 0 s6 " 4 26 " 10½	
24136 223641 KFSE	**Edward L. Shea** (*ex*Priscilla) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	~~6546~~ ~~6125~~ ~~4036~~ 6746 — 4243			...		1924	NewYork S.B.Corp. Camden,N.J.	TideWater AssociatedOilCo.	419·5 P104'B36'F34' FK	56·6	33·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"-51" 649NHP NewYorkS.B.Corp.	33 " 4	R †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
* 24137 214560 WLCB	**Edward Luckenbach** ssN.Ns.No.3-6,30 ssSea.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	7916 7749 5087	✠100A1 *Shelter dk* *withfreeboard* ~~3,37 8,36~~ 2,38 MS7,34 *Fitted for oil fuel*	Sea BS2,38 ✠LMC ~~BS[illegible]~~ 2,37 11	*b*† ,16	CL N1,36 *F.P. a*	1916 11mo *bove* 1	ForeRiver S.B.Corp. Quincy,Mass. A&CP *CellD* 50° F.	LuckenbachS.S. Co.Inc. 1*BH in fore* B333' 1651*t 'tween*	436·6|57·2|37·6 FK *hold dispensed with* *deck tanks in E&B*	NewYork Utd.States *ptCem* 6*BHonly* *space*51'598*t*	1DR GearedSteamTurbine 195lb *125lb* (*r*) 824NHP 3SB,*12cf*,HS10640 FD Gen.Elec.Co.Schenectady, *FPT*196*tAPT*319*t* N.Y.	41 ″ 7 s10″2¾ 31 ″ 7	
24138 205106 KFSW	**Edward N. Saunders, Jr.** (*ex*W.H.Becker-33,*ex*Alexis W.Thompson) 1*Dk* *Mchy.Aft* GyC. D.F.	6436 — 4670					1908	WestBay CityS.B.Co. W.BayCity	MidlandS.S.Line, Inc.	504·0|55·0|26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″-42″ 257NHP DetroitS.B.Co.Detroit		R
24139 212756 KMOU	**Edward Peirce** D.F. *Mchy.Aft* 1*Dk*	4388 3900 3228			...		1914	NwprtNws S.B.&D.D.Co NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	354·2|49·0|27·4 P94'B19'F31' FK	Boston Utd.States *WB*	T.3Cy.23″,37¾″&66¼″-45″ 295NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
24140 203980 WOKW	**Edward S. Kendrick** (*ex*H.P.McIntosh-34) *Mchy.Aft* GyC. D.F. 1*Dk*	6294 — 4910					1907	WestBay CityS.B.Co. W.BayCity	TheWilsonTransit Co.	520·0|54·0|26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½″,36″&60″-42″ 233NHP DetroitS.B.Co.Detroit		R
24141 203449 KGBE	**Edward Y. Townsend** D.F. *Mchy.Aft* 1*Dk*	7438 — 5673					1906	Superior S.B.Co. Superior,Wis	CambriaS.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*)	580·0|58·0|32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24″,39″&65″-42″ 274NHP Detroit S.B.Co.Detroit		
* 24142 215654 WLCN	**Edwin B. De Golia** (*ex*William Isom) ssN.Yk.No.3-3,30 ssL.An.No.1-34 *Mchy.Aft* *Longitudinal framing* E.S.D.	3322 2994 2032	✠100A1 6,37 ~~10,36~~ MS6,34 *Carrying Petr* *Fitted for oil f*	LAn LMC ~~BS3,37~~3,38 *oleum* *uel* 11,	*t* *in* 17	CL ~~N5,34~~ 6,37 *bulk* *F.P. a*	1917 11mo *bove* 1	Baltimore SB&DDCo Baltimore A&CP 50°F.	HillconeS.S.Co.Ld. *CellDBuE*22'42*t*	292·3|47·2|26·9 P76'F26' FK *FPT*73*tAPT*112*t*	S.Frncisco Utd.States 11*BHptCem* (7 *to U dk* 4 „ *2nd* „)	2 Steam Turbines SR (*s*) gearedto1 Sc.Shaft 160lb 241NHP NB17*refitted*9,24 2WaterTubeBoilersHS3964 W&AFletcherCo.Hoboken	28 ″ 1 s 5 ″ 5 23 ″ 0	
24143 215948 WCCG	**Edwin Christenson** (*ex*West Wind) *Fitted for oil fuel* 2*Dks*	5670 5268 3514			...		1918	Northwest SteelCo. Portland,Or	ChristensonS.S. Co.Inc.	410·0|54·2|27·5 P47'B115'F44' FK	S.Frncisco Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ E*made*21*fitted*26 359NHP CanadianAllisChalmers Co.Ld.	30 ″ 2	R †
24144 216610 KVIU	**Edwin R. Cox** (*ex*J.W.VanDyke-37, *ex*Allentown) *OilEng.* *Mchy.Aft* 2*Dks*&*Webframes* GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4928 4449 3045			...		1918	ThePusey &JonesCo. Gloucester, N.J.	AtlanticRefining Co.	364·9|51·0|29·5 P95'B34'F31' FK	Phildlphia Utd.States *WB*	Oil Engines connected to ElectricMotorandSc.Shaft 4S.C.SA NE24 18Cy.19½″-24″ 669NHP Ingersoll-RandCo.N.Yk.	31 ″ 3	R †
24144* 146334	**Edwin T. Douglass** *Mchy.Aft* 1*Dk*	1749 1594 1275					1923	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·5|43·2|17·9 F35' *WB*	SCathrnes Ont. British	T.3Cy.16″,27″&44″-33″ 111NHP D.Rowan&Co.Glasgow		C
24145 218667 KINQ	**Eelbeck** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6318 5976 4726					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	401·7|54·8|32·5 P48'F42'	Seattle Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
24146 2801 PDUZ	**Eem** ssRot.No.1-38 ssAms.No 3-4,33 Wireless 1*Dk*(*Stl*)	1316 1130 738	✠100A1 1,38 ~~2,37~~ MS~~3,33~~ 1,38	Rot ✠LMC BS~~10,34~~	*o* 10,37	CL ~~1,36~~ 1,38	1920 8mo *Lloyd*	Verschure &Co'sSchpsw & Machinfab. Amsterdam '*sA&CP*	N.V.Houtvaart (Vinke&Co.*Mgrs*) *Cell*	238·7|36·6|15·7 P24'B56'F23' FK *DB*194'394*tFPT*49	Rottrdam Dutch 4*BHCem* *tAPT*63*t*	T.3Cy.17½″,29″&46″-36″ (*s*) 180lb 169NHP 2SB,*4cf*,GS86,HS3025 Verschure&Co.'sSchpsw.& Machinfab.Amsterdam	18 ″ 0 s 2 ″ 2 16 ″ 0	
24147 PDVL	**Eemland** Ⓟ (*ex*Linden) 3*Dks*	4188 3928 2624					1906	Flensburgr Schiffs.Ges. Flensburg	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd	375·5|48·8|27·3 P&B309'F46'	Amstrdam Dutch	T.3Cy.27¾″,46¼″&76″-48″ 400NHP FlensburgerSchiffsb.Ges.		G
24148 842 ESCM	**Eestirand** (*ex*Glenbeath-32, *ex*HaroldDollar, 2*Dks* *ex*Strathardle)	4688 4123 2934					1910	A.McMillan&Son,Ld. Dumbarton	~~O.-ü"Kalandus"~~ T.Liimann& others	376·5|52·2|25·5 P36'B100'F39'	Tallinn Estonian *WB*	T.3Cy.25″,41″&68″-48″ 320NHP D.Rowan&Co.Glasgow		C
24149 OYCA	**Effie Mærsk** ssSvb.No.3-7,37 ~~ssSbv.No.2-34~~ 1*Dk*(*Stl*)	1308 1086 772	✠100A1 7,37 ~~7,36~~ ~~MS2,34~~	Svb ✠LMC7,37 ~~BS8,36~~	*o*	OG 7,36	1925 1mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	A/S D/S Svendborg(A.P.Möller, Copenhagen,*Mgr.*) *Ce*	233·3|37·3|15·9 P12'B50'F26' FK *llDB*196'407*t FPT*	Aalborg Danish 4*BHCem* 50*tAPT*22*t*	T.3Cy.16⅛″,25$\frac{9}{16}$″&42⅛″-29½″ 185lb (*s*) 120NHP 2SB(Spt),*4cf*,GS67,HS2028 A/S Smith,Mygind& Hüttemeier,Cpn.	18 ″ 2 s 1 ″ 9½ 16 ″ 6	
24150 219207 KOLT	**Effingham** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6421 5872 4677					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.-Ripley S.S.Co.Inc.	402·1|54·8|32·1 P48'F42'	N.Orleans Utd.States *WB*	T.3Cy.25$\frac{3}{16}$″,42⅜″&72½″-48″ 364NHP Skinner&EddyCorp.Sea.		R
24151 219235 KOMT	**Effna** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6461 5872 4702					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	402·6|54·8|32·1 P48'F42'	Seattle Utd.States *WB*	T.3Cy.25″,42″&72″-48″ 359NHP Skinner&EddyCorp.Sea.		R
* 24152 131844 MDKF	**Effra** (*ex*Broompark) ssShl.2ndNo.3-7,34 *Well deck* Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1446 1130 847	✠100A1 ~~6,37~~11,36 3,38 MS5,35	Shl ~~Hpl~~ ✠LMC ~~BS2,36~~ BS3,38 ~~4,37~~	*p*	CL 2,36	1910 9mo *Lloyd*	Greenock& Gr'ngemouth Dkyd. Co. Ld. Greenock '*sA&CP*	SouthMetropolitanGasCo. *WB*=*C*	243·8|37·2|16·3 Q83'B60'F27'BK8¼″ *ellDBa*61'*f*92'263*t*	London British 6*BHCem* *APT*38*t*	T.3Cy.18″,27½″&45″-33″ (*r*) 160lb 132NHP 1SB,*3cf*,GS66,HS2227 Dunsmuir&JacksonLd.Gls	17 ″ 5 s 1 ″ 6 16 ″ 8	
24153 95 IMHP	**Efisia Serra** WoodAuxSr (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	354 308 208					1921	Cantiere Francesco Serra CervoLigure	Soc.Anon.Italiana Importazione Carboni eNavig.	138·5|29·1|13·5	Savona Italian	Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$″-14$\frac{3}{16}$″ 44NHP E*made*&*fitted*35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
24154 147735 MNBG	**Efos** (*ex*Forestrow) ssSld.No.3-6,37 ~~ssSld.No.2-33~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1245 871 723	✠100A1 6,37 ~~5,36~~ ~~BS5,36~~	Sld ✠LMC ~~6,33~~ 6,37	*n*	CL 5,36	1924 10mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	Tyne&Wear ShippingCo.Ld. *Intermediate BHin* *Cell*	230·0|35·6|13·7 Q159'F26' FK *hold dispensed with* *DBf*152'407*t FPT*	Sundrland British *Cem* 3*BHonly* 54*tAPT*44*t*	T.3Cy.16″,27″&44″-30″ (*s*) 180lb 97RHP 2SB,*6cf*,GS93,HS2744 Plenty&Son,Ld.Newbury	15 ″ 8 s 4 ″ 9 14 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où il en est dans le L.R. Durée Cert. Ref. Trade
* 24155 130 SVUL	**Efploia** (exPodmladak-36, exDoverton, ssSpt.2ndNo.3-6,33 exSevernmede,exGlendene) 1Dk(Stl) ssPir.No.1-38	3862 3593 2433	✠100A1 ~~3,37~~ 2,38 ~~BS5,36~~ ✠LMC~~4,35~~ 2,37 2,38	Rot Pir	w	CL ~~3,37~~ 1,38	1911 11mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP	G.C.Lemos CellDBa113'u	350·0|51·1|23·9 P31'B101'F34' FK E23'f156'808tFPT	Chios ~~Piraeus~~ Greek 6BHCem 85tAPT117t	T.3Cy.25",40"&67"-45" (s) 180lb 340NHP 2SB,6cf,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 3 s 4 ″ 5 22 ″ 0	
* 24156 468 SVII	**Efthalia Mari** (exAmarna-35) ssLiv.No.3-8,31 ssLiv.No.1-35 D.F. 2Dks(Stl)	4195 3945 2600	✠100A1 ~~10,36~~10,37 BS1,37 ✠LMC10,35	Bry Hul	x	CL 10,36	1919 3mo Lloyd	N.ofIrelnd S.B.Co.Ld. Londonderry 'sA&CP	N.Maris CellDB316'1048tD	370·4|51·2|25·8 P32'B218'F34' FK Ta28'660tFPT107t	Andros Greek 6BHCem APT108t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 100lb FD 506NHP 3SB(2Spt)9cf,GS160,HS6831 WestinghouseCoManchstr	28 ″ 2 s4 ″ 4½ 24 ″ 0	
24157 ~~62~~ ~~SVAL~~	**Eftychia** (exSheafMount, exGifford) ssShl.No.3-9,26 ssRot.No.1-31 1Dk(Stl)&Shelter dk(Stl) (STRANDED 7,32—REFLOATED— IN PORT DAMAGED)	5123 4780 3207	✠ 11,31 ✠	Rot	z		1913 8mo	W.Doxford &Sons,Ld. Sunderland	~~G.Vergottis~~ A.Lauro 1BH in fore CellDBa132'uE&B43'	420·0|54·1|26·3 FK hold dispensed with	Naples Italian Cem 6BH only f189' 1179t	T.3Cy.27",44½"&75"-54" 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld FPT109tAPT123t	29 ″ 0	
* 24158 ~~30~~ [illegible]	**Eftychia Vergotti** (exRowtor, exAsiana) ssNwc.2ndNo.3-11,35 Spar dk(Stl)2trB &[illegible]framing Now "Calvados," see No. 37672 in Supplement	2993 2819 1867	✠100A1 Spar dk withfreeboard 11,36 BS11,36 ✠LMC11,34	Ant	u	CL 11,36	1909 6mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP	~~R.Vergottis~~ ~~[illegible]~~ ~~[illegible]Shipping~~ ~~Co.Ld.~~ Soc.Euro- peene de Nav. CellDBa102'uE24'f138'573tFPT	325·0|47·0|22·4 P32'B101'F31' FK	 French 5BHCem	T.3Cy.23½",38"&64"-42" (s) 180lb 290NHP 2SB,6cf,GS97,HS4488 Richardsons,Westgarth& 60tAPT77t Co.Ld.Hpl.	24 ″ 10 s 3 ″ 11½ 21 ″ 1	
24159 46 IBEK	**Egadi** Ⓟ Wireless 1Dk	861 — 440					1929	SocItal.Er- nestoBreda Mestre	"LaMeridionale" Soc.Anon.diNav.	205·7|29·7|13·1 P&B123'F24'	Trapani Italian WB	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"- $27\frac{9}{16}$" 66NHP SocItalErnstoBreda,Milan		I
24160 136555 GQCM	**Egba** ssLiv.No.3-8,26 Ref.Mchy. ssBrw No 2-34 2Dks(Stl)& Shelter dk(Stl-ws)	4989 4326 3024	✠100A1 Shelter dk withfreeboard 9,37 ~~10,36~~ BS~~10,36~~ ✠LMC12,34 12,37	Bry PNl	z	CL 10,36	1914 4mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP WB=	ElderDempster Lines,Ld. CellDBa124'uE28'	405·9|54·3|23·5 P31'B82'F48' onShelter dk FK f176'961tFPT116t	Liverpool British 7BHCem APT65t	T.3Cy.26",44"&74"-51" (s) 205lb FD 574NHP 3SB,9cf,GS186,HS8295 Harland&Wolff,Ld.Gls.	26 ″ 2 s 2 ″ 9½ 23 ″ 7	
24161 TCBC	**Ege** Ⓟ (exTabanan) 3Dks	5275 3866 3246					1908	Kon.Maats deSchelde Flushing	Denizyollari Idaresi	400·5|49·2|27·4 P81'B177'F78'	Istanbul Turkish WB	T.3Cy.30",51"&88"-60" 598NHP Maats.deSchelde,Flushing		
24162 300 ~~2001~~ IBEH	**Egeo** Ⓟ (exCittà diBari-34) D.F. OilEng. 2Dks	3220 2191 1882					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	332·0|44·8|21·3 P&B222'F55'	Venice ~~Genoa~~ Italian	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$47\frac{3}{16}$" 493NHP StabilimentoTecnico,Tri.		I
24163 DHFV	**Egeran** (exIlseReichel,exStrauss, exDortmund) 1Dk2trB Missing since 2,38	986 789 629					1900	Bremer Vulkan Vegesack	WilhemLuers (ErnstKomrowski Reed.G.m.b.H. Mgrs.)	221·6|33·1|13·5 Q75'B49'F16'	Hamburg German WB	T.3Cy.13½",21½"&34½"-23½" 58NHP BremerVulkan,Vegesack		G
24164 DOMW	**Egeria** 1Dk&Hur dk	627 617 382					1898	Bremer Vulkan Vegesack	Dampfschifffahrts Ges.Neptun	171·2|27·2|16·4	Bremen German WB	T.3Cy.13⅝",21⅝"&34⅝"-23⅝" 58NHP BremerVulkan,Vegesack		G
* 24165 LDIQ	**Egerö** OilEng. ssFal.No.1-33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7590 7099 4525	✠100A1 1,37 ✠LMC ~~DBS1,37~~ 3,38 CarryingPetroleum in bulk	Bkn CS7,33 7,33	c†	CL 12,35	1929 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP	SkjelbredsRederi A/S(O.A.T. Skjelbred,Mgr.) CellDBuE82' 258tDTf38'461t	450·8|61·0|33·2 P106'B30'F56' FK FPT156tAPT139t	Xiansand Norwegian 15BHptCem (10to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s6 ″ 5¼ 27 ″ 0	
24166 OYCE	**Egholm** 2Dks	1317 1137 754					1924	Frdrkshvn Skibs.&Flydk Fredrikshavn	DetForenede Dampskibsselsk.	254·6|37·2|16·0	Copnhagn Danish WB	DR Geared Steam Turbine A/SAtlas,Copenhagen		V
24167 482 SDVI	**Egil** Ⓟ (exSamuelGustaf Iron Hermelin) 1Dk&Awng dk	749 419 542					1876	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	174·4|25·5|14·4 H42t 21·6	Stockholm Swedish	2Cy.27¼"&49½"-29¼" NB91 110NHP MotalaCo.Motala		
24168 2003 IBCK	**Egitto** Ⓟ OilEng. 2Dks	3220 — 1882					1927	Stabil. Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	317·2|44·8|21·3 P&B222'F55'	Genoa Italian WB	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-47¼" 493NHP StabilimentoTecnico,Tri.		I
24169 OOGA	**Eglantier** Ⓟ (exWarBeetle) ssAnt.No.3-5,31 ssAnt.No.1-35 D.F. 2Dks(Stl)	5355 4737 3270	✠100A1 9,37 ~~8,36~~ ✠LMC MS1,36 BS~~1,36~~ 6,37	Ant	y	CL ~~N5,35~~ 9,37	1918 9mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	CieMaritime Belge (LloydRoyal)Soc. Anon. (Agence MaritimeInter- nationale,Mgrs.) CellDB347'1120t	400·4|52·3|28·4 P49'B113'F39' FK FPT115tAPT170t	Antwerp Belgian 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 ″ 0 s5 ″ 11½ 25 ″ 2⅔	
24170 219278 KOPT	**Eglantine** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6325 5872 3972					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros-Ripley S.S.Co.Inc.	402·6|54·8|32·1 P48'F42'	N.Orleans Utd.States WB	T.3Cy.25",42½"&72"-48" 359NHP Hooven,Owens&Rent- schler,Hamilton,O.		R
24171 1352 IPJO	**Egle** (exLigure-37,exIris) 2Dks	1143 958 711					1893	Rijkee& Co. Katendrecht	Dott.Ing.Cav. MarioZoboli	238·9|32·1|15·6 H55'F27'	Genoa Italian WB	T.3Cy.17½",28"&45"-36" 121NHP Maats "DeMaas."Rot.		I
24172 3555 SDVK	**Egon** (exSkulda) 1Dk	531 376 291					1899	Stavanger Stöberi&Dok Stavanger	RederiA/B Egon (S.M.Stjerna)	151·2|25·8|13·5 Q44'B46'H30tF20'	Malmö Swedish WB	T.3Cy.13½",22"&34"-27" 60NHP LaxevaagsMsk&Jrns.Bgn		V
24173 135588 GQCT	**Egori** ssLiv.No.3-9,26 Ref.Mchy. ssCff.No.2-35 D.F. 2Dks(Stl)& Shelter dk(Stl-ws)	4998 4329 3023	✠100A1 Shelter dk withfreeboard 9,37 ~~11,36~~ BS~~1,36~~ ✠LMC1,35 1,38	Cff Lon	z	CL ~~1,35~~ N9,37	1914 6mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	ElderDempster Lines,Ld.	405·6|54·3|23·5 32·7 P31'B82'F48' onShelter dk FK WB=CellDBa124'uE28'f176'961tFPTl16tAPT65t	Liverpool British 7BHCem	T.3Cy.26",44"&74"-51" (s) 205lb 574NHP 3SB,9cf,GS186,HS8295 FD Harland&Wolff,Ld.Gls.	26 ″ 2 s 2 ″ 9½ 23 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24174 129570 GCSF	**Egra** Ⓟ TwinSc ssCal.2ndNo.3-7,36 D.F. *2Dks(UStl–*ws*)&* *Shadedk(Stl–*teak s*)*	5108 3725 2345	✠100A1 *Shadedk* ~~7,37~~ ~~1,37~~ 1,38 ~~DBS5,36~~ MS7,36	Cal BS7,37 ✠LMC ~~MBS7,37~~	z	CL ~~1,37~~ ~~7,37~~ 1,38	1911 8mo *Lloyd* *WB=*	Workman, Clark&Co.Ld Belfast *'sA&CP* *Cell DBa76'u*	BritishIndiaStm. Nav.Co.Ld. *E&B*108' *f*156'732	410·0 B *on Shade dk* 158' FK *tFPT*58*tAPT*44*t*	52·8	24·7	Glasgow British *7BHCem* *(5BHtoUdk* *2 ,, 2nd ,,)*	T.6Cy.24½",41"&69"–48" (*s*) 200lb *100lb* FD 1062NHP 2DB&2SB,*24cf*,GS390, HS16302 Wrkman,Clark&Co.LdBel	27 ″ 3 s 4 ″ 4 23 ″ 4	
24175 219307 KJIW	**Egremont** *Fitted for oil fuel* Sub.Sig. *2Dks(Stl)&Shelter dk*	6864 6613 5256					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	410·1	54·2	35·1	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schler,Hamilton,O.		R
24176 164316 MMFC	**Egret** *1Dk& Shelter dk* *CruiserStern*	1391 1100 583					1937	Burntislnd S.B.Co.Ld. Burntisland	British&Continen- talSteamshipCo. Ld.	264·0 F60'	40·0	15·7	Liverpool British *WB*	T.3Cy.17",28"&50"–33" 144NHP Rankin&BlackmoreLdGrk		
24177 OREA	**Egypte** (*ex*Mars) *1Dk&Shelter dk*	*2568* *2408* *1601*					1905	Eiderwerft Akt.Ges. Tönning	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	283·4	41·9	24·9	Antwerp Belgian *WB*	T.3Cy.20½",34¼"&55⅝"–35½" 180NHP EidrwrftAkt.Ges.Tönning		V
24178 143646 GDNY	**Egyptian** *CruiserStern* *2Dks*	2866 2700 1806					1920	W.Harkess &Son,Ld. Middlesbro'	EllermanLines,Ld (Ellerman&Papa- yanniLines,Ld. *Mgrs.*)	316·3 P72'B102'F73'	44·1	23·3	Liverpool British *WB*	T.3Cy.20½",35¼"&60"–42" Richardsons, 233NHP Westgarth&Co.Ld.Mdb		C
24179 146667 GFXY	**Egyptian Prince** *ss*.Mch.No.3-10,34 *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	3490 2911 1804	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~10,36~~ MS10,34 *Fitted for oil* *Carrying oil*	Mch Mdb ✠LMC- BS~~3,36~~5,37 *fuel*12 *fuel F*	*x* *22,* *.P.*	CL 10,35 *F.P. a* *above*	1922 5mo *Lloyd* *bove 1* *150° F*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP* *50° F.* *. in Deep Tan*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in Blr sp* *k aft*	363·3 F68'*onShelter dk* FK *Collisio* *ace & forward* 143' *CellDB*	52·2	22·0	London British *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,, 294' 1141*t D*	T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb. *Ta*22'645*tFPT*56*tAPT*46*t*	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
24180 OZCH	**Egyptian Reefer** (*ex*Francine-37) *OilEng.* D.F. *Ref.Mchy.* *Mchy.Aft* *CruiserStern*	3159 2680 1819					1936	Odense Staalskibsvft vedAPMöller Odense	J.Lauritzen	345·6 F89'	48·7	24·4	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 673NHP Akt.Burmeistr&Wain,Cpn		V
24181 DORF	**Ehrenfels** Ⓟ *OilEng.* *Ref.Mchy.* D.F. E.S.D. *2Dks* Sub.Sig. *CruiserStern*	7752 7040 4763					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64'B207'F66'	61·2	31·1	Bremen German *WB*	2 Oil Engines 2 S.C.DA each6Cy.20⅞"–29$\frac{15}{16}$" SR geared to 1 Sc. Shaft 1830NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
24182 PDWG	**Eibergen** D.F. *1Dk*	4751 4503 2965					1914	W.Pickers- gill&Sons,Ld Sunderland	ZuidHolland- scheScheepvMaats	385·0 P36'B119'F41'	52·1	27·2	Rotterdm Dutch *WB*	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
24183 DORY	**Eider** *OilEng.* D.F. E.S.D. *1Dk* *CruiserStern*	3288 2622 1804					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B313'F22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.20½"–27$\frac{9}{16}$" SR geared to 1 Sc. Shaft 885NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
24184 LIVR	**Eidsvold** *OilEng.* *CruiserStern* *1Dk&Shade dk* D.F.	4184 3602 2368					1934	Götaver- kenA/B Gothenburg	SkibsA/S Eidsiva (SverreDitlev- Simonsen&Co. *Mgrs.*)	382·3 P92*t*H382*t*F20*t*	55·2	22·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP GotaverkenA/B,Got.		N
24185 DHFX	**Eifel** (*ex*Doris,*ex*Comino,*ex*Ardgorm) *Now "Tucuman," see No.* 40344 *in Supplement* *ss*Ham.No.3-8,36 D.F. Sub.Sig. *2Dks(Stl)*	4621 4307 2895	✠ … 6,34 ✠	Ham	*y*		1918 6mo	Russell& Co. PortGlasgow	Hamburg-Süd- Amerik.Dampf- schiff.Ges.	384·1 P34'B111'F47' FK *CellDB*334'1029*t*	51·8	26·3	Hamburg German *6BHCem* *APT*20*t*	T.3Cy.26",43"&70"–48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,LdGrk	29 ″ 0	G †
24186 DOFF	— (*ex*Rheingold) Wireless *1Dk*	1429 1158 810					1924	F.Schichau Elbing	Rabien&Stadt- lander	237·4 Q76'B108'F32'	37·6	16·0	Bremen German *WB*	T3Cy.16½",26⅔"&41$\frac{3}{16}$"–27⅜" 90NHP F.Schichau,Elbing		G
24187 LDOA	**Eika III** *1Dk*	1113 980 655					1916	Akers Mek.Værks. Oslo	Rederiaktieselsk. Kragerö (K.Sandaas,*Mgr.*)	226·2 P18'B56'F24'	36·4	15·7	Kragerö Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
24188 LDOD	**Eikhaug** (*ex*Brio) *1Dk&Spar dk*	1436 1349 842					1903	Nylands Værksted Oslo	EikhaugsRederi A/S(KnutKnut- senO.A.S.*Mgr.*)	231·6 H78*t*	35·1	20·4	Haugesnd Norwegian *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		N
24189 DJQQ	**Eilbek** D.F. *1Dk* *CruiserStern* *Srengthened for Navigation in Ice*	2185 1666 1274	✠100A1 ~~2,37~~11,37 ✠LMC5,36	Ham Ant	*s*	CL	1936 5mo *Lloyd*	Lübecker Maschb.Ges. Lübeck *'sA&CP*	Knöhr&Burchard Nfl. *Cell*	281·8 P15'Q81'B126'F32' FK *DB*244'573*tFPT*37	44·2	16·8	Hamburg German 4.*BHptCem* *ptAsp* *tAPT*61*t*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 214lb (*s*) 221NHP 2SB(Spt),*4cf*,GS72, FD HS3144 Rheinmetall-BorsigA.G. Berlin-Tegel	19 ″ 0	
24190 149396 MLZL	**Eildon** Sub.Sig. *1Dk* *CruiserStern* *Mchy.Aft.* E.S.D. *OilEng.*	1447 1077 812					1936	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.,Ld.	250·0 Q140'F25'	37·2	14·4	Grngemth British *WB*	Oil Engines 2S.C.SA 6Cy.13⅜"–22$\frac{7}{16}$" 187NHP BritishAuxiliaries,Ld.,Gls.		C
24191 DQOV	**Eilenau** (*ex*Garthorpe, *ex*ThomasHolt) Wireless *1Dk&Webframes&Shelter dk* *Longitudinal framing*	1404 1217 767			…		1910	W.Hamil- ton&Co.Ld. Pt.Glasgow	Bugsier-Reed undBergungsA.G.	249·5 P18'B32' FK	38·0	16·1	Hamburg German *WB*	T.3Cy.18",30"&50"–33" NDB28 183NHP D.Rowan&Co.Glasgow	18 ″ 3	G †
24192 LCIO	**Einar Jarl** *1Dk*	1858 1616 1091					1921	A/SSörlan- detsSkibs. Fevig	DetNordenfjeldske Dampskibsselskab	265·3 P81*t*H94*t*	42·1	17·9	Trndheim Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou noté, si ce n'est dans le L.R.
24193 LCWB	**Einvik** (exRendal-34,exFemund, exCormount,exWarTaurus) 1Dk	2000 1800 1161					1918	PolsonIron WorksCo.Ld. Toronto	Skibs.A/S Einvik (BjarneTetlie)	250·9 P62tH99tF21t	43·4	20·9	Trndheim Norwegian	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		N
24194 LCJA	**Eir** (exCamillaGilbert) Now "Mabuhay III," see No. 30187 in Supplement Fitted for oil fuel 1Dk&Shelter dk	5658 3458 3532			...		1920	Nthmblnd S.B.Co.Ld. Newcastle	A/S D/S Eir (O.GrolleOlsen& I.HysingOlsen)	399·5 F37'onShelter dk	53·0	32·8	Bergen Norwegian WB	T.3Cy.27",44"&73"-48" 517NHP Palmers'Co.Ld.Newcastle	35 " 5	N †
* 24195 104 SVAO	**Eirini Kyriakides** ssPir.No.3-12,34 1Dk(Stl)	3781 3488 2311	✠100A1 4,37 ~~12,35~~ ~~BS8,34~~ ✠LMC12,34 BS4,37 DBS12,37	Rot	w	CL ~~11,35~~ N4,37	1922 5mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	~~N.G.Kyriakides~~ The Heirs of the late N.G.Kyriakides CellD	360·1 P33'B217'F36' FK B306'927tFPT158t	50·0	22·9	Andros Greek 6BHCem APT158t	T.3Cy.25",42"&68"-45" (r) 180lb 100lb 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 " 5 s3 " 1½ 22 " 6½	
* 24196 176 SVOS	**Eirini N. Rallia** (exRedgate, exGordonia) ssNwc.2ndNo.3-12,32 ssMch.No.1-37 1Dk(ptIrn&ptStl)2trB& deepframing3Dk rule	3860 3657 2461	✠100A1 4,37 ~~12,35~~ ✠LMC4,37	Bkn Mch	w	CL 3,37	1908 1mo Lloyd	JReadhead &Sons SouthShields 'sA&CP	N.D.Rallias CellD	346·1 P30'B96'F33' FK Ba115' u E25' f148'	49·6	26·5	Andros Greek 6BHCem 905tAPT65t	T.3Cy.25",42"&68"-45" (r) 180lb NDB28 100lb 331NHP 2SB,6cf,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 " 11 s5 " 0½ 23 " 2	
24197 DOFI	**Eisenach** Ⓟ (exAlda-36) Sub.Sig. D.F. 2Dks	4177 3784 2588					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	360·7 P44'B109'F45'	51·0	26·0	Bremen German WB	T.3Cy.22 9/16",36⅜"&61 9/16"-47 5/16" 260NHP A.G."Vulcan,"Stettin		G
24197* LCIP	**Ek** Wireless 1Dk	995 707 578					1911	Akers Mek.Værks. Oslo	D/S A/S Ganger Rolf(Fred.Olsen& Co.Mgr.)	220·0 F12tB121tQ84t H70t	34·6	13·7	Oslo Norwegian WB	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
* 24198 836 SVIA	**Ekaterini Coumantarou** (exTalabot-35) ssRot.No.3-11,29 ssRot.No.2-38 ~~ssRot.No.1-34~~ D.F. 2Dks(Stl)Shelter dk(Stl) &Webframes Longitudinal framing	7777 7670 5912	✠100A1 Shelter dk withfreeboard 1,38 ~~1,37~~ ~~BS9,36~~ ✠LMC ~~5,34~~ 1,38 Fitted for oil fuel 1,17 F.P. above 150° F.	Pir Rot	a†	CL ~~1,37~~ 12,37	1917 1mo	Union Iron WorksCo. Alameda,Cal A&CP	Coumantaros Bros. (Th.&N.Coumantaros,Ld.Mgrs.) CellDB355'1297t	410·7 MT25'792tDTa30'	56·3	29·3 37·8 FK	Piræus Greek 7BH 223tFPT50t	T.3Cy.27",~~47"~~ 47¼"&78"-48" (s) 220lb 600NHP 3SB(Spt),9cf,GS165, HS8265 FD UnionIronWorksCo.S.Fo. APT200t	41 " 0 s10 " 8¾ 30 " 6	
24199 773 SVHW	**Ekaterini Nicolaou** (exGeneral Church-32) ssShl.No.3-3,30 ssRot.No.1-34 1Dk(Stl)&Shelter dk(Stl) Now "Victoria," see No. 40615 in Supplement	6600 4868 4148	✠100A1 Shelter dk withfreeboard 12,36 ✠LMC MS6,33 ~~BS6,36~~ 10,37 1 Intermediate BH in fore hold dispensed with	Cff	z	CL N12,36	1917 11mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.Mgrs)	420·0 434·5(O.L.)	54·0	26·4 FK	Piræus Greek Cem 6BH only CellDB358'	T.3Cy.27",45"&74"-54" (s) 180lb 572NHP 3SB,9cf,GS190,HS8556 FD N.E.MarineEng.CoLdNwc 1151tFPT109tAPT128t	37 " 0 s8 " 11½ 28 " 4	
24200 633 SVEF	**Ekaterini Peppa** Ⓟ (exAnna-37, exMaltana,exJeanM.,exJean, exTantah,exIfafa) 1Dk&Spar dk3trB Sunk by Collision 2.38	1788 — 904			...		1889	Hall,Russell&Co. Aberdeen	ChristosPeppas	270·2 B40'	35·2	16·7 23·5 FK	Piræus Greek WB	T.3Cy.21",34"&56"-42" NB15 216NHP Hall,Russell&Co Aberdeen	17 " 5	
* 24201 63 SVAS	**Ekatontarchos Dracoulis** (exConiscliffe-32, ssCff.No.3-2,33 exDayton,exOlympe, 1Dk(Stl) exWarAnglian) ssRot.No.1-38	5329 4807 3238	✠100A1 3,38 ~~3,36~~ ~~BS3,37~~ ✠LMC~~2,36~~ 3,38 Carrying oil fuel F.P. above 150° F. inDT	Shi Rot	y	CL ~~3,36~~ 2,38	1918 11mo Lloyd	Richardsn, Duck&Co Ld. Stockton 'sA&CP	G.A.Dracoulis CellDB336'1058t	400·2 P49'B113'F40' FK DTa28'1300tFPT1	52·4	28·4	Ithaca Greek 7BHptCem 32tAPT213t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s5 " 10½ 25 " 5	
24202 164520 MKKV	**Eketian** TwinSc OilEng. Mchy.Aft 1Dk Rudder electrically welded	1005 739 506	✠ [illegible] 11,37 ✠~~LMC9,35~~ For service in the Gulf of Guinea with a freeboard corresponding to a tropical load draught of 10 feet extreme Carrying vegetable oil in deep tank	Ham		CL	1935 9mo Lloyd	Howaldtswerke A.G. Hamburg sA&CP	UnitedAfricaCo. Ld. CellDBuMT22'	197·5 Q53'F22' FK 57tMT22'241tFPT	34·7	11·3	London British 5BHAsp 97tAPT31t	Oil Engines 4S.C.SA 12Cy.11"-17 11/16" 142NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 " 6 ~~s3 " 7½~~ ~~10 " 6~~	
24203 132999 GCSJ	**Ekma** Ⓟ TwinSc ssCal.2ndNo.3-7,36 D.F. 2Dks(UStl-ws) &Shade dk(Stl-teaks)	5108 3724 2356	✠100A1 Shade dk ~~4,37~~ ~~3,37~~ 2,38 BS8,37 ~~DBS5,36~~ ✠LMC MS7,36 ~~BS7,35~~	Cal	z	CL ~~3,37~~ 2,38	1911 ~~2mo~~ 12mo Lloyd	Workman, Clark&CoLd. Belfast 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBo 108'f156'732t	410·0 BonShade dk158' 76'uE&B FK FPT58tAPT44t	52·6	24·7	Glasgow British 7BHCem (5 to Udk 2 " 2nd ")	T.6Cy.24½",41"&69"-48" (s) 200lb 100lb 1062NHP 2D&2SB,~~24cf~~,GS390, HS16302 FD Wrkman,Clark&Co.Ld Bel	27 " 3 s4 " 4 23 " 5	
* 24204 6858 SGIA	**Eknaren** OilEng. ssGot.No.3-4,34 D.F. 1Dk(Stl)&Shelter dk(Stl) ssGot.No.1-38	5243 4656 3112	✠100A1 Shelter dk withfreeboard ~~3,37~~ ~~2,37~~ 3,38 ✠LMC CS~~2,35~~ 3,38 DBS~~2,38~~ 8,37 2,36	Got ~~LAn~~	a†	CL ~~1,35~~ 2,38	1922 9mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	Rederiaktieb. Transatlantic (G.Carlsson,Mgr.) CellDB364'1299t	420·0 433·7(O.L.) F41' on Shelter dk FK Collision FPT105tAPT127t	54·0	25·0	Gothenbrg Swedish pt Cem BH to Sh dk 6 " " U "	Oil Engines 2S.C.SA 4Cy.22 11/16"&91¼" DB100lb 640NHP W.Doxford&Sons,Ld.Sld.	29 " 0 s3 " 7½ 25 " 7½	
* 24205 149885 GNBZ	**El Aleto** TwinSc OilEng. D.F. E.S.D. ssBkn.No.2-36 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	7203 6706 4249	✠100A1 7,37 ~~8,36~~ ~~DBS6,36~~ ✠LMC2,35 8,37 ✠LMC(M)8,36 Carrying Petroleum in bulk	Bkn Cff	b†	CL s2,35 P8,36	1927 8mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	LobitosOilfieldsLd (C.T.Bowring&Co. Ld.Mgrs.) CellDBuE25'182tD	440·8 454·9(O.L.) P98'B32'F46' FK Tf40'386tFPT128t	57·5	34·1	London British 18BHptCem 7 to2nd dk APT131t	Oil Engines 4S.C.SA 12Cy.24 11/16"-51 5/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 " 11 s6 " 7½ 27 " 7	
24206 215411 WICE	**El Almirante** Fitted for oil fuel 3Dks	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	364·0	51·2	23·8	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
24207 149736 GMSC	**El Amin** Ⓟ OilEng. Wireless Mchy.Aft 1Dk&Shelter dk	746 496 334					1926	Bow,McLachlan&Co. Ld. Paisley	HalalShippingCo. Ld.	191·1	32·9	10·8	London British WB	Oil Engines 2S.C.SA 5Cy.16½"-28 3/16" 237NHP AtlasDieselCo.Ld.Skm.		C
24208 10 SUAK	**El Amira Fawzia** TwinSc 2Dks Fitted for oil fuel	1881 1541 888			...		1929	Swan,Hunter&Wigham Richardson, LdNewcastle	EgyptianGovernment(CoastGuard &Fisheries Service)	275·2 B110'F63'	38·2	22·4 FK	Alexndria Egyptian WB	T8Cy.(2)17"(2)28"&(4)32" -27" 348NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 6	
* 24209 160405 GNQD	**El Argentino** TwinSc OilEng. ssLon.No.2-36 ~~ssLon.No.1-32~~ Ref.Mchy. 3Dks(StlU-ws) 4th dk(Stl)in holds D.F. CruiserStern	9501 7548 6023	✠100A1 ~~3,37~~ ~~2,36~~ 12,37 9,37 ✠LMC CS~~7,33~~ DBS12,37 11,35 ~~7,36~~ ✠Lloyd'sRMC ~~[illegible]~~ 3,38 ~~12,37~~	Lon	d†	CL 3,37	1928 4mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP CellDB369'1672t	Furness,Withy& Co.Ld.(Furness- HoulderArgentine Lines,Ld.Mgrs.) Duct keel forward of machy.space Tanks in way of tunnels466tFPT78t	431·3 453·2(O.L.) B250'F82' FK	64·5	35·4	London British 8BHpt Cem APT113t	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB125lb FairfieldCo.Ld.Glasgow	38 " 2 s7 " 4½ 31 " 0¾	
24210 FNFP	**El-Biar** Ⓟ D.F. 2Dks	4678 3303 2464					1927	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	381·0 P50'F55' len35	49·4	26·6	Marseilles French WB	T.3Cy.33¾",53 9/16"&85"-45½" &LPturbine 486NHP Forg.&Ch.de laMédit.Msl.		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist's Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
24211 215587 WICF	**El Capitan** Fitted for oil fuel 3Dks	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. NewprtNews	SouthernPacific S.S.Lines	364·0	51·2	23·6	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
24212 218284 KILP	— (exMeriden) Fitted for oil fuel 1Dk	2227 1963 1340					1919	AlbinaEng &Mch.Works Portland,Or.	E.K.WoodLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd. States WB	T.3Cy.22",36$\frac{31}{32}$"&60"-42" 256NHP AlbinaEng.&Mch.Works		R
24213 EELF	**El Caudal** 1Dk	847 682 621					1921	Astilleros deGijon Gijon	A.Lajusticia	201·7 B43'F30'	29·8	13·9	Bilbao Spanish WB	T.3Cy.13",21"&34"-26" 59NHP A.SanjurjoBadia,Vigo		V
24214 217605 WVOE	**El Cedro** (exCouparle) Fitted for oil fuel Mchy.Aft 1Dk	2512 — 1527					1919	Gt.Lakes Eng.Works Ecorse,Mich.	J.Griffiths&Sons, Inc.	253·5 P115'F25'	43·5	27·5 WB	Seattle Utd.States	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
*24215 146706 GFKD	**El Ciervo** (exTricentrol) ssFal.No.3-4,36 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F. E.S.D.	5841 5228 3542	✠100A1 ~~4,37~~ ~~4,36~~ 2,38 BS~~4,37~~ 2,38 CarryingPetr Fitted for oil	Fal ~~Sws~~ ✠LMC4,36 oleum fuel3,	z in 23	CL 4,36 bulk F.P.a	1923 3mo Lloyd bove 1	Armstrong Whitworth &Co.Ld Newcastle 'sA&CP 50° F.	LobitosOilfields,Ld (C.T.Bowring&Co. Ld.Mgrs.)	407·4 420·0(O.L.) P105'B37'F60' CellDBuB26'57t	52·2	31·4 FK	London British 15BHptCem (10 to Udk 5 „ 2nd „) APT30t	T.3Cy.27",45"&75"-48" (r) 180lb 551NHP 3SB,9cf,GS201,HS8217 FD Armstrong,Whitworth& Co.Ld.Nwc.	31 ″ 6 s 5 ″ 3¾ 26 ″ 5	
24216 EAQE	**El Condado** 1Dk	3472 — 2219					1920	W.Hamil- ton&Co.Ld. Pt.Glasgow	Cia.General de Naveg.(A.Navajas Mgr.)	330·2 P27'B98'F34'	48·7	24·0	Bilbao Spanish WB	T.3Cy.23",38"&63"-45" 266NHP Dunlop,Bremner&Co.Ld. Pt.Glasgow		C
24217 224284 WICH	**El Coston** (exBienville) Fitted for oil fuel 3Dks Longitudinal framing	7286 — 4509					1924	ToddD.D. &Const.Corp. Tacoma	SouthernPacific S.S.Lines	426·9	57·0	26·6	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalStm.Turb.Co. Trenton,N.J.		
24218 136916 WICI	**El Dia** (exRoanoke,exElDia) Fitted for oil fuel 2Dks&Awng dk	4504 — 2798					1901	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	391·7	48·3	26·0 33·8	NewYork Utd. States	T.3Cy.32",52"&84"-54" 518NHP NewportNewsSB&DD.Co.		
24219 Broken up	**El Djem** (exDraa,exPhu-Yen) 1Dk&Spar dk2trB	1999 1629 1229					1902	Craig, Taylor&Co. Stockton		270·1 P29'H78'F34'	38·4	20·0	WB	T.3Cy.20",33"&54"-39" 182NHP N.E.MarineEng.Co.Ld.Sld		V
24220 FNFV	**El Djezaïr** TwinSc D F. E.S.D. Fitted for oil fuel Ref.Mchy. CruiserStern 3Dks	5790 3224 2407					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte	390·0 P289'B onP221' F82'	53·8	23·8	Marseilles French WB	6 Steam Turbines SR geared to 2 Sc. Shafts Forg.&Ch de la Médit.S.A.		V
24221 220829 WICJ	**El Estero** Fitted for oil fuel 3Dks	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd. States WB	T.3Cy.24½",41½"&72"-48" 359NHP DowneyS.B.Corp.		
24222 146230 GFRV	**El Grillo** ssShl.No.3-4,35 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F. E.S.D.	7264 6702 4267	✠100A1 2,37 BS2,37 CarryingPetr Fitted for oil	Shl ✠LMC3,34 oleum fuel 1	b† in ,22	CL 2,37 bulk F.P. a	1922 1mo Lloyd bove 1	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 50° F. CellD	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.Mgrs.) BuE&B32'90t DT	440·5 P92'B32'F46' f45'439t FPT125t	57·5	34·0 FK	London British 18BHptCem (11 to Udk 7 „ 2nd „) APT38t	T.3Cy.29",48"&81"-54" (r) 180lb 678NHP 3SB12cf,GS246,HS10065 FD Armstrong,Whitworth &Co.Ld.Nwc.	33″11 s 6 ″ 8¼ 27 ″ 5	
24223 161327 GJCL	**El Hak** Ⓟ OilEng. Mchy.Aft Wireless 1Dk&Shelter dk	1022 689 511					1929	Hawthorn, Leslie&Co.Ld Newcastle	HalalShippingCo. Ld.	231·6	35·2	11·1	London British WB	Oil Engines 2S.C.SA 6Cy.16$\frac{9}{16}$"-28⅜" 287NHP AtlasDieselCo.Ld.Skm.		C
24224 220979 WICK	**El Isleo** Fitted for oil fuel 3Dks	4219 — 2557					1920	Downey S.B.Corp. StatenIsland. N.Y.	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP DowneyS.B.Corp.		
24225 FNFT	**El Kantara** Ⓟ TwinSc Fitted for oil fuel 3Dks E.S.D. CruiserStern	5079 3011 2317					1932	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	381·7	53·8	23·4	Marseilles French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
24226 221014 WICL	**El Lago** Fitted for oil fuel 3Dks	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP DowneyS.B.Corp.		
24227 EELK	**El Leon** Carrying Petroleum in bulk OilEng. 1Dk	329 255 242					1926	Corcho Hijos Santander	Compania Arren- dataria del Mono- polio de Petroleos, S.A.	124·6 F14'	23·5	10·9	Barcelona Spanish	Oil Engines 4S.C.SA 3Cy.11"-17¾" 35NHP GasMfbkDeutzKölnDeutz		V
24228 PDXD	**El Libertador** Ⓟ TwinSc Fitted for oil fuel CruiserStern 1Dk	1713 959 750					1929	Internat'nl S.B.&E.Co. Ld. Danzig	Koninkl.Nederl. Stoomb.Maats. N.V.	240·6 B122'F41'	40·2	12·3	Amstrdam Dutch WB	T.6Cy.14⅜",24"&39⅝"-26⅜" 160NHP InternationalSB.&E.CoLd		G
24229 FNFU	**El Mansour** Ⓟ TwinSc D.F. Fitted for oil fuel E.S.D. CruiserStern 3Dks	5818 3225 2435					1933	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte	387·1	54·0	23·8	Marseilles French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
*24230 162487 GTPQ	**El Mirlo** OilEng. D.F. ssNwc.No.1-34 E.S.D. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	8088 7421 4930	✠100A1 10,37 ~~4,37~~ DBS~~10,36~~ 1,38 CarryingPetr	Nwc LAn ✠LMC1,35 oleum	c† in	CL N2,36 bulk	1930 9mo Lloyd	Blythsw'd S.B.Co Ld. Glasgow 'sA&CP	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.Mgrs.) CellDBuE43' 183tDTf36'427t	459·7 P94'B32'F42' FPT247tAPT65t	60·0	34·5 FK	London British 17BHptCem (12 to Udk 5 „ 2nd„)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 4 s 6″10½ 27 ″ 9¾	
24231 EAQF	**El Montecillo** Fitted for oil fuel 1Dk	3031 2857 1918					1920	Dunlop, Bremner&Co. LdPt.Glasgw	Cia.General de Naveg.(A.Navajas Mgr.)	329·2 P27'B98'F34'	48·9	24·3	Bilbao Spanish WB	T.3Cy.23",38"&63"-45" 266NHP Dunlop,Bremner&Co.Ld.		C
24232 207947 WICM	**El Mundo** Fitted for oil fuel 3Dks	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States WB	T.3Cy.34½",57"&96"-60" 714NHP NewportNewsSB&DD.Co.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant à part. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
24233 EBJG	**El Neptuno** (*ex*Chatton-34) *ss*Nwc.No.1-30 1*Dk*(*Stl*)	3569 — 2135	✠ ... 8,34 ✠	Bku	*w*		1925 10mo	W.Dobson &Co. Newcastle	Cia.Anon. Maritima "Union" (M.Urruchua, *Mgr.*) *CellD*	360·0 P30'B225'F33' 23·6 FK B313'892t*FPT*105t	50·0	26·0	Bilbao Spanish 6*BHCem* *APT*111t	T.3Cy.25",41"&68"-45" 370NHP 3SB,*9cf*,GS165,HS6165 NEMarineEngCo.Ld.Nwc.	26 ″ 0	C †
24234 58 SUBQ	**El Nil** Ⓟ (*ex*Tjerimai-33, **TwinSc** *ex*Wadai,*ex*Marie,*ex*MarieWoermann) D.F. *Fitted for oil fuel* 2*Dks&Shelter dk*	7769 6470 4702					1916	Reiherst'g Schiffsw. Hamburg	SociétéMisr deNavigation Maritime	426·3	55·9	27·4	Alexndria Egyptian	Q8Cy.22½",33½",49½"&71¾"-49⅝" 720NHP ReiherstiegMaschf.Ham.		GV
24235 208166 WICP	**El Occidente** *Fitted for oil fuel* 3*Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. NewportNws	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½",57"&96"-60" 714NHP NewportNewsSB&DD.Co.		
24236 224496 WICO	**El Oceano** *Fitted for oil fuel*	6767 4514 4172					1925	FederalS.B &D.D.Co. Kearny,N.J.	SouthernPacific S.S.Lines	415·0	56·1	29·1	NewYork Utd.States	DR GearedSteamTurbines DeLavalSteam TurbineCo Trenton,N.J.		
24237 208080 WICQ	**El Oriente** *Fitted for oil fuel* 3*Dks*	6008 — 3747					1910	NwprtNws S.B &D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½",57"&96"-60" 714NHP NewportNewsSB&DD.Co.		
※ 24238 146105 GFRT	**El Oso** *ss*Fal.No.3-2,34 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. E.S.D. *Longitudinal framing*	7267 6695 4267	✠100A1 7,37 ~~7,36~~ BS~~5,36~~ 7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,21 F.P. above 150° F.*	Fal Sws ✠LMC2,34	*b*†	CL ~~2,34~~ 7,37	1921 9mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE&* *B*32'90t*DTf*45'439t*FPT*125t*APT*38t	440·5 P92'B32'F46' FK	57·5	34·0	London British 18*BHptCem* (11 *to U dk* 7 „ *2nd* „)	T.3Cy.29",48"&81"-54 (*r*) 180lb 678NHP 3SB,*12cf*,GS246,HS10065 FD Armstrong,Whitworth& Co.Ld.Nwc.	33″11 s 6″8½ 27″4½	
24239 221121	**El-Petrolero** *Carrying Petroleum in bulk* *Mchy.Aft*	617 — 352					1921	Downey S.B.Corp. StatenIsland, N.Y.	Pan-AmericanOil ExportCorporation	170·0 F28'	35·0	10·5	M.Video Uruguayan	T.3Cy.13",22"&36"-24" 87NHP DowneyS.B.Corp.Staten Island,N.Y.		
※ 24240 LOHP	**El Rioplatense** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	1178 — 604	✠100A1 11,37 ~~3,37~~ *Carrying Petroleum in bulk*	BAs ✠LMC12,34	*r*	CL ~~6,36~~ 11,37	1934 12mo *Lloyd's A&CP*	Nakskov Skibs.A/S Nakskov	"LaRioplatense" Cia.deNavegacion yTransportes,S.A. *CellDB*	260·1 P64'B28'F25' *Trunk*140' FK *uE*57' *f*28' 119t*DT*	41·1	16·9	Bns.Aires Argentine 11*BH* *inER*4'17t*F*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn *PT*26t*APT*41t	18 ″ 0	
24241 EAEZ	**El Saturno** (*ex*Guipuzcoa-35, *ex*Bergsdalen) D.F. 1*Dk*	3450 3197 2002					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia.AnonimaMaritimaUnion(M. Urruchua,*Mgr.*)	331·9 P94tH121t	48·7	25·1	Bilbao Spanish *WB*	T.3Cy.24",40"&65"-42" 274NHP Cooper&Greig,Ld.Dundee		C
24242 210635 WOCC	**El Segundo** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2228			...		1912	NewYork S.B.Co. Camden,N.J.	StandardOilCo.of California	321·7 P116'B30'F43' FK	46·2	27·5	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&58"-42" 318NHP NewYorkSB.Co.CamdnNJ	27 ″ 0	R †
Broken up 24243 132817 GCSQ	**El Uruguayo** **TwinSc** 3*Dks&Shelter dk* *Ref.Mchy.* D.F.	8361 7247 4967					1911	A.Stephen &Sons,Ld. Glasgow		439·9 B135'F34'	58·8	35·7	W.Hartlpl British *WB*	T.6Cy.25",41½"&70"-48" 679NHP A.Stephen&Sons,Ld.Gls.		C
24244 136882 WICS	**El Valle** *Fitted for oil fuel* 2*Dks&Awng dk*	4605 — 2896					1901	NwprtNws S.B.&D.D.Co. NwportNews	SouthernPacific S.S.Lines	391·7	48·3	26·0 33·8	NewYork Utd.States	T.3Cy.32",52"&84"-54" NB12 518NHP NewportNewsSB&DD.Co.		
Foundered 10,36 24245 EALN	**Elanchove** (*ex*Euzkera-35, *ex*VirgendeBegoña,*ex*Iberia,*ex*Juan Olavarriaga,*ex*Mercedes) 1*Dk* *Mchy.Aft*	4524 4211 2925					1902	Nthmblnd S.B.Co.Ld. Newcastle	CiaMaritimaElanchove	351·4 F36'	50·8	28·3	Bilbao Spanish *WB*	T.3Cy.27",43"&72"-48" 359NHP N.E.MarineEng.CoLdNwc	31 ″ 0	
24246 PDWO	**Eland** (*ex*Andilette, **TwinSc** *ex*DiegoRusso, *OilEng.* *ex*Daraghiati i Tret, 1*Dk* *ex*QuoVadis)	348 260 188					1918	Wed.J.de Yong Ruischerbrug	M.Vellinga	130·7	22·5	10·7	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.11"-17¾" NE27 47NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
※ 24247 149919 GNJV	**Elax** *OilEng.* Sub.Sig. *Mchy.Aft* *ss*Nwc.No.2-36 D.F. E.S.D. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7403 6761 4277	✠100A1 12,37 ~~3,37~~ DBS~~7,36~~ 12,37 *Carrying Petroleum in bulk*	Bat HKg ✠LMC7,36		CL 3,37	1927 10mo *Lloyd's A&CP*	Nederl. Schps.Maats. Amsterdam	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'317t	440·4 P99'B34'F58' FK *DTf*32' 284t *FPT*	59·5	32·7	London British 15*BHptCem* 161t*APT*65t	Oil Engines 4S.C.SA 6Cy.32¼"-59" 602NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 8	
24248 204727	**Elba** *Mchy.Aft* GyC. 1*Dk*	4671 — 3365					1907	American S.B.Co. Cleveland,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgrs*)	420·0 *WB*	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevel'nd		
※ 24249 142260 GQWM	— (*ex*Glenpark-32) *ss*P.Gl.No.3-1,31 *ss*Lth.No.1-34 1*Dk*(*Stl*)	1974 1789 1194	✠100A1 3,38 ~~3,37~~ BS~~1,37~~ 3,38	Gls Bry ✠LMC2,34	*r*	CL N3,37	1918 7mo *Lloyd's A&CP*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*) *CellDBa*70'*uE*	280·0 290·4(O.L.) P21'B68'F29' FK 28' *f*124' 523t *FPT*	41·9	18·9	Glasgow British 4*BHCem* 55t*APT*46t	T.3Cy.21",35"&57"-36" (*r*) 180lb *100lb* 231NHP 2SB,*6cf*,GS112,HS3796 Dunsmuir&Jackson,LdGls	20 ″ 9 s2 ″ 10½ 18 ″ 1	
24250 187 IMIT	**Elbano Gasperi** Ⓟ	742 704 442					1928	Cant.Nav. OderoS.A. Genoa	Soc.Anon.NavigazioneToscana	194·4	28·3	19·5	Leghorn Italian *WB*	T.3Cy.16",26½"&43"-30" 101NHP CantieriNavaliOderoS.A.		I
24251 DCHF	**Elbe** Ⓟ **TwinSc** (*ex*WenatcheeStar-34, *OilEng.* *ex*SudExpreso) 2*Dks* *Ref.Mchy.* *CruiserStern* D.F.	9179 8630 5694			...		1929 7mo	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3 len34 B31'F52' FK	60·6	39·6	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"-43$\frac{5}{16}$" 2720NHP NE34 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G †
24252 DHGB	— **4Mst** *Mchy.Aft* 1*Dk* Wireless Sub.Sig.	1197 992 641					1921	Werft. Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194'F27'	37·5	12·8	Hamburg German *WB*	T.3Cy.17$\frac{3}{16}$",28½"&45$\frac{3}{16}$"-29½" 110NHP OttensenerMaschf.Altona		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24253 202014	**Elbert H. Gary** *Mchy.Aft* GyC. 1*Dk*	6331 — 4988					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8|56·0|26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"-42" NB36 274NHP AmericanS.B.Co.Clevelnd		R
24254 DHBK	**Elbing** (*ex*Arcadia-34) Wireless D.F. E.S.D. 1*Dk*	1441 1152 747					1922	Deutsche WerftA.G. Hamburg	Kohlen-Import u. PoseidonSchiffahrt A.G.	234·5|36·8|17·9 P30'B54'F22'	Königsbrg German *WB*	C.4Cy.(2)13"&(2)27$\frac{9}{16}$"-27$\frac{9}{16}$" NE35 67NHP F.SchichauG.m.b.HElbing		G
24255 DGXO	**Elbing I** (*ex*Fintel-33,*ex*Fritz Reichel,*ex*Elbing I) 1*Dk*	466 400 251					1893	F.Schichau Elbing	A.Zedler	164·4|27·7|11·9 B38'F10'	Elbing German *WB*	T.3Cy.12½",20½"&31½"-19¾" 44NHP F.Schichau,Elbing		G
24256 DGWF	**Elbing II** (*ex*Rhenania-35,*ex*Krusau, *ex*Rhenania) 1*Dk*	826 716 480					1894	Flensburgr Schiffsb.Ges. Flensburg	A.Zedler	205·5|33·9|12·9 Q18'B44'F21'	Elbing German *WB*	T.3Cy.14",23"&37"-24" NB24 69NHP FlensburgerSchiffsb.Ges.		G
24257 DAHN	**Elbing III** 1*Dk*	315 253 186					1898	F.Schichau Elbing	A.Zedler	144·8|22·2| 9·7 Q37'B30' len08	Elbing German *WB*	T.3Cy.10⅗,"16½"&24"-11⅘" 20NHP F.Schichau,Elbing		G
24258 DAHO	**Elbing IV** 1*Dk*	314 254 185					1899	F.Schichau Danzig	A.Zedler	144·8|22·4| 9·7 Q34'B30' len07	Elbing German *WB*	T.3Cy.10⅗",16½"&24"-11⅘" 20NHP F.Schichau,Elbing		G
24259 DHSU	**Elbing VII** (*ex*Ottilie-36,*ex*Thalia) 1*Dk*	465 458 286					1896	Act.Ges. "Weser" Bremen	A.Zedler	150·6|24·0|16·2 Q38'B80'F17'	Elbing German *WB*	C.2Cy.16$\frac{5}{16}$"&30$\frac{11}{16}$"-20½" 36NHP A.G."Weser,"Bremen		G
24260 DCGF	**Elbing VIII** (*ex*Heinrich Grammerstorf-37,*ex*Elsa) 1*Dk*	590 492 335					1911	Nüscke& Co.Act.Ges. Stettin	A.Zedler	186·1|30·2|11·1 Q43'B67'F20'	Elbing German *WB*	T3Cy.12⅘",20½"&33½"-22$\frac{1}{10}$" 53NHP OttensenerMaschb.Altona		G
24261 UOJS	**Elborus** Wireless 1*Dk*	970 817 546					1898	Howaldts-werke Kiel	U.S.S.R.	220·7|35·0|12·7 Q18'B42'F30'	Odessa Russian *WB*	T.3Cy.17⅛",27⅝"&43½"-25" 94NHP Howaldtswerke,Kiel		
* 24262 EAED	**Elcano** (*ex*WarMaster) *ss*Bbo.No.3-12,30 *ss*Bcl.No.1-34 D.F. 1*Dk*(*Stl*) No later survey reported	*5199* *4752* *3099*	✠100A1 11,35 BS10,35 ✠LMC11,34 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,18 F.P. above 150° F.*	Cdz	*y*	CL 1,34	1918 7mo	Vickers,Ld Barrow A&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	400·0|52·4|28·5 P49'B113'F39' FK *Middle line Bulkhead not oil-tight* *CellDB* 345'1123*t FPT*121*t APT*180*t*	S.Sebast'n Spanish 12*BH*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 " 0 s 5 " 11¾ 25 " 3	
24263 217994 KEVG	**Eldena** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Shelter dk*	6900 6884 5321					1919	Skinner& EddyCorpn. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1	Seattle Utd.States	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
* 24264 140314 GVVZ	**Elderol** *ss*Ply.No.3-12,29 *ss*Lon.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	1170 854 497	✠100A1 2,37 ~~BS2,37~~ 3,38 ✠LMC9,34 *Carrying Petroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel 6,17 F.P. above 150° F.*	Pts	*n*	CL 11,35	1917 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	TheAdmiralty	210·0|34·8|16·6 P44'F40' FK *CellDBuE& B*39' 62*t DTf*30' 240*t FPT*130*t APT*28*t*	London British 12*BHptCem*	T.3Cy.13½",22"&36"-30" (*s*) 180lb 135NHP 2SB,*4cf*,HS2316 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 " 6 s 1 " 6¼ 15 " 0¾	
24265 160324 GSLT	**Eldonpark** *ss*Shl.No.2-37 D.F. 2*Dks*(*Stl*)	5184 4938 3299	✠100A1 ~~1,37~~ 4,38 ✠LMC1,37 BS5,38	Shl Cff	*z*	CL ~~11,34~~ 4,38	1928 6mo	Scotts'S.B. &E.Co.Ld. Greenock *Lloyd'sA&CP*	DenholmLine SteamersLd. (J.&J.Denholm, Ld. *Mgrs.*) *Cell DB*356'1089*t DT a*35'1021*t APT*45*t* *Intermediate 'tween dk BH in after hold dispensed with*	407·3|53·3|28·5 420·5(O.L.) P36'B115'F43' FK	Greenock British *Cem* 5 *BH to U dk* 1 " " *2nd* "	T.3Cy.26",43"&73"-48" (*r*) 200lb 534NHP 3SB,*9cf*,GS165,HS7758 FD Scotts'S.B.&E.Co.Ld.Grk.	31 " 0 s6 " 1¾ 25 " 0½	
24266 216615 KMOI	**Eldorado** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2180 — 1289					1918	LngBeach S.B.Co. LongBeach, Cal.	WesternTransprt Co.Inc.(Swayne& HoytLd. *Mgrs.*)	245·6|42·0|24·1	S.Frncisco Utd.States	T.3Cy.19",35"&46"-26" 108NHP E*made*06*refitted*18 Watt&Hinds,NewYork		
24267 LCIR	**Eldrid** 1*Dk*	1712 1513 998					1915	Nylands Værksted Oslo	D/S A/S Eldrid (Bachke&Co.)	265·1|40·2|18·6 P22'B65'F29'	Trondheim Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
24268 219435 KOTL	**Eleanor Christenson** (*ex*Vinita) *Fitted for oil fuel* 2*Dks*	5411 — 3386					1919	Long BeachS.B.Co. LongBeach, Cal.	ChristensonS.S.Co. Inc.	410·5|54·3|27·2 P60'B114'F47'	S.Frncisco Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
24269 DOHA	**Electra** (*ex*Douro,*ex*Ella) Sub.Sig. *Mchy.Aft* 1*Dk*	654 — 349					1919	Werft Nobiskrug Rendsburg	Dampfsch.Ges. "Neptun"	175·6|30·7|12·5	Bremen German *WB*	T.3Cy.13⅕",20$\frac{9}{10}$"&32$\frac{7}{10}$"-22" Steen& 50NHP Kauffman,Elmshorn		G
24270	**Elemka** WoodAuxTwinSc5MstSr (*ex*CapNord-35) *PetrolMotor* *Mchy.Aft* SSBrs.24 1*Dk*2*trB* (*See Sailing Ship Register*)	1471 1280 1178	✠ 2,29	Cpn	*q*		1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	LigaMorska i Kolonjalna	242·8|44·4|18·7 P28'F32'	Gdynia Polish	Petrol Motors 2S.C.SA 8Cy.15¾"-17¾" 350NHP E*made*19*fitted*29 DB18 ScandiaA.B.Lysekil		G †
24271 3855 PJAS	**Elena** TwinSc *ss*Cco.No.2-37 ~~*ss*Cco.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2609 1728 1147	✠100A1 ~~9,37~~ 9,36 9,37 3,38 BS3,38 ✠LMC3,37 *Carrying Petroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel 11,28 F.P. above 150°F.*	Cco	*t*	CL P9,36 SN3,37	1928 11mo	Howaldts-werkeA.G. Kiel	N.V.Curaçaosche Scheepvaart Maats.	305·5|50·3|15·1 P87'*Trunk*189'F29' FK *FPT* 135*t APT*80*t*	Willmstad Dutch 9*BHptCem*	T.6Cy.12$\frac{13}{16}$",20½"&34$\frac{1}{16}$"-24$\frac{7}{16}$" 180lb (*s*) 238NHP 2SB,*4cf*,GS ,HS4168 FD Howaldtswerke,A.G.Kiel	15 " 0 s 1 " 6½ 13 " 7	
24272 229 SVML	**Elengo A. Kydoniefs** (*ex*Ravenshoe-34, *ss*Shl.No.3-3,29 *ex*Marnetown, ~~*ss*Cff.No.1-34~~ *ex*Kepwickhall) *ss*Pir.No.2-37 1*Dk*(*Stl*) & *Shelter dk*(*Stl*)	*4129* *3827* *2564*	✠100A1 *Shelter dk with freeboard* 3,38 ✠LMC5,37 ~~BS10,35~~ ~~LMC~~	Cff ~~Pir~~ Gen BS3,38	*x*	CL ~~11,35~~ 3,38	1916 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	P.A.Kydoniefs *CellDB*	380·0|51·4|23·7 FK 333' 964*t FPT*104*t*	Andros Greek 6*BHCem* *APT*76*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 405NHP 3SB,*9cf*,GS167,HS6733 Richardsons,Westgarth& Co.Ld.Hpl.	26 " 3 s2 " 6¾ 23 " 11½	
24273 55 SVBL	**Eleni** (*ex*Polamhall,*ex*RhodeIsland) 2*Dks*	*5655* *5292* *3530*					1918	Napier& Miller,Ld. Glasgow	A.Th.Callinicos	420·7|54·2|29·0 P48'B129'F46'	Ithaca Greek *WB*	T.3Cy.26½",44"&73"-51" 381NHP J.Brown&Co.Ld.Clydebnk		C

1 Numero l'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
Now "Lakis Nomikos," see No. 39031 in Supplement																
24274 17 SVDO	Eleni (exMonastir,exKythnos) 1Dk	1882 1758 1069					1901	Schiffsw.v. HenryKoch Lübeck	D.M.Los	281·0 P&B231'F36'	40·4	18·1	Chios Greek WB	T.3Cy.21",35½"&55"-35½" 180NHP J.F.Ahrens,Ottensen		G
24275 507 SZIY	— Ⓟ (exTschernomore) ssOda.No.2-11 1Dk(Stl)&Spardk&Webframes Wireless	1426 1325 863	✠ 12,13 ✠	Oda	q		1903 4mo	Soc.Anon. Jhn.Cockerill Hoboken	G.M.Embiricos	245·3 P49'B59'F44' FK CellDBa67' uE&B	33·1	13·8 19·9	Piræus Greek 5BHCem 98'f42'246t	T.3Cy.22 7/16",35½"&57½"-43 3/16" 300NHP 2SB,6cf,GS122,HS4576 SocAn.J.Cockerill,Seraing	23 " 0	
24276 114947 VQSJ	— TwinSc (exQuillebeuf-34,exVerrier) Mchy.Aft 1Dk	996 659 597					1921	Ch.&Atel. Aug.Normnd Havre	InterLevantS.S. Co.Ld.	219·0	34·5	12·5	Famag'sta British WB	T6Cy.12⅝",19 7/16"&31½"-16½" 80RHP Ch.&Atel.Aug.Normand		V
24277 785 SZJA	— (ex[illegible]-34, ssCpl.No.2-12 exDevonia) 1Dk	509 [illegible] 179	[illegible],46 ✠	Cpl	h		1903 2mo	Grandes Chaud.d'An- vers,Hobokn	T.S.Loverdos	172·5 P21'B70'F26' FK DTf3'25t FPT	27·7	10·3	Piræus Greek 5BHAsp 22tAPT35t	T.3Cy.16",26½"&43"-30" 123NHP 2SB,4cf,GS74,HS2174 SocAnon Mt.d'AnversAnt	10 " 10	V †
Now "Evangelos Georgiou," see No. 38022 in Supplement																
24278 452 SZJB	Eleni Kanellopoulou TwinSc (exCasanovas,exVania, exMina) 1Dk	464 — 242			...		1904	J.Meyer ZaltBommel	A.Canellopoulos &Co.	184·0 FK	28·0	9·0	Piræus Greek	C.4Cy.11½"&22½"-16" 33NHP VauxhallI.W.Co.Ld.Lon.	9 " 6	
* 24279 810 SVAT	Eleni Nicolaou (exDiadem-34) ssNwc.No.3-12,32 ssRot.No.1-37 1Dk(Stl)&Shelter dk(Stl)	4528 4186 2731	✠100A1 Shelter dk withfreeboard 2,37 ✠ LMC2,37	Rot	y	CL 9,35	1920 9mo Lloyd	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	N.G.Nicolaou (Georgios Nicolaou (Hellas)Ld.Mgrs.) CellDB336'1187t	390·0 FK Collision FPT81t APT114t	54·0	24·6	Piræus Greek Cem BHtoShdk 5 " " U "	T.3Cy.26",43"&71"-48" (r) 180lb 450NHP 3SB,9cf,GS186,HS7917 Blair&Co.Ld.Stockton	27 " 0 s 2 " 9½ 24 " 5¼	
Now "Nicolaou Eleni," see No. 39440 in Supplement																
24280 143 SVPE	Eleni T. (exPlateai-32) ssPir.2ndNo.3-10,24 ssPir.No.1-28 1Dk(Stl)&Spar dk(Irn)&deep framing	3039 2930 1956	✠ ... 11,33 ✠	Pir			1897 10mo	Russell& Co. Pt.Glasgow	Th.L.Teryazos CellDB	324·6 P22'B68'F32' FK a94'uE&B40'f144'	48·0	15·6 22·6	Piræus Greek 5BHCem 835tAPT41t	T.3Cy.25 1/16",41"&66"-42" NDB13 294NHP 2SB,6rf,GS130,HS4600 J.G.Kincaid&Co Greenock	25 " 0	
* 24281 OZDH	Eleonora Mærsk OilEng. D.F. 1Dk,2nd dk in mchy. space Mchy.Aft Rudder electrically welded Longitudinal framing at bottom & CruiserStern at deck in centre tanks	10694 9731 6529	✠100A1 ~~4,37~~ ~~12,36~~~~11,37~~ 5,38 ✠ LMC12,36 CarryingPetroleum in bulk	Ham ~~SFo~~ Fal	f†	CL	1936 12mo Lloyd	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	D/S A/S Svendborg og D/S A/S af1912 (A.P.Möller, Copenhagen,Mgr.) CellDBuE43'67t	504·3 P115'B29'F62' FK	68·7	34·1	Copnhagn Danish 17BHptCem DTf32'679t	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1362NHP 2DB180lb DB(W.T.)180lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg FPT254tAPT106t	36 " 4 s 7 " 5¾ 29 " 1½	
* 24282 129562 GCSK	Elephanta Ⓟ TwinSc ssCal.2ndNo.3-4,35 D.F. 2Dks(UStl-ws)&Shade dk (Stl teaks)	5292 3717 2695	✠100A1 Shade dk 4,37 ~~4,36~~ ~~BS4,36~~ ✠ LMC4,35 4,37	Cal	z	CL ~~4,35~~ 4,37	1911 5mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa85' &B100' f151'748t	400·4 BonShade dk166' uE FK FPT39t APT31t	52·5	25·5	Glasgow British 7BHCem (5 to U dk 2 " 2nd ")	T.6Cy.23½",39½"&67"-48"(s) 215lb 100lb 1086NHP 2DB&2SB,24cf,GS419, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 " 0 s 4 " 5¼ 24 " 0½	
* 24283 99324 MKXM	Eleth (exBlack Steel&Iron3Mst Rock) ssAml.3rdNo.3-10,27 ssAml.No.2-35 Well deck Mchy.Aft 1Dk(Irn) Stl plating&Irn framing	368 270 140	✠100A1 10,37 ~~2,36~~ ✠ NB1,29 ✠ LMC MS2,36 BS10,34	Aml Liv	f	CL 6,35	1891 10mo	R.William- son&Son Workington	W.Thomas&Sons	152·3 Q84'B10'F20' BK7"	23·6	8·7	Liverpool British 3BHCem DBf80'100t	C.2Cy.18"&36"-24" (s) 100lb 71RHP 1SB,2cf,GS39,HS1400 Dunsmuir&Jackson,Gls.	11 " 3 s 2 " 9 11 " 3	
24284	Elettra (exSonderburg, TwinSc exAgdestein) OilEng. Mchy.Aft 1Dk	493 — 395					1920	Kalund- borgSkibsv. Kalundborg	FelixFresone	146·6 P56tF13t	30·1	10·9	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 8Cy.12 3/16"-12" 117NHP Frederikshvn.Jerns.&Msk.		
24285 DGRF	Elfriede Charlotte Becker 3Mst (exCharlotte,exLeckwith, exMariaPeulen) 1Dk Mchy.Aft	750 551 386					1921	NV Schps. v/hA.Baars &Zonen Sliedrecht	Johs.Thode	186·6 Q109'B11'F21'	28·2	12·3	Altona German WB	T.3Cy.15",25"&40"-24" 78NHP N.V.Mchfbk.deBiesbosch Dordrecht		G
24286 147706 ~~MLYX~~ VLKD	Elfstone ssNwc.No.3-3,37 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1371 1032 791	✠100A1 3,37 LMC3,37	Nwc	o	CL 12,36	1924 8mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP	McIlwraith, McEacharn,Ld.	235·1 241·0(O.L.) Q145'F25' FK CellDB198'380t FPT	36·1	15·3	SydnyNSW ~~London~~ British 4BHptCem 102tAPT82t	T.3Cy.15½",25"&40"-27" 180lb (s) 120NHP NE&B19refitted24 2SB,4cf,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn.	17 " 6 s 5 " 3½ 16 " 4½	
Now "Mortlake Bank," see No. 39160 in Supplement																
24287 LCKU	Elg OilEng. CruiserStern 1Dk	4014 3587 2350					1930	Götaver- kenA/B Gothenburg	Dampskibsslsk. "Björn"(Thorvald Hansen,Mgr.)	357·4 P77tH207tF29t	51·2	23·7	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.24 7/8"-51 3/16" 354NHP GotaverkenA/B,Got.		N
24288 145518 CYLB	Elgin (exGlengeldie) Mchy.Aft 1Dk	1906 1577 1123					1923	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British WB	T.3Cy16",26½"&44"-33" 111NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
* 24289 6039 SJDA	Elgö (exBolheim,exElsa) ssGot.No.3-5,27 ssLkr.No.2-35 1Dk(Stl) Cargo battens not fitted	1888 1631 1058	✠100A1 ~~5,36~~ 3,38 ~~BS5,36~~ ✠ LMC5,35 6,37	Mmo ~~Lkr~~ Got	r	OG ~~5,35~~ 3,38	1918 10mo	Lindhol- mensV.A. Gothenburg A&CP	RederiA/B Rex (K.M.Källström, Mgr.)	262·0 P24'B64'F28' FK CellDB224'471t	42·7	18·1	Stockholm Swedish 4BHCem APT41t	T.3Cy.20½",33"&55"-36" (s) 185lb 210NHP 2SB,6cf,GS102,HS3370 LindholmensV.A.Got.	20 " 6 s 2 " 8¼ 18 " 0	
24290 LCGO	Eli OilEng. 2Dks	4332 3935 2629					1931	Eriksbergs M.V.Aktieb. Gothenburg	JörgensensRederi A/S(J.C.Jörgen- sen,Mgr.)	380·8 P101tH265tF30t	54·2	24·5	Grimstad Norwegian WB	Oil Engines 4S.C.SA 8Cy.24 7/8"-51 3/16" 474NHP EriksbergM.V.Aktieb.Got		N
* 24291 LCUP	Eli Knudsen TwinSc (exO.A.Knudsen-37) OilEng. ssGot.No.2-34 2Dks(Stl) Mchy.Aft CruiserStern	9026 8269 5191	✠100A1 12,36 ~~DBS5,36~~ ✠ LMC9,34 5,37 ✠ LMC M3,34 CarryingPetroleum in bulk	Ams	d†	CL 12,36	1925 11mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP CellDBuE52'	D/S A/S Jeanette Skinner (Knut Knutsen,O.A.S. Mgr.) 187t DTf47'624t	470·0 P94'B33'F40' FK FPT245tAPT215t	62·2	35·3	Haugesnd Norwegian 16BHptCem (10 to U dk 6 " 2nd ")	Oil Engines 4S.C.SA 12Cy.24 7/8"-51 3/16" 709NHP 2DB150lb J.G.Kincaird&Co.Ld.Grk.	34 " 9 s 8 " 6 26 " 8¾	
24292 170 SYRF	Elias (exZetta, WoodAux3Mst exJamesG.Joy) OilEng. 1Dk (See Sailing Ship Register)	370 333 148					1918	N'vaScotia SB&Tr'nsptn Co.Ld. Liverp'l.N.S.	S.Kaltsos (G.H.Kokotos, Mgr.)	136·4	33·0	12·5	Piræus Greek	Oil Engines 2S.C.SA 4Cy.10½"-12½" 78NHP Fairbanks-MorseCo.Ld. ThreeRivers,Mich.		
24293 223087 KJIZ	Elias F. Wilcox Wood 1Dk	329 — 164					1923	R.Palmer& Son Noank,Conn.	H.W.Smith	139·1	24·0	11·6	NewYork Utd.States			

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24294 118509 MCFQ	**Elidir** ssBng.2ndNo.3-5,28 *Well deck* ssBng.No.2-36 *Mchy.Aft* 1*Dk*(*Irn*)	398 300 152	✠100A1 4,37 ✠LMC ~~BS4,37~~ MS11,36 4,38	Bng	*g*	10,36	1903 10mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'*sA&CP*	W.W.Vivian&F.H.Mills(O.T. Williams,*Mgr.*) *WB*=*Cell*	151·6 159·1(O.L.) Q55'B13'F23' *DBf*77'99*tFPT*43*t*	25·1	9·9 BK7½"	Carnarvon British 3*BHCem* *APT*8*t*	T.3Cy.14½",22½"&37"-27" 170lb (*r*) 91RHP 1SB,3*cf*,GS50,HS1640 Ross&Duncan,Glasgow	12 ″ 6 s ″10 12 ″ 4	
24295 OXLB	**Elie** ssCpn.No.3-6,34 1*Dk*(*Stl*)	1873 1674 1112	✠100A1 7,37~~5,36~~ ~~BS8,36~~ ✠LMC6,34 8,37	Mch Bry	*r*	OG 5,35	1921 4mo	Antwerp Eng.Co.Ld Hoboken *Lloyd*'*sA&CP*	A/S Dampskslsk. Dania(Chr. Andresen,*Mgr.*) *Cell*	279·0 289·4(O.L.) P22'B60'F30' FK *DB*238'555*t FPT*	40·2	18·2	Esbjerg Danish 4*BHCem* 46*tAPT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s3 ″ 0½ 17 ″ 9	
24296 FOYV	**Elima** (*ex*Ingeborg,*ex*Progress) D.F. 2*Dks*	5264 4881 3941					1920	Schiffsw.v. H.KochA.G. Lübeck	Cie.Fluviale et Marit.de l'Ouest Africain(L.Corblet&Cie,*Mgrs.*)	386·7 Q191'F45'	52·6	29·9	Havre French *WB*	T.3Cy.27½",43⅓"&67"-47⅓" Ottensener 309NHP Mch.G.m.b.H.Altona		V
24297 DOMZ	**Elin** 1*Dk*2*trB*	596 463 348					1903	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·7 Q52'B43'F22'	27·2	11·9	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝" 51NHP A.G."Weser,"Bremen		G
24298 OXDX	— **WoodAux3MstSr** (*ex*Fortuna-33,*ex*Else-33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	310 296 256					1919	N.A.Nielsen Thurö	RederiA/S Elin (A.E.Sörensen)	120·5	28·2	13·7	Svendborg Danish	Oil Engines E*made&fitted*33 A/S Völund,Cpn.		V
* 24299 LJHZ	**Elin K.** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5214 4542 3021	✠100A1 *withfreeboard* 9,37~~3,37~~ ✠LMC1,37 *Carrying vegetable oil in deep tank*	NYk Lon	*a*†	CL	1937 1mo	Bremer Vulkan Vegesack *Lloyd*'*sA&CP*	A/S"Inger" (JacobKjøde,A/S, *Mgrs.*) *CellDB*348'1408*t MT*20'783*t*	434·5 FK *FPT*197*tAPT*65*t*	55·8	25·2	Bergen Norwegian 7*BHptCem* *ptAsp* (*Coll toSh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP BremerVulkan,Vegesack	27 ″ 10 s2 ″ 10½ 25 ″ 2	
24300 IBFO	**Elios** (*ex*HanningtonCourt-36) ssRot.2ndNo.3-1,37 1*Dk*(*Stl*)2*trB*	5181 4875 3189	✠ 3,38 ~~12,36~~ ✠~~LMC~~ ~~BS11,36~~ ~~[illegible]~~	Rot Ven	*y*	CL 11,36	1912 11mo	J.Priestman&Co. Sunderland *Lloyd*'*sA&CP*	A.Lauro *CellDBa*130'*uE*24'*f*173'1039*tFPT*120*tAPT*218*t*	400·0 P47'B124'F38' FD	53·5	26·6	Naples Italian 6*BHCem*	T.3Cy.27",44½"&74"-48"(*s*) 180lb 440NHP 3SB,9*cf*,GS192,HS7158 Blair&Co.Ld.Stockton	29 ″ 1 ~~s5 ″ 8½~~ ~~23 ″ 0~~	
24301 OYCG	**Elisabeth** 1*Dk*	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	224·3 P14'B59'F29'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",24¾"&38⅗"-25⅓" 75NHP F.Schichau,Elbing		G
24302 DHZS	— (*ex*Werra-35) 1*Dk*	663 497 363					1920	Howaldtswerke Kiel	R.J.Rühr(Aug. BoltenWm.Millers Nachf.*Mgr.*)	176·8 P16'Q38'B46'F23'	29·4	13·4	Hamburg German *WB*	T.3Cy.14⅜",23¼"&33$\frac{3}{16}$"-19$\frac{11}{16}$" 65NHP Howaldtswerke,Kiel		G
* 24303 LJJX	**Elisabeth Bakke** *OilEng.* D.F. 1*Dk&Shelter dk 3rd dk in Nos.*1&3 *holds* *Ref.Mchy.* *CruiserStern*	5450 4729 3262	✠100A1 *withfreeboard* ~~3,38~~ ~~3,37~~ 9,37 ✠LMC3,37 ✠Lloyd'sRMC~~3,37~~ ~~6,37~~ 12,37 ~~9,37~~	Got Cff	*b*†	CL	1937 3mo	GötaverkenA/B Gothenburg *Lloyd*'*sA&CP*	D/S A/S Jeanette Skinner(Knut KnutsenO.A.S. *Mgr.*) *CellDB*306' *DTa*42'310	435·9 453·2(O.L.) F36' FK 1313*tDTf*19'70*t* *tFPT*53*tAPT*150*t*	58·8	26·0	Haugesnd Norwegian 7*BH* (*Coll toShdk* 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1236NHP GotaverkenA/B,Got.	28 ″ 6 s3 ″ 2 25 ″ 6½	
24304 129079 GNFP	**Elisabeth Lensen** (*ex*Monkswood-35 ssRot.2ndNo.3-9,36 *ex*Maresfield) D.F. 1*Dk*(*Stl*)	4212 3970 2633	✠100A1 6,37~~9,36~~ ✠LMC9,36 BS6,37	Rot	*x*	CL N9,36	1910 3mo	JLThompson&Sons,Ld Sunderland *Lloyd*'*sA&CP*	ElisabethLensen Navigation,Ld. (A.C.Lensen,*Mgr*) *Cell*	365·0 P23'B234'F31' FK *DBa*125'*uE&B*43'*f*	51·4	25·9	London British 6*BHCem* 151'992*t FPT*87*tAPT*130*t*	T.3Cy.26",42½"&70"-48"(*s*) 180lb 395NHP 3SB,9*cf*,GS162,HS6440 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 4 s3 ″ 9¾ 24 ″ 9	
24305 OXLC	**Elisabeth Mærsk** ssAbg.No.2-33 D.F. 1*Dk*(*Stl*)	1892 1683 1116	✠100A1 2,37 ✠LMC MS11,33 ~~BS9,36~~ 10,37	Ant	*r*	CL 7,36	1925 5mo	F.Schichau Danzig *Lloyd*'*sA&CP*	D/S A/S af1912 (A.P.Möller, Copenhagen,*Mgr*) *Cell*	280·8 P27'B74'F32' FK *DB*240'541*t FPT*	40·2	18·	Kalundbrg Danish 4*BHCem* 38*tAPT*79*t*	T.3Cy.20⅛",32$\frac{5}{16}$"&53⅛"-37$\frac{7}{16}$" &L.P.Turbine with reduction gear&chain drive 200lb (*s*) 245NHP 2SB(Spt),4*cf*,GS78,HS3014 F.Schichau,Elbing FD	21 ″ 4 s2 ″ 9 18 ″ 8¾	
* 24306 OSBA	**Elisabeth van Belgie** (*ex*Elisabeth von Belgien) ssAnt.2ndNo.3-9,34 2*Dks*(*Stl*)&*deepframing* D.F. *lower dk in Nos.*1&3*holds*	4241 3933 2607	✠100A1 1,38~~10,36~~ ✠LMC MS3,35 ~~BS11,36~~ 1,38	Ant	*y*	CL ~~9,34~~ 1,38	1909 1mo	FlensburgrSchiffsb. Ges. Flensburg *Lloyd*'*sA&CP*	Cie.RoyaleBelgo-Argentine (Armement Deppe, *Mgrs.*) *Cell*	387·0 P&B312'F50' FK *DBa*122'*uE&B*41'	51·0	25·2	Antwerp Belgian 7*BHAsp* 175'1040*t*	T.3Cy.27¾",46¼"&76"-48" 180lb (*s*) 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9 s3 ″ 3½ 24 ″ 8¼	
* 24307 OPEA	**Elisabethville** Ⓟ TwinSc ssAnt.No.3-12,33 *Ref.Mchy.* 2*Dks*(*Stl*-*Uws*)& D.F. *Shelter dk*(*Stl*-teak s)	8351 6427 4869	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS10,36 ✠LMC12,33 Lloyd'sRMC~~3,37~~7,37 Centre aft chamber for temp. 30° F.	Ant	*c*†	CL ~~9,37~~ N1,38	1921 11mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd*'*sA&CP*	Cie.Maritime Belge(Lloyd Royal)SA(Agence MaritimeInternationale,*Mgrs.*) *CellDB*377'1312*t* *Tanks at sides of*	439·1 P55'F89'*on Shelter dk* FK *tunnel*78*t FPT*90*t*	57·0	34·1	Antwerp Belgian *Cem* 7*BHtoSh dk* *APT*45*t*	Q.8Cy.23",23",47"&67"-48" 215lb (*s*) 964NHP 6SB(Spt),18*cf*,GS345, HS14100 FD Soc.An.JCockerill,Seraing	37 ″ 0 s11 ″ 11 25 ″ 7	
24308 65 SVDR	**Elisavet** (*ex*Elisabeth) ssPir.No.3-4,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3553 3263 2159	✠100A1 *Shelter dk* *withfreeboard* 9,37~~10,36~~ ✠LMC MS8,34 ~~BS3,36~~6,37	Cff Rot	*w*	CL 3,36	1922 9mo	NVBurgerhoutsM.&S. Rotterdam CP	A.&C.Mazaraki *CellDB*308'978*t*	360·3 373·8(O.L.) FK —*Collisio* *FPT*63*tAPT*73*t*	50·3	22·0	Argostoli Greek *Asp* *nBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"-45¼" (*s*) 180lb 345NHP 3SB,9*cf*,GS150,HS5565 NVBurgerhoutsM&S.Rot.	24 ″ 6 s2 ″ 1¾ 22 ″ 7	
* 24309 LDRT	**Elise** *OilEng.* ssFal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *CruiserStern* *Longitudinalframing*	7910 7269 4719	✠100A1 ~~7,37~~ ~~12,36~~ 2,38 ✠LMC CS7,35 ~~DBS7,35~~ 7,37 12,36 *CarryingPetroleum in bulk*	Fal ~~Shi~~ Bat	*c*†	CL 12,36	1931 4mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *Lloyd*'*sA&CP*	BechsRederiA/S (AlexanderBech, *Mgr.*) *CellDBuE*59'214*t*	461·0 475·0(O.L.) P108'B29'F40' FK *DTf*38'387*tFPTs*2	59·8	33·9	Tvedstrnd Norwegian 17*BHptCem* (11 ,, *to Udk* 6 ,, 2*nd* ,,) 16*tAPT*179*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 2DB150lb 776NHP Armstrong,Whitworth&Co.(Engineers)Ld.Nwc.	33 ″ 7 s7 ″ 10 25 ″ 11½	
* 24310 DQPG	— Ⓟ *OilEng.* ssBbo.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk in holds* See also "AYALA MENDI" No. 20844	2531 2061 1427	✠100A1 *withfreeboard* 2,37 ✠LMC4,33 ✠LMC(M)4,35	Bmn		CL 2,37	1929 2mo	CiaEuskalduna de Const. Bilbao *Lloyd*'*sA&CP*	"Hisma"Ltda. Carranza&Bernhardt~~(Dampfschifffahrts Ges. "Neptun",*Mgrs.*)~~ *CellDB*	336·1 FK 270'541*tAPT*13*t*	45·5	17·7	Bremen German 5*BHCem* (3 *to Sh dk* 2 ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP SulzerBros.Winterthur	20 ″ 0 s1 ″ 5½ 18 ″ 10¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. Refrig.
24311	**Elise** (*ex*Kasma-36,*ex*Sara, *ex*Prairial,*ex*Shouragallus, *ex*WarRacoon) 1*Dk*	1986 1741 1183					1919	British American S.B.Co. Welland,Ont.	A.G.Pappadakis	250·5 P25'B68'F20'	43·1	22·4	Piræus Greek *WB*	T.3Cy.21",33"&54"-40" 184NHP CanadianAllisChalmers, Ld.Toronto		V
✱ 24312 1007 ESRC	— (*ex*Industria-35, *ss*Hbg.4thNo.3-4,30 *ex*Nils,*ex*Winnie) *ss*Osc.No.1-35 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1716 1506 994	✠100A1 5,37 ~~12,35~~ ✠NB5,06 MS3,34	Sld Tln ✠LMC BS~~5,34~~ 5,37	*r*	CL ~~N1,31~~ 5,37	1889 6mo	Grngemth DockyardCo. Grngemouth A&CP	A.Laane& F.Baltser *CellDB*228'387*t*	270·3 277·8(O.L.) P25'Q78'B114'F33' BK9½" ~~E66'f112'340t~~*FPT*	36·9	17·1	Pärnu Estonian 4*BHCem* 74*tAPT*45*t*	T.3Cy.19½",31"&51"-36" 160lb 167NHP 2SB,4*cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 s1 ″ 4½ 19 ″ 1½	
24313 DGBE	**Elise Schulte** (*ex*Rounton Grange-34) 1*Dk*	4613 4239 2853					1913	Nthmblnd S.B.Co.Ld. Newcastle	"Atlas"Reed.A.G.	384·1 P35'B119'F37'	52·2	27·0	Emden German *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
24314 220667 KDGQ	**Elisha Walker** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	7007 6470 4346			...		1920	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	429·3 P133'B36'F40' FK	59·2	33·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
✱ 24315 125 YLBT	**Elizabete** (*ex*Kurzeme-34,*ex*Valka, *ex*Kiowa) *ss*Rot.No.3-4,29 *ss*Lie.No.1-33 1*Dk*(*Stl*)	2039 1678 1265	✠100A1 11,36 MS3,35	Lie ✠LMC BS9,34	*r*	CL 11,36	1917 7mo	American S.B.Co. Cleveland,O. A&CP	Mrs.E.Katkevics (A.Katkevics, *Mgr.*) *CellD*	251·0 P27'B64'F26' FK *B*222'478*t FPT*67*t*	44·0	20·0	Riga Latvian 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Clevelnd	20 ″ 2 s2 ″ 7½ 17 ″ 8½	
24316 216220 KJII	**Elizabeth** (*ex*Floridian-36, *ex*Muscatine) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4727 — 2993			...		1918	Standard S.B.Corp. ShootersIsld. N.Y.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0 P25'B106'F37' FK	52·0	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 340NHP StandardS.B.Corporation	29 ″ 0	R †
24317 200554 KJJA	— Ⓟ **Wood** *Mchy.Aft* 1*Dk*	415 — 280					1903	W.F.Stone SanFrancisco	Hobbs,Wall&Co.	142·0	35·8	9·9	S.Frncisco Utd.States	C.2Cy.12½"&27"-24" 30NHP FultonIronWorksS.Frsco.		
24318 219899 KUPK	**Elizabeth Kellogg** (*ex*Darden) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	5189 4521 3156			...		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9 P99'B34'F44' FK	51·0	28·5	NewYork Utd.States *WB*	T.3Cy.24½",41⅜"&72"-48" 550NHP Hooven,Owens,Rentschler Co.Hamilton,O.	30 ″ 2	R †
24319 121341 GQKY	**Elizabeth Moller** (*ex*Torbeath, *ex*Strathfillan) 1*Dk*&*Spar dk*&*deep framing*	4353 4063 2816			...		1906	W.Hamilton&Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	369·8 P25'B92'F40' 25·5 FK	52·2	17·5	Shanghai British *WB*	T.3Cy.25",41"&68"-48" 367NHP D.Rowan&Co.Gls.	28 ″ 0	C †
24320 219183 KJJB	**Elizabeth River** (*ex*LakeFelden) *Fitted for oil fuel* 1*Dk*2*trB*	2592 2243 1613			...		1919	American S.B.Co. Lorain,O.	Philadelphia& NorfolkS.S.Co.Inc.	251·0 P25'B64'F23' FK	43·6	26·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
24321 161282	**Elkhound** *ss*Gmh.No.3-9,34 *Mchy.Aft* 1*Dk* *Rudder electrically welded*	729 478 301	✠100A1 3,38 ~~3,37~~ ✠~~NE&~~B9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,34 *F.P. above* 150°*F.*	Hfx ✠LMC9,34 BS3,38	*j*	CL ~~3,36~~ 3,38	1929 10mo	C.Hill& Sons,Ld. Bristol *Lloyd*'*sA&CP*	IrvingSteamships Ld. *DTf*11'4	180·5 185·3(O.L.) P62'F18' *Trunk in well* 100' len34 FK 8*tFPT*46*tAPT*40*t*	31·6	10·2	StJohnNB British 10*BHptCem* *ptAsp*	T.3Cy.14",23"&38"-24" (*s*) 180lb 88RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank	11 ″ 0 s ″ 8½ 10 ″ 5½	
24322 7536 SELN	**Ella** (*ex*Norburn) 1*Dk*	2028 *1861* *1171*					1908	Craig,Taylor&Co.Ld. Stockton	RederiA/B Majviken(C.A.Berglund, *Mgr.*)	281·0 P26'B68'F29'	43·8	18·4	Gothenbrg Swedish *WB*	T.3Cy.22",35"&58"-39" E*made*91*refitted*08 210NHP Cen.Mar.Eng.Wks.W.Hpl		C
✱ 24323 7348 SDXE	— *ss*Hbg.No.1-38 (*ex*Querida) *ss*Hbg.2ndNo.3-5,34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1175* *1042* *690*	✠100A1 ~~11,37 11,36~~ 3,38 BS~~5,36~~ 5,37	Ant ~~Cpn~~ Hbg ✠LMC~~5,34~~ MS3,38	*o*	CL ~~11,36~~ 11,37	1909 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	S.Banck *CellD*	230·0 237·4(O.L.) P16'B60'F27' FK	36·5	16·0	Helsingbrg Swedish 4*BHCem* *Ba*70'*uE*&*B*	T.3Cy.17",28"&46"-33" (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc 32'*f*94'400*tFPT*45*tAPT*40*t*	18 ″ 2 s2 ″ 4 16 ″ 0	
24324 DGWJ	**Ella Halm** TwinSc 1*Dk*	984 709 544					1929	N.V.Mch. &Scheepswrf. vanP.SmitZn Rotterdam	KölnerReederei A.G.	216·1 Q78'B50'F25'	33·2	12·4	Cologne German *WB*	T.6Cy.11⅝",17⅝"&28⅝"-16⅞" 66NHP N.V.Mch.&Scheepswerf vanP.Smit,Zn.Rot.		G
✱ 24325 145491 VJCT	**Ellaroo** (*ex*AslaugHaaland) *ss*Mel.No.3-6,33 *Well deck* *ss*Mel.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	4655 3605 2846	✠100A1 8,37 ~~7,36~~ BS~~7,36~~ 8,37 *Fitted for oil fuel* 1,21 *F.P. above* 150°F.	Mel ✠LMC~~6,33~~ MS5,37	*x*	CL ~~6,34~~ N7,37	1921 4mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	MelbourneS.S.Co. Ld. *CellD*	364·5 378·9(O.L.) P28'Q118'B68'F29' FK *B* 307'852*t FPT*70*t*	52·8	24·3	Melbourne British 6*BHptCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8 s3 ″ 10½ 23 ″ 1	
24326 LDSY	**Ellavore** 1*Dk*	1302 1134 740					1925	Stavanger Stöberi&Dok Stavanger	A/S Vore(Gunstein Stray&Sönn, *Mgrs.*)	243·0 P52*t*H64*t*	37·3	16·0	Farsund Norwegian	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok		N
✱ 24327 DJSR	**Ellen** (*ex*RíoNavia-35, *ex*Mar delNorte) *ss*Bbo.No.3-1,28 *ss*Ham.No.2-37 1*Dk*(*ptIrn ptStl*) See also "ARATE MENDI" No. 20390	2661 2386 1506	✠100A1 ~~1,38~~ ~~1,37~~ 2,38 BS2,38	Ham Rot ✠LMC1,37	*l*	CL 1,37	1915 11mo	CiaEuskalduna deConst Bilbao *Lloyd*'*sA&CP*	Rob.M.Sloman,Jr. *CellDBa*102'*uE*20	305·4 P33'B70'F35' FK '*f*120'633*tFPT*150*t*	44·2	21·9	Hamburg German 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"-42" (*s*) 180lb 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s3 ″ 9½ 21 ″ 0	
✱ 24328 3054 SDXI	— **Iron** (*ex*Hathersage) *ss*Osc.4thNo.3-6,29 *ss*Got.No.~~1-32~~2-37 1*Dk*(*Irn*)2*trB* *Well deck* *Cargo battens not fitted*	*1598* *1267* *965*	✠100A1 11,37 ~~3,37~~ ~~[illegible]~~	Skm Got ✠LMC11,37 ~~[illegible]~~	*q*	OG 3,37	1878 12mo	W.Gray& Co. WHartlepool A&CP	V.H.Andersson *WB*=*DBa*	258·0 266·3(O.L.) Q100'B61'F27' ptND04 BK9"	34·8	19·3	Oscrshmn Swedish 4*BHCem* 84'*f*90'380*t*	C.2Cy.30"&61"-33" 75lb NDB02 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	20 ″ 7 s1 ″ 10 19 ″ 7	
24329 OYCJ	— *ss*Cpn.2ndNo.3-7,29 *ss*Svb.No.~~1-33~~2-38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	~~786~~ 677 ~~443~~ 733 677 ~~440~~ 441	✠100A1 ~~6,37 5,36~~1,38 ~~5,37~~	Cpn Svb ✠LMC~~5,34~~ 12,37	*l*	OG ~~5,36~~ 1,38	1907 12mo	Kjöbnhvns Flydk.&Skbs Copenhagen *Lloyd*'*sA&CP*	D/S A/S'Progress' (M.Nielsen&Sön, *Mgrs.*) *WB*=*CellDBa*&	211·2 219·7(O.L.) P22'B59'F21' FK *uE*68'*f*88'237*tFPT*	30·7	13·1	Copnhagn Danish 4*BHCem* 39*tAPT*26*t*	T.3Cy.14",23"&37"-24" (*s*) 180lb 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6 s1 ″ 7½ 14 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
24330 DHGC	**Ellen** (exGranitz,exHansCords) 1Dk	557 441 260					1921	Union GiessereiA.G. Königsberg	MathiesReed,A.G.	165·6 P112'H9'F21'	28·7	11·9	Hamburg German WB	T.3Cy.13",20¼"&33"–22⅝" 52NHP UnionGiessereiA.G.		G
* 24331 DMAW	**Ellen Larsen** (exErik,exErik II.) ssStn.2ndNo.3–4,27 ssAnt.No.2–35 1Dk(Irn)&deepframing	1938 1684 1160	✠100A1 1,38~~11,36~~ ✠LMC MS6,35 BS~~10,36~~3,38	Ant Rot	r	11,36	1900 10mo	W.Gray& Co.Ld. WHartlepool A&CP	E.Larsen(Erich Ahrens,Mgr.) CellDBa	279·1 P25'B69'F29' FK 88'uE20'f118'541t	40·1	18·2	Rostock German 4BHCem APT35t	T.3Cy.21",33"&56"–36" (s) 160lb 194NHP 2SB,4rf,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6	
* 24332 129543 GCSL	**Ellenga** Ⓟ TwinSc ssCal.2ndNo.3-12,37 ~~ssCal.No.3–11,29~~ ~~ssCal.No.1–33~~ D.F. 2Dks(Stl-ws)&Shade dk (Stl-teak s)	5196 3692 2558	✠100A1 Shade dk ~~6,37~~ ~~12,36~~12,37 ~~BS12,36~~ ✠LMC~~[illegible]~~ 12,37	Cal	z	CL ~~12,36~~ PN6,37 S12,37	1911 3mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa77' f165' 781t	410·0 B on Shade dk157' uE&B 121' FK (FPT37tAPT47t	52·4	24·7	Glasgow British 7BHCem 5BHtoUpdk 2 ,, ,, 2nd ,,)	T.6Cy.24½",41"&69"–48" (s) 200lb 100lb 1073NHP 2DB&2SB,18cf,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3¼ 23 ″ 6	
24333 689 SZJH	**Ellenis** Ⓟ (exMolfetta) Wireless 1Dk2trB&Shelter dk	876 — 470					1902	Flli. Orlando Leghorn	LakonikiS.N.Co. Ld.	188·0 P35'B39'F41'	26·7	15·5	Piræus Greek WB	T.3Cy.16",26½"&43"–30" 101NHP Flli.Orlando,Leghorn		I
* 24334 219715 KUGX	**Ellenor** (exMasonCity) ssBal.No.3–8,34 D.F. Sub.Sig. 1Dk(Stl)&Webframes Longitudinal framing	3483 2817 2112	100A1 ~~7,37~~~~12,36~~2,38 BS~~5,37~~ 2,38 Fitted for oil fuel 4,20 F.P. above 150° F.	NYk ~~Bal~~ LMC8,34	u	CL ~~12,34~~ 7,37	1920	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.) CellD	328·0 P26'B98'F37' FK B232' 666t FPT78t	46·2	22·9	NewYork Utd.States 7BHptCem APT282t	T.3Cy.22",37½"&60"–42" (s) 190lb 292NHP 2SB,6cf,GS144,HS4933 BethlehemS.B.Corp.Ld.	25 ″ 6	
24335 OYCL	**Ellensborg** 1Dk	1259 948 729					1919	PPhStuhrs Msk.ogSkbs. Aalborg	A/S D/SDannebrog (C.K.Hansen,Mgr)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP A/S"Frichs,"Aarhus		V
24336 ~~133657~~ ~~GPLD~~	**Ellerdale** ssNwc.2ndNo.3–2,38 ~~ssShl.No.3–6,25~~ ~~ssShl.No.2–35~~ D.F. 1Dk(ptIrn ptStl)	3754 3442 2348	✠100A1 ~~12,36~~ 2,38 ~~[illegible]~~ ~~MS1,38~~ ✠LMC2,38	Bry Nwc	w	CL ~~N2,35~~ 12,37	1913 10mo Lloyd	R.Thomp- son&Sons,Ld Sunderland 'sA&CP	~~HindustanSteam~~ ~~ShippingCo.Ld.~~ ~~(Common Bros.Ld.~~ ~~Mgrs.)~~ WB=CellDBa	350·0 P35'B102'F35' FK 106'uE25'f148'808t	50·1	23·4	Finnish 6BHCem APT127t	T.3Cy.25",42"&68"–45" (r) 180lb 80lb 340NHP 2SB,8pf,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 10 s 4 ″ 3¼ 21 ″ 9	
* 24337 746 SVKT	**Ellinico** (exLuchana–33) ssGls.2ndNo.3–11,29 ssPir.No.1–35 1Dk(Stl)&deep framing	3059 2861 1975	✠100A1 10,37~~12,36~~ BS~~7,36~~ ✠LMC5,35 10,37	Pir	v	CL 12,36	1904 10mo Lloyd	Grngem'th &Greenock DockyardCo. Greenock 'sA&CP	Sardi,Andrea- daki&Stavridi (T.Papadimitriou, Mgr.) CellDBa	331·0 P28'B96'F35' FK 98'uE&B40	48·0	22·0	Piræus Greek 5BHCem	T.3Cy.24½",40"&65"–42" (s) 160lb ~~90lb~~ NDB20 285NHP 2SB,6cf,GS97,HS4454 D.Rowan&Co.Glasgow f140'898tFPT78tAPT77t	24 ″ 4 s 3 ″ 10¾ 20 ″ 8	
24338 872 SVSI	**Ellinico Vouno** (exAngelosL.–37, exCapePoint, ssShl.2ndNo.3–7,21 exStambul, ssRot.No.2–30 exMariaRickmers) 2Dks(Stl)	3667 3344 2270	— 12,36	Ist		CL 1,31	1904 Lloyd	Rickmers Act.Ges. Bremerhaven 'sA&CP	Theo.Papadimi- triou Ce	354·2 P33'B94'F44' FK llDB296' 682t FPT	45·2	26·2	Piræus Greek 6BHAsp 109tAPT34t	T.3Cy.23$\frac{9}{16}$",38⅝"&63$\frac{1}{16}$"– 43$\frac{5}{16}$" 185lb (s) 329NHP 3SB,9cf,GS116,HS5610 Bremer Vulcan,Vegesack	29 ″ 0	
* 24339 129577 GCSM	**Ellora** Ⓟ TwinSc ssCal.No.3–8,27 D.F. ssBom.No.2–35 2Dks(Stl-ws) &Shadedk(Stl-teaks)	5098 3698 2386	✠100A1 Shade dk 9,37 ~~9,36~~ BS~~9,36~~ ✠LMC6,35 9,37	Bom	z	~~CL~~ ~~S10,34~~ ~~P9,36~~ 9,37	1911 7mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa77 uE&B121'f165'78	409·8 BonShadedk157' FK 1tFPT37tAPT47t	52·4	24·7	Glasgow British 7BHCem (5BHtoUdk 2 ,, ,, 2nd ,,)	T.6Cy.24⅞",41"&69"–48"(s) 200lb 100lb 1078NHP 2DB&2SB,18cf,GS369, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3¼ 23 ″ 5	
* 24340 148850 GLCP	**Elmbank** TwinSc OilEng. ssAnt.No.3–12,37 ~~ssShl.No.2–33~~ 1Dk(Stl)&Shelter dk(Stl-ws)	5156 4768 3117	✠100A1 withfreeboard 12,37 DBS12,37 ✠LMC12,37 Carrying vegetable oil in deep tank	Hul ~~Cal~~ Ant	a†	CL ~~7,36~~ S12,37 PN 12,37	1925 4mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	BankLineLd.(A. Weir&Co.Mgrs.) CellDB357'1121t DT	420·1 FK Collision 6 f32'1067tTanks be	53·9	26·5	Glasgow British 7BHptCem BH to Sh dk ,, ,, 2nd ,, tween tunnel	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB110lb 717NHP Harland&Wolff,Ld.Gls. s115'251tFPT106tAPT132t	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
24341 150841	**Elmbay** (exMantes, TwinSc exPerceur) Mchy.Aft 1Dk	1217 814 601					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	TreeLineNav.Co. Ld.(J.D.Calvin Mgr.)	218·6 P74'F30'	34·2	13·1	Montreal British WB	C.4Cy.16"&30"–19" 77NHP Ch.&Atel.deSt.Nazaire		V
* 24342 147331 MNKX	**Elmfield** ssLiv.No.2–34 Well deck 1Dk(Stl) Mchy.Aft	450 320 175	✠100A1 1,37 BS10,36 ✠LMC4,34	Liv	g	CL 1,37	1925 10mo Lloyd	LythamSB &Eng.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 Q85'B9'F23' BK6½' DTf19'48tFPT	25·9	11·5	Liverpool British 4BHCem 12tAPT21t	C.2Cy.17"&38"–24" (s) 140lb 58RHP 1SB,3pf,GS52,HS1496 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
* 24343 140340 GVTM	**Elmol** ssLon.No.3–6,30 Mchy.Aft ssPts.No.1–34 1Dk(Stl)&Web frames Longitudinal framing	1170 854 496	✠100A1 2,38~~12,36~~ BS~~4,37~~ ✠LMC12,34 3,38 CarryingPetroleum in bulk Fitted for oil fuel 8,17 F.P. above 150° F.	Lth Lon	n	CL 12,36	1917 8mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP	TheAdmiralty Cell DBuE&B39' 62	210·0 P44'F40' FK t DTf30' 240t FPT	34·8	16·6	London British 12BHptCem 30tAPT28t	T.3Cy.13½",22"&36"–30" (s) 180lb 135NHP 2SB,4cf,HS2316 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
24344 218435 KILF	**Elmsport** Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6865 6752 5348					1919	Skinner& EddyCorpn. Seattle,Wash	LykesBros.- RipleySS.Co.Inc.	409·5	54·2	27·1	Lake CharlesLa Utd.States	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
* 24345 ~~148102~~ ~~GLDX~~	**Elmworth** OilEng. ssGls.No.2–34 1Dk(Stl) Now "Wind," see No.40702 in Supplement	4963 4587 3040	✠100A1 10,35 ✠LMC CS4,34 DBS10,35 10,35	Lth	y	CL 10,35	1924 11mo Lloyd	A.McMil- lan&SonLd. Dumbarton 'sA&CP	~~DalgleishStm.~~ ~~ShippingCo.Ld.~~ ~~(R.S.Dalgleish,Ld.~~ ~~Mgrs.)~~ CellD	400·0 P36'B120'F34' FK B351'1296tFPT146	53·2	26·9	Norwegian 6BHptCem tAPT163t	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" DB 100lb 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2¼	
24346 860 ESCL	**Elna** (exLennuk–35,exRemenham, exArlon, ssCpn.3rdNo.3–6,30 exCarol 1er) ssTln.No.1–35 Spar dk(Stl)2trB& deep framing	3195 2967 1973	✠100A1 Spar dk withfreeboard 10,37~~10,36~~ ~~BS9,36~~ BS6,37 ✠LMC7,35	Ant Tln	v	CL N10,36	1903 8mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	KäsmuLaeva- Omanikud (O.Tiedemann, Mgr.) CellDBa96'	325·0 P30'B88'F34' FK uE&B36'f144'690t	47·3	15·6 23·6	Käsmu Estonian 6BHCem APT100t	T.3Cy.24½",42½"&69½"–45" 180lb (s) 356NHP 3SB,9cf,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 ″ 0 s 4 ″ 7 21 ″ 7¾	
24347 220793 KJHM	— (exDanF.Hanlon–35) Fitted for oil fuel Wireless Mchy.Aft 1Dk	1435 1158 791					1924	Hanlon D.D.&S.B.Co Oakland,Cal.	J.Ramselius	240·0 P36'F32'	40·0	17·5	S.Frncisco Utd.States WB	T.3Cy.19",32"&56"–36" Hooven,Owens& 188NHP RentschlerCo.Hamilton,O.		
24348 OHZI	— WoodAux3MstSr (exOmar–36,exMars–33,exStella, exChr.Schierloh, 1Dk OilEng. exAlbertMou,exSolstraalen) (See Sailing Ship Register)	329 279 234					1919	Middlefart Skibsværft Middlefart	LaivaO/YElna (Yrjänen& Kumpp)	131·4 Q26'	29·9	13·2	Raumo Finnish	Oil Engines 4S.C.DA 2Cy.13"–13¾" 66NHP NE36 J.&C.G.Bolinders,Skm.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24349 LDTH	**Elna E.** 1*Dk*	1174 1017 659					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Porto (LeifErichsen, *Mgr.*)	230·0 P47tH68t	36·5	14·8	Bergen Norwegian *WB*	T.3Cy.16¾",25¼"&43"-30" 101NHP LaxevaagsMsk&Jrns,Bgn		N
❋ 24350 164574 GYQY	**Elona** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6192 5496 3630	✠100A1 ~~4,37~~ ~~7,36~~ 11,37 ✠LMC1,36 *CarryingPetr*	Nwc HKg *oleum*	a† *in*	CL *bulk*	1936 1mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'132	430·3 446·3(O.L.) P87'B37'F48' FK t *DTf*25'261t *FPT*	54·5	30·7	London British 16*BH* 106t*APT*59t	Oil Engines 4S.C.SA 6Cy.25$\frac{5}{16}$"-55½" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 " 0 s5 " 7½ 25 " 7	
24351 PKQM	**Elout**	1797 1336 987					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B175'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"-39" 165NHP Maats.Fyenoord,Rot.		V
24352 SZKL Wrecked 1-38	**Elpiniki** (*ex*Crete-36, *ex*[illegible]ga-34,*ex*Sefkat-33, *ex*Erdek,*ex*Ravenna, *ex*Psyche) Iron *OilEng.* 1*Dk*	397 — 240					1883	Stabilmnto Tecnico Trieste	EvrotasFlour MillingCo. (Coumantaros Bros.,*Mgrs.*)	171·6	23·1	10·8	Piræus Greek	Oil Engines 4S.C. 6Cy.13⅝"- *Emade—fitted*36 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
❋ 24353 227 SVAB	**Elpis** (*ex*Buranda-34) *ss*Fal.No.3-8,34 1*Dk*(*ptIrn&ptStl*)	*3651* *3404* *2276*	✠100A1 ~~2,37~~ 10,37 BS2,37	Rot ✠LMC8,34	*w*	CL ~~8,34~~ 10,37	1912 4mo *Lloyd'sA&CP*	Richardsn, Duck&Co.Ld. Stockton	J.N.Goulandris *CellDBa*115'*uE*25'*f*	352·0 P29'B104'F35' FK 152' 1031t *FPT*110t	50·2	22·7	Andros Greek 6*BHCem* *APT*95t	T.3Cy.24",40"&66"-45" (*s*) 180lb *90lb* 321NHP 2SB,6*cf*,GS127,HS4985 Blair&Co.Ld.Stockton	25 " 3 s 4 " 2½ 21 " 3	
24354 850 SZOD	— *ss*Pir.No.1-37 (*ex*Bramwell-35,*ex*LlanthonyAbbey-34, *ex*Ochilbrne,*ex*Chaldon)*ss*Cff.No.3-4,32 1*Dk*(*Stl*) *Cargo battens not fitted*	*1492* *1333* *810*	✠100A1 5,37 ~~4,36~~ ~~BS5,32~~	Pir ✠LMC5,37 ~~BS4,36~~	*p*	CL 11,35	1919 12mo *Lloyd'sA&CP*	Dundee S.B.Co.Ld. Dundee	A.M.Printegis& A.O.Anastassiou (A.K.Pezas,*Mgr.*) *CellDB*198'295t *FPT*	240·0 B52'F23' FK	36·2	19·2	Piræus Greek 4*BHCem* 77t*APT*66t	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Cooper&Greig,Ld.Dundee	21 " 3 s2 " 10 18 " 7	
24355 LCJB	**Elsa** *OilEng.* *ss*Nwc.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5381 4795 3177	✠100A1 1,38 ~~4,37~~ ✠LMC DBS[illegible] *CarryingPetr*	Fal (Os) CS4,37 1,38 *oleum*	*y* *in*	CL 4,37 *bulk*	1928 4mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld Glasgow	A/S OljefartII. (HarryBorthen& Co. A/S) *CellDBuE*64' 195t*DTsf*41'540t	389·0 P85'B27'F45' FK *FPT*66t*APT*34t	52·7	30·7	Oslo Norwegian 14*BH* (10 *to Udk* 4 „ *2nd dk*)	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅝" 482NHP 2DB *120lb* BarclayCurle&Co.Ld.Gls.	30 " 6	
❋ 24356 3025 SDXO	— Iron (*ex*Erasmus) *ss*Osc.4thNo.3-7,34 1*Dk*2*trB* *Cargo battens not fitted*	*1180* *997* *646*	✠100A- 9,37 ~~6,36~~ ✠NB3,16 MS5,34	Skm Art ✠LMC BS5,36	*ō*	OG ~~6,34~~ 9,37	1884 1mo	J.Smit,Czn Rotterdam	Rederi A/B Fredrika (E. Högberg,*Mgr.*)	244·4 244·5(O.L.) B59'H26tF21' DK8½"	33·2	15·5	Stockholm Swedish 4*BHCem* *DB*172'300t	C.2Cy.28"&52$\frac{5}{16}$"-33" (*s*) 90lb *75lb* NDB00 132NHP 1DB,6*cf*,GS71,HS2300 KonMaats deSchldeFlshng	17 " 10 s1 " 8½ 16 " 10	
24357 DIBH	**Elsa Essberger** TwinSc Now "Lisa Essberger," see No. 3905 in Supplement *ss*Ham.No.1-[illegible] WirelessD.F. *Mchy.Aft* *OilEng.* 2*Dks*(*Stl*) *Longitudinal framing at dk* *CruiserStern & sides in summer tanks* *Strengthened for Navigation in Ice* *Rudder electrically welded*	1173 [illegible]34 794	✠100A1 6,37 ~~1,36~~ DBS2,37 *CarryingPetr*	Ham ✠LMC3,34 *oleum*	*in*	CL s12,35 PN 12,35 *bulk*	1930 12mo *Lloyd'sA&CP*	Deutsche Werft.A.G. Hamburg	~~Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger, G.m.b.H.Mgrs.)~~ JohnT. Essberger *CellD*	244·7 F35' FK len34 *BuE*16'13t*FPT*39t	36·6	15·8	Hamburg German 10*BHptCem ptAsp* *APT*23t	Oil Engines 4S.C.SA 12Cy.10$\frac{1}{16}$"-16$\frac{5}{16}$" 137NHP WTDB ~~170lb~~ Maschfbk.Augsburg-NürnbergA.G.Augsburg	11 " 9	
❋ 24358 783 OHYL	**Elsa S.** (*ex*Alhama-36, *ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3-4,34 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1220 — 704	✠100A1 5,36 ~~BS5,36~~ 6,37	Gls ✠LMC2,34	*o*	CL 6,35	1910 7mo *Lloyd'sA&CP*	Campbeltown S.B.Co. Campbltown	RederiSohnA/B (O.Y.ErnstSohn Ld.*Mgrs.*) *CellDB*	229·5 Q79'B58'F28' FK a54'*uE&B*33'*f* 102'	34·9	16·0	Helsingfrs Finnish 179 4*BHCem* 315t*APT*95t	T.3Cy.18",27½"&45"-33"(*s*) ~~180lb~~ 136NHP 2SB,4*cf*,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 " 4 s1 " 7½ 16 " 11	
24359 OYTB	**Else** (*ex*Kotonia-35) 1*Dk&Shelter dk*	1970 1786 1165					1906	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	281·7	42·1	17·9	Esbjerg Danish *WB*	T.3Cy.20",32"&53"-36" 192NHP HelsingörsJernsk.&Msbk.		V
24360 OHEH	— (*ex*Siwi,*ex*Aggersborg,*ex*Curt Retzlaff,*ex*Thuringia) 1*Dk*	1360 — 749					1900	Nüscke& Co. Stettin	O/Y Else(Seppinen &Kemppi O/Y)	239·7 Q71'B59'F25'	35·9	16·2	Koivisto Finnish *WB*	T.3Cy.17",27½"&43"-31½" 104NHP Kette,Uebigau,Dresden		V
24361 DHGF	**Else Hugo Stinnes 15** *Mchy.Aft* *CruiserStern* Sub.Sig. E.S.D. 1*Dk*	3291 2619 1687					1927	Nüscke& Co.Akt.Ges. Stettin	HugoStinnes ~~G.m.b.H.~~ Reed. A.G.	302·6 P89'F27'	47·7	22·4	Hamburg German *WB*	C.4Cy.(2)18½"&(2)39⅝"-39⅝" 194NHP A.Borsig,G.m.b.H.Berlin		G
❋ 24362 LCOB	**Else-Marie** (*ex*Gungner-33, *ex*AngeSchiaffino, *ss*Nwc.No.3-10,29 *ex*Cleveland) *ss*Bgn.-No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	1885 1672 1099	✠100A1 4,37 MS2,34	Cff ✠LMC BS4,37	*r*	10,36	1917 3mo A&CP	Superior S.B.Co. Superior, Wis	A/S Schanches Rederi(S. Schanche,*Mgr.*) *CellDBa&uE*102'	251·1 P28'B65'F27' FK *f*96'514t*FPT*68t*A*	43·8	18·2	Bergen Norwegian 4*BHCem* *PT*77t	T.3Cy.20",33"&54"-40" (*s*) 180lb 266NHP 2SB,6*cf*,GS132,HS5060 DetroitS.B.Co.Detroit	20 " 3 s2 " 6 17 " 11½	
24363 DHGG	**Else Müller** (*ex*FredCleeves) 1*Dk*	1598 1323 649					1921	W.Harkess &Son,Ld. Middlesbro'	OttoA.Müller	254·9 Q76'P25'B56'F24'	39·0	17·1	Hamburg German *WB*	T.3Cy.21½",35"&59"-39" Richardsons 217NHP Westgarth&Co.Ld.Mdb		C
24364 282 SVFH	**Elsi** Ⓟ (*ex*LadyHudson-Kinahan) *ss*Pir.2ndNo.3-2,16 *ss*Pir.No.1-20 Wireless 2*Dks*(*UStl-ws*)	1433 1030 649	✠ 4,25 ✠	Pir	*p*		1891 10mo	AilsaS.B. Co. Troon	JohnToyiasS.S. Co. *WB=CellDB*103'	273·5 P67'B94'F50' BK9"	34·1	16·6	Piræus Greek 5*BHCem* 157t*FPT*22t	T.3Cy.25",40"&65"-42" NDB12 284NHP 2DB,8*cf*,GS130,HS4408 Dunsmuir&Jackson,Gls.	17 " 6	
24365 OXWH	**Elsie** (*ex*ElisabethMærsk,*ex*Tyskland) 1*Dk*	1420 1172 854					1906	Howaldtswerke Kiel	OveSkou	241·2 P13'Q73'B105'F29'	36·1	16·5	Copenhgn Danish *WB*	T.3Cy16¾",26$\frac{5}{16}$"&42½"-29½" 96NHP Howaldtswerke,Kiel		V
24366 OHXX	— Iron (*ex*Cairnlyon,*ex*Trelyon) *Well deck* 1*Dk*2*trB*	1410 — 792			...		1882	J.Readhead&Co. S.Shields	RederiA/B Fram (AlgotJohansson)	246·7 Q96'B52'F31' ptND07 BK9"	36·2	17·0	Mariehmn Finnish *WB*	C.2Cy.29½"&54"-36" 135NHP J.Readhead&Co.S.Shields	18 " 7	V †
24367 LJFS	— Ⓟ (*ex*Norrtelje-36) 1*Dk* *Mchy.Aft* *CruiserStern*	712 588 374					1920	Bergsunds M.V.Aktieb. Stockholm	JohanGreves RederiA/S(Johan Fr.Greve,*Mgr.*)	188·1 P64'F28'H68t	30·4	12·8	Bergen Norwegian	T.3Cy.13",21¼"&34⅝"-23⅝" 58NHP BergsundsM.V.Aktb.Skm.		V
24368 DOEN	**Elster** (*ex*Freiburg) Wireless D.F. Sub.Sig. 2*Dks*	1136 956 655					1922	Schffb.Ges. Unterweser m.b.H. Weser-münde-L.	ArgoReederei Richard Adler&Co.	230·6 P31'B64'F26'	34·5	14·4	Bremen German *WB*	T.3Cy.17¼",27⅝"&45⅝"-30¼" 114NHP A.BorsigG.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T.
* 24369 137495 GBVT	**Elstree Grange** (*ex*Abadesa) *ss*Fal.No.3-4,28 *Ref.Mchy.* *ss*Npt.No.2-36 *2Dks(Stl)&Shelter dk(Stl)&* *3rd dk(Stl)inNos.1&2holds*	6598 6313 4204	✠100A1 *Shelter dk* *withfreeboard* 12,36 ✠LMC ✠NB(PF)8,25 BS~~4,36~~ 4,37 MS12,36 ✠Lloyd'sRMC~~12,36~~ ~~5,37~~ 5,38 ~~1,38~~ *Fitted for oil fuel* 8,25 *F.P. above* 150° F.	Npt	*a*†	CL 12,36	1916 3mo	SirRDixon &Co.Ld. Middlesbro' *Lloyd'sA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*)	420·0 F*onShelter dk*34' FK *CellDB*358'1053*tFPT*123*tAPT*98*t*	53·5	36·6	Liverpool British 7*BHCem*	T.3Cy.29",49"&80"-54" (*s*) 180lb 790NHP 4SB,*15cf*,GS301,HS12817FD Richardsons,Westgarth&Co.Ld.Mdb.	39 ″ 3 s10″0¼ 29 ″ 6	
24370 144893 GDQV	**Elswick Park** *ss*Shl.No.3-10,32 *ss*Shl.No.1-36 1*Dk*(*Stl*)	4188 3942 2579	✠100A1 2,38~~12,36~~ ✠LMC12,36 BS2,38	Shl	*x*	CL 12,36	1920 7mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	ElswickStm.ShippingCo.Ld.(Weidner,Hopkins&Co. *Mgrs.*)	364·0 P30'B219'F37' FK *CellDB*314'929*tFPT*83*tAPT*109*t*	51·0	26·3	Newcastle British 6*BHCem*	T.3Cy.26",43"&72"-48" (*s*) 180lb 474NHP 3SB,*9cf*,GS156,HS6780 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 0¼ 24 ″ 11	
24371 UPLH	**Elton** (*ex*Miraflores-35, *ex*Eidsfjeld, *Fitted for oil fuel* *ex*OlofBrodin)	1799 1604 1052					1919	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	264·6 P22'B71'F29'	42·6	17·5	Odessa Russian *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
24372 202859 KGBO	**Elton Hoyt II.** (*ex*WilliamP. Snyder) D.F. GyC. 1*Dk*	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GtLakesEngWrks,Detroit		R
* 24373 PDXI	**Elusa** *OilEng.* E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6235 5540 3593	✠100A1 10,37~~1,37~~ ✠LMC7,36 *Carrying Petroleum in bulk*	Rot	*a*†	CL	1936 7mo	N.V. Wilton- Fijenoord Schiedam *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona"	428·1 P86'B38'F48' FK *CellDBuE*63'132*tDTf*25'257*t*	54·5	30·9	TheHague Dutch 16*BH*	Oil Engines 4S.C.SA 6Cy.25 9/16"-55⅛" 377NHP DB*180lb* N.V.Wilton-Fijenoord,Rot *FPT*103*tAPT*55*t*	31 ″ 0 s 5 ″ 7¼ 25 ″ 7	
24374 515 SZIX	**Elvira** Ⓟ (*ex*Greta,*ex*Yacht) Wireless *ss*Sou.No.3-8,09 1*Dk*(*ptStl*-teak s)2*trB*	372 — 215	✠ 6,20 ✠	Bkn			1898 4mo	Scott&Co. Greenock	EpirotikiS.Nav.Co. GeorgePotamianos	165·0	22·8	12·0	Piræus Greek 4*BHCem*	T.4Cy.12¼",20"&(2)23"-26" 77NHP 1B,3*cf*,GS52,HS1473 Scott&Co.Greenock		
24375 167 IRTY	**ElviraVaselli** (*ex*PaolaBeverini-36, *ex*Alumine,*ex*B.A.H.W.No.11) *Mchy.Aft* 1*Dk*	637 487 343			…		1912	C.H.Walker&Co.Ld. Sudbrook	Soc.Anon.Italiana LavoriEdili e Marittimi	177·0 171·0 Q62'B*on*Q*dk*17' FK F24'	30·1	11·4 11·1	Palermo Italian *WB*	T.3Cy.13",22"&34"-22½" 79NHP Plenty&Son,Ld.Newbury	12 ″ 3	I †
* 24376 215878 WPCS	**Elwood** (*ex*D.J.Moran-36, *ex*ChesterSun) *ss*Phl.No.3-5,29 *Mchy.Aft* *ss*Gal.No.2-37 ~~*ss*Bal.No.1-33~~ *2Dks(Stl)&Web frames* *Longitudinal framing*	7098 6112 4426	✠100A1 11,37~~3,37~~ ✠LMC11,37 ~~MS11,33~~ ~~BS8,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	Mob Gal	*b*†	CL ~~6,35~~ 11,37	1918 1mo	SunS.B. Co. Chester,Pa. A&CP	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*)	429·3 P133'B36'F40' FK *CellDBuE&B*60'259*t* *DTf*40'552*tFPT*222*tAPT*57*t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27",45 15/16"&76 15/16"-51" 190lb (*s*) 532NHP 3SB,*9cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 7¾	
24377 216924 KZOA	**Elwyn C. Hale** (*ex*H.J.Lawrence, *ex*LakeMedford) *Fitted for oil fuel* 1*Dk*	2084 1750 1223			…		1918	GlobeS.B. Co. Superior, Wis	AlaskaSalmonCo.	251·0 P27'B60'F23' FK	43·7	19·2	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&56"-36" 276NHP NordbrgMfgCoMilwaukee	21 ″ 5	R †
24378 128224 GCYM	**Elysia** Ⓟ *Fitted for oil fuel* 2*Dks*	6757 5560 4211					1908	D&WHendersn&Co.Ld Glasgow	AnchorLine,Ld.	440·5 P47'B157'F48'	53·3	29·7	Glasgow British *WB*	T.3Cy.29½",49"&81"-54" NB(1)19 482NHP D&W.Hendersn&CoLdGls		C BT till ~~4,37~~ 2,38
24379 OYCM	**Emanuel** 1*Dk*	1290 831 784					1907	Helsingörs Jernsk &Msk. Elsinore	D/S A/S Emanuel (Alfr.Petersen)	226·3 P11'Q59'B105'F27'	34·9	12·4	Marstal Danish *WB*	T.3Cy.16½",26½"&44"-30" Helsingörs 106NHP Jernsk.&Mskb.		V
24380 UOUS	**Emba** (*ex*Embaneft-34) **TwinSc** *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7886 6786 4550	✠ 12,33 ✠	Ham	*b*†		1929 9mo	Nicolaieff StateS.B.Yd. 'AndreMarti' Nicolaieff	U.S.S.R.	437·9 P106'B47'F60' FK *CellDBuE*61'142*tDTf*29'353*tFPT*230*tAPTs*102*t*	58·5	32·3	Tuapse Russian 18*BH* (1 *to 2nd dk*)	Oil Engines 2S.C.SA 12Cy.21¼"-35 7/16" 944NHP Maschfbk.Augsburg- Nürnberg,Augsburg	34 ″ 2	
24381 161587 GYMW	**Embassage** D.F. 1*Dk&Shelter dk* *CruiserStern*	4954 4449 2912	✠100A1 *withfreeboard* 2,38~~12,36~~ ✠LMC9,35	Shl	*z*	CL 2,38	1935 9mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)	409·2 F39' FK *CellDB*349'1114*tFPT*204*tAPT*168*t*	57·6	24·0	Newcastle British 6*BHCem* (*Coll toSh dk* 5 ,, *2nd* ,,)	T.3Cy.21½",37"&62"-42"(*s*) 220lb 353NHP 2SB(Spt)(FD)&1Aux.SB, *8cf*,GS122,HS5087 N E.MarineEng.CoLdSld.	27 ″ 0½ s 2 ″ 8¾ 24 ″ 6¼	
24382 4931 SDXW	**Embla** 1*Dk*	*1045* *891* *586*					1908	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2 H72*t* B60'F28'	33·6	14·1	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A.Got.		V
24383 DHGI	**Emden** 1*Dk*	709 498 415					1907	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	181·4 Q51'P11'B46'F21'	29·0	12·2	Hamburg German *WB*	T.3Cy.12⅘",20½"&33½"-23⅗" 55NHP StettinerOderwerke		G
24384 TCBK	**Emek** (*ex*Gazi-35,*ex*Ghazı,*ex*Mersine, *ex*Cossack) *ss*Oda.No.1-94 *Well deck* 1*Dk*(*Irn*)	777 — 425	✠ 6,00 ✠	Oda	*k*		1890 4mo	Wood, Skinner&Co. Newcastle	HayikKeleşyan	200·5 Q64'B53'F25' FK *CellDBa*42'53*tFPT*18*tAPT*12*t*	30·0	12·6	Istanbul Turkish 4*BHCem*	T 3Cy.14½",23½"&39"-27" B*made—fitted*10 85NHP 2SB,*4pf*,GS46,HS1378 N.E.MarineEng.CoLdNwc	13 ″ 8	
24385 119153 MCBD	**Emerald** **3Mst** *ss*Shl.No.2-37 *ss*Trn.2ndNo.3-2,29 ~~*ss*AyrNo.1-34~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	736 532 305	✠100A1 6,37~~1,36~~ ✠NB2,29 ~~MS3,34~~ 6,37	Irv Shl ✠LMC BS~~1,37~~ 1,38	*k*	CL ~~1,36~~ 5,37	1904 8mo	A.Rodger &Co. Pt.Glasgow *Lloyd'sA&CP*	Wm.Robertson	195·0 202·1(O.L.) Q103'B11'F32' BK7" *WB=CellDBa*57'*f*59'170*tFPT*75*tAPT*10*t*	30·1	11·2	Glasgow British 3*BHCem*	T.3Cy.16 5/16",27½"&44"-33" 160lb (*s*) 99RHP 1SB,*3cf*,GS56,HS1902 A.Rodger&Co.Glasgow	13 ″ 6 s 4 ″ 5¼ 13 ″ 8½	
24386 165416 GZNC	**Emerald Wings** (*ex*NicolaosBaikas-36,*ex*Député PierreGoujon-34) 1*Dk*	2139 1701 1282					1920	GovernmentYard Cherbourg	WingLine,Ld. (WingManagementCo.Ld.*Mgrs.*)	269·9 P19'B54'F23'	39·6	19·6	London British *WB*	T.3Cy.18 1/10",29 9/10"&49⅕"- 37⅘" 149NHP Etablissements d'Indret, Indret		V
24387 ONJC	**Emeraude** (*ex*RioPardo,*ex*Gaucho, *ex*SanLorenzo) *ss*Rio.No.3-2,15 1*Dk*(*Stl*)&*Awng dk*	613 — 297	✠ 9,16 ✠	Rio	*k*		1903 12mo	Craig, Taylor&Co. Stockton	Soc.Anon.John Cockerill	195·4 FK *CellDBa*48'*uE*15'*f*84'159*tAPT*24*t*	28·9	13·0	Antwerp Belgian 4*BHCem*	T.3Cy.18",30"&48"-33" 158NHP 2SB,*4pf*,GS78,HS2644 N.E.MarineEng.CoLd.Sld.	20 ″ 0	V †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Refrig.
24388 220607 KDKD	**Emergency Aid** *Fitted for oil fuel* Sub.Sig. *2Dks&Web frames*	5333 — 3341			...		1920	Merchant S.B.Corp. Harriman, Pa	PacificArgentine BrazilLine,Inc.	400·7 P36'B124'F44'	54·2	30·4 FK	S. Frncisco Utd. States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
24389 221460 KDTJ	**Emidio** (*ex*Hammac) D.F. *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing* *2Dks*	6912 — 4309					1921	Bethlehem S.B.Corp.Ld. SanFrancisco	Socony-Vacuum OilCo.Inc.	435·0 P122'B47'F43'	56·2	33·5	NewYork Utd. States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld.		R
24390 FOGR	**Emile Baudot** TwinSc (*Cable Vessel*) Wireless *2Dks*	1149 1049 441					1917	Swan,Hunter&Wigham Richardson, Ld.Newcastle	FrenchGovernment(Postes& Télégraphes)	222·5	32·2	19·2	LaSeyne s/Mer French *WB*	T.6Cy.12½″,20″&33″–24″ 107NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
24391 TVQO	**Emile Deschamps** TwinSc *CruiserStern 1Dk*	349 — 103					1922	Atel.&Ch. de laLoire Nantes	Cie.Normande de Nav.àVap.	164·4 F20'	23·5	12·0	Havre French	T.6Cy.9½″,15⅝″&25¼″–14½″ 48NHP Atel.&Ch.de laLoire,Nts.		V
24392 69 OPFB	**Emile Francqui** D.F. *Ref.Mchy. Cruiser Stern 2Dks3trB*	5859 5503 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	Cie.Maritime Belge(Lloyd Royal)SA.(Agence MaritimeInternationaleS.A. *Mgrs.*)	443·7 P94'F49'	57·2	26·7	Antwerp Belgian *WB*	Q.4Cy.27½″,39″,55$\frac{9}{16}$″&79$\frac{9}{16}$″–35$\frac{9}{16}$″ 383NHP FlensburgerSchiffsb.Ges.		VG
24393 FOPL	**Emile Miguet** TwinSc D.F. *OilEng.* *Mchy.Aft CruiserStern 1Dk* *Longitudinal framing-bracketless system* *CarryingPetroleum in bulk*	15436 7687					1937	Atel.&Ch. deFrance Dunkirk	Cie.Navale des Pétroles	550·0 P138'Q36'B38'F42'	73·9	41·0	Havre French	Oil Engines 4S.C.SA 6Cy.29$\frac{3}{16}$″–59″ 492NHP Ch.&Atel.deSt.Nazaire		
24394 216466 KREA	**Emilia** (*ex*CapeRomain) *2Dks&Web frames* D.F. *Longitudinal framing*	4719 4213 2918			...		1918	Bethlehem S.B.Corp. Sparro'PtMd	A.H.Bull S.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	376·4 P54'B94'F39'	52·3	27·0 FK	NewYork Utd. States *WB*	T.3Cy.24″,41″&68″–48″ BethlehemS.B. 486NHP Corp.Sparrow'sPt.Md.	29 ″ 6	R †
24395 555 IMML	**Emilia Guidi** Aux3MstSr (*ex*DueAmici,*ex*Giovanna *OilEng.* Verderame) *Mchy.Aft 1Dk* (*See Sailing Ship Register*)	472 426 362					1920	Gebr.G.& H.Bodewes Martenshoek	Ang.Guidi fuP.	160·4	26·7	12·9	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.12½″–13⅝″ 58NHP BronsMotorenfabriek, Appingdam		I
24396 OXMA	**Emilie Mærsk** D.F. *1Dk*	2212 1914 1326					1922	Odense Staalskibsv. Odense	Dampskibsselsk. af 1912 (A.P.Möller, Copenhagen,*Mgr.*)	284·9 P19'B72'F31'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.20½″,33″&53½″–35½″ &1 low pressure turbine NE28 A.Börsig,Berlin-Tegel		V
24397 1395 IMMX	**Emilio Morandi** (*ex*Sara) *1Dk&Spar dk*	1523 988 886					1904	Howaldtswerke Kiel	Federazione Italiana deiConsorziAgrari	241·4 P49'F29'	36·0	13·2 20·1	Genoa Italian *WB*	T.3Cy.17½″,27½″&45¾″–27½″ 117NHP Howaldtswerke,Kiel		I
* 24398 OHWB	**Emily** (*ex*Mongolia, Iron *ex*Thornycroft) *ss*Hbg.4thNo.3–1,32 *ss*Got.No.1–36 *Well deck 1Dk(Irn)* *Cargo battens not fitted*	1662 — 930	✠100A1 12,37 ~~12,36~~ ✠LMC MS10,36 BS12,36	Got Ant	*q*	~~2,36~~ ~~5,37~~ ~~8,37~~ CL N12,37	1882 8mo	W.Gray& Co. WHartlepool A&CP	RederiA/BEmily (A.Andersson)	257·1 Q98'B66'F30'	35·7	18·9 BK9″ *WB=DB*	Mariehmn Finnish 4*BHCem* *a*82'*f*92'316*t*	C.2Cy.28″&60″–39″ ~~80lb~~ *90lb* NDB16 167NHP 2SB,4*cf*,GS68,HS2602 Blair&Co.Ld.Stockton	20 ″ 2 ~~s 1 ″ 5½~~ ~~19 ″ 6¼~~ s1 ″ 6¼ 19 ″ 5	
Broken up 24399 2087 IMNP	**Emma** Iron *2Dks*	867 845 504					1883	G.Howaldt Kiel	Francesco Pittaluga fu Giacomo	213·1 203·5	26·9	20·5 18·8	Genoa Italian *WB*	C.2Cy.25″&40″–27″ NB22 69NHP Gebr.Howaldt,Kiel		
24400 211442 WGCN	**Emma Alexander** Ⓟ TwinSc (*ex*Nanking,*ex* *Fitted for oil fuel* Congress) *Ref.Mchy. 4Dks&Shelter dk* D.F.	7793 — 4428					1913	NewYork S.B.Co. Camden,N.J.	PacificS.S.Lines, Ld.(AdmiralLine)	423·8	54·9	17·4	S.Frncisco Utd. States *WB*	T.6Cy.28½″,46½″&78″–54″ 894NHP NewYorkSB.Co.Cmdn,NJ.		R
* 24401 OYZA	**Emma Mærsk** TwinSc *OilEng.* D.F. *ss*HKg.No.2–36 *Mchy.Aft 1Dk(Stl)&Web frames* *Longitudinal framing–bracketless system*	8278 7800 5064	✠100A1 ~~6,375,36~~ 12,37 ✠LMC CS6,36 DBS~~6,35~~ 12,37 6,35 *CarryingPetroleum in bulk*	HKg Rot	*d*†	CL ~~P4,36~~ SN5,36 P12,37	1928 2mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	D/S A/S af Svendborg ogA/S D/S af 1912(A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*48'205*t*D	466·3 P101'B34'F39' *Tf*38'640*t*	61·8	34·2 FK *FPT*185*t*	Nyborg Danish 12*BHpt Cem* *APT*100*t*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s8 ″ 4½ 28 ″ 1½	
24402 DHGL	**Emma Sauber** Sub.Sig. *1Dk*	2548 2234 1473					1922	Deutsche WerftA.G. Hamburg	Sauber&Co.	291·8 P33'B54'F25'	44·3	22·7	Hamburg German	DRgearedSteamTurbine AllgemeineElecGes.Berlin		G
* 24403 PDXO	**Emmaplein** *ss*Rot.No.2–35 *2Dks(Stl)* *Cargo battens not fitted*	5436 5018 3156	✠100A1 6,37 ~~5,36~~ BS~~5,36~~ 6,37 ✠LMC2,35	Rot	*y*	CL ~~2,35~~ 5,37	1926 12mo *Lloyd*	NVMach & Schpsw.van P.Smit,Jr. Rotterdam '*sA&CP*	N.V.Scheepvaart Maats"Millingen" (GA.SpliethoffMg) *CellDBa&uE*135' *Decktanks*54*t*	375·5 B98'F30' *f*167'1218*t* *Tanks at sides of tu*	52·3	30·4 FK *FPT*385	Rottrdam Dutch 6*BHCem* *tAPT*180*t* *nnels*222*t*	T.3Cy.27$\frac{9}{16}$″,42½″&72½″–51$\frac{3}{16}$″ 180lb (*s*) 428NHP 3SB(Spt)9*cf*,GS210,HS6779 N.V.Maschf.&Scheepsw. vanP.Smit,Jr.Rot.	33 ″ 0 s6 ″ 10½ 26 ″ 3½	
* 24404 112 SVJP	**Emmy** (*ex*Tsiropinas–37, *ex*Wolverton) ~~*ss*Syr.No.3–7,26~~ *ss*HKg.2ndNo.3–11,37~~*ss*Alx.No.2–34~~ *1Dk(Stl)*	3895 3687 2474	✠100A1 11,37 ~~10,36~~ ✠LMC11,37 ~~[illegible]~~ ~~BS12,36~~	Bkn HKg	*x*	CL ~~1,34~~ N10,37	1914 1mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	A.Vergottis *CellDBa*120'*uE&*	360·4 372·5(O.L.) P22'B221'F46' B39'*f*155'1015*t* ~~*DT*/21'/750*t*~~	52·3	23·9 FK *FPT*5	Cephalonia Greek 7*BHCem* 5*tAPT*65*t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 332NHP 3SB,9*pf*,GS174,HS5182 G.Clark,Ld.Sunderland	26 ″ 5 s3 ″ 6½ 23 ″ 0½	
24405 DOAD	**Emmy Friederich** (*ex*Borderer) *ss*Cal.No.3–10,16 *ss*Hpl.No.2–24 D.F. *Carrying oil in bulk* *1Dk(Stl)&Spardk(Stl)&deep framing*	4327 4090 2339	✠ 10,29 ✠	Liv	*x*		1904 12mo	Russell& Co. PortGlasgow	ReedereiEugen Friederich *CellDBa*116'*uE&* *B*42'*f*162'987*t*	374·5 P46'B102'F38' *DTa*32' 819*t*	48·9	27·2 FK *FPT*	Bremen German 6*BHCem* 87*tAPT*44*t*	T.3Cy.26″,42″&70″–45″ NDB19 418NHP 2SB,6*cf*,GS112,HS5826 ClydeS.B.&E.Co.Ld.P.Gls	30 ″ 2	G †
24406 214318 KFKL	**Emory L. Ford** *1Dk&Web frames* D.F. GyC. *Mchy.Aft Longitudinal framing*	7986 7670 6226			...		1916	American S.B.Co. Lorain,O.	FranklinS.S.Corp. (Bethlehem Transpn.Corp. *Mgrs.*)	580·0 F53'	60·0	32·0 FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,41″&65″–42″ 414NHP AmericanS.B.Co.Lorain,O	32 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24407 126654 VGQK	**Emperor** Mchy.Aft D.F. 1Dk	7031 6780 5408					1910	Collingwd. S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	525·0	56·1	27·0 WB	Midland, Ont. British	T.3Cy.23",38½"&63"–42" 257NHP CollingwoodS.B.Co.		R
24408 119739	**Emperor of India** Ⓟ Pad (exPrincessRoyal) 2Dks&Promenade dk	482 326 206					1906	Jl.Thorny-croft&Co.Ld. Southampton	Cosens&Co.Ld.	217·2 Q20' len07 Prom.dk133'	25·1	8·5	Wymouth British	C.2Cy.30"&57"–60" 210NHP J.I.Thornycroft&CoLdSou		BT till 10,37
* 24409 221600 KDUG	**Empire Arrow** ssBal.No.3–9,33 2Dks(Stl)&Shelter dk(Stl)& Mchy.Aft Web frames D.F. Longitudinal framing	8046 7834 4960	✠100A1 Shelter dk withfreeboard 5,37 ~~3,37~~ BS3,37 ✠LMC9,33 CarryingPetroleum in bulk Fitted for oil fuel 9,21 F.P. above 150° F.	NYk	d†	CL 2,36	1921 9mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. CellDBa19'uE&B76'440tDTf40'644t 'tween dk tank a 100t FPT229tAPT131t	468·3 485·2(O.L.)	62·7	32·0 FK	NewYork Utd.States 16BHptCem (Collision BH to Sh dk 11 ,, ,, U ,, 4 ,, ,, 2nd ,,)	Q.4Cy.24",36",51"&75"–51" 220lb (r) 625NHP 3SB,9cf,GS173,HS9052 FD NewYorkS.B.Corp.	32 ″ 0 s 4 ″ 1½ 28 ″ 1¼	
* 24410 163219 MKMN	**Empire Star** TwinSc OilEng. D.F. E.S.D. GyC. 1Dk&Shelter dk Ref.Mchy. 3rd dk except inNo.1hold CruiserStern 4th dk forward of Mchy. space	11093 8857 6810	✠100A1 withfreeboard ~~10,37~~ ~~2,38~~ ✠LMC12,35 ✠Lloyd'sRMC~~1,37~~ ~~6,37~~ 3,38 ~~10,37~~	Liv Lon		CL	1935 12mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	FrederickLeyland &Co.Ld. Duct keel forward of Mchy.space ~~CellDB369'~~ CellDB328' 2273t ~~2295t~~ FPT95tAPT157t	524·2 543·0(O.L.) P64'B193'F72'	70·4	32·3 FK	Belfast British 8BHptCem (Coll toSh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2DB100lb 2463NHP Harland&Wolff,Ld Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
24411 228732 WTDT	**Empire State** TwinSc OilEng. ssNYk.No.2–38 ~~ssCgo.No.1–33~~ D.F. GyC. 1Dk(Stl) Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck Cargo battens not fitted	1692 1375 1355	✠ A1 withfreeboard 1,38 ~~10,35~~ 2,37 LMC~~4,35~~ ~~LMC(M)2,37~~ For Service between New York, Chicago & Quebec, via Canals. Also between Boston, Mass&Norfolk,Va. with a freeboard corresponding to an extreme draught of 12 feet	NYk		CL ~~SN10,35~~ ~~P10,35~~ 1,38	1929 7mo	St Lawrnce MarineRepair DockCorp. Ogdensburg, N.Y. Lloyd'sA&CP	FederalMotorship Corp.(Geo.D.Mac-donald,Mgr.) Wing & deep tanks f64tFPT26tAPT27t	244·5 P40'Trunk168' F38'	43·5	14·7 FK	Buffalo,NY Utd. States 10BH	Oil Engines 4S.C.SA 12Cy.12½"–18" 182NHP NE26–refitted7,29 NewLondonS.&E.Co. NewLondon,Conn.	16 ″ 0 s 4 ″ 1½ 12 ″ 0	
* 24412 135226 VGKT	**Empress of Asia** Ⓟ QuadSc ~~ssH.Kg.No.3–1,25~~ ssHKg.2nd.No.3–3,37 ~~ssH.Kg.No.2–33~~ D.F. CruiserStern 4Dks(Stl)& Ref.Mchy. Shelter dk(Stl–teak s)	16909 12545 8883	✠100A1 2,38 ~~1,36~~ BS~~5,37~~ 2,38 ✠LMC~~2,32~~ 3,37	HKg	k†	CL Pf1,36 Pa2,38 Sf2,37 Sa2,37	1913 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteam-ships,Ld.Mgrs.) WB=CellDBa63'uE&B295'f100'1548tFPT160t	570·1 590·0(O.L.) B&F394' on Shelter dk	68·2	42·0 FK&BK3"	Vancouver British 12BHCem	4 Steam Turbines (s) 190lb HS54251 3720NHP 6D&4SB,64cf,GS1344, FD FairfieldCo.Ld.Glasgow	46 ″ 0 s17 ″ 5½ 29 ″ 0	
* 24413 145300 GFSB	**Empress of Australia** Ⓟ TwinSc (exEmpress of China,exTirpitz) ssGls.No.3–6,27 ssSou.No.2–36 2Dks(Stl)&Shelter dk(Stl–pt ws)3rd dk(Stl)in holds&cross bunker 4th dk(Stl) in forward&after holds D.F. Ref.Mchy.	21833 14149 12177	100A1 withfreeboard ~~12,37~~ ~~12,36~~ 5,38 ✠LMC1,35 ✠NE&B6,27 BS~~12,36~~ 12,37 Fitted for oil fuel 5,22 F.P. above 150° F.	Sou		CL ~~12,35~~ 10,37	1914	Vulcan-werkeA.G. Stettin Lloyd'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld.Mgrs.) CellDB467'2210t FPT183tAPT238t	589·9 B on Shltr dk348' F on Shltr dk113' Prom.dk238' UpprProm.dk280	75·2	41·5 FK	London British Cem 6BHtoShdk 5 ,, ,, U ,,	6SteamTurbinesSRgeared to2 Sc.Shafts (r) 220lb 3603NHP 6D(Spt)&1SB(Spt),40cf, HS38075 FD FairfieldSB&E.Co.Ld.Gls.	46 ″ 2 s17 ″ 3 29 ″ 3	BT till ~~10,37~~ 10,38
* 24414 162582 GMBJ	**Empress of Britain** Ⓟ QuadSc D.F. E.S.D. GyC. ssSou.No.1–35 Ref.Mchy. 4Dks(Stl–Weather dk pt teak s)5th&6th dks(Stl) in holds,Web frames CruiserStern (Topsides–Special quality steel)	42348 29081 22545	✠100A1 withfreeboard ~~6,37~~ ~~12,36~~ 12,37 BS~~12,36~~ 12,37 ✠LMC12,35 Fitted for oil fuel 4,31 F.P. above 150° F.	Sou		CL Pf11,36 Sf11,36 Pa11,37 Sa11,37	1931 4mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	CanadianPacific RlyCo.(Canadian PacificSteam-ships,Ld.Mgrs.) CellDB588'3742tDTf48'1050tFPT140tAPT227t	733·3 B&F649' UpperBridge545'	97·8	56·0 FK	London British 13BHptCem	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 425lb 2DB200lb 12753NHP 9WTB(Spt) HS106393 FD J.Brown&Co.Ld.Clydebnk	60 ″ 8 s28 ″ 3¼ 32 ″ 8¼	BT till ~~11,37~~ 11,38
* 24415 146215 GFXQ	**Empress of Canada** Ⓟ TwinSc ssH.Kg.No.3–1,34 Ref.Mchy. ssH.Kg No.1–38 4Dks(Stl)& D.F. Shelter dk(Stl–ptws) Sub.Sig. CruiserStern	21517 15170 12811	✠100A1 Shelter dk withfreeboard 3,38 ~~1,37~~ ✠NE8,29 ✠LMC1,37 ~~MS3,33~~ BS~~1,37~~ 3,38 Fitted for oil fuel 5,22 F.P. above 150° F.	HKg	o†	CL ~~1,36~~ 2,38	1922 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld.Mgrs.) CellDB530'3020t Fresh water Tanks in way of tunnels 96'560tFPT109tAPT228t	627·0 B&F529'onShelter dk Promenadedk405'	77·9	42·2 FK	London British ptCem 9BHtoShdk Collision ,, ,, F ,,	8SteamTurbinesSRgeared to 2 Sc. Shafts (r) 210lb HS49320 4592NHP 8DB(7Spt)&4SB(2Spt), 60cf,GS1250, FD FairfieldSB&ECo.Ld.Gls.	45 ″ 2 s15 ″ 5 30 ″ 0	
* 24416 161430 GMLV	**Empress of Japan** Ⓟ TwinSc ssH.Kg.No.1–34 3Dks(Stl-Weather dk teak–s)4thDk(Stl)in holds D.F. Ref.Mchy. 5thDk(Stl)inNos.1&2holds GyC. E.S.D. CruiserStern	26032 17737 15725	✠100A1 withfreeboard 2,38 ~~2,37~~ BS2,38 ~~BS2,37~~ ✠LMC2,34 Fitted for oil fuel 6,30 F.P. above 150°F.	HKg	r†	CL 2,37	1930 6mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co.(Canadian PacificSteam-ships,Ld.Mgrs.) CellDB541'3273t Tanks in way of tunnels & Engine Room 2006tFPT148tAPT219t	644·0 B&F578' UprB443'	83·8	44·5 FK	London British 10BHptCem	6SteamTurbinesSRgeared to2Sc.Shafts (s) 6475NHP 6WaterTubeBoilers(Spt) 2DB200lb,HS52950 425lb FairfieldCo.Ld.Glasgow FD	48 ″ 6 s18 ″ 2½ 30 ″ 7½	
* 24417 135197 VGKW	**Empress of Russia** Ⓟ QuadSc ssH.Kg.2ndNo.3–1,37 ~~ssH.Kg.No.3–2,25~~ Ref.Mchy. ~~ssH.Kg.No.2–33~~ Cruiser Stern 4Dks(Stl)& D.F. Shelterdk(Stl–teak s)	16810 12557 8789	✠100A1 1,38 ~~1,37~~ BS~~1,37~~ 1,38 ✠LMC~~3,32~~ 2,36	HKg	k†	CL 1,37	1913 3mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld.Mgrs.) WB=CellDBa69'uE&B295' f100' 1548tFPT160t	570·2 590·0(O.L.) B&FonShltr dk394'	68·2	42·0 FK&BK3"	Vancouver British 12BHCem	4 Steam Turbines (s) 190lb HS54251 3720NHP 6D&4SB,64cf,GS1344 FD FairfieldS.B.&E.Co.Ld.Gls	46 ″ 0 s17 ″ 5½ 29 ″ 0	
24418 DOSC	**Ems** OilEng. D.F. E.S.D. 1Dk CruiserStern	3287 2621 1842					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'F313'Upr.F22'	50·2	19·9 WB	Bremen German	2 Oil Engines 2S.C.SA each 6Cy.20½"–27$\frac{9}{16}$" SR geared to1sc.shaft 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
24419 DJMD	**Emshörn** (exKarin–36,exAntje Catharina–33, exTrevethoe) ssFal.No.3–11,25 ssBmn.No.2–34 D.F. 1Dk(ptIrn ptStl)	4301 4038 2718	✠100A1 8,36 ~~BS8,33~~ ✠LMC9,34 ~~DBS8,36~~ MBS4,37	Ham	x	CL 8,36	1913 2mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	Kauffahrtei~~A.G.~~ SeereedAdolf Wiards&Co. CellDBa119'uE26'f163'987tAPT62t	369·6 P33'B226'F34'	51·1	25·5 FK	Hamburg German 6BHCem	T.3Cy.26",42"&69"–48" (r) 180lb 80lb 385NHP 2SB,6cf,GS132,HS6330 J.Readhead&Sons,Ld SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	
24420 DGCV	**Emsland** (exHeinrichHugo Stinnes7,exDrottningSophia) Trunk deck Sub.Sig. 1Dk	5170 4222 3249					1901	Howaldts-werke Kiel	~~KauffahrteiA.G.~~ Kauffahrtei Seereed.Adolf Wiards&Co.	405·3 P28'H326tF38'	52·4	23·1	Hamburg German WB	T.3Cy.26½",42"&69"–43" 312NHP Howaldtswerke,Kiel		G
24421																

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Bureau Veritas, Germ. Lloyd, Ital. Reg., Reg. Nav. Cert., Brit. Corp., Board of Trade.
24422 DJPK	**Emsriff** (exJolanthe-36, exFinchley-35, ssHam2ndNo.3-6,36 exWestra,exNantwen) 1Dk(Irn) E.S.D.	4935 4547 3055	✠100A1 12.37 ~~1,37~~ BS9,37 ✠LMC6,36	Bmn Rot	*x*	CL 3,36	1912 3mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	Kauffahrtei~~A.G.~~ SeereedAdolf Wiards&Co. *CellDBa*130'*u*	379·0 P34'B111'F31' FK *E&B*45'*f*168'1117*t*	47·7 ~~[illegible]~~	27·8	Hamburg German 6*BHCem* *APT*126*t*	T.3Cy.26",42"&70"-48" (s) 180lb 385NHP 3SB,*9cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s 5 ″ 9½ 24 ″ 8	
24423 DGCU	**Emsstrom** (exFritzHugoStinnes5, exOscarFredrik) Sub.Sig. 1*Dk*&*Trunk dk*&*Web frames*	4517 3770 2820					1900	Howaldts- werke Kiel	Kauffahrtei Seereed.Adolf Wiards&Co.	388·9 P28'H180*t*F31'	52·1	21·8	Hamburg German *WB*	T.3Cy.26½",42"&69"-43" 312NHP Howaldtswerke,Kiel		G
※ 24424 PDXQ	**Ena** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6229 5539 3589	✠100A1 ~~3,37~~~~6,36~~ 2,38 ✠LMC6,36 *CarryingPetroleum in bulk*	Odn ~~HKg~~ Ams	*a*†	CL	1936 6mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense 'sA&CP *Cell*	N.V.Petroleum Maats."La Corona" *DBuE*66'132*tDT*	428·0 446·3(O.L.) P87'B38'F51' FK *f*25'257*tFPT*103*t*	54·5	30·9	TheHague Dutch 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.25 5/16"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 7½ 25 ″ 8	
24425 LDTU	— WoodAux3MstSr (exJoyceFrench,exMaryTamplin, exFrancesHyde) 1*Dk* (*See Sailing Ship Register*)	785 652 526					1905	Kelley- SpearCo. Bath,Me.	Brødr.Anda	183·4 Q70*t*H54*t*	39·4	12·5	Stavanger Norwegian	C.2Cy.13"&27"-20" 27NHP Kelley-SpearCo.Bath,Me.		V
24426 147300 GLBQ	**Ena de Larrinaga** 2*Dks*	5200 4837 3170					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5 P29'F36'	52·7	32·2	Liverpool British *WB*	T3Cy25 5/16",43 5/16"&70½"-47½" 346NHP F.Schichau,Elbing		C
※ 24427 131316 MDXB	**Endcliffe** ssMil.2ndNo.3-2,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	368 253 138	✠100A1 2,36 ~~BS5,37~~ 5,38 ✠LMC2,36	Mil		CL 2,36	1911 1mo *Lloyd*	W.Walker Maryport 'sA&CP	T.W.Ward,Ld.	135·2 Q49'B7'F28' FK *WB*=*FPT*	25·1	10·3	Liverpool British 3*BHCem* 51*t*	C.2Cy.17"&36"-24" (s) 180lb 53RHP 1SB,*3pf*,GS47,HS1278 J.Ritchie,Glasgow	11 ″ 5 s ″ 7 10 ″ 11	
24428 218986 KODN	**Endicott** *Fitted for oil fuel* Sub.Sig 2*Dks* *Longitudinal framing*	6319 5970 4720					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	401·6 P34'F43'	54·9	32·1	Lake Charles,La Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentsch- lerCo.Hamilton,O.		R
24429 VQYM	**Endymion** 3Mst Reported sunk by torpedo 1,38 ssGib.2ndNo.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	887 674 415	✠ ~~100A1~~ *Shelter dk* *withfreeboard* 10,37 ~~4,37~~ ~~BS4,36~~ ✠~~LMC9,35~~	Gib Cff ~~BS4,37~~	*m*	CL 10,35	1909 8mo *Lloyd*	J.Fuller- ton&Co. Paisley 'sA&CP	VeranoS.S.Co.Ld. *WB*=*Cell*	210·0 FK *DBf*22'41*t FPT*55*t*	32·7	13·5	Gibraltar British 3*BHCem* *APT*15*t*	T.3Cy.17½",27½"&45"-33"(s) 170lb *90lb* NDB25 129NHP 1SB,*3cf*,GS61,HS2074 Ross&Duncan,Glasgow	14 ″ 6 s ″ 2 14 ″ 5½	
24430 OYCO	**Energi** 1*Dk*&*Webframes*	990 796 575					1898	Flensburgr Schiffsb.Ges. Flensburg	A/S H.C.Christen- sensDamp-og SeilskibsRederi (Alfr.Petersen, *Mgr.*)	219·8 Q68'B58'F25'	34·9	12·6	Marstal Danish *WB*	T.3Cy.16",26"&43"-33" 93NHP FlensburgerSchiffsb,Ges.		V
24431 DGWD	**Energie** TwinSc Now "West," see No. 40728 in Supplement 1*Dk*	985 804 534					1920	F.Schichau Elbing	KölnerReederei A.G.	221·2 Q66'B53'F23'	33·5	13·6	Cologne German *WB*	T6Cy11⅝",19 7/10"&31½"-17 7/10" 83NHP F.Schichau,Elbing		G
※ 24432 160692 MPFQ	— TwinSc ssHul.No.2-36 *OilEng.* *Mchy.Aft* ~~ssGmh.No.1-33~~ *Well deck* 1*Dk*(*Stl*)&*Web frames*	501 300 313	✠100A1 ~~4,37~~ ~~3,36~~ 4,38 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	Hul ~~Sou~~ Sld ✠LMC~~3,34~~ 3,36	*g*	~~N3,36~~ ~~PN3,36~~ S4,37 P4,38	1928 9mo *Lloyd*	I.J.Abdela &Mitchell (1925),Ld. Queensferry 'sA&CP	Shell-Mex&B.P. Ld.	150·2 P&B79' FK F22'*Trunk in well*	27·6 *27·9*	10·2	Rochester British 8*BH* *APT*22*t*	Oil Engines 4S.C.SA 8Cy.11"-17⅛" 94NHP Motorenfabr."Deutz" A.G.Köln-Deutz	10 ″ 9 s ″ 2⅝ 10 ″ 7½	
24433 PDYF	**Enggano** ssAms.No.1-37 ssAms.No 3-9,33 2*Dks*(*Stl*)&*Shltr dk*(*Stl*)	5406 4898 3200	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~~~10,36~~10,37 ~~BS9,36~~ ✠LMC~~2,32~~ 10,37	Ams	*a*†	CL ~~1,36~~ N10,37	1920 4mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	N.V.Stoomv. Maats. "Nederland" *Collision BH to Shelter dk* *CellDB*	425·0 FK 369'1270*t FPT*124*t*	55·0	26·6	Amstrdam Dutch *Cem* 6*BH to U dk* *APT*205*t*	T.3Cy.28",46½"&78"-54" (s) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
24434 OZTE	**England** Ⓟ TwinSc ssEls.No.1-37 *OilEng.* D.F. 2*Dks*(*Weather dkStl*-ws) *Ref.Mchy.* Sub Sig. 3*rd dk in holds*	2767 2337 1543	✠100A1 *withfreeboard* ~~3,37~~ ~~1,36~~2,38 ✠LMC CS2,36 DBS2,36 3,37 ~~9,36~~ ~~12,36~~	Lon ~~Els~~	*u*	OG ~~P3,35~~ S3,37 P2,38	1932 4mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore 'sA&CP	DetForenede Dampskibs.Selsk. *CellDB*238'364*t*	306·3 323·7(O.L.) F39' FK *FPT*56*tAPT*70*t*	44·2	25·9	Esbjerg Danish 6*BHptCem* (2 ,, *to2nd dk*)	Oil Engines 4S.C.SA 12Cy.21⅛"-35 7/16" 545NHP DB*75lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s 10 ″ 8½ 18 ″ 2	
24435 OXUE	— ssCpn.No.2-38~~ssAbg.No.1-35~~ *Welldeck* D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2319 1739 1372	✠100A1 ~~7,37~~ ~~6,36~~ 3,38 ~~BS6,36~~ ✠LMC~~4,35~~ 7,37 3,38	Cpn ~~Els~~	*s*	CL ~~6,36~~ 3,38	1930 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	A/S Dampskslsk D.F.K.(DeFore- nedeKulimportörer A/S,*Mgrs.*) *CellDB*226'	283·8 P19'Q93'B55'F28' FK	42·0	17·8	Copnhagn Danish 4*BHptCem* 615*tFPT*69*t*	T.3Cy.20",32"&53"-36" (s) 180lb 201NHP 2SB,*4cf*,GS81,HS3340 N.E.MarineEng.Co.Ld.Sld *APT*82*t*	20 ″ 4 s 1 ″ 11½ 18 ″ 6½	
24436 26173 JAGD	**England Maru** ssOsa.No.3-2,36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5830 5590 4170	✠100A1 *Awng dk* *withfreeboard* 12,37 ~~1,37~~ ✠LMC~~1,37~~ *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Nag Kob 12,37	*y*	OG 2,36	1919 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~KokusaiKisen~~ ~~K.K.~~ Yamashita KisenK.K. *Collision BH to Awng dk* *CellDB*	385·0 FK 334'1118*t FPT*126*t*	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
24437 XNCU	**Englee** (exSelun) Wireless 1*Dk*&*Spar dk*	1394 1297 863					1901	Nylands Værksted Oslo	ChingKeeS.N.Co. Ld.	231·3 H86*t*	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		C
24438 120345 VWCG	**Englestan** Ⓟ (exIntaba) ssCal.2ndNo.3-11,33 ssCal.No.1-37 2*Dks*(*Stl-Uteaks*)&*Webframes* *Longitudinal framing*	4808 3907 2966	✠100A1 4,38~~2,37~~ ~~12,37~~ BS12,37 ✠LMC3,37	Cal Bom	*y*	CL 2,37	1910 10mo *Lloyd*	Hall,Rus- sell&Co.Ld Aberdeen 'sA&CP	BengalBurma SteamNav.Co.Ld.	386·1 P62'B145'F40' FK&BK2½" *CellDBa*114'*uE&B*	48·2	27·1	Calcutta ~~Rangoon~~ British 6*BHCem* 70'*f*145'795*t*	T.3Cy.27 1/16",45⅝"&75"-48" 180lb (*r*) 510NHP 5SB,*15cf*,GS300,HS9055 Hall,Russell&Co.Ld.Abn.	29 ″ 7 s 5 ″ 1½ 25 ″ 0½	
24439 163446 GWPT	**English Trader** (exArctees-36) ssShl.No.1-37 *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & decks* D.F. &*Bridge sides*"*Arcform*" *Locked steel interchangeable hatches*	3953 3666 2382	✠100A1 ~~10,37~~~~7,36~~ 2,38 BS6,37 ✠LMC~~3,37~~ MS10,37	Bry ~~Shl~~ Cf	*x*	CL ~~7,36~~ ~~6,37~~ 2,38	1934 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	TraderNav.Co.Ld. *CellD*	362·5 374·0(O.L.) P33'B226'F31' FK B303'704*t FPT*75*t* New fore end37	57·5	23·6	London British 6*BHptCem* *APT*123*t*	T.3Cy.21½",37"&62"-42" (s) 220lb 357NHP 2SB(FD)&1AuxSB,*8cf*, GS113,HS5209 N.E.MarineEngCoLd.Nwc	25 ″ 9 s 2 ″ 9½ 23 ″ 1½	
24440 LDUD	**Enid** 1*Dk*	1140 991 656					1924	A/SMoss Værft Moss	A/S Turid (Bachke &Co.*Mgrs.*)	226·7 P44*t*H71*t*	36·6	15·8	Tr'ndheim Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP A/SMossVærft,Moss		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. Date of B. of Trade Cert.
24441 143539 MKQV	**Enid Mary** ssApl.No.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	582 404 291 !	✠100A1 4,36 BS~~10,36~~ ✠LMC3,33 4,38	Shl	*i*	CL 4,36	1921 5mo Lloyd's A&CP	TawShipyards,Ld. Barnstaple	BritishIsles Coasters,Ld.	174·5 Q100'B11'F26' FK CellDBf94'144tFPT	28·6 29·9	10·9	Cardiff British 3*BHCem* 45t APT22t	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s 4 ″ 3½ 12 ″ 10¾	
24442 OYCP	**Enigheden** 1*Dk*	720 623 406					1918	H.C.Christensen Marstal	A/S H.C.ChristensensDamp-og SeilskibsRederi (A.Petersen, *Mgr.*)	199·9 P24'B62'F28'	32·7	12·5	Marstal Danish *WB*	T.3Cy.16",27"&45"-30" 111NHP Akt.Burmeistr&Wain,Cpn.		V
24443 UOYQ	**Enisei** (*ex*Hillegom-34) 1*Dk*	2139 1737 1179					1916	A.F.Smulders Schiedam	U.S.S.R.	268·9 P27'B78'F24'	42·1	18·1	Leningrad Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP A.F.Smulders,Schiedam		
24444 25286	**Enmyo Maru No. 1** **Wood** 1*Dk*	354 296 195					1918	Hiroshima Seisakusho Nihoshima	Hiroshima SeisakushoK.K.	137·0 B32'F14'	26·0	13·4	Niho Japanese	C.2Cy.11½"&23"-14" 16NHP HiroshimaSeisakusho,Niho		
24445 1871 [illegible]	**Ennio** (*ex*Margot-33,*ex*Newtonia, *ex*Kilmore) 1*Dk* Now "Assab," Transferred to No. 16939.	630 488 249					1919	Smith's DockCo.Ld. Middlesbro'	DavideZolezzi	175·3 170·4	30·0	15·5	Genoa Italian *WB*	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		CI
24446 624 SZJI	**Enossis** (*ex*Bruna,*ex*Sava, *ex*Venezia, *ex*Ardgowan) **Iron** *ss*Fiu.3rdNo.3-12,20 *ss*Fiu.No.3-5,24 *Well deck* 1*Dk*(*ptIrn*) *Mchy.Aft*	317 213 107	✠ 9,25 ✠NB4,91 ✠	Fiu			1883 1mo	Abercorn S.B.Co. Paisley	D.Kerambos&Co.	137·5 145·0 Q54'B18'F20' ptND02 BK7"	21·5 21·5	10·6 10·1	Piræus Greek 4*BHCem* *FPT*20*t*	C.2Cy.18"&34"-28" 53NHP 1SB,2*pf*,GS40,HS963 W.Lockhead&Co.Gls.		
24447 460 IMOU	**Enotria** (*ex*MaréchalFoch-34, *ex*Delta,*ex*Maréchal Foch,*ex*Constitucion, *ex*Zeebrugge,*ex*Arizona) *ss*Cff.No.1-11 1*Dk*(*Stl*) *Well deck*	852 767 483	✠ 7,11 ✠	Cff	*i*		1907 7mo	R.Thompson&Sons,Ld Sunderland	A.Lauro	182·5 176·6 Q85'B17'F23' FK *DBa*33'*f*41'116*tFPT*	29·7	17·4	Naples Italian 4*BHCem* 23*tAPT*16*t*	T.3Cy.15½",25"&41"-27" 95NHP 2SB,4*pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	I †
24448 1822 ~~IBMK~~ IAGU	**Enrichetta** (*ex*Presto-33, *ex*AlbertoFassini-32, *ex*KossuthFerencz) *ss*Pal.No.3-11,22 *ss*Ant.No.1-27 1*Dk*(*ptIrn&ptStl*)2*trB* *deep framing& Web frames*	4652 4019 2979	✠ 7,33	Rot	*x*		1907 6mo	JLThompson&Sons,Ld. Sunderland	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	386·0 378·0 P23'Q119'F30' FK *CellDBa*135' *uE&B*44' *f*155'1055*tFPT*	50·2 52·3	24·5 24·4	Genoa Italian 6*BHCem* 127*tAPT*27*t*	T.3Cy.26",42"&68"-48" 392NHP 2SB,8*cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 ″ 1	I †
24449 1825 IBKO	**Enrico** (*ex*Ginetto-37, *ex*Capri-33) *ss*Lth.No.3-7,21 *ss*Shl.No.2-29 2*Dks*(*Stl*)	1817 1641 1083	... 5,34	Lon	*r*		1909	Akt.Ges. "Neptun" Rostosk	Dani & C.	286·2 273·9 P29'B75'F37' *CellDB*217'492*t FPT*26' FK	39·1	19·8	Genoa Italian 4*BHCem*	T.3Cy.20⅝",33½"&55⅞"-37½" 235NHP 2SB,4*cf*,GS89,HS3948 A.G."Neptun,"Rostock	22 ″ 6	I †
24450 1082 IMPO	**Enrico Beraldo** **AuxScBkn** (*exSailingVessel*Norge-35, *ex*Bellmore, *ex*Maracaibo) *OilEng.* *ss*Hul.2ndNo.3-8,19 (*See Sailing Ship Register*) Now "Enrichetta Maddalena," see No. 38020 in Supplement	340 309 204	✠ 5,25	Hul	*i*		1892 6mo	Grngemth Dkyd.Co. Grngemouth	MatteoBeraldo	147·9 F17' BK7"	27·1	10·8	Genoa Italian 3*BHCem*	Oil Engines 4S.C.SA 6Cy.8¼"-12⅝" 40NHP E*made*30*fitted*35 Motorenfbr."Deutz"A.G. Köln-Deutz	11 ″ 11	I †
24451 1974 IBIQ	**Enrico Costa** (*ex*Cerasus-34) *ss*Hul.No.1-31 D.F. 1*Dk*(*Stl*)	4080 3829 2508	✠ ... 12,36 ✠	Gen	*x*		1928 4mo	Burntislnd S.B.Co.Ld. Burntisland	G.Costa fuAndrea	380·8 370·0 P29'B224'F34' FK *CellDB*318'1126*tFPT*77*t*	51·4	25·1	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25",41"&68"-48" 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
24452 FNGM	**Enseigne Marie Saint-Germain** *Well deck* 1*Dk* D.F.	3139 — 1636				...	1923	Chant.Nav Français Caen	ConsortiumCommercial deTranst. Mar.(UnionIndustrielle etMar.Soc. Françaised'Arm. *Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Havre French *WB*	T3Cy.18⅛",29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" 234NHP Soc.Mot.Chaleassiere St.Etienne	23 ″ 0	V †
24453 FOGS	**Enseigne Maurice Prechac** D.F. 1*Dk*	4578 — 2549					1924	Atel.&Ch. delaGironde Harfleur	Cie.Générale d'Armements Maritimes	362·9 P231'F28'	49·1	24·4	Havre French *WB*	T.3Cy.24",38$\frac{9}{16}$"&65$\frac{1}{16}$"-44" 281NHP Schneider&Co.Havre		V
24454 XCFK	**Ensenada** Ⓟ *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	417 235 240	✠100A1 3,387,~~36~~ ✠LMC7,36	LAn	*f*		1936 7mo Lloyd's A&CP	Gute Hoffnungshütte A.G. Walsum	AbelardoL. Rodriguez	132·4 P48'F29' FK *CellDB*94'89*tDTf*13'25*tFPT*	26·0	9·6	Ensenada Mexican 3*BH* 18*t APT* 14*t*	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$"-16$\frac{9}{16}$" 147NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	11 ″ 6 s ″ 7½ 11 ″ 2½	
24455 165391 GZLP	**Ensis** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 ~~7,37~~ ~~2,37~~ 3,38 ✠LMC2,37 *Carrying Petroleum in bulk*	Rot ~~Sng~~HKg	*a*†	CL	1937 2mo Lloyd's A&CP	NVRotterdamDroogd. Maats. Rotterdam	Anglo-Saxon PetroleumCo.Ld.	432·1 446·3(O.L.) P87'B38'F48' FK *CellDBuE*63'132*tDTf*25'257*tFPT*	54·6	30·8	London British 16*BH* 103*tAPT*55*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB180*lb* Gbr.Stork&Co.N.V. Hengelo	31 ″ 0 s5 ″ 6¾ 25 ″ 8½	
24456 220275 KUZS	**Ensley City** *ss*Bal No.3-7,32 *ss*Bal.No.1-36 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk withfreeboard* 11,37 ~~1,37~~ ✠LMC MS1,36 BS~~1,37~~ 11,37 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	Bal NO	*z*	CL 6,35	1920 7mo A&CP	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	395·5 P45'B110'F38'*on Shelter dk* FK *CellDB*331'1508*t FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6 *BH to S dk* *APT*175*t*	T3Cy.24½",41½"&72"-48"(*s*) 210lb 587NHP 3SB,9*cf*,GS181,HS8919 FD Hooven,Owens,RentschlerCo.Hamilton,O.	34 ″ 11 s7 ″ 10¾ 27 ″ 2¾	
24457 1258 IBNK	**Entella** (*ex*Berta,*ex*Livietta) 1*Dk&Awng dk*	2691 2595 1673				...	1899	N.Odero fu A. SestriPnente	A.Sanguineti fu D.	299·7 FK	40·9	18·2 25·2	Genoa Italian *WB*	T.3Cy.20½",33½"&55"-39" 224NHP N.Odero fuA.SestriPnente	27 ″ 6	I †
24458	**Enterprise** Ⓟ **Iron&Steel** (*ex*St.Georg, *ex*Ehrenfels) *ss*Bhn.No.3-11,94 *ss*S.Fo.No.2-02 1*Dk*(*Irn*)&*Spardk*3*trB* *Ref.Mchy.* *Fitted for oil fuel* Broken up	2806 2437 1679	✠ 10,08 ✠NB10,86✠	SFo			1882 3mo	Wigham Richrdsn&Co Newcastle	*DBa*92'&*uE*&*B*46' *f*36'375*tFP*	322·8 B106'H28'F31' ptND94&97 len94 *T*30*tAPT*20*t* BK9"	35·8	26·6	5*BHCem* *Tpd*86	T.3Cy.25",38"&72"-48" NDB91 328NHP 2SB,6*cf*,GS99,HS4658 WighmRichrdsn&Co.Nwc	28 ″ 4	

1 Numero d'Ordre Numero Officiel Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Termes assignés maintenant expirés, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire Mach.	9 Par qui Où	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant pds. ps.	15 Registres où cote, si ce n'est dans le L.R.
24459 DHGM	**Entrerios** Sub.Sig. *2Dks*	5179 4798 3142					1923	F.Schichau Danzig	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	386·4 P30'F31'	52·7	29·9	Hamburg German *WB*	T.3Cy.25½"43 3/16"&70 5/16"-47¼" 344NHP F.Schichau,Danzig		G
24460 142873 VRXN	**Enugu** 4Mst *Mchy.Aft* *1Dk*	1425 1060 784					1920	W.Harkess &Son,Ld. Middlesbro'	Government of Nigeria	235·4 P16'Q36'B138'	36·1	15·7	Lagos British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		
24461 159416 VPGX	**Eocene** (*ex*Schulau-35,*ex*Vacoil, *ex*FortMcHenry) ssHam.No.3-2,35 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*10,22	4216 3777 2367	✠100A1 2,35 BS4,35 ~~BS4,3[illegible]~~ ✠LMC2,35	Ham	*w*	CL 1,35	1922 8mo	Bethlehem S.B.Corp.Ld. Baltimore A&CP	StandardTransportationCo.Ld.	340·0 P92'B35'F31' FK *CellDBuE&B62'184tFPT95tAPT187t*	49·2	28·6	HongKong British *12BHptAsp* (*9 to U dk* *8 ,, 2nd ,,*)	T.3Cy.23",39"&65"-42" (*s*) 200lb 395NHP 2SB,*6cf*, ,HS5704 FD EllicottMachineCorp.Balt	28 ″ 7 s 4 ″ 5¾ 24 ″ 3¼	
24462 EALO	**Eolo** (*ex*Statira-36,*ex*Tynemouth-32) ssHul.No.1-33 *1Dk(Stl)*	*4409* *4051* *2723*	✠100A1 4,37 BS4,37 ✠LMC12,35	Rot	*y*	CL N4,37	1929 11mo	Nthmblnd S.B.Co.(1927)Ld. Newcastle *Lloyd'sA&CP*	Cia.Anon.Maritima"Union"(M.Urruchua, *Mgr.*)	390·6 403·0(O.L.) P35'B243'F36' FK *CellDB343'1265tFPT77tAPT136t*	54·5	23·6	Bilbao Spanish *6BHCem*	Q.4Cy.21",29½",42"&61"-42" 225lb (*s*) 357NHP 2SB&1AuxSB,*8cf*,GS140,HS6228 N.E.MarineEng.CoLdNwc	25 ″ 9 s 3 ″ 4 22 ″ 7¾	
24463 35 IBII	— Ⓟ *Fitted for oil fuel* Wireless *CruiserStern* *2Dks*	704 571 268					1936	Cant.Nav.Riuniti Palermo	"Eolia"Soc.Anon.diNavigazione	194·0 F28'	29·9	16·3	Messina Italian *WB*	T.3y.17 11/16",28 3/16"&45 11/16"-33 1/16" 121NHP CantieriNavaliRiuniti,Anc		I
24464 999 ESTW	**Eos** (*ex*Bolivia-34, *ex*Naparima) ssTln.No.1-37 ssAbg.4thNo.3-5,32 *Well deck* *1Dk(Irn)&Web frames Stringers&ptBeamsIrn*	1513 1367 883	✠100A1 ~~3,37~~ ~~4,36~~ 4,38 ✠LMC MS~~1,3?~~ 5,37 BS~~10,35~~ 1,37	Tln	*q*	OG ~~10,34~~ 4,38	1890 2mo	Edwards S.B.Co.Ld. Newcastle A&CP	L-ü"Eeroo"(K.Mitt,*Mgr.*)	260·0 269·8(O.L.) P29'Q66'B106'F29' FK *CellDB214'342t*	36·2	16·8	Tallinn Estonian *4BHCem*	T.3Cy.20",32½"&53"-36" (*s*) 160lb *100lb* NDB19 174NHP 2SB,*6pf*,GS84,HS2700 N.E.MarineEng.CoLdNwc	19 ″ 3 s 1 ″ 2¼ 18 ″ 2	
24465 193 SVLZ	**Epaminondas C. Embiricos** (*ex*Benton) ssPir.No.2-36 *1Dk(Stl)*	*4385* *4008* 2582	✠100A1 1,37 ✠LMC8,36 BS2,38	Bly	*x*	CL 10,34	1927 11mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	C.E.Embiricos	373·2 P32'B224'F35' FK *CellDB320'1011tFPT110tAPT240t*	52·7	25·8	Andros Greek *6BHCem*	T.3Cy.25½",41½"&69"-48"(*s*) 180lb 387NHP 3SB,*9cf*,GS189,HS6363 G.Clark,Ld.Sunderland	28 ″ 0 s 3 ″ 11½ 24 ″ 3¾	
24466 378 SZMG	**Epiros** Ⓟ (*ex*Popi-35, *ex Yacht*Refalonia,*ex*Sayonara,*ex*Goize Ko-Izarra,*ex*Romola,*ex*Sans Peur,*ex*Catarina) Wireless *2Dks* Iron	563 — 300					1880 3mo	R.Steele&Co. Greenock	EpirotikiS.N.Co. GeorgePotamianos	186·4	26·1	15·8	Piræus Greek	C.2Cy.28"&48"-36" NB97 91NHP R.Steele&Co.Greenock		
24467 219 SVOR	**Epsilon** (*ex*MadrasCity-33, *ex*Langholm) *Fitted for oil fuel* *1Dk&Shelter dk*	*4120* — *2579*			...		1911	W.Gray&Co.Ld. WHartlepool	L.N.Embiricos	383·9 B8' FK	53·5	29·0	Andros Greek *WB*	T.3Cy.25",41"&68"-48" 342NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 5	C †
24468 623 OHAO	**Equator** (*ex*ManchesterExchange) ssHul.2ndNo.3-2,27 ssHfs.No.2-36 *1Dk(Stl)&Spar dk(ptIrn&ptStl)* D.F. *&deep framing*	3985 — 2415	✠100A1 *Spar dk* 6,37 ~~10,36~~ ✠LMC MS2,36 BS~~6,3?~~ 6,37	Hfs	*x*	CL 9,35	1901 11mo	Furness, Withy&CoLd WHartlepool A&CP	A/B Finland-AmerikaLinjen O/Y *CellDBa124'uE&B50'f136'748tFPT66tAPT41t*	361·1 P29'B100'F35' FK	48·1	26·7	Helsingfrs Finnish *6BHCem*	T.3Cy.25",40"&68"-48" (*s*) 180lb 374NHP 3SB,*9cf*,GS147,HS6142 Richardsons,Westgarth&Co.Ld.Hpl.	30 ″ 11 s 5 ″ 11½ 25 ″ 1½	
24469 LDNH	**Equatore** TwinSc3Mst (*ex*CleliaC., *ex*FratelliBandiera, *ex*ChristianX) *OilEng.* ssGen.No.3-4,23 ssGen.No.1-27 *1Dk(Stl)&Awng dk(Stl*-teak s)	4953 4273 3054	✠ — 6,32 ✠	Gen	*x*		1912 6mo	Akt.Burmeistr&Wain Copenhagen	A/S Britannic (Brummenæs&Torgersen,*Mgrs.*)	370·2 P25'*aft*B54' *frwd*B77'F32' FK *on Awng dk* *CellDBa60'uE39'f225'1050tFPT88tAPT84tDTf19'610t*	53·2	27·5	Haugesnd Norwegian *7BHAsp*	Oil Engines 4S.C.SA 16Cy.20⅞"-28⅜" 680NHP AktBurmeistr&Wain,Cpn.	30 ″ 0	N †
24470 132480 VJCW	**Era** ssSyd.No.3-11,33 *1Dk(Stl)* *Cargo battens not fitted*	3148 2857 1891	✠100A1 9,37 ~~8,36~~ ✠LMC9,37 ~~[illegible]~~ ~~[illegible]~~	Syd	*v*	CL 8,36	1921 8mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	AustralianSteamshipsProprietary,Ld.(*Man.Agents*, HowardSmithLd.)	330·8 343·0(O.L.) P31'B98'F30' FK *CellDB287'887tAPT83t*	48·9	22·1	Melbourne British *5BHCem*	T.3Cy.24",40"&65"-45" (*s*) 180lb 323NHP 3SB,*9cf*,GS156,HS5205 D.Rowan&Co.Ld.Gls.	24 ″ 3 s 3 ″ 11½ 20 ″ 7	
24471 EAEG	**Erandio** (*ex*BegoñaNo.6,*ex*Onton, *ex*Wilderspool) ssBbo.2ndNo.3-10,23 ssBbo.No.2-32 *1Dk(Stl)& deep framing&ptAwng dk(Stl)*	2810 2116 1591	✠ ... 5,35 ✠ ✠NB12,91 *refitted*10,32	Bbo	*t*		1894 10mo	W.Pickersgill&Sons Sunderland	Cia.Marit.Elanchove	310·0 Q77' *ptAwng dk*233' FK *CellDBa96'uB20'f120'576tAPT66t*	42·9	19·2	Bilbao Spanish *5BHCem*	T.3Cy.22½",37"&61"-42" 253NHP NDB20 *refitted* 28 2SB,*6cf*,GS116,HS3960 G.Clark,Ld.Sunderland	21 ″ 9	
24472 147108 MLQZ	**Erato** ssHul.No.3-10,36 *Ref.Mchy.* *1Dk(Stl)&Shelter dk(Stl)* Wireless *CruiserStern*	1335 1066 735	✠100A1 *Shelter dk with freeboard* ~~8,37~~ ~~10,36~~ 12,37 BS1,38 ~~[illegible]~~ ✠LMC12,35	Hul	*p*	CL ~~2,36~~ 8,37	1923 10mo	J.Duthie TorryS.B.Co. Aberdeen *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld.	247·3 FK *CellDB209'358tFPT24tAPT4t*	36·2	14·6	Hull British *Cem* *5BHtoShdk*	T.3Cy.15½",26½"&46"-33" 225lb (*s*) 207NHP 2SB,*4cf*,GS77,HS3120 FD W.Beardmore&Co.Ld.Coatbridge	16 ″ 10 s ″ 2 16 ″ 10	
24473 380 IBPK	**Ercole** (*ex*Waaldijk,*ex*Gramsbergen, *ex*Acara) ssRot.2ndNo.3-4,30 *2Dks(Stl)* D.F. *& deep framing*	5027 4739 3146	✠ ... 11,33 ✠	Hul			1904 3mo	Palmers' Co.Ld. Newcastle	A.Lauro *CellDBa131'uE&B48'f169'1081tDTa38'1016tFPT132tAPT54t*	415·0 400·0 P30'B144'F41' FK	50·2	29·4	Naples Italian *6BHCem*	T.3Cy.26½",43"&71"-48" 317NHP 2SB,*6cf*,GS115,HS3228 Palmers'Co.Ld.Newcastle	32 ″ 3	I †
24474 EAEI	**Eretza-Mendi** ssBbo.2ndNo.3-3,37 *1Dk(ptIrn&ptStl)&deepframing* D.F. *Cargo battens not fitted*	4153 3831 2534	✠100A1 3,37 ✠LMC BS~~[illegible]~~3,38 MS3,37	Bbo	*x*	CL 3,37	1909 3mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar ~~(SirRamon de la Sota, *Mgrs.*)~~ *WB=CellDBa&uE144'f161'940tAPT113t*	365·0 P27'B94'F34' FK	50·3	25·2	Bilbao Spanish *6BHCem*	T.3Cy.27",43"&72"-45" (*s*) 180lb 379NHP 3SB,*9rf*,GS145,HS5875 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 10 s 5 ″ 3¾ 22 ″ 9	
24475 DOGC	**Erfurt** Ⓟ D.F. *OilEng.* Sub.Sig. *2Dks*	4201 3770 2554					1923	Vulcan WerkeA.G. Stettin	Norddeutscher Lloyd	360·7 P43'B109'F42'	51·0	26·0	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.28¾"-49⅕" 480NHP VulcanWerkeA.G.Ham.		G
24476 869 OHGD	**Ergo** (*ex*Frano-34,*ex*Senegal-32, *ex*I.P.Justesen, *ex*DavidMainland) ssHfs.3rdNo.3-7,34 *Well deck* *1Dk(Irn)&Web frames* *Cargo battens not fitted*	1928 1490 1097	✠100A1 2,38 ~~2,37~~ BS1,37 ✠LMC~~7,34~~ MS2,38	Cpn Osc	*r*	~~2,37~~ 1,38	1893 10mo	W.Gray&Co.Ld. WHartlepool A&CP	RederiA/BErgo (A.Öström,*Mgr.*)	270·0 P27'Q74'B116'F27' FK *DBa84'f106'463tAPT25t*	37·0	18·4	Mariehmn Finnish *4BHCem*	T.3Cy.19",31½"&51"-36" (*s*) 160lb NDB13 156NHP 2SB,*4rf*,GS48,HS2330 Cen.Mar.Eng.Wrks.WHpl	19 ″ 6 s 1 ″ 3 18 ″ 5	
24477 154097 ZSCB	**Erica** ssSyd.No.3-7,37 ~~ssP.Nl.No.2-34~~ *2Dks(Stl)*	5112 4804 3209	✠100A1 7,37 ~~8,36~~ BS2,37 ✠LMC~~[illegible]~~ MS7,37	PNl Syd	*y*	CL 3,36	1926 1mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	UnionGovt.ofSouthAfrica(Railways&Harbours Administration, C.Tn.) *Intermediate'tween dk BH in after hold dispensed with* *CellDB350'1040tDTa30'860tAPT200t*	404·9 P35'B128'F41' FK	53·0	27·6	CapeTown British *ptCem* *5BHto U dk* *1 ,, ,,2nd,,*	T.3Cy.27",44"&73"-48" (*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 7¾ 24 ″ 7¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
24478 438 IBNN	**Erica** (*ex*Wasaborg-35,*ex*UnionCity, *ex*Iserlohn) *ss*Ham.No.1-13 D.F. 2*Dks*(*Stl*)&*deep framing* *Well deck* *lower dk in Nos.*1&3*holds*	4704 — 2882	✠ 10,16 ✠	Ham	z		1909 9mo	Reiherst'g Schiffsw. Hamburg	A.Lauro	412·6|53·8|25·4 399·0 24·8 P&B329'F52' FK *Cell DBa*124'*uE&B*47'*f*	Naples Italian 7*BHCem* 182'1288*t*	T.3Cy.26",47⅝"&76¾"-48" 597NHP 3SB,*9cf*,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0	I †
24479 LDUF	— (*ex*Kvernaas,*ex*Kaparika) 1*Dk*	1592 1177 914					1919	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Erica (LeifErichsen)	245·7|37·9|15·5 P39*t*Q108*t*B126*t* H69*t*F40*t*	Bergen Norwegian *WB*	T.3Cy.18⅖",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
24480 155862 GKJN	**Erica Moller** (*ex*Commercial Pathfinder,*ex*Osage, *ss*Ham.No.1-11 *ex*Serapis) *Fitted for oil fuel* 2*Dks*(*Stl U-ptws*) &*deep framing*	4683 4344 3082	✠ 11,15 ✠	Ham	y		1906 4mo	Swan,Hunter& Wigham Richardson, Ld.Newcastle	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	396·7|49·7|27·4 P38'B112'F49' FK *CellDBa*125'*uE&B*42'*f*175'1050*t* *DTa*31'775*tFPT*75	Shanghai British 7*BHCem* *tAPT*45*t*	T.3Cy.27",43½"&73"-48" 448NHP 2SB,*6cf*,GS128,HS6040 Swan,Hunter&Wigham-Richardson.Ld.Nwc.	29 ″ 9	
24481 136624	**Ericsson** Ⓟ 1*Dk*	681 — 547					1897	Neafie& LevyCo. Philadelphia	Baltimore&Phila-delphiaSteamboat Co.	198·2|23·3| 9·2	Baltimore Utd. States	T.3Cy.14",21"&36"-26" 66NHP Neafie&LevyCo.Phl.		
24482 OHHK	**Ericus** *Cruiser Stern* 1*Dk*	2214 1945 1268					1919	Osbourne, Graham&Co. LdSunderlnd	A/B OhlsonS.S. Co.Ld.(A/B Niel-son&ThordenO/Y, *Mgrs.*)	285·0|43·5|19·1 P23'B70'F32'	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"-39" 156NHP MacColl&Pollock,Ld.Sld.		C
24483 FOAU	**Eridan** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern*	9928 6738 5701					1928	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	445·4|61·1|35·0 P56'B177'F46'	Dunkirk French *WB*	Oil Engines 2S.C.SA 16Cy.23⅝"-41¾" 1555NHP Cie.deConstr.Méc. (ProcédéSulzer),St.Denis		V
24484 1701 ICEN	**Eridano** (*ex*Risano,*ex*Zvir, *ex*Monviso, *ex*Zvir) *ss*Gen,2nd.No.3-6,35 D.F. 1*Dk*(*Stl*)	3586 3276 2124	✠100A1 10,37~~10,36~~ ~~BS6,36~~ ✠LMC7,35 ✠NB(Aux.)10,25 BS6,37	Rot Ant	w	CL 10,36	1912 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd*'*sA&CP*	"Ave"Soc.Anon. di Nav.	352·9|50·8|21·6 362·6 50·9 21·0 P35'B215'F36' FK *CellDBa*106'*uE*25'*f*152'866*t FPT*93*t*	Genoa Italian 6*BHCem* *APT*155*t*	T.3Cy.24½",40"&66"-45"(*s*) 180lb HS6004 355NHP 2SB&1Aux.SB,*8cf*,GS156 N.E.MarineEng.CoLd.Sld.	24 ″ 0 s 3 ″ 0 21 ″ 4	
24485 27078 JELD	**Erie Maru** *ss*Kob.No.3-5,32 2*Dks*(*Stl*)	5493 4996 3409	✠ ... 5,37 ✠	Yka	z		1920 4mo	AsanoS.B. Co. Tsurumi	NanyoKaiunK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*339'949*t*	Fuchu Japanese 6*BHCem* *APT*27*t*	T.3Cy.26",43½"&72"-48" 513NHP 3SB,*9cf*,GS175,HS7376 IshikawajimaS.B.&E.Co. Ld.Tokio	32 ″ 0	
24486 OUSC	**Erik** (*ex*Taurus,*ex*Snapp) Sp *OilEng.* *Mchy.Aft* 1*Dk*	300 249 163					1908	Oskrshmns M.V.Aktieb Oskarshamn	A/S De Danske Sukkerfabrikker	120·7|22·8|11·3 Q20'H14*t*F11' len28	Odense Danish *WB*	Oil Engines 2S.C.SA 4Cy.7⅞"-12$\frac{9}{16}$" 43NHP Akt.Diesel'sMotorer,Skm.		V
24487 OZAA	**Erik Boye** *ss*Els.No.3-11,36 1*Dk*(*Stl*)	2238 2010 1344	✠100A1 ~~9,37~~ ~~11,36~~4,38 ✠LMC11,36 BS8,37	Els	t	CL ~~11,36~~ ~~N9,37~~ 4,38	1924 3mo	A/S Nakskov Skibs. Nakskov *Lloyd*'*sA&CP*	D/S Vendila (Svendsen& Christensen *Mgrs*)	305·3|45·4|18·5 P21'B180'F36' FK *Intermediate BH in fore hold dispensed with* *CellDB*260'687*tFPT*	Copnhagn Danish *Cem* 4*BHonly* 87*tAPT*58*t*	T.3Cy.22½",35½"&58½"-36" 185lb (*s*) 275NHP 2SB,*6cf*,GS102,HS3910 FD EriksbergM.V.Aktieb Got.	20 ″ 10 s1 ″ 10¼ 19 ″ 3	
24488 7290 SDKA	**Erik Frisell** *OilEng.* *ss*NYk.No.2-34 D.F. 2*Dks*(*Stl*)	*5066* *4394* *2862*	✠100A1 8,37~~10,36~~ ✠LMC ~~CS6,35~~ ~~7,36~~4,37 DBS~~6,36~~7,37	Ant		CG 6,35	1926 7mo	Aktieb. Götaverken Gothenburg *Lloyd*'*sA&CP*	Trafikaktieb. Grängesberg- Oxelösund(M.Waldenstrom,*Mgr.*)	392·2|52·6|26·6 P39'B115'F41' FK *CellDB*335'1288*t DT* *f*39'1190*tFPT*125	Stockholm Swedish 7*BHptCem* 1 ,, *to 2nd dk* *tAPT*301*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*85lb* Aktieb.Götaverken,Got.	30 ″ 0 s 5 ″ 10¾ 24 ″ 3¾	
24489 DMAN	**Erik Larsen** (*ex*KarlLeonhardt, *ex*GustavSalling,*ex*Eskasoni, *ex*Wilhelmina) 1*Dk*2*trB*& *deep framing*	2730 2385 1672			...		1896	ShortBros. Sunderland	ErikLarsen (ErichAhrens, *Mgr.*)	314·0|43·1|21·4 P27'B72'F35' FK	Rostock German *WB*	T.3Cy.22½",37"&61"-42" NB20 283NHP Blair&Co.Ld.Stockton	23 ″ 10	G †
24490 DBRQ	**Erika** (*ex*Käthe,*ex*HansHenning) *Mchy.Aft* 1*Dk*	1046 834 643					1905	Nüscke& Co. Stettin	Hermann Sankowsky(WikingSchiffahrts G.m.b.H.*Mgrs.*)	218·1|34·7|13·9 Q81'B51'F26'	Stettin German *WB*	T.3Cy.15",24"&38"-27" 75NHP Schiffsw.Uebigau,Dresden		G
24491 DGAN	**Erika Fritzen** (*ex*Dampfen, *ex*Hogland,*ex*Ryton) *Turret deck* 1*Dk*2*trB*	4169 3961 2630					1905	W.Doxford &Sons,Ld. Sunderland	~~Akt.Ges.fürHandel &Verkehr~~ Lexzau, Scharbau&Co.	349·0|50·9|24·0 P86*t*H116*t*	Emden German *WB*	T.3Cy.26",42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		V
24492 DHYJ	**Erika Hendrik Fisser** (*ex*UrsulaSiemers-36) Sub.Sig. 1*Dk*	3347 2534 1930					1923	Nordseewerke Emden	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*)	332·7|46·5|20·6 P29'B87'F33'	Emden German *WB*	T.3Cy.24⅜",38$\frac{1}{16}$"&62"-41⅜" Ottensener 248NHP Mch.G.m.b.H.Altona		G
24493 DAVY	**Erika Schünemann** (*ex*Iris,*ex* EngineerAvdakov, *ss*Fln.2ndNo.3-4,13 *ex*Washington) 1*Dk*(*Irn*)2*trB* *Well deck* Sub.Sig.	1177 915 722	✠ 11,15	Hpl	n		1889 5mo	StrandSlipwayCo.Ld. Sunderland	E.HaubussSchiffahrtsges.m.b.H.	225·9|34·2|15·0 P27'Q61'B46'F30' BK8" *CellDB*182'368*tFPT*	Stettin German 4*BHCem* 44*tAPT*25*t*	T.3Cy.18",29"&50"-30" NB25 NDB97 137NHP N.E.MarineEng.Co.Ld.Sld	17 ″ 7	G †
✻ 24494 7108 SDZG	**Eriksborg** (*ex*Fylgia,*ex*Danebod, *ex*Else,*ex*Lynton) *ss*Hbg.3rdNo.3-4,28 *ss*Hbg.No.~~1-33~~2-37 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*1464* *1197* *839*	✠100A1 7,37~~4,35~~ BS~~7,36~~ ✠LMC~~6,33~~ 7,37 7,36	Dnz Hbg	q	OG 7,36	1890 8mo	J.Blumer &Co. Sunderland A&CP	J.Leonard	250·0|35·1|17·0 P24'Q64'B110'F33' FK *Cell DB*200'345*t*	Landskrna Swedish 4*BHCem*	T.3Cy.18½",30"&49"-33" (*s*) 160lb 135NHP 2SB,*4rf*,GS66,HS1984 G.Clark,Ld.Sunderland	19 ″ 4 s 1 ″ 2 18 ″ 4	
✻ 24495 161884 GRXC	**Erin** *ss*Avn.No.1-36 2*Dks*(*Stl-weather dk*-teak s) D.F. 3*rd&*4*th dks*(*Stl*)*in holds* *Ref.Mchy.* *CruiserStern* E.S.D.	5780 4999 2754	✠100A1 *with freeboard* 12,37~~10,36~~ ✠LMC4,36 ✠Lloyd'sRMC~~3,37~~~~9,37~~ 3,38 for temp 20° F.	Avn ~~Liv~~ Sou	z	CL 4,36	1932 5mo	Workman Clark(1928), Ld. Belfast *Lloyd*'*sA&CP*	ErinS.S.Co.Ld. (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*341'935*t* *Tanks in way*	415·0|54·7|30·4 P34'B133'F42' FK *of tunnel* 393*t FPT*	Belfast British 7*BHptCem* 75*tAPT*159*t*	T4Cy.28½",47½"&(2)57"-51" & electric drive from LP Turbine 260lb (*s*) 1084NHP 5SB(4Spt)*20cf*,HS14270 FD Workman Clark(1928),Ld.	33 ″ 6 s8 ″ 9¾ 24 ″ 11¼	
			Three lower decks for fruit cargoes *Fitted for oil fuel* 5,32			*F.P. above* 150° F.								

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24496 OYCR	**Erindring** 1*Dk*	747 641 425					1921	HC.Christ-ensensStaal-skibsbyggeri Marstal	A/S H.C.Christen-sensDampSeil-skibsreder(A. Petersen, *Mgr.*)	201·2	32·7	12·5	Marstal Danish	T.3Cy.16",25¼"&39½"-29½" 83NHP A/S Smith&Mygind,Cpn.		V
24497 PDYN	**Erinna** *OilEng.* E.S.D. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	6233 5540 3591	✠100A1 10,37 ~~1,37~~ ✠LMC7,36 *Carrying Petroleum in bulk*	Ams Mfl	*a*†	CL	1936 7mo *Lloyd*'*sA&CP*	N.V.Kon-ink.Maats. "DeSchelde" Flushing *Cell*	N.V.Petroleum Maats."La Corona" *DBuE63' 132t DT*	428·1 P87'B38'F48' FK *f25' 257t FPT103t*	54·5	30·9	TheHague Dutch 16*BH* *APT55t*	Oil Engines 4S.C.SA 6Cy.25 3/16"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 7½ 25 ″ 7	
24498	**Erinoula** (*ex*Sweethope) Now "Eregli," see No. 38006 ~~*ss*Bly.2ndNo.3-11,31~~ *ss*Bly.No.1-36 1*Dk(ptIrn&ptStl)&deep framing* (STRANDED 11,36—REFLOATED—NOW TRADING)	*2715* *2513* *1708*	✠ 2,36 ✠	Bly	*u*		1905 1mo	Sunderlnd S.B.Co.Ld. Sunderland	*CellDBa110'* *uE&B36'*	314·0 P31'B152'F30' FK *f122'701t FPT100t*	46·5	20·6	5*BHCem* *APT125t*	T.3Cy.23",38"&62"-42" NDB27 262NHP 2SB,*6pf*,GS111,HS4124 N.E.MarineEng.Co.Ld Sld	23 ″ 0	
24499 132098 GJWN	**Erinpura** Ⓟ TwinSc *ss*Cal.No.3-7,27 D.F. *ss*Cal.No.2-35 2*Dks(U Stl)* *& Shade dk(Stl-teaks)*	5143 3725 2730	✠100A1 *Shade dk* 3,38 ~~3,27~~ BS ~~3,37~~ 3,38 ✠LMC2,35	Cal	*z*	CL P2,36 S3,37	1911 12mo *Lloyd*'*sA&CP*	W.Denny &Bros. Dumbarton *WB*	BritishIndiaStm. Nav.Co.Ld. *= CellDBa89'* *u E&B116' f160'74*	411·0 B *on Shade dk* 177' new fore end23 FK *0t FPT95t APT63t*	52·5	24·7	Glasgow British 7*BHCem* (6 „ *to Udk* 1 „ *2nd* „)	T.6Cy.24½",41"&69"-48" (*s*) 200lb *100lb* 1059NHP 2D&2SB,*18cf*,GS381, HS16280 FD Denny&Co.Dumbarton	27 ″ 3 s4 ″ 3½ 23 ″ 5	
24500 397 IBRK	**Eritrea** Ⓟ (*ex*RodiS,*ex*Rodi, *ex*WarBarrage) D.F.	2517 — 1485			...		1918	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	295·7 285·0 FK	41·4 42·0	19·2 19·0	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP N.E.MarineEngCoLd Nwc	21 ″ 2	I †
24501	**Erivan** Ⓟ 2*Dks*	2692 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B.&Mch.Works		
24502 LCIS	**Erland** (*ex*Vedamore,*ex*Wingate) *Corrugated sides* 1*Dk*	1914 1729 1130					1914	Osbourne, Graham&Co. Sunderland	D/S A/S Eikland (I.M.Skaugen, *Mgr.*)	279·3 P47*t*H100*t*	42·0	18·4	Oslo Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP N.E.MarineEng.Co.Ld.Sld		C
24503 DOAJ	**Erlangen** D.F. E.S.D. Sub.Sig. 2*Dks*	6101 5402 3654					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German *WB*	1SRgearedSteamTurbine Blohm&Voss,Hamburg		G
24504 LDUK	**Erling Jarl** Ⓟ 1*Dk&Awng dk*	737 405 427					1895	Trondhjms Mek.Verks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·2 H32*t* len09	26·8	12·0	Tr'ndheim Norwegian *WB*	T.3Cy.17½",28"&46"-30" NB09 116NHP TrondhjmsMek.Verks.		
24505 LDUL	**Erling Lindöe** 1*Dk*	1281 1122 751					1917	N.V.Werf deNoord Alblasserdm	A/S D/S Erling Lindöe(P.Lindöe& Co.A/S)	236·9 P32'B65'F23'H76*t*	36·4	16·1	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
24506 UNZO	**Ermack** TrpSc (*Icebreaker*) 3*Dks*	4955 2423 2357					1898	SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle	U.S.S.R.	320·0	71·5	42·5	Leningrad Russian *WB*	T.9Cy.25",39"&64"-42" NB27 796NHP WllsndSlipwyCo.Ld.Nwc.		
24507 811 SZQY	**Ermioni** (*ex*Marinos-35, 3Mst *ex*Ste.Marie-35, *ss*Bel.2ndNo.3-1,27 *ex*Oaktown-34, *ss*Bel.No.1-31 *ex*Par) 1*Dk(Stl)* *Mchy.Aft Well deck*	440 293 237	✠ ... 2,36 ✠	Ant	*g*		1902 3mo	J Fullerton &Co. Paisley	PetrosM.Nomikos, Ld&Soc Héllenique deProduitsChimiques et Ergrais (Petros M.Nomikos Ld.*Mgrs.*)	155·5 Q85'B11'F25' FK *DBamid*	27·0	10·6	Piræus Greek 3*BHCem* 32' *f12' 79t*	C.2Cy.21"&42"-30" 88NHP 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow *FPT54t APT35t*	11 ″ 5	
24508 DIBJ	**Ermland** Ⓟ TwinSc D.F. *OilEng.* Sub.Sig. 2*Dks*	6528 6121 3802					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1 P&B371'F65'	58·4	25·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.28⅝"-51⅛" 935NHP Blohm&Voss.Hamburg		G
24509 OZWA	**Erna** Wireless D.F. *Ref.Mchy.* 1*Dk*	1590 1212 924					1930	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	253·5 P16'Q80'B96'F33'	39·1	17·6	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&LPTurbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
24510 DHGP	— Sub.Sig. 1*Dk*	865 690 491					1922	Howaldts-werke Kiel	ErnstRuss	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German *WB*	T.3Cy14⅝",23¼"&38 3/16"-25⅝" 73NHP Howaldtswerke,Kiel		G
24511 DAXX	— (*ex*Prosper-33) *Mchy.Aft* 1*Dk&deep framing*	751 643 404					1904	Schömer& Jensen Tönning	Reederei"Erna" (F.Ivers&Co. G.m.b.H.*Mgrs.*)	206·2 P155'F27'	31·0	13·0	Stettin German *WB*	T.3Cy.15",24¾"&40½"-28" 85NHP Schömer&Jensen,Tonning		G
24512 1735 IBOK	**Ernani** (*ex*Valacia,*ex*Luceric) D.F. 2*Dks&deep framing* *& Shelter dk*	6619 5981 4113			...		1910	Russell& Co. Pt.Glasgow	I.N.S.A. (IndustrieNavali Soc.Anon.)	476·4 460·0 FK	57·0	28·9	Genoa Italian *WB*	T.3Cy.28½",47"&78"-54" 690NHP Rankin&Blackmore,Grk.	31 ″ 6	I †
24513 165159 GZKZ	**Ernebank** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *3rd dk in No.1 hold* *CruiserStern*	5388 4983 3323	✠100A1 *with freeboard* 8,37 ~~2,37~~ ✠LMC2,37 *Carrying oil fuel F.P. above 150° F. in after peak tank* *Carrying cargo oil F.P. above 150° F. or latex in deep tanks aft & fore peak tank*	Bel Cal	*b*†	CL	1937 2mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB360'1191t* *APT198t*	431·7 448·4(O.L.) FK *FPT92t* *DTsa30'1228t*	57·3	24·9	Belfast British 8*BH* (*Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29½"-59 3/16" 490NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	29 ″ 10 s3 ″ 7 26 ″ 5	
24514 216535 KJUI	**Ernest H. Meyer** (*ex*PointLobos) *Fitted for oil fuel* D.F. 1*Dk*	2186 1944 1325			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	PortlandS.S.Co. (H.Lueddenmann, *Mgr.*)	289·0 P24'B144'F32' FK	44·1	19·0	Prtlnd, Or. Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
24515																

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24516 222830	**Ernest T. Weir** (exWorrellClarkson–36) *Mchy.Aft* GyC. 1*Dk*	8203 6789					1923	ToledoS.B.Co. Toledo,O.	NationalSteelCorp (M.A.HannaCo. *Mgrs.*)	588·0 *WB*	60·2	27·4	Wilmgton (Del.) Utd.States	T.3Cy.24½″,41″&65″–42″ 274NHP ToledoS.B.Co.Toledo,O.		R
24517 277 IBIR	**Ernesto** (exArendskerk–35, exSt.Alban'sAbbey, ssRot.No.3–2,27 exTotmes) ssRot.No.1–31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNo.*1*hold*	7272 6740 4564	5,34	Rot	*d*†		1914	Akt.Ges. "Neptun" Rostock	Soc.Italiana ErnestoBreda	489·0 473·9 F50′*on Shelter dk* FK *CollisionBHtoShdk 8 " " U "* *CellDB*424′1698*t FPT*90*tAPT*22*t*	61·1	28·6	Venice Italian *Cem*	T.3Cy.30¾″,48⅞″&81″–55″ 748NHP 4SB,*12cf*,GS240,HS11128 A.G."Neptun,"Rostock	31 ″ 3	I †
24518 LOFM	**Ernesto Tornquist** (exKommandörenI, *Fitted for oil fuel* exHampstead (*WhaleOilFactory*) Heath,exCraftsman) 2*Dks&deepframing&Webframes*	6547 5865 4028			...		1897	C.Connell &Co. Glasgow	Cia.Argentina de Pesca	450·0 P35′B158′F34′ FK	52·5	30·7	Bns.Aires Argentine *WB*	T.3Cy.27½″,45½″&75″–60″ 583NHP Dunsmuir&Jackson,Gls.	33 ″ 9	N †
24519 144090 MKTC	**Ernrix** 3Mst ssHul.No.3–6,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	692 479 317	✠100A1 6,36 ~~BS6,36~~	Hul LMC~~6,34~~ 7,37	*j*	CL ~~6,36~~ 7,37	1921 5mo	Cochrane&Sons,Ld. Selby *Lloyd'sA&CP*	HumberSteam Coasters,Ld.(R. Rix&Sons,*Mgrs.*)	175·0 Q99′B11′F23′ FK *CellD Bf*99′ 140*t FPT*55*t*	29·1	11·3	Hull British 4*BHCem* *APT*27*t*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP 1SB,*2pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
24520 DAQS	**Ernst** Iron (exWolf) ssHam.No.2–92 1*Dk*(*Irn*)	558 406 340	✠ 6,97	Ham	*h*		1884 4mo	Kon.Maats deSchelde Flushing	WernerPeters	170·8 BK7″ *WB* =*DBa*24′80*tFPT*	25·3	13·2	Hamburg German *Cem* 38*tAPT*15*t*	C.2Cy.20½″&$38\frac{2}{10}$″–$29\frac{7}{10}$″ NB04 66NHP Maats.deSchelde,Flushing	14 ″ 1	G †
24521 DMBY	**Ernst Brockelmann** Sub.Sig. *CruiserStern*	1900 1562 1120					1927	Akt.Ges. "Neptun" Rostock	ErichAhrens	266·7 P26′Q92′B110′F30′	42·2	16·9	Rostock German *WB*	T3Cy$19\frac{5}{16}$″31½″&$51\frac{3}{16}$″–$35\frac{7}{16}$″ 156NHP A.G."Neptun,"Rostock		G
24522 DHGQ	**Ernst Hugo Stinnes 11** 3Mst Sub.Sig. D.F. *Mchy.Aft* E.S.D. *CruiserStern* 1*Dk*	3295 2619 1715					1928	Nüscke&Co.Akt.Ges. Stettin	HugoStinnes ~~G.m.b.H.~~ Reed. A.G.	302·6 P89′F27′	47·7	22·4	Hamburg German *WB*	C.4Cy.(2)$18\frac{11}{16}$″&(2)39⅜″–39⅜″ 195NHP A.BorsigG.m.b.H.Berlin		G
24523 DJSX	**Ernst L. M. Russ** D.F. 1*Dk* *CruiserStern*	2957 2628 1667					1937	FlensburgrSchiffsb.Ges. Flensburg	Schiffahrt und Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	341·3 P27′B&F308′ *Upper*F28′	52·7	18·2	Hamburg German *WB*	T.3Cy.$22\frac{1}{16}$″,34⅝″&$56\frac{5}{16}$″–37⅜″&L.P.turbine with DRgearing & hydraulic coupling HS4844 365NHP FlensburgerSchiffsb.Ges.		
24524 165410 GZLQ	**Erodona** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk 2nd dk clear of* *CruiserStern cargo tanks* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 ~~3,37~~ ~~3,37~~ 4,38 ✠LMC3,37 *Carrying Petroleum in bulk*	Rot ~~Sng~~ Shl	*a*†	CL	1937 3mo	N.V.C.Van derGiessen&Zonen'sSchps Krimpen *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	432·1 446·3(O.L.) P87′B38′F48′ FK *CellDBuE*63′ 132*tD Tf*25′257*tFPT*103*t*	54·6	30·8	London British 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$″–55⅛″ 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6¾ 25 ″ 8½	
24525	**Erol** (exTello–35,exTroja) ssOsl.No.2–28 1*Dk*(*Stl*)	2478 2224 1476	✠ —— 7,31 ✠	Dnz	*s*		1918 6mo	Dominion S.B.Co.Ld. Toronto, Ont.	SirketiHayriye (BosphorusS.N. Co.)	251·0 P25′B68′F20′ FK *CellDBa*76′*uE*26′*f*96′482*tFPT*	43·5	25·8	Istanbul Turkish 4*BHCem* 72*tAPT*94*t*	T.3Cy.20″,33½″&55″–40″ 253NHP 2SB,*6cf*,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 2	
24526 163222 GYSB	**Eros** *Ref.Mchy.* 2*Dks*,3*rd*&4*th dks in holds* D.F. E.S.D. *CruiserStern*	5888 5042 ~~2986~~ 2979	✠100A1 *withfreeboard* 11,37~~4,37~~ ✠LMC4,36 ✠Lloyd'sRMC~~3,37~~ 5,38~~10,37~~ for temp. 20° F. *Three lower decks for fruit cargoes F.P. above 150° F.* *Fitted for oil fuel* 4,36	Liv Sou		CL	1936 4mo †	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	ErinS.S.Co.Ld. (StandardFruit& S.S.Co.*Mgrs.*)	415·4 431·5(O.L.) P34′B133′F41′ FK *CellDB*344′945*t Tanks in way of tunnel* 378*tFPT*70*t*	54·8	30·4	Belfast British 7*BHptCem* *APT*158*t*	T4Cy28½″,47½″&(2)57″–51″&elec.drivefromLPturbine 260lb (*s*) FD 1084NHP 5SB(Spt),20*cf* GS357, HS14270 Harland&Wolff,Ld.Bel.	33 ″ 6 s8 ″ 8½ 24 ″ 10¾	
24527 5531 SDNT	— (exVessman, ssGot.3rdNo.3–2,36 exEnon,exBiarritz, exRoyalExchange) 1*Dk*(*pt Irn*& D.F. *pt Stl*)&*deep framing*	*2151* *1944* *1282*	✠100A1 5,37 2,36 ✠LMC2,36 BS4,37	Got Mmo	*s*	N2,36	1898 8mo	R.Craggs &Sons Middlesbro' A&CP	Rederiet"Belos" (O.Hillerström, *Mgr.*)	292·0 P27′B56′F33′ FK *CellDBa*88′*uE&B*36′*f*114′607*t*	43·2	18·9	Hlsngborg Swedish 5*BHCem* *APT*48*t*	T.3Cy.21½″,36″&58½″–39″ 160lb *100lb* NDB14 233NHP 2SB(Spt)*6pf*,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb.	21 ″ 4 s 3 ″ 5¼ 18 ″ 1	
24528 LDUM	— 1*Dk*	974 686 560					1922	Pusnæs Stöperi&M.V. Arendal	D/S A/S Eros (RasmusF.Olsen)	210·7 P37*t*Q80*t*B97*t*H47*t*	33·2	13·7	Bergen Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStöperi&Mek.Verk		N
24529 87 IMQY	— WoodAuxScSr (exNuovaItalia–34) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	499 469 367					1920	Co.-op. NinoBixio Castellamare	AntonioManfreda fuTeresa	180·4	31·0	15·5	Trieste Italian	Oil Engine 8Cy NE35 Motorenfabr."Deutz" A.G.Köln-Deutz		I
24530 DOET	**Erpel** D.F. Sub.Sig. 2*Dks* *CruiserStern*	1771 1439 817					1927	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	276·1 P15′B&F255′	42·1	15·6	Bremen German *WB*	T.3Cy.21⅝″,35″&$57\frac{1}{16}$″–37⅜″ & 1 LP Turbine 223NHP A.G."Neptun,"Rostock		G
24531 OZPE	**Erria** Ⓟ TwinSc *OilEng.* *Ref.Mchy* ssCpn.No.1–36 D.F. E.S.D. 2*Dks*(*Stl*)3*rd Dk*(*Stl*)*in Nos.*1 & 3 *holds* 3*rd Dk for fruit cargoes in Nos.* 2&4 *holds*	~~8636~~ ~~6886~~ ~~5484~~ 8786 6886 5582	✠100A1 *withfreeboard* 9,37 ✠LMC CS12,36 DBS~~12,35~~ 4,38~~12,35~~ ✠Lloyd'sRMC9,37 No.4 tween dk chmbrs for temp. 14°F. all other chambers for temp. 32°F.	Cpn	*d*†	CL 6,36	1932 1mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	A/S DetÖstasiatiskeKompagni	440·3 463·0(O.L.) P31′B225′F70′ FK *CellDB* 378′1384*t tanks in way of tunnels* *DTa*12′280*tD* ~~*Tf*22′556*t*~~ *FPT*80*t*	62·2	33·7	Copnhagn Danish ~~8*BH*~~ 7*BH* (~~1 to 3rd dk~~) *APT*100*t*	Oil Engines 2S.C.DA 12Cy.$17\frac{11}{16}$″–47¼″ DB*120lb* 1283NHP Akt.Burmeistr&Wain,Cpn	37 ″ 3 s10 ″ 0½ 27 ″ 4½	
24532 148611 GLMS	**Errington Court** ssCff.No.3–3,37 ~~ssCff.No.3–3,27~~ 1*Dk*(*Stl*)	4913 4560 2988	✠100A1 3,37 ✠LMC2,37	Cff	*y*	CL 3,37	1925 6mo	Workman,Clark&Co.Ld. Belfast *Lloyd'sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)	396·6 410·8 (O.L.) P46′B119′F41′ FK *CellD B*345′1057*tFPT*98*t*	53·1	26·5	London British 6*BHCem* *APT*174*t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&CoLd.Bel	29 ″ 0 s 5 ″ 6¼ 23 ″ 8	
24533 54 IMRQ	**Ersilia** WoodAuxBkn (*exSailingVessel* *OilEng.* Sant'Jacopo–35) 1*Dk*2*trB* (*See Sailing Ship Register*)	370 343 287					1920	G.Picchiotti Forte dei Marmi	GiacomoDelfino	138·7	30·1	13·9	Spezia Italian	Oil Engines 4S.C.SA 6Cy.$6\frac{11}{16}$″–12⅝″ 26NHP *Emade&fitted*35 SocAn"Fiat"S.G.M.Turin		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou l'on a pu se servir dans le L.R. Durée Cert. Refrig.
24534 LCIT	**Erviken** ssShi.No.3-12,33 D.F. 1Dk(Stl)&Shelter dk(Stl)	6595 6297 4134	✠100A1 Shelter dk withfreeboard 12,37~~12,36~~ ~~[illegible]~~ Fitted for oil	Rot Dnz BS11,37 ✠LMC12,33 fuel 5,	2 21	CL N12,36 F.P. a	1921 5mo Lloyd bove 1	W.Doxford &Sons,Ld. Sunderland 'sA&CP Inter 50° F.	Wallem&Co.A/S (H.J.Wallem, Mgr.) mediate BH in fore CellDB360'1165	420·0 hold dispensed with tFPT105tAPT127t	54·0	34·4 FK	Bergen Norwegian ptCem 1BHtoSh dk 5 " " U "	T.3Cy.26",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 " 0 s 8 " 11½ 28 " 4	
24535 TCBD	**Erzurum** Ⓟ (exSouirah,exZafiro) 1DkSpar dk& Web frames	2539 — 1569			...		1901	DJDunlop &Co. PortGlasgow	Denizyollari Idaresi	294·6 P23'B121'F41'	40·8	15·3 FK	Istanbul Turkish WB	T.3Cy.22½",37"&60"-45' 340NHP D.J.Dunlop&Co.P.Gls.	25 " 1	
24536 OXCE	**Esbjerg** Ⓟ TwinSc OilEng. D.F. ssEls.No.2-37 ~~ssEls.No.1-34~~ Ref.Mchy. 2Dks(Weather dk Stl-ws) Sub.Sig. 3rd dk in holds	2762 1519 1553	✠100A1 withfreeboard ~~6,37~~ ~~2,37~~ 2,38 DBS~~6,36~~6,37	Els Lon 6,37 ✠LMC ~~CS3,34~~ ~~12,35~~ 6,37	u	OG 1,37	1929 4mo Lloyd	Helsingörs Jernsk&Msk Elsinore 'sA&CP	DetForenede Dampskibsselsk. CellDB233' 367t wing	306·3 F38' tanks9' 52t FPT56t	44·2	25·9 FK	Esbjerg Danish 6BHCem 2 " to 2nd dk APT70t	Oil Engines 4S.C.SA 12Cy.21 1/16"-35 5/16" 545NHP DB75lb Akt.Burmeistr&Wain,Cpn	28 " 6 s11 " 0½ 17 " 10	
24537 ~~[illegible]~~ OFBG	**Esbjörn** (exMaderas,exRichard) ssGot.2ndNo.3-5,30 ssHbg.No.1-35 1Dk(Stl)&deep framing Cargo battens not fitted	1905 — 1021	✠100A1 ~~4,37~~ ~~6,36~~ 3,38 BS~~7,36~~ 9,37	Got ~~Skm~~-Abg ✠LMC6,35	r	CL ~~3,34~~ 4,37	1904 8mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP Ce	RederiA/BEsbjörn (O/Y Knudsen& LindforsA/BMgs) llDBa 90'uE16'f116'406t	~~280·5~~ 290·4 P26'B72'F28' FPT79tAPT87t	38·2	18·2 FK	Helsingfors Finnish 4BHptCem ptAsp	T.3Cy.19",31"&51"-33" (s) 180lb ~~160lb~~ NDB23 167NHP 2SB,4pf,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 " 7 s 2 " 11½ 17 " 10	
24538 † 1501 IBTK	**Escambia** (exAriele,exVittoria) D.F. 1Dk	2710 2383 1584					1920	S.A.Bacini e Scali Napoletani, Naples	A.T.Rosasco	299·9 P37'Q65'B16'F85'	39·4	23·8	Genoa Italian WB	T.3Cy.23¼",37⅝"&59 1/16"-36" 209NHP S.A.Bacini e ScaliNapol. Naples		CI
24539 PDYY	**Escaut** OilEng. Mchy.Aft 1Dk Cruiser Stern	348 285 234					1929	N.V.Schpw v.J.Smit,Czn Alblasserdam	W.H.Müller&Co. N.V.	145·0 P36'F13'	24·5	10·2	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-19¾" 70NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
24540 DRCS	**Eschenburg** (exSilvia,exSestri, exSlien,exEdna,exPrésidentCorty) 1Dk	999 806 598					1909	Flensburgr Schiffsb.Ges. Flensburg	Lübeck-Wyburger Dmpsfahrts.Ges.	209·8 P22'Q47'B45'F21'	34·2	13·9	Lübeck German WB	T.3Cy.15",25⅝"&44½"-29½" 106NHP FlensburgerSchiffsb.Ges.	15 " 11	G
24541 DOES	**Eschersheim** (exWesterdijk) D.F. 1Dk	3303 2983 2048			...		1913	Rotterdam Droogd.Maat Rotterdam	Lehnkering&Cie A.G.(Unterweser- ReedA.G.Mgrs.)	330·3 P25'B94'F31'	48·2	22·2 FK	Bremen German WB	T.3Cy.23",38"&62"-42" 274NHP RotterdamDroogd.Maats.	24 " 6	G †
24542 EAOL	**Escolano** Ⓟ 3Dks	3058 — 2248					1919	Soc.Españ- ola deCstNav Carthagena	Cia.Trasmediter- ranea	310·0	43·4	29·0	Valencia Spanish	T.3Cy.24",40"&65"-45" 283NHP Soc.Española deCnst.Nav.		V
24543 TFSA	**Esja** Wireless 2Dks	749 621 442					1923	Kjöbnhvns Flydk.&Skbs. Copenhagen	Govt.of Iceland (PalmiLoftsson, Mgr.)	176·0 F22'	30·1	18·5	Reykjavik Icelandic WB	T.3Cy.14",22½"&37"-27" NB34 72NHP KjbnhavnsFlydk.&Skbsv.		V
24544 164117 GZRJ	**Eskbank** OilEng. Cruiser Stern For full particulars see No. 38007 in Supplement	5137 4697 3039	100A1 withfreeboard (ClassContem	plated)			1937	Wm.Dox- ford&SonsLd. Sunderland	InverTransport &TradingCo.Ld. (A.Weir&Co. Mgrs.)	423·2	55·5	24·7	Glasgow British	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" Wm.Doxford&Sons,Ld.Sld	28 " 8 s 3 " 3½ 25 " 6½	
24545 137262 MGTX	**Eskburn** (exNorthwick) ssShl.No.3-10,33 Well deck ssShl.No.1-38 1Dk(Stl) Mchy.Aft Cargo battens not fitted	472 339 236	✠100A1 3,38~~5,36~~ BS~~5,36~~ 8,37	Shl ✠LMC~~10,33~~ MS5,38	g	CL ~~5,36~~ 3,38	1917 6mo Lloyd	Swan,Hun- ter&Wigham Richardson. Ld Sunderlnd 'sA&CP	BritishIsles Coasters,Ld.	158·2 Q57'F24'	26·1	10·8 FK	Middlsbro' British 3BHCem FPT69t	T.3Cy.12",20"&34"-23" (s) 180lb 70RHP 1SB,2pf,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 " 9 s 1 " 0 10 " 10	
24546 161403 GFYL	**Eskdalegate** ssNpt.No.1-34 1Dk(Stl)	4250 3927 2634	✠100A1 6,37~~12,36~~ ~~BS4,36~~	Cff BS6,37 ✠LMC7,34	x	CL 12,36	1930 4mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.Mgrs.) Cell	372·0 383·3(O.L.) P48'B226'F32' DB317'1116tFPT9	52·4	25·2 FK	London British 6BHptCem 5tAPT141t	T.3Cy.23",39"&65"-45" (s) 200lb HS5851 354NHP 2SB,&1AuxB,8cf,GS167 D.Rowan&Co.Ld.Gls.	27 " 6 s 3 " 4½ 24 " 4½	
24547 163535 GWXM	**Eskdene** D.F. 1Dk	3829 3430 2281	✠100A1 4,38 ~~2,37~~	Cff Hul ✠LMC10,34	x	CL 4,38	1934 10mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	EskdeneShipping Co.Ld.(DeneShip- managementCo.Ld Mgrs.) CellD	371·0 384·1(O.L.) P47'B225'F31' B326' 1021t FPT10	51·5	22·4 FK	London British 6BHptCem 1tAPT190t	T.3Cy.24",40"&66"-45" (s) 200lb 120lb 327NHP 2SB(Spt)6cf,GS127,HS4925 J.Dickinson&Sons,Ld.Sld.	24 " 10 s 2 " 10¾ 22 " 1½	
24548 7033 SMAN	**Eskil** (exWright,exHarlseywood) ssLkr.2ndNo.3-6,33 1Dk(ptIrn&ptStl)&deep framing Cargo battens not fitted	2738 2493 1616	✠100A1 5,36 MS3,33	Skm ✠LMC BS10,36	u	CL ~~5,35~~ 7,37	1907 12mo Lloyd	Ropner& Son,Ld. Stockton 'sA&CP	LimhamnsRederi A/B(Edv.Persson, Mgr.) CellD	317·0 328·3(O.L.) P31'B94'F37' Ba102'uE22'f134'	46·0	20·9 FK	Limhamn Swedish 5BHCem 603tAPT44t	T.3Cy.22½",37"&61"-42" (s) 160lb 247NHP 2SB,6rf,GS101,HS3786 Blair&Co.Ld.Stockton	23 " 3 s 3 " 7½ 19 " 10	
24549 UOET	**Eskimos** Ⓟ (exEasternBelle) 2Dks	3108 2676 1870			...		1919	Ishikawa- jimaS.B.&E. Co.Ld. Tokio	U.S.S.R.	305·1 P25'B92'F30'	43·7	25·2 FK	Vladivostk Russian WB	T.3Cy.22",37"&61"-42" 338NHP IshikawajimaSB&ECo.Ld.	27 " 3	
24550 128813 MDPW	**Eskwood** ssApl.2ndNo.3-5,35 Mchy.Aft 1Dk(ptIrn&ptStl) Well deck Cargo battens not fitted	791 562 370	✠100A1 ~~6,37~~ ~~4,37~~ 11,37 MS5,35	Shl ✠LMC BS1,37	k	CL ~~4,37~~ 11,37	1911 8mo Lloyd	W.Harkess &Son,Ld. Middlesbro' 'sA&CP	MerseyPorts StevedoringCoLd WB=Cell	195·0 Q109'B13'F24' DBf117'158tFPT	30·0	11·6 FK	Goole British 3BHCem 79tAPT3t	T.3Cy.16",27"&44"-30" (s) 180lb 75lb 131NHP 1SB,3pf,GS60,HS2262 Blair&Co.Ld.Stockton	13 " 10 s 4 " 0¾ 13 " 4½	
24551 EAQL	**Esles** (exOrio,exJunio) 1Dk&Spar dk3trB	2184 2115 1458			...		1888	W.Dox- ford&Sons Sunderland	L.Liaño,S.enC.	275·0	39·5	16·7 23·7 FK	Santander Spanish WB	T.3Cy.21",35"&57"-39" 203NHP W.Doxford&Sons,Sld.	26 " 0	
24552 161898 VOQV	**Esmond** (exTraprainLaw-33) ssGls.No.1-35 D.F. E.S.D. 1Dk(Stl)	4976 4587 3131	✠100A1 5,37~~3,37~~ BS~~1,36~~ 1,38	NFL Mdb ✠LMC4,34	z	CL ~~N3,37~~ N5,37	1930 1mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Anglo-Newfound- landS.S.Co.Ld. (DonaldsonBros. Ld.Mgrs.)	405·3 421·1(O.L.) P35'B255'F40' CellDB344' 1037tDTa27'10	53·4	26·1 FK	SJhnsNFL British 6BHCem 45tAPT33t	T.3Cy.25",38½"&70"-48" & exhaust turbine driving steam compressor (s) 200lb 100lb 442NHP 2SB,8cf,GS143,HS6002 FD D.Rowan&Co.Ld.Glasgow	28 " 7 s 4 " 0 24 " 10	
24553 140654 GDTF	**Esneh** (exWesternCoast) ssLiv.No.3-5,32 D.F. 1Dk(Stl)&Shelter dk(Stl) ssLiv.No.1-37	1931 1620 955	✠100A1 Shelter dk withfreeboard 7,37~~9,35~~ BS~~10,36~~ 9,37	Gls Liv ✠LMC~~3,31~~ MS12,36	s	CL 8,36	1919 9mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdSunderlnd 'sA&CP	MossHutchison Line,Ld. CellDB248'501t	290·0 FPT31t APT39t	42·5	18·8 FK	Liverpool British ptCem 2 BH to S dk 4 " " U "	T.3Cy.22",36"&59"-39" (s) 180lb 324NHP 3SB,8cf,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 " 2 s 1 " 4½ 19 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
24554 OTUA	**Espagne** (exTurin) 1Dk	1759 1560 1030					1911	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	287·1 P&B226'F31'	41·1	16·9	Antwerp Belgian WB	T.3Cy.22⅛",$35\frac{7}{16}$"&55⅝"- $37\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		V
24555 DHGT	**España** Ⓟ Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk D.F. Corrugated sides	7465 5163 4532					1921	Howaldts- werke Kiel	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	413·3 F43'H- 60·2	55·2	36·2	Hamburg German WB	T.3Cy.$28\frac{1}{20}$",$45\frac{3}{16}$"&$74\frac{1}{20}$"- $55\frac{3}{20}$" & 1LP Turbine 585NHP Howaldtswerke,Kiel		G
24556 EAEJ	**España No. 3** (exRoma) D.F. 1Dk&Spar dk	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	SpanishGovern- ment	260·1 H26'	38·3	22·5	Carthagna Spanish WB	T.3Cy.$20\frac{1}{16}$",$32\frac{3}{16}$"&52"-35⅖" 160NHP A.G."Neptun,"Rostock		
24557 EAEK	**España No. 5** (exRiga) D.F. 1Dk&Spar dk2trB	2156 1789 1336					1906	Schiffsw. v. HenryKoch Lübeck	SpanishGovern- ment	265·8 P15'B73'F38'	39·4	20·9	Seville Spanish WB	T.3Cy.20½",33½"&53¼"-33½" 164NHP OttensenerMasch.Altona		
24558 212606 KDAO	**Esparta** Sub.Sig. Fitted for oil fuel D.F. Ref.Mchy. 3Dks&Shelter dk	3365 3095 1927					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·6	44·5	28·9	NewYork Utd.States WB	T.3Cy.25",41"&68"-48" 320NHP Wrkman,Clark&Co.LdBel		C
24559 FNJU	**Espérance** Ⓟ 2TwinMsts (exSaintLuc, Fitted for oil fuel exKohistan) 2Dks D.F.	5072 3949 3026			...		1923	W.Gray& Co.Ld. WHartlepool	Cie desMessageries Maritimes	351·5 P30'B215'F35' FK	52·4	26·7	Diego- Suarez French WB	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
24560 151802 GSMP	**Esperance Bay** Ⓟ TwinSc (exHobsonsBay-36) ssLon.No.3-5,34 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk Ref.Mchy. (Stl) in forward holds D.F	14204 11883 8572	✠100A1 Shelter dk withfreeboard ~~7,37~~10,37 ✠LMC MS7,33 BS~~4,36~~7,37 ✠Lloyd'sRMC~~10,36~~ ~~7,37~~ 2,38 Fitted for oil fuel 1,22	Lon	i †	CL ~~S4,34~~ P4,35 S9,37 F.P. above 150° F.	1922 1mo Lloyd's A&CP	Vickers, Ld. Barrow	Aberdeen&Com- monwealthLine, Ld.(G.Thompson &Co.Ld.*Mgrs.*) CellDB458'2228t Tanks betweenTunnels 51'195tFPT128t APT142t	530·6 549·0(O.L.) B208'F78'onSheltr dk FK MT24'1016t	68·3	39·9	London British ptCem 9BHtoSh dk	4SteamTurbinesDRgeared to 2 Sc. Shafts (r) 220lb HS25923 FD 1977NHP 3DB(Spt)&2SB(Spt),32cf GS663 Vickers,Ld.Barrow	43 ″ 6 s10″8½ 33 ″ 1¾	BT till ~~4,37~~ 7,38
24561 1499 IBUK	**Esperia** Ⓟ TwinSc D.F. Sub.Sig. 4Dks	11398 6643 5963					1918	Soc.Eserci- zioBacini RivaTrigoso	"Adriatica"Soc. Anon.diNav.	527·9 P29'	61·9	31·0	Genoa Italian WB	4 Steam Turbines SR geared to 2 Sc. Shafts N.Odero fu A. Sestri P.		I
24562	**Esquel** (exCruz delSud, exCesare,exOistein, OilEng. exSteady, ssB.As.2ndNo.3-12,35 exCornelis) 1Dk(Stl)	330 — 275	✠100A1 ~~10,37~~ ~~12,35~~ 12,37 DBS~~10,36~~ 10,37 LMC12,35	BAs	g	~~6,35~~ ~~10,37~~ OG 10,37	1910 11mo	J.Meyer's S.B.Co. ZaltBommel A&CP	PeiranoHermanos	154·8 F14' FK CellDBf97'	26·9	10·6	Bns.Aires Argentine 3BHCem 124tFPT21t	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" 125NHP NDB27-100lb NEmade20refitted26 Cant.Off.Savoia,Genoa	12 ″ 6 s1 ″ 7½ 11 ″ 1	
24563 1747 IBVK	**Esquilino** Ⓟ TwinSc OilEng. D.F. ssGen.No.2-34 GyC. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in forward holds	8657 6733 5355	✠100A1 Shelter dk withfreeboard 5,37~~1,37~~ ✠LMC CS5,34 1,37 DBS1,37	Gen	c†	CL 10,36	1925 6mo Lloyd's A&CP	Cant.San RoccoS.A. SanRocco	LloydTriestino Soc.Anon.diNav. CellDB393'1510t FPT172tAPT91t	450·0 B185'F75' FK	57·2	32·4	Genoa Italian pt Cem 9BHtoSh dk	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" DB100lb 984NHP StabilimentoTecnico,Tri.	35 ″ 0 s7 ″ 11¼ 27 ″ 3½	
24564 DHGV	**Essen** Ⓟ ssHam.No.2-31 Well deck 2Dks(Stl)3rd trB D.F. inNo.1Hold	5158 4478 3093	✠ ... 2,35 ✠	Ham	a†		1923 2mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) CellDB353'924t FPT51t APT16t	407·0 P&B329'F53' FK	56·0	25·9	Hamburg German 8BHAsp	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP 3SB,9cf,GS200,HS8880 Blohm&Voss	28 ″ 6	G †
24565 165362 MMBD	**Essex** TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. 4th dk in forward holds Cruiser Stern	11063 10026 6521	✠100A1 withfreeboard ~~11,37~~12,36 4,38 ✠LMC12,36 ✠Lloyd'sRMC~~12,36~~ 5,38 ~~12,37~~ ~~6,37~~	~~Gls~~ Liv ~~Liv Gls~~		CL	1936 12mo Lloyd's A&CP	J'hnBrown &Co.Ld. Clydebank	P.&O.Stm.Nav.Co. Duct keel forward of mchy. space CellDB437'1834t Tanks at sides of tunnels939t FPT93tAPT150t	532·2 FK	70·4	34·6	London British 9BH (Coll to Sh dk 7 ,, 2nd,, 1 ,, 3rd,,)	Oil Engines 2S.C.SA 10Cy.$28\frac{9}{16}$"-$88\frac{9}{16}$" 2528NHP 2DB120lb JohnBrown&Co.Ld. Clydebank	39 ″ 0 s6 ″ 8 32 ″ 6¾	
24566 136138 WMCS	— Iron Sub.Sig. D.F. 3Dks&Hur dk	3018 — 2155					1890	W.Cramp &Sons Philadelphia	Merchnts&Miners Transportation Co.	295·0 len06	40·0	23·7 30·7	Baltimore Utd.States	T.3Cy.24",39"&59"-48" 241NHP WCramp&Ss.Philadelphia		
24567 147576 GBWQ	**Essex Druid** (exKediri) 1Dk	3508 3258 2139					1919	Rotterdam DroogdMaat. Rotterdam	EssexLine,Ld. (Meldrum&Swin- son,*Mgrs.*)	361·4 P24'B214'F34'	49·9	21·8	London British WB	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
24568 147599 GJMQ	**Essex Envoy** (exThereseHorn) ssShl.No.3-6,35 2Dks(Stl)	5210 4813 3208	100A1 withfreeboard ~~6,37~~ ~~4,36~~ 12,37 BS~~4,36~~ 9,37 LMC9,34	Shl ~~Rot~~ Mdb		CL ~~6,35~~ 6,37	1922	F.Schichau Danzig	EssexLine,Ld. (Meldrum&Swin- son,*Mgrs.*) CellDBa&uE136' f183'1033t FPT141tAPT142t	387·0 405·0(O.L.) P30'F32' FK	52·7	29·8	London British 7BHCem 3 ,, to2nd dk	T.3Cy 24",40"&64"-$47\frac{3}{16}$" 185lb HS1905 (s) 227NHP 3SB(~~2Spt~~),6cf,GS132 FD F.Schichau,Elbing (Spt)	32 ″ 2 s7 ″ 8½ 24 ″ 8	
24569 132070 GBTR	**Essex Judge** (exAlbertoFassio. exBainsizza, ssShl.2ndNo.3-2,37 exAntium, Cargo battens not fitted exDaghestan), 1Dk(Stl)&Web frames D.F. Longitudinal framing Now "Thorpehaven," see No. A0339 in Supplement	3688 3398 2283	✠100A1 ~~2,37~~ ~~8,35~~ 12,37 ~~BS8,35~~ ✠LMC~~5,34~~ 2,37	Mob ~~Shl~~ Mdb	w	CL ~~8,35~~ 12,36	1912 8mo Lloyd's A&CP	ShortBros. Ld. Sunderland	ThamesideShip- pingCo.Ld. (G.O.Till,*Mgr.*) CellDBa110'uE&B40'f148'1116t FPT93tAPT185t	346·5 P28'B101'F32' FK	50·8	23·3	London British 6BHCem	T.3Cy.24½",40"&66"-45" (s) 180lb 316NHP 2SB,8pf,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s4 ″ 4¼ 21 ″ 6	
24570 142684 GPFR	**Essex Lance** (exGlensanda, exWarCourage) ssSld.No.3-7,30 ssShl.No.1-35 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing bevelled bilge Cargo battens not fitted in Shelter 'tween dks	6625 6299 4068	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~11,36~~ 2,38 BS~~11,36~~ 11,37 ✠LMC9,34	Shl ~~Rot~~ Npt	a†	CL 11,36	1918 10mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EssexLine,Ld. (Meldrum&Swin- son,*Mgrs.*) CellDB308'1460t DTa31'1060t FPT141t APT144t	412·2 FK	55·8	34·2	London British ptCem 6BHtoSh dk 2 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 1 s10 ″ 1 28 ″ 2	
24571 161371 GPRT	**Essex Manor** Stranded 8,37-In port damaged ssShl.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4994 4629 3095	✠~~100A1~~ withfreeboard 3,37~~4,36~~ ~~BS1,36~~ ✠~~LMC8,34~~	Hul	z	CL 7,34	1930 3mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	EssexS.S.Co.Ld. (Meldrum&Swin- son,*Mgrs.*) CellDB349'1246tAPT134t	405·5 421·6(O.L.) FK	55·2	25·2	London British 6BHCem (Coll to Sh dk 5 ,, 2nd,,)	T.3Cy.26",43"&71"-48" (s) 180lb 441NHP 3SB,9cf,GS182,HS7665 N.E.MarineEng.Co.Ld.Sld	27 ″ 8 ~~s3 ″ 1~~ ~~24 ″ 9¼~~	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
24572 108120 MQYB	**Essex Queen** Ⓟ Pad (exWaltonBelle) *Fitted for oil fuel* 1*Dk*	389 ~~388~~ 350 ~~158~~ 162					1897	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld. (S.J.Shippick, *Mgr.*)	230·0|26·2|9·2 *Promenadedk*104′	London British	T.3Cy.20½″,30″&43″–60″ 143NHP NB*made*29*fitted*35 Denny&Co.Dumbarton		BT till 10,37
24573	**Essi** (exSturmsee–37,exAmanda, exIsabelHarrison,exPollcrea, exGrahamland,exJosephina) 1*Dk*&*deepframing*	1192 1110 719			...		1899	R.Duncan &Co.Ld. Port Glasgow	EssiCorporation (Wahl&Co.*Mgrs.*)	233·1|34·7|16·5 P34′B63′F28′ FK	Panama Pnamanian *WB*	T.3Cy.18½″,30″&49″–33″ 141NHP Hall-BrwnButtery&CoGls	18 ″ 9	G †
24574 231080 WDEK	**Esso-Aruba** (exPanBolivar–36) ssNYk.No.1–35 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8773 — 5582	✠100A1 ~~6,37~~ ~~1,37~~ 12,37 BS6,37 ~~BS6,36~~ ✠LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	NYk	e†	CL ~~8,34~~ 6,37	1931 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	StandardOilCo.of NewJersey *CellDBuE&B*83′265*t* *DTf*45′623*t*	484·2|65·5|36·8 P117′B42′F50′ FK *FPT*227*t* *APT*184*t*	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to U dk* 4 „ 2nd „)	T3Cy.27½″,45½″&76″–51″(*s*) &LP turbine with DR gearing & hydraulic coupling 220lb 713NHP 3SB(Spt),*12cf*,HS8640 FD WallsendSlpwy&E.Co.Ld.	36 ″ 9 s8 ″ 3½ 28 ″ 8¼	
24575 OSVA	**Esso Belgium** TwinSc *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing–"Arcform"*	10568 9675 5557	✠100A1 ~~9,37~~ ~~1,37~~ 1,38 DBS9,37 ✠LMC1,37 *Carrying Petroleum in bulk*	Cpn Ant	f†	CL	1937 1mo	Akt.Burmeistr&Wain Copenhagen Lloyd's*A&CP*	AmericanPetroleumCo.S.A.Belge *CellDBuE*85′134*t* *DTf*16′448*t*	488·2|74·9|37·2 P108′B40′F36′ FK *FPT*320*t*	Antwerp Belgian 16*BH* *APT*228*t*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 946NHP 2DB*200lb* DB(C)*214lb* Akt.Burmeistr&Wain,Cpn	37 ″ 0 s7 ″ 3½ 29 ″ 10½	
24576 983 HPGV	**Esso Bolivar** 1*Dk,2nd dk except in Nos.*1.2.3.8&9*tanks* *Rudder electrically welded* *Mchy.Aft* GyC. *OilEng. CruiserStern* D.F. E.S.D. *Longitudinal framing*	10339 9365 6081	✠100A1 3,38 ~~[illegible]~~ ✠LMC7,37 ~~(ClassContemplated)~~ *Carrying Petroleum in bulk*	NYk	f†	CL	1937 7mo	Frd.Krupp Germaniawft A.G. Kiel Lloyd's*A&CP*	PanamaTransportCo. ~~(Waried TankschiffRhedereiG.m.b.H. Mgrs.)~~ *CellDBuE*36′175*t* *DTf*24′214*t*	[illegible]88·4|70·0|37·0 506·6(O.L.) P107′B50′F35′ FK *FPT*196*t*	Panama Pnamanian 16*BHptCem ptAsp* *APT*215*t*	Oil Engines 2S.C.SA 8Cy.$25\frac{3}{16}$″–$49\frac{3}{16}$″ 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 s7 ″ 3½ 29 ″ 11½	
24577 146265 MKWJ	**Essonite** ssBwg.No.1-38 ssIrv.No.3-4,34 *Mchy.Aft* 1*Dk*(*ptStl*) *Well deck* *Cargo battens not fitted*	642 445 266	✠100A1 3,38 ~~3,37~~ BS~~3,37~~ 1,38 ✠LMC~~4,33~~ MS3,38	Ayr Bwg	i	CL ~~11,35~~ 3,38	1921 11mo	Yarrow&Co.Ld. Scotstoun	Wm.Robertson *CellDBf*103′153*t*	175·1|28·1|11·2 Q96′B11′F31′ BK7½″ *FPT*39*t*	Glasgow British 3*BHCem* *APT*3*t*	T.3Cy.15″,25½″&41″–30″(*s*) 180lb 120NHP 2SB,*4cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 s4 ″ 5½ 13 ″ 8	
24578 DODA	**Este** Ⓟ ssBmn.No.1–34 *Ref.Mchy.* E.S.D. 2*Dks*(*Stl*) Sub.Sig. D.F. *CruiserStern*	7915 7119 4883	✠100A1 9,37 ~~9,36~~ ✠NB8,30 BS1,37 LMC9,34 *Fitted for carrying oil* 8,30 *F.P. above* 150°F. *in deep tank*	Ham Bmn		CL ~~9,34~~ 9,37	1930 8mo	Deschimag Akt.Ges. "Weser" Bremen Lloyd's*A&CP*	Norddeutscher Lloyd *CellDB*430′1980*t* *DTa*18′885*t*	495·7|63·9|28·9 P25′B&F458′ *Upper*F37′ FK *FPT*98*t*	Bremen German 10*BHptCem ptAsp* *APT*73*t*	T.4Cy.$34\frac{7}{16}$″,$56\frac{5}{16}$″&(2)65[illegible]″–$59\frac{1}{16}$″ & LP Turbine with DRgearing&hydraulic coupling NE26*refitted*30 (*s*) 206lb FD 1250NHP 5SB(Spt),*15cf*,GS350, HS16146 BremerVulcan,Vegesack	33 ″ 0	
24579 ~~[illegible]~~	**—** Now "Chollin," see No. 37648 in Supplement (ex[illegible], ~~ssB.As.No.2–3,36~~ exVenetier, ssB.As.No.1–35 exLakeForest) Wireless 1*Dk*(*Stl*)	1285 — 559	✠100A1 8,37 ~~3,37~~ MS3,34 ✠LMC BS3,37	BAs	r	3,37	1917 11mo	Detroit S.B.Co. Wyandotte A&CP	Cia Carbonifera y de Fundicion Schwager *CellDB*208′538*t*	251·0|43·8|18·5 P25′B64′F23′ FK *FPT*55*t*	Coronel Chilean 4*BHCem* *APT*69*t*	T.3Cy.20″,23″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 0	
24580 OXEH	**Ester** (exFredericia) Wireless 1*Dk*	1250 949 725					1917	P.Ph. Stuhr'sMsk& SkbsAalborg	J.Lauritzen	238·7|36·3|13·4 P14′Q71′B94′F29′	Esbjerg Danish *WB*	T.3Cy.15″,24″&40″–27″ 106NHP Akties."Frichs,"Aarhus		V
24581 OFBC	**Ester Thorden** (exC.G.Thulin) 1*Dk*	1940 — 1093					1921	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Ester Thorden(G.B. Thorden, *Mgr.*)	264·7|42·2|17·7 P30′B71′F29′	Brändö Finnish *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
24582 100 IMSP	**Esterina** (exBianchina–33, exSouthwark) 3Mst *Mchy.Aft* 1*Dk* *Well deck*	569 460 331			...		1889	Schlesingr. Davis&Co. Newcastle	SebastianoTuillier diNatale	173·6|30·2|10·8 167·8|30·2|11·7 Q86′B13′F22′ FK	Catania Italian *WB*	T.3Cy.14″,23″&39″–27″ NB05 75NHP E.Scott&Co.Newcastle	14 ″ 0	I †
24583 131136 CGST	**Estevan** Ⓟ TwinSc Wireless 1*Dk*	1161 846 607					1912	CollingwoodSBCoLd Collingwood	CanadianGovernment(Dept.of Marine)	212·0|38·0|15·3	Ottawa British	T.6Cy.15″,25½″&42″–26″ 188NHP CollingwoodS.B.Co.Ld.	17 ″ 6	
24584 223313 KJJG	**Esther Johnson** Wood *Fitted for oil fuel* 1*Dk*	1104 — 611					1923	G.F. Matthews Portland,Or.	A.B.Johnson LumberCo.	208·4|43·6|15·2	S.Frncisco Utd.States	T.3Cy.15″,24″&43″–24″ 91NHP UnitedEng.Wks.S.Fo.		
24585 OXMC	**Esther Maria** ssShl.No.3–8,35 1*Dk*(*Stl*) *Cargo battens not fitted*	1865 1674 1119	✠100A1 ~~2,38~~ ~~12,36~~ 2,38 MS2,35 ✠LMC BS~~10,36~~ 11,37	Rot ~~Cpn~~Sws	r	CL ~~N8,35~~ 1,38	1922 7mo	Antwerp Eng.Co. Hoboken Lloyd's*A&CP*	Dampskibsselsk. Dania(Chr.Andresen, *Mgr.*) *CellDB*238′555*t*	279·0|40·2|18·2 P22′B60′F30′ FK *FPT*46*t*	Esbjerg Danish 4*BHCem* *APT*68*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s3 ″ 0½ 17 ″ 9	
24586 OYCT	**Estland** 1*Dk*	1253 948 724					1918	PPhStuhrs Maskinog Skibsbyggeri Aalborg	A/S DetDansk-FranskeD/S(A.N. Petersen, *Mgr.*)	238·7|36·2|13·4	Copenhgn Danish *WB*	T.3Cy.15″,24″&40″–27″ 106NHP A/S Frichs,Aarhus		V
24587 143913 MJTD	**Eston** ssLon.No.3–12,31 Wireless ssLon.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1487 1327 806	✠100A1 12,37 ~~1,37~~ BS~~1,37~~ 12,37 ✠LMC1,36	Lon Lth	p	CL 12,35	1919 12mo	GooleS.B. &Repg.Co.Ld Goole Lloyd's*A&CP*	P.&O.Stm.Nav.Co. *CellDB*198′295*t*	240·2|36·1|19·1 B52′F23′ FK *FPT*77*t*	London British 4*BHCem* *APT*66*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10½ 18 ″ 7	
24588 1055 ESRI	**Estonia** Ⓟ (exKongGudröd–36) 2*Dks*	1155 1052 680					1910	Trndhjms Mek.Værks. Trondheim	PärnuLaevaA/S	215·3|30·9|21·8 H37*t*	Pärnu Estonian *WB*	T.3Cy.17″,28½″&48″–33″ 132NHP TrondhjemsMV.Trndheim		N
24589 220924 KDMG	**Estrada Palma** TwinSc (*Car Ferry*) *Fitted for oil fuel* 1*Dk*	2639 — 1340					1920	WCramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.Inc.	336·7|57·0|18·5	NewYork Utd.States *WB*	T.6Cy.20″,33″&55″–36″ 181NHP W.Cramp&SnsS&EBCPhl		
24590 LCIU	**Estrella** (exAthene) TwinSc *OilEng.* *CruiserStern* 2*Dks*	3888 3501 2296					1920	Wrf.voorh. Rijkee&Co. Rotterdam	A/S NyeKristianborg(A/S Rederiet Odfjell)	375·7|51·5|22·7 P101*t*H262*t*F24*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{32}$″–$39\frac{5}{32}$″ 563NHP Werkspoor,Amsterdam		N
24591 143689 GDPK	**Estrellano** ssLiv.No.1–38 ssLiv.No.3–4,33 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in forward holds* *CruiserStern*	1983 1333 1225	✠100A1 5,38 ~~3,36~~ BS~~3,37~~ [illegible] ✠LMC~~3,36~~ 3,38	Lon Liv	q	CL 3,36	1920 11mo	Hall,Russell&Co.Ld. Aberdeen Lloyd's*A&CP*	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs*).	250·8|38·2|17·1 P&B157′F27′ FK *CellDB*210′428*t*	Liverpool British 5*BHCem* *APT*12*t*	T.3Cy.16½″,29″&50″–33″ (*r*) 220lb ~~180lb~~ 230NHP 2SB,*4cf*,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s1 ″ 6½ 18 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When, Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24592 OXJH	**Estrid** Wireless D.F. 1*Dk* *Ref.Mchy.* *CruiserStern*	1397 1225 794					1933	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	262·2|39·7|15·5 P&B208'F35'	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
24593 165444 GZPX	**Esturia** (*ex*Apache-37, *ex*LaHabra-36) *ss*Osl.No.3-10,25 *ss*Osl.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6968 6366 4382	✠100A1 4,37 ~~BS11,36~~ BS2,38 ✠LMC10,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,14 *F.P. above* 150° F.	Ant	*a*†	CL 11,36	1914 3mo	SirJ.Laing &Sons,Ld Sunderland Lloyd's A&CP	EsturiaS.S.Co.Ld. (S.Catsell, *Mgr.*) *CellDB uE&B*55'142t*D*	425·1|57·0|33·1 P101'B28'F40' FK *Tf* 38'518t*APT*53t	London British 15*BHptCem* (9 *to U dk* 6 ,, 2*nd*,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 555NHP 4SB,12*cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 〃 0 s 6 〃 2 27 〃 0¾	
24594 ~~DHC[illegible]~~	**Etha Rickmers** 2TwinMasts (*ex*Bito, *ex*Centurion, *ex*Crown of Galicia) *ss*Ham.2ndNo.3-2,33 D.F. 2*Dks*(*Stl U-pt* ws)	5149 4645 3228	100A1 12,36 BS1,37 LMC8,32	Ham	*y*	CL ~~N3,35~~ 6,37	1906	A.Stephen &Sons,Ld. Glasgow Lloyd's A&CP	MollerLine.Ld. (Mollers'Ld, *Mgrs.*) *CellD*	400·0|52·0|27·1 P34'B173'F42' FK *B*355'1113t*FPT*99t	British 6*BHCem* *APT*34t	T.3Cy.26½",42"&70"-54" (*s*) 180lb 481NHP 3SB,9*cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls.	29 〃 9	
24595 219742 KUJQ	**Ethan Allen** *Fitted for oil fuel* Sub.Sig. 1*Dk*& *Shelter dk*& 2*nd dk forward Web frames Longitudinal framing*	7777 — 4937				...	1920	Pusey& JonesCorp. Gloucester City,N.J.	LykesBros.-RipleyS.S.Co.Inc.	439·6|60·2|33·7 P41'B134'F46' *on Shelter dk*	P.Arthur, Tex. Utd.States *WB*	Q4Cy25½",37",52½"&76"-54" 643NHP W.CrampS.&E.B.Co.Phl.	36 〃 8	R †
24596 5411 SDZW	**Ethel** (*ex*Malta) Iron *Well deck* *ss*Lkr.4thNo.3-11,33 *ss*Hbg.No.1-38 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1511* *1223* *908*	✠100A1 1,38 ~~5,36~~ ~~12,36~~ BS~~5,36~~ 6,37 ✠LMC~~11,33~~ MS1,38	Lkr AntHbg	*q*	OG ~~5,36~~ 12,37	1882 9mo	J Readhead &Co. SouthShields A&CP	Exors.of the late A.Th.Jonasson(M. Jonasson, *Mgr.*)	259·0|36·0|17·5 266·9(O.L.) BK9" Q136'B26'F32' *WB=DBa*	Råå Swedish 4*BHCem* 78'*f* 72'340t	C.2Cy.26$\frac{13}{16}$"&58"-36" 80lb 161NHP 2SB,4*pf*,GS71,HS2706 J.Readhead &Co.S.Shields	18 〃 7 s 5 〃 5½ 17 〃 11	
24597	**Ethel Conklin** Ⓟ AuxTwinSc (*ex*Alfonso) 3MstSr *Mchy.Aft* 1*Dk*(*ptStl*) *OilEng.* (*See Sailing Ship Register*)	464 371 312	✠ 11,19 ✠	Man	*g*		1918 7mo	NewEng. &S.B.WksLd Shanghai	SmithNav.Co.	143·0|30·1|13·5 Q36'F24' BK7" *CellDBf*	Manila Utd.States 2*BHCem* 60'82t*FPT*23t	Oil Engines 4S.C.SA 4Cy.14⅞"-15⅝" 87NHP NiigataEng.Works,Tokio	14 〃 6	
24598	**Ethel Edwards** (*ex*Marcie, *ex*HelaNaval, *ex*Sneekermeer, *ex*Ubbekarspel) 3Mst *OilEng.* 1*Dk* *Mchy.Aft*	395 361 209					1919	Gebr.G&H Bodewes Martenshoek	SmithNav.Co.	144·3|25·4|12·5	Manila Utd.States	Oil Engines 2S.C.SA 4Cy.10¼"-14$\frac{9}{16}$" 74NHP E*made*21 *fitted*25 MtrnWerkeMannheimAG		
24599 145097 GDVX	**Ethel Radcliffe** *ss*Cff.No.3-6,33 *ss*Shl.No.1-36 D.F. E.S.D. 1*Dk*(*Stl*)	5673 5209 3456	✠100A1 10,37 ~~10,36~~ 10,37 ~~BS5,36~~ ✠LMC MS10,36	Shl Bry	*z*	CL 10,36	1920 11mo	Craig, Taylor&Co.Ld. Stockton Lloyd's A&CP	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld (EvanThomasRadcliffe&Co. *Mgrs.*) *CellDB*	415·2|55·5|26·6 P45'B&F321' FK 360'1707t *FPT*135t	London British 7*BHCem* *APT*183t	T.3Cy.28",46"&75"-48" (*s*) 180lb *180lb* 471NHP 3SB,9*cf*,GS198,HS7917 Blair&Co.Ld.Stockton	28 〃 7 s 3 〃 9½ 25 〃 1	
24600 146293 GFTR	**Ethiopia** Ⓟ TwinSc *ss*Cal.No.3-1,30 D.F. *ss*Cal.No.2-38 ~~*ss*Cal.No.1-33~~ 2*Dks*(*UStl*-ws)& *Shade dk* (*Stl*-teak s)	5574 3832 2371	✠100A1 *Shade dk* 2,38 ~~1,37~~ ~~BS2,37~~ ✠LMC~~[illegible]~~ 2,38	Cal	*a*†	CL SN1,37 P1,37	1922 6mo	W.Denny& Bros.Ld. Dumbarton Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. *CellD Ba&uE&bunker*17*8'f*152'633t *Collision Tank between tunnels* 28' 70t	410·6|53·4|24·7 FK B182' *on Shade dk* *FPT*98t*APT*58t	Glasgow British *ptCem* *nBHtoShdk* 8 ,, ,, *U* ,,	4 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 200lb FD 1152NHP 6SB,18*cf*,GS372,HS14274 W.Denny&Bros.Ld.	27 〃 3 s 4 〃 4¾ 23 〃 3	
24601 164279 GYRP	**Ethiopian** D.F. 1*Dk* & *Shelter dk* *CruiserStern* *Rudder electrically welded*	5424 4447 3203	✠100A1 *withfreeboard* ~~10,37~~ ~~10,36~~ 4,38 ✠LMC3,36 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 10,37 *F.P. above* 150° F	Ham		CL 4,38	1936 3mo	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G Lloyd's A&CP	UnitedAfricaCo. Ld. *Cell DB*337' 1058t *D*	417·5|57·7|23·6 433·0(O.L.) F43' FK *Ta*25'830t*FPT*226t	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, 2nd ,,) *APT*205t	T.3Cy.21⅝",35$\frac{7}{15}$"&57$\frac{1}{16}$"-39⅜" & LP Turbine with DR gearing & hydraulic coupling FD 220lb (*s*) 350NHP 2SB.(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb A.G.Seebeck,Wsm.	25 〃 8 s 1 〃 11¼ 23 〃 10¾	
24602 145183 MKQB	**Ethylene** *ss*Sld.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	936 746 489	✠100A1 6,37 ~~3,37~~ BS~~6,36~~ 6,37 ✠LMC5,34	Sld	*m*	CL 6,36	1921 5mo	WoodSkinner&Co.Ld. Newcastle Lloyd's A&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompaniesLd. *Mgrs.*) *CellDBuE*19'	217·3|32·0|13·4 224·7(O.L.) Q106'B17'F25' FK *f*126'252t*MT*9'137t	London British 4*BHCem* *FPT*114t	T.3Cy.16",26"&43"-27" (*s*) 180lb *100lb* 116NHP 1SB,3*cf*,GS57,HS2000 N.E.MarineEngCo.LdNwc	15 〃 6 s 1 〃 9¼ 13 〃 11	
24603	**Eti** (*ex*Sürmene-36, *ex*HaciHuseyin-34, *ex*AgiosSpyridon-33, *ex*Rita Chandris-33, *ex*Johannes Bernhardt, *ex*Hamlet) 2*Dks*	*1209* *1075* *647*					1889	Helsingörs Jernsk&Msk. Elsinore	Yakup&Şükrü	226·2|32·2|18·7 B57'	Istanbul Turkish	T.3Cy.18",27½"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		
24603* 1404 IBYF	**Etiopia** (*ex*CapoMele-36, *ex*Francisca, *ex*Asp) D.F. 1*Dk*	2153 1855 1269					1918	PolsonIron WorksCo.Ld. Toronto	A.T.Rosasco	261·8|43·6|21·1	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
24604 6044 SDXA	**Etna** (*ex*Arcturus) *ss*Got.No.3-8,27 *ss*Lkr.No.2-35 1*Dk*(*Stl*)	*2619* *2344* *1537*	100A1 ~~4,37~~ ~~10,36~~ 4,38 ✠NE8,27 LMC3,35 ~~BS2,37~~ 4,38	Lkr Mmo	*t*	CL ~~8,35~~ 4,38	1918	Fredrkstad Mek.Værks. Fredrikstad Lloyd's CP	A/B Transmarin ~~(B.Ingelsson, *Mgr.*)~~ (S.Redig, *Mgr.*) *CellDB*	300·4|47·2|20·8 311·3(O.L.) P31'B160'F31' FK *a&uE*124'*f*118'661t	Hlsngborg Swedish 5*BHCem* *APT*114t	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 213lb (*s*) 179NHP 2SB,4*cf*,GS56,HS2246 FD A.Borsig,Berlin	23 〃 1 s 2 〃 8 20 〃 10	
24605 30 IMSX	Wrecked 2,37 (*ex*Britannia-32) 1*Dk*2*trB*	1064 1007 761					1890	Rostocker Act.Ges. Rostock	TeresaPennisi diCarlo	201·5|31·6|12·8 P—B—F56'	Catania Italian *WB*	T.3Cy.14",22½"&36½"-27½" NB04 70NHP RostockerA.G.Rostock		I
24606 211715 WMCG	**Etolin** Ⓟ (*ex*Matsonia-37) *ss*S.Fo.No.3-1,26 *ss*S.Fo.No.2-36 *Mchy.Aft* D.F. GyC. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws) *Ref.Mchy.*	~~9402~~ ~~9102~~ ~~5901~~ 9476 9102 6061	✠100A1 *Shelter dk withfreeboard* 3,37 ✠LMC8,36 *Fitted for oil fuel* 11,13 *F.P. above* 150° F.	SFo	*e*†	CL 8,36	1913 11mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association *Intermediate 'tween dk BH in fore hold dispensed with* *CellDB*	480·0|58·1|36·5 FK *uE&B*117'*f*222' 1586t *DTf* 68'	S. Frncisco Utd.States *Asp* 1*BHtoSh dk* 6 ,, ,, *U* ,, 1 ,, ,, 2*nd*,,	T.4Cy.35",62"&(2)81"-66" 250lb (*s*) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&D D.Co. *only* 706t*FPT*115t*APT*166t	45 〃 0 s 14 〃 11¾ 30 〃 6¼	
24607 PDZP	**Etrema** *Oil Eng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6236 5540 3606	✠100A1 9,37 ~~10,36~~ ✠LMC5,36 *Carrying Petroleum in bulk*	Sng	*a*†	CL	1936 5mo	NVRotterdamDroogd. Maats. Rotterdam Lloyd's A&CP	N.V.Petroleum Maats."La Corona" *CellDBuE*63'132t	428·1|54·5|30·9 P87'B38'F48' FK *DTf*25'257t	TheHague Dutch 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams. *FPT*103t*APT*55t	31 〃 0 s 5 〃 7¼ 25 〃 7	
24608 140639 GDTC	**Etrib** (*ex*BritishCoast) *ss*Liv.No.3-7,31 *ss*Liv.No.1-36 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	1943 1633 966	✠100A1 *Shelter dk withfreeboard* 6,37 ~~7,36~~ ✠LMC MS7,36 BS~~11,36~~ 11,37	Liv	*s*	CL ~~5,34~~ 6,37	1919 7mo	Swan,Hunter &Wigham Richardson, LdSunderlnd Lloyd's A&CP	MossHutchison Line,Ld. *DB*248'501t *FPT*51t*APT*39t	290·0|42·5|18·8 FK	Liverpool British *ptCem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.22",36"&59"-39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 〃 2 s 1 〃 4¾ 19 〃 11	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Hof Trade.
24609 308 IBXK	**Etruria** (exEste, exEger) 1Dk&Awng dk	2633 2481 1632					1906	Flensburgr Schiffsb. Ges Flensburg	D.Tripcovich&Cl. Soc. Anon. di Nav. Rimorchi e Salvataggi	302·6|44·0|16·6 291·4 23·7 H—	Trieste Italian WB	T.3Cy.20 1/16", 33½" & 55¾"-37½" 192NHP FlensburgerSchiffsb.Ges.		I
24610 1698 IBIL	**Ettore** (exCollington, exFairwater, exPenthaw, exFlixton) D.F. 1Dk	4270 4007 2669			...		1912	W.Gray&Co.Ld. W Hartlepool	Soc.Anon.NavigazioneDeGregori &Schiaffino	391·9|51·0|24·9 380·0 P27'B241'F37' FK	Genoa Italian WB	T.3Cy.26",42"&70"-48" 404NHP Gen.Mar.Eng.Wrks.WHpl	27 ″ 3	I †
24611 165920 GDDS	**Ettrickbank** D.F. E.S.D. OilEng. 1Dk&Shelter dk 3rd dk in No.1 hold CruiserStern	5138 4697 3040	✠100A1 withfreeboard 2,38 ~~11,37~~ ✠LMC11,37 Carrying cargo oil F.P. above 150°F. in deep tank Carrying latex in fore peak tank	Sld Liv	a†	CL	1937 11mo Lloyd's A&CP	Wm.Doxford&SonsLd Sunderland	InverTransport&TradingCo.Ld. (A.Weir&Co. Mgrs.) (CellBHtoShelter dk 7BHto2nd dk) CellDB347'1311tDTa29'1132tFPT150tAPT190t	423·2|55·5|24·7 438·6(O.L.) FK	Glasgow British 8BH	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB-120lb Wm.Doxford&Sons,Ld.Sld	28 ″ 7 s3 ″ 3¼ 25 ″ 6½	
24612 302 SZJF	Broken up **Euboea** Ⓟ TwinSc (exElliToyia-33, exElliDascalaki-33, exPrinzSigismund) 2Dks	824 — 394					1899	Howaldtswerke Kiel	HellenicCoast LinesCo.Ld.	205·4|28·6|12·4 B120'H18'F56'	Piræus Greek WB	T.6Cy.15½",23¾"&37¾"-21¼" 132NHP Howaldtswerke,Kiel		
24613 IBKK	**Eudora** (exLagos, exKurtWoermann) Now "Sidamo," No.40082 in Supplement 2Dks3trB	2384 2056 1434					1895	Blohm&Voss Hamburg	Soc.Anon.diNav. Neptunia	290·4|38·2|23·6 H–F35'	Genoa Italian WB	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		I
24614 130 SVDW	**Eugena Cambanis** (exNeaEllas, exSirW.T.Lewis) ssPir.3rdNo.3-11,32 1Dk(Irn)2trB& Webframes3Dkrule	3470 3245 2232	✠ 12,37 ✠	Nap	v	9,36	1898 9mo A&CP	Richardsn,Duck&Co. Stockton CellDBa110'uE22'f146'810tFPT167tAPT165t	Geo.Nic.Embiricos	339·0|46·0|24·6 350·3(O.L.) P33'B91'F32' FK	Andros Greek 6BHCem	T.3Cy.24",40"&66"-45" (s) 160lb 80lb NDB23 306NHP 2SB,6rf,GS132,HS4800 Blair&Co.Ld.Stockton	27 ″ 3 ~~s4 ″ 11~~ ~~22 ″ 9~~	
24615 206147	**Eugene J. Buffington** Mchy.Aft GyC. 1Dk	7528 — 5839					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0|58·0|32·0	Dul'th,Min Utd.States WB	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
24616 229306 WORJ	**Eugene P. Thomas** Mchy.Aft GyC. 1Dk	7860 — 6201					1930	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0|60·8|28·0	Dul'th,Min Utd.States WB	T.3Cy.24½",40"&65"-42" Gt.LakesEng. 274NHP Works,RiverRouge,Mich.		R
24617 220907 KDMA	**Eugene V. R. Thayer** ssNYk.No.3-2,33 ssNOs.No.1-37 Mchy.Aft 2Dks(Stl)&Webframes Sub.Sig. Longitudinalframing	7138 6509 5111	✠100A1 ~~2,37~~ 12,37 BS2,38 ✠LMC2,37 CarryingPetroleum in bulk Fitted for oil fuel 12,20 F.P. above 150° F.	NOs	b†	CL 3,36	1920 12mo A&CP	Bethlehem S.B.Corp.Ld. Wilmington, Del.	SinclairNavigationCo. CellDBuE&B62'200tDTf40'588tFPT228tAPT72t	430·2|59·2|32·8 P134'B36'F40' FK	NewYork Utd.States 17BHptCem (13 to U dk 4 ,, 2nd ,,)	T3Cy.26½"44"&74 1/16"-51"(s) 200lb 593NHP 3SB,9cf,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
24618 214747	**Eugene W. Pargny** ssCgo.No.3-35 Mchy.Aft 1Dk(Stl)&Webframes GyC. Longitudinalframing	7724 7559 6020	✠100A- ForServiceontheGreatLakes 9,35 ✠LMC9,35 BS4,373,38	Cgo		N9,35	1917 4mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. CellDBuE&B55'230tf&inhoppersidetanks4798724tFPT299tAPT59t	580·0|60·0|32·0 F53' FK	Dul'th,Min Utd.States 3BH	T.3Cy.24½",41"&65"-42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″ 10½	
24619 7846 SEAR	**Eugénie** (exAntigoon, exGeorgeCarrier, exRap, exGebroedersBodewesIX) OilEng. Mchy.Aft 1Dk	327 277 241					1919	Gebr.G&H Bodewes Martenshoek	SvenNilsson	136·0|24·5|11·2 Q26'	Djupekås Swedish	Oil Engines 2S.C.SA 2Cy.16 9/16"-18 1/16" 97NHP Emade19refitted27 Ruston&HornsbyLd Lncln		V
24620 SVUF	**Eugenie Livanos** D.F. 1Dk&Shelter dk CruiserStern	4816 4379 2839	✠100A1 withfreeboard 10,37 ~~11,36~~ ✠LMC7,36	Grk Rot	a†	CL	1936 8mo Lloyd's A&CP	W.Gray&Co.Ld. W Hartlepool	S.G.Livanos CellDB365'1202tFPT198tAPT200t	419·2|56·7|25·3 F36' FK	Chios Greek 7BHCem (Coll ,, to Shdk 6 ,, 2nd ,,)	T.3Cy.22½",39"&65"-45" (s) 225lb HS7115 460NHP 2SB(FD)&1AuxB,9cf, GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	27 ″ 10 s3 ″ 0 25 ″ 1	
24621 91 SWUS	**Eugenie S. Embiricos** ssPir.No.3-9,32 1Dk(Stl)&Shelterdk(Stl) ssRot.No.1-37	4882 4535 2946	✠100A1 Shelter dk withfreeboard ~~3,38~~5,36 ✠LMC11,37 Fitted for oil fuel 7,20 F.P. above 150° F.	Rot Cff	z	CL ~~N10,34~~ 10,37	1920 7mo Lloyd's A&CP	ShortBros.Ld. Sunderland	S.G.Embiricos CellDB360'1512tFPT180tAPT252t	419·5|53·8|25·0 FK Collision	Andros Greek Cem BHtoShdk 6 ,, ,, U ,,	T.3Cy.25½",43"&72"-48" (s) 180lb 449NHP 3SB,9cf,GS204,HS7745 J.Dickinson&Sons,Ld.Sld.	27 ″ 7 s3 ″ 1 24 ″ 8¾	
24622 659 IMTP	**Eugenio** (exLiesbet, exCarmen, exJeannette, exHarryFrater) Aux3MstSr OilEng. 1Dk (See Sailing Ship Register)	333 — 250					1917	J.Smit&Zoon Foxhol	U.Tomei	134·5|26·4|11·7 P29'	Viareggio Italian	Oil Engines NE37		I
24623 1960 IBEL	**Eugenio C.** (exCedrus-34) ssHul.No.1-31 D.F. 1Dk(Stl)	4078 3829 2509	✠ ... 12,36 ✠	Gen	x		1928 10mo Lloyd's A&CP	BurntislndS.B.Co.Ld. Burntisland	G Costa fuAndrea CellDB318'1126tFPT77tAPT189t	380·8|51·4|25·2 370·0 P29'B224'F34' FK	Genoa Italian 6BHCem	T.3Cy.25",41"&68"-48" 387NHP 3SB,9cf,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
24624 DOME	**Euler** (exAmalfi) OilEng. CruiserStern 1Dk&Shelterdk	1879 1499 913					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7|41·7|16·5 P&B231'F34'	Bremen German WB	Oil Engines 4S.C.SA 6Cy.22"-39 3/16" 280NHP A.G."Weser,"Bremen		G
24625 165402 GZLR	**Eulima** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft E.S.D. CruiserStern Longitudinal framing at bottom & at deck	6207 5501 3594	✠100A1 9,37 ~~2,37~~ ✠LMC2,37 CarryingPetroleum in bulk	Rot	a†	CL	1937 2mo Lloyd's A&CP	N.V. Wilton-Fijenoord Schiedam	Anglo-Saxon PetroleumCo.Ld. CellDBuE63'132tDTf25'257tFPT103tAPT55t	432·1|54·6|30·8 446·3(O.L.) P87'B38'F48' FK	London British 16BH	Oil Engines 4S.C.SA 6Cy.25 9/16"-55⅛" 377NHP DB180lb N.V.Wilton-Fijenoord	31 ″ 0 s5 ″ 6¾ 25 ″ 8¼	
24626 PDZT	**Eulota** OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft D.F. CruiserStern Longitudinal framing at bottom & at deck	6236 5540 3606	✠100A1 7,37 ~~10,36~~ ✠LMC5,36 CarryingPetroleum in bulk	Sng Rot	a†	CL	1936 5mo Lloyd's A&CP	N.V. Wilton-Fijenoord Schiedam	N.V.Petroleum Maats"LaCorona" CellDBuE63'132tDTf25'257tFPT103tAPT55t	428·1|54·5|30·9 P87'B38'F48' FK	TheHague Dutch 16BH	Oil Engines 4S.C.SA 6Cy.25 9/16"-55⅛" 377NHP DB180lb N.V.Wilton-Fijenoord Schiedam	31 ″ 0 s5 ″ 7¼ 25 ″ 7	
24627 145843 GDYW	**Eumaeus** Ⓟ D.F. 2Dks	7472 6370 4711					1921	CaledonS.B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·2|56·3|32·5 P54'B164'F65'	Liverpool British WB	DRGearedSteamTurbine 1000NHP Hwthrn,Leslie&Co.LdNwc		BT till ~~10,37~~ 9,38

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24628 139905 GKVP	**Euphorbia** D.F. 1*Dk*	3380 3034 2011					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P34'B97'F29'	48·0	23·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.CoLd.Sld.		C
24629 217687 KFAO	**Eureka** (*ex*Glendoyle) *Fitted for oil fuel* 1*Dk*	2246 1963 1348					1919	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
24630 210334 KJJL	— **Wood** 1*Dk*	471 — 306					1912	Kelley SpearCo. Bath,Me.	BostonSand& GravelCo.	149·8	35·0	12·5	Boston Utd.States	T.3Cy.15",22"&36"-24" 63NHP PortlandCo.Bath,Me.		
24631 1376 IBZK	**Euro** D.F. 1*Dk&Shelter dk* ~~2*Dks*~~	4687 4375 2957					1926	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	~~404·7~~ P14'F38' 406·4	51·7	~~34·4~~ 34·6	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"-48" 335NHP Cant.Nav.Riuniti,Palermo		IC
24632 DOAI	**Europa** Ⓟ QuadSc *Fitted for oil fuel* D.F. GyC. 5*Dks* Sub.Sig. E.S.D. *CruiserStern*	49746 31125 20307					1928	Blohm& Voss Hamburg	Norddeutscher Lloyd	890·2 B&F842'	102·1	48·0	Bremen German *WB*	12SteamTurbines SR geared to4Sc.Shafts Blohm&Voss,Hamburg		G
24633 ~~OZFE~~ OYFE	— Ⓟ *OilEng.* *ss*Cpn.No.1-35 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in motor space & forward holds* *Ref.Mchy.* D.F.	10224 8350 ~~6430~~ 6432	✠100A1 *with freeboard* ~~8,37~~ ~~8,36~~ 12,37 ✠LMC CS6,35 DBS~~6,35~~8,37 ~~6,35~~3,37 ✠Lloyd'sRMC~~11,36~~ 2,38 ~~8,37~~ No. 3 lower 'tween dk. chamber for temp. 18° F. all other chambers for 32° F. *Carrying vegetable oil in forward deep tanks*	Cpn Vcr		CL 8,36	1931 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	A/S DetÖstasiatiskeKompagni *CellDB*405'1700*t* *DTsf*63'1448*t* *Tanks in way of tunnel* 255*t*	465·4 482·5(O.L.) B179'F73' FK	62·2	37·2	Copnhagn Danish 8*BH* (6 *to W dk* 1 „ 2*nd* „ 1 „ 3*rd* „)	Oil Engines 2S.C.DA 6Cy.24⅜"-55⅛" 1236NHP DB(*Upr*)80*lb* DB100*lb* Akt.Burmeistr&Wain,Cpn *FPT*138*tAPT*184*t*	40 ″ 0 s11 ″ 9¼ 28 ″ 4¾	
24634 DGCM	— (*ex*Trude,*ex*Greylight,*ex*Bessarabia,*ex* Selenga,*ex*Claudius) 1*DkCell side tanks amidships,deep framing&2trBat ends*	3767 3486 2190			…		1899	W.Gray &Co.Ld. WHartlepool	AtlasReederei Akt.Ges.	338·5 P37'B130'F42' FK	51·0	24·4	Emden German *WB*	T.3Cy.25½",40½"&67"-45" 312NHP Cen.Mar.Eng.Wrks.WHpl	26″11	G †
24635 PDZV	— *OilEng* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	339 241 160					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·7 P41'F14'	22·9	9·6	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 3/16"-15¾" 68NHP BenzDieselMotorenfb. Mannheim		V
24636 LIWT	**Europe** *OilEng.* D.F. *Mchy.Aft* E.S.D. 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern* *Rudder electrically welded*	8371 7611 5134	✠100A1 ~~9,37~~ ~~8,36~~ 4,38 ✠LMC12,34 *Carrying Petroleum in bulk*	NYk	c†	CL 4,38	1934 12mo	Odense Staalskibsvft vedA.P.Möller Odense *Lloyd's A&CP*	TheTexasCo (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*68'227*t* *DTf*22'1110*t* *FPT*134*t* *APT*70*t* *Upper APTs* 119*t*	471·3 P99'B37'F36' FK	62·3	34·1	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 7 ″ 6½ 26″11½	
24637 135488 GQBJ	**Euryades** (*ex*Indra) *ss*Gls.2ndNo.3-8,36 2*Dks*(*Stl*) *Carrying oil fuel F.P.above150°F.inDB*	5801 5311 3591	✠100A1 10,37 ~~8,36~~ ✠LMC6,36 BS9,37	Gls Ams	a†	CL 6,36	1913 8mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) *Cell DBa* 118' *uE&B* 75'*f* 195'1260*t FPT* 98*t APT*58*t*	430·0 P80'B153'F80' FK	54·0	30·4	Liverpool British 7*BHCem*	T.3Cy.26⅞",45"&75"-54" (*r*) 200lb *110lb* 592NHP 2DB,*12cf*,GS216,HS10730 Dunsmuir&JacksonLdGls	33 ″ 1 s 5 ″ 9¼ 27 ″ 7	
24638 149668 GKBS	**Eurybates** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *Fitted for oil fuel*	6276 5419 3879			…		1928	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·9 P43'B150'F48' FK	54·8	29·1	Liverpool British *WB*	Steam & Oil Engines 10OilCy.27"-45" 2S.C.SA 4SteamCy.24"-45"1408NHP 1Regenerator Scott'sS.B &E.Co.Ld.Grk.	32 ″ 9	BT till ~~6,37~~ ~~11,37~~ ~~6,38~~ 7,38
24639 131424 GRQL	**Eurylochus** (*ex*Indraghiri) *ss*Ham No.3-11,34 2*Dks*(*Stl*)	5723 5277 3600	✠100A1 1,38 ~~2,37~~ BS~~2,37~~ 1,38 ✠LMC12,34	Bkn	a†	CL ~~10,34~~ 1,38	1912 3mo	Lon.&Gls. Co.Ld. Glasgow *Lloyd's A&CP*	ChinaMutualStm. Nav.Co.Ld.(AHolt &Co.*Mgrs.*) *Cell DBa*96'*uE&B* 93'*f*186' 1160*t FPT* 100*t APT*70*t*	430·5 P79'B148'F85' FK	53·9	30·3	Liverpool British 7*BHCem*	T.3Cy.26½",45"&75"-54" (*r*) 200lb 672NHP 2D&1SB*15cf*GS300HS12905 London&Glas.Co.Ld.Gls.	33 ″ 1 s 5″10¼ 27″ 5¾	
24640 147291 GLFJ	**Eurymedon** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6223 5382 3858					1924	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt &Co *Mgrs*)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.24 13/16"-43⅜" 951NHP AktBurmeister&Wain,Cpn		BT till ~~5,37~~ 5,38
24641 197 SVDI	— (*ex*Stylianos-35, *ss*Msl.2ndNo.3-10,27 *ex*Sverre) *ss*Pir.No.2-36 1*Dk*(*Irn*)2*trB&deep framing* 3*Dk rule*	3557 3377 2313	✠100A1 ~~7,37~~ ~~4,36~~ 12,37 ✠LMC MS9,36 BS~~4,36~~7,37	Pir Rot	u	CL ~~2,36~~ ~~7,37~~ N12,37	1904 4mo	W.Gray& Co.Ld. WHartlepool A&CP	P.Venturas&P.D. Marchessini(P.D. Marchessini,*Mgr.*) *CellDBa&uE*133'*uB*17'*f*146'1005*t APT*48*t*	339·6 P25'B67'F32' FK	48·0	24·5	Argostoli Greek 6*BHCem*	T.3Cy.25",40"&65"-42" (*s*) 160lb *180lb* NDB21 290NHP 2SB,*6cf*,GS112,HS4590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 5 ″ 0½ 22 ″ 4	
24642 131445 GRQK	**Eurypylus** (*ex*Indrakuala) *ss*Liv.2ndNo.3-11,37 ~~*ss*Liv.No.3-12,24~~ ~~*ss*Gls.No.2-34~~ 2*Dks*(*Stl*) *Carrying oil fuel F.P.above150°F.inDB*	5848 5307 3563	✠100A1 5,38 ~~11,36~~ ~~11,37~~ BS~~5,37~~ 3,38 ✠LMC5,36	Liv	a†	CL ~~10,34~~ 5,38	1912 7mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	ChinaMutualStm. Nav.Co.Ld.(A.Holt &Co.*Mgrs.*) *Cell DBa*118' *uE&B* 75'*f* 195'1260*t FPT* 98*t APT*58*t*	430·0 P80'B148'F80' FK	54·0	30·5	Liverpool British 7*BHCem*	T.3Cy.26½",45"&75½"-54" 200lb HS13405 (*r*) 687NHP 2D&1AuxSB,*15cf*,GS300 Dunsmuir&Jackson,LdGls	33 ″ 1 s5 ″ 9¾ 27 ″ 6¼	
24643	**Eusebio Coterillo** TwinSc (*ex*Perou,*ex*Peru) *Fitted for oil fuel* 1*Dk*	799 615 408					1906	Bow,McLachlan&Co. Ld. Paisley	EmpresaNaviera deCubaS.A.	211·2 F22' *Shade dk*52'	34·1	10·8	Havana Cuban *WB*	T.6Cy.11",18"&30"-22" 84NHP Bow,McLachln&CoLd.Psy		
24644 PEAC	**Euterpe** 2*Dks*	897 676 543					1903	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	213·4 Q69'B48'F26'	30·5	13·3	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"-36" 96NHP Maats.Fijenoord,Rot.		V
24645 197 SVPW	**Euthalia** (*ex*Marken) 2*Dks*2*trB*	3553 3398 2029					1918	Rotterdam Droogd.Maat Rotterdam	C.D.Coumarianos (GoulandrisBros. *Mgrs.*)	377·6 P27'B223'F34'	51·6	25·1	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
24646 LDUN	**Eva** 1*Dk*	1599 1168 937					1929	Bergens Mek.Værks. Bergen	AugustKjerland& Co.A/S	244·8 P73*t*Q103*t* B102*t*H73*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
24647 DHHB	— Sub.Sig. 1*Dk*	1504 1190 851					1924	Howaldtswerke Kiel	ChinaRhederei A.G.(Aug.Bolten, Wm.Miller'sNachf. *Mgr.*)	250·8 P18'Q75'B99'F32'	38·5	15·9	Hamburg German *WB*	T.3Cy.18 11/16",30 5/16"&49⅝"-33 7/16" 143NHP Howaldtswerke,Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. H. of Trade.
24648 OHZP	**Eva** (*ex*Elsborg-36,*ex*OveGjedde) Wireless 1*Dk*	1492 — 837					1907	Howaldts-werke Kiel	RederiA/B Eva (AndersOström)	242·0 P13'Q73'B105'F29'	36·3	16·6	Mariehmn Finnish *WB*	T.3Cy16¾",29 7/16"&42½"-29½" 96NHP Howaldtswerke,Kiel		V
❋ 24649 160232 VQSC	**Evagoras** (*ex*Darshiel) *ss*Ant.No.2-37 ~~*ss*Hul.No.1-33~~ 2*Dks*(*Stl*)	5197 4911 3282	✠100A1 ~~2,36~~10,37 ~~BS2,37~~	Rot Bry ✠LMC~~7,33~~ 2,37	*y*	CL ~~8,35~~ 10,37	1929 1mo *Lloyd*'*sA&CP*	W.Hamil-ton&Co. (1928)Ld. PortGlasgow	TroodosShipping Co.Ld. *Intermediate 'Tweendk BH in after hold dispensed with*	405·0 418·0(O.L.) P36'B133'F40' FK *Cell DB350' 1025t DTa35'955t APT178t*	52·4	27·5	Famag'sta British *ptCem* *5 BHto U dk* *1 „ „2nd „*	T.3Cy.26",44"&73"-48" (*s*) 200lb 523NHP 3SB,9*cf*,GS181,HS7503 FD D.Rowan&Co.Ld.Glasgow	29 " 10 s 5 " 6¾ 24 " 6	
24650 226690 KGAZ	**Evangeline** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 2*Dks* *CruiserStern*	5043 — 2714					1927	W.Cramp &SonsCo. Philadelphia	EasternS.S.Lines, Inc.	365·4 B&F354' *WB*	55·7	26·8	Boston Utd.States	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Cramp&SonsCo.Phl.		R
24651 LCIV	**Evanger** *Fitted for oil fuel* 1*Dk&Shelter dk*	3869 3522 2326					1920	Irvine's SB&DDCoLd WHartlepool	Westfal-Larsen &Co.A/S(County Line)	365·4 P90tF39tH219t	52·2	23·7	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 340NHP Richardsons,Westgarth& Co.Ld.Hpl.		N
24652 [illegible] KIKT Now "Soffano," *see No. 40118 in Supplement*	**Evansville** (*ex*LakeTahoe, *ex*S.N.A.4) Sub.Sig. 2*Dks*	3543 3247 2186			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	Sanders&Green	372·2 P30'B81'F35' FK	43·9	24·9	NewYork Utd.States *WB*	T.3Cy.24½",41"&69"-42" 443NHP Gt.LakesEng.Works.Det.	28 " 0	R †
24653	**Evanthia** (*ex*Algenib-37) 1*Dk*	3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	Heirs of the late PetrosJ. Goulandris	361·4 P24'B214'F34'	49·9	22·1	Andros Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
24654	**Evdokia** 1*Dk*	706 347 266			...		1928	Werft Nobiskrug G.m.b.H. Rendsburg	Soc.Commerciale Bulgare deNav.à Vap.	168·2 P&B108'F46' *UpperB*51' FK	28·7	11·3	Varna Bulgarian *WB*	T.3Cy.17½",27⅞"&45 13/16"-29½" 173NHP Christiansen&Meyer, Harburg	12 " 0	V †
24655 [illegible] SVEW Sunk 11.37	**Evdoxia** (*ex*SofiaTheodoropoulos-37, *ex*Duburg,*ex*Hans) 1*Dk*	1518 — 968					1899	Akt.Ges. "Neptun" Rostock	~~N.Andronicos&~~ G.Sigalas	245·6 P15'Q58'B112' F27'	35·4	15·3	Piræus Greek *WB*	T.3Cy.17",27½"&47"-33" 127NHP A.G."Neptun,"Rostock		G
24656 142500 MKFD	**Eveleen** *ss*Bel.No.1-37 *ss*Bel.No.3-9,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	498 323 190	✠100A1 ~~8,37~~ ~~2,36~~12,37 ~~MS0,32~~	Bel ✠LMC8,37 ~~BS5,36~~	*g*	CL ~~7,34~~ 7,37	1920 8mo *Lloyd*'*sA&CP*	Ardrossan DD&SBCoLd Ardrossan	J.Milligen&Co.Ld.	160·4 167·0(O.L.) Q95'B9'F21' BK7" *CellDBf*84' 108t *FPT*40t	25·1	9·7 *26·7*	Belfast British 3*BHCem* *APT*26t	T.3Cy.13",21"&35"-24" (*s*) 180lb 62RHP 1SB,3*cf*,GS51,HS1610 AitchisonBlair&Co.Ld.Gls	11 " 8 s 3 " 8 12 " 1½	
24657	**Evellyn-Marion** (*ex*Stephanie-35) 1*Dk*	757 600 437					1909	Nüscke& Co. Stettin	CarlKroll&Son (W.J.Thomas, *Mgr.*)	202·5 Q62'B46'F23'	30·3	12·6	Panama Pnamanian *WB*	T.3Cy.14",22"&36"-24" Christiansen& 87NHP Meyer,Harburg		G
❋ 24658 210004 WKCE	**Evelyn** *ss*Bal.2ndNo.3-10-36 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3141 2759 2443	✠100A1 ~~6,37~~ ~~12,36~~ 3,38 BS3,38 *Fitted for oil fuel* 11,22 *FP above* 150° F.	Bal ✠LMC10,36	*u*	CL ~~N2,36~~ 6,37	1912 6mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	313·6 P36'B94'F31' FK *WB=CellDBa*100'*uE*20'*f*136'679t*FPT*	46·1	22·9	NewYork Utd.States 5*BHCem* 78t*APT*248t	T.3Cy.22",37"&60"-42" (*s*) 180lb 280NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 " 6 s 4 " 5½ 21 " 3	
24659 202560 KJOB	**Evelyn Berg** (*ex*Johan Wood Poulsen-34) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	650 586 423					1906	G.I.White Everett,Wsh.	AlaskaTranspn.Co.	179·1	39·1	13·5	Ketchikan Utd.States	T.3Cy.13",22"&36"-24" 63NHP UnitedEng.Works,S.Fo.		
❋ 24660 183 YLDB	**Everalda** (*ex*Mokta-32) *ss*Lie.2ndNo.3-12,37 ~~*ss*Mdb.No.3-10,24~~ ~~*ss*Kel.No.2-33~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	3950 3617 2452	✠100A1 12,37~~1,36~~ ~~MS2,33~~ ~~MBS5,36~~	Rot Lie ✠LMC12,37 ~~DBS12,36~~	*w*	CL 12,36	1912 11mo *Lloyd*'*sA&CP*	W.Gray &Co.Ld. WHartlepool	F.GraudsShipping Co.Ld.	350·0 P30'B67'F34' FK *CellDBa*113'*uE*23'*f*154'10	50·0	27·9	Riga Latvian 6*BHCem* 35t*APT*105t	T.3Cy.~~24"~~24½",38"&64"-42" (*s*) 180lb ~~90lb~~ 312NHP 2SB,6*cf*,GS102,HS4142 FD Cen.Mar.Eng.Wrks.WHpl	27 " 8 s 5 " 2 22 " 9	
24661 170 YLCO	**Everanna** (*ex*Disciplina,*ex*Amilcare Cipriani,*ex*Stamboul) 1*Dk&deepframing*	2880 2435 1624			...		1908	WoodSkin-ner&Co.Ld. Newcastle	F.GraudsShipping Co.Ld.	313·0 P27'B96'F29' FK	45·0	23·0	Riga Latvian *WB*	T.3Cy.23",37½"&61½"-39" 276NHP N.E.MarineEng.CoLdNwc	23 " 0	CI †
❋ 24662 197 YLFN	**Everards** (*ex*Ronturn-33, *ex*Camerata) *ss*Lie.2ndNo.3-4,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3705 — 2325	✠100A1 11,37~~2,36~~ ✠NE6,18 MS4,34	Lie Rot ✠LMC BS~~2,34~~3,38 ~~5,37~~	*w*	CL ~~2,34~~ N11,37	1910 6mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	F.GraudsShipping Co.Ld.	350·1 P29'B67'F33' FK *CellDBa*113'*uE*23'*f*154'997t	50·1	23·6	Riga Latvian 6*BHCem* *APT*41t	T.3Cy.24",38"&64"-42" (*s*) 180lb ~~90lb~~ 314NHP 2SB,6*cf*,GS98,HS4172 FD Fullerton,Hodgart& BarclayLd.Psy.	25 " 11 s 4 " 8½ 21 " 5	
❋ 24663 213 YLFY	**Everene** (*ex*Louvain-36, *ex*Lousiana, *ss*Ant.2ndNo.3-3,34 *ex*Bellview, 1*Dk*(*Stl*)&*Spar dk* *ex*Strathyre) (*Stl*)&*deep framing*	4434 4092 2785	✠100A1 *Spar dk* 2,38 ~~9,36~~ ~~BS9,36~~ 10,37	Ant Lie ✠LMC3,34	*x*	CL ~~9,36~~ 2,38	1906 5mo *Lloyd*'*sA&CP*	Grngem'th &Greenock DockyardCo. Greenock	F.Grauds Shipping Co.Ld.	370·0 388·5(O.L.) P25'B92'F41' FK *CellDBa*114'*uE*24'*f*162'103	52·0	17·5 25·5	Riga Latvian 6*BHCem* 2t*APT*123t	T.3Cy.25",41"&68"-48" (*s*) 180lb 353NHP 3SB,9*cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock	28 " 0 s 5 " 3 23 " 0	
❋ 24664 215 YLAT	**Everest** *ss*Lie.3rdNo.3-7,32 *ss*Lie.No.1-37 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2103 1918 1320	✠100A1 2,37	Lie ✠LMC2,37	*s*	CL N2,37	1898 11mo	W.Gray& Co.Ld. WHartlepool A&CP	F.Grauds ShippingCo.Ld. *Intermediate BH in fore hold dispensed with*	289·8 P27'B69'F29' FK *CellDBa&uE*110'*f*120'607t	42·1	19·2	Riga Latvian 4*BHCem* *APT*54t	T.3Cy.21½",35"&58"-39" (*s*) 160lb NDB10 217NHP 2SB,6*rf*,GS73,HS3370 Cen.Mar.Eng.Wrks WHpl	21 " 9 s 3 " 2½ 18 " 8¾	
24665 218942 KINN	**Everett** (*ex*WestIson) *Fitted for oil fuel* 2*Dks*	5773 5174 3571					1919	AmesS.B. &D.D.Co. Seattle,Wash	EverettS.S.Corp. (WatermanS.S. Corp.*Mgrs.*)	410·5 P44'B119'F47' *WB*	54·2	29·2	Mobile Utd.States	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
24666 204579 WJCQ	— 3Mst *Mchy.Aft* D.F. 1*Dk*	5065 — 3097					1907	ForeRiver S.B.Co. Quincy,Mass	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	373·2	52·7	29·8	Boston Utd.States *WB*	T.3Cy.25",44½"&73"-48" 369NHP ForeRiverS.B.Co.Quincy		R
24667 192 YLAO	**Everhope** (*ex*Maplegrove-33, *ex*BenClune,*ex*Oltul, ~~*ss*Shl.No.2-9,34~~ *ex*Iriston) ~~*ss*Lie.No.2-34~~ *ss*Rot.2ndNo.3-10,37 1*Dk*(*Stl*)	3811 3529 2404	✠100A1 10,37~~12,35~~ ~~BS9,35~~	Cff Rot ✠LMC~~5,35~~ 10,37	*w*	CL ~~1,34~~ 10,37	1912 9mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. Pt.Glasgow	F.GraudsShipping Co.Ld.	354·3 P22'B90'F36' FK *CellDBa*115'*uE&B*36'*f*156'9	51·1	23·8	Riga Latvian 6*BHCem* 15t*APT*105t	T.3Cy.25",41"&67"-45" (*s*) 180lb 338NHP 2SB,6*cf*,GS130,HS5384 Rankin&Blackmore,Grk.	26 " 3 s 4 " 7½ 21 " 10	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24668 194 YLBF	**Everita** (*ex*Ethelaric-32) *ss*Nwc.No.3-8,29 *ss*Lie.No.2-38 ~~*ss*Lie.No.1-34~~ 1*Dk*(*ptIrn&ptStl*)	3251 3011 1976	✠100A1 5,38 ~~11,36~~ BS12,37 ✠LMC MS~~5,34~~5,38 ~~BS8,36~~	Lie	*v*	CL ~~5,35~~ 5,38	1917 2mo *Lloyd's A&CP*	Ropner& Sons,Ld. Stockton	F.GraudsShipping Co.Ld.	335·0 P31'B100'F35' FK *CellDBa*110'*uE*22'*f*145'812*t*	48·1	23·4	Riga Latvian 5*BHCem* *APT*96*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb ~~120lb~~ 278NHP 2SB,*6cf*,GS119,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 0¼ 21 ″ 0	
24669 161347 GLSV	**Everleigh** *ss*Bry.No.2-38 ~~*ss*Cff.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5222 4819 3153	✠100A1 *withfreeboard* 3,38 ~~2,37~~ ~~BS11,36~~ ✠LMC~~12,33~~ 3,38 MS5,37	Bry	*a*†	CL ~~12,35~~ 3,38	1930 1mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	406·3 F33' FK *CellDBa&uE*134'*f*188' 1387*t* *FPT*139*t APT*104*t*	56·0	26·9	London British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld	29 ″ 5 s3 ″ 9¼ 25 ″ 10½	
24670 193 YLAD	**Everolanda** (*ex*Berkdale-33, *ex*Wotan,*ex*Oswiga, *ss*Cff.No.3-9,20 *ex*St.Johann) *ss*Cff.No.2-29 1*Dk*(*Stl*)2*trB*&*deepframing* &*Web frames*	3379 3170 2090	✠ ― 4,34 ✠	Shl	*v*		1908 6mo	Chant.Nav Anversois Hoboken	F.GraudsShipping Co.Ld.	347·0 P31'B180'F31' FK *CellDBa*108'*uE&B*42'*f*152'788*t FPT*108*t APT*81*t*	48·1	23·1	Riga Latvian 6*BHCem*	T.3Cy.24",40"&66"-45" 320NHP 3SB,*9cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 ″ 7	V †
24671 178 YLCX	**Everonika** (*ex*Tottenham,*ex*Apsley, *ex*DonCesar) *ss*Npt.No.3-7,19 *ss*Npt.No.2-28 1*Dk*(*ptIrn&ptStl*)2*trBdeep framing* & *Web frames*	3743 3454 2340	✠ ― 12,32 ✠	Hul	*w*		1906 6mo	JLThompson&Sons,Ld. Sunderland	~~Z.Heinrichsons~~ ~~(F.GraudsShippingCo.Ld.*Mgrs.*)~~ F.GraudsShipping Co.Ld.	350·0 P46'B94'F33' FK *Cell DBa*119'*uE*23'*f*148'864*t FPT*74*t APT*100*t*	50·3	23·2	Riga Latvian 6*BHCem*	T.3Cy.25",41"&67"-45" 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9	V †
24672 202 YLFS	**Everosa** (*ex*Munorway-34, *ex*ProgressIII) *ss*Ams.No.3-7,25 *ss*Nwc.No.1-28 1*Dk*(*Stl*)	3529 3327 2234	✠ ― 9,34 ✠	NNs	*w*		1912 5mo	Campbel- townS.B.Co. Campbeltwn	F.GraudsShippingCo.Ld.	348·0 P29'B90'F36' FK *Intermediate B H in after hold dispensed with* *CellDBa*111'*uE*21'*f*153'942*t*	50·0	23·6	Riga Latvian *Cem* 5*BH only* *APT*80*t*	T.3Cy.24",40"&65"-45" 322NHP 3SB,*9cf*,GS162,HS5142 J.G.Kincaid&Co.Ld.Grk.	25 ″ 10	V †
24673 214 YLFW	**Evertons** (*ex*Faxen-36,*ex*Ovidia) *ss*Got.No.3-8,32 D.F. 1*Dk*(*Stl*) *ss*Bkn.No.1-37	4107 3759 2537	✠100A1 9,37 ~~12,35~~ BS~~9,36~~ ✠LMC~~8,32~~ 10,37 MS7,37	Skm Bkn	*w*	OG 12,35	1919 6mo *Lloyd's A&CP*	Lindhol- mensV.A. Gothenburg	F.GraudsShipping Co.Ld.	~~358·1~~ 355·6 P18'B91'F39' FK *CellDB*304'865*t*	~~50·7~~ 50·6	~~25·5~~ 28·2	Riga Latvian 6*BHCem* *APT*100*t*	T.3Cy.26",42"&69"-45" (*s*) 185lb 389NHP 3SB,*9cf*,GS120,HS5205 FD LindholmensV.A.Got.	28 ″ 2 s 5 ″ 4¾ 23 ″ 0	
24674 744 SVKN	**Evgenia Chandris** (*ex*Stadsdijk-32, *ss*Rot.No.3-3,33 *ex*RockyMaru) 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)	5317 4885 3166	✠ ~~5,38~~ *Shelter dk* *withfreeboard* ~~BS4,37~~ ~~BS4,36~~ ✠~~LMC12,33~~	Rot	*a*†	CL 3,36	1920 3mo	Harima Dkyd.Co. O Harima A&CP	J.D.Chandris	425·1 FK Coll *CellDB*371'1139*t FPT*148*t APT*225*t*	54·0	26·7	Piræus Greek *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.27",47"&79"-51" (*s*) 200lb 552NHP 2SB&1AuxSB,*11cf*, FD GS192,HS7227 KobeSteelWorks,Ld.Kobe	29 ″ 0 ~~s 8 ″ 7~~ ~~25 ″ 7½~~	
24675 721 SVFW	**Evi** (*ex*VictorianTransport-33) 1*Dk* Now "Aliakmon," *see No.* 37147 *in Supplement*	4521 4271 2847					1913	Nthmblnd S.B.Co.Ld. Newcastle	N.G.Livanos	385·1 P35'B119'F37'	52·0	27·1	Piræus Greek *WB*	T.3Cy.25",40"&68"-48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
24676 LDNQ	**Evina** *OilEng.* *ss*Osl.No.1-34 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* *Progressive Survey of oil tanks*	6121 5402 3570	✠100A1 ~~7,37~~ ~~10,36~~ 3,38 DBS~~11,36~~ ✠LMC8,34 11,37 *CarryingPetroleum in bulk*	Rot ~~Osl~~ Ant	*z*	CL ~~1,36~~ 3,38	1930 5mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle	A/S Hansen- Tangen'sRederi II. (H.E.Hansen- Tangen,*Mgr.*)	396·2 P97'B29'F36' FK *Trunk*238' *CellDBuE*56'171*tDTf*34'347*t FPT*135*t*	55·1	32·3	Xiansand Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
24677 122 SVFB	**Evinos** (*ex*Waihemo-34) *ss*Auk.No.3-2,32 *ss*Pir.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	5627 5448 3540	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~5,36~~ ✠LMC MS5,36 BS~~8,36~~6,37 *Carrying oil fuel F.P. above 150° F. in DB*	Pir Rot	*y*	CL ~~N3,34~~ 6,37	1919 12mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	~~TheofanoMaritime Co.Ld.(N.G.Livanos,*Mgr.*)~~ LivanosMaritime Co.Ld.	399·5 F *on Shelter dk* 38' FK *Collision BHtoShdk* *Cell D B*351'1290*t FPT*60*t APT*80*t*	53·0	32·8	Chios Greek *ptCem* 6 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD NE.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
24678 LCGV	**Evita** (*ex*Dagland-36) TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6346 5529 3773					1927	A/BGöta- verken Gothenburg	A/S Ugland's Rederi(J.M. Ugland,*Mgr.*)	408·3 P367*t*H370*t*F81*t*	55·3	32·0	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-38⅜" 543NHP A/B Gotaverken,Got.		N
24679 190 SVOQ	**Evoikos** (*ex*Maid of Psara) *ss*Pir.No.3-5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4792 4455 2957	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~1,37~~ 4,38 BS5,37 ~~BS8,36~~ ✠LMC5,35 *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Dnz ~~Pir~~ Ant	*w*	CL ~~5,36~~ 4,38	1922 7mo *Lloyd's A&CP*	Cammell Laird&CoLd. Birkenhead	M.A.Embiricos	360·0 F37'*onShelter dk* FK *CellDB*291'817*tDTa*22'699*t* *Collision BH to S dk* *DTf*22'707*t FPT*185*t APT*135*t*	50·2	30·1	Andros Greek *ptCem* 7 „ „ *U* „	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 359NHP 180lb HS6125 2SB&1AuxSB,*8cf*,GS190 CammellLaird&CoLd.Bkn	32 ″ 9 s 7 ″ 1¾ 25 ″ 10	
24680 106 SVLN	**Evros** (*ex*Ethelfreda-33, *ex*WarTulip) *ss*Nwc.No.3-9,31 *ss*Rou.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	5283 4804 3205	✠100A1 7,37 ~~12,36~~ BS~~12,36~~ LMC10,35 11,37	Rot Ams	*y*	CL 7,36	1918 9mo *Lloyd's A&CP*	JLThomp- son&Sons,Ld Sunderland	TheofanoMaritime Co.Ld.(N.G.Liv- anos,*Mgr.*)	400·3 P49'B113'F39' FK *CellDB*340'1081*t FPT*134*t APT*212*t*	52·3	28·4	Chios Greek 7*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
24681 LDUO	**Evviva** (*ex*EdvardGrieg) 1*Dk*	1597 1194 942					1921	Laxevaags Msk.&Jrnskb Bergen	SkibsA/SWilliam HansensRederi (W.Hansen,*Mgr.*)	245·9 P59*t*Q108*t*B127*t* H76*t*	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn.		N
24682 218195 KICN	**Ewa** (*ex*Tacoma-37,*ex*Eldridge) *Fitted for oil fuel* 2*Dks*&*Shelter dk*	7001 6749 5482					1919	Skinner& EddyCorpn. Seattle,Wash	Matson~~S.S.Co.~~ NavigationCo.	409·5	54·2	27·1	S.Frncisco Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
24683 148788 MNQZ	**Ewell** *ss*Shl.No.2-34 *Well deck* Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1350 1062 727	✠100A1 *withfreeboard* ~~7,37~~ ~~2,37~~ 3,38 BS7,37 ~~BS8,36~~ ✠LMC7,34	Shl	*o*	CL ~~1,37~~ ~~7,37~~ 3,38	1926 7mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	Wandsworth& DistrictGasCo.	226·0 241·0(O.L.) Q128'B15'F22' FK *CellDBuE*18'*f*142'551*t FPT*90*t APT*8*t*	36·4	16·5	London British 4*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 156NHP 1SB,*4cf*,GS73,HS2738 N.E.MarineEng.CoLdNwc	18 ″ 6 s 6 ″ 11½ 15 ″ 8½	
24684 5524 SEAG	**Ewy** 3Mst Now "Godhem," *see No.* 33333 *in Supplement* *Mchy.Aft* 1*Dk*	316 258 203					1913	Eriksbergs M.V.Aktieb. Gothenburg	NilsFriberg	124·7 P31'F15'	22·5	11·4	Visby Swedish *WB*	C.2Cy.10"&22½"-15" 16NHP EriksbergM.V.Aktieb.Got		V
24685 219481 KOVT	**Examelia** (*ex*CoeurD'Alene) *Fitted for oil fuel* 2*Dks*	5081 4598 3163					1920	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
24686 219077 KOJD	**Examiner** (*ex*Sinsinawa) *Fitted for oil fuel* 2*Dks*	4969 4572 3037					1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B121'F43'	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24687 220989 KDNE	**Exarch** (*ex*Naamhok) *Fitted for oil fuel* 2*Dks&Web frames*	5839 4971 3676			...		1921	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32″10	R †
	Now named " **Bienville,** *see Supplement*															
24688 230363 KGWT	**Excalibur** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9359 — 5627					1930	NewYork S.B.Co. Camden,N.J.	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
24689 230091 WEEY	**Excambion** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkS.B.Co.Camden, N.J.		R
24690 218486 KJJP	**Excello** (*ex*Luxpalile) *Fitted for oil fuel* 2*Dks&Web frames*	4990 4572 3051			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	New York Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24691 219918 KUPT	**Excelsior** (*ex*Waterbury) *Fitted for oil fuel* 2*Dks&Web frames*	5588 — 3504			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
	Now named " **Azalea City,"** *see Supplement*															
24692 3470	— (*ex*Billio,*ex*Wylo) **Iron** *Well deck* ssKel.4thNo.3–1,35 1*Dk*(*Irn*)2*trB*	*1421* *1128* *850*	✠100A1 2,38 ~~5,36~~ ~~BS5,36~~ 5,37	Sbg Bly ✠LMC1,35	*p*	OG 5,36	1883 8mo *Lloyd*	J Readhead &Co. S.Shields '*sA&CP*	A/B G.H.Dalgren (G.H.Dalgren, *Mgr.*)	250·0 Q95'B52'F26' BK9' *WB=DBa*	36·2	17·6	Hlsngborg Swedish 4*BHCem* 75'*f*100'371*t*	C.2Cy.29"&54"–36" 80lb*90lb*NDB06*fd*08135NHP 1SB,*4pf*,GS60,HS2196 J.Readhead&Co.S.Shields	18 ″ 8 s 1 ″ 5½ 18 ″ 0½	
24693 218136 KJJQ	**Exchange** (*ex*Blair) *Fitted for oil fuel* 2*Dks&Web frames*	4971 4740 3070			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24694 219873 KUNV	**Exchester** (*ex*Winona) *Fitted for oil fuel* 2*Dks*	4964 4598 3034					1920	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24695 220552 KDDM	**Executive** (*ex*Carenco) *Fitted for oil fuel* 2*Dks*	5109 4598 3116					1920	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24696 219633 KUDP	**Exermont** (*ex*Clontarf) *Fitted for oil fuel* 2*Dks*	4969 4598 3037					1920	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24697 230755 WCEZ	**Exeter** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 3*Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd.States *WB*	1 SR Geared Steam Turbine NewYorkS.B.Co.Camden, N.J.		R
24698 217730 WCDK	**Exhibitor** (*ex*Saucon) *Fitted for oil fuel* 2*Dks&Web frames*	5106 4740 3097			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24699 219447 KOTX	**Exilona** (*ex*Delanson) *Fitted for oil fuel* 2*Dks&Web frames*	5601 — 3509			...		1920	Merchant S.B.Corp. Harriman,Pa	ExportS.S.Corpn.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to1ScShaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
	Now "Sea Thrush," *see No.* 40068 *in Supplement*															
24700 218595 KIQV	**Exiria** (*ex*Corson) *Fitted for oil fuel* 2*Dks&Web frames*	4999 4740 3074			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24701	**Exito** (*ex*Prentiss-34) **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	406 367 267					1901	W.A.Boole &Son Oakland,Cal.	Cia.Nav.Shucas S.A.	144·0	34·5	11·5	Ensenada, B.C. Mexican	C.2Cy.14"&32"–24" 42NHP FultonE.&S.B.Wrks,S.Fo.		
	Now "Prentiss," *see No.* 39671 *in Supplement*															
24702 217938 KJJT	**Exminster** (*ex*Saugus) *Fitted for oil fuel* 2*Dks&Web frames*	4985 4740 3048			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24703 218960 KJJU	**Exmoor** (*ex*Nobles) *Fitted for oil fuel* 2*Dks&Web frames*	4999 4573 3057			...		1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR GearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
24704 219712 KUGS	**Exmouth** (*ex*BlueTriangle) *Fitted for oil fuel* 2*Dks*	5120 4598 3117					1920	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24705 230435 WBEF	**Exochorda** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9359 — 5627					1931	NewYork S.B.Co. Camden,N.J.	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	453·0 B197'	61·7	38·6	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24706 FOAW	**Explorateur Grandidier** Ⓟ D.F. *Fitted for oil fuel* TwinSc *Ref.Mchy.* 4*Dks*	10268 — 5708					1924	Ch.&Atel. dePenhoët St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	455·8	60·7	38·0	Marseilles French *WB*	T.6Cy.$27\frac{9}{16}$",$43\frac{5}{8}$"&73"-$47\frac{1}{4}$" 733NHP Ch.&Atel.dePenhoët		V
24707 164257 GYJX	**Explorer** 2*Dks* *Cruiser Stern*	6235 5810 3842	✠100A1 10,37 ~~4,37~~ ✠LMC5,35	Liv	*a*†	CL	1935 5mo *Lloyd*'*s A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *CellDB*365′126	437·2 454·4(O.L.) P45′B144′F43′ FK 7*tDTa*32′850*tFPT*	56·0	29·5	Liverpool British 7*BHCem* 93*tAPT*69*t*	T.3Cy.28",46"&81"-54" (*r*) 215lb *120lb* 588NHP 2DB(Spt),*12cf*,GS272, HS9212 WallsendSlpwy&E.Co.Ld.	32 ″ 0 *s* 6 ″ $5\frac{3}{4}$ 25 ″ $8\frac{1}{2}$	
24708 PEAO	**Export** *ss*Rot.No.3-7,30 *Mchy.Aft* *ss*Rot.No.1-35 *Well deck* 1*Dk*(*ptWoodptStl*)	760 513 345	✠100A1 ~~4,37~~ 10,37 BS~~4,37~~ ✠LMC12,33 3,38	Rot	*j*	OG ~~1,35~~ 10,37	1918 7mo A&CP	NVScheeps H.H.Bodewes Millingen	N.V.Rotterdam LondonStoomv. Maats. *CellD*	181·3 Q52′B64′F19′ FK *Bf*103′137*tFPT*46*t*	28·2	12·4	Rottrdam Dutch 3*BHCem* *APT*45*t*	T.3Cy.$15\frac{3}{4}$",$25\frac{5}{8}$"&$41\frac{3}{8}$"-$27\frac{5}{8}$" 180lb (*s*) 117NHP 2SB,*4cf*,GS67,HS2060 NVBurgerhoutMaschRot.	14 ″ 6 *s* ″ 5 14 ″ $2\frac{1}{4}$	
24709 218991 KJJV	**Express** (*ex*HogIsland) *Fitted for oil fuel* 2*Dks*	4969 — 3037					1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24710 3724 SEAM	**Express I** Ⓟ (*ex*Express) Sp 1*Dk*	357 162 208					1900	W.LindbergsM.V. Stockholm	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	144·6 B68′H79*t*	26·6	7·6	Vaxholm Swedish	T3Cy.$15\frac{5}{16}$",$25\frac{5}{16}$"&$41\frac{3}{8}$"-$25\frac{3}{8}$" 86NHP W.LindbergsM.V.Skm.		
24711 5010 SEAO	**Express II** Ⓟ (*ex*Brevik) 1*Dk*	395 167 251					1909	Eriksbergs Mek.Værks. Gothenburg	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	123·1 B84′H96*t*	25·4	9·3	Vaxholm Swedish *WB*	T.3Cy.13",$17\frac{1}{2}$"&35"-$24\frac{7}{16}$" 61NHP EriksbergsM.V.Gothnbrg.		
24712 219396 KJJW	**Extavia** (*ex*CityofSt.Joseph) *Fitted for oil fuel* 2*Dks*	5091 4598 3119					1919	American International S.B.Corp. HogIslandPa	~~ExportS.S.Corpn.~~ AmericanExport Lines,Inc.	390·0 P50′B121′F40′	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
24713																

***⁎*Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Rof. Trade.
24714 107 IMVL	**F. D. Guerrazzi** Ⓟ 2*Dks*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.Nav. Toscana	184·9 P38'B41'F30'	24·4	13·7	Leghorn Italian *WB*	T.3Cy.16",26½"&43"–30" 100NHP FratelliOrlando&Co.		I
24715 111123	**F. D. Underwood** (*ex*Ramapo) GyC. *Mchy.Aft* 1*Dk*&*Spardk*	3270 — 2878					1896	UnionDry DockCo. Buffalo	GreatLakes TransitCorp.	330·3	44·8	24·4	BuffaloNY Utd.States *WB*	T.3Cy.23",38½"&64"–42" 266NHP KingIronWorks,Buffalo		R
24716	**F. Escaño** Ⓟ (*ex*Panglima) Comp 1*Dk*	452 353 244					1911	…………… Sandakan, Borneo	LaNaviera Filipina,Inc.	179·0	27·0	12·4	Cebu,P.I. Utd.States	C.2Cy.20"&38"–26" 61NHP		
24717 HPFN	**F. H. Bedford, Jr.** TwinSc *OilEng.* D.F. E.S.D. GyC. *ss*Bmn.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	~~11862~~ ~~11866~~ ~~6679~~ 10844 — ~~6641~~	✠100A1 ~~5,37~~ ~~7,36~~ 2,38 DBS7,~~35~~ ~~5,34~~ 3,38 *CarryingPetr*	Ham ✠LMC CS8,34 7,36 *oleum*	*h*† *in*	CL 7,36 *bulk*	1930 11mo *Lloyd*	Furness S.B.Co.Ld Haverton Hill-on-Tees '*sA&CP*	PanamaTransportCo.~~(Waried-Tankschiff Rhederei G.m.b.H. *Mgrs*)~~ *CellDBuE*65'163*t*	521·4 542·5(O.L.) *After*B65'B37'F41' *DTsf*48'1951*tFPT*	70·2	38·7 FK 4	Panama Panmanian 17*BHptCem* *ptAsp* *BHto2ndDk* 245*tAPT*196*t*	Oil Engines 2S.C.SA 12Cy.26¾"–$51\frac{7}{16}$" 1496NHP 2WaterTubeDB200*lb* 2DB100*lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 9 30 ″ 3½	
24718 221695 KDVK	**F. H. Hillman** TwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Mchy.Aft* *CarryingPetroleum in bulk*	10837 — 7724					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd.States *WB*	T.6Cy.24",39"&65"–42" 548NHP BethlehemS.B.Corp.Ld.		R
24719 215668 WLCC	**F. J. Luckenbach** TwinSc *ss*Bos.No.3–8,30 *ss*Sea.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* D.F. GyC.	7821 5391 4951	✠100A1 *Shelter dk* *withfreeboard* 2,38~~12,36~~ MS9,34 *Fitted for oil*	NYk Sea ✠LMC BS~~7,36~~6,37 *fuel* 1	*b*† 1,1	CL P1,36 ~~s12,36~~ SN2,38 7 *F.P.*	1917 11mo *above*	Bethlehem SBCorp(Fore River Plant). Quincy,Mass A&CP 150° F.	LuckenbachS.S. Co.Inc. 1*BH in forward* *CellD B* 356' 1631*t* *DTa*30'165*t'tween*	446·0 B61' *hold dispensed with* *dk tanksin E & Bspo*	56·1	27·8 FK	NewYork Utd.States *pt.Cem* 6*BHonly* *ces*24'445*t F*	2SteamTurbinesDRgeared to 2 Sc. Shafts 1008NHP 4 Water Tube boilers (*s*) 225lb HS15520 FD ForeRiverS.B.Cor.Quincy *PT*220*tAPT*240*t*	40 ″ 8 s10 ″ 4½ 30 ″ 6	
24720 HPFU	**F. J. Wolfe** TwinSc *OilEng.* *ss*Ham.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*)*clear of cargotanks* 3rd *dk*(*Stl*)*aft of cargotanks* *Web frames* D.F. E.S.D. GyC. *Rudder electrically welded* *Cruiser Stern* *Longitudinal framing*	~~12432~~ ~~11758~~ ~~7100~~ 11244 — 6931	✠100A1 ~~11,36~~ 10,37 DBS2,36 *CarryingPetr*	Ham ✠LMC2,36 *oleum*	*in*	CL S2,35 P2,36 *bulk*	1932 8mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	PanamaTransportCo.~~(Waried-Tankschiff Rhederei G.m.b.H. *Mgrs*)~~ *CellDBuE*78' 118*t D*	521·4 542·0(O.L.) *Aft*B55'B40'F39'	70·3	38·6 FK	Panama Panmanian 16*BHptCem* *ptAsp* *Tsf*53'2307*t*	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 1560NHP 2DB(*a*)200*lb* 2DB(*f*)100*lb* BremerVulkan,Vegesack *FPT*295*tAPT*249*t*	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
24721	**F. N. P.** (*ex*GetåII, *ex*AktivI,*ex*Stjerne, *OilEng.* *ex*Angeline) *Mchy.Aft* 1*Dk*	362 286 204					1910	Zeeland Yard Hansweert	FabricaNacional dePapel	138·9 Q43'H35*t*	25·4	10·6	M.Video Uruguayan	Oil Engines 2S.C.SA 2Cy.$14\frac{3}{16}$"–$16\frac{5}{16}$" 79NHP KromhoutWorks,Ams.		
24722 214873 WDCN	**F. Q. Barstow** TwinSc *ss*N.Yk.No.3–3,29 *ss*NYk.No.2–37 ~~*ss*N.Ns.No.1–30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9003 — 5616	✠100A1 *Shelter dk* *withfreeboard* ~~5,36~~12,37 ~~MS4,36~~ *CarryingPetr* *Fitted for oil*	NYk BS12,37 ✠LMC11,36 ~~BS11,36~~ *oleum* *fuel* 4	*f*† *in* ,17	CL ~~P10,34~~ S5,36 P12,37 *bulk* *F.P. a*	1917 4mo *bove* 1	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 50° F.	StandardOilCo. of NewJersey *C*	500·0 *ellDBuE&B*59'184*t*	68·2	35·5 FK (	Wilmgton (Del.) Utd.States 19*BHptCem* (15 „ *to Udk* 4 „ 2*nd* „) *f*17'71*tDTf*	T.6Cy20½",35½"&60"–42"(*s*) 200lb 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNewsSB&DD.Co. 54'673*tFPT*243*tAPT*127*t*	38 ″ 3 s10 ″ 0½ 28 ″ 6	
24723 160720 MPKB	**F. V. Massey** *Mchy.Aft* 1*Dk*	1895 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	FooteTransitCo. Ld.	253·0 F31'	44·1	18·5	Middlsbro' British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
24724 220687 KDGZ	**F. W. Abrams** (*ex*Nora–34) *ss*L.An.No.3–2,31 *Mchy.Aft* *ss*N.Yk.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* D.F. *Longitudinalframing*	~~9621~~ ~~5327~~ ~~7170~~ 9310 6894	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~11,36~~ MS8,34 *CarryingPetr* *Fitted for oil*	NYk ~~Gal~~ ✠LMC ~~BS11,36~~12,37 *oleum* *fuel*10	*d*† *in* ,20	CL 3,36 *bulk* *F.P. a*	1920 10mo *bove* 1	NewYork S.B.Corp. Camden,N.J. A&CP 50° F.	StandardOilCo. of NewJersey *Cell DBuE&B*71'283	467·6 *tFPT*229*tAPT*131*t*	62·7	31·3 39·5 FK	Wilmgton (Del.) Utd.States 16*BHptCem* (2 *to Sh dk* 8 „ *U* „ 6 „ 2*nd* „)	Q.4Cy.24",36",51"&75½"–51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkS.B Corp. Camden,N.J.	39 ″ 6 s10 ″ 3½ 29 ″ 5½	
24725 140655 GBWS	**Fabian** *ss*Bkn.No.1–37 *ss*Liv.No.3–8,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3059 2845 1861	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~8,36~~ ~~MS1,32~~ 8,37	Hul Bkn ✠LMC ~~BS11,36~~ 11,37	*v*	CL ~~8,34~~ 7,37	1919 9mo *Lloyd*	W.Gray& Co.(1918) Ld. WHartlepool '*sA&CP*	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	331·2 343·0(O.L.) *CellDB*284'748*tFPT*	46·8	23·2 FK *Coll*	Liverpool British *ptCem* *BH to Sh dk* 4 „ *to U* „ 105*tAPT*45*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 407NHP 3SB,9*cf*,GS153,HS5829 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 2 ″ 0 23 ″ 8½	
24726 UNJW	**Fabritzius** (*ex*Saïda,*ex*Emmy Friederich,*ex*Antigone) *ss*Rot.No.3–9,20 *ss*Kel.No.2–29 1*Dk*(*Stl*)&*deepframing*	2434 2211 1456	✠ 8,29	Rot ✠	*t*		1906 9mo	Craig, Taylor&Co.Ld. Stockton	U.S.S.R. *Cell*	306·1 P26'B186'F29' *DBa*94'*uE*18'*f*132'	44·3	19·7 FK	Odessa Russian 5*BHCem* 569*tAPT*86*t*	T.3Cy.22",36"&59"–39" 239NHP 2SB,6*pf*,GS100,HS3924 N.E.MarineEng.Co.Ld.Sld	22 ″ 6	
24727 LCIY	**Facto** (*ex*Octo) Wireless 1*Dk*	1522 1319 883					1921	LarvikSlip &Værks.A/S Larvik	A/S D/S Facto (B.Stolt-Nielsen& Sönner A/S)	244·8 P64*t*H70*t*F5*t*	39·5	17·1	Haugesnd Norwegian *WB*	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip&VærkstedA/S		N
24728 LDUT	**Fagerborg** (*ex*Emil) *Mchy.Aft* 1*Dk*	398 285 192					1915	Johs.Berg Delfzijl	HansStoraas	139·2 P60*t*F16*t*	23·5	11·4	Bergen Norwegian	T.3Cy.12⅝",20"&31½"–$21\frac{7}{16}$" 46NHP Johs.Berg,Delfzijl		G
24729 LDUU	**Fagerbro** 1*Dk*	994 862 572					1923	Hölens Verksted Larvik	D/S A/S Fagerbro (Rob.Nilson&A. Nyquist)	214·2 P38*t*H62*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–27" 83NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
24730 LIYT	**Fagerfjell** *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Rudder electrically welded* *CruiserStern* *Longitudinal framing–bracketless system*	8072 7423 4758	✠100A1 ~~12,37~~ ~~2,37~~ 5,38 *CarryingPetr*	Rot Fal ✠LMC6,35 *oleum* ✠LMC(M)7,37	*c*† *in*	CL 12,37 *bulk*	1935 6mo *Lloyd*	Kockums M.V.Aktieb Malmö *sA&CP*	Akties.Dovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*69'186*t*	461·6 P102'B37'F41' *DTf*36'535*t* *FPT*147*tAPT*168*t*	59·8	34·6 FK	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.23⅝"–$43\frac{5}{16}$" 1162NHP 2DB171*lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4½	
24731 LCIZ	**Fagersten** (*ex*FrithjofI) 1*Dk*	2342 2116 1412					1921	Eltringhams,Ld.Willington Quay	SkibsA/S Akershus (Rob.Nilson&A. Nyquist,*Mgrs.*)	290·0 P25'B88'F32'	44·0	20·8	Oslo Norwegian	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24732 LDUV	**Fagerstrand** (*ex*Hird) Now "Motto," *see No.* 39168 *in Supplement* D.F. 1*Dk*	1171 929 690					1903	Hasselda-lens Jrnskbs. Grimstad.	EsbensensRederi A/S(Wictor Esbensen, *Mgr.*)	231·4 Q132*t*B52*t*F35*t*H8*t*	34·2	13·5	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP J.S.Vaux&Co.Ld.Sld.		N
24733 5243 SLMA	**Fagervik** (*ex*Gloria,*ex*Rossija) *ss*Osc.2ndNo.3-5,27 *ss*Got.No.2-36 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1912* *1668* *1084*	✠100A1 ~~7,37~~ 3,36 4,38 ✠LMC MS12,35 ~~BS5,36~~ L BS4,37 3,38	Got	*r*	CL ~~2,36~~ 7,37	1901 10mo	Osbourne, Graham&Co. Sunderland A&CP	RederiA/BNovator (E.Nilsson, *Mgr.*) *CellDBa*86	275·0 284·4(O.L.) P34'B66'F29' FK *uE & B*34 *f*108'491*t*	40·2	17·8	Nrrköpng Swedish 4*BHCem* *APT*45*t*	T.3Cy.20",32½"&53"-36" (*s*) 160lb *80lb* 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.Co.Ld.Sld	20 ″ 2 s 2 ″ 7¾ 17 ″ 9	
24734 124004 GPQN	**Fair Head** (*ex*Zealand-35) *ss*Liv.No.3-2,28 *ss*Bel.No.2-36 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	1719 1536 888	✠100A1 *Spar dk* ~~5,37~~ ~~12,36~~ 3,38 BS~~12,36~~ ✠LMC3,36 2,38	Ant Bel	*r*	CL N12,36	1906 10mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellDBa*58'*uE*	260·0 B73'F33' FK&BK1½" 21'*f*116'258*t FPT*	36·0	14·7 22·2	Belfast British 4*BHCem* 48*tAPT*25*t*	T.3Cy.20½",34"&55"-42" (*r*) 180lb 247NHP 2SB,6*cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 7¼ 21 ″ 1¼	
24735 225957 KGCE	**Fairfax** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing* 4*Dks* D.F. GyC. Sub.Sig.	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners Transptn.Co.	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"-48" 404NHP NewportNewsSB.&DD.Co		R
✻ 24736 216488 WHDM	**Fairfield** (*ex*CatherineWeems, *ex*Garibaldi) *ss*Phl.No.3-5,26 *ss*N.Ns.No.2-34 1*Dk*(*Stl*)	2848 2514 1641	✠100A1 3,38 BS3,38 ✠LMC4,34 *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	NYk NOs	*u*	CL 3,38	1918 6mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	QuinnipiacShip-pingCorp.(Seas ShippingCo.Inc. *Mgrs.*) *CellD*	309·2 P25'B96'F38' FK *B*263'701*tFPT*78*t*	48·2	21·5	NewYork Utd.States 7*BHCem*	T.3Cy.21½",35"&58"-42" (*r*) 190lb 329NHP 2SB,6*cf*,GS121,HS4970 FD BethlehemS.B.Corp.Ld.	24 ″ 0 s 3 ″ 10 20 ″ 5	
24737 221143 KDPY	**Fairfield City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5082 3450					1921	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1Sc. Shaft W&AFletcherHobokenNJ		R
24738 218694	**Fairisle** (*ex*AnnieMurphy-32, *ex*LakeFalama) *Fitted for oil fuel* Now "Herisle," *see No.* 38488 *in Supplement*	2606 2261 1609			...		1919	Superior S.B.Co. Superior, Wis	WatermanS.S. Corp.	251·0 P25'B64'F20' FK	43·7	25·8	Mobile Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP SuperiorS.B.Co.Superior	28 ″ 3	R †
24739 161520	**Fairlake** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	HuronSteamships, Ld.	252·7	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
24740 219404	**Fairland** (*ex*LakeTreba-33) *Fitted for oil fuel* Now "Herland," *see No.* 38491 *in Supplement* 1*Dk*2*trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	WatermanS.S. Corp.	251·0 P25'B64'F23' FK	43·6	26·1	Mobile Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
24741 68808 CYLD	**Fairmount** (*ex*Metcalfe) *Mchy.Aft* 1*Dk*	1851 1652 1302					1923	Ayrshire DkydCo.Ld. Irvine	CanadaSteamship Lines,Ld.	252·0 F37'	43·1	17·3	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Bow,McLachln&CoLd.Psy		C
24742 [illegible] KOGR	**Fairport** (*ex*LakeFairport) Now "Herport," *see No.* 38489 *in Supplement* *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	WatermanS.S. Corp.	251·0 P25'B64'F23' FK	43·6	26·1	Mobile Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
24743 161524	**Fairriver** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	HuronSteamships, Ld.	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
24744 96684 KJKD	**Fairview** (*ex*StonyCreek, *ex*Huntingdon) **Wood** 1*Dk*&*Saloon dk*	345 — 316					1903	R.Palmer &SonS.B.Co. Noank,Conn.	StonyCreek ImprovementCo.	120·4	28·0	9·8	Baltimore, Md. Utd.States	C.2Cy.15"&30"-24" 37NHP J.W.Sullivan,NewYork		
✻ 24745 148300 GLYW	**Fairwater** *ss*Bkn.No.2-36 1*Dk*(*Stl*)	4108 3929 2604	✠100A1 ~~5,37~~ ~~10,36~~ 12,37 ✠LMC MS10,36 BS~~7,36~~ 9,37	Bkn ~~Cf~~ Sws	*x*	CL 9,36	1928 8mo *Lloyd*	R.Thomp-son&Sons,Ld. Sunderland '*sA&CP*	FairwaterShip-pingCo.Ld. *CellDBa*	380·2 391·9(O.L.) P34'B230'F36' FK &*uE*149 *f*163'1065*t*	53·1	24·1	Cardiff British 6*BHCem* *APT*135*t*	T.3Cy.25",41"&68"-48" 180lb 376NHP 3SB,9*cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 7¾ 23 ″ 0¾	
✻ 24746 142476 MJBV	**Falavee** K *ss*Bel.No.3-5,30 *ss*Bel.No.1-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	338 245 120	✠100A1 ~~6,37~~ ~~7,36~~ 2,38 ✠LMC MS~~3,34~~ BS~~11,36~~ 2,38 11,37	Bel	*e*	CL ~~3,34~~ ~~6,37~~ 2,38	1918 4mo *Lloyd*	A.Jeffrey& Co.Ld. Alloa '*sA&CP*	HowdensLd.	136·9 Q49'B10'F27' FK *FPT*50*t*	23·2 24·3	9·8	Belfast British 3*BHCem* *APT*10*t*	C.2Cy.16½"&36"-27" (*s*) 135lb 75RHP 1SB,3*pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa	10 ″ 9 s ″ 6¾ 10 ″ 4	
24747 218427 KIND	**Falcon** (*ex*RockIsland) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2966 2459 1760			...		1919	ThePusey &JonesCo. Wlmgtn,Del.	~~Atlantic&Carib-beanStm.Nav.Co.~~ GraceLine,Inc	300·0 P37'B76'F29' FK	44·1	22·9	Wilmgton (Del.) *WB* Utd.States	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn	25 ″ 0	R †
24748 149946 MNXL	— *ss*Lon.No.2-36 *Ref.Mchy.* 1*Dk*&*ShelterDk* *CruiserStern*	1025 641 433	✠100A1 *with freeboard* 6,37 ~~5,36~~ ✠LMC5,36 Lloyd's RMC~~6,37~~ 1,38 BS6,37	Lon	*n*	CL ~~11,34~~ 5,37	1927 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*176'220*t*	213·9 B40' FK *FPT*22*tAPT*15*t*	35·7	11·6 19·6	London British 5*BHCem* (3 *to Sh dk* 2 „ 2*nd* „)	T3Cy.17½",28½"&47"-30"(*s*) 200lb 196NHP 2SB,6*cf*,GS121,HS3780 AilsaS.B.Co.Ld Troon	13 ″ 9 s ″ 2 13 ″ 8¼	
24749 DAMU	**Falk** 1*Dk*	1459 1027 853					1911	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9 Q75'B101'F25'	36·4	15·0	Stettin German *WB*	T3Cy$16\frac{9}{10}$"$27\frac{3}{5}$"&$43\frac{3}{10}$"-$31\frac{1}{10}$" 104NHP StettinerOderwerke		G
24750 DOBY	**Falke** (*ex*Düsseldorf,*ex*Poldorf, *ex*Düsseldorf, *ex*Toreador) *ss*Wsm.No.1-14 Sub.Sig. 1*Dk*(*Stl*) Wireless D.F.	997 832 480	✠ 1,17 ✠	Gst	*o*		1909 8mo	Bremer Vulkan Vegesack	ArgoReederei RichardAdler&Co. *CellDBa*69'*u*	239·3 P27'B&F186' FK *E*15'*f*102'284*t FPT*	33·4	12·7	Bremen German 4*BHCem* 32*tAPT*42*t*	T.3Cy.$15\frac{3}{8}$",$25\frac{19}{32}$"&$43\frac{5}{16}$"-29½" 160NHP 2SB,4*cf*,GS84,HS3014 BremerVulkan,Vegesack	14 ″ 9	G †
✻ 24751 LDSN	**Falkefjell** **TwinSc** *OilEng.* D.F. *Mchy.Aft* *ss*Rot.No.1-35 *CruiserStern* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	7927 7338 4603	✠100A1 3,38 ~~11,36~~ ✠LMC(M)3,38 ✠LMC CS4,35 DBS~~4,35~~ 1,38 4,35 *Carrying Petroleum in bulk*	HKg	*c*†	CL ~~4,35~~ 3,38	1931 4mo *Lloyd*	Kockums M.V.Aktieb Malmö '*sA&CP*	Akties.Falkefjell (Olsen&Ugelstad) *CellDBuE*65'242*t* *DT f*36'540*t*	462·0 P105'B39'F41' FK *FPT*148*tAPT*241*t*	59·7	34·3	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"-39⅜" 778NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 8 ″ 9½ 26 ″ 0	
✻ 24752 577 SFWI	**Falken** (*ex*Orion-34,*ex*Falken) *ss*Got.3rdNo 3-4,28 *ss*Hbg.No.3-8,34 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*1308* *1026* *706*	✠100A1 6,37 ~~7,35~~ BS~~9,36~~ ✠LMC7,34 4,38	Hbg Lkr	*o*	OG ~~7,34~~ 6,37	1893 5mo	Craig, Tay-lor&Co. Stockton A&CP	RederiA/B Falken (N.M.Thore, *Mgr.*) *CellD*	237·0 243·4(O.L.) Q89'B58'H65*t*F29' FK *B*190'273*tFPT*109*t*	34·5	15·3	Jonstorp Swedish 4*BHCem* *APT*100*t*	T.3Cy.18½",30"&49"-33"(*s*) 160lb 136NHP 2SB,4*pf*,GS68,HS2000 N.E.MarineE.Co.Ld.Sld.	17 ″ 9 s 1 ″ 7 16 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2–3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où cote, si ce n'est dans le L. R. Bureau Cert. Bd. of Trade
24753 OXME	**Falken** Ⓟ Wireless 1*Dk*	369 253 159					1911	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	160·9 P96'F24'	26·1	9·6	Rudköbing Danish *WB*	T.3Cy.13½",22"&36"–24" 68NHP HelsingörsJernsk.&Makb.		V
24754 5115 SEAW	— Sp *Mchy.Aft* 1*Dk*	*368* *286* *173*					1910	Lindhol-mensM.V. Gothenburg	ÅngbåtsA/B Hallands(Harry Trapp,*Mgr.*)	145·3 P44'F21'H8*t*	24·7	11·2	Gothenbrg Swedish *WB*	T.3Cy.12",20"&33"–21" 50NHP LindholmensM.V.Got.		V
24755 DOFM	**Falkenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs- fahrts.Ges.Hansa	431·6 P64'B135'F52'	56·4	30·4	Bremen German	T.3Cy.29½",47 1/16"&76 1/16"– 54"&L.P.turbine 607NHP A.G."Weser,"Bremen		G
24756 3453 SEBG	**Falkvik** (*ex*Nordstjernan) 1*Dk*	*1216* *1031* *631*					1899	Howaldts- werke Kiel	RederiAktieb. Falkvik(Th. Carlsson)	236·8 Q17'B64'H86*t*F23'	35·2	15·9	Sölvesborg Swedish *WB*	T.3Cy.17",27½"&43½"–24¾" 95NHP Howaldtswerke,Kiel		V
24757 219654 KJKE	**Falmouth** (*ex*LakeFloravista) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*tr*B	2606 2261 1612			...		1920	McDougall DuluthCo. Duluth,Minn	EasternS.S.Lines, Inc.	251·0 P25'B64'F20' FK *WB*	43·7	25·8	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
24758 7226 SEOA	**Falsterbo** *OilEng.* *ss*Got.No.2–34 1*Dk*(*Stl*)	*4085* *3651* *2353*	✠100A1 6,37 ~~9,36~~ ✠LMC CS10,34 DBS9,36 11,37 1,36	Rot Ver	*w*	CL 9,36	1925 9mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Ångb.Aktieb.Ferm (T.E.J:son Broström,*Mgr.*) *IntermediateBHinafterhold dispensed with CellDB297'972tFPT55tAPT40t*	349·5 P31'B120'F35' FK	50·6	25·3	Krstnhmn Swedish 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.24 1/16"–51 3/16" 355NHP DB80*lb* EriksbergM.V.Aktieb.Got	28 ″ 0 s4 ″ 10 23 ″ 3½	
24759 1546 IMWJ	**Famiglia** (*ex*Wylam,*ex*Zorroza, *ex*Wylam) *ss*Nap.2ndNo.3–10,13 *Beams&CellDBIrn*1*Dk*(*Irn*)	813 688 496	✠ 2,20 ✠NB7,09 ✠	Nap	*l*		1888 6mo	Sunderlnd S.B.Co.Ld. Sunderland	AlfioNapoli	209·8 Q103'B15'F22' BK8" *WB=CellDB163'207t*	30·1	13·5	Genoa Italian 4*BHCem*	T.3Cy.16¾",26"&43"–30" NDB11 99NHP 1SB,3*cf*,GS51,HS1498 N.E.MarineEng.CoLd.Sld.	15 ″ 9	I †
24760 918 IMXF	**Famiglia Merica** WoodAux (*exSailingVessel* 3MstSr MaddalenaBeraldo–35) *OilEng.* (*SeeSailingShipRegister*) 1*Dk*2*tr*B	445 — 398					1920	M.Tappani Chiavari	ErnestoLena	137·8 P29'F13'	29·5	16·4	Genoa Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NHP *Emade&fitted*–36 Soc.AnFiatS.G.M.Turin		I
24761 136364 GNWD	**Fanad Head** D.F. 2*Dks*	5200 4845 3285					1917	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	390·4 P41'B114'F42'	51·8	29·8	Belfast British *WB*	T.3Cy.26½",44"&74"–48" 379NHP Wrkman,Clark&Co.Ld.Bel	32 ″ 6	C
24762 DCCU	**Fanal** (*ex*Rhenus–24) 1*Dk*	540 516 299						....	Ivers-Linie,Kom- manditGes.(Paul- sen&Ivers,*Mgrs.*)	187·7 H–	23·1	13·4	Kiel German *WB*	C.2Cy.13"&30"–12" 26NHP P.vanSmit,Jr.Rotterdam		G
24763	**Fanaraaken** Ⓟ 2*Dks* *CruiserStern*	575					1937	A/S Bergns Mek.Værks Bergen	Fylkesbaatane i Sogn&Fjordane	152·0	26·2	13·7	Bergen Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27 5/16"– 25 3/16" 62NHP FredrikstadM.V.A/S Fredrikstad		
24764 LDVC	**Fanefjeld** 1*Dk*	1354 1179 766					1920	C.Vander Giessen& Zonen Krimpen a/d Ysel	D/S A/S Storfjeld (H.Grieg Martens,*Mgr.*)	239·7 P51*t*H74*t*F16*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 126NHP Pannevis&Zoon,Utrecht		N
24765 SVPU	**Faneromeni** (*ex*Thetis,*ex*Rooke, *ex*Slawentzitz) *ss*Pir.2ndNo.3–10,33 1*Dk*(*Stl*)2*tr*B&*deep framing* &*Web frames*3*Dk rule*	3404 3192 2127	✠100A1 1,37 ✠LMC MS1,33 BS~~2,36~~ 5,37	Ams	*v*	CL N7,36	1908 1mo *Lloyd'sA&CP*	Chant.Nav Anversois Hoboken	L.Vlachakis *CellDBa108'uE&B42'f152'788tFPT108tAPT81t*	345·9 P31'B180'F31' FK	48·1	23·0	Andros Greek 6*BHCem*	T.3Cy.24",40"&66"–45" (*s*) 180lb 320NHP 3SB,9*cf*,GS129,HS4986 N.E.MarineEngCo.Ld.Sld.	25 ″ 7 s3 ″ 2½ 22 ″ 6½	
24766 241 IBOL	**Fanny Brunner** *ss*Tri.No.3–7,37 ~~*ss*Tri.No.2–33~~ 2*Dks*(*Stl*)	2366 1944 1409	✠100A1 ~~5,37~~ ~~7,36~~1,38 ~~BS10,36~~ ✠LMC~~9,33~~ 7,37 MS11,37	Pla Tri	*s*	CL ~~1,34~~ 5,37	1925 10mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi	303·5 P27'B97'F31' FK *CellDB251'452t*	41·7	20·6	Trieste Italian 5*BHCem* *APT*10*t*	T.3Cy.20¼",34⅝"&55½"–36" 200lb HS4137 FD (*s*) 279NHP 1SB&1Aux.SB,5*cf*,GS97 StabilimentoTecnico,Tri.	22 ″ 9 s3 ″ 0 19 ″ 10½	
24767 OYFA	**Fanö** 1*Dk*	1889 1691 1093					1922	DeHaan& Oerlemans Heusden	D/S Baltic(Chr. Jensen,*Mgr.*)	268·1 P24'B69'F25'	42·2	17·9	Copnhagn Danish	T.3Cy.20",32"&51½"–35½" 159NHP N.V.BurgerhoutsM&S,Rot		V
24767* 147598	**Fantiman** TwinSc 1*Dk*	647 492 402					1924	LythamSB &Eng.Co.Ld. Lytham	UnitedAfricaCo. Ld.	180·0 P38'B62'F26'	32·1	10·7	London British *WB*	T.6Cy.11",17¼"&29"–22" 84RHP LythamS.B.&Eng.Co.Ld.	11 ″ 3	
24768 LDVF	**Fantoft** 1*Dk*	964 680 555					1921	Pusnæs Stob.&M.V. Arendal	A/S Fantoft (R.F. Olsen)	210·6 P37*t*Q76*t*B73*t*H49*t*	33·2	13·7	Bergen Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnæsStob&MV.Arendal		N
24769 147458 GPBF	**Faraday** TwinSc (*CableVessel*) *ss*Lon.No.3–7,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) 2*nd dk*(*Stl*)*except in Mchy. Space* D.F. *Mchy.Aft* *Cruiser Stern* E.S.D.	5533 5201 2639	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~7,36~~ BS7,37 ✠LMC ~~[illegible]~~ MS1,35 *Fitted for oil fuel* 4,23	Lon	*y*	CL 9,34 *F.P. above* 150° F.	1923 4mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	SiemensBros.&Co. Ld. *CellDB315'1095t MT226tDTf188t*	394·3 B179' *on Shelter dk* FK *DTa283t (Collision BH to S dk 6 „ „ U „) FPT186tAPT106t*	48·3	34·6	London British *ptCem*	T.6Cy.21",34"&57"–39" (*s*) 180lb 530NHP 3SB,9*cf*,HS7527 FD Palmers'Co.Ld.Newcastle	37 ″ 3 s10 ″ 0½ 27 ″ 5½	
24770 145696 MKSX	**Farfield** 3Mst *ss*Bkn.No.3–4,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	468 321 192	✠100A1 ~~3,37~~ 4,36 3,38 ✠LMC MS4,34 BS~~2,[illegible]~~ 6,37	Bkn ~~Goo~~ Liv	*g*	CL ~~4,34~~ 6,37	1921 7mo *Lloyd'sA&CP*	Cook,Wel- t'n&Gemmell Ld. Beverley	CoppackBros.&Co.	152·0 Q86'B9'F25' FK *FPT*48*t*	25·2	10·8	Chester British 3*BHCem* *APT*21*t*	T.3Cy.13",26"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8½ 11 ″ 11	
24771 148277 MFLN	**Farleigh Combe** (*ex*Southwell–36) *ss*Apl.No.3–1,38 ~~*ss*Hul.No.2–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Now "Downleaze" see No.37884 in Supplement*	486 309 195	✠100A1 1,38~~9,36~~ 1,38 ✠LMC MS~~9,[illegible]~~ BS~~[illegible]~~ 9,37	Brs Apl	*g*	CL ~~9,36~~ 1,38	1924 12mo *Lloyd'sA&CP*	GooleS.B. &RepgCo.Ld. Goole	~~AldShippingCo.Ld.~~ Osborn&Wallis Ld.	156·2 Q86'B11'F23' FK *CellDBf89'115tFPT37tAPT25t*	25·6	9·8	Bristol British 3*BHCem*	T.3Cy.13",21"&35"–24" (*s*) 180lb 82RHP 1SB,3*pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s4 ″ 6½ 11 ″ 9½	
24772 PEBB	**Farmsum** *ss*Rot.No.2–37 ~~*ss*Rot.No.1–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	5251 4916 3206	✠100A1 *withfreeboard* 2,38 ~~4,35~~ ✠LMC MS~~8,33~~ BS~~4,34~~5,37 2,37 2,38 *Fitted for oil fuel* 4,32	Rot	*a*†	CL ~~4,35~~ 4,37 *F.P. above* 150° F.	1929 4mo *Lloyd'sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs*) *1 IntermediateBH dispensed with (Coll BH to Sh dk 5BH & one oil fuel tank „ „ 2nd „) CellDB372'1278tDTf17'704tFPT125tAPT188t*	420·0 F32' FK	56·0	~~20·0~~ 26·5	Amstrdam Dutch *Cem*	Q.4Cy.24",34",49"&71"–48" 220lb (*s*) 549NHP 3SB(Spt),9*cf*,GS155, FD HS8004 N.E.MarineEngCoLd.Nwc	29 ″ 0 s3 ″ 6½ 25 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24773 149482 GSRD	**Farndale** *ss*Gdy.No.2-37 ~~*ss*Hul.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4236 3946 2581	✠100A1 *withfreeboard* 10,37 ~~5,36~~ ~~MS1,36~~ BS3,38	Bry ~~Gdy~~Cal ✠LMC3,37 ~~BS3,35~~	*x*	CL 2,37	1928 11mo Lloyd's A&CP	SirJPriestman&Co. Sunderland	MorrisonS.S.Co.Ld.(J.Morrison&Son,*Mgrs.*) *CellDB*315'994t	365·0 377·5(O.L.) F35' FK *FPT*125t*APT*247t	51·5	25·1	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.25",41"&69"-48" (*s*) 180lb 380NHP 3SB,9*cf*,GS156,HS6147 N.E.MarineEng.Co.Ld.Sld	27 ″ 6 s 2 ″ 10 24 ″ 10½	
24774 132880 GCKS	**Farnham** (*ex*Putney-36, *ex*Neotsfield-33, *ss*Hul.No.3-5,31 *ex*Dartwen) *ss*Ant.No.1-36 1*Dk*(*Irn*)	4793 4556 3022	✠100A1 ~~1,38~~ ~~2,37~~ 4,38 ~~BS8,36~~ 2,38	Cff ~~Shl~~ ✠LMC4,35	*x*	CL ~~2,37~~ 1,38	1913 3mo Lloyd's A&CP	Richardsn,Duck&Co.Ld. Stockton	AlphaS.S.Co.Ld. *CellDBa*127' *uE&B*	380·2 394·2(O.L.) P34'B111'F31' FK 45'*f*168'1116t*FPT*1	50·9	28·0	London British 6*BHCem* 62t*APT*129t	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s5 ″ 9¼ 24 ″ 9	
24775 125432 VGQP	**Farnorth** Ⓟ (*ex*Hethpool,*ex* RichardWelford) 1*Dk* Now "Southern Lady," see No. 40087 in Supplement	1712 908 975					1908	Palmers'Co.Ld. Newcastle	FarnorthS.S.Co.Ld.	255·7 P&B170'F32'	35·5	14·4	Halifax NS British *WB*	T.3Cy.25",41"&66"-45" 292NHP Palmers'Co.Ld.Newcastle		C
24776 161526	**Farrandoc** *Mchy.Aft* 1*Dk*	1925 1627 1143					1929	Swan,Hunter&Wigham Richardson,Ld Newcastle	PatersonSteamships,Ld.	252·9 Q100'F35'	43·4	17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
24777 DORO	**Fasan** *Ref.Mchy.* Wireless D.F. 2*Dks*	1275 848 622					1936	HowaldtswerkeA.G. Kiel	Argo-Reederei RichardAdler &Co.	245·2 B65'F28'	38·5	12·4	Bremen German *WB*	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$"& LPturbine withDRgearing & hydraulic coupling DeutscheSchiff.u 116NHP Mschb.A.G.Weser,Bmn		G
24778 160191 GNRD	**Fastnet** Ⓟ *Ref.Mchy.* Wireless 2*Dks*	1415 1045 582					1928	CaledonS.B.&E.Co.Ld. Dundee	ClydeShippingCo.Ld.	249·8	37·2	17·2	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C BT till 10.37
24779 CSCH	**Fatima** WoodAux3MstSr (*ex*Algarve5°-35, *OilEng.* *ex*SailingVessel) 1*Dk* (*See Sailing Ship Register*)	331 316 237					1923	J.P.de Sousa Portimão	JoséBrazAlves	131·7	32·5	11·5	Faro Portuguese	Oil Engines A/S Volund,Copenhagen		
24780 154085 MBKW	**Fatshan** Ⓟ TwinSc 2*Dks* *CruiserStern*	2639 863 1575					1933	TaikooD.&E.Co.ofH.Kg.Ld. HongKong	ChinaNavigationCo.Ld.	241·0	45·7	10·9	London British *WB*	T.4Cy.16",25"&(2)29"-18" 71NHP TaikooD.&E.Co.ofH.Kg.Ld.H.Kg.		
24781 PEBE	**Fauna** Wireless 1*Dk*&*Shelter dk*	1254 1081 728					1912	N.V.Werf Rijkee&Co Rotterdam	Konink.Nederl.Stoomb.Maats.NV	251·5	36·2	16·0	Amstrdam Dutch *WB*	T.3Cy.19½",31"&50"-36" 150NHP Maats.Fyenoord,Rot.		V
24782 1383 IMXN	— Iron (*ex*FratelliTesta-32,*ex*Palmaria, *ex*Dubrovnik,*ex*King'sLynn) 1*Dk*2*trB*	575 450 334			...		1880	R.Craggs&Sons Middlesbro'	Dott.Ing.Cav.MarioZoboli	187·5 180·6 Q88'B11'F23' BK7½"	25·6 25·5	13·7 13·9	Genoa Italian *WB*	C.2Cy.23½"&44"-30" NB18 93NHP Blair&Co.Ld.Stockton	14 ″ 10	I †
24783 146179 VPDR	**Fausang** *ss*Shi.No.3-4,34 2*Dks*(*StlU*-teaks)	2256 1861 1232	✠100A1 4,37 ~~4,36~~ BS~~4,36~~ 4,37	Shi ✠LMC4,34	*s*	CL ~~4,36~~ ~~4,37~~ 11,37	1921 11mo Lloyd's A&CP	Dunlop,Bremner&Co.Ld. Pt.Glasgow	IndoChinaStm.Nav.Co.Ld. *CellDB*237'489t	285·0 299·0(O.L.) P33'B104'F38' FK *DTa*20' 278t *FPT*	42·6	20·0	HongKong British 4*BHCem* 33t*APT*46t	T.3Cy.21",34"&57"-42" (*s*) 180lb *100lb* 298NHP 2SB,6*cf*,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s2 ″ 10½ 19 ″ 11	
24784 EAEL	**Faustino R. San Pedro** (*ex*Charito,*ex*Trevalgan) *Well deck* 1*Dk*2*trB* Sunk after Collision 6-37	2420 1857 1535			...		1890	JReadhead&Sons S.Shields	AltosHornos de Vizcaya,S.A.	290·5 P28'Q82'B118'F33' BK10"	40·0	19·8	Bilbao Spanish *WB*	T.3Cy.23",37½"&61½"-39" 234NHP J.Readhead&Sons,S.Shl.	22 ″ 6	
24785 163558 MBBT	**Fauvette** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	614 410 218	✠100A1 *withfreeboard* 12,36	Lon ✠LMC1,35	*k*	CL 12,36	1935 1mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GeneralStm.Nav.Co.Ld. *DB in ER*11t *DTf*10'45t	183·2 FK *FPT*31t *APT*46t	33·7 34·7	10·7	London British 3*BHptCem* (*Coll to Sh dk* 2 „ *2nd* „)	Oil Engines 2S.C.SA 10Cy.13⅜"-22$\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	11 ″ 9 s ″ 2 11 ″ 8	
24786 LDNW	**Favorit** (*ex*Ionier,*ex*FishersIsland) *ss*Cbo.No.3-2,33 2*Dks*(*Stl*) *ss*Cbo.No.1-36	2826 2475 1652	✠100A1 ~~7,37~~ ~~8,36~~ 8,36 2,38 1,36 MS~~10,36~~	Cbo ~~Rot~~Stv ✠LMC BS~~7,36~~ 7,37	*t*	CL ~~8,36~~ ~~7,37~~ 11,37	1920 5mo CP	ThePusey&JonesCo. Wlmgtn,Del.	SmedvigsRederi A/S(P.Smedvig,*Mgr.*) *CellDB*244' 644t	300·6 P37'B76'F29' FK *DTa*12'43t *FPT*64t	44·2	22·9	Stavanger Norwegian 6*BHCem* *APT*99t	T.3Cy.19¾",31½"&54¼"-36" 200lb (*r*) 305NHP 2SB,6*cf*,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s 3 ″ 11 21 ″ 3	
24787 1864 IBTR	**Favorita** (*ex*Kossuth-33) D.F. 1*Dk*2*trB* *Web frames&deep framing*	3576 3326 2228			...		1906	R.Craggs&Sons,Ld. Middlesbro'	I.N.S.A.(IndustrieNavaliSoc.Anon.)	349·8 P31'B100'F33' FK	49·8	23·0	Genoa Italian *WB*	T.3Cy.23½",39"&66"-45" 322NHP N.E.MarineEngCo.LdNwc	25 ″ 10	I †
24788	**Favorita Clara Primera** TwinSc (*ex*Jupiter,*ex*TillieGodmann, *ex*Longston,*ex*FavoritaClara) 1*Dk*	460 — 262			...		1907	G.Seebeck Akt.Ges. Bremerhaven	Viuda deSantiago Ferrando eHijos	154·0 P15'B37'F21' BK6½"	29·7	11·5	Bns.Aires Argentine *WB*	C.4Cy.11"&20"-15¾" 26NHP G.SeebeckA.G.Bremerhvn	11 ″ 7	
24789	**Favorito Don Santiago** TwinSc 1*Dk*	498 — 284					1911	G.Seebeck Akt.Ges. Wesermünde-G.	Viuda deSantiago Ferrando eHijos	164·0	31·2	12·1	Bns.Aires Argentine *WB*	C.4Cy.14¾"&22⅘"-15¾" 34NHP G.SeebeckA.G.Wesermünde-G.		
24790	**Favorito Santos Cosme y Damian** TwinSc (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt) 1*Dk*	490 — 279					1898	J.C.TecklenborgA.G. Wesermünde-G.	Viuda deSantiago Ferrando eHijos	204·0 B20'F24'	32·4	9·7	Bns.Aires Argentine *WB*	T.6Cy.10¼",16½"&26¾"-18" 61NHP J.C.TecklenborgAGWsm.		
24791 128889 MGCJ	**Faxfleet** *ss*Goo.No.3-10,28 *ss*Goo.No.2-37 ~~*ss*Goo.No.1-33~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	843 588 420	✠100A1 6,37 ~~6,36~~ MS~~10,32~~ 6,37	Bly Goo ✠LMC BS~~8,35~~ 3,38 ~~12,36~~	*k*	6,36	1916 6mo Lloyd's A&CP	JFullerton&Co. Paisley	OuseS.S.Co.Ld.(A.W.Atkinson,*Mgr.*) *Cell DBf*116'195t	195·1 Q99'B11'F24' FK *FPT*	31·1	11·6	Goole British 3*BHCem* 57t*APT*45t	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,4*pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 3 s4 ″ 9¾ 13 ″ 7	
24792 207345 WEDF	**Fayette Brown** (*ex*Charles L. Hutchinson) *Mchy.Aft* D.F. GyC. 1*Dk*	6377 — 4860					1910	American S.B.Co. Lorain,O.	InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
24793 160703	**Fealtie** *OilEng.* 1*Dk*	351 282 271					1928	N.V.IndustrieeleMaats. DeNoord Alblasserdam	MedwayOil&StorageCo.Ld.	152·7	24·2	8·9	Rochester British *WB*	Oil Engines 4S.C.SA 3Cy.11"-17$\frac{11}{16}$" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. BofTrade.
24794 DHLO	**Fechenheim** (*ex*Hessen-35) 4Mst E.S.D. *Fitted for oil fuel* *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*	8116 7397 4887					1922	Bremer "Vulkan" Vegesack	Unterweser ReedereiA.G.	468·7 P55'B224'F41'	58·3	32·7	Bremen German *WB*	T.3Cy.32¼",52¾"&86⅝"-55⅛" 560NHP BremerVulkan,Vegesack		G
24795 OYCW	**Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen) 1*Dk*	955 826 561					1909	Osbourne, Graham&Co. Sunderland	D/S A/S Als (Aage Vollmond, *Mgr.*)	210·0 P16'B65'F24'	33·3	14·2	Copnhagn Danish *WB*	T.3Cy.16",27"&44"-30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
24796 IMXQ	**Fede** Aux3MstSr Now "Carls," see No.37634 in Supplement (*ex*Victor-32,*ex*Esther, *OilEng.* *exSailingVessel*Jenny,*ex*Louise 1*Dk* Linnemann,*ex*Voorwaarts) *Mchy.Aft* (*See Sailing Ship Register*)	353 303 266					1903	Gebr. Verstockt Martenshoek	CarloLandi	145·4 Q17'	26·2	10·6	Savona Italian	Oil Engine 2S.C.SA 2Cy.14$\frac{3}{8}$"-16$\frac{7}{20}$" 79NHP J&CGBolinder'sCoLdSkm		I
24797 ~~217147~~	**Federal** *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Webframes* *Longitudinal framing*	6868 5895 4809			...		1918	Federal S.B.Co. Kearny,N.J.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*)	395·5 P45'B110'F38'*on* *Shelter dk* FK	55·0	31·4	~~NewarkN.J.~~ ~~Utd.States~~ British *WB*	DRGearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
24798 130908 KDWY	— (*ex*Northwestern) *Fitted for oil fuel* *Carrying oil fuel in bulk* *Mchy.Aft* D.F. 1*Dk*&*Spar dk*	2881 2482 2159					1901	Chicago S.B.Co. Chicago	Petroleum NavigationCo.	298·0	42·2	23·2	NewYork Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP ChicagoS.B.Co.		V
24799	— TwinSc (*ex*C.A.I.M.Primero) *OilEng.* *Mchy.Aft* 1*Dk* Now "Canada," see No.37662 in Supplement	874 717 627					1926	Deutsche WerftA.G. Hamburg	A.Giambelli y Cia.	217·6 Q19'B34'F20'	38·0	10·1	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 8Cy.9$\frac{1}{16}$"-13¾" 75NHP Motorenwerke vorm.Benz. Mannheim		
24800 IMXT	**Federazione** (*ex*Brand,*ex*Labor) Now "Marco," see No.39188 in Supplement 1*Dk*	1487 1174 888					1901	Grngem'th &Greenock DockyardCo. Grngemouth	SocietàAlluminio Veneto-Anonima	254·4 245·5 Q99*t*B—H—F31*t*	36·2	16·2	Venice Italian *WB*	T.3Cy.18",30"&50"-33" 144NHP Cooper&Greig,Dundee		I
24801 1730 IMYF	**Federico** (*ex*Ilos,*ex*Emmapark) 2*Dks*	1466 1304 865					1920	Bremer Vulkan Vegesack	G.Costa fu Andrea	238·8	34·2	19·5	Genoa Italian *WB*	T3Cy.16½",26⅝"&44$\frac{1}{16}$"-29½" 106NHP BremerVulkan,Vegesack		I
24802 CBFS	**Federico Schwager** (*ex*Jutland, *ex*MaindyBridge) *ss*Vpo.No.3-5,33 *ss*Vpo.No.1-37 1*Dk*(*Stl*)	*2463* *2217* *1454*	✠100A1 3,37 ✠LMC3,37	Vpo	*t*	CL 1,36	1920 9mo *Lloyd*'sA&CP	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	Cia.Carbonifera y deFundicion Schwager	299·8 P25'B85'F34' FK *CellDB255'602tFPT*	45·1	20·2	Valparaiso Chilian 5*BHCem* 61*tAPT*89*t*	T.3Cy.22",35"&59"-39" (*r*) 180lb *100lb* 266NHP 2SB,*6cf*,GS123,HS4502 ClydeS.B.&E.Co.Ld.P.Gls.	22 ″ 6 s 3 ″ 4 19 ″ 6	
24803 YTBF	**Federiko Glavic** *ss*Spt.No.3-5,37 ~~*ss*Nta.No.2-33~~ 1*Dk*(*Stl*) *Shelter dk*(*Stl*) *3rd dk in No.1hold*	5283 4899 3292	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ~~BS7,36~~ 9,37 ✠LMC~~5,36~~ MS5,37	Rot Hul	*a*†	CL ~~11,35~~ 9,37	1925 2mo *Lloyd*'sA&CP	Workman, Clark&Co.Ld. Belfast	Dubrovacka Plovidba A.D.	420·6 F38' FK *CellDB369'1484t APT131t Coll*	54·7	25·0	Dubrovnik Yugoslav 7*BHptCem* *BHto Shdk* 6 ,, ,, 2nd ,,	T.3Cy.~~26½~~",42½"&70"-51"(*s*) 180lb 25½ 484NHP 3SB,*9cf*,GS177,HS7104 FD Wrkman,Clark&Co.Ld.Bel	28 ″ 7 s 3 ″ 7½ 25 ″ 1½	
24804 UNYZ	**Fedor Litke** TwinSc (*ex*Canada,*ex*EarlGrey) (*Icebreaker*) *ss*Nwc.No.3-11,18 2*Dks*(1*DkStl*-ws&*UptStl*-ws)3*trB*	2216 1668 375	✠ 7,21 ✠	Shl	*t*		1909 8mo	Vickers,Ss. &Maxim,Ld. Barrow	U.S.S.R.	250·0 B128'F36' FK *CellDBuE&D B97'f54'266tDTf20'87t tanks between tunnels37'108t Tween dk tankaft27'171tFPT17tAPT108t*	47·9	24·0	Archangel Russian 4*BHCem*	T.6Cy.27½",43"&70"-39" 956NHP 2D&2SB*18cf*GS396HS15024 VickersSs.&MaximLd.Brw	26 ″ 6	
24805 1098 ICME	**Fedora** (*ex*Vallescura-35, *ex*Cloutsham) D.F. 1*Dk*	5016 4301 3072					1910	W.Doxford &Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	378·4 P37'B123'F37'	51·7	27·6	Genoa Italian *WB*	T.3Cy.25½",43"&71"-45" 338NHP W.Doxford&Sons,Ld.Sld.		I
24806 336 IBVL	**Felce** (*ex*Hadiotis,*ex*Freienfels) *ss*Lon.No.3-6,23 *ss*Nap.No.2-31 D.F. 2*Dks*(*Stl*-*U*teak s)	5639 5351 3518	✠ ... 3,34 ✠	Ams			1910 11mo	J.C.Teck- lenborgA.G. Weser- münde-G.	A.Lauro	421·0 P60'B124'F51' FK *Intermediate BHd in fore hold dispensed with* *CellDBa141' u E24' f183'1225t'tween dk tanks a42' 451tf40'496tFPT85t*	55·1	28·7	Naples Italian *Cem* 6*BHonly*	Q.4Cy.24$\frac{1}{32}$",34$\frac{21}{32}$",50$\frac{21}{32}$"&74$\frac{1}{32}$"-53$\frac{1}{8}$" 517NHP 3SB,*9cf*,GS161,HS6780 J.C.TecklenborgA.G.Wsm	31 ″ 3	I †
24807 3484 PJBD	**Felipa** TwinSc *ss*Cco.No.3-1,38 ~~*ss*Cco.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2683 1804 1472	✠100A1 ~~3,37~~ ~~12,36~~1,38 BS1,38 ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,25 *F.P. above* 150° F.	Cco	*t*	CL ~~11,34~~ s12,36 p12,37	1925 10mo *Lloyd*'sA&CP	A.F.Smul- ders Schiedam	N.V.Curaçaosche Scheepv.Maats.	305·0 *Trunk dk*189'Q87' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
24808 LCAC	**Felix** *Mchy.Aft* 1*Dk*	1837 1663 1123					1907	W.Dobson &Co. Newcastle	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	290·4 P68*t*H37*t*F36*t*	42·0	19·2	Bergen Norwegian *WB*	T.3Cy.22",36"&60"-39" 225NHP N.E.MarineEng.CoLdNwc	21 ″ 10	N
24809 UOAT	**Felix Dzerjinsky** Ⓟ *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. *Cruiser Stern*	3767 2934 2164			...		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37'B100'F41' FK	48·1	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
24810 UOJK	— Ⓟ IronPad (*ex*Dzerjinsky,*ex*NestorLetopisetz, *ex*GrafTotleben) *Elec.light* 1*Dk* Wireless	727 520 399					1880	Samuda London	U.S.S.R.	210·6 P61'B69'F20'	25·0	13·4	Odessa Russian	C.2Cy.35"&65$\frac{3}{10}$"-51" *Bmade93fitted*— 253NHP MaudslaySons&Field,Lon.		
24811 FNAW	**Felix-Henri** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	2526 2208 1477					1933	Fredrkstad Mek.Værks. Fredrikstad	Mme.Nicolardot (L.Martin,*Mgr.*)	300·9 P23'F23'	46·6	22·5	Nantes French *WB*	C.4Cy.(2)15⅝"&(2)37⅝"-34$\frac{7}{16}$" 138NHP FredrikstadM.V.Frdstad		V
24812 DACW	**Felix Heumann** (*ex*B.A.Sanne-33, *ex*England,*ex*Thorhild) D.F. E.S.D. 1*Dk*	2468 2213 1422					1921	Livingstne &Cooper,Ld. Hessle	Kohlen-Import undPoseidon- SchiffahrtA.G.	294·4 P38'B88'F30'	43·6	20·3	Königsbrg German *WB*	T.3Cy.20½",33⅞"&54"-39" 182NHP Earle'sCo.Ld.Hull		G
24813 FOAV	**Felix Roussel** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*6*trB*	17083 12965 9400					1930	Atel.&Ch. delaLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	575·3 B333'F75' len36	68·3	44·1	Marseilles French *WB*	Oil Engines 2S.C.SA 20Cy.26¾"-47¼" 2500NHP Cie.Const.Mecan.St.Denis		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24814 14726 WJCR	**Felix Taussig** ssBos.No.3-2,30 ssBal No.2-38 ~~ssBal.No.1-38~~ 2Dks(Stl)	5965 5418 3736	✠100A1 ~~4,37~~ ~~11.35~~ 1,38 ~~BS11.36~~ ✠LMC~~12.34~~ Fitted for oil fuel BS~~4,37~~10,37	Bal ~~NYk~~ fuel MS4,37	z 10,2	CL 1,38 3 F.P	1917 2mo A&CP above	NwprtNws S.B.&D.D.Co Newprt News 150° F.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell DB*	395·0 P27'B117'F37' FK 326'1711t*FPT*316t	55·1	31·0	Boston Utd. States 6*BHCem* *APT*334t	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48"(s) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co	34 ″ 6 s 7 ″ 9 27 ″ 1	
24815 1905 MJQB	**Felixstowe** 1*Dk*	892 754 360			...		1918	Hawthrns &Co.Ld. Leith	London&North EasternRailway	215·1 P49'B64'F59' FK	33·2	16·0	Harwich British *WB*	T.3Cy.21",33"&54"-36" 248NHP Hawthorns&Co.Ld.Leith	17 ″ 0	
* 24816 420~~190~~ IBTL	**Fella** Ⓟ *OilEng.* ssTri.No.3-9,37 ~~ssTri.No.2-34~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Rudder electrically welded*	6072 5353 3748	✠100A1 *withfreeboard* 11,37~~10,36~~ DBS9,37 ✠LMC9,37 ✠NE9,37 ✠Lloyd'sRMC~~10.36~~9,37 4,38 Portchamber in No.3 tween dk for temp.30 F.	Tri Sea		CL ~~N10,36~~ N9,37	1926 3mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	"Italia" Soc.Anon. di Nav. *CellDB*377'1245t ~~*DTa*42'981t~~ *DTa*30'748t	447·7 430·8 FK ~~*FPT*121t*APT*40t~~ *FPT*121t*APT*39t	55·4 55·4	27·3 27·6	Trieste ~~Venice~~ Italian 8*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „ 1 „ *3rd* „)	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"-$45\frac{11}{16}$" 1328NHP NDB25 *refitted*37 *100lb* Soc.Anon."Fiat"S.G.M. Turin	30 ″ 2 s 4 ″ $0\frac{3}{4}$ 26 ″ 4	
* 24817 165434 GZMQ	**Felldene** D.F. 1*Dk* *CruiserStern*	4260 3905 2618	✠100A1 ~~4,37~~ ~~3,37~~ 3,38 ✠LMC4,37	Hpl ~~Ant~~ Cpn	y	CL	1937 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	FelldeneShipping Co.Ld.(Dene Shipmanagement Co.Ld.*Mgrs.*) *CellD*	385·5 396·4(O.L.) P51'B237'F31' FK *B*331'995t*FPT*116t	53·2	24·6	London British 6*BHCem* *APT*104t	T.3Cy.21",$33\frac{1}{2}$"&58"-42"(s) 200lb 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ $2\frac{3}{4}$ 23 ″ $10\frac{1}{4}$	
24818 200091 KJKK	**Fellowcraft** (*ex*Brignogan, *ex*AlbertM.Marshall) *Mchy.Aft* GyC. 1*Dk2trB*	1640 — 987					1903	Detroit S.B.Co. Wyandotte	NicholsonTransit Co.	241·0 RQD98'F36'	41·1	18·8	Detroit Utd. States *WB*	T.3Cy.15",25"&42"-30" 87RHP DetroitS.B.Co.Detroit		R
24819 128199 MCVJ	**Felspar** ssGls.2ndNo.3-6,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	799 580 331	✠100A1 5,37 ~~6,36~~ ~~BS6,36~~ ✠LMC6,34 5,37	Ayr	k	CL ~~6,36~~ 4,37	1908 6mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	Wm.Robertson *WB=Cell*	199·0 206·0(O.L.) Q110'B11'F35' BK8" *DBf*117'175t*FPT*	30·1	11·3	Glasgow British 3*BHCem* 63t*APT*12t	T.3Cy.17",$27\frac{1}{2}$"&44"-33" (s) 160lb 99RHP 2SB,*4pf*,GS79,HS2468 A.Rodger&Co.Glasgow	13 ″ 7 s 4 ″ $5\frac{1}{4}$ 13 ″ 10	
24820 207 IBUL	**Feltre** Ⓟ Damaged by collision 2,37 *OilEng.* ssTri.No.2-35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Now "Clevedon," see No. 37650 in Supplement	6101 5353 3773	~~✠100A1~~ *withfreeboard* 11,36 (*Reclassification contemplated*) ✠Lloyd'sRMC11,36	Tri	b†	CL 10,35	1927 2mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	~~"Italia" Soc.Anon. di Nav.~~ *CellDB*377' 1245t*DTa*42'981	448·5 430·8 FK t*FPT*121t*APT*40t	55·4 55·4	27·3 27·6	Venice Italian 8*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „ 1 „ *3rd* „)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 5 26 ″ $1\frac{1}{2}$	
* 24821 147949 MNDL	**Fendris** ssGls.No.3-4,37 ~~ssNpt.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless	1018 785 471	✠100A1 *withfreeboard* ~~3,33~~6,36 ✠LMC ~~MS5,33~~ ~~BS1,33~~ 4,37 3,38	Gls	n	CL 6,36	1925 2mo *Lloyd*	A&JInglis, Ld. Glasgow '*sA&CP*	MossHutchison Line,Ld. *CellDBuE*24'	220·3 228·0(O.L.) F26' FK *After peak* 27t*DBf*28'64t*FPT*	34·3	20·6 13·6	Glasgow British 3*BHCem* *BH to2nd dk* 84t*APT*18t	T.3Cy.16",27"&44"-33" (s) 180lb 145NHP 2SB,*4cf*,GS84,HS2570 A.&J.Inglis,Ld.Glasgow	14 ″ 11 s ″ 2 14 ″ $10\frac{1}{2}$	
* 24822 145310 GZNY	**Fenella** Ⓟ TwinSc D.F. E.S.D. *CruiserStern* For full particulars see No. 38151 in Supplement	2376 1567 932	A1 *withfreeboard* (*ClassContemplated*) *For Irish Channel service*				1937	Vickers- Armstrongs, Ld. Barrow	Isle of ManSteam PacketCo.Ld.	314·6	46·1	17·1	DouglasIM British	4 steam turbinesSRgeared to 2 screw shafts VickersArmstrongsLdBrw	18 ″ 0 s5 ″ $7\frac{1}{4}$ 13 ″ 5	
24823	**Feng Ho** (*ex*Hyades-35) *Fitted for oil fuel* 2*Dks* Now "Tsunehiko Maru," see No. 40369 in Supplement	3817 3329 2668					1900	Maryland SteelCo. Sparrows Pnt	FanShienHo (H.Ishizaki,*Mgr.*)	331·5 P40'B75'F35'	47·0	25·0	Tsingtao Chinese *WB*	T.3Cy.21",35"&56"-42" 203NHP MarylandStl.Co.Baltimore		
24824 XNBM	**Feng-Lee** (*ex*Pin-Samud,*ex*Samsen, *ex*EllenRickmers) 1*Dk*&*Spar dk*	2061 1494 1257					1902	Rickmers Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	253·1 P&B161'F16'	37·4	19·6	Tientsin Chinese *WB*	T.3Cy.$18\frac{7}{8}$",$30\frac{11}{16}$"&$49\frac{3}{16}$"- $33\frac{7}{16}$" 140NHP OttenserMasch.Ottensen		C
24825	**Feng-Pu** (*ex*Thong-Samud, *ex*Patani) 1*Dk*&*deep framing*	1911 — 1172					1907	Schiffsw. v. HenryKoch Lübeck	SanPehS.N.Co.Ld.	265·8 P36'B75'F38'	40·0	16·5	Shanghai Chinese *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{3}{4}$"&$46\frac{1}{8}$"-$32\frac{1}{2}$" 121NHP J.F.Ahrens,Altona		
24826 18186 JBJE	**Feng Yang Maru** Ⓟ TwinSc 4*Dks*	3977 1680 2803					1915	OsakaIron Works Osaka	NisshinKisenK.K.	320·0	47·0	14·7	Tokio Japanese	T.6Cy.$15\frac{1}{2}$",26"&43"-30" 202NHP OsakaIronWorks,Osaka		
24827 2163~~268~~ IBPM	**Fenicia** (*ex*LakeFife) *Fitted for oil fuel* D.F. 1*Dk2trB*	2584 2214 1578			...		1919	Toledo S.B.Co. Toledo,O.	"Adriatica"Soc. Anon. di. Nav.	260·9 P25'B64'F23' FK	43·8	25·4	Genoa ~~Trieste~~ Italian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	I †
24828 OHZV	**Fenix** (*ex*Phönix-36) 1*Dk*&*Awng dk*	1852 1679 1056					1916	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Fenix (PaulKahre)	280·1	41·5	17·8	Mariehmn Finnish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
24829 165776 MMNY	**Fenja** 1*Dk*	847 652 463					1924	Hlsingbrgs VarfsAktieb Helsingborg	~~RederiA/B Karg (E.Brodin, Mgr.)~~ F.T.L. ShippingCo.Ld.	~~201·4~~ P20'B50'F21' 204·4	32·8	~~12·6~~ 12·7	Newcastle British *WB*	T.3Cy.$16\frac{1}{2}$",$24\frac{1}{4}$"&42"-$27\frac{1}{2}$" 93NHP HelsingbrgsVarfs.Aktieb.		V
* 24830 619 OHGJ	**Fennia** ssHfs.3rdNo.3-3,34 *Well deck* Wireless 1*Dk*(*ptStl-ws*) *Web frames*	1198 952 685	✠100A1 6,37 ~~4,36~~ ~~BS6,36~~ ✠LMC3,34 6,37	Hfs	n	4,36	1897 7mo	Murdoch& Murray Pt.Glasgow A&CP	FinskaAng.Akt. *WB*	229·9 Q77'B63'F30' BK8" =*Cell DBa*48'*f*96'	33·2	16·3	Helsingfrs Finnish 4*BHCem* 205t*APT*20t	T.3Cy.$17\frac{1}{2}$",$27\frac{1}{2}$"&45"-33" 165lb (s) 118NHP 2SB,*4pf*,GS69,HS1801 J.G.Kincaid&Co.Grk.	17 ″ 3 s 1 ″ $5\frac{1}{2}$ 16 ″ $9\frac{1}{4}$	
24831																

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
※ 24832 LJHR	**Fenris** OilEng. Mchy.Aft 1Dk E.S.D. GyC. CruiserStern Rudder electrically welded	9804 9029 5937	✠100A1 ~~5,37~~ ~~12,36~~ ~~7,37~~ 12,37 ✠LMC12,36 Carrying Petroleum in bulk	Got ~~[illegible]~~ Kx		CL	1936 12mo Lloyd's A&CP	Götaver-kenA/B Gothenburg	D/S A/SLampas (N.Chr.Evensen, Mgr.) CellDBuE87' 373t	488·2|64·5|37·5 P95'F59' FK DTf22'345t FPT1	Oslo Norwegian 11BHptCem 62tAPT390t	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 861NHP 2DB150lb GötaverkenA/B,Got.	37 ″ 0 s 8 ″ 9$\frac{1}{2}$ 28 ″ 5$\frac{1}{2}$	
24833 OXJS	— Ⓟ (exJylland) (Icebreaker&Ferry) D.F. Wireless D.F. 1Dk	749 721 297					1894	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	180·0|36·0|17·9	Korsör Danish WB	C.2Cy.30$\frac{1}{2}$"&57"–33" 156NHP Burmeister&Wain,Cpn.		
24834 5048 SBEO	— (exKalmarsundNo.9) 1Dk	484 258 318					1909	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms RederiaktiebSvea (EmanHögberg, Mgr.)	135·0|25·7|10·8 Q47' Awng dk91'	Stockholm Swedish WB	C.2Cy.16$\frac{1}{2}$"&35"–20$\frac{1}{2}$" 46NHP OskarshamnsM.V.Aktieb.		
24835 DHHV	**Feodosia** D.F. Sub.Sig. 1Dk&Shelter dk	3075 2781 1775					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7|48·3|20·9 B42'	Hamburg German WB	T.3Cy.23$\frac{5}{8}$",38$\frac{5}{12}$"&62"–41$\frac{5}{16}$" 246NHP A.G."Neptun,"Rostock		G
24836 LDTZ	**Ferm** OilEng. Mchy.Aft Cruiser Stern 1Dk D.F. Carrying Petroleum in bulk	6593 5949 3901					1933	Götaver-kenA/B Gothenburg	SkibsA/S Ferm (N.Chr.Evensen, Mgr.)	408·1|55·2|33·9 P239tH286t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{2}$"–59$\frac{1}{2}$" 488NHP GötaverkenA/B,Got.		N
※ 24837 8113 SLAK	— OilEng. Mchy.Aft CruiserStern 1Dk Strengthened for navigation in Ice	1026 621 469	✠100A1 7,37 ~~10,36~~ ✠LMC10,36	Abg Got	m	OG	1936 10mo Lloyd's A&CP	A/S Aalbrg Msk.og Skibs. Aalborg	Ångb.Aktieb.Ferm (T.E.J:son Broström, Mgr.) Ce	209·0|33·1|12·5 P52'Q83'F28' FK llDB165'268t FPT	Krstnhmn Swedish 4BHptCem 83tAPT33t	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{4}$"–22$\frac{1}{16}$" 157NHP Atlas-DieselA/B,Skm.	14 ″ 6 s 4 ″ 3 14 ″ 4$\frac{1}{2}$	
24838 163727 MBKR	**Fermain** (exNero-33,exJan Borremans) 4Mst 1Dk	759 535 359					1920	WedC. Boele&Zonen Slikkerveer	O.Dorey&Sons,Ld. &others	181·8|28·2|12·2	Guernsey British WB	T.3Cy.15",24"&40"–24" N.V.Overschiesche 63NHP Motorfab.Overschie		V
Wrecked 1,38 24839 [illegible] MNYX	**Fermanagh** ssBel.No.2-36 Mchy.Aft 1Dk(Stl)	355 266 143	✠~~100A1~~ ~~4,36~~ 11,37 ~~BS4,31~~ ~~✠LMC[illegible]~~	Bel	f	CL 4,36	1927 1mo Lloyd's A&CP	J.Lewis &Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint, Mgr.)	138·1|24·3|10·0 Q44'B9'F23' FK CellDB79'92t FPT	Belfast British 3BHCem 30tAPT6t	T.3Cy.10$\frac{1}{2}$",18"&30"–21" (s) 200lb 50RHP 1SB,2pf,GS34,HS1180 J.Lewis&Sons,Ld.	12 ″ 1 s ″ 9$\frac{1}{2}$ 11 ″ 5$\frac{1}{2}$	
※ 24840 7482 SDFA	**Fermia** OilEng. ssGot.No.1-33 1Dk(Stl)	4080 3664 2366	✠100A1 10,36 ✠LMO DBS~~4,32~~ 12,37	Rot CS~~12,33~~ 11,36	w 12,37	CL 10,36	1928 12mo Lloyd's A&CP	Oskrshmns M.V.Aktieb. Oskarshamn	Ang.A/B Ferm (T.E.J:sonBroström, Mgr.) IntermediateBHin CellD	350·4|50·6|25·4 P31'B115'F33' FK afterhold dispensed B297'962t FPT47t	Krstnhmn Swedish 5BHptCem with APT62t	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–66$\frac{15}{16}$" 350NHP DB100lb A.B.Götaverken,Got.	28 ″ 0 s 4 ″ 8$\frac{1}{2}$ 23 ″ 4$\frac{1}{2}$	
※ 24841 EAEO	**Fernando L. de Ybarra** ssBbo.No.3-1,33 Mchy.Aft 1Dk(Stl) Longitudinal framing in double bottom D.F. Cargo battens not fitted	3308 2673 1997	✠100A1 4,36 ~~BS12,36~~ ✠LMC1,33 1,38	Bbo	u	CL 3,36	1919 10mo Lloyd's A&CP	Soc.Espanola deConst. Naval Bilbao	AltosHornos de VizcayaSoc.Anon. CellD	314·0|48·1|22·1 P88'F44' FK B267'801t FPT268	Bilbao Spanish 5BHCem tAPT88t	T.3Cy.22",35"&58"–39" (s) 190lb 100lb HS5528 304NHP 2 Water Tube Boilers Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 4 s 4 ″ 5$\frac{1}{2}$ 20 ″ 2	
24842	**Fernando Poo** Ⓟ TwinSc OilEng. D.F. Ref.Mchy. CruiserStern 2Dks,3rd dk in holds (SUNK BY GUNFIRE 10,36)	6914 4523 3866	✠ withfreeboard 9,35 ✠	Bbo	z		1935 9mo	CiaEuskal-duna Bilbao CellD tan	Cia.Transmediterranea B285'755t ks at sides of tunn	391·7|53·8|29·0 P39'F68' connected by shade dk FK els 62'364t FPT78t	Valencia Spanish 8BHCem 1 ,, to 2nd dk APT75t	Oil Engines 2S.C.SA 12Cy.24$\frac{7}{16}$"–45$\frac{3}{4}$" 1240NHP LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0	
24843 LCJD	**Fernbank** D.F. OilEng. CruiserStern 2Dks	4333 3920 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger, Mgrs.)	382·7|53·4|24·4 P101tH285tF24t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–47$\frac{1}{4}$" 493NHP AlgemeineElec.Ges.Berlin		N
24844 LDQA	**Fernbrook** TwinSc D.F. OilEng. CruiserStern 1Dk&Shelter dk	4633 4188 2667					1932	Akt.Burmeistr&Wain Copenhagen	A/SGlittre(Fearnley&Eger, Mgrs.)	391·4|55·2|24·4 P105tH326tF14t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23$\frac{1}{4}$"–43$\frac{5}{16}$" 625NHP Akt.Burmeistr&Wain,Cpn		N
24845 LJEG	**Ferncastle** OilEng. Mchy.Aft CruiserStern 1Dk D.F. Carrying Petroleum in bulk	9940 9191 5986					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	A/SGlittre(Fearnley&Eger, Mgrs.)	492·9|66·1|36·4 P130'F75'	Oslo Norwegian WB	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1165NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
24846 LCJE	**Ferncliff** D.F. OilEng. CruiserStern 2Dks	4333 3921 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger, Mgrs.)	382·7|53·4|24·4 P101tH285tF24t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–47$\frac{1}{4}$" 493NHP AlgemeineElec.Ges.Berlin		N
24847 LCJF	**Ferndale** D.F. OilEng. CruiserStern 2Dks	4302 3846 2450					1925	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger, Mgrs.)	382·7|53·4|24·9 P112tH317tF24t	Oslo Norwegian WB	Oil Engines 4S C.SA 6Cy.29$\frac{1}{16}$"–47$\frac{1}{4}$" 493NHP AlgemeineElec.Ges.Berlin		N
24848 141395	**Fernfield** (exR.W.Hendry) Wood 1Dk	335 276 188					1921	B.N. Melanson P.Gilbert,NS	A.BryantHarding	132·2|28·4|11·2	SJhnsNFL British	T.3Cy.12$\frac{1}{2}$",19$\frac{5}{8}$"&30$\frac{3}{8}$"–20" NewBurrell 50RHP JohnsonIrnCoYarmthNS		
24849 LJDU	**Fernglen** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5206 4503 3121					1936	Götaver-kenA/B Gothenburg	A/S Glittre(Fearnley&Eger, Mgrs.)	425·6|56·8|21·6 F35'	Oslo Norwegian WB	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 856NHP GotaverkenA/B,Got.		N
24850 LCJG	**Fernhill** OilEng. D.F. 2Dks	4116 3718 2454					1926	Kockums M.V.Aktieb. Malmö	A/SGlittre(Fearnley&Eger, Mgrs.)	377·6|54·0|22·9 P112tH262tF24t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55$\frac{1}{8}$" 438NHP KockumsM.V.Akt.Malmö		N
24851 154461 CYKD	**Fernie** Mchy.Aft 2Dks	2419 2233 1455					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·6|42·9|24·3 F36'	Montreal British WB	T.3Cy.20",33"&54"–40" E&B made21 fitted29 PortArthurS.B. Co.Ld.PortArthur,Ont. 184NHP		C
24852 LCJL	**Fernlane** OilEng. D.F. 2Dks	4310 3827 2527					1927	Akt.Burmeistr&Wain Copenhagen	Dampskintsk Garonne (Fearnley &Eger, Mgrs.)	376·5|53·8|23·6 P68tB87tH252t F28t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{2}$"–59$\frac{1}{16}$" 489NHP Akt.Burmeistr&Wain,Cpn		N

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
24853 164569 GYPS	**Fernmoor** OilEng. 1Dk&Shelter dk Cruiser Stern	4972 4580 3018	✠100A1 withfreeboard ~~6,37~~ ~~1,37~~ 12,37 ✠LMO1,36 ✠LMO(M)2,38	Gms ~~Cff~~Ant	a†	CL	1936 1mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	~~Lord~~Runciman ShippingCo.Ld. CellDB346'1174t	412·2|54·2|26·1 FK MT1236tAPT191t	London British 7BHptCem (Coll to Sh dk 6,,2nd,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4¼ 25 ″ 6¼	
24854 LDGP	— TwinSc OilEng. 2Dks	4268 3854 2498					1928	Akt.Burmeistr&Wain Copenhagen	A/S Glittre(Fearnley&Eger,Mgrs.)	381·4|53·8|23·7 P61tB81tH251t F21t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 624NHP Akt.Burmeistr&Wain,Cpn		N
24855 LCKR	**Fernwood** TwinSc D.F. OilEng. Cruiser Stern 2Dks	4695 4238 2727					1930	A/SNakskovSkibs. Nakskov.	A/SGlittre(Fearnley&Eger,Mgrs.)	390·5|55·2|25·7 P83tH352tF22t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 625NHP Akt.Burmeistr&Wain,Cpn		N
24856 147556 GBKS	— ssBly.No.3–9,36 Well deck D.F. 1Dk(Stl) Cargo battens not fitted	1892 1532 1090	✠100A1 7,37 ~~2,37~~ ✠LMO MS9,36 BS~~12,36~~ 1,38	Lth Sld	q	OG 9,36	1923 11mo	SirJ.Laing &SonsLd. Sunderland Lloyd'sA&CP	W.FranceFenwick &Co.Ld. CellDB188'374t	268·0|37·8|18·1 276·5(O.L.) P21'Q85'B51'F22' FK DTa36' 195t FPT70tAPT65t	London British 4BHCem	T.3Cy.20½",33"&54"–39" (s) 180lb 199NHP 2SB,6cf,GS94,HS3096 G.ClarkLd.Sld.	20 ″ 3 s2 ″ 0 18 ″ 5	
24857 DOHR	**Feronia** (exTejo,exHans) Mchy.Aft 1Dk	651 534 343					1919	Werf. Nobiskrug Rendsborg	Dampfsch.Ges. "Neptun"	175·6|30·7|12·5 P&B116'F22'	Bremen German WB	T.3Cy.13⅕",20 9/10"&32 7/10"–22" Steen& 50NHP Kauffmann,Elmshorn		G
24858 163303 MKFF	**Ferranti** ssLth.No.1–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1317 985 729	✠100A1 6,37 ~~5,36~~ ~~MS5,36~~ ✠LMO~~11,32~~ 6,37	Lth	o	CL 5,36	1932 11mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	LondonPowerCoLd (StephensonClarke &AssociatedCompanies,Ld.Mgrs.) CellDBuE25'f151	227·0|36·4|15·4 235·0(O.L.) Q138'B16'F21' FK '369tDTf109tFPT 132tAPT27t	London British 5BHCem	T.3Cy.17",28"&46"–33" (s) 200lb 100lb 143NHP 1SB,3cf,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s4 ″ 11½ 16 ″ 1	
24859 349 INBC	**Ferruccio** (exLatalf, exEcuador,exGualeguaychuG., exItahy) TwinSc 1Dk	667 — 357					1896	Scott&Co. Greenock	Gius.Riccardi	182·0|34·8|10·0 B26'F25'	Naples Italian	T.6Cy.9",15"&25"–21" 57NHP Scott&Co.Greenock		I
24860 OHYO	**Ferrum** (exStadZalt-Bommel–36) Sub.Sig. 1Dk	2226 — 1267					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	LemlandsRederi A/B(Anders Öström,Mgr.)	281·0|41·4|19·3 P18'B69'F32'	Mariehmn Finnish WB	T.3Cy.20⅘",32⅗"&55"–35⅗" 80NHP Werkspoor,Amsterdam		G
24861 139814 MJSG	**Ferryhill** ssBly.No.1–37 ssBly.No.3–7,32 Well deck 1Dk(Stl) Cargo battens not fitted	1086 767 456	✠100A1 8,37 ~~4,36~~ ~~BS8,36~~ ✠LMO~~7,32~~ 8,37	Bly	n	CL ~~2,31~~ 7,37	1919 10mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	AberdeenCoal&ShippingCo.Ld. CellDBa54'uE	221·1|33·4|14·0 Q131'B16'F27' FK 20'f90'306tFPT33t APT91t	Aberdeen British 4BHCem	T.3Cy.17½",29"&47"–33" (r) 180lb 100lb 178NHP 2SB,6cf,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16 ″ 5 s4 ″ 9 15 ″ 7	
24862 635 INBO	**Fiammetta** WoodAux3MstSr OilEng. 1Dk (See Sailing Ship Register)	390 321 293					1922	Cant.Nav. Riuniti Ancona	M.Vannucci	155·1|30·8|13·3 P53'F10'	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.10¼"–13" 74NHP W.Beardmore&Co.Ld.Gls.		I
24863 1495 IBYL	**Fianona** (exItal.NavyPola) D.F. 2Dks	6660 5729 3371					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop.di Nav."Garibaldi"	438·7|55·6|31·1 P64'B20'F70'	Genoa Italian WB	T.3Cy.26",43½"&73"–48" 370NHP StabilimentoTecnico,Tri.		I
24864 LDVJ	**Fidalgo** 1Dk	1124 974 655					1918	Trndhjms Mek.Værks. Trondheim	A/S Fido (M.Hansen,Mgr.)	226·3|36·5|15·7 P16'B57'F27'	Xiansand Norwegian WB	T.3Cy.17",27½"&46"–30" Trondhjems 116NHP M.V.Trondheim		N
24865	**Fidelense** (exPilcomayo, exFidelense,exPilcomayo) TwinSc 1Dk	*433* *401* *259*			...		1890	Murdoch&Murray Pt.Glasgow	Cia.Nav.S.João deBarraCampos	160·3|33·1|9·0 B26' FK	R.Janeiro Brazilian WB	T.4Cy.(2)9",18"&32"–22" 57NHP Rankin&Blackmore,Grk.	9 ″ 7	
24866 LCKN	**Fidelio** 1Dk	1843 1618 1095					1930	Burntislnd S.B.Co.Ld. Burntisland	A/S Fidelio (M.Hansen,Mgr.)	265·8|43·0|18·0 P59tH83t	Xiansand Norwegian WB	T.3Cy.18½",30"&49"–36" 144NHP MacColl&Pollock,Ld.Sld.		N
24867 LDLD	**Fido** (exLakeBenton) 1Dk	1857 1616 1079			...		1918	American S.B.Co. Lorain,O.	A/S Fido (M.Hansen,Mgr.)	251·3|43·7|18·1 P61tH91tF29t FK	Xiansand Norwegian WB	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	N †
24868 OHUK	**Fidra** (exEidsfos,exLisaBrodin) D.F. 1Dk	*1827* *1591* *1066*					1917	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Europa	265·2|42·1|17·9 P57tH80t	Åbo Finnish WB	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
24869 164090 MLVL	— 3Mst Wireless E.S.D. Cruiser Stern 1Dk	1574 1346 913					1936	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.Mgrs.)	265·0|40·5|16·3 P17'Q41'B110'F30'	Glasgow British WB	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		C
24870 162394 MBKT	**Fife Coast** Mchy.Aft OilEng. CruiserStern 1Dk	367 246 188					1933	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5|25·2|9·4 Q91'B9'F19'	Liverpool British WB	Oil Engines 2S.C.SA 4Cy.11 13/16"–15¾" 98NHP J.G.Kincaid&Co.Ld Grk.		C
24871 OHYW	**Figge** (exWilhelm) 1Dk	*733* — *366*					1904	F.Schichau Danzig	O/YMerrenneito (Seppinen& KemppiO/Y,Mgrs)	196·3|30·8|10·9 Q57'B55'H23tF22'	Wiborg Finnish WB	T.3Cy.15",24¾"&38½"–25½" 75NHP F.Schichau,Danzig		V
24872 LDON	**Filefjell** OilEng. D.F. ssRot.No.1–34 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	7616 7247 4564	✠100A1 ~~3,37~~ ~~7,36~~ 11,37 ~~DBS7,36~~ ✠LMO11,34 Carrying Petroleum in bulk DBS11,37 ✠LMC(M)3,37	Bat ~~Sha~~Sng	c†	CL 7,36	1930 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	A/S "Filefjell" (Olsen&Ugelstad) CellDBuE85'327t DTf41'523t	460·5|59·5|34·1 P109'B30'F60' FK FPT199tAPT146t	Oslo Norwegian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	34 ″ 1 s8 ″ 3½ 26 ″ 0	
24873 220 IBRM	**Filippo Grimani** Ⓟ TwinSc OilEng. D.F. 3Dks	3431 — 1964					1928	Stab. Tecnico Triestino	"Adriatica" Soc. Anon.di Nav.	329·3|44·4|20·9	Venice Italian WB	Oil Engines 2S.C.SA 12Cy.20½"–32¼" 438NHP FiatSanGiorgio,Turin		I
24874														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
24875 160584 GSQY	**Filleigh** *1Dk&Shelter dk*	4856 4462 2936					1928	W.Pickersgill&Sons,Ld. Sunderland	AtlanticShipping&TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	395·5 F34'	55·4	25·9	London British *WB*	T.3Cy.25",42"&70"-48" 339NHP G.Clark,Ld.Sunderland		C
24876 115763 MGDG	**Findhorn** *2Dks*	1064 844 398					1903	AilsaS.B.Co.Ld. Troon	W.Sloan&Co.	242·3 P151'F47'	33·0	16·2	Glasgow British *WB*	T.3Cy.19",32"&53" ~~22½",36"&59"~~-42" NDB15 183~~226~~NHP D.Rowan&Co.Glasgow		C
24877 LCJM	**Fingal** *1Dk*	2137 1848 1244					1923	A/S Moss Værft Moss	D/S A/S International (A.F.Klaveness&Co. *Mgrs.*)	276·1 P73tH119tF21t	43·7	18·9	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP A/S Moss Værft,Moss		N
24878 LIVN	**Fingal I** Comp (*ex*Fingal-34,*ex*Trean) *1Dk*	460 350 240					1919	A/B Amåls Skeppsvarf Amål	A/S D/S "Fingal I" (B.Romsöe)	147·7 P60tH7tF24t	26·9	11·5	Stavanger Norwegian	C.2Cy.12¾"&27 3/16"-17½" 26NHP BohusMekVærks.Akt.Got		V
24879 FNWP	**Finistère** (*ex*Teessider) *Fitted for oil fuel* Wireless *1Dk*	1158 833 482					1909	Irvine's SB&D.D.Co.Ld. WHartlepool	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. *Mgrs.*)	250·7 P&B144'F44'	34·5	13·9	Algiers French *WB*	T.3Cy.23½",38"&64"-42" 265NHP Richardsons,Westgarth&Co.Ld.Hpl.		V
24880 DOCZ	**Fink** (*ex*Hornburg) Wireless Sub.Sig. *1Dk*	1004 883 556					1924	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·9 P14'B65'F31'	33·5	14·2	Bremen German *WB*	T.3Cy.15",26½"&38½"-25½" 75NHP F.Schichau,Elbing		G
24881 DQOY	**Finkenau** (*ex*Cattaro) *2Dks*	916 774 473					1923	Memeler Schiffsw.Lindenau&Co. Memel	BugsierReed.&BergungsA.G.	227·2 B66'H21'F33'	34·3	12·5	Brmrhavn German *WB*	T.3Cy.15¾",26"&43 5/16"-27½" 98NHP Vulcan-WerkeA.G.Ham.		G
24882 202960	**Finland** (*ex*HarryCoulby) *Mchy.Aft* GyC. *1Dk*	6495 — 4939					1906	DetroitS.B Co. Wyandotte	GreatLakesS.S.Co.Inc.	549·0 *WB*	56·1	32·0	Oswego, N.Y. Utd.States	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
24883 OYTE	— *ss*Els.No.1-35 *Well deck* D.F. *1Dk(Stl)* *Strengthened for Navigation in Ice*	2302 1754 1345	✠100A1 7,37 ~~6,36~~ BS~~1,32~~ 2,38 ✠LMC7,35	Cpn Els	*s*	CL ~~7,35~~ 7,37	1930 10mo *Lloyd*'*sA&CP*	SirJ Priestman&Co. Sunderland	A/S D/S Finland (O.H.Christensen) *CellD*	283·8 P26'Q85'B55'F28' FK *B*236'611*t* *FPT*74*t*	42·0	17·8	Copnhagn Danish 4*BHptCem* *APT*145*t*	T.3Cy.20",32"&53"-36" (*s*) 180lb 198NHP 2SB,4*cf*,GS67,HS3272 G.Clark,Ld.Sunderland	20 ″ 4 s1 ″ 11 18 ″ 7½	
24884 144579 MJYZ	— (*ex*Mahmoudieh) *2Dks*	1333 1094 552					1920	CaledonS.B.&E.Co.Ld. Dundee	Leith,Hull&Ham.Stm.Pkt.Co.Ld.(J.Currie&Co.*Mgrs.*)	270·6	38·1	16·1	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&JacksonLd.Gls		C
24885 OHGK	**Finlandia** 4Mst Wireless *1Dk*	1146 944 628					1920	Maskinoch Brobyg.Akt. Helsingfors	FinskaÅngfartygsA/B	216·5 P21'B62'F26'	34·6	13·4	Helsingfrs Finnish *WB*	T.3Cy.15½",26"&41"-27½" Msk&Brbyggnads 87NHP A/BHelsingfors		N
24886 LDVK	**Finmarken** Ⓟ *1Dk&Awng dk*	1119 988 659					1912	Trndhjms Mek.Værks. Trondheim	A/S Vesteraalens Dampskibsselskab	214·2 H129*t* *WB*	31·7	20·2	Stokmarknæs Norwegian	T.3Cy.19½",30½"&52"-33" Trondhjems 155NHP M.V.Trondheim		N
24887 6394 SDCA	**Finn** TwinSc *OilEng.* *Mchy.Aft* Wireless *2Dks*	*1572* *1266* *857*					1920	A/B Finnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	271·3	41·1	15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"-28⅝" 345NHP AktiebolagetAtlas-Diesel,Stockholm		V
24888 LCAH	**Finnanger** TwinSc *OilEng.* *Mchy.Aft* D.F. *2Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom&at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen&Co.A/S	474·4 P513*t*H181*t*F14*t*	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅝"-47¼" 806NHP Werkspoor,Amsterdam		N
⁎ 24889 143533	**Finola** *ss*Dub.No.3-3,34 *Mchy.Aft* *Well deck* *1Dk(Stl)*	879 621 374	✠100A1 3,38 ~~3,37~~ BS~~3,37~~ 3,38 ✠LMC3,34	Dub Bkn	*l*	CL 1,36	1921 2mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Ld. Dublin	British&Irish SteamPacketCo.(1936)Ld. *CellDBu B*32'	200·0 207·6(O.L.) BK7" Q128'F28' *f*102'161*tFPT*123*t*	30·8 *32·6*	13·2	Dublin British 3*BHCem* *APT*49*t*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NHP 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s4 ″ 1½ 15 ″ 2½	
24890 LDTA	**Finse** (*ex*Snar) *1Dk*	1618 1177 939					1916	Bergens Mek.Værks. Bergen	J.M.Johannesen's RederiA/S (F.WalterJohannesen)	244·5 P32*t*Q105*t*B150*t* F35*t*H87*t*	37·6	15·7	Bergen Norwegian *WB*	T.3Cy.17¾",29"&49"-33" 138NHP BergensMekVærksBergen		N
24891 142444 GMXZ	**Fintra** (*ex*Carcavellos,*ex*Tutshill) *ss*Gmh.No.3-4,31 *ss*Gls.No.1-35 D.F. *1Dk(Stl)*	2089 1865 1283	✠100A1 9,37 ~~8,36~~ BS~~5,36~~ 9,37 ✠LMC5,35	Gmh	*s*	CL ~~8,34~~ 9,37	1918 5mo *Lloyd*'*sA&CP*	E.Finch&Co.(1916) Ld. Chepstow	SouthGeorgiaCo.Ld.(Chr.Salvesen &Co.*Mgrs.*)	284·8 P29'B78'F28' FK *CellDB*244'	41·7	19·4	Leith British 4*BHCem* 576*tAPT*87*t*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth&Co.Ld.Sld.	21 ″ 6 s2 ″ 10½ 18 ″ 10	
24892 142499 MJZC	**Finvoy** K *ss*Bel.No.3-8,32 *ss*Bel.No.1-36 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	374 272 132	✠100A1 11,36 BS9,37 ✠LMC8,36	Grk	*e*	CL 8,35	1920 6mo *Lloyd*'*sA&CP*	ForthS.B.Eng.Co.Ld. Alloa	HowdensLd.	145·3 Q49'B9'F26' BK7" *FPT*54*t*	23·2	9·8	Belfast British 3*BHCem* *APT*9*t*	C.2Cy.16½"&36"-27" (*s*) 135lb 75RHP 1SB,3*pf*,GS44,HS1298 ForthS.B.&E.Co.Ld.Alloa	10 ″ 9 s ″ 8½ 10 ″ 8	
⁎ 24893 157604 VJPS	**Fiona** *ss*Syd.No.1-37 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)*	2198 1833 1148	✠100A1 *with freeboard* ~~7,37~~ ~~12,36~~ 3,38 ✠LMC~~[illegible]~~ 4,37 *Carrying Molasses in cantilever framed side tanks and below 2nddk.*	Syd	*t*	CL 12,36	1933 4mo *Lloyd*'*sA&CP*	CaledonS.B.&E.Co.Ld. Dundee	ColonialSugar RefiningCo.Ld. *CellD*	286·3 299·0(O.L.) F30' FK (*Coll* *B*241'507*t* *FPT*116*t*	44·1	19·1	Sydny NSW British 5*BHCem* ,, *to Sh dk* 4,, ,, *2nd* ,,) *APT*97*t*	T.3Cy.20½",33½"&57"-39" 200lb (*s*) 258NHP 2SB(Spt),4*cf*,GS66, FD HS3386 N.E.MarineEng.CoLdNwc	21 ″ 4 s ″ 10½ 20 ″ 7	
24894 ~~OZKP~~ OZKB	**Fionia** Ⓟ TwinSc4Mst *OilEng.* *ss*Cpn.No.3-3,27 D.F. *ss*Cpn.No.2-35 *1Dk(Stl)&Awng dk* (*Stl*-teak s)	5219 4297 3337	✠100A1 *Awng dk* *with freeboard* 3,38 ~~2,37~~ ✠LMC DBS~~[illegible]~~ 3,38	Cpn OS7,34 7,36	*y*	CL 3,37	1914 3mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen	A/S DetÖstasiatiskeKompagni *WB=CellDBa*68'u	394·4 414·3(O.L.) P26'B168'F37' *on Awng dk* FK *E*46'*f*213'988*tFPT*	53·2	27·0	Copnhagn Danish 6*BHptCem* 75*tAPT*97*t*	Oil Engines 4S.C.SA 12Cy.29½"-48 5/16" 988NHP DB-*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s5 ″ 11 24 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24895 139238 GMQW	**Firby** *ss*Sws.No.2-34 D.F. 1*Dk*(*Stl*)	4869 4640 3029	✠100A1 ~~5,37~~ ~~10,36~~ ~~11,37~~ 2,38 ✠LMC2,38 ~~MS9,34~~ ~~BS1,37~~	Shl ~~Bry~~ ~~Shl~~ ~~Npl~~	*y*	CL ~~9,34~~ 11,37	1926 6mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDB*	390·0 402·0(O.L.) P30'B220'F40' FK 345'1041*t FPT*180*t*	55·0	26·5	W.Hartlpl British 6*BHCem* *APT*179*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb *150lb* 439NHP 3SB(Spt) 9*cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 " 9 s 4 " 5¾ 24 " 6¼	
24896 LDVO	**Firda** Ⓟ 1*Dk*3*trB*	500 316 269					1900	Fevigs Jernskibsbyg Arendal	Fylkesbaatane i Sogn og Fjordane	162·2 P64*t*H62*t*F57*t*	24·3	13·5	Bergen Norwegian	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		
24897 147346 MNLS	**Fire King** *ss*Bkn.No.3-4,38 ~~*ss*P.Gl.No.2-33~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	758 552 291	✠100A1 ~~8,37~~ ~~4,36~~ 4,38 ~~BS4,36~~ ✠LMC~~9,33~~ 4,37 4,38	Bkn	*k*	CL 4,36	1925 12mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) *Ce*	190·3 199·9(O.L.) Q125'*Bon*Q13'F29' FK *llDBf*94'154*t FPT*	32·1	11·8	Liverpool British 3*BHCem* 64*t APT*20*t*	T.3Cy.16½",27"&45"-33" (*s*) 185lb 155NHP 2SB,4*cf*,GS77,HS2766 A.Hall&Co.Ld.Aberdeen	14 " 0 s 3 " 9¼ 13 " 8¾	
24898 145595 MKTR	**Fire Queen** (*ex*Arclight-33) *ss*P.Gl.No.3-9,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *ss*Bkn.No.1-37	650 433 249	✠100A1 ~~8,37~~ 4,36 4,38 ~~BS4,36~~ ✠LMC~~9,33~~ BS4,38 4,37	Liv Bkn	*i*	CL ~~4,36~~ 8,37	1921 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) *CellD*	175·2 182·0(O.L.) BK7¼" Q100'B9'F33' *Bf*93'129*t FPT*78*t*	28·2 29·5	11·2	Liverpool British 3*BHCem* *APT*33*t*	T.3Cy.15",24½"&40"-30" (*s*) 180lb 81RHP 2SB,4*cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon	13 " 6 s 4 " 4½ 13 " 8¾	
24899 149359	**Firecrest** *ss*Shl.No.2-38 ~~*ss*Shl.No.1-33~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	538 343 259	✠100A1 2,38 ~~8,35~~ ~~BS8,35~~ ✠LMC~~1,33~~ ~~4,37~~ 2,38	Shl	*h*	CL ~~8,35~~ 1,38	1929 9mo *Lloyd*	JohnLewis &Sons,Ld. Aberdeen '*sA&CP*	R.&W.Paul,Ld. *CellDB*95'121	160·2 Q113'B9'F23' FK *tFPT*42*tAPT*19*t*	26·6	9·9	Ipswich British 3*BHptCem* *ptAsp*	T.3Cy.12",21"&34"-24" (*s*) 200lb 65RHP 1SB,2*cf*,GS40,HS1484 JohnLewis&Sons,Ld Abn.	12 " 0 s 3 " 8 11 " 11½	
24900 148642 MNJT	**Fireglow** *ss*Shl.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1261 966 675	✠100A1 ~~8,37~~ ~~6,36~~ 7,37 ~~BS6,36~~ ✠LMC7,34 7,37	Sld ~~Nwe~~	*n*	CL ~~6,36~~ 7,37	1925 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *Cell*	225·0 233·0(O.L.) Q127'B16'F24' FK *DBuE*20'*f*137'335*t*	36·0	15·3	London British 5*BHCem* *DT f* 9'154*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS74,HS2550 N.E.MarineEngCo.Ld.Sld. *FPT*133*tAPT*23*t*	17 " 3 s 5 " 2 15 " 8	
24901 396 IBBM	**Firenze** Ⓟ (*ex*Roma) TwinSc D.F. 2*Dks*3*trB*	3952 — 2328					1912	Soc.Esercizio Bacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	360·9 P69'B72'F46'	44·6	24·5	Naples Italian *WB*	T.6Cy.21¼",34¼"&59 7/16"-41⅜" Soc.Escerzio 454NHP Bacini,Genoa		I
24902 121266 MCJT	**Firethorn** (*ex*Virago-36, 3Mst *ex*Javelin) *ss*Liv.2ndNo.3-3,33 *Well deck* *ss*Bel.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)	321 223 125	✠100A1 10,37 ~~3,37~~ ✠LMC ~~BS10,36~~ MS3,37 10,37	Bel Bwg	*f*	CL 1,37	1905 10mo *Lloyd*	JFullerton &Co. Paisley '*sA&CP*	~~W.J.Ireland~~ S.WilliamCoe&Co, Ld.(W.J.Ireland, *Mgr.*)	141·0 147·0(O.L.) FK Q78'B9'F30' *FPT*	23·8 24·0	9·7	Liverpool British 3*BHCem* 35*t APT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb 85RHP 1SB,3*pf*,GS51,HS1461 Ross&Duncan,Glasgow	10 " 10 s 4 " 2 10 " 9	
24903 216565 WQCF	**Firmore** 3Mst *ss*Bal.No.3-9,30 *ss*Bal.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted*	7117 6365 4431	✠100A1 ~~3,37~~ 11,37 BS3,37 ✠LMC1,35 *Fitted for oil*	Bal *fuel* 9,	*c*† 19	CL 11,35 *F.P.*	1918 7mo A&CP *above*	Bethlehem S.B.Corp.Ld. Sparro Pt.Md *CellDBuE&B* 58'*f*3 150° F.	OreS.S.Corp 2*Intermedia* 20'1622*t side tanks*	449·1 P106'F39' FK *teBHds dispensed w* *Nos.*1,2&3*P&S*1950	57·2	34·3	NewYork Utd.States *Cem* *ith*5*BHonly* *tFPT*395*t A*	1DR GearedSteamTurbine 200lb (*s*) 556NHP 3SB,9*cf*,GS185,HS7877 FD GeneralElectricCo. *PT*213*t* Schenectady,N.Y.	37 " 0	
24904 140656 MJRX	**Firth Fisher** (*ex*Freeland-34) *ss*Lan.No.3-1,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	574 394 263	✠100A1 4,37 ~~10,36~~ ~~BS4,36~~ ✠LMC1,34 ~~BS4,37~~ 4,38	Brw Bly	*h*	CL 10,36	1919 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JamesFisher &SonsLd. *Ce*	164·8 Q94'B11'F21' FK *llDBf*97'125*tFPT*	27·0	11·1	Barrow British 3*BHCem* 44*tAPT*19*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 " 3 s 3 " 8¾ 13 " 2¾	
24905 FOYM	**Firuz** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk*	7327 6666 4005					1929	Chant.Nav. Français Caen	Association Pétrolière	446·8 P120'B32'F53'	56·9	33·8	Dunkirk French *WB*	T.3Cy.26",44"&74"-51" 391NHP N.E.MarineEngCoLd.Nwc		V
24906 148298 GNTB	**Fiscus** *ss*Shl.No.2-36 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *withfreeboard* ~~6,37~~ ~~1,37~~ ✠LMC7,36 5,38 ~~BS9,37~~ 4,38	Bry ~~Syd~~ Ant	*z*	CL 7,36	1928 4mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle *sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348'1358*t*	399·0 F36' FK *FPT*106*t APT*195*t*	54·5	25·2	Cardiff British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB(Spt) 9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 " 7 s 2 " 11¾ 24 " 9¾	
24907 234179 WOFX	**Fisherman II** (*ex*Kallisto) TwinSc *OilEng.* Wireless *Ref.Mchy.* 1*Dk*	446 — 362					1921	Frd.Krupp Germaniawft A.G. Kiel	Wm.R.Dobbs	183·0	28·5	16·0	L.Angeles Utd.States	Oil Engines 12Cy.10¼"-11½" *E*made30		
24908 226004	**Fishers Island** Ⓟ 1*Dk*	862 — 563					1926	Bethlehem S.B.Corp.Ld. WlmngtnDel	FishersIsland Nav.Co.	150·1	40·1	14·4	N.Lndn.Cn Utd.States *WB*	T.3Cy.17",25"&43"-30" 101NHP VulcanI.Wks,JersyCy.NJ		
24909 132822 GQST	**Fishpool** *ss*Hpl.2ndNo.3-9,37 ~~*ss*Shl.No.3-7,25~~ D.F. ~~*ss*Sws.No.2-34~~ 1*Dk*(*ptIrn-ptStl*)	4575 4263 ~~2826~~ 2832	✠100A1 12,37 ~~2,36~~ ~~BS5,36~~ ✠LMC~~[illegible]~~ ~~BS5,37~~ 12,37MS9,37	Hpl Shl	*y*	CL ~~8,35~~ 8,37	1912 5mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*127'*uE*24'*f*	379·0 P30'B221'F39' FK 167'1046*t FPT*157*t*	56·0	24·4	W.Hartlpl British 6*BHCem* *APT*184*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb ~~*100lb*~~ 380NHP 3SB,9*cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 " 9 s 3 " 9½ 23 " 1¾	
24910 EADZ	**Fito** (*ex*Marques delTuria-32, *ex*VelazquezDuro,*ex*Gobelas,*ex*Milo) *Well deck* 1*Dk*(*Stl*)& *Web frames*	1754 1308 1045			…		1892	W.Gray& Co.Ld. W Hartlepool	AdolfoRamirez Escudero	259·6 P27'Q80' ptND09 FK	36·1	15·9	Bilbao Spanish *WB*	T.3Cy.19",30½"&51"-36" 156NHP Cen.Mar.Eng.Wrks.WHpl	19 " 5	
24911 161827 VPRZ	**Fitzroy** (*ex*Lafonia-36) *ss*StanleyF.I.No.1-35 Wireless 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Well deck* *in No.* 1 *hold*	768 457 344	✠100A1 11,35 ✠LMC8,35 BS12,37	Stanley F.I.	y	CL ~~8,35~~ 12,37	1931 9mo *Lloyd*	H.Robb Ld. Leith '*sA&CP*	FalklandIslands Co.Ld. *CellDBa&*	165·8 P&B109'F18' FK *uE*39'*f*69'128*tFPT*	32·7	11·7	Stanley, F.I. British 5*BHCem* 18*tAPT*25*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 91RHP 2SB,4*cf*,GS74,HS2209 W.Beardmore&Co.Ld. Coatbridge	13 " 6 s " 2¾ 13 " 4¾	
24912 50 IBTM	**Fiume** Ⓟ (*ex*Calitea-32, *ex*PrestolonasleднikPeter) Wireless 2*Dks*	654 557 382					1926	Lübecker Masch.Ges. Lübeck	"Adriatica"Soc. Anon.diNav.	164·9	25·7	17·4	Fiume Italian *WB*	T.3Cy.16⅛",24 13/16"&41 5/16"- 23⅝" 83NHP LübeckerMasch.Ges.		I
24913 PEBY	**Fivel** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	306 195 153					1936	J.Koster Hzn.Schpsw. "Gideon" Groningen	J.Bont	127·4 Q73'F20'	24·0	8·1	Loppersum Dutch *WB*	Oil Engines 2S.C.SA 5Cy.10¼"-14 9/16" 92NHP N.V.Mchfb.Bolnes,Bolnes		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. Bd of Trade
24914 LDAD	**Fjeld** (exTela-36,exTotaiMaru) ssRot.No.3–6,29 ssRot.No.1–34 2 Dks(Stl)&Web frames Longitudinal framing	2960 2719 1834	✠100A1 12,36 ✠LMC MS6,34; ~~BS6,36~~ 6,37	Bmn	t	CL 12,36	1916 5mo	OsakaIron Works,Ld. Osaka Lloyd'sA&CP	A/S D/S Fjeld (A.Meidell, Mgr.) CellDB 255' 519t FPT 76tAPT20t	305·3 P19'B82'F32' FK	44·0	25·0	Bergen Norwegian 5BHCem	T.3Cy.22",37"&61"–42" (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD OsakaIronWorks,Ld.	27 " 3 s 4 " 3 23 " 2	
24915 LEOW	**Fjord** (exOrla-37) 1Dk	4032 3833 2536			...		1914	TyneI.S.B. Co.Ld. Newcastle	A/S D/S Fjeld (A.Meidell, Mgr.)	355·3 P32'B102'F34' FK	50·8	24·9	Bergen Norwegian WB	T.3Cy.25",41"&68"–45" 355NHP N.E.MarineEngCoLd,Nwc	27 " 4	N †
24916 LDSQ	**Fjordaas** TwinSc OilEng. ssFal.No.1–35 D.F. Mchy.Aft 1Dk(Stl) CruiserStern	7361 6916 4360	✠100A1 ~~12,36~~ 1,38 DBS1,38 ✠LMC1,38 Carrying Petroleum in bulk	Rot	b†	CL ~~3,36~~ 11,37	1931 5mo	Deutsche WerkeKiel A.G. Kiel Lloyd'sA&CP	Mörland's TankrederiA/S (A.J.Mörland, Mgr.) CellDBuE60'207tDTf34'224t FPT244tAPT189t	424·2 P92'B28'F35' FK	60·2	34·6	Arendal Norwegian 12BHptCem	Oil Engines 4S.C.SA 16Cy.21⅝"–35 7/16" 726NHP 2DB114lb DeutscheWerkeKielA.G.	34 " 0	
24917 LDOR	**Fjordheim** ssStv.No.1–34 D.F. 1Dk(Stl)	4115 3721 2497	✠100A1 6,37 ~~8,36~~ ~~BS8,36~~ 11,37 ✠LMC6,34	Stv Sws	x	CL 8,36	1930 6mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd'sA&CP	A/S Theologos (N.Rögenæs, Mgr.) Intermediate BHs in fwd.&after holds dispensed with CellDB316'956t FPT 85tAPT121t	374·8 386·7(O.L.) P38'B106'F28' FK	51·5	23·7	Haugesnd Norwegian 4BHptCem	T.3Cy.22½",37"&60"–42"& LP Turbine with DR gearing & hydraulic coupling 180lb (s) 363NHP 2SB,6cf,GS105,HS4342 FD N.E.MarineEng.Co.Ld.Sld	26 " 0	
24918 DIBM	**Flachsee** (exKapitänRuge) TwinSc OilEng. Mchy.Aft CruiserStern 1Dk	757 566 355					1927	Howaldts-werkeA.G. Kiel	W.Schuchmann	181·4 P44'F23'	32·1	12·1	Hamburg German WB	Oil Engines 2S.C.SA 4Cy.12 3/16"–16½" 45NHP Gebr.Sulzer,Ludwgshfn.		G
24919 140521 GRBV	**Flaminian** CruiserStern 2Dks	2699 2526 1696					1917	W.Harkess &Son,Ld. Middlesbro'	EllermanLines,Ld. (Ellerman&PapayanniLines, Mgrs)	315·0 P73'B140'F33'	42·4	23·6	Liverpool British WB	T.3Cy.20½",34½"&59"–42" Richardsons, 226NHP Westgarth&Co.Ld.Mdb.		C
24920 FNRY	**Flandre** Ⓟ QuadSc D.F. 5Dks	8571 6439 3187					1914	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	464·4 P50'B220'F50'	57·0	29·6	St.Nazaire French WB	C.8Cy.25¼"&43 11/16"–35½" & 2 LowPressureTurbines Chant.del'AtlantiqueSt.N		V
24921 ONGA	**Flandres** (exGreiffenfels) ssAnt.2ndNo.3–10,36 D.F. 2Dks(Stl-Uteaks)	5827 5502 3634	✠100A1 10,36 ✠LMC10,36 BS10,37	Ant	a†	CL 10,36	1914 3mo	Akt.Ges. "Weser" Bremen Lloyd'sA&CP	Cie.RoyaleBelgo-Argentine(ArmementDeppe, Mgs.) 1BH in forward hold dispensed with CellDBa139'uE23' f189'1187t FPT48t 'tweendk tank a36'470t 'tween dk tanks f36'494t	422·5 P60'B126'F54' FK	56·2	29·6	Antwerp Belgian Cem 6BHonly	T.3Cy.28¾",46⅞"&75 9/16"–(s) 53 1/16" 192lb 121lb 520NHP 3SB,9cf,GS148,HS6950 FD A.G."Weser," Bremen	32 " 6 s 6 " 7½ 26 " 1	
24922 3320 SECI	**Flandria** Sub.Sig 1Dk	1179 800 662					1898	Helsingörs Jernsk&Msk. Elsinore	FörnyadeÅngf. Aktieb.Göta(F. Sternhagen, Mgr.)	228·2 P141'H85tF11'	33·1	13·1	Gothenbrg Swedish WB	T.3Cy.18½",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
24923 144508 MJZX	**Flashlight** ssSld No.1–37 ssSld.No.3–6,33 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	934 747 482	✠100A1 6,37 ~~6,36~~ ~~BS4,36~~ ✠LMC~~6,33~~ 6,37	Sld	m	CL 5,36	1920 6mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. Mgrs.) CellDBuE19'f124'248t MT11'158t FPT114t	216·5 225·5(O.L.) Q106'B17'F25' FK	32·0	13·4	London British 5BHCem	T.3Cy.16",27"&44"–30" (s) 180lb 100lb 117NHP 1SB,3cf,GS50,HS1822 Richardsons,Westgarth &Co.Ld.Sld.	15 " 6 s 1 " 9½ 13 " 11	
24924 162665 MQDJ	**Flathouse** ssShl.No.1–36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1546 1152 837	✠100A1 5,37 ~~10,36~~ ✠LMC10,36 BS5,37	Shl	p	CL 9,36	1931 12mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd'sA&CP	StephensonClarke &Associated Companies,Ld. CellDB198'413tMT186tFPT93tAPT35t	244·0 Q145'F28' FK	36·5	16·0	London British 4BHptCem	T.3Cy.19",31"&51"–36" (s) 180lb 179NHP 2SB,6cf,GS101,HS2888 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	18 " 0 s 5 " 5½ 16 " 10½	
24925	**Flecha** (exFairfield) TwinSc 2Dks	781 699 322			...		1919	ClydeS.B. &Eng.Co.Ld. PortGlasgow	J.G.Fernandes& Dr.M.deFreitas Valle e Silva	219·3 FK	28·6	15·6	Pto.Alegre Brazilian WB	T.6Cy.13¾",21¼"&34"–21" 378NHP ClydeSB.&Eng.Co.Ld.PGl	16 " 3	
24926 77587	**Fleetwood** (exWiarton-34, exGlenvegan,exCicoa,exJohnSharples) Mchy.Aft GyC. 1Dk2trB	1588 — 915					1903	Superior S.B.Co. W.Superior	NicholsonTransit Co.	241·1 Q88'F36'	41·0	16·3	Detroit, Mich. Utd.States WB	T.3Cy.14",25"&42"–30" NB10 97NHP SuperiorS.B.Co		
24927 PECI	**Flensburg** 3Mst D.F. 2Dks	6421 5836 3515					1922	FlensburgrSchiffsb.Ges. Flensburg	Halcyon-LijnN.V.	454·9	60·1	27·8	Rottrdam Dutch WB	T.3Cy.28¾",46⅝"&76"–48" 400NHP FlensburgerSchiffsb.Ges.		G
24928 102470 MCZV	**Fleswick** 3Mst ssLiv.No.3–7,34 Mchy.Aft Well deck 1Dk(Irn)	610 438 241	✠100A1 2,36 ✠LMC MS4,34 ~~BS11,36~~ 9,37	Liv	i	CL 2,36	1900 3mo	AilsaS.B. Co. Troon Lloyd'sA&CP	KyleShippingCo. Ld.(MonroeBros. Mgrs.)	179·3 Q101'B10'F35' FK&BK1" DBf94'137tFPT	28·0	11·2	Belfast British 3BHCem 65tAPT8t	C.2Cy.21"&47"–33" (s) 130lb 90RHP 1SB,3pf,GS63,HS1730 McKie&Baxter,Glasgow	13 " 10 s 4 " 5½ 13 " 7½	
24929 153063 VGXD	**Fleurus** Ⓟ Fitted for oil fuel 2Dks	1122 976 652					1926	At.&Ch.de laSeineMarit LeTrait	AnticostiShipping Co.	189·8	33·0	20·8	Quebec British WB	T.3Cy.18⅛",29⅞"&50"–33 1/16" Atel.&Ch.de la 143NHP SeineMaritime,LeTrait		V
24930 148584 GKNF	**Flimston** ssCff.No 3–1,38 ~~ssAvn.No.2–33~~ D.F. E.S.D. 1Dk(Stl)	4674 4272 2794	✠100A1 ~~1,30~~ ~~11,36~~ 5,38 BS1,38 MS11,36 ✠LMC ~~DBS11,36~~ ~~MBS5,37~~	Cff	y	CL ~~11,36~~ ~~N1,36~~ 4,38	1925 5mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	PictonS.S.Co.Ld. (E.ThomasRadcliffe&Co. Mgrs.) CellDB342'1110tFPT116tAPT174t	385·4 P39'B&F306' FK	52·0	26·0	London British 7BHCem	T.3Cy.~~26"~~ 26½",44½"&73"–48" (s) 180lb 180lb 451NHP 3SB(Spt)9cf,GS194,HS7650 Blair&Co.Ld.Stockton	27 " 10 s 3 " 1½ 24 " 10½	
24931 LCTM	**Flint 2** (exElginCounty,exFlint2, exAtlantis,exSierraQuemada) 2Dks	5614 5094 3345			...		1918	J Coughlan &Sons Vancouver, B.C.	D/S A/S Flint (WillyKubon)	410·5 P59'B115'F47' FK	54·2	27·4	Bergen Norwegian WB	T.3Cy.27",44"&73"–48" NE24 512NHP McKie&Baxter,Gls.	29 " 9	N †
24932 147220 GDRJ	**Flintshire** Ⓟ (exDardanus-35) D.F. Ref.Mchy. 2Dks&1pt dk	7726 6478 4859					1923	Workman, Clark&Co.Ld Belfast	GlenLine,Ld.	459·5 P53'B164'F63'	58·4	32·6	Liverpool British WB	2SteamTurbinesSRgeared to 1 Sc.Shaft Workman,Clark&Co.Ld.		BT till ~~1,37~~ ~~3,38~~ 1,3
24933 212269 KOPL	**Flomar** (exCorvus) ssBal.No.3–11,32 D.F. ssBal.No.1–36 2Dks(Stl)	5551 5144 3422	✠100A1 9,37 ~~3,37~~ ✠LMC ~~BS1,37~~ MS3,37 Fitted for oil fuel 12,19 F.P. above 150°F. BS1,38	Bal	z	CL 3,35	1919 11mo	Columbia RiverSBCorp Portland,Or. A&CP	CalmarS.S.Corp. Intermediate BH in after hold & intermediate 'tween dk BHs in fore hold & aft hold dispensed with CellDB355'1189t MT29'745tFPT132tAPT143t	410·0 P44'B115'F47' FK	54·2	27·5	NewYork Utd.States ptCem 5BHtoUdk 1 ,, ,, 2nd ,,	T.3Cy.24½",41½"&72"–48" 210lb (s) 582NHP 3SB,9cf,GS196,HS8780 FD LlewellynIronWorks, LosAngeles,Cal.	30 " 3 s 6 " 5 24 " 0¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corre-sponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24934 279 SVRC	**Flora** (*ex*Panaghi *ss*Pir.2ndNo.3-7,34 Vagliano-34) 1*Dk*(*ptIrn&ptStl*)2*trB&Web frames* 3*Dk rule*	2980 2791 1878	✠100A1 *withfreeboard* 4,36 ~~BS3,36~~ ✠LMO7,34 8,37	Rot	*v*	CL 4,36	1904 7mo	R.Craggs&Sons,Ld. Middlesbro' *Lloyd'sA&CP*	E.P.Nomikos (PetrosM.Nomikos, Ld.*Mgrs.*) *CellDBa* 100'*uE*26'*f*140'69	330·1 P36'B166'F36' FK 9*tDTa*26'468*tFPT*	46·0	22·2	Piræus Greek 5*BHCem* 85*tAPT*66*t*	T.3Cy.23½",39"&64"-42"(*s*) 180lb 295NHP 2SB,6*cf*,GS120,HS4640 Blair&Co.Ld.Stockton	24 ″ 4 s 3 ″ 1¾ 21 ″ 4¼	
24935 7658 SIBN	— *ss*Hbg.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *withfreeboard* 10,37 ~~12,36~~ BS5,31 [illegible] ✠LMO8,34	Skm	*r*	CL 12,36	1930 7mo	Fredrikstad Mek.Værks. Fredrikstad *Lloyd'sA&CP*	A/BTransmarin ~~(B.Ingelssen,~~ ~~*Mgr.*)~~ (S.Redig *Mgr*) *CellDB*	269·0 FK (*CollBHto Shelter dk*3*BHto2nd dk*) 212'545*tFPT*35*tAPT*80*t*	42·2	17·6	Hlsngborg Swedish 4*BHCem*	T.3Cy.18½",29½"&50"-36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
24936 PJBL	— *Ref.Mchy.* *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*	1417 — 824					1921	H.teVeld-huis Papendrecht	West-Indische Scheepv.Maats.	238·5	37·2	16·1	Curaçoa Dutch *WB*	T.3Cy.20",31"&50"-36" 150NHP J.&K.Smit,Kinderdijk		V
24937 CXNB	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1218 1040 655					1909	Akt.Bur-meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	253·5 P19'B104'F25'	34·6	16·8	Esbjerg Danish *WB*	T.3Cy.21",35"&60"-39" 225NHP Akt.Burmeistr&Wain,Cpn		V
24938 1108 ILTZ	— Iron (*ex* Cosiana-36,*ex*Villeneuve, *ex*Gers,*ex*Sailing Vessel) 1*Dk*2*trB*	712 635 415	✠ 7,02	Brs			1870 4mo	M.Pearse &Co. Stockton	Dott.Ing.Cav. MarioZoboli	179·1 P93'B25'F25'	30·2	19·0	Genoa Italian *WB*	C.2Cy.20"&37½"-31" E*made*91*refitted*18 65NHP B*made*93&95*refitted*18 D.Rowan&Sons,Glasgow		I †
Note	"Neghelli," *see No. 39433 in Supplement*															
24939 DONA	— 1*Dk*	344 284 196					1891	Eriksbergs Mek.Werks. Gothenburg	Dampfschiffahrts Ges.Neptun	140·9 Q31'B24'F12' len93	22·4	11·9	Bremen German	C.2Cy.13⅛"&26 5/16"-17½" NB03 24NHP EriksbergsMek.Wrks.Got		G
24940 7542 SKJI	— WoodAux3MstSr (*ex*Sailing Vessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	308 277 232					1919	J.Ph.Jör-gensen Thurö	J.Jönsson	126·5 Q26'H9*t*	29·2	12·6	Brantevik Swedish	Oil Engines 2S.C.SA 2Cy.13¾"-16⅛" 67NHP E*made&fitted*33 JönköpingsMotorfbrk.		V
24941 OHVJ	**Flora H.** (*ex*Jupiter-34) Sub.Sig. 1*Dk&deep framing&pt Awng dk*	2025 1374 1212				...	1899	Flensburgr Schiffsb.Ges. Flensburg	WernerHacklin	267·0 P16'Q84' 16·0 *pt Awng dk*168' FK	39·5	23·5	Björnebrg Finnish *WB*	T.3Cy.19",31½"&51"-36" 170NHP FlensburgerSchiffsb.Ges.	18 ″ 2	G † G
24942 788 SVOM	**Flora Nomicos** (*ex*NicolasJean-34, *ex*DéputéPaulProust) 1*Dk*	1783 1586 1054				...	1921	Ministère de laMarine Cherbourg	LoukasN.Nomicos	266·4 P19'B55'F23'	39·4	23·0	Piræus Greek *WB*	T3Cy.18¾",29 1/16"&49¼"-37½" Etablissements 147NHP d'Indret,Indret		
24943 OTXC	**Flore** (*ex*CharlesLeBorgne-33) *Mchy.aft* 1*Dk*	*1019* *742* *506*				...	1913	Osbourne, Graham&Co. Sunderland	ArmementRené Geurts	210·0 Q122'F22' FK	33·2	13·7	Antwerp Belgian *WB*	T.3Cy.17",28½"&46"-33" 155NHP MacColl&Pollock,Ld.Sld.	15 ″ 9	V †
24944	**Floreana** (*ex*Start, Aux3MstSr *ex*Olga, *exSailing Vessel* *OilEng.* Vigilant) 1*Dk* (*See Sailing Ship Register*)	410 333 319				...	1895	Cumming &Ellis Inverkeithng	CompañiaFloreana Soc.Anon.	150·0 Q70'F16'	27·2	11·3	Callao Peruvian	Oil Engines 4S.C.SA 6Cy. NE*fitted*35 Motorenfbr."Deutz"A.G. Köln-Deutz	12 ″ 2	
24945 109396 MCVN	**Florence** *Well deck* *Mchy.Aft* 1*Dk*	328 239 126				...	1898	S.Mc-Knight&Co. Ld. Ayr	~~JohnS.Monks,Ld.~~ MrsFlorenceG. Follows (J.C. Johnson,*Mgr.*)	141·7 Q51'B14'F27' BK7"	24·1	9·8	Liverpool British *WB*	C.2Cy.18"&38"-27" NB15 70RHP Ross&Duncan,Glasgow	11 ″ 0	
24946 KZAY	**Florence D.** (*ex*LakeFarmingdale) *Fitted for oil fuel* 1*Dk*2*trB*	2638 2261 1518				...	1919	Superior S.B.Co. Superior,Wis	Cadwallader- GibsonLumberCo.	251·0 P25'B64'F20' FK	43·7	26·1	ManilaP.I. Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 3	
24947 210587 WLCL	**Florence Luckenbach** (*ex*Damara) *ss*Sea.2ndNo.3-7,34 D.F. 2*Dks*(*Stl*)	4953 4691 3197	✠100A1 ~~7,37~~ ~~2,37~~3,38 ✠LMO MS7,34 ~~BS11,36~~ 1,38 *Fitted for oil fuel* 12,13 F.P.above 150° F.	NOs Sea	*y*	CL 2,37	1910 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	LuckenbachS.S. Co.Inc. *WB=CellDB* *a*131'*uE&B*42'*f*181'994*tFPT*141*t*	401·8 P45'B125'F38' FK	52·2	27·3	NewYork Utd.States 6*BHCem* *APT*265*t*	T.3Cy.25",41"&~~67~~"-51" (*s*) 175lb 67 1/16" 425NHP 3SB,9*cf*,GS150,HS6144 FD A.Stephen&Sons,Ld.Gls.	29 ″ 10 s 5 ″ 9½ 24 ″ 3	
24948 210812 KJKN	**Florence Olson** (*ex*Paraiso) TwinSc *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	1437 — 891					1912	CraigS.B. Co. Long Beach,Cal.	OliverJ.Olson&Co.	216·5	40·2	14·1	S.Frncisco Utd.States *WB*	C.4Cy.13"&30"-24" 74NHP CraigS.B.Co.		
24949 147861 MLPB	**Florence Reynolds** 3Mst (*ex*Coniscrag-33) ~~*ss*Liv.No.3-3,25~~ *Mchy.Aft* ~~*ss*Shl.No.2-33~~ *Well deck* *ss*Foy.No.3-2,38 1*Dk*(*Stl*)	397 263 152	✠100A1 2,38 ~~2,36~~ ✠LMO ~~MS1,33~~ ~~BS6,36~~ 2,38 6,37	Fal Foy		CL ~~8,34~~ 1,38	1923 5mo	Pitcher's Ld. Gt.Yarmouth *Lloyd'sA&CP*	A.C.Reynolds	142·2 Q48'B9'F26' FK *FPT*	24·1	10·3	Ipswich British 3*BHCem* 45*tAPT*20*t*	T.3Cy.12",21"&34"-24" (*s*) 180lb 66RHP 1SB,2*pf*,GS34,HS1090 Amos&Smith,Ld.Hull	11 ″ 0 s ″ 8¾ 10 ″ 4½	
24950 145881 GJBD	**Florentino** *ss*Liv.No.3-3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1822 1550 970	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~9,35~~ BS11,36 ✠LMO6,33	Liv Phl	*r*	CL ~~4,30~~ 9,37	1921 9mo	H.&C. Grayson,Ld. Garston *Lloyd'sA&CP*	MacAndrews&Co. Ld. *CellDB*224'410*t*	264·8 FK *Collision* *FPT*63*tAPT*18*t*	41·2	18·8	Liverpool British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.21",34"&56"-36" (*s*) 180lb 252NHP 2SB,6*cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
24951 LOEB	**Florentino Ameghino** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Cruiser Stern* *Longitudinal framing*	*6948* *6341* *4429*				...	1925	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	431·2 P104'B32'F49' FK	57·0	33·2	Bns.Aires Argentine *WB*	T.3Cy.27",45"&75"-54" 632NHP FairfieldCo.Ld.Glasgow	33 ″ 6	
24952 LDWD	**Flores** 1*Dk&Spar dk*3*trB*	3610 3430 2813					1899	Nederl. Schp.Maats Amsterdam	Skibs A/S "Parana" (J.Jürgensen*Mgr*)	339·6 B78'F45'	44·7	28·5	Oslo Norwegian *WB*	T.3Cy.23",38"&62"-42" 249NHP Ned.Fab.v.Werk.Mat.Ams		
24953 FNBG	**Florida** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. *CruiserStern* 3*Dks*4*trB*	9331 6659 5515					1926	Atel.&Ch. de laLoire St.Nazaire	Soc.Gén.deTransp. Mar.àVap.	468·9 P52'B232'F57'	60·6	31·6	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch.de laLoire,St.N.		IV
24954 230773 KGWR	— Ⓟ TwinSc *Fitted for oil fuel* D.F. 6*Dks*	~~4923~~ ~~2698~~ 4945 2689					1931	NwprtNws S.B.&D.D.Co. NewprtNews	Peninsular& OccidentalS.S.Co.	365·0	56·5	28·5	NewHaven Utd.States *WB*	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.		R

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
24955 1491 IBOM	**Florida II** (exFortunatoTerzo, exNicolaos ssGen.2ndNo.3-10,28 Pateras, ssGen.No.1-32 exTideway,exTyphoon, 1Dk(Irn)& exTwilight) D.F. deepframing	3313 3069 2072	✠ ... 9,36 ✠	Gen	u		1905 10mo	W.Gray& Co.Ld. WHartlepool	A.T.Rosasco CellDBa108'	329·5|47·5|22·8 P29'B88'F33' FK uE&B40'f 140'828t	Genoa Italian 5BHCem APT39t	T.3Cy.24",38"&64"-42" NDB25 283NHP 2SB,6cf,GS109,HS4304 Cen.Mar.Eng.Wks.WHpl.	24 " 9	I †
24956 30522 JAIB	**Florida Maru** OilEng. ssKob.No.2-33 2Dks(Stl)	5845 5333 3651	✠100A1 8,36 ✠LMC CS8,36 DBS~~8,36~~1,38 ~~8,36~~1,38	Kob	z	CL 8,36	1925 3mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	KawasakiKisen K.K. CellDB	405·0|53·0|34·0 P28'B116'F31' FK 338'1452tFPT104t	Kobe Japanese 6BH APT55t	Oil Engines 2S.C.SA 6Cy.22"-66" 902NHP DB120lb J.Brown&CoLdClydebank	34 " 0 s7 " 4½ 26 " 11	
24957 FNSW	**Floride** (exLaMarseillaise) Fitted for oil fuel D.F. 2Dks	7030 6400 4265					1921	Ch.&Atel. deSt.Nazaire GrandQuevilly	Cie.Générale Transatlantique	429·5|58·3|31·8 P38'B135'F53'	Havre French WB	T.3Cy.27½",44½"&75"-51" 400NHP Ch.&Atel.deSt.Nazaire		V
24958 221227 KDXD	**Floridian** (exStuartDollar-36, exMandarin) Fitted for oil fuel 3Dks&Shelter dk	6998 — 4319					1920	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0|52·2|26·6	NewYork Utd.States WB	T.3Cy.27 5/16",44"&74¼"-48" 384NHP KiangnanDock&Eng.Wks		R
24959 160549 GSPW	**Floristan** ssMdb.No.2-36 D.F. 2Dks(Stl)	5478 5066 3483	✠100A1 ~~7,33~~ ~~3,36~~ 3,38 ✠LMC MS4,36 BS~~3,33~~3,38 Fitted for oil fuel8,28 F.P. above 150° F.	Mdb ~~Gla~~Lon	z	CL ~~N6,34~~ 7,37	1928 8mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB	415·3|54·2|27·6 P31'B126'F52' FK 365'1192tDTa37'9	London British 7BHptCem 62tFPT110t	T.3Cy.28",46"&77"-48" (r) 200lb 630NHP 3SB,12cf,GS191,HS9411 FD J.Readhead&Sons,Ld.SShl APT24t	30 " 1 s 6 " 0¾ 24 " 3	
24960 DHHZ	**Flottbek** ssHam.No.2-34 1Dk(Stl)	1930 1728 1128	✠100A1 6,37 ~~11,36~~ ✠LMC MS4,34 BS~~[illegible]~~ 6,37	Bkn Ham	r	CL 3,35	1926 2mo Lloyd	F.Schichau Danzig 'sA&CP	Knöhr&Burchard, Nfl. CellD	279·7|40·2|19·1 293·2(O.L.) P27'B74'F32' FK B240'541t FPT38t	Hamburg German 4BHCem APT78t	T.3Cy.19 13/16",32¾"&53½"- 37 7/16" (s) 200lb 223NHP 2SB(Spt),4cf,GS78, FD HS3014 F.Schichau,Elbing	21 " 4	
24961 143815 GBRW	**Flowergate** (exSchildturm) ssNwc.2ndNo.3-8,35 2Dks(Stl-Uteaks)	5156 4837 3226	✠100A1 6,37 ~~10,36~~ BS~~10,36~~ ✠LMC8,35 12,37	Hul Bry	z	CL ~~7,35~~ 5,37	1911 6mo Lloyd	J.C.Teck- lenborgA.G. Weser- münde-G. 'sA&CP	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.Mgrs) CellDB1 'Tween dk tanks	400·8|53·6|28·5 P50'B124'F52' FK 33'uE22'f172'1029t a46'f42'903tFPT5	London British 6BHCem 7tAPT53t	T.3Cy.26½",45½"&74"-53½" 192lb 121lb (r) 474NHP 3SB(Spt),9cf,GS129, FD HS6120 J.C.TecklenborgA.G.Wsm	31 " 0 s 5 " 10½ 25 " 4½	
24962 148864 MNGW	**Fluor** ssTrn.No.3-11,37 ~~ssGla.No.2-31~~ Mchy.Aft 1Dk(Stl) Cargo battens not fitted	914 638 453	✠100A1 11,37 ~~9,36~~ ✠LMC11,37 ~~MS9,34~~ ~~BS1,37~~	Ayr Trn	l	CL ~~5,35~~ 11,37	1925 6mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson Cel	199·0|32·6|13·2 207·0(O.L.) Q117'B9'F32' FK lDBf122'190tFPT	Glasgow British 3BHCem 61tAPT35t	T.3Cy.16",26"&42"-30" (s) 180lb 90RHP 2SB,4cf,GS74,HS2400 AilsaS.B.Co.Ld.Troon	15 " 0 s 4 " 7½ 14 " 6¼	
24963 218596 KIOX	**Fluor Spar** Fitted for oil fuel Sub.Sig D.F. 2Dks&Webframes	5055 4740 3095			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co. of Delaware	390·0|54·2|27·6 P39'B122'F43' FK	Savannh,G Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
24964 1627 INFA	**Fluvior** TwinSc OilEng. Mchy.Aft ssTri.No.2-38 ~~ssGen.No.1-34~~ 1Dk(Stl)&Webframes	389 281 191	✠100A1 1,38 ~~4,37~~ 3,38 ✠LMC CS~~4,34~~ 4,37 Carrying Petroleum in bulk	Mfl Tri	f	CL P1,36 SN2,36	1930 2mo Lloyd	Cant.Fedl. perCostru- zioniNavali PietraLigure 'sA&CP	"LaColumbia" Soc.Marit.per Trasporto diPetro- lio eDerivati	148·5|25·6| 9·7 148·6 P44'F24' FK APT22t	Genoa Italian 9BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.10¼"-17 11/16" 146NHP Soc.Anon.Fiat.Turin	10 " 3 s 1 " 1⅛ 9 " 2½	
24965 PECX	**Flying Irishman** ssRot.No.1-36 OilEng. Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	391 290 198	✠100A1 2,38 ~~11,36~~ ✠LMC11,36 ✠LMC(M)2,38	Rot	f	~~10,36~~ 2,38	1932 1mo Lloyd	N.V.Indus- trieeleMaats. DeNoord Alblasserdam 'sA&CP	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.Mgrs.)	148·8|25·2| 9·1 P40'F21' FK CellDBf102'	Rottrdam Dutch 3BHCem 115tFPT25t	Oil Engines 4S.C.SA 6Cy.12¼"-14 3/16" 88NHP Mtrn WerkeMannheimAG APT20t	11 " 0 s1 " 0 10 " 1	
24966 PECZ	**Flying Norseman** OilEng. ssRot.No.1-35 Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	394 290 196	✠100A1 1,38 ~~11,36~~ ✠LMC8,35 ✠LMC(M)1,38	Rot		~~10,36~~ 12,37	1931 6mo Lloyd	N.V.Indus- trieeleMaats. DeNoord Alblasserdam 'sA&CP	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.Mgrs.)	148·8|25·2| 9·1 P40'F21' FK CellDBf102'	Rottrdam Dutch 3BHCem 115tFPT25t	Oil Engines 4S.C.SA 6Cy.12¼"-14 3/16" 88NHP MtrnWerkeMannheimA.G APT20t	11 " 0 s 1 " 0 10 " 1	
24967 PEDB	**Flying Scotsman** OilEng. Mchy.Aft CruiserStern 1Dk	392 291 229					1929	N.V. Industrieele DeNoord Alblasserdam	NV.Motorzeevaart Maats."Mozem" (N.V.W.H.James& Co'sScheep.&Han- delMaats.Mgrs.)	148·8|25·3| 9·2 P41'F17'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy.11 13/16"-17 11/16" 54NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
24968 OYGE	**Flynderborg** ssEls.No.1-34 D.F. 1Dk(Stl)	1999 1764 1198	✠100A1 5,37 ~~5,36~~ BS~~5,36~~ ✠LMC2,34 5,37	Els Cpn	r	OG ~~4,35~~ 5,37	1930 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	A/S Dampskibs. "Dannebrog," (C.K.Hansen, Mgr.)	280·0|40·1|19·2 289·6(O.L.) P22'B85'F27' FK CellDB240'	Copnhagn Danish 4BHCem 515tAPT75t	T.3Cy.20",31½"&53"-36" (s) 180lb 194NHP 2SB(Spt),4cf,GS79,HS3134 Cen.Mar.E.WrksLd.WHpl	21 " 4 s 2 " 8¾ 18 " 9½	
24969 145716 MLDX	**Foam Queen** (exRiverExe) ssGoo.No.3-4,35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	811 577 404	✠100A1 ~~12,37~~ ~~3,35~~ 2,38 ✠LMC MS4,35 BS12,36	Shl ~~Goo~~	k	CL ~~3,35~~ ~~12,37~~ 2,38	1922 10mo Lloyd	London& MontroseS.B. &R.Co.Ld. Montrose 'sA&CP	BritishChannel IslandsShipping Co.Ld. Cell	189·2|30·3|12·5 Q109'B11'F24' FK DBf119'171tFPT	London British 3BHCem 60tAPT5t	T.3Cy.14½",24"&40"-27" (s) 180lb 100lb 79RHP 1SB,3cf,GS59,HS2102 W.Beardmore&Co.Ld. Coatbridge	14 " 7 s 4 " 2½ 14 " 2½	
24970 139289 MGCD	**Foamville** (exPollyBridge) ssApl.No.2-37 ssLan.No.3-7,29 Mchy.Aft ~~ssApl.No.1-33~~ Well deck 1Dk(Stl) Cargo battens not fitted	403 291 163	✠100A1 9,37 ~~2,37~~ BS~~2,37~~ ✠LMC~~6,33~~ 4,38 MS8,37	Lan Apl	f	CL N2,36	1916 5mo Lloyd	J.P.Ren- noldson&Sns. Ld.S.Shields 'sA&CP	JohnS.Monks,Ld.	143·1|24·4|10·4 147·7(O.L.) Q47'B9'F19' FK FPT34t	Liverpool British 4BHCem APT16t	C.2Cy.17"&36"-24" (s) 130lb 75RHP 1SB,3pf,GS47,HS1400 JPRennoldsn&SnsLdSShl	11 " 9 s " 10½ 11 " 0	
Broken up 24971 1377 INFG	**Foce** (exMireille,exMariaRosa, exMarieSchroder,exNational) 1Dk	879 — 516					1888	Rostocker Akt.Ges. Rostock	Antonio Caregnato fuLuigi	199·8|29·0|14·3 P&B108'F57'	Genoa Italian WB	T.3Cy.14½",22½"&36⅝"-27⅝" NB00 71NHP RostockerA.G.Rostock		
24972 145960 MLBT	**Foch Rose** ssGoo.No.3-3,35 Well deck 1Dk(Stl) Mchy.Aft	1135 801 616	✠100A1 3,37 ✠LMC MS3,35 BS~~3,34~~ 4,38	Bly	n	CL 3,37	1922 7mo Lloyd	J Fullerton &Co. Paisley 'sA&CP	RichardHughes& Co.(Liverpool)Ld. Cell	220·2|34·2|13·2 226·4(O.L.) Q108'B15'F28' FK DBf136'215tFPT	Liverpool British 3BHCem 80tAPT34t	T.3Cy.16",26"&44"-33" (s) 180lb 96RHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Glasgow	15 " 6 s1 " 1 14 " 7½	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24973 Broken up 102605 MQLP	**Fodhla** (*ex*Beryl) Steel&Iron3Mst *ss*Shl.3rdNo.3-3,25 *Well deck* *ss*Lth.No.2-34 *Mchy.Aft* 1*Dk*(*Irn*) *Irn framing&Stl plating*	402 284 149	~~✠100A1~~ 5,36 ~~✠LMC~~ ~~MS11,33~~ ~~BS6,36~~	Lth	*f*	CL 5,35	1893 7mo	Scott&Sns Bowling A&CP	~~J.Mitchell&Co.Ld.~~	142·3 Q68'B9'F24' BK7" *WB*	25·2	10·7	Leith British 3*BHCem* =*FPT*18*t*	C.2Cy.18⅝″&40″-27″ (*s*) 110lb 66RHP 1SB,*2pf*,GS38,HS1283 Ross&Duncan,Glasgow	12 ″ 1 s ″ 3½ 12 ″ 5½	
24974 LCJV	**Föina** 1*Dk*	1674 1159 998					1915	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Föina (KnutKnutsen O.A.S.)	248·8 P17'Q77'B96'F29'	38·1	15·4	Haugesnd Norwegian *WB*	T.3Cy.18″,30″&50″-36″ 150NHP HelsingörsJernsk.&Mskb.		N
24975 695 SZNA	**Fokion** Ⓟ (*ex*Lussino,*ex*Sarajevo) Wireless 1*Dk&Shade dk*	1158 794 527			...		1910	Cant.Nav. Triestino Monfalcone	EpirotikiSteamshipNav.Co. "GeorgePotamianos"	224·3 FK	33·2	15·1	Piræus Greek	T.3Cy.21″,35″&56″-36″ 247NHP Barclay,Curle&Co.Ld.Gls.	16 ″ 5	
24976 145981 MLFR	**Folda** (*ex*Aintree,*ex*Atlas) Wireless *ss*Lth.No.3-11,34 *Well deck* D.F. *Cargo battens not fitted* 1*Dk*(*Stl*)	1165 872 594	100A1 12,37 ~~3,35~~ LMC MS11,34 BS~~8,36~~7,37	Gmh	*n*	CL 8,35	1920 *Lloyd*	J.S.White &Co. Cowes '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB*165'291*t*	221·0 230·5(O.L.) Q119'B13'F21' FK *FPT*22*t* *APT*15*t*	34·2	14·6	Leith British 4*BH* *ptCem*	T.3Cy.15½″,29″&49″-33″ (*s*) 180lb 157NHP 2SB,*4cf*,GS72,HS2530 J.S.White&Co.Ld.Cowes	16 ″ 6 s 4 ″ 10 15 ″ 7½	
24977 LDWH	**Folden** Ⓟ 1*Dk&Awng dk*	303 286 176					1905	Akers Mek.Værks. Oslo	Saltens Dmpskslsk	135·1 H17*t*	20·6	15·8	Bodö Norwegian	T.3Cy.11″,18″&29″-20″ E&B*made*00,*fitted*05 38NHP AkersMek.Værks.Oslo.		
24978 200948 KFTW	**Fontana** (*ex*FrankSeither, *ex*R.W.England) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3887 3680 2935					1904	Gt.Lakes Eng.Works Ecorse,Mich.	ProgressS.S.Co. (ClevelandCliffs IronCo.*Mgrs.*)	362·8 F46'	50·2	29·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18⅞″,$32\frac{1}{16}$″&54⅛″-42″ NB18*refitted*35 189NHP E*made*74*Tpd*89*fitted*04 S.F.Hodge&Co.Detroit		
24979	**Foo An** (*ex*Vzryvatel)	843 — 480					1911	Kreyton& Co. Abo	~~ChinAnStm.Nav.~~ ~~Co.~~ YiAnS.S.Co.	180·5	30·1	14·1	Shanghai Chinese *WB*	T.3Cy.16″,26″&41″-30″ 92NHP Kreyton&Co.Abo		
24980	**Foo King** (*ex*Otter-35,*ex*Canadian Otter-34,*ex*Chomedy-32,*ex* CanadianOtter) 2*Dks*	3088 — 1893					1920	British American S.B.Co. Welland,Ont.	ChangChungYu (ChingKeeS.N.Co. Ld.*Mgrs.*)	320·0 P28'B96'F31'	43·9	22·7	Chefoo Chinese *WB*	T.3Cy.23″,38″&63″-42″ 257NHP JohnInglisCo.Ld.Toronto		C
24981 XNCS	**Foo Lee** (*ex*Fri) Wireless 1*Dk&Spar dk*	1398 1302 857					1900	Nylands Værkstad Oslo	ChingKeeS.N.Co. Ld.	231·5 H74*t*	35·0	20·4	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″-32″ NB29 109NHP NylandsVerks.Oslo		C
24982 118365 VPBY	**Foo Shing** 1*Dk*(*Stl*)*&Spar dk*(*Stl*-teaks) *&deep framing*	2284 2126 1423	✠ 12,03 ✠	Nwc	*t*		1903 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld. *WB=CellDBa* 399*t* *D T f*18' 256*t*	290·8 300·0(O.L.) 22·7 B67,F38' FK 84'*uE*22' *f*108' *D T a*24' 374*t* *FPT*	42·1	15·5	Hong Kong British 5*BHCem* 56*t* *APT*25*t*	T.3Cy.21″,34″&56″-42″ 226NHP 1SB,*4rf*,GS76,HS2913 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	25 ″ 0	
24983 ~~FOSH~~	**Foo Shong** (*ex*CanadianVictor-37) *ss*Mtl.No.3-7,33 2*Dks*(*Stl*)	5454 4865 3340	✠ ... 3,33 ~~[illegible]~~ ~~✠LMC[illegible]~~	Gls	*y*	CL 2,36	1920 8mo	Canadian Vickers,Ld. Montreal A&CP	~~ChangShuChang~~ TaiheiyoGyogyo K.K. *CellDB*	400·0 P50'B120'F51' FK 333' 1025*t* *FPT*149*t*	52·4	28·5	Japanese 6*BHptCem* *APT*123*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 2 ~~s 5 ″ 11½~~ ~~25 ″ 5½~~	
24984	**Foo Tong** (*ex*Song-Bo-32, *ex*Titania)	1187 841 730					1912	Schiffsw.v. H.KochA.G. Lübeck	MowLeeSteam Nav.Co.	225·6 P&B177'F28'	32·8	14·9	Shanghai Chinese *WB*	T3Cy$18\frac{1}{10}$″,$29\frac{1}{10}$″&46¼″-32½″ 122NHP OttensenerMaschf.Altona		
Now	"Mei Lee No.2," *see No.* 39161 *in Supplement*															
24985 153566	**Fook On** *OilEng.* 2*Dks*	738 533 560					1924	QuanLee HongKong	LauWaPing	160·6	27·1	8·4	HongKong British	Oil Engines 2S.C.SA 8Cy.14½″-15″ 297NHP VickersPetters,London		
24986 * 148929 VPJC	**Forafric** (*ex*Landvard,*ex*Songvaar, *ex*Landvard, *OilEng.* *ss*Shl.No.3-6,27 *ex*Chumpon) *ss*HKg.No.2-35 1*Dk*(*Stl*)*&deep framing&* *Awng dk*(*Stl*-teaks)	3475 3170 2122	✠100A1 *Awng dk* *withfreeboard* 3,38 ~~12,36~~ ✠LMC9,35 ✠NE1,15 DBS~~12,36~~5,38	HKg	*v*	CL ~~12,36~~ 2,38	1909 2mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	WingNingS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *CellDBa*106'*uE*	330·1 P31'B65'F37' alt.15 FK 16'*f*146' 702*t* *FPT*	47·3	25·7	Hong Kong British 5*BHCem* 20*t* *APT*12*t*	Oil Engines 4S.C.SA 6Cy.26⅜″-39⅜″ 405NHP NDB31 *120lb* Burmeister& WainOilEng.Co.Gls.	28 ″ 0 s 7 ″ 1¾ 21 ″ 1	
24987 217441 KEJF	**Forbes Hauptman** (*ex*Western Ally) Sub.Sig. 2*Dks*	5674 — 3545			...		1919	AmesS.B. &D.D.Co. Seattle, Wash	McCormick SteamshipCo.	409·8 P44'B120'F47' FK	54·2	29·2	S.Frncisco Utd.States *WB*	T.3Cy.28½″,46″&80″-48″ 639NHP AmesS.B.&D.D.Co.Seattle	32 ″ 0	R †
24988 FNMJ	**Forbin** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7291 — 4501					1922	Forg.&Ch. delaMédit. Havre	ChargeursRéunis	417·8 B45'	55·2	34·5	Havre French *WB*	T.3Cy.$27\frac{15}{16}$″,$42\frac{3}{16}$″&76″-52″ 417NHP Forg.&Ch.de laMédit.Hav.		V
24989 LDWJ	**Force** (*ex*Mallin-32,*ex*Nicolas) *Well deck* 1*Dk*	499 375 248			...		1906	VanVliet &Co. Hardinxveld	D/S A/S Force (M.Clausen)	159·2 Q82'B14'F18' FK	26·2	11·3	Haugesnd Norwegian *WB*	T.3Cy.13″,21″&34″-24″ 75NHP G.T.Grey,SouthShields	12 ″ 0	N †
24990 139633 MJDS	**Ford Fisher** (*ex*JollyDiana, *ex*HanilIV,*ex*B.A.H.W.No.15) *Mchy.Aft* 1*Dk*(*Stl*)	449 342 222	✠ 2,13 ✠	Npt			1913 2mo	CHWalker &Co.Ld. Sudbrook	JamesFisher& Sons,Ld.	158·0 Q56'B *on Qdk*13' F20' FK *FPT*38*t*	29·7	8·3	Barrow British 3*BHCem* *APT*8*t*	C.2Cy.15″&30″-20″ 52RHP 1SB,*2pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4	V †
24991 160891 GCSY	**Forde** Ⓟ (*ex*Ford) TwinSc *Cruiser Stern* Wireless 2*Dks*	829 689 303					1919	Dunlop, Bremner&Co. Ld. PortGlas.	TownsendBros. (Ferries),Ld.	219·7 B&F165'	28·6	15·5	Hull British *WB*	T.6Cy.13¼″,21¼″&34″-21″ 106NHP AilsaS.B.Co.Ld.Troon		C BT till 12,37
24992 151988 GSMW	**Fordsdale** TwinSc *ss*Lon.No.3-6,36 *Ref.Mchy.* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) E.S.D. 3*rd dk*(*Stl*)*inNo.*1*hold* *CruiserStern*	9949 8124 5647	✠100A1 *Shelter dk* *withfreeboard* ~~5,37 11,34~~ 3,38 BS5,37 ~~[illegible]~~ ✠LMC12,35 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 3,38	Lon	*f*†	CL ~~PN6,35~~ ~~S5,36~~ S10,37 P3,38	1924 3mo *Lloyd*	Common- wealthDkyd SydneyNSW '*sA&CP*	ShawSavill& AlbionCo.Ld. *CellDB*	500·0 520·0(O.L.) 32·8 F83' FK 409' 1734*t* *FPT*199*t*	63·2	37·4	London British *Cem* 4*BHtoSh dk* 5 " " *U* " *APT*178*t*	Q 8Cy24½″,34″,48½″&70″-54″ 220lb (*s*) FD 1205NHP 6SB,*24cf*,GS437,HS18150 CommonwealthDkyd,Syd.	36 ″ 0 s 6 ″ 1¼ 30 ″ 1¾	
			Fitted for oil fuel 3,24			*F.P. above* 1	50° F.									

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés et ce n'est dans le L.R. Durée Cert. Froid.
	Now "Stanforth," see No. 40124 in Supplement															
24993 161356 GBRV	**Foreland** (exDirksland) ssRot.No.3-9,27 ssRot.No.2-36 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1817 1384 1042	✠100A1 8,37 ~~10,36~~ DS9,37 ✠LMC9,36	Rot Shl	*q*	OG ~~N9,36~~ 8,37	1915 8mo *Lloyd*	JanSmit Ozn. Alblasserdm '*sA&CP*	StanhopeS.S.Co.Ld.(J.A.Billmeir&Co.Ld.*Mgrs.*) *CellDBf92'447tDT*	262·2 P69'Q78'F25' FK *amids 10'221t FPT*	38·2	17·4	London British 5*BHCem* 65*tAPT*42*t*	T.3Cy.19",32"&52"–39" (*s*) 180lb 203NHP 2SB,6*cf*,GS101,HS3450 Maats.deSchelde,Flushing	19 ″ 9 s 6 ″ 1½ 18 ″ 1	
24994 143796 MJSV	— (exMontazah) Wireless D.F. 2*Dks*	1331 1094 524					1919	CaledonS.B.&E.Co.Ld Dundee	Leith,Hull&Ham.Stm.Pkt.Co.Ld.(J.Currie&Co.*Mgrs.*)	270·6	38·1	16·1	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
24995 DOAG	**Forelle** (exCastorp) Wireless 1*Dk*	1005 711 599					1920	Atlas-Werke,A.G. Bremen	ArgoReederei Richard Adler&Co.	217·0 P&B112'F31'	32·9	13·1	Bremen German *WB*	T.3Cy.18 1/10",29½"&45 1/10"–29½" 113NHP Atlas-Werke A.G.Bremen		G
24996 FORB	**Formigny** (exFridaHorn,exStettin) 2*Dks*	2166 — 1305					1915	Nüscke&Co.A.G. Stettin	Cie.deTransp.Mar.&Fluviaux (Heuzey&Chastellain,*Mgrs.*)	310·8 P35'B44'F35'	42·5	26·1	Rouen French	T.3Cy.22⅗",37"&57 1/10"–35⅗" Christiansen 194NHP &Meyer,Harburg		V
24997 6722 SDMN	**Formosa** TwinSc ssGot.No.3-5,33 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	5554 5104 3338	✠100A1 *Shelter dk withfreeboard* 5,37 ~~12,36~~ ✠LMC OS6,34 DBS~~6,36~~6,37 11,35	Got	*a*†	OG SN2,37 P2,37	1921 2mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Aktieb.Svenska Ostasiatiska Komp (G.Borin,*Mgr.*) *CellDB*370'1250*tF*	425·4 442·5(O.L.) F35' FK *Collision* *PT*84*tAPT*80*t*	55·1	27·4 35·4	Gothenbrg Swedish *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" 717NHP DB–100*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 s3 ″ 11½ 26 ″ 9½	
24998 LOHM	— Ⓟ Pad (exPorvenir) Wireless 1*Dk&Promenade dk*	739 — 280	✠ 12,11 ✠	Dun			1911 12mo	Dundee S.B.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	215·0 P58'F48' FK	32·1	8·6	Bns.Aires Argentine 5*BHAsp*	T.3Cy.18½",30"&50"–60" 232NHP 2SB,4*cf*,GS79,HS3087 Bow,McLachln&CoLdPsy	9 ″ 0	
24999 FNMK	**Formose** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9975 — 6136	Lloyd'sRMC [illegible] 2,38 No. 5 hold & 'tween dks. for temp. 32° F.				1921	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4 B266'F56'	58·9	34·5	Havre French *WB*	T.6Cy.26",42½"&70"–48" 676NHP Forg.&Ch.de laMédit.		V
25000 148857 GLMN	**Forresbank** TwinSc ssShl.No 3-3,37 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5155 4768 3115	✠100A1 *withfreeboard* ~~10,37~~~~3,37~~ 4,38 DBS~~3,37~~ 3,38 ✠LMC3,37 *Carrying veg*	Shl Cal *etable*	*a*† *oil*	CL 1,37 *in deep*	1925 6mo *Lloyd* *tank*	Harland&Wolff,Ld. Glasgow '*sA&CP* *DTf*32'1067*tt*	BankLineLd.(A.Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *anks'tween tunnels*	420·1 FK *Coll* 115' 251*t FPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* *BHtoSh dk* 6 ,, ,, 2*nd* ,, *APT*132*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" 717NHP DB110*lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8½	
25001 6058 SECU	**Forshult** *CruiserStern* *Mchy.Aft* 1*Dk*	658 507 337					1918	Eksbergs V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·6 P53'H54*t*F23'	29·0	11·6	Uddeholm Swedish *WB*	T.3Cy.14 13/16",22 7/16"&36⅝"–24" 65NHP EriksbergsMVAktieb.Got		V
25002 6178 SECW	**Forsvik** (exHildegard) 1*Dk*	1248 1019 698					1919	A/BOresunds varvet Landskrona	Ångfartygs-aktiebFerm(T.E.J:sonBroström, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Krstnhmn Swedish *WB*	2 Steam Turbines DR geared to 1 Sc Shaft A/BDeLavalsAngturbin, Stockholm		V
25003 164573 GYPM	**Fort Amherst** Ⓟ 2*Dks*,3*rd dk in forward holds* D.F. E.S.D. GyC. *CruiserStern* *Ref.Mchy.*	3489 2476 1946	✠100A1 *withfreeboard* 11,37~~11,36~~ ✠LMC1,36 ✠Lloyd'sRMC~~4,37~~10,37 *Fitted for oil*	NYk *fuel* 1,36		CL *F.P. a*	1936 1mo *Lloyd* *bove* 1	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* 50° F.	FurnessWithy&Co.Ld. *CellD*	314·9 P&B200'F47' FK *B*247' 435*t FPT*23*t*	45·1	24·5	London British 7*BHptCem* (2 ,, *to*2*nd dk*) *APT*64*t*	T.3Cy.22",35"&63"–39"& exhaust turbine driving steam compressor 220lb (*s*) 456NHP 2SB,6*cf*, HS6100 FD D.Rowan&Co.Ld.Gls.	27 ″ 1 s 8 ″ 6½ 18 ″ 8½	
25004 FNMZ	**Fort Archambault** (exAriano, exWarPython) D.F 2*Dks*	5549 4677 3288			...		1918	Harland&Wolff,Ld. Belfast	ChargeursRéunis	399·0 P49'B113'F40' FK	52·3	28·4	Havre French *WB*	T.3Cy 27",44"&73"–48" 518NHP Harland&Wolff,Ld.Bel.	31 ″ 0	V †
25005 ~~218759~~ ~~KJKP~~	**Fort Armstrong** *Fitted for oil fuel* 1*Dk*2*trBin fore&after*	3249 3005 1988			...		1920	Submarine BoatCorp. Newark,N.J.	~~TheCharlesNelson Co.~~	324·0 P30'B90'F35' FK	46·2	25·0	~~S.Frncisco~~ ~~Utd. States~~ *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
	Now "Takuen Maru," see No. [illegible] in Supplement															
25006 FNLU	**Fort Binger** (exCornishCity) D.F. 2*Dks*	5250 4744 3123			...		1919	Craig,Taylor&Co.Ld. Stockton	ChargeursRéunis	402·2 P49'B113'F40' FK	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25007 FNML	**Fort de Douaumont** (exWarDeer) D.F. 2*Dks*	5266 — 3142					1918	W.Doxford&Sons,Ld. Sunderland	ChargeursRéunis	399·9 P49'B112'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP W.Doxford&Sons,Ld.Sld.		V
25008 FOLJ	**Fort de France** TwinSc *OilEng.* D.F. 3*Dks* *Ref.Mchy.* *Sparred dk in forward holds* *CruiserStern*	~~4165~~ ~~3852~~ ~~2585~~ 4279 3968 2560	✠100A1 *withfreeboard* 9,37~~1,37~~ ✠LMC11,35 ✠Lloyd'sRMC~~3,36~~~~9,37~~ 3,38 for temp. 33° F.	Cpn Rou	*w*	CL 1,37	1935 11mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	Cie.deTransports Isothermiques(Cie Générale d'Armements Maritimes, *Mgrs.*) *CellDBuE&f*163'	343·5 FK *Coll* 401*tDTsa*669*tFPT*	48·6	24·5 32·4	Havre French 5*BH* *BH to W dk* 51*tAPT*59*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP Akt.Burmeistr&Wain,Cpn	34 ″ 9 s14 ″ 10¼ 20 ″ 3	
25009 FNMM	**Fort de Souville** (exWarFinch) D.F. 2*Dks*	5229 — 3129			...		1918	Craig,Taylor&Co.Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F40' FK	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25010 FNMN	**Fort de Troyon** (exWarRider) D.F. 2*Dks*	5206 — 3114			...		1919	J.Brown&Co.Ld. Clydebank	ChargeursRéunis	400·0 P49'B113'F43' FK	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 490NHP J.Brown&Co.Ld.Clydebnk	31 ″ 0	V †
25011 FNMO	**Fort de Vaux** (exWarGnat) D.F. 2*Dks*	5186 — 3151					1918	Ropner&Sons,Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP Blair&Co.Ld.Stockton		V
25012 FNMY	**Fort Lamy** (exPortfield) D.F. 2*Dks*	5234 4744 3117			...		1919	Craig,Taylor&Co.Ld Stockton	ChargeursRéunis	400·5 P49'B113'F40' FK	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
25013 FNLE	**Fort Médine** (*ex*BradfordCity) *Fitted for oil fuel* D.F. 2*Dks*	5355 4731 3141			...		1919	Craig,Taylor&Co.Ld. Stockton	ChargeursRéunis	400·9|52·4|28·4 P49′B113′F40′ FK	Havre French *WB*	T.3Cy.27″,44″&73″–48″ 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
25014 FOLR	**Fort Richepanse** TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks&Shelter dk* *Sparred dk in forward holds* *CruiserStern*	3485 2859 1826	✠100A1 *withfreeboard* 9,37 ~~2,37~~ ✠LMC12,35 ✠Lloyd'sRMC~~5,37~~ ~~9,37~~ 4,38 for temp. 33° F.	Got Rou	*w*	CL	1936 1mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* *Cell*	Cie.deTransports Isothermiques(Cie. Générale d'Arme- mentsMaritimes, *Mgrs.*) *DBuE&f*163′401*t*	~~334·1|48·8|24·1~~ 343·5|48·6|24·5 FK *Coll* *DTs a*669*t FPT*51*t*	Havre French 5*BH* *BH to Sh dk* *APT*59*t*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP GotaverkenA/B,Got.	26 ″ 10 s 6 ″ 9¼ 20 ″ 3½	
25015 FOLQ	**Fort Royal** TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks&Shelter dk* *Sparred dk in forward holds* *CruiserStern*	3485 2859 1826	✠100A1 *withfreeboard* 8,37 ~~2,37~~ ✠LMC12,35 ✠Lloyd'sRMC~~2,37~~ ~~8,37~~ 3,38 for temp. 33° F.	Got Rou	*w*	CL s2,37 ...	1935 12mo *Lloyd*	Götaverken A/B Gothenburg '*sA&CP*	Cie.deTransports Isothermiques(Cie. Générale d'Arme- mentsMaritimes, *Mgrs.*)	~~334·1|48·8|24·1~~ 343·5|48·6|24·5 FK *Co* *CellDBuEf*163′41	Havre French 5*BH* *ll ,, to Sh dk* 6*tDTs a*687*t*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP GotaverkenA/B,Got *FPT*52*tAPT*59*t*	26 ″ 10 s 6 ″ 9¼ 20 ″ 3½	
25016 164593 GYPN	**Fort Townshend** Ⓟ 2*Dks,3rdinforwardholds* D.F. E.S.D. GyC. *CruiserStern* *Ref.Mchy.*	3489 2476 1944	✠100A1 *withfreeboard* 12,37 ~~12,36~~ ✠LMC4,36 ✠Lloyd'sRMC~~3,37~~ ~~11,37~~ 4,38 *Fitted for oil*	NYk *fuel* 4,	*u* 36	CL *F.P. a*	1936 4mo *Lloyd* *bove* 1	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* 50°F.	Furness,Withy &Co.Ld. *CellD*	314·9|45·1|24·5 P&B200′F47′ FK *B*247′ 435*tFPT*23*t*	London British 7*BHptCem* 2 ,, *to 2nd dk* *APT*64*t*	T.3Cy.22″,35″&63″–39″& exhaust turbine driving steam compressor (*s*) 220lb 456NHP 2SB,6*cf*, HS6100 FD D.Rowan&Co.Ld.Gls.	27 ″ 1 s 8 ″ 6¾ 18 ″ 8¾	
25017 153114 VGXZ	**Fort Willdoc** (*ex*Regulus, *ex*JohnJ.Albright) *Mchy.Aft* 1*Dk*2*trB*	4542 4332 3055					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·1|50·2|23·7 *WB*	Ft.William Ont. British	T.3Cy.23″,37½″&63″–42″ 257NHP AmericanSB.Co.Cleveland		R
25018 149391 MNYB	**Forth** 2*Dks*	1058 878 410					1928	ClydeS.B. &E.Co.Ld. PortGlasgow	TheCarronCo.	240·0|36·2|16·0 P&B152′F57′	Grngemth British *WB*	T.3Cy.22″,36″&59″–42″ 226NHP ClydeS.B.&E.Co.Ld.P.Gls		C
25019 148169 GJQX	**Forthbank** *ss*Bel.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5057 4628 3001	✠100A1 *withfreeboard* 5,37 ~~5,36~~ ~~BS1,37~~ ✠LMC10,33 *Carrying vege* *Fitted for oil*	Nag Syd BS3,38 *table o* *fuel*12	*a*† *il i* ,29	CL ~~5,36~~ 3,38 *n deep* *F.P. a*	1929 12mo *Lloyd* *tank* *bove* 1	Workman,Clark(1928) Ld. Belfast '*sA&CP* 50° F.	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB*366′1176	421·8|56·8|26·7 FK (*tDTa*27′1105*tFPT*	Belfast British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,) 156*tAPT*79*t*	Q.4Cy.22″,32″,46¾″&68″–48″ 260lb HS8112 (*s*) 565NHP 3SB(Spt),12*cf*,GS214, FD Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
25020 140341 GVNT	**Fortol** *ss*Pts.No.3–1,30 *ss*Gmh,No.1–35 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing* *CruiserStern*	2629 2195 1202	✠100A1 2,37 ✠LMC11,35 *For Governm* *CarryingPetr* *Fitted for oil*	Ply *ent Se* *oleum* *fuel* 8,	*t* *rvi* *in* 17	CL 1,37 *ce* *bulk* *F.P.a*	1917 9mo *Lloyd* *bove* 1	A.McMillan&Son,Ld. Dumbarton '*sA&CP* 50°F.	TheAdmiralty *Cell DBuE&B*68′148*tD*	320·0|41·6|23·1 P46′B107′F45′ FK *Tf*24′ 93*t FPT*53*t*	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,) *APT*36*t*	T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 562NHP 3SB,9*cf*,HS8865 FD D.Rowan&Co.Glasgow	25 ″ 6 s 3 ″ 4 22 ″ 4½	
25021 DHMK	**Fortuna** (*ex*Imbros–33,*ex*Isar, *ex*Helene,*ex*Erika) 1*Dk&Spar dk*	2700 2535 1651					1906	Akt.Ges. "Neptun" Rostock	E.Behnke ("Orion" Schiffahrts-G.m.b.H. *Mgrs.*)	291·1|44·0|16·6 23·8	Rostock German *WB*	T.3Cy.20½″,35⁷⁄₁₆″&55⅞–37⅜″ 191NHP A.G."Neptun,"Rostock		G
25022 KZDF	— TwinSc *OilEng.* Wireless 1*Dk*	527 390 297					1923	Howaldtswerke Kiel	Rio y Olabarrieta	151·1|27·5|12·6 P&B87′F33′	Manila P.I. Utd.States *WB*	Oil Engines NE29 J&CGBolindersCoLdSkm		
25023 DOMY	— 1*Dk*	513 385 304					1893	Akt.Ges. "Weser" Bremen	DampfschifffahrtsGes.Neptun	159·1|25·9|11·9 Q44′B38′F21′	Bremen German *WB*	C.2Cy.18⅜″&31½″–21⅝″ NB10 38NHP A.G."Weser,"Bremen		G
25024 155 INFR	**Fortunata** (*ex*Burriana–33) Now "Obbedire," *see No.* 39560 *in Supplement* *ss*Lth.2ndNo.3–5,30 *ss*Pal.No.1,34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1348 1214 780	✠100A1 2,37 BS2,37 ✠LMC7,34	Tri	*q*	CL 2,37	1906 10mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	M.Scuderi *CellDB*	258·8|36·1|16·5 250·0 FK P23′B105′F29′ *a*72′*uE&B*32′ *f*110′	Catania Italian 4*BHCem* 414*tAPT*50*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb *130lb* NDB19 204NHP 2SB,6*cf*,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3 s 1 ″ 2¾ 18 ″ 2¼	
25025 702 INFU	**Fortunato Pio** Aux3MstSr (*ex*Fimmo–34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	468 — 326					1917	F.Lemm Boitzenburg	UmbertoTomei	168·2|26·9|12·3 Q41′F23′	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½″–18⁹⁄₁₀″ 96NHP J.&C.G.BolindersMVSkm.		I
25026 2876 SEDG	**Fortunatus** Iron *ss*Sbg.4thNo.3–7,34 *Well deck* 1*Dk*(*Irn*)	*1272* *1071* *722*	✠100A1 8,37 ~~7,34~~ ~~BS11,35~~ ✠LMC7,34 1,38	Sbg	*o*	OG ~~7,34~~ 8,37	1884 3mo	Irvine&Co. WHartlepool A&CP *WB*	K.A.Andersson = *CellDB*201′315*t*	245·0|33·0|16·0 Q94′ B61′H25*t*F31′ BK8½″	Karlskrna Swedish 4*BHCem*	C.2Cy.30″&57″–33″ 75lb *90lb* NDB03 156NHP 2SB,4*pf*,GS66 T.Richardson&Sons,Hpl.	18 ″ 11 s 1 ″ 7¼ 17 ″ 11½	
25027 82 IBZR	**Foscolo** (*ex*Maringa–34, *ex*Rogier) *ss*Ant.No.3–2,32 *ss*Fiu.No.1–36 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* *Nos.*1,2,3&4*holds*	3059 — 1830	✠100A1 ~~6,37~~ ~~11,36~~ 1,38 ✠NB8,27 ✠LMC MS2,36 ~~BS11,36~~ 12,37	Gen	*u*	CL ~~8,34~~ ~~6,37~~ 1,38	1919 3mo *Lloyd*	Lloyd RoyalBelge, (Gt.Britain) Ld. Glasgow '*sA&CP*	"Tirrenia"Soc. Anon.diNav.	342·0|46·7|23·2 P33′B100′F28′ FK *CellDB*284′738*t*	Fiume Italian 7*BHptCem* *FPT* 94*tAP*	T.3Cy.25″,41″&68″–45″ (*s*) 181lb 390NHP 3SB,9*cf*,GS194,HS6717 Mackie&Baxter,Glasgow *T*124*t*	25 ″ 6 s 4 ″ 0 21 ″ 9	
25028 LDPW	**Fosna** TwinSc *OilEng.* *ss*Got.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)	8202 7534 4855	✠100A1 ~~3,37~~ ~~10,36~~ 4,38 ~~DBS1,36~~ ✠LMC1,36 4,38 ~~6,37~~ *CarryingPetr*	Ams ~~Yka~~LAn *oleum*	*c*† *in*	CL ~~3,34~~ 6,37 *bulk*	1930 11mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	A/S.J.Ludwig MowinckelsRederi *CellDBuE*70′ 279*tD*	451·1|59·2|35·9 P96′F37′ FK *Tf*29′470*tFPT*114*t*	Bergen Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6	
25029 56 SUBC	**Fostat** (*ex*TartarPrince–33, *ex*WarJackdaw) *ss*Grk.No.3–11,33 2*Dks*(*Stl*) *ss*Alx.No.1–37	5219 4758 3222	✠100A1 8,37 ~~9,36~~ ~~BS9,36~~ ✠LMC~~11,33~~ 8,37 8,37	Alx	*y*	CL 8,36	1918 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	SociétéMisr de NavigationMaritime *CellDB*	400·0|52·3|28·4 P49′B113′F39′ FK 345′1129*tFPT*116*t*	Alexndria Egyptian 7*BHptCem* *APT*174*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
25030 SVVD	**Fotini Carras** (*ex*Arafat–36, *ex*Jadran–33,*ex* *ss*Fiu.No.3–9,31 Danybryn,*ex* *ss*Alx.No.1–36 Harmattan,*ex*Nilemede, 2*Dks*(*Stl*) *ex*WarFantail)	4466 4097 2701	✠100A1 4,38 ~~2,37~~ ~~BS10,36~~ ✠LMC10,35 9,37	Rot Ams	*x*	CL 10,35	1918 11mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	~~CarrasBros.~~ M.J.Carras *CellD*	375·6|51·7|26·5 P41′B113′F38′ FK *B*321′988*tFPT*127*t*	Chios Greek 7*BHptCem* *APT*200*t*	T.3Cy.25″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
25031 SVFC	**Fotis** Now "Norse Trader," see No. 33419 in Supplement ssGen.No.3-5,35 ssPir.No.2-33 1Dk(ptIrn ptStl)	3507 [illegible] 2001	✠100A1 5,36 ✠LMC5,33 MBS~~5,16~~5,31DBS10,36	Cff	w	CL 5,36	1912 12mo Lloyd	R.Thompson&Sons,Ld Sunderland 'sA&CP	CephalonianMaritimeCo.Ld.(N.D. Lykiardopulo, Mgr.) WB=CellD	352·7 P30'B216'F38' FK Ba108'uE&B43'f1	50·8	21·4	Argostoli Greek 7BHCem 47'1015tDT	T.3Cy.24½",40"&66"-45" (s) 180lb 120lb 331NHP 2SB,6cf,GS130,HS5296 N.E.MarineEng.Co.Ld.Sld a18'538tFPT124tAPT176t	24 ″ 0 s 2 ″ 9 21 ″ 5½	
25032 34522 JBCE	**Fou Ling Maru** TwinSc 1Dk	621 349 259					1929	Kiangnan Dk.&E.Co. Shanghai	NisshinKisenK.K.	148·0 B111'	29·0	8·5	Tokio Japanese	T.6Cy.11¾",17¼"&27¾"-16" 62NHP KiangnanDock&E.Co.		
25033 145531 GCQF	**Fouadieh** Ⓟ (exHadrian-35) ssAlx.No.3-6,35 2Dks(Stl)& D.F. Shelterdk(Stl-ptws)	1853 1092 784	✠100A1 withfreeboard 4,38 ~~11,36~~ BS~~H,36~~ 1,38 ✠LMC6,35 Fitted for oil fuel 6,35. F.P. above 150° F.	Alx	s	CL 11,36	1923 6mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	KhedivialMailS.S.&GravingDockCo, Ld.(LordE. Hamilton,Mgr.) CellDBa62'uE	280·2 B108'F29' FK 30'f96'180tAPT35t	40·2	16·3	London British 5BHCem (2 to Sh dk 3 ,, 2nd ,,)	Q.4Cy.24",33",48"&71"-45" 210lb (s) 534NHP 3SB,9cf,GS186,FS7953 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 7 s ″ 8½ 17 ″ 1	
25034 FNMQ	**Foucauld** Ⓟ (exHoedic) TwinSc Fitted for oil fuel D.F. 3Dks	11028 — 6599					1922	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	483·4 B266'F56'	58·9	34·9	Havre French WB	T.6Cy.25⅝",42¼"&70"-48" 679NHP Forg.&Ch.de laMédit.Msl.		V
25035	**Founder** (exMedea-37,exWaregga, exArnoldWaregga) Now "Pluto," see No. 39720 in Supplement	3832 3373 2344					1914	Reiherst'g Schiffsw. Hamburg	ChinaTrading Corporation	361·2 P&B241'F50'	50·3	23·6	Shanghai Chinese WB	Q4Cy.21⅜",32½",47 3/16"&68 3/16"-49½" 333NHP Reiherst.Maschinenf.Ham.		V
❊ 25036 161527 GBSZ	**Fowberry Tower** ssSld No.1-34 1Dk(Stl)&Shelter dk(Stl)	4484 4212 2756	✠100A1 withfreeboard 11,36 BS~~7,34~~ 9,37 ✠LMC2,34	Cff		CL 11,36	1929 6mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	MilburnLine,Ld. (W.Milburn&Co. Ld.Mgrs.) CellDB348'1210tF	400·7 414·0 (O.L.) F41' FK PT126tAPT209t	53·3	25·0	Newcastle British 6BHCem (CollToShdk 5 ,, 2nd,,)	T.3Cy.25½",42"&70"-48" (s) 180lb 426NHP 3SB,9cf,GS190,HS7350 N.E.MarineEngCoLd.Nwc	27 ″ 6 s 3 ″ 2 24 ″ 7	
25037 146387 MLRY	**Fowey Rose** (exCornishMerchant) ssBly No.3-7,36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	470 317 183	✠100A1 4,37 BS8,37 ✠LMC7,36	Nwc	f	CL 7,36	1923 11mo Lloyd	I.J.Abdela &Mitchell,Ld Queensferry 'sA&CP	RichardHughes& Co.(Liverpool)Ld.	142·1 Q79'B9'F23' FK FPT45t	25·0	11·6	Liverpool British 3BHCem APT24t	C.2Cy.18"&38"-27" (s) 130lb 74RHP 1SB,2cf,GS39,HS1400 I.J.Abdela&Mitchell,Ld. Brimscombe	12 ″ 7 s 4 ″ 5 12 ″ 2½	
25038 161870 GTQM	**Foylebank** TwinSc OilEng. ssFal.No.1-34 Ref.Mchy 1Dk(Stl)&Shelter dk (Stl-pt ws)	5582 4959 3439	✠100A1 withfreeboard 2,36 ~~11,36~~ ✠LMC7,34 DBS2,38 ✠LMC(M)6,36 ✠Lloyd'sRMC~~2,37~~ 12,37 for temp. 20° F. Carrying vegetable oil in deep tanks and in tanks between tunnels	Shi ~~Hlg~~	b†	CL S4,36 P2,38	1930 11mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB351'1108t Tanks in way of tunnels	426·8 FK 206tMTs57'2102tF	57·3	25·8	Belfast British 7BHptCem (CollToShdk 6 ,,2nd,,) PT64t APT	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP DB120lb Harland&Wolff,Ld.Bel. 127t	29 ″ 10 s 3 ″ 7½ 26 ″ 4½	
25039 139121 EIDQ	**Foynes** (exIslandQueen) ssBkn.No.3-5,28 ssBkn.No.2-36 Well deck 1Dk(Stl)	822 514 390	✠100A1 ~~5,37~~ ~~2,36~~ 3,38 ✠LMC2,36 BS~~6,34~~ 3,38	Bkn ~~Ant~~	j	OG 2,36	1916 4mo Lloyd	GooleS.B. &RepgCo.Ld Goole 'sA&CP	LimerickS.S.Co. Ld.(S.J.K.Roycroft,Mgr.) CellD	180·2 P19'Q35'B57'F26' BK7" Ba35'f70'111tFPT	30·1	13·0	Limerick British 4BHCem 48tAPT41t	T.3Cy.15",25"&40"-30" (s) 180lb 82RHP 2SB,4cf,GS70,HS2880 Earle'sCo.Ld.Hull	13 ″ 9 s ″ 4½ 14 ″ 1	
25040 LCJR	**Fram** 1Dk	2865 2557 1743					1907	TyneI.S.B. Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell &Co.A/S,Mgrs.)	313·0 H77tF44tP76t	47·0	20·4	Haugesnd Norwegian WB	T.3Cy.23",38"&62"-42" 249NHP N.E.MarineEngCoLd.Nwc		N
25041 6876 SDON	— (exRuss) 1Dk	2491 2297 1525					1897	SirRaylton Dixon&Co. Middlesbro'	Ångf.A/B"Kjell" (H.Jeansson, Mgr.)	314·7 P25'B84'F30'	43·0	20·5	Kalmar Swedish WB	T.3Cy.22",36½"&60"-42" 233NHP G.Clark(Lim.),Sunderland		V
❊ 25042 147622 GKCP	**Framlington Court** ssCff.No.3-4,36 D.F. 1Dk(Stl)	4888 4527 2989	✠100A1 ~~1,37~~ 12,37 ✠LMC MS4,36 BS~~1,37~~ 11,37	Hul Bry	y	CL 11,36	1924 5mo Lloyd	Napier& Miller,Ld. Glasgow 'sA&CP	CourtLine,Ld. (Haldin& PhilippsLd.Mgrs.) Cell	396·7 P46'B119'F38' FK DB348' 1139t FPT	53·3	26·7	London British 6BH 81tAPT143t	T.3Cy.26",42"&70"-48" (r) 180lb 411NHP 3SB,9cf,GS194,HS6915 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 5½ 23 ″ 8½	
25043 LDWX	**Framnæs** Ⓟ Iron 1Dk	307 181 163					1858	A.Denny Dumbarton	Fylkesbaatane i Sogn og Fjordane	134·9 Q15tB49tH17tF30t	21·0	11·1	Bergen Norwegian WB	T.3Cy.11",18"&29"-20" NE&B09 38NHP AkersM.V.Oslo		
25044 7784 SEFD	**Framnäs** 1Dk	721 572 361					1931	Framnæs Mek.Værks. A/S Sandefjord	Ång.Aktieb.Ferm (T.E.J:sonBroström,Mgr.)	181·8 P20'B57'F28'	30·1	12·6	Krstnhmn Swedish WB	T.3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
❊ 25045 TSJY	**Franc** (exCherbourg,exB.F.) ssMsl.2ndNo.3-5,32 Well deck 1Dk(Stl) ssMsl.No.1-37	424 282 125	✠100A1 10,37 ~~10,35~~ ~~BS11,36~~ ✠LMC~~6,31~~ 10,37	Msl	g	~~9,35~~ 9,37	1907 2mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP	EntrepriseCôtière deTransports Maritimes DB	145·0 Q70'B19'F24' BK7" a21'uBkr7'19tFPT	25·1	10·2	Marseilles French 4BHCem 10tAPT4t	T.3Cy.14",23"&39"-27" (s) 180lb 92NHP 2SB,4cf,GS47,HS1494 N.E.MarineEng.CoLd Nwc	12 ″ 3 s 7 ″ 3½ 12 ″ 7	
Broken up 25046 [illegible] INFY	**Franca** (exSilex) TwinSc CruiserStern 2Dks	392 388 190					1919	Atel.&Ch. de laLoire St.Nazaire	Soc.Anon. diNav. TrasportoAnimali	186·0	24·9	12·1	Messina Italian	T3Cy.12⅝",20 1/10"&32½"-19 7/10" Geared to2Shafts 47NHP Cochot,Paris		
25047 1361 IBGM	**Franca Fassio** (exThule) Ⓟ D.F. 1Dk&Spardk	1858 1662 985			...		1892	Wigham Richrdsn&Co Newcastle	Villain&Fassio Soc.Anon.Italiana diNav.	292·0 284·7 P9'B44'H160t F28'	37·2 37·2	22·6 15·8 23·4 FK	Genoa Italian WB	T.3Cy.26",42"&69"-48" 366NHP WighmRchrdsn&Co.Nwc.	25 ″ 6	I †
25048 PUXB	**Franca M.** (exChézine,exLuise) Spar dk	3383 3061 2122			...		1900	W.Hamilton&Co. Pt.Glasgow	Soc.Paulista de Nav.Matarazzo, Lda.	330·6 P31'B118'F39'23·9 FK	45·7	16·2	SaoPaulo Brazilian WB	T.3Cy.24",40"&65"-42" 302NHP D.Rowan&Co.Glasgow	26 ″ 6	
25049 TTUZ	**Francaise II** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	584 461 229					1935	Forg.&Ch. delaMéditSA LaSeyne	Cie.Nav.des Pétroles	190·2 P30'F35'	25·9	12·1	Marseilles French	Oil Engines 2S.C.SA 4Cy.14 3/16"-18½" 141NHP Forg.&Ch.de laMédit.S.A. LeHavre		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates(B.C.T.&c.)
* 25050 26168 JAJD	**France Maru** ~~ssKob.No.3-2,31~~ ssNag.No.3-4,36 ~~ssYka.No.1-34~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5828 5590 4241	✠ 1,6,38 *Awng dk* *withfreeboard* ~~✠LMC~~ 5,37 *Fitted for oil fuel 5,23 F.P. above 150° F.*	Nag	*y*	OG ~~4,36~~ 5,37	1919 11mo	Kawasaki Dckyd Co.Ld. Kobe A&CP	~~KokusaiKisenK.K.~~ TochikiShojiK.K. *CellDB*334'1118*t FPT*126*t APT*93*t*	385·0 FK	51·0	36·0	Kobe Japanese *ptCem* (*Coll BHtoAw dk* 5 „ *U* „)	T.3Cy.26⅛",43½"&72"-48" 200lb (*s*) 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 ~~s 9 ″ 1¾~~ ~~27 ″ 1~~	
* 25051 ~~218046~~ ~~WODM~~	**Frances** (*ex*FrancesWeems, *ex*Chautauqua) ssN.Ns.No.3-10,29 ssBal.No.1-33 1*Dk*(*Stl*)&2*ndDk*(*Stl*)*in holds* *Ref.Mchy.* D.F.	2323 — 1394	100A1 7,37 ~~8,36~~ MS10,33 LMC ~~BS8,36~~ 10,37 ~~✠Lloyd'sRMC11,36~~ ~~for temp. 38° F.~~	Bal	*r*	CL 8,35	1919 *Lloyd*	McDougall -DuluthCo. Duluth,Minn. '*sA&CP*	~~A.H.BullS.S.Co.~~ ~~Inc.(A.H.Bull&Co.~~ ~~Inc.*Mgrs.*)~~ ChinaMerchants SteamNav.Co. *CellDB*208' 552*t FPT*60*t APT*95*t*	251·0 261·0(O.L.) P25'B64'F23' FK	43·5	24·2	Chinese 4*BHCem*	T.3Cy.20$\frac{5}{16}$",33½"&54"-40" 185lb (*s*) 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthCo.	24 ″ 2 s3 ″ 2½ 21 ″ 1½	
25052 160060 GBDZ	**Frances Massey** ssMdb.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4212 3946 2538	✠100A1 *withfreeboard* 10,37 ~~12,36~~ ✠LMC MS3,36 ~~BS12,36~~ 4,38	Cff Sws	*x*	CL 1,36	1927 9mo *Lloyd*	SirJPriest- man&Co. Sunderland '*sA&CP*	W.A.Massey&Sons Ld. *CellDB*315'994*t FPT*125*t APT*247*t*	365·0 377·3(O L.) F35' FK	51·5	25·1	Hull British 6*BHCem* (*Coll toSh dk* 5 „ 2*nd*„)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
25053 [illegible] INGM	**Francesca R.** (*ex*Tosca-34, Now "Fertilia," see No. 38157 in Supplement *ex*SaraMinnola,*ex*MarechalLyautey, *ex*Gloria,*ex*Belgica,*ex*Wearmouth) *Well deck* 1*Dk*&*Web frames*	986 733 585			…		1894	Strand SlipwayCo. Sunderland	GiuseppeParisi fu Giovanni	220·1 211·6 P22'Q46'B42'F28' BK7"	32·0 32·0	13·2 13·5	Naples Italian *WB*	T.3Cy.17",28"&46"-30" 120NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 7	I †
25054 1438 IBJM	**Francesco Crispi** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	7464 — 4255					1925	Ansaldo SanGiorgio Muggiano	LloydTriestino Soc.Anon.diNav.	447·1 F51'	52·9	26·8	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts S.A.Ansaldo,Samp.darena		I
25055 700 INHW	**Francesco Garrè** Aux4MstSr (*ex*NiniPodestà-34,*ex*Drogden) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	395 351 212					1917	Svendborg Skibs.&Msk Svendborg	RiccardoGarrè	151·2 Q24'	29·7	11·2	Viareggio Italian *WB*	Oil Engines 4S.C.SA 4Cy.11⅘"-16⅔" 54NHP H.Christoffersen,Holeby		I
25056 223 IBQM	**Francesco Morosini** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	2423 — 1016					1928	Stabilmnto Tecnico Triestino Trieste	"Adriatica" Soc. Anon.diNav.	292·1	41·5	17·1	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"-32$\frac{5}{16}$" 880NHP SocAn"Fiat"S.G.M.Turin		I
25057 203917	**Francis E. House** (*ex*WilliamB. Kerr) *Mchy.Aft* GyC. 1*Dk*	7769 — 5943					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	605·0	60·0	32·0	Dulth,Min. Utd.States *WB*	T.3Cy.22¼",37½"&65"-42" NB35 274NHP AmericanSB.Co.Cleveland		R
25058 221868 KFIG	**Francis E. Powell** (*ex*MacyWillis) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames* *Mchy.Aft* *CarryingPetroleum in bulk* GyC. *Longitudinal framing*	7096 6500 4325			…		1922	Baltimore DryDocksCo Baltimore	AtlanticRefining Co.	431·0 P123'B37'F39' FK	59·2	33·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 593NHP W.&A.FletcherCo. Hoboken,N.J.		R †
25059 163396 MBGN	**Francis Fladgate** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2268 1663 1280	✠100A1 7,37 ~~7,36~~ ✠LMC10,36	Bly	*r*	CL 7,36	1933 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd*Mgs*) *CellDBuE&B*38'*f*193'609*tDTf*267*t FPT*160*t APT*30*t*	275·0 Q168'F27' FK	41·0	18·8	London British 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 200lb 218NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Gls.	21 ″ 0 s 7 ″ 4¾ 19 ″ 3¼	
25060 FNZA	**Francis Garnier** (*ex*Henli,*ex*Joan Craig,*ex*Bentinck) *Well deck* Wireless 1*Dk*&*Web frames*	1243 1143 815			…		1903	WoodSkin- ner&Co.Ld. Newcastle	Cie.Côtière de l'Annam	229·3 Q120'B10'F25' FK	33·1	17·3	Saïgon French *WB*	T.3Cy.18½",30"&49"-33" 151NHP N.E.MarineEng.CoLdNwc	16 ″ 10	V †
25061 DOCY	**Franciska Hendrik Fisser** (*ex*Lerche-35,*ex*Ilmar, 2TwinMsts *ex*Menkar) Wireless 1*Dk* *Well deck* *Mchy.Aft*	1128 866 657			…		1918	Wilton'sE. &Slipwy.Co. Rotterdam	HendrikFisser Aktiengesellschaft (Fisser&v.Door- num,*Mgrs.*)	229·5 Q132'B13'F34' FK	34·7	13·2	Emden German *WB*	T.3Cy.15½",25½"&41"-36" NB22 124NHP Wilton'sE.&SlpwyCo.Rot.	16 ″ 0	CG †
* 25062 TUTY	**Francois Tixier** (*ex*LittleEvy-35, *ex*Mona-32,*ex*Orpen, ssAnt.No.3-2,30 *ex*Ualan, ssHam.No.1-34 *ex*Slikkerveer) *OilEng.* 1*Dk*(*Stl*)	499 346 230	100A- ~~6,37~~ 12,36 1,38 LMC3,35 LMC(M)8,37	Dnk ~~Rot~~		~~CL~~ ~~12,36~~ N1,38	1918 5mo	N.V.Schps. "DeMass" Slikkerveer	Soc.Dunkerquoise duCabotage (L.Dewulf,*Mgr.*) *CellDBuE*9'*f*96'115*t FPT*22*t APT*20*t*	155·4 P49'B13'F20' FK	25·1	10·3	Dunkirk French 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"-17$\frac{1}{16}$" 87NHP NE3,35 NDB35 *100lb* MtrnWerkeMannheimAG	12 ″ 8 s ″ 10 12 ″ 0	
* 25063 140441 GVNY	**Francol** ssH.Kg.No.3-6,30 ssH.Kg.No.1-34 2*Dks*(*Stl*)&*Webframes* *CruiserStern*	2607 2187 963	✠100A1 5,37 ~~5,36~~ BS5,37 ~~BS5,34~~ ✠LMC6,34 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel12,17 F.P. above 150° F.*	HKg	*t*	CL ~~5,34~~ 4,37	1917 12mo *Lloyd*	Earle'sCo. Ld Hull '*sA&CP*	TheAdmiralty *CellDBuE&B*69'135*t DTf*24'90*t FPT*48*t APT*30*t*	320·0 335·0(O.L.) P46'B106'F40' FK	41·5	23·1	London British 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy.26½",45"&76"-45" (*s*) 200lb 603NHP 3SB,9*cf*,HS9075 FD Earle'sCo.Ld.Hull	25 ″ 6 s 3 ″ 3½ 22 ″ 5	
* 25064 147216 GBRQ	**Franconia** Ⓟ TwinSc ssSou.No.3-12,35 D.F. 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ptws*)&*Shade dk* Sub.Sig. (*Stl-ptws*)3*rd dk*(*Stl*)*in* E.S.D. GyC. *holds except No.*4	20175 14266 12162	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~12,36~~ BS12,37 ~~BS12,35~~ ✠LMC12,34 Lloyd'sRMC ~~12,35 8,37~~ 12,37 *Fitted for oil fuel5,23 F.P. above 150° F.*	Liv Sou	*n*†	CL P12,36 ~~S12,35~~ S12,37	1923 6mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	CunardWhite Star,Ld. *CellDB*517'2585*t* *DTf*47'1620*t*	601·3 *Prom dk*419' FK (*CollisionBH* 9 „ *Tanks at sides & between tunnels*	73·7	40·6	Liverpool British 10*BHCem* *to Shade dk* „ *Shelter* „)	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2562NHP 3D&3SB,36*cf*,HS29163 FD J.Brown&Co.Ld.Glasgow 598*t FPT*117*t APT*67*t*	45 ″ 0 s12 ″ 9½ 32 ″ 7	BT till ~~12,37~~ 12,38
* 25065 142539 GKVX	**Françunion** ssFal.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*)	737 668 472	✠ A1 *withfreeboard* 7,37 ~~12,35~~ ✠LMC MS5,34 ~~BS1,37~~ 2,38 *For Coasting services Dover to Falmouth* *Dunkirk to Cherbourg also Southampton to Rouen* *CarryingPetroleum in bulk* *Fitted for oil fuel 5,21 F.P. above 150° F.*	Sou		CL ~~5,34~~ 7,37	1921 4mo *Lloyd*	Harland& Wolff.Ld. Glasgow '*sA&CP*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *Middle line bulkhead not oil tight*	180·0 F30' FK	40·1	12·2	London British 9*BHptCem*	C.2Cy.13½"&27"-18" (*s*) 100lb 74RHP 1SB,3*cf*,HS1654 FD A.&J.Inglis,Ld.Gls.	12 ″ 9 s 2 ″ 11 9 ″ 11	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25066	**Françunion V** 3Mst (exComanchee-33) ssNwc.No.3-10,24 Mchy.Aft ssLiv.No.1-29 2Dks(Stl)&Web frames Carrying Petroleum in bulk Fitted for oil fuel (FuelDepotShip)	~~5662~~ ~~4814~~ ~~3408~~ 5805 4939 3929	✠ ... 12,33	Shl ✠			1912 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cie.Venture-Weir, S.A. CellDBuB43'89t DTf49'500tF	392·7 ~~395·5~~ P107'B26'F42' PT54tAPT22t	51·8 ~~51·7~~	29·1 ~~29·0~~ FK	Algiers French 17BHptCem (12 to U dk 5 „ 2nd „)	Q.4Cy.23",32½",47"&68"-48" 505NHP 3SB,9cf,GS163,HS7377 N.E.MarineEngCoLd.Nwc	30 ″ 9	
25067	**Françunion VI** (exWinnebago-35) ssNwc.No.3-8,30 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel (FuelDepotShip)	4667 4069 2749	✠ ... 9,35	Bel ✠	x		1915 11mo	SirJ.Laing &Sons,Ld. Sunderland CellDBuE&B	Cie.Venture-Weir, S.A. 59'171tDTf30'233	370·0 P103'B35'F43' tFPT102tAPT121t	50·1	28·5 FK	Algiers French 15BHptCem (10 to U dk 5 „ 2nd „)	T.3Cy.25½",41"&68"-48" 413NHP 2SB,8cf,GS136,HS5826 G.Clark,Ld.Sunderland	28 ″ 6	
25068 230158 KJKS	**Frango** (exGolaa) ssOsl.No.3-1,28 ssSfj.No.2-36 Mchy.Aft 1Dk(Stl)	6400 5057 4547	✠100A1 Whaling Service 4,37 ~~5,36~~ ✠NE7,30 Fitted for oil fuel 6,17 F.P. above 150° F. Fitted with cylindrical tanks for carrying fuel oil F.P. above 150° F.	Sfj BS4,37 ✠LMC5,36 Pr.BS~~5,36~~4,37	z	CL ~~6,36~~ 3,37	1917 5mo	ChesterS.B Co.Ld. Chester,Pa. A&CP	AmericanWhaling Co. CellDB	401·9 P99'B27'F50' 350'1611tFPT115t	54·3	30·2 FK	Wilmgton (Del.) Utd.States 10BH APT144t	T.3Cy.27",44"&73"-48" (r) 180lb 569NHP 16~~18~~Pr.B60lb3Pr.B43lb 3SB,9cf,GS176,HS8862 FD LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9 s6 ″ 4¼ 26 ″ 6¼	
25069 159 SVBH	**Frangoula B. Goulandris** (exBrecon,exDunbridge) ssPir.No.3-9,30 Tonnage opening closed37 ssPir.No.1-35 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	6701 6414 4208	✠100A1 Shelter dk with freeboard 6,37 ~~1,36~~ BS~~6,36~~ 6,37	Cff Bry ✠LMC3,35	z	CL N1,36	1918 2mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP Cell	GoulandrisBros. DB 366' 1360t DT	412·3 427·1(O.L.) a27'1090tFPT101t	55·5	34·4 FK	Andros Greek 7BHCem APT229t	T.3Cy.27½",45"&76"-54"(r) 180lb 558NHP 4SB,12cf,GS248,HS9932 Blair&Co.Ld.Stockton	37 ″ 0 s9 ″ 4½ 27 ″ 10½	
25070 LDXD	**Frank** Now "Warrian," see No. 40703 in Supplement Mchy.Aft CruiserStern 1Dk	1048 817 562					1929	Porsgrund Mek.Værks. Porsgrunn	A/S Frank (Chr.J.Reim)	210·2 H115tP52t	34·2	15·8	Porsgrunn Norwegian WB	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundMVPorsgrunn		N
25071 147854	**Frank B. Baird** Mchy.Aft 1Dk	1748 1594 1276					1923	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	253·5	43·2	17·9 WB	SCathrnes Ont. British	T.3Cy.16",27"&44"-33" 111NHP D.Rowan&Co.Ld.Glasgow		C
25072 207284 KDXM	**Frank Billings** (exChamplain) Mchy.Aft D.F. GyC. 1Dk	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	444·0 F48'	56·2	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP GtLakesEngWrks.Detroit		R
25073 209997	**Frank C. Osborn** 3Mst (Self-Unloader) Mchy.Aft 1Dk	681 — 345					1912	American S.B.Co. Cleveland,O.	ErieSand&Gravel Co.	155·0	37·0	10·5	Erie,Pa. Utd.States	C.2Cy.17½"&38½"-30" 68NHP AmericanS.B.CoCleveland		
25074 204799 WOQC	**Frank E. Taplin** (exCharles W.Kotcher) Mchy.Aft GyC. 1Dk	4650 — 3446					1907	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	427·2	52·2	24·2	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" AmericanS.B.Co. 218NHP Cleveland,O.		
25075 221147 KDQZ	**Frank G. Drum** ssS.Fo.No.3-9,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing ssS.Fo.No.1-37	7048 6412 4295	✠100A1 8,37 ~~5,36~~ 8,37 MS~~[illegible]~~ Carrying Petroleum in bulk Fitted for oil fuel 4,21 F.P. above 150° F.	SFo ✠LMC BS~~12,33~~12,37	b†	CL N8,35	1921 4mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	TideWater AssociatedOilCo. CellDBuE&B62' 197tDTf50'884t	435·0 P106'B50'F42' FPT104tAPT70t	56·2	33·5 FK	S.Frncisco Utd.States 13BHptAsp (9 to U dk 4 „ 2nd „)	T.3Cy.27⅝",47"& 78½"-48" (s) 220lb ~~220lb~~ 600NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	
25076 [illegible] WQCQ	**Frank H. Buck** 3Mst Sunk by Collision3,37 ssS.Fo.No.3-9,26 ssS.Fo.No.2-34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6077 5539 3850	✠~~100A1~~ 10,36 ~~MS[illegible]~~ Carrying Petroleum in bulk Fitted for oil fuel 4,14 F.P. above 150° F.	SFo ~~✠LMC~~ ~~BS[illegible]~~	z	CL N7,35	1914 4mo	Union Iron Works S.Francisco A&CP	TideWater AssociatedOilCo. WB=CellDB uE&B92'f45'553t	408·8 P126'B52'F42' FPT70tAPT52t	55·5	31·7 FK	S.Frncisco Utd.States 12BHptAsp (8 to U dk 4 „ 2nd „)	T.3Cy.26½",45 5/16"&75"-48" 200lb (s) 534NHP 4SB,12cf,HS9360 UnionIronWorks,S.Fo.	31 ″ 0	
25077 215204 KFEG	**Frank H. Goodyear** Mchy.Aft D.F. GyC. 1Dk	8243 — 6409					1917	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	580·0 F54'	60·0	32·0	Buffalo NY Utd.States WB	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
25078 217189 KJQL	**Frank J. Peterson** (exCrathorne) GyC. 1Dk	2241 — 1349					1918	Gt.Lakes Eng.Works Ashtabula,O.	SaginawDock& TerminalCo.	253·6	43·5	22·5 WB	Wilmgton (Del.) Utd.States	T.3Cy.19",32"&54"-40" 184NHP GtLakesE.Wks.Ashtabula		
25079 LGJA	**Frank Seamans** 1Dk	4271 3899 2635					1928	SirJPriestman&Co. Sunderland	Skibs-A/SIgadi (S.Holter-Sörensen,Mgr.)	352·0 P90tH127t	60·0	22·2	Oslo Norwegian WB	T.3Cy.23½",39"&65"-45" 283NHP N.E.MarineEng.CoLd.Sld		N
25080 DOGD	**Franken** Ⓟ Sub.Sig. D.F. E.S.D. 2Dks	7789 7110 4821					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5	63·9	29·0	Bremen German WB	T.4Cy.34¼",56 1/16"&(2)65⅝"-59 1/16" 656NHP BremerVulkan,Vegesack		G
25081 DHIB	**Frankenwald** Fitted for oil fuel Sub.Sig. D.F. 2Dks	5062 4478 3012					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F40'	54·2	27·4	Hamburg German WB	T3Cy26 5/16"43⅝"&70 15/16"-47 5/16" Gute-hoffnungshütte,Sterkrade 346NHP		G
25082 DOIS	**Frankfurt** Sub.Sig. D.F. E.S.D. 2Dks	5522 4918 3304					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6	56·2	25·9	Bremen German WB	T.3Cy.29⅞",48⅞"&78"-55⅛" &L.P.Turbine 627NHP BremerVulkan,Vegesack		G
25083 DHID	— TwinSc 1Dk	1186 1017 687					1914	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz G.m.b.H.	241·9 B45'F26'	35·6	11·9	Hamburg German WB	T.6Cy.11⅝",17 1/16"&26½"-18½" 62NHP StettinerOderwerke		G
25084																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25085 233238 WIFV	**Franklin** *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded* *Longitudinal framing* *Carrying Petroleum in bulk*	602 538 355					1934	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	194·5 P38'	34·1	11·3	Phildlphia Utd. States	Oil Engines 4S.C.SA connected to electric motor & Sc.Shaft 6Cy.9½"-10½" 53NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
25086 220865 KDLH	**Franklin K. Lane** *Fitted for oil fuel* *Mchy.Aft* 2*Dks& Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6589 — 4091			...		1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. ofNewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",47"&78"-48" 600NHP BethlehemS.B.Corp.Ld.	33 ″ 6	R †
✻ 25087 OYCX	**Frankrig** *ss*Abg.No.3-8,37 ~~ssCpn.No.2-33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1361 1117 778	✠100A1 ~~8,37~~ ~~1,36~~4,38 ✠LMC MS~~8,33~~ 8,37 BS~~3,34~~ 5,37	Cpn ~~Abg~~	*o*	CL ~~1,36~~ 8,37	1924 11mo	A/S Rödby Havns Jernskibs. RödbyHavn *Lloyd's A&CP*	H.A.Christensen *CellD*	234·3 242·9(O.L.) P12'B50'F25' FK *B*195' 400*t* *FPT*59*t*	37·1	15·8	Copnhagn Danish 4*BHCem* *APT*73*t*	T.3Cy.16½",25¼"&43"-30"(*s*) 185lb 129NHP 2SB,4*cf*,GS68,HS2240 A/S"Frichs,"Aarhus	18 ″ 3 s1 ″ 11 16 ″ 4½	
✻ 25088 161593 VGYP	**Franquelin** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Electrically welded* *Cargo battens not fitted*	2097 1970 1597	✠ A1 9,37 ~~5,36~~ ✠LMC5,36 *For Service on the Great Lakes & Gulf of St. Lawrence (from April to 31st Oct.) at an extreme draught of 14' Carrying cargo oil F.P. above 150°F. inside tanks aft*	Nwc Qbc		CL	1936 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Quebec&Ontario TransportationCo. Ld.	251·3 P37'F31' FK *DB*214'493*t* *Side ballast tanks* 198' 342*t* *FPT*166*t*	43·9	20·2	Montreal British 6*BH*	Oil Engines 2S.C.SA 12Cy.11$\frac{13}{16}$"-15¾" 294NHP SulzerBros.Ld.Winterthur *APT*58*t*	22 ″ 0	
25089 7118 SEDK	**Frans** 1*Dk*	*1169* *1010* *668*					1924	Skiens VerkstedA/S Skien	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*)	222·9 P23'B50'F27'	36·8	16·1	Trelleborg Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerksted.Skien		N
✻ 25090 DHIE	**Franz Haniel** (*ex*Cornwood) *ss*Ham.2ndNo.3-5,36 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	2188 1683 1336	✠100A1 ~~5,37~~ ~~5,36~~ ~~9,37~~ 4,38 ✠LMC ~~MS10,35~~ MS5,36 BS ~~5,37~~4,38	Ham	*r*	OG ~~4,36~~ 5,37	1911 9mo	J.Blumer &Co. Sunderland *Lloyd's A&CP*	Haniel G.m.b.H. *Intermediate BHd in forehold dispensed with—4BH only*	287·0 P20'Q114'B56'F26' FK *Cell DBa* 88' *uE &B* 38' *f*120'	41·0	17·2	Hamburg German *Cem*	T.3Cy.21½",36"&59"-39"(*s*) 180lb 246NHP 2SB,6*cf*,GS101,HS3922 N.E.MarineEng.CoLd.Sld. 602*t* *FPT*46*t* *APT*112*t*	19 ″ 9	
25091 DAWK	**Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) *ss*Kel.2ndNo.3-3,34 ~~Sub.Sig.~~ D.F. *ss*Stn.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	2166 1854 1233	100A1 3,38 ~~4,36~~ ~~BS4,34~~ ~~7,37~~ ✠LMC~~4,34~~ 3,38	Stn	*r*	CL ~~4,36~~ 2,38	1910	Stettiner Oderwerke Stettin *Lloyd's A&CP*	F.L.Nimtz *CellD*	283·6 P24'B66'F30' FK *B*229'546*t* *FPT*144*t*	41·2	18·8	Stettin German 6*BHAsp* *APT*71*t*	T.3Cy.21¼",34¼"&55⅛"-39½" 170lb (*s*) 235NHP 2SB,6*cf*,GS118,HS4080 StettinerOderwerke	21 ″ 6 s3 ″ 0½ 18 ″ 10	
✻ 25092 HPFY	**Franz Klasen** TwinSc *ss*Ham.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of* D.F. *cargo tanks 3rd dk*(*Stl*)*aft of* GyC. E.S.D. *cargo tanks Web frames* *Rudder electrically welded* *Cruiser Stern Longitudinal framing*	~~12425~~ ~~11757~~ ~~7090~~ 11194 — 6912	✠100A1 7,37~~8,36~~ ✠LMC OS8,36 DBS~~8,36~~7,37 9,34 *Carrying Petroleum in bulk*	Ham		CL ~~9,35~~ SN7,37 P7,37	1932 7mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's A&CP*	PanamaTransportCo.~~(Waried Tankschiff RhedereiG.m.b.H. Mgrs.)~~	521·4 542·0(O.L.) *Aft*B55'B40'F39' FK *Cell DBuE*50'119*t* *DTsf*53'2308*t*	70·4	38·7	Panama Pnamanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1560NHP 4DB*200lb* Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg *FPT*290*t* *APT*244*t*	38 ″ 9 s8 ″ 6½ 30 ″ 6¼	
25093 UONZ	**Franz Mering** Ⓟ (*ex*Ekaterina, *ex*Mavis) *ss*Rot.No.3-5,14 Wireless 1*Dk*(*Stl-ws*)&*pt*2*nd dk*& *Shelter dk*(*Stl-ws*) *Fitted for oil fuel*	1573 855 950	✠ 8,19 ✠	Rot	*p*		1912 1mo	AilsaS.B. Co.Ld. Troon	U.S.S.R. *CellD*	244·9 B *onShelter dk*64' BK7½" *Ba*~~54' uE&B~~51'*f*96'	34·5	21·3	Odessa Russian 5*BHCem* 310*t* *FPT*17*t*	T.3Cy.23",37½"&62"-39" NB28 359NHP 2SB,8*cf*,GS148,HS5504 AilsaS.B.Co.Ld.Troon		
25094 DAVS	**Franz Rudolf** (*ex*Veratyr) 1*Dk*	1419 1163 850					1906	Howaldtswerke Kiel	FranzL.Nimtz	240·6 P13'Q71'B63'F30'	36·0	16·7	Stettin German *WB*	T.3Cy.16¾",26$\frac{9}{16}$"&42⅛"-29½" 96NHP Howaldtswerke,Kiel		V
✻ 25095 3552 PJAI	**Frasca** TwinSc *ss*Cco.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2602 1715 1131	✠100A1 ~~7,37~~ ~~12,36~~ 2,38 BS~~7,36~~ 7,37 ✠LMC6,34 *Carrying Petroleum in bulk Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Cco	*t*	CL s7,36 P7,37	1926 10mo	A.F.Smulders Schiedam *Lloyd's A&CP*	N.V.Curacaosche Scheepv.Maats.	305·0 Q87'F29' FK *Trunk*189'	50·2	15·1	Wilemstad Dutch 9*BHptCem* *APT*81*t*	T.6 Cy.12¾"20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,GS87,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
25096 502 INKH	**Fratelli Bertolli** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	429 400 365					1920	L.Pegollo PietraLigure	Comm.EliaBertolli	140·3	28·9	15·7	Viareggio Italian	Oil Engines 2S.C.SA 6Cy.8¼"-12⅗" 40NHP Motorenfbr."Deutz"A.G. Köln-Deutz		I
25097 641 INKZ	**Fratelli Garrè** Aux3MstSr (*ex*Annen) *OilEng.* Sub.Sig. 1*Dk* (*See Sailing Ship Register*)	413 336 299					1920	Frd.Krupp Akt.Ges. Kiel	RiccardoGarrè fu F.	155·8 Q37'F17'	29·6	12·5	Viareggio Italian *WB*	Oil Engines 4S.C.SA 6Cy.10¼"-14⅕" 60NHP Maschf.Augsburg-Nürnberg,Augsburg		I
✻ 25098	**Fraternitas** (*ex*SirJamesClark Ross,*ex*Mahronda) *ss*Nwc.2ndNo.3-7,30 *ss*Got.No.3-10,36 D.F. 2*Dks*(*Stl*)&*deep framing* *Superstructure deck* Now "Uniwaleco," see No. 40501 in Supplement	9755 7391 6106	✠100A1 *with freeboard* 10,36 Pr.BS10,36 ✠LMC10,36 *Carrying Whale oil in bulk Fitted for oil fuel* 8,29 *F.P. above* 150°F. *Carrying oil fuel in bulk F.P. above* 150° F. *in tanks abaft cofferdam*	Got		CL 6,36	1905 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	UnionWhaling Co.Ld. *CellDBa*139'*uE*	470·2 FK&BK3 & *B*82' *f*180' 2016*t*	58·4	31·3	British 7*BHCem* *APT*87*t*	Q.4Cy.26½",39½",56"&78½"-54" 215lb (*s*) 658NHP 2D&2SB18*cf*GS332HS11604 NDB29 *125lb* 16Pr.B-*60lb* 9Pr.B-*43lb* Harland&Wolff,Ld.Bel.	35 ″ 5 s6 ″ 3¾ 29 ″ 5½	
25099 147039 MNKW	**Fratton** TwinSc *CruiserStern* 1*Dk&pt dk*	757 624 305					1925	D&W Hendersn&Co.Ld. Glasgow	SouthernRailway	220·3 B90'F37'	33·6	14·1	S'thamptn British *WB*	T.6Cy.15",25"&41"-24" 165NHP D.&W.Henderson&Co.Ld.		
25100 DOIA	**Frauenfels** Sub.Sig. 2*Dks*	7487 7040 4679					1920	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	468·7 P82'B138'F59'	58·5	32·4	Bremen German *WB*	T3Cy31½",50⅔"&82$\frac{7}{16}$"-55$\frac{1}{16}$" & 1 L.P. Turbine 692NHP J.C.TecklenborgAG.Wsm		G

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.of Trade
✻ 25101 697 SVPB	**Fred** (*ex*Hartington) ssRot.No.2-37 ssHul.No.3-9,29 ~~ssPir.No.1-35~~ 1*Dk*(*ptIrn&ptStl*) *& deep framing*	4043 3815 2500	✠100A1 10,37 ~~10,36~~ ~~[illegible]~~ ✠LMC ~~[illegible]~~ 10,37	Ant Rot	*x*	CL ~~11,35~~ 9,37	1907 7mo *Lloyd's* A&CP	W.Gray& Co.Ld. WHartlepool	Exors. of the late C.D.Calafatis (PetrosM.Nomikos,Ld.*Mgrs.*) *CellDBa117'uE27'f154'1051tFPT158tAPT191t*	360·0 P31'B227'F35' FK	50·0	25·7	Piræus Greek 6*BHCem*	T.3Cy.26",42"&70"-45" (r) 180lb *90lb* NDB26 358NHP 2SB,*6cf*,GS134,HS5542 Cen.Mar.Eng.Wrks.W.Hpl	28 " 4 s 3 " 10 24 " 9	
25102 141256	**Fred B.** (*ex*BernardM, *ex*Trawler) Wood 1*Dk*	370 305 194					1920	H.T.Le Blanc Wedgeport, N.S	C.K.Stewart	143·1	26·3	12·4	HalifaxNS British	T.3Cy.14",22"&36"-24" 66RHP NewBurrellJohnson IronCo.Yarmouth,N.S.		
25103 222641 KFKJ	**Fred G. Hartwell** *Mchy.Aft* D.F. GyC. 1*Dk*	9144 — 7108					1922	American S.B.Co. Lorain,Ohio	FranklinS.S.Corp. (BethlehemTrspn. Corp.*Mgrs.*)	602·8	64·2	28·5 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O.		R
25104 217055 WNAI	**Fred W. Green** (*ex*Craycroft) (*Self-Unloader*) GyC. 1*Dk*	2292 1884 1367					1918	Gt.Lakes Eng.Works Ecorse,Mich.	NorthwesternCo.	253·5 P27'B66'F26'	43·8	20·4	Charlevoix Mich. Utd.States	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		R
25105 202625	**Fred W. Sargent** (*ex*Delaware) *Mchy.Aft* 2*Dks*	3901 — 3250					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Gt.LakesTransit Corp.	350·0	46·2	30·2	BuffaloNY Utd.States *WB*	Q.4Cy.19",27",40"&58"-42" 218NHP GtLakesEngWrks.Detroit		
✻ 25106 215847 WOCO	**Fred W. Weller** TwinSc ssN.Yk.No.3-10,29 ssN.Yk.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk withfreeboard* 5,37 ~~11,36~~ BS5,37 ~~BS4,34~~ ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,17 F.P.above 150° F.*	NYk Gal	*f*†	CL ~~BN~~ ~~10,34~~ ~~SN4,35~~ 5,37	1917 12mo	Bethlehem S.B.Corp. SanFrancisco A&CP	StandardOilCo. ofNewJersey *CellDBinE&B85'374tDTf54'626tFPT200tAPT164t*	500·0 FK	68·0	35·8	Wilmgton (Del.) Utd.States 19*BHptAsp* (14*BHtoUdk* 5 „ „2nd„)	T.6Cy.20½",35"&60"-42" (r) 200lb 638NHP 3SB,*12cf*,HS8943 FD BethlehemS.B.Corp.S.Fo.	38 " 0 s 9 " 7 28 " 8	
25107 ~~708~~ ~~OHSJ~~ 122631 GJJQ	**Fredavore** (*ex*Thames) ssHfs.2ndNo.3-8,31 *Well deck* ssSws.No.1-36 1*Dk*(*ptIrn&ptStl*)&*deepframing* *Cargo battens not fitted*	1097 856 704	✠100A1 1,38 ~~12,36~~ ~~[illegible]~~ ✠LMC ~~[illegible]~~ MS7,36 BS5,37	Npt Sws	*n*	CL 12,36	1905 9mo *Lloyd's* A&CP	S.P.Austin &Son,Ld. Sunderland	~~FredavoreO/Y. (A.Wihuri)~~ Angel, Son &Co.Ld. *CellDBa60'uE17'f96'278tFPT49tAPT87t*	222·1 232·3(O.L.) Q75'B49'F23' FK	33·3	14·4	Swansea British 4*BHCem*	T.3Cy.18",29½"&48½"-33" (s) 160lb *90lb* 145NHP 1SB,*3pf*,GS62,HS2371 G.Clark,Ld.Sunderland	16 " 6 s 1 " 2½ 15 " 5	
25108 5995 SEDR	**Fredborg** (*ex*ElsieMary) 1*Dk*	904 716 485					1918	Hlsingbgs Varf.Aktieb. Helsingborg	RederiA/B Fredborg(Ruben Olsson)	205·1 Q64'B54'F19'	33·6	12·7	Verkebäck Swedish *WB*	T3Cy.17⅜",29 5⁄16"&46⅞"-27½" 110NHP HelsingborgsVarf.Aktieb.		V
25109 7586 SEDU	**Freden** 1*Dk*	1172 1010 652					1924	A/S Moss Værft Moss	RederiA/B Ferlef (And.Smith,*Mgr.*)	224·6 P23'B51'F27'	36·7	15·2	Stockholm Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP A/S MossVærft,Moss		N
25110 OXVA	**Fredensborg** ssEls.No.3-4,35 1*Dk*(*Stl*)	2094 1794 1195	✠100A1 ~~4,37 1,36~~ 4,38 ~~AEg~~ ~~BS[illegible]~~ ✠LMC6,34 10,37	Cpn Els	*s*	OG ~~4,35~~ 5,37	1922 12mo *Lloyd's* A&CP	Schpw.v. JanSmitCzn. Alblasserdam	A/S"Dannebrog" (C.K.Hansen, *Mgr.*) *CellDB237'603tFPT74tAPT40t*	283·4 295·2(O.L.) P26'B176'F27' FK	42·1	18·3	Copnhagn Danish 4*BHCem*	T.3Cy.20½",32"&52"-39" (s) 180lb 205NHP 2SB(Spt),*6cf*,GS84,HS3450 Kon.Maats.deSchelde, Vlissengen	20 " 9 s 1 " 7 19 " 4½	
25111 215424 WPCE	**Frederic R. Kellogg** *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks*&*Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	7127 6564 4418			...		1917	Moore& ScottIron Works Oakland,Cal.	StandardOilCo. ofNewJersey	425·8 P97'B40'F41' FK	57·0	31·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"-51" NE&B19 NDB19 575NHP SunShipbuildingCo. Chester,Pa.	33 " 0	R †
25112 OYEE	**Fredericia** Ⓟ Wireless D.F. *OilEng.* 1*Dk*	693 463 389					1930	Frdkshvns. Værft& Flydedok A/S Frederikshvn	DetForenede DampskibsSelsk.	189·4	31·5	10·9	Kolding Danish *WB*	Oil Engines 4S.C.SA 6Cy. Burmeister&Wain,Cpn.		V
✻ 25113 133214 GPJM	**Frederika Lensen**(*ex*Trevaylor-34) ssRot.2ndNo.3-12,37 ~~ssFal.No.3-11,25~~ D.F. ~~ssRot.No.2-34~~ 1*Dk*(*ptIrn ptStl*)	4283 4016 2713	✠100A1 12,37 ~~4,36~~ ~~[illegible]~~ ✠LMC 12,37 ~~[illegible]~~ 4,37	Gls Rot	*x*	CL ~~4,36~~ 12,37	1912 12mo *Lloyd's* A&CP	JReadhead &Sons,Ld. SouthShields	LensenTransport Ld.(CornelisA. Lensen,*Mgr.*) *CellDBa119'uE26'f163'987tAPT62t*	369·9 P33'B226'F34' FK	51·1	26·1	London British 6*BHCem*	T.3Cy.26",42"&69"-48" (r) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sns.Ld.S.Shl	27 " 8 s 3 " 10½ 24 " 1½	
25114 OXSB	**Frederiksborg** 4Mst 1*Dk*	1816 1600 1106					1916	AktiesSör-landetsSkibs. Fevig	A/S Dmpskselsk Dannebrog(C.K. Hansen,*Mgr.*)	265·0 P22'B71'F29'	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20½",35"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
25115 OXQD	**Frederikshavn** Ⓟ (*ex*Aalborghus-36) Wireless D.F. 2*Dks*	1480 827 823					1914	Burmeister &Wains.Msk. ogSkibs.Act. Copenhagen	DetForenede DampskibsSelsk.	254·6	38·7	21·5	Frdrkshvn Danish	T.3Cy.22",36"&60"-42" 233NHP Burmeister&Wains.Msk. ogSkibs.Act Copenhagen		V
25116 7452 SFPA	**Fredhem** (*ex*Grekland, *ex*HeinzHorn) *Well deck* Sub.Sig. D.F. 1*Dk*	2172 1881 1252					1923	Schiffsw. v. H.KochA.G. Lübeck	RederiA/B Manhem(E. Högberg,*Mgr.*)	290·6 P14'B209'F31'	42·6	18·2	Stockholm Swedish *WB*	T.3Cy.22¼",34¼"&58¼"-39⅜" Lübecker 212NHP MaschinenGes.Lübeck		G
25117 6282 SEDW	**Fredman** (*ex*Pandion,*ex*Thisted) Sub.Sig. 1*Dk*	1018 787 545					1917	DeHaan& Oerlemans Heusden	RederiA/B Fredborg(Ruben Olsson,*Mgr.*)	216·2 P19'Q51tB57' H109tF25'	34·6	13·0	Verkebäck Swedish	T.3Cy.15",25"&40"-27" 83NHP Kuypers,Rotterdam		V
✻ 25118 5751 SGNA	**Fredrika** (*ex*Holmengrå, *ex*Elfsborg, *ex*G.P.Braathen, *ex*HelenHeidtmann) ssGot.2ndNo.3-6,31 ssSkm.No.1-35 1*Dk*(*Stl*) *Well deck*	1839 1395 1033	100A1 8,37 ~~10,35~~ LMC2,36 BS8,37	Skm	*g*	CL ~~12,33~~ ~~8,37~~ 2,38	1904 *Lloyd's* A&CP	Schiffsw.v. HenryKoch Lübeck	RederiA/B Fredrika(E.Högberg) *CellDB225'543tFPT81tAPT67t*	264·4 P15'Q59'B68'F21' FK	38·4	16·7	Stockholm Swedish 4*BHCem*	T.3Cy.19¾",32¼"&51¼"-32½" 185lb (s) 187NHP 2SB(Spt),*4cf*,GS90,HS3164 J.F.Ahrens,Altona	19 " 9 s 2 " 1 17 " 10	
25119 LIYI	**Fredville** (*ex*Agneta) ssCff.No.3-4,30 *Well deck* ssSfj.No.2-37 ~~ssShl.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1150 858 652	✠100A1 8,37 ~~6,36~~ ~~BS6,[illegible]~~ ✠LMC2,[illegible] 6,37 MS6,37	Sfj	*n*	CL 3,36	1917 7mo A&CP	Wilton's Eng.&Slip-wayCo. Rotterdam	D/S A/S Fredville (M.HalbertMikkelsen) *CellDBuB15'f159'389tFPT88tAPT48t*	230·5 Q131'B13'F24' FK	34·1	13·2	Sandefjord Norwegian 4*BHCem*	T.3Cy.15¾",25½"&41"-36" 180lb *100lb* (s) 120NHP 1SB,*3cf*,GS60,HS1982 Wilton's E. & Slpwy.Co.	16 " 0 s 4 " 8½ 14 " 11½	
25120																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 25121 216032 WBCI	**Freeman** D.F. ssN.Ns.No.3-9,30 *Mchy.Aft* ssBos.No.1-34 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3350 2710 1949	✠100A1 7,37 ~~7,36~~ BS~~7,36~~ ✠LMC6,34 7,37	Bos	*v*	CL 7,36	1918 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*269'125	318·5|49·5|24·2 P79'B18'F31' FK 4*tDT*13'412*tFPT*2	Wilmgton (Del.) Utd.States 7*BHCem* 93*tAPT*92*t*	T.3Cy.21⅛",35¼"&58"-42" 200lb (*r*) 318NHP 2SB,*6cf*,GS110,HS4643 FD NYorkSB CorpCamdenNJ	27 // 6	
25122 219830 KUMK	**Freeport Sulphur No. 5** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	4127 3567 2440					1920	Federal S.B.Corp. Kearny,N.J.	~~FreeportSulphur~~ ~~TransportationCo.~~ FreeportSulphur Co.	355·5|52·5|24·8 P88'B37'F36'	NewYork Utd.States *WB*	T.3Cy.23",39"&66"-42" 261NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
25123 OYLS	**Freia** Ⓟ TwinSc *OilEng.* Wireless D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for Navigation in Ice*	1429 1007 616	✠100A1 *FerryService* *Kattegat&* *Great Belt-Skagerak* 9,37 ~~9,36~~ ✠LMC9,36	~~Abg~~Els		OG 9,37	1936 9mo *Lloyd*	A/S Aalbrg Msk.ogSkibs Aalborg *'sAP* *CellDB*	DeDanskeStats- baner 150'152*t DTf*30'65	240·4|40·9|15·7 *Promenade dk&* *forecastle*190' BK8" *tDTa*22'60*t SideTa*	Korsor Danish 7*BHptCem* *nks in ER*56*t*	Oil Engines 4S.C.SA 16Cy.15¾"-29½" 382NHP 2DB*85lb* Akt.Burmeistr&Wain,Cpn	18 // 0	
25124 DHIG	**Freiburg** Ⓟ ssHam.No.2-31 D.F. *Well deck* 2*Dks*(*Stl*)3*rd trB* *inNo.1hold*	5165 4478 3097	✠ ... 3,35 ✠	Ham	*a*†		1923 3mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	407·0|56·0|25·9 P&B329'F53' FK *B*353'924*t FPT*51*t*	Hamburg German 8*BHAsp* *APT*16*t*	4SteamTurbinesSRgeared to 1 Sc. Shaft 634NHP 3SB,*9cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 // 6	
25125 LELP	**Freidig** (*ex*Mesna-37,*ex* Melsomvik-33,*ex*Freidig,*ex*Haraldshaug *ex*Gerd) 1*Dk&deep framing*	1333 1101 788			...		1903	WoodSkin- ner&Co.Ld. Newcastle	Skibs.A/S Freidig (O.M.Olsen& A.Næss)	237·0|35·2|16·0 P20'B29'F29' FK	Frdrikstad Norwegian *WB*	T.3Cy.18½",30"&49"-33" 146NHP N.E.MarineEngCoLd.Nwc	18 // 6	N †
25126 DOHI	**Freienfels** Sub.Sig. *Ref.Mchy.* 2*Dks* *CruiserStern*	7563 6688 4589					1929	Deutsche Sch-u-Mschb A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4|62·2|27·9 F51'	Bremen German *WB*	T.3Cy.30¾",49¼"&78¾"-55⅛" &L.P.Turbine 785NHP A.G."Weser,"Bremen		G
* 25127 616 OHKB	**Frej** (*ex*Vladimir) ssLbc.2ndNo.3-2,25 Wireless ssHfs.No.2-33 1*Dk*(*Stl*)	561 438 251	✠100A1 3,35 BS~~3,36~~ ✠LMC5,33 5,37	Hfs	*h*	CL ~~5,34~~ 7,37	1900 2mo	A.McMil- lan&Son,Ld. Dumbarton A&CP	FinskaÅngf.A/B	170·0|26·0|13·3 177·2(O.L.) B53'F23' BK5" *WB=FPT*	Helsingfrs Finnish 4*BHCem* 62*tAPT*38*t*	T.3Cy.15",25"&40⅛"-27" (*s*) 160lb *100lb* NDB29 102NHP 1SB,*3pf*,GS63,HS1800 McKie&Baxter,Glasgow	14 // 0 s1 // 4½ 13 // 0½	
25128 OYXA	**Freja** (*ex*Salvator) Wireless 1*Dk*	347 317 122					1915	Akties. MossVærft Moss	A/S Em.Z.Svitzers BjergningsEnter- prise	148·8|24·1|12·4	Copnhagn Danish *WB*	T.3Cy.14",23"&38"-27" 75NHP MossVærft,Moss		
25129 OZBA	**Frem** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1008 470 610					1924	Akt.Bur- meistr&Wain Copenhagen	A/SDampskslsk. paaBornholm af1866(Thorkil Lund,*Mgr.*)	210·3|35·2|10·7	Rönne Danish	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 225NHP Akt.Burmeistr&Wain,Cpn		V
25130 CBFR	**Fresia** Ⓟ (*ex*Guatemala) TwinSc 2*Dks*	3327 2359 1708					1899	Caird&Co. Ld. Greenock	Soc.Marit.yCom- ercialR.W.James yCia.	359·3|43·3|19·1 P34'F59'	Valparaiso Chilian *WB*	T.6Cy.19¾",32"&52"-36" 324NHP Caird&Co.Ld.Greenock	22 // 3	
25131 216455	**Fresno** 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6002 5551 4492			...		1918	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5|53·0|32·0 P34'F39'*onShltr dk* FK	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 618NHP W.&.A.FletcherCo. Hoboken,N.J.	34 // 6	
25132 226344	— (*Ferry-Screw fore & aft*) *OilEng.* 2*Dks*	2468 — 1604					1927	Bethlehem S.B.Corp.Ld. SanFrancisco	SouthernPacific GoldenGate Ferries,Ld.	234·0|46·1|19·9	S.Frncisco Utd.States	Oil Engines 2S.C.SA 6Cy.15"-22" 236NHP NewLondon S.&E.Co.NewLondon,Con.		
25133 161613 GBNT	**Fresno City** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelterdk*	4955 4626 3004					1929	W.Doxford &Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	415·6|55·0|24·5 F*onShelter dk*41'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C
25134 141930 GCFK	**Fresno Star** (*ex*Woodarra) TwinSc ssNwc.No.3-10,32 *Ref.Mchy.* 2*Dks* (*Stl*)&*Shelterdk*(*Stl*) D.F. *CruiserStern* ssNwc.No.1-36	7998 7599 5020	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~9,36~~ ✠LMC BS~~5,36~~5,37 MS9,36 ✠Lloyd'sRMC~~2,37 6,37~~ 1,38 ~~10,37~~	Nwc	*c*†	CL ~~8,34~~ 10,37	1919 11mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	FrederickLeyland &Co.Ld. *CellDB*	449·5|58·2|37·1 P31'F43'*onShelter* *dk* FK 386'1275*t FPT*125*t*	London British *Cem* 8*BHtoShdk* *APT*80*t*	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1162NHP 2D&2SB,*24cf*,GS440, FD HS17604 BarclayCurle&Co.Ld.Gls.	40 // 0 s 11 // 0½ 29 // 8	
25135	**Fresone** (*ex*Frensham) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	744 — 424	✠ 9,26 ✠	BAs	*f*		1922 7mo	CHWalker &Co.Ld. Sudbrook	F.Fresone *CellDB*113'2	180·0|32·2|10·8 Q111'F22' FK 01*tFPT*45*tAPT*21*t*	Bns.Aires Argentine 3*BHptCem* *ptAsp*	T.3Cy.13",22"&34"-22½" 83NHP 1SB,*3pf*,GS50,HS1610 Plenty&Son,Ld.Newbury	12 // 11	
25136 5246 SEGD	**Frey** *Welldeck* 1*Dk*	*1090* *864* *606*					1911	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	223·1|35·3|13·3 P18'Q59'B106' H90*t*F27'	Stockholm Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
25137 OYDG	**Freya** 1*Dk*	1207 921 719					1924	A/SNak- skovSkibs. Nakskov	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4|36·2|13·7 P13'Q65'B102'F30'	Copnhagn Danish *WB*	T.3Cy.15¾",25⅝"&41⅜"-26¾" Ottensener 89NHP Mch.G.m.b.H.Altona		C
25138 OZBH	**Frida** D.F. 1*Dk&Shelterdk* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0|41·7|16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP Turbine with reduction gear&chain drive 234NHP HelsingörsJernsk.&Mskb.		G
25139 6488 SEGK	— 1*Dk*	677 *510* *356*					1920	Kalund- borgSkibs. Kalundborg	Rederi-A/B Simrishamn (O.Modén,*Mgr.*)	185·2|30·7|11·3 P12'B57'F23'	Simrishmn Swedish *WB*	T.3Cy.13⅝",20⅞"&33⅞"-19⅝" Smith, 51NHP Mygind&Hüttemeier,Cpn		V
25140 DIBO	**Frida Horn** *OilEng.* Sub.Sig. 2*Dks*	3184 2552 1903					1925	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	306·5|45·8|22·8 P25'B100'F33'	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.25$\frac{9}{16}$"-47¼" 453NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudière & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et ce n'est dans le L.R. [illegible]
25141 DOBI	**Friderun** Ⓟ D.F. Sub.Sig. 1*Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden	Norddeutscher Lloyd	296·2 P&B233'F37'	42·8	19·6	Bremen German *WB*	T.3Cy.20",31½"&53¼"-36" NE28 190NHP N V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		G
※ 25142 [illegible] WQCT	**Frieda** 4Mst Note "Poh Shan," *see No.* 39674 *in Supplement* ssN.Y.K.No.3-12,26 ssGal.No.2-34 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Mchy.Aft*	3365 2459 1901	✠100A1 5,37 ~~4,37~~ ✠LMC MS9,33 BS7,36 *Fitted for oil*	Bal Phl *fuel* 8	*u* ,31	CL N7,36 *F.P. a*	1913 2mo *bove* 1	ForeRiver S.B.Co. Quincy,Mass. A&CP 50°F.	UnionSulphurCo. Inc. *CellDBf*240'1010*t*	348·7 P80'B25'F39' FK len17 *Topside tanks* 216'6	45·1	25·4	NewYork Utd.States 5*BHCem* 43*t*	T.3Cy.22½",39"&63"-48" (*s*) 190lb 372NHP 2SB,6*cf*,GS120,HS5277 FD ForeRiverS.B.Co.Quincy	28 ″ 0 s 5 ″ 7¼ 22 ″ 6½	
25143 DIBP	— (*ex*Sailing Vessel) *OilEng.* 1*Dk*	352 301 206					1912	F.Lemm Boizenburg	J.A.Reinecke	132·3	27·9	9·9	Hamburg German	Oil Engines 2S.C.SA 4Cy.12½"-16½" 104NHP *Emade*25, *fitted*27 Gebr.SulzerA.G. Ludwigshaven		G
25144 DIZJ	**Frieda Peters** (*ex*L M.G.) *OilEng.* 1*Dk*	465 414 249					1920	Lübecker Maschb.Ges. Lübeck	H.Peters	150·4	27·4	11·5	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"-17¾" 70NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
25145 DCRX	**Frieda Rehder** (*ex*Altenwerder, *ex*Alexanderpolder) *Mchy.Aft* 1*Dk*	705 530 341					1918	Wortelboer &Co. Westerbroek	CarstenRehder	180·3 P25'Q89'B11'	26·9	12·4	Altona German *WB*	T.3Cy.14⅝",23⅝"&38⅝"-26¾" N.V.Machfab. 77NHP H.J.Koopman,Dordrecht		G
※ 25146 DJRR	**Friedrich Breme** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft Longitudinal framing* *Rudder electrically welded*	~~10437~~ ~~9327~~ ~~8782~~ 10397 9527 5762	✠100A1 12,37 ~~3,37~~ ✠LMC8,36 *Carrying Petr*	Bmn *oleum*	~~*ft*~~ *in*	CL *bulk*	1936 8mo *Lloyd*	Deutsche Sch-u-Mschb. A.G."Weser" Bremen '*sA&CP*	Deutsch-Amerikanische Petroleum Ges. ~~(Waried Tankschiff Rhederei G.m.b.H. *Mgrs.*)~~ *CellDBuE*86'184*t D*	487·3 P107'B39'F35' FK *Tf*16'540*t FPT*370	69·9	37·1	Hamburg German 16*BHptCem* *ptAsp* *tAPTs*210*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"-47¼" 909NHP 2DB*199lb* DB(*fwd.*)*213lb* A.G."Weser," Bremen	37 ″ 0	
25147 UOBK	**Friedrich Engels** *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·3 P14'B52'F38'	48·7	27·1	Leningrad Russian *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"-35$\frac{7}{16}$" 390NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
25148 DOAA	**Frielinghaus** D.F. Sub.Sig 1*Dk*	4339 3398 2356					1922	Frd.Krupp Act.Ges. Kiel	FriedKrupp,A.G. (FriedKrupp's Reederij en Transportbedrijf N.V. *Mgrs.*)	380·1 P41'B157'F47' len32	47·4	26·4	Bremen German *WB*	T3Cy23⅝",39½"&65$\frac{7}{16}$"-45$\frac{3}{16}$" 289NHP Frd.KruppA.G.Kiel		G
25149 DOSH	**Friesenland** TwinSc *OilEng.* D.F. E.S.D. 2*Dks* GyC.	~~5000~~ 5434 4143 2065					1937	Howaldtswerke A.G. Kiel	Deutsche Lufthansa,A.G.	~~455·4~~ 427·0 F403'	~~54·1~~ 54·3	~~25·9~~ 27·0	Bremen German	Oil Engines 2S.C.SA 18Cy.20½"-27$\frac{9}{16}$" 1328NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
25150 DIBQ	**Friesland** *OilEng.* D.F. Sub.Sig. 3*Dks*	6310 5613 3780					1925	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1	58·3	27·0	Hamburg German *WB* *Port by* *Stbd. by*	2 Oil Engines geared to 1 Sc. Shaft 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP Vulcan-Werke,Ham. MaschfAugsburg-Nünbrg		G
※ 25151 PEEK	— ssRot.No.1-34 D.F. *Mchy.Aft Well deck* 1*Dk*(*Stl*)	2662 1952 1532	✠100A1 3,37 BS3,37 ✠LMC10,34 3,38	Rot	*s*	OG ~~3,37~~ 3,38	1930 1mo *Lloyd*	Cowpen D.D.&S.B. Co.Ld. Blyth '*sA&CP*	Scheepvaart en SteenkolenMaats. *CellDB*210'569*tM*	295·2 P69'Q108'F30' FK *Trunk in Well & on Q dk* *T*10' 295*t FPT*130*t*	44·0	18·9	Rottrdam Dutch 6*BHptCem* *APT*16*t*	T.3Cy.20",33½"&57"-39" (*s*) 200lb 270NHP 2SB,6*cf*,GS112,HS4640 N.E.MarineEng.CoLdNwc	21 ″ 0 s 6 ″ 4 19 ″ 5½	
25152 HBVC	— (*ex*Slotholm, ssOsl.2ndNo.3-5,28 *ex*Avessac, ssKel.No.2-37 *ex*Cratloe,*ex*Wellpark) *Well deck* 1*Dk*(*Stl*)& *Web frames*	1029 775 585	✠100A1 2,37 LMC2,37	Kel	*n*	CL 2,37	1904 12mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	A.H.Schwedersky Nachf. *DB*	221·3 Q154'BonQ18'F29' BK7" *a*55'*f*50' 194*t FPT*	31·6	12·4	Memel Lithuanian 4*BHCem* 50*tAPT*22*t*	T.3Cy.16",26"&44"-33" (*s*) 160lb *100lb* NDB16 122NHP NB23*refitted*37 1SB,3*cf*,GS51,HS1987 Ross&Duncan,Glasgow	15 ″ 6	
25153 4790 SDYE	**Frigg** (*ex*EmilR.Boman-34, *ex*Coranian) 1*Dk*& *deep framing*	*1248* *865* *706*	…				1901	W.Harkess &Son Middlesbro'	ÅngfartygsA/B Kjell(H.Jeansson, *Mgr.*)	223·4 Q85'B55'RFD85' F21'H90*t* FK	35·1	14·0	Kalmar Swedish *WB*	T.3Cy.17",28½"&46"-33" 131NHP MacColl&Pollock,Sld.	16 ″ 6	V †
25154 DHIJ	**Frigga** *CruiserStern* *Mchy.Aft* Sub.Sig. 1*Dk*	5831 4922 3394					1924	Brückenbu FlenderA.G. Lübeck	Seereederei "Frigga"A.G.	401·4 P79'F41'	53·3	26·9	Hamburg German *WB*	T3Cy27$\frac{9}{16}$",43$\frac{5}{16}$"&70⅞"-47¼" 346NHP OttenserMchGmbHAltona		G
25155 OXQA	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1095 868 571					1922	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede DampskibsSelsk.	236·2	35·7	14·2	Esbjerg Danish *WB*	T.3Cy.18",30"&50"-36" HelsingörsJernsk. 150NHP &Mskb.Elsinore		V
25156 DARJ	— Ⓟ (*ex*Deutschland) Wireless 1*Dk*	557 468 220					1925	Nüscke& Co.A.G. Stettin	StettinerDampfs. Ges.J.F.Braeunlich G.m.b.H.	188·7 B136'F17'	28·1	12·7	Stettin German *WB*	T.3Cy.18⅛",29½"&47¼"-31½" 125NHP Waggon&MschAGGorlitz		G
25157	**Frigorifico Gualeguaychu No.1** (*ex*Faraon, *ex*Ibera) TwinSc 1*Dk OilEng.* *Mchy.Aft Ref.Mchy*	732 340 565	Lloyd'sRMC ~~[illegible]~~11,37				1929	D.W.Kremer Sohn Hamburg	Frigorifico Gualeguaychu Soc.Anon.	191·3	36·0	9·8	Gualeguay-chu Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"-11$\frac{13}{16}$" 72NHP Mot.WerkeMannheim		
25158 FOTG	**Frimaire** *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	9242 8322 6447					1929	Deutsche WerftAGBet Reihstgwrft Hamburg	Cie.Nationale de Nav.	468·0 P107'B36'F39'	61·8	36·4	Rouen French *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"-47¼" 256NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		V
25159 8 SYGA	**Frinton** Ⓟ (*ex*Kilkenny) ssAnt.2ndNo.3-1,27 ssPir.No.1-31 Wireless 2*Dks*(*U dkStl*-ws)	*1361* *1034* *576*	… 6,35	Pir	*q*		1903	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Ce*	D.InglessiFils S.A.Nav.deSamos *llDB f*56'90*tDTs*	269·7 P&B182'F73' BK8" *f* 33'212*tAPT*35*t*	36·2	16·3	Samos Greek 8*BHCem* 2 ,,*to 2nd dk*	T.3Cy.26$\frac{3}{16}$",43"&69"-42" 542NHP 2DB,12*cf*,GS258,HS8813 FD ClydeS.B.&E.Co.Ld.P.Gl.	17 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25160 1321 IBKM	**Frisco** (*ex*W.S.Porter) 3Mst *ss*Gen.2ndNo 3-3,31 *ss*Gen.No.1-37 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes*	4794 4562 2946 —	✠100A1 ~~4,37~~ ~~3,31~~ 11,37 BS11,37 *CarryingPetr* *Fittedforoil*	Gen 4,37 ✠LMC~~3,34~~ *oleum* *fuel* 1	*x* *in* 1,0	CL ~~7,29~~ 3,37 *bulk* 6 *F.P.*	1906 11mo *above*	NwprtNws S.B.&DD.Co. NewprtNews A&CP 150° F.	PetroleumSoc. Anon.diNav. *CellDB*	395·3 P69'B27'F34' FK *uE&B*65' 168*tFPT*	49·6	28·0	Genoa Italian 12*BHCem* 88*tAPT*62*t*	T.3Cy.28",44"&74"-54" 180lb *180lb* 497NHP 3SB,12*cf*,GS266,HS8502 NewportNewsSB&DD.Co.	30 ″ 3 s6 ″ 6¼ 23 ″ 11	
25161 5056 SEGM	**Frisia** (*ex*Karlsborg) *ss*Got.2ndNo.3-7,35 1*Dk*(*Stl*)&*deep framing*	*1059* *874* *583*	✠100A1 ~~8,37~~~~10,36~~ 12,37 MS2,35	Got ✠LMC ~~BS8,36~~ 8,37	*n*	OG ~~7,85~~ 8,37	1909 7mo	Bergens Mek.Værks. Bergen A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *WB=CellDBa*69'	222·8 236·3(O.L.) P24'B62'H92*t*F24' FK *uE*13'*f*88'209*tFPT*	35·0	13·5	Gothenbrg Swedish 4*BHCem* 77*tAPT*29*t*	T.3Cy.17",26½"&46"-30" (*s*) 180lb 139NHP 2SB,4*cf*,GS65,HS2317 BergensMekVærksBergen	15 ″ 10 s 1 ″ 11 14 ″ 2	
25162 DGCE	**Frisia I.** Ⓟ TwinSc 2*Dks*	504 322 208					1928	J.L.Meyer Papenburg	A.G.Reederei Norden-Frisia	170·9 P115'F25'	28·2	9·0	Norderney German *WB*	T.6Cy.9⅞",16½"&26⅜"-15¾" 56NHP J.L.Meyer,Papenburg		G
25163 DGJJ	**Frisia X** TwinSc *OilEng.* 1*Dk* *CruiserStern*	331 204 136					1935	Jos.L. Meyer Papenburg a.d.Ems	A.G.Reederei Norden-Frisia	135·4 B57'	24·9	7·5	Norderney German *WB*	Oil Engines 4S.C.SA 12Cy.$8\frac{7}{16}$"-$14\frac{3}{16}$" 83NHP DeutscheWerkeA.G.Kiel		G
25164 91 INMD	**Frisio** Ⓟ (*ex*Posillipo) 1*Dk*	354 272 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·1	24·7	11·0	Naples Italian	T.3Cy.11⅘",18$\frac{1}{10}$"&30"-21⅔" 42NHP Cant.Nav.Riuniti,Ancona		I
25165 DAAR	**Fritz Schoop** Sub.Sig. Wireless D.F. E.S.D.	1598 1294 903					1925	Nuescke& Co.A.G Stettin	KohlenImport-u. PoseidonSchiffahrt A.G.	250·9 Q81'B67'F25'	37·8	17·0	Königsbrg German	C4Cy(2)14¾"&(2)31½"-31½" 93NHP A.Borsig,G.m.b.H.Berlin		G
25166 OXUC	**Frode** 1*Dk*	2140 1909 1285					1918	Nylands Værksted Oslo	DetForenede DampskibsSelsk	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
* 25167 7458 SDLW	— (*ex*Bravo-34, *ss*Lkr.3rdNo.3-12,33 *ex*E.M.Dalgas) 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1535* *1335* *862*	✠100A1 6,37 ~~4,36~~ BS1,37	Osc ✠LMC12,33	*q*	OG ~~11,33~~ 6,37	1898 5mo *Lloyd*	Grngemth DockyardCo Grngemouth '*sA&CP*	RederiA/B Frode .(H.Selander) *CellDBa&uE*94'*u*	254·0 P25'B62'F25' FK *B*16'*f*94'391*t FPT*	36·8	18·1	Stockholm Swedish 4*BHCem* 41*tAPT*17*t*	T.3Cy.19",31"&51"-36" 160lb *90lb* 160NHP 1SB,3*cf*,GS62,HS2451 Hutson&Son,Glasgow	20 ″ 4 s 2 ″ 7½ 17 ″ 11	
25168 LDXQ	— (*ex*HollandiaI.) *Well deck* *Mchy.Aft* 1*Dk*	697 508 360			...		1917	NVScheep. DeMerwede Hardinxveld	RederiA/S Stein- mann(OttarHolter *Mgr.*)	180·3 Q100*t*B22*t*F17*t* H20*t* FK	28·2	12·1	Sarpsborg Norwegian *WB*	T.3Cy.13½",22½"&36"-27" 100NHP Penn&Bauduin,Dordrecht	14 ″ 6	N †
25169 TSU	**Fronsac** *Mchy.Aft* 1*Dk*2*trB*	518 355 174					1906	Scottof Kinghorn,Ld Kinghorn	Worms&Co.	160·0 P106'F27'	26·1	11·5	Havre French *WB*	T.3Cy.12",19"&33"-24" 53NHP Scottof Kinghorn,Ld.Kgn.		V
25170 223078 KFLJ	**Frontenac** *Mchy.Aft* D.F. 1*Dk*	8158 7828 6531					1923	Gt.Lakes Eng.Works RiverRouge, Mich.	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo. *Mgrs.*)	580·0	60·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"-42" 274NHP GreatLakesEngineering Works,Detroit,Mich.		R
* 25171 LCTA	— *ss*Fal.No.2-35 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7350 6777 4397	✠100A1 ~~3,37~~ ~~12,36~~ 4,38 ~~BS1,37~~ 4,38 *CarryingPetr* *Fittedforoil*	Sws ~~Hfx~~Gls ✠LMC2,35 *oleum* *fuel* 2	*b*† *in* ,28	CL 3,36 *bulk* *F.P. a*	1928 2mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP* 50° F.	D/S A/S Baltimore (Halle&Peterson, *Mgrs.*) *CellDBuE&B*66'	440·9 P105'B30'F40' FK 254*tDTf*34' 551*tFPT*126	58·4	33·7	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 „*2nd*„) *tAPT*174*t*	T3Cy.27$\frac{3}{16}$",45"&75"-54"(*s*) 180lb 605NHP 3SB,12*cf*,GS226,HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
25172 107668	— Ⓟ 2*Dks*	304 184 206					1899	Carrier, Lainé&Co. Levis	ThousandIsland Nav.Co.Ld.	119·6	28·1	9·6	Quebec British	1Cy.12"-12" 48RHP Carrier,Lainé&Co.Levis		
25173 6883 SEGW	**Frost** TwinSc Wireless *OilEng.* *Mchy.Aft* 1*Dk*&*ShelterDk*	*1573* *1265* *834*					1922	A/B Finn- bodaVarf Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	270·9 H82*t*	41·1	15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"-28⅜" 345NHP Akt.Atlas-Diesel,Skm.		V
25174 LDXS	**Fröya** Ⓟ 2*Dks*	324 300 165					1912	Trndhjems Mek.Værks Trondheim	FosensAktie- Dampskibsselskab	132·3 H24*t* len26	21·1	15·6	Tr'ndheim Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP TrondhjemsM.V.Trondhm		
* 25175 161547 GPNL	**Frumenton** *ss*Sld.No.2-38 ~~*ss*Nwc.No.1-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6675 5992 4059	✠100A1 *withfreeboard* ~~1,38~~ 5,38 ~~MS6,38~~ ~~BS1,37~~	Shl ~~Npt~~ Nwc ~~✠LMC4,35~~ DBS10,34 ✠LMC5,38	*c*†	CL ~~N2,30~~ N1,38	1930 2mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *Cell DB*369'1904*tF*	436·3 452·0(O.L.) FK *PT*305*tAPT*340*t*	60·3	29·0	Newcastle British 8*BHCem* (*Coll toSh dk* 7 „ *2nd*„)	T.3Cy.23½",40¾"&70½"-48" 220lb *220lb* (*s*) 451NHP 2SB(Spt),8*cf*,GS147, FD HS5898 J.Dickinson&Sons,Ld.Sld.	32 ″ 0 s4 ″ 5¾ 27 ″ 8¾	
25176 EEON	**Frutero** Steel&Iron3Mst (*ex*Normand,*ex*BellRock) *Well deck* 1*Dk* *Mchy.Aft* *IrnframingStlplating*	341 273 205			...		1893	R.William- son&Son Workington	J.Llovet	153·8 Q84'B10'F20' BK7"	23·6	9·8	Valencia Spanish *WB*	C.2Cy.19"&38"-27" 68NHP Dunsmuir&Jackson,Gls.	11 ″ 3	
25177	**Fu Hai** (*ex*Wuchow-37, TwinSc *ex*RobertLebaudy)	358 — 207					1909	Kwong SangLung HongKong	WahNamS.S.Co.	123·6	22·0	8·0	Canton Chinese	C.4Cy.10"&20"-14" 25NHP KwongSangLungH.Kg.		
25178	**Fu Ho** Ⓟ (*ex*Komata-35) 1*Dk*	*2115* *1772* *1294*					1907	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	~~FanShienHo~~ V.K.Song	286·0 P24'B68'F30'	42·1	18·5	Tsingtao Chinese *WB*	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		
* 25179 146547 MKYT	**Fu-Kwang** TrpSc *OilEng.* Wireless D.F. *ss*Shi.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*)&*pt2nd dk*(*Stl*) &*Web frames*	1402 1238 643	✠100A1 *withfreeboard* 2,37 DBS2,37 *CarryingPetr*	Shi ✠LMC2,34 ✠LMC(M)2,36 *oleum*	*p* *in*	2,36 *bulk*	1922 4mo	Rotterdam Droogd.Maat Rotterdam A&CP	AsiaticPetroleum Co.(NorthChina) Ld.	257·8 B54'F27' FK *FPT*100*t*	37·4	15·6	Shanghai British 11*BHptCem* *APT*48*t*	Oil Engines 2S.C.SA 12Cy.16½"-18⅗" *165lb* 274NHP NDB13*refitted*22 Ruston&Hornsby,Ld. Lincoln	17 ″ 0 s 7 ″ 0½ 10 ″ 2	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. B. of Trade
25180 XNFX	**Fu-Lung** (*ex*Doen-Samud, *ex*Chiengmai) 1*Dk*&*deep framing*	1911 — 1172					1906	Schiffsw. v. HenryKoch Lübeck	SanPehS.N.Co.Ld.	265·8 P36'B75'F38'	40·0	16·6	Shanghai Chinese *WB*	T.3Cy.17½",28¾"&46½"-32½" 121NHP J.F.Ahrens,Altona		
25181	**Fu Yuang** (*ex*Mione-37, *ex*Maranoa-35, *ss*Syd.No.3-7,33 *ex*Eromanga) 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl*)&*Web frames* *Longitudinal framing*	3359 3013 1922	✠100A1 *Shelter dk* *with freeboard* 4,37 ~~1,36~~ BS4,37 ~~[illegible]~~ ✠LMC5,35 ✠NB6,21 *refitted*4,36	Kob	*v*	CL 1,35	1921 4mo	GovtDkyd. Newcastle, N.S.W. A&CP	~~V.K.Song.~~ Skibs A/S Thule(T.B. Torgersen,*Mgr.*) *Cell DB*277'884*t*	331·0 FK *Collision* *FPT*118*t APT*204*t*	47·9	23·5	Tsingtao Chinese *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.~~26"~~ 24",41"&68"-45" (*s*) 180lb 400NHP 2SB,6*cf*,GS123,HS5634 FD Govt.DkydNwcastle,NSW	26 " 1 s 2 " 4 23 " 11½	
25182 219302 KJKW	**Fueloil** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	1370 1090 760			...		1919	National S.B.Co. Violet,La.	Mexican PetroleumCorp.	242·5 P72'F21' FK	36·9	19·7	NewYork Utd.States *WB*	C.4Cy.16"&32"-24" NE&B21 194NHP StatenIslandS.B.Co.N.Yk.	19 " 0	R †
25183 EAEP	**Fuerteventura** Ⓟ *ss*LaP.2ndNo.3-12,36 ~~*ss*LaP.No.3-9,24~~ Wireless ~~*ss*Mga.No.2-32~~ 1*Dk*&*Shelter dk*(*Teak*)	478 270 187	✠100A1 *Shelter dk* *with freeboard* 12,36 ~~3,35~~ ✠LMC MS12,36 ~~BS[illegible]~~6,37	LaP	*h*	CL ~~2,35~~ 5,37	1912 4mo	Smith's DockCo.Ld Middlesbro' *Lloyd's*A&CP	Cia.Trasmediterranea *WB=Cell DBa*33'*uE*14' *f*66' 87*t FPT*10*t APT*10*t*	160·0 FK	25·9	10·4	L.Palmas Spanish 4*BHCem*	T.3Cy.13",22"&36"-26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	11 " 0 s " 3 11 " 0	
25184 151712 FDHR	**Fuh Wo** TwinSc *ss*Shi.No.3-5,37 ~~*ss*Shi.No.3-3,29~~ 1*Dk*(*Stl*) ~~*Fitted for oil fuel*~~	953 527 500	A1 5,37 *For River Service* *Fitted for oil fuel* 3,29 *F.P. above* 150°F	Shi LMC5,37		OG 3,37	1922	Yarrow& Co.Ld. Glasgow *Lloyd's*A&CP	Indo-ChinaSteam Nav.Co.Ld. *MT*18'170*t Tank between tunnels* 84*t*	204·0 210·0(O.L.) F25' FK	33·1	10·0	Shanghai British 8*BHAsp* ~~[illegible]~~	T.6Cy.18",26"&39½"-18" HS8253 225lb (*s*) 446NHP 2 WaterTubeBoilers VD Yarrow&Co.Ld.Gls.	10 " 6	
25184*	**Fuhsing** (*ex*WanTai-36, *ex*ChuseiMaru-34, *ex*SeiunMaruNo.10) 2*Dks*	696 — 476					1910	G.S.K.Ha- radaShoko Osaka	ShawHsingS.S. Co.Ld.	171·9	25·7	18·6	Lungkow Chinese	T.3Cy.13¾",21¾"&36¾"-24" 64NHP G.S.K.HaradaShokoOsaka		
25185	**Fuji Maru** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	8750					1936	Mitsubishi JukogyoK.K Nagasaki	KinkaiYusenK.K.	452·8 F105'	60·4	36·1	Tokio Japanese *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts 1333NHP MitsubishiJukogyoK.K. Nag.		
25186 37065 JUFH	— *Oil Eng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.* *Cruiser Stern*	703 603 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaShosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 163NHP MitsuiZosenKaisha,Ld. Kobe		
25187 36743 JJZC	**Fujisan Maru** *Oil Eng.* *ss*Kob.No.1-35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* *Mchy.Aft* *Web frames* *Longitudinal framing*	9520 8605 5440	✠100A1 7,37 ~~11,36~~ ✠LMC CS5,36 DBS~~[illegible]~~7,37 ~~[illegible]~~7,37 *Carrying Petroleum in bulk*	Yka	*f*†	CL ~~11,36~~ 7,37	1931 8mo	Harima S.B.&Eng. Co.Ld. Harima *Lloyd's*A&CP	IinoShojiK.K. *Cell DBuE*89'358*t DTf*65'709*t FPT*172*t APT*23*t*	493·4 P147'B38'F40' FK	65·0	37·0	Tokio Japanese 12*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1857NHP 2DB200*lb* DB(s)100*lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	37 " 0 s 9 " 4 27 " 10½	
25188 24469 JPMB	**Fuki Maru** 1*Dk*	2453 — 1695					1918	Asaki S.B.Co. Osaka	Kuribayashi ShosenK.K.	284·0	41·0	24·5	Tokio Japanese *WB*	T.3Cy.19½",31"&54"-36" 175NHP HirotaniSeikosho,Osaka	24 " 6	
25189 26548 JFJD	**Fukkai Maru** *ss*Kob.No3-5,32 2*Dks*(*Stl*)	3830 3460 2326	✠ ~~[illegible]~~ 9,37 ✠~~[illegible]~~	Kob	*w*	CL 5,34	1920 1mo	Yokohama DockCo. Yokohama A&CP	MeijiKaiunK.K. *Cell DB*316'793*t FPT*56*t APT*29*t*	345·0 P33'B77'F41' FK	50·0	29·1	Tarumi Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb 343NHP 2SB,6*cf*,GS106,HS4414 FD YokohamaDk.Co.Yka.	29 " 1 ~~s 5 " 5½~~ ~~23 " 11~~	
25190 30509 JAKB	**Fukko Maru** TwinSc *Oil Eng.* *ss*Kob.No.3-7,36 1*Dk*(*Stl*)	3834 3385 2290	✠100A1 8,37 ~~7,36~~ ✠LMC CS7,36 DBS~~7,36~~8,37 ~~7,36~~8,37	Kob		CL 7,36	1924 12mo	KobeSteel Works Harima *Lloyd's*A&CP	FukkoShosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *Cell DB*280'814*t DTa*29'855*t FPT*91*t APT*75*t*	350·7 P21'B97'F35' FK	50·0	27·0	Hashidate Japanese 6*BHptCem*	Oil Engines 2S.C.SA 8Cy.18½"-29⅛" 478NHP DB120*lb* SulzerBros&CoWinterthur	27 " 0 s 4 " 9½ 22 " 5	
25191 20606 JFCD	**Fuku Maru** *ss*Kob.No.3-2,30 *ss*Kob.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing* &*Web frames*	4378 3692 2767	... 5,37 ✠	Kob	*w*		1917 8mo	OsakaIron Works,Ld. Innoshima	TaishoKisen GomeiKaisha (KotaniMokun- osuke) *Cell DB*298'1136*t DTa*32'693*t FPT*115*t APT*29*t*	345·0 P30'B99'F34' FK *on Shelter dk*	49·8	28·2	Osaka Japanese 6*BHCem*	T.3Cy.24",41"&67"-48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 " 2	
25192 19585 JATB	**Fukui Maru No. 2** Wireless 1*Dk*	1572 1332 1091					1917	Hakodate Dock,K.K. Hakodate	TeikokuKisenK.K.	235·0	36·0	21·5	Tokio Japanese *WB*	T.3Cy.18",29"&49"-33" 138NHP HakodateDk.Co.Hakodate		
25193 27463 JFIA	**Fukuken Maru** Ⓟ 2*Dks*	2558 2009 1570			...		1920	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks,Ld.Osaka	23 " 0	
25194 9395 JTVB	**Fukura Maru** (*ex*Bogstad) 1*Dk*2*trB*&*Web frames*&*ptAwng dk*	3122 2345 1926			...		1894	Nylands Værksted Oslo	TanakaShojiK.K.	325·0 P28'Q100' BK10" *ptAwng dk*194'	41·8	21·2	Takuma Japanese *WB*	T.3Cy.23",37½"&61½"-42" NB06*refitted*10 258NHP NylandsVærksted,Oslo	24 " 0	
25195 23570 JRDE	**Fukusei Maru** Wireless 1*Dk*	1223 1039 722					1918	Osaka Zoseusho Osaka	MeijiKaiunK.K.	225·0	33·0	18·7	Tazumi Japanese *WB*	T.3Cy.16",26"&42"-30" 97NHP LettsuTekkosho,Osaka		
25196 9445 JCWC	**Fukushu Maru** (*ex*Standard) Wireless 1*Dk*&*Spar dk*	1455 1335 989					1903	Framnes Mek.Værks. Sandefjord	KitaNipponKisen K.K.	237·1	34·2	19·2	Fuchu Japanese *WB*	T.3Cy.16½",27"&44"-33" 111NHP Akers.Mek.Værks.Oslo		
25197 25517	**Fukuun Maru No. 1** Wood	649 — 459					1918	....	KajiYonezo	174·8	28·0	15·7	Shikitsu Japanese			
25198	**Fukuyama Maru** 2*Dks* *Cruiser Stern*	3590 2130					1936	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	335·0 P29'B86'F36'	48·0	26·0	Japanese *WB*	T.3Cy.22$\frac{1}{16}$",37"&61"-42¼" 241NHP KobeSteelWorks,Kobe		
25199 22720 JPKB	**Fukuyei Maru** Wireless 1*Dk*	1114 985 772					1918	Hakodate Dockyard Hakodate	Kuribayashi ShosenK.K.	215·0 B49'F28'	31·5	18·5	Tokio Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP HakodateDockyard		
25200 4071 JGKJ	**Fukuyei Maru No. 9** *Oil Eng.* *Mchy.Aft*	617 — 402					1935	Mihara S.B.Yd. Osaka	MansenUnyuK.K.	170·0	28·0	14·9	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{5}{16}$"-20⅛" 117NHP HanshinTekkosho,Kobe		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25201 42056 JGKL	**Fukuyei Maru No. 10** *OilEng.*	847 — 601					1936	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0	31·0	17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$12\frac{3}{16}$"–$19\frac{11}{16}$" 172NHP NipponHatsudokiK.K.		
25202 27732 JTHD	**Fukuyo Maru** (*ex*HoshuMaru) *ss*Kob.No.3–5,34 2*Dks*(*Stl*)	5463 4996 3405	✠100A1 7,37 ~~6,36~~ BS7,37	Yka ✠LMC6,36	*z*	CL ~~5,34~~ 6,37	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*339'944t *APT*28t	53·2	29·4	Yokohama Japanese 6*BHCem*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 7 25 ″ 9	
25203 DOBS	**Fulda** Ⓟ TwinSc D.F. *Corrugated sides* *OilEng.* E.S.D. GyC. Sub.Sig. 4*Dks*	7744 6840 4138					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·8 B139'F45'	57·6 62·3	31·3	Bremen German *WB*	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1493NHP Gebr.Sulzer,Ludwigshafen		G
* 25204 1097 IBMM	**Fulgor** *ss*Pal.No.3–6,34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinalframing* D.F. Sub.Sig.	6654 5730 3843	✠100A1 6,37 ~~8,36~~ ✠NB1,29 MS6,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Gen Pal ✠LMC BS~~8,36~~ 6,37	*z*	CL ~~N6,34~~ 6,37	1922 6mo	Cant.Nav. dellaSpezia Spezia A&CP	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati	399·6 P105'B30'F36' FK *CellDBuE&B*58' 200t *DTf*29'365t *FPT*290t *APT*290t	55·1	30·9	Genoa Italian 17*BHptCem* (14 *to U dk* 3 ,, *2nd* ,,)	Q.4Cy.21",29½",43"&62"–45" 230lb *120lb* (*s*) 399NHP 3SB,9*cf*,GS135,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s 5 ″ 4 26 ″ 1¾	
* 25205 164572 MKVK	**Fulham** Wireless 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	1599 1202 879	✠100A1 *withfreeboard* 4,37 ~~8,36~~	Lth Shl ✠LMC2,36	*p*	OG	1936 2mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *A&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough ofFulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	238·1 Q145'B16'F22' FK *CellDBuE*24'*f*159' 571t *Deck tank amids* 56t *FPTs*167t *APT*12t	38·3	16·5	London British 4*BHptCem*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 6 ″ 3¼ 16 ″ 7¾	
25206 164639 MLSM	**Fulham II** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	1596 1202 877	✠100A1 *withfreeboard* 4,37 ~~8,36~~	Lth Shl ✠LMC8,36	*p*	OG	1936 8mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *A&CP*	TheMayor,Aldermen&Councillors of theMetropolitan Borough ofFulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	238·1 Q145'B16'F22' FK *CellDBuE*24'*f*159 571t *Deck tank amids*56t *FPTs*167t *APT*12t	38·3	16·5	London British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 6 ″ 3¼ 16 ″ 7¾	
25207 165452 MMFZ	**Fulham III** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	1594 1201 874	✠100A1 *withfreeboard* 4,37	Lth ✠LMC4,37	*p*	OG	1937 4mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *A&CP*	TheMayor,Aldermen&Councillors of theMetropolitan Borough ofFulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	238·3 245·3 FK Q145'B16'F22' *CellDBuE*24' *f*159'571t *Deck tank amids*56t *FPTs*167t *APT*12t	38·3	16·5	London British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"–33" 200lb (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 6 ″ 3¼ 16 ″ 7¾	
25208 LDXT	**Fulton** (*ex*Hardanger) 1*Dk*	1109 974 655					1905	Bergens Mek.Værks. Bergen	A/S Fulton (RasmusF.Olsen)	226·8 P12tH45tF31t	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25"&43"–30" 106NHP BergensMekVærksBergen		N
25209 34833 IDZE	**Funagawa Maru** *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	865 647 462					1929	Asano Zosensho Tsurumi	NakagawaKisen K.K.	185·0 P65'F21'	29·5	15·7	Yokohama Japanese *WB*	T.3Cy.13",21"&36¾"–27" 67NHP AsanoS.B.Co.Ld.Tsurumi		
25210	**Funchalense** (*ex*Everhard) *OilEng.* *Mchy.Aft* 1*Dk*	374 268 193					1927	Gebroeders Bos Groningen	Empresa de Navegaçao Madeirense Ltda.	142·4 Q38'F15'	23·2	10·7	Funchal Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.11"–$19\frac{11}{16}$" 70NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
25211 TCBE	**Furuzan** Ⓟ (*ex*Kephalinia, Iron *ex*Argostoli,*ex*PolisMyteline, *ex*Ville deCette) 2*Dks*	1074 937 686			...		1880	Hodgson& Soulsby Blyth	~~SadikOgluNazim~~ Sadikoglu Nazim	221·5 P36'B52'F29' BK8"	31·3	18·3	Istanbul Turkish *WB*	C.2Cy.29½"&55"–36" NB95 141NHP Black,Hawthorn&Co.Gts.		
25212 954 JUXB	**Fusan Maru** Ⓟ 2*Dks*	1626 1374 953					1920	Osaka Tekkosho Habu	ChosenYusenK.K.	260·0 P21'B80'F31'	35·0	21·0	Jinsen Japanese	T.3Cy.18",30"&50"–36" 150NHP OsakaTekkosho		
25213 17741 JFMD	**Fushimi Maru** Ⓟ TwinSc *ss*Yka.No.3–1,27 *ss*Yka.No.2–35 2*Dks*(*Stl–U* ws)&3rd *Dk* (*Stl*) *inNos.*1,3&4*holes*	10936 8971 6846	✠100A1 ~~5,37 7,36~~ 1,38 ~~BS7,36~~ BS~~5,37~~1,38	Yka ✠LMC10,35	*g*†	CL ~~P10,35~~ s12,36 P1,38	1914 12mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki *A&CP*	NipponYusenK.K.	513·0 P99'B191'F56' FK *WB* = *Cell DBa*157' *uE&B* 92' *f*193' 2056t *FPT*148t *APT*57t	63·5	37·5	Tokio Japanese 8*BHCem*	T.6Cy.28",47"&79"–51" (*s*) 200lb FD 1337NHP 7SB,21*cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s 8 ″ 11¼ 29 ″ 0	
25214 29815 JPMA	— (*ex*Hobart) *ss*Mel.No.3–5,15 *ss*Mel.No.1–19 1*Dk*(*Irn*)&*deepframing*	2542 2287 1539	✠ 9,24	Mel ✠	″*t*		1902 10mo	W.Gray& Co.Ld. WHartlepool	MasudaKyugoro	306·4 P25'*pt Shltr dk a*18' B80'*pt Shltr dk f*18' F31' FK *CellDBa*98'*uE*22'*f* 128'671t *APT*129t	45·1	20·1	Kobe Japanese 5*BHCem*	T.3Cy.22",35"&59"–39" 231NHP 2SB,6*rf*,GS91,HS3510 Cen.Mar.EngWrks.WHpl.	22 ″ 5	C †
25215 10293 JOJE	— IronBg (*ex*SunChangMaru,*ex*Fushimi *OilEng.* Maru,*ex*Veteran, 2*Dks*&*Spar dk* *ex*Thales)	1229 1165 982			...		1864	A.Denny Dumbarton	Amagasaki KisenbuGomei Kaisha	233·7 F54' BK8"	30·3	22·5	Shimonoseki Japanese	Oil Engines NE35 NipponHatsudokiK.K.	24 ″ 3	
25216 293 IBVM	**Fusijama** TwinSc *OilEng.* *ss*Tri.No.2–38 ~~*ss*Tri.No.1–33~~ D.F. 2*Dks*(*Stl*) *Ref.Mchy.*	6244 5025 3907	✠100A1 1,38 ~~12,36~~ DBS~~7,36~~8,37 Lloyd'sRMC~~4,37~~ ~~8,37~~ 1,38 for temp. 43° F.	Tri 5,38 ✠LMC CS~~[illegible]~~ ~~4,35~~ 11,35	*a*†	CL ~~5,35~~ 4,37	1929 3mo *Lloyd's*	Stabilmnto Tecnico Trieste *A&CP*	LloydTriestino Soc.Anon.diNav.	448·3 430·0 P36'B283'F44' FK *CellDB*365'1026t *FPT*114t *APT*47t	55·4 55·4	27·7 27·7	Trieste Italian 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
* 25217 29718 JYJA	**Fuso Maru** Ⓟ (*ex*Latvia, TwinSc *ex*Russia, *ss*Kob.2ndNo.3–3,33 *ex*Russ,*ex*Rossija) *ss*Kob.No.1–36 3*Dks*(*Stl*-*Mws U teak's*) Now "Huso Maru," see No. 38509 in Supplement	8199 6744 4990	✠100A1 3,37	Kob ✠LMC3,37	*e*†	CL P2,35 SN3,37	1908 5mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow *A&CP*	OsakaShosenK.K.	475·0 P47'B199'F83' FK *CellDBa*115' *uB&f*248'1174t *Tank between tunnels*135t *FPT*61t *APT*36t	57·7	32·6	Osaka Japanese 8*BHCem*	T.6Cy.26",45"&76"–54" (*s*) 185lb 1130NHP 3D&1SB,21*cf*,GS409, HS16040 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
25218 12181 JKMC	— Wireless 1*Dk*	987 923 578					1909	OsakaIron Works Osaka	MiyakoKisenK.K.	217·7	29·1	19·0	Shimoda Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillanse Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade
25219 40717 JGNJ	**Fuyo Maru** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	377 — 272					1935	Urabe Zosen Tekkosho Osaka	**TowaKisenK.K.**	129·9|26·0|13·0 Q12'F23'	**Kobe** Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18¼" 193NHP NipponHatsudokiK.K. Kobe		
25220 137086 GKSR	**Fylingdale** ssCff.No.3-2,37 ~~ssCff.No.2-33~~ *1Dk(Stl)*	3918 3499 2322	✠100A1 ~~2,37~~ ~~1,36~~ 12,37 ✠LMC MS ~~2,36~~ 2,37 BS ~~1,36~~ ~~2,37~~ 5,38	Bry Cff	*x*	CL ~~2,36~~ 11,37	1924 12mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	**Rowland&Marwood'sS.S.Co.Ld.** (Headlam&Son, *Mgrs.*)	364·5|51·5|22·7 378·9(O.L.) P33'B222'F33' FK *CellDB*320' 962*t FPT*	**Whitby** British *6BHCem* *68tAPT194t*	T.3Cy.25",42"&68"-45" (*s*) 180lb ~~180lb~~ 150lb 345NHP 2SB,*6cf*,GS126,HS5423 Richardson,Westgarth&Co.Ld.Sld.	25 ″ 0 s 3 ″ 0½ 22 ″ 2	
25221 OYDL	**Fylla** ssOpn.2ndNo.3-4,29 Wireless ssSvb.No.2-37 *1Dk(ptIrn&ptStl)&deepframing*	792 677 449	✠100A1 2,37 ✠LMC2,37	Svb	*l*	OG 6,36	1906 5mo *Lloyd's A&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen	**D/S A/S Progress** (M.Nielsen&Son, *Mgrs.*) *WB=CellDB&*	211·2|30·7|13·1 P13'B59'F28 FK *uE68f* 88'237*tFPT*	**Copnhagn** Danish *4BHCem* *39tAPT26t*	T.3Cy.14",22½"&37"-24" (*s*) 180lb 79NHP 2SB,*4cf*,GS40,HS1300 Kjbnhavns.Flydk.&Skbsv.	15 ″ 6 s 1 ″ 7½ 14 ″ 0	
25222 OXUS	**Fyn** Ⓟ Now "Svea" – *For particulars see No. 18755* ~~*(Twin Screws fore & aft)*~~ *2Dks*	799 719 309					1919	Orlogs-varftet Copenhagen	**DeDanskeStatsbaner**	222·9|34·5|14·1	**Fredricia** Danish *WB*	C.4Cy.19"&38"-20" 108NHP Orlogsvarftet,Cpn.		
25223 6668 SEHI	**Fyrileif** *1Dk*	924 714 495					1921	Helsingbrg WarfsAktieb. Helsingborg	**A.Smith**	205·0|33·5|15·2 Q67'B56'F19'	**Stockholm** Swedish *WB*	T.3Cy.18⅛",29½"&46⅞"-27½" 110NHP HelsingborgWarfsA/B		V

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of TradeCert.
25224 206423	**G. A. Boeckling** Pad 1*Dk*	328 — 157					1909	Gt.Lakes Eng.Works Ecorse	BayTransportationCo.	155·2	30·0	9·1	Sandusky Utd.States	C.2Cy.25½"&44½"-72" *E*made—*refitted*09 140NHP		
25225 206623 KDXJ	**G. A. Tomlinson** *Mchy.Aft* D.F. GyC. 1*Dk*	6361 — 4862					1909	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
* 25226 8987 LCPW	**G. C. Brövig** TwinSc *OilEng.* Sub.Sig. *ss*Got.No.1-34 *Mchy Aft* *CruiserStern* 1*Dk*(*Stl*) D.F. *ProgressiveSurvey of Oil tanks*	9718 8987 5860	✠100A1 10,37 ~~3,37~~ ✠LMC CS12,34 8,36 DBS10,36 *CarryingPetroleum in bulk*	Yka	*e*†	CL 7,36	1930 10mo *Lloyd's*A&CP	Götaverken A/B Gothenburg	Th.Brövig *CellDBuE*71'304*t*	475·6 P103'F40' FK *DTf*33'622*tFPT*19	64·2	37·8	Farsund Norwegian 10*BHptCem* 6*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 2DB*180lb* 724NHP GotaverkenA/B,Got.	37 ″ 3	
25227 141783 WDDZ	**G. G. Post** (*ex*JohnAnderson-32, *ex*Luzon) *Mchy.Aft* 1*Dk*2*trB*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	346·0	48·2	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		R
25228 230210 KGRY	**G. Harrison Smith** *Mchy.Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Carrying Petroleum in bulk*	11752 11387 7328					1930	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey	525·0 B36'F40'	74·3	40·5	Wilmgton (Del.) Utd.States *WB*	2 Steam TurbinesDR geared to 1 Sc. Shaft DeLavalSteamTurbineCo Trenton,N.J		R
25229 111930 VGQY	**G. R. Gray** (*ex*Traveller) Wood Wireless 2*Dks*	438 388 248					1871	A.Stokes Sheboygan, Wis.	AbitibiPower&PaperCo.Ld.(*in liq.*)	140·0	24·0	12·0	Toronto British	C.2Cy.25"&54"-36" *E*made98 145NHP F.W.Wheeler,WestBay City,Mich.		
* 25230 159441 VPJG	**G. S. Walden** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *Cruiser Stern* 2*Dks* *Longitudinal framing–bracketless system "Arcform"*	10627 9704 6292	✠100A1 ~~10,36~~12,37 ✠LMC8,35 *CarryingPetroleum in bulk*	Yka Sng		CL	1935 8mo *Lloyd's*A&CP	NV Rotterdam Droogd Maats. Rotterdam	OrientalTankers, Ld. *CellDBuE*86'157*t* *FP*	489·1 505·2(O.L.) P107'B33'F51' FK *DTf*31'895*t* *T*282*tAPT*130*t*	75·1	37·0	HongKong British 16*BH* (12 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy25⅝"-49¼" 908NHP 3DB*200lb* Fr.KruppGermaniawftAG Kiel	37 ″ 0 s 6 ″ 11¼ 30 ″ 4¼	
25231 UOXT	**G. Yagoda** TwinSc3Mst Now "Michurin" see No. 39165 in Supplement (*ex*Enukidze-35, *OilEng.* *ex*CastilianPrince-33, *ss*Gls.No.2-31 *ex*Sycamore) 1*Dk*(*Stl*)*2nd dk*(*Stl*) *Well deck* *in forward holds* Sub.Sig. *CruiserStern*	3908 3298 2041	✠ — 2,34 ✠	Gls	*x*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDB*270'1164*t*	364·0 P&B225'F88' FK *Ductkeel amidships* *DTa between tunne*	52·2	24·1	Odessa Russian 6*BHptAsp* 140' *ls*39'88*tDTf*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-38⅜" 695NHP Richardsons,Westgarth& Co.Ld.Hpl. 29'590*tFPT*80*tAPT*67*t*	26 ″ 11	
* 25232 PEFF	**Gaasterkerk** (*ex*Gaasterdijk) *ss*Rot.No.3-4,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8679 8170 5444	✠100A1 *Shelter dk withfreeboard* ~~12,36~~10,37 ~~BS12,36~~ ✠LMC6,34 BS10,37 *Fitted for oil fuel*10,22 *F.P. above* 150° F.	Rot		CL 12,36	1922 10mo *Lloyd's*A&CP	New Waterway S.B.Co. Schiedam	N.V.Vereenigde Nederlandsche Scheepvaartmaatschappij(Directie enAgentuur Maats.HollandOost AzieLijnN.V., *Mgrs.*) *CellDB*393'1574*t* *MT*27'1255*t*	493·3 F56' *on Shelter dk* FK len32 *Collisio*	58·2	37·2 |28·5	TheHague Dutch *ptCem* *nBHtoShdk* 7 ,, ,, *U* ,, *DTa*30'682*t*	3SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 215lb 965NHP 4SB(Spt),*12cf*, HS11308 FD J.Brown&CoLdClydebank *FPT*158*tAPT*100*t*	31 ″ 4 s 4 ″ 7½ 26 ″ 11½	
25233 428 IBOP	**Gabbiano** (*ex*Grete-34) *ss*Ham.No.2-31 Sub.Sig. 2*Dks*(*Stl*) D.F.	6584 6090 3951	✠ … 9,35 ✠	Nap	*b*†		1923 7mo	Akt.Ges. "Neptun" Rostock *Inter* *CellD*	A.Lauro *mediate BH in fore* *Ba*151'*uE*25'*f*191	462·0 440·0 P57'B144'F39' FK *hold dispensed with* '1355*tDTa*32'115*t*	57·1	29·6	Naples Italian *Asp* 6*BH only* *FPT*134*t*	T.3Cy 29⅛",48"&78¾"-51$\frac{3}{16}$" & LP turbine with DR gearing & hydraulic coupling 720NHP 3SB,*9cf*,GS198,HS9041 FD A.G."Neptun,"Rostock	32 ″ 2	I †
25234 LIXN	**Gabon** (*ex*Rose-36, TwinSc *ex*Sunnanvik-34) *ss*Rot.No.1-36 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd dk*(*Stl*)*inNo.1hold*	4651 4207 2796	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~ ~~12,37~~ 4,38 ✠LMC CS5,36 9,36 *Carrying vegetable oil in midship deep tanks*	Rot Msl	*z*	CL ~~5,36~~ 4,38	1931 4mo *Lloyd's*A&CP	NyaVarvsaktb.Öresund Landskrona	SkibsA/SGabon (A/SRederiet Odfjell,*Mgrs.*) *CellDB*328'1145*t* *of tunnels*741*t*	391·0 408·5(O.L.) F30' FK (*Tanks in way* *MTs*2400*t* *FPT*94*t*	54·7	25·6	Bergen Norwegian 8*BH pt Cem* *Coll to Sh dk* 7 ,, *2nd* ,,) *APT*104*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP NDB36-*100lb* GotaverkenA/B,Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
25235 FNGE	**Gabriel Guist'hau** (*ex*Gorgona, *ex*GiuseppinaIlardi, *ex*WarPlatoon) 1*Dk* *Well deck* D.F.	2352 1759 1306			…		1918	ForthS.&E Co.Ld. Alloa	ConsortiumCommercial deTransportsMaritimes (UnionIndustrielle &Mar,Soc.Française d'Arm. *Mgrs.*)	284·6 P28'Q69'B64'F32' FK	41·9	19·1	Rouen French *WB*	T.3Cy.25",41"&68"-45" 310NHP MacColl&Pollock,Ld.Sld.	21 ″ 3	V †
25236 150183 VJNJ	**Gabriella** *ss*Wln.No.3-11,32 *ss*WlnNo.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1587 1338 946	✠100A1 ~~11,36~~12,37 ✠LMC11,36 BS12,37	Wln Auk	*p*	OG 11,35	1920 5mo *Lloyd's*A&CP	Antwerp Eng.Co.Ld. Hoboken	UnionS.S.Co.of NewZealand,Ld. *C*	252·0 P22'B59'F26' FK *ellDB*210'429*tFPT*	38·2	17·4	SydnyNSW British 4*BHCem* 65*tAPT*24*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 207NHP 2SB.*6cf*,GS100,HS3438 N.E.MarineEng.CoLdNwc	19 ″ 6 s 2 ″ 5 17 ″ 3	
* 25237 4681 PEFM	**Gadila** *Mchy.Aft* *CruiserStern* *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Rudder electrically welded* *Longitudinal framing at bottom & at deck*	7999 7235 4762	✠100A1 ~~4,37~~ ~~7,36~~ 1,38 ✠LMC4,35 *CarryingPetroleum in bulk*	Rot ~~Ams~~ Liv	*c*†	CL	1935 4mo *Lloyd's*A&CP	HowaldtswerkeA.G. Kiel	N.V.Petroleum Maats."La Corona" *CellDBuE*64'137*tD*	463·0 P93'B47'F48' FK *Tf*25'247*t* *FPT*150	59·3	33·9	TheHague Dutch 15*BHptCem* *ptAsp* *tAPT*118*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* HowaldtswerkeA.G.Kiel	34 ″ 0 s 6 ″ 8¾ 27 ″ 6	
25238 140302 GNXC	**Gaelic Star** (*ex*Gaelicstar, *ex*Montilla) *ss*Nwc.No.3-9,29 *ss*Nwc.No.2-38 ~~*ss*Shl.No.1-34~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl–ptws*) *CruiserStern*	5596 5187 ~~3528~~ 3527	✠100A1 *Shelter dk withfreeboard* 3,38 ~~5,36~~ ✠LMC MS3,38 ~~BS11,33~~ ~~BS5,36~~ 6,37 ✠Lloyd'sRMC ~~7,37~~ 3,38 ~~2,37~~ *Fitted for oil fuel* 1920 *F.P. above* 150° F.	Gls ~~Liv~~ Nwc	*y*	CL ~~3,35~~ 2,38	1917 8mo *Lloyd's*A&CP	Russell& Co. Pt.Glasgow	UnionCold Storage Co.Ld.(BlueStar LineLd.*Mgrs.*) *CellD*	389·8 F *onShelter dk* 50' FK *B*342'912*t* *FPT*48*t*	53·2	32·9	London British 6*BHCem* *APT*24*t*	T.3Cy.24½",41½"&70"-48" 200lb (*s*) 548NHP 3SB,*9cf*,GS150,HS8433 FD D.Rowan&Co.Glasgow	36 ″ 0 s 9 ″ 1¼ 27 ″ 1¼	
25239 74 YLCQ	**Gaida** (*ex*Maria,*ex*Orrik) Iron 1*Dk*&*Awng dk*	460 274 258					1885	Jernsk.og Mskinbyggr Elsinore	KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*)	141·0	23·8	10·8 17·5	Riga Latvian *WB*	C.2Cy.19⅝"&35⅝"-22" 50NHP HelsingörsJernsk.&Mskb.		V

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
25240 141924 GCZB	**Gairsoppa** ssCal.No.3-3,32 ssCal.No.1-35 2*Dks*(*Stl*)	5237 4754 3227	✠100A1 7,37 ~~8,36~~ ✠LMC MS1,36 ~~BS10,36~~ 10,37	Cal	*y*	CL ~~8,34~~ N7,37	1919 10mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	399·3|52·2|28·5 P49'B113'F39' FK 344'1112*t FPT* 122	Glasgow British 7*BHCem* *tAPT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	
❊ 25241 126 YLCD	**Gaisma** (*ex*Marietta,*ex*Penare) ssMsl.2nd.No.3-3,26 ssLie.No.3-10,30 ssLie.No.1-35 1*Dk*(*Irn*)2*trB*& *Web frames*3*Dk rule*	3077 2862 1906	✠100A1 *withfreeboard* 3,38 ~~11,36~~ ~~BS11,36~~ ✠LMC11,35 11,37	Bkn Mdb	*u*	CL 11,36	1900 11mo	Ropner& Son Stockton A&CP	"Jura"Shipping Co.Ld.(Fr.Karklins, *Mgr.*) *CellDB*	323·9|48·1|21·7 P29'B166'F36' FK *a&uE*124'*f*136'626*t*	Ventspils Latvian 5*BHCem* *APT*104*t*	T.3Cy.23½",39"&64¾"-42" 160lb (*s*) 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 ~~s 3 ″ 2¼~~ ~~21 ″ 2¼~~ s3 ″ 5 21 ″ 0	
25242 154 INOC	**Gala** (*ex*Lovart) ssGmh.3rdNo.3-4,31 ssNap.No.1-35 *Well deck* 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	1029 772 591	✠100A1 4,37 ~~9,36~~ ~~BS3,37~~ ✠LMC MS8,35 ~~BS1,36~~ BS1,38	Nap Gen	*n*	~~9,36~~ 4,37	1897 5mo	Crmichael, Maclean&Co. Greenock A&CP	S.Spampinato *CellDB*	233·7|34·1|13·1 225·8 235·7(O.L.) Q77'B52'F27' FK *a*50'*f*88' 215*t FPT*	Catania Italian 4*BHCem* 36*t APT*24*t*	T3Cy17⅞",27½"&44"-33" (*s*) 160lb *100lb* NDB13 99RHP 1SB,3*rf*,GS55,HS1660 Muir&Houston,Ld.Gls.	15 ″ 3 s 1 ″ 3 14 ″ 2	
25243 133263 MFYW	**Galacum** 3Mst *Welldeck* ssWrk.No.3-10,27 *Mchy.Aft* ssWrk.No.2-36 *Cargo battens not fitted* 1*Dk*(*Stl*)	585 391 243	✠100A1 12,36 ~~BS8,36~~ ✠LMC9,35 9,37	Apl	*h*	CL 11,36	1915 11mo *Lloyd*	R.Williamson&Son Workington '*sA&CP*	Northwest ShippingCo.Ld. (R.Williamson, *Mgr.*)	165·7|26·6|11·0 Q100'B9'F21' FK *WB=CellDBf*97'	Workngtn British 3*BHCem* 123*tFPT*38*t*	T.3Cy.13",21½"&35"-27' (*s*) 170lb 86RHP 1SB,3*pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s ~~4~~ ″ 8½ 12 ″ 10	
25244 TCBJ	**Galata** (*ex*Samsoun,*ex*Urania, Iron *ex*Vrissiis,*ex*Vrisida, ssBbo.No.3-1,95 *ex*Klyde) ssPir.No.2-03 *Well deck* 1*Dk*(*Irn*)2*trB*	1376 — 849	✠ 5,08 ✠	Gtz	*p*		1882 8mo	C.S.Swan& Hunter Newcastle	~~KirzadeSevki ve Surakâsi~~ Türk SilepcilikLimited Sirketi	256·0|35·0|17·9 Q96'B62'F28' BK9" *DB*	Istanbul Turkish 4*BHCem* *a*70'*f*46'225*t*	C.2Cy.32"&62"-36" 180NHP 2SB,4*pf*,GS73,HS2980 WallsendSlipwayCo.Nwc.	19 ″ 3	
25245 1553 INOF	— (*ex*Leaside,*ex*Kildavin) *OilEng.* 1*Dk*	618 487 350			...		1918	Smith's DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	176·6|29·8|15·7 170·2 | 30·0 | 15·7 B35'F25' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13⅝"-21¼" NE29 Cant.Offic. 125NHP SavoiaCornigliano	16 ″ 6	I †
25246 TCCC	**Galatasaray** (*ex*Kismet-36,*ex*Ourla, *ex*Kydaris,*ex*Ortensia,*ex*Giacomo Grasso,*ex*Rescuer,*ex* 1*Dk*2*trB* Breidablik) *Well deck*	724 — 405			...		1890	Bergens Mek.Værks. Bergen	SadikZadeArslan Kaptan&Colak ZadeRasimKaptan	201·1|31·8|11·6 Q51'B55'F30'	Istanbul Turkish *WB*	T.3Cy.15½",25"&40"-27" 92NHP BergensMekVærksBergen	13 ″ 9	
25247 LDYD	**Galatea** 1*Dk*	1152 997 671					1912	Laxevaags Msk&Jrnskb Bergen	A/S D/S Galatea (Th.Gjesdahl)	228·2|35·2|15·9 P10*t*H49*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
25248 120924 MCLR	— Ⓟ TwinSc ssBkn.No.1-38 ssLiv.2ndNo.3-5,34 Wireless D.F. Sub.Sig. 2*Dks*(*UptStl*-teaks)	569 475 221	✠100A1 ~~4,37~~ ~~5,36~~ 5,38 ~~BS5,36~~ ✠~~LMC5,37~~ 5,38 ~~5,37~~	Liv Bkn	*i*	CL ~~5,34~~ 4,37	1906 2mo *Lloyd*	J.P.Renoldson&Sns. SouthShields '*sA&CP*	MerseyDocks& HarbourBoard	170·0|30·3|13·8 182·0(O.L.) BK7" *WB*=	Liverpool British 4*BHCem* *DTf*15'60*t*	T.6Cy.12¼",21"&33"-24" (*s*) 180lb 137NHP 2SB,4*cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0 s 4 ″ 8 11 ″ 2	BT till 10,37
❊ 25249 843 SVIE	**Galaxias** (*ex*Treneglos-35) ssOff.No.3-11,30 ssOff.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4393* *4147* *2753*	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~7,36~~ ✠LMC MS3,35 ~~BS11,35~~ 5,37	Rot Ant	*y*	CL ~~7,35~~ 1,38	1918 3mo *Lloyd*	J.Readhead&Sons, Ld. S.Shields '*sA&CP*	~~M.J.Lyras&Co.~~ GalaxiasS.S.Co Ld. *CellDBa*1	400·0|52·1|25·2 FK 31'*uE*23'*f*175'1003*t*	Piræus Greek 6*BHCem* *APT*50*t*	T.3Cy.26",43"&71"-48" (*r*) 180lb ~~90lb~~ *90lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26 ″ 10 s 2 ″ 10¾ 24 ″ 2½	
❊ 25250 EAET	**Galdames** Note "Aldam," see No. 37187 in Supplement ssBbo.No.3-..,30 ssBbo.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	3337 3002 2013	✠100A1 12,37 ~~11,36~~ ~~BS9,35~~ ✠LMC4,34 ~~No later survey reported~~ MBS12,37 DBS11,36	Bbo Cdz	*u*	CL 11,36	1918 9mo *Lloyd*	Soc.Anon. Astilleros del Nervion Bilbao '*sA&CP*	Auxiliar MaritimaS.A.	325·7|47·1|22·5 P31'B80'F39' FK *CellDB*280'818*t*	Bilbao Spanish 6*BHCem* *FPT*130*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb *100lb* 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s 4 ″ 4½ 20 ″ 9	
❊ 25251 132428 ZMLY	**Gale** 3Mst *OilEng.* Wireless 1*Dk* *Mchy.Aft*	622 419 314	✠100A1 ~~3,37~~ 10,37 ✠LMC9,35	Ddn	*j*	CL 10,37	1935 9mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Canterbury SteamShipping Co.Ld. *CellDB*115'190*t*	175·0|30·1|10·3 31·6 Q99'B11'F30' FK *FPT*44*tAPT*43*t*	Lyttelton, N.Z. British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{1}{16}$" 156NHP DB*100lb* BritishAuxiliariesLd.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4¾	
❊ 25252 EAES	**Galea** ssBbo No.3-3,30 ssBbo No.1-34 1*Dk*(*Stl*)	3333 3062 1974	✠100A1 10,37 ~~12,36~~ ✠LMC12,34 BS5,37	Bbo	*u*	CL 12,36	1918 4mo *Lloyd*	Soc.Anon. Astilleros del Nervion Bilbao '*sA&CP*	Cia.Naviera Guipuzcoana	325·7|47·1|22·5 P31'B80'F39' FK *CellDB*280'818*t*	S.Sebast'n Spanish 6*BHCem* *APT*130*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb *100lb* 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s 4 ″ 4½ 20 ″ 9	
❊ 25253	**Galeb** (*ex*Cefnbryn-36, *ex*Ardenhall-36, ssBry.No.3-7,32 *ex*Silverbirch, ssHpl.No.1-36 *ex*Stonewall) D.F. 2*Dks*(*Stl*)	*5074* *4803* *3150*	✠100A1 3,38 ~~3,37~~ ✠LMC4,36 BS6,37	NOs Rot	*y*	CL ~~4,36~~ N3,38	1920 12mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	Jugoslavenska PlovidbaD.D. *CellDBa*119'*uE*26	400·0|52·2|28·5 413·1(O.L.) P36'B117'F39' FK '*f*176'1050*tFPT*13	Susak Yugoslav 7*BHCem* 5*tAPT*220*t*	T.3Cy.27½",45"&75"-48" (*s*) 180lb ~~120lb~~ 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0½ 25 ″ 2½	
25254 YTFT	— (*ex*PerseveranzaG.-35,*ex*Chrysallis, *ex*Freja,*ex*Svanen,*ex*Ester) *Well deck* Wireless 1*Dk*	440 340 253			...		1904	Thorskogs Mek.Verks. Thorskog	MarinFeric	154·5|25·3|11·2 Q49'B33'F20' FK	Split Yugoslav *WB*	C.2Cy.15$\frac{5}{16}$"&24⅜"-17½" 32NHP ThorskogsM.V.Thorskog	13 ″ 9	IV †
❊ 25255 5127 SEQO	**Galeon** (*ex*Hafsten-34, Iron *ex*Alassio) ssGot.4thNo.3-11,34 1*Dk*(*Irn*)&*Web frames* *Well deck* ssHbg.No.1-38	*1165* *923* *648*	✠100A1 3,38 ~~2,37~~ ~~BS3,37~~ ✠~~LMC11,34~~ 3,38	Lkr Hbg	*n*	CL 1,36	1883 9mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Galeon(Torsten Hillerstrom)	224·1|34·9|15·8 232·3(O.L.) Q81'B46'F27 FK *DBa*57*f*90'	Malmö Swedish 4*BHCem* 338*tAPT*20*t*	C.2Cy.26½"&52"-36" 80lb *80lb* NDB02 135NHP 1SB,3*pf*,GS57 N.E.MarineEng.Co.Nwc.	17 ″ 4 s 1 ″ 4½ 16 ″ 2	
❊ 25256 87 ICBZ	**Galilea** Ⓟ (*ex*Pilsna-35) TwinSc ssTri.No.3-9,31 ssTri.No.1-36 2*Dks*(*StlU*-ws) D.F. &*Shelter dk*(*Stl*-ws)	8040 6050 4829	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~4,37~~ ~~4,35~~ ~~BS8,36~~ ✠LMC10,35 *Fitted for oil*	Tri ~~Ven~~ BS8,37 *fuel* 9,22	*b*†	CL ~~6,34~~ sN8,36 ~~P8,37~~ P11,37 *F.P. a*	1918 4mo *bove* 1	Cantiere SanRoccoS.A SanRocco A&CP 50° F.	"Adriatica"Soc. Anon.diNav. *CellDB*	443·6|53·1|24·9 432·7| |33·9 FK B213'F83' *Collisio* *onShelterdk* 368'1078*t APT*57*t*	Trieste Italian *Cem* *nBHtoShdk* 6 ,, ,, *U* ,,	T6Cy.25½",40½"&66"-48"(*r*) 180lb 853NHP 5SB,*15cf*,GS314,HS12735 Stabilimento FD TecnicoTriestino,Tri.	36 ″ 11 s 11 ″ 5¼ 25 ″ 11	
25257 DHIN	— 2*Dks* Sub.Sig.	1927 1669 1092					1922	Schiffs-u. Dockbauwerft Flender A.G. Siems/ Lübeck	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	287·7|41·7|17·5 H71'F33'	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55½"-37⅜" 191NHP A.G."Neptun,"Rostock		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
* 25258 237 INOT	**Galiola** (*ex*CarloMartinolich-35, *ex*Carlo,*ex*Stella ~~*ss*Tri.No.3-11,32~~ Capella,*ex*Maasveer, 1*Dk*(*Stl*) *ex*Yselmonde) *ss*Tri.No.3-10,37	1428 1142 814	100A1 10,37 ~~3,36~~ BS10,37 ~~MS7,33~~	Ven Tri LMC12,36 ~~BS12,36~~	*o*	CL 5,35	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l *CellDBa&*	247·7|36·9|15·6 P28'B56'F20' FK *uE*81'*f*88'333*tFPT*	Trieste Italian 4*BHCem* 41*tAPT*65*t*	T.3Cy.18",29"&46⅛"-36" (*s*) 180lb 181NHP 2SB,4*cf*,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s 2 ″ 2 15 ″ 11½	
25259 7037 SLYA	**Gallia** 1*Dk&deep framing*	*1855* *1682* 1084			...		1897	W.Gray& Co.(Ld.) WHartlepool	Rederi A/B Viken (Fänge&Påhls- sonsRederier, *Mgrs.*)	278·4|40·1|18·0 P17'B72'F29' FK	Viken Swedish *WB*	T.3Cy.20",31½"&53"-36" 188NHP Cen.Mar.E.Wrks.W.Hpl.	20 ″ 6	V †
25260 7763 SEIK	— (*ex*Orion) 1*Dk*	*1436* *1089* 794					1926	Howaldts- werke Kiel	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	245·9|37·9|14·6 P28'Q71'B100'F30'	Gothenbrg Swedish *WB*	T3Cy.16½",27⅛"&43$\frac{3}{16}$"-29½" 101NHP Howaldtswerke,Kiel		G
25261 138 IBGN	**Gallipoli** Ⓟ Wireless 2*Dks*	1049 799 612					1898	Flli. Orlando Leghorn	"Tirrenia"Soc. Anon. di. Nav.	224·3|29·0|17·0 P&B122'F35'	Palermo Italian *WB*	T.3Cy.17⅘",26¾"&45¾"-33" 120NHP Flli.Orlando,Leghorn		I
25262 FOPS	**Gallium** *ss*Rot.No.3-4,37 ~~*ss*Nwc.No.2-32~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1775 1286 880	✠100A1 ~~4,37~~ ~~1,36~~ 4,38 ~~BS1,36~~ BS4,38	Rot ✠LMC~~12,36~~ 4,37	*q*	CL ~~10,34~~ 4,37	1924 7mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *CellDB*180'381*tD*	260·2|37·3|16·4 *Pon* Q22'Q100'B54' F24' FK *Ta*37'118*tFPT*114*t*	Caen French 4*BH pt Cem* *APT*110*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,6*cf*,GS105,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 1¾	
25263 FOYC	**Gallois** (*ex*LordAberconway, *ex*Tynemouth) *ss*Nwc.No.3-8,29 *ss*Gms.No.2-38 ~~*ss*Shl.No.1-34~~ *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2687 2193 1592	✠100A1 3,38 ~~2,37~~ ~~BS2,37~~	Npt Gms ✠LMC~~6,34~~ 3,38	*t*	CL 2,36	1917 1mo *Lloyd* *Inter*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	Etablissements Odon deLubersac *mediateBHin fore*	321·2|43·2|19·6 Q186'B63'*on*RQD F32' FK *hold dispensed with*	Rouen French *Cem* 4*BH only* *CellDB*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 329NHP 2SB,8*cf*,GS149,HS5524 N.E.MarineEngCo.LdNwc 263'695*tFPT*130*tAPT*151*t*	21 ″ 9 s 7 ″ 0½ 19 ″ 2	
25264 LIYJ	**Gallus** (*ex*Dalaskär) **Wood** *OilEng.* 1*Dk*	338 269 210					1919	Dalaskär VarvaA/B Bergkvara	A/S M/S Gallus (L.H.Torkildsen)	133·7|25·8|11·3 P41*t*F13*t*	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15"-16⅛" 159NHP J.&C.G.Bolinders,Skm.		V
25265 LDYE	**Galtesund** Ⓟ (*ex*SkandiaII) 1*Dk&Awng dk*	623 557 293					1905	Akt.Bur- meistr&Wain Copenhagen	Arendals Dampskibsselskab	170·1|27·6|18·2	Arendal Norwegian *WB*	T.3Cy.14½",24"&40"-24" 78NHP Akt.Burmeistr&Wain,Cpn		N
25266 ~~142429~~ ~~GMSW~~	**Galvan** (*ex*Foreric,*ex*Verentia, *ex*WarLemur) *ss*Npt.No.3-2,31 *ss*Ams.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks* Now "Pei Tai," *see No.* 39684 *in Supplement*	5185 4747 3152	✠100A1 6,37 ~~11,36~~ MS11,35	Npt Liv ✠LMC BS~~3,36~~6,37	*y*	CL 3,35	1918 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	NisshinKaiun ShokaiLd. *CellDB*	400·4|52·3|28·4 P49'B113'F40' FK 345'1123*t FPT*122*t*	Japanese 7*BHptCem* *APT*181*t*	T.3Cy.27½",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
25267 221110 KDQE	**Galveston** *OilEng.* Sub.Sig. **GyC.** 2*Dks* *Longitudinal framing*	6173 — 3820					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates MaritimeCom- mission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
25268 141943 GCZF	**Gamaria** *ss*Cal.No.3-12,31 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5255 4766 3232	✠100A1 ~~5,37~~ ~~11,36~~ 2,38 BS10,37 MS2,36	Cal ✠LMC ~~BS11,36~~	*y*	CL ~~4,35~~ 5,37	1920 2mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	399·5|52·2|28·5 P49'B113'F39' FK 345'1112*t FPT*122*t*	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
25269 142614 GSBK	**Gambada** (*ex*WarRobin) *ss*Cal.No.3-8,30 *ss*Cal.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5307 4841 3252	✠100A1 3,37 BS~~10,36~~ 10,37	Cal ✠LMC8,34	*y*	CL 2,35	1918 7mo *Lloyd*	JReadhead &Sons,Ld. S.Shields '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·2|52·4|28·5 P49'B112'F39' FK 345'1085*t FPT*130*t*	London British 7*BHptCem* *APT*205*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7563 FD J.Readhead&Sns,Ld.S.Shl	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
* 25270 142757 GCQY	**Gambhira** (*ex*WarMerlin) *ss*Cal.No.3-3,31 *ss*Cal.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5257 4845 3196	✠100A1 ~~8,37~~ ~~2,36~~ 4,38 BS~~9,36~~ 8,37	Bom Cal ✠LMC10,34	*y*	CL ~~9,34~~ 5,37	1919 1mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa&uE*	400·0|52·4|28·5 P49'B113'F40' FK 149'*f*180'997*tFPT*1	London British 7*BHptCem* 35*tAPT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¼	
* 25271 157532 MMJG	**Gambian** *OilEng* 1*Dk & Shelter dk* D.F. *pt 3rd dk in No. 2 hold* *CruiserStern*	~~5500~~ 5452 4388 3106	✠100A1 *with freeboard* 4,38 ~~7,37~~ (~~*ClassContemplated*~~) *Carrying vegetable oil in deep tank*	Nwc Ham ✠LMC6,37	U†	CL	1937 6mo *Lloyd*	Deutsche Sch.u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP*	~~LeverBros.Ld.~~ ~~Toronto~~ ElminaLd. *CellDB*349'1404*t*	423·6|56·7|23·7 438·9(O.L.) F45' FK (*Col BH to Shltr dk* 6 *BH to 2nd dk*) *MTs*23'845*tFPT*206*t*	Freetown ~~British~~ SierraLeone British 7*BHptAsp* *APT*165*t*	2 Oil Engines SR geared to 1 Sc. Shaft 2S.C.SA 12Cy.16$\frac{9}{16}$"-22$\frac{13}{16}$" 577NHP DB*100lb* 2DB(WTB)*100lb* DeutscheSchiff.uMschb. A.G.Weser,Bmn.	26 ″ 2 s2 ″ 4 24 ″ 0½	
25272 CSGK	**Gamo** **WoodAux3MstSr** (*ex*SailingVessel, *OilEng.* *ex*Fernando) 1*Dk* (*See Sailing Ship Register*)	318 295 237					1921	L.Basilio Funchal	ParceriaGeral de Pescarias(Ben- saude&Co.*Mgrs.*)	129·8|30·8|12·8	Lisbon Portuguese	Oil Engines 4Cy.7⅞"-10¼" *Emade&fitted*33 SulzerBros.Winterthur		
25273 161511	**Ganandoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	PatersonSteam- ships,Ld.	252·8|43·4|17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25274 OPGA	**Gand** (*ex*Langley) *ss*Ant.No.1-37 *ss*Ant.No.3-2,33 2*Dks*(*Stl*)	*5086* *4788* *3140*	✠100A1 3,37 ~~7,35~~ 3,37 MS~~2,32~~	Ant ✠LMC BS~~8,36~~10,37	*y*	CL 7,35	1919 12mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	ArmementDeppe *Cell*	400·3|52·3|28·5 P49'B113'F39' FK *DB*338'1114*tFPT*1	Antwerp Belgian 7*BHCem* 33*tAPT*225*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
25275 CSFW	**Ganda** (*ex*City ofMilan,*ex*Plauen) *ss*Ham.No.1-11 2*Dks*(*Stl*)&*deep framing* *lower dk in Nos.1&3holds*	4333 3966 2704	✠ 6,16	Ham ✠	*y*		1907 4mo	Flensburgr Schiffsb.Ges. Flensburg	Cia.Colonial de Navegaçao *Cell*	387·8|51·0|25·2 P&B315'F50' FK *DBa* 122'*u E&B*42'	Loanda Portuguese 7*BHCem* *f*175'1040*t*	T.3Cy.27¾",46¼"&76"-48" 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9	C †
* 25276 141925 GCMR	**Gandara** *ss*Cal.No.3-2,32 *ss*Cal.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5281 4823 3190	✠100A1 8,37 ~~8,36~~ MS11,35	Cal ✠LMC BS~~3,34~~ 3,37	*y*	CL ~~8,36~~ 8,37	1919 10mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·4|28·4 P49'B113'F40' FK 336'1015*t FPT*128*t*	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
25277 162497 GQZM	**Ganges** Ⓟ ssCal.No.1-35 D.F. 2Dks(Stl-Uteaks)	6246 5613 3912	✠100A1 ~~3,37 1,37~~ 2,38 ✠LMC MS3,34 BS~~[illegible]~~ 3,37 *Fitted for oil*	*fuel* 10,30	*F.P. a*	CL ~~4,36~~ 2,38	1930 10mo Lloyd *bove* 1	Harland& Wolff,Ld. Glasgow 'sA&CP 50° F.	JamesNourse,Ld. *CellDB*358'1265t*DT*	424·6 P43'B159'F40' FK *a*40'1024t 2 *FPT*107t*APT*22t	56·0	28·8	London British 9*BHptCem* *ptAsp* *BHto2nd dk*	T.3Cy.26½",44½"&74"-54" & LP Turbine with DR gearing & hydraulic coupling 230lb (*s*) 864NHP 3SB,*12cf*,HS10194 FD D&W.Hendersn&CoLdGls	31 " 4 s 6 " 1 25 " 7½	
25278 23336 JHPD	**Ganges Maru** Ⓟ ssOsa.No.3-11,30 ssOsa.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	4382 3677 2733	✠100A1 *Shelter dk* *withfreeboard* 1,38~~12,36~~ ✠LMC~~[illegible]~~ 1,38	Osa	*w*	CL ~~12,35~~ 1,38	1918 8mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. *CellDB*298'1095t	345·0 P30'B99'F34' *on Shelter dk* FK *FPT*115t*APT*29t	49·8	28·1	Osaka Japanese *Cem* 3*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.24",41"&67"-48" (*s*) 180lb 390NHP 2SB,*6cf*,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 " 2 s 4 " 8½ 23 " 8	
25279 LDYH	**Gann** Ⓟ (*ex*Sandnæs) 1*Dk*&*Awng dk*	433 381 251					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDampskslskA/S	143·1 B37tH16t	23·5	17·6	Sandnæs Norwegian *WB*	T.3Cy.14½",23"&38"-26" 74NHP StavangerStöberi&Dok		
25280 146190 MKWP	**Gannet** ssLon.No.3-2,34 *Ref.Mchy.* 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl*-ws) ssLon.No.1-38	1336 982 619	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~2,37~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 1,38 Lloyd'sRMC~~[illegible]~~ 1,38	Bmn Lon	*p*	CL ~~7,36~~ 1,38	1921 12mo Lloyd	Bow,Mc-Lachlan&Co. Ld. Paisley 'sA&CP	GeneralStm.Nav. Co.Ld. *CellDBf*161'255t	250·2 FK *FPT*20t*APT*18t	37·2	14·0	London British 4*BHCem* (2 ,, *to Sh dk* 2 ,, ,, *2nd*,,)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5½	
25281 LDYG	**Gansfjord** Wireless 1*Dk*	1087 918 602					1913	Stavanger Stöberi&Dok Stavanger	A/S D/S Gansfjord (K.Olsen)	237·5 P12tH48tF36t	33·1	15·2	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"-33" 149NHP StavangerStöberi&Dok		N
25282 DOGV	**Ganter** Sub.Sig. ssBmn.No.1-31 D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1770 1406 785	✠ ... 4,34 ✠	Bmn			1927 10mo	G.Seebeck A.G. Weser-münde-G.	ArgoReederei RichardAdler&Co. *CellDB*217'503t	276·9 P15'B&F257' FK *FPT*63t*APT*73t	42·1	14·8	Bremen German 5*BHptCem* *ptAsp*	T.3Cy.23⅝",38 5/16"&62"-41 5/16" 344NHP 2SB,*6cf*,GS110,HS4844 G.Seebeck,A.G.Wsm.	17 " 6	G †
25283 PEFQ	**Ganymedes** *CruiserStern* *Fitted for oil fuel* 3*Dks*	2682 2319 1551					1917	J.&K.Smit Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	347·9	48·2	18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 249NHP Werkspoor,Amsterdam		V
25284 6062 SEIU	**Gapern** (*ex*Gunborg,*ex*TorleifHugo) 1*Dk*	*906* *718* *482*					1919	Hlsingbrg VarvsAktie. Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	208·2 Q64'B56'F20'	32·3	12·4	Karlstad Swedish *WB*	T3Cy.17¾",29 5/16"&46⅞"-27½" 110NHP HelsingborgsVarvsAktieb		V
25285 141195 GCYX	**Garbeta** ssCal.No.3-2,32 ssBom.No.1-35 2*Dks*(*Stl*)	5327 4850 3204	✠100A1 ~~4,37 11,35~~ 1,38 BS9,37 ✠LMC MS11,35 ~~[illegible]~~	Bom Cal	*y*	CL ~~11,34~~ N4,37	1920 4mo Lloyd	W.Gray& Co.(1918)Ld. Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 413·0(O.L.) P49'B113'F39' FK 344'1073t *FPT*129t	52·3	28·4	Glasgow British 7*BHptCem* *APT*200t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s5 " 11½ 25 " 8½	
25286	**Garbi** *For particulars see* "	Vasco."														
25287 Wrecked 7,37 LCTL	**Gard** (*ex*Matti,*ex*Songelv) 1*Dk*	2496 2199 1433					1921	Forth S.&E.Co.Ld. Alloa	A/S Skibsfart (Jac.Salvesen, *Mgr.*)	295·7 P88tH126t	43·6	20·6	Farsund Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.&E.Co.Ld.Alloa		N
25288 6649 SKJW	**Gärd** **WoodAuxBkn** (*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 279 236					1921	C.A.Eder-ström Djursvik	J.A.Mårtensson	126·3	28·7	12·8	Bergkvara Swedish	Oil Engines 2S.C.SA 2Cy.14¼"-15¾" 40NHP *Emade&fitted*33 SkandiaverknA/B,Lysekil		V
25289 446 IPYC	**Garda**(*ex*Margherita-36,*ex*Fortichiari, *ex*Primo,*ex*GouverneurBeco, *ex*RenéeAchaque,*ex*Malaga, 1*Dk* *ex*EsSid et-Turki)	448 360 249					1892	Akt.Ges. "Weser" Bremen	Soc.An.Navigazione Uccella	167·3 Q28'B33'F19'	26·6	10·3	Naples Italian *WB*	T3Cy.10 1/16",16½"&26⅜"-16½" 29NHP A.G."Weser,"Bremen		I
25290 Seized during Spanish hostilities 43 SVAR	**Gardelaki** (*ex*CitédeReims, *ex*CityofRheims, ssShl.3rdNo.3-11,20 *ex*Ivanhoe,*ex*Falshaw) 1*Dk*(*Stl*)2*trB* *Well deck*	*2282* *1814* *1431*	✠ 6,24	Gls	*s*		1888 4mo	T.Turnbull &Son Whitby	E.Theophilatos *DBa*	288·0 P28'Q76'B124'F32 FK 88'*f*114'440t	38·3	21·0	Ithaca Greek 6*BHCem*	T.3Cy.22",36"&59"-39" NDB20 219NHP 2SB,*6cf*,GS101,HS3301 Blair&Co.Ld.Stockton	22 " 2	
25291 148804 GBNW	**Gardenia** ssCff.No.2-37 ~~ssAvn.No.1-36~~ D.F. 1*Dk*(*Stl*)	3745 3485 2316	✠100A1 12,37 ~~11,36~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 3,37	Ant	*w*	CL 11,36	1928 12mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) *CellDB*304'821t*FPT*	360·8 P31'B106'F41' FK	48·3	25·1	N.Shields British 6*BHptCem* 123t*APT*80t	T.3Cy.23½",38"&64"-42" (*s*) 180lb 321NHP 3SB(2Spt),*8cf*,GS165, HS5404 ArmstrngWhitwth&Co.Ld	27 " 6 s 5 " 0½ 22 " 8½	
25292 138277 VGKC	**Gargantua** **Wood** Wireless 1*Dk*	381 241 259					1923	Toronto D.D.Co.Ld. Toronto	AbitibiPower& PaperCo.Ltd. (*in liq.*)	130·0 *WB*	32·1	15·4	Toronto British	T.3Cy.17",25"&43"-30" Filer&StowellCo. 75RHP Milwaukee,Wis.		
25293 221070 KDPE	**Gargoyle** ssNYk.No.1-37 ssPhl.No.3-12,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	7003 6433 4303	✠100A1 11,37 ~~4,36~~ 1,37 ✠LMC MS~~[illegible]~~ BS~~[illegible]~~ 11,37 *Carrying Pet* *Fitted for oil*	NYk *roleum in* *fuel* 2,21	*a*†	CL 1,37 *bulk* *F.P. a*	1921 2mo *bove* 1	MooreS.B. Co. Oakland,Cal. A&CP 50° F.	Socony-Vacuum OilCo.Inc. *Cell DBuE&B*61'143t*D*	425·0 P106'B50'F41' FK *Tf*35'948t*APT*122t	57·2	33·1	NewYork Utd. States 16*BH ptAsp* (9 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27½",46"&78"-51" 220lb (*s*) 680NHP 3SB,*9cf*,HS9900 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	33 " 0 s 5 " 10½ 27 " 4	
25294 402 IBPN	**Garibaldi** Ⓟ **TwinSc** (*ex*Virginia) *Ref Mchy.* 2*Dks*&*Shelter dk*4*trB* D.F.	5278 4580 3040					1906	Soc.Eser-cizioBacini RivaTrigoso	"Tirrenia"Soc. Anon. di Nav.	381·4	48·1	25·7	Naples Italian	T.6Cy 22½",37⅝"&61⅝"-40" 477NHP G.Ansaldo,Armstrong& Co.Sampierdarena		I
25295 LDYJ	— 1*Dk*	772 585 431					1902	Stavanger Stöberi&Dok Stavanger	SkibsA/S Hardy (Osw.L.Mörch& OttarHolter, *Mgrs.*)	195·0 Q73tB46tH13tF30t	30·2	11·2	Sarpsborg Norwegian *WB*	T.3Cy.14",23½"&38"-27" 150NHP StavangerStöberi&Dok		N
25296 142319 GQTF	**Garlinge** (*ex*Petworth) ssCff.No.3-10,30 ssCff.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	2012 1850 1224	✠100A1 ~~1,36~~ 11,37 ✠LMC1,36 BS1,37	Cff	*s*	CL ~~2,35~~ 11,37	1918 3mo Lloyd	E.Finch& Co.(1916)Ld. Chepstow 'sA&CP	Constants(South Wales)Ld.(M. Constant,*Mgr.*) *CellDB*244'576t	284·3 293·9(O.L.) P29'B78'F28' FK	41·7	19·4	London British 4*BHCem* t*APT*87t	T.3Cy.21½",35"&59"-39"(*s*) 180lb 259NHP 2SB,*6cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld	21 " 6 s2 " 10½ 18 " 10	

1	2, 3	4	5 Particulars of Classification.			7*	8 Built.	9	10	11 Regist'd Dimensions. Deck Erections, &c.			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	When	By Whom Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25297 5375 SEIW	**Garm** ssSkm.2ndNo.3-5,37 ~~ssSkm.No.3-5,24~~ ~~ssSkm.No.2-32~~ *Well deck* 1*Dk*(*Stl*)	1231 1008 709	✠100A1 5,37~~7,35~~ 5,37 ✠LMC MS~~1,32~~ BS~~8,36~~ 8,37	Ant Skm	o	CL ~~8,36~~ 3,37	1912 9mo *Lloyd*	Campbel-townS.B.Co. Campbeltwn '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr*.)	230·0 Q79'B58'F28' FK *CellDBa*56' *f*102' 318*t*	35·8	15·6	Stockholm Swedish 4*BHCem* *APT*85*t*	T.3Cy.18½",27½"&45"-33" 180lb (*s*) 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s1 ″ 2¾ 16 ″ 7	
* 25298 144203 GCZJ	**Garmula** ssCal.No.3-4,32 ssCal.No.1-36 2*Dks*(*Stl*)	5254 4766 3234	✠100A1 11,37~~12,36~~ 7,37 ✠LMC BS~~6,36~~ MS12,36	Cal	y	CL 1,36	1920 5mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndia SteamNav.Co.Ld.	400·0 P49'B113'F39' FK *CellDB* 345'1112*t* *FPT*122*t*	52·3	28·5	Glasgow British 7*BHptCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	
25299 LDYK	**Garnes** 1*Dk*	1559 1361 888					1930	Bergens Mek.Værks Bergen	A/S Kr.Jebsens Rederi(Kr. Jebsen,Jr.*Mgr*.)	250·6 P60*t*H81*t*	39·3	17·4	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
25300 220256 KUZQ	**Garnet Hulings** (*ex*Salina) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*& *Web frames* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	7036 — 4363				...	1920	MooreS.B. Co. Oakland, Cal.	ContinentalS.S.Co.	425·8 P106'B40'F41' FK	57·0	33·1	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
25301 PEFV	**Garoet** *CruiserStern* 3*Dks*	7133 6754 4543					1917	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs*.)	446·6 B75'F57'	54·3	34·3	Rottrdam Dutch *WB*	SRGearedSteamTurbines Maats.deSchelde,Flushing		V
25302 LDRO	**Garonne** **TwinSc** *OilEng*. 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *clear of cargo tanks, Web frames* D.F. *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk*	7113 6340 4211	✠ ... 5,35 ✠	Rot	*b*†		1931 3mo	Akt.Bur-meistr&Wain Copenhagen	Dmpskibsinteresk Garonne(Fearnley &Eger)	427·6 P92'B33'F39' *TrunkinWells* FK *CellDBuE*70'345*tDTf*43'522*tFPT*137*t*	58·8	33·2	Oslo Norwegian 11*BHCem* *APT*137*t*	OilEngines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP 2DB Akt.Burmeistr&Wain,Cpn	33 ″ 3	N †
25303 OYDO	— *Well deck* 2*Dks*	1502 1109 890					1899	R.Stephen-son&Co.Ld Newcastle	DetForenede DampskibsSelsk.	250·3 Q97'B60'F32'	35·2	15·5	Copenhagn Danish *WB*	T.3Cy.19½",32½"&54"-36" 175NHP R.Stephenson&CoLd.Nwc		V
25304 ONKC	— (*ex*Peterhof) 1*Dk*	1234 1015 694					1911	Stettiner Oderwerke Stettin	Cie.Nationale Belge deTransp. Marit.(Armement Deppe,*Mgrs*.)	230·6 Q75'B101'F29'	36·5	15·0	Antwerp Belgian *WB*	T3Cy16$\frac{9}{16}$",27½"&45$\frac{3}{16}$"-31½" 105NHP StettinerOderwerke		V
25305 113 SVRG	**Garoufalia** (*ex*OrangeRiver-34) 1*Dk*	4708 4353 2959					1914	Irvine'sSB &D.D.Co.Ld. W Hartlepool	~~S.A.Lemos&P.A. Lemos~~ Antonis G.Lemos'Sons	385·0 P36'B119'F36'	52·0	27·0	Chios Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
25306 603 OHAQ	**Garryvale** *Turret deck* 1*Dk*	4067 — 2903					1907	W.Doxford &Sons,Ld. Sunderland	RederiA/BGarry-vale(Kristian Hansen)	349·8 P32'F31'	49·1	24·0	Helsingfrs Finnish *WB*	T.3Cy.25",41"&66"-45" 292NHP W.Doxford&Sons,Ld.Sld.		C
* 25307 146525 GJKF	**Gartavon** (*ex*Gelves) ssGls.No.3-6,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1777 1545 934	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~1,37~~ ✠LMC8,37 ~~[illegible]~~ ~~[illegible]~~	Gls	*r*	CL 6,36	1921 9mo *Lloyd*	H.&C. Grayson,Ld. Liverpool '*sA&CP*	GartLine,Ld. (Whimster&Co. *Mgrs*.) *CellDB*224'410*t*	264·5 FK *Collision* *FPT*63*tAPT*18*t*	41·2	18·7	Glasgow British *Cem* *BHto Sh dk* 3 ,, ,, *U* ,,	T.3Cy.21",34"&56"-36" (*s*) 180lb 252NHP 2SB,6*cf*,GS118,HS4550 McKie&Baxter,Ld.Gls.	21 ″ 0 s ″10½ 20 ″ 3¾	
25308 161950 GPLR	**Gartbrattan** 2*Dks*	1811 1517 923					1931	Barclay, Curle&Co.Ld Glasgow	GartLine,Ld. (Whimster&Co. *Mgrs*.)	275·5 F27'	42·1	18·2	Glasgow British *WB*	T.3Cy.19",32"&54"-36" 175NHP Barclay,Curle&Co.Ld.Gls.		C
25309 129078 GLWF	**Garth Castle** Ⓟ **TwinSc** ssLon.2ndNo.3-5,36 ~~ssLon.No.3-5,23~~ ~~ssLon.No.2-32~~ 2*Dks*(*StlM–wsUteaks*)&*deep framing* D.F. *Well deck* *Ref.Mchy*. Sub.Sig. *Lower dk*(*Stl*)*inNos*.1,3&4*holds*	7625 6001 4639	✠100A1 12,37~~5,35~~ BS~~5,36~~ ✠LMC~~11,30~~ 5,37 5,35	Lon	*c*†	CL 2,37	1910 3mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	Union-Castle MailS.S.Co.Ld.	452·6 P&B272'F66' FK&BK2½" *WB*=*Cell DBa*128'*uE*48'*f*171'1144*tFPT*71*t*	54·3	30·7	London British 8*BHCem*	Q.8Cy.18¾"26¾"39"&57"-48" 220lb (*s*) 647NHP 2D&1SB15*cf*GS302HS11225 Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s 6 ″ 7¼ 27 ″ 3	BT till ~~5,37~~ 2,38
25310 147339 GLXS	**Gascony** *Longitudinal framing* *OilEng*. D.F. 2*Dks*&*Shelter dk*	4716 3975 2631					1925	A.McMil-lan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	385·4 P38'F33' *on Shelter dk*	53·2	25·5	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
25311 164730 GZCT	**Gasfire** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	2972 2268 1747	✠100A1 9,37~~10,36~~ ✠LMC10,36	Sld	*t*	CL 9,37	1936 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCom-panies,Ld.*Mgrs*.) *CellDB*	318·4 Q188'F32' FK 262'1065*t* *Midship dk tank*55*tFPT*240*t*	45·7	20·0	London British 5*BHCem* *APT*57*t*	T.3Cy.19½",32"&54"-39" 200lb (*s*) 259NHP 2SB,6*cf*,GS82,HS3732 FD N.E.MarineEng.CoLd.Sld.	22 ″ 2 s 7 ″ 3¾ 19 ″ 10½	
25312 144696 GDSZ	**Gaslight** ssShl.No.1-37 ssSld.No.3-8,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1696 1309 997	✠100A1 ~~8,37 1,37~~ 2,38 BS~~6,36~~ ✠LMC~~8,33~~ 7,37	Sld Shl	*q*	CL ~~1,37~~ 7,37	1920 8mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCom-panies,Ld.*Mgrs*.)	260·6 Q153'*Bon*Q52'F29' *CellDB* FK 214' 448*t* *FPT*92*t*	37·7	16·4	London British 4*BHCem* *APT*150*t*	T.3Cy.18¼",31"&51"-36" (*s*) 180lb 180NHP 2SB,4*cf*,GS73,HS2900 N.E.MarineEng.CoLdNwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
25313 151049 CYFT	**Gaspe County** (*ex*Tondern, *ex*ThoraFredrikke) **TwinSc** *OilEng*. *Mchy.Aft* 1*Dk*	569 381 376					1919	Kalundbrg Skibsværft Kalundborg	EllisShippingCo. Ld.(1929)	140·9 P48'F18'	30·5	10·5	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{9}{16}$" 192NHP J&CGBolindersCoLd.Skm		
* 25314 144525 VGFK	**Gaspesia** Ⓟ (*ex*Arbroath, *ex*Alexandra) ssQbc.2ndNo.3-5,34 *Well deck* 1*Dk*(*Stl*)	1014 683 520	100A1 6,37 ~~4,36~~ BS~~2,37~~ LMC3,34 3,38	Mtl Qbc	*m*	CL ~~4,34~~ N6,37	1909 *Lloyd*	Akt.Ges. "Neptun" Rostock '*sA&CP*	ClarkeS.S.Co.Ld.	214·6 P&B130'F25' FK *CellDB*176'279*t* *FPT*25*t*	32·1	13·7	Quebec British 5*BHCem* *APT*18*t*	T3Cy.17¼",27$\frac{9}{16}$"&46⅞"-31½" 200lb 182NHP 2SB,4*cf*,GS76,HS3337 A.G."Neptun,"Rostock	16 ″ 3 s1 ″ 3½ 15 ″ 3	
25315 EAKE	**Gastelu** ssBbo.No.3-12,32 ssBbo.No.1-36 D.F. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	3272 3093 2102	✠100A1 2,38 ~~1,37~~ BS~~1,37~~ ✠LMC4,36 2,38	Bbo	*v*	CL 1,37	1921 8mo *Lloyd*	Echevar-rieta y Larrinaga Cadiz '*sA&CP*	Cia.Naviera Guipuzcoana	331·0 P31'B91'F32' FK *CellDB*284' 872*t* *FPT*63*t*	48·0	23·3	S. Sebast'n Spanish 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* 411NHP 2SB,8*cf*,GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 8 s 4 ″ 0¼ 21 ″ 10	
25316 LDYL	**Gaston Micard** (*ex*Spero-33, *ex*Sjösprõit,*ex*Dorothea, *ex*Rövær) 1*Dk*	982 862 568					1917	Hölens VærksAkties Larvik	SigurdS.Aarstads RederiA/S.	214·4 P39*t*H52*t*	34·2	14·2	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP MossVærft,Moss		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
25317 143040 MJNL	**Gateshead** (*ex*ThePresident-33, *ex*CatherineAnnie) *ss*Shl.No.3-8,31 *Mchy.Aft* *ss*Shl.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	744 506 323	✠100A1 ~~8,37~~ ~~3,36~~ 2,38 ✠LMC M87,35 ~~BS~~ 3,37	Shl Bly	*j*	CL ~~2,35~~ 2,38	1919 2mo *Lloyd*	ForthS.B. &Eng.Co.Ld. Alloa '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *Ce*	190·9 Q105'B9'F23' *llDBf*114'173*tFPT*	29·2	11·5 BK7⅓'	Newcastle British 3*BHCem* 50*tAPT*37*t*	T.3Cy.16",26½"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthSB&Eng.CoLd.Alloa	13 ″ 8 s4 ″ 2½ 13 ″ 10	
25318 220623 KDFD	**Gateway City** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5432 4971 3335			...		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44'	54·2	30·2 FK	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
25319 TVYZ	**Gatinais** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	389 343 185					1933	Ziegler Frères Dunkirk	CompagnieMari- time de laSeine	161·9 Q42'B&F49'	23·5	11·8	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11⅞"-18⅞" 80NHP ZieglerFrères,Dnk.		V
❋ 25320 HRBG	**Gatun** Ⓟ *ss*N.Os.No.2-33 2*Dks*(*Stl*) *Wthr dk* (teak s)& *Ref.Mchy.* 2 *lower dks sparred for* *fruit cargo*	*3362* *2970* *2143*	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 7,37 ~~BS11,36~~ ✠LMC11,35 ✠Lloyd'sRMC 11,37 fortemp. 50°F *Lower dks for* *Fitted for oil*	NYk Phl BS11,37 *fruit* *fuel*10	*u* *ca* ,25	OG ~~1,36~~ 6,37 *rgoes* *F.P. a*	1925 10mo *Lloyd* *bove* 1	Workman, Clark&Co.Ld Belfast '*sA&CP* *Inter* 50° F.	StandardNavCorp. (StandardFruit& S.S.Co.,*Mgrs.*) *mediateBH in fore* *CellD*	315·6 F33' *hold dispensed with* *B*255' 362*t FPT*49*t*	45·2	29·4 FK	Ceiba Honduran 4*BHptCem* *APT*84*t*	T.3Cy.23",39"&66"-45" (*s*) 200lb 525NHP 3SB,12*cf*,GS216,HS8448 Wrkman,Clark&Co LdBel	31 ″ 6 s11 ″ 9½ 20 ″ 1	
25321 1 YLCZ	**Gauja** (*ex*Norburg,*ex*Marie) 1*Dk*	1408 1214 829					1899	Akt.Ges. "Neptun" Rostock	Government of Latvia(Valsts KuguParvalde, *Mgrs.*)	241·5 P24'B58'F26'	36·1	16·9	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33⅛" NB07 133NHP A.G."Neptun,"Rostock		V
25322 TSVG	**Gaulois** 1*Dk*	500 — 276					1903	Claparède frères Argenteuil	EntrepriseCôtière deTransp.Mar.	164·9 H—F21'	25·3	10·6	Marseilles French *WB*	C.2Cy.20 5/16"&35⅜"-25½" 53NHP Claparèdefrères,Argnteuil		V
25323 LISZ	**Gausdal** **TwinSc** (*ex*HöeghTrader-36, ~~ssRot.No.1-34~~ *ex*Guldborg-33)*ss*Osl.No.2-38 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4795 4271 2871	✠100A1 *withfreeboard* 2,38 DBS5,37 ✠LMC2,38 *Fitted for car*	Got ~~Nas~~ ~~SFd~~ Osl *rying*	*z* *oil*	CL ~~9,36~~ F9,36 s2,38 2,30 *F.*	1930 2mo *Lloyd* *P. abo*	Odense Staalskibsvft Odense '*sA&CP* *ve*150° *F. in d*	SkibsA/S "Gausdal"(Boe& Pedersen,*Mgrs.*) *CellDB*338' *eep tank* *T*	386·3 P30'F33' 1138*t* *anks in way of Tunn*	54·3	25·7 FK (	Oslo Norwegian 7*BH* *Collto Shdk* 6 ,, 2*nd* ,,) *els*81*tMT*27'	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB90*lb* Akt.Burmeistr&Wain,Cpn 1085*tFPT*135*tAPT*140*t*	28 ″ 0 s2 ″ 11½ 25 ″ 3½	
25324 DOHJ	**Gauss** Wireless *OilEng.* Sub.Sig. *CruiserStern* 1*Dk*	1236 955 592					1925	Deutsche Werke,A.G. Kiel	Dmpfschifffarhts Ges.Neptun	232·6 P&B151'F28'	36·1	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"-37 7/16" 224NHP DeutscheWerkeA.G.Kiel		G
25325	**Gaviota** (*ex*Haabet, **Aux3MstSr** *ex*Gideon) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*394* *340* *293*					1918	J.Th.Wil- mink&Co. Gideon	J.Boccardo	144·6 P29'F14'	26·3	11·6	Bluefields Nicaraguan	Oil Engines 2S.C.SA 2Cy.15⅝"-16 7/16" 83NHP N.V.Steywal-Motorenfab. Overschie		
25326 CSAR	**Gaza** (*ex*Hof) *ss*Ant.2ndNo.3-8,37~~ssLis.No.3-9,25~~ ~~ssLis.No.2-34~~ 2*Dks*(*Stl*)&*lower dk* *Well deck* *beams in No.1hold*	6037 4333 3802	✠100A1 ~~8,37~~ ~~6,36~~ 3,38 ✠LMC ~~MS12,34~~ ~~BS11,36~~ 8,37 12,37	Ant	*z*	CL 6,36	1914 3mo *Lloyd*	Akt.Ges. "Neptun" Rostock '*sA&CP*	Soc.Geral deCom- mercioIndustria e Transportes,Ltda.	400·0 P&B321'F54' *CellDBa*1	53·9	26·0 FK	Lisbon Portuguese 7*BHCem* 21'*uE*&*B*56'	T.3Cy.28¾",47⅝"&77⅛"-48" 213lb (*s*) 653NHP 3SB,9*cf*,GS261,HS9688 FD A.G."Neptun,"Rostock *f*178'1254*tFPT*85*tAPT*5*t*	28 ″ 6 s3 ″ 5½ 25 ″ 2	
25327 144192 GCYZ	**Gazana** *ss*Cal.No.3-5,32 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5284 4821 3191	✠100A1 7,37~~7,36~~ BS7,37 ✠LMC7,36	Cal ~~Bom~~	*y*	GL 8,35	1920 3mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 412·3(O.L.) P49'B113'F40' 336'1015*t FPT*128*t*	52·4	28·4 FK	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11½ 25 ″ 4	
❋ 25328 FOZM	**Gazcon** *ss*Ant.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4131 3746 2439	✠100A1 *withfreeboard* 9,37~~1,37~~ ✠LMC4,36	Ant	*y*	CL 7,35	1932 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP* *CellDBa*	Cie.deNav. d'Orbigny &*uE*152'*f*180'939*t*	394·5 F34' *FPT*77*tAPT*124*t*	53·0	22·7 FK (	LaRochlle French 6*BHCem* *Collto Shdk* 5 ,, 2*nd* ,,)	T.3Cy.24",41"&68"-48" (*s*) 210lb 493NHP 2SB&1Aux.SB,9*cf*,GS165 HS7511 FD A.Stephen&Sons,Ld.Gls.	25 ″ 0 s2 ″ 3½ 23 ″ 0	
25329 SPAG	**Gdansk** Ⓟ 1*Dk*	538 350 234					1927	Intrnationl S.B.&E.CoLd Danzig	"ZeglugaPolska" SpolkaAkcyjna	170·6 B29'F19'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15⅝"25½"&41 7/16"-26" International 89NHP S.B.&Eng.Co.Ld.Danzig		V
❋ 25330 7980 SFDA	**Gdynia** Ⓟ *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* D.F. *Rudder electrically welded*	*1636* *1207* *750*	✠100A1 *withfreeboard* 9,37~~11,35~~ ✠LMC12,34 ✠Lloyd'sRMC~~2,37~~ 7,37 3,36	Skm Got	*s*	CL 4,37	1934 12mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*240'44	284·3 293·5(O.L.) 6*t FPT*23*t APT*27*t*	41·2	15·2 FK (	Gothenbrg Swedish 5*BHptCem* *Coll to Shdk* 4 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"-43 5/16" 377NHP DB40*lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11½	
25331	— Ⓟ 1*Dk*	538 353 236					1927	Intrnationl S.B.&E.CoLd Danzig	"ZeglugaPolska" SpolkaAkcyjna	164·0 B94'F18'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15⅝",25½"&41 7/16"-26" International 89NHP S.B.&E.Co.Ld.Danzig		V
25332 DJLT	**Gedania** *Fitted for oil fuel* 2*Dks*&*Shelter dk* E.S.D. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	8923 7884 5101					1919	Howaldts- werke Kiel	WariedTankschiff RhedereiG.m.b.H.	499·0	64·1	31·7	Hamburg German *WB*	Q.4Cy.25⅝",36⅝",52"&74⅝"- 52"&L.P.Turbine 462NHP Howaldtswerke,Kiel		G
❋ 25333 160564 GSQM	**Geddington Court** *ss*Lon.No.2-36 D.F. 2*Dks*(*Stl*)	6903 6562 4333	✠100A1 *withfreeboard* 3,38 ~~2,37~~ ✠LMC10,36 BS10,37	Liv Cff	*a*†	CL 10,36	1928 9mo *Lloyd*	Nthmblnd S.B.Co. (1927),Ld. Newcastle '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *Upper 'tween dk* *collision* *CellDB*369'1477*t*	420·1 F42' *BH except* *BH dispensed with* *FPT*108*tAPT*149*t*	56·5	33·8 FK *Coll*	London British *Cem* *BH to Wdk* 6 ,, ,, 2*nd* ,,	T.3Cy.27",45"&75"-51" (*r*) 180lb 569NHP 3SB,9*cf*,GS162,HS8487 FD WllsndSlpwy.Co.Ld.Nwc.	36 ″ 4 s 9 ″ 6 27 ″ 1½	
❋ 25334 5440 SEJI	**Gefion** *ss*Skm.2ndNo.3-12,37~~ssLbe.No.3-6,25~~ *Well deck* ~~ssSkm.No.2-33~~ 1*Dk*(*Stl*)	*640* *441* *260*	✠100A1 12,37~~7,35~~ ~~MS6,35~~ ✠LMC~~3,33~~ 12,37	Skm	*i*	~~8,35~~ 11,37	1913 2mo *Lloyd*	VanVliet &Co. Hardinxveld '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB*	169·3 Q89'B15'F24' =*DBa*33' 35*t FPT*	28·3	12·3 FK	Stockholm Swedish 4*BHCem* 44*tAPT*18*t*	T.3Cy.~~14~~ 13⅞" 23"&37"-24" (*s*) 180lb *100lb* 94NHP 1SB,3*pf*,GS51,HS1750 ShieldsEng.Co.Ld.N.Shl.	13 ″ 5 s4 ″ 4¾ 13 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25335 DOBE	**Geier** Wireless D.F.	1*Dk*	1174 887 614					1924	Akt.Ges. “Neptun” Rostock	ArgoReederei RichardAdler&Co.	221·5 P14′Q65′B52′F26′	34·9	14·2	Bremen German *WB*	T3Cy17$\frac{3}{10}$",29$\frac{1}{10}$"&47$\frac{1}{2}$"–31$\frac{1}{2}$" 125NHP A.G.“Neptun,”Rostock		G
25336 DOKU	**Geierfels** E.S.D. Sub.Sig.	2*Dks* *CruiserStern*	7605 6728 4575					1930	Deutsche Sch-u.Mschb. A.G.Weser Bremen	DeutscheDmpfs. Ges.“Hansa”	503·8 P63′B&F421′ *Upper*F32′	62·2	27·7	Bremen German *WB*	T.3Cy.30$\frac{3}{4}$",49$\frac{1}{4}$"&78$\frac{3}{4}$"–55$\frac{1}{8}$" &LPTurbine withDRgearing&hydraulic coupling 672NHP DeutscheSch.-uMschbA.G Weser,Bremen		G
25337 LCJZ	**Geisha** *Ref.Mchy.*	TwinSc *OilEng.* 2*Dks*	5113 4751 3125					1921	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O,A.S.*Mgr.*)	375·8 B59′H331*t*F41′	51·4	30·7	Haugesund Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$"–39$\frac{3}{8}$" 810NHP Werkspoor,Amsterdam		N
25338 147915 MLYZ	**Gem** *Mchy.Aft* *Well deck*	3Mst *ss*AyrNo.3–10,36 1*Dk*(*ptStl*) *Cargo battens not fitted*	640 428 289	✠100A1 ~~6,37~~10,36 3,38 BS12,37 ✠LMC10,36	Ayr ~~Shl~~ Gls	*i*	CL 9,36	1924 8mo *Lloyd'sA&CP*	Scott& Sons Bowling	Wm.Robertson	175·3 182·0(O.L.) Q101′B11′F27 *CellDBf*105′141*tFPT*	27·6 *27·8*	11·0 BK7"	Glasgow British 3*BHCem* 34*tAPT*8*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 72RHP 1SB,3*cf*,GS58,HS1830 Aitchison,Blair,Ld. Clydebank	13 ″ 4 s 4 ″ 4 13 ″ 7$\frac{1}{4}$	
25339 LCKD	**Genale** (*ex*I.K.Ward–34) *Ref.Mchy.*	TwinSc *OilEng.* 2*Dks*	1840 1549 1080	~~✠Lloyd'sRMC3,37~~ ~~For temp. 40° F.~~				1929	Akt.Lind- holmen- Motala Gothenburg	A/SSantaMartha (Chr.Gundersen& Co.*Mgrs.*)	269·5 P33*t*B136*t*F17*t* H53*t*	37·7	22·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 449NHP GotaverkenA/B,Got.		N
25340 31340 JCWB	**Genbu Maru** Ⓟ	1*Dk*2*nd dk in forward hold& Web frames* *Longitudinal framing*	1872 1615 1141				…	1925	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	255·0 P17′B66′F28′	39·0	22·7 FK	Tokio Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWrks,Ld.Osaka	22 ″ 9	
25341 PKFV	**Generaal Michiels**	1*Dk*	1282 1031 716					1928	Wilton'sE. &Slpwy.Co Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140′F33′	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 93NHP Gebr.Stork,&Co.Hengelo		V
25342 PKFX	**Generaal v. d. Heyden**	1*Dk*	1213 988 640					1928	N.V.Haar- lemsche SchpsbMaats Haarlem	Koninkl.Paketv. Maats.	230·7 P&B152′F35′	38·2	14·8	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 93NHP Gebr.Stork&Co.Hengelo		V
25343 PKFU	**Generaal van Geen**	1*Dk*	1290 1031 719					1928	Wilton'sE. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140′F34′	38·8	14·1	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 111NHP Gebr.Stork&Co.Hengelo		V
25344 PKFW	**Generaal van Swieten** Wireless	1*Dk*	1300 1031 681					1928	Wilton'sE. &Slpwy.Co. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B144′F33′	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 111NHP Gebr.Stork&Co.Hengelo		V
25345 PKFY	**Generaal Verspijck**	1*Dk*	1213 988 640					1928	Haarlem- scheScheepsb MijHaarlem	Koninkl.Paketv. Maats.	230·8 F33′*ptAwngdk*140′	38·2	14·9	Batavia Dutch *WB*	C4Cy(2)14$\frac{1}{2}$"&(2)31$\frac{1}{2}$"–31$\frac{1}{2}$" 93NHP Gebr.Stork&Co.Hengelo		V
25346 225327	**General** *Mchy.Aft*	*OilEng.* 1*Dk* *Carrying Petroleum in bulk*	571 545 364					1925	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	GeneralPetroleum Corpn.ofCalifornia	170·0	32·0	14·0	SFrancisco Utd. States	Oil Engines connected to electric motor&screw shaft 4S.C.SA 12Cy.11$\frac{1}{2}$"–15" 154NHP AtlasImperialEng.Co.		
25347 LOFP	**General Alvear** Ⓟ (*ex*CaboCorrientes)	Pad *Fitted for oil fuel* 1*Dk*(*Teak*) *&Promenade dk*	1717 — 655	✠ 2,18 ✠	BBl			1914 1mo	A&J.Inglis Ld. Glasgow	CiaArgentina de Nav.Mihanovich Lda.	320·4	40·1	12·3 FK	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" 597NHP 4SB,8*cf*,GS188,HS7260 FD A.&J.Inglis,Ld.Glasgow	13 ″ 0	
25348 DHIO	**General Artigas** Ⓟ (*ex*Westphalia) D.F. GyC. Sub.Sig.	*Fitted for oil fuel* 3*Dks&Shelter dk*	11254 9874 6613					1923	Howaldts- werke Kiel	Hamburg-Süd- amerik.Dampf- schiff.Ges.	473·6 B148′	60·7	41·9	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Braun,Boveri&Co.Mnnhm.		G
25349 LOGW	— Ⓟ (*ex*CaboSantaMaria)	Pad *Fitted for oil fuel* 1*Dk*(*Teak*)& *Promenade dk*	1717 — 655	✠ 11,17 ✠	Gls			1913 10mo	A&J.Inglis Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	320·0	40·1	12·3 FK	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" &L.P.Turbine 834NHP 4SB,8*cf*,GS188,HS7260 A.&J.Inglis,Ld.Glasgow	13 ″ 0	
25350 FOOE	**Général Bonaparte** Ⓟ D.F. *Mchy.Aft*	*Fitted for oil fuel* 2*Dks*	2796 — 1004					1922	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	315·4 P56′B121′F79′	44·6	24·5	Marseilles French *WB*	T4Cy27$\frac{5}{8}$"45$\frac{11}{16}$"&(2)55"–51$\frac{1}{4}$" 434NHP Ch.&Atel.deProvence,Msl.		V
25351	**General Flores** (*ex*Anglo No.2–35,*ex*Reformer) *Ref.Mchy.* *Mchy.Aft* Now “Anglo No.2,” see No.37167 in Supplement	TwinSc 1*Dk*	1206 — 729				…	1901	A.Rodger &Co. Pt.Glasgow	CranstonWood- head&Co.	230·2	42·0	11·5 FK	Rio Grande doSul *WB* Brazilian	T.6Cy.11",17"&28"–21" 130NHP Ross&Duncan,Glasgow	13 ″ 6	
25352 FNDJ	**Général Gassouin** D.F. GyC. *Mchy.Aft*	*OilEng.* 2*Dks* *Carrying oil in bulk* *Longitudinal framing*	5011 4399 1966					1926	Ch.&Atel. de laGironde Bordeaux	Soc.Auxiliaire de Transports	377·7 P110′B35′F39′	52·6	28·9	Rouen French *WB*	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–47$\frac{1}{4}$" 498NHP SulzerBros.,Winterthur		V
25353 212584 KDAA	**General Lee** Ⓟ (*ex*Cartago–32) D.F. *Ref.Mchy.* Now “Cartago,” see No.37866 in Supplement	*Fitted for oil fuel* 2*Dks&*2*ptDks*	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B154′F44′	49·8	29·6	Prtlnd, Or. Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&CoLd.Bel		C
25354 220740 KDFT	**General M.H.Sherman** (*ex*Mursa)	*Fitted for oil fuel* 1*Dk&Shelter dk* *Longitudinal framing*	6047 — 3822					1920	Moore S.B. Co. Oakland, Cal.	Matson~~S.S.Co.~~ NavigationCo.	402·6 P34′F36′	53·0	32·2	S.Francisco Utd.States *WB*	T.3Cy.24$\frac{3}{4}$",41$\frac{1}{2}$"&72"–48" NE&B29 359NHP AllisChalmersMfg.Co., Milwaukee,Wis.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
* 25355 211610 WFDP	**General Markham** (exRadiant) ssL.An.No.3-3,26 ssClv.No.2-34 Mchy.Aft 1Dk(Stl)& Web frames D.F. Longitudinal framing	2487 2137 1258	✠100A1 ~~4,36~~ 2,38 ✠LMC4,34 For service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 9,13 F.P. above 150° F.	Clv BS2,38		CL ~~4,36~~ 1,38	1913 9mo	American S.B.Co. Cleveland,O. A&CP	ClevelandTankers Inc. CellDBa12'uE&B	250·0 P83' F53' FK 54'f30'260tFPT77t	43·0	26·0	Wilmgton (Del.) Utd.States 11BHAsp APT22t	T.3Cy.19",31"&54"-42" (s) 200lb 277NHP 2SB,6cf,GS100,HS5052 AmericanSBCo.Clvelnd,O.	25 ″ 0 s3 ″ 3½ 21 ″ 11½	
25356 FOAY	**Général Metzinger** Ⓟ TwinSc (exSobral,exCapVilano) D.F. Ref.Mchy. 2Dks	9312 6498 5492					1906	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	476·6 P&B376'F80'	55·2	30·8	Marseilles French WB	Q.8Cy.24½",35⅝",50½"&74"-54" 805NHP Blohm&Voss,Hamburg		V
25357 86501	**General Orlando M.Poe** Mchy.Aft GyC. 1Dk2trB	4835 — 3705					1900	American S.B.Co. Cleveland,O.	PittsburghS.S.Co.	470·0	50·0	29·0	D'luth,Min Utd.States WB	Q.4Cy.17",25",38½"&60"-42" NB29 233NHP AmericanS.B.Co.Clevelnd		
25358 DIBR	**General Osorio** Ⓟ TwinSc D.F. GyC. OilEng. Sub.Sig. Ref.Mchy. Cruiser Stern 3Dks	11590 8274 6750					1929	Bremer Vulkan Vegesack	Hamburg-Süd- amerik.Dampf- schiff.Ges.	498·5 B&F492'Uppr.F62'	66·0	32·8	Hamburg German WB	Oil Engines 2S.C.DA 12Cy.23⅝"-35⅜" 2335NHP BremerVulkan,Vegesack		G
25359 ~~212605~~ KDAH	**General Pershing** Ⓟ Now "Heredia" see No. 38492 in Supplement ~~(exHeredia-32) Fitted for oil fuel~~ D.F. Ref.Mchy. 2Dks&2ptDks	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	Prtlnd, Or. Utd. States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
25360 DHIR	**General San Martin** Ⓟ (exThuringia) Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk D.F. GyC. Sub.Sig.	11251 7882 8585					1922	Howaldts- werke Kiel	Hamburg-Süd- amerik.Dampf- schiff.Ges.	473·6 B148'	60·7	41·9	Hamburg German WB	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co. Mannheim		G
25361 ~~212632~~ KDAG	**General Sherman** Ⓟ Now "Parismina" see No. 387[illegible] in Supplement ~~(exParismina-32) Fitted for oil fuel~~ D.F. Ref.Mchy. 2Dks&2ptDks	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	Prtlnd, Or. Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
25362 DOAQ	**General vonSteuben** Ⓟ TwinSc (exMünchen) Fitted for oil fuel D.F. E.S.D. GyC. 4Dks Sub.Sig.	14660 12150 8385					1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9 B234'F41'	65·0	43·7	Bremen German WB	T.8Cy.(2)31½"(2)51½"&(4)59 1/16"-55 1/16"&L.P.Turbines 1622NHP VulkanWerke,Stettin		G
* 25363 215110 WQCZ	**General W. C. Gorgas** Ⓟ (exPrinz Sigismund) ssSea.2ndNo.3-5,26 ssSea.No.2-36 2Dks(Stl Weather dk-ws)	4636 3602 2723	100A1 withfreeboard 5,37 ~~4,36~~ BS5,37	Sea LMC4,36	x	CL 3,36	1902	Akt.Ges. "Neptun" Rostock	Libby,McNeill& Libby	370·1 P&B244'F51' FK CellDB	45·3	26·8	S.Frncisco Utd.States 8BHAsp 305'750t	Q4Cy.22 7/16",32¾",47¾"&68 7/16"-47¼" 185lb (s) 444NHP 2DB&1AuxSB,10cf,GS196,HS7884 FD A.G."Neptun,"Rostock	29 ″ 6 s5 ″ 2¾ 24 ″ 5¾	
25364 EAOQ	**Generalife** (exEspañaNo.2, exJavorina) 1Dk2trB deep framing& Web frames	3387 3189 2138			...		1908	Chant.Nav Anversois Hoboken	Cia.Trasmediter- ranea	345·9 P31'B180'F31' FK	48·1	23·0	Barcelona Spanish WB	T.3Cy.24",40"&66"-45" 317NHP N.E.MarineEngCo.LdNwc	25 ″ 7	
25365 161600 GZJB	**Generton** D.F. 1Dk&Shelter dk CruiserStern	4797 4274 2800	✠100A1 withfreeboard 9,37 ~~5,37~~	Liv Shl ✠LMC12,36	z	CL	1936 12mo Lloyd	Short Bros. Ld. Sunderland sA&CP	CarltonSteamship Co.Ld.(R.Chap- man&Son,Mgrs.) CellDB322'1391t F	426·5 F22' FK DTf26'310t PT78tAPT270t	54·0	23·7	Newcastle British 7BHCem (Coll to Shdk 6 ,, 2nd ,,)	T.3Cy.21½",36½"&63"-45" 220lb (s) 220lb 359NHP 2SB(Spt),6cf,GS110, FD HS4784 GeorgeClark(1936)Ld.Sld	26 ″ 7 s2 ″ 7½ 24 ″ 1½	
25366 218718 KITP	**Genevieve Lykes** (exLake Gadsden) Fitted for oil fuel 1Dk2trB	2659 — 1772			...		1919	Manitowoc S.B.Co. Manitowoc	~~LykesBros.S.S.Co.~~ ~~Inc.~~ LykesBros.- RipleySSCo.Inc.	253·5 P125'B65'F26'	43·9	25·9	Galveston Utd.States WB	T.3Cy.21",35"&59½"-42" 228NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
25367 20604 JBND	**Genmei Maru** 2Dks	3181 2674 1941			...		1917	Mitsubishi Dkyd&EWks Kobe	KinkaiYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Tokio Japanese WB	T.3Cy.19",32"&54"-48" 270NHP MitsubishiD&E.WksKobe	27 ″ 3	
25368 1419 INQY	**Gennargentu** Ⓟ (exMaddalena) 1Dk&Shelter dk	499 — 217					1910	Soc.Eser- cizioBacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	157·8	26·5	13·4	Genoa Italian	T.3Cy.13⅛",21⅝"&35⅝"-23⅝" 62NHP Soc.EsercizioBacini		I
25369 25752 JSLD	**Genoa Maru** ssYka.No.3-7.30 ssKob.No.1-35 2Dks(Stl)&Shelter dk(Stl)	6785 6491 4894	✠100A1 Shelter dk withfreeboard 6,37 ~~7,36~~ ✠LMC8,34	Yka BS6,37	a†	OG ~~8,34~~ N6,37	1919 6mo Lloyd	Mitsubishi Zosen Kaisha,Ld. Nagasaki 'sA&CP	NipponYusen K.K. CellDB349'1091t	425·0 FK Collision FPT156tAPT229t	53·6	37·5	Tokio Japanese Cem BH to Shdk 6 ,, ,, U ,,	T.3Cy.26½",44½"&75½"-48" 200lb (s) 518NHP 3SB,9cf,GS196,HS7104 FD MitsubishiZosenKaisha Ld	37 ″ 6 s9 ″ 1¾ 28 ″ 7	
25370 2136 IBGP	**Genoano** (exOyleric-37, exBarneson) ~~ssRot.No.3-7,26~~ ssFal.2ndNo.3-4,37 ~~ssNwc.No.1-30~~ Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	6067 5767 3664	✠100A1 2,38 BS2,38 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 2,14 F.P. above 150°F.	Nwc Gen	a†	CL ~~3,37~~ 4,37	1914 2mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	DittaG.M.Barba- gelata CellDBuB41'116t DTf42'510t	433·5 420·3 P99'B26'F45' FK FPT83tAPT38t	54·6	32·4	Genoa Italian 17BHCem (9 to Udk 8 ,,2nd ,,)	T.3Cy.27",45"&74"-48" (r) 180lb 536NHP 3SB,9cf,GS180,HS7983 FD Hwthrn,Leslie&C.LdNwc.	32 ″ 8 s5 ″ 11½ 26 ″ 10½	
* 25371 PEHL	**Genota** OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft D.F. Cruiser Stern Rudder electrically welded Longitudinal framing at bottom & at deck	7987 7233 4754	✠100A1 10,37 ~~1,37~~ ✠LMC4,35 Carrying Petroleum in bulk	Rot	c†	CL	1935 4mo Lloyd	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'137tD	463·0 P93'B47'F48' FK Tf25'270tFPT136t	59·3	33·9	TheHague Dutch 15BHptCem APT83t	Oil Engines 2S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
25372	**Genova** Ⓟ TwinSc OilEng. 1Dk	975 — 341					1930	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff Ld.Gls.		
25373 EEPJ	**Genoveva-F.** (exCaboSan Martin-32,exLa Giralda) ssBbo.2ndNo.3-4,17 ssBbo.No.2-25 2Dks(Stl)&Awng dk	1861 1799 1201	✠ —— 4.31 ✠	Bbo	q		1892	Bartram, Haswell&Co. Sunderland	FedericoG.Fierro	252·1 CellDB198'268t	36·0	17·1 24·6 BK9"	Seville Spanish 6BHCem	T.3Cy.19½",31½"&53"-36" NDB20 168NHP 1SB,3pf,GS60,HS2500 J.Dickinson,Sunderland	26 ″ 10	
25374 DHIS	**Genua** D.F. E.S.D. CruiserStern 2Dks	1949 1597 1130					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'F268'	42·7	16·2	Hamburg German WB	C.4Cy.(2)18 13/16"&(2)39⅝"-39⅝" 162NHP A.Borsig,G.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
* 25375 3750 SEJM	**Georg** (*ex*China) Iron *ss*Mmo.4thNo.3-8,26 *ss*Sbg.No.3-6,34 *Welldeck* 1*Dk*	*478* *355* *239*	✠100A1 2,37 ✠NB84 F ✠LMC6,34 BS11,36	Sbg	*h*	OG 4,36	1877 10mo	J.Readhead&Co. S.Shields A&CP	RederiaktFalkvik (Th.Carlsson, *Mgr.*)	169·6 Q77'B14'F19' BK7"	25·7	12·2 *WB*=	Sölvesbrg Swedish 5*BHCem* *DBa*30'*f*52'	C.2Cy.22$\frac{5}{16}$"&40"-27" (*s*) 80lb NDB05 *80lb* 80NHP 1SB,*2pf*,GS36,HS1600 J.Readhead&Co.S.Shields	13 " 0 s1 " 1½ 12 " 9	
25376 86671	**George B. Leonard** *Mchy.Aft* 1*Dk2trB*	4037 — 2844					1902	Chicago S.B.Co. Chicago	GreatLakesSS.Co. Inc.	380·0 F48'	50·0	23·6	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP ChicagoS.B.Co.Chicago		
25377 165460 MMGV	**George Balfour** *Mchy.Aft* *CruiserStern* *For full particulars see No.* 38304 *in Supplement*	1570 1153 918	100A1 (*Class Contemplated*)				1937	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	239·0 Q147'B16'F21'	38·7	16·2	London British	T.3Cy.16½",27½"&46"-33" NE.MarineEng.Co.Ld.Sld.		
25378 207792	**George D. Dixon** (*ex*Allegheny) *Mchy.Aft* 2*Dks*	4090 — 3159					1910	Detroit S.B.Co. Wyandotte	GreatLakes TransitCorpn.	350·0	46·0	31·0	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
25379 204225	**George F. Baker** GyC. *Mchy.Aft* 1*Dk*	7210 — 5459					1907	Superior S.B.Co. Superior,Wis.	PittsburghS.S.Co.	586·0	58·0	25·5	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&65$\frac{1}{16}$"-42" 274NHP AmericanS.B.Co.Clevel'nd		R
25380 208396 KFCT	**George F. Rand** (*ex*WilliamC. Agnew) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	6533 — 4985					1911	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	532·0 F48'	58·0	31·0	BuffaloNY Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevel'nd		R
25381 113975 MFJJ	**George Frusher** (*ex*Carlston) 3Mst *ss*Gms.2ndNo.3-4,26 *Well deck* *ss*Lwt.No.2-34 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	662 447 267	✠100A1 4,37 ~~3,36~~ ✠LMC MS1,35 ~~BS7,36~~ 8,37	Bly	*j*	CL 4,35	1901 8mo	JFullerton &Co. Paisley *Lloyd*'*sA&CP*	Consolidated Fisheries,Ld. (Sir JohnD.Marsden, Bart.*Mgr.*)	189·0 Q101'B11'F34' FK len05 *DBf*99'	29·2	10·5	Lowestoft British 3*BHCem* 178*tFPT*81*t*	C.2Cy.21⅜"&47"-33" (*s*) 130lb *100lb* NDB18 126NHP 1SB,*2pf&1cf*,GS56,HS2118 W.V.V.Lidgerwood,Gls.	13 " 4 s4 " 5½ 12 " 11½	
25382 204251	**George G.Crawford** (*ex*LeGrand S.DeGraff) GyC. *Mchy.Aft* 1*Dk*	7971 — 6196					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0	60·0	32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.22¼",37½"&65"-42" NB36 274NHP AmericanSB.Co.Cleveland		R
25383 215154 WPCF	**George G. Henry** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6265 — 3849			...		1917	Union Iron WorksCo. S.Francisco	StandardOilCo. of NewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"-51" NE19 574NHP SunS.B.Co.Chester,Pa.	33 " 6	R †
25384 81747 KFTO	**George H. Ingalls** (*ex*WilliamL. Brown) *Mchy.Aft* 1*Dk2trB*	4904 — 3879					1901	ChicagoS. B.Co. Chicago	Automotive TradesS.S.Co.	430·0	50·2	24·4 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.		R
25385 218629 KIPS	**Geo. H. Jones** 3Mst *ss*Bal.No.3-11,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing* *ss*NYk.No.1-36	6914 6133 4273	✠100A1 ~~5,376,36~~ 1,38 MS5,37 ~~BS12,36~~ ✠~~LMC11,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,19 *F.P. above* 150° F. BS1,38	Gal	*b*†	CL 12,36	1919 9mo	TheSun S.B.Co. Chester,Pa. A&CP	StandardOilCo. of NewJersey *CellDBuE&B*60'259*tDT*40'552*t*	429·3 P133'B36'F40 FK *FPT*222*tAPT*57*t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* 13*BHtoUdk* 4 ,, ,, *2nd* ,,	T3Cy.27⅝",45½"&76"-51"(*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 " 3	
* 25386 SVUS	**George J. Goulandris** (*ex*Lyminge-37, *ss*Cff.No.3-9,35 *ex*Portloe-35,*ex*Nigaristan) 1*Dk*(*Stl*)	*4345* *4042* *2736*	✠100A1 1,38 ~~10,36~~ ~~BS10,36~~ ✠LMC9,35 1,38	Cff Bry	*x*	CL ~~10,36~~ N1,38	1913 11mo	W.Gray &Co.Ld. WHartlepool *Lloyd*'*sA&CP*	Goulandris Brothers *CellDBa*	365·2 377 0(O.L.) P27'B106'F36' FK 119'*uE*26'*f*159'966*t*	50·8	26·0	Andros Greek 6*BHCem* *APT*109*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 " 4 s5 " 4¾ 23 " 3	
25387 160717	**George L. Eaton** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
25388 215007 KJRB	**George L. Olson** Wood3Mst (*ex*Gabriel, *Fitted for oil fuel* *ex*RyderHanify) Wireless 1*Dk2trB*	1428 — 814					1917	F.Stone Oakland,Cal.	OliverJ.Olson&Co.	225·0	43·0	17·0	S.Frncisco Utd.States	T.3Cy.15½",26"&43"-33" 106NHP F.Stone,Oakland,Cal.		
25389 149070	**George L. Torian** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8 *WB*	S Cathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
* 25390 103 SWFS	**George M. Embiricos** *ss*Nwc.No.3-8,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Ant.No.1-37	*5728* *5272* *3445*	✠100A1 *Shelter dk* *with freeboard* ~~2,37~~ 12,37 ~~BS2,37~~ ✠LMC~~5,35~~ 2,37 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Ant Rot	*b*†	CL 2,37	1921 9mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	S.G.Embiricos *CellDB*379'1641*t* *MT*32'1232*t*	441·5 FK *Collision* *FPT*134*tAPT*219*t*	56·3	28·2	Andros Greek *Cem* *BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46½"&77"-51" (*s*) 180lb 522NHP 3SB,*12cf*,GS234,HS8902 J.Dickinson&Sons,Ld.Sld.	30 " 9 s4 " 0¾ 26 " 10¾	
25391 226276	**George M. Humphrey** *ss*Clv.No.1-34 GyC. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom&at deck* *Cargo battens not fitted*	8004 7643 6311	100A- 12,36 ~~BS12,36~~ LMC5,35 *For Service on the Great Lakes*	Clv BS4,38			1927	American S.B.Co.Ld. Lorain,O.	KinsmanTransit Company(G.M. Steinbrenner, *Mgr.*) *CellDBuE&B*56'242*t*	586·3 F48' FK *CellDB&side tanks in way*	60·2	27·9	Wilmgton (Del.) Utd.States 3*BH* *of holds*471'	T.3Cy.24½",41"&65"-42" (*r*) 185lb 450NHP 3SB,*6cf*,GS148,HS7155 FD AmericanSB.Co.Lorain,O. 7934*tFPT*471*tAPT*68*t*	32 " 0 s10 " 5¼ 21 " 9¼	
25392 71 SVBK	**George M. Livanos** *ss*Ant.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Sivas," *see No.* 40179 *in Supplement*	*3831* *3543* *2294*	✠100A1 *with freeboard* 5,37 ~~7,36~~ ✠LMC7,36 BS6,37	Sld Hul	*y*	CL ~~7,35~~ 5,37	1928 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd*'*sA&CP*	~~LivanosBros.~~ LivanosMaritime Co.Ld. *CellDBa&uE*140'*f*175' 1095*t*	380·8 F34' FK *FPT*118*tAPT*117*t*	52·0	22·5	Chios Greek 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,	T.3Cy.25½, 42"&70"-48" (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS6746 Richardsons,Westgarth& Co.Ld.Sld.	24 " 11 s2 " 3¾ 22 " 9¾	
25393 220889 KDLT	**George Peirce** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5462 4971 3365			...		1920	Merchant S.B.Corp. Chester,Pa.	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 635NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32 " 10	R †
25394 147782	**Geo. R. Donovan** *Mchy.Aft* 1*Dk*	1780 1594 1280					1926	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo., Ld.(J.B.Foote, *Mgr.*)	252·5 F34'	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16",27"&44"-33" 111NHP Earle'sCo.Ld.Hull.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cette classe est dans le L.R. Durée Cert. B.of Trade
25395 203377	**George R. Fink** (*ex*J.J.Turner, *ex*J.Q Riddle) GyC. *Mchy.Aft* 1*Dk*	6832 — 5376					1906	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0	56·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Cleveland		R
25396 86367	**George Stephenson** *Mchy.Aft* 1*Dk*2*tr B*	3884 — 3503					1896	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	407·4	49·3	23·8 *WB*	Duluth, Minn. Utd.States	T.3Cy.25",40"&67"–44" 298NHP F.W.Wheeler&Co.		
25397 216388 KMUI	**George W. Barnes** *ss*N.Yk.No.3–7,30 *ss*N.Yk.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6214 5917 3804	✠100A1 3,38 ~~3,37~~ BS5,37 3,33 ✠LMC4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	Gal	*a*†	CL 3,37	1918 6mo A&CP	Bethlehem S.B.Corp.Ld. Quincy,Mass.	StandardOilCo. of NewJersey *CellDB uE&B50' 200tDTf420t FPT229tAPT130t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to Udk* 4 ,, 2nd ,,)	T.3Cy.26½",44"&74"–51" (*s*) 190lb 525NHP 3SB,9*cf*, ,HS7425 FD BethlehemS.B.Corp.Ld. Quincy	32 ″ 9 s6 ″ 5½ 26 ″ 5½	
25398 HPFC	**Geo. W. McKnight** TwinSc D.F. *ss*Bmn.No.1–37 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear* GyC. *of cargo tanks* 3*rd dk*(*Stl*) *aft of* E.S.D. *cargo tanks Webframes* *Rudder electrically welded* *CruiserStern Longitudinalframing*	11231 — ~~6027~~ 10792 6928	✠100A1 1,38 ~~1,37~~ DBS1,37 ✠LMC1,33 *Carrying Petroleum in bulk*	Bmn Mfl 1,38		CL 3,36	1933 1mo Lloyd's A&CP	Frd.Krupp Germaniawft A.G. Kiel	Panama Transport Co.(~~Waried Tankschiff Rhederi G.m.b.H. *Mgrs.*~~) *Cell DBuE77'228tDTsf53'2318tFPT285tAPT230t*	521·7 *aft*B55'B40'F39' FK	70·4	38·7	Panama Pnamanian 16*BHptCem ptAsp*	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1165NHP 2DB(*a*)200*lb* 2DB(*f*)100*lb* FrKruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
25399 201802	**George W. Mead** (*ex*Francis L. Robbins) *Mchy.Aft* 1*Dk*	4222 — 3036					1905	American S.B.Co. Cleveland	T.J.McCarthy S.S.Co.	380·0	50·0	28·0 *WB*	Detroit, Mich. Utd.States	T.3Cy.19",30"&52"–40" E*made*88 *fitted*05 171NHP ClevelandS.B.Co.Clevelnd		R
25400 202166	**George W. Perkins** *Mchy.Aft* GyC. 1*Dk*	6406 — 4922					1905	Superior S.B.Co. SuperiorWis.	PittsburghS.S.Co.	558·2	56·0	26·5 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" NB36 274NHP AmericanSB.Co.Cleveland		R
25401 215447 KDCL	**GeorgeWashington** Ⓟ TwinSc *Ref.Mchy.* 5*Dks*&3*Promdks* Sub.Sig. D.F. GyC.	23788 20816 13902					1908	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission	699·1 B367'F111'	78·2	50·1	NewYork Utd.States *WB*	Q.8Cy.38",57",80"&112"–67" 2052NHP A.G."Vulcan,"Stettin		R
25402 224216 WECJ	— Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 4*Dks*	5184 — 3167					1924	NwprtNws SB.&D.D.Co. NewprtNews	EasternS.S. Lines,Inc.	375·5	54·0	17·2	NewYork Utd.States *WB*	2SteamTurbinesSRGeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
25403 214587 WODP	**Georgeanna** (*ex*Georgeanna Weems) *ss*N.Ns.No.3–10,29 D.F. *ss*N.Ns.No.1–33 *Well deck* 2*Dks*(*Stl*)	2089 1273 1556	✠100A1 1,37 BS8,36 ✠LMC6,33	Bal	*q*	CL 8,36	1916 11mo A&CP	Harlan& Hollings-worthCor. Wlmgtn. Del.	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	242·2 P&B191'F41' FK	39·0	18·0 *FPT32t*	Baltimore Utd.States 4*BHCem* *APT11t*	T.3Cy.17",27"&44"–30" (*s*) 180lb 150NHP 2SB,4*cf*,GS87,HS2793 Harlan&HollingswrthCor	19 ″ 4 s2 ″ 2½ 17 ″ 3½	
25404 229164 KLFG	**Georgene** (*ex*Przemysl) *OilEng.* 1*Dk*	446 — 267					1921	Wortelboer &Co. Delfzijl	EasternTankers Corp.	142·9 P28'H20'	26·3	12·2	Boston Utd.States	Oil Engines E *fitted* 30 StandardGasEng.Co.		
25405 47 SUBF	**Georges Mabro** (*ex*Bordeaux-32) *ss*Alx.No.1–33 *ss*Alx.No.3–8,33 1*Dk*(*Stl*) *Cargo battens not fitted*	2477 2301 1538	✠100A1 ~~3,37~~2,38 BS~~9,36~~ 9,37 ✠LMC~~4,33~~ MS11,37	Ant Alx		CL ~~3,37~~ N9,37	1918 1mo	ForthS.B. &Eng.Co.Ld. Alloa *Intermediate BH in fore hold dispensed with*	T.Mabro	305·3 P24'B85'F32' FK	42·8	21·5	Alexndria Egyptian *Cem* 4*BHonly*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.Ld.S.Shl.	23 ″ 9 s 3 ″ 10½ 20 ″ 1	
								CellD	*B256' 548t FPT78t APT29t*							
25406 UOXQ	**Georgi Dimitrov** (*ex*Azbassein–36, *ex*Kostis–34, *ss*Bla.2ndNo.3–7,26 *ex*Thysa,*ex*Aden, *ss*Pir.No.1–30 *ex*Craigmore) *Spar dk*(*Stl*) 2*trB*&*deep framing*	2482 2309 1485	✠ 10,31 ✠	Msl	*t*		1905 2mo	A.Rodger &Co. Pt.Glasgow *CellDB*	U.S.S.R. *a&uE118'f136'623t*	313·0 P29'B82'F30' FK	43·0	20·7	Rostov Russian 5*BHCem* *APT67t*	T.3Cy.21",35"&57"–39" 248NH 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3	
25407 OXOD	**Georgia** (*ex*Yokohama) *ss*Cpn.No.3–5,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *ss*Els.No.1-37	2272 2029 1327	✠100A1 *Shelter dk withfreeboard* 8,37 ~~4,35~~ ✠LMC8,36 BS8,37	Els	*u*	OG ~~7,30~~ N8,37	1920 5mo	Aktieb. Öresunds-varvet Landskrona *Intermediate BH in fore hold dispensed with* *CellD*	DetForenede DampskibsSelsk *B262' 543t FPT89t*	310·0 320·0(O.L.) FK *Collision BH to Shdk*	44·7	19·5	Copnhagn Danish *Cem* 3 ,, ,, *U* ,, *APT105t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 364NHP 2SB(Spt),6*cf*,GS82, FD HS3533 DeLavalsÅngturbin,Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0½	
25408 1280 INRW	— *ss*Gen No.1–25 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Fitted for oil fuel*	797 627 450	✠ 6,26 ✠	Gen	*k*		1920 10mo	W.C.Boele &Zonen Slikkerveer *CellDBuB30'f*	Soc.Anon.Ilva *121'252t FPT38t APT8t*	200·0 Q122'B11'F23' FK	30·2	12·9	Genoa Italian 4*BHCem*	T.3Cy.15",25"&40"–27" 121NHP 2SB,4*cf*,HS2282 Verschure&CoAmsterdam	15 ″ 0	I †
25409 219628 WACY	**Georgian** (*ex*Willsolo,*ex*Cajacet) *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	5825 5479 3608			...		1920	SunS.B. Co. Chester,Pa.	American HawaiianS.S.Co.	434·3 FK	57·7	27·2	NewYork Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa	30 ″ 3	R †
25410 141863 CYMR	— Ⓟ TwinSc (*ex*CapeEternity–35, *ex*Rochester) 1*Dk*2*trB*	2484 1949 1407					1910	DetroitS.B Co. Wyandotte	SeawayLines,Ld. (F.Walmsley, *Mgr.*)	246·8	42·3	15·9	Montreal British *WB*	T.8Cy.(2)16",(2)25"& (4)31"–22" 180NHP DetroitS.B.Co.Detroit		
25411 162365 GRLJ	**Georgic** Ⓟ TwinSc *OilEng.* D.F. GyC. 4*Dks*(*Stl–Weather dk–ws*) *Ref.Mchy.* 5*th dk*(*Stl*)*in holds, except* Sub.Sig. *aftermost hold* 6*th dk*(*Stl*)*in* *CruiserStern Nos.* 1, 2 & 3 *holds* *ss*Liv.No.1-36	27759 21122 16839	✠100A1 *withfreeboard* ~~5,37 1,36~~ 12,37 ✠LMC OS8,37 DBS~~12,36~~ 3,37 ~~11,36~~ 12,37 Lloyd's RMC ~~5,37 3,37~~ 5,38 Nos. 2 & 3 lower dks. & No. 2 orlop dk. for temp. 35° F. *Carrying vegetable oil in after centre forward deep tank*	Liv ~~Sou~~		CL ~~s11,34~~ P1,36 S11,37	1932 6mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	CunardWhiteStar, Ld.	683·6 B327'F114' *UpperB243'* FK&BK2½' *CellDB585t3374tD*	82·4	48·6	Liverpool British 12*BHCem* *Tsf56'2013t*	Oil Engines 4S.C.DA 20Cy.33 1/16"–63" 4214NHP 2DB150*lb* 4DB(*Upr*)100*lb* Harland&Wolff,Ld.Bel. *FPT181tAPT231t*	52 ″ 10 s18 ″ 4½ 35 ″ 0½	BT till ~~10,37~~ ~~11,37~~ 11,38
25412 UNAD	**Georgij Sedow** (*ex*Beothic) *ss*Liv.No.3–1,20 1*Dk*(*Stl*)*Shelter dk*(*Stl*) Wireless &*deep framing*	1538 1420 598	✠ 7,21 ✠	Liv	*p*		1909 2mo	D&WHen-dersn&Co.Ld. Glasgow *Cell DBa65' uE*	U.S.S.R. *&B40'f94'331tFPT*	240·4 FK	35·8	24·5	Archangel Russian 5*BHCem* 32*tAPT49t*	T.3Cy.22",36"&59"–39" GS150,HS5318 328NHP 2SB(FD)&1Aux SB,8*cf*, D&W.Hendersn&CoLdGls	19 ″ 2	
25413																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25414 855 SZNL	**Georgios** (*ex*Batna-35,*ex*Else, *ex*Dr.AdolfSchmidt) 1*Dk*	2216 1973 1266					1910	Frd.Krupp Akt.Ges. Kiel	Mme. Maria N Lagoutis & N.D.Lagoutis	286·3 P21'B71'F44'	43·0	19·6	Piræus ~~Chios~~ Greek *WB*	T.3Cy.19⅝",31½"&53¼"-38⅜" 177NHP Frd.KruppA.G.Kiel		V
25415 733 SZIP	— Iron (*ex*Castelrosso-33,*ex*Masr, *ex*H.M.S.Imogene)	330 — 121					1880	…… Glasgow	N.A.Moraitis& E.G.Loucas	159·4	24·8	12·0	Piræus Greek	C.2Cy.12¼"&30 5/16"-24 5/16" 38NHP ,Glasgow		
25416 160 SVBP	**Georgios G.** (*ex*Kurdistan) *ss*Rot.No.3-1,31 1*Dk*(*Stl*) *ss*Hul.No.1-36	*4289* *4035* *2682*	✠100A1 10,36 ~~1,34~~ MS3,36 ✠LMC MBS5,37 DBS12,37	Hul Dnz	*y*	CL ~~1,34~~ 5,37	1918 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	D.J.Dambassis	380·1 P27'B230'F36' FK *Cell DB*317'1172*t*	53·5	24·1	Andros Greek 6*BHCem* *APT*130*t*	T.3Cy.24",41"&68"-48" (*s*) 180lb *100lb* 437NHP NDB31 *refitted*37 2SB,*8cf*,GS160,HS6381 FD Cen.Mar.Eng.Wks.WHpl.	26 ″ 8 s 3 ″ 9½ 23 ″ 0¾	
25417 11 SZIR	**Georgios Koniordos** (*ex*George, *ex*Saxon) *ss*Apl.2ndNo.3-9,24 *Well deck* *ss*Pir.No.1-29 1*Dk*(*Stl*)	489 376 254	✠ — 2,31 ✠NB11,20✠	Pir	*h*		1898 11mo	W.Harkess &Son Middlesbro'	KoniordosBros.	163·2 Q82'B14'F20' ptND11 FK *DBa*32'35*t FPT*	26·0	12·2	Salonica Greek 4*BHCem* 35*tAPT*18*t*	T.3Cy.12",21¼"&33"-24" NDB20 80NHP 1SB,*2pf*,GS36,HS1123 Whyte&Mair,Dundee	13 ″ 0	
* 25418 178 SVBF	**Georgios Kyriakides** (*ex*Trevalgan) ~~*ss*Fal.No.3-10,24~~ *ss*Bry.2ndNo.3-8,37 ~~*ss*Ips.No.2-33~~ 1*Dk*(*ptStl&ptIrn*)2*trB*	*4201* *3966* *2672*	✠100A1 8,37 ~~3,36~~ ~~BS12,35~~ ✠LMC~~[illegible]~~ 7,37 MS12,36	Rot Bry	*x*	CL ~~3,36~~ 8,37	1911 9mo *Lloyd*	JReadhead &Sons,Ld. South Shields '*sA&CP*	~~N.G.Kyriakides~~ The Heirs of the late N.G.Kyria- kides	363·0 375·4(O.L.) P31'B225'F32' FK *CellDBa*119'*uE*24'*f*158'922*t*	51·1	26·1	Andros Greek 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sns,Ld.S.Shl.	27 ″ 8 s 3 ″ 9½ 24 ″ 2¼	
* 25419 96 SVGS	**Georgios Mantacas** (*ex*Georgios) *ss*Pir.No.3-2,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3246 2969 1953	✠100A1 12,37 ~~12,36~~ ~~BS5,36~~ ✠LMC2,34 7,37 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Hpl Cff	*v*	CL ~~11,36~~ ~~9,37~~ N11,37	1921 3mo *Lloyd*	ClydeS.B. &Eng.Co. Ld. Port Glasgow '*sA&CP*	MantacasBros.	325·0 P29'B100'F34' FK *CellDB*275'749*tFPT*110*t*	47·2	24·2	Andros Greek 5*BHCem* *APT*99*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 306NHP 3SB,*9cf*,GS150,HS4830 ClydeS.B.&E.Co.Ld.PtGls	26 ″ 6 s 4 ″ 4¼ 22 ″ 4½	
* 25420 SVOJ	**Georgios Nicolaou** (*ex*Atthis) *ss*Bry.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4108 3832 2467	✠100A1 *withfreeboard* 5,37 ~~1,37~~ ✠LMC MS11,33 BS1,37	Ams Cff	*y*	CL ~~2,36~~ 5,37	1930 5mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	390·7 403·7(O.L.) F35' FK *CellDB*345'1137*t FPT*139*t APT*189*t*	53·7	23·3	Piræus Greek 6*BHCem* (*Coll to Shdk* 5 ,, 2*nd* ,,)	T.3Cy.24½",41"&68"-48" (*s*) 200lb 435NHP 3SB,*9cf*,GS173,HS7590 Cen.Mar.E.Wks.Ld.WHpl	25 ″ 8 s 2 ″ 5¼ 23 ″ 5½	
	Now "Nicolaou Georgios," *see No.* 39412 *in Supplement*															
25421 577 SVGT	**Georgios P.** (*ex*CrosbyHall) 2*Dks*	*4052* *3799* *2597*					1903	C.S.Swan& Hunter,Ld. Newcastle	D.G.Coucoumbanis (T.N.Epiphaniades *Mgr.*)	365·0 P31'B94'F38'	46·7	27·3	Piræus Greek *WB*	T.3Cy.23½",39"&68"-48" 320NHP Wllsnd.Slpwy.Co.Ld.Nwc		C
25422 431 SZIS	**Georgios S. Krinis** (*ex*Isidoros Condoyannis-33,*ex*Marmaras, *ex*Heerengracht) 1*Dk*	365 290 184					1918	J.W.Boer- ma Martinshoek	GeorgiosS.Krinis	138·8 P38'F17'	23·1	11·1	Piræus Greek	T.3Cy11⅜",17¾"&29 9/16"-17¾" Machinefab. 37NHP Fulton,Hoogezand		
25423 142272 GCBR	**Ger-y-Bryn** (*ex*Beechpark-37) *ss*Shl.No.1-37 *ss*Rot.No.3-7,32 D.F. 1*Dk*(*Stl*)&*Platform dk*(*Stl*) *inNos*.1,2,4&5*holds* *Longitudinal framing inDB&atDks*	5135 4720 ~~3169~~ 3125	✠100A1 ~~3,37~~ ~~4,36~~ 12,37 ~~BS11,35~~ ✠LMC~~7,32~~ 4,37	Shl Cff	*y*	CL ~~12,34~~ ~~8,37~~ 12,37	1919 7mo *Lloyd*	Greenock& Grangem'th Dkyd.Co.Ld. Greenock '*sA&CP*	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews, Ld.*Mgrs.*)	400·4 P51'B114'F39' FK *CellDB*347'1296*t FPT*125*t*	52·3	28·5	Swansea British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
25424 DHIW	**Gera** Ⓟ *ss*Ham.No.2-31 D.F. 2*Dks*(*Stl*)3*rd trBinNo*.1*hold* *Well deck*	5155 4478 3100	✠ … 5,35 ✠	Ham	*a*†		1923 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Atk.Ges. (Ham.-Amr.Linie)	407·0 P&B329'F53' FK *CellDB*353'924*tFPT*	56·0	25·9	Hamburg German 8*BHAsp* 51*tAPT*16*t*	4SteamTurbinesSRgeared to 1 Screw Shaft 634NHP 3SB,*9cf*,GS200,HS8880 FD Blohm&Voss,Hamburg	28 ″ 6	G †
25425 151629 VOQD	**Geraldine Mary** *ss*Gls.No.3-4,37 ~~*ss*Lon.No.2-32~~ D.F. E.S.D. 3*Dks*(*Stl*)	7244 6723 4595	✠100A1 *withfreeboard* ~~4,37~~ ~~4,36~~ 1,38 ~~BS4,36~~ ✠LMC~~4,35~~ 4,37 *Fitted for oil fuel* 10,24 *F.P. above* 150° F. BS1,38	Lon Gls	*b*†	CL ~~4,36~~ 2,37	1924 10mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Anglo-Newfound- landS.S.Co.Ld. (DonaldsonBros. Ld.*Mgrs.*)	425·1 438·5(O.L.) 28·5 F49' FK *CellDB*369'1335*t DTf*30'998*tDTa*27'845*t FPT*140*tAPT*32*t*	56·1	36·0	S.JhnsNFL British 7*BHCem* *Coll to W dk*	T3Cy26½",44 7/16"&74"-54"(*r*) 200lb FD 724NHP 4SB(3Spt),*12cf*,GS276, HS11672 Vickers,Ld.Barrow	38 ″ 6 s 11 ″ 6 27 ″ 1½	
* 25426 7581 SHCN	**Gerania** (*ex*AnastassiosA.Syrmas, *ex*Antinoe, *ss*Gfl.3rdNo.3-6,33 *ex*Rossetti) *Cargo battens not fitted* 1*Dk*(*ptStl ptIrn*)& *Webframes&pt Awng dk*(*Irn*)	*2147* *1505* *1311*	✠100A1 *pt Awng dk* *withfreeboard* 9,35 BS11,36 ✠LMC6,33	Skm	*r*	CL ~~9,35~~ 7,37	1894 8mo	JLThomp- son&Sons,Ld Sunderland A&CP	RederiA/B Gerania (J.J.Malmberg)	280·0 P24'Q80' FK *pt Awng dk*174' *CellDBa*84'*f*108'327*t*	39·0	17·3	Gefle Swedish 6*BHCem* *APT*20*t*	T.3Cy.21½",35"&58"-39" (*s*) 160lb *80lb* NDB10 220NHP 2SB,*6cf*,GS108,HS3443 J.Dickinson,Sunderland	19 ″ 8 s7 ″ 4½ 19 ″ 2	
25427 1151 IBWN	**Gerarchia** (*ex*Nazareno,*ex*Luigi Rizzo,*ex*Ferrara,*ex*Sturmfels) D.F. 2*Dks*	5342 — 3306			…		1912	J.C.Teck- lenborgA.G. Weser- münde-G.	SocAnon.Coopera- tivadiNav. Garibaldi	439·1 421·2 P78'B121'F54' FK	55·5	27·9	Genoa Italian *WB*	Q4Cy.24"34⅝"50⅜"&74"-53½" 510NHP J.C.TecklenborgAG.Wsm	31 ″ 3	I †
25428 OXZH	**Gerd** D.F. 1*Dk* *CruiserStern*	1700 1492 961					1935	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskibs. Torm(A.Schmie- gelow&A.Kampen, *Mgrs.*)	292·3 P&B222'F37'	41·7	16·8	Copnhagn Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜" &LPTurbine with reduc- tion gear & chain drive HS3337 234NHP HelsingörsJernsk&Mskb.		V
25429 OYDQ	**Gerda** 1*Dk*	1151 929 675					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	J.Lauritzen	231·5 P25'B56'F33'	34·6	14·1	Esbjerg Danish *WB*	T.3Cy.15",24"&40"-27" NE26 105NHP KjbnhavnsFlydk. &Skbsv.Cpn.		G
25430 OYLU	— **WoodAux4MstSr** (*ex*SailingVessel-36) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	334 304 264					1919	Frdrkssnd Skibsværft Frderikssund	RederiA/SGerda (A.E.Sörensen)	136·3	29·3	12·7	Svendborg Danish	Oil Engines 2S.C.SA 3Cy.13"-16⅛" NE36 89NHP A/SVölund,Cpn.		V
25431 DAXS	**Gerda Kunstmann** (*ex*Vulcan) *Mchy.Aft* 1*Dk*	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	W.Kunstmann	166·1 P56'F26'	32·0	14·1	Stettin German	2Cy.22⅞"-23⅝" 39NHP A.G."Vulcan,"Stettin		G
	Now "Anna Katrin Fritzen," *see No.* 37165 *in Supplement*															
* 25432 OYHE	**Gerda Toft** *ss*Cpn.No.2-38 ~~*ss*Abg.No.1-34~~ 1*Dk*(*Stl*)	1960 1778 1167	✠100A1 4,38 ~~10,36~~ ~~BS8,36~~ ✠LMC~~11,34~~ ~~8,37~~ 4,38	Ant Cpn	*s*	CL ~~11,34~~ 3,38	1930 6mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	A/S D/S Jutlandia (JensToft,*Mgr.*) *Intermediate BH* *in fwd.*	294·9 306·5(O.L.) P27'B165'F34' FK *hold dispensed with* *CellDB*243'624*t FPT*53*tAPT*58*t*	43·7	18·0	Copnhagn Danish 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 204NHP 2SB(Spt),*6cf*,GS73,HS3344 N.E.MarineEng.Co.Ld.Sld	20 ″ 4 s 1 ″ 9 18 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R.
25433 DDUH	**Gerda Vith** (exGerda-33, exGerdaVith-33,exMerkator, exGustavSalling, 1*Dk&deep framing* exHollandia,exHenner, exCarlMenzell)	1312 1087 771					1903	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith,G.m.b.H.	245·6|35·5|15·3 P20'Q58'B112'F27'	Flensburg German *WB*	T3Cy.15",25⅝"&43 5/16"-31 7/16" 110NHP FlensburgerSchiffsb.Ges.		G
25434 DHIX	**Gerhard** (exClausHorn,exImmo) 1*Dk*	667 522 349					1921	J.Frerichs &Co.A.G. Einswarden	MathiesReed.A.G.	184·8|29·7|11·8 P66'F19'	Hamburg German *WB*	T.3Cy.15 5/16",24"&39½"-26¾" 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck		G
* 25435 823 SVEE	**Germaine** (exOceanPrince-35, exGlenetive) ssHul.2ndNo.3-1,37 2*Dks(Stl)*	5217 4960 3320	✠100A1 8,37 ~~1,37~~ ~~DBS2,36~~ MBS1,37	Hul Bry ✠LMC MS1,37 DBS3,37	*z*	CL N2,36	1911 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*SA&CP*	S.Castanos&Sons *CellDBa117'uE&* *f199'1143tD*	410·3|52·3|28·6 423·3(O.L.) P35'B129'F44' FK B48' *Ta30'865t APT40t*	Piræus Greek *Cem* 6*BHonly* (5 *to Up dk* 1 ,, *2nd*,,)	T.3Cy.26½",44"&73"-51" (s) 200lb *100lb* 536NHP 3SB,9*cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls	31 " 2 s5 " 10½ 25 " 6	
25436 SVSF	**Germania**(exSaintChamond-36, exLuga) 2*Dks*	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	HellenicLines,Ld. (P.G.Callimano-pulos,*Mgr.*)	295·0|42·0|17·2	Piræus Greek *WB*	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		V
25437 164969 GZDX	**Germanic** D.F. E.S.D. 1*Dk* *CruiserStern*	5352 4931 3241	✠100A1 7,~~37,1,36~~ 2,38 ✠LMC11,36	Hpl ~~Hul~~ Npt	*z*	CL	1936 11mo *Lloyd*	W.Gray& Co.Ld. W.Hartlepool '*SA&CP*	SirWalterH. Cockerline *CellDB*	413·3|57·0|27·0 425·2(O.L.) P34'B259'F33' FK 360'1207t*FPT*137t	Hull British 7*BHCem* *APT*192t	T3Cy.23½",36½"&65"-45"(s) 200lb 400NHP 2SB(Spt)&1AuxSB,10*cf*, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 " 3 s4 " 5½ 25 " 0½	
25438 DHIY	**Gerolstein** Ⓟ **TwinSc** (exMamari) D.F. 2*Dks&deep framing&Shelter dk*	7772 6189 4834			...		1904	Harland& Wolff,Ld. Belfast	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H*Mgs*)	453·8|56·4|30·5 FK&BK3'	Hamburg German *WB*	Q.8Cy.21¼",30 3/16",43½"&62"- 48" 808NHP Harland&Wolff,Ld.Bel.	42 " 4	GC †
25439 115333 MCVP	**Gertie** ssApl.No.1-37 ssApl.2ndNo.3-9,32 *Mchy.Aft* *Cargo battens not fitted* *Well deck* 1*Dk(Stl)*	341 264 132	✠100A1 4,37 ~~1,36~~ ~~BS1,36~~	Lan Apl 4,37 ✠LMC~~9,32~~ ~~MS1,37~~	*f*	CL N1,36	1902 11mo *Lloyd*	Dublin DockyardCo. Dublin '*SA&CP*	JohnS.Monks,Ld.	150·0|24·2|10·2 155·7(O.L.) Q54'B14'F28' BK7" *WB*=	Liverpool British 3*BHCem* *FPT*47t	C.2Cy.20"&42"-27" (s) 130lb 94RHP 1SB,3*pf*,GS52,HS1621 Ross&Duncan,Glasgow	11 " 8 s " 7½ 11 " 8	
25440 OHWW	**Gertrud** (exRandsfjord-34, exKongsfos) 1*Dk&2nd dk in Nos.1&4holds*	3396 2964 1877			...		1914	R. Thomp- son&Sons,Ld Sunderland	RederiA/BGertrud (KristianHansen, *Mgr.*)	339·4|48·4|21·9 P27tH116tF58t FK	Helsingfrs Finnish *WB*	T.3Cy.24",39"&65"-42" 301NHP N.E.MarineEng.Co.Ld.Sld	24 " 4	N †
25441 YMDT	— Now "H. P. Hansen," ex No. 33512 in Supplement (exDonator-35,exGorm, exNedenes) 1*Dk*	1578 1118 938					1899	ShortBros. Sunderland	O.Behnke	255·7|36·8|18·1 P15tH58tF36t	Danzig *WB*	T.3Cy.19",31"&51"-36" 156NHP W.Allan&Co.Ld.Sld.		N
25442 7466 SEJR	— (exBretagne, ssOpn.No.3-2,24 exSkinfaxe) ssSkm.No.1-28 *Well deck* 1*Dk(Stl)&deep framing*	1298 1029 728	✠ —— 4,33 ✠	Hbg	*p*		1908 6mo	Helsingörs Jernsk&Msk. Elsinore	RederiA/BGertrud (M.Olows) *CellDBa77'uE*	237·9|36·7|14·2 P18'Q77'B100'F23' FK &B31'*f*98'415t*FPT*	Stockholm Swedish 4*BHCem* 26t*APT*15t	T.3Cy.17",27½"&47"-33" 148NHP 2SB,4*cf*,GS54,HS2426 HelsingörsJernsk.&Mskb.	16 " 9	V †
25443 DHIZ	— 1*Dk*	373 302 176					1922	Union Giesserei Königsberg	MathiesReed.A.G.	137·8|25·2|11·3 P&B98'F21'	Hamburg German *WB*	C.2Cy.13⅝"&23¼"-17¾" 19NHP UnionGiesserei, Königsberg		G
* 25444 7317 SEJU	**Gertrud Bratt** ssGot.No.2-35 1*Dk(Stl)*	1510 1297 843	✠100A1 8,36 ~~BS1,37~~ MS7,35	Got BS1,38 ✠LMC ~~[illegible]~~	*q*	OG N7,35	1927 2mo *Lloyd*	Kockums Mek.Værks. Malmö '*SA&CP*	ÅngfartygsAktieb. Östersjön(A.Bratt &Co.*Mgrs.*) *CellDBa&u*	254·2|38·3|16·3 P20'B70'F26' FK E98'*f*98'403t*FPT*	Gothenbrg Swedish 4*BHCem* 48t*APT*73t	T.3Cy.18½",29½"&48"-33 1/16" 185lb (s) 140NHP 2SB(Spt),4*cf*,GS70,HS2068 KockumsM.V.Malmö	18"10 s2 " 4½ 16 " 7½	
25445 OYDA	**Gertrud Rask** Ⓟ **WoodAux** **4MstSr** Wireless D.F. 1*Dk* (*See Sailing Ship Register*)	662 455 378					1923	A/SNak- skovSkibs. Nakskov	Grönlands Styrelse	155·5|34·5|14·5 P93'F27'	Copnhagn Danish	T.3Cy.12½",21"&34½"-24" Helsingörs 58NHP Jernsk.&Msk.Elsinore		V
25446 220606 KDEV	**Gertrude Kellogg** (exGladysbe) *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames* *Longitudinal framing*	5159 4522 3170			...		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9|51·0|28·5 P99'B34'F44' FK	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 " 2	R †
* 25447 OYFE	**Gertrude Mærsk** **TwinSc** *OilEng* ssHKg.No.2-37 ~~ssHKg.No.1-34~~ D.F. 1*Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in No. 1 hold* *CruiserStern*	5038 4622 3155	✠100A1 *with freeboard* ~~10,37,7,35~~ 3,38 DBS~~9,36~~8,37	HKg 12,37 ✠LMC ~~CS8,34~~ ~~4,36~~1,36	*a*†	CL ~~SN6,36~~ ~~P6,36~~ 9,37	1930 5mo *Lloyd*	Odense Staalskibsvft Odense '*SA&CP*	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*) *Cell DB*371'1266t	418·9|54·7|25·4 437·5(O.L.) F38' FK *Tanks in way* *of tunnels* 25t*DTa*	Svendborg Danish 8*BH* (*Coll to Sh dk* 7 ,, *2nd*,,) 11'281t *MT*	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP DB*100lb* Akt Burmeistr&Wain,Cpn 27'1068t*FPT*148t*APT*248t	28 " 7 s 3 " 2½ 25 " 7	
			Fitted for carrying oil 5,30 *F.P. above 150° F. in deep tanks*											
* 25448 94 IBMI	**Gerusalemme** Ⓟ **TwinSc** (exCracovia-34) ssTri.No.3-7,33 D.F. 2*Dks(Stl-U ws)&* *Shelter dk(Stl-ws)* ssTri.No.1-37	8052 6050 4566	✠100A1 *Shelter dk* *with freeboard* ~~7,37 2,35~~ 4,38 ~~BS2,37~~	Tri BS2,38 ~~MS7,37~~ ✠LMC4,33	*b*†	CL ~~7,36~~ 4,38	1920 11mo *Lloyd*	Cant.San RoccoS.A. S.Rocco '*SA&CP*	"Adriatica"Soc. Anon.diNav. *CellDB*	443·6|53·1|24·9 |33·9 B213'F83' *on* *Shelter dk* FK *Collision* 368'1110t*APT*57t	Trieste Italian *Cem* *BHtoSh dk* 6 ,, ,, *U* ,,	4 Steam Turbines SR geared to 2 Sc.Shafts (r) 180lb 904NHP 5SB,15*cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	36"11 s 3 " 7½ 25 " 2½	
			Fitted for oil fuel 9,23 *F.P. above 150° F.*											
25449 39102 JRHJ	~~**Getsuyo Maru**~~ ssTama.No.1-38 **Getuyo Maru** *OilEng.* (exGetsuyoMaru-38) 2*Dks*	7509 6070 ~~5521~~ 5513	✠100A1 3,38 DBS3,38	Kob Tama ✠LMC CS3,38 3,38	*b*†	CL ~~8,36~~ 3,38	1934 6mo *Lloyd*	Mitsubishi Jukogyo K.K. Nagasaki '*SA&CP*	~~ToyoKisenK.K.~~ ToyoKaiunK.K. *'Tween dk BH above after deep tank*	436·3|58·5|32·8 P30'B157'F41' FK *BH dispensed with* *CellDB*369'	Tokio Japanese *ptCem* 6*BH to U dk* 1 ,, ,,*2nd*,, 1405t*DTa*36	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB*120lb* MitsubishiJukogyoK.K. '1145t*FPT*263t*APTs*227t	32 " 9	
			Carrying cargo oil F.P. above 150° F. in deep tanks											
25450 SEJW	**Gevalia** (exÖrnen) Now "Gun," see No. 38307 in Supplement 1*Dk & Web frame*	1198 1050 673			...		1891	J.Blumer &Co. Sunderland	RederiA/B Progress(J.H. Pettersson,*Mgr.*)	237·2|34·2|16·2 B54'H17tF22' FK	Hlsngborg Swedish *WB*	T.3Cy.18½",30"&49"-33" 142NHP N.E.MarineEng.CoLd.Sld	19 " 0	V †
25451 LCLC	**Gezina** (exLakeErie) D.F. 1*Dk*	1828 1585 1054			...		1917	Detroit S.B.Co. Wyandotte	Partrederiet Gezina(ThBrövig)	251·0|43·8|18·5 P25'B64'F23' FK	Farsund Norwegian *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 " 0	N †

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25452 141926 GCDP	**Gharinda** *ss*Cal.No.3-10,26 *ss*Cal.No.2-34 2*Dks*(*Stl*)	5306 4844 3212	100A1 7,37 ~~5,36~~ BS~~7,36~~ 7,37	Cal LMC7,34	*y*	CL ~~5,34~~ N7,37	1919 *Lloyd'sA&CP*	Sunderlnd S.B.Co.Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P50'B113'F40' FK 338'1113*t* *FPT*118*t*	52·4	28·4	Glasgow British 7*BHCem* *APT*203*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 5″11½ 25 ″ 3	
25453 2028 IBSN	**Giacomo C.** (*ex*GeneralePetitti-36) *ss*Lgn.No.3-4,33 D.F. 2*Dks*(*Stl*)	5432 4160 3389	✠ ... 12,36 ✠	Pal	*y*		1920 5mo	Cantiere SanRocco Trieste	G.Costa fuAndrea *CellDB*326'	396·3 382·8 P34'B247'B39' FK 1092*t* *DTa*35' 824*t*	52·2	25·5	Genoa Italian 6*BHCem* *APT*37*t*	T.3Cy.26",42"&70"-48" 411NHP 2SB,*6cf*,GS118,HS5534 J.G.Kincaid&Co.Ld.Grk.	27 ″ 10	I †
25454 1839 IBZZ	**Giambattista** (*ex*VillaCarla-34, *ex*Orte-33,*ex*Kelet) 1*Dk&deep framing*	873 711 493			...		1904	W.Dobson &Co. Newcastle	Dani&C.	213·8 205·8 B63'F25' FK	30·4 32·0	14·0 13·9	Genoa Italian *WB*	T.3Cy.17",28"&46"-33" 134NHP N.E.MarineEng.CoLdNwc	16 ″ 0	I †
25455 320 INUK	**Giampaolo** (*ex*Chryssula, *ex*Aldebaran,*ex*Wm.Minlos2,*ex*Hebron) 1*Dk*	358 292 196					1920	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	OnoratoGorlato	139·0 B34'F21'	22·5	11·8	Trieste Italian *WB*	C.3Cy.14¾"&22⅘"-15¾" 17NHP SeebeckA.G. Wesermünde-G.		I
25456 1988 IBMP	**Gianfranco** (*ex*Ouderkerk-34, 4Mst *ex*Orsino,*ex*Gera) D.F. 2*Dks&3rd dk* *inNo.1hold*	8181 7267 5163			...		1915	Bremer Vulkan Vegesack	Soc.Anon.Com- pagniaItaliana Trasporti Marittimi	493·2 476·1 P28'B140'F87' FK	60·7	32·8	Genoa Italian *WB*	T.3Cy.$32\frac{5}{16}$",$52\frac{13}{16}$"&$86\frac{11}{16}$"- 55⅛" 819NHP BremerVulkan,Vegesack	35 ″ 6	I †
25457 156345 VSRP	**Giang Ann** (*ex*Gouverneur GeneraalDaendels) 1*Dk&Shade dk*	1063 817 560					1902	Nederl. Schps Maats. Amsterdam	HeapEng.Moh S.S.Co.Ld.	222·7 P58'F50'	36·2	14·0	Singapore British	T.3Cy.17",27"&46"-36" 127NHP NedFb.v.Wrk&Spoor,Ams		V
25458 156342 VSRQ	**Giang Seng** (*ex*Mossel) *Fitted for oil fuel* 2*Dks&Shade dk*	1811 1473 1085					1899	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	HeapEng.Moh S.S.Co.Ld.	291·8 P12'B61'F58'	37·9	17·4	Singapore British	T.3Cy.22",34"&57"-42" NB13 211NHP N.V.Maats.voorSch.en Werk"Fyenoord"Rot.		V
25459 Missing since 2,38 ~~IBMP~~ IBCD	**Gianicolo** (*ex*AnnaC.-36,*ex*Anna) *Fitted for oil fuel* D.F. *ss*Pla.No.3-10,26 *ss*Mfl.No.2-35 2*Dks*(*Stl*)*&Shelter dk* (*Stl-ptws*)	7025 6975 4447	✠ ... 5,37 ✠	Mfl	*a*†		1921 5mo	Cant.Nav. Triestino Trieste	A.Lauro *CellDB*373'1452*t*	437·1 420·2 FK *Collision* *FPT*74*t*A*PT*29*t*	53·9 54·0	27·6	Naples ~~Genoa~~ Italian *Cem* *BHto S dk* 7 „ „ *U* „	T.3Cy.26⅜",42⅛"&$70\frac{1}{16}$"-48" 483NHP 3SB,*9cf*,GS148,HS7221 UnitedMachineFactories, Smichov	40 ″ 4	I †
* 25460 1493 IBAO	**Gianna M.** (*ex*Wotan) *ss*Ham.No.3-11,27 *Mchy.Aft* *ss*Gen.No.2-35 D.F. 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing*	5719 4920 3396	✠100A1 7,37 ~~2,37~~ BS~~1,37~~ 11,37 *Carrying Petroleum in bulk*	Gen Ven LMC10,35	*y*	CL ~~9,35~~ 7,37	1913 8mo *Lloyd'sA&CP*	Reiherst'g Schiffsw. Hamburg *CellDBuE*65'	"C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali 285*t* *DTf*31'390*t* *F*	405·0 P104'B33'F35' FK *PT*210*t* *APT*70*t*	52·5	26·8	Genoa Italian *Cem* 11*BHtoUdk* 4 „ 2nd „	T.3Cy.$26\frac{9}{16}$",$43\frac{5}{16}$"&$71\frac{5}{16}$"- 47¼" 200lb 480NHP ~~NB13 120lb~~ 3SB,*9cf*,GS165,HS6889 (*s*) Gutehoff- NE&B11,27 nungshütte,Oberhausen	29 ″ 6	
25461 46 SVGN	**Giannoulis Gounaris** (*ex*Zanos Sifneo, *ss*Syr.2ndNo.3-10,26 *ex*Armanistan) *ss*Pir.No.2-36 1*Dk*(*Irn*)*&deep framing* *Cargo battens not fitted*	2238 2123 1396	✠100A1 6,37 ~~3,36~~ BS4,37	Pir Gmh ✠LMC3,36	*s*	CL ~~11,34~~ 6,37	1901 1mo	W.Gray& Co.Ld. WHartlepool A&CP	G.Z.Gounaris *CellDB*	302·6 318·5(O.L.) P27'B69'F29' FK *a&uE*120'*f*124'621*t*	43·2	19·8	Piræus Greek 5*BHCem* *APT*40*t*	T.3Cy.22⅜",35"&59"-39" (*s*) 160lb *100lb* NDB16 222NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ 7 18 ″ 10	
25462	**Gibara** (*ex*Cecilia) *Fitted for oil fuel* 1*Dk*	1288 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	EmpresaNaviera de Cuba,S.A.	230·3 P22*t*H83*t*F32*t*	36·1	14·4	Havana Cuban *WB*	T.3Cy.16½",27"&44"-32" 109NHP FredrikstadM.V.Frdstad.		
25463 99941 VQYD	**Gibel Dersa** (*ex*Duchess of TwinSc Devonshire) Wireless 2*Dks*	1226 970 498					1897	NavalCon. &Arm.Co.Ld. Barrow	M.H.Bland&Co.Ld	300·0 P68'B131'F60'	35·1	15·7	Gibraltar British *WB*	T.6Cy.21",32"&50"-30" NB10 273NHP NavalCon.&Arm.Co.Ld.	15 ″ 0 s 4 ″ 4¼ 12 ″ 8¾	
* 25464 148928 VQYJ	**Gibel Dris** (*ex*CaidKébir-34, 3Mst *ex*Northfield,*ex*Dido, *ss*Shl.No.3-2,30 *ex*Aug.Borremans) *ss*Gib.No.1-34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	744 526 340	✠100A1 6,37 ~~6,36~~ BS12,36	Gib ✠LMC8,34	*j*	CL ~~6,34~~ 6,37	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	M.H.Bland&Co.Ld *Cell*	181·0 Q105'B11'F23' FK *DBf* 103'140*t* *FPT*	28·2	12·5	Gibraltar British 3*BHCem* 65*t* *APT*6*t*	T.3Cy.15",24"&$40\frac{3}{16}$"-24" 192lb (*s*) 109NHP 2SB,*4cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 ″ 6 s 4 ″ 5⅜ 14 ″ 1¼	
25465 106375 VQYK	**Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ss*Gib.3rdNo.3-4,26 *ex*Eugalia) *ss*Gib.No.2-34 *Well deck* 1*Dk*(*Irn*)	551 439 331	✠100A1 10,37 ~~9,36~~ DBS~~2,36~~4,37	Gib ✠LMC9,34 MBS~~9,36~~ 10,37	*i*	~~7,35~~ 10,37	1887 11mo	R.Dixon& Co. Middlesbro' A&CP	M.H.Bland&Co.Ld *WB*	175·0 Q105'F22' BK7½" =*CellDBa* 37'*f*66'	26·6	12·3	Gibraltar British 4*BHptAsp* 102*t* *ptCem*	T.3Cy.15",25"&40"-30" (*s*) 160lb *80lb* NDB20 80RHP 1SB,*2cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 ″ 5 s 1 ″ 3½ 13 ″ 10	
25466 153725 VQYF	**Gibel Zerjon** (*ex*BatavierVI.) Wireless 2*Dks&Awng dk*	1435 961 882					1903	Mackie& Thomson Glasgow	M.H.Bland& Co.Ld	240·0 P54'B&F162'	35·5	15·5	Gibraltar British *WB*	T.3Cy.20",32"&53"-36" 169NHP Hutson&Sons,Ld.Gls.		V
25467 137517 GPFK	**Gibraltar** (*ex*Maplemore) *ss*Lth.No.3-4,29 *ss*Sld.No.1-34 1*Dk*(*Stl*) Now "Meopham," see No. 39205 in Supplement	4330 3970 2668	✠100A1 4,37 ~~3,36~~ BS~~12,36~~ 1.37	Rot ✠LMC11,34	*x*	CL ~~10,34~~ 4,37	1916 7mo *Lloyd'sA&CP*	W.Pickers- gill&Sons,Ld Sunderland	GlasgowShip- ownersCo.Ld. (Glen&Co.*Mgrs.*) *CellDBa*119'*uE*25'	365·0 P36'B117'F32' FK *f*162'977*t**FPT*108*t*	51·0	25·9	Glasgow British 6*BHCem* *APT*161*t*	T3Cy.26",42½"&69½"-45"(*s*) 180lb *100lb* 361NHP 2SB,*8pf*,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4 s 4″11¾ 23 ″ 7	
25468 28218 JOHB	**Gifu Maru** 2*Dks*	2933 2670 1753			...		1921	Toba Shipyard Toba	KinkaiYusenK.K.	305·0 P22'B92'F32' FK	43·7	27·2	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 350NHP KubataIronWorks,Osaka	27 ″ 3	
25469 475 INVL	**Giglio** (*ex*Jug-37, 3Mst *ex*DéputéFrédéricChevillon, *ex*CommandantLeFauve, 1*Dk* *ex*CommandantLefebre)	1339 — 789					1918	KibiShip- pingCo.Ld. Osaka	A.Lauro	~~219·4~~ B52'F24' 232·3	~~32·5~~ 32·9	~~16·3~~ 19·2	Naples Italian *WB*	T.3Cy.14½",24"&40"-30" Hashimoto 88NHP IronWorks,Osaka		VI
25470 942 CBGI	**Gilda** (*ex*FoamQueen,*ex*Boreas) *ss*Lon.No.1-11 *Well deck* Wireless 1*Dk*(*Stl*)	518 367 234	✠ 1,13 ✠	Lon	*g*		1906 7mo	VanVliet &Co. Hardinxveld	FontbonayCordero Ltda.	159·0 Q82'B14'F18' FK *WB*=*FPT*56*t*	26·3	11·2	Valparaiso Chilian 4*BHCem* *APT*58*t*	T.3Cy.13",21"&34"-24" 76NHP 1SB,*3pf*,GS44,HS1377 G.T.Grey,SouthShields	12 ″ 0	G †
25471	**Gilda Ambatielou** TwinSc (*ex*Bolbec,*ex*Chaudronnier) *Mchy.Aft* Wireless 1*Dk* Now "Oilshipper," see No. 39553 in Supplement	1138 — 564					1920	Forg.&Ch. delaMédit. LaSeyne	Constants(South Wales)Ld.(M. Constant,*Mgr.*)	219·4 P75'F29'	34·2	12·3	 British *WB*	T6Cy12¼",$19\frac{7}{10}$"&$31\frac{9}{10}$"-16½" 80NHP Forg.&Ch.delaMédit.Msl.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. II of Trade
25472 UOFM	**Giliak** (exEasternPilot) Sub.Sig. 2Dks	3148 2650 1886			...		1920	Teikoku S.S.Co.Ld. OHarima	U.S.S.R.	305·1|43·8|25·2 P23'B102'F33' FK	Vladvostk Russian WB	T.3Cy.22",37"&61"-42' 298NHP KobeSteelWorks,Kobe	27 " 3	
25473 DOAP	**Gillhausen** Sub.Sig. D.F. 1Dk	4339 3798 2350					1921	Frd.Krupp Akt.Ges. Kiel	FriedKruppA.G. (FriedKrupp's ReederijenTransportbedrijfN.V. Mgrs.)	380·1|47·4|26·4 P41'B115'F47' len32	Bremen German WB	DRGearedSteamTurbines Frd.KruppA.G.Kiel		G
※ 25474 LDYQ	**Gimle** (exTroldheimen,exFroland) ssOsl.No.3-1,30 ssOsl.No.1-34 1Dk(Stl) Cargo battens not fitted	1271 1120 738	✠100A1 1,37 ~~BS5,36~~ ✠LMC5,34 6,37	Ant	o	CL 4,36	1916 12mo	Jonker& Stans HendrikIdo Ambacht A&CP	SkibsA/SFroland (E.Torstensen, Mgr.)	238·2|36·5|15·8 P20'B59'F24' FK CellDB195'339t	Arendal Norwegian 4BHCem APT37t	T3Cy17½",29½"&46 1/12"-36 1/12" 180lb (s) 177NHP 2SB,4cf,GS89,HS3260 Machinefabriek,Bolnes	18 " 0 s 2 " 1 16 " 1	
25475 FOGY	**Ginette Le Borgne** (exBreughel, exA.E.Ames) Mchy.Aft 2Dks	1619 — 978					1903	Nthmblnd S.B.Co.Ld. Newcastle	Cie.Ch.LeBorgne	245·0|36·6|18·3	Havre French WB	T.3Cy.20½",33"&54"-36" 175NHP WllsndSlpwyCo.Ld.Nwc.		V
25476	**Ginnheim** For full particulars see No. 38303 in Supplement D.F. CruiserStern	4771 4398 2931	100A1 withfreeboard (Class Contemplated)				1937	Burntislnd S.B.Co.Ld. Burntisland	Unterweser ReedereiA.G.	410·0|56·0|25·4	Bremen German	T.3Cy.21½",35"&62"-45" D.Rowan&Co.Ld.Gls.		
25477 TTVL	**Ginouse** Carrying Petroleum in bulk OilEng. Mchy.Aft 1Dk Longitudinal framing	688 607 472					1931	Soc.Provencale de Onst.Nav. LaCiotat	Soc.Auxiliaire des Consommateurs de ProduitsPétrolifères	224·0|29·6|10·6	Marseilles French WB	Oil Engines 4S.C.SA 4Cy.17¾"-11 1/16" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
※ 25478 28181 JBLA	**Ginyo Maru** Ⓟ TwinSc ssKob.No.3-10,33 2Dks(Stl)&Shelter dk (Stl-ws)	8613 7884 6128	✠100A1 Shelter dk withfreeboard 7,37 ~~7,36~~ BS7,37 ~~BS7,36~~ ✠LMC10,33 Fitted for oil fuel 9,21 F.P. above 150°F.	Yka	c†	CL 10,35	1921 8mo	Asano S.B.Co. Tsurumi A&CP CellDB	NipponYusenK.K. 386'1562tDTa15'3	445·0|58·0|40·0 F49' on Shelter dk FK 93tMT15'430tFPT	Tokio Japanese Cem 7BHtoShdk 84tAPT66t	4 Steam Turbines DR geared to 2 Sc. Shafts 200lb (s) 965NHP 4SB(Spt),12cf,GS242, HS10844 FD MidwestE.Co.Indianapolis	40 " 0 s12 " 5½ 28 " 0	
25479 23126 JCYC	**Ginzan Maru** Now "Kano Maru No. 3," see No. 38838 in Supplement	1708 1007					1918	....	OsakaKisenK.K. (TaiyoKaiun K.K.Mgrs)	250·0|37·7|20·5	Kobe Japanese			
25480 383 IBOG	**Gioacchino Lauro** (exCanadian Commander-32) ssGen.No.3-1,33 D.F. 2Dks(Stl)	5345 4853 3151	✠ ... 6,34 ✠	Rot	y		1921 4mo	Canadian Vickers,Ld. Montreal	A.Lauro CellDB	413·1|52·2|28·5 400·0 P49'B120'F41' FK 333'1025t FPT149t	Naples Italian 6BHptCem APT133t	T.3Cy.27",44"&73"-48' 520NHP 3SB,9cf,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 " 2	I †
25481 1461 IBMO	**Giorgio** (exSun) Fitted for oil fuel Mchy.Aft 2Dks&Webframes D.F. Carrying Petroleum in bulk	4887 — 2977			...		1907	NwprtNws S.B.&D.D.Co. NewprtNews	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	382·0|49·9|29·0 P77'B25'F33' FK	Genoa Italian WB	T.3Cy.24½",43½"&72"-48" 416NHP NB20refitted26 NewportNewsSB&DD.Co.	30 " 3	I †
25482 1408 IBOO	**Giorgio Ohlsen** D.F. 1Dk	5694 4541 3364					1926	Cantieri Cerusa Voltri	I.N.S.A.(Industrie NavaliSoc.Anon.)	394·2|51·9|27·6 P&B254'F38'	Genoa Italian WB	T.3Cy.26",42 13/16"&69 7/8"-48' 335NHP Armstrong-Pozzuoli,Nap.		I
25483 73 INZO	**Giovanni** (exLyngstad-34, exMagna,exSiegrune,exLivingstone) 1Dk	990 763 586					1905	Stavanger Stöberi&Dok Stavanger	MicheleBottiglieri	230·9|32·1|12·5 Q115tB58tH14t F33t	Torre del Greco Italian WB	T.3Cy.16",26"&43½"-30" 103NHP StavangerStöberi&Dok		I
※ 25484 2129 ILOR	**Giovanni Galli** (exNicoleSchiaffino-37, ssAlg.No.3-7,26 exSpeaker,exSavan) ssAlg.No.2-34 2Dks(U-Irn2nd-Stl)	4262 3864 2661	✠100A1 ~~5,37~~ ~~2,36~~ 11,37 ~~BS5,36~~ ✠LMC1,34 5,37	Alg ~~Lgh~~ Gen	x	CL ~~9,34~~ 11,37	1913 10mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	F.GallifuG. CellDBa111'	382·7|50·3|25·9 370·3 | 384·0(O.L.) P83'B132'F38' FK uE&B43'f163'890t	Genoa Italian 6BHCem APT31t	T.3Cy.28",46"&75"-48" (r) 180lb 100lb 484NHP 2SB,8cf,GS136,HS6643 FD J.Readhead&SonsLd.S.Shl	28 " 2 s 4 " 7¾ 23 " 10	
※ 25485 238 IBRO	**Giovinezza** ssTri.No.2-33 2Dks(Stl)	2362 1944 1410	✠100A1 6,37 ~~11,36~~ 10,37 ✠LMC ~~MS10,33~~ ~~BS9,16~~8,37	Pla	s	CL ~~7,34~~ 6,37	1925 8mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi	303·5|41·7|20·6 P27'B97'F31' FK CellDB251'548t	Trieste Italian 5BHCem APT10t	T.3Cy.20¼",34⅝"&55 13/16"-36" 200lb HS4137 (s) 279NHP 1SB&1Aux.SB,5cf,GS97,FD StabilimentoTecnico,Tri.	22 " 9 s 3 " 0 19 " 10¾	
※ 25486 145743 GBRS	**Giralda** (exBettyLlewellyn) ssGmh.No.3-8,36 ~~ssGls.No.2-32~~ D.F. 1Dk(Stl) Cargo battens not fitted	2178 1719 1341	✠100A1 7,37 ~~1,36~~ ✠LMC MS6,36 ~~BS8,36~~8,37	Bry Sws	r	CL ~~8,36~~ 6,37	1924 3mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.) CellD	280·2|40·7|18·8 290·7(O.L.) P18'Q84'B65'F23' FK B235'500t FPT48t	Leith British 4BHCem APT68t	T.3Cy.21",34"&56"-39" (s) 180lb 230NHP 2SB,6pf,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 " 0 s 2 " 8 18 " 11¼	
25487 149730 MNRV	**Girasol** (exOutwood) ssBwg.No.3-2,38 ~~ssGls.No.2-35~~ Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	648 449 318	✠100A1 2,38 ~~1,37~~ ✠LMC 2,38 ~~[illegible]~~ ~~[illegible]~~	Sws Bwg	i	CL ~~12,36~~ 1,38	1926 10mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	Wm.Robertson Ce	171·2|27·8|11·3 177·0(O.L.) Q96'B11'F24' FK llDB103'142t FPT	Glasgow British 3BHCem 52tAPT21t	T.3Cy.13",23"&37 7/8"-26" (s) 200lb 70RHP 1SB,3pf,GS48,HS1440 J.Lewis&SonsLd.Abn.	13 " 5 s 3 " 8½ 13 " 4	
25488 DHJA	**Girgenti** Now "Hundseck," see No. 38493 in Supplement Wireless D.F. 2Dks	1454 1265 817					1923	F.Schichau Elbing	Rob.M.Sloman,jr.	253·0|38·2|16·6 P&B200'F33'	Hamburg German WB	T.3Cy.19 13/16",31⅞"&51 9/16"- 29 9/16" 143NHP F.Schichau,Elbing		G
※ 25489 ONRA	**Gironde** ssAnt.No.3-1,33 2Dks(Stl) ssAnt.No.1-37	1770 1562 1039	✠100A1 9,37 ~~8,36~~ ~~BS8,36~~ ✠~~LMC4~~ 9,37 MS2,37	Ant	q	CL ~~6,35~~ 9,37	1920 11mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	CieNationaleBelge deTransportsMarit (ArmementDeppe, Mgrs.)	249·3|38·2|19·7 P23'B60'F27' FK CellDB209'439t	Antwerp Belgian 4BHCem APT12t	T.3Cy.20",33"&54"-36" (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.CoLd.Sld.	22 " 3 s3 " 0 19 " 5	
25490 DHJB	**Gisela L.-M. Russ** Mchy.Aft Wireless 1Dk	1175 1106 628					1922	Stettiner Oderwerke Stettin	ErnstRuss	230·9|36·4|14·6 P&B180'F27'	Hamburg German WB	T.3Cy.17⅓",27⅔"&43 3/16"-31½" 105NHP StettinerOderwerke		G
25491 DRDL	**Gisela Oldendorff** (exPeter Benoit-32) 1Dk&deep framing	1361 1245 824			...		1902	Soc.Anon. Chant.Naval Anversois Hoboken	EgonOldendorff	253·3|36·2|16·3 B50'F26' FK	Lübeck German WB	T.3Cy.19",31"&51"-33" 158NHP N.E.MarineEng.CoLdNwc	19 " 2	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25492 144082 GFQC	**Gitano** CruiserStern D.F. 2Dks	3956 2561 2460					1921	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0	46·6	20·4	Hull British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft Earle'sCo Ld.Hull		C
25493 844 JCMK	**Giuan** (exValprato-35,exNicolòII) D.F. GyC. 1Dk	5473 4564 3384					1918	N.Odero &Co. Genoa	I.N.S.A.(Industrie NavaliSoc.Anon.)	382·9 P37'B113'F33'	51·8	27·5	Genoa Italian WB	T.3Cy.26",42½"&69$\frac{7}{16}$"-48" 337NHP N.Odero&Co.Genoa		I
25494 LJGE	**Giuba** D.F. Ref.Mchy. OilEng. Cruiser Stern 1Dk&Shelter dk	3015 2617 1756					1936	Akt.Bur- meistr&Wain Copenhagen	Skibs-A/S"Rose" (AndersJahre, Mgr.)	324·4 F42'	45·8	26·1	Sandefjord Norwegian WB	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 606NHP Akt.Burmeistr&Wain,Cpn		N
*25495 2150 ~~250~~ IBVO	**Giulia** OilEng. ssTri.No.2-34 2Dks(Stl)Weather dk-ws D.F. Ref.Mchy. Fitted	5921 4955 3737 for carrying	✠100A1 ~~9,37 2,37~~12,37 DBS7,37 ✠LMC7,34 ✠Lloyd'sRMC~~2,37~~9,37 oil F.P.above	Tri Gen 150°F.	z in deep tank	CL 2,37	1926 1mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP Cell	"Italia"Soc.Anon. di Nav. DB335'1135tDTa	407·7 P38'B137'F39' FK 38'1010tFPT108tA	53·9	29·1	Genoa Italian 7BHptCem (1to2nddk) PT30t	Oil Engines 4S.C.SA (s) 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP 2DB100lb NDB(s)27 StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 1¾ 26 ″ 0½	
25496 1589 IODQ	**—** (exPierrot,exPierrotII.) 1Dk	302 — 112					1918	Forg.&Ch. de la Médit. Havre	Fort.OlivarifuE.	131·3 Q79'F25'	23·9	11·5	Genoa Italian	C.2Cy.18"&36"-24" 53NHP Forg.&Ch.delaMédit.Hav.		I
*25497 1111 IBWO	**Giulio Cesare** Ⓟ QuadSc ssGen.No.3-2,34 4Dks(Stl)&Awngdk(Stl-teaks)& Shadedk(Stl-teaks)&Webframes CruiserStern D.F. GyC. Ref.Mchy.	21900 16326 12966	✠100A1 Awng dk withfreeboard ~~4,37 12,36 3,37~~ 2,38 BS2,37 ~~BS2,36~~ ✠LMC2,34 ✠Lloyd'sRMC~~1,37~~ 2,38~~2,37~~ Fitted for oil fuel 3,32	Gen	o†	Pf 2,38 OG Pa4,37 CL s a12,36 s f12,36 F.P.above 1	1921 11mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP 50°F.	LloydTriestinoSoc. Anon.di Nav. CellDB488'2591t DTa14'68t	634·0 602·4 FK 1 DTf24'281t side tanks a26' 216	76·1 76·5	46·3	Genoa Italian Cem 2BHtoAwdk 3 ,, ,, 2nd ,, tFPT153tA	4SteamTurbinesSR geared to 4 Sc.Shafts (s) 220lb HS41034 3620NHP 6D&4SB,48cf,GS1020, FD Wllsnd.Slpwy.Co.Ld.Nwc PT29t	50 ″ 2 s 20 ″ 3 30 ″ 2	
25498 42 IOGQ	**Giuseppe Dormio** (exJulius, exItalia) Wireless 1Dk	1008 903 610					1904	Napier Miller,Ld. Glasgow	DittaGius.Dormio	245·4 B61'F27'	36·2	14·2	Bari Italian WB	T.3Cy.18½",30"&50"-33" 144NHP D.Rowan&Co.Glasgow		I
25499 165 IBON	**Giuseppe Ercoli** (exC.B.Watson-36, exBulko,ex Fitted for oil fuel Perfection) D.F. 1Dk2trB Mchy.Aft. Carrying Petroleum in bulk	2104 1850 1199					1911	American S.B.Co. Cleveland,O.	Soc.Anon.Italiana Petroli&Derivati	~~250·0~~ P92'F52' 259·9	~~43·0~~ 43·2	~~23·0~~ 20·7	Rome Italian	T.3Cy.19",31"&54"-42" 189NHP AmericanSBCo. Cleveland		I
25500 1577 IOGW	**Giuseppe Leva** (exBalillaII.-32, exAlto,exTees) ssShl.No.3-3,20 Well deck ssNwc.No.1-25 1Dk(Stl)&deepframing Cargo battens not fitted	1430 1095 815	✠ 4,29 ✠	Nwc	o		1907 4mo	J.Crown& Sons,Ld. Sunderland	Lucio&LuigiLeva CellDBa65'u	239·5 P24'Q59'B50'F26' FK E17'f104'350tFPT	36·0	15·5	Genoa Italian 4BHCem 54tAPT92t	T.3Cy.19$\frac{5}{16}$",31$\frac{5}{16}$"&51"-36" 170NHP 1SB,4pf,GS66,HS2746 N.E.MarineEng Co.Ld.Sld	17 ″ 9	I †
25501 63 IOGZ	**Giuseppe Magliulo** (exDamocle-33,exAnnaB.,exIndustria, exKishiniMaruNo.3) 1Dk	846 — 473					1917	Matsuda KisenK.K. Osaka	GiuseppeMagliulo	207·8 P27'B50'F21' WB	35·0	15·9	Torre del Greco Italian	T.3Cy.14½",24"&40"-30" 88NHP Okamoto Kosakusho Osaka		I
25502 1421 IBYO	**Giuseppe Mazzini** Ⓟ TwinSc D.F. Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk	7453 — 4237					1926	Ansaldo SanGiorgio Spezia	LloydTriestinoSoc. Anon. di Nav.	434·6	51·2	28·1	Genoa Italian WB	6 Steam Turbines DR geared to 2 Sc.Shafts Soc.Anon Ansaldo,Smp.		I
25503 223 IOHG	**Giuseppe Orlando** Ⓟ TwinSc OilEng. 1Dk&Shelterdk	838 772 469					1936	Odero Terni OrlandoS.A. Leghorn	Soc.Anon.Naviga- zioneToscana	211·0	32·8	18·9	Leghorn Italian WB	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"-23⅝" 280NHP OderoTerniOrlandoS.A. Genoa-Sestri		
25504 1657 IBOT	**Giuseppina Ghirardi** 3Mst (exLucerna) 2Dks Mchy.Aft CarryingPetroleum in bulk	3319 3148 1902					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	Ing.L.Ghirardi	342·5 330·0 B38tH34tF51t	42·6	28·5	Genoa Italian	T.3Cy.24",40"&65"-42" NB15 274NHP Blair&Co.(Lim.),Stockton		I
25505 1078 IOJN	**Giuseppina V.** WoodAux4Mst (exCarina-34,exDana) OilEng. 1Dk (See Sailing Ship Register)	363 — 295					1919	Nakskov Skibsverft Nakskov	PietroRossetti	144·6 137·7 Q39t	31·1	12·9	Genoa Italian	Oil Engines 2S.C.SA 3Cy.14⅓"-15½" 106NHP TuxhamA/SCopenhagen		I
25506 224402 KFTR	**Glacier** (exPortChalmers) Fitted for oil fuel Well deck 2Dks(1Stl)&Upt(Stl)3trB	4043 — 2158	✠ 6,96 ✠	Syd			1891	JLThomp- son&Sons, Sunderland	~~Northern Fisheries~~ ~~Inc.~~AlaskaSalmon Co.	371·0 P&B218'F49'	46·1	27·7	S.Frncisco Utd.States WB	T.3Cy.30",48"&78"-54" 459NHP 3DB,18pf,GS246,HS7050 J.Dickenson,Sunderland	29 ″ 0	
25507 VSBF	**Gladys** 1Dk	358 236 173			...		1910	GooleS.B. &Repg.Co.Ld Goole	SarawakS.S.Co. Ld.	150·5 P13'B63'F31' FK	25·1	8·2	Kuching Sarawak WB	C.2Cy.18"&36"-24" Richardsons, 76RHP Westgarth&Co.Ld.Mdb.	9 ″ 0	
25508 161012 GJYL	**Glaisdale** ssBry.No.2-37~~ssNpt.No.1-33~~ 1Dk(Stl)	3777 3407 2262	✠100A1 10,37~~8,36~~ ✠LMC10,37 ~~MS8,37~~ ~~BS12,36~~	Bry	w	CL ~~8,36~~ 9,37	1929 9mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	Headlam&Son's S.S.Co.Ld. (Headlam&Son, Mgrs.)	360·5 P32'B219'F37' FK CellDB320'928t	49·9	23·1	Whitby British 6BHCem APT135t	T.3Cy.25",42"&68"-45" (s) 180lb 180lb 341NHP 2SB,8cf,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1¼ 22 ″ 6¼	
*25509 144717 GZDN	**Glamis** OilEng. Wireless D.F. 1Dk Mchy.Aft CruiserStern	555 444 280	✠100A1 withfreeboard 10,37~~10,36~~ ✠LMC10,36	Dun	i	OG	1936 10mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	Dundee,Perth& London Shpg.CoLd CellD	167·9 176·0(O.L.) FK Q41'F21' B112' 142t FPT64t	30·1 31·4	11·8	Dundee British 4BHptCem APT6t	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s 3 ″ 6¾ 10 ″ 6	
25510 147638 MLWC Missing since 1,38	**Glanrhyd** ssShl.No.3-4,36 ~~ssShl.No.2-32~~ 1Dk(Stl) Well deck Cargo battens not fitted	1525 1194 820	~~✠100A1~~ 5,374,36 ✠~~LMC~~ ~~MS4,36~~ ~~BS1,37~~	Shl	p	CL ~~3,36~~ 5,37	1924 5mo Lloyd	Vickers, Ld. Barrow 'sA&CP	HarriesBros.&Co. Ld. CellDBuE&B&f DTatsidesoftun	245·9 255·5(O.L.) Q150'F19' FK 138'264t nel 74'483t FPT60t	38·8	16·0	London British 4BHCem APT12t	T.3Cy.18",30"&50"-33" (s) 180lb 173NHP 2SB,4cf,GS90,HS2900 Vickers,Ld.Barrow	18 ″ 0 s 1 ″ 5½ 16 ″ 7½	
25511 161543 GLJP	**Glanton** ssShl.No.2-37~~ssShl.No.1-34~~ 1Dk(Stl) D.F. Cargo battens not fitted	2822 2378 1662	✠100A1 12,37~~12,36~~ ~~BS12,36~~ ✠LMC~~3,34~~ 12,37	Shl	t	CL ~~12,36~~ 12,37	1929 11mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	SharpS.S.Co.Ld. (Sharp&Co.Mgrs) CellDB205'681t D	305·0 P23'B50'F23' FK Trunk in wells Ta56'255t FPT164	45·5	21·3	Newcastle British 6BHCem tAPT100t	T.3Cy.21",35"&57½"-42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 1¾ 20 ″ 6¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, & s'il est dans le L. R. Durée Cert. B. of Trade
25512 LDGO	**Glarona** TwinSc *OilEng.* *ss*Got.No.2-37 ~~*ss*Got.No.1-32~~ *Mchy Aft CruiserStern* 1*Dk*(*Stl*) D.F. ~~*Progressive survey of oil tanks*~~	9912 9003 5921	✠100A1 12,37 ~~11,36~~ ✠LMC CS1,38 DBS1,38 1,38 *Carrying Petroleum in bulk*	Shi Got	e†	CL P4,36 s11,36	1928 12mo *Lloyd's*A&CP	A.B.Götaverken Göthenburg	HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*) *CellDBuE*71'304*t*	475·4 P103'F39' FK *DTf*33'624*t FPT*196*t*	64·2	37·5	Oslo Norwegian 10*BHptCem* *APT*310*t*	Oil Engines 4S.C.SA. 16Cy.21⅝"-39⅜" 2DB150*lb* 724NHP A.B.Götaverken,Göt.	37 ″ 0	
25513	**Glasgow** Ⓟ TwinSc *OilEng.* 1*Dk*	975 — 341					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.		
25514 24780 JSGD	**Glasgow Maru** *ss*Nag.No.3-12,30 *ss*Yka.No.1-35 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5831 5586 4227	✠100A1 *Awng dk with freeboard* 12,37 ~~3,37~~ ✠LMC3,37 *Fitted for oil fuel* 6,23 *F.P.above* 150°F.	Kob Sws	*y*	OG 2,36	1919 4mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisen K.K. *CellDB*	385·0 FK *Collision BH to Awng dk* 334'1118*t FPT*126*t*	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld. Kobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
25515 DHJC	**Glattesee** (*ex*MartaSchröder, *ex*Farmsum) 1*Dk*	590 417 344					1921	Johs.Berg Delfzijl	W.Schuchmann	165·9 Q54'B42'F22'	25·8	11·8	Brmrhven German *WB*	T.3Cy.12⅝",20"&31"-22" 45NHP Johs.Berg,Delfzijl		G
25516 145852 GDYZ	**Glaucus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	7586 6300 4783					1921	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	459·5 P53'B162'F57'	56·3	32·5	Liverpool British *WB*	DR Geared Steam Turbine 1000NHP Hwthrn,Leslie&C.Ld.Nwc		
25517 161584 MBXB	**Glen** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	471 371 234	✠100A1 2,38 ~~2,37~~ ~~10,37~~ ✠LMC7,35	Bly ~~Shl~~	*h*	CL ~~1,37~~ 10,37	1935 7mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld.	165·2 171·0(O.L.) P45'F22' FK *CellDB*106'152*t FPT*	27·1	10·4	Newcastle British 3*BHptCem* 65*tAPT*11*t*	Oil Engines 4S.C.SA 7Cy.11"-17⅛" 82NHP Humboldt-Deutzmotoren, A/G.Köln-Deutz	12 ″ 4 s 1 ″ 2 11 ″ 3½	
25518 129325 MKJS	**Glen Avon** Ⓟ PadSk 2*Dks*	509 351 203					1912	AilsaS.B. Co.Ld. Troon	P&A.Campbell,Ld	220·0 *Promenade dk* 205'	27·1	8·9	Bristol British	C.D.2Cy.26½"&52"-54" 165NHP AilsaS.B.Co.Ld.Troon		BT till 10,37
25519 145953 MLBV	**Glen Gairn** (*ex*Allerton, *ex*Acklam) E.S.D. *ss*Lth.No.3-12,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	904 638 410	✠100A1 3,37 BS3,37 ✠LMC12,34	Gmh	*l*	CL 3,36	1922 6mo *Lloyd's*A&CP	J.S.White &Co.Ld. Cowes	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	198·3 205·1(O.L.) Q120'B13'F27' FK *Bf*130'227*tFPT*46*t*	30·7	12·2	Aberdeen British 3*BHCem* *APT*46*t*	T.3Cy.16⅛",27"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS68,HS2122 J.S.White&Co.Ld.Cowes	14 ″ 5 s3 ″ 11¾ 14 ″ 2½	
25520 143976 GFNT	**Glen Gower** Ⓟ Pad Wireless D.F. 1*Dk*&*Promenade dk*	553 387 217					1922	AilsaS.B.& E.Co.Ld. Troon	P&A.Campbell,Ld	235·1	28·5	9·1	Bristol British	C.2Cy.26"&55"-54" *Emade*93*fitted*21 184NHP J.&G.Thomson,Ld.Gls.		BT till 10,37
25521 127971 GMWJ	**Glen Head** (*ex*Penthames-37, *ex*Comtesse deFlandre,*ex*Neva) E.S.D. 1*Dk*&*Shelter dk*	2011 1717 1084					1909	ClydeS.B. &E.Co.Ld. PortGlasgow	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	295·3	42·1	17·6	Belfast British *WB*	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		C
25522 138873 MJDG	**Glen Helen** (*ex*MaryAiston) K *ss*Liv.No.3-7,31 *ss*Sws.No.1-35 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	315 211 131	✠100A1 10,37 ~~7,36~~ ~~BS7,36~~ ✠LMC5,35 11,37 *Fitted for carrying & pumping Sand in bulk*	Sws	*d*	OG N7,35	1918 7mo *Lloyd's*A&CP	Crabtree& Co.Ld. Gt.Yarmouth	SouthWalesSand& GravelCo.Ld. (R.A.Bevan,*Mgr.*)	130·5 137·8(O.L.) Q44'B9'F16' FK *FPT*22*t*	23·2 *24·4*	9·5	Swansea British 5*BHCem* *APT*30*t*	C.2Cy.16"&33"-22" (*s*) 130lb 45RHP 1SB,2*pf*,GS37,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9 9 ″ 10	
25523 145864 MLPD	**Glen-Mary** *ss*Lon.No.1-38 *ss*Lon.No.3-1,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	394 281 148	✠100A1 3,38 ~~1,36~~ ✠LMC1,38 [illegible]	Yar	*f*	OG N4,36	1921 8mo *Lloyd's*A&CP	Crabtree& Co.Ld. Gt.Yarmouth	F.T.Everard& Sons,Ld.	143·2 Q50'B9'F19' FK *FPT*39*t*	24·6	10·5	London British 3*BHCem* *APT*12*t*	T.3Cy.13",21"&35"-24" (*s*) 180lb 61RHP 1SB,3*pf*,GS46,HS1540 Crabtree&Co.Ld.Gt.Yar.	11 ″ 6 s ″ 10½ 10 ″ 9	
25524 102599	**Glen Rosa** Ⓟ PadSk 1*Dk*&*Promenade dk*	306 269 116					1893	J.&G. Thomson,Ld. Clydebank	LondonMidland& ScottishRly.	200·0 *Promenadedk*150'	25·0	8·3	Glasgow British	C.D.2Cy.26"&55"-54" NB26 185NHP J&GThomsonLdClydebnk		BT till ~~5,37~~ 4,38
25525 148858	**Glen Sannox** Ⓟ TrpSc 2*Dks*	664 465 267					1925	W.Denny& Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	249·9 Q18'	30·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 9,37
25526 134723 MJWS	**Glen Tilt** (*ex*Goodwill ofBristol) *Mchy.Aft* Wireless D.F. 1*Dk*	871 628 426					1920	W.Harkess &Son,Ld. Middlesbro'	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	198·0 Q112'B13'F25'	30·6	12·5	Bristol British *WB*	T.3Cy.16",27"&44"-30" Richardsons, 100RHP Westgarth&Co.Ld.Mdb.		C
25527 135796 GFNS	**Glen Usk** Ⓟ Pad Wireless 2*Dks*	524 367 ~~226~~ 209					1914	AilsaS.B. Co.Ld. Troon	P.&A.Campbell,Ld	224·3 *Promenade dk* 212'	28·1	8·9	Bristol British	C.2Cy.26½"&52"-54" 165NHP AilsaS.B.Co.Ld.Troon		BT till 10,37
25528 216529 KSIE	**Glen White** *ss*Bos.No.3-7,30 D.F. *ss*Bal.No.1-34 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5438 4795 3349	✠100A1 6,37 ~~8,36~~ ~~BS7,36~~ ✠LMC5,34 6,37	Bal	*y*	CL 7,35	1918 7mo A&CP	NewYork S.B.Corp. Camden,N.J.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDB*	368·6 P27'B72'F31' FK 320'1832*t FPT*220*t*	55·2	30·5	Boston Utd.States 7*BHCem* *APT*201*t*	T.3Cy.24½",41½"&70"-46"(*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corporation	34 ″ 5 s 7 ″ 10 27 ″ 0	
25529 143674 GDPS	**Glenaffaric** Ⓟ (*ex*Machaon-35) D.F. 2*Dks* *Ref.Mchy.*	7782 6370 4906					1920	Caledon SB&E.Co.Ld. Dundee	GlenLine,Ld.	459·2 P54'B164'F65'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 571NHP CaledonSB.&E.Co.Ld.Dun		BT till ~~10,37~~ 7,38
25530 140469 EIDV	**Glenageary** *ss*Dub.No.3-9,32 *Mchy.Aft* *ss*Ard.No.1-36 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	446 318 170	✠100A1 ~~9,36~~ 10,37 ✠LMC9,36 BS10,37	Ard Bkn	*g*	CL 8,36	1920 5mo *Lloyd's*A&CP	Lytham S.B.&Eng. Co.Ld. Lytham	Alliance&Dublin ConsumersGasCo.	142·0 Q85'B9'F21' BK6½" *DTf*19'48*tFPT*12*t*	25·8	11·5	Dublin British 4*BHCem* *APT*21*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 88NHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
25531 144230 GDXT	**Glenapp** TwinSc *ss*Mdb.No.1-35 *OilEng.* *ss*Kob.No.3-5,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in bridge & forecastle*	9503 8534 5802	✠100A1 *Awng dk with freeboard* ~~5,37~~ ~~5,36~~ 11,37 ✠LMC CS~~8,37~~ 6,37 DBS11,36 12,35 ✠Lloyd'sRMC~~6,37~~ 6,38 ~~12,37~~ ~~7,36~~	Mdb ~~Ham~~Ant	e†	CL 6,35	1920 12mo *Lloyd's*A&CP	Harland& Wolff,Ld. Glasgow	GlenLine,Ld. *CellDB*422'1667*t*	485·6 P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with* 7*BH only, all to Awng dk* *DTa*30'706*t FPT*	62·3	35·8	Glasgow British *ptCem* 130*tAPT*75*t*	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB100*lb* Harland&Wolff,Ld.Gls	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25532 136981 MFYQ	**Glenarch** (*ex*Wheatsheaf) 3Mst *ss*Bkn.No.3–11,27 *ss*Cff.No.2–35 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Now "Parkhill," see No. 39715 in Supplement	500 331 190	✠100A1 ~~5,37~~ ~~11,35~~ 11,27 2,38 ~~12,37~~ ✠LMC MS11,35 ~~BS11,36~~ BS11,37	Cff	h	OG ~~7,35~~ ~~4,37~~ N12,37	1915 9mo	Ardrossan DD&SBCoLd Ardrossan Lloyd's*A&CP*	~~F.Bowles&Sons~~ ~~(J.Bowles,*Mgr.*)~~ M.Taylor	162·8|25·6|9·8 169·5(O.L.) Q96'B11'F24' BK8" *Cell DB f* 82' 102*t FPT* 34*t APT*30*t*	Cardiff British 3*BHCem*	C.2Cy.20"&42"–30" (*s*) 135lb 72RHP 1SB,3*pf*,GS60,HS2000 McKie&Baxter,Glasgow	12 " 0 s4 " 2 12 " 4	
25533 146322 GDKF	**Glenardle** (*ex*NordkynII.) *ss*Npt.No.3–8,34 *ss*Shl.No.1–38 2*Dks*(*Stl*) *Longitudinal framing in DB & at decks* Now "Bakir," see No. 37435 in Supplement	4584 4235 2786	✠100A1 ~~5,37~~ ~~11,38~~ 3,38 ✠LMC 3,38 ~~MS2,34~~ ~~BS6,36~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Cal Shl	x	CL 11,36	1921 11mo	Greenock DockyardCo. Ld. Greenock Lloyd's*A&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*)	376·6|52·3|26·1 P37'B105'F37' FK *CellDB*321'1068*t*	Glasgow British 6*BHptCem* *APT*128*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 432NHP 3SB,9*cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 " 6 s5 " 1½ 23 " 7	
✻ 25534 147907 GKLC	**Glenbank** TwinSc *OilEng.* *ss*Liv No.3–12,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5151 4768 3116	✠100A1 *withfreeboard* ~~12,36~~10,37 ~~DBS7,36~~ ✠LMC12,36 7,37 *Carrying vegetable oil in deep tank*	Liv Cal	a†	CL PN ~~11,34~~ S7,36 P10,37	1924 6mo	Harland&Wolff,Ld. Glasgow Lloyd's*A&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*) *CellDB*357' 1121*t tanks 'tween tunnels*115' 251*t DTf* 32' 1067*t FPT*106*t APT*132*t*	420·4|53·9|26·5 FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 " 2 s3 " 7¾ 25 " 8	
✻ 25535 146292 GBZK	**Glenbeg** TwinSc *OilEng.* *Ref.Mchy.* *ss*Hul.No.3–1,35 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in bridge &forecastle*	9461 8534 5789	✠100A1 *Awng dk* *withfreeboard* ~~4,37~~ ~~9,36~~3,38 ✠LMC CS1,35 DBS~~1,37~~3,38 ~~8,34~~4,36 ✠Lloyd'sRMC~~1,37~~ ~~6,37~~ 3,38 ~~10,37~~	Mdb ~~Shl~~ Ant	e†	CL SN4,36 P9,36	1922 4mo	Harland&Wolff,Ld. Glasgow Lloyd's*A&CP*	GlenLine,Ld. *CellDB*422'1667*t*	485·6|62·3|35·8 P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with* 7*BH only, all to Awng dk* *DTa*30'706*t FPT*130*t APT*75*t*	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB–*100lb* Harland&Wolff,Ld.Gls.	38 " 9 s9 " 4¼ 29 " 8¼	
✻ 25536 111142 VOLS	**Glencoe** *ss*NFL.2nd.No.3–10,24 Wireless *ss*NFL.No.2–31 2*Dks*&*Web frames*	767 682 336	✠100A1 8,36 ✠NB10,28 ✠LMC5,31 BS8,36	NFL	l	CL 8,36	1899 12mo	A&J Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.) *WB*=*CellDBa*28'*uE*&*B*39' *f*71'135*t FPT* 17*t APT*8*t*	208·0|30·1|16·7 F29' BK8" ND24	SJhnsNFL British 5*BHCem*	T.3Cy.18",30"&50"–36" 160lb (*r*) FD 185NHP 2SB,4*cf*,GS76,HS2614 A.&J.Inglis,Glasgow	19 " 0 s2 " 11½ 17 " 1	
✻ 25537 159301 EIKR	**Glencree** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	481 320 187	✠100A1 ~~9,37~~ ~~10,36~~ 3,38 BS10,36 ✠LMC12,34	Ard	g	CL ~~9,37~~ 3,38	1934 12mo	Dublin DydCo.(Vickers,Ireland) Ld. Dublin Lloyd's*A&CP*	Alliance&Dublin ConsumersGasCo.	142·0|26·0|11·5 27·0 Q81'B11'F22' BK7" *DTf*18'45*t FPT*10*t*	Dublin British 3*BHCem* *APTs*22*t*	T.3Cy.13½",23"&38"–27" (*s*) 200lb 77RHP 1SB,3*cf*,GS50,HS1617 Aitchison,Blair,Ld. Clydebank	12 " 6 s4 " 2 12 " 11½	
✻ 25538 144974 EIKD	**Glencullen** *ss*Ard.No.1–37 Wireless *ss*Ard.No.3–9,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	448 319 176	✠100A1 ~~8,37~~ ~~8,36~~2,37 ~~BS8,36~~ ✠LMC~~9,33~~ 8,37	Ard	g	CL ~~8,36~~ 8,37	1921 10mo	LythamSB&Eng.Co.Ld. Lytham Lloyd's*A&CP*	Alliance&Dublin ConsumersGasCo.	142·7|26·0|11·5 Q85'B9'F23' BK6½" *DTf*19'48*t FPT*12*t*	Dublin British 4*BHCem* *APT*21*t*	T.3Cy.14",22"&38"–24" (*s*) 180lb 71RHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 " 6 s3 " 11 12 " 11	
25539 165155 GZCF	**Glendalough** 3Mst Wireless *Mchy.Aft* *CruiserStern* 1*Dk*	868 597 456					1936	J.Lewis&Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7|30·7|12·1 Q112'B11'F31'	Belfast British *WB*	T.3Cy.14½",25"&41"–30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
25540 161015 GLTX	**Glendene** *ss*Ams.No.2–38 ~~*ss*Shl.No.1–32~~ D.F. 1*Dk*(*Stl*)	4412 4056 2726	✠100A1 1,38 ~~10,36~~ ~~BS10,36~~ ✠LMC~~7,33~~ 1,38	Liv Ams	y	CL ~~10,36~~ 1,38	1929 11mo	W.Gray&Co.Ld. Sunderland Lloyd's*A&CP*	GlendeneShipping Co.Ld.(DeneShipmanagementCo., Ld.*Mgrs.*)	387·5|52·5|24·8 P55'B241'F31' FK *CellDB*340'1087*t FPT*	Whitby British 6*BHCem* 109*t APT*83*t*	T.3Cy.24½",40"&65"–42" (*s*) 180lb 360NHP 3SB,9*cf*,GS154,HS6402 Cen.Mar.EWrks.Ld.WHpl	27 " 2 s3 " 7¼ 23 " 9¾	
25541 136352 MFYJ	**Glendun** (*ex*Clareisland) *ss*Liv.No.3–2,27 *Well deck* *ss*Bel.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*)	633 445 239	✠100A1 7,37~~7,36~~ ✠LMC MS4,35 ~~BS7,36~~ 8,37	Bel	j	CL N7,36	1915 9mo	Scott&Sons Bowling Lloyd's*A&CP*	AntrimIronOreCo. Ld.	180·5|28·6|10·8 Q103'B9'F33' BK7¼" *CellDBf*103'161*t FP*	Belfast British 3*BHCem* *T*46*t APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 " 6 s4 " 5¼ 13 " 8¾	
25542 152643 VGQW	**Gleneagles** D.F. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom&at deck*	8233 7627 4780					1925	Midland S.B.Co.Ld Midland,Ont.	CanadaSteamship Lines,Ld.	582·0|60·2|28·2 P50'F44'	Midland, Ont. British *WB*	T.3Cy.24¼",41½"&72"–48" E*made*18 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		CR
25543 128280 GPFT	**Gleneden** *ss*Lth.No.1–37 *ss*Lth.2ndNo.3–11,33 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4772 4490 3025	✠100A1 *Spar dk* ~~4,37~~ ~~1,36~~11,37 ~~BS11,36~~ ✠LMC~~11,33~~ 11,37	Shl ~~Ams~~Lth	y	CL ~~10,34~~ 10,37	1909 6mo	Scotts'S.B.&Eng.Co.Ld. Greenock Lloyd's*A&CP*	GlenedenS.S.CoLd (J.Napier) *WB*=*CellDBa*130'*uE*&*B*42' *f*180' 1002*t APT*20*t*	400·0|52·0|17·8 27·0 P36'B120'F48' FK	Glasgow British 6*BHCem*	T.3Cy.27",43"&72"–48" (*s*) 180lb *100lb* 526NHP 3SB,9*cf*,GS153,HS7989 FD Scotts'SB&EngCoLd.Grk.	29 " 7 s5 " 8¾ 24 " 1	
25544 150237 VGFX	**Glenelg** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2099 1929 1200					1923	Midland S.B.Co. Midland, Ont.	CanadaSteamship Lines,Ld.	252·0|43·1|23·3 F36'	Midland, Ont. British *WB*	T.3Cy.17",25"&43"–30" E*made*18 92RHP C.&G.CooperCo. MountVernon,O.		C
25545 137536 GRQD	**Glenfinlas** Ⓟ (*ex*Elpenor–35) *Ref.Mchy.* 2*Dks*	7572 6298 4811					1917	Hawthorn,Leslie&Co.Ld Newcastle	GlenLineLd.	455·3|56·3|32·5 P53'B162'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~7,37~~ 4,38
25546 165154 GZCG	**Glengarriff** Wireless 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	868 597 456	✠100A1 ~~8,36~~11,37 ✠LMC8,36	Abn Bel	k	CL	1936 8mo	J.Lewis&Sons,Ld. Aberdeen Lloyd's*A&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*) *CellDB*125'200*t FPT*73*t APTs*26*t*	197·7|30·7|12·1 32·0 Q112'B11'F30' FK	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"–30"(*s*) 200lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 " 4 s4 " 5¾ 13 " 11¼	
✻ 25547 146283 GCXD	**Glengarry** TwinSc *OilEng* *ss*Mdb.No.3–12,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in Bridge & Forecastle*	9460 8534 5772	✠100A1 *Awng dk* *withfreeboard* 4,37 ✠LMC CS5,34 DBS~~11,36~~1,38 ~~7,35~~4,37 ✠Lloyd'sRMC~~4,37~~ ~~9,36~~ 1,38	Ant	e†	CL 12,35	1922 2mo	Harland&Wolff,Ld. Glasgow Lloyd's*A&CP*	GlenLine,Ld. 1*BH dispensed with* 7*BH only, all to Awng dk* *CellDB*422'1667*t DTa*30'706*t FPT*130*t APT*75*t*	485·6|62·3|35·2 P40'B153' *on Awng dk*F58' FK&BK2"	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 " 9 s9 " 4¼ 29 " 8¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où la cote, si ce n'est dans le L.R. Durée Cert. B. of Trade.
✳ 25548 139062 GPFN	**Gleniffer** Ⓟ **TwinSc** ssHam.No.3-10,27 *Ref.Mchy.* ssMdb.No.2-36 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 6 *hold*	9559 8712 6045	✠100A1 ~~1,37~~10,37 ~~BS8,36~~ ✠LMC9,35 ✠Lloyd'sRMC~~[illegible]~~ 5,38 ~~10,37~~	Ant BS5,37	*f*†	CL 7,36	1915 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	GlenLine,Ld. *WB* = *CellDB*	500·1|62·3|34·6 P60'B192'F88' FK&BK2½" *a*132'*u*E45'*f* 195'15	London British 8*BHCem* 16*tFPT*174*t*	T.6Cy.24",40½"&68"-48" (*r*) 200lb 988NHP 5SB,20*cf*,GS380,HS14775FD WllsndSlpwy.Co.Ld.Nwc. *APT*49*tDTa*33'1170*t*	37 " 6 s 8 " 0½ 29 " 9½	BT till ~~8,37~~ 8,38
✳ 25549 161557 GSML	**Glenlea** ssHul.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4252 3945 2541	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~ 5,38 ~~BS11,36~~ ✠LMC3,35 1,38	Shl ~~Cal~~ Bry	*x*	CL ~~9,35~~ 5,38	1930 8mo *Lloyd*	SirJPriest- man&Co. Sunderland '*sA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	367·5|51·5|25·1 F38' FK *FPT*134*tAPT*247*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld Sunderland	27 " 6 s 2 " 10 24 " 10½	
25550 136361 MGNS	**Glenmaroon** **3Mst** ssBel.No.3-8,30 ssBel.No.1-35 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	716 502 293	✠100A1 9,35 ~~BS9,36~~ ✠LMC9,35 9,37	Bel	*k*	CL 9,35	1917 4mo *Lloyd*	J.Fuller- ton&Co. Paisley '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	190·0|29·6|11·2 Q99'B9'F31' FK *Bf*109'164*tFPT*48*t*	Belfast British 3*BHCem* *APT*40*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 144NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 " 9 s4 " 7 13 " 3½	
25551 160407 GNSY	**Glenmoor** *OilEng.* ssBly.No.2-37 ~~ssLon.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	4393 4070 2649	✠100A1 *withfreeboard* ~~5,37~~ ~~4,36~~ 10.37 ~~DBS9,36~~ ~~✠LMC4,32~~ 5,37 ~~✠LMC(M)7,32~~	Mch ~~Bly~~ Rot 5,37	*y*	CL 8,35	1928 4mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *CellDB*317	MoorLine,Ld. (RuncimanShip- pingCo.Ld.*Mgrs*) '1011*tMT*26'988*tF*	375·0|52·6|25·7 391·2(O.L.) F30' FK *PT* 140*t APT*220*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120*lb* W.Doxford&Sons,Ld.Sld.	28 " 3 s3 " 0½ 25 " 5	
✳ 25552 144217 GDQW	**Glenogle** **TwinSc** ssMdb.No.1-36 *OilEng.* *Ref.Mchy.* ssHul.No.3-7,32 2*Dks*(*Stl*)&*Awngdk*(*Stl*) *Cargo battens not fitted* *in Bridge & Forecastle*	9513 8539 5826	✠100A1 *Awning dk* *withfreeboard* 2,38 ~~2,36~~ ✠LMC CS~~5,34~~ 12,36 DBS~~1,37~~ 10,37 ~~8,36~~ ✠Lloyd'sRMC~~[illegible]~~ 2,38 ~~10,37~~	Mdb Ant	*e*† 2,38	CL ~~7,34~~ 5,37	1920 8mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	GlenLine,Ld. 1*BH dispensed wi* *CellDB*422' 1667*t D*	485·8|62·3|35·8 P40'B153'F58' FK&BK2" *th* 7*BH only, all to* *Ta*30'706*tFPT*130*t*	Glasgow British *ptCem* *Awning dk* *APT*75*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" DB100*lb* 1317NHP Harland&Wolff,Ld.Gls.	38 " 9 s 9 " 4½ 29 " 8¼	
✳ 25553 213369 WOCP	**Glenpool** (*ex*Hagen) **TwinSc** ssNYk.No.3-5,37 ~~ssN.Yk.No.3-5,26~~ ~~ssNOs.No.2-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC.	5444 — 3333	✠100A1 ~~5,37~~ ~~1,37~~ 1,38 ~~BS7,36~~ ~~✠LMC7,34~~ ✠NE&B8,19 *CarryingPetr* *Fitted for oil*	NOs ~~Gal~~ 5,37 *oleum* *fuel* 8,	*z* *in* 19	OG 1,38 *bulk* *F.P. a*	1913 3mo *Lloyd* *bove* 1	Frd.Krupp Akt.Ges. Kiel '*sA&CP* 50° F.	StandardOilCo.of NewJersey *Cell DBuE*87'214*t*	400·0|53·2|30·0 P107'B42'F44' FK *DT f* 36'308*tPTF*1	Wilmgton (Del.) Utd.States 14*BHCem* 59*tAPT*72*t*	T.6Cy.18 1/16",30"&51"-36"(*s*) 190lb ~~DB13~~ 474NHP 3SB,9*cf*,GS189,HS7200 FD StatenIslandS.B.Co.	32 " 4	
✳ 25554 148134 CYJK	**Glenross** *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3219 2948 2360	✠100A1 *withfreeboard* 5,26 ✠LMC7,25 *ForServiceon*	Clw *the Gr*	 *eat*	CL 6,28 *Lakes*	1925 8mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CanadaSteamship Lines,Ld. *CellD*	343·1|43·7|22·9 F42' len26 FK *B*311'832*tFPT*133*t*	MidlndOnt. British 3*BHptCem* *APT*8*t*	T.3Cy.18",30"&49"-36" (*s*) 200lb 185NHP 2SB,6*cf*,GS98,HS3126 McColl&Pollock,Ld.Sld.	25 " 0 s 6 " 8 18 " 7½	
25555 145439 GKLN	**Glenshiel** **TwinSc** *OilEng.* ssMdb.No.3-12,35 2*Dk*(*Stl*)&*Awng dk*(*Stl*) D.F. *Ref.Mchy.*	9415 8505 5769	✠100A1 *Awng dk* *withfreeboard* ~~3,37~~12,37 ✠LMC CS11,36 DBS~~11,36~~ 8,37 12,35 ✠Lloyd'sRMC~~[illegible]~~ 1,38	Ant Hul	*e*†	CL SN5,36 P3,37	1924 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*421'	GlenLine,Ld. 1718*t DTa*30' 686*t*	485·7|62·2|35·5 P40'B153'F58'*on* *Awng dk* FK&BK2" 1*BH dispensed with* 7 „ *only, all to Aw* *DT f* 28' 864*t FPT*	Belfast British *Cem* *ng dk* 130*tAPT*78*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB100*lb* Harland&Wolff,Ld.Gls.	38 " 9 s 9 " 4½ 29 " 8¼	
25556 LIUT	**Glitrefjell** *CruiserStern* *Mchy.Aft* Wireless D.F. 2*Dks*	1568 1283 897					1934	Porsgrund Mek.Værks. Porsgrunn	A/S Rudolf (Olsen&Ugelstad, *Mgrs.*)	246·6|37·9|18·2 P29*t*H147*t*	Oslo Norwegian *WB*	C.4Cy.(2)12 13/16"&(2)27 5/16"- 27 5/16" & L.P.Turbine with D.R.gearing and hydraulic coupling 109NHP PorsgrundM.V.Porsgrunn		N
25557 7628 SEKU	**Glitt** (*ex*Ture,*ex*Ferlo,*ex*Dich-taoo) 1*Dk*	*1120* *908* *595*			...		1907	Hawthorn, Leslie&Co.Ld Newcastle	RederiA/B Malmöhus(Ture Hillerstrom,*Mgr.*)	242·4|35·0|12·7 Q29'B42'F42' FK	Malmö Swedish *WB*	T.3Cy.16",26"&44"-33" 143NHP Ross&Duncan,Glasgow	14 " 10	V †
25558 LGCP	**Glittertind** (*ex*Oddersjaa) **Wood** *OilEng.* 1*Dk*	457 411 329					1920	Otterdals Interessen- skabsSkibs- byggeri, Xiansand	SkibsA/SGlitter- tind(Jonas Fjörtoft)	146·9|28·6|16·0 Q26*t*H14*t*	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.15⅜"-17½" 175NHP LysekilsMek.Verksted A/B,Lysekil		N
25559 LCEB	**Glittre** **TwinSc** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	6409 5587 3788					1928	Akt.Göta- verken Gothenburg	SmedvigsTank- rederiA/SPeder Smedvig,*Mgr.*)	408·3|55·3|32·3 P358*t*H383*t*F82*t*	Stavanger Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.21⅝"-39⅜" 543NHP Akt.Götaverken,Got.		N
25560 2137~~161~~ IBIS	**Gloriastella** Ⓟ (*ex*Gloriastar-36,*ex*Klipfontein-35) 3*Dks*	5490 4750 2941					1922	Rotterdam Droogd.Maat Rotterdam	FratelliRizzuto	419·0|58·3|26·4 402·4 F37'	Genoa ~~Rome~~ Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met.VickersElecCoLdMch		I
25561	**Glorioso** **TwinSc** (*exSail*Irmgard,*ex*Ostlinie2) *OilEng.* 1*Dk*	564 — 327					1921	Deutsche Werft,A.G. Hamburg	Pittsburgh&Car- diffCoalCo.	219·1|31·5|11·8 len28	Bns.Aires Argentine	Oil Engines 2S.C.SA 8Cy10⅝"-14⅝"NE28 158NHP SulzerBros.Winterthur		
✳ 25562 132592 GLWP	**Gloucester Castle** Ⓟ **TwinSc** ssLon.No.3-11,33 *Ref.Mchy.* 2*Dks*(*Stl*-*U*teak s& Sub.Sig. 2*nd dk*-ws)&3*rd dk*(*Stl*)*in* D.F. *Nos.*1,3,4&5 *holds*	8006 6196 4880	✠100A1 11,37~~10,36~~ ~~5,37~~ ~~BS10,36~~ ✠LMC7,33 11,37	Mdb Lon	*c*†	CL 10,36	1911 8mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP* *WB*	Union-Castle MailS.S.Co.Ld. = *Cell DBa*85'*u E*	452·7|56·2|30·7 P&B272'F68' FK&BK2" 87'*f*191'1103*tFPT*	London British 8*BHCem* 75*tAPT*80*t*	Q.8Cy.19¾",28",41"&60"-48" 220lb (*s*) 722NHP 2D&1SB15*cf*GS325HS12570 FairfieldCo.Ld.Glasgow	33 " 9 s6 " 8½ 27 " 4	BT till ~~7,37~~ 11,38
25563 142842 GCMT	**Gloucester City** (*ex*CyprianPrince-36) ssLiv.No.3-9,31 *Ref.Mchy.* ssMch.No.1-35 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in holds*	3071 2831 1853	✠100A1 6,37~~12,36~~ ✠LMC MS8,35 ~~BS8,36~~ Lloyd'sRMC8,35 BS10,37	Brs	*u*	CL ~~12,36~~ N5,37	1919 9mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*) *C*	331·3|46·8|23·2 342·2(O.L.) P33 B98'F28' FK *ellDB*276'734*tFPT*	Bristol British 7*BHCem* 105*tAPT*42*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 " 6 s3 " 11¾ 21 " 9	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 25564 139896 GDWB	**Gloxinia** *ss*Shl.No.3-1,37 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3336 3038 1961	✠100A1 ~~9,37~~ ~~1,37~~ 11,37 BS11,37 *Carrying oils in bulk F.P. above 150° F. also Molasses in bulk Fitted for oil fuel 3,21 F.P. above 150° F.*	Shl ~~Phl~~ Ant ✠LMO1,37	*v*	CL 8,36	1920 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd'sA&CP*	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) *CellDBa*19'*uE&B*	331·5|47·9|23·0 P34'B98'F29' FK 39'*f*58'351*tFPT*82*t*	N.Shields British 12*BHptCem* *APT*163*t*	T.3Cy.22½"36½"&62"-42"(*s*) 180lb 289NHP 2SB,6*cf*,GS124,HS4724 N.E.MarineEngCoLdNwc	25 ″ 6 s 3 ″ 9 21 ″ 11¼	
25565 DMAX	**Glückauf** (*ex*Rondo) *Well deck* 1*Dk*	1915 1496 1083			...		1912	S.P.Austin &Son,Ld. Sunderland	GlückaufKohlen-handelsges.m.b.H.	265·8|37·8|17·8 P28'Q71'B51'F28' FK	Rostock German *WB*	T.3Cy.20½",33"&54"-39" 199NHP G.Clark,Ld.Sunderland	19 ″ 10	G †
25566 DCGU	— (*ex*GeheimratMahn,*ex*JohnS.Calvert, *ex*Eider,*ex*Gertrude, *ex*Marianne) 1*Dk* *Well deck*	1061 852 609					1907	Nüscke& Co. Stettin	Zerssen&Co.	218·1|34·7|13·8 Q74'B51'F29'	Kiel German *WB*	T3Cy14$\frac{13}{16}$",23⅝"&38$\frac{3}{16}$"-27⅝" 77NHP DresdenMch.Sch.Uebigau, Dresden		G
25567 DONF	— Ⓟ **TwinSc** (*ex*Bubendey) Wireless Sub.Sig. 1*Dk*	904 552 347					1913	Stettiner Oderwerke Stettin	Norddeutscher Lloyd	213·7|40·1|12·3 B94'F20'	Bremen German *WB*	T.6Cy.14$\frac{1}{5}$",22½"&36$\frac{1}{5}$"-25$\frac{3}{5}$" 133NHP StettinerOderwerke		G
25568 DDTY	**Glücksburg** (*ex*Heathpark, *ex*Mühlhofen) *ss*Ham.No.3-2,34 1*Dk*(*Stl*)	2680 2432 1567	100A1 6,37 ~~7,36~~ BS~~7,36~~ 6,37	Ros Ham LMO2,34		CL ~~7,36~~ 6,37	1922 2mo	Frd.Krupp Akt.Ges. Kiel *Lloyd'sCP*	FlensburgerDampfercompagnie HaraldSchuldt &Co. *CellD*	328·7|44·2|20·6 339·2(O.L.) P&B219'F37' FK len35 *B*289' 682*t FPT*56*t*	Hamburg German *ptAspptCem* 5*BH* *APT*120*t*	T3Cy19$\frac{9}{16}$",32$\frac{11}{16}$"&54¾"-39⅜" 185lb (*s*) 245NHP 2SB,4*cf*,GS84,HS3445 FD Fried.KruppA.G.Essen	22 ″ 6	
25569 1[illegible]5158 M[illegible]CG	**Glynn** (*ex*Svint-36,*ex*Flaks-34, *ex*Enare, *ex*Ringfond,*ex*MargitSiemers, *ex*GraafAdolf) *ss*N.Yk.No.3-8,30 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	1134 853 660	✠ ... 8,34 ✠NB8,22 ✠	Cgo	*n*		1918 5mo	Wilton's E. &SlipwayCo. Rotterdam	ShamrockShipping Co.Ld. *CellDBuE*	229·9|34·2|12·8 Q131'B13'F24' FK 23'*f*152' 389*t FPT*	Belfast British 4*BHCem* 88*tAPT*48*t*	T.3Cy.15½",25½"&41"-36" 120NHP 1SB,3*cf*,GS67,HS1991 Wilton'sE&SlpwyCo.Rot.	16 ″ 0	N †
* 25570 145573 MLNY	**Glynwen** *ss*Nwc.No.3-7,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1076 843 629	✠100A1 7,35 DBS1,37 MS7,35	Nwc ✠LMO ~~BS7,35~~ MBS7,37	*m*	CL 6,35	1923 6mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd'sA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, *Mgrs.*) *CellDB*	210·0|32·0|15·4 Q108'B10'F24' FK 172'241*tFPT*	Llanelly British 4*BHCem* 47*tAPT*82*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 130NHP 1SB,3*cf*,GS58,HS2207 N.E.MarineEng.Co.Ld.Sld	17 ″ 6 s 4 ″ 10½ 16 ″ 3	
25571 DOQY	**Gneisenau** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 3*Dks* GyC. *Ref.Mchy.* *CruiserStern*	18160 13618 10713					1935	Deutsche Sch-u-Mschb A.G.Weser Bremen	Norddeutscher Lloyd	625·6|74·1|41·4 B251'F52	Bremen German *WB*	2 geared Steam Turbines 4333NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
25572 141914 GCBW	**Goalpara** *ss*Cal.No.3-9,27 *ss*Cal.No.2-35 2*Dks*(*Stl*)	5314 4844 3216	100A1 7,37 ~~8,36~~ BS9,37 MS11,35	Cal Bom LMO ~~BS10,36~~	*y*	CL ~~1,35~~ 7,37	1919	Sunderl'nd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·4|28·4 413·0(O.L.) P50'B113'F38' FK 338'1113*t FPT*118*t*	Glasgow British 7*BHCem* *APT*203*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld	31 ″ 0 s 5 ″ 11¼ 25 ″ 4¼	
* 25573 137084 GBZX	**Goathland** *ss*Shl.No.3-5,36 1*Dk*(*Stl*)	3821 3454 2273	✠100A1 7,37 ~~5,36~~ BS7,37	Shl Npt ✠LMO5,36	*w*	CL 5,36	1924 4mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *Cell*	364·8|50·5|22·5 P33'B217'F36' FK *DB*310'1014*tFPT*1	Whitby British 6*BHCem* 68*tAPT*144*t*	T.3Cy.24⅜",42"&68"-45"(*s*) 180lb *150lb* 340NHP 2SB(Spt),8*cf*,GS122,HS5276 N.E.MarineEng.Co.Ld.Sld	24 ″ 11 s 3 ″ 0¾ 22 ″ 0½	
* 25574 EAQD	**Gobeo** *ss*Bbo.No.3-3,33 1*Dk*(*Stl*) *Mchy.Aft*	3346 2889 2088	✠100A1 12,36 BS1,37 No later survey reported *Carrying Petroleum in cylindrical tanks Fitted for oil fuel 3,21 F.P. above 150° F.*	Bbo ✠LMO3,33	*v*	CL 12,36	1921 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	Cia.Cantabrica deNav.(J.deGobeo, *Mgr.*) *CellDBuE*	330·2|47·8|22·4 P38'B96'F23' FK 26'*f*22'62*t*	Bilbao Spanish 7*BHptCem* *APT*68*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 309NHP 2SB,6*cf*.GS126,HS4786 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 8 s 3 ″ 4¾ 21 ″ 6	
25575 TFMA	**Godafoss** Ⓟ Wireless D.F. 2*Dks*	1542 1389 940					1921	Svendborg Skbs.&Msk Svendborg	H/FEimskipafelag Islands	230·0|34·6|20·5	Reykjavik Iceland *WB*	T.3Cy.20",32"&53"-36" A/SKjöbenhavns 168NHP Flydedok&Skibs.Cpn.		V
25576 134511 VGQZ	**Goderich** (*ex*Marquette,*ex*Glenshee, *ex*HowardM.Hanna,Jr.) *Mchy.Aft* D.F. 1*Dk*	5667 5345 3789					1908	American S.B.Co. Cleveland	CanadaSteamship Lines,Ld.	480·0|54·0|26·0	MidlndOnt British *WB*	T.3Cy 22½",36"&60"-42" American NB15 233NHP S.B.Co.Cleveland		R
* 25577 161103 GTCZ	**Godfrey B. Holt** *ss*Liv.No.1-33 2*Dks* (*Stl-Weather dk* teaks)	3585 3108 2191	✠100A1 *withfreeboard* 1,37 MS1,34	Liv ✠LMO ~~BS9,36~~ 11,37		CL 7,35	1929 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	J.Holt&Co.(Liverpool)Ld. *CellDB*	330·5|47·1|25·3 P15'B126'F32' FK 282'647*t FPT*	Liverpool British 6*BHCem* 56*tAPT*20*t*	T.3Cy22½",36½"&62"-42"(*s*) 180lb HS6666 401NHP 2SB(Spt)FD&1AuxSB 9*cf*,GS173 CammellLaird&Co.Ld.Bkn	27 ″ 6 s 7 ″ 5¾ 20 ″ 4¼	
25578 DFZT	**Godfried Bueren** (*ex*Atna) Sub.Sig. 1*Dk&Shelter dk*	4664 4368 2831					1911	W.Doxford &Sons,Ld. Sunderland	"Atlas"Reederei Akt.Ges.	390·3|53·4|26·6 P101*t*H193*t*	Emden German *WB*	T.3Cy.27",45½"&77"-54" 436NHP W.Doxford&Sons,Ld.Sld.		G
25579 989 IBCP	**Goffredo Mameli** (*ex*Myrza Blumberg,*ex*MaiRickmers, *ex*Hornstein) D.F. 2*Dks*	4370 — 2570					1909	Rickmers Akt.Ges. Bremerhaven	Soc.Anon.Cooperativa diNav. Garibaldi	~~367·1~~|47·7|~~27·3~~ B82'F36' |27·0 376·3|	Genoa Italian *WB*	T.3Cy23⅛",38$\frac{9}{16}$"&63"-43$\frac{5}{16}$" 262NHP BremerVulkan,Vegesack		I
25580 1953 IBDE	**Goggiam** (*ex*Alga-36, *ex*Leonora-34) 1*Dk* *Mchy.Aft*	1934 — 1137					1922	Scheep.& Machfbk.de Liesbosch Utrecht	IgnazioMessina &C.	277·1|38·3|16·8 271·2 Q155'B12'F22'	Genoa Italian *WB* *Altered by*	T.3Cy.17$\frac{9}{16}$",27⅛"&45$\frac{1}{16}$"-27⅛" 105NHP *E made*95*altrd*24&*refitted*26 Scheepsw.&Machinefb. "DeLiesbosch,"Jutfaas		I
* 25581 160182 GNKD	**Gogovale** *ss*Bly.No.2-34 D.F. 2*Dks*(*Stl*) E.S.D.	4586 4327 2918	✠100A1 ~~6,37~~ ~~6,36~~ 4,38 ~~BS6,36~~ ~~BS6,37~~ 4,38	Mch ~~Suz~~Bry ✠LMO8,34	*y*	CL ~~11,35~~ ~~6,37~~ 3,38	1927 11mo	Lithgows' Ld. PortGlasgow *Lloyd'sA&CP*	CrawfordShipping Co.Ld(A.Crawford &Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellD*	385·0|52·0|26·6 P29'B112'F44' FK *B*329'1010*t DTa*30'	Glasgow British *ptCem* 4*BH to Udk* 2 ,, ,, 2*nd* ,, 784*tAPT*16*t*	T.3Cy.25⅛",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmreLd.Grk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
* 25582 141915 GCLB	**Gogra** *ss*Cal.No.3-11,31 *ss*Cal.No.1-35 2*Dks*(*Stl*)	5190 4747 3126	✠100A1 6,37 ~~6,36~~ BS1,37	Cal Bom ✠LMO12,35	*y*	CL ~~1,34~~ N6,37	1919 8mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·2|52·3|28·4 413·2(O.L.) P49'B113'F39' FK 347'1120*tFPT*115*t*	Glasgow British 7*BHCem* *APT*170*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD WorkmanClark&CoLdBel	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'étui porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
25583 16038 JPSE	**Gokenzan Maru** (*ex*Abchurch) *Well deck* 1*Dk*2*tr B*	1649 1308 1171			...		1898	Strand Slipway Co. Sunderland	HongoShoten GoshiKaisha	257·9|36·5|19·0 P28'Q62'B50'F31' FK	Kobe Japanese *WB*	T.3Cy.19",31"&51"–33" 159NHP N.E.MarineEng.CoLd.Sld.	19 " 2	
25584 LDYY	**Gol** (*ex*MargareteSchröder, *ex*Margarete) 1*Dk*	985 824 564					1920	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	AugustKjerland& Co.A/S	216·4|34·6|13·5 Q52*t*H56*t*F28*t*	Bergen Norwegian *WB*	T.3Cy.16½",26"&41$\frac{3}{16}$"–25½" 86NHP A.Borsig,Berlin-Tegel		N
25585 141919 GCKP	**Golconda** *ss*Cal.No.3–7,32 *ss*Cal.No.1–36 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5316 4850 3203	✠100A1 6,37 ~~7,36~~ BS6,37 ✠LMC7,36	Cal	*y*	CL ~~6,35~~ 6,37	1919 9mo *Lloyd*	W.Gray& Co.(1918)Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 344'1073*t* *FPT*129*t*	Glasgow British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s5 " 11½ 25 " 3½	
25586 162635 GRDP	**Gold Shell** TwinSc *OilEng.* D.F. E.S.D. *ss*Rot.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8208 7464 4817	✠100A1 ~~7,37~~~~10,36~~3,38 ✠LMC CS1,36 DBS1,37,31 ~~1,36~~7,37 *Carrying Petroleum in bulk*	Cff Rot	*c*†	CL ~~6,34~~ 7,37	1931 9mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*68'208*t*	451·2|62·1|34·1 467·4(O.L.) P103'B35'F43' FK *DTf*32'355*t* *FPT*	London British 14*BH* 220*t*APT40*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{32}$"–43$\frac{5}{16}$" 714NHP 2DB150lb BremerVulkan,Vegesack	34 " 0 s6 " 7¾ 27 " 7½	
25587 217932 WSOI	**Golden Cloud** (*ex*WestSequana) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5670 — 3604					1919	S.Western S.B.Co. SanPedro,Cal	Matson ~~Oceanic&Oriental~~ NavigationCo.	410·5|54·3|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
25588 219937 KUQJ	**Golden Coast** (*ex*WestNivaria) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Now "Delawarean," see No.* [illegible] *in Supplement*	5705 — 3625					1920	S.Western S.B.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	410·5|54·2|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24⅝",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
25589 218426 KEBQ	**Golden Cross** (*ex*WestHenshaw) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5833 5245 3674					1919	J.F.Duthie &Co. Seattle,Wash	MatsonNavigationCo.	409·7|54·2|27·7 P44'B115'F47	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
25590 221666 KDVH	**Golden Dragon** (*ex*WestChopaka) *Ref.Mchy.* *Fitted for oil fuel* 2*Dks & Shelter dk*	7460 — 4520					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	(MatsonNavigationCo.	430·7|54·3|26·2	S Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
25591 129003 MCZN	**Golden Eagle** Ⓟ Pad 1*Dk & Prom.dk*	793 585 435			...		1909	J.Brown& Co.Ld. Clydebank	GeneralSteamNav. Co.Ld.	275·7|32·1|10·1 Q16' FK *Promenade dk*259'	London British	D.3Cy.30½",46½"&71"–60" 455NHP J.Brown&Co.Ld.Clydebnk	10 " 9	BT till 10,37
25592 [illegible] KDSX	**Golden Hind** (*ex*WestFaralon) *Fitted for oil fuel* 2*Dks & Shelter dk* *Now "Honolulan," see No.* 38480 [illegible]	7493 — 4595					1921	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	Oceanic&Oriental NavigationCo.	430·7|54·3|26·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
25593 219157 KOKP	**Golden Horn** (*ex*Crisfield) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6367 5872 4011					1919	Skinner& EddyCorp. Seattle,Wash	~~Oceanic&Oriental NavigationCo.~~ MatsonNavigationCo.	402·6|54·9|32·1 P48'F42'	S.Frncisco Utd.States *WB*	T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.Sea.		R
25594 217492 KELK	**Golden Kauri** (*ex*WestElcajon) *Fitted for oil fuel* 2*Dks*	5548 — 3474					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigationCo.	409·6|54·2|27·1 P43'B115'F47'	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
25595 219550 KUBK	**Golden Mountain** (*ex*Bearport) *Fitted for oil fuel* 1*Dk & Shelter Dk* *Longitudinal framing*	6069 5563 3823					1920	GMStandiferCnstCorp Vancouver, Wash.	~~Oceanic&Oriental NavigationCo.~~ MatsonNavigationCo.	401·4|53·2|31·9 P48'B81'F38'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
25596 6617 KOTD	**Golden Peak** (*ex*Crosskeys) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*3*tr B* *Now "Utahan," see No.* 40508 *in Supplement*	7031 6617 4381					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	410·5|54·2|35·1 P27'B61'F19'	S.Frncisco Utd.States *WB*	T.3Cy.25",42"&72¼"–48" 364NHP SeattleMachineWorks, Seattle		R
25597 147658 GKNX	**Golden Sea** *ss*Hak.No.3–4,35 2*Dks*(*Stl*) *Now "Star of Cairo," see No.* 40061 *in Supplement*	4555 4286 2901	✠100A1 12,36 BS4,36 ✠LMC4,35 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Liv	*z*	CL 4,35	1924 5mo *Lloyd*	W.Hamilton&Co.Ld. Pt.Glasgow '*sA&CP*	GoldenSeaS.S.Co. Ld. *CellDB*332'985*tD*	387·6|52·0|26·5 P33'B114'F44' FK *Tf*28'746*t*APT17*t*	London British *ptCem* 6*BH to U dk* 1 " " 2*nd* "	T.3Cy.26",38"&70"–48"& exhaust turbine driving steam compressor 180lb (*s*) 382NHP 3SB,9*cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 " 0 s5 " 3½ 23 " 11	
25598 [illegible] KISG	**Golden Star** (*ex*Elkridge) *Fitted for oil fuel* 2*Dks* *Longitudinal framing* *Now "Tennesseean," see No.* [illegible] *in Supplement*	6379 5976 4017					1919	Skinner& EddyCorp. Seattle,Wash	Oceanic&Oriental NavigationCo.	402·6|54·8|32·1 P48'F42'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
25599 221603 KDUK	**Golden Sun** (*ex*WestProspect) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Shelter dk*	7460 — 4520					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	~~Oceanic&Oriental NavigationCo.~~ MatsonNavigationCo.	430·7|54·3|26·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
25600 215963 WNCP	**Golden Sword** (*ex*Delecto-36, *ex*Redondo) *ss*Bal.No.3–2,30 *ss*Bos.No.1–34 1*Dk*(*Stl*)2*tr B*	4078 3641 2414	✠100A1 8,37 ~~6,36~~ BS~~1,36~~ 10,37 ✠LMC1,34 *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	NYk Bos	*v*	CL ~~6,36~~ 8,37	1918 2mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	SwordS.S.Line, Inc. *CellDB*290'967*tD*	341·0|48·2|24·5 P29'B73'F36' FK *Ta*14' 240*t* *FPT*12*t*	NewYork Utd.States 6*BHptCem* *APT*102*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb 339NHP 2SB,6*cf*,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27 " 3 s4 " 10½ 22 " 7	
25601 219236 KOMY	**Golden Tide** (*ex*Montague) *Fitted for oil fuel* 1*Dk & Shelter dk* 2*tr B* *Longitudinal framing* *Now "Puerto Rican," see No.* [illegible] *in Supplement*	6076 5500 3729					1919	GMStandiferCnst.Corp. Vancouver, Wash.	Oceanic&Oriental NavigationCo.	402·5|53·0|34·5 P48'B81'F37'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
25602 219541 KOZS	**Golden West** (*ex*WestIvan) *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks* *Now "Canadian," see No.* 37657 *in Supplement*	5802 5113 3639					1919	J.F.Duthie &Co. Seattle, Wash	Oceanic&Oriental NavigationCo.	410·3|54·2|27·7 P44'B115'F47'	S.Frncisco Utd.States *WB*	T.3Cy.24¾",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
25603 165373 MMCR	**Goldfinch** *OilEng.* 1*Dk & Shelter dk* *Mchy.Aft* *CruiserStern*	454 302 206	✠100A1 *with freeboard* 7,37 ~~1,37~~ ✠LMC1,37	Lon	*j*	OG	1937 1mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*122'17	177·0|31·1|8·3 B19' FK 7*t*FPT56*t*APT22*t*	London British 4*BHptCem* (*Coll to Sh dk* 3 " 2*nd* ")	Oil Engines 2S.C.SA 6Cy.9$\frac{7}{16}$"–16$\frac{9}{16}$" 101NHP BritishAuxiliaries,Ld.Gls.	11 " 0 s " 2 10 " 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25604 149838 GLRD	**Goldmouth** *OilEng.* *Mchy.Aft* ssNwc.No.2-36 D.F. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7402 6758 4275	✠100A1 8,37 ~~9,36~~ 3,38 ✠LMC CS1,36 DBS~~10,36~~ 8,37 1,36 *Carrying Petroleum in bulk*	Sng		CL 1,36	1927 6mo	Maats. Fyenoord Rotterdam *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	440·4 P99'B34'F58' FK *CellDBuE*69'285*t DTf*32' 284*t FPT* 162*tAPT*67*t*	59·5	32·7	London British 15*BHptCem*	Oil Engines 4S.C.SA 6Cy.32¼"-$59\frac{1}{16}$" 600NHP 2DB*180lb* Werkspoor,Amsterdam	32 " 9 s6 " 3½ 26 " 8¾	
25605 EARP	**Gomera** Ⓟ (*ex*Gomera-Hierro) ssLa.P.No.3-6,24 Wireless ssLa.P.No.2-32 1*Dk*&*Shelterdk*(*Teak*)	447 270 237	✠ ~~[illegible]~~ 1,38 *Shelter dk* *with freeboard* ~~BS12,35~~ ✠~~LMC7,38~~ ~~12,37~~	LaP	*h*	CL ~~5,35~~ 11,37	1912 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	CompañiaTras-mediterranea	160·3 FK *WB=CellDBa*29'*uE*16'*f*61'101*tFPT*7*tAPT*8*t*	26·0	10·1	LasPalmas Spanish 4*BHCem*	T.3Cy.13",21½"&35"-27" (*s*) 180lb *100lb* 100NHP 1SB,3*cf*,GS57,HS1964 CaledonS.B.&E.CoLd.Dun	18 " 3 ~~s 7 " 7~~ ~~11 " 6~~	
25606 CSAS	**Gonçalo Velho** (*ex*Balboa, *ex*Linmere) ssAnt.No.3-1,26 ssHam.No.2-34 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1595 1330 832	✠100A1 *Shelter dk* *with freeboard* 7,37 ~~1,36~~ BS12,37 ~~BS7,36~~ ✠LMC8,34	Ham	*r*	CL 11,36	1913 3mo	Murdoch & Murray,Ld. PortGlasgow *Lloyd'sA&CP*	Cia.deNav.Carre-gadoresAçoreanos	265·5 *CellDBa*67'*uE*16'*f*121'395*t* FK *FPT*29*tAPT*29*t*	38·6	16·7	Ponta Delgada Portuguese 5*BHCem*	T.3Cy.19½",33"&54"-36" (*s*) 180lb 211NHP 2SB,6*cf*,GS107,HS3534 Muir&Houston,Ld.Gls	18 " 11 s " 5¼ 18 " 7¼	
25607 7451 SEGN	**Gondul** Wireless 1*Dk*& *Shelter dk* *Ref.Mchy* Sub.Sig *Cruiser Stern*	*1322* *1010* *606*					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2 H157*t*	37·3	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"&36" 168NHP HelsingörsJernsk.&Mskb.		V
25608 FOYT	**Gonneville** (*ex*Tetuan) 2*Dks*	2285 1511 1409					1912	Schiffsw.v. HenryKoch Lübeck	Cie.MaritimeNor-mande(Heuzey& Chastellain,*Mgrs*)	278·8 P&B220'F35'	38·9	17·7	Rouen French *WB*	T.3Cy.$22\frac{1}{16}$",$35\frac{1}{16}$"&53⅛"-$33\frac{7}{16}$" 160NHP OttensenerMaschf.Altona		V
25609 DOPW	**Gonzenheim** (*ex*JoTaylor-33) E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4574 4272 2733	✠ ... 11,33 ✠	Nwc			1930 9mo	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle	Unterweser ReedereiA.G.	394·1 F37' FK (*CellDB*338'1202*t FPT*125*tAPT*249*t*	53·7	25·7	Bremen German 6*BHCem* *Coll to Shdk* 5 ,, *2nd*,,)	T.3Cy.26",43"&72"-48" 419NHP 3SB,9*cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 " 3	G †
※ 25610 130056 MJTF	**Goodig** ssSws.No.3-9,31 ssApl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	752 512 340	✠100A1 3,38 ~~6,36~~ ~~BS2,37~~ ✠LMC9,35 3,38	Shl Lon	*k*	CL ~~6,36~~ 3,38	1919 12mo	ForthS.B. &E.Co.Ld. (Jeffreys) Alloa *Lloyd'sA&CP*	Stone&Rolfe,Ld.	191·0 Q108'B11'F28' FK *CellDBf*156'174*tFPT*49*t* *APT*10*t*	29·2	11·3	Llanelly British 3*BHCem*	T.3Cy 16",26½"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthS.B.&Eng.Co.Ld. (Jeffreys)Alloa	13 " 8 s4 " 1¾ 13 " 5¼	
25611 160368 GNQB	**Goodleigh** Now "Christoph v Doornum," [illegible] in Supplement ssNpt.No.2-36 1*Dk*(*Stl*)	3845 3581 2323	✠100A1 3,37 MBS8,37 ~~[illegible]~~ ✠LMC MS11,36 DBS3,37	Bly	*w*	CL 11,36	1928 3mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	DulvertonS.S.Co. Ld.	360·0 371·7(O.L.) P34'B225'F33' FK *CellDBa&uE*135'*f*156'869*tFPT*152*t* *APT*150*t*	50·0	23·9	London British 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 361NHP 2SB,6*cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld.	26 " 3 s3 " 3½ 23 " 2½	
25612 126546 WTCU	**Goodtime** Ⓟ Pad (*ex*City ofDetroitII,*ex*City ofDetroit) 2*Dks*	1919 849 1454					1889	Detroit DryDockCo. Wyandotte	Cleveland& BuffaloTransitCo.	286·6	40·8	14·0	Wilmgton (Del.) Utd.States	B.C.2Cy.44"-96"&98"-144" W.&A.Fletcher& Co.Hoboken,N.J. 462NHP		
25613 137845 GFLX	**Goodwin** Ⓟ Wireless 2*Dks*	1570 1160 698					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C BT till 10,37
25614 165553 GBBS	**Goodwood** 1*Dk* D.F. *Cargo battens not fitted* *Mchy.Aft* *CruiserStern*	2796 2114 1627	✠100A1 3,38 ~~8,37~~ ~~(ClassContem plated)~~ ✠LMC8,37	Sld Shl	*t*	CL	1937 8mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	WFrance,Fenwick &Co.Ld.	306·3 316·6(O.L.) Q177'F34' FK *CellDB*260'843*tMT*8'257*tFPT*214*tAPT*106*t*	44·5	19·3	London British 5*BHCem*	T.3Cy.18½",29"&52"-39" 220lb FD (*s*) 244NHP 2SB(Spt),6*cf*,GS61,HS3400 N.E.MarineEng.CoLd.Sld.	21 " 6 s7 " 1 19 " 3¾	
25615 114046 MGZM	**Goole** ssGms.2ndNo.3-12,27 *Mchy.Aft* ssBly.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	358 261 148	✠100A1 10,37 ~~2,37~~ BS2,37 ✠LMC1,36	Bly Goo	*e*	~~12,35~~ 9,37	1904 7mo	J.P.Ren-noldson&Sns. SouthShields *Lloyd'sA&CP*	Goole&HullSteam TowingCo.Ld.	145·0 151·1(O.L.) Q51'F20' FK *WB*	24·6	10·0	Goole British 3*BHCem* =*FPT*57*t*	C.2Cy.19"&40"-26" (*s*) 125lb *50lb* 75RHP 1SB,3*pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl.	10 " 9 s1 " 0 9 " 10	
※ 25616 161512 GSWP	**Goolistan** ssShl.No.2-37 ~~ssAyr.No.1-34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5851 5316 3531	✠100A1 *withfreeboard* ~~2,38~~ ~~2,37~~ ✠LMC MS~~11,33~~ BS3,37 9,37 MBS9,37	Cff ~~Shl~~Bry	*b*†	CL ~~5,36~~ 9,37	1929 4mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*)	440·0 454·2(O.L.) F38' FK (*CellDB* 380'1657*tDTa*28' 1170*t FPT*156*t*	57·5	27·4	Newcastle British 7*BHCem* *Coll to Shdk* 6 ,,*2nd*,,) *APT*300*t*	T.3Cy.25",41¾"&72½"-48" 220lb *220lb* (*s*) FD 472NHP 2SB(Spt) 8*cf*,GS158,HS6130 J.Dickinson &Sons,Ld.Sld.	30 " 0 s4 " 1 26 " 1½	
※ 25617 8171 SKJN	**Goonawarra** TwinSc *OilEng.* 1*Dk* & *Shelter dk* D.F. *3rd dk in No.1 hold* *CruiserStern* *Strengthened for Navigation in Ice*	~~3200~~ 5072 *3993* *2630*	✠100A1 *withfreeboard* 3,38 ~~11,37~~ ✠LMC6,37 ~~(ClassContem plated)~~	Got	*a*†	OG	1937 6mo	Götaver-kenA/B Gothenburg *Lloyd'sA&CP*	RederiA/B Transatlantic (G.Carlsson,*Mgr.*)	430·1 438·5(O.L.) FK *Duct keel forward of mchy.space (CollBH to Shltr dk 6BH to 2nd dk)* *CellDB*355'1515*tTanks at sides of tunnels* 590*tFPT*45*tAPT*143*t*	56·7	23·4	Gothenbrg Swedish 7*FH*	Oil Engines 2S.C.SA 16Cy.$24\frac{7}{16}$"-45¼" 1659NHP GötaverkenA/B,Got.	29 " 0 s3 " 0 26 " 2	
25618 151983 VLDY	**Goondi** (*ex*Gartmore) Wireless 1*Dk*(*Stl*)	339 261 162	✠ 9,23 ✠	Syd			1923 9mo	Poole& Steele Sydney NSW	TheAdelaide SteamshipCo.Ld.	150·0 B54'F22' FK *Tankabove forepeak*5*tFPT*	29·0	7·0	Melbourne British 4*BHCem* 7*tAPT*27*t*	T.3Cy.14⅜",$22\frac{1}{16}$"&36⅛"-27" 65RHP *Emade94,refitted23* 1SB,3*cf*,GS55,HS1522 J.Scott&Co.Kinghorn	8 " 0	
25619 EAEW	**Gorbea-Mendi** ssBbo.No.3-6,25 D.F. ssBbo.No.2-34 1*Dk*(*ptStl&ptIrn*)	4291 3949 2678	✠100A1 11,36 BS11,36 ✠LMC7,34	Bry	*w*	CL N2,36	1913 9mo	Cia.Euscal-duna deConst Bilbao *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar~~(SirRamon delaSota,*Mgrs.*)~~	365·0 P29'B99'F38' FK *WB=CellDBa*119'*uE*26'*f*162'884*t*	50·2	25·2	Bilbao Spanish 6*BHCem* *APT*152*t*	T.3Cy.27",44½"&73"-48" (*s*) 180lb 401NHP 3SB,9*cf*,GS189,HS6169 Blair&Co.Ld.Stockton	27 " 10 s5 " 4 22 " 8	
25620 145498 GDQZ	**Gordonia** (*ex*Eleveen-35) Now "B[illegible]wyn," see No. 37395 in Supplement ssShl.No.3-11,36 *Arch deck* 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	1687 1508 969	✠100A1 8,37 ~~1,37~~ BS12,36 LMC11,35	Shl Bly	*p*	CL 2,37	1922 10mo	BurntisInd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	GordoniaS.S.Co. Ld.(J.S.Gordon &Co.*Mgrs.*)	245·3 P18'F21' FK *CellDB*210'446*tFPT*42*tAPT*47*t*	37·3	22·3	Newcastle British 4*BHCem*	T.3Cy.19",31"&51½"-33" (*s*) 180lb 179NHP 2SB,6*cf*,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 " 3 s6 " 0¾ 18 " 4	
25621 162391 MBKC	**Gorgon** Ⓟ *OilEng.* *Ref.Mchy* 3*Dks*	3533 2555 2120					1933	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	320·3 B88' *on Shelter dk*	51·2	21·6	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-47¼" 580NHP Akt.Burmeistr&Wain,Cpn		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres
25622 CSKX	**Gorgulho** (exOceaan-35) OilEng. Mchy.Aft ssRot.No.1-35 CruiserStern 1Dk(Stl)	428 310 278	✠100A1 ~~6,37~~ ~~10,36~~ ~~11,37~~ 1,38 ✠LMC(M)4,37 ✠LMC2,38	Lis	*f*	CL 7,35	1931 10mo Lloyd	J.Smit& Zoon Foxhol 'sA&CP	ParceriaGeral de Pescarias (Bensaude&Co.Ld. Mgrs.) CellD	150·0 ~~149·2~~ P41'F19' B108'128tFPT18t	25·6 ~~25·5~~	9·[illegible] ~~9·7~~ FK	Lisbon Portuguese 3BHCem APT14t	Oil Engines 4S.C.SA 6Cy.12 3/16"-17¼" 87NHP MtrnWerkeMannheimAG	11 ″ 4 s ″ 11¼ 10 ″ 5¼	
❊ 25623 161320 GPWZ	**Gorjistan** ssLon.No.1-33 D.F. 2Dks(Stl)	5888 5443 3710	✠100A1 4,37~~7,36~~ ~~BS12,36~~ ✠LMC12,33 1,38 Fitted for oil fuel11,29 F.P. above 150°F.	Bry Lon	*a*†	CL ~~11,09~~ 4,37	1929 11mo Lloyd	J.Read- head&Sns,Ld South Shields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB367'1237t	425·6 P38'B131'F47' DTa38'903tFPT1	55·0	28·5 FK	London British 7BHptCem 07tAPT38t	T.3Cy.28",46"&78"-51"& LPTurbine withDRgear- ing & hydraulic coupling 210lb (r) FD 787NHP 3SB,12cf,GS207,HS9756 J.Readhead&SonsLd.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
25624 1909 OXWO	**Gorm** 1Dk	2156 1909 1290					1916	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish WB	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
25625 UOUD	**Gornyak** TwinSc Wireless 1Dk	965 — 435					1929	Nicolaieff StateSB.Wks 'AndreMarti' Nicolaieff	U.S.S.R.	230·1 P31'F13'	34·0	12·1	Mariupol Russian	T.6Cy. NicolaieffStateS.B.Wks. "AndreMarti,"Nicolaieff		
25626 40172 JYOH	**Goro Maru** OilEng. 1Dk Mchy.Aft CruiserStern	301 218 196					1935	Urabe Zosen Tekkosho Osaka	Amagasaki KisenbuGomei Kaisha	120·0 P22'F19'	23·0	11·5	Osaka Japanese WB	Oil Engines 2S.C.SA 4Cy.14¼"-16" 143NHP KobeHatsudokiK.K.Kobe		
❊ 25627 147177 MLGD	**Gorsefield** ssLiv.No.3-1,36 Mchy.Aft 1Dk(Stl)&Web frames	628 434 250	✠100A1 1,37 BS~~1,34~~4,38 ✠LMC1,36	Liv	*i*	CL 4,35	1922 12mo Lloyd	Lytham S.B.&ECo.Ld Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) CellDB88'	175·0 Q101'B9'F29' 150tDTf29'68tFP	28·2	11·2 FK	Liverpool British 3BHCem T9tAPT38t	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 2SB,4cf,GS49,HS1820 FD LythamS.B.&E.Co.Ld.Lyt.	13 ″ 6 s 4 ″ 4 13 ″ 3¾	
25628 147570 MKCK	**Gorselands** (exRijn-34, (exJollyGuy,exMeerdrecht) Mchy.Aft 1Dk	503 371 277					1918	Johs.Berg Delfzijl	A.Chester	160·0 P49'F22'	25·7	11·9	Middlsbro' British WB	T3Cy12 9/16",19 7/8"&31 7/16"-21 5/8" NBmade20fitted31 56RHP Johs.Berg.Delfzijl		C
25629 160275 MPNG	**Goschen** Ⓟ TwinSc Fitted for oil fuel 1Dk&Promenade dk	970 801 377			...		1929	D&WHen- dersn&Co.Ld. Glasgow	SouthIndian RailwayCo.Ld.	250·0	38·1	11·4 FK	Glasgow British WB	2SteamTurbinesSRgeared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
25630 DOBV	**Goslar** Sub.Sig. D.F. E.S.D. 2Dks	6040 5402 3613					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German WB	1SRGearedSteamTurbine Blohm&Voss,Hamburg		G
❊ 25631 500 SFWM	**Göteborg** ssGot.3rdNo.3-7,29 ssGot.No.1-34 Welldeck 1Dk(ptStl)&Webframes	880 708 376	✠100A1 7,37 ~~6,36~~ BS1,37 ✠LMC9,33	Got	*n*	OG 5,35	1893 4mo Lloyd	Act.Ges. "Neptun" Rostock 'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	221·2 232·5(O.L.) P&B149'H34tF54' WB=Cell	30·3	14·4 FK	Gothenbrg Swedish 5BHCem DB186'237t	T3Cy20½"32 11/16"&51 3/16"-35 7/16" 156lb (s) 181NHP 2SB,4cf,GS84,HS3075 A.G."Neptun,"Rostock	16 ″ 10 s ″ 9⅝ 16 ″ 2¾	
25632 738 SEQI	— Ⓟ 1Dk&ptShelterdk	412 218 213					1891	Bergsunds Mek.Verks. Stockholm	Ångb.Aktieb.Bo- huslänskaKusten (C.Thorburn)	148·6 H59t ptShelterdk143t	25·2	10·8 17·9	Uddevalla Swedish WB	T.3Cy.15⅝",24⅜"&41"-27¼" NB98 88NHP BergsundsM.V.Stockholm		
25633 1015 DAOC	**Gotenhöf** Wireless 1Dk	1454 1015 847					1914	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·6 Q83'B101'F29'	36·4	15·0	Stettin German	T3Cy16 9/16",27⅜"&43 5/16"-31½" 105NHP StettinerOderwerke		G
25634 [illegible] SEQK	**Göthe** (exMotala) Iron Now "Orion," see No. 39586 in Supplement 1Dk	740 677 431					1870	Motala M.V.Aktieb. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	192·4 B38'H9t	27·2	18·0	Stockholm Swedish	T.3Cy.14⅝",22½"&37½"-27¼" NE&B93 73NHP BergsundsM.V.Skm.		V
❊ 25635 8164 SKCN	**Gothia** OilEng. ~~Wireless D.F.~~ ~~1Dk&Shelterdk~~ Rudder electrically welded CruiserStern Strengthened for navigation in ice	1640 1215 732	✠100A1 withfreeboard 4,38 ~~6,37~~ ✠LMC6,37 ~~(ClassContemplated)~~	Got	*s*	CL ~~9,37~~ 4,38	1937 6mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	Rederiaktieb. SvenskaLloyd(K. R.Bökman,Mgr.) (C	284·2 296·3(O.L.) llBIItoShelterdk;3 CellDB240'481tFP	41·2	15·3 FK	Gothenbrg Swedish 4BH BIIto2nd dk) T23tAPT33t	Oil Engines 2S.C.SA 7Cy.19½"-35 7/16" 473NHP DB60lb GotaverkenA/B,Got.	18 ″ 0 s ″ 2 17 ″ 11½	
❊ 25636 143511 GBYZ	**Gothic** (exNashLight) ssGmh.No.3-7,33 D.F. 1Dk(Stl) CruiserStern ssBrw.No.1-37	2546 2225 1401	✠100A1 ~~5,37~~ ~~5,36~~ 11,37 ~~BS5,36~~ 5,37 ✠LMC~~5,35~~ 11,37	Ams ~~Nwc~~ Brw	*t*	CL ~~5,36~~ 11,37	1920 7mo Lloyd	Monmouth S.B.Co.Ld. Chepstow, Mon. 'sA&CP	~~W.H.Cockerline&Co.~~ GothicS.S.Co. Ld. Ce	303·0 313·9(O.L.) P33'B80'F33' llDB260'677tFPT	43·0	20·7 FK	Hull British 5BHCem 87tAPT193t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 100lb HS5526 223NHP 2 Water Tube Boilers BritishWestinghouse Electric&Mfg.Co.Mch.	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
❊ 25637 108793 GNXJ	**Gothic Star** (exGothicstar, exBrodholme, ssShl.3rdNo.3-12,33 exNairnshire) Ref Mchy. 2Dks(Stl)&deep framing &Shelter dk	5685 5228 3573	✠100A1 withfreeboard 12,37~~12,36~~ ✠LMC12,33 ✠NB(F)11,20 BS~~5,34~~4,37 ✠Lloyds'RMC12,37 No.3 hold & tween decks for temp. 31°F. Fitted for oil fuel11,20 F.P. above 150°F.	Nwc	*a*†	CL 12,36	1899 2mo Lloyd	Clydebank E.&SB.Co.Ld Clydebank 'sA&CP	BlueStarLineLd. CellDBa10	420·5 P50'B&F352' 5'uE30'f210'1083t	54·7	28·8 FK	London British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,) FPT165t	T.3Cy.30",48"&76½"-54" (r) 160lb 493NHP 3SB,9cf,GS167,HS6660 FD ClydebankE.&S.B.Co.Ld.	32 ″ 0 s 4 ″ 6½ 27 ″ 7½	
25638 161829 MJMS	**Gothland** Wireless 1Dk&Shelter dk CruiserStern	1286 968 503					1932	H.Robb, Ld. Leith	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.Mgrs.)	251·5	38·2	15·9	Leith British WB	T.3Cy.21",34"&56"-39" 196NHP Barclay,Curle&Co.Ld.Gls.		C
❊ 25639 7582 SHGN	**Gotland** OilEng. ssGot.No.2-38 ~~ssSkm.No.1-34~~ D.F. 1Dk(Stl)&Shelterdk(Stl) Strengthened for Navigation in Ice	1946 1567 966	✠100A1 withfreeboard ~~6,37~~ ~~11,36~~ 4,38 ✠LMC [illegible] DBS~~1,34~~4,37 ~~10,35~~ 9,37 Carrying vegetable oil in No. 4 DB tank	Dnz Got 4,38	*t*	CL ~~3,36~~ 4,38	1929 12mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	Ångf.Aktieb.Tir- fing(T.E.J:son Broström,Mgr.) (SvenskaOrient Linien) CellD	289·3 B246'646tAPT25t	43·0	16·6 FK	Gothenbrg Swedish 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24 1/8"-51 3/16" 355NHP DB80lb EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 4½ 18 ″ 9	
❊ 25640 8083 SJMN	— Ⓟ OilEng. 3Dks CruiserStern Part electrically welded Strengthened for Navigation in Ice	1669 822 820	✠100A1 withfreeboard 5,38 ~~5,36~~ ✠LMC5,36	Mmo Skm	*q*	OG	1936 5mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP Cell	Ångf.Aktieb. Gotland(C.E. Ekman,Mgr.) DB78'83t Tank in tunnel 81'126tDTf	240·0 F73' way of 26'79tAPT42t	38·5	22·2 FK	Visby Swedish 5BHptCem ptAsp (Coll to Wdk)	Oil Engines 2S.C.SA 6Cy.20½"-27 3/16" 442NHP DB100lb KockumsM.V.Akt.Malmö	24 ″ 8 s 7 ″ 10½ 17 ″ 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7ᴬ Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25641	**Gotland** 1*Dk*	990 752 591					1913	Antwerp Eng.Co.Ld Hoboken	ReedWiese & Co. G.m.b.H. (A.H. Schwedersky Nachf.*Mgr.*)	210·0 Q70′B50′F22′	33·3	13·6	Klaipeda Lithuanian *WB*	T.3Cy.$15\frac{3}{4}$″,26″&44″–27″ 101NHP MacColl&Pollock,Ld.Sld.		G
25642 3502 ~~SKDA~~ OFBZ	**Gottfried** *ss*Got.3rdNo.3–5,36 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1620* *1264* *938*	✠100A1 ~~5,37~~ ~~5,36~~ 9,37 BS5,37 ✠LMC5,36	Got	*q*	OG ~~5,35~~ 8,37	1899 6mo	Strand SlipwayCo. Sunderland A&CP	RederiA/B L'Avenir (G.Erikson.*Mgr.*) *WB=CellDBa*68′	258·0 P26′Q64′B50′F31′ FK *uE&B*34′*f*112′476*t*	36·8	16·7	Mariehamn Finnish 4*BHCem* *APT*31*t*	T.3Cy.$19\frac{1}{2}$″$31\frac{1}{4}$″$51\frac{3}{16}$″–33″(*s*) 160lb *100lb* NDB32 159NHP 1SB,4*pf*,GS66,HS2535 N.E.MarineEng.Co.Ld.Sld.	19 ″ 2 s 2 ″ 0½ 17 ″ 4	
25643 136742 VJCZ	**Goulburn** *ss*Mel.No.3–9,27 *ss*Mel.No.2–36 1*Dk*(*ptIrn& ptStl*) *Cargo battens not fitted*	2367 2101 1407	✠100A1 7,37 ~~10,36~~ ~~BS10,36~~ ✠LMC11,35 11,37	Mel	*t*	CL ~~11,34~~ 7,37	1915 1mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	HuddartParker, Ld. *WB=CellDBa*94′	295·0 305·4(O.L.) P27′B68′F30′ FK *uE&B*38′*f*124′675*t*	45·0	20·1	Melbourne British 5*BHCem* *APT*66*t*	T.3Cy.$22\frac{11}{16}$″,37″&61″–42″ 180lb *100lb* (*r*) 286NHP 2SB,6*cf*,GS128,HS4750 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 3¾ 19 ″ 2	
25644 TSUW	**Goumier** (*ex*Gunver–36)	941 813 549					1920	Atlas Werke Bremen	Cie.Nouvelle de Nav.Busck	224·3 P29′B120′F23′	33·0	14·1	Marseilles French *WB*	T.3Cy.$15\frac{2}{5}$″,$25\frac{1}{5}$″&$41\frac{3}{4}$″–$25\frac{3}{5}$″ 110NHP AtlasWerke,Bremen		V
25645 132295 GRCQ	**Gourko** Ⓟ 2*Dks* *Ref.Mchy.* D.F. *CruiserStern*	1975 1653 1073					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0	42·2	17·3	Hull British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull		C
25646 FNFD	**Gouverneur Général Cambon** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 2394 1745					1922	Forg.&Ch. delaMédit. LaSeyne	FrenchGovernment(Ministère de laMarine Marchande)(Cie. deNav.Mixte, *Mgrs.*)	346·4 P262′F74′	44·7	21·8	Marseilles French *WB*	T.3Cy.34″,53″&85″–45″ 502NHP Forg.&.Ch.de laMédit.Msl.		V
25647 TUAQ	**Gouverneur Général Cardé** Sunk in port 1,37 (*ex*Windau,*ex*Meerschaum) Iron 1*Dk*	379 — 281					1873	E.Lindsay Newcastle	Soc.Indust.de la GrandePêche	152·8	23·6	15·2	P.Etienne, Mauritania *WB* French	C.2Cy.$18\frac{1}{2}$″&36″–24″ NB97 53NHP BowdenBros.Newcastle		
25648 FNSD	**Gouverneur Général Chanzy** Ⓟ TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4397 3202 1934					1922	Cammell Laird&Co.Ld. Birkenhead	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·6 P225′F53′	53·4	26·9	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts CammellLaird&Co.Ld.		V
25649 FNSE	**Gouverneur Général deGueydon** Ⓟ TwinSc D.F. *Fitted for oil fuel*	4513 — 1791					1922	Ch.&Atel. deProvence Port-de-Bouc	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·7 P39′B164′F59′	53·2	28·6	Marseilles French *WB*	2 DR Geared Steam Turbines Atel.&Ch.deBretagne,Nts.		V
25650 FNSF	**Gouverneur Général Grevy** Ⓟ (*ex*P.A.1) TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4565 — 1158					1922	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	361·1 P44′B191′F58′	49·3	26·8	Havre French *WB*	2 DR Geared Steam Turbines Atel.&Ch. deBretagne,Nts.		V
25651 FNSG	**Gouverneur Général Jonnart** Ⓟ (*ex*P.A.2) TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4513 — 1791					1923	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·6	53·2	28·6	Brest French *WB*	2 DR Geared Steam Turbines Atel.&Ch.de Bretagne,Nts.		V
25652 FNBI	**Gouverneur Général Laferrière** Ⓟ TwinSc 2*Dks*	3453 — 1728					1923	Forg.&Ch. delaMédit. Havre	Ets.A.Klaguine (Barry,Rogliano, Salles, *Mgrs.*)	344·5 B157′F46′	44·5	21·8	Marseilles ~~Havre~~ French *WB*	2 DR Geared Steam Turbines Forg.&Ch.de laMédit.Hav.		V
25653 FNFE	**Gouverneur Général Lépine** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 — 1746					1923	Forg.&Ch. de laMédit. LaSeyne	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Nav.Mixte, *Mgrs.*)	346·4 P262′B164′F74′	44·6	21·8	Marseilles French *WB*	T.3Cy.34″,$53\frac{9}{16}$″&$85\frac{2}{5}$″–$45\frac{3}{16}$″ 486NHP Forg.&Ch.de laMédit,Msl.		V
25654 FNZW	**Gouverneur Général Merlin** (*ex*VanOuthoorn) Wireless 2*Dks&Shade dk*3*trB*	1543 — 954					1896	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	278·5 P19′B46′F74′	36·5	19·2	Saigon French	T.3Cy.24″,36″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
25655 FNZN	**Gouverneur Général Pasquier** (*ex*VanNoort–36,*ex*Pahud) 2*Dks*	1994 1427 1235					1906	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	296·3 P76′H56′F76′	38·0	20·9	Saigon French *WB*	T.3Cy.$21\frac{1}{2}$″,$36\frac{1}{4}$″&59″–$43\frac{1}{4}$″ NB09 229NHP NedFb.v.Wrk&Spoor,Ams		V
25656 FNYT	**Gouverneur Général Paul Doumer** (*ex*LeMyrede Vilers,*ex*Pera, *ex*Trostburg) Wireless 2*Dks*	1467 1206 734					1918	Nüscke& Co.A.G. Stettin	Cie.des Messageries Maritimes	265·0 H20′F25′	40·0	14·6	Saigon French *WB*	T.3Cy.$23\frac{3}{5}$″,$37\frac{2}{5}$″&$50\frac{1}{5}$″–$41\frac{7}{10}$″ 163NHP OttensenerMschf.Ottensen		V
25657 FNFF	**Gouverneur Général Tirman** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 — 1746					1922	Forg.&Ch. delaMédit. LaSeyne	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Nav.Mixte,*Mgrs.*)	346·4 P262′B164′F74′	44·6	21·8	Marseilles French *WB*	T.3Cy.34″,$53\frac{9}{10}$″&$85\frac{2}{5}$″–$45\frac{3}{10}$″ 486NHP Forg.&Ch.delaMédit.Msl.		V
25658 FNZE	**Gouverneur Général Van Vollenhoven** (*ex*Atjeh) Wireless 1*Dk*2*trB*	691 589 393					1909	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs Maritimes Indochinois	174·0 P20′F25′	29·1	16·2	Saigon French *WB*	T.3Cy.$14\frac{3}{4}$″,$24\frac{1}{2}$″&40″–27″ 83NHP Maats.Fyenoord,Rot.		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant pds. pcs.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
25659 TTUH	**Gouverneur Mouttet** 1Dk *Cruiser Stern*	467 347 175					1931	Lübecker Flender- WerkeA.G. Lübeck Siems	FrenchGovern- ment(Ministère des Colonies)	154·7 Q14'B5'F22'	28·0	12·3	Fort de France French *WB*	T.3Cy.16½"24½"&42½"-23¾" 85NHP LübeckerMaschb.Ges.		V
25660 TSWM	**Gouverneur Ponty**	434 300 245					1908	A.Dubi- geon&fils Nantes	Messageries du Sénégal	159·1 P39'H41'F37'	24·6	11·5	Dakar French	C.2Cy.18½"&31½"-23⅝" 40NHP Brissonneau et Lotz,Nts.		
25661 PEJS	**Gouwe** ssRot.No.2-36 D.F. 1Dk(Stl) *Cargo battens not fitted*	2119 1892 1264	✠100A1 1,38 ~~1,37~~ ✠LMC BS4,37 MS6,36	Rot	s	CL N6,36	1927 9mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd'sA&CP	N.V.Maats. "Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B64'F22' FK *CellDB242' 542t FPT62t*	42·7	19·3	Rottrdam Dutch 4*BHptCem* *ptAsp* *APT54t*	T.3Cy.21",34½"&57"-36" (s) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoom- sleephellingMij.Arnhem	21 ″ 4 s 3 ″ 1½ 18 ″ 3½	
25662 140687 GQPB	**Governor** ssLiv.No.3-3,31 ssLiv.No.1-36 *2Dks(Stl)3rd dk(Stl) in No.1hold*	5571 5242 3495	✠100A1 ~~8,37~~ ~~11,36~~ 8,38 BS5,37 ✠LMC MS2,36 ~~BS4,36~~ *Fitted for oil fuel 7,20 F.P. above 150° F.*	Liv	z	CL ~~N5,34~~ 8,37	1918 7mo	D&WHen- dersn&Co.Ld Glasgow Lloyd'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	410·3 425·0(O.L.) P34'B136'F53' FK *CellDB344'1117tDTa31'830t FPT*	52·2	30·2	Liverpool British 7*BHCem* *64tAPT24t*	T.3Cy.24½",42½"&72"-54" 215lb (s) 536NHP 2DB(Spt)&1Aux.SB,*15cf*, GS281,HS9263 D&WHenderson&Co.Ld.	32 ″ 7 s 6 ″ 2 26 ″ 7½	
25663 203584 WHCX	**Governor Cobb** Ⓟ TrpSc 1Dk	2522 — 1556					1906	Delaware RiverCo. Chester,Pa.	Peninsular & OccidentalS.S.Co.	289·1	54·0	18·0	NewHaven Utd.States *WB*	SteamTurbines W&AFletcherCo.Hoboken		
25664 216871 WREU	**Governor John Lind** *Fitted for oil fuel* 1Dk	3431 2906 2039				...	1918	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular Line,Inc.(A.H.Bull &Co.Inc.*Mgrs.*)	305·0 P33'B79'F26' FK	46·0	24·5	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 ″ 9	R †
25665 LDEZ	**Goviken** (*ex*GoldenGate-36) ssHam.No.3-2,37 2Dks(Stl)	4854 4441 2950	✠100A1 2,38 ~~2,37~~ ✠LMC2,37 BS2,38 *Fitted for oil fuel 5,17 F.P. above 150° F.*	Ham NYk	y	CL	1917 5mo	SeattleCon- struction& DryDockCo. Seattle,Wash A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *1BHin after*	381·5 396·7(O.L.) P53tH149tF88t FK *hold dispensed with* *CellDB325' 960t FPT115t*	53·1	27·0	Bergen Norwegian *Cem* 5*BHonly* *APT264t*	T.3Cy.24",40"&70"-48" (s) 190lb 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	29 ″ 4	
25666 129243 MDBS	**Gowrie** (*ex*Haller) ssDun.2ndNo.3-9,34 *Well deck* 1Dk(ptStl) Wireless	689 518 285	✠100A1 8,37 ~~3,36~~ BS8,37 ~~BS11,36~~ ✠LMC9,34 *Carrying bean or similar oil in deep tank*	Dun	j	CL 3,36	1909 9mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	Dundee,Perth& LondonShipping Co.Ld.	178·0 181·0(O.L.) Q83'B12'F24' FK *CellDBa&uE33'f86'142t DTf17'185tFPT28tAPT4t*	30·0	12·3	Dundee British 4*BHCem*	T.3Cy.16½",26½"&43"-30" 180lb (s) 93RHP 2SB,*4pf*,GS66,HS2140 C.D.Holmes&Co.Ld.Hull	14 ″ 6 s ″ 8½ 13 ″ 11	
25667 22317 JIDD	**Gozan Maru** ssKob.No.3-2,31 2Dks(Stl)	3213 2676 1986	✠ ... 11,33 ✠	Yka			1919 1mo	Ishikawa- jimaSBCoLd Tokio	Kuribayashi ShosenK.K.	305·0 P25'B94'F33' FK *CellDB262'587tFPT58tAPT56t*	43·7	27·2	Tokio Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" 279NHP 2SB,*6cf*,GS93,HS3640 IshikawajimaS.B.Co.Ld.	27 ″ 3	C †
25668 149477 GSPZ	**Gracefield** ssBry.No.2-37 1Dk(Stl)	4631 4290 2852	✠100A1 10,37 ~~4,37~~ ✠LMC4,37	Bry Cf	y	CL 4,37	1928 8mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	ConfieldS.S.Co.Ld. (E.J.Sutton&Co. *Mgrs.*)	390·0 400·8(O.L.) P36'B250'F32' FK *CellDB 344' 1192tFPT83tAPT195t*	53·5	25·4	Newcastle British 6*BHptCem* *ptAsp*	T.3Cy.25½",36½"&70"-48"& exhaust turbine driving steam compressor 200lb (s) 457NHP 3SB(Spt)*9cf*,GS190,HS6830 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 10 s 3 ″ 10½ 24 ″ 2	
25669 142482 MJKC	**Gracehill** ssBel.No.3-8,31 ssBel.No.1-35 *Mchy.Aft Well deck* 1Dk(Stl) *Cargo battens not fitted*	452 313 172	✠100A1 ~~10,36~~ 10,37 ~~BS9,36~~ ✠LMC8,35 10,37	Bel Irv	g	CL 8,35	1918 9mo	ForthS.B. &EngCo.Ld. (Jeffrey's Yard),Alloa Lloyd'sA&CP	Howdens,Ld.	156·5 Q88'B9'F29' BK7' *CellDBf82'95tFPT26tAPT7t*	25·2	9·8	Belfast British 3*BHCem*	T.3Cy.15",25½"&42½"-27" 180lb (s) 52RHP 1SB,*3cf*,GS53,HS1860 ForthS.B.&Eng.Co.Ld. (Jeffrey'sYard),Alloa	12 ″ 0 s 3 ″ 8 12 ″ 4½	
25670 144258 GFDR	**Gracia** ssGls.No.3-4,34 D.F. E.S.D. 2Dks(Stl)3rd dk *Ref.Mchy.* (Stl)inNos.2&3holds	5642 5261 3537	✠100A1 2,38 ~~2,37~~ ✠LMC MS12,32 ~~BS2,37~~ 1,38 ✠Lloyd'sRMC ~~10,36~~ ~~3,37~~ 2,38 *Carrying oil fuel F.P. above 150° F. in deep tank aft* *Fitted for oil fuel 6,21 F.P. above 150° F.*	Gls	a†	CL ~~3,35~~ 2,38	1921 6mo	Scotts'S.B. &E.Co.Ld. Greenock Lloyd'sA&CP	DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*) *Intermediate 'tween dk*	415·5 P35'B151'F46' FK *BH dispensed with* *2BHto* *CellDB355'*	54·2	30·8	Glasgow British *ptCem* 6*BHtoUdk* *2nd dk only* *1123t FPT*	2SteamTurbinesDRgeared to1Sc.Shaft (r) 200lb 736NHP 4SB,*12cf*,GS230,HS10468FD Scotts'S.B.&E.Co.Ld.Grk. *89tAPT46t*	33 ″ 5 s 6 ″ 4½ 27 ″ 2½	
25671 165053	**Gracie Fields** Ⓟ Pad 1Dk	393 284 180					1936	JIThorny- croft&CoLd Southampton	Southampton,I.of W.&S.ofEng.Royal MailStm.PktCo.Ld	195·9 P5'F24' *Promenade dk124'*	24·9	8·0	S'thamptn British	C.2Cy.23"&48"-51" 137NHP J.I.Thornycroft&Co.Ld.		BT till ~~6,37~~ 4,38
25672 LDJY	**Graciosa** (*ex*Edfou,*ex*Rabymere) ssDun.No.3-8,29 ssHpl.No.2-37 ~~ssH.Kg.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	1773 1592 1029	✠100A1 *Shelter dk* *with freeboard* 8,37 ~~2,37~~ ✠LMC ~~BS12,35~~ 1,38	Sab Hpl MS9,36	r	CL ~~2,35~~ 8,37	1917 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd'sA&CP	Skibs.A/S Fjeld (HansKiær&Co. A/S.*Mgrs.*) *CellD*	265·2 FK *B223' 493t FPT52t*	42·2	17·8	Drammen Norwegian 4*BHCem* *APT53t*	T.3Cy.21",33"&57"-36" (s) 180lb 214NHP 2SB,*6cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 0 s ″ 9 19 ″ 4½	
25673 7048 SGKA	**Graculus** (*ex*Bifrost) ssLkr.No.3-1,36 1Dk(Stl) *Cargo battens not fitted*	*1977* *1708* *1078*	100A1 4,38 ~~12,36~~ MS6,35	Rot Lkr LMC BS3,37	r	OG 3,36	1923 2mo	NV.Boele's Scheepsw. Slikkerveer A&CP	Rederi A/B Brubor (R.Brunkman, *Mgr.*)	265·9 P28'B69'F24' FK *CellDB 219'436tFPT*	42·1	18·2	Hlsngborg Swedish 4*BHCem* *82tAPT77t*	T.3Cy.21",34½"&57"-36" (s) 180lb 246NHP 2SB,*6cf*,GS128,HS4272 N.V.v.d.Kuy&v.d.Ree,Rot.	20 ″ 10 s 2 ″ 9½ 18 ″ 2½	
25674 377 IBKV	**Gradisca** Ⓟ TwinSc (*ex*Gelria-35) ssAms.No.3-2,25 *Ref.Mchy.* ssAms.No.2-33 D.F. E.S.D. 2Dks(Stl)&Shelter dk GyC. (*Stl*-teaks)	13870 9451 7315	✠100A1 *Shelter dk* *with freeboard* 10,36 BS11,36 ✠LMC8,33 *Fitted for oil fuel 9,28 F.P. above 150° F.*	Nap	i †	CL S8,35 PN3,37	1913 10mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav. *CellDB* *a125'uE&B150'f*	560·2 541·1 P&B395'F99' FK *206'1781tFPT147t*	65·8	35·3	Trieste Italian 8*BHCem* *APT117t*	Q.8Cy.28",40",57"&82"-54" 220lb (r) 1725NHP 3D(Spt)&3SB(Spt)&3SB (Spt),*36cf*,GS718,HS27867 FD A.Stephen&Sons,Ld.Gls.	39 ″ 0 s 10 ″ 7½ 28 ″ 9	
25675 5740 SJUA	**Graecia** (*ex*MariettaN.) ssAbg.2ndNo.3-1,36 1Dk(ptIrn ptStl)	*2951* *2693* *1727*	✠100A1 3,38 ~~1,37~~ ~~BS1,37~~ ✠LMC1,36 3,38	Rio	u	CL 1,36	1911 11mo	J.Blumer& Co. Sunderland Lloyd'sA&CP	RederiaktSvenska Lloyd(K.R.Bök- man,*Mgr.*) *110'uE&B*	331·0 P28'B176'F38' *WB=CellDBa* FK *43'f137'915tFPT*	47·5	20·7	Gothenbrg Swedish 5*BHCem* *78tAPT110t*	T.3Cy.23½",38"&64"-42" (s) 180lb *180lb* 294NHP 2SB(Spt)*6cf*,GS124,HS4619 J.Dickinson&Sons,Ld.Sld.	23 ″ 2 s 2 ″ 8½ 20 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25676 205009 WEDG	**Graham C. Woodruff** (*ex*M.A.Bradley) D.F. 1*Dk* *Mchy.Aft*	5539 — 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniversalS.S.Co.	462·0	52·0	30·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.21½",35"&58"-42" 218NHP Gt.LakesEng.Wks.Detroit		R
25677 145749 GBTC	**Graig** *ss*Ams.No.3-2,37 1*Dk*(*Stl*)	3683 3505 2280	✠100A1 2,37 ✠LMC2,37	Ams	*w*	CL 2,37	1924 4mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*)	365·0 P27'B220'F37' FK *CellDB*332'790*t*	51·5	23·0	Cardiff British 6*BHCem* *APT*140*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb HS6301 392NHP 3SB(2Spt),9*cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1¾ 22 ″ 1	
❊ 25678 148289 GLQZ	**Graigwen** *ss*Sld.No.2-33 1*Dk*(*Stl*)	3697 3505 2277	✠100A1 ~~6,37~~~~3,36~~11,37 BS~~10,36~~ ✠LMC6,33 11,37	Bry Rot	*w*	CL ~~2,36~~ 6,37	1926 2mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*)	365·0 P27'B220'F40' FK *CellDB*332'870*t*	51·5	23·0	Cardiff British 6*BHCem* *APT*140*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb HS6801 392NHP 3SB(2Spt),9*cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1¾ 22 ″ 1	
25679 154473 CYLF	**Grainmotor** *OilEng.* 1*Dk*	1829 1681 1093					1929	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadaSteamship Lines,Ld.	251·9	43·1	18·3	Montreal British *WB*	Oil Engines 4S.C.SA 8Cy.16"-22" 199NHP BessemerGasEngineCo. GroveCity,Pa.		C
25680 149489 GSWB	**Grainton** *ss*Ams.No.3-8,35 D.F. 1*Dk*(*Stl*)	6341 5804 3777	✠100A1 ~~9,37~~~~12,36~~3,38 BS~~9,36~~ ✠LMC8,35 9,37	Npt Shl	*a*†	CL ~~7,35~~ 3,38	1929 1mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*)	423·0 P36'B132'F45' FK *CellDB*352'2020*t* *FPT*350*t*	58·3	29·8	Newcastle British 7*BHCem* *APT*378*t*	Q.4Cy.22",33",48"&70"-48" 240lb *220lb* (*s*) 462NHP 3SB(Spt)9*cf*,GS190,HS7434 J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s 6 ″ 7¾ 26 ″ 7¾	
25681 LDZB	**Grana** 1*Dk*	1297 1115 728			...		1920	N.V.Schbs. "Baanhoek" Sliedrecht	Rederi-A/S "Kragerö" (K.Sandaas, *Mgr.*)	237·4 P23'B60'F24' FK	36·7	15·9	Kragerö Norwegian *WB*	T.3Cy.17¼",29"&47"-36" 175NHP J&A.v.d.Schuyts'Mch.Fab	18 ″ 0	N †
❊ 25682 HRBA	**Granada** Ⓟ *ss*Phl.No.3-11,37 ~~*ss*N.Os.No.2-33~~ 2*Dks*(*Stl-Wthr dk* teak s)& *2 lower dks sparred for fruit cargoes* *Ref.Mchy.*	*3332* *2919* *2085*	✠100A1 *withfreeboard* ~~7,37~~~~9,36~~11,37 11,37 ~~BS3,37~~ ✠LMC~~11,33~~ ✠Lloyd'sRMC~~12,36~~ 12,37 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel* 12,25 *F.P. above* 150° F.	N Yk Phl	*u*	OG ~~11,34~~ 10,37	1925 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*)	315·1 F34' FK *IntermediateBH in fore hold dispensed with* *CellD B*255'405*t* *FPT*47*t*	45·2	29·4	Ceiba Honduran 4*BH* *APT*55*t*	T.3Cy.23¼",39"&66"-45" (*s*) 200lb 510NHP 3SB,*12cf*,HS8112 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 6 s 11″8¾ 20 ″ 2	
❊ 25683 7972 SLOA	— (*ex*Kalfond, *ex*St.Roch) *ss*Mch.No.3-5,34 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*1781* *1339* *764*	✠100A1 ~~6,37~~~~5,36~~4,38 ~~BS5,36~~ ✠LMC5,34 BS~~6,37~~4,38	Lkr ~~Skm~~ Got	*q*	CL ~~4,36~~ 4,38	1922 2mo *Lloyd*	Osbourne, Graham&Co. Ld. Sunderland '*sA&CP*	A/B Arafart (A.R.Appelqvist, *Mgr.*)	258·9 272·5(O.L.) P23'Q76'B62'F23' FK *CellD B*222' 460*t* *FPT*25*t*	39·5	16·2	Stockholm Swedish 4*BHCem* *APT*55*t*	T.3Cy.19½",32"&53"-36" (*s*) 180lb 197NHP 2SB(Spt)6*cf*,GS105,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
25684 150820 CYLG	**Granby** (*ex*FrankA.Augsbury) *Mchy.Aft* 1*Dk*	2051 1707 1221					1922	Frazer, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2 Q93'F34'	43·1	18·1	Montreal British *WB*	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
25685 202711 KFNA	**Grand Island** (*ex*Eugene Zimmerman) D.F. *Mchy.Aft* 1*Dk*	5446 — 4143					1905	CraigS.B. Co. Toledo,Ohio	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo*Mgrs*)	488·6 *WB*	52·0	31·0	Wilmgton (Del.) Utd.States	Q.4Cy.15",23",36"&55"-40" 191NHP CraigS.B.Co.Toledo,O.		R
❊ 25686 156702	**Grand Manan II** Ⓟ *OilEng.* *ss*St.J.No.1-34 1*Dk*(*Stl*)	841 363 508	✠100A1 *withfreeboard* 5,376,36 5,38 ~~DBS6,36~~ ~~DBS5,37~~ ✠LMC5,34 ✠LMC(M)6,36 *For service in the Bay of Fundy*	StJ		CL ~~5,34~~ ~~5,37~~ 4,38	1930 2mo *Lloyd*	St.John D.D.&S.B. Co.Ld. St.JohnN.B. '*sA&CP*	EasternCanada CoastalSteamships,Ld.	144·3 152·0(O.L.) B&F120' *Upper*F22' FK *FPT*28*t*	32·1	12·5	St JohnNB British 4*BHCem* *APT*33*t*	Oil Engines 2S.C.SA 6Cy.16"-20" 270NHP DB*100lb* FairbanksMorse&Co. Beloit.Wis.	13 ″ 6 s 3 ″ 4½ 10 ″ 2½	
❊ 25687 161564 FPCH	**Grande-Terre** (*ex*Anatolian-33) *ss*Rou.No.1-36 D.F. 1*Dk*(*Stl*-ws) *Ref.Mchy.* *CruiserStern* *Sparred lower decks for fruit cargoes*	1920 1515 1142	✠100A1 ~~5,37~~~~7,36~~11,37 BS5,37 ✠LMC3,36 ✠Lloyd'sRMC~~1,37~~ 10,37 for temp. 54° F. *Fitted for oil fuel* 1,33 *F.P. above* 150° F.	Rou Fal	*r*	CL ~~5,35~~ 11,37	1932 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	Cie.Generale d'Armements Maritimes	266·2 P26'Q72'B70'F29' FK *CellDBa&uE*104' *f*102'378*t* *FPT*	40·0	19·5	Havre French 4*BHptCem* 25*tAPT*81*t*	T.3Cy.20½",34"&56"-39"(*s*) 200lb HS4294 292NHP 2SB(Spt),6*cf*,GS118, FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	20 ″ 9 s 1 ″ 6½ 19 ″ 4¼	
❊ 25688 FOMC	**Grandlieu** (*ex*WarDrummer) *ss*Nts.No.3-4,32 *ss*Nts.No.1-36 1*Dk*(*Stl*)&*Web frames* *2nddk*(*Stl*)*inNos.1,2&3holds*	3290 2814 2004	✠100A1 3,37 BS3,37 ✠LMC4,36	StN	*u*	CL 3,36	1919 2mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Cie.Nantaise de Nav.àVap.	325·0 P33'B90'F28' FK *CellDB*274'644*t* *FPT*	45·2	23·9	Nantes French 6*BHCem* 134*tAPT*93*t*	T.3Cy.23",38"&61"-42" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS124,HS3946 HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s4 ″ 2¼ 22 ″ 0	
25689 DOCP	**Grandon** (*ex*City ofBoston, *ex*Dusseldorf) *ss*Bkn.No.3-8,24 *ss*Bhn.No.2-33 *Well deck* 2*Dks*(*Stl*)&*3rd dk* D.F. *inNo.1hold only* *Now "Patagonia," see No.39077 in Supplement*	5883 5491 3705	✠ ... 7,36 ✠	Ham	*b*†		1912 3mo	J.C.Tecklenborg A.G. Weser- münde-G.	Hamburg- SüdamerDampfschifff.-Ges.	450·9 P&B392'F45' FK *CellDBa*146'*uE&B*71'	57·2	27·0	Bremen German 9*BHCem* *f*190'1453*t*	T3Cy$27\frac{15}{16}$",$46\frac{13}{16}$"&78¾"-$53\frac{7}{8}$" 697NHP 4SB,*12cf*,GS236,HS10334 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
25690 LDZE	**Granfos** 1*Dk*	1461 1327 890					1913	Nylands Værksted Oslo	Skibs-A/S Thor ThoresensLinje (ThorThoresenA/S *Mgr.*)	254·2 P46*t*H78*t*	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
25691 124259 MFLG	**Grangemouth** D.F. 2*Dks*	1419 1187 588					1908	Grngem'th &Greenock DockyardCo. Grngemouth	G.Gibson&Co.Ld.	275·2 P38'B96'F58'	36·1	17·3	Glasgow British *WB*	T.3Cy.25",42"&68"-45" 310NHP Dunsmuir&JacksonLd Gls		C
25692 143746 GCNW	**Grangepark** *ss*Shl.No.3-5,32 *ss*Rot.No.1-37 1*Dk*(*Stl*)&*Platform dk*(*Stl*) D.F. *inNos.1,2,4&5holds* *Longitudinal framing in double bottom & at decks*	5132 4720 3172	✠100A1 ~~6,37~~~~2,37~~ 1,38 BS~~10,36~~ ✠LMC 1,38 MS2,37	Rot	*y*	CL N2,37	1919 11mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	DenholmLine Steamers,Ld.(J.& J.Denholm,Ld. *Mgrs.*)	400·4 P51'B114'F39' FK *CellDB*347'1296*t* *FPT*125	52·3	28·5	Greenock British 7*BHptCem* *tAPT*200*t*	T.3Cy.27",44⅛"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 7 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B of Trade
25693 6480 SLTA	**Grängesberg** ssGot.No.1-37 ssGot.No.3-7,33 Sub.Sig. D.F. 2Dks(Stl) *Cargo battens not fitted*	4575 4130 2460	✠100A1 ~~1,37~~ 11,37 ✠LMC1,37 BS12,37	Got Mmo	*y*	CL 1,37	1921 3mo *Lloyd*	NVLobithscheScheepsb MyGebr.Bodewes Lobith 'sA&CP	TrafikAktieb. Grängesberg-Oxelösund(M. Waldenström*Mgr*) *CellDBa66' uE&B* 667t*DTa*51'420t	385·2 399·0(O.L.) P42'B242'F42' FK 15'*f*102' *DTf*68' 595t *FPT*	50·1	25·9	Stockholm Swedish *6BHptCem* *ptAsp* 106t*APT*50t	T.3Cy.26",39"&70"-48" (*s*) &LPTurbine with DR gearing&hydraulic coupling 180lb HS6660 518NHP 3SB,(Spt),*9cf*,GS148, FD Scheeps.Maats.Nieuwe Waterweg,Schiedam	29 ″ 0 s4 ″ 3¾ 24 ″ 11	
25694 143530 MKLB	**Grangetoft** (*ex*Gledburn-36, *ex*MaindyTower) *Mchy.Aft* 1*Dk*	975 774 495					1920	Rennie, Ritchie&Newport S.B.Co. Ld.Wivenhoe	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	207·5	33·6	13·5	Middlsbro' British *WB*	T.3Cy.16½",27"&34"-30" 98RHP Plenty&Son,Ld.Newbury		C
25695 783 SVAJ	**Granicos** (*ex*Pencisely-34, *ex*Andree) ssCff.No.3-9,28 ss.Ams.No.2-36 D.F. 1*Dk*(*Stl*)	3689 3449 2283	✠100A1 1,38 ~~12,36~~ ~~BS9,36~~ 7,37 ✠LMC9,35	Ams Rot	*w*	CL ~~9,35~~ 1,38	1916 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	~~M.J.Lyras&Co.~~ GranicosS.S.Co Ld *CellDBo*	360·2 P29'B225'F35'. FK 110 *uE*25'*f*165'991t	51·0	22·7	Piræus Greek *6BHCem* *APT*187t	T.3Cy.25",40½"&67"-45" (*s*) 180lb HS6515 378NHP 2SB&1Aux.SB,*8cf*,GS165, Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 s 3 ″ 1½ 22 ″ 2¼	
25696 6296 SJPA	**Granö** (*ex*Fernebo-36,*ex*Brävalla) ssMmo.No.1-37 ssGot.No.3-5,33 D.F. 1*Dk*(*Stl*)	1885 1621 1068	✠100A1 ~~7,37~~ ~~5,36~~ 4,38 ~~BS11,36~~ 12,37 ✠LMC~~5,35~~ MS7,37	Got Mmo	*r*	OG 5,36	1920 6mo	Aktieb. Lindholmen-Motala Gothenburg A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*)	262·0 P26'B150'F24' FK *CellDB*223'470t	42·7	18·1	Stockholm Swedish *4BHCem* *APT*41t	T.3Cy.20½",33"&55"-36"(*s*) 185lb 216NHP 2SB,*4cf*,GS66,HS2850 FD Aktieb.Lindholmen-Motala,Got.	20 ″ 6 s1 ″ 8½ 18 ″ 11	
25697 149423 GBVF	**Granta** ssShl.No.2-35 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2719 2353 1642	✠100A1 8,37 ~~12,36~~ ✠LMC MS1,36 ~~BS8,36~~ 8,37	Shl	*t*	CL ~~12,36~~ 8,37	1927 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' 'sA&CP	GrantaS.S.Co. Ld.(Witherington &Everett) *CellD*	305·0 P23'B50'F28' FK *B*262' 713t *FPT*106	45·5	21·3	Newcastle British *6BHptCem* t*APT*101t	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,*6cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s3 ″ 2½ 20 ″ 5½	
25698 129058 GLWM	**Grantully Castle** Ⓟ TwinSc D.F. ssLon.2ndNo.3-4,35 *Well deck* 2*Dks*(*Stl-M*ws*U*teaks) *Ref.Mchy.* Sub.Sig. *&deep framing* *Lower dk*(*Stl*)*in Nos.*1,3*&*4*holds*	7592 5989 4647	✠100A1 ~~7,37~~ ~~12,36~~ 4,38 ~~BS10,36~~ 1,38 ✠LMC9,34	Mdb ~~Lon~~ Lon	*c*†	CL P4,35 s12,36	1910 1mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Union-Castle MailS.S.Co.Ld. *WB=CellDBa*128'	450·7 P&B270'F66' FK&BK2½" *uE* 48' *f* 171' 1124t	54·3	30·7	London British *8BHCem* *FPT*71t	Q.8Cy.18½",26¼",38¼"&56"-48" 220lb (*s*) 625NHP 2D&1SB,*15cf*,GS295, HS10847 Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s6 ″ 7½ 27 ″ 3	BT till ~~12,37~~ 7,38
25699 HPBK	**Granville** TwinSc *OilEng.* *Ref.Mchy* *CruiserStern* 2*Dks*	5745 5193 3507					1930	Odense Staalskibsv. Odense	PacificAsiatic ShippingCo.Inc.	426·4 P37'F36'	58·5	26·6	Panama Pnamanian *WB*	Oil Engines 4S.C.SA 12Cy.24⅜"-51³⁄₁₆" 710NHP Akt.Burmeistr&Wain,Cpn	29 ″ 0 s3 ″ 5 25 ″ 7¼	N
25700 TUEU	— ssHav.No.1-37 ssHav.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*)	511 372 148	✠100A1 5,37 ~~3,36~~ ~~BS3,36~~ ✠LMC~~3,36~~ 4,37	Hav Rou	*h*	CL 3,36	1930 2mo *Lloyd*	Cochrane &Sons,Ld. Selby 'sA&CP	Soc.Havraise de Transport et de Transit *Cell*	170·2 *30·0* FK P74'F21' *DB*88'115t*FPT*67t	28·6	8·9	Havre French *3BHCem* *APT*21t	T.3Cy.13",21½"&35"-24" (*s*) 180lb 87NHP 1SB,*3cf*,GS50,HS1635 C.D.Holmes&Co.Ld.Hull	11 ″ 3 s ″ 11½ 10 ″ 4½	
25701 FOLD	**Graslin** 1*Dk*	2323 — 1334					1924	Anciens Chantiers Dubigeon Nantes	Chargeurs de l'Ouest	279·0 P22'F24'	41·3	17·3	Nantes French *WB*	T.3Cy.18¼",30"&49¼"-38¾" 150NHP Atel.LaChaléassière,Lyon		V
25702 DDRU	**Gratia** Sub.Sig. 1*Dk&deep framing*	2068 1780 1300					1905	Eiderwerft Akt.Ges Tönning	J.JostG.m.b.H.	274·0 P11'B82'F24'	39·7	15·8	Flensburg German *WB*	T.3Cy.18½",30¾"&49½"-33½" 139NHP EiderwerftA.G.Tönning		G
25703 DHJH	**Gravenstein** (*ex*Hansa, *ex*Tranquebar) D.F. 2*Dks&deep framing*	3505 3275 2182			...		1906	Akt.Burmeistr&Wain Copenhagen	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H.*Mgs*)	369·0 P285'F39' FK	47·5	23·5	Hamburg German *WB*	T.3Cy.24¾",42"&70"-45" 380NHP Atk.Burmeistr&Wain,Cpn	26 ″ 6	C †
25704 124395	**Gray** Ⓟ (*ex*Petriana) 3Mst ssVcr.No.2-17 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	707 511 280	✠ 7,22 ✠	Vcr			1909 3mo	R.Williamson&Son Workington	Consolidated Whaling Corporation,Ld.	182·7 Q101'B11'F22' FK *WB=DBf*101'138t	27·9	12·3	Vict'riaBC British *3BHCem* *FPT*53t	T.3Cy.14",25½"&41"-30" 90RHP 1SB,*3pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	C †
25705 1200 ICLT	**Grazia** (*ex*Valcerusa-35) *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk*	5857 4526 3408					1923	Cantieri Cerusa Voltri	I.N.S.A.(Industrie NavaliSoc.Anon.)	394·3 P251'F46'	51·8	28·4	Genoa Italian *WB*	T.3Cy.26",42¹¹⁄₁₆"&62⁷⁄₁₆"-48" 338NHP Armstrong,Naples		I
25706 LCLP	**Graziella** (*ex*Keighley) 1*Dk*	2137 1900 1274					1917	Osbourne, Graham&Co. Sunderland	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	285·0 P26'B76'F33'	43·3	19·0	Oslo Norwegian *WB*	T.3Cy.21",34"&56"-39" 196NHP Richardsons,Westgarth& Co.Ld.Sld.		N
25707 260 IOLJ	— (*ex*Marie-Thérèse-LeBorgne-33, *ex*Ustaritz) *Well deck* 1*Dk*	1217 863 712			...		1914	G.Brown& Co. Greenock	Soc.Anon.TrasportiMarittimi e Affini	243·1 231·3 Q166'F28' FK	33·1	13·9	Venice Italian *WB*	T.3Cy.17½",27½"&45"-33" 152NHP Ross&Duncan,Glasgow	15 ″ 9	I †
25708 163433 GWRD	**Great Western** Ⓟ TwinSc ssCff.No.1-38 1*Dk*(*Stl*)2*nd dk*(*Stl*) Sub.Sig. *clear of machinery space* D.F.	1659 1119 666	✠100A1 *with freeboard* 2,35 ~~2,37~~ ~~BS2,37~~ ✠LMC~~1,34~~ *For Irish Channel Service*	Cff BS2,38 2,37	*s*	OG ~~P1,35~~ s2,37 P2,38	1934 1mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead 'sA&CP *CellDBa&uE*	GreatWestern Railway 74'*f*40'97t *DTa* 14'	282·9 297·7(O.L.) P75'B92'F93' FK *UpperBridge*84' *UpperFo'c'sle*43' 12t*MT*10'98t*DTf*2	40·4	16·1	London British *7BHCem* 2'63t*FPT*20	T.6Cy.13½",22"&38"-24" (*s*) 200lb 306NHP 2WTB,GS150,HS5280 FD CammellLaird&Co.Ld Bkn t*APT*65t	17 ″ 1 s4 ″ 0¾ 13 ″ 3½	BT till 2,38
25709 145476 MKXR	**Greatend** (*ex*Ville deDannemarie) ssNwc.No.1-38 ssNwc.No.3-2,34 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1495 1060 771	✠100A1 4,38 ✠LMO BS2,38 MS7,37	Shl Nwc	*p*	CL ~~2,36~~ 7,37	1920 12mo *Lloyd*	JIThornycroft&Co.Ld. Southampton 'sA&CP	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs.*) *CellD*	240·4 FK Q136'B10'F28' *B*226'438t *FPT*29t	36·1	16·3	Newcastle British *4BHCem* *APT*112t	T.3Cy.18",30"&50"-33" (*s*) 180lb 178NHP 2SB,*4cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 s 5 ″ 1½ 17 ″ 7½	
25710 223663 WSBH	**Greater Buffalo** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd.States *WB*	C.3Cy.66"&(2)96"-108" American 1915NHP S.B.Co.Detroit,Mich.		R
25711 223664 WSBI	**Greater Detroit** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd.States	C.3Cy.66"(2),96"-108" American 1900NHP S.B.Co.Detroit,Mich.		R
25712																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse-power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T.
* 25713 149415 GJBF	**Greathope** ssNwc.No.2-35 1Dk(Stl) D.F. Cargo battens not fitted	2297 2015 1292	✠100A1 2,38 ~~2,37~~ ✠LMC MS11,35 ~~BS7,36~~ 10,37	Nwc	s	CL ~~11,35~~ 2,38	1926 9mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld. Mgrs.) CellDB 255'741t side tanks	310·1 P23'B67'F30' FK IntrmdteBHin fore hold dispensed with inER128tFPT147t	41·9	19·7	Newcastle British 4BHptCem APT144t	T.3Cy.22½",37"&61"-42" (s) 180lb 100lb 302NHP 2SB(Spt),6cf,GS135, HS5210 N.E.MarineEngCoLd.Nwc	22 " 0 s 3 " 4¾ 18 " 10	
25714 148737 MNPV	**Grebe** ssLon.No.2-34 1Dk(Stl)&Shelter dk(Stl) CruiserStern Now "Philotis," see No. 39653 in Supplement	880 691 366	✠100A1 withfreeboard 7,36 BS12,36 ✠LMC10,34	Lon	o	CL 10,34	1926 3mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	MossHutchison Line,Ld. CellDB182'250t	220·5 B on Shelter dk62' FK FPT28tAPT12t	35·2	11·8	Liverpool British 5BHCem (Coll to Sh dk 4 ,, 2nd ,,)	T.3Cy.16",26½"&43"-33" (s) 200lb 175NHP 2SB,6cf,GS102,HS3404 AilsaS.B.Co.Ld.Troon	14 " 0 s " 2 13 " 11½	
* 25715 SVIO	**Greek Mariner** (exGaleb-35, exCefnbryn-35, exGaleb-34,ex Dedinje-34,ex Cefnbryn,exTheofano,exIoannisVatis) ssPir.No.3-5,27 ssSsk.No.2-34 1Dk(Stl)&Shelter dk(Stl)	3714 3527 2317	✠100A1 Shelter dk withfreeboard 4,37 BS12,36 ✠LMC4,34	Liv	w	CL 11,35	1914 5mo	J.Priestman&Co. Sunderland Lloyd'sA&CP	Neill&Pandelis (Greece)Ld. CellDBa106' uE25' f	350·0 FK 154'863tDTa29'936	50·9	24·5	Piræus Greek 7BHCem tAPT106t	T.3Cy.25",41"&67"-45" (s) 180lb 327NHP 3SB,9pf,GS156,HS5044 G.Clark,Ld.Sunderland	26 " 0 s 2 " 6¼ 23 " 8½	
* 25716 146341 MLTX	**Greenawn** ssBly.No.3-3,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	784 540 405	✠100A1 3,37 ✠LMC3,37	Bly	k	OG ~~3,37~~ 1,38	1924 3mo	A.Hall&Co.Ld. Aberdeen Lloyd'sA&CP	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. Mgrs.) CellDBf126'212tFPT	190·7 200·2(O.L.) Q125'B9'F21' FK	29·1	11·9	Goole British 3BHCem 40tAPT38t	T.3Cy.16",26½"&44"-30" (s) 180lb 140NHP 2SB,4pf,GS61,HS2506 A.Hall&Co.Ld.Aberdeen	14 " 1 s 4 " 0¾ 13 " 7½	
25717 144620 MKBS	**Greenland** (exDesdemona) ssLth.2ndNo.3-8,37 ~~ssLth.No.3-3,25~~ ~~ssGls.No.2-34~~ Well deck 1Dk(Stl)	1281 1095 702	100A1 withfreeboard 8,37 ~~2,37~~ ~~BS6,36~~ LMC~~5,34~~ 8,37	Osl Lth		CL ~~4,35~~ 7,37	1914	Schiffsw. v. HenryKoch Lübeck	Leith,Hull&HamburgS.P.Co.Ld.(J. Currie&Co.Mgrs.) CellDBa55'uE20'	241·1 253·3(O.L.) P&B186'F34' FK f106' 322t FPT56t	36·2	15·6	London British 4BHCem APT17t	T3Cy.18⅛",29⅞"&46 15/16"-32½" 199lb (s) 162NHP 2SB,4cf,GS72,HS2715 OttensenerMchFab.Altona	18 " 0 s 1 " 4¾ 16 " 9¾	
25718 160261 GTFK	**Gregalia** ssGls.No.2-37 ~~ssGls.No.1-33~~ 2Dks(Stl)&Shelter dk(Stl) D.F. 4thDk(Stl)inNos.1,2&3holds Ref.Mchy. E.S.D.	5802 5321 3580	✠100A1 withfreeboard ~~6,37~~ ~~8,36~~ 4,38 ~~BS7,36~~ ✠LMC~~6,35~~ ✠Lloyd'sRMC~~8,36~~ ~~4,37~~ 4,38 ~~8,37~~ Nos. 2 & 3 holds for temp. 30° F. Fitted for oil fuel 7,29 F.P. above 150° F.	Gls BS4,38 MS4,37	b†	CL 4,36	1929 7mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	DonaldsonLine,Ld. (DonaldsonBros. Ld. Mgrs.) Intermediate 'tween dkBHin after hold dispensed with CellDB362'1181t	425·0 439·0(O.L.) F38' FK Coll DTa 27' 622t FPT	56·0	28·7	Glasgow British ptCem BH to Sh dk 5 ,, ,, 2nd ,, 1 ,, ,, 3rd ,, 97tAPT32t	Q.4Cy.25½",36½",52½"&75"-51" 220lb (s) 708NHP 4SB,12cf,GS248,HS10924 FD D.Rowan&Co.Ld.Glasgow	31 " 3 s 4 " 1¼ 27 " 5	
25719 DOBF	**Greif** Wireless D.F. Sub.Sig. 1Dk	996 813 430					1923	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	235·8 P&B154'F30'	33·6	13·5	Bremen German WB	T.3Cy.21⅝",34⅝"&57⅛"-37⅜" 198NHP AtlaswerkeA.G.Bremen		G
25720 DAMH	— 1Dk	617 476 337					1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8 Q52'B43'F21'	29·0	11·5	Stettin German WB	T.3Cy.14",22"&36"-25" 65NHP StettinerOderwerke		G
25721 139090 GMBW	**Grelhead** (exBeachyHead) ssSld.No.3-4,28 ssBry.No.2-36 ~~ssCff.No.1-31~~ D.F. 1Dk(Stl)	4274 4001 2602	✠100A1 ~~7,37~~ ~~12,35~~ 10,37 BS~~5,36~~ 7,37 ✠LMC~~12,31~~ MS12,35	Cff ~~Sws~~Lon	x	CL ~~11,35~~ 10,37	1915 9mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	CardiganShipping Co.Ld. (W.T. Gould,Mgr.) Cell D Ba123'uE27	380·0 P38'B244'F37' FK 'f173' 1151tFPT13	51·0	24·8	London British 6BHCem 6tAPT154t	T.3Cy.26",42"&70"-48" (s) 180lb 85lb 395NHP 3SB,9cf,GS178,HS6435 Blair&Co.Ld.Stockton	27 " 3 s 3 " 6½ 23 " 11¾	
25722 135897 GBZT	**Grelrosa** (exArchmel-35, exMendipRange) D.F. 1Dk	4574 4270 2887					1914	Nthmblnd S.B.Co.Ld. Newcastle	CardiganShipping Co.Ld. (W.T. Gould,Mgr.)	385·0 P36'B119'F37'	51·9	27·1	London British WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
* 25723 LIXB	**Grena** OilEng. Mchy.Aft 1Dk CruiserStern	8117 7462 4891	✠100A1 9,37 ~~1,37~~ 4,38 ✠LMC12,34 ✠LMC(M)1,37 CarryingPetroleum in bulk	Got SFo	c†	CL 4,38	1934 12mo	Götaverken A/B Gothenburg Lloyd'sA&CP	A/SJ.Ludwig MowinckelsRederi CellDBuE75'20	455·5 P101'F59' FK 9tDTf22'375tFPT	59·2	35·9	Bergen Norwegian 10BHptCem 95tAPT152t	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb GotaverkenA/B,Got.	35 " 6 s 8 " 1 27 " 8¼	
* 25724 147545 GPCL	**Gresham** (exMargretian) TwinSc Now "[illegible]lla," see No. 37370 in Supplement OilEng. ssBly.No.3-3,36 1Dk(Stl)&Shelter dk(Stl) Mchy.Aft Cruiser Stern	2578 2299 1537	✠100A1 Shelter dk withfreeboard 1,37 DBS~~11,35~~ LMC3,36 3,37	Cff	t	CL 2,36	1923 11mo	C.Hill& Sons,Ld. Bristol Lloyd'sA&CP	GreshamShipping Co.Ld. CellDB2 57'328t MT47'770t	297·8 F26'onShelter dk FK Coll	43·6	21·5	London British ptCem BH to Sh dk 4 ,, ,, U ,, FPT57tAPT80t	Oil Engines 4S.C.SA 12Cy.20⅞"-20⅞" 518NHP NE12,30NDB(f)30 NDB(a)23 120lb Maschfbk.Augsburg-NürnbergA.G.Augsburg	24 " 0 s 1 " 7 22 " 7¼	
25725 OHCC	**Greta** (exRolf) D.F. 1Dk	1868 — 1042					1903	Helsingörs Jernsk&Msk. Elsinore	LovisaÅngf.A/B (A/B.R.Nordström &Co.O/Y,Mgrs.)	288·7 277·5 P17'B166'F32'	39·9	18·0	Lovisa Finnish WB	T.3Cy.19",32"&53 13/16"-36" 174NHP HelsingörsJernsk.&Mskb.		N
25726 5623 SEKW	— 3Mst 1Dk	304 254 191					1914	Eriksbergs M.V.Aktieb. Gothenburg	HugoSilvén	127·4 P30'H18tF15	22·5	11·5	Seffle Swedish WB	C.2Cy.11¼"&27¾"-16½" 26NHP EriksbergM.V.Aktieb.Got		V
25727 134949 MNYP	**Greta Force** ss.Bkn.No.2-35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	914 637 456	✠100A1 11,37 ~~3,36~~ ✠LMC BS4,37 MS12,35	Bkn	l	CL ~~11,35~~ 10,37	1928 2mo	J.Fullerton&Co. Paisley Lloyd'sA&CP	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. Mgrs.) CellD	195·5 202·5(O.L.) Q109'B13'F28' FK B120' 214t FPT79t	31·1	12·5	Whitehvn British 3BHCem APT44t	T.3Cy.15",25½"&41"-30" (s) 180lb 85RHP 2SB,4cf,GS75,HS2490 Aitchison,Blair&Co.Ld. Glasgow	14 " 7 s 4 " 6¼ 14 " 2¼	
25728 699 OHCX	**Greta Thordén** (exGreta,exFrieda Fahrenheim,exRegnator, exRendsburg) 1Dk&deepframing	2084 1807 1230					1906	Eiderwert Akt.Ges. Tönning	RederiA/BThor (G.B.Thordén, Mgr.)	287·1 Qaft15tQ88tH73t F32t	39·8	19·8	Helsingfrs Finnish WB	T.3Cy.18½",30¾"&49¼"-33½" 140NHP EiderwerftA.G.Tönning		G
* 25729 149468 GNVP	**Gretafield** ssShl.No.2-36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck D.F.	10191 9516 6071	✠100A1 10,37 ~~12,36~~ ~~BS12,36~~ ✠LMC2,36 CarryingPetroleum in bulk Fitted for oil fuel5,28 F.P. above 150°F.	Fal BS10,37	f†	CL 2,36	1928 5mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	NorthernPetroleumTankS.S.Co. Ld.(Hunting& Son,Mgrs.) CellDB	500·2 P144'B36'F48' FK uE32' 105t DTa42'	67·9	36·9	Newcastle British 16BHptAsp 720t DTf42	Q.4Cy.28½",41",59"&85"-57" & exhaust turbine driving steam compressor (s) 220lb 2DB 874NHP 4SB,16cf, HS11100 FD CammellLaird&CoLd.Bkn 779tFPT245tAPT301t	37 " 0 s 7 " 6¼ 29 " 8½	
25730																

	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero l'Ordre. Numero Officiel. ignaux	Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registres où coté, si ce n'est dans le L.R. Durée.Cert.Bord Trade
* 25731 147881 GKBN	**Gretaston** ssShl.No.3–6,36 2*Dks*(*Stl*)	5008 4781 3177	✠100A1 5,37 ~~6,36~~ ✠LMC5,36 BS5,37	Shl Ant	*y*	CL ~~6,36~~ 5,37	1924 2mo *Lloyd*	R.Duncan &Co.Ld. Port Glasgow '*sA&CP*	GretastonSSCo. Ld.(W.S.Miller& Co.) *Intermediate 'twe* *dk BH in after* *CellDB*343'	404·9 P38'B119'F43' FK *en* *hold dispensed with* 1120*t* *DTa* 30' 860*t*	53·0	27·6	Glasgow British *Cem* 5*BH to U dk* 1 ,, ,,2*nd* ,, *APT*102*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 476NHP 3SB,9*cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0 s 5 ″ 8½ 24 ″ 7	
* 25732 160200 GNKF	**Gretavale** ssShl.No.2–34 D.F. E.S.D. 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 12,37 ~~12,36~~ BS~~12,36~~ ✠LMC7,34 12,37	Bry Cff	*y*	CL ~~10,35~~ 12,37	1928 4mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	CrawfordShipping Co.Ld.(A.Craw- ford&CoLd.*Mgrs*.) *Intermediate 'twe* *dk BH in after* *CellDB*329'	385·0 397·7(O.L.) P29'B112'F44' FK *en* *hold dispensed with* 1010*t* *DTa* 30' 784*t*	52·0	26·6	Glasgow British *ptCem* 4 *BH to U dk* 2 ,, 2*nd* ,, *APT*16*t*	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS188 HS6789 FD Rnkin,Blckmre&CoLdGrk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
25733 DHJI	**Gretchen Müller** Sub.Sig. 1*Dk*	1421 1098 720					1909	Akt.Ges. "Neptun" Rostock	O.A.Müller	256·1 Q94'B59'F30'	35·7	14·7	Hamburg German *WB*	T.3Cy.17⅛",27 5/12"&46⅞"–31½" 124NHP A.G."Neptun,"Rostock		G
25734 OZME	**Grete** Wireless D.F. *Ref.Mchy.* 1*Dk*	1563 1212 909					1931	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 P24'Q66'B102'F33'	39·1	15·4	Esbjerg Danish *WB*	C.4Cy(2)14¾"(2)31½"–31½" &L.P.Turbine 184NHP HS2350 HelsingörsJernsk.&Mskb.		G
25735 DIBU	**Grete Glad** (*ex*Stige) *OilEng.* *Mchy.Aft* 1*Dk* Wireless *Carrying oil in bulk*	869 708 459					1916	Soc.Eser- cizioBacini Genoa	"Debag"Deutsche Betriebsstoff-A.G. (Europäische Tanklager u. Transp.A.G. *Mgrs*.)	199·5 B54' len32	30·8	14·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.14 3/16"–22 1/16" 117NHP Motorenfabr. NE27 "Deutz"A.G.Köln-Deutz		G
* 25736 OZJH	**Grete Mærsk** TwinSc *OilEng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk* E.S.D. *3rd dk except in Nos. 2 & 5 holds* *CruiserStern*	6576 5624 4097	✠100A1 *withfreeboard* ~~1,37~~ 1,38 ✠LMC3,37 ✠Lloyd'sRMC~~3,37~~1,38 *Carrying vegetable oil in deep tanks*	Bmn HKg	*d*†	CL	1937 3mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	D/SA/S af 1912& D/S A/S Svendborg (A.P.Møller, Copenhagen,*Mgr*.) *CellDB*372'1416*t*	471·9 497·3(O.L.) F59' FK (*DTsa*68'1724*t* *MTs*	59·4	26·9	Copnhagn Danish 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,) 68'1918*t* *FP*	Oil Engines 2S.C.DA 10Cy.23⅝"–43 5/16" 1945NHP DB*114lb* 2DB(WT)*114lb* BremerVulkan,Vegesack *Ts*231*t* *APTs*280*t*	30 ″ 5 s 3 ″ 10 26 ″ 9½	
25737 6713 SDWU	**Greth** (*ex*Ella–35) 1*Dk*	*1540* *1341* *916*					1922	Nylands Verksted Oslo	RederiA/B Mercurius (H.Selander,*Mgr*.)	254·8 P23'B63'F25'	39·2	16·9	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"–33" 153NHP NylandsVerksted,Oslo		N
25738 160722 VGYX	**Grey Beaver** (*ex*Southton–32) *Mchy.Aft* 1*Dk*	1892 1705 1190					1929	Smith's DockCo.Ld Middlesbro'	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr*.)	253·0 F33'	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
25739 LCLQ	**Grey County** (*ex*Turkistan, *ex*WarLark) D.F.	5194 4738 3184					1918	Earle'sCo. Ld. Hull	D/SA/S Songa (KlausWieseHan- sen)(CountyLine)	400·2 P157*t*H191*t*	52·2	28·5	Bergen Norwegian *WB*	T.3Cy.27",44"&73"–48" 369NHP Earle'sCo.Ld.Hull		C
* 25740 145536 MLQN	**Greyfriars** ssNwc.No.3–3,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1142 843 625	✠100A1 ~~4,37~~ ~~3,36~~10,37 LMC3,36 BS4,37	Nwc	*n*	CL ~~3,36~~ 4,37 *Completed by*	1923 8mo *Lloyd*	J.&D. Morris,Ld. Newcastle T. Mitchison, '*sA&CP* Ld.	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs*.) *Ce*	217·5 Q121'B15'F30' FK *llDB*167' 304*t* *FPT*	33·9	13·7	Newcastle British 4*BHptCem* 110*t* *APT*39*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 131NHP 2SB,4*cf*,GS67,HS2254 ShieldsE.&D.D.CoLd.NShl	15 ″ 9 s 4 ″ 5½ 15 ″ 2½	
25741 221536 KDTV	**Greylock** (*ex*WestGreylock) *Fitted for oil fuel* 2*Dks&Shelter dk*	7460 — 4520					1921	LsAngeles S.B &D.D.Co. SanPedro,Cal	GreylockS.S.Corp. (SeasShippingCo. Inc.*Mgrs*.)	430·7	54·3	26·2	New York Utd.States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
25742 121234 MJRS	**Greypoint** (*ex*Rathlin–33) 2*Dks*	1128 1008 463					1905	W.Beard- more&Co.Ld. Glasgow	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr*.)	252·2 P&B156'F51'	35·1	17·1	Belfast British *WB*	T.3Cy.25",40"&65"–48" 293NHP W.Beardmore&Co.Ld.Gls.		C
* 25743 149667 GNRW	**Greystoke Castle** TwinSc *OilEng.* ssN.Yk.No.2–35 D.F. 2*Dks*(*Stl*) *Longitudinal framing at bottom & decks*	5853 5328 3622	✠100A1 ~~4,37~~ ~~5,36~~2,38 ✠LMC DBS~~7,36~~ 6,37 *Fitted for carrying oil* 3,28 *F.P. above 150° F. in deep tanks*	Shi HKg CS~~11,33~~ 12,36	*a*† 4,37	CL 10,35	1928 3mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs*.) *CellDB*375'1376*t* 107*t*	428·0 440·0(O.L.) P28'B275'F39' FK *Tanks in way of tunnels* *MT*'s37'1224*t* *FPT*	56·1	28·9	Liverpool British 7*BH* 136*t* *APT*56*t*	Oil Engines 4S.C.SA 12Cy.28¾"–59 1/16" DB*135lb* 953NHP N.E MarineEngCoLdNwc	31 ″ 9 s 5 ″ 0¾ 26 ″ 11	
25744 PEKS	**Grietje** (*ex*Cary) *OilEng.* *Mchy.Aft* 1*Dk*	410 352 279					1919	Gebrs.Tak. N.V. Geertrui- denberg	Wed.A.Davids	143·5 Q29'F14'	26·4	12·6	Delfzijl Dutch	Oil Engines 4S.C.SA 6Cy11"–19 1/16" NE29 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		G
25745 154731 VGCT	**Griffco** Ⓟ (*ex*ElAbeto,*ex*Cowan) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2518 2146 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	CoastwiseSteam- ship&BargeCo.Ld. (J.Griffiths&Sons, *Mgrs*.)	253·4 P115'F25'	43·6	24·5	Vict'ria BC British *WB*	T.3Cy.21",34½"&57"–42" 210NHP Gt.LakesEng.Wks.Detroit		
25746 86146	**Griffin** 3Mst *Now* "Joseph S. Scobell," *see No.* 33759 *in Supplement* *Mchy.Aft* 2*Dks*	1879 1526					1891	Cleveland S.B.Co. Cleveland,O	CentralStates TransitCo.	266·0 F40' *WB*	38·2	19·6	GrndHavn. Mich. Utd.States	T.3Cy.17",29"&47"–36" 133NHP ClevelandS.B.Co.Clevelnd		R
25747 882 SVDP	**Grigorios C. II** (*ex*BaronAilsa–35, *ex*WarGuava) ssShl.No.3–7,31 ssPir.No.1–36 *CruiserStern* 1*Dk*(*Stl*) ~~*Cargo battens not fitted*~~	*2546* *2259* *1428*	✠100A1 ~~9,37~~ ~~2,36~~2,38 ✠NB3,27 ✠LMC3,35 BS~~2,36~~10,37	Pir ~~Ham~~	*t*	CL 2,37	1919 4mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	P.G.Callimano- pulos *CellDB*	303·0 P33'B80'F33' FK 252'670*t* *FPT*70*t* *A*	43·0	20·7	Piræus Greek 6*BHptCem* *PT*180*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS119,HS4478 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4⅝ 19 ″ 10	
25748 6064 SELD	**Grim** ssSkm.No.3–4,31 ssOsc.No.1–35 1*Dk*(*Stl*)	*1323* *1139* *758*	✠100A1 9,36 ✠LMC MS2,35 BS~~3,36~~9,37	Skm	*p*	OG 2,35	1919 2mo	Kockums M.V.Aktieb Malmö A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr*.) *CellDB*196'364*t*	232·7 P17'B63'F25' FK *FPT*44*t* *APT*59*t*	37·7	16·5	Stockholm Swedish 4*BHCem*	T.3Cy.18⅝"28¾"&48⅞"–31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 2½ 16 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade
25749 129760 MDKQ	**Gripfast** ssNwc.2ndNo.3-1,37 1Dk(Stl) Cargo battens not fitted	1109 903 636	✠100A1 ~~8,37~~ ~~1,37~~ 11,37 ✠LMC BS~~2,36~~4,37 MS1,37	Nwc	n	CL ~~4,35~~ 8,37	1910 9mo Lloyd'sA&CP	J.Crown& Sons,Ld. Sunderland WB	NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,Ld. Mgrs.) =Cell DBa62'u E	225·0 P19'B45'F24' FK &B32'f96'338tFPT	35·6	13·6	Newcastle British 4BHCem 51tAPT49t	T.3Cy.18",30"&49"-33" (s) 180lb 100lb 164NHP 1SB,4cf,GS67,HS2732 N.E.MarineEng.Co.Ld.Sld	15 ″ 8 s1 ″ 9½ 14 ″ 0	
* 25750 7236 SKBA	**Gripsholm** Ⓟ TwinSc OilEng. Sub.Sig. GyC. ssGot.No.2-33 Ref.Mchy. 3Dks(Stl-Wthr dk pt ws) D.F. 4th dk(Stl) in Nos.1,2,3&4holds	18134 — 9485	✠100A1 withfreeboard 4,37 ✠LMC DBS~~1,37~~ 1,38	Got CS1,34 1,36		CL ~~10,36~~ ~~4,37~~ 12,37	1925 11mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle CellD	A/B Svenska AmerikaLinien (A.Jonsson,Mgr.) B481' 2192t Tanks	553·0 574·5(O.L.) B&F486' UpperBridge262' FK in way of Tunnels 1	74·4	37·7	Gothenbrg Swedish 10BHptCem 075t MT 40'	2 Oil Engines 4S.C.DA 12Cy.$33\frac{1}{16}$"-$59\frac{1}{16}$" 2DB120lb 2533NHP Burmeister&Wain,Cpn. 157tFPT147tAPT168t	42 ″ 6 s13 ″ 11 29 ″ 0	
* 25751 163519 MBYG	**Grit** OilEng. Mchy.Aft 1Dk CruiserStern	501 322 254	✠100A1 ~~2,36~~ 11,37 ✠LMC~~9,34~~ ~~✠LMC(M)9,36~~	Goo 12,37	g	OG ~~N8,37~~ 10,37	1934 9mo Lloyd'sA&CP	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	160·5 Q102'F19' FK FPT94t	26·7	9·4	London British 3BHAsp APT56t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld. Newbury	10 ″ 3 s3 ″ 11 10 ″ 3	
* 25752 LCLS	**Gro** (exTenterden) ssBgn.No.3-8,33 1Dk(Stl) ssShl.No.1-37	4211 3836 2610	✠100A1 ~~7,37~~ ~~4,37~~ 1,38 BS~~4,37~~ ✠LMC~~8,33~~ 7,37 MS4,37	Fal ~~Shl~~ Bgn	w	CL N4,37	1917 10mo Lloyd'sA&CP	JLThomp- son&Sons,Ld Sunderland Cell	O.GrolleOlsen& I.HysingOlsens Rederi A/S.	352·2 P23'B96'F31' FK DB310'1014tFPT	50·9	26·0	Bergen Norwegian 6BHCem 79tAPT146t	T.3Cy.25",42"&68"-48" (s) 180lb 365NHP 2SB,8cf,GS147,HS5869 J.Dickinson&Sons,Ld.Sld.	28 ″ 5 s5 ″ 1¼ 23 ″ 7	
25753 139340 GBVY	**Grodno** ssLon.No.3-10,31 ssHul.No.1-36 1Dk(Stl) CruiserStern	2458 2270 1470	✠100A1 10,37~~12,36~~ ✠LMC MS2,36 BS~~5,36~~ 5,37	Hul	t	CL 12,36	1919 6mo Lloyd'sA&CP	Wm.Gray &Co.Ld. W Hartlepool CellD	Ellerman'sWilson Line,Ld.	303·0 P33'B162'F32' FK B260' 647t FPT70t	43·0	20·8	Hull British 6BHptCem APT60t	T.3Cy.22",36"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Cen.Mar.Eng.WrksWHpl	23 ″ 0 s2 ″ 6 20 ″ 8¾	
25754	**Groenlandia** WoodAux3MstSr (exSailingVessel Viana-35) OilEng. 1Dk2trB (See Sailing Ship Register)	327 314 309					1922	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,Mgr.)	143·0 Q75'F8'	30·2	14·2	Oporto Portuguese	Oil Engines 2S.C.SA 6Cy.$7\frac{1}{16}$"-$11\frac{13}{16}$" 52NHP NE35 Atlas.DieselA/B,Skm.		V
* 25755 PEKX	**Groenlo** (exHelsinki-35, exGroenlo-32) ssAms.No.2-33 1Dk(Stl)	1984 1761 1169	✠100A1 4,38 ~~11,36~~ ~~BS7,36~~ ✠LMC~~6,33~~ ~~11,37~~ 4,38	Rot Ams	r	CL 11,36	1926 7mo Lloyd'sA&CP	NV.Boele's Schps&Mchfb Bolnes CellD	N.V.Stoomv. Maats."Noordzee"	275·3 P24'B65'F28' FK B235'548t FPT46t	41·2	18·6	Amsterdm Dutch 4BHCem APT41t	T.3Cy.18⅞",31⅛"&$51\frac{15}{16}$"-36¼" 180lb (s) 209NHP 2SB,6cf,GS122,HS3654 NV.Boele'sSchps&Machfb	20 ″ 9 s2 ″ 11¼ 17 ″ 11	
25756 FNMP	**Groix** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	9975 — 6136	✠Lloyd'sRMC~~3,37~~ 7,37 5,38 ~~10,37~~ No. 5 hold & 'tween dks. for temp. 32° F.				1922	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4 P27'B261'	58·9	34·5	Havre French WB	T.6Cy.25½",42½"&70"-48" 676NHP Forg.&Ch.de laMédit.Msl.		V
* 25757 160377 MNZD	**Groningen** ssLon.No.2-36 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern	1205 861 547	✠100A1 withfreeboard 10,36 ✠LMC12,36 ✠Lloyd'sRMC~~10,36~~ ~~5,37~~ 3,38 ✠NB(Stbd.)5,37BS5,37	Lon	q	CL 12,35	1928 3mo Lloyd'sA&CP	AilsaS.B. Co.Ld. Troon CellDB202'30	GeneralStm.Nav. Co.Ld.	245·5 B62' FK 1tFPT31tAPT15t	40·1	12·8	London British 5BHCem (Coll to Shdk 4 „ 2nd„)	T.3Cy.21",34"&56"-36" (s) 200lb 302NHP 2SB,8cf,GS153,HS~~5780~~5734 AilsaS.B.Co.Ld.Troon	14 ″ 9 s ″ 2 14 ″ 8½	
25758 OYDT	**Grönland** 1Dk	1264 — 728					1923	Howaldts- werke Kiel	A/S DetDansk FranskeD/S (A.N. Petersen,Mgr.)	238·0 P16'Q65'B98'F31'	37·2	13·7	Copnhagn Danish WB	T.3Cy.$16\frac{9}{16}$",$26\frac{13}{16}$"&$43\frac{5}{16}$"- 29½" 102NHP Howaldtswerke,Kiel		G
* 25759 PELC	**Grootekerk** (exGrootendijk) ssRot.No.3-1,36 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed '38	~~8685~~ ~~6023~~ ~~5446~~ 8685 6023 5444	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~6,36~~ 2,38 ~~BS1,36~~ ✠LMC11,34 Fitted for oil fuel 3,23 F.P. above 150° F.	Rot ~~Ham~~ 9,37 BS~~11,34~~		CL 6,36	1923 3mo Lloyd'sA&CP	NewWater wayS.B.Co. Schiedam CellD	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.Mgrs.)	493·3 508·5(O.L.) 28·5 F56'onShltr. dk len32 FK B393' 1574t MT27'	58·2	37·2	TheHague Dutch ptCem (CollBHtoShdk 7 „ „ U„) 1255t DTa3	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 215lb FD 968NHP 4SB(Spt),12cf,HS11308 J.Brown&Co.Ld.Gls. 0'682tFPT158tAPT100t	~~40 ″ 1~~ ~~s10 ″ 7¼~~ ~~29 ″ 8~~ 40 ″ 1 s10 ″ 7¼ 29 ″ 8	
25760 140824 MLGB	**Grosvenor** (exElsieThomas-36, exElizabethMoffat) ssBkn.No 3-4,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	305 216 114	✠100A1 8,37~~7,36~~ ✠LMC MS~~9,35~~ BS~~1,36~~ 8,37 5,37	Abn Lth	d	CL ~~4,34~~ N8,37	1922 1mo Lloyd'sA&CP	Ritchie, Graham& Milne Glasgow	W.N.Lindsay,Ld.	130·8 137·0(O.L.) Q48'B8'F22' FK FPT22t	22·6	9·8	Leith British 3BHCem APT19t	C.2Cy.~~16"~~&32"-24" (s) 130lb 15⅜" 63RHP 1SB,2pf,GS40,HS1240 Gauldie&Gillespie,Gls.	10 ″ 6 s ″ 7¼ 9 ″ 11¾	
25761 4258 SGYD	**Groveland** (exTrelleborg-35, exBertha) 1Dk&Webframes	668 570 378					1890	Howaldts- werke Kiel	RederiA/B Grove- hill(RagnarL. Nilsson,Mgr.)	181·7 Q12'B39'H20tF29'	29·4	13·2	Råå Swedish	T.3Cy.14¼",22¼"&36⅝"-19¾" NB97 60NHP Howaldtswerke,Kiel		V
25762 UNZJ	**Grozni** (exGrozneft-34) TwinSc OilEng. Mchy.Aft D.F. 2Dks CarryingPetroleum in bulk CruiserStern	4964 3956 3166					1916	Poutilov Shipyard Leningrad	U.S.S.R.	487·0 P104'B59 F89'	49·8	26·9	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.16⅛"-$19\frac{11}{16}$" 548NHP Russian NE26 DieselWorks,Leningrad		
25763 DHJN	**Grundsee** (exHolstein) Mchy.Aft 1Dk	866 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3 Q58'F21'	33·0	15·0	Hamburg German WB	T3Cy13⅜",20½"&$33\frac{1}{16}$"-$22\frac{13}{16}$" 52NHP DeutscheWerkeA.G.Kiel		G
25764 PELQ	**Grutto** ssRot.No.3-1,38 ~~ssRot.No.2-34~~ Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern	920 780 449	✠100A1 withfreeboard 1,38 ~~12,36~~ ✠LMC1,38 ~~MS1,34~~ ~~BS12,36~~	Rot	p	CL ~~12,34~~ 1,38	1925 12mo Lloyd'sA&CP	N.V.C.Van derGiessen Zonen'sSchps Krimpen	Smith&Van Ommeren CellDB196'299t	244·8 FK FPT26tAPT31t	36·2	12·5	Rottrdam Dutch 5BHCem (Coll to Sh dk 4 „ 2nd „)	T3Cy$19\frac{11}{16}$",$32\frac{5}{16}$"&52"-$35\frac{7}{16}$" 208lb (s) 258NHP 2SB,6cf,GS194,HS3875 FD Burgerhout'sEngWks.Rot	14 ″ 6 s ″ 2 14 ″ 5	
25765 UOUH	**Gruziya** Ⓟ TwinSc Sub.Sig. OilEng. Ref.Mchy. CruiserStern 2Dks	4857 3283 2661					1928	Frd.Krupp Act.Ges. Kiel	U.S.S.R.	362·8 B&F280'	51·0	25·3	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1163NHP Frd.Krupp,Act.Ges.Kiel		
* 25766 160269 GTFR	**Gryfevale** ssShl.No.2-38 ~~ssShl.No.1-34~~ D.F. E.S.D. 1Dk(Stl)&2nddk(Stl) in way of Mchy.space	4424 4197 2762	✠100A1 ~~4,37~~4,38 ~~BS4,37~~ ✠LMC~~6,34~~ 4,38	Rot Shl	y	CL ~~4,37~~ 4,38	1929 9mo Lloyd'sA&CP	Lithgows, Ld. PortGlasgow	GryfevaleS.S.Co. Ld.(A.Crawford &Co.Ld.Mgrs.) CellDBa&uE137'	385·0 P31'B239'F41' FK f173'986tFPT114t	53·5	25·2	Glasgow British 6BHptCem APT145t	T.3Cy.23½",40"&65"-45"& LP turbine with DR gear- ing & hydraulic coupling 200lb (s) 473NHP 3SB,9cf,GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 ″ 6 s3 ″ 8 24 ″ 0¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L.R. Dupl.Cert.B.of Trade
25767 FNAG	**Guadeloupe** (*ex*Croisine-37) D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2815 2277 1553					1936	Eriksbergs M.V.Aktieb. Gothenburg	Compagnie Générale d'Armements Maritimes	322·4	50·3	23·1	Nantes French *WB*	Oil Engines 2S.C.SA 9Cy.19½″–35⅞″ 608NHP EriksbergM.V.Aktieb.Got		V
25768	**Guanaco** (*ex*Langosta) Sp *ss*B.As.2ndNo.3-7,11 *Mchy.Aft* 1*Dk*(*Stl*)	256 — 158	✠ 1,17 ✠NB7,11✠	BAs	*f*		1889 12mo	Blackwood &Gordon Pt.Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	153·0 F28′	28·1	8·8 FK *WB*	Bns.Aires Argentine 4*BHCem* = *FPT*20*t*	T.3Cy.9½″,15″&25″–18″ 26NHP 1SB,2*pf*,GS30,HS735 Blackwood&Gordon,P.Gl.	9 ″ 4	
25769	**Guanay** (*ex*Olga-36,*ex*SantaJulia, *ex*Princess) *Fitted for oil fuel* 1*Dk*&*Awng dk*	551 — 250			...		1896	Grngem'th DockyardCo. Grngemouth	Cia.Administradora delGuano	165·0	26·0	10·2 17·7 BK7′	Callao Peruvian *WB*	T.3Cy.16″,26″&42″–30″ 97NHP Muir&Houston,Ld.Gls.	18 ″ 3	
25770 LOGQ	**Guarany** Ⓟ Pad *Fitted for oil fuel* Wireless 2*Dks*	953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·0	34·0	17·7	Bns.Aires Argentine	T.3Cy.21″,35″&54″–66″ 320NHP A.&J.Inglis,Ld.Glasgow		
25771 125613 E.S.D.	**Guardian** TwinSc (*CableVessel*) *ss*N.Yk.2ndNo.3-9,31 *ss*Jck.No.1-35 1*Dk*(*Stl*)&*Spar dk* (*Stl*–teak s)*deep framing* *amidships*&*lower dk*(*Stl*)*in holds*	1768 1655 981	✠100A1 *Spar dk* ~~5,37~~~~4,35~~ ✠LMC3,35 4,38 BS5,37	Jck	*r*	CL ~~P3,33~~ ~~S8,34~~ P4,37 S4,38	1907 9mo *Lloyd*	Swan,Hunter& Wigham Richardson, LdNewcastle '*sA*&*CP*	Caribbean SteamshipCo.Ld. (C.P.Tatt,*Mgr.*) *WB* = *CellDBa*33′ *Tank between*	278·4 *uE*21′*f*134′250*t* *tunnels* 23′27*t FPT*	36·0	14·9 22·5 FK	Nassau,NP British 4*BHCem* 25*t APT*30*t*	T.6Cy.15¾″,25″&43″–30″ (*r*) 180lb *100lb* 265NHP 2SB,6*cf*,GS102,HS3762 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7 20 ″ 6	
25772 Broken up ~~KJLQ~~	**Guaro** (*ex*IsobelWeems,*ex*Guaro) Sub.Sig. 1*Dk*	2873 2514 1658			...		1918	Bethlehem S.B.Corp.Ld. Wlmgtn,Del.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	309·2 P25′B96′F38′	48·2	21·5 FK *WB*	~~Wlmgton~~ ~~(Del.)~~ ~~Utd. States~~	T.3Cy.21½″,35″&58″–42″ 329NHP BethlehemS.B.Corp.Ld.	24 ″ 0	R †
25773 Wrecked 1,38 FNBJ	**Guaruja** Ⓟ *Fitted for oil fuel* *Well deck* 2*Dks*&2*ptDks*	4282 — 2660					1921	Forg.&Ch. delaMédit. LaSeyne	Cie.deNav.France Amérique(Soc. Gén.deTrans. Mar.àVap.*Mgrs.*)	362·2 P233′F46′	45·9	23·6	Marseilles French *WB*	2 Steam Turbines & Electric Motors Sauter-Harlé,Paris		V
25774	**Guayana** (*ex*Edda-34) TwinSc *Fitted for oil fuel* 1*Dk*	*1235* 842 824					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana de Nav.	221·5 Q64′B54′F27′	33·6	14·0	La Guaira Venezuelan *WB*	T.6Cy.11½″,18⅞″&30½″–19½″ *Emade*15 83NHP Christiansen&Meyer, Harburg		V
25775 219110 KEKN	**Guayaquil** (*ex*LakeFanquier) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2592 2243 1613			...		1919	American S.B.Co. Lorain,O.	PanamaRailRoad Co.Inc.	251·0 Q25′B64′F23′	43·6	26·1 FK	NewYork Utd. States *WB*	T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.Co Lorain,O.	28 ″ 2	R †
25776 LOGS	**Guayra** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*&*promenade dk* *CruiserStern*	785 — 447					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	170·0	36·0	8·0	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.12 5/16″–21⅝″ 172NHP Harland&Wolff,Ld.Gls.		
25777 OYMR	**Gudenaa** (*ex*Wheelsman-35) 1*Dk*	1359 1204 784					1920	L.Smit& Zoon Kinderdijk	Dampskslsk. HetlandA/S (T.Basse,*Mgr.*)	239·2 P23′B62′F25′	36·2	16·4	Copnhagn Danish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP L.Smit&Zoon,Kinderdijk		V
25778 6504 SDLN	**Gudmundrå** *ss*Rio.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1776* *1532* *984*	✠100A1 *Shelter dk* *withfreeboard* ~~2,33~~10,36 ✠LMC12,37 ~~NS1,34~~ ~~BS6,36~~	NYk Lkr	*s*	OG ~~12,35~~ ~~11,37~~ 1,38	1921 5mo *Lloyd*	A/B Öresundsvarvet Landskrona '*sCP*	Rederiaktieb. Fredrika(E.Högberg,*Mgr.*) *CellDB*224′473*t*	273·8 280·7(O.L.) *FPT*58*t APT*66*t*	41·2	17·8 FK (*Coll*	Stockholm Swedish *ptCem* *BH to Sh dk* 3 „ „ *U* „)	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 200lb 229NHP 2SB(Spt),4*cf*,HS3230 FD A/BdeLavalsAngtrbnSkm	20 ″ 6 s ″ 9½ 19 ″ 10½	
			Fitted for oil fuel 5,21 *F.P.above* 150° F.													
25779 LDZQ	**Gudrid** 1*Dk*	1305 1139 728					1922	Stavanger Stöberi&Dok Stavanger	A/S Herdis (Bachke&Co. *Mgrs.*)	242·9 P21*t*B141′F24′	37·3	16·1	Tr'ndheim Norwegian *WB*	T.3Cy.17½″,28½″&48″–39″ 144NHP StavangerStöberi&Dok.		N
25780 7147 SELM	**Gudrun** 1*Dk*	*1499* *1321* *844*					1924	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,*Mgr*)	259·4 P19′B161′F27′	40·1	16·7	Hlsngborg Swedish *WB*	T.3Cy.18¼″,29½″&49″–33″ 138NHP FredrikstadMek.Værks.		N
25781 OXDU	— 1*Dk*	1498 1156 875					1924	Howaldtswerke Kiel	A/S D/S Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	248·4 P16′Q&B173′F32′	38·1	14·9	Copnhagn Danish *WB*	T.3Cy.17½″,28 9/16″&46 1/16″–33 7/16″ 123NHP Howaldtswerke,Kiel		G
25782 DAQJ	— 1*Dk*	1485 1018 863					1923	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	231·3 Q76′B101′F29′	36·5	15·0	Stettin German	T3Cy16 9/16″,27⅞″&43 3/16″–31½″ Stettiner 105NHP Oderwerke,Stettin		G
25783 LJBN	— (*ex*Ragnhild-35) 1*Dk*	1128 974 656					1919	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Frithof Eide(BirgerPedersen&Sön,*Mgrs.*)	230·3 P20′B62′F26′	36·1	14·9	Haugesnd Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 106NHP FredrikstadM.V.Frdstad.		V
25784 5460 SELO	— (*ex*Moskov) *Well deck* 1*Dk*	*960* *810* *444*					1880	Burmeister &Wain Copenhagen	K.A.Andersson	224·4 P113′H37*t*F29′	30·2	15·6	Krlskrona Swedish	C.4Cy.21″&42″–30″ 161NHP Burmeister&Wain,Cpn.		V
✱ 25785 OZEH	**Gudrun Mærsk** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	2294 1994 1344	✠100A1 *withfreeboard* 4,37 ✠LMC1,37	Hul	*u*	CL	1937 1mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA*&*CP*	D/SA/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDB*282′838*t*F	327·2 341·7(O.L.) *PT*51*t APT*101*t*	46·2	17·9 FK (	Copnhagn Danish 5*BH* *Coll toSh dk* 4 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24 13/16″–51 3/16″ 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	20 ″ 6 s ″ 9 19 ″ 11	
25786 7460 SFJA	**Gudur** Wireless 1*Dk*&*Shelter dk* *Ref.Mchy.* Sub.Sig. *Cruiser Stern*	*1321* *1010* *559*					1928	Helsingörs Jernsk&Msk Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2 H156*t*	37·3	14·1	Stockholm Swedish *WB*	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb.		V
25787 LEXU	**Gudvang** (*ex*Stalheim-36) 4Mst 1*Dk*	1469 1311 876					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Gudvin(H.Gjerpen *Mgr.*)	243·0 P24′B98′F29′	39·3	17·3	Oslo Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
25788 LDZB	**Gudvangen** Ⓟ 1*Dk*&*Spar dk*	575 530 344					1903	Bergens Mek.Værks. Bergen	Fylkesbaatane i Sogn&Fjordane	148·1 H46*t*	25·4	12·9 19·0	Bergen Norwegian	T.3Cy.14″,23½″&38″–27″ 75NHP BergensMekVærksBergen		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tailshaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25789 LJAR	**Gudveig** (*ex*RobertMærsk-35) 1*Dk*	1300 1112 774					1919	Odense Staalskibsv. Odense	D/S A/S Gudvin (H.Gjerpen, *Mgr.*)	241·2	36·3	16·3	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
25790 LCZQ	**Gudvin** (*ex*Sörland-33) 1*Dk*	1824 1625 1086					1918	Sörlandets Skibsbyggeri Fevik	D/S A/S Gudvin (H.Gjerpen)	265·4 P50*t*H82*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
25791 EAGW	**Guecho** (*ex*CanadianTrapper) *ss*Bbo.No.3-3,34 1*Dk*(*Stl*) *Cargo battens not fitted in bridge*	3276 2880 1865	✠100A1 10,36 BS9,36 ✠LMC3,34 No later survey reported	Bcl	*v*	CL 3,34	1920 4mo	DavieS.B. &Repairing Co. Levis,P.Q. *Lloyd'sA&CP*	Cia.Nav.Amaya (C.deZabala, *Mgr.*)	331·3 P33'B98'F33' FK *CellDB*266'674*tFPT*	46·8	23·3	Bilbao Spanish 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD Goldie&McCullochCo.Ld. Galt.Ont.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
25792 135512 MDZW	**Guelder Rose** *ss*Nwc.2ndNo.3-1,38 ~~*ss*Bly.No.3-2,26~~ ~~*ss*Hul.No.2-34~~ ~~*Well deck*~~ 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	700 504 302	✠100A1 ~~6,273,36~~ 1,38 ✠LMC 1,38 ~~MS10,34~~ ~~BS11,36~~	Bly Nwc	*j*	OG ~~3,36~~ ~~6,37~~ 1,38	1913 11mo	NVScheep. DeMerwede v/hVanVliet &Co. Hardinxveld *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld.	180·0 Q105'B11'F22' FK *WB=CellDBf*	28·1	12·2	Liverpool British 3*BHCem* 105'144*t FP*	T.3Cy.15",25"&40"-27" (*s*) 130lb 82RHP 2SB,*4pf*,GS59,HS1800 Earle'sCo.Ld.Hull *T*63*tAPT*7*t*	14 ″ 6 s 4 ″ 6 14 ″ 1½	
✻ 25793 143989 GNSZ	**Guelma** *ss*Mdb.No.2-36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4402 4080 2738	✠100A1 ~~6,27~~ 8,36 ~~8,27~~ ~~12,37~~ 4,38 ✠LMC4,36 BS3,37	Mdb ~~Shl~~	*x*	CL ~~6,35~~ 6,37	1928 3mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	LaTunisienneStm Nav.Co.Ld.(F.C. Strick&CoLd*Mgs*) *CellDBa&uE*144'	370·2 385·2(O.L.) P28'B104'F36' FK *f*160'1075*tFPT*135	52·3	25·9	Swansea British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
25794 TVAX	**Guermor** (*ex*Arbeit) 1*Dk*	305 — 149					1923	Gebr.E.& M.Coops. Hoogezand	Cie.Nantaise de Nav.àVap.	130·2 P38'H—F21'	22·8	8·2	Nantes French	T.3Cy.10¼",15¾"&26¾"-19 7/16" 31NHP Botje,Ensing&Co. Groningen		V
✻ 25795 EAKF	**Guernica** *ss*Bbo.No.3-3,32 1*Dk*(*Stl*)	3109 2923 1865	✠100A1 3,35 ✠LMC MS3,36 BS2,37 No later survey reported	Bbo	*u*	3,35	1920 5mo	Soc.Anon. Astilleros del Nervion Bilbao *Lloyd'sA&CP*	AuxiliarMaritima S.A. *CellDB*	325·7 P28'B100'F45' FK 279'743*tFPT*58*tA*	47·1	22·0	Bilbao Spanish 5*BHCem* *PT*98*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 352NHP 3SB,*9cf*,GS174,HS6000 AstillerosdelNervion,Bbo.	24 ″ 10 s4 ″ 1¾ 20 ″ 11	
25796	**Guerrero** (*ex*Dianthus) Broken up *ss*Sou.No.1-22 1*Dk*(*Stl*-ws)2*nd dk*(*Stl*)*inNos.*1& *Well deck* 3*holds* *Fitted for oil fuel*	1415 845 844	✠ —— 12,30 ✠	SFo			1917 12mo	Barclay, Curle&Co.Ld. Glasgow	Wm.J.Maggio *CellDBuB*11'*f*11'	254·9 P&B163'F35' FK 21*tDTf*34*tFPT*12*t*	35·1	17·3	8*BHptCem* *APT*18*t*	T.4Cy.20½",33"&(2)37"-30" 209NHP 1SB,*4cf*,GS78,HS3077 Barclay,Curle&Co.Ld.Gls.	18 ″ 0	
25797 656 IOME	**Guglielmo** Aux3MstSr (*ex*LaBonneLorraine, *OilEng.* *ex*Hermanos) 1*Dk* (*See Sailing Ship Register*)	331 284 277					1918	J.Th.Wil- mink&Co. Groningen	MarioBenedetti fuGuglielmo	136·0 Q27'H13'F17'	26·4	11·2	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15⅝"-17 7/16" 88NHP D.Goedkoop,Jr.Amstrdam		I
25798 144063 GDNV	**Guido** *CruiserStern* 2*Dks*	3921 3692 2396					1920	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0	46·6	29·0	Hull British *WB*	2DRgearedSteamTurbines Earle'sCo.Ld.Hull		C
✻ 25799 231 IOMQ	**Guido Brunner** *ss*Gen.No.3-10,37 ~~*ss*Gen.No.2-33~~ *Well deck* 1*Dk*(*Stl*)	1081 767 630	✠100A1 10,37 ~~10,36~~ ~~BS6,36~~ ✠LMC~~8,33~~ ~~7,37~~ 7,37	Gen	*n*	CL ~~10,34~~ 10,37	1925 6mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi *CellDBa*47'*uE*25'*f*93	222·2 Q79'B56 F26' FK	35·0	13·0	Trieste Italian 4*BHCem* 246*tAPT*8*t*	T.3Cy.17½",29"&47"-33" (*r*) 180lb 194NHP 2SB,*4cf*,GS68,HS3000 FD Offic.Nav.TriestineS.A.Tri	15 ″ 7 s 1 ″ 0 14 ″ 9	
25800 EEQI	**Guillermo Schulz** (*ex*Gatton) *ss*Bbo.2ndNo.3-3,19 1*Dk*(*ptStl ptIrn*) & *Web frames&ptAwng dk*(*Irn*)	2538 1915 1473	✠ 8,24 ✠	Bcl	*s*		1892 7mo	R.Thomp- son&Sons Sunderland	Cia.deNav"Vasco Asturiana"(R.C. delosCobos,*Mgr.*)	295·0 P29'Q83' *ptAwng dk*184' FK *WB=CellDB*242'	41·0	18·5	Bilbao Spanish 6*BHCem* 481*tAPT*51*t*	T.3Cy 23",37½"&61½"-39" NDB04 238NHP 2SB,*6pf*,GS108,HS3590 G.Clark,Ld.Sunderland	21 ″ 0	
25801 218042 KJLR	**Guimba** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 1*Dk& Shelter dk& Web frames* *Longitudinal framing*	6100 5657 4545			…		1919	MooreS.B. Co. Oakland, Cal.	UnitedStates Maritime Commission	402·5 P34'F39' *on Sh dk* FK	53·0	32·0	S.Frncisco Cal. Utd.States *WB*	2DRgearedSteamTurbines 652NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	34 ″ 6	R †
✻ 25802 CSBP	**Guiné** Ⓟ (*ex*SanMiguel) TwinSc *ss*Lis.2ndNo.3-9,30 E.S.D. *ss*Lis.No.1-34 1*Dk&Spar dk*(*Stl*-teak s) *lower dk in Nos.*1&2*holds* *hold beams in No.*3*hold*	2566 2169 1570	✠100A1 *Spar dk* 10,37 ~~2,37~~ ✠LMC MS9,34 BS~~2,37~~ 2,38	Lis	*u*	CL ~~5,34~~ 10,37	1905 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Cia.Colonialde Nav. *CellDBa*50'	300·0 24·3 B102'F49' BK9" *uE&B*60' *f*136'425*t*	42·0	16·4	Lisbon Portuguese 5*BHCem* *APT*36*t*	T.6Cy 18½",30"&50"-36" (*s*) 180lb 386NHP 2SB,*6cf*,GS120,HS5424 FD N.E.MarineEng.CoLd.Sld	27 ″ 0 s4 ″ 10¼ 23 ″ 2¼	
✻ 25803 164280 GYRM	**Guinean** D.F. 1*Dk& Shelter dk* *CruiserStern* *Carrying vegetable oil in deep tank*	5205 4343 3069	✠100A1 *withfreeboard* 2,38 ~~11,36~~ ✠LMC3,36	Ham Liv	*a*†	CL	1936 3mo	Howaldts- werkeA.G Hamburg *Lloyd'sA&CP*	UnitedAfricaCo. Ld. *CellDB*341'1	402·8 F45' FK 179*t DTa*25' 893*tF*	57·7	23·2	Liverpool British 7*BHptCem* *ptAsp* *PT*248*tAPT*144*t* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T3Cy.24 7/16",38 9/16"&65"-45¼" (*s*) 372NHP 220lb FD 2SB(Spt)*6cf*,GS107,HS4800 HowaldtswerkeA.G.Kiel	25 ″ 6 s 2 ″ 0¾ 23 ″ 7¼	
25804 162577 MPZW	**Guinness** *ss*Liv.No.1-35 *Mchy.Aft* 1*Dk*(*Stl–pt* ws) *Ref.Mchy.* *CruiserStern*	1151 959 556	✠100A1 *withfreeboard* 3,38 ~~2,37~~ BS3,38 ~~BS2,37~~ ✠LMC2,35	Liv	*m*	CL 2,37	1931 5mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	A.Guinness,Son& Co.Ld. *CellDB*127'20	211·8 F27' FK 4*tFPT*91*tAPT*10*t*	34·4	16·6	London British 3*BHptCem*	T.3Cy.16½",27½"&46"-33" 200lb (*s*) 194NHP 2SB,*6cf*,GS113,HS3710 AilsaS.B.Co.Ld.Trn.	19 ″ 0 s 3 ″ 7½ 15 ″ 9½	
✻ 25805 147879 GJZQ	**Gujarat** Ⓟ *OilEng.* *ss*Cal.No.3-12,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Carrying vegetable oil in deep tank*	4148 3607 2538	✠100A1 *withfreeboard* ~~6,37~~ ~~5,36~~ 3,38 DBS6,37 ~~DBS6,34~~ ✠LMC11,35 ✠LMC(M)12,37	Cal	*x*	CL N5,36	1923 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*309'1121*t* *MT*34' 1140*t FPT*	370·4 F37' FK (*Coll* 128*tAPT*95*t*	48·2	25·6	Glasgow British 7*BHptCem* *BHto Sh dk* 6 ,, ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	28 ″ 0 s2 11¾ 25 ″ 2	
25806 TCBF	**Gülcemal** Ⓟ Iron4Mst (*ex*Ottawa,*ex*Germanic) 3*Dks*	5122 — 3021					1874	Harland& Wolff Belfast	Denizyollari Idaresi	455·0 P50'F104' *WB*	45·2	34·0	Istanbul Turkish 8*BH*1PBH	T.3Cy.35½",58½"&96"-69" NE&B95 765NHP Harland&Wolff,Ld.Bel.	36 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si et n'est dans le L.R. Durée Cert. Ref Trade.
25807	**Gulf Trader** (*ex*Mexico Trader-36, *ex*HullTrader, *ex*Tonnay, *ex*Argentina) TwinSc 1*Dk*	*646* *530* *326*					1904	Grngem'th &Greenock DockyardCo. Grngemouth	JamesF.Fitzel	205·3 B55'F17'	33·8	9·7	Bluefields Nicaraguan	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
	Now "Grijalva," *see No. 38326 in Supplement*															
25808 215404 WJCB	**Gulf of Mexico** ssN.Yk.No.3-1,29 ssMob.No.2-37 ~~ssMob.No.1-33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	7807 7152 4867	✠100A1 *Shelter dk with freeboard* ~~7,37 10,36~~ 3,38 MS10,36 ~~BS10,36~~ ✠LMC~~5,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,17 F.P. above 150° F.*	NYk ~~Mob.~~ BS7,37	*d*†	CL ~~N4,35~~ 3,38	1917 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBa23' u E&B 76'463t DTf40'441t FPT229t APT131t*	467·6 FK	62·7	32·0	Phildlphia ~~Pt.Arthur, Texas~~ Utd.States 16*BHptCem* 10 ,, ,, *toUdk* 6 ,, ,, 2nd ,,	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSBCorp.Camden	32 ″ 0 s 4 ″ 2 28 ″ 0½	
25809 219527 KOZM	**Gulf of Venezuela** (*ex*Miskianza) *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6910 — 4333			...		1919	MooreS.B. Co. Oakland,Cal.	GulfOilCorporation	425·8 P106'B40'F41' FK	57·0	31·2	Pt.Arthur, Texas Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.22⅜"-91½" 615NHP NE25 SunS.B.Co.Chester,Pa.	33 ″ 0	R †
25810 234903 WOJR	**Gulfbelle** *Fitted for oil fuel* *Mchy.Aft CruiserStern 2Dks* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system "Arcform"*	7104 — 4346					1936	Sun.S.B& DryDockCo. Chester,Pa.	GulfOilCorporation	426·4 P92'B35'F38'	64·2	34·0	Phildlphia Utd.States *WB*	2DRgearedSteamTurbines 467NHP WestinghouseElec.&Mfg. Co.Phl.		R
25811 227796 WRBF	**Gulfbird** ssNYk.No.2-36 *OilEng.* *Mchy.Aft* ~~ssN.Yk.No.1-32~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	10208 9918 6326	✠100A1 9,37 ~~2,36~~ DBS11,36 ✠LMC~~7,32~~ ~~✠LMC(M)10,34~~ *Carrying Petroleum in bulk*	NYk 3,36	*g*†	CL 11,36	1928 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	GulfOilCorporation *CellDBuE93'363t*	511·7 B40'F38' FK *FPT203t APT246t*	69·5	36·7	Pt.Arthur, Texas Utd.States 16*BHptCem* 6 ,, *to2nddk*	Oil Engines 2S.C.SA 4Cy.25 3/16"-97⅝" 785NHP 2DB*150lb* Wm.Doxford&Sons,Ld. Sld.	36 ″ 9	
25812 222750 KFDW	**Gulfbreeze** (*ex*Eurana) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	6651 6125 4159			...		1922	NewYork S.B.Corp. Camden,N.J.	GulfOilCorporation	419·5 P101'B36'F34' FK	56·5	33·3	Pt.Arthur, Texas Utd.States *WB*	T.3Cy.27",45 7/32"&75"-51" 649NHP NewYorkS.B.Co.Camden, N.J.	33 ″ 4	R †
25813 235835 WOQU	**Gulfcoast** *Mchy.Aft* E.S.D. *Fitted for oil fuel* D.F. Gy.C *CruiserStern 2Dks* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk "Arcform"*	7140 — 4373					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 P107'B35'F41'	64·2	34·0	Phildlphia Utd.States	2DRgearedSteamTurbines GeneralElectricCo. Schenectady,N.Y.		R
25814 225390 KFZY	**Gulfcrest** TwinSc *OilEng.* 2*Dks*&*Web frames* *Mchy.Aft CruiserStern* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	8916 — 5537			...		1926	American Brown Boveri Elec.Corp. Camden,N.J.	GulfOilCorporation	460·4 P69'B32'F48' FK	65·3	38·3	Pt.Arthur, Texas Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.27"-47" 845NHP AmericanBrownBoveri Elec.Corp.Camden,N.J.	38 ″ 4	R †
25815 235070 WONK	**Gulfdawn** *Fitted for oil fuel* D.F. GyC. *Mchy.Aft 2Dks* *Longitudinal framing-bracketless CruiserStern system "Arcform"* *Carrying Petroleum in bulk*	7096 — 4337					1936	SunS.B.& DryDockCo. Chester,Pa.	GulfOilCorporation	426·4 P92'B35'F39'	64·2	34·0	Phildlphia Utd.States *WB*	2DRgearedSteamTurbines 466NHP WestinghouseElec.&Mfg. Co.Lester,Pa.		R
25816 220298 KDAD	**Gulfgem** (*ex*Agwisun) ssN.Yk.No.3-1,32 ssMob.No.1-36 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing*	6917 — 4304	✠100A1 ~~5,37~~ 7,36 2,38 BS2,38 ✠LMC MS7,36 ~~BS12,35 5,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 6,20 F.P. above 150°F*	Mob	*b*†	CL 7,36	1920 6mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDBuE&B59' f41'408t*	429·3 445·4(O.L.) P133'B36'F40' FK *FPT222t APT57t*	59·2	33·2	Pt.Arthur, Texas Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
25817 227978 WJCO	**Gulfhawk** ssNYk.No.2-36 *OilEng.* *Mchy.Aft* ~~ssN.Yk.No.1-32~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	10208 — 6326	✠100A1 2,38 2,36 ~~DBS8,36~~ 2,36 ✠LMC~~7,32~~ ~~✠LMC(M)9,34~~ *Carrying Petroleum in bulk*	NYk 9,36	*g*†	CL ~~9,34~~ 2,38	1928 8mo	Furness S.B.Co Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	GulfOilCorporation *CellDBuE93'363t*	511·7 B40'F38' FK *FPT203t APT246t*	69·5	36·7	Pt.Arthur, Texas Utd.States 16*BHptCem* (6 ,, *to2nd dk*)	Oil Engines 2S.C.SA 4Cy.25 3/16"-97⅝" 785NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9	
25818 221003 KDNO	**Gulfking** *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	6561 6048 4098			...		1921	UnionS.B. Co. Baltimore	GulfOilCorporation	419·5 P102'B36'F35' FK	56·4	33·3	Pt.Arthur, Texas Utd.States *WB*	T.3Cy.27",45"&75"-51" 601NHP NewYorkSBCorp.Camden	33 ″ 4	R †
25819 216299 WJCD	**Gulfland** ssMob.No.3-7,30 ssMob.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5277 4646 3207	✠100A1 11,37 ~~1,37~~ BS11,37 ✠LMC MS4,34 ~~BS4,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	Mob NYk	*y*	CL ~~8,35~~ 10,37	1918 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	391·1 P97'B34'F32' FK *FPT159t APT30t*	51·2	30·2	Pt.Arthur, Texas Utd.States 14*BHCem* (8 ,, *to U dk* 6 ,, ,, 2*nd* ,,)	T.3Cy.27½",~~45~~"&75"-48" (*r*) 190lb 45⅜" 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
25820 212524 WJCE	**Gulflight** ssMob.No 3-12,26 ssMob.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 ~~6,37~~ ~~9,36~~ 11,37 BS6,37 ~~BS1,36~~ ✠LMC8,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,14 F.P. above 150° F.*	NNs	*y*	CL 1,36	1914 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	383·0 407·0(O.L.) P97'B34'F32' FK *FPT159t APT30t*	51·2	30·1	Pt.Arthur, Texas Utd.States 14*BHCem* 8 ,, *toUprdk* 6 ,, ,, 2*nd* ,,	T.3Cy.27",45"&75"-48" (*r*) 190lb 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
	Now "Nantucket Chief," *see No. 39445 in Supplement*															
25821 214827 WJCF	**Gulfmaid** ssMob.No.3-6,29 ssMob.No.2-37 ~~ssMob.No.1-33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5225 4646 3248	✠100A1 9,37 ~~12,36~~ ~~BS3,36~~ ✠LMC~~3,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 3,17 F.P. above 150° F.* BS9,37 MS12,36	Mob	*y*	CL 5,35	1917 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	391·1 P97'B34'F32' FK *FPT159t APT30t*	51·2	30·2	Pt.Arthur, Texas Utd.States 14*BHCem* 8 ,, *toUprdk* 6 ,, ,, 2*nd* ,,	T.3Cy.27",45"&75"-48" (*r*) 190lb ~~120lb~~ 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of R. of ...
* 25822 210514 WJCG	**Gulfoil** ssN.Yk.No.3-3,25 ssMob.No.2-32 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	5189 4591 3202	✠100A1 9,36 ~~BS1,36~~ ✠LMC~~12,32~~ 7,37 Carrying Petroleum in bulk Fitted for oil fuel 12,12 F.P. above 150° F.	N Yk	y	CL 3,35	1912 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation	383·0|51·2|30·0 407·5(O.L.) P98'B34'F32' FK Cell DBuE&B62'222t FPT159tAPT30t	Pt.Arthur, Texas Utd.States 14BHCem (8 to Upr dk 6 ,, 2nd ,,)	T.3Cy.27",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
* 25823 221244 KDRX	**Gulfpenn** (exAgwihavre) ssMob.No.1-37 ssN.Yk.No.3-4,33 1Dk(Stl)&Shelter dk(Stl) &Web frames Mchy.Aft Longitudinal framing	8862 8562 5522	✠100A1 Shelter dk withfreeboard ~~8,37~~ ~~10,36~~ 3,38 8,37 ~~BS1,36~~ ✠LMC~~4,33~~ Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P above 150° F.	N Yk ~~Mob~~	e †	CL 1,36	1921 8mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation	480·5|66·0|36·8 499·5(O.L.) F44' on Shelter dk FK CellDBuE&B89' f40'448tFPT 186tAPT84t	Pt.Arthur, Texas Utd.States 18BHptCem (9 to Sh dk 9 ,, U ,,)	Q.4Cy.26"38¼",56"&82"-54" 220lb (r) 819NHP 4SB,12cf,GS260,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
25824 219890 KUPF	**Gulfpoint** (exHahatonka) Fitted for oil fuel Longitudinal framing 2Dks Mchy.Aft Carrying Petroleum in bulk	6972 — 4293					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	GulfOilCorporation	435·6|56·2|31·7 P106'B47'F42'	Pt.Arthur, Texas Utd. States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
25825 226315 KGEJ	**Gulfpride** TwinSc Oil Eng. Mchy.Aft 2Dks&Webframes D.F. GyC. Carrying Petroleum in bulk Longitudinal framing-bracketless system	12510 9249 7834			...		1927	Federal S.B.&D.D. Co. Kearny,N.J.	GulfOilCorporation	525·0|74·3|31·6 B36'F42' FK	Pt.Arthur, Texas Utd.States WB	Oil Engines 2S.C.SA 8Cy.26"-48" 939NHP BethlehemSteelCo. Bethlehem,Pa.	40 ″ 6	R †
25826 221213 KDRB	**Gulfprince** Fitted for oil fuel Mchy.Aft 2Dks&Webframes Longitudinal framing Carrying Petroleum in bulk	6561 6048 4098			...		1921	Union S.B. Co. Baltimore Md	GulfOilCorporation	419·5|56·4|33·3 P102'B36'F35' FK	Pt.Arthur, Texas Utd.States WB	T.3Cy.27",45"&75"-51" 600NHP NewYorkSBCorp.Camden	33 ″ 4	R †
* 25827 217775 WJOH	**Gulfqueen** ssN.Yk.No.3-5,31 ssN.Yk.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	6599 6250 4117	✠100A1 8,37 ~~10,36~~ ✠LMC MS4,35 BS~~1,36~~ 8,37 Carrying Petroleum in bulk Fitted for oil fuel 4,19 F.P. above 150° F.	Mob	a†	CL N 4,35	1919 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation	419·5|56·5|31·7 436·3(O.L.) P101'B36'F34' FK CellDBuE&B65'272t FPT294tAPT46t	Pt.Arthur, Texas Utd.States 14BHptCem (9 to Up dk 5 ,, 2nd ,,)	T.3Cy.27",45"&75"-51" (r) 195lb ~~120lb~~ 600NHP 3SB,9cf,GS190,HS8952 FD NewYorkSBCorp.Camden	33 ″ 4 s 8 ″ 2½ 25 ″ 6	
25828 220575 KDEB	**Gulfstar** Fitted for oil fuel Mchy.Aft 2Dks&Web frames Longitudinal framing Carrying Petroleum in bulk	6969 6595 4361			...		1920	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3|59·2|33·2 P103'B36'F40' FK	Pt.Arthur, Texas Utd.States WB	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
25829 220675 KDFQ	**Gulfstate** (exHalway) Fitted for oil fuel Longitudinal framing 2Dks Mchy.Aft Carrying Petroleum in bulk	6882 — 4230					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	GulfOilCorporation	435·0|56·0|32·0 P106'B47'F42'	Pt.Arthur, Texas Utd.States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp. S.Francisco		R
25830 235922 WOQK	**Gulftide** D.F. GyC. E.S.D. Fitted for oil fuel Mchy.Aft CruiserStern 2Dks Longitudinal framing-bracketless system Carrying Petroleum in bulk "Arcform"	7140 — 4373					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4|64·2|34·0 P107'B35'F41'	Phildlphia Utd.States	2DRgeared steam turbines GeneralElectricCo. Schenectady,N.Y.		R
25831 219453 KOVB	**Gulftrade** Fitted for oil fuel Mchy.Aft 2Dks&Webframes Longitudinal framing Carrying Petroleum in bulk	6776 6334 4223			...		1920	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3|59·2|31·4 P103'B36'F40' FK	Pt.Arthur, Texas Utd.States WB	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
* 25832 221612 KDUQ	**Gulfwax** (exAgwimex) ssN.Yk.No.3-11,33 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)& Webframes D.F. Longitudinal framing	8862 8562 5522	✠100A1 Shelter dk withfreeboard 9,37 ~~11,36~~ BS9,37 ~~BS3,36~~ ✠LMC11,33 Carrying Petroleum in bulk Fitted for oil fuel 9,21 F.P. above 150° F.	Mob NYk	e†	CL 6,35	1921 9mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation	480·5|66·0|36·8 F44'onShelter dk FK CellDBuE&B84'f40'448t FPT186tAPT84t	Pt.Arthur, Texas Utd.States 18BHptCem (9 to Sh dk 9 ,, U ,,)	Q.4Cy.26",38¼"56"&82"-54" 220lb (r) 819NHP 4SB12cf,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
25833 228046 WJCP	**Gulfwing** ssNYk.No.2-36 OilEng. Mchy.Aft ~~ssN.Yk.No.1-32~~ D.F. 2Dks(Stl)&Web frames Longitudinal framing-bracketless system	10208 — 6326	✠100A1 4,38 ~~3,36~~ DBS4,38 ~~DBS11,36~~ ✠LMC11,36 ~~✠LMC(M)10,34~~ Carrying Petroleum in bulk	NYk	g†	CL ~~10,34~~ N6,37	1928 10mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	GulfOilCorporation	511·7|69·5|36·7 B40'F33' FK CellDBuE93'363t FPT203t APT246t	Pt.Arthur, Texas Utd.States 16BHptCem 6 ,,to2nddk	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"-97⅝" 785NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9	
25834 LDZV	**Gulhaug** (exActiv) 1Dk	1243 960 741					1910	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Gulhaug (LarsMæland&Co. A/S)	231·5|36·2|14·4 P12'Q73'B42'F26'	Haugesnd Norwegian WB	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
* 25835 5149 SELR	**Gullborg** Sp ssGot.2ndNo.3-8,35 Mchy.Aft 1Dk(Stl)	658 504 365	✠100A1 6,37 ~~8,36~~ ✠LMC MS8,35 BS~~8,36~~ 8,37	Skm	i	OG 8,36	1910 8mo	Akers. Mek.Værks. Oslo Lloyd'sA&CP	StockholmsRederiaktiebolagSvea (Eman.Högberg, Mgr.)	183·7|29·0|12·3 P64'F27' FK len 14 CellDB132'180t FPT 27tAPT18t	Stockhlm Swedish 3BHCem	T.3Cy.13½",22"&35¾"-26" 185lb 86NHP 2SB,4cf,GS46,HS1514 Akers.Mek.Værks.Oslo	14 ″ 3 s 1 ″ 6½ 12 ″ 10	
25836 TFGA	**Gullfoss** Ref.Mchy. Wireless D.F. 2Dks	1414 1258 886					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	H/F Eimskipafelag Islands	230·1|35·2|21·1	Reykjavik Icelandic WB	T.3Cy.20",32"&53"-36" 169NHP KjbnhavnsFlydk.&Skbsv		V
25837 816 OHNK	**Gullkrona** WoodAux4MstSr Oil Eng. 1Dk (See Sailing Ship Register)	476 392 340					1921	KärraVarv Dragsfjärd	O.J.Engman	180·1|33·8|11·3 P44'B14'	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.13$\frac{2}{16}$"-14$\frac{3}{16}$" 120NHP BergsundsM.V.Aktb.Skm.		V
25838 139252 GNLS	**Gullpool** D.F. 1Dk	4868 4586 3026					1928	CowpenD. D.&S.B.CoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.)	405·1|53·6|26·4 P30'B229'F41'	W.Hartlpl British WB	T.3Cy.26",43"&71"-48" 349NHP Blair&Co.(1926),Ld.Stk.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
Broken up 25839 TCBG	**Gülnihal** Ⓟ (*ex*Gul Nihal,*ex*Cambridge) **TwinSc**	1632 — 960					1886	Earle'sS.B. &Eng.Co.Ld. Hull	Denizyollari Idaresi	280·5	31·0	15·2	Istanbul Turkish	C.4Cy.30″&57″–36″ NB02 324NHP Earle'sCo.Ld.Hull		
25840 DHHA	**Gumbinnen** (*ex*Ambria-34) E.S.D. *Fitted for oil fuel* Wireless D.F. 1*Dk*	1381 1152 800					1922	Deutsche WerftA.G. Hamburg	KohlenImport u. PoseidonSchiffahrt A.G.	234·5 P30'B54'F22'	36·8	17·9	Königsbrg German *WB*	C.4Cy.(2)13″&(2)27$\frac{9}{16}$″–27$\frac{9}{16}$″ NE35 67NHP FSchichauG.m.b.H.Elbing		G
25841 LEUJ	**Gun** (*ex*Siggen-34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) 1*Dk* *Mchy.Aft*	670 547 351					1918	Werf Zeeland Hanswert	D/S A/S Gun (AugustKjerland)	179·2 P64*t*H9*t*F21*t*	30·1	12·6	Bergen Norwegian *WB*	T.3Cy.15½″,25½″&41½″–27″ 90NHP N.V.Maschfab.v/hSchippr. vanDeugen,Gertruidenbrg		N
25842 131507 VLFG	**Gunbar** **TwinSc** Wireless 1*Dk*	481 319 195					1911	Ardrossan S.B.Co.Ld. Ardrossan	Freighters,~~Ld.~~ Pty.Ld.	150·3 Q41'F27'	30·0	8·7	SydnyNSW British *WB*	C.4Cy.12½″&26″–18″ 89RHP Dunsmuir&Jackson,LdGls		
25843 7692 SELW	**Gunborg** 1*Dk&Shelter dk* *CruiserStern*	*1572* *1372* *835*					1930	Oskrshmns M.V.Aktieb. Oskarshamn	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)	269·2	40·4	16·6	Trelleborg Swedish *WB*	T.3Cy.17⅞″,28¾″&47¼″–30″& 1 LP turbine with DR gearing & hydraulic coupling 122NHP OskarshamnsM.V.Aktieb.		N
25844 LDIX	**Gunda** (*ex*Chantier) 1*Dk*	2241 1984 1328					1919	McDougall Duluth,Co. Duluth,Minn	OleFröiland	251·3 P64*t*H103*t*F24*t*	43·7	22·2	Farsund Norwegian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP McDougallDuluthCo.		N
❋ 25845 7664 SICN	— *ss*Lkr.No.2-38 ~~*ss*Els.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *with freeboard* ~~4,37~~ ~~7,36~~ 4,38 ~~BS5,36~~ ~~4,37~~ ✠LMC~~6,34~~ 4,38	Got Lkr	*r*	CL 7,36	1930 8mo	Fredrkstad Mek.Værks. Fredrikstad *Lloyd's*A&CP	A/B Transmarin (~~B.Ingelsson,~~ ~~*Mgr.*)~~ (S.Redig, *Mgr.*) *CellDB*212'54*t**FPT*35*t**APT*80*t*	269·0 273·4(O.L.)	42·2	17·6 FK	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd*„)	T.3Cy.18½″,29½″&50″–36″ 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8½ 19 ″ 4½	
❋ 25846 7277 SEMG	**Gundborg Segrell** (*ex*Agnes Harrison,*ex*Kalliope) *ss*Osc.No.3-4,34 *Well deck* *Cargo battens not fitted* 1*Dk*(*Stl*)	*1435* *1189* *844*	✠100A1 5,36 BS~~6,36~~ 7,37 ✠LMC4,34	Osc	*p*	OG 5,36	1914 6mo	Antwerp Eng.Co.Ld Hoboken *Lloyd's*A&CP	Ångf.A/B Kjell (H.Jeansson,*Mgr*) *CellDBa*75'*uE*&*B*35'*f*96'444*t**FPT*49*t**APT*51*t*	243·2 P18'Q79'B50'F24'	38·2	15·7 FK	Stockholm Swedish 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,4*cf*,GS66,HS3090 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s1 ″ 4 16 ″ 10	
25847 169 YLCY	**Gundega** (*ex*Wokingham,*ex*River Trent,*ex*Antar) 1*Dk2trB&deep framing*	3583 3368 2256			...		1906	TyneI.S.B. Co.Ld. Newcastle	J.Freyman&Co. (LatvianShipping Co.*Mgrs.*)	348·8 P29'B102'F36'	50·0	23·2 FK	Riga Latvian *WB*	T.3Cy.24″,39″&66″–45″ 311NHP N.E.MarineEng.CoLdNwc	25 ″ 8	C †
25848 LCLV	**Gundersen** **TwinSc** D.F. *OilEng.* *Ref.Mchy.* 2*Dks*	1841 1550 1002					1927	Aktieb. Götaverken Gothenburg	A/S Titchfield (Chr.Gundersen& Co.*Mgrs.*)	269·0 P30*t*Q17*t*B136*t* H50*t*F24*t*	37·6	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 448NHP Aktieb.Götaverken.Got.		N
❋ 25849 LCKQ	**Gundine** (*ex*EmileDeutsch de la Meurthe) D.F. *ss*Cpn.No.3-7,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6025 5266 3575	✠100A1 4,38 ~~4,37~~ ~~10,37 Rot~~ BS~~8,36~~ 8,37 ✠LMC7,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Cff	*z*	CL N8,36	1921 6mo	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. A&CP	A/S Jensens Rederi I(J.P. Jensen,*Mgr.*) *CellDB*63'185*t* *DTf*32'322*t**FPT*98*t**APT*102*t*	412·4 427·7(O.L.) P125'B33'F43'	53·3	30·9 FK	Arendal Norwegian 16*BHptAsp ptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 552NHP 3SB,9*cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s6 ″ 8½ 24 ″ 7	
25850 TCFB	**Güneysu** Ⓟ (*ex*Bulgaria-34,*ex*Graz) D.F. 1*Dk&Spar dk&deep framing*	3845 2822 2247			...		1908	Lloyd Austriaco Trieste	Denizyollari Idaresi	356·0 P&B246'F65'	44·2	22·9 FK	Istanbul Turkish *WB*	T.3Cy.26″,43¾″&73″–48″ 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
25851 OYDW	**Gunhild** 1*Dk*	1142 975 682					1918	Fredrkstad Mek.Værks. Fredrikstad	Dampskslsk Torm(A.Schmiegelow&A.Kampen, *Mgrs.*)	230·4	36·0	14·6	Copnhagn Danish *WB*	T.3Cy.16½″26″&44″–30″ 110NHP FredrikstadM.V.Frdstad.		V
25852 5920 SEMB	**Gunlög** 1*Dk*	*1396* *1105* *770*					1917	J.&A.Van derSchuyt Papendrecht	StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*)	236·4 P27'B58'H107*t* F20'	36·7	15·4	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.Van derSchuyt		V
25853 4472 SEMU	**Gunnar** (*ex*Scotian) *Well deck* 1*Dk*	*1258* *926* *703*			...		1901	Mackie& Thomson Glasgow	BlekingeÅngbåts A/B (O.E.Lundström, *Mgr.*)	227·9 P16'Q67'B59'F30'	34·5	14·4 FK	Karlshmn Swedish	T.3Cy.17″,27½″&46″–33″ 135NHP W.V.V.Lidgerwood,Gls.	16 ″ 7	V †
25854 6768 SEMW	**Gunnel** *ss*Osc.No.3-6,35 1*Dk*(*Stl*) *Cargo battens not fitted*	*1465* *1132* *823*	✠100A1 8,36 BS4,37 ✠LMC6,35	Bly	*p*	OG 7,36	1922 4mo	Oskrshmns M.V.A/B Oskarshamn *Lloyd's*A&CP	J.H.Wingren& R.Wingren(J.H. Wingren,*Mgr.*) *CellDB*199'374*t**FPT*31*t*	232·5 P26'B58'F21'	38·3	15·7 FK	Oscrshmn Swedish 4*BHCem* 4*PT*30*t*	T.3Cy.17½″,29″&48″–30″ (*s*) 200lb 165NHP 2SB,4*cf*,GS68,HS2812 OskarshamnsM.V.Aktieb.	17 ″ 9 s1 ″ 8½ 16 ″ 3	
25855 LCLW	**Gunny** 1*Dk*	2362 2104 1403					1920	Eltringhams,Ld. Willington Quay	D/SA/SGunny (EilertLund)	290·4 P63*t*H126*t*F26*t*	44·0	20·8	Bergen Norwegian *WB*	T.3Cy.21″,34½″&57″–39″ 203NHP Eltringhams,Ld. WillingtonQuay		N
25856 3343 SEMK	— **Iron** (*ex*Greta-36,*ex*Neptunus-33,*ex*Tibor) *Well deck* 1*Dk2trB*	*1335* *1044* *764*			...		1882	Burrell& Son Dumbarton	RederiA/B Strömsholmen (AxelHansson, *Mgr.*)	245·4 Q77'B62'F30' ptND05	35·1	16·9 BK8″	Västervik Swedish *WB*	C.2Cy.27¾″&55″–36″ 144NHP Paul&Co.Dumbarton	18 ″ 0	V †
25857 DHJP	**Günther Russ** Sub.Sig. 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. AssekuranzGes. m.b.H.(Ernst Russ,*Mgr.*)	210·8 P23'Q59'B58'F25'	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾″,25½″&34½″–29½″ 64NHP StettinerOderwerke		G
25858 LIWO	**Gunvor** D.F. *Cruiser Stern* 1*Dk*	1942 1699 1121					1935	Trndhjms Mek.Verks. Trondheim	A/SHerdis(Bachke &Co.*Mgrs.*)	277·7 P23'B163'F29'	43·2	18·1	Trndheim Norwegian *WB*	C.4Cy.(2)14¾″&(2)31½″–31$\frac{7}{16}$″ & LP Turbine HS2874 214NHP TrondhjemsM.V., Trondheim		N
25859 OXNH	**Gunvor Mærsk** (*ex*Josephine Gray-34) D.F. 1*Dk*	1977 1767 1162					1931	W.Gray& Co.Ld. WHartlepool	A/S Dampskslsk.af 1912(A.P.Möller, *Mgr.*)	276·4 P25'B68'F28'	42·3	18·7	Copnhagn Danish *WB*	T.3Cy.20½″,34″&56″–39″ 196NHP CenMar.E.Wrks.LdWHpl		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert
25860 141929 GCZD	**Gurna** *ss*Cal.No.3-2,32 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5248 4754 3228	✠100A1 5,37 ~~3,36~~ BS~~1,37~~ ✠LMC1,36 1,38	Cal	*y*	CL 3,35	1919 10mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB*	399·3 P49'B113'F39' FK 344'1122*t* *FPT*122*t*	52·2	28·5	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0 s 5"11½ 25 " 3¼	
25861 PUQF	**Gurupy** (*ex*RomanPrince) *ss*N.Yk.No.3-1,00 *ss*Mch.No.2-08 *Welldeck* 1*Dk*(*Stl*)2*trB*	*1934* *1539* *1221*	✠ 3,12 ✠	Brs	*r*		1887 8mo	Short Bros. Sunderland	Cia.Commercio e Navegação *WB = Cell*	290·0 P33'Q68'B70'F27' BK10" *DBa* 80' 107*t* *f*110'	38·8	17·6	R.Janeiro Brazilian 4*BHCem* 159*t* *APT*25*t*	T.3Cy.21",34"&56"-42" NDB02 198NHP NB12*fitted*14 2SB,6*cf*,GS116,HS3019 G.Clark,Sunderland	20 " 0	
25862 820 OHNL	**Gustaf** (*ex*Sailing **IronAuxBk** Vessel,*ex*Fjeld,*ex*Elissa *OilEng.* Eliasson) 1*Dk* (*See Sailing Ship Register*)	399 — 296			...		1877	A.Hall& Co. Aberdeen	ErikNylund	144·3 Q28'H13*t*F19*t* BK7"	28·1	14·6	Mariehmn Finnish	Oil Engines 2S.C.SA NE36 A/B JönköpingsMotorfbk.	15 " 6	V †
25863 6390 SENI	**Gustaf Adolf** 1*Dk*	925 *711* *479*					1920	Hlsingbrgs Varfs.A.B. Helsingborg	Ångf.A/B Adolf(A.Bratt &Co.*Mgrs.*)	204·5 Q64'B56'F19'	33·8	12·8	Gothenbrg Swedish *WB*	T.3Cy.18⅛",29½"&46⅞"-27½" 112NHP HelsinborgsVarfs.A.B.		V
25864 7461 SFYA	**Gustaf E. Reuter** **TwinSc** *OilEng.* *ss*Got.No.2-35 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	6336 *5458* *3449*	✠100A1 11,37 ~~4,37~~ ✠LMC DBS~~11,36~~3,37 *CarryingPetr*	Ant Rot CS12,35 12,35 *oleum*	*a*† *in*	CL ~~10,35~~ P11,37 S10,35 *bulk*	1928 7mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Rederiaktieb.Reut (HakonReuter, *Mgr.*)	418·9 422·6(O.L.) P100'F50' *Trunk*256' FK *CellDBuE*58'168*t*	55·1	32·1	Gothenbrg Swedish 15*BHptCem* *APT*375*t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB*150lb* EriksbergM.V.Aktieb,Got	32 " 0 s 6 " 1 26 " 1½	
25865 2509 SENO	**Gustaf Wasa** 1*Dk*	487 *359* *254*					1895	Helsingörs Skibsbyggri Elsinore	Stockholm Rederi- aktieb.Svea (Eman.Högberg, *Mgr.*)	168·7 Q39'B51'H12*t*F26' len04	25·2	10·0	Stockholm Swedish *WB*	T.3Cy.13½",22"&37"-24" 67NHP HelsingörsMskbyggeri		V
25866 OZND	**Gustav Diederichsen** Ⓟ 1*Dk*	2332 2061 1353					1930	Howaldts- werkeA.G. Kiel	RhederiM.Jebsen A/S(J.F.C.Jebsen, *Mgr.*)	281·2 P21'B75'F37'	41·9	21·9	Aabenraa Danish *WB*	T3Cy.22$\frac{13}{16}$",37⅜"&62¼"-39⅜" 243NHP HowaldtswerkeA.G.Kiel		G
25867 OYVB	**Gustav Holm** **Wood3Mst** (*ex*Grönland,*ex*FoxII.) Wireless 2*Dks*	409 354 217					1893	Forenede OplagsPladsr ogVærfter Copenhagen	GrönlandsStyrelse	144·7	28·0	15·1	Copnhagn Danish	C.2Cy.21½"&37"-18" 48NHP Burmeister&Wain,Cpn.		V
25868 DJPB	**Gustav Schindler** **TwinSc** (*ex*Oelschindler-36) *OilEng.* Wireless D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1533 1144 1036					1935	Werft Nobiskrug G.m.b.H. Rendsburg	Tankschiff-Reed. JuliusSchindler G.m.b.H.	243·1 P36'Q165'B28'F40'	37·2	15·4	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.11¼"-16$\frac{9}{16}$" 195NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
25868* 7268 SEPG	**Gute** *CruiserStern*	435 272 225					1926	Nüscke& Co.A.G. Stettin	Ångf.Aktieb. Gotland (C.E.Ekman *Mgr.*)	130·6 Q39'B&F90'	26·2	11·4	Visby Swedish *WB*	T3Cy.13¾"22$\frac{13}{16}$"&36⅝"-25$\frac{9}{16}$" 68NHP A.Borsig,Berlin		G
25869 FOLM	**Guyane** (*ex*Dora-36) *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 2*Dks*	1794 1455 996					1934	Akt.Bur- meistr&Wain Copenhagen	Cie.Gén.d'Arme- mentsMaritimes	284·5	41·5	15·4	Rouen French *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		GV
25870 4764 SEPI	**Gwalia** (*ex*Heimdal) *ss*Stn.2ndNo.3-1,31 *ss*Mmo.No.1-36 1*Dk*(*Stl*)&*deep framing*	*1258* *830* *722*	✠100A1 *ptAwng dk* *withfreeboard* 4,38 ~~2,36~~ ✠LMC MS5,35 BS~~3,37~~2,38	Mmo Got	*n*	CL ~~5,34~~ 5,37	1907 6mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*63'*uE*&	221·5 231·0(O.L.) P24'Q61'B124' H53*t* FK B33'*f*88' 320*t* *FPT*	34·5	14·1	Gothenbrg Swedish 4*BHAsp* 48*t* *APT*50*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb *80lb* 141NHP 1SB,3*cf*,GS58,HS2305 N.E.MarineEng.Co.Ld.Sld	16 " 3 s " 8 15 " 9	
25871 162144 GZYC	**Gwenthills** 3Mst Wireless *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	~~860~~ 868 597 456	✠100A1 1,38 ~~6,37~~ ~~(*ClassContemplated*)~~ ✠LMC6,37	Abn Sws	*k*	CL	1937 6mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	MordeySon&Co. Ld. *CellDB*12	197·7 205·0(O.L.) Q112'B11'F30' FK 5'200*t**FPT*73*t**APT*	30·7 *32·0*	12·1	Newport Mon. British *BHptCem* 26*t* *ptAsp*	T.3Cy.14½",25"&41"-30" 220lb (*s*) 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 " 3 s4 " 5¾ 13 " 10¾	
25872 132642 VLCK	**Gwydir** Ⓟ (*ex*Hailoong, **TwinSc** *ex*Morialta) 1*Dk*	1929 1628 1108					1911	D&WHen- dersn&Co.Ld. Glasgow	Newcastle& HunterRiverS.S. Co.Ld.	240·0 P&B162'F42'	40·3	22·1	Newcastle N.S.W. British	T.6Cy.16",27"&43"-33" 212NHP D&WHendersn&Co.LdGls		
25873 165597 GDDQ	**Gwynwood** *Mchy.Aft* 1*Dk* Wireless *CruiserStern* *Cargo battens not fitted*	1177 865 659	✠100A1 5,38 ~~10,37~~ ~~(*ClassContemplated*)~~ ✠LMC10,37	Sld	*n*	CL	1937 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*191'342*t*	230·8 240·0(O.L.) Q141'F27' FK *FPT*98*t**APT*45*t*	36·1	13·3	London British 4*BHCem*	T.3Cy.14½",~~41"&24"~~-30" 24"&41" 220lb (*s*) FD 148NHP 2SB(Spt)4*cf*,GS38,HS2180 N.E.MarineEng.CoLd.Sld.	15 " 6 s4 " 8¼ 14 " 8	
25874 OXQH	**Gyda** D.F. *CruiserStern* 1*Dk*	1695 1492 958					1934	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Torm (A.Schmiegelow& A.Kampen)	292·3 P&B218'F38'	41·7	16·8	Copnhagn Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LPTurbine with reduction gear and chain drive HS3337 234NHP HelsingörsJernsk.&Mskb		C
25875 LDFW	— (*ex*Gijonés) 1*Dk*	1591 1190 933					1920	Laxevaags Msk.&Jrnskb Bergen	Skibs.A/S William HansensRederi (W.Hansen,*Mgr.*)	245·8 P59*t*H77*t*B124*t* Q106*t*	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
25876 LDQL	**Gylfe** *OilEng.* *ss*Got.No.1-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6129 5412 3565	✠100A1 ~~11,37~~3,37 4,38 ✠LMC DBS~~3,37~~3,38 *CarryingPetr*	Rot ~~Bkn~~ CS3,36 3,37 *oleum*	*z* *in*	CL ~~2,36~~ N4,38 *bulk*	1930 11mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	Skibs.A/S Gylfe (E.Evensen) *CellDBuE*56' 171*t*	396·2 408·0(O.L.) P97'B29'F36' *Trunk*238' FK *DTf*34'347*t* *FPT*1	55·1	32·3	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,) 35*t**APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 " 0	
25877 4478 SEPK	**Gylsboda** *Mchy.Aft* 1*Dk*	*340* *244* *135*					1905	Act.Ges. "Neptun" Rostock	SvenskaGranit- industriAktieb. (C.Fieber)	131·7 Q50'H62*t*F20'	24·9	10·4	Karlshmn Swedish *WB*	C.2Cy.14$\frac{3}{16}$"&27$\frac{3}{16}$"-19$\frac{11}{16}$" 27NHP A.G."Neptun,"Rostock		G
25878 137851 GRFC	**Gymeric** *ss*Ant.No.3-4,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6138 5743 3838	✠100A1 ~~5,37~~ ~~11,36~~ 3,38 BS5,37 ✠LMC4,36 *CarryingPetr* *Fitted for oil*	Fal *oleum* *fuel* 8,	*a*† *in* 17	CL 4,36 *bulk* *F.P. a*	1917 8mo *Lloyd* *bove* 1	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* 50° F.	BankLine,Ld. (A. Weir&Co. *Mgrs.*) *CellDBuB*41' 116*t**DTf*46'577*t*	420·3 P99'B30'F48' FK *FPT*83*t**APT*37*t*	54·6	32·3	Glasgow British 16*BHptCem* (9 ,, *toU dk* 7 ,, ,,2*nd*,,)	T.3Cy.27",45"&74"-48" (*r*) 180lb 536NHP 3SB,9*cf*,HS7983 FD Hwthrn,Leslie&CoLdNwc	32 " 8 s 5"11½ 26 " 11¼	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote, si ce n'est dans le L. R. Durée. Cert. Bof Trade.
25879 172 JHQA	**Gyokoh Maru** (*ex*Tamaqua, *ex*DenofGlamis) *ss*Kob.2ndNo.3–4,34 2*Dks*(*Stl*)	5342 4713 3320	✠100A1 6,37 ~~8,36~~ ✠LMC~~8,36~~ 6,37 *Fitted for oil*	Osa Kob *fuel*10,	2 23	CL ~~4,34~~ 6,37 *F.P.a*	1910 7mo *Lloyd* *bove* 1	Napier& Miller,Ld. Glasgow '*sA&CP* 50° F. *CellD*	YamashitaKisen GoshiKaisha (YamashitaKisen K.K. *Mgrs.*) *Ba134'uE&B43'f*	405·0 P38'B119'F50' FK *180' 1070tDTa33' 8*	52·2	28·0	Dairen Japanese *6BHCem* *80tAPT60t*	T.3Cy.27",44"&78"–48" (*s*) 180lb 490NHP 2SB,8*cf*,GS146,HS7020 FD D.Rowan&Co.Glasgow	30 ″ 6	
25880 160719 GSYM	**Gypsum Empress** Ⓟ *ss*NYk.No.2–36 D.F. GyC. E.S.D. Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing*	4034 3404 2071	✠100A1 11,37 ~~2,37~~ BS~~1,37~~ ✠LMC4,36 10,37 *Fitted for oil*	NYk *fuel* 4,	*w* 31	CL N2,37 *F.P. a*	1929 4mo *Lloyd* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F.	GypsumPacketCo. Ld. *Side tanks through* *holds; one Interme* *CellDBuE&B48*	347·8 P101'F64' *out main cargo* FK *diate BH in holds* *dispensed with* *f243' 1755t Sideta*	52·8	23·0	Middlsbro' British *ptCem* *5BHonly* *nks1136tFP*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl *T177tAPT74t*	27 ″ 0 s 5 ″ 2½ 21 ″ 11½	
25881 147786 GNCK	**Gypsum King** Ⓟ *ss*N.Yk.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 3,38 ~~12,36~~ ✠LMC MS1,35 BS~~4,36~~ 9,37 *Fitted for oil*	NYk Bal *fuel*3,	*w* 38	CL ~~4,34~~ 3,38 *F.P.above*	1927 3mo *Lloyd* 50° F.	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	GypsumPacketCo. Ld. *Side tanks through* *holds; one Interme* *CellDBuE&B48'*	347·8 P101'F53' *out main cargo* FK *diate BH in holds* *dispensed with* *f243' 1765t Side ta*	52·8	23·0	Middlsbro' British *ptCem* *5BHonly* *nks1136tFP*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl. *T177tAPT74t*	27 ″ 0 s 5 ″ 3¼ 21 ″ 10¾	
25882 147789 GNCM	**Gypsum Prince** Ⓟ *ss*NYk.No.2–35 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 ~~12,37 1,37~~ 3,38 BS12,37 ✠LMC MS1,35 ~~BS1,36~~ *Fitted for oil*	NYk Bal *fuel* 4,	*w* 31	CL ~~1,37~~ 2,38 *F.P. a*	1927 4mo *Lloyd* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F.	GypsumPacketCo. Ld. *Side tanks through* *holds; one Interme* *CellDBuE&B48'*	347·8 P101'F53' *out main cargo* FK *diate BH in holds* *dispensed with* *f243' 1765t Side ta*	52·8	23·0	Middlsbro' British *ptCem* *5BHonly* *nks1136tFP*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl. *T177tAPT74t*	27 ″ 0 s 5 ″ 3¼ 21 ″ 10¾	
25883 147787 GNCL	**Gypsum Queen** *ss*N.Yk.No.2–34 *Mchy.Aft* GyC. 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1969	✠100A1 1,38 ~~1,37~~ ~~BS1,35~~ ✠LMC3,34 BS~~1,37~~ 1,38 *Fitted for oil*	NYk *fuel*4,	*w* 31	CL 3,36 *F.P. a*	1927 4mo *Lloyd* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F.	GypsumPacketCo. Ld. *Side tanks through* *holds; one Interme* *CellDBuE&B48'*	347·8 P101'F53' *out main cargo* FK *diate BH in holds* *dispensed with* *f243' 1765t Side ta*	52·8	23·0	Middlsbro' British *ptCem* *5BHonly* *nks1136tFP*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl. *T177tAPT74t*	27 ″ 0 s 5 ″ 3¼ 21 ″ 10¾	

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Length.	Breadth.	Depth	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25884 DOHB	**H. A. Nolze** 1Dk& Web frames	687 622 410					1893	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.“Neptun”	179·0 Q115'B46'F19'	27·0	20·4	Bremen German WB	T.3Cy.14",21½"&37"-24" NB15 67NHP FlensburgerSchiffsb.Ges.		G
25885 207011	**H. A. Scandrett** (exNorthStar) Mchy.Aft 2Dks	4011 — 2928					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 F32'	46·0	26·0	Buffalo NY Utd. States WB	Q4Cy.19",27½",40"&58"-42" 218NHP Gt.LakesEng.Wrks.St.Cl.		
25886 LCNR	**H. C. Flood** 4Mst 1Dk	1907 1678 1136					1917	Bergens Mek.Værks Bergen	Dampsk.A/S Falkeid (Th. Nordbo,Jr.Mgr.)	266·9 P26'B67'F23'	42·1	18·0	Haugesnd Norwegian WB	T.3Cy.19½",30"&52"-36" 162NHP BergensMekVærksBergen		N
25887 214615 WFCW	**H. C. Folger** ssPhl.No.3-11,28 ssMob.No.2-36 Mchy.Aft 2Dks(Stl)& Web frames GyC. Longitudinal framing	7086 6444 4389	✠100A1 7,37 ~~11,36~~ ✠NE6,21 ✠LMC MS9,36 BS~~11,34~~7,37 Carrying Petroleum in bulk Fitted for oil fuel 12,16 F.P. above 150° F.	Mob NNs	b†	CL 10,36	1916 12mo	UnionIron WorksCo. SanFrancisco A&CP	AtlanticRefining Co. CellDB uE& B64'197tDT56'10	435·0 P134 B50'F42' FK 38tFPT97tAPT74t	56·0	32·0	Phildlphia Utd.States 15BHptAsp 10 „ toUdk 5 „ „2nd„	1DRGearedSteamTurbine 220lb (s) 672NHP 3SB(Spt),9cf,GS165, FD HS8325 DeLavalSteamTurbine Co.Ld.Trenton,N.J.	33 ″ 6 s6 ″ 5¼ 27 ″ 3½	
25888 DJEC	**H. C. Horn** Ⓟ OilEng. D.F. 2Dks	4132 3388 2511					1932	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	327·1 F35'	49·7	26·7	Hamburg German WB	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		G
25889 TCBM	**H. Eşref** (exCharalambos Vaiannis-33,exMariaM., exAlpha,exLieutenant Corriol,exPrado,exIsafold, exPierre-Paul,exSkinningrove) ssBdx.No.1-95 1Dk(Irn) Well deck	346 — 195	✠ 2,01	Bdx	e		1891 12mo	Wood, Skinner&Co. Newcastle	Cerrahoglu MehmetTahsin	139·7 Q69'B12'F26' FK FPT41t	22·4	10·9	Istanbul Turkish 4BHCem APT10t	T.3Cy.10½",17"&28"-21" NB12 36NHP N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
25890 212719 WGCO	**H. F. Alexander** Ⓟ TrpSc (exGreatNorthern) Fitted for oil fuel Ref.Mchy. 2Dks(Stl)3rd dk (Stl) forward&aft D.F. GyC. Shade dk(Stl)	8357 4071 3708	✠ 5,17 ✠	SFo			1915 1mo	W.Cramp SonsS&EBCo Philadelphia	PacificS.S.Lines Ld.(AdmiralLine) CellDBa90'uE&	509·5 Prom dk482' FK	63·1	21·0	S.Frncisco Utd.States 10BHAsp B178' f130'	3 Steam Turbines WTMB 12B,HS59808 WCramp&SnsS&EBCoPhl 1005tFPT24tAPT69t	34 ″ 6	R †
25891 OYDZ	**H. H. Petersen** 1Dk	975 772 570					1927	A/S H.C. Christensen's Staalskibs. Marstal	D/SA/S“Emanuel” (Alfr.Petersen, Mgr.)	221·7	35·0	12·8	Marstal Danish WB	T.3Cy.15$\frac{6}{16}$",25$\frac{10}{16}$"&44$\frac{2}{16}$"-29$\frac{8}{16}$" 105NHP FlensburgerSchiffsb.Ges.		V
* 25892 214066 WOCQ	**H. H. Rogers** TwinSc3Mst ssN.Os.No.3-3,28 ssNYk.No.2-36 ~~ssN.Yk.No.1-32~~ Mchy.Aft 2Dks(Stl) Shelter dk(Stl) & Web frames D.F. GyC. Longitudinal framing	8807 7159 5488	✠100A1 Shelter dk with freeboard ~~4,37~~ ~~3,36~~ 4,38 ~~BS9,36~~ ✠LMC~~9,32~~ 9,36 Carrying Petroleum in bulk Fitted for oil fuel 5,16 F.P. above 150° F.	NYk ~~Gal~~ BS10,37	f†	CL ~~8,34~~ 10,37	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. ofNewJersey CellDBuE&B57'184t	500·0 FK	68·0	35·5	Wilmgton (Del.) Utd.States 19BHCem 15 „ to Udk 4 „ „ 2nd„ f17'71tDTf	T.6Cy.20½",35"&60"-42" (s) 200lb 628NHP 3SB,12cf,GS213,HS8700 FD NewportNewsSB&DD.Co 54'673tFPT243tAPT127t	30 ″ 9 s5 ″ 0½ 25 ″ 11½	
25893 LDKG	**H. J. Kyvig** (exTormodBakkevig) 1Dk	763 606 431					1921	Mjellem& Karlsen Bergen	A/SKyviksRederi (JakobKyvik, Mgr.)	187·9 Q65tH45tF29t	31·2	12·4	Haugesnd Norwegian WB	T3Cy.14",23½"&33"-27" 56NHP Mjellem&Karlsen,Bergen		N
* 25894 216456 WOCR	**H. M. Flagler** ssN.Os.No 3-4,30 ssGal.No.1-34 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) &Web frames D.F. GyC. Longitudinal framing	8208 8017 6183	✠100A1 Shelter dk with freeboard ~~8,37~~ ~~1,37~~1,38 ~~BS1,37~~ ✠LMC5,34 Carrying Petroleum in bulk Fitted for oil fuel 7,18 F.P. above 150° F.	Gal Bal BS1,38	c†	CL 1,37	1918 7mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP CellDBa17'	StandardOilCo. ofNewJersey uE&B69'f50' 452t	461·6 FK FPT173tAPT100t	60·0	27·7	Wilmgton (Del.) Utd.States 18BHptCem (3BHtoS dk 11 „ „ U„ 4 „ „2nd„	Q.4Cy.24",36",51$\frac{3}{16}$"&75"-51" 220lb (s) 533NHP 3SB,9cf,GS177,HS7035 FD NewportNewsSB&DD.Co.)	37 ″ 2 s10 ″ 2½ 27 ″ 3	
* 25895 212676 WJCI	**H. M. Fredrichsen** (exGulfstream-36) ssN.Yk.No.3-8,26 Mchy.Aft ssMob.No.2-35 2Dks(Stl)&Webframes Longitudinal framing	5189 4591 3202	✠100A1 1,37 ~~3,37~~ ~~BS6,36~~ ✠LMC2,35 Carrying Petroleum in bulk Fitted for oil fuel 10,14 F.P. above 150° F.	Gal BS11,37	y	CL 3,37	1914 10mo	NewYork S.B.Co. Camden,N.J. A&CP CellDBuE&B62'222	SabineTransportationCo.Inc.(M.T. Ball,Mgr.)	383·0 P97'B34'F33' FK tFPT159tAPT30t	51·2	30·1	Baltimore Utd.States 14BHCem (8 „to Up dk 6 „ „ 2nd„)	T.3Cy.27",45"&75"-48" (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s5 ″ 9½ 24 ″ 7	
25896 221784 KJLW	**H. M. Storey** TwinSc Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk Longitudinal framing D.F. GyC. 3Dks	10763 — 7847					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States WB	T.6Cy.24",39"&65"-42" 548NHP BethlehemS.B.Corp.Ld.		R
25897 221701 KDVM	**H. T. Harper** TwinSc OilEng. Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk	3803 — 2300					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	329·9 P88'B36'F55'	46·2	25·7	S.Frncisco Utd.States WB	Oil Engines 4S.C.SA 12Cy.20½"-35½" 488NHP PacificDieselEngineCo. Oakland.Cal.		R
25898	**Ha-Ven** (exMaréchalFoch-36, exBudaII) ssFiu.No.2-14 Now “Foch,” see No. 38175 in Supplement 1Dk&Spar dk(Irn) &deep framing	2894 — 1791	✠ 9,16 ✠	Fiu	t		1905 3mo	Napier& Miller,Ld. Glasgow Cell	HengAnCheng KeeS.S.Co. DBa108'uE&B34'	314·1 P40'B104'F34' 21·3 FK f134' 633t FPT17t	41·9	13·3	Shanghai Chinese 6BHCem APT21t	T.3Cy.20¼",35"&59½"-42" 257NHP 2SB,6rf,GS116,HS3898 D.Rowan&Co.Glasgow	23 ″ 9	V †
25899	**Ha-Yih** (exCaraïbe-35,exRegistan) 1Dk&Spar dk&deep framing	2976 2603 1888			...		1906	Gourlay Bros.&Co. (Dundee)Ld Dundee	WahShangSteamshipCo.Ld. (Yih ZeuFong,Mgr.)	331·8 P25'B84'F34' 22·4 FK	43·2	14·4	Shanghai Chinese WB	T.3Cy.24",40"&65"-42" 355NHP GourlayBros.&Co. FD (Dundee)Ld.Dundee	24 ″ 9	
25900 LDKH	**Haakon Adalstein** Ⓟ Iron 2Dks&Awngdk	710 681 430					1873	Mitchell &Co. Newcastle	Det Nordenfjeldske Dampskibsselskab	180·2 H29t 21·2	26·4	16·7	Trndheim Norwegian WB	T.3Cy.16½",26"&44"-30" NE&B02 106NHP TrondhjemsMV.Trndheim		
* 25901 LIZQ	**Haakon Hauan** OilEng. E.S.D. 1Dk Mchy.Aft D.F. CruiserStern	6582 6021 3705	✠100A1 ~~9,37~~ ~~1,37~~2,38 ~~DBS7,36~~ ✠LMC7,35 Carrying Petroleum in bulk DBS9,37	Osl	a†	CL ~~9,37~~ 2,38	1935 7mo	A/S Akers Mek.Verksted,Oslo Lloyd'sA&CP	A/S Östlandske Petroleums Compagni CellDBuE48'172tD	409·1 P96'B40'F34' FK Tf19'410tFPT185t	56·3	33·8	Oslo Norwegian 12BH APT246t	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP 2DB150lb A/SAkersMek.Værks.Oslo	33 ″ 6 s6 ″ 2¾ 27 ″ 5¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
25902 LDIR	**Haakon Jarl** (exSanTelmo) Wireless 1Dk & Spar dk	1482 1331 899					1904	Fredrkstad Mek. Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskab	237·6 B89tH38t	35·1	19·6	Trndheim Norwegian WB	T.3Cy.17″,30″&49″–33″ NB12 138NHP FredrikstadM.V.Frdstad.		N
25903 LDXA	**Haalegg** (exFagervik-34) D.F. 1Dk	1758 1542 1032					1922	Hölens Verks.A/S Larvik	A/S Havlide (O.&H.HoltaA/S, Mgrs.)	261·2 P54tH82t	41·2	17·8	Skien Norwegian WB	C.4Cy.(2),14⅜″&(2)32¼″– 30½″ NE35 HS4258 248NHP FredrikstadM.V.Frdstad.		N
25904 LDQE	**Haardraade** (exSfinx) Fitted for oil fuel Mchy.Aft 1Dk	750 538 398					1922	P.&A. Ruytenberg Raamsdonks-veer	A/S Havlide (O.&H.HoltaA/S, Mgrs.)	184·8 Q115′B11′F23′	29·3	12·3	Skien Norwegian WB	T.3Cy.13 3/16″,22 1/16″&36¼″– 23⅜″ 54NHP N.V.Schpsw.&Maschf. "deKlop,"Sliedrecht		V
✻ 25905 LDTN	**Haarfagre** (exBelgica–32, exYzerhandel, ssAnt.No.3–10,30 exCarabinier, ssOsl.No.1–35 exAurora) 1Dk(Stl)	2478 2161 1397	✠100A1 ~~9,27~~ ~~1,37~~ 3,38 ✠NE5,33 ✠LMC12,35 BS~~11,36~~ 11,37	NYk ~~Ant~~Phl	l	11,35 9,37	1918 9mo	ThePusey &JonesCo. Wlmgtn,Del. A&CP	A/S Havlide (O.&H.HoltaA/S, Mgrs.) CellD	300·3 P29′B75′F29′ FK B254′702tFPT106t	44·2	19·9	Skien Norwegian 6BHCem APT137t	C.4Cy (2),14⅜″&(2)32¼″– 30½″ 200lb 248NHP 2SB,4cf,GS84,HS4258 FD FredrikstadM.V Frdstad.	22 ″ 3 s 3 ″ 7 19 ″ 0	
25906 145562 MLGF	**Haarlem** (exStadKampen) 1Dk	970 775 565					1917	NV.Schpsb Mij.Ijselwerf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. Mgrs.)	216·9 Q&B120′F28′	32·6	13·8	Leith British WB	T.3Cy.14″,23″&38″–27″ E&Bmade19 75RHP Machf.Utrecht,Utrecht		G
✻ 25907 EAAM	**Habana** Ⓟ TwinSc (exAlfonsoXIII) ssBbo.No.2–31 Sub.Sig. 3Dks(Stl–Uws)&Shade dk D.F. GyC. (Stl–teaks) CruiserStern	10551 7238 5915	✠100A1 Shade dk 7,35 ✠LMC BS9,35 MS11,35 NO LATER SURVEY REPORTED	Ferrol	f†	CL P1,36 S5,36	1923 8mo	Soc.Espan- ola deCon- structn Naval Bilbao A&CP	Cia.Trasatlántica CellDB403′1305t Tank between	480·6 F58′onShade dk FK&BK1″ tunnels 31′60t FPT	61·2	32·7	Barcelona Spanish 10BHCem 84tAPT79t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 180lb FD 1775NHP 7SB,21cf,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol	35 ″ 9 s 6 ″ 7½ 29 ″ 7½	
25908	**—** Ⓟ Fitted for oil fuel 1Dk	1501 1342 862					1906	W.Hamil- ton&Co.Ld. PortGlasgow	Empresa Naviera deCuba, S.A.	235·0 P20′B165′F50′	35·2	15·5	Havana Cuban	T.3Cy.19″,32″&52″–36″ 162NHP Muir&Houston,Ld.Gls.		
25909 LCND	**Hada County** (exHada,exNordkyn) Fitted for oil fuel D.F. CruiserStern 2Dks	4853 4415 2936			...		1921	Craig,Tay- lor&Co.Ld. Stockton	A/S J.Ludwig MowinckelsRederi (CountyLine)	386·0 P49′B232′F34′ FK	53·0	26·6	Bergen Norwegian WB	T.3Cy.27″,45″&74″–51″ 528NHP Blair&Co.Ld.Stockton	29 ″ 0	N †
25910 41321 JYZJ	**Hadachi Maru** OilEng. Wireless CruiserStern 2Dks Carrying Petroleum in bulk	999 850 633					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	216·4 P58′B16′F20′	32·8	17·4	Japanese WB	Oil Engines 4S.C.SA 7Cy.14¾″–19 11/16″ 141NHP MitsubishiJukogyoK.K.		
✻ 25911 220 SVFF	**Hadiotis** ssSyr.No.2–36 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing at bottom&at deck	4386 4024 2639	✠100A1 withfreeboard ~~9,37~~ ~~2,37~~ 2,38 ✠LMC9,36 BS9,37	Bry ~~Dnk~~	z	CL ~~1,37~~ 2,38	1929 1mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	KassosStm.Nav. Co.Ld.(Pnevma- ticos,Rethymnis, Yannaghas,Mgrs) CellDB344′1550t	396·6 FK FPT152tAPT170t	53·4	24·1	Syra Greek 6BHCem (ColltoS dk 5,,2nd,,)	T.3Cy.25½″,43″&72″–48″ (s) 200lb 462NHP 3SB,9cf,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 0 s2 ″ 10½ 24 ″ 4½	
25912 161349 GLSY	**Hadleigh** ssCff.No.2-37~~ssBry.No.1–34~~ 1Dk(Stl)&Shelter dk(Stl)	5222 4819 3192	✠100A1 withfreeboard 3,38~~4,37~~ ✠LMC4,37 ~~MS10,33~~ ~~BS4,37~~ BS4,38	Cff Bry	a†	CL 3,37	1930 1mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	AtlanticShipping &TradingCo.Ld. (W.J.Tatem.Ld. Mgrs.) CellDBa& 1387t	406·3 418·6(O.L.) F33′ FK uE134′f188′ (FPT139tAPT104t	56·0	26·9	London British 6BHCem Coll to Shdk 5 ,, 2nd,,)	T.3Cy.26″,43″&73″–48″ (s) 200lb 527NHP 3SB,9cf,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 5 s 3 ″ 9½ 25 ″ 10½	
25913 219063 KOGP	**Hadnot** Fitted for oil fuel Mchy.Aft 2Dks D.F. CarryingPetroleum in bulk Longitudinal framing	6257 — 3845					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass	CitiesServiceOil Co.	416·9 P91′B38′F33′	56·2	31·0	NewYork Utd.States WB	T.3Cy.26½″,44″&74″–51″ 391NHP BethlehemS.B.Corp.Ld.		R
25914 LCUL	**Hadrian** (exNyhavn–33) 1Dk	1620 1184 925					1919	Bergens Mek.Værks. Bergen	RederiA/S Hadrian(Hilmar Reksten,Mgr.)	244·6 P72tQ105tB120t H90tF31t	37·7	15·8	Bergen Norwegian WB	T.3Cy.18″,29″&49″–33″ 138NHP Bergens Mek VærksBergen		N
25915 LDQG	**Hadsel** Ⓟ Iron&Steel 1Dk&Awngdk	330 293 185					1892	Trond- hjems M.V. Trondheim	Vesteraalens Dampskibsselskab	129·2 H36t	20·7	15·7	Stkmrkns Norwegian	T.3Cy.12″,20″&32″–21″ 47NHP TrondhjemsMek.Verksted.		
25916 XNCH	**Hae-an** (exKungYi,exHae-an, Iron exShingking) Wireless 2Dks	1378 — 869					1873	A&J Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	244·0	33·0	18·2	Shanghai Chinese	T.3Cy.20″,32″&52″–39″ 169NHP Lees,Anderson&Co.,Gls.		
✻ 25917 OYYA	**Hafnia** ssCpn.No 3–6,36 Welldeck 1Dk(Stl) Mchy.Aft	2031 1458 1159	✠100A1 4,38~~3,37~~ BS[illegible] 4,38 ✠LMC6,36	Els Cpn	r	CL ~~6,36~~ 4,38	1924 2mo Lloyd	Howaldts- werke Kiel 'sA&CP	A/SDampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S, Mgrs.) CellDB222′706tDe	264·8 275·2(O.L.) P67′Q95′F30′ FK ckTanks135	41·2	17·0	Copnhagn Danish 4BHptCem	T.3Cy.20 1/16″,32 11/16″&54 5/16″– 37⅜″ 185lb (s) 220NHP 2SB,6cf,GS104,HS3660 Howaldtswerke,Kiel tFPT92tAPT24t	19 ″ 9 s 5 ″ 4 18 ″ 5⅝	
25918 LDQH	**—** 1Dk	1315 1140 789					1920	Verschure &Co. Amsterdam	SkibsA/S William HansensRederi II. (WilliamHansen, Mgr.)	239·2 P25′Q60′	36·7	15·9	Bergen Norwegian	T.3Cy.17½″,28 9/16″&46 1/16″–36″ Verschure&Co's 127NHP Scheepswerf,Amsterdam		N
25919 LDQI	**Hafthor** 1Dk	1350 1186 761					1921	TheNewE. &S.B.Wks. Shanghai	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.Mgrs.)	243·0	37·0	15·0	Drammen Norwegian	T.3Cy.18½″,29″&49″–33″ 138NHP TheNewE.&S.B.Wks.Shi.		N
✻ 25920 6032 SEQU	**Haga** ssHbg.No.3–3,31 ssHbg.No.1–35 1Dk(Stl) Cargo battens not fitted	1296 1157 748	✠100A– ~~6,37~~~~5,35~~ 3,38 BS2,37 ✠LMC6,35	Hbg		OG ~~6,34~~ 2,38	1918 8mo	Sölvesb'rgs Skeppsvarf Sölvesborg	ErikBancksRederi Ce	242·7 P19′B59′F25′ FK llDB201′368t FPT	36·2	16·0	Hlsngborg Swedish 4BHCem 46tAPT40t	T.3Cy.17½″,29″&48″–30″ (s) 200lb 159NHP 2SB,4cf,GS66,HS2624 SölvesborgsSkeppsvarf	18 ″ 6 s 2 ″ 2½ 16 ″ 5	
25921 219287 KOQC	**Hagan** Fitted for oil fuel Mchy.Aft Carrying oil in bulk Sub.Sig. 2Dks Longitudinal framing	6401 — 3941					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	PacoTankers,Inc. (Pennsylvania Shipping Co.Mgrs)	416·9 P92′B39′F33′	56·2	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.26½″,44″&74″–51″ 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 16 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
25922 OHNM	**Hagar** (exJulia,exCalcium) Wood Now "Torvang," see No. 40314 in Supplement OilEng.	425 — 194					1918	Norrköpings VrfsA/B Norrköping	RederiA/BHagar (O.J.Engman)	137·9 P47'F21'H14t	28·1	10·9	M'riehamn Finnish WB	Oil Engines 2S.C.SA 3Cy.17$\frac{7}{16}$"–18½" 165NHP JV.SvenssonsMtrfbk.Skm		V
25923 134250 VGRP	**Hagarty** (exJ.H.G.Hagarty) Mchy.Aft D.F. GyC. 1Dk	7462 7078 5704					1914	Collingwd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0 F47'	58·3	27·3	Toronto British WB	T.3Cy.24",40"&66"–42" 282NHP CollingwoodS.B.CoLdOnt		R
25924 DHJU	**Hagen** D.F. 2Dks	5988 5520 3685					1921	Vulcan-Werke Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	450·0 P&B371'	58·3	26·8	Hamburg German	T.3Cy.31½",52$\frac{1}{16}$"&84"–59$\frac{1}{16}$" & 1 LPTurbine 831NHP Vulcan-Werke,Hamburg		G
25925 5888 SEQW	**Hagfors** (exUddeholm) CruiserStern Mchy.Aft 1Dk	654 507 334					1917	Eriksbergs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, Mgr.)	180·5 P57'F22'	28·9	11·6	Uddeholm Swedish WB	T3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"–24" 65NHP EriksbergM.V.Aktieb.Got		V
25926 219418 KOQD	**Hagood** Fitted for oil fuel Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk Longitudinal framing	6866 — 4221					1919	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	CitiesServiceOil Co.	435·6 P122'B50'F45'	56·2	31·7	NewYork Utd.States WB	T.3Cy.27",47$\frac{5}{16}$"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
Lost 12 37 25927 38150 JLRE	**Hagoromo Maru** 1Dk	322 — 165						Japan NavalWorks Saseho	Amagasaki KisenbuGomei Kaishi	140·0	22·8	14·7	Osaka Japanese	T.3Cy.		
25928 145563 MLGJ	**Hague** (exStadUtrecht) 1Dk	974 773 574					1919	N.V.Yselwerf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. Mgrs.)	217·3 Q&B120'F29'	32·6	13·7	Leith British WB	T.3Cy.14",23"&38"–27" N.V.Maschinef 75RHP "Utrecht,"Utrecht		G
* 25929 26273 JHXD	**Hague Maru** ssOsa.No.3–12,31 ssOsa.No.1–36 2Dks(Stl)	5642 5149 3452	✠100A1 1,38 ~~1,37~~ ✠LMC~~1,37~~ 2,38 Fitted for oil fuel 10,23 F.P. above 150° F.	Osa	z	CL 12,35	1920 2mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. CellDB358'980t	407·2 P40'B137'F46' FK DTa27'767tFPT10	50·8	32·5	Osaka Japanese 7BHCem 6tAPT26t	T.3Cy.26½",44⅝"&74½"–51" 200lb (s) 559NHP 3SB,9cf,GS183,HS7988 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″ 10 26 ″ 1	
25930 33611 JROB	**Haguro Maru** ssKob.No.2–37 1Dk(Stl)	3353 3071 2048	✠100A1 3,37 ✠LMC3,37	Kob	v	CL 2,36	1928 10mo Lloyd	Yokohama DockCo.Ld. Yokohama 'sA&CP	ItayaShosenK.K. IntermediateBH in after CellD	340·0 P32'B112'F35' FK hold dispensed with B287' 748t FPT61t	49·0	25·7	Fuchu Japanese 5BHCem APT141t	T.3Cy.23",38"&64"–64" (s) 200lb 392NHP 2SB,6cf,GS124,HS5530 FD YokohamaDockCo.Ld.	25 ″ 9 s 4 ″ 3 21 ″ 8¼	
25931 220242 KUZC	**Hahira** Fitted for oil fuel Mchy.Aft 2Dks GyC. Carrying Petroleum in bulk Longitudinal framing	6855 — 4234					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AtlanticRefining Co.	435·5 P122'B50'F45'	56·2	33·5	Phildlphia Utd.States	T.3Cy.27",47¼"&78"–48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
25932	**Hai Chen** Ⓟ E.S.D. 2Dks D.F.	3406 2715 2060	✠100A1 withfreeboard 8,37 ~~9,36~~ ✠LMC10,34	Shi		CL ~~7,35~~ N8,37	1934 10mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	ChinaMerchants' Stm.Nav.Co. CellDB275'575	329·3 P35'B125'F45' FK tDTa23'435t FPT	47·2	23·2	Shanghai Chinese 6BHptCem 42tAPT43t	T.3Cy.22",36"&60"–42" (s) 200lb 100lb FD 388NHP 2SB(Spt)6cf,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
25933 XNDQ	**Hai Chow** (exLerke,exDinaLea, exVitalia) Wireless 1Dk	1471 — 888					1906	Fredrkstad Mek.Værks. Fredrikstad	ChinaUnitedNav. Co.Ld.(N.Tsu, Mgr.)	230·3 P24tH84tF34t	36·1	14·4 15·7	Shanghai Chinese WB	T.3Cy.16½",27"&44"–32" 109NHP FredrikstadM.V.Frdstad.		
* 25934	**Hai Heng** Ⓟ D.F. E.S.D. 2Dks	3415 2715 2065	✠100A1 withfreeboard 3,37 ✠LMC9,34	Shi		CL 8,36	1934 9mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	ChinaMerchants' Stm.Nav.Co. CellDB275'575t	329·3 P35'B125'F45' FK DTa23'435tFPT42	47·2	23·2	Shanghai Chinese 6BHptCem tAPT43t	T.3Cy.22",36"&60"–42" (s) 200lb 100lb FD 388NHP 2SB(Spt)6cf,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
25935 LDMW	**Hai Hing** Ⓟ TwinSc ssHKg.No.2-37 OilEng. ~~ssH.Kg.No.1-34~~ 1Dk(Stl-ws)2nd dk in holds Cruiser Stern	2561 1721 1445	✠100A1 1,38 ~~1,37~~ 1,38 ✠LMC CS~~1,34~~ 1,38 ~~2,36~~	HKg	s	OG ~~2,36~~ SN1,38 P1,38	1929 10mo Lloyd	Götaverken A/B Gothenburg 'sA&CP	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.Mgrs.) CellD	287·2 P32'B166'F31' FK B230'607t FPT20t	45·1	17·0	Drammen Norwegian 5BHptCem APT63t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.	20 ″ 3	
25936	**Hai Hsiang** (exBestik-34, exLakeTulare) Sub.Sig. 1Dk	2049 — 1185			…		1918	Superior S.B.Co. Superior,Wis.	ChinaMerchants' Stm.Nav.Co.	251·6 P25'B64'F23' FK	43·6	18·2	Shanghai Chinese WB	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
25937	**Hai Jui** (exBestum-34,exLake Lillian) Sub.Sig. 1Dk	2049 — 1185			…		1918	American S.B.Co. Cleveland,O.	ChinaMerchants' Stm.Nav.Co.	251·2 P25'B64'F23' FK	43·6	18·3	Shanghai Chinese WB	T.3Cy.20",33"&54"–40" 274NHP AmericanSBCoClevelnd,O	20 ″ 2	
25938 153708 MLDC	**Hai Kwang** TwinSc OilEng. Wireless ssShi.No.2–34 Mchy.Aft 1Dk(Stl)&Awng dk(Stl)	907 828 498	✠100A1 Awng dk withfreeboard 7,37 ~~6,36~~ ~~DBS6,36~~ CarryingPetroleum in bulk	Shi DBS7,37 LMC3,33 LMC(M)6,36	k	OG P 6,36 S7,37	1926 8mo Lloyd	NewEng.& S.B.Wrks.Ld. Shanghai 'sA&CP	AsiaticPetroleum Co.(NorthChina) Ld. CellDB12'11tF	190·0 FK PT28tAPT30t	32·0	16·7	Shanghai British 13BHptCem 3 ,, to Aw dk	Oil Engines 2S.C.SA 8Cy.16¾"–18$\frac{15}{16}$" 383NHP DB160lb Ruston&Hornsby,Lincoln	17 ″ 7 s 5 ″ 8½ 12 ″ 0¼	
* 25939 LIVC	**Hai Lee** Ⓟ TwinSc OilEng. 2Dks,3rd dk inNos.1&2holds D.F. CruiserStern	3616 3157 2160	✠100A1 withfreeboard 12,37 ~~11,36~~ ~~✠LMC7,34~~ ✠LMC CS12,37 12,37	HKg	v	CL S11,36 P12,37	1934 7mo Lloyd	A/S Akers Mek.Værks. Oslo 'sA&CP	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co,Mgrs.) CellDB including	337·7 349·5(O.L.) F38' FK wing tanks in way 255'757t centre tank	49·0	26·1	Drammen Norwegian 6BH of tunnels s in way of t	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP A/SAkersMek.Værks.Oslo unnels112tFPT55tAPT90t	29 ″ 0 s 6 ″ 9 22 ″ 6½	
* 25940	**Hai Li** Ⓟ E.S.D. 2Dks D.F.	3395 2714 2055	✠100A1 withfreeboard 7,37 ~~8,36~~ ✠LMC10,34	Shi		CL 7,37	1934 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	ChinaMerchants' Stm.Nav.Co. CellDB275'575t	328·7 P35'B126'F44' FK DTa23' 435t FPT4	47·2	23·2	Shanghai Chinese 6BHptCem 2tAPT43t	T.3Cy.22",36"&60"–42" (s) 200lb 100lb FD 383NHP 2SB(Spt)6cf,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
25941																

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
25942	**Hai Shang** (exNord-32) Now "Nord," see No. 39436 in Supplement *Well deck* *2Dks&deep framing*	3193 2511 2052			...		1904	Sunderland S.B.Co.Ld. Sunderland	WahShangSteamshipCo.Ld(YihZeuFong,*Mgr.*)	314·0 P&B215'F29' FK	46·5	20·6	**Shanghai** Chinese *WB*	T.3Cy.23",38"&62"-42" 262NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	
25943 XNDA	**Hai Shun** (exTakasagoMaru, exVostok,exTai-Yick) *1Dk&Spar dk2trB*	1744 — 1018					1897	Akt.Ges. "Neptun" Rostock	HaichangSteamshipCo.Ld.	259·7 F35' *WB*	34·8	20·8	**Shanghai** Chinese	T.3Cy.21",35½"&55¾"-36½" 187NHP A.G."Neptun,"Rostock		
* 25944	**Hai Yu** (exKelsomoor-37, exKelsomead, ssNpt.No.3-1,27 exKelsomoor) ssBly.No.2-35 *1Dk(Stl)*	*3174* *2986* *1962*	✠100A1 6,37 ~~3,37~~ BS3,37 ✠LMC2,35	Shl Shi	*u*	CL 3,37	1914 1mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	YihZeuFong& SungWenKuei (YihZeuFong, *Mgr.*) *CellDBa*	331·2 P27'B95'F29' FK 112'*uE*24'*f*136'830*t*	47·7	22·5	**Shanghai** Chinese 5*BHCem* *APT*182*t*	T.3Cy.24",39"&65"-42" (*s*) 180lb NDB30 ~~*100lb*~~ 291NHP 2SB,6*cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s 3 ″ 8½ 21 ″ 0	
25945 E.S.D. D.F.	**Hai Yuan** Ⓟ *2Dks*	3363 2714 2078	✠100A1 *withfreeboard* ~~5,37~~ ~~6,36~~ 7,37 ✠LMC9,34	Shi HKg		CL ~~6,36~~ ~~5,37~~ 6,37	1934 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	ChinaMerchants' SteamNav.Co. *CellDB*275'575*tD*	328·7 343·0(O.L.) P35'B126'F44' FK *Ta*23' 435*t FPT*42*t*	47·2	23·2	**Shanghai** Chinese 6*BHptCem* *APT*43*t*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)6*cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s 7 ″ 8 17 ″ 6½	
25946	**Hai Yun** (exHungYuen-35, exDaphne-35, ssShl.No.3-4,35 exSeawall) *1Dk(ptIrn ptStl)*	3077 — 1871	✠100A1 4,37 ~~11,35~~ ✠LMC4,35 BS4,37	Shi	*u*	CL ~~7,35~~ 4,37	1910 5mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	ChinaMerchants' SteamNav.Co. *CellDBa*	325·1 P27'B173'F31' FK 112'*uE*24'*f*140'703*t*	47·0	22·5	**Shanghai** Chinese 5*BHCem* *APT*103*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb 278NHP 2SB,6*cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 2½ 21 ″ 10½	
25947	**Haichang** (exGouverneurGénéral MauriceLong,exSpeelman) *2Dks&Shade dk*	955 — 524					1890	Konink- lijkeFabriek Amsterdam	HaichangS.S.Co. Ld.	219·8	31·3	15·6	**Shanghai** Chinese	T.3Cy.17",26"&43"-39" 115NHP KoninklijkeFabriek,Ams.		
25948 107029 VPFJ	**Haiching** Ⓟ *1Dk&Spar dk3trB*	2182 1893 1322			...		1898	D.J.Dunlop &Co. Pt.Glasgow	DouglasS.S.Co.Ld.	280·9 P62'B70'F50' 23·9 BK8"	38·2	16·9	**HongKong** British *WB*	T.3Cy.22",35"&57"-39" 239NHP D.J.Dunlop&Co.P.Gl.	25 ″ 0	
25949 137040 VWBF	**Haideri** (exDoros,exJulianapark) *2Dks*	1510 1324 912					1920	Bremer Vulkan Vegesack	EasternStm.Nav. Co.Ld.(*Man.* *Agents*,Shariff Hassum&Co.)	239·7 P12'B&F217'	34·2	19·5	**Bombay** British *WB*	T.3Cy.16⅝",26¼"&44"-29½" 106NHP BremerVulkan,Vegesack		V
25950 143705 MKJZ	**Haig Rose** **4Mst** ssGoo.No.3-2,33 ssNwc.No.1-37 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1117 801 608	✠100A1 ~~3,37~~12,37 ✠LMC3,37 BS5,38	Nwc	*m*	CL 2,37	1920 12mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	220·2 Q108'B15'F28' FK *f*136' 215*t FPT*80'	34·2	13·1	**Liverpool** British 3*BHCem* *APT*34*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,4*pf*,GS78,HS2550 W.Beardmore&Co.Ld.Gls.	15 ″ 6 s 1 ″ 1 14 ″ 7½	
* 25951 ONKA	**Hainaut** (exMarksburg) ssAnt.No.3-12,36 ~~ssAnt.No.3-2,24~~ ~~ssAnt.No.2-32~~ *1Dk(Stl)&Spar dk(Stl-ptws)* *&Web frames*	*4312* *4041* *2661*	✠100A1 *Spar dk* 5,37 ~~7,35~~ ~~MS4,32~~ ✠LMC7,36 ~~BS7,36~~ BS8,37	Ant	*y*	CL 6,35	1905 2mo *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	Cie.RoyaleBelgo- Argentine (Armement Deppe,*Mgrs.*) *CellDBa*122'*u*	387·1 403·9(O.L.) 25·0 P48'B116'F40' FK&BK2" *E*22'*f*174'946*tFPT*	51·7	24·6	**Antwerp** Belgian 6*BHCem* 93*tAPT*18*t*	Q.4Cy.23",31½",48"&71"-48" 213 ~~213~~lb *120lb* (*s*) 447NHP 2SB,6*cf*,GS127,HS5842 FD Blohm&Voss,Hamburg	27 ″ 6 s 5 ″ 3 22 ″ 6½	
25952 145944 VPJB	**Haitan** Ⓟ (exSilvia-35,exOrel) ssHKg.2ndNo.3-5,35 D.F. *2Dks(U-pt* teak *s&pt ws)* *&lower dk(Stl)*	3554 3278 2225	✠100A1 *withfreeboard* 5,37 ~~1,36~~ ~~BS5,36~~ 5,37 ✠LMC5,35	HKg	*w*	CL ~~4,36~~ 5,37	1909 8mo *Lloyd*	F.Schichau Danzig '*sA&CP*	DouglasS.S.Co.Ld. *CellDBa*62'*uE&B*	336·7 347·0(O.L.) 30·1 FK 104'*f*108'45	45·3	29·6	**HongKong** British 1*tFPT*35*tAPT*18*t*	T.3Cy.27½",46⅝"&76⅝"-47⅛" 200lb (*s*) 644NHP 4SB,12*cf*,GS245,HS9900 FD F.Schichau,Elbing	32 ″ 6 s 11 ″ 10½ 21 ″ 0	
25953 232021 WKEJ	**Haiti** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. E.S.D.	5236 — 3042					1932	NwprtNws SB.&D.D.Co NewprtNews	ColombianS.S. Co Inc.	385·0 P39'B183'F43'	57·5	31·5	**NewYork** Utd.States *WB*	3SR gearedSteamTurbines NewportNewsSB.&DD.Co		R
25954 127001 VPGQ	**Haiyang** Ⓟ *1Dk&Spar dk(Stl-*teak *s)3trB*	2360 2033 1431	✠ 7,10 ✠	HKg	*t*		1908 9mo	D.J.Dun- lop&Co. PortGlasgow	DouglasS.S.Co.Ld. *WB*= *CellDBa*84'*u*	300·5 B71'F48' 22·6 FK&BK1¾" *E*20'*f*124'390*tFPT*	38·1	15·1	**HongKong** British 5*BHCem* 45*tAPT*24*t*	T.3Cy.21½",35"&57"-39" 247NHP 2SB,6*cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 ″ 0	
25955 7595 SERD	**Hakefjord** (exBaltic) *1Dk&deep framing*	*1072* *902* *595*					1907	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fjord (TorkelSanne, *Mgr.*)	231·2 P24'H34*t*	32·2	14·6	**Gothenbrg** Swedish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn	17 ″ 1	V
25956 26015 JMBD	**Hakodate Maru** ssYka.No.3-2,31 ssYka.No.1-35 *2Dks(Stl)*	5303 4826 3226	✠100A1 12,37 ~~2,37~~ ~~BS5,36~~ ~~BS4,37~~ 12,37 ✠LMC5,35	Yka	*z*	OG 5,36	1919 9mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	NipponYusenK.K. *CellD*	400·0 P38'B121'F40' FK *B*350'996*tFPT*132*t*	54·5	30·0	**Tokio** Japanese 6*BHCem* *APT*89*t*	T.3Cy.26⅞",43"&72"-48"(*s*) 180lb 510NHP 3SB,9*cf*,GS183,HS7618 FD MitsubishiZosenKaishaLd	30 ″ 0 s 5 ″ 6½ 24 ″ 8	
25957 28453 JHGD	**Hakone Maru** Ⓟ **TwinSc** ssYka.No.3-6,33 *2Dks(StlU-ws)3rd dk(Stl)* *Ref.Mchy.* *inNos.1,3&4holds* ssYka.No.1-37	10420 8392 6307	✠100A1 ~~1,37~~ ~~6,26~~1,38 ~~BS7,36~~ ✠LMC6,33 4,37 ✠Lloyd'sRMC ~~4,37~~ ~~6,37~~ 1,38 ~~BS4,37~~ BS8,37	Yka	*f*†	CL 9,35	1921 11mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP* *CellDB*416'1877*t*	NipponYusenK.K. *Tanks at sides of tunnels*6'90*t*	495·0 P94'B186'F56' FK *FPT*168*t*	62·0	37·0	**Tokio** Japanese 9*BHCem* *APT*110*t*	6 Steam Turbines DR geared to 2Sc.Shafts (*s*) 200lb FD 1510NHP 7SB(Spt),21*cf*,GS448, HS18027 MitsubishiZosenKaishaLd.	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
			Fitted for carrying oil 11,21 *F.P.above*150° *F. in Nos.2,3&7 double bottom tanks*													
* 25958 34431 JDUC	**Hakonesan Maru** **TwinSc** *OilEng.* ssTamaNo.1-33 *Ref.Mchy.* *2Dks(Stl)*	6674 5922 ~~4041~~ 4079	✠100A1 2,37 ✠LMC CS10,33 DBS2,37 2,37 ✠Lloyd'sRMC ~~2,37~~ 9,37	Tama	*a*†	CL 2,37	1929 6mo *Lloyd*	MitsuiBus- sanKaisha,Ld TamaDkyd. '*sA&CP*	MitsuiBussan Kaisha,Ld. *Intermediate 'tween dk BH in fwd. hold dispensed with* *CellDB*373'1355*t*	437·6 P31'B121'F34' FK *MTs*33'1117*tTanks in way of tunnels* 95*tFPT*103*tAPT*184*t*	56·5	33·0	**Kobe** Japanese *ptCem* 6*BH to U dk* 1 „ 2nd „	Oil Engines 4S.C.SA 16Cy.24⅜"-43 5/16" 951NHP DB*100lb* MitsuiBussanKaisha,Ld	33 ″ 0 s 6 ″ 11¼ 26 ″ 3½	
			Carrying cargo oil F.P. above 150° F. in deep tanks													
25959 28858 JHHD	**Hakozaki Maru** Ⓟ **TwinSc** ssYka.No.3-9,34 *Ref.Mchy.* *2Dks(Stl-ws)&3rd dk(Stl)* D.F. *inNos.1,3&4 holds*	10413 8392 6310	✠100A1 ~~12,36~~ 2,38 BS2,38 ~~BS12,36~~ ✠LMC9,34 ✠Lloyd'sRMC ~~12,36~~ 2,38 ~~3,37~~ ~~5,37~~	Yka		CL ~~s9,34~~ ~~p6,35~~ 1,38	1922 6mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP* *CellDB*416'1862*t*	NipponYusenK.K. *Tanks at sides of Tunnels*6'90*t*	495·0 P94'B186'F56' FK *FPT*168*t*	62·0	37·0	**Tokio** Japanese 9*BHCem* *APT*110*t*	6 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 200lb FD 1590NHP 7SB(Spt),21*cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
			Fitted for carrying oil 6,22 *F.P. above 150° F. in Nos.2&7 D.B.tanks*													
25960																

No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25961 3363 JOFA	**Hakuai Maru** ssYka.No.2-06 2*Dks*&*Spar dk*(*Stl*-teak s)	2615 2484 1252	✠ 11,06 ✠	Yka	*t*		1898 12mo	Lobnitz& Co.Ld. Renfrew *WB*	NipponGodoKosen K.K. = *Cell DBa* 90'*uE*	312·0 B8' &*B*90'*f*88'468*tFPT*	39·2	18·7 26·2 BK10"	Tokio Japanese 5*BHCem* 20*tAPT*14*t*	T.3Cy.25",42"&67"-48" 374NHP 2DB,*12cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
* 25962 34004 JCRC	**Hakubasan Maru** TwinSc *OilEng.* ssKob.No.2-37 ~~ssKob.No.1-34~~ *Ref.Mchy.* 2*Dks*(*Stl*) D.F. GyC.	6650 5922 4070	✠100A1 8,37 ~~6,36~~ ✠LMC DBS~~6,36~~8,37 ✠Lloyd'sRM	Kob CS 6,36 C~~3,37~~	*a*† 8,37 ~~5,34~~ 8,37	CL 6,36	1928 12mo *Lloyd*	MitsuiBus- sanKaisha,Ld Tama '*sA&CP*	MitsuiBussan Kaisha,Ld. *Intermediate 'twee* *BH in fwd.* *CellDB*373'1355*t*	437·6 P31'B121'F34' FK *n dk* *hold dispensed with* *MT*30'1024*t tanks i*	56·5	33·0	Kobe Japanese *ptCem* (6*BH to U dk* 1 ,, 2*nd* ,,) *n way of tun*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *nels* 95*tFPT*103*tAPT*184*t*	33 ″ 0 s 7 ″ 0¾ 26 ″ 2	
25963 40871 JZKH	**Hakugin Maru** (*ex*NavyVessel) *OilEng.* 1*Dk*	316 — 174						....	KumagaiHachiro	126·9	25·1	12·0	Osaka Japanese	Oil Engines		
25964 29444 JDXD	**Hakusan Maru** Ⓟ TwinSc ssYka.No.3-9,36 *Ref.Mchy.* 2*Dks*(*StlU*-ws)3*rd dk*(*Stl*) D.F. GyC. *inNos.*1,3&4*holds*	10380 8390 6271	✠100A1 ~~6,37~~ ~~9,36~~3,38 ~~BS6,37~~ ✠Lloyd'sRM 3,38 *Fitted for car* *F.P.above* 150	Yka BS3,38 ✠LMC9,36 C~~1,37~~ ~~11,37~~ *rying* °*F. in*	*f*† *oil* *No*	CL P7,35 s1,37 9,23 s2,3&7	1923 9mo *Lloyd* *Cell* *D.B.t*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP* *DB* 416'1839*t* *anks*	NipponYusenK.K. *Tanks at sides of tu*	495·0 P94'B186'F56' FK *nnels*6'90*tFPT*164*t*	62·0	37·0	Tokyo ~~Tokio~~ Japanese 9*BHCem* *APT*107*t*	6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1607NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4¼ 29 ″ 1¾	
25965 27151 JYHA	— (*ex*SapporoMaruNo.8) ssKob.No.1-24 1*Dk*(*Stl*)	2197 1863 1320	✠ 12,25 ✠	Yka	*r*		1920 5mo	UchidaSB. &Eng.Co. Yokohama	TomoyeGumi KabushikiKaisha *CellD*	270·0 P16'B65'F29' FK *Ba*227'423*tFPT*70*t*	39·0	23·9	Hashidate Japanese 4*BHCem* *APT*89*t*	T.3Cy.19",31½"&52"-39" 216NHP 2SB,*4cf*,GS81,HS3019 FD UchidaS.B.&Eng.Co.Yka.	23 ″ 11	C †
25966 20805 JBXD	**Hakushika Maru** TwinSc ssOsa.No.3-10,29 ssKob.No.2-37 ~~ssKob.No.1-33~~ 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	8151 7734 5037	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~11,36~~ ✠LMC	Osa Kob ~~11,36~~ 10,37	*c*†	CL P11,36 s2,37	1917 10mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TatsuumaKisen K.K. *CellDB*	445·0 FK 389' 1318*t FPT*82*t*	58·0	40·0	Nishino- miya Japanese 7*BH* *APT*32*t*	T.6Cy.22",36½"&61"-48" (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS9835 FD IshikawajmaSB&ECTokio	40 ″ 1 s12 ″ 0 28 ″ 7	
25967 106 JLQG	**Hakushin Maru** Ⓟ Wireless 1*Dk*,2*nd dk in*No.2*hold only* *Mchy.Aft* *CruiserStern*	1482 1161 827			...		1914	MitsuBishi Dkyd&EWks Kobe	DairenKisenK.K.	253·9 P58'B15'F27' FK	38·3	15·0	Dairen Japanese *WB*	T.3Cy.16",26¼"&43"-30" 150NHP MitsuBishiD.&E.Wks.Kob	17 ″ 8	
* 25968 222 JPEA	**Hakutatsu Maru** (*ex*Grace Dollar,*ex*War ssKob.No.3-10,31 Melody) ssKob.No.1-35 Now "Ryuun Maru," see No. [illegible] in Supplement 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Straight frames & bevelled bilge*	6538 6176 4052	✠100A1 *Shelter dk* *withfreeboard* 7,36 *Fitted for oil*	Kob ✠LMC7,36 *fuel*11	*a*† ,19	CL 7,36 *F.P. a*	1918 11mo *bove* 1	Harland& Wolff,Ld. Belfast A&CP 50° F.	TatsuumaShokai GoshiKaisha *CellD*	412·4 FK *B*343'1571*tFPT*91*t*	55·8	34·4	Dairen Japanese *ptCem* 6*BHtoSh dk* 2 ,, ,, *U* ,, *APT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0¾ 28 ″ 3	
25969 20910	**Hakutetsu Maru No. 1** (*ex*KounMaru) 1*Dk*	626 — 403					1917	Aizawa Iwakichi Osaka	HakatawanTet- sudoKisenK.K.	179·1	25·0	15·7	Shiga- shima Japanese	T.3Cy.11⅛",18$\frac{1}{16}$"&30"-24" 44NHP AizawaIwakichi,Osaka		
25970 17764	**Hakutetsu Maru No. 3** (*ex*NagauraMaru) 1*Dk*	763 627 450					1915	MitsuBishi Dkyd&EWks Kobe	HakatawanTet- sudoKisenK.K.	182·0 P12'Q47'B49'F15'	32·0	15·5	Hashidate Japanese *WB*	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.Wks.Kob		
25971 38850 JEBJ	**Hakutetsu Maru No. 5** *Mchy.Aft* 1*Dk*	800 — 435					1933	Namura ZosenK.K. Osaka	HakatawanTet- sudoKisenK.K.	190·0 P63'B11'F23'	29·0	17·0	Shikajima Japanese	T.3Cy.13½",22¾"&37½"-27" 73NHP NagaokaIrnWks.Nagaoka		
25972 41804 JMFK	**Hakutetsu Maru No. 7** *Mchy.Aft* 1*Dk*	1018 790 540					1936	Namura Zosensho Osaka	HakatawanTet- sudoKisenK.K.	206·0 P61'B18'F28'	31·0	18·0	Hakata Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP NamuraZosensho,Osaka		
25973 41985 JIXK	**Hakuun Maru No. 2** 1*Dk*	859 — 514					1936	Sanoyasu DockGoshi Kaisha Osaka	HakatawanUnyu K.K.	200·0	30·0	17·2	Japanese	T.3Cy.14$\frac{13}{16}$",23$\frac{9}{16}$"&38⅜"- 28½" 79NHP *E made—refitted*36		
25974 35354 JFCC	**Hakuyo Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Wireless Sub.Sig. 2*Dks*4*trB*	1327 979 620					1929	Kawasaki Dkyd.Co.Ld. Kobe	Govt.ofJapan (Dept.ofAgricul- ture&Forestry)	225·0 P139'F44'	36·0	20·0	Tokio Japanese *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{9}{16}$"-25$\frac{3}{16}$" 320NHP KobeSeikoK.K.Kobe		
25975 31281 IDVE	**Halaban Maru** (*ex*Halaban) ssSng.No 3-3,10 ssSng.No.2-19 *Mchy.Aft* 1*Dk*(*Stl*)&*pt Shade dk*(*ptStl*) *Carrying Petroleum in bulk* *Fitted for oil fuel*	682 424 458	✠ 12,21 ✠	Sng	*h*	CL 11,20	1897 8mo	Rijkee&Co Rotterdam	MiyakoKisenK.K.	185·5 F20' *ptShade dk*150' FK	25·9	10·3	Yokohama Japanese 11*BHCem* *FPT*40*t*	T.3Cy.12½",20"&33¾-21" 64NHP 1SB,*2cf*,GS28,HS1115 Maatschappij deMaas,Rot.	11 ″ 0	
25976 147908 GKMT	**Halbeath** ssHul.No.3-5,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted* *CruiserStern* Now "Philipp M," see No. 39678 in Supplement	2085 1875 1239	✠100A1 *withfreeboard* 8,37 ~~9,36~~ BS8,37	Shl Cff ✠LMC5,36	*r*	CL 5,36	1924 6mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* *Cell*	GrahamstonShip- pingCo.Ld.(T.L. Duff&Co.*Mgrs.*) *DB*231'579*tSideta*	274·5 283·2(O.L.) P19'F19' FK *nks in ER*139*t FPT*	39·9	23·3	Glasgow British 4*BHptCem* 85*tAPT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,*6cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9¾ 18 ″ 9¼	
25977 151436 VPBC	**Haldis** Ⓟ 1*Dk*&*Spar dk*& *deep framing*	1819 1577 1144			...		1902	J.Priest- man&Co. Sunderland	WingHingS.S.Co. Ld.	265·0 B66'F24'	37·0	12·2 19·8 FK	HongKong British *WB*	T.3Cy.20½",33"&56"-36" 189NHP G.Clark,Ld.Sunderland	22 ″ 0	
25978 222695 KJLX	**Haleakala** Ⓟ *Fitted for oil fuel* 2*Dks*	3679 — 1546					1923	SunS.B. Co. Chester,Pa.	Inter-IslandStm. Nav.Co.Ld.	345·2 F92'	46·2	27·0	Honolulu Utd.States *WB*	T.4Cy.30",52"&(2)65"-54" 620NHP SunS.B.Co.Chester,Pa.		R
25979 OYEG	**Halfdan** ssEls.No.1-37 ssCpn.No.3-3,32 1*Dk*(*Stl*)&2*nd Dk*(*Stl*)*in holds*	1448 1151 854	✠100A1 7,37 ~~7,35~~ ~~MS6,31~~	Cpn Els ✠LMC7,37 ~~BS6,36~~		OG 6,36	1919 1mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	DetForenede DampskibsSelskab *C*	235·6 244·6(O.L.) P17'B63'F35' FK *ellDB*196'364*tFPT*	37·7	16·3	Middelfart ~~Copnhagn~~ Danish 4*BHCem* 44*tAPT*59*t*	T.3Cy.18⅛"28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 157NHP 2SB,*4cf*,GS64,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 7½ 17 ″ 2	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
25980 1840 IBVP	**Haliotis** TwinSc *OilEng.* D.F. ssGen.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at top of trunk*	2093 1394 1081	✠100A1 9,37 ~~1,37~~ ✠LMC CS7,35 DBS1,37 1,37 *Carrying Petroleum in bulk*	Gen	*r*	CL 1,36	1931 5mo *Lloyd's A&CP*	N.V.Wrf. v.Rijkee&Co. Rotterdam	"Nafta"Soc.Italiana pelPetrolio edAffini(Soc.Anon diNav."Haliotis," *Mgrs.*)	271·9 260·4 P31'F47' FK *Trunk*129' *CellDBuE*48'81*tFPT*27*tAPT*107*t*	48·0	15·0	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.15⅜"–31½" 286NHP DB*150lb* Werkspoor,Amsterdam	14 ″ 9 s ″ 7 14 ″ 3½	
25981 143626 GCKX	**Halizones** ssMdb.No.3-4,32 D.F. ssGls.No.1-37 2*Dks*(*Stl*)	5298 4787 3137	✠100A1 11,37 ~~2,37~~ ✠LMC ~~BS10,36~~ MS2,37 11,37	Gls Grk	*y*	CL 3,35	1920 4mo *Lloyd's A&CP*	Ayrshire Dkyd.Co.Ld. Irvine	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellD*	400·7 412·5(O.L.) P49'B113'F39' FK *B*340'1134*tFPT*128*tAPT*200*t*	52·2	28·5	Liverpool British 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
25982 143270 MKLZ	**Halladale** (*ex*Broswall-34, *ex*MaryAistonII) K ssDub.No.3-5,33 *Well deck* *Mchy.Aft.* 1*Dk*(*Stl*) ssShl.No.1-37 *Cargo battens not fitted*	312 211 128	✠100A1 9,37 ~~2,35~~ BS5,37 ~~MS5,33~~	Shl MS9,37 ✠LMC ~~BS1,34~~		CL ~~2,35~~ N9,37	1921 1mo *Lloyd's A&CP*	Crabtree& Co.Ld. Gt.Yarmouth	G.Couper&Co.Ld.	130·0 FK Q51'B9'F16' *FPT*21*tAPT*28*t*	23·2 24·3	9·5	Liverpool British 3*BHCem*	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP 1SB,2*pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar	10 ″ 6 s ″ 9½ 9 ″ 10	
25983 OYEI	**Halland** 1*Dk*	1264 971 727					1923	Howaldtswerke Kiel	A/S DetDansk-FranskeDampsks. (A.N.Petersen, *Mgr.*)	238·0 P23'Q90'B100'F30'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.$16\frac{5}{16}$",$26\frac{13}{16}$"&$43\frac{5}{16}$"–29½" 102NHP Howaldtswerke,Kiel		G
25984 3062 SERG	— Ⓟ (*ex*Vestkusten) 1*Dk*	*599* *346* *318*					1897	Lindholmens V.A. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	174·6 P104'H44*t*F16' len27	25·9	10·9	Gothenbrg Swedish	T.3Cy.14½",23½"&39"–27" 79NHP N.E.MarineEngCoLdNwc		V
25985 LFWA	**Hallanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4 P513*t*H182*t*F14*t*	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam		N
25986 7538 SEON	**Hallaren** *OilEng.* ssGot.No.2-37 ~~ssSkm.No.1-34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *CruiserStern*	*2749* *2338* *1462*	✠100A1 *withfreeboard* 6,37 ~~9,36~~10,37 5,38 ✠LMC ~~CS7,34~~ 10,37 DBS~~9,36~~ 7,37 ~~8,35~~10,37	Got ~~PN1~~Hfs	*v*	CL ~~9,36~~ 10,37	1929 6mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson, *Mgr.*) *CellDB*280'842*t*	337·1 FK *FPT*131*tAPT*155*t*	45·7	20·3	Gothenbrg Swedish 6*BHptCem* (*Coll to Sh dk* 5 ,,2*nd*,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ 7½ 21 ″ 5½	
25987 LCYB	**Hallbjörg** (*ex*Thuhaug-36, *ex*CanadianVoyageur) 1*Dk*	2850 2539 1701			...		1919	Canadian Vickers,Ld. Montreal	SkibsA/SHallbjörg (P.Kleppe,*Mgr.*)	320·0 P43'B96'F36' FK	44·3	22·5	Oslo Norwegian *WB*	T.3Cy.25"41"&67"–45" Goldie& 375NHP McCullochCo.Ld.Galt,Ont	25 ″ 0	N †
25988 LEAD	**Halldor** 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	261·7 P61*t*H101*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy$18\frac{9}{16}$",$31\frac{3}{16}$"&51⅛"–29½" 141NHP F.Schichau,Elbing		N
25989 DHJX	**Halle** ssHam.No.2-29 2*Dks*(*Stl*)3*rd dk in No.*1 *hold* *Well deck* D.F.	5889 5389 3599	✠ ... 9,33	Ham ✠			1921 9mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie) *CellD*	449·4 P&B366'F59' FK *B*388'1560*tFPT*60*t*	58·2	26·8	Hamburg German 8*BHAsp* *APT*11*t*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
25990 LDMS	**Hallingdal** *OilEng.* D.F. 1*Dk*	3180 2747 1930					1929	Akt.Burmeistr&Wain Copenhagen	A/S Vesterhav (Boe&Pedersen, *Mgrs.*)	326·5 P25'B155'F27'	50·0	21·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅝"–$59\frac{1}{16}$" 258NHP Akt.Burmeistr&Wain,Cpn		N
25991 7907 SKRD	**Halmstad** (*ex*Spigerborg-33, *ex*HenrikBjelke) 1*Dk*	*1546* *1160* *909*					1907	Howaldtswerke Kiel	RederiA/BHalmstad(C.O.Johansson)	238·8 P13'Q73'B105'F29'	36·3	16·8	Halmstad Swedish *WB*	T3Cy.16¾",$29\frac{9}{16}$"&42⅝"–29½" 96NHP Howaldtswerke,Kiel		V
25992 DHJY	— 1*Dk*	814 625 471					1909	Akt.Ges. "Neptun" Rostock	BissmarkLinie G.m.b.H.	216·1 P13'Q62'B52'F23'	30·6	12·0	Hamburg German *WB*	T.3Cy.16⅛",25⅝"&41¾"–29½" 95NHP A.G."Neptun,"Rostock		G
25993 220521 KDCP	**Halo** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesServiceOil Co.	435·0 P123'B50'F33'	56·0	32·0	NewYork Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
25994 143426 GCLX	— ssShl.No.1-37 ssSld.No.3-7,32 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2365 1780 1348	✠100A1 ~~8,37~~ ~~7,35~~1,38 ~~BS10,36~~	Shl Sld LMC~~7,36~~ 8,37	*s*	CL ~~10,36~~ 7,37	1919 9mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld. Dublin	GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellD*	284·4 297·9(O.L.) *Pon*Q28'Q98'B66' F31' FK *B*228'576*tFPT*102*t*	41·9	19·0	London British 6*BHCem* *APT*234*t*	T.3Cy.19",32"&52"–36" (*s*) 180lb 162NHP 2SB,6*cf*,GS98,HS2960 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 1½ 19 ″ 3	
25995 LCNE	**Halse** (*ex*Quernstad,*ex*Signe) 1*Dk*	2136 1934 1317			...		1910	Sunderland S.B.Co.Ld. Sunderland	J.Ö.Bugge	290·1 P57*t*H73*t*F28*t* FK	42·1	19·3	Mandal Norwegian *WB*	T.3Cy.22",36"&59"–39" 232NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 6	N †
25996 220585 KDDR	**Halsey** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	7088 — 4389					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	435·0 P128'B50'F33'	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
25997 5369 SEXM	**Hälsingborg** Ⓟ Wireless 1*Dk*	*669* *471* *234*					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	SvenskaRederiaktieb.Oresund (E.Hain,*Mgr.*)	195·1 B69'H194*t*F28'	33·0	12·7	Malmö Swedish	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		G
25998 135508 MFGD	**Halton** (*ex*Heimat) 3Mst *Mchy.Aft* 1*Dk*	460 317 191					1914	Montrose S.B.Co. Montrose	OvertonS.S.Co.Ld. (R.Clark,*Mgr.*)	150·0 Q85'B8'F26'	25·2	10·9	Liverpool British *WB*	T.3Cy.13",22"&36"–24" 80RHP Lidgerwood,Ld.Glasgow		C
25999 7621 SERK	**Halvard Bratt** (*ex*Maj)	*1023* *833* *530*					1921	F.Schichau Elbing	ÅngfartygsA/B Adolf(A.Bratt& Co.*Mgrs.*)	224·3	33·6	13·5	Gothenbrg Swedish	T.3Cy.15",24¾"&38⅝"–25½" 72NHP F.Schichau,Elbing		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26000 LEAE	**Halvdan** 1*Dk*	1350 1136 761					1920	NewEng.& S.B.Works Shanghai	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	242·6 B52'F23'	37·1	15·0	Drammen Norwegian	T.3Cy.17½",28½"&48"-33" NewEng.&S.B. 132NHP Works,Shanghai		N
26001 218545 KILL	**Hamakua** (*ex*Olympia-37,*ex*City of Spokane) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6406 5662 4774					1919	Skinner& EddyCorp. Seattle,Wash	Matson~~S.S.Co.~~ NavigationCo.	401·7 P48'F43'	54·8	32·1	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
26002 DHJZ	**Hamburg** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. Sub.Sig 5*Dks* *CruiserStern* E.S.D. *CorrugatedSides*	22117 17687 12109					1926	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6 F78'	72·4 79·0	42·1 len33	Hamburg German *WB*	8SteamTurbinesSR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
* 26003 27468 JHRD	**Hamburg Maru** *ss*Osa.No.3-8,32 *ss*Osa.No.1-36 2*Dks*(*Stl*)	5220 4774 3159	✠100A1 10,37 ~~9,36~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Osa 10,37 ✠LMC~~9,36~~	z	CL N9,36	1920 12mo A&CP	UchidaS.B &Eng.Co. Yokohama	OsakaShosenK.K. *CellDB*	400·0 P39'B121'F40' FK 340'1106*t FPT*133*t*	54·5	30·0	Osaka Japanese 7*BHCem* (1,,*to2nd dk*) *APT*92*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
26004	**Hamburgo** Ⓟ TwinSc *OilEng.* 1*Dk*	975 — 341					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·1 P37'B46'F21'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 286NHP Harland&Wolff,Ld.Gls.		
26005 DOEK	**Hameln** Ⓟ (*ex*Roland-36) D.F. Sub.Sig. 2*Dks*	4174 3784 2580					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	360·7 P44'B109'F45'	51·0	26·0	Bremen German *WB*	T.3Cy.22$\frac{9}{20}$",36⅜"&61$\frac{9}{20}$"-47$\frac{3}{10}$" 260NHP A.G."Vulcan,"Stettin		G
26006 149433	**Hamildoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld.		C
26007 111661 CYLJ Broken up	**Hamilton** CompTwinSc P 1*Dk* *Mchy.Aft*	1614 1185 928				*Rebuilt*	1901 1921	Hamilton BridgeCo. Hamilton *by*DavieSB.&	~~CanadaSteamship LinesLd.~~ RpgCo.Lauzon,P.Q.	250·1 F31'	40·0	11·5	Montreal British *WB*	T.6Cy.12¾",21½"&35"-24" B*made*98*fitted*21 115NHP NationalS.B.Co. Goderich,Ont.		C
26008 103842	— Pad 2*Dks*	344 169 146					1896	Bertram E. WorksCo. SandPnt.Ont	UpperOttawa ImprovementCo. Ld.	118·0	23·6	7·3	Ottawa British	C.2Cy.20"&38"-54" 75RHP BertramE.WorksCo.Tto.		
* 26009 161290 GSZX	**Hamla** *ss*Rot.No.2-36 ~~*ss*Fal.No.1-33~~ 1*Dk*(*Stl*) D.F.	4416 4098 2737	✠100A1 ~~8,37~~ 3,37 11,37 BS~~8,36~~ 8,37	Rot ~~Mdb~~ ✠LMC~~8,36~~ MS6,36	x	CL ~~6,36~~ 11,37	1929 8mo Lloyd's A&CP	JReadhead &Sons,Ld. South Shields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*144'	370·4 383·8(O.L.) P28'B104'F36' FK *f*160'1075*tFPT*135	52·3	25·9	London British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.SShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
26010 217440 KESD	**Hamlin F. McCormick** (*ex*Castle Point) *Fitted for oil fuel* D.F. 1*Dk*	3317 2750 2025			…		1919	Pusey& JonesCo. Gloucester City,N.J.	~~CharlesR.McCormickLumberCo.~~ McCormick SteamshipCo.	321·7 P37'B82'F31'	50·0	21·6	S.Frncisco Utd.States *WB*	T.3Cy.19¾",31½"&54¼"-36" 354NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
26011 DHKA	**Hamm** (*ex*Hannover) *ss*Ham.No.2-30 2*Dks*(*Stl*)3*rd dk* D.F. *Welldeck* *inNo.1hold*	5874 5389 3556	… 6,33	Ham			1921 4mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*	449·4 P&B366'F59' 389'1560*tFPT*60*t*	58·2	26·9	Hamburg German FK 9*BHptCem* *pt Asp*	4 Steam Turbines SR geared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
* * 26012 7594 SHKN	**Hammaren** TwinSc *OilEng.* *ss*Got.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *Strengthened for navigation in ice*	3220 2743 1781	✠100A1 *withfreeboard* ~~7,37~~ ~~9,36~~ 2,38 ✠LMC CS~~3,34~~2,38 ~~12,35~~ 3,36	Hfs Skm	w	CL ~~3,36~~ 2,38	1930 2mo Lloyd's A&CP	A/B Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *CellDB*290'841*tT* *tunnel*88*tF*	354·1 *anks in way of* *PT*41*tAPT*122*t*	50·1	21·7	Gothenbrg Swedish FK 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.	25 ″ 6 s 2 ″ 2 23 ″ 5¾	
26013 OYSH	**Hammershus** Ⓟ *OilEng.* D.F. *CruiserStern* 2*Dks*	1775 — 1078					1936	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk paa Bornholm af 1866(Thorkil Lund,*Mgr.*)	250·8 F42'	40·1	12·9	Rönne Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		V
26014 122553 VGRQ	**Hamonic** Ⓟ D.F. *Mchy.Aft* 4*Dks*	5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	349·7	50·0	32·0	Collingw'd British *WB*	Q.4Cy.24",35",52"&80"-42" 415NHP CollingwoodS.B.Co.Ld.		R
* 26015 211888 WXUI	**Hampden** *ss*Bos.No.3-10,26 *ss*Bos.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Cargo battens not fitted*	4725 4108 2779	✠100A1 5,37 ~~6,36~~ MS4,34	NYk Bal ✠LMC BS~~4,36~~5,37	x	CL 6,36	1914 1mo A&CP	NewYork S.B.Co. Camden,N.J. *WB* = *CellD*	CoastwiseTransportationCorp. *BuE&B*43'*f*265'16	369·0 P80'B18'F34' FK 36*t MT*4' 294*tFPT*	50·1	28·0	Prtlnd,Me. Utd.States 8*BHCem* 300*tAPT*86*t*	T 3Cy.24¼",38¾"&67"-45"(*r*) 185lb 357NHP 2SB,8*cf*,GS204,HS5838 NewYorkSBCo.Camdn.NJ	32 ″ 0	
* 26016 164317 MMFM	**Hampshire Coast** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	485 366 257	✠100A1 5,38 ~~3,37~~ ~~10,37~~	Rot Lon ✠LMC3,37	g	OG 10,37	1937 3mo Lloyd's A&CP	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	CoastLines,Ld. *CellDB*1	163·8 (O.L.) *27·5* 169·1 Q43'F23' 09'141*t FPT*56' *AP*	26·4	10·0	Liverpool British FK 3*BHptCem* *T*12*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s 1 ″ 1¾ 10 ″ 9	
26017																
26018																

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant ou pire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Donano. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
26019 163542 GYBL	**Hampton Ferry** Ⓟ TwinSc (*Train Ferry*) E.S.D. 1*Dk&2nd dk at ends* *CruiserStern*	2839 2014 1044	✠ … 11,35 ✠	Sou			1934 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle Cell *DBuE*34'58t	SouthernRailway *DTf*18'180t *Wing*	346·8 B&F319' *tanks abreast ER*44'	60·7 62·3	18·2 FK	London British 8*BHptCem* *ptAsp* 376t *APT*63t	4SteamTurbinesSRgeared to 2 Sc.Shafts 4WTB,GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0	BT till ~~9,35~~ 9,38
26020 219118 KJLY	**Hampton Roads** (*ex*LakeGalien) *Fitted for oil fuel* 1*Dk2trB*	2689 2329 1667			…		1920	Manitowoc S.B.Co. Manitowoc	Philadelphia& NorfolkS.S.Co.Inc.	253·5 P25'B65'F26'	43·9	25·9 FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21″,35″&59″–42″ 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 5	R †
✱ 26021 148114 GKSX	**Hamsterley** *ss*Shl.No.3–1,38 ~~*ss*Shl.No.2–34~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2160 1853 1261	✠100A1 1,38 ~~9,36~~ ✠LMC MS~~1,33~~9,36 BS~~1,36~~1,38	Shl	*s*	CL 9,36	1925 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	HartleyS.S.Co.Ld. (Richley,Halvorsen&Sample*Mgrs*) *CellD*	280·0 292·2(O.L.) P27'B49'F26' *B*234'644t*FPT*160t	41·6	20·1 FK	Newcastle British 4*BHCem* *APT*117t	T.3Cy.20¼″,33″&54″–39″ (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 2½ 19 ″ 5	
26022 9999 JBTB	**Hanasaki Maru** Ⓟ (*ex*Gisla) 1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*) Wireless &*deep framing*	1464 1348 860	✠ 5,07 ✠	Yka	*p*		1905 12mo	Fevigs Jernskibsbyg Fevig	KinkaiYusenK.K. *WB=Cell*	235·0 B64' *DBa* 61' *uE*19' *f*88'	35·2	14·5 21·6 FK	Tokio Japanese 4*BHCem* 304t *APT*15t	T.3Cy.16⅞″,28″&48″–33″ 176NHP 1SB,3*cf*,GS59,HS2417 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
26023 DHKB	**Hanau** *ss*Ham.No.2–29 2*Dks*(*Stl*)3*rd dk in No.*1 *hold* D.F. *Well deck*	5892 5389 3597	… 6,33	Ham			1921 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*389'1560t	450·0 P&B366'F59' *FPT*60t*APT*11t	58·2	27·0 FK	Hamburg German 8*BHptCem* *ptAsp*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
26024 LCNF	**Handicap** TwinSc OilEng. 2*Dks* Now "Ringar," see No.39903 in Supplement.	5013 4565 3028					1921	Rosenberg Mek.Værks. Stavanger	RingdalsRederi A/S(OlavRingdal, *Mgr.*)	415·3 P112tH311tF25t	54·7	25·4	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{16}$″–41⅓″ 774NHP Sülzer Frères,Winterthur		N
26025 4627 SKTG	**Haneström IV**(*ex*Astriana–34,3Mst *ex*Inga,*ex*Fermia) *ss*Bgn.2ndNo.3–5,33 *Mchy.Aft* *ss*Got.No.1–37 1*Dk*(*Stl*)	522 417 274	✠100A1 4,38 ~~2,37~~~~10,37~~ ~~BS2,37~~ ✠LMC~~5,33~~ 10,37	Got Bly	*i*	OG 2,37	1906 8mo	Eriksbergs M.V.Aktieb. Gothenburg A&CP	WikersA/B (G.Ryding,*Mgr.*) *Cell*	166·5 P54'H28tF22' *DBf*106' 166t *FPT*	28·2	12·0 FK	Göta Swedish 3*BHCem* 29t *APT*23t	T.3Cy.13¼″,22″&36″–24″ (*s*) 180lb *75lb* 65NHP 1SB,2*cf*,GS36,HS959 EriksbergM.V.Aktieb.Got	13 ″ 10 s 1 ″ 2 12 ″ 9	
26026 4965 SEKO	**Haneström V** (*ex*Godhem–34) *Mchy.Aft* 1*Dk*	*515* *390* *251*					1908	Gøteborgs NyaM.V.A.B Gothenburg	WikersA/B (G.Ryding,*Mgr.*)	160·7 P50'H48tF23'	27·5	11·1	Göta Swedish *WB*	T.3Cy.13⅜″,22¼″&37⅜″–23⅝″ 68NHP GöteborgsNya.M.V.Got.		V
26027	**Hang Cheong** Ⓟ TwinSc 2*Dks*	*1086* *765* *666*					1923	Taikoo Dkyd.&E.Co. LdHongkong	TungYickS.S.Co. Ld.	178·1	35·5	10·7	Macau Portuguese *WB*	T.6Cy.10″,16″&26″–18″ 57NHP TaikooDkyd.&Eng.Co.Ld.		
26028 114779 VPDZ	**Hang Sang** 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s)& Sub.Sig. *deep framing*	2143 2010 1356	✠ 10,01 ✠	Gls	*s*		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. *WB=Cell DBa*84' *f*108'285t	290·3 B60'F36' *D T a* 20'358t *FPT*	42·0	15·5 22·5 FK	HongKong British 5*BHCem* 25t *APT*22t	T.3Cy.21″,34″&56″–42″ NB22 224NHP 1SB,4*cf*,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 ″ 0	
✱ 26029 25454 JNND	**Hankow Maru** *ss*Kob.No.3–3,32 1*Dk*(*Stl*)&*Awng dk*(*Stl*) *ss*Yka.No.1–37	4105 3613 ~~2513~~ 2518	✠100A1 *Awng dk* *withfreeboard* ~~1,37~~ ~~4,35~~ ✠LMC~~4,35~~ 10,37 4,37	Yka Kob	*v*	OG N4,35	1919 6mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	~~KokusaiKisen~~ ~~K.K.~~ Yamashita Kisen K.K. *CellDB*294'778t*F*	345·0 P29'B74'F41'*on* *Awng dk* *PT*62t*APT*31t	48·0	30·0 FK	Kobe Japanese *Cem* 6*BHtoA dk*	T.3Cy.23½″,39″&65″–48″(*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawaskiDkydCoLd.Kobe	30 ″ 0 s 6 ″ 1½ 24 ″ 2	
26030 220956 KDIF	**Hanley** *Fitted for oil fuel* D.F. GyC. 1*Dk&Shelter dk* *Longitudinal framing*	7583 — 4825					1920	Bethlehem S.B.Corp.Ld. S.Francisco	WeyerhaeuserS.S. Co.	440·0	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
26031 DMAK	**Hanna Cords** Sub.Sig. *CruiserStern* 1*Dk*	1891 1569 1129					1926	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·3 P14'Q87'B108'F31'	42·2	16·9	Rostock German *WB*	T.3Cy.19$\frac{5}{16}$″,31½″&51$\frac{3}{16}$″–35$\frac{7}{16}$″ 156NHP A.G."Neptun,"Rostock		G
26032 PENE	**Hannah** Reported sunk by torpedo 1,38 *ss*Rot.2ndNo.3–5,36 1*Dk*(*ptIrn ptStl*)	3730 3480 2311	~~✠100A1~~ 5,37 ~~5,36~~ ~~DBS10,36~~ ~~✠LMC5,36~~ ~~MBS5,37~~ ~~DBS12,37~~	Rot	*w*	CL 4,36	1913 4mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	N.V.Stoomschip "Hannah" (F.W. Uittenbogaart) *WB=Cell DBa*113'	350·1 P44'B163'F36' *uE*23'*f*152'908t*AP*	50·1	23·8 FK	Rotterdam Dutch 6*BHCem* *T*142t	T.3Cy.25″,42″&68″–45″ 180lb *100lb* 348NHP NDB32*fitted*36 2SB,6*cf*,GS139,HS5506 Blair&Co.Ld.Stockton	26 ″ 1 s 3 ″ 6 22 ″ 9	
26033 7705 SERU	— *ss*Yar.No.1 38 (*ex*Achroite) *ss*Hul.3rd.No.3–7,33 *Well deck* 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	*1196* *939* *710*	✠100A1 ~~4,37~~~~7,36~~ 2,38 ✠NB9,25 ✠LMC~~11,32~~ BS4,37 MS3,37	Bly Gmh	*n*	CL 7,36	1898 8mo	J.Shearer &Son Glasgow A&CP	RederiA/BHannah (StigGorthon, *Mgr.*) *CellDBa*51'*f*95'	230·0 237·8(O.L.) Q77'B56'F27' BK8″	34·1	14·2	Hlsngborg Swedish 4*BHCem* 256t*FPT*66t	T3Cy.17⅝″27¾″&44⅝″–33″(*s*) 160lb 126NHP 1SB,3*cf*,GS63,HS2400 Muir&Houston,Ld.Gls.	16 ″ 9 s 1 ″ 1¾ 16 ″ 4	
26034 129646 GPZD	**Hannah Moller** (*ex*Hexham–32, *ex*Amphion) *ss*Syd.No.3–1,23 *ss*N.S.W.No.2–31 1*Dk*(*Stl*)&*deep framing*	2931 2785 1835	✠ … 9,33 ✠	NSW			1911 2mo	Cmpbltwn S.B.Co. Campbeltwn	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	331·4 P29'B178'F33' *Ba*102'*uE*20'*f* 146'	45·5	22·0 FK	Shanghai British 5*BHCem* 686t*APT*95t	T.3Cy.24″,40″&65″–42″ 287NHP 2SB,6*cf*,GS129,HS4278 D.Rowan&Co.Glasgow	24 ″ 7	C †
26035 118913 MCXZ	**Hanne** (*ex*City ofBradford–36) *ss*Bla.No.2–37 *ss*Gms.2ndNo.3–1,29 Wireless ~~*ss*Gms.No.1–33~~ 1*Dk*(*Stl–ws*)*lower dk fore&after holds* *deep framing main hold*	1360 967 677	✠100A1 9,37 ~~9,36~~ ✠NB12,20 ✠LMC1,33 BS~~9,36~~3,38 MS3,37 *Fitted for oil fuel* 4,37 *F.P. above* 150°F.	Gms Pir	*p*	CL ~~1,33~~ 9,37	1903 9mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	NearEastShipping Co.Ld.	256·5 P61'B75'F39' BK9″ *DBa*48'*uE*21'*f*114'	34·5	15·7	London British 5*BHCem* 254t*APT*6t	T.3Cy.24½″,38″&64″–42″ 180lb (*r*) 356NHP 2SB,6*rf*,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 ″ 7 s 1 ″ 9¾ 17 ″ 10½	
26036 OYBD	— (*ex*C Bom–37,*ex*Otso,*ex*Dagrun) 1*Dk*	1080 954 633					1905	Fredrkstad Mek.Værks. Fredrikstad	Dampskibsslsk af 1937A/S(Ove Skou,*Mgr.*)	230·1 P10tH67tF34t	35·1	14·5	Copnhagn Danish *WB*	T.3Cy.16½″,27″&44″–32″ 104NHP FredrikstadM.V.Frdstad.		V
✱ 26037 OHUT	**Hanö** (*ex*Småland,*ex*Drott, *ex*Alexey *ss*Osc.3rdNo.3-1,37 Gorialnow) 1*Dk*(*Stl–ws*)&*deep framing*	1813 — 1050	✠100A1 ~~1,37~~~~7,35~~ 1,38 ~~BS7,35~~ ✠LMC~~6,34~~ 11,37~~10,35~~ MS1,37	Gms ~~Osc~~	*r*	CL ~~11,38~~ 1,37	1900 10mo	Grngem'th DockyardCo. Grngemouth A&CP	RederiA/BHanö (Sig.Nybonde) *CellDBa*72'	270·0 B52'F30' *uE&B*34'*f* 104'485t	42·2	17·6 FK	Helsingfrs Finnish 4*BHCem* *APT*23t	T.3Cy.19⅝″,33″&53″–36″ (*s*) 160lb 204NHP 2SB,6*cf*,GS96,HS3576 Hutson&Sons,Ld.Glasgow	19 ″ 10 s 3 ″ 2½ 16 ″ 10	
26038 219098 KOJK	**Hanover** *Fitted for oil fuel* Sub.Sig. 2*Dks&Shelter dk*	5840 5479 3584			…		1919	SunS.B.Co. Chester,Pa.	LykesBros.- RipleyS.S.Co.Inc.	434·3	57·7	27·2 FK	Pt.Arthur, Tex. Utd.States *WB*	T.3Cy.27″,45½″&76″–51″ 612NHP TheSunS.B.Co.Chester,Pa.	30 ″ 3	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26039 DHKD	**Hans Arp** *ss*Ham.No.1–30 *Well deck* 1*Dk*(*Stl*)	2645 2393 1507	✠ ... 7,35 ✠	Ham	*u*		1926 9mo	A/S Rödby Havns Jernskibs RödbyHavn *Completed by* N.V.Holland,Hendrik-Ido-Ambacht(Holland)	HeinrichF.C.Arp (S.Öllgaard& Thoersen,*Mgrs.*)	316·6 P&B248'F33' FK *Cell DB*262'545*t FPT*	44·0	21·2	Hamburg German 5*BHptCem* 89*t APT*108*t*	T.3Cy.21½",33⅜"&57$\frac{1}{16}$"–39⅜" 316NHP 3SB,6*cf*,GS109,HS5005 FD A.Börsig,G.m.b.H.Berlin	23 ″ 6	G †
26040 OYAB	**Hans Broge** *ss*Abg No.2–31 1*Dk*(*Stl*)	2095 1881 1253	✠ —— 11,35 ✠	Abg	*s*		1922 9mo	A/SKöge VærftSkibs.&Mask. Kjöge *Intermediate BH in fore hold dispensed with*	D/S A/SProgress (M.Ö.Nielsen& Son,*Mgrs.*)	289·9 P30'B72'F32' FK *Cell DB* 254' 620*t FPT*	43·1	19·5	Copnhagn Danish *ptCem* 4*BHonly* 37*t APT*59*t*	T.3Cy.22$\frac{7}{16}$",34⅝"&57⅞"–36¼" 228NHP 2SB,6*cf*,GS108,HS3480 KockumsM.V.Akt.Malmö	21 ″ 9	V †
26041 DHKE	**Hans-Carl** (*ex*Groningen) *Mchy.Aft* 1*Dk*	462 336 220					1918	Erven Aller Hasselt	L.F.Mathies&Co.	149·9 B9'F16'	25·0	11·3	Hamburg German *WB*	T.3Cy.10½",16¼"&27⅗"–18" 32NHP Mchfbk.Delfshaven,Rot.		V
26042 OXYA	**Hans Egede** Ⓟ 3Mst Wireless *Mchy.Aft* 2*Dks*	900 723 506					1905	Akt.Burmeistr&Wain Copenhagen	GrönlandsStyrelse	184·0 Q52'F24'	34·7	17·8	Copnhagn Danish *WB*	T.3Cy.14½",23"&40"–33" 92NHP Akt.Burmeistr&Wain,Cpn		V
26043 OYEB	**Hans Mærsk** *ss*Rot.No.3–10,29 *ss*Syb.No.2-38 ~~*ss*Syb.No.1–34~~ 1*Dk*(*Stl*)	1930 1745 1136	✠100A1 2,38 ~~2,37~~ MS~~8,34~~ 2,38	Rot Syb ✠LMC BS~~[illegible]~~ 8,37	*r*	CL ~~N2,37~~ 2,38	1916 8mo *Lloyd's A&CP*	A.Vuijk& Zonen,Capelle a/dYsel	Dampskslsk.at 1912(A.P.Möller, Copenhagen, *Mgr*)	281·3 292·7(O.L.) P22'B74'F31' FK *Cell DB*252'535*t FPT*	40·2	19·1	Kalundbrg Danish 4*BHCem* 78*t APT*82*t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb *140lb* 187NHP 2SB(Spt.),2*pf*,2*cf*,GS74, HS2940 G.Clark,Ld.Sunderland	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
26044 DHAO	**Hansa** Ⓟ TwinSc4Mst (*ex*AlbertBallin–35) *Fitted for oil fuel* *Ref.Mchy.* D.F. *CruiserStern* 5*Dks* Sub.Sig. E.S.D. GyC. *Corrugated sides*	21131 15180 12101					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	645·8 78·7 P185'B306'F93' len34	72·2	41·9	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
26045 DIBY	— TrpSc *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Longitudinal framing* *CruiserStern*	6209 5354 2798					1929	F.Schichau Danzig	GermanGovernment ~~(Operated by JohnT.Essberger)~~	413·1 P116'B30'F42'	52·6	34·8	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.23½"–41¾" 575NHP E.Schichau,Elbing		G
26046 DHKH	— (*ex*Marga,*ex*Antares,*ex*Seresina, *ex*Rosa,*ex*Roca) 1*Dk*	958 838 564					1914	A.F.Smulders Schiedam	TheodorGrammerstorf(KarlGrammerstorf,*Mgr.*)	174·4 B25'F25'Q31'	34·1	16·3	Kiel German *WB*	T3Cy.12½",20¼"&33½"–19$\frac{7}{16}$" 50NHP A.F.Smulders,Schiedam		G
26047 DMSK	— (*ex*Ragnar–33,*ex*AntonStub, *ex*Theodora) 1*Dk*	831 587 434					1917	BurgerhoutsMchfbk &Scheeps. Rotterdam	A.L.Busecke	200·4 Q124'B12'F20'	30·3	15·9	Wismar German *WB*	T3Cy.15¾",25½"&41$\frac{3}{16}$"–27½" 89NHP BurgerhoutsMchfabriek& Scheepswerf,Rotterdam		G
26048 7222 SETD	— Ⓟ 1*Dk*	762 455 388					1925	Schiffsw.v. H.KochA.G. Lübeck	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	191·9 P&B102'F33'H95*t*	29·4	12·5	Gothenbrg Swedish *WB*	T.3Cy.16$\frac{15}{16}$",26¾"&43$\frac{5}{16}$"–29½" 102NHP LübeckerMsch.GesLübeck		V
26049 3542 SETG	— Ⓟ 1*Dk*& *Shelter dk*	563 255 406					1899	W.LindbergsAktieb. Stockholm	Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*)	157·2 H70*t* len04	25·8	11·4 18·4	Visby Swedish *WB*	T.3Cy.15",24"&39"–26" 77NHP W.LindbergsAktieb.Skm.		
26050 DHKK	**Hansburg** (*ex*Yalta,*ex*Horncap) Sub.Sig. 1*Dk*	2369 2058 1432					1921	Schiffsw.v. H.Koch Lübeck	FlensburgerDampfercompagnie HaraldSchuldt &Co.	295·6 P14'Q39'B180'F31'	42·6	19·8	Hamburg German *WB*	T3Cy.20$\frac{7}{16}$",33½"&52⅖"–35⅖" Ottensener 164NHP Mch.G.m.b.H.Altona		G
* 26051 HPFK	**Hanseat** *OilEng.* *ss*Ham.No.2–38 ~~*ss*Ham.No.1–34~~ *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC. *Longitudinal framing*	8499 7593 4769	✠100A1 1,38 ~~3,37~~ DBS3,37 *Carrying Petroleum in bulk* *12 Rectangular compartments and 5 pairs of Round Tanks of small diameter*	Ham ✠LMC CS~~3,34~~ 3,37	c† 1,38	CL ~~5,36~~ 1,38	1929 12mo *Lloyd's A&CP*	Deutsche Sch.-u.Mschb A.G.Vulcan Hamburg	PanamaTransportCo.~~(Waried TankschiffRhederei G.m.b.H.Mgrs.)~~ *Cell DB*325'1500*t*	442·0 461·5(O.L.) P114'B36'F38' FK *DTf*37'275*t FPT*169*t*	64·2	32·3	Panama Pnamanian 13*BHptAsp* *APT*101*t*	Oil Engines 2S.C.SA 7Cy.28⅜"–47¼" 983NHP Water Tube DB*250lb* DB*86lb* DeutscheSch.u.MschbA.G.	35 ″ 3 s 6 ″ 11½ 28 ″ 5¾	
26052 DATI	**Hansestadt Danzig** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F. E.S.D. GyC. *CruiserStern*	2431 1662 1303					1926	Vulcan-Werke,A.G Stettin	Reichsverkehrsministerimn (Norddeutscher Lloyd,*Mgrs.*)	296·8 B&F288' len33	38·3	19·1	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"–23⅝" 814NHP Vulcan-Werke,A.GStettin		G
26053 LEAL	**Hansi** (*ex*Otranto) 1*Dk*	1028 815 571					1921	Verein. Elbe u.Norderwerft A.-G. Boizenburg	D/S A/S Forto (L.Erichsen,*Mgr.*)	221·4 Q67*t*H83*t*F41*t*	34·6	13·4	Bergen Norwegian *WB*	T.3Cy.17⅓",27½"&45$\frac{7}{16}$"–27½" 109NHP A.BorsigG.m.b.H.Berlin-Tegel		N
26054 131803 GPBL	**Hantonia** Ⓟ TwinSc *CruiserStern* E.S.D. Wireless Sub.Sig. 2*Dks*	1560 957 662					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3 P46'B160'F48'	36·1	15·3	S'thamptn British *WB*	2 Sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		BT till 2,38
26055 DHKJ	**Haparanda** 1*Dk*	999 708 533					1903	Schiffsw.v. HenryKoch Lübeck	H.M.Gehrckens	210·6 Q62'B62'F28'	32·5	12·8	Hamburg German *WB*	T.3Cy.17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		G
26056 Burnt 1,38 VSQC	**Har Carmel** Ⓟ (*ex*Progresso–35, ~~*ex*~~Commewyne–33, *ex*St.Thomas) D.F. *ss*Ist.2ndNo.3-8,35 *Well deck* 2*Dks* *Cargo battens not fitted*	2468 1768 1493	~~✠100A1~~ 4,37 *Fitted for oil fuel* 9,20 *F.P. above* 150°F. ~~BS5,37~~ ~~✠LMC8,35~~	Ist		CL 11,37	1907 7mo	Akt.Burmeistr&Wain Copenhagen	PalestineMaritime Lloyd,Ld. *Cell DBa*84'*uE*22'*f*260'467*t*	323·3 P&B214'F32' FK *FPT*20*t APT*5*t*	40·7	19·4	Haifa Palestine 5*BHCem*	T3Cy.21⅞",34½"&~~50"~~ 60"–39" 180lb (*r*) 281NHP 2SB,6*cf*,GS126,HS4840 FD Akt.Burmeistr&Wain,Cpn	21 ″ 9	⊥ †
26057 114941 VQSF	**Har Zion** Ⓟ (*ex*Risveglio–35, *ex*Nickerie–32, *ex*St.Jan) *Well deck* D.F. 2*Dks* ~~*Fitted for oil fuel*~~ *ss*Ist.2ndNo.3–7,35 *Cargo battens not fitted*	2508 1760 1539	✠100A- ~~6,37~~ ~~11,36~~ 2,38 ~~Pr~~ *Fitted for oil fuel* 2,20 *F.P. above* 150°F. BS5,37 ✠LMC7,35	Ist		CL 11,35	1907 6mo	Akt.Burmeistr&Wain Copenhagen	PalestineMaritime Lloyd,Ld. *Cell DBa*84'*uE*22'*f*140'435*t*	310·8 P&B213'F33' FK *FPT*20*t APT*5*t*	40·7	18·8	Famag'sta British 5*BH Cem* ~~*WB*~~	T.3Cy.21½",34½"&60"–39" 180lb (*r*) 281 ~~332~~NHP 2SB,6*cf*,GS126,HS4840 FD Akt.Burmeistr&Wain,Cpn	21 ″ 9	⊥ †
26058																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof Trade.
26059 29791 JSUA	**Harada Maru** Ⓟ (exBharata) 3Dks(1Stl-ws&UStl-teak s) Ref.Mchy	4109 3244 2002	✠ 1,03 ✠	Grk	x		1903 1mo	Scotts'S.B. &Eng.Co.Ld. Greenock	HaradaKisenK.K. CellDBa94' uE&B94'f142'603t	373·5 P75'B130'F84' FK&BK1" DTf22'513t FPT	45·2	26·3	Kobe Japanese 6BHCem 80tAPT24t	T.3Cy.33",55"&88"-54" 870NHP 5SB,15cf,GS330,HS13515 Scotts'S.B.&EngCoLdGrk	29 ″ ~~6~~	
26060 25469 JJIC	**Harada Maru No. 7** Ⓟ Wireless 1Dk	1269 1015 852					1919	Harada Zosensho Osaka	HaradaKisenK.K.	224·8 B54'F25'	31·5	19·0	Amagasaki Japanese WB	T.3Cy.14½",24 1/16"&39 1/16"-27" 79NHP HaradaZozensho,Osaka		
* 26061 OYBC	**Harald** ssCpn.2ndNo.3-2,29 ssCpn.No.~~1-31~~2-37 1Dk(Irn)& deep framing	1970 1717 1206	✠100A1 12,37~~6,36~~ ~~MS5,34~~	Cpn ✠LMC12,37 ~~BS11,36~~	r	CL ~~N9,36~~ 12,37	1903 6mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	DetForenede DampskibsSelsk. WB=Cel	280·5 290·5(O.L.) P24'B69'F29' FK lDBa88'uE20'f118'	40·3	18·4	Copnhagn Danish 4BHCem 541tAPT28t	T.3Cy.21",33"&56"-36" (s) 160lb 194NHP 2SB,4rf,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s2 ″ 11½ 17 ″ 9	
26062 DHKL	— Sub.Sig. 1Dk	1064 883 612					1921	Schiffsw(v. J.&Sch)A.G. Hamburg	BissmarkLinie G.m.b.H.	215·6 Q70'B59'F26'	34·1	14·1	Hamburg German WB	T3Cy18½",29½"&47 5/16"-33 7/16" Hannover- 130NHP ischeMschA.G.Hannover		G
* 26063 LJHQ	**Harald Brøvig** OilEng. Mchy.Aft 1Dk,2nd dk in mchy.space D.F. E.S.D. CruiserStern Part electrically welded Rudder electrically welded	9967 9191 5906	✠100A1 10,37~~3,37~~ CarryingPetroleum in bulk	Yka ✠LMC12,36	e†	CL	1936 12mo Lloyd's A&CP	Bremer Vulkan Vegesack	Partrederiet "Brøvigtank" (Th. Brøvig,Mgr.) CellDBuE75'218t	492·9 P113'F75' FK DTf43'715tFPT1	66·1	36·4	Farsund Norwegian 12BHptCem 64tAPT258t	Oil Engines 2S.C.DA 6Cy.23 5/8"-43 7/16" 1167NHP 2DB170lb DB(WT)170lb BremerVulkan,Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4½	
26064 LEAN	**Harald Haarfager** Ⓟ Iron (exFiskeren) 1Dk&Awng dk2tr B	512 468 298					1884	Stavanger Stöberi&Dok Stavanger	A/S Christians- sandsDampskslsk (LeifRosenkilde)	153·8 H44t	25·1	18·5	Xiansand Norwegian WB	C.2Cy.16½"&40"-26" NB95 68NHP N.E.Mar.E.Co.(Lim.),Nwc		N
26065 LCBA	**Haraldsvang** (exThomasHaaland) 1Dk	3112 2823 1865			...		1920	Craig,Tay- lor&Co.Ld. Stockton	Skibs.A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.)	325·3 P91tH158t FK	48·0	22·4	Haugesnd Norwegian WB	T.3Cy.24",39"&64"-42" 324NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 3	N †
* 26066 161432 GMXJ	**Harberton** ssShl.No.1-35 D.F. 1Dk(Stl)	4585 4215 2728	✠100A1 ~~5,37~~9,37 MS1,35	Vcr Shl ✠LMC ~~BS7,36~~ 9,37	z	CL ~~3,37~~ 9,37	1930 6mo Lloyd's A&CP	Short Bros. Ld. Sunderland	NationalSS.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDB	400·0 P35'B261'F33' FK 349'1370tFPT144t	54·5	24·3	London British 6BHCem APT180t	T.3Cy.25",41"&68"-45" (r) 180lb HS7551 417NHP 2SB(Spt)&1AuxB,9cf, GS186, G.Clark,Ld.Sunderland	27 ″ 6½ s3 ″ 8 24 ″ 1	
* 26067 17691 JHBD	**Harbin Maru** Ⓟ TwinSc ssKob.No.3-5,27 ssOsa.No.2-35 D.F. 1Dk(Stl)Shelter dk(Stl-ws) &2ndDk(Stl)inNo.1hold	5167 4102 ~~3100~~ 3103	✠100A1 Shelter dk withfreeboard 1,37	Osa ✠LMC1,37	y	1,37	1915 1mo Lloyd's A&CP	Kawasaki Dkyd.Co.Ld. Kobe	~~OsakaShosenK.K.~~ KitaNippon KisenK.K. CellDBa102'uE&	400·0 B170'F47'on FK Shelter dk B61'f174'686tFPT	50·0	27·6	Osaka Japanese BHCem 52tAPT50t	T.6Cy.21",35"&59"-48" (s) 200lb HS9219 659NHP 4SB(Spt),12cf,GS242 FD KawasakiDkydCoLdKobe	30 ″ 0 s6 ″ 1½ 24 ″ 4	
26068 163338 MBDJ	**Harbledown** ssShl.No.1-37 D.F. 1Dk(Stl) CruiserStern	5414 4948 3207	✠100A1 ~~5,37~~ ~~9,36~~ 1,38	Npt ~~Shl~~ Syd ✠LMC~~5,36~~ 5,37	a†	CL 11,35	1933 5mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld (J.&C.Harrison Ld.Mgrs.) Cell DBa&uE160'f	428·0 443·3(O.L.) P41'B270'F38' FK 189'1409tFPT167t	56·2	26·0	London British 7BHCem APT240t	T.3Cy.23½",39"&72"-48" (r) & exhaust turbine driving steam compressor 544NHP 220lb GS152, HS6850 2SB(Spt)&AuxB,9cf, FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s4 ″ 2 24 ″ 9¾	
26069 LDIT	**Harboe Jensen** TwinSc OilEng. D.F. 2Dks	1862 1575 1071					1929	A/B Göta- verken Gothenburg	A/S Bananfart (L.HarboeJensen &Co.Mgrs.)	269·3 P44tB148tF24t H49t	37·7	21·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 455NHP A/B Götaverken,Got.		N
26070 162745 GTWR	**Harborough** ssNwc.No.1-37 D.F. 1Dk(Stl) CruiserStern	5415 4948 3205	✠100A1 ~~1,36~~ ~~4,37~~5,38	Nwc ~~Syd~~Cff ✠LMC4,37	a†	CL 8,35	1932 8mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE160'	428·0 445·0(O.L.) P41'B270'F38' FK f189'1409tFPT167	56·2	26·0	London British 7BHCem tAPT240t	T.3Cy.23½",39"&68"-48" (r) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,9cf, GS157 D.Rowan&Co.Ld.Gls.	28 ″ 9 s4 ″ 2 24 ″ 9¾	
26071 163399 GWQP	**Harbury** ssShl.No.1-37 D.F. 1Dk(Stl) CruiserStern	5081 4530 3033	✠100A1 4,38~~4,37~~	Shl Hul ✠LMC4,37	z	CL 4,37	1933 10mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld (J.&C.Harrison, Ld.Mgrs.) CellD	418·0 433·5(O.L.) P39'B276'F34' FK B353'1336tFPT14	56·2	24·6	London British 7BHCem 0tAPT212t	T.3Cy.22½",36"&65"-48" (r) 220lb HS6348 444NHP 2SB(Spt)&AuxSB,9cf, FD GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s3 ″ 6½ 23 ″ 11¾	
* 26072 163410 GWNY	**Harcalo** ssShl.No.1-38 D.F. 1Dk(Stl) CruiserStern	5081 4530 3033	✠100A1 2,38~~2,37~~	Npt Shl ✠LMC~~11,33~~ 1,38	z	CL 2,37	1933 11mo Lloyd's A&CP	Lithgows Ld. Port Glasgow	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDB	418·0 432·4(O.L.) P38'B276'F34' FK 353'1336tFPT140t	56·2	24·6	London British 7BHCem APT212t	T.3Cy.22½",39"&65"-48" (r) 220lb HS6348 444NHP 2SB(Spt)&1AuxB,9cf, FD GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s3 ″ 6½ 23 ″ 11¾	
26073 LCNI	**Hardanger** Fitted for oil fuel 1Dk&Shelter dk	4000 3625 2485					1924	Lithgows Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104tH241tF30t	52·3	23·9	Bergen Norwegian WB	T.3Cy.26",42"&70"-48" 339NHP J.G.Kincaid&Co.Ld.Grk.		N
26074 LEAP	**Hardangerfjord** Ⓟ Iron (exKongCarl) 2Dks	664 633 382					1868	C.Mitchell &Co. Newcastle	Hardanger- Sunnhordlandske Dampskibsselskab	170·2 H19t	25·2	21·0	Bergen Norwegian WB	T.3Cy.14½",23½"&38"-27" NE&B05 61NHP BergenMek.Værks.Bergen		
* 26075 163310 GTWV	**Hardingham** ssShl.No.1-37 1Dk(Stl) D.F. CruiserStern	5415 4948 3208	✠100A1 ~~1,36~~11,37	Kob Shl ✠LMC~~2,35~~ 2,37	a†	CL 1,36	1933 2mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE16	428·0 P41'B270'F38' FK 0 f189'1409t FPT1	56·2	26·0	London British 7BHCem 67tAPT240t	T.3Cy.23½",43"&72"-48" (r) & exhaust turbine driving steam compressor 544NHP 220lb GS152,HS6850 FD 2SB(Spt)&1AuxB,9cf, D.Rowan&Co.Ld.Gls.	28 ″ 9 s4 ″ 2 24 ″ 9¾	
* 26076 146177 GFQD	**Hardwicke Grange** TwinSc ssLon.No.3-11,33 Ref.Mchy. 3Dks(Stl)& D.F. Shelter dk(Stl-ws) CruiserStern	9005 7466 5628	✠100A1 Shelter dk withfreeboard 7,37~~11,36~~ MS5,34 ✠Lloyd'sRMC 4,38 Fitted for oil fuel 11,21 F.P. above 150° F.	Liv Lon BS4,33 ✠LMC ~~BS2,37~~ 9,37	c†	CL ~~P5,34~~ s10,36 P7,37	1921 10mo Lloyd's A&CP	W.Hamil- ton&Co.Ld. PortGlasgow	HoulderLine,Ld. (HoulderBrothers &Co.Ld.Mgrs.) Cel	430·0 B257'F41'on FK Shelter dk lDB375'1188tFPT	61·1	35·7	London British ptCem 7BHtoShdk 47tAPT132t	T6Cy.26½",42½"&70"-45"(s) 200lb 1086NHP 5SB(Spt),20cf,GS404, FD HS16890 D.Rowan&Co.Ld.Gls.	38 ″ 3 s8 ″ 8½ 29 ″ 9	
26077 109510 MFJM	**Harelda** ssLiv.2ndNo.3-8,26 ssMch.No.2-35 Well deck 2Dks(UptStl&ptIrn)	1288 1141 651	✠100A1 1,38~~2,37~~~~11,37~~ ✠NB8,26 BS~~12,34~~11,37	Mch ~~Bkn~~ ✠LMC9,34	p	CL ~~2,36~~ 12,37	1901 8mo Lloyd's A&CP	Wigham Richrdsn&Co Ld Newcastle	British&Conti- nentalS.S.Co.Ld. CellDB	255·0 266·5(O.L.) P&B143'F26' BK9" a67'f96'217tFPT	33·7	18·6	Liverpool British 5BHCem 27tAPT17t	T.3Cy.21 7/16",33½"&54"-39" 160lb 80lb (s) 197NHP NDB16fitted26 2SB,6cf,GS98,HS3180 WghmRchrdsn&C.LdNwc	19 ″ 9 s1 ″ 9½ 18 ″ 8¾	

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26078 141909 GBQR	**Haresfield** ssCal.No.3-5,27 ssBom.No.2-35 *Cargo battens not fitted* 1*Dk*(*Stl*)	5299 4830 3212	✠100A1 3,38 ~~3,37~~ BS~~6,36~~ 6,37	Cal LMC6,35	*y*	CL 4,36	1919 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·4|28·5 P49'B113'F38' FK 340'1098*tFPT* 133*t*	Glasgow British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
26079 146340 MLTV	**Harfry** ssGoo.No.3-5,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	909 614 438	✠100A1 7,37 ~~5,36~~ BS7,37	Goo ✠LMC5,36	*l*	OG ~~1,36~~ 7,37	1924 2mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	JamesHargreaves &Son(Leeds),Ld. *CellD*	200·2|32·1|11·7 Q117'B11'F26' FK *Bf*122'245*tFPT*58*t*	Goole British 3*BHCem* *APT*36*t*	T.3Cy.16",27"&44"-33" (*s*) 180lb *100lb* 129NHP 1SB,3*cf*,GS64,HS2101 Earle'sCo.Ld.Hull	14 ″ 0 s 4 ″ 8¼ 13 ″ 8¼	
26080	**Harjurand** (*ex*Margot-37, (*ex*Tento-34,*ex*Camberway-33, *ex*PerSkogland,*ex*Olesa) 1*Dk* *Mchy.Aft*	755 647 371					1919	Astilleros Cardona,S.A. Barcelona	Th.Liimann	187·8|32·9|12·8 B12'F25'	Tallinn Estonian	T.3Cy.12",20"&32"-24" 50NHP *WB* AlexanderHnos.Barcelona		V
26081 122580	**Harland** Ⓟ WoodTwinSc 1*Dk*	352 352 217					1908	NwBurrell JhnsnI.CoLd YrmouthN.S.	StraitsShipping& ContractingCo.Ld.	113·0|27·0| 6·7	Charlotte-townP.E.I. British	C.4Cy.10"&20"-16" NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS		
26082 132632 MDQN	**Harlaw** (*ex*Swift,*ex*DeanSwift, *ex*Swift) ssAbn.2nd.No 3-3,35 2*Dks*(*UStl*)& *Shelter dk*(*Stl*-ws)	1141 899 466	✠100A1 *Shelter dk withfreeboard* 9,37 ~~9,36~~ MS3,35	Abn ✠LMC BS~~6,36~~6,37	*q*	CL 9,36	1911 11mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	AberdeenSteam Nav.Co.Ld. *CellD*	244·8|34·6|14·2 258·8(O.L.) BK8¼" *Ba*45'*uE&B*53'*f*94'	Aberdeen British 5*BHCem* 286*tFPT*36*t*	T.3Cy.23",37½"&62"-39"(*s*) 180lb 337NHP 2SB,8*cf*,GS148,HS5052 FD Ramage&Fergusn,Ld.Lth.	16 ″ 6 s ″ 3¼ 16 ″ 11¼	
26083 162738 GTWZ	**Harlesden** ssShl.No.1-37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5483 4963 3219	✠100A1 ~~5,37~~ ~~1,36~~ 3,38 BS12,36	Yka ~~Shl~~ NNs ✠LMC~~7,36~~ MS5,37	*a*†	CL 1,36	1932 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*164'	427·7|56·3|26·0 P41'B270'F37' FK *f*196'1347*t* *FPT*19	London British 7*BHCem* 1*tAPT*252*t*	T.3Cy.23½",40"&68"-48" (*r*) 220lb HS6876 482NHP 2SB(Spt)&1AuxB,9*cf*, GS139 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 2¼ 24 ″ 9½	
26084 163305 GTWS	**Harlingen** ssShl.No.1-37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5415 4948 3205	✠100A1 ~~7,37~~ ~~10,36~~ 2,38	Cal Shl ✠LMC~~1,36~~ 8,37	*a*†	CL 2,36	1933 1mo *Lloyd*	Lithgows Ld. Port Glasgow '*sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*16	428·0|56·2|26·0 443·4(O.L.) P41'B270'F38' FK 0'*f*189'1409*t* *FPT*1	London British 7*BHCem* 67*tAPT*240*t*	T.3Cy.23½",39"&72"-48" (*r*) & exhaust Turbine driving steam compressor 544NHP 220lb HS6850 FD 2SB(Spt)&1AuxB,9*cf*, GS152 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
26085 164536 GYMM	**Harmala** D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern*	5730 5027 3382	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~ 2,38 *Fitted for oil fuel* 9,35	Vcr ~~PNI~~ Cff ✠LMC9,35		CL *F.P. a*	1935 9mo *Lloyd* *bove* 1	Lithgows, Ld. PortGlasgow '*sA&CP* 50° F.	GowlandS.S.Co. Ld.(J.&C. Harrison,Ld. *Mgrs.*) *CellDB* *FP*	433·2|58·2|26·0 F35' FK 356'1345*t* *T*174*tAPT*292*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.23½",37½"&68"-48" 220lb (*r*) 475NHP 2SB(Spt)&Aux.B,9*cf*, GS149,HS6706 FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s3 ″ 2¼ 25 ″ 9¾	
26086 162723 GTWQ	**Harmanteh** Wrecked 5,38 ssShl.No.1-35 D.F. 1*Dk*(*Stl*) *CruiserStern*	5415 4948 3243	~~✠100A1~~ ~~5,37~~ ~~10,35~~12,37	Shl Syd ✠LMC10,35	*a*†	CL 9,35	1932 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*·&*uE*158*t*	428·0|56·2|26·0 443·7(O.L.) P41'B270'F38' FK *f*189'1397*t* *FPT*167	London British 7*BHCem* *tAPT*240*t*	T.3Cy.23½",39"&68"-48" 220lb (*r*) 481NHP 2SB(Spt)&1AuxB,9*cf*, GS157,HS6850 FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
26087 162711 GTWP	**Harmatris** ssShl.No.1-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5395 4931 3230	✠100A1 11,37 ~~12,36~~	Syd ✠LMC6,36	*a*†	CL 5,35	1932 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*158'	428·0|56·2|26·0 443·2(O.L.) P41'B270'F38' FK *f*189'1397*tFPT*167	London British 7*BHCem* *tAPT*240*t*	T.3Cy.23½",39"&68"-48" (*r*) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,9*cf*, GS157 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2¼ 24 ″ 9½	
26088 161438 GNYD	**Harmattan** ssShl.No.1-34 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 12,37 ~~3,37~~ BS~~6,36~~ 6,37	Cff Shl ✠LMC9,34	*y*	CL ~~3,37~~ 12,37	1930 6mo *Lloyd*	R.Thomp-son&Sons,Ld. Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*146'	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK *f*180'1162*tFPT*126	London British 6*BHCem* *tAPT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 408NHP 2SB(Spt)&1AuxB,9*cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5¾ 23 ″ 8½	
26089 140657 GCBX	**Harmodius** ssGls.No.1-37 ssLon.No.3-6,32 D.F. 2*Dks*(*Stl*)	5229 4737 3179	✠100A1 8,37 ~~5,36~~ BS12,37	Grk ✠LMC12,36	*y*	CL ~~3,37~~ N8,37	1919 10mo *Lloyd*	Ayrshire DkydCo.Ld Irvine '*sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDB*	400·7|52·3|28·5 412·5(O.L.) P42'B127'F39' FK 340'1142*t* *FPT*121*t*	Liverpool British 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
26090 6825 SDPN	**Harmonia** (*ex*WladimirSawin) ssHbg.3rdNo.3-3,37 1*Dk*(*Stl*)&*Web frames&ptAwng dk*(*Stl*) *Cargo battens not fitted* *Hatch covers dispensed with in 'tween decks forward*	2010 1485 1160	✠100A1 *ptAwng dk withfreeboard* 1,38 ~~3,37~~	Hbg Bry ✠LMC3,37	*r*	CL ~~5,35~~ 1,38	1898 8mo	Craig, Taylor&Co. Stockton A&CP	RederiA/B Harmonia(N. Hammar) *CellDBa*88'	271·0|40·7|16·5 279·5(O.L.) P27'Q72' FK *ptAwng dk*172' *uE&B*32' *f*108'442*t*	Hlsngborg Swedish 4*BHCem* *APT*54*t*	T.3Cy.20",32½"&53"-36" (*r*) 160lb 182NHP 2SB,4*cf*,GS74,HS2920 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9 s 7 ″ 8 18 ″ 5	
26091 161490 GRFN	**Harmonic** ssCff.No.1-34 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 ~~8,37~~ ~~10,36~~ 4,38 BS~~10,36~~ 8,37	Npt Bry ✠LMC6,34	*y*	CL 10,36	1930 8mo *Lloyd*	R.Thomp-son&Sons, Ld. Sunderland '*sA&CP*	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*146'*f*	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK 180'1162*tFPT*126*t*	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb HS7277 408NHP 2SB(Spt)&1Aux.B,9*cf*, GS180 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5¾ 23 ″ 8½	
26092 143610 GCKW	**Harmonides** ssGrk.No.1-36 ssGls.No.3-10,32 D.F. E.S.D. 2*Dks*(*Stl*)	5237 4775 3098	✠100A1 12,37 ~~9,35~~ ~~MS10,32~~	Grk ✠LMC12,37 ~~BS11,36~~ ~~12,37~~	*y*	CL ~~11,36~~ N3,37	1920 1mo *Lloyd*	Ayrshire DkydCo.Ld. Irvine '*sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDB*	400·2|52·3|28·5 412·5(O.L.) P49'B113'F39' FK 340' 1134*tFPT*128*t*	Liverpool British 7*BHCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) &L.P.Turbine with D.R. gearing & hydraulic coupling 180lb 599NHP 3SB,9*cf*,GS190.HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
26093 230548 KLFU	**Harmony** TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOilCorpora-tion	219·0|37·0|13·7 P43'	Pt. Arthur Tex. Utd. States	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NHP ElectricBoatCo.Groton, Conn.		
26094 162538 GTQK	**Harpa** TwinSc *OilEng.* E.S.D. ssSuz.No.1-35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Longitudinal framing at bottom& at deck*	3007 2251 1630	✠100A1 4,38 ~~12,36~~ DBS~~12,36~~4,38 *Carrying Petroleum in bulk*	Suz ✠LMC CS7,35 12,36		CL ~~11,34~~ 4,38	1931 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB*49'112*tFPT*	305·0|50·1|19·2 P86'F50' FK *Trunk*169'	London British 11*BHptCem* 52*tAPT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-35 7/16" 380NHP DB*150lb* Hwthrn.Leslie&CoLd.Nwc	19 ″ 3 s 1 ″ 9¼ 17 ″ 7½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26095 164488 GYKS	**Harpagon** D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern*	5719 5026 3378	✠100A1 *withfreeboard* ~~4,37~~ ~~10,36~~ 1,38 ✠LMC6,35 *Fitted for oil fuel* 6,35 *F.P. above* 150° F.	NNs ~~Shl~~ Syd		CL	1935 6mo	Lithgows Ld. PortGlasgow *Lloyd*'s A&CP	NationalS.S.Co. Ld.(J.&C.Harrison,Ld. *Mgrs.*) *CellDB*356'1345*t FPT*174*t APT*292*t*	428·8 | 58·2 | 26·0 F35' FK	London British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.23½",37½"&68"-48" 220lb (r) 475NHP 2SB(Spt)&1AuxB,9cf, GS149,HS6706 FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 3 ″ 2½ 25 ″ 9¾	
26096 161451 GNYP	**Harpagus** ssHul.No.1-34 D.F. 1*Dk*(*Stl*) *Now* "Sizilien," *see No.* 40116 *in Supplement*	4689 4308 2857	✠100A1 11,36 BS9,36 ✠LMC7,34	Rot	*y*	CL 11,36	1930 7mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'s A&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDBa&uE*152'*f*177'1160*t FPT*102*t APT*220*t*	395·0 | 54·2 | 24·8 P36'B245'F32' FK	London British 6*BHCem*	T.3Cy.24½",41"&68"-45"(r) 200lb 436NHP 2SB(Spt)&1Aux.B,9cf, GS176,HS7743 J.Readhead&Sons,Ld.	27 ″ 2 s 3 ″ 8 23 ″ 8½	
❋ 26097 162707 GTWX	**Harpalion** ssShl.No.1-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5486 4963 3220	✠100A1 11,37 ~~1,36~~ ✠LMC5,36	Rot Syd	*a*†	CL 10,35	1932 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'s A&CP	J.&C.Harrison,Ld. *CellDBa&uE*164'*f*196'1347*t FPT*191*t APT*252*t*	427·7 | 56·3 | 26·0 P41'B270'F37' FK	London British 7*BHCem*	T.3Cy.23½",40"&68"-48" (r) 220lb 482NHP 2SB(Spt)&1AuxB,9cf, GS139,HS6876 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 2½ 24 ″ 9½	
26098 ~~[illegible]~~ ~~[illegible]~~	**Harpalyce** ssShl.No.2-37 ~~ssShl.No.1-34~~ D.F. 1*Dk*(*Stl*) *Now* "Loppersum," *see No.* 39041 *in Supplement*	4708 4308 2824	✠100A1 7,37 ~~5,36~~ ~~BS8,36~~ ✠~~LMC7,34~~ 7,37	Cff Shl	*y*	CL 7,35	1930 9mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'s A&CP	Stoomv Maats "Oostzee" (Vinke&Co *Mgrs*) *CellDBa&uE*152'*f*177'1160*t FPT*102*t APT*220*t*	395·0 | 54·2 | 24·8 409·6(O.L.) P36'B245'F32' FK	Dutch 6*BHCem*	T.3Cy.24½",41"&68"-45"(r) 200lb 436NHP 2SB(Spt)&1AuxB,9cf, GS176,HS7743 J.Readhead&Sons,Ld.SShl	27 ″ 2 s 3 ″ 8 23 ″ 8½	
26099 164552 GYNB	**Harpalycus** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at shelter dk*	5629 4931 3344	✠100A1 *withfreeboard* 1,38 ~~1,37~~ ✠LMC11,35 *Fitted for oil fuel* 11,35 *F.P. above* 150° F.	Rot Shl		CL	1935 11mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'s A&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDB*371'1378*t FPT*201*t APT*213*t*	434·6 | 58·3 | 25·9 F33' FK	London British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.23½",40"&68"-48"(r) 220lb 471NHP 2SB(Spt)&1AuxSB,9cf, GS137,HS6633 FD N.E.MarineEng.CoLdNwc	28 ″ 9 s 3 ″ 2½ 25 ″ 9¼	
26100 163434 GWRC	**Harpasa** ssShl.No.1-38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~7,37~~ ~~9,36~~ 3,38 ✠~~LMC1,34~~ 3,38	Vcr ~~Rot~~ Shl	*z*	CL 7,37	1934 1mo	Lithgows Ld. PortGlasgow *Lloyd*'s A&CP	NationalS.S.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDB*353'1336*t FPT*140*t APT*212*t*	418·0 | 56·2 | 24·6 P39'B276'F34' FK	London British 7*BHCem*	T.3Cy.22½",36"&65"-48"& exhaust turbine driving steam compressor (r) 220lb 472NHP 2SB(Spt)&1AuxSB,9cf, GS140,HS6058 FD D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6½ 23 ″ 11½	
❋ 26101 161434 GNXK	**Harpathian** ssShl.No 1-34 D.F. 1*Dk*(*Stl*)	4671 4306 2775	✠100A1 8,37 ~~7,36~~ ~~BS7,36~~ ✠LMC10,34 8,37	Cff	*z*	CL N7,36	1930 6mo	Bartram& Sons,Ld. Sunderland *Lloyd*'s A&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDB*356'1148*t FPT*149*t APT*210*t*	400·9 | 54·5 | 24·6 414·4(O.L.) P34'B257'F34' FK	London British 6*BHCem*	T.3Cy.25",41"&68"-45" (r) 180lb 408NHP 2SB(Spt)&1AuxB,9cf, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
26102	**Harpefjell** Wireless 1*Dk&Shelter dk* *CruiserStern* *Now* "Prins Maurits," *see No.* 39672 *in Supplement*	1306 1030 725					1936	Fredrkstad Mek.Verks. Fredrikstad	A/SFilefjell (Olsen&Ugelstad, *Mgrs.*)	251·1 | 42·3 | 14·0	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32 5/16"-30½" 96NHP FredrikstadM.V.Frdstad.		N
❋ 26103 162474 GRKS	**Harpenden** ssShl.No.1-35 D.F. 1*Dk*(*Stl*)	4678 4306 2774	✠100A1 3,38 ~~4,37~~ ~~BS11,36~~ ✠LMC10,35 11,37	Rot	*z*	CL 4,37	1930 9mo	Bartram& Sons,Ld. Sunderland *Lloyd*'s A&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDB*356'1148*t FPT*149*t APT*210*t*	400·9 | 54·5 | 24·6 P34'B257'F34' FK	London British 6*BHCem*	T.3Cy.25",41"&68"-45" (r) 180lb 408NHP 2SB(Spt)&1AuxB,9cf, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
❋ 26104 161459 GRCT	**Harperley** ssShl.No.1-34 D.F. 1*Dk*(*Stl*)	4586 4225 2724	✠100A1 ~~5,37~~ ~~9,36~~ 3,38 ~~BS10,36~~ ✠LMC6,34 11,37	NNs ~~Bry~~ Hul	*z*	CL ~~1,34~~ 5,37	1930 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'s A&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDB*355'1385*t FPT*115*t APT*214*t*	400·2 | 54·5 | 24·5 P36'B261'F32' FK	London British 6*BHCem*	T.3Cy.25",41"&68"-45" (s) 180lb 425NHP 3SB(Spt)9cf,GS173,HS7774 Cen.Mar.EWrks.Ld.WHpl	27 ″ 3 s 3 ″ 9 23 ″ 9½	
26105 LOFQ	**Harpon** (*ex*Zaandijk,*ex*Silesia, *ex*Wally) ssRot.3rdNo.3-8,31 ssOsl.No.1-35 *Well deck* 2*Dks*(*Stl-Uteaks*)3*trB*	4940 4018 2816	✠100A1 8,37 ~~8,36~~ BS8,37 ✠LMC8,36 *Carrying Whale oil in bulk or Carrying oil fuel in bulk F.P. above* 150°F. *in Nos.* 1,2,3,5 & 6 *tanks only* *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Rot	*y*	CL ~~1,35~~ 7,37	1897 2mo	Blohm& Voss Hamburg *Lloyd*'s A&CP	Cia.Argentina de Pesca *CellDBa*106'*uE*30'*f*184'722*t*	401·5 | 46·5 | 27·4 P&B264'F44' BK11'	Bns.Aires Argentine 11*BHCem* 4 „ *to 2nd dk*	T.3Cy.26⅝",43½"&71⅝"-48" 170lb *170lb* (s) 430NHP 2DB,*12cf*,GS232,HS7386 Blohm&Voss,Hamburg	30 ″ 3 s 5 ″ 5½ 26 ″ 0½	
26106 220804 KDKC	**Harpoon** (*ex*Hopatcong) 2*Dks&Shelter dk* Sub.Sig. *Fitted for oil fuel* D.F. *Longitudinal framing*	5964 5702 3797				…	1920	Groton Iron Works Groton,Conn.	ShepardS.S.Co.	402·6 | 53·0 | 33·2 P48'F37'	Prtlnd,Me Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 467NHP VulcanIronWorks,Inc. JerseyCity	34 ″ 6	R †
❋ 26107 133617 MDYV	**Harptree Combe** (*ex*Cromwell, *ex*NorahElsmie) ~~ssLon.No.3-1,26~~ *Mchy.Aft* ~~ssApl.No.2-34~~ *Well deck* ssApl.2ndNo.3-3,38 1*Dk*(*Stl*)	439 309 171	✠100A1 ~~1,38~~ ~~3,37~~ 3,38 ~~BS12,36~~ ✠~~LMC12,34~~ 12,37 MS3,38	Npt ~~Ply~~ Apl	*g*	CL ~~12,36~~ 3,38	1912 12mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd*'s A&CP	AldShippngCo.Ld.	155·3 | 25·1 | 10·7 163·0(O.L.) Q91'B9'F22' BK7'	Bristol British 3*BHCem* *FPT*30*t*	T3Cy12½",21½"&34"-24" (r) 180lb 75RHP 1SB,*2pf*,GS40,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s 3 ″ 7½ 12 ″ 2	
❋ 26108 161552 GPSF	**Harraton** *Mchy.Aft* ssSld.No.1-35 D.F. 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	2795 2178 1586	✠100A1 ~~5,37~~ ~~9,36~~ 10,37 ~~BS1,37~~ ✠LMC1,35 1,38	Sld	*t*	CL ~~2,36~~ ~~5,37~~ 4,38	1930 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'s A&CP	TanfieldS.S.Co.Ld. (W.B.Nisbet *Mgr.*) *CellDB*245'682*t MT*12'415*t FPT*251*t APT*67*t*	308·0 | 44·5 | 19·6 318·7(O.L.) Q180'F35' FK	Newcastle British 6*BHCem*	T.3Cy.21",35"&58"-39" (s) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E MarineEng.Co Ld.Sld	21 ″ 9 s 7 ″ 2½ 19 ″ 4½	
26109 OYEM	**Harriet** 1*Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	J.Lauritzen	230·6 | 34·6 | 14·1 P21'B56'F28'	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" NE30 141NHP Christiansen&Meyer, Harburg		G
26110 148414 MNDB	**Harrogate** ssGms.No.3-8,37 ~~ssHul.No.2-33~~ *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	1029 870 552	✠100A1 ~~3,37~~ ~~7,36~~ 5,38 ~~BS5,33~~ ✠LMC ~~MS3,37~~ ~~BS2,36~~	Hul Gms	*ó*	OG ~~5,35~~ 4,38	1925 1mo	Ramage& Ferguson,Ld. Leith *Lloyd*'s A&CP	Wilsons&N.E.Ry. ShippingCo.Ld. (The Associated HumberLines) *CellDB*200'251*t FPT*13*t APT*32*t*	240·4 | 33·9 | 14·2 P&B157'F48' FK	Hull British 5*BHptCem*	T.3Cy.16¾",28¾"&50"-33"(s) 225lb 257NHP 2SB,*6cf*,GS99,HS3956 FD Ramage&Ferguson,Ld.	16 ″ 3 s ″ 6½ 15 ″ 10½	
❋ 26111 210861 WZUA	**Harry Bowen** (*ex*Norfolk) ssN.Yk.No.3-1,31 ssBos.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3522 3050 1986	✠100A1 7,37 ~~7,36~~ ~~BS7,36~~ ✠LMC7,35 7,37	Bos	*v*	CL 7,36	1913 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDBuE&B*52'*f*217'1274*t*	310·7 | 48·1 | 25·5 319·7 P79'B18'F30' FK	Wilmgton (Del.) Utd.States 6*BHCem*	T.3Cy23¾",38½"&64"-45"(r) 180lb 326NHP 2SB,*8cf*,GS175,HS5426 NewYorkS.B.Co.CmdnNJ *MT*235*t FPT*304*t APT*110*t*	29 ″ 1	
❋ 26112 226742 WPBF	**Harry Coulby** D.F. GyC. ssClv.No.1-32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	9467 — 7485	✠100A1 *For Service on the Great Lakes* 9,37 ~~4,35~~ ~~BS4,36~~ ✠LMC4,35 BS~~4,37~~ 4,38	Clv Cgo			1927 9mo	American S.B.Co. Lorain,O. *Lloyd*'s A&CP	InterlakeSteamshipCo.(Pickands, Mather&Co. *Mgrs*) *CellDBuE&B*235*t CellDB&sideTanks in way of holds* 9060*t FPT*496*t APT*88*t*	615·2 | 65·2 | 28·6 F66' FK	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.25½",41"&67"-42" (s) 220lb 573NHP 3 Water Tube Boilers FD GS191,HS9345 AmericanS.B.Co.Lorain,O	33 ″ 0 s10 ″ 8½ 22 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
❊ 26113 230411 KGOK	**Harry F. Sinclair, Jr.** D.F. GyC. ssMob.No.1-35 *Mchy.Aft.* 1*Dk(Stl)&Web frames* Sub.Sig. *Longitudinal framing-bracketless system* *Rudder electrically welded*	6151 5525 3796	✠100A1 ~~10,37~~ ~~1,37~~ 1,38 BS1,38 ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,31 F.P. above 150° F.*	NOs ~~Phl~~	a†	CL 1,37	1931 2mo	Bethlehem S.B.Corp. Ld. Quincy,Mass. *Lloyd's* A&CP	Sinclair NavigationCo. *CellDBuE&B* *DT*	416·5|57·1|31·9 P91'B36'F35' FK 70'172t f31'221t *FPT*219t	NewYork Utd.States 15*BHptCem* *APT*176t	2 Steam Turbines DR (s) geared to 1 Sc. Shaft 3WTB(Spt) 400lb 996NHP HS10116 FD DelavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
26114 210590 KJMA Broken up	**Harry Farnum** (*ex*GeorgeE. Warren) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Cantilever framed Topside tanks* *Carrying Petroleum in bulk*	3098 2156 2364			...		1912	Toledo S.B.Co. Toledo,Ohio	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	304·0|44·2|24·7 P76'B19'F24' FK	Baltimore Utd.States *WB*	T.3Cy.21″,34½″&57″-42″ NB23 323NHP ToledoS.B.Co.Toledo,O	27 ″ 6	
26115 HPFO	**Harry G. Seidel** TwinSc *OilEng.* E.S.D. GyC. ssHam.No.1-34 D.F. 1*Dk(Stl)*2nd*Dk(Stl) in fore hold* 2nd&3rd*Dks(Stl)Aft&Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	11395 ~~10795~~ ~~6362~~ 10354 6315	✠100A1 ~~1,37~~ 11,37 ✠LMC CS7,34 DBS~~1,37~~ 11,37 ~~7,34~~ 4,36 *Carrying Petroleum in bulk*	Ham Bmn	g†	CL ~~6,34~~ 11,37	1930 10mo	Frd.Krupp Akt.Ges. Kiel *Lloyd's* A&CP	PanamaTransport Co.~~(WariedTank-schiffRhederei G.m.b.H.Mgrs.)~~ *Cell*	513·2|68·1|39·4 *after Bridge*47' B39' F44' FK *DBuE*92'417t *DTs* f53'2163t *FPT*285t	Panama Pnamanian 12*BHptCem* *ptAsp* *APT*189t	Oil Engines 2S.C.SA 8Cy.26¾″-51 3/16″ 997NHP 2WT DB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 ″ 5 s 9 ″ 7¼ 30 ″ 1½	
26116 203907	**Harry L. Findlay** (*ex*Matthew Andrews-33) *Mchy.Aft* 1*Dk*	7014 — 5497					1907	American S.B.Co. Cleveland,O.	KinsmanTransit Co.(G.M.Stein-brenner,*Mgr.*)	532·0|56·0|31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½″,38″&63″-42″ 257NHP AmericanS.B.Co.Clevelnd.		R
26117 218157 KIGS	**Harry Luckenbach** TwinSc (*ex*SolNavis) 6TwinMsts ssBos.No.3-4,31 ssSea.No.1-35 2*Dks(Stl)&Shelter dk(Stl)* D.F. GyC. *CruiserStern*	6355 — 3967	✠100A1 *Shelter dk with freeboard* 10,37 ~~2,37~~ ✠LMC MS1,35 BS~~8,36~~ 7,37 *Fitted for oil fuel 7,19 F.P. above 150° F.*	Sea	b†	CL s2,36 P7,35	1919 7mo	SunS.B.Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *IntermediateB.H.* *CellDB*389' 1831t *'tween dk tanks*	448·9|60·2|37·8 FK *dispensed with* *in E & B space* 36' 405t *FPT*281t	NewYork Utd.States 6*BHptCem* (*Coll to Sh dk* 5 „*2nd*„)	4SteamTurbinesSRgeared to 2 Sc. Shafts 968NHP 300lb (s) HS8652 4 Water Tube Boilers FD DeLavalSteamTurbineCo. *APT*271t Trenton,N.J.	31 ″ 3 s 4 ″ 3¼ 27 ″ 4½	
26118 157696	**Harry R. Jones** (*ex*D.G.Kerr) GyC. *Mchy.Aft* 1*Dk*2*trB*	5315 — 4160					1903	Superior S.B.Co. Superior	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	468·0|52·0|28·0 F48' *WB*	Wilmgton (Del.) Utd.States	Q4Cy15″,23¾″,36½″&56″-40″ 198NHP SuperiorS.B.Co.Superior		R
26119 81803	**Harry T. Ewig** (*ex*JohnW.Ailes, *ex*Baltic,*ex*W.W.Brown) *Mchy.Aft* 1*Dk*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTrans-portationCo. (John T.Kelly,*Mgr.*)	346·0|48·2|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20″,33½″&55″-40″ 191NHP ChicagoS.B.Co.		R
26120 204987 WEDD	**Harry W. Croft** (*ex*Fred.G. Hartwell) D.F. GyC. *Mchy.Aft* 1*Dk*	6223 — 4865					1908	ToledoS.B. Co. Toledo	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	514·0|58·0|25·6 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.20″,29″,42″&61″-42″ 241NHP ToledoS.B Co.Toledo		R
26121 200560 WOFY	**Harry Wm. Hosford** (*ex*F.B.Squire-36) D.F. 1*Dk*2*trB*	5156 — 3951					1903	JenksS.B. Co. Port Huron,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	512·9|50·2|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22⅜″,38″&63″-40″ 251NHP JenksS.B.Co.Pt.Huron		R
26122 204815 KDVS	**Harry Yates** (*ex*Consumers Power-34,*ex*G.N.Wilson, *ex*JacobT.Kopp) 1*Dk* D.F. GyC. *Mchy.Aft*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0|54·2|31·2	Buffalo NY Utd.States *WB*	T.3Cy.22½″,36″&60″-42″ 233NHP Gt.LakesEng.Wks.Detroit		R
❊ 26123 139242 GNBM	**Hartbridge** ssShl.No.2-36 1*Dk(Stl)*	5080 4781 3132	✠100A1 12,37 ~~12,36~~ BS12,37 ✠LMC MS1,36 ~~BS12,36~~	Shl	z	CL 12,35	1927 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's* A&CP	North ofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs*) *CellDB*	390·1|55·0|27·7 P30'B247'F33' FK 343'1037t *FPT*123t	W.Hartlpl British 6*BHCem* *APT*162t	T.3Cy.26″,43″&71″-48″ (s) 180lb HS8542 472NHP 2SB&1AuxSB,*11cf*,GS210, Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 4 ″ 6¼ 25 ″ 8¾	
26124 96472 Broken up	**Hartford** TwinSc 1*Dk&SaloonDk*	1488 — 1012					1899	Columbian I.W.&D.D.Co Baltimore	NewEnglandS.S. Co.	243·3|45·7|12·5	N.LndnCn Utd.States	C.4Cy.20″&40″-28″ NB13 141NHP ColumbianIron Works&DryDockCo.Bal.		
26125 131426 MDRX	— K ssLiv.No.3-11,25 *Mchy.Aft* ssLth.No.2-33 *Well deck* 1*Dk(Stl)*	410 291 156	✠100A1 6,36 ✠LMC MS6,33 ~~BS12,35~~ 1,37	Lon	f	CL 6,36	1912 4mo	J.P.Ren-noldsn&Sons South Shields *Lloyd's* A&CP	~~F.T.Everard& Sons,Ld.~~ F.Bowles&Sons (J.Bowles,*Mgr.*)	144·0|24·4|10·5 |25·3| Q47'B9'F26' FK *WB*=*FPT*30t	Liverpool British 3*BHCem* *APT*29t	C.2Cy.17″&36″-24″ (s) 130lb 75RHP 1SB,*3cf*,GS45,HS1405 J.P.Rennoldsn&Sns,S.Shl.	11 ″ 9 s ″ 9½ 11 ″ 1	
26126 223671 KLFV	**Hartford Socony** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1199 — 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9|40·1|12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.13″-18″ 99NHP McIntosh&SeymourCorp. Auburn,N.Y.		
❊ 26127 162716 GTWY	**Hartington** ssShl.No.1-36 D.F. 1*Dk(Stl)* *CruiserStern*	5496 4973 3250	✠100A1 1,38 ~~4,37~~ ✠LMC2,36	Cff Npt	a†	CL 4,37	1932 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's* A&CP	J.&C.Harrison,Ld. *CellDBa&uE*169'	425·5|56·2|26·0 P39'B270'F39' FK f187'1412t *FPT*204t	London British 7*BHCem* *APT*184t	Q.4Cy.20″,28½″,41½″&61″-48″ 260lb (r) FD 470NHP 2SB(Spt)&1AuxB,*8cf*, GS147,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
❊ 26128 163309 GTXC	**Hartismere** ssShl.No.1-37 D.F. 1*Dk(Stl)* *CruiserStern*	5498 4970 3260	✠100A1 ~~6,37~~ ~~1,37~~ 3,38 ✠LMC~~1,33~~ 1,37	Fal ~~Shl~~ Bry	a†	CL ~~N1,37~~ 6,37	1933 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's* A&CP	J.&C.Harrison,Ld. *CellDBa&uE*169'	425·5|56·2|26·0 441·8(O.L.) P39'B270'F39' FK f189' 1426t *FPT*204t	London British 7*BHCem* *APT*184t	Q4Cy20″,28½″,41½″&61″-48″ 260lb (r) 470NHP 2SB(Spt)&1AuxB,*8cf*, GS146,HS6867 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
❊ 26129 163443 GWQS	**Hartlebury** D.F. 1*Dk(Stl)* *CruiserStern*	5082 4530 3035	✠100A1 ~~6,37~~ ~~9,36~~ 3,38 ✠LMC3,34	Bry ~~Cff~~ Npt	z	CL 6,37	1934 3mo	Lithgows Ld. PortGlasgow *Lloyd's* A&CP	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	418·0|56·2|24·6 433·0(O.L.) P38'B276'F34' FK 353'1336t *FPT*140t	London British 7*BHCem* *APT*212t	T.3Cy.22½″,36″&65″-48″ (r) & exhaust turbine driving steam compressor 472NHP 220lb GS140,HS6058 FD 2SB(Spt)&1AuxSB,*9cf*, D.Rowan&Co.Ld.Gls.	27 ″ 3 s3 ″ 6¼ 23 ″ 11¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
26130 162759 GTXB	**Hartlepool** ssCff.No.1-36 D.F. 1Dk(Stl) *CruiserStern*	5500 4972 3262	✠100A1 ~~1,331,37~~ 4,38 ✠LMC2,36	Rot ~~Syd~~ Sld	*a*†	CL 11,35	1932 9mo *Lloyd's* A&CP	W.Gray&Co.Ld. WHartlepool	J.&C.Harrison,Ld. *CellDBa&uE*169'*f*189'1426*t* *FPT*204*t*	425·5 P39'B270'F39' FK	56·2	26·0	London British 7*BHCem* *APT*184*t*	Q.4Cy.20",28½",41½"&61"-48" 260lb (r) 470NHP 2SB(Spt)&1AuxB,8*cf*, FD GS146,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s4 ″ 2½ 24 ″ 9½	
26131 148084 GDZY	**Hartside** ssShl.No.3-12,36 D.F. 1Dk(Stl) Now "Carslogie," see No. 37633 in Supplement	3786 3519 2317	✠100A1 4,37 ✠LMC12,36	Bry	*w*	CL 12,36	1924 8mo *Lloyd's* A&CP	JReadhead&Sons,Ld. SouthShields	CarslogieS.S.Co.Ld.(Honeyman&Co.*Mgrs.*) *CellDB*318'989*t*	363·8 377·5(O.L.) P25'B101'F35' FK	50·5	23·6	Glasgow ~~Newcastle~~ ~~British~~ 6*BHptCem* *APT*170*t*	T.3Cy.25",42"&69"-45" (r) 180lb *115lb* 371NHP 2SB,6*cf*,GS120,HS6044 J.Readhead&Sons,Ld.	26 ″ 0 s4 ″ 8½ 21 ″ 6	
26132 222133 WJDV	**Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo Bank) ssLiv.No.3-9,09 ssShl.No.1-14 1*Dk*(*ptIrn&ptStl*)*deepframing&Webframes*	3078 2610 1921	✠ 10,16 ✠	Ham	*u*		1902 6mo	J.Blumer&Co. Sunderland	HartwelsonS.S.Co.(H.N.Hartwell&Sons,Inc.*Mgrs.*) *CellDBa*108'*uE&B*42'*f*124'802*t*	319·7 P28'B91'F31' FK	46·0	21·2	Boston Utd.States 5*BHCem* *APT*110*t*	T.3Cy.23",38"&63"-42" 276NHP 2SB,8*cf*,GS117,HS4190 J.Dickinson&Sons,Ld.Sld.	23 ″ 9	CR †
26133 28462 JIND	**Haruna Maru** Ⓟ TwinSc ssYka.No.3-3,35 *Ref.Mchy.* 2*Dks*(*Stl*)*U-ws&3rd dk* D.F. (*Stl*)*in*1,3&4*holds*	10421 8392 6311	✠100A1 ~~6,379,36~~ 4,38 ~~BS9,36~~ ✠LMC3,35 ✠Lloyd'sRMC~~2,37~~ 4,38~~11,37~~ ~~7,37~~ *Fitted for carrying oil in Nos. 2 & 7 double bottom tanks*	Yka BS4,38	*f*†	CL ~~P6,34~~ ~~s12,35~~ 6,37 2,22 *F.P. above* 150° F.	1922 2mo *Lloyd's* A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. *CellDB*416'1877*t* *Tanks at sides of tunnels*6'90*t* *FPT*168*t*	495·0 P94'B186'F56' FK	62·0	37·0	Tokyo ~~Tokio~~ Japanese 9*BHCem* *APT*110*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts 1615NHP 200lb (*s*) FD 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s8 ″ 4½ 29 ″ 2	
26134 29173 JNWA	— *Mchy.Aft* *Ref.Mchy.* Wireless 1*Dk*	1549 1200 849					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56'B60'F38'	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.Yka.		C
26135 96507	**Harvard** GyC. *Mchy.Aft* 1*Dk2trB*	4565 — 3435					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	461·0	50·2	29·5	D'luth,Min Utd.States *WB*	Q.4Cy.18",26¾",41"&63"-42" 257NHP DetroitS.B.Co.Detroit		
26136 220700 KDHC	**Harvester** ssMob.No.3-2,30 *Mchy.Aft* ssN.Yk.No.1-34 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6416 6071 3991	✠100A1 9,37 ~~2,37~~ ~~BS10,34~~ ✠LMC5,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk BS12,37	*a*†	CL 6,35	1920 10mo A&CP	TexasS.S.Co. Bath,Me.	TheTexasCo. *CellDBuE&B*209*t* *FPT*229*t*	416·8 P107'B35'F33' FK	56·1	31·1	Wlmngton (Del.) Utd.States 16*BH* *APT*130*t*	T.3Cy.26½",44"&74"-51" (*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s6 ″ 3½ 26 ″ 9	
26137 ~~209977~~	**Harvey D. Goulder** Now "J. Clare Miller," see No. 38757 in Supplement *Mchy.Aft* 1*Dk*	6617 — 5219					1906	American S.B.Co. Lorain,O.	ColumbiaTransportation Co.(John T.Kelly,*Mgr.*)	525·0 F46'	55·0	31·0	Wlmngton (Del.) Utd.States *WB*	T.3Cy.24",39"&65"-42" 273NHP AmericanS.B.CoCleveland		R
26138 205072 WEDA	**Harvey H. Brown** (*ex*HarryA. Berwind) D.F. GyC. *Mchy.Aft* 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*)	532·0	58·3	32·0	Wlmngton (Del.) Utd.States *WB*	T.3Cy.24",38"&65"-42" 274NHP GtLakesEngWrks.Detroit		R
26139 PEOF	**Hasewint** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 215 172					1936	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	J.Cremer	137·4 P39'Q46'F15'	24·0	9·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{5}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
26140 144925 VTCL	**Hashemi** (*ex*Padma,*ex*Wearmouth, *ex*Kildorough) ssBom.No.3-8,33 1*Dk*(*Stl*) *Cargo battens not fitted*	634 489 298	100A1 1,37 BS5,37 MS5,33	Bom LMC ~~BS9,36~~		CL 1,37	1918 6mo *Lloyd's* A&CP	Smith's DockCo.Ld. Middlesbro'	EasternSteam Nav.Co.Ld.(*Man. Agents*,Shariff Hassum&Co.) *CellDBuE*26'20*t* *FPT*20*t*	175·4 B50' FK	30·0	15·7	Bombay British 5*BHCem* *APT*15*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD Smith'sDockCo.Ld.Mdb	16 ″ 6 s1 ″ 10 14 ″ 11	
26141 148636 MNJP	**Haslemere** TwinSc Wireless *CruiserStern* 1*Dk*	756 624 305					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·3 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"-24" 165NHP D&WHendersn&CoLd.Gls		
26142 7741 SETM	**Hasting** (*ex*Danevirke,*ex*Vilja, *ex*Capax) 1*Dk*	*1106* *964* *629*					1916	Akers Mek.Værks. Oslo	RederiA/BHasting (E.Håkanson)	223·7 P34*t*H54*t*F5*t*	36·6	15·4	Hlsngborg Swedish *WB*	T.3Cy.17",29"&47"-33" 127NHP Akers.Mek.Værks.Oslo		V
26143 220551 KDDL	**Hastings** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Web frames*	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola, Fla.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft 674NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa	32 ″ 10	R †
26144 145533 CYLK	— (*ex*Glencalvie) *Mchy.Aft* 1*Dk*	1906 1574 1128					1923	N.ofIrel'nd S.B.Co.Ld. Londonderry	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP J.G.Kincaid&Co.Ld.Grk.		C
26145 140430 GRZW	**Hatarana** (*ex*WarSailor) TwinSc ssCal.No.3-10,29 ssCal.No.2-37 ~~ssCal.No.1-33~~ 2*Dks*(*Stl*)	7522 6476 4592	✠100A1 8,37 ~~9,36~~ ~~BS11,35~~ ✠LMC~~7,33~~ 8,37	Bom Cal	*b*†	GO ~~s5,34~~ P4,35 s8,37	1917 8mo *Lloyd's* A&CP	Kawasaki Dkyd.Co.Ld. Kobe	BritishIndiaStm.Nav.Co.Ld. *CellDB*375'1192*t* *DTa*42'1312*t* *FPT*55*t*	445·0 P34'B138'F37' FK	58·3	31·3	London British 7*BHCem* *APT*60*t*	T.6Cy.21",35"&59"-48" (*s*) 200lb 659NHP 4SB,12*cf*,GS242,HS9219 FD KawasakiDkyd.Co.Ld.	34 ″ 0 s7 ″ 8½ 26 ″ 5½	
26146 145893 GFZX	**Hatasu** ssLiv.No.3-5,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3198 2915 1890	✠100A1 *Shelter dk withfreeboard* ~~9,37~~ 11,37 MS11,33	Liv ✠LMC BS~~7,34~~7,37	*w*	CL ~~5,34~~ ~~9,37~~ 11,37	1921 11mo *Lloyd's* A&CP	J.Blumer&Co.Ld. Sunderland	MossHutchison Line,Ld. *CellDB*304'776*t* *DTa*25'750*t* *FPT*95*t* *APT*21*t*	352·7 FK *Collision*	50·4	21·9	Liverpool British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.25",41"&68"-45" (*s*) 180lb 367NHP 3SB(Spt),9*cf*,GS162, HS6072 J.Dickinson&Sons,Ld.Sld.	25 ″ 0 s2 ″ 5 22 ″ 10	
26147 142722 GRZX	**Hatimura** (*ex*WarOpal) ssBom No.3-4,30 ssCal.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	6690 6398 4158	✠100A1 *Shelter dk withfreeboard* 7,37 ~~10,36~~ BS~~9,36~~ 6,37 ✠LMC5,34	Cal	*a*†	CL 5,36	1918 12mo *Lloyd's* A&CP	JLThompson&Sons,Ld Sunderland	BritishIndiaStm.Nav.Co.Ld. *CellDB*366'1362*t* *MT*27'994*t*	412·5 *F on Shelter dk*36' FK	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",45"&75"-54" (*s*) 180lb 566NHP 3SB,10*cf*,GS200,HS8287 FD J.Dickinson&Sons,Ld.Sld. *FPT*154*t* *APT*224*t*	37 ″ 0 s8 ″ 9½ 28 ″ 6	
26148 142417 GSBL	**Hatipara** (*ex*WarLance) TwinSc ssCal.No.3-12,29 ssCal.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7764 7377 4893	✠100A1 *Shelter dk withfreeboard* ~~12,36~~ 12,37 BS~~9,36~~ 10,37 ✠LMC10,33	Mdb Cal	*c*†	CL ~~3,35~~ 12,37	1918 2mo A&CP	Asano S.B. Co.Ld. Tsurumi	BritishIndiaStm.Nav.Co.Ld. *CellDB*389'1347*t* *FPT*84*t*	445·0 FK	58·0	40·0	London British 7*BHCem* *APT*32*t*	T.6Cy.22",36½"&61"-48" (*s*) 200lb 703NHP 4SB,12*cf*,GS232,HS9835 FD IshikawajimaS.B.Co.Ld.	40 ″ 1 s11 ″ 8½ 28 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
26149 22550 JAXC	**Hatten Maru** (*ex*TsugaruMaru-36, *ex*BanyeiMaruNo.10) Wireless 1*Dk*	1180 1007 801					1918	NittaCo. Osaka	Tsurumaru Hirotaro	220·0|33·5|18·5 P16'B50'F30'	Amino Japanese *WB*	T.3Cy.14½",24$\frac{1}{16}$"&40"-30" 88NHP		
26150 ~~215865~~ ~~KJMR~~	**Hatteras** 2*Dks*& *Web frames* Sub.Sig. *Longitudinal framing*	4571 4214 3472	...				1917	Bethlehem S.B.Corp.Ld Sparro'PtMd	G.E.Marden (Wheelock&Co, Ld.*Mgrs.*)	376·4|52·3|27·0 P54'B94'F39' FK	~~Baltimore~~ ~~Utd.States~~ British*WB*	T.3Cy.23",39"&64½"-45" 410NHP BethlehemS.B.Corp.Ld.	29 " 6	R †
26151 LCNL	**Haugar** IronTwinSc (*ex*SailingVessel ScottishGlens) *OilEng.* D.F. *ss*Ham.2ndNo.3-10,08 *Mchy.Aft* 2*Dks* (*WhaleOilFactory*)	2243 1945 1568	✠ 10,18	NNs	Lv		1885	Oswald, Mordaunt& Co. Southampton	HvalfangerslskHaugarA/S (O.A.Halvorsen, *Mgr.*)	279·6|40·4|22·9 P192*t*H91*t*	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{17}$"-20⅞" 281NHP *Emade&fitted*22 A/B AtlasDiesel,Skm.		N †
26152 LCNM	**Haugarland** (*ex*Sandefjord) 1*Dk*& *Shelter dk* *Longitudinal framing*	6049 5420 3569					1911	Armstrong Whitworth& Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell& Co.Akties.*Mgrs.*)	440·0|58·1|24·6 P138*t*H366*t*F29*t*	Haugesnd Norwegian *WB*	T.3Cy.28½",47"&78"-54" 447NHP N.E.MarineEngCoLdNwc.		N
26153 LEAU	**Hauk** (*ex*Asbjörn,*ex*Ethel) 1*Dk*	1385 1136 753					1918	Verschure &Co. Amsterdam	RederiA|SHauk (BuchaGodager &Co.)	239·4|36·7|15·6 P53*t*H67*t*F26*t*	Oslo Norwegian *WB*	T.3Cy.17",29"&46"-36" 127NHP Verschure&Co.Amsterdam		N
26154 LONO	**Haukefjell** 1*Dk*	2495 2200 1426					1921	ForthS.B. &Eng.Co.Ld. Alloa	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	295·8|43·6|20·7 P89*t*H131*t*	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
26155 PEOJ	**Haulerwijk** *ss*Rot.No.3-5,37 ~~*ss*Rot.No.2-32~~ D.F. 1*Dk*(*Stl*)	3278 2947 1951	✠100A1 8,37 ~~1,36~~ BS3,37 ✠LMC~~6,32~~ MS5,37	Rot Ams	*v*	CL 3,37	1924 8mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	N.V.Stoomvaart Maats'Oisterwijk' (Erhardt&Dekkers *Mgrs.*) *CellD*	325·0|48·2|23·7 P34'B90'F34' FK *B*275'716*t FPT*104*t*	Rottrdam Dutch 5*BHCem* *APT*130*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 307NHP 2SB,*6cf*,GS132,HS4850 ClydeS.B.&E.Co.Ld.P.Gls.	26 " 1 s4 " 3¾ 21"11½	
26156 * 146533 GJFR	**Hauraki** TwinSc *OilEng.* *ss*Syd.No.3-9,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	7113 6489 4425	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ ~~8,36~~12,37 ✠LMC CS5,35 DBS~~8,36~~12,37 ~~9,34~~11,36	Syd	*c*†	CL ~~9,34~~ ~~s9,34~~ P4,37 s12,37	1922 3mo	W.Denny &Bros.Ld. Dumbarton *Lloyd*'*sA&CP*	UnionS.S.Co.of NewZealand,Ld.	450·3|58·2|31·4 F49'*onShelter dk* FK&BK1" *Collisio* *CellDB*392'1248*t* *MT*50'1741*t*	London British *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,, *FPT*189*tAPT*54*t*	Oil Engines 4S.C.SA 16Cy.26½"-47" 1085NHP DB-*100lb* NorthBritishDieselEng. Works,Ld.Gls	34 " 0 s5 " 8¼ 28 " 6	
26157 149404 GWBD	**Hauxley** *ss*Shl.No.2-33 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1595 1449 937	✠100A1 *withfreeboard* 12,36~~10,36~~ ✠LMC MS12,34 BS~~10,36~~ 4,33	Shl	*p*	CL 10,36	1925 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	Broomhill Steamships,Ld. *CellDB*176'482*t* *Tank at sides of*	245·6|39·4|19·1 F24' FK *tunnel* 178*tFPT*84*t*	Newcastle British 4*BHptCem* *APT*44*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,*4cf*,GS80,HS2802 G.Clark,Ld.Sunderland	21 " 1 s5 " 0½ 16 " 3	
26158 LCGT	**Hav** (*ex*Putten-35,*ex*Dagfin, *ex*Aarstad) 1*Dk*	2184 1917 1284					1921	Dundee S.B.Co.Ld. Dundee	A/S Hav(Helmer Staubo&Co. *Mgrs.*)	286·0|43·5|19·1 P38'B77'F32'	Oslo Norwegian *WB*	T.3Cy.21",35"&58"-39" 202NHP Cooper&Greig,Ld.Dun.		N
26159 26750 JHCD	**Havana Maru** *ss*Osa.No.3-4,34 2*Dks*(*Stl*)	5652 5148 3450	✠100A1 5,37~~5,36~~ ✠LMC~~5,36~~ 5,37 *Fitted for oil fuel*12,23 *F.P. above* 150° F.	Osa	*z*	CL ~~4,34~~ 5,37	1920 4mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosen K.K. *CellDB*358'980*tD*	407·2|50·8|30·0 P40'B137'F46' FK *Ta*27'767*tFPT*106*t*	Osaka Japanese 7*BHCem* *APT*26*t*	T.3Cy.26½",44½"&74½"-51" 200lb (*s*) 559NHP 3SB,*9cf*,GS183,HS7988 FD OsakaIronWrks.Ld.Osaka	32 " 7 s6 " 10 26 " 1	
26160 * LCNC	**Havbör** *OilEng.* *ss*Rot.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing* *ProgressiveSurvey of Oil tanks*	7614 7247 4563	✠100A1 ~~3,37~~10,36 11,37 ✠LMC CS2,35 DBS8,~~36~~11,37 4,36 *CarryingPetroleum in bulk*	Sng ~~Nsg~~	*c*† LAn	CL 4,36	1930 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	A/S"Havbör" (P.Meyer) *CellDBuE*85'327*tD*	460·5|59·5|34·1 P109'B30'F60' FK *Tf*41'523*tFPT*199*t*	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,,*2nd* ,,) *APT*146*t*	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 " 0	
26161 LEAY	**Havborg** (*ex*Standart) 1*Dk*	1234 1078 707					1924	A/S Rödby Havns Jernskibsv. RödbyHavn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	236·9|37·2|14·8 H67*t*F34*t*	Tr'ndheim Norwegian *WB*	T.3Cy.16",25"&42"-30" 96NHP A/SMossVærft,Moss		N
26162 LEAZ	**Havbris** (*ex*Hindöy) 1*Dk*	1315 1121 742					1918	Stavanger Stöberi&Dok Stavanger	AlbertHarloff's Rederi A/S (A. Harloff,*Mgr.*)	242·3|37·2|16·0 P53*t*B60'H71*t*F14*t*	Bergen Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStoberi&Dok		C
26163 LEBC	**Havda** Ⓟ (*ex*Hjörungavaag Iron *ex*Christianssund) *Well deck* 1*Dk*& *Awng dk*	678 379 400					1881	Lobnitz &Co. Renfrew	Indherreds Aktiedampskibs- selskap	180·9|25·3|13·0 H28*t* 20·2	Stenkjær Norwegian	C.2Cy.24"&44"-30" 88NHP Lobnitz&Co.Renfrew		
26164 LDSB	**Havdrot** (*ex*HildaLea,*ex*Cygnus) Wireless 1*Dk*	1186 1073 713					1906	WoodSkin- ner&Co.Ld. Newcastle	A/S ChinaCoast- ing(Osw.Aamodt, *Mgr.*)	235·0|36·3|15·8 P22*t*H47*t*F30*t*	Oslo Norwegian *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		N
26165 DOFB	**Havel** Ⓟ 4Mst Now "Coburg," see No. 37695 in Supp *OilEng.* Sub.Sig. *Ref.Mchy* 2*Dks* E.S.D. D.F.	7256 6524 4418	✠Lloyd'sRMC~~3,37~~ 8,37				1928	F.Schichau Danzig	Norddeutscher Lloyd	474·3|61·2|28·7 P25'B&F439'	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.27¾"-47¼" 1291NHP F.Schichau,Elbing		G
26166 DIBZ	**Havelland** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6334 5592 3836					1921	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0|58·3|26·9 P&B381'F57'	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅞"-20⅞" 856NHP *Emade*16,*fitted*21 Mchfb.Augsburg- NürnbergA.G.Augsburg		G
26167 DHKP	**Havenstein** 4Mst D.F. Sub.Sig. 2*Dks*	7974 7472 4994					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2|58·2|32·4 P74'B102'F43'	Hamburg German *WB*	T.3Cy.32$\frac{7}{20}$",52⅘"&86$\frac{13}{20}$"- 55$\frac{3}{20}$" 558NHP FlensburgerSchiffsb.Ges.		G
26168 LDGH	**Havfru** TwinSc *OilEng.* *ss*Fal.No 1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *CruiserStern* *Longitudinal framing--bracketless system*	7923 7338 4602	✠100A1 ~~2,37~~11,37 ✠LMC CS5,35 DBS~~2,37~~3,37 ~~2,37~~3,36 *CarryingPetroleum in bulk*	HKg Rot	*c*†	CL 8,36	1931 6mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	P.MeyersTank- rederiA/S. (P.Meyer,*Mgr.*) *CellDBuE*65'242*t*	462·0|59·7|34·3 480·5(O.L.) P105'B39'F41' FK *DTf*36'540*t* *FPT*148*t APT*241*t*	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$"-39⅜" 778NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 " 7 s8 " 11 26 " 0	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
* 26169 LJIC	**Havkong** *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Part electrically welded including butts of shell upper deck & longitudinal bulkhead plating* *Mchy.Aft* *Longitudinal framing* *CruiserStern* *Rudder electrically welded*	9666 8889 5714	✠100A1 ~~2,37~~ ~~1,37~~ 1,38 ✠LMC1,37 *Carrying Petroleum in bulk*	Rot SFo		CL	1937 1mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	A/S Havtor (P.Meyer *Mgr.*) *CellDBuE*70'187t *DTf*34'517t*FPT*168t*APT*160t	506·1|63·1|36·4 P97'B41'F59' FK	Oslo Norwegian *11BHptCem*	Oil Engines 2S.C.DA 7Cy.23⅝"–43 5/16" 1358NHP 2DB*170lb* KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5½	
26170 LJNF	**Havmöy** Wireless *1Dk&ShelterDk* ~~*2Dks*~~ *CruiserStern*	1342 1101 744					1937	Nylands Verksted Oslo	~~P.Meyer~~ A/S Havtor (P.Meyer. *Mgr.*)	250·9|41·3|14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33 1/16"–33 1/16"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
26170* OXHR	**Havnia** (*ex*Bertil,*ex*Schiehallion) *ss*Mmo.2ndNo.3–2,13 Wireless *1Dk(Irn)&Web frames* *Well deck*	1571 1204 849	✠ 9,19 ✠	Skm	*q*		1888 5mo	Russell& Co. Pt.Glasgow	RederiA/BHavnia (AlgotJohansson, *Mgr.*)	255·8|36·0|16·8 Q100'B92'F31' ptND05 BK9" *CellDB*212'400t	Marieh'mn Finnish *4BHCem* *APT*42t	T.3Cy.18½",30 1/16"&48"–36" NDB00 144NHP 2SB,*3rf,1cf*,GS76,HS2249 Kincaid&Co.Ld.Greenock	19 ″ 3	V †
26171 LEBN	**Havörn** (*ex*UlrikkaII,*ex*Örn) *1Dk*	1527 1347 913					1902	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Havörn (JacobOdland& SönA/S, *Mgrs.*)	257·6|36·3|17·0 P11tH63tF43t	Haugesnd Norwegian *WB*	T.3Cy.17½",24"&48"–33" 132NHP LaxevaagsMsk.&Jrns.Bgn		N
* 26172 LJAG	**Havprins** D.F. *OilEng.* *Mchy.Aft* *Cruiser Stern* *2Dks* *Longitudinal framing–bracketless system* *Rudder electrically welded*	8066 7423 4754	✠100A1 1,38 ~~1,37~~ ✠LMC9,35 *Carrying Petroleum in bulk*	Rot	*c*†	CL 1,37	1935 9mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	AktiesHavprins (P.Meyer, *Mgr.*) *CellDBuE*69'186t *DTf*36'535t	461·6|59·8|34·6 P102'B37'F41' FK *FPT*147t*APT*168t	Oslo Norwegian *16BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1162NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4½	
* 26173 118720 GFRN	**Havre** *ss*Sng.2ndNo.3–10,30 *ss*Sng.No.1–35 *Mchy.Aft* *1Dk(Stl)&deep framing*	2073 1828 1201	✠100A1 ~~3,37~~ ~~2,37~~ 2,38 BS~~2,37~~ LMC12,35 2,38 *Fitted for oil fuel 5,12 F.P. above 150° F.*	Bat Sng	*s*	CL ~~7,34~~ 8,37	1905 9mo *Lloyd's A&CP Intermediate Bulkhead in forehold dispensed with,4BHonly*	W.Gray& Co.Ld. WHartlepool	Anglo-Saxon PetroleumCo.Ld. *WB=CellDB f*184'456t*FPT*224t*APT*36t	288·0|39·0|22·4 P67'B14'F35 FK	London British	T.3Cy.22",35"&59"–39" (*s*) 180lb 274NHP NB8,18*refitted*11,20 2SB,*6pf*,GS103,HS3650 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s3 ″ 3½ 19 ″ 3	
26174 26757 JDLD	**Havre Maru** *ss*Kob.No.3–3,32 *ss*Osa.No.1–36 *2Dks(Stl)*	5652 5148 3450	✠100A1 5,37 ~~4,36~~ ✠LMC~~4,36~~ 5,37 *Fitted for oil fuel 12,23 F.P. above 150° F.*	Osa	*z*	CL 4,36	1920 5mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaShosenK.K. *CellDB*358'980t *DTa*27'767t *FPT*106t*APT*26t	407·2|50·8|30·0 P40'B137'F46' FK	Osaka Japanese *7BHCem*	T3Cy26½"44½"&74½"–51" 200lb (*s*) 559NHP 3SB,*9cf*,GS183,HS7988 FD OsakaIronWorksLd.Osaka	32 ″ 7 s 6 ″ 8½ 26 ″ 1	
* 26175 27164 JEJD	— *ss*Kob.No.3–5,33 *2Dks(Stl)*	5467 4996 3409	✠100A1 7,36 ✠LMC~~7,36~~ 7,37	Nag	*z*	CL 6,36	1920 5mo	AsanoS.B. Co. Tsurumi A&CP	IshiharaSangyo KaiunK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*339'941t	Fuchu Japanese *6BHCem* *APT*28t	T.3Cy.26½",43½"&72"–48" 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronworks,Osaka	32 ″ 0 s 6 ″ 5½ 25 ″ 9	
26176 Stranded & Sunk 7,37 LDOG	**Havsö** *1Dk*	1843 1618 1094					1930	Burntislnd S.B.Co.Ld. Burntisland	D/S A/S Havsö (P.Dedekam)	265·8|43·0|18·0 P59tH83t	Arendal Norwegian *WB*	T.3Cy.18½",30"&49"–36" 144NHP MacColl&Pollock,Ld.Sld.		N
26177 LDPG	**Havsten** *OilEng.* *ss*Nwc.No.1–34 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	6161 5794 3720	✠100A1 ~~5,37~~ ~~1,36~~ 4,38 ✠LMC CS8,34 DBS~~4,34~~,38 ~~12,35~~ 7,36 *Carrying Petroleum in bulk*	Ams Rot	*a*†	CL ~~N1,36~~ 4,36	1930 8mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	Skibsaktieselskap Havsten(Rafen& Loennechen) *CellDBuE*76' 275t*DTf*38'498t	420·8|58·5|31·2 437·0(O.L.) P105'B27'F38' FK *FPT*113t*APT*87t	Tönsberg Norwegian *15BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB–*120lb* Barclay,Curle&Co.Ld Gls.	31 ″ 3	
26178 LEBM	**Havtor** *Mchy.Aft* *CruiserStern* *1Dk*	1524 1234 867					1930	Porsgrund Mek.Værks. Porsgrunn	A/S Havtor (P.Meyer)	245·7|37·9|18·3 P65'F31'	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)27½"– 27½" 66NHP PorsgrundM.V.Porsgrunn		N
26179 224252 KJME	**Hawaii** Ⓟ *Fitted for oil fuel* *Mchy.Aft* *1Dk*	851 659 444					1924	Bethlehem S.B.Corp.Ld. (UnionPlnt) SanFrancisco	Inter-Island SteamNav.Co.Ld.	190·0|36·2|12·1 P75'F31'	Honolulu Utd.States *WB*	T.3Cy.17",27"&45½"–30" 113NHP BethlehemS.B.Corp.Ld.		R
26180 18436 JHWD	**Hawaii Maru** Ⓟ **TwinSc** *ss*Kob.No.3–9,27 *ss*Kob.No.2–36 *2Dks(Stl)&Shelter dk(Stl–ws)* *Ref.Mchy.* *3rd dk(Stl)inNos.1&4holds*	9467 8830 5916	✠100A1 *Shelter dk with freeboard* 6,37 ~~8,36~~ ✠LMC~~8,36~~ 6,37 *Fitted for oil fuel 10,24 F.P. above 150° F.*	Kob	*d*†	CL N10,35	1915 8mo *Lloyd's A&CP*	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K. *WB=CellDBa*144' *uE&B* 84' *f*180' 1819t *DTa*45'735t*FPT*97t*APT*53t	475·0|61·0|38·1 32·7 P33'B30'F46' FK *onShelter dk*	Osaka Japanese *8BHCem*	T.6Cy.26",43½"&73"–48" (*s*) 200lb HS11524 895NHP 5SB(Spt),*15cf*,GS302 FD KawasakiDkydCoLdKobe	40 ″ 9 s13 ″ 6½ 27 ″ 9	
26181 217933 WACG	**Hawaiian** (*ex*SantaMalta) *ss*S.Fo.No.3–9,31 D.F. *2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)inNo.1hold only&Web frames* *Fitted for oil fuel* *Longitudinal framing*	4868 4353 2899	✠ … 11,34 ✠	SFo	*z*		1919 5mo	W.Cramp &Sons S.&E.B.Co. Philadelphia	American- HawaiianS.S.Co. *CellDB*314'1188t	404·6|53·9|26·2 F31' *onShelter* 36·7 *dk* FK *Col* *FPT*69t *APT*17t	NewYork Utd.States *Cem* *lBHtoSh dk* 5 ,, ,, *U* ,, 1 ,, ,, *2nd* ,,	Q4Cy25½",37",52½"&76"–54" 633NHP 4SB,*12cf*,GS215,HS8923 W.Cramp&Sns S&EBCPhl	28 ″ 9	R †
26182 224456 WOCD	**Hawaiian Standard** *OilEng.* *Carrying Petroleum in bulk* *1Dk* Wireless D.F.	1217 891 663					1925	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0|36·1|14·3 P50'B94'F32'	S.Frncisco Utd. States *WB*	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 4Cy.16 9/16"–24⅝" 107NHP PacificDieselEng.Co. Oakland,Cal.		R
* 26183 147713 GKRD	**Hawkinge** (*ex*Pentraeth) *ss*Cff.No.3–2,37 *1Dk(Stl)*	2475 2256 1493	✠100A1 2,37 BS10,37 ✠LMC MS2,37 ~~BS~~	Cff	*t*	CL 2,37	1924 8mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	Constants(South Wales)Ld.(M. Constant, *Mgr.*) *CellDB*250'663t *FPT*122t*APT*94t	298·5|44·0|21·2 308·5(O.L.) P23'B79'F26' FK	London British *5BHCem*	T.3Cy.22",36"&60"–39" (*s*) 180lb ~~160lb~~ 251NHP 2SB,*6cf*,GS115,HS3970 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s3 ″ 5½ 20 ″ 2½	
26184 163545 GYBM	**Hawkwood** D.F. *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	2024 1491 1143	✠100A1 7,37 ~~1,36~~ ✠LMC11,34	Shl		CL 7,37	1934 11mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	W.FranceFenwick &Co.Ld. *CellDB*224'613t *MT*8'208t *FPT*139t *APT*90t	267·8|41·0|17·4 Q160'F30' FK	London British *5BHCem*	T.3Cy.17½",29"&48"–36"(*s*) 200lb FD 202NHP 2SB(Spt),*6cf*,GS60,HS2904 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s 6 ″ 2½ 18 ″ 0	
26185 GYXM	**Hawnby** D.F. *1Dk*	5404 4992 3323					1936	W.Gray& Co.Ld. W Hartlepool	RopnerShipping Co.Ld.	427·5|55·2|27·2 P62'B249'F42'	Cardiff British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade cert.
* 26186 160760 GTCB	**Haxby** *ss*Shl.No.1–33 D.F. 1*Dk*(*Stl*)	5207 4930 3227	✠100A1 2,37 ~~BS5,36~~ ✠LMC~~11,33~~ 8,37	Shl	*z*	CL ~~2,37~~ 8,37	1929 5mo *Lloyd*	W.Gray&Co. WHartlepool *'sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*	421·2|54·2|27·2 438·4(O.L.) P30'B240'F43' FK 173'*f*180'1413*t* *FPT*175*t*	WHartlpl British 8*BHCem* *APT*167*t*	T.3Cy.26",40"&73"–48" (*s*) 180lb 529NHP 3SB(Spt),9*cf*,GS172, FD HS7932 Cen.Mar.E.Wrks LdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3¼	
26187 22522 JDCG	**Hayataka Maru** Ⓟ (*ex*Hokkai MaruNo.2) Wireless	836 — 446					1923	Mitsui Bussan Kaisha,Ld. TamaDkyd.	AwanokuniKyodo KisenK.K.	190·0|31·5|18·2 F32'	Nishino-miya. Japanese	T.3Cy.14½",24"&40"–30" 88NHP HaseTekkosho,Osaka		
26188 30368 JMRE	**Hayatomo Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	Mitsubishi ZosenK.K. Kobe	SetsuyoShosen K.K.	170·0|28·6|18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¼"–27" 194NHP Vickers,Ld.Barrow		
26189 Broken up 96562 MQNR	**Hayle** 3Mst *ss*Bly.3rdNo.3–12,26 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck*	476 347 203	✠ — 6,32 ✠	Bkn	*h*		1893 7mo	Harvey&Co.(Ld.) Hayle	~~RichardHughes&Co.(Liverpool)Ld.~~	183·2|24·1|10·1 Q120'B9'F25 len01 BK7" *WB=FPT*30*t*	Liverpool British 4*BHCem* *APT*4*t*	T.3Cy.15",23"&38"–30" 70RHP 1SB,3*pf*,GS56,HS1703 Harvey&Co.(Ld.),Hayle	11 ″ 0	
26190 27962 JFAD	**Hayo Maru** *ss*Yka.No.3–5,34 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 ~~2,36~~11,37 BS11,37 ✠LMC8,36 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Yka Kob	*z*	CL 7,35	1921 3mo	AsanoS.B.Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*334'886*t*	Yokohama Japanese 6*BHptCem* *APT*28*t*	T3Cy.26¼",43½"&72"–48"(*s*) 200lb 513NHP 3SB,9*cf*,GS181,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
26191 148603 MNGP	**Haytor** *ss*Shl.No.3–11,37 ~~*ss*Goo.No.2–33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1189 921 592	✠100A1 ~~3,37~~11,37 ~~BS3,37~~ ✠LMC~~12,33~~ BS3,38 3,37	Shl	*n*	CL ~~3,37~~ 10,37	1925 6mo *Lloyd*	J.Crown&SonsLd. Sunderland *'sA&CP*	T.&C.Wilton&Co. Ld. *CellDBa&uE*75'*f*	220·0|35·2|14·6 P20'B49'F23' FK 93'276*tFPT*75*t AP*	London British 4*BHCem* *T*52*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 158NHP 2SB,4*cf*,GS74,HS2792 N.E.MarineEng.Co.Ld.Sld	16 ″ 7 s1 ″ 10½ 14 ″ 10½	
26192 149478 GSPK	**Hazelside** *ss*Cff.No.2–36 D.F. 1*Dk*(*Stl*)	4646 4268 2782	✠100A1 ~~10,37~~~~12,36~~ 3,38 BS~~9,36~~ ✠LMC9,35 9,37	Cff ~~Sws~~ Hul	*y*	CL ~~11,36~~ ~~N10,37~~ 3,38	1928 9mo *Lloyd*	ShortBros.Ld. Sunderland *'sA&CP*	CharltonS.ShpgCo Ld.(Charlton,Mc-Allum&Co.Ld. *Mgrs.*) *CellDB*	395·0|52·7|25·9 408·7(O.L.) P36'B238'F36' FK 342'1251*tFPT*128*t*	Newcastle British 6*BHCem* *APT*225*t*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 388NHP 3SB(Spt),9*cf*,GS165,HS6255 N.E.MarineEng.Co.Ld Sld	28 ″ 3 s 4 ″ 1¼ 24 ″ 4¼	
* 26193 147792 GBTX	**Hazelwood** *ss*Shl.No.2–35 D.F. E.S.D. 1*Dk*(*Stl*) *Now "Susak," see No.* 40128 *in Supplement*	3814 3506 2352	✠100A1 11,36 MS10,35 ✠LMC ~~DBS4,36~~ ~~MBS11,35~~ BS~~11,36~~11,37	Shl	*x*	CL 11,36	1927 8mo *Lloyd*	JReadhead &Sons,Ld. SouthShields *'sA&CP*	JosephConstantine S.S.Line,Ld. *CellDBa&uE*	388·8|52·5|22·1 P29'B229'F44' FK len34 145'*f*161'900*tFPT*	Middlsbro' British 6*BHCem* 80*tAPT*135*t*	T.3Cy.21½",37"&61½"–45" 200lb *120lb* (*r*) 334NHP 2SB(Spt),6*cf*,GS115, FD HS4564 J.Readhead&Sons,Ld.	24 ″ 3 s 2 ″ 10 21 ″ 7¼	
26194 203473	**Hazen Butler** (*ex*FrankSeither–33, *ex*JoshuaW.Rhodes) 1*Dk*	4871 — 3586					1906	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	420·0|52·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 158NHP AmericanSB.Co.Cleveland		R
* 26195 ~~133087~~ ~~GQLV~~	**Heathcot** (*ex*ClanMacbride–37) *ss*Gls.No.3–6,25 D.F. *ss*Gls.No.2–33 2*Dks*(*Stl*)	4922 4523 2981	✠100A1 2,37 BS~~5,36~~ ✠LMC1,34 1,38	Grk	*y*	CL 2,37	1912 12mo *Lloyd*	Ropner&Sons,Ld. Stockton *'sA&CP*	~~McCowen&Gross, Ld.~~ *CellDBa*135'*uE*23'	390·0|50·5|27·9 P30'B115'F37' FK *f*168'1039*tFPT*12	Japanese 6*BHCem* 0*tAPT*197*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 393NHP 3SB,9*cf*,GS174,HS6243 Blair&Co.Ld.Stockton	30 ″ 6 s 5 ″ 9¾ 24 ″ 11	
26196 146342 MLZS	**Hebble** *ss*Goo.No.3-2,38 ~~*ss*Goo.No.2–33~~ Sub.Sig. 1*Dk*(*Stl*)	1040 828 425	✠100A1 2,38 ~~8,36~~ ✠LMC MS~~5,33~~ BS~~11,36~~ 7,37 2,38	Goo	*o*	OG ~~7,36~~ 5,37	1924 9mo *Lloyd*	W.Beard-more&Co.Ld Glasgow *'sA&CP*	LondonMidland& ScottishRly. (Associated HumberLines,Ld. *Mgrs.*) *CellDBa&*	240·5|34·2|15·4 P39'B88'F34' FK *uE*73'*f*90'198*tFPT*	Goole British 5*BH* 12*tAPT*24*t*	T.3Cy.22",36"&61"–39" (*s*) 180lb 333NHP 2SB,6*cf*,GS124,HS5000 FD W.Beardmore&Co.Ld.	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
* 26197 1480[illegible] GKLX	**Hebburn** *Now "Stanburn," see No.* 40134 *in Supplement* *ss*Nwc.No.3–8,37 ~~*ss*Nwc.No.2–33~~ 1*Dk*(*Stl*) D.F. E.S.D. *Cargo battens not fitted*	2881 1576 1685	✠100A1 8,37 ~~2,36~~ BS~~1,36~~ ✠LMC~~11,33~~ 5,37 MS8,37	Nwc	*u*	CL ~~11,34~~ 8,37	1924 7mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle *'sA&CP*	HebburnS.S.Co. Ld.(W.A.Souter& Co.Ld.*Mgrs.*) *CellD*	333·8|44·6|21·6 P27'B70'F27' FK *B*272'788*tFPT*122*t*	Newcastle British 5*BHptCem* *APT*230*t*	T.3Cy.23",38½"&65"–42" (*s*) 200lb *100lb* 359NHP 2SB,8*cf*,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 0 s 4 ″ 1¼ 20 ″ 1	
26198 FOPT	**Hebe** *ss*Rot.No.1–37 *ss*Shl.No.3–6,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 ~~5,37~~ ~~1,26~~10,37 ~~BS1,36~~ ✠LMC~~6,32~~ 5,37	Rot	*q*	CL 1,36	1920 6mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth *'sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie., *Mgrs*) *CellDB*180'381*tD*	260·3|37·3|16·4 P22'Q100'B54' FK F24' *Ta*36'118*tFPT*114*t*	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,6*cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 3	
26199 PEOT	— *Cruiser Stern* Wireless 2*Dks*	1140 — 628					1916	Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0|36·5|23·0	Amsterdm Dutch *WB*	T.3Cy.18½",30"&48"–36" 138NHP Boele'sSchps&Mch.Bolnes		V
26200 OYQA	— *Ref.Mchy.* 2*Dks* Wireless D.F.	957 689 436					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	232·1|33·9|21·2	Aalborg Danish *WB*	T.3Cy.19½",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv		V
26201 5711 SETR	— (*ex*Sandar,*ex*EmmaFernström, *ex*Polstream,*ex*Emma Fernström,*ex*Polstream,*ex*Margarete) 1*Dk*	*910* *741* *510*					1906	Grngem'th &Greenock DockyardCo. Grngemouth	OttoHellstenA/B	207·8|34·6|12·8 Q79*t*B103*t*H47*t* F21*t*	Stockholm Swedish *WB*	T.3Cy.16⅘",27"&44"–30" 106NHP Cooper&Greig,Dundee		N
26202 766 OHXG	— (*ex*Alice–35,*ex*Tensift,*ex*Rubin) Wireless 1*Dk*	686 — 344					1911	Hlsingbrgs VarfsAktieb. Helsingborg	FinskaÅngfartygs A/B	175·7|30·5|12·2 P25*t*Q38*t*B85*t*H18*t* F13*t*	Helsingfrs Finnish *WB*	C2Cy.16¾"&31½"–21$\frac{1}{16}$" 38NHP HelsingbrgsVarfs.Aktieb		V
26203 Broken up PKMT	— TwinSc *OilEng.* *ss*Sba.No.3–3,29 *ss*Sng.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)	635 500 356	~~✠100A1~~ 1,37 ~~✠LMC OS7,33~~ ~~DBS1,37~~ ~~9,34~~	Sba	*j*	P10,35 s6,36	1916 9mo	N.V.Schps Dordrecht Dordrecht A&CP	Koninklijke PaketvaartMaats. *C*	180·3|30·0|12·0 F23' FK *ellDBf*59'75*tFPT*8	Batavia Dutch 5*BHCem* *tAPT*24*t*	Oil Engines 2S.C.SA 8Cy.13$\frac{3}{16}$"–13¾" 244NHP DB*100lb* D.Goedkoop,jr.Ams.	13 ″ 0 s 1 ″ 5¾ 11 ″ 8	
26204 108735 GFTC	**Hebrides** Ⓟ *ss*Irv.3rdNo.3–2,37 Wireless 2*Dks*	585 428 234	✠100A1 ~~1,37~~ ~~2,37~~ 3,38 ✠NB2,37 ✠LMC2,37 DBS3,38	Irv	*i*	~~2,36~~ 2,38	1898 5mo	AilsaS.B.Co. Troon A&CP	McCallum,Orme& Co.Ld.	180·0|28·1|13·2 30·0 BK7½" P50'B70'F46'	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16",26"&42"–30" (*s*) 160lb *80lb* NDB24 90RHP 1SB,3*cf*,GS54,HS1900 A.&J.Inglis,Glasgow	13 ″ 10 s 1 ″ 1¾ 13 ″ 7¼	BT till 1,38
26205 DOAF	**Hecht** (*ex*Brun vonWarendorp) Wireless 1*Dk*	999 714 600					1915	Atlas WerkeA.G. Bremen	Argo Reederei RichardAdler&Co.	216·5|32·8|13·1 P&B113'F29'	Bremen German *WB*	T.3Cy.18$\frac{1}{10}$",29½"&45$\frac{7}{10}$"–29½" 113NHP AtlasWerke,A.G.Bremen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote, si ce n'est dans le L.R. Dates Cert. Bord. Trade.
26206 DHKR	**Hecksee** (*ex*Schleswig) *Mchy.Aft* 1*Dk*	865 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3 Q51'F21'	32·9	15·0	Hamburg German *WB*	T.3Cy.13$\frac{1}{16}$",20$\frac{3}{8}$"&33"-22$\frac{1}{8}$" 52NHP DeutscheWerkeA.G.Kiel		G
26207 147282 GCBQ	**Hector** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 3*Dks*	11198 8572 6841					1924	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (AHolt&Co. *Mgrs*)	498·8 P57'B195'F60'	62·3	34·9	Liverpool British *WB*	SR geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~5,37~~
26208 DOHD	**—** (*ex*Doelwijk) *Well deck* 1*Dk*(*Irn*)&*deepframing*	872 610 527			...		1890	Bonn& Mees Rotterdam	Dampfschiffahrts Ges.Neptun	199·1 P127'F54' BK7½"	31·2	12·7	Bremen German *WB*	T.3Cy.15",24"&45"-30" NB08 114NHP Knik.Mts.deScheldeFlsng	15 " 3	G †
26209 114589 MGGR	**—** TwinScCtr 1*Dk*	316 278 35			...		1903	Day,Summers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	129·5 B33' BK9"	25·1	11·9	S'thamptn British *WB*	C.4Cy.19"&38"-30" 184NHP Day,Summers&Co.Ld.Sou.	12 " 6	
26210 7738 SETU	**Hedda** (*ex*Jomaas,*ex*MarieNielsen) 1*Dk*	*1502* *1288* *835*					1920	Larvik Slp. Verksted A/S Larvik	RederiA/B Kullaberg(Axel Sjösten, *Mgr.*)	242·9 P64*t*H73*t*F9*t*	39·5	16·9	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlipVerks.A/SLar.		V
26211 DOFP	**Heddernheim** (*ex*FridericusRex, *ex*StadDelft) *Fitted for oil fuel* 2*Dks* D.F. Sub.Sig. *CruiserStern*	4947 4723 3006					1921	F.Schichau Danzig	UnterweserReed. A.G.	361·0	51·4	31·4	Bremen German *WB*	C.4Cy.18$\frac{7}{16}$"&39$\frac{3}{8}$"-39$\frac{3}{8}$" & 1 low-pressure turbine NE28 323NHP A.G."Weser"Bremen		G
⁎ 26212 3578 SIJA	**Hedera** (*ex*Baltia-35,*ex*Varna, *ex*Daland, ssGot.2ndNo.3-5,25 *ex*Helsingborg) ssMmo.No 2-33 1*Dk*(*Irn*)&*deep framing*	*2289* *2108* *1390*	✠100A1 5,37 ~~4,36~~ ~~[illegible]~~ ✠LMC ~~[illegible]~~ 4,37	Got	*s*	CL ~~6,34~~ 4,37	1900 1mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/B Kullaberg(A.Sjösten, *Mgr.*) *CellDBa98'*	302·6 312·7(O.L.) P21'B79'F31' FK *uE&B40'f122'692t*	43·2	19·8	Höganäs Swedish 5*BHCem* *APT40t*	T.3Cy.22",35"&59"-39" (*s*) 160lb *80lb* 221NHP 2SB,6*rf*,GS82,HS3378 Cen.Mar.Eng.Wks.W.Hpl	22 " 3 s 3 " 6½ 18 " 11½	
⁎ 26213 6359 SMFA	**Hedrun** (*ex*HjalmarBlomberg) ssSkm.No.3-6,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*2325* *2044* *1311*	✠100A1 *Shelter dk withfreeboard* 6,37 ~~5,35~~ MS6,33	Skm ✠LMC ~~BS[illegible]~~ 12,37	*u*	OG 6,36	1920 9mo	Aktb.Oresundsvarvet Landskrona *Intermediate*	Stockholms Rederiaktiebolag Svea(Eman. Högberg,*Mgr.*) *BHinforehold dis* *CellDB262'546t*	*pensed with(Collisio* *FPT91tAPT106t*	44·9	19·4	Stockholm Swedish FK *Cem* *nBHtoShdk* 3 " " *U* ")	2SteamTurbinesDRgeared to 1 ScShaft (*s*) 200lb FD 252NHP 2SB(Spt),6*cf*,GS82,HS3533 A.B.deLavalsAngturbin, Skm.	22 " 0 s 1 " 2 21 " 0½	
26214 DHKT	**Hedwigshütte** Sub.Sig. 1*Dk*	2221 1856 1211					1922	Stettiner Oderwerke Stettin	Hedwigshütte Kohlen-u.Kokesw A.G.(Kohlen-, Koks-u.Anthracitwerke G.Schulze G.m.b.H.*Mgrs.*)	284·0 P26'B61'F33'	41·1	18·8	Hamburg German *WB*	T.3Cy.22$\frac{3}{8}$",35$\frac{1}{8}$"&57$\frac{1}{16}$"-39$\frac{3}{8}$" 205NHP StettinerOderwerke		G
26215 PEPK	**Heemskerk** Ⓟ (*ex*Witram) D.F. 2*Dks*	6516 6037 4065					1919	Neptunwerft Rostock	N.V.Vereenigde Nederlandsche Scheepvaart Maats(Directie-en AgentuurMaats. "Holland-Afrika Lijn"N.V.*Mgrs.*)	438·0 P55'B97'F43'	57·2	30·2	The Hague Dutch *WB*	Q.4Cy.26$\frac{3}{8}$"38$\frac{3}{8}$"55$\frac{1}{16}$"&80$\frac{1}{16}$"-55$\frac{1}{16}$" 482NHP Neptunwerft,Rostock		V
26216 217952 WBAI	**Heffron** D.F. *Fitted for oil fuel* GyC. 1*Dk*&*Shelter dk*& *Longitudinal framing* *Webframes*	7611 7553 4886			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0 FK	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27",47"&78"-48" 598NHP BethlehemS.B.Corp.Ld.	38 " 0	R †
26217 218209 KIDF	**Hegira** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Webframes* GyC. *Longitudinal framing*	7588 7553 4818			...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0 FK	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27",47"&78"-48" 598NHP BethlehemS.B.Corp.Ld.	38 " 0	R †
⁎ 26218 36813 JGZC	**Heian Maru** Ⓟ TwinSc *OilEng* ssKob.No.1-35 *Ref.Mchy.* 3*Dks*(*Stl-weather dk* ws) D.F. GyC. 4*th dk*(*Stl*)*inNo.3hold*	11616 9381 6789	✠100A1 *withfreeboard* 1,38 ~~1,37~~ ✠LMC CS11,34 DBS~~1,37~~6,37 ~~1,36~~1,37 ✠Lloyd'sRMC~~3,37~~ ~~1,37~~ 1,38 *Fitted for carrying oil in 3 deep tanks (11,30) F.P. aft* *above 150° F.*	Osa	*h*†	CL ~~s1,35~~ P1,37 s1,38	1930 11mo *Lloyd's A&CP*	OsakaIron Works.Ld. Osaka	NipponYusenK.K. *CellDB424'2189t* *tunnels319tD*	511·6 B226'F76' FK *Tanks in way of* *Tsa39'1309tFPT11*	66·0	41·0	Tokio Japanese 9*BHptCem* 6*tAPT176t*	Oil Engines 4S.C.DA 16Cy.26$\frac{3}{4}$"-63" 2190NHP 2DB*120lb* Akt.Burmeistr&Wain,Cpn	41 " 1 s10 " 11 30 " 3½	
26219 467 JCXC	**—** Ⓟ Wireless 2*Dks*	1584 — 925					1917	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K.	240·0 P14'B44'F32'	36·0	21·0	Jinsen Japanese *WB*	T.3Cy.16",26"&43"-30" 101NHP KawasakiDkydCoLd.Kobe		
26220 DICB	**Heidelberg** Ⓟ (*ex*Duisburg) *OilEng.* ssHam.No.1-29 D.F. *Well deck* 2*Dks*(*Stl*) 3*rd dkinNo.1hold* *CruiserStern*	6530 5558 3958	✠ ... 6,33 ✠	Ham			1925 7mo	Vulcan-Werke Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	450·3 P&B375'F56' FK *B400'1525tFPT75t*	58·2	26·6	Hamburg German 9*BHptCem ptAsp* *APT46t*	2 Oil Engines 4S.C.SA coupled to 1 Sc Shaft by hydraulic transformers &SR gear 16Cy.25$\frac{3}{16}$"-27$\frac{9}{16}$" 993NHP Vulcan-Werke,Hamburg	29 " 5	G †
26221 DAPO	**—** Wireless 1*Dk*	692 499 381					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q53'B45'F19'	28·9	11·4	Stettin German *WB*	T3Cy.14",22$\frac{1}{8}$"&38$\frac{3}{16}$"-27$\frac{9}{16}$" 77NHP StettinerOderwerke		G
26222 LEBP	**Heien** 1*Dk*	995 862 561					1926	Hölens Verks.Hölen, nr.Larvik	D/SA/SHeitmanns Rederi(H.Heitmann&Son,*Mgrs.*)	214·2 P39*t*H56*t*	34·3	14·1	Oslo Norwegian *WB*	T.3Cy.14½",25"&40"-27" W.Beardmore 83NHP &Co.Ld.Coatbridge		N
26223 LEBR	**Heilo** (*ex*KristineTysland) 1*Dk*	989 861 569					1921	Hölens VerkstedA/S Larvik	D/S A/S Heilo(H. Heitmann&Son)	214·2 P39*t*H57*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15½",25"&42"-30" 96NHP Moss.Værft,Moss		N
26224 DHKU	**Heimdal** (*ex*MinnaHorn) 1*Dk*	2186 1834 1257					1921	Nordseewerke A.G. Emden	Seereederei "Frigga,"A.G.	283·0 P20'B58'F24'	40·9	20·5	Hamburg German *WB*	T.3Cy.20",31½"&51½"-35½" 155NHP CäsarWollheimBreslau		G

1 No. in Book Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Da^e of B. of Trade Cert.
26225 OXHS	**Heimdal** Ⓟ TwinSc (*Ferry*) *OilEng.* Wireless D.F. *CruiserStern* 1*Dk*	978 821 335					1930	A/S Aalbrg Msk-ogSkibs. Aalborg	DeDanske Statsbaner	246·1	38·6	14·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 12Cy.$14\frac{9}{16}$"–$23\frac{5}{8}$" 247NHP A/S Frichs,Aarhus		
26226 5715 SGHA	**Heimdall** Ⓟ Sub.Sig. Wireless 1*Dk*	*1386* *742* *644*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	225·0 P&B147'F47'	36·0	14·4	Stockholm Swedish *WB*	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&$58\frac{1}{2}$"–36" 205NHP OskarshamnsM.V.Aktieb.		V
26227 24982 JKPD	**Heimei Maru** *ss*Kob.No.3–7,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4364 3677 2734	✠ … 10,35 ✠	Nag	*w*		1919 9mo	OsakaIron Works,Ld. Innoshima *CellDB*294'	TochikiShojiK.K. 1120*t* *DTa* 32'690*t*	345·0 P30'B98'F34' *on* *Shelter dk* FK *Collision* *FPT*115*tAPT*29*t*	49·8	28·2	Waka- matsu Japanese *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" 391NHP 2SB,6*cf*,GS126,HS5400 FD OsakaIronWrks.Ld. Innoshima	28 ″ 2	
26228 LJHA	**Heimgar** (*ex*Sparreholm–36, *ex*Sulina) *OilEng.* *ss*Got.No.3–5,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	2978 2741 1790	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~11,369,37~~ ✠LMC CS7,34 DBS8,~~36~~11,37 11,36	Got GenNYk	*l*	CL 12,35	1921 9mo	A/BÖre- sundsvarvet Landskrona *CellDB*260'633*t*	StamersRederiA/S (ClausStamer, *Mgr.*)	312·7 F32'*onShelter dk* FK *Collision* *FPT*55*tAPT*62*t*	44·5	26·2	Bergen Norwegian *ptCem* *BHtoSh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy $24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*100lb* A/B Götaverken,Got.	28 ″ 11 s 6 ″ $9\frac{1}{4}$ 22 ″ 3	
26229 LCUY	**Heimvard** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4851 4299 2745					1930	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, *Mgr.*)	396·9 P140*t*H396*t*F16*t*	54·8	25·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$27\frac{9}{16}$"–$55\frac{1}{8}$" 587NHP KockumsM.V.Akt.Malmö		N
26230 DJTW	**Hein Hoyer** D.F. E.S.D. 2*Dks* *CruiserStern*	~~6000~~ 5836 3423					1937	Lübecker Flender- WerkeA.G. LübeckSiems	Hanseatische ReedereiEmilOffen &Co.	~~438·1~~ F38' 437·8	~~59·7~~ 59·9	~~24·6~~ 25·0	Hamburg German *WB*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"– $43\frac{5}{16}$"&LPturbine with DRgearing&hydraulic coupling HS6297 480NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
26231 LEVA	**Heina** *OilEng.* 2*Dks*	4028 3695 2417					1925	Kjöbnhvns Flydk.&Skbs Copenhagen	A/S J.Ludwig MowinckelsRederi	377·8 P101*t*H202*t*F30*t*	52·2	24·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 473NHP Akt.Burmeistr&Wain,Cpn		N
26232 1084 ESVE	**Heino** (*ex*Gautatyr–36,*ex*Austa) 1*Dk*	1107 1005 640					1906	Sunderlnd S.B.Co.Ld. Sunderland	M.Utow	229·0 P21'B61'F26'	35·0	15·2	Haapsalu Estonian *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"–33" 111NHP N.E.MarineEng.Co.Ld.Sld		V
26233 DHKV	**Heinrich Arp** 1*Dk*	1428 1160 813					1923	F.Schichau Elbing	H.F.C.Arp (S.Ollgaard& Thoersen, *Mgrs.*)	237·2 Q77'B97'F26'	37·6	16·0	Hamburg German *WB*	T3Cy.$16\frac{9}{16}$"$27\frac{5}{8}$"&$42\frac{9}{16}$"–$27\frac{5}{8}$" 95NHP F.Schichau,Elbing		G
26234 DDUS	**Heinrich Schmidt** 1*Dk* Wireless D.F. *CruiserStern*	1560 1185 889					1936	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Schiffsparten- VereinigungA.G. (H.Schmidt, G.m.b.H., *Mgrs.*)	258·8 P21'Q85'B106'F22'	41·3	14·4	Flensburg German *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&48"– $34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
* 26235 852 HPFV	**Heinrich v. Riedemann** TwinSc *OilEng.* D.F. *ss*Bmn.No.1–34 E.S.D. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft CruiserStern* *Rudder partly electrically welded* *Longitudinal framing–bracketless system*	~~12097~~ ~~11570~~ ~~6802~~ 11020 6749	✠100A1 ~~5,37~~ ~~1,37~~ ~~12,37~~ 1,38 ✠LMC CS4,34 DBS~~1,37~~ 4,36 12,37 *CarryingPetroleum in bulk*	Ham ~~NYk~~	g†	CL ~~SN5,35~~ ~~P3,36~~ ~~P5,37~~ N12,37	1930 11mo	Bremer Vulkan Vegesack ~~*Lloyd's A&CP*~~	PanamaTransport Co. ~~(Waried Tankschiff RhedereiG.m.b.H., *Mgrs.*)~~	521·1 *afterBridge*55' FK B40'F41' 4 *CellDBuE*62' 216*t*	70·2	38·8	Panama Pnamanian 17*BHptCem* *ptAsp* *BHto2nd dk* *DTsf*48' 199	Oil Engines 2S.C.SA 12Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 1592NHP 2WaterTubeDB*200lb* 2DB*100lb* BremerVulkan,Vegesack 7*t* *FPT*270*tAPT*290*t*	38 ″ 9 s 8 ″ $5\frac{1}{2}$ 30 ″ $6\frac{1}{4}$	
26236 DICC	**Heinz Horn** Ⓟ *OilEng.* D.F. 2*Dks*	3994 3332 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 H130'F37'	48·7	27·7	Hamburg German *WB*	Oil Engine 2S.C.SA 6Cy.$26\frac{3}{4}$"–$47\frac{1}{4}$" 745NHP F.Schichau,Elbing		G
26237 DAXP	**Heinz W. Kunstmann** (*ex*SevenSeas *ss*Stn.2ndNo.3–8,32 Transport,*ex*Picton) *ss*Ham.No.1–36 1*Dk*(*Irn*)2*trB*&*deepframing* 3*Dkrule*	5100 4753 3104	✠100A1 2,36 BS11,36 ✠LMC11,35	Ham	*y*	CL 7,34	1906 8mo	Richardsn Duck&Co. Stockton *Lloyd's A&CP*	W.Kunstmann	377·6 P28'B111'F27' FK *CellDBa*126'*uE*	52·1	27·7	Stettin German 6*BHptCem* *ptAsp* &*B*43' *f*169'	T.3Cy.27",$44\frac{1}{2}$"&73"–48" (*s*) 180lb *120lb* NDB27 419NHP 3SB,9*cf*,GS175,HS6700 Blair&Co.Ld.Stockton 1260*tFPT*177*tAPT*193*t*	30 ″ 4	
	Now "Herta Engeline Fritzen," *see No. 3541 in Supplement*															
26238 LEBU	**Heire** (*ex*Stend) 1*Dk*	807 682 449					1917	Pusnes Stob.&M.V. Arendal	Dampsk.A/S Heitmann'sRederi (H.Heitmann& Son, *Mgrs.*)	211·0 P36*t*H46*t*F12*t*	33·2	13·5	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnesStob.&MV.Arendal		N
26239 24151 JJCE	**Heiryo Maru** (*ex*DaitokuMaruNo.2) Wireless 1*Dk*	1224 1039 699					1918	Osaka ZosenshoK.K. Osaka	TanakaShojiK.K.	225·0 P16'B54'F28'	33·0	18·7	Osaka Japanese *WB*	T.3Cy.$16\frac{1}{16}$",$26\frac{1}{8}$"&$42\frac{1}{8}$"–30" 97NHP SanyoTekkosho,Osaka		
26240 40872 JZDH	**Heito Maru** 2*Dks*	4468 4033 2588					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
26241 14 JLHG	— 1*Dk*	570 — 220					1910	………………	Minamimanshu TetsudoK.K.	170·0	35·0	13·0	Dairen Japanese			
26242 41417 JLJK	**Heiwa Maru** *OilEng.* 1*Dk*	313 — 208					1936	Matsuura Ryoichi,Tona	KanpuRenraku KisenK.K.	128·6	24·1	11·1	Shimono- seki Japanese	Oil Engines		
26243 26562 JMSD	**Heiyei Maru** (*ex*HeiyeiMaru *ss*Kob.No.3–2,32 No.12–37, *ss*Yka.No.1–35 *ex*UralsanMaru) 2*Dks*(*Stl*)	5460 4988 3365	✠100A1 3,37 ✠LMC3,37	Kob	*z*	CL N12,35	1920 2mo	AsanoS.B. Co. Tsurumi A&CP	~~KarafutoKisen K.K.~~ Nissan KisenK.K.	400·0 P33'B124'F41' FK *CellDB*339'941*t*	53·2	29·4	Tokio Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",$43\frac{1}{2}$"&72"–48"(*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ $5\frac{1}{4}$ 25 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Rot Trade.
26244 36240 JBBE	**Heiyei Maru No. 6** (*ex*Hakata MaruNo.1) 1*Dk*	469 429 269					1910	OsakaIron Works Osaka	NipponShojiK.K.	168·9	23·8	16·5	Tokio Japanese	T.3Cy.11½",19"&32"-22" 48NHP OsakaIronWorks		
26245 29341 JTVA	**Heiyei Maru No. 7** (*ex*Ravenrock, *ex*Rabenfels) 2*Dks*& *Web frames*	4815 4415 2971			...		1903	Swan,Hunter&Wigham Richardson, LdNewcastle	InuiKisenK.K.	390·4 P50'B123'F53' BK10"	51·5	27·5	Tokio Japanese *WB*	Q.4Cy.23",32",48"&72"-54" 492NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 " 3	C †
26246 35365 JRXB	**Heiyo Maru** Ⓟ **TwinSc** *OilEng.* *ss*Kob.No.1-35 D.F. GyC. 3*Dks*(*Stl*-*Weather dk ws*)	9816 7990 5871	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ✠LMC CS3,35 DBS~~11,36~~10,37	HKg Kob ~~1,36~~10,37	*e*†	CL ~~P3,35~~ s1,36 P9,37	1930 3mo *Lloyd*	OsakaIron Works Osaka *'sA&CP*	NipponYusenK.K. *Cell DB* 384' 1596*t* *of tunnels* 7	460·0 481·8(O.L.) B58'F47' *Tanks in way* FK 4*t DTa*8'217*t FPT*1	60·0	40·5	Tokio Japanese 7*BHptCem* 06*t APT*86*t*	Oil Engines 2S.C.SA 16Cy.26¾"-39⅜" 2004NHP 2DB100lb MitsubishiZosnKaishaNag	40 " 6 s10 " 9½ 30 " 2½	
26247 24078 JIHE	**Heiyu Maru** 1*Dk*	973 851 575					1918	Hakemoto Chukichi Osaka	DaidoShosenK.K.	199·2	31·5	18·0	Hakodate Japanese *WB*	T.3Cy.13½",22½"&37⅝"-28" 74NHP YutaniKoshakuso,Osaka		
26248 TFAB	**Hekla** (*ex*KongInge-32, *ex*ClothildeCuneo) 1*Dk*& *Spar dk*	1215 1053 676					1907	Fredrkstad Mek.Værks. Fredrikstad	H/F Eimskipafjelag Reykjavikur (Faaberg& Jakobsson,*Mgrs.*)	225·0 H101*t*F24*t*	33·7	20·3	Reykjavik Icelandic *WB*	T.3Cy.17",28"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
26249 LCNT	**Hektor** *ss*Got.No.3-8,34 2*Dks*(*Stl*)	5243 4742 3134	✠100A1 3,38 ~~2,37~~ ✠LMC MS8,34 BS~~1,36~~ 2,38 ~~2,37~~	Hul NYk	*y*	CL 2,37	1921 3mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP*	Bruusgaard Kiösteruds~~Dmpsks~~ Skibs-A/S (BruusgaardKiösterud&Co.*Mgrs.*) *CellDB*	400·2 P49'B113'F40' FK 340'1105*t FPT*117*t*	52·2	28·5	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"-48" (*s*) &exhaust Turbine driving steam compressor 180lb 568NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.	31 " 0	
26250 110573 GBQL	**Hektoria** (*ex*Medic) **TwinSc** (*Whale Oil Factory*) *Fitted for oil fuel* D.F. GyC. 3*Dks*& *Shelter dk* *Fitted for carrying whale oil in bulk*	13797 13611 9564					1899	Harland& Wolff,Ld. Belfast	Hektoria,Ld.	550·2 H132*t*	63·3	32·0 47·9	London British *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel		N
26251 244 OHAS	**Hektos** *ss*Hfs 3rdNo.3-4,35 D.F. 1*Dk*(*Stl*)& *Webframes*& *pt Awng dk*(*Stl*)	2108 1524 1233	✠100A1 *pt Awng dk* *withfreeboard* 8,37 ~~6,36~~ BS5,37 ~~BS6,36~~ ✠LMC4,35	Hfs	*s*	CL 1,36	1903 3mo *Lloyd*	R.Craggs& Sons,Ld. Middlesbro' *'sA&CP*	FinskaÅngf. Aktiebolaget *WB = CellDBa*	280·0 Q103' *ptAwng dk* 175' FK 88'*uE*24'*f*114'457*t*	39·9	17·2	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.21",34"&56"-39" (*s*) 165lb 217NHP 2SB,6*pf*,GS108,HS3542 N.E.MarineEng.CoLdNwc	19 " 6 s7 " 9 19 " 0	
26252 SPAO	**Hel** 1*Dk*& *Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1066* *825* *504*	✠100A1 *withfreeboard* 4,37 ✠LMC4,35	Dnz	*p*	CL 3,37	1935 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	ZeglugaPolska S.A. *CellDB*192'	233·1 B51'F22' FK (*Coll* 293*t APT*35*t*	36·4	13·1	Gdynia Polish 5*BHptCem* *BH to Sh dk* 4 ,, ,, 2*nd* ,,)	C.2Cy.17"&34"-28" & LP Turbine with DR gearing &hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS60.HS1925 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 " 0 s " 2 15 " 0½	
26253 PEPQ	**Helder** Ⓟ *ss*Ams.No.3-5,32 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *ss*Ams.No.1-36	3633 3288 2238	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ ~~9,35~~ 4,38 ~~1,38~~ ✠LMC6,36 BS4,37 *Fitted for oil fuel* 6,20 *F.P.above* 150° F.	Ams ~~Ham~~ Ham	*w*	CL 1,36	1920 6mo *Lloyd*	Rotterdam Droogd. Maats. Rotterdam *'sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellD*	361·5 372·0(O.L.) FK *Coll* B309' 929*t FPT* 85*t*	49·8	22·0	Amstrdam Dutch *Cem* *BH toSh dk* 5 ,, ,, *U dk* *APT*127*t*	T.3Cy.25",39¾"&68"-45" (*s*) 180lb FD 389NHP 3SB(Spt)9*cf*,GS154,HS5379 RotterdamDroogd.Maats.	24 " 6 s 2 " 0½ 22 " 8½	
26254 145564 MLGK	— (*ex*StadSchiedam) Sub.Sig. 1*Dk*	979 786 581					1920	Flensburgr Schiffsb.Ges. Flensburg	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	210·7 P17'Q47'B48'F27'	34·2	13·4	Leith British *WB*	T.3Cy.15⅝",25⅝"&44½"-29½" 106NHP FlensburgerSchiffsb.Ges.		G
26255 214503 WKCF	**Helen** *ss*N.Yk.No.3-7,28 *ss*N.Yk.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)& *Web frames* Sub.Sig. *Longitudinalframing*	3129 2620 1944	✠100A1 7,37 ~~12,36~~ BS11,37 ✠LMC10,35 ✠Lloyd'sRMC~~1,37~~8,37 2,38 for temp. 38° F. *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	NYk Bal	*u*	CL ~~8,35~~ ~~6,37~~ ~~N12,37~~ 3,38	1916 10mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellDB*255'662*t*	327·7 P38'B94'F37' FK *FPT*50*t APT*145*t*	46·7	23·5	NewYork Utd.States 6*BHCem*	T.3Cy.24½",41"&68 3/16"-48" 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 " 3 s 4 " 6 21 " 11½	
26256 877 OHZG	— (*ex*Irene-36) *ss*Hbg.3rdNo.3-3,34 1*Dk*(*Stl*)& *deepframing* *Cargo battens not fitted*	*1836* *1642* *1088*	✠100A1 6,37 ~~6,36~~ BS~~5,36~~ 6,37 ✠LMC3,34	Skm Hfs	*r*	CL 6,36	1899 6mo A&CP	Grangmth DockyardCo. Gr'ngemouth	RederiA/B Ziva (Alb.Jansson, *Mgr.*) *Cell DBa*76'	270·0 P23'B54'F32' FK *uE*&*B*36'*f*104'477*t*	40·6	18·5	Saltvik Finnish 4*BHCem* *APT*24*t*	T.3Cy.20",32½"&53"-36" 160lb 177NHP 2SB,4*pf*,GS71,HS2790 Hutson&Sons,Ld.Glasgow	20 " 6 s 2 " 10½ 17 " 10	
26257 OYJN	**Helen Clausen** (*ex*Annemarie-34, *ex*Wm.Minlos1,*ex*Libanon) 1*Dk*	355 296 194					1920	Sch-u.Dockbau Flender A.G. Lübeck	C.Clausen	139·1 B34'F20'	22·6	11·8	Odense Danish *WB*	C.2Cy.14⅝"&22⅛"-15¾" G.SeebeckA.G. 17NHP Wesermünde-G.		G
26258 96270 MQGY	**Helen Craig** *ss*Bel.3rdNo.3-11,33 *Welldeck* *ss*Bel.No.1-37 1*Dk*(*ptStl*&*ptIrn*)	417 307 169	✠100A1 2,37 BS1,38 ✠LMC2,37	Bel	*g*	N1,37	1891 1mo *Lloyd*	Workman, Clark&CoLd. Belfast *'sA&CP*	H.Craig&Co. *WB = CellD*	165·3 Q91'B44'F24' BK6" *B* 74'70*t deeptank f*	24·1	9·9	Belfast British 4*BHCem* 20*t APT*11*t*	C.2Cy.21"&42"-30" (*s*) ~~100lb~~ 90lb 68RHP 1SB,3*pf*,GS58,HS1425 V.Coates&Co.,Belfast	12 " 3 s " 7½ 12 " 2	
26259 142660 GWRB	**Helen Moller** (*ex*Sierentz-33, *ex*WarCateran) *ss*Liv.No.3-12,29 *ss*Rot.No.1-33 D.F. 1*Dk*(*Stl*)	5259 4800 3427	✠100A1 ~~9,36~~11,37 BS11,37 MS9,33 LMC ~~BS9,36~~	Nag Kob	*y*	CL 8,35	1918 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDB*343'1093*t*	400·9 P49'B117'F39' FK *DTa*28'1167*t FPT*1	52·3	28·5	Shanghai British 7*BHptCem* 18*t APT*184*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Dunsmuir&Jackson,LdGls	31 " 0 s 5 " 11½ 25 " 3	
26260 162281 KJMI	**Helen P. Drew** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	309 — 142					1904	J.R.Hitchings Hquiam,Wsh	GardeniaPacking Co.	134·6	32·2	10·5	S.Frncisco Utd.States	C.2Cy.12"&26"-20" FultonIronWorks, 25NHP SanFrancisco		
26261 216274 KJAO	**Helen Whittier** (*ex*WestLianga) *Fitted for oil fuel* D.F. 2*Dks*	5506 5309 3412					1918	Skinner& EddyCorp. Seattle, Wash	Matson~~S.S.Co.~~ NavigationCo.	409·6 P43'B115'F47'	54·2	27·1	Ls.Angeles Cal. *WB* Utd.States	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
26262 500 OHNO	**Helena** WoodAux4MstSr (*ex*Schleswig-33,*ex*Dronning *OilEng.* Thyra) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	466 410 359					1920	A/S I.Koefoed Faxe	T.W.Blomqvist	141·7|31·4|14·7 Q27′	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.14$\frac{3}{16}$"–15$\frac{5}{16}$" 106NHP A/S HeraMotorfbrk.Cpn.		V
26263 164556 MKMZ	**Helena Margareta** (*ex*Larenberg-35) *ss*Ams.No.3–7,28 *ss*Ant.No.2-37 ~~*ss*Rot.No.1-33~~ D.F. 1*Dk*(*Stl*)	3316 2956 2063	✠100A1 ~~6,578,35~~4,38 BS~~3,36~~ 5,37 ✠LMC~~7,32~~ MS8,37	Rot ~~Ant~~Ams	*u*	CL ~~3,35~~ 7,37	1915 3mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	EuxineShipping Co.Ld.	326·6|48·2|22·9 P22′B88′F22′ FK *CellDB*	London British 5*BHptCem* *ptAsp* a96′*u*E20′*f*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 290NHP 2SB,6*pf*,GS132,HS4490 G.T.Grey,SouthShields 147′820t*FPT*70t*APT*105t	25 ″ 0 s 4 ″ 2 21 ″ 0	
26264 OZSE	**Helene** (*ex*Ceres,*ex*MimiHorn) Sub.Sig. D.F.	2414 2073 1412					1922	Schiffsw.v. H.KochA.G. Lübeck	J.Lauritzen	296·4|42·5|20·2 P14′Q39′H71′F31′	Esbjerg Danish *WB*	T.3Cy.20$\frac{7}{10}$",33½"&52⅝"–35⅝" 187NHP OttensenerMaschf.Altona		G
26265 DDTD	— (*ex*Druidstone, *ss*Shl.No.3–5,11 *ex*Queenmoor) 1*Dk*(*Irn*)&*deepframing*	2160 1952 1324	✠ 7,16 ✠	Cff	*s*		1898 9mo	J.Blumer& Co. Sunderland	H.W.Christophersen *WB=CellDBa*	290·0|42·0|19·2 P27′B75′F31′ FK 90′*u*E20′*f*114′527*t*	Flensburg German 5*BHCem* *APT*43*t*	T.3Cy.22",36"&59"–39" 227NHP 2SB,6*pf*,GS102,HS3525 J.Dickinson&Sons,Ld.Sld.	21 ″ 6	G †
26266	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	400 314 197					1937	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7|26·7|10·5 P78′F16′	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.14⅜"–19$\frac{11}{16}$" 121NHP Fr.KruppGermaniawftAG		
26267 533 ESKC	— WoodAux3MstSr (*ex*SailingVessel-35, *OilEng.* *ex*Ilford-34,*ex*Estonaval) 1*Dk* (*See Sailing Ship Register*)	306 263 232					$\frac{1903}{1922}$	K.Karkling Wandsen	J.Remmelgas	118·0|29·4|13·0	Tallinn Estonian	Oil Engines 2Cy. NE35		
26268 TVWQ	**Hélène Louys** TwinSc (*ex*Theotocos,*ex*Taroudant) *OilEng.* 1*Dk*	580 374 370					1913	Jonker& Stans HendrikIdo Ambacht	AbelLouys	180·4|24·7|11·5 Q65′B66′F32′	Marseilles French *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP NE29 J&CGBolindersCoLd.Skm		V
26269 DHKX	**Helene Russ** Wireless 1*Dk*	993 788 577					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0|33·9|13·4 P12′Q59′B57′F21′	Hamburg German	T.3Cy.15$\frac{7}{10}$",25½"&41$\frac{3}{10}$"–29½" 93NHP StettinerOderwerke		G
26270 212 SVJQ	**Heleni D.** (*ex*Peebles-33) *ss*Mch No.3–10,31 *ss*Rou.No.1–36 1*Dk*(*Stl*)	*5260* *4790* *3218*	✠100A1 ~~V,379,36~~ 4,38 BS3,38 MS5,36	Bly ~~Bry~~ Ams ✠LMC ~~BS9,36~~	*y*	CL ~~1,36~~ ~~7,37~~ 3,38	1919 5mo	Richards'n Duck&CoLd Stockton *Lloyd's A&CP*	D.J.Dambassis *CellDB*	400·1|52·4|28·4 P49′B113′F40′ FK 345′1058*tFPT*132*t*	Andros Greek 7*BHptCem* *APT*213*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *100lb* 455NHP 2SB,8*cf*,GS153,HS6204 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
26271 135519 GPZY	**Helenus** Ⓟ D.F. 2*Dks*	7366 6306 4672					1913	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·2|56·2|32·5 P54′B162′F60′	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP Scotts'SB.&Eng.CoLdGrk		BT till ~~8,37~~ 6,38
26272 7998 SKVM	**Helfrid** (*ex*Bill-35) 1*Dk*	*1304* *1114* *719*					1922	Trosvik Mek.Verks. Brevik	RederiA/BSylvia (Alb.Billner,*Mgr*)	247·7|37·1|16·0 P53*t*H70*t*F14*t*	Gothenbrg Swedish *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&DokStv		N
26273 DONU	**Helfrid Bissmark** (*ex*Minos-37) Wireless 1*Dk* *Ref.Mchy.* *CruiserStern*	718 549 398					1913	Akt.Ges. "Weser" Bremen	Bissmark-Linie G.m.b.H.	185·9|28·3|12·8 B46′Q54′F16′	Hamburg German *WB*	T.3Cy.13",21"&34⅝"–23⅝" 58NHP A.G."Weser,"Bremen		G
26273* OZNH	**Helga** D.F. E.S.D. 2*Dks* *CruiserStern*	1700 1463 973					1937	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	~~290·0|41·6|26·9~~ 292·0|41·7|16·4	Esbjerg Danish *WB*	C3Cy(2)15¾"&(1)39⅜"–37⅜" &LPturbine with reduction gear&chain drive 234NHP HS3340 HelsingörsJernsk.&Mskb.		
26274 DHKZ	**Helga Böge** 1*Dk*	2181 1804 1290					1925	Lübecker Maschb.Ges Lübeck	Joh.M.K.Blumenthal	279·7|41·7|19·1 P27′B69′F38′	Hamburg German *WB*	T.3Cy.21⅝",34¼"&55⅛"–35$\frac{7}{16}$" 181NHP LübeckerMaschb.Ges.		G
26275 DMBH	**Helga Ferdinand** (*ex*Ursula Fischer-33,*ex*Ambassador) 1*Dk*2*trB*&*Webframes*	2566 2395 1598			...		1897	W.Gray& Co.(Lim.) WHartlepool	HugoFerdinand	314·0|44·1|20·8 P27′B70′F31′ FK	Rostock German *WB*	T.3Cy.23",36½"&62"–39" 242NHP Cen.Mar.Eng.Wrks.WHpl	23 ″ 3	G †
26276 DHLA	**Helga L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1709 1399 1001					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt.u. Assekuranz-Ges. m.b.H.(ErnstRuss, *Mgr.*)	256·9|41·1|16·2 P25′Q81′B107′F28′	Hamburg German *WB*	T.3Cy.19$\frac{5}{16}$",31½"&51$\frac{3}{16}$"–35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
26277 7132 SLWA	**Helge** 1*Dk*&*Webframes*	*1740* *1400* 969					1895	Helsingörs Jerns.Mask. Elsinore	RederiA/BPortos (R.Philis,*Mgr.*)	271·6|38·1|23·5 P17′Q80′B116′F32′	Hälsngbrg Swedish *WB*	T.3Cy.18½",30"&49"–36" 144NHP HelsingörsJrnsk&Mskbyg		V
26278 DOCA	**Helgoland** (*ex*Riol-36,*ex*Arcturus) Sub.Sig. D.F. 2*Dks*	3664 3279 2204					1922	Nordsee-werkeA.G. Emden	Norddeutscher Lloyd	369·7|50·8|21·8 B25′F37′	Bremen German *WB*	T.3Cy.24",38⅝"&63"–43$\frac{3}{10}$" 262NHP Deutsch-Luxemb.Bergw-&HüttenA.G.Mülheim		G
26279 DRAG	— (*ex*NormanQueen *ex*Abbotshall) *ss*Goo.2ndNo.3–9,11 *Mchy.Aft Well deck* Wireless 1*Dk*(*Irn*)	498 393 243	✠ 3,16 ✠	Lbc	*h*		1890 1mo	J.Scott& Co. Kinghorn	Reed.K.K.Skriver G.m.b.H.	189·6|25·1|12·3 Q59′B48′F54′ len20 BK7" *DBf*35′	Lübeck German 5*BHCem* 27*tFPT*33*t*	T.3Cy.16",25"&42"–30" NB20 97NHP J.Scott&Co.Kirkcaldy	12 ″ 10	G †
26280 LDAN	**Helgöy** TwinSc (*ex*Theodore *OilEng.* Roosevelt-36) *ss*Osl.No.3–10,32 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5614 5195 3455	✠ ... 4,36 ✠	Rot	*a*†		1920 8mo	A/S Burmeister& Wain Copenhagen	ErlingH.Samuelsen'sRederiII.A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*377′1266*t*	425·5|55·2|27·8 35·8 FK *Collision* *FPT*90*tAPT*82*t*	Oslo Norwegian *ptCem* *BH to Adk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP A/S Burmeister&Wain	38 ″ 6	N †
26281 139573 VPBZ	**Helikon** Ⓟ *ss*H.Kg.No.3–3,29 *ss*H.Kg.No.2-37 ~~*ss*H.Kg.No.1-32~~ 2*Dks*(*Stl U*–teaks)	2036 1786 1220	✠100A1 ~~1,37~~ ~~12,25~~ 2,38 BS2,38	HKg ✠LMC1,37	*r*	CL ~~6,35~~ N2,38	1917 9mo	HongK'ng & Whampoa DockCo.Ld HongKong *Lloyd's A&CP*	TaiHingS.S.Co.Ld. *CellD*	270·6|40·1|19·4 281·5(O.L.) P26′B76′F26′ FK *B*231′442*t FPT*34*t*	HongKong British 5*BHCem* *APT*71*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s 3 ″ 0 18 ″ 10	
26282 127574 GZJC	**Heliopolis** Ⓟ (*ex*Picard-36, TrpSc *ex*Duke of Cumberland) D.F. 2*Dks*	2143 1399 862					1909	W.Denny &Bros. Dumbarton	SkenderiaShippng Co.Ld.	330·7|41·1|17·1 P77′B149′F66′	London British *WB*	3 Steam Turbines Denny&Co.Dumbarton		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26283 DOIH	**Helios** D.F. *2Dks* Sub.Sig. *CruiserStern*	2883 2552 1616					1929	Deutsche Sch.u-Mschb. A.G."Weser" Bremen	Dampfschifff.Ges. "Neptun"	296·9 | 46·0 | 23·3 F28'B45'	Bremen German *WB*	T.3Cy19½"31½"&50⅝"–35 7/16" &LP turbine 180NHP DeutscheSchiff.-u.Mschb. A.G."Weser,"Bremen		G
26284 LCNV	— Ⓟ *2Dks*	1922 1647 1113					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	280·3 | 42·1 | 18·0 P59tH149tF51t	Drammen Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad		N
❋ 26285 1038 ESUR	— (*ex*Edvard-35,*ex* Barbro,*ex*Bolero,*ex* Barbro,*ex*Elorrio) *ss*Hbg.3rdNo.3–4,27 *ss*Tln.No.2–36 1*Dk*(*Stl*)&*Webframes* *Well deck* *Cargo battens not fitted*	1309 1148 770	✠100A1 1,37 BS6,37 ✠LMC5,36	Mmo	*o*	CL N5,35	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	L-ü"Eeroo"(Karl Mitt,*Mgr.*)	240·2 | 35·8 | 16·0 Q87'B58'F30' FK *DBa*69	Tallinn Estonian 4*BHCem* *f*88'309*t*	T.3Cy.19 5/16",31 5/16"&51"–36" 160lb (*r*) 171NHP 2SB,*4pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17 ″ 0 s1 ″ 3 15 ″ 11	
26286 137548 MGLY	**Helium** K *ss*Bkn.No.3–6,29 *Well deck* *ss*Bkn.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)	301 206 113	✠100A1 ~~2,37~~10,37 7,37 ✠LMC ~~BS6,36~~ MS2,37	Bkn	*e*	OG 2,37	1917 5mo *Lloyd*	Cochrane Sons,Ld. Selby '*sA&CP*	I.C.I.(Alkali),Ld.	135·2 | 23·1 | 9·4 141·1(O.L.) Q50'B9'F21' FK *FPT*	Liverpool British 3*BHCem* 38*tAPT*17*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69RHP 1SB,*2cf*,GS33,HS1175 ShieldsEng.Co.Ld.N.Shl.	10 ″ 6 s ″ 6½ 10 ″ 1½	
26287 FNFW	**Helix** TwinSc *OilEng.* *ss*Bdx.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F.	3096 2250 1619	✠100A1 ~~11,37~~ ~~9,36~~ 1,38 ✠LMC OS4,35 ~~DBS4,36~~ 11,37 ~~4,36~~ 11,37 *Carrying Petroleum in bulk*	Bdx ~~Cf~~ Msl		CL 9,36	1931 4mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle '*sA&CP*	~~SocAnonFrancaise desPetroleShell~~ SocAnonFrancaise desPétrolesShell *CellDB*	307·0 | 50·1 | 19·3 317·0(O.L.) P86'F50' FK *Trunk*169' *uE*49' 112*t* *FPT*52*t*	Algiers French 11*BHptCem* *APT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅛"–35 7/16" 380NHP DB*150lb* Hwthrn,Leslie&CoLd Nwc	19 ″ 3 s1 ″ 9½ 17 ″ 7½	
❋ 26288 162725 GCTX	**Helka** (*ex*Mijdrecht) 3Mst *ss*Rot.2ndNo.3–6,35 D.F. 1*Dk*(*Stl*)&*Webframes*	3471 2840 2457	✠100A1 *Trunk dk* 2,38 ✠LMC6,35 ✠NB12,22 BS6,37 *Carrying Petroleum in bulk*	Ist Ham	*u*	OG 5,37	1912 12mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	EuxineShipping Co.Ld.	325·9 | 47·2 | 22·6 P71'F33' FK	London British 15*BHptAsp*	T.3Cy.23",38"&62"–42" (*s*) 180lb 324NHP 2SB,*6cf*,GS113,HS4598 FD RotterdamDroogd.Maats.	24 ″ 0 s2 ″ 11 21 ″ 3½	
26289 604 SVBV	**Hellas** Ⓟ (*ex*IraM.–33, *ex Yacht* Valiant) TwinSc *ss*Msl.No.3–2,06 *ss*Sou.No.1–11 2*Dks*(*UdkStl*-ws)&*Spar dk*(*Stl*-ws)	2295 — 1227	✠ 1,14 ✠	Sou			1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	307·7 | 39·1 | 13·8 F42' *Prom.dk*128' *Cell*	Piræus Greek 9*BHCem* *DB*158'180*t*	T.6Cy.23",36"&55"–36" 820NHP 2DB,*12cf*,GS288,HS9595 LairdBros.Birkenhead		
26290 817 SVCP	— (*ex*Adele-34,*ex*Ashantian,*ex*Fördefjord, *ex*Kaggefos) 1*Dk*&*Shelter dk*	*2081* *1869* *1206*					1916	Nylands Værksted Oslo	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·9 | 44·8 | 18·0 P32tH113tF69t	Piræus Greek *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
26291 LEOA	— 2*Dks* *CruiserStern*	1921 1647 1114					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co. *Mgrs.*)	280·3 | 42·1 | 18·0 P59tH147tF51t	Drammen Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
26292 LDTO	**Helle** (*ex*Ganda-32,*ex*Marconier, *ex*Piqua) *ss*Ant.No.3–11,30 1*Dk*(*Stl*)	2467 2162 1398	✠ 12,35 ✠NE4,33 ✠	Gls	*t*		1918 5mo	Pusey& JonesCo. Wilmington, Del.	RederiA/S Henneseid(Thoralf Holta,*Mgr.*) *CellDB*	300·5 | 44·2 | 19·9 P29'B75'F29' FK 254' 702*t* *FPT* 106*t*	Porsgrunn Norwegian 5*BHCem* *APT*137*t*	C.4Cy.(2)14⅝"&(2)32¼"–30½" 248NHP 2SB,*4cf*,GS84,HS4258 FD FredrikstadM.V.Frdstad.	22 ″ 3	N †
❋ 26293 7020 SEUK	— (*ex*Marguerite, *ex*Adrana,*ex*Lilleborg, *ex*Washington) *ss*Got.2ndNo.3–5,32 *ss*Lkr.No.1–37 *Well deck* 1*Dk*(*Stl*)	*861* *707* *555*	✠100A1 ~~6,37~~ ~~1,37~~ 3,38 ✠LMC12,36	Got Osc	*m*	OG ~~12,30~~ 6,37	1908 2mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.* *CellDBa*	215·5 | 35·1 | 12·3 223·0(O.L.) Q69'B58'F23' FK 46'*uE*14'*f*107'246*t*	Malmo Swedish 4*BHCem* *APT*15*t*	T.3Cy.16",26"&45"–30" (*s*) 180lb 116NHP 2SB,*4cf*,GS45,HS1720 AktBurmeister&Wain,Cpn	14 ″ 9¼ s1 ″ 1¾ 13 ″ 10¼	
❋ 26294 LCNX	**Hellen** *ss*Hul.No.1–38 *ss*Got.No.3–6,34 2*Dks*(*Stl*)	5289 4742 3151	✠100A1 ~~9,37~~ ~~2,37~~ 4,38 ✠LMC ~~MS6,34~~ ~~BS2,37~~ 4,38 1,38	Rot ~~Ant~~Hul	*y*	CL 2,37	1921 6mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) *CellDB*	400·2 | 52·2 | 28·5 412·2(O.L.) P49'B113'F40' FK 340'1105*t* *FPT*117*t*	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"–48"&exhaust turbine driving steam compressor (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 ~~s 3 ″ 1½~~ ~~25 ″ 3~~ s5 ″ 11 25 ″ 3¾	
❋ 26295 LJIW	**Hellesund** (*ex*SanCristobal Martir-37,*ex*SanJuan, *ex*Chasna,*ex*BurfordBridge, *ex*Eikundasund,*ex*Feie) *ss*LaP.No.3–12,33 1*Dk*(*Stl*) *ss*Osl.No.1–37 *Mchy.Aft*	366 289 177	100A1 2,38 LMC5,37	LaP Osl		CL 2,38	1916	Johs.Berg Delfzijl	D/S A/S Veritas (B.Jacobsen,*Mgr*)	~~136·3~~ 139·3 | 23·5 | ~~11·0~~ 11·5 P48'F19' FK *FPT*60*tAPT*30*t*	Arendal Norwegian 3*BHCem*	T.3Cy.12⅝",19⅞"&29½"–21½" 185lb (*s*) 41NHP 1SB,*2cf*,GS43,HS1303 Johs.Berg,Delfzijl	12 ″ 5 ~~s ″ 8~~ ~~12 ″ 0~~ s ″ 11½ 11 ″ 7½	
26296 OHYS	**Helmi** WoodAux4MstSr (*ex*Mentor-36,*ex*Rösen) *OilEng.* *Mchy.Aft* 1*Dk* (*See SailingShipRegister*)	386 338 285					1920	Codan VaerftetA/S Köge	HelmiO/Y (J.W.Blomqvist)	134·3 | 30·5 | 13·2 Q34'	Rauma Finnish	Oil Engines 4S.C.SA 4Cy.11⅜"–16½" 54NHP HolebyDiesel MotorFabrik Holeby		V
26296* 145565 MLGN	**Helmond** (*ex*StadVlaardingen) Sub.Sig. 1*Dk*	983 788 581					1921	Flensburgr Schiffsb.Ges. Flensburg	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	210·5 | 34·2 | 13·5 P17'Q47'B48'F27'	Leith British *WB*	T.3Cy.15⅛",25⅝"&44 1/16"–29½" 105NHP FlensburgerSchiffsb.Ges.		G
26297 145831 MKVC	**Helmsdale** (*ex*MarjorieMellonie–32) *ss*Shl.No.3–4,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	717 479 367	✠100A1 4,37 BS4,37 ✠LMC4,34	Bly	*j*	CL 4,37	1921 10mo *Lloyd*	J.Chambers,Ld. Lowestoft '*sA&CP*	G.Couper&Co.Ld. *Cell*	179·2 | 28·6 | 11·3 Q116'F22' FK *DBf*105'173*t* *FPT*	Ipswich British 3*BHCem* 70*tAPT*27*t*	T.3Cy.15",25"&41"–27" (*r*) 180lb 107NHP 1SB,*3cf*,GS55,HS1826 Yeaman&Baggesen,Dun.	13 ″ 5 s4 ″ 4½ 13 ″ 2¼	
26298 162092 GQXR	**Helmspey** *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*)	4764 4424 2885	✠100A1 ~~1,37~~ ~~11,36~~11,37 ✠LMC3,36 BS4,37	Sws ~~Nwc~~ Syd	*z*	CL ~~2,36~~ 4,37	1931 6mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	StrathS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *CellDB*	401·0 | 54·5 | 25·0 P29'B250'F38' FK 351'1204*tFPT* 106*t*	Cardiff British 6*BHCem* *APT*190*t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 424NHP 3SB,*9cf*,GS178,HS6999 J.Dickinson&Sons,Ld.Sld.	27 ″ 5 s3 ″ 0½ 23 ″ 9¾	
26299 148302 GSPM	**Helmstrath** *ss*Shl.No.2–36 1*Dk*(*Stl*) Now "Sardinien," see No. 40094 in Supplement	4214 3953 2572	✠100A1 7,37 ~~11,36~~ ✠LMC11,36	Shl Gls	*y*	CL 11,36	1928 8mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	StrathS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *Cel*	385·6 | 52·5 | 23·9 399·5(O.L.) P27'B243'F35' FK *lDB*338'1126*tFPT*	Cardiff British 6*BHCem* 97*tAPT*173*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 370NHP 3SB,*9cf*,GS162,HS6000 J.Dickinson&Sons,Ld.Sld.	26 ″ 3 s3 ″ 6½ 22 ″ 11¼	
❋ 26300 147546 GCMD	**Helmwood** *ss*Shl.No 3–10,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2156 1723 1278	✠100A1 3,38 ~~2,37~~ ~~10,37~~ ✠LMC10,36 BS10,37	Shl ~~Sld~~	*r*	OG 2,37	1923 10mo *Lloyd*	Vickers,Ld. Barrow '*sA&CP*	W.FranceFenwick &Co.Ld. *CellDBa*48'*uE*& *B*39'*f*113'433*tD*	281·2 | 40·2 | 18·8 293·0(O.L.) P20'Q113'B48'F19' FK *Ta*87' 249*t* *FPT*50*t*	London British 4*BHCem* *APT*55*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 203NHP 2SB,*6cf*,GS110,HS3210 Vickers,Ld.Barrow	20 ″ 11 s2 ″ 1½ 18 ″ 11	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. DateofB.ofTradeCert.
26301 881 OHZT	**Helny** (exHelios-36, exTremayne) *Well deck* Iron ssKel.3rdNo.3-5,25 ssHbg.No.2-34 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1495 — 860	✠ ~~[illegible]~~ 3,38 ~~BS11,36~~ ✠~~LMC6,34~~	Skm	*q*	CL 1,37	1886 6mo *Lloyd*'sA&CP	JReadhead &Co. S.Shields	RederiA/B Helny (A.Abrahamsson, *Mgr*.)	259·0 Q100'B64'F33'	36·0	17·9 BK9" *DBa*78'	Mariehmn Finnish 4*BHCem* *f*72'340*t*	C.2Cy.30"&58"-36" (*s*) 80lb NDB99 160NHP 2SB,4*pf*,GS70,HS2701 J.Readhead&Co.S.Shields	19 ″ 1 ~~s 1 ″ 5½~~ ~~18 ″ 5½~~	
26302 Burnt 8.37 [illegible] IBSP	**Helouan** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*3*rd dk in holds*	7156 5988 3288			...		1912	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	454·0	53·4 55·3	28·5 FK	~~Genoa~~ Naples Italian *WB*	Q.8Cy.27½",39",56"&80"-54" 1580NHP LloydAustriaco,Trieste	40 ″ 6	I †
26303 OXVS	**Helsingborg** Ⓟ (*Ferry-Screw fore & aft*) 1*Dk*	530 490 213					1902	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	177·0	32·1	13·9	Copnhagen Danish *WB*	C.4Cy.19"&38"-20" 108NHP HelsingörsJernsk.&Mskb.		
26304 DJRT	**Heluan** Wireless D.F. *OilEng.* *CruiserStern* 1*Dk*	1505 1153 816					1936	Frd.Krupp Germaniawft A.G. Kiel	ErnstKomrowski ReedereiG.m.b.H.	250·8 Q90'B55'F25'	38·1	14·9	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16$\frac{15}{16}$"-26⅜" 222NHP Fr.KruppGermaniawftAG		G
26305 143063 GBCP	**Heminge** (exRudchester-34, exLeicester,exWar Currant) ssShl.No.3-4,34 1*Dk*(*Stl*) *Cargo battens not fitted*	2499 2269 1466	✠100A1 5,37 ~~10,34~~ BS~~10,36~~ ✠LMC4,34 10,37	Cff	*f*	CL ~~8,34~~ 5,37	1919 4mo *Lloyd*'sA&CP	W.Gray& Co.Ld. WHartlepool	Constants (SouthWales)Ld. (M.Constant,*Mgr*)	303·0 P33'B81'F32' *CellDB*260'647*tFPT*	43·0	20·8 FK	Newcastle British 6*BHptCem* 70*tAPT*60*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.E.Wrks.LdWHpl	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
26306 204346	**Hemlock** *Mchy.Aft* GyC. 1*Dk*	4684 — 3390					1907	WestBay CityS.B.Co W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs*.)	420·0	52·0	24·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		
26307 PEQI	**Henca** *Mchy.Aft* *OilEng.* Wireless D.F. *CruiserStern* 1*Dk*	305 211 153					1936	Gebr. Niestern&Co. Delfzijl	H.J.A.Krijt	127·4 P30'F23'	24·1	8·6	Heemstede Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{3}{16}$"-15¾" 98NHP NV.KromhoutMtrnfbAms		V
26308 203424	**Hendrick Hudson** Ⓟ Pad	2847 — 1598					1906	T S.Marvel &Co. Newburgh,N.Y.	HudsonRiverDay Line	379·1	45·1	13·4	NewYork Utd.States	C.3Cy.45"&(2)70"-84" 750NHP W&AFletcherCoHbkn.NJ		
26309	**Heng-Shan** (exVale,exGirasol, exRoumanier,exLakeDuane) 1*Dk*	1922 — 1146			...		1917	Detroit S.B.Co. Wyandotte	SanPehStm.Nav. Co.Ld.	251·0 P24'B64'F23'	43·8	18·5 FK	Shanghai Chinese *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
26310 160648 MPCX	**Hengist** *Ref.Mchy.* Wireless D.F. *CruiserStern* 1*Dk*&*Shelter dk*	984 823 400					1928	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs*.)	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20",33"&54"-36" 175NHP CaledonS.B&E.Co.Ld.Dun		C
26311 202088	**Hennepin** (exGeorgeG.Barnum-37, exSocapa) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. W.BayCity	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs*.)	504·0	54·0	26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
26312 OYMH	**Henning Mærsk** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern*	9386 8700 5839	✠100A1 7,~~3712,36~~ 2,38 ~~Far~~ ✠LMC3,36 *CarryingPetroleum in bulk*	Rot	*e*†	CL	1936 3mo *Lloyd*'sA&CP	Odense Staalskibsvft vedAPMöller Odense	D/S A/S Svendborg ogA/S D/S af1912 (A.P.Möller, Copenhagen,*Mgr*.) *Cell*	482·9 P98'B34'F37' *DBuE*81'329*tDTf*26' 443*tFPT*167*t*	65·5	33·9 FK	Copnhagen Danish 14*BH* *APTs*230*t*	Oil Engines 4S.C.SA 7Cy.29⅛"-59$\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35″10 s 8 ″ 1 28 ″ 0¼	
26313 DALK	**Henny** Wireless 1*Dk*	764 600 450					1906	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	202·9 Q64'B45'F22'	30·3	12·4	Stettin German *WB*	T.3Cy.14",22"&35"-26" 62NHP StettinerOderwerke		G
26314 FOMV	**Henri Estier** Ⓟ D.F. 2*Dks*	1984 1384 1037					1930	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	SociétéMaritime Nationale	253·6 P19'B74'F26'	38·6	18·8	Marseilles French *WB*	T.3Cy.20",33"&54"-36" 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
26315 OSBC	**Henri Gerlinger** ssAnt.No.1-37 ssAnt.2ndNo.3-1,33 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Partial lower dk*(*Stl*)*at ends*	*1219* *1013* *755*	✠100A1 1,38 ~~1,36~~ ✠LMC5,37 ~~MS9,32~~ ~~BS[illegible]~~	Ant	*o*	CL ~~1,36~~ 1,38	1906 9mo *Lloyd*'sA&CP	Chant.Nav Anversois Hoboken	CieNationaleBelge deTransportsMarit (ArmementDeppe, *Mgrs*.) *WB*=*Cell*	229·7 Q87'B54'F26' *DB a* 65'*uE* 27'*f*92'	35·7	14·7 FK	Antwerp Belgian 4*BHCem* 317*tAPT*12*t*	T.3Cy.17",28"&46"-33" (*s*) 160lb *100lb* 133NHP 1SB,3*cf*,GS57,HS2159 N.E.MarineEng.CoLd.Sld.	17 ″ 3 s1 ″ 2¼ 16 ″ 3¼	
26316 93 OPJB	**Henri Jaspar** ssAnt.No.2-38 ~~ssAnt.No.1-33~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*inNos.*1&3*holds* *PlatformDk inNo.*2*hold* *CruiserStern*	*5760* *5079* *3465*	✠100A1 *withfreeboard* 2,38 ~~1,37~~ ✠LMC BS~~8,36~~9,37 MS1,37 ✠Lloyd'sRMC~~8,36~~9,37 4,38 for temp. 35° F.	NYk Ant	*c*†	CL ~~1,37~~ N2,38	1929 7mo *Lloyd*'sA&CP	Rotterdam DroogdMaat Rotterdam	CieMaritimeBelge (LloydRoyal) Soc.Anon. (Agence MaritimeInternationale,*Mgrs*.)	440·2 P71'F46' *CellDBa*&*uE*135'*f*	57·2	26·1 FK	Antwerp Belgian 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 203'1253*tF*	Q.4Cy.27$\frac{9}{16}$",39",56⅛"&80⅛"-51$\frac{3}{16}$" 225lb (*s*) 765NHP 4SB(Spt),*12cf*,GS272, FD HS11342 RotterdamDroogd.Maats. *PT*118*tAPT*92*t*	29 ″ 6 s4 ″ 0¼ 25 ″ 7¾	
26317 TSVK	**Henri-Jean** (exGeneralArchinard-34) 1*Dk*	461 343 296			...		1912	JohsBerg Delfzijl	AndréBrannens	165·9 P23'B58'F27'	25·2	9·9 FK	Dakar French	C.2Cy.14$\frac{9}{16}$"&29$\frac{5}{16}$"-16½" 66NHP JohsBerg,Delfzijl	11 ″ 4	
26318 FNGQ	**Henri Mory** (exMartine, exThorium) D.F. 1*Dk*	2564 1884 1517					1920	Atel&Ch. deBretagne Nantes	UnionIndustrielle &Mar.StéFrançaise d'Arm.	292·6 Q111'B57'F26'	43·5	19·7	Rouen French *WB*	DRGearedSteamTurbine Atel&Ch.deBretagne,Nts.		V
26319 PEQX	**Henrica** (exNeptunus-37) *OilEng.* *Mchy.Aft* ssAnt.No.1-35 1*Dk*(*Stl*) *CruiserStern*	420 309 286	✠100A1 ~~5,37~~ ~~2,37~~ ~~7,37~~ ~~Ant~~ 4,38 ~~3,36~~ ✠LMC5,35 ✠LMC(M)2,37	Rot	*f*	2,37	1931 6mo *Lloyd*'sA&CP	J.Smit& Zoon Foxhol	Hammerstein's ReederijbedrijfNV	149·2 156·5(O.L.) P39'F19' *CellDB*108'123*tFPT*	25·5	9·7 FK	Rottrdam Dutch 3*BHCem* 18*tAPT*14*t*	Oil Engines 4S.C.SA 6Cy.11⅛"-19$\frac{1}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 4 s1 ″ 0½ 10 ″ 4¼	
26320 OYEX	**Henriette** TwinSc *Mchy.Aft* 1*Dk*	379 316 164					1909	Helsingörs Jernsk&Msk. Elsinore	A/S DeDanske Sukkerfabrikker	152·5 B29'	27·0	8·6	Copnhagen Danish *WB*	C.4Cy.11"&22"-14" 30NHP HelsingörsJernsk.&Mskb.		V
26321 LEBZ	**Henrik** 1*Dk*	1350 1136 761					1920	NewEng. &Shipbldg. Works,Ld. Shanghai	Bruusgaard Kiösteruds ~~D/SA/S~~ Skibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs*.)	242·7 P24'B62'F24'	37·2	15·0	Drammen Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP NewEng.&S.B.Works,Ld. Shanghai		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
26322 LCNY	**Henrik Ibsen** 1*Dk&Spar dk&deep framing*	4671 4356 2903			...		1906	SirRaylton Dixon&CoLd Middlesbro'	A/S D/S Henrik Ibsen(V.Torkildsen)	383·9 P33'B114'F36' 25·7 FK	52·8	17·7	Bergen Norwegian *WB*	T.3Cy.25",41"&67"–45" 376NHP N.E.MarineEng.CoLdNwc	28 ″ 4	N †
26323 LECB	**Henrik Wergeland** IronSc 1*Dk&Awng dk*	488 475 283					1883	G.Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5 H15*t*	24·5	17·0	Tr'ndheim Norwegian *WB*	C.2Cy.21½"&35½"–23½" NB92 51NHP GebrüderHowaldt,Kiel		
26324 LECC	**Henry** (*ex*Wasa) 1*Dk*	626 482 336					1907	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S "Henry" (E.Krogh)	172·6 P91*t*H12*t*F23*t*	28·2	12·0	Haugesnd Norwegian *WB*	T.3Cy.13¼",22"&36½"–24" 65NHP EriksbergM.V.Aktieb.Got		V
26325 150837	**Henry C. Daryaw** TwinSc (*ex*Oakbay–35,*ex*Marinier) 1*Dk*	1265 858 694					1919	Ch.de Normandie Gnd.Quevilly	H.Daryaw	219·2 P63'F25'	35·0	13·2	Montreal British *WB*	C.4Cy.15"&30"–18" 66NHP Ch.dePenhoët,St.Nazaire		V
26326 202443	**Henry C. Frick** GyC. *Mchy.Aft* 1*Dk*	6490 — 5016					1905	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	549·0	56·0	26·4	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65 1/16"–42" 274NHP AmericanS.B.Co.Clevelnd		R
26327 221211 KDRM	**Henry D. Whiton** TwinSc *ss*N.Yk.No.3–7,33 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4548 3977 2600	✠100A1 3,37 ~~BS16,37~~ MS10,37 *Fitted for oil fuel 5,21 F.P. above 150° F.*	Phl BS3,38 ✠LMC ~~BS1,36~~	*x*	CL ~~9,34~~ F11,37 S10,37	1921 5mo	Newburgh ShipyardsInc Newbrgh,NY A&CP	UnionSulphurCo. Inc. *CellDB*299'1186*t* *Topside tanks*	356·0 Q19'F23' FK 304'1368*t FPT*178*t*	51·6	30·0	NewYork Utd.States 7*BHCem* *APT*152*t*	2 Steam Turbines DR geared to 2 Sc. Shafts 210lb (*s*) 663NHP 3SB(Spt),9*cf*,HS8916 FD W&AFletcherCoHoboken	32 ″ 5	
26328 FOEP	**Henry Desprez** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*	9805 8930 5038					1932	Akt.Burmeistr&Wain Copenhagen	Cie.Auxiliaire de Navigation	489·9 P115'B37'F43'	65·2	36·7	Havre French *WB*	Oil Engines 4S.C.SA 16Cy.21⅝"–59 7/16" 712NHP Akt.Burmeistr&Wain,Cpn		V
26329 165438 GZNK	**Henry Dundas** D.F. E.S.D. *OilEng.* GyC. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft Rudder electrically welded* *Longitudinal framing CruiserStern*	10448 9642 6055	✠100A1 4,37 ✠LMC4,37 *Carrying Petroleum in bulk*	Kel		CL	1937 4mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd's A&CP*	OrientalTankers, Ld.	490·1 506·6(O.L.) P107'B39'F35' FK *CellDBuE*86'175*tDTf*24'647*tFPT*195*tAPT*215*t*	70·0	37·0	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.25 5/16"–49 5/16" 912NHP 3DB(Spt)*200lb* Fr.KruppGermaniawftAG	37 ″ 0 s7 ″ 4½ 29 ″ 11½	
26330 223980 KFTD	**Henry Ford II** *OilEng.* GyC. *Mchy.Aft* *ss*Clv.No.1–31 D.F. 1*Dk*(*Stl*)2*ndDk*(*Stl*)*inNo.*1*hold* *Longitudinal framing at bottom&at deck*	8877 8428 7074	✠ ... 1,37 ✠	Clv			1924 8mo	American S.B.Co. Lorain,O.	FordMotorCo. *CellDBuE*82'*f sidetanks*2233*tFPT*	597·5 F60' 468'4092*t* FK	62·2	27·8	Dearborn Utd. States 4*BH* 413*tAPT*38*t*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 688NHP SunS.B.Co.Chester,Pa.	32 ″ 0	
26331 214051 KGAE	**Henry G. Dalton** *ss*Cgo.No.3–12,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7810 7445 6092	✠100A– *For Service on the Great Lakes* 4,37 ~~12,32~~ BS~~4,36~~ 4,37 ✠LMC3,34	Cgo Clv		12,32	1916 5mo	American S.B.Co. Lorain,O. *Cell DB u E&B 55' f & in Hopper side tanks 479' 8724t*	InterlakeSteamshipCo.(Pickands, Mather&Co.*Mgrs*)	580·0 F33' FK	60·0	32·0	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"–42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O. *FPT* 299*t APT* 59*t*	32 ″ 0	
26332 203332	**Henry H. Rogers** GyC. *Mchy.Aft* 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0 *WB*	58·0	27·4	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
26333 DIFN	**Henry Horn** Ⓟ (*ex*Presidente Gomez–36, *ex*WaldtrautHorn–36) *OilEng.* 2*Dks*	3164 2526 1857					1926	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0 P29'B81'F41'	46·3	22·8	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 390NHP *Emade*22 SulzerBros.Winterthur		G
26334 145251 MLBN	**Henry Lancaster** K 1*Dk* *Now "Longtow," & transferred to No.* 18011	363 287 155			...		1919	Cochrane &Sons,Ld. Selby	JamesDredging Towage& TransportCo.Ld.	138·3 Q78'F19' BK7½"	23·7	12·7	Aberdeen British	T.3Cy.13",23"&37"–26" 87RHP C.D.Holmes&Co.Ld.Hull	13 ″ 6	
26335 DHLF	**Henry Lütgens** Wireless 2*Dks*	1141 958 631					1920	Nüscke& Co.A.G. Stettin	BugsierReed.u. BergungsA.G.	250·8 F25'P&B192'	37·7	12·9	Hamburg German *WB*	T3Cy16 1/16",26⅝"&43 5/16"–27½" Christiansen 97NHP &Meyer,Harburg		G
26336 214161 WPCK	**Henry M. Dawes** (*ex*OscarD. Bennett–32, *ex*GeorgeE. Paddleford) *ss*N.Yk.No.3–12,30 *ss*Gal.No.1–35 2*Dks*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	4710 4293 3587	✠100A1 ~~11,37 12,36~~ 1,38 BS~~12,36~~ 11,37 ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,16 F.P. above 150° F.*	Gal Mob	*y*	CL ~~12,36~~ 11,37	1916 6mo	Harlan& Hollingsworth Cor. Wlmgtn.Del. A&CP	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*) *CellDBuE&B*72'2 *DTf*65'8	391·8 406·4(O.L.) P99'B34'F44' FK 16*t* 18*tFPT*89*tAPT*30*t*	51·3	28·8	Baltimore Utd.States 14*BHptCem* (7 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27",45"&75"–48" (*s*) 190lb 511NHP 3SB,9*cf*,GS174,HS7127 FD Harlan&HollingswrthCor.	30 ″ 2 s 5 ″ 4½ 24 ″ 11½	
26337 212826 WCCK	**Henry M. Flagler** TwinSc (*CarFerry*) *Fitted for oil fuel* 3*Dks*	2699 — 878					1914	W Cramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·8	59·0	18·8	NewYork Utd.States *WB*	T.6Cy.20",32½"&54"–36" 350NHP W.Cramp&SnsS&EBCPhl		
26338 164886 GZJJ	**Henry Moon** 1*Dk* *Mchy.Aft CruiserStern* Wireless *Cargo battens not fitted*	1091 782 622	✠100A1 5,37 ~~3,37~~ ✠LMC12,36	Sld Shl	*m*	CL	1936 12mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd's A&CP*	TheMayor,Aldermen&Burgesses of theCountyBorough ofBrighton (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	210·5 218·7(O.L.) Q120'B11'F19' FK *CellDBuE*18'*f* 142' 358*tFPT*	33·2	14·0	Shoreham British 3*BHptCem* 102*tAPT*32*t*	T.3Cy.14½",24"&41"–30" (*s*) 200lb *100lb* 124NHP 1SB,3*cf*,GS42,HS1722 FD N.E.MarineEng.Co.Ld.Sld	15 ″ 10 s 4 ″ 8¾ 15 ″ 0	
26339 204136	**Henry Phipps** GyC. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	WestBay CityS.B.Co. BayCty,Mich	PittsburghS.S.Co.	580·0 *WB*	58·0	27·5	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
26340 214458 WHCF	**Henry R. Mallory** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	6063 — 4519					1916	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)	424·3	54·5	22·3	NewYork Utd.States *WB*	T.3Cy.29",49"&84"–54" 518NHP NewportNewsSB&DD.Co.		R
26341 220879 KDLN	**Henry S. Grove** *Fitted for oil fuel* 2*Dks&Shelter dk* *Longitudinal framing*	6220 5850 3812			...		1921	W Cramp& SonsS&EBCo Philadelphia	ArgonautLine,Inc.	404·6 F31'*on Shelter dk* FK	53·9	34·2	NewYork Utd.States *WB*	Q4Cy25½",37",52½"&76"–54" 633NHP W.Cramp&SonsS.&E.BCo.	36 ″ 9	R †

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R of Trade Cert.
26342 161382 GSJV	**Henry Stanley** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk*	4028 3152 2188					1929	Ardrossan DD&SBCoLd Ardrossan	ElderDempster Lines,Ld.	370·5|51·6|20·1 P36′F43′	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 650NHP J.G.Kincaid&Co.Ld.Grk.		C
26343 96584	**Henry Steinbrenner** GyC. *Mchy.Aft* 1*Dk*2*trB*	4345 — 3178					1901	JenksS.B. Co. PortHuron	KinsmanTransit Co.(G.M.Stein- brenner,*Mgr.*)	420·0|50·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&63″–40″ 251NHP JenksS.B.Co.		R
26344 OYEY	**Henry Tegner** ssSvb.No.3–3,27 ssSvb.No.2–36 *Well deck* 1*Dk*(*Stl*)	1457 1158 865	✠100A1 ~~5,37~~ ~~10,36~~ 4,38 ✠LMC5,36 BS10,37	Ant Cpn	*p*	OG ~~5,36~~ 4,38	1914 3mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore '*sA&CP*	D/S A/S Progress (MariusNielsen& Sön,*Mgrs.*)	249·2|38·1|15·1 259·5(O.L.) P16′Q79′B96′F31′ FK *WB=CellDBa*	Copnhagn Danish 4*BHCem* 77′*uE&B*31′	T.3Cy.18″,30″&50″–36″ (*s*) 170lb 158NHP 2SB,4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb. *f*100′421*t FPT*31*tAPT*76*t*	17 ″ 6 s ″ 11¼ 16 ″ 8¾	
26345 164539 MKMD	**Henry Woodall** *Mchy Aft* *CruiserStern* 1*Dk*	625 406 270					1935	Hawthorn Leslie&Co.Ld Newcastle	StephensonClarke &AssociatedCos. Ld.	177·0|27·6|10·9 Q102′F23′	London British *WB*	T.3Cy.13″,22″&36″–24″ 94RHP N.E.MarineEng.CoLd.Sld.		C
26346 164040 GWYB	**Henzada** 1*Dk* D.F. E.S.D. *CruiserStern*	4161 3836 2444					1934	D&WHen- dersn&Co.Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	392·7|53·2|24·0 P42′B236′F40′	Glasgow British *WB*	T.3Cy.20½″,34½″&58″–42″ 218NHP D&W.Hendersn&CoLdGls		C
To be Broken up 26347 149767 GKTJ	**Hera** ssN.Yk.No.3–11,20 ssNwc.No.2–29 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	4774 4209 2900	✠~~100A1~~ 5,30 ✠~~LMC~~ ~~MS10,20~~ ~~BS5,30~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,12 F.P. above 150° F.*	Sou	*x*	CL 12,28	1912 7mo *Lloyd*	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock '*sA&CP*	~~Oil&Molasses~~ ~~Tankers,Ld.(J.I.~~ ~~Jacobs&Co.Ld.~~ ~~*Mgrs.*~~)	374·7|51·2|29·0 P103′B28′F42′ FK *WB=CellDBuE&B*78′123*t*	London British 16*BHCem* (15 *to U dk* & 1 ,, 2*nd* ,,)	T.3Cy.27″,44″&73″–48″ (*r*) 180lb *120lb* 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk. *FPT*138*tAPT*90*t*	29 ″ 2 s 5 ″ 10½ 23 ″ 8	
26348 8035 ✻ SKWO	— 1*Dk*&*Shelter dk* *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1531* *1312* *810*	✠100A1 *withfreeboard* 11,37 ~~1,37~~ ✠LMC8,35	Bkn Lkr	*r*	CL 11,37	1935 8mo *Lloyd*	NyaVarvs- aktb.Oresund Landskrona '*sA&CP*	A/B Transmarin (~~B.Ingelsson,~~ ~~*Mgr.*)~~ (S.Redig, *Mgr.*) ← *CellD*	269·2|40·4|16·0 262·8 274·5(O.L.) FK *B*221′603*tAPT*98*t*	Helsingbrg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	T.3Cy.18½″,29$\frac{15}{16}$″&48$\frac{7}{16}$″– 33½″ 200lb (*s*) 175NHP 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktieb.Öresund	19 ″ 2 s ″ 6½ 18 ″ 8½	
26349 OHXK	— (*ex*Cairnalt, Iron *ex*Sarah) ssSkm.4thNo.3–5,32 ssSkm.No.1–36 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1379 — 762	✠100A1 ~~5,37~~ ~~4,36~~ 3,38 ✠LMC4,36 MBS2,37 DBS9,37	Skm Ant	*p*	CL ~~10,35~~ 2,38	1882 5mo *Lloyd*	JReadhead &Co. SouthShields '*sA&CP*	RederiA/BHera (A.Jansson,*Mgr.*)	248·8|36·1|17·5 Q96′B52′F31′ BK9″ ptND08 *DBa*	Marlehmn Finnish 4*BHCem* 74′*f*100′371*t*	O.2Cy.29″&54″–36″ 80lb *100lb* NDB13 135NHP 1SB,4*pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 ″ 7 s 1 ″ 6½ 17 ″ 10½	
26350 139163 ✻ GPYK	**Heraclides** (*ex*AngloChilean) ssShl.No.3–12,29 D.F. E.S.D. ssGrk.No.1–34 2*Dks*(*Stl*)&*Web frames* *Shelter dk*(*Stl*) *Longitudinal framing*	6987 6598 4256	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~3,37~~ ✠NB8,28 ✠LMC MS8,35 BS~~6,36~~7,37	Grk	*c*†	CL 3,37	1916 11mo *Lloyd*	ShortBros Ld. Sunderland '*sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. *Mgrs.*)	470·5|58·3|37·8 491·0(O.L.) FK *CollBHto* *CellDB*397′1610*t*	London British 7*BHCem* *Upr dk only* *DTa*36′1183	Q.4Cy.26″,36½″,53″&76″–54″ 225lb *120lb* (*s*) 633NHP 3SB(Spt),9*cf*,GS183, FD HS8880 G.Clark,Ld.Sunderland *tFPT*186*tAPT*53*t*	32 ″ 0 s 4 ″ 8¼ 27 ″ 6¾	
26351 595 SZJP	**Heraclis** (*ex*Maria–34,*ex*Alster, *ex*Nacka,*ex*LuiseBlume, *ex*Spetsopoula,*ex*Federation) 1*Dk*	806 601 332			...		1886	S.P.Austin &Son Sunderland	Soc.Anon. Generale de Ciments	216·7|30·7|12·3 P39′B66′H19*t*F29′ BK7″	Piræus Greek *WB*	T.3Cy.19″,31″&51″–33″ NB00 161NHP N.E.MarineEng.Co.LdSld	14 ″ 5	
26352 DHLH	**Heraklea** Sub.Sig 2*Dks*	1927 1669 1092					1922	Schiffs-u. Dockbauw. FlenderA.G. Siems Lübeck	DeutscheLevante- LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	287·7|41·7|17·5 H71′F33′	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55⅛″–37⅜″ 191NHP Act.Ges."Neptun"Rostock		G
26353 ✻ OHYR	**Herakles** (*ex*Vinstra–36, *ex*Drumcraig) ssOsl.2ndNo.3–4,35 D.F. 2*Dks*(*Stl*)	4881 — 2889	✠100A1 ~~5,37~~ 5,36 8,37 BS8,37 ✠LMC MS3,35 ~~BS9,35~~9,37 *Fitted for oil fuel 7,21 F.P. above 150° F.*	Osl Hfs	*z*	CL 5,36	1910 10mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	Aktieb.Oceanfart (BirgerKrogius, *Mgr.*) *Intermediate Bulkhead in fore hold dispensed with*	410·0|52·2|25·7 P37′B249′F44′ FK *CellDBa*	Helsingfrs Finnish *Cem* 6*BHonly* 126′ *u E*24′ *f*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb ~~*120lb*~~ 497NHP 2SB,8*cf*,GS146,HS7200 FD D.Rowan&Co.Glasgow 184′1131*tFPT*70*tAPT*73*t*	28 ″ 3 s 4 ″ 3 24 ″ 2½	
26354 LCGM	**Heranger** TwinSc *OilEng.* *Ref.Mchy.* D.F. 1*Dk*&*Shelter dk*	4877 4313 2994					1930	Akt.Bur- meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S.	398·1|54·8|26·1 P74*t*H394*t*F35*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″–43$\frac{5}{16}$″ 625NHP Akt.Burmeistr&Wain,Cpn		N
26355	**Herbert G. Wylie** ssN.Yk.No.3–11,23 ssN.Yk.No.2–31 *Carrying Petroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing*	4292 3860 2579	✠ ... 12,34 ✠	Mob	*w*		1912 12mo	Armstrong Whitworth &Co.Ld. Newcastle *CellDBuB*	StandardOilCo.of Venezuela 22′50*tDTf* 37′415*t*	360·0|50·2|28·7 P83′B25′F36′ FK *FPT* 58*t APT* 19*t*	Guiria Venezuelan 14*BHCem* (9 *to Upr dk* 5 ,, 2*nd* ,,)	T.3Cy.23½″,38½″&64″–45″ 330NHP 2SB,6*cf*,GS109,HS4420 WllsndSlpwy.Co.Ld.Nwc.	27 ″ 9 s 5 ″ 3¾ 22 ″ 8	
✻ 26356 215969 WFCX	**Herbert L. Pratt** ssPhl.No.3–5,30 *Mchy.Aft* ssN.Ns.No.1–34 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7118 6410 4477	✠100A1 ~~5,37~~ ~~6,36~~ 2,38 ✠NE5,21 ✠LMC MS6,34 ~~BS7,36~~ ~~5,37~~ BS2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,18 F.P. above 150° F.*	NNs ~~Mob~~	*b*†	CL ~~N6,36~~ 2,38	1918 2mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. *CellDBuE&B*57′ 179*t DT*56′10	435·0|56·0|32·0 453·3(O.L.) P122′B50′F42′ FK 38*tFPT*97*tAPT*74*t*	Phldlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 ,, 2*nd* ,,)	1DR GearedSteamTurbine 250lb HS9750 FD 763NHP 3 Water Tube Boilers(Spt) DeLavalSteamTurbineCo Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
26357 140106 MKVD	**Herbert W. Walker** 3Mst (*ex*Lightning–35,*ex* ssLth.No.3–2,34 ClydeFirth,*ex*EliseMellonie, 1*Dk*(*Stl*) *ex*Millwater) &*Web frames* *Mchy.Aft* *Well deck* ssBkn.No.1–37	365 248 136	✠100A1 ~~9,37~~ ~~9,36~~ 3,38 ~~BS4,36~~ ✠LMC~~2,34~~ BS ~~5,37~~3,38 MS11,37	Bkn	*e*	CL ~~9,36~~ 11,37	1921 10mo *Lloyd*	Willough- by(Ply- mouth)Ld. Plymouth '*sA&CP*	WilsonS.S.Co.Ld. (T.W.Dixon, *Mgr.*)	135·0|23·4| 9·9 142·5(O.L.) Q47′B9′F22′ FK	Whitehvn British 3*BHCem* *FPT*49*t*	T.3Cy.11½″,~~18½″~~&30″–21″(*s*) 160lb 18$\frac{13}{16}$″ 67RHP 1SB,3*pf*,GS50,HS1400 Willoughby(Plm'th),Ld.	10 ″ 7 s ″ 6 10 ″ 2	
26358 LDIF	**Herbjörn** TwinSc Now "Sandefjord," see No. 40125 in Supplement *OilEng.* *Mchy Aft* ssCco.No.1–33 D.F. 1*Dk*(*Stl*)	8038 6242 4767	✠100A1 10,36 ✠LMC CS11,32 DBS7,36 6,35 *CarryingPetroleum in bulk*	Fal	*b*†	CL 3,36	1929 2mo *Lloyd*	A.B.Gota- verken Gothenburg '*sA&CP*	H.Virik *Cell DBuE*65′278*t*	441·1|59·2|35·4 P96′F37′ FK *DTf*29′468*tFPT*113*tAPT*247*t*	Moss Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 634NHP 2DB *150lb* Akt.Götaverken,Got.	35 ″ 0 s 9 ″ 4 25 ″ 10½	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R. Trade
26359 LCDS	**Herborg** TwinSc OilEng. D.F. ssFal.No.1-35 2Dks(Stl)&Webframes Mchy.Aft CruiserStern Longitudinal framing-bracketless system Special Surveys to date from 2,32	7892 7368 4694	✠100A1 ~~6,32~~ ~~10,36~~ 12,37 ✠LMC OS3,36 DBS9,36 ~~6,31~~ 9,36 Carrying Petroleum in bulk	Bry ~~Skd~~ Cpn	c†	CL P3,36 S9,36	1931 11mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen CellDBuE68'	Skibsaktieselskapet "Jölund" (S.Herlofson&Co. A/S, Mgrs.) 318t DTf 43'512t F	457·2|59·7|34·9 472·5(O.L.) P93'B28'F43' FK PT138t APT166t	Moss Norwegian 16BH (11 to U dk 5 „2nd„)	Oil Engines 4S.C.SA 12Cy.23⅓"-43 1/16" 625NHP 2DB 180lb Akt.Burmeistr&Wain,Cpn	35 " 0 s 9 " 2½ 26 " 0½	
26360 YTBK	**Hercegovina** ssSsk.2ndNo.3-12,34 1Dk(Stl)	748 554 426	✠100A1 10,37 ~~5,36~~ BS~~1,37~~ ✠LMC12,34 1,38	Ssk	k	CL 5,36	1913 12mo Lloyd's A&CP	Akers Mek.Værks. Oslo	Jadranska PlovidbaD.D. CellDBa35'	184·2|30·1|14·2 193·2(O.L.) P22'B54'F27' FK uE22'f66'136tFPT	Split Yugoslav 4BHCem 18tAPT16t	T.3Cy.13½",22"&37½"-28" 180lb (s) 115NHP 2SB,2cf,GS40,HS1801 FD AkersMek.Værks.Oslo	14 " 11 s 1 " 3 13 " 9½	
26361 EAFB	**Hercules** ssBbo.2ndNo.3-10,25 ssBbo.No.1-30 1Dk(Stl)&Spar dk(Stl)3trB	4238 4021 2759	✠ ... 12,34 ✠	Bry	x		1900 1mo	R.Craggs &Sons Middlesbro'	Cia.Anon. Maritima "Union"(M. Urruchua, Mgr.) CellDBa 120'uE&B	360·0|48·1|20·3 P29'B86'F35' 28·2 FK 40'f146' 767t FPT	Bilbao Spanish 6BHCem 83tAPT10t	T.3Cy.25",40 7/12"&68"-48" 342NHP NDB00,refitted22 3SB,6rf,GS120,HS5196 SirC.Furness,Westgarth &Co.Ld.Mdb.	30 " 10	
26362 DONX	— 2Dks Sub.Sig. D.F. CruiserStern	2883 2552 1616					1929	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9|46·0|23·3 B29'F28'	Bremen German WB	T.3Cy.19⅝",31½"&50⅝"-35⅝" & LP Turbine 180NHP A.G."Weser,"Bremen		G
26363 PEQZ	— 3Dks	2317 2056 1388					1914	A.Vuijk& Zonen, Capelle a/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	326·9|45·1|18·5	Amstrdam Dutch WB	T.3Cy.21½",34"&56"-42" 203NHP G.T.Grey,SouthShields		V
26364 94188	— TwinSc 1Dk	895 840 347					1900	Armstrong Whitworth &Co.Ld. Newcastle	Government of Queensland (Harbours& MarineDept.)	230·5|39·3|11·0	Brisbane British WB	T.6Cy.10",16"&28"-18" 100RHP WllsndSlpwy.Co.Ld.Nwc.		
26365 OXXH	**Herdis** OilEng. D.F. 1Dk&Shelter dk CruiserStern	1659 1406 925					1935	Helsingörs Jernsk&Msk. Elsinore	A/S Dampsk.Torm (A.Schmiegelow& AxelKampen)	301·9|42·7|16·5	Copnhagn Danish WB	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 5/16" 404NHP Akt.Burmeistr&Wain,Cpn		C
26366 152185	**Herekino** Well deck Mchy.Aft 1Dk	464 302 185				...	1924	Scott& Sons Bowling	Wilsons(N.Z.) PortlandCement Ld.	140·1|29·1| 9·9 Q57'F23' BK6⅝"	AuklndNZ British WB	T.3Cy.12",20"&32"-24" 76RHP Aitchison,BlairLd.Gls.	10 " 9	
26367 LECF	**Herfinn** Mchy.Aft 1Dk	860 627 483					1920	Porsgrund MekVærks. Porsgrunn	A/S Herdebred (O.&H.HoltaA/S, Mgrs.)	202·4|32·0|12·1 Q113tB21tH32t F27t	Skien Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP PorsgrundMekVærks.		N
26368 LCSW	**Herleik** (exMai,exWigmore, exVenice) 1Dk	1894 1706 1114					1914	Greenock& Grangem'th Dkyd.Co.Ld. Grngemouth	A/S Herdebred (O.&H.HoltaA/S, Mgrs.)	279·0|40·3|18·8 P45tH110t	Skien Norwegian WB	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
26369 DAQQ	**Herma** 1Dk	519 408 311					1905	Howaldtswerke Kiel	Pommersche landwHauptgenossenschaft G.m.b.H.	165·3|27·1|12·7 Q43'B39'F20'	Kiel German WB	T.3Cy.11 11/16",18¾"&29½"-17¾" 37NHP Howaldtswerke,Kiel		G
26370 8122 SJWN	**Herma Gorthon** 1Dk&Shelter dk CruiserStern Rudder electrically welded Strengthened for Navigation in Ice	1827 1435 930	✠100A1 with freeboard ~~4,37~~ 11,37 ✠LMC12,36 ✠NB31 refitted36 BS11,37 Fitted for oil fuel 12,36 F.P. above 150° F.	Osl ~~Hul~~ Lkr	t	CL 11,37	1936 12mo Lloyd's A&CP	Fredrkstad Mek.Verks. Fredrikstad	RederiA/BGylfe (Joh.Gorthon, Mgr.) Intermediate BH forward CellDB	304·4|44·2|15·6 315·0(O.L.) FK in Coll&AftPk hold dispensed with 242' 535tFPT80tA	Hlsngborg Swedish BHs to Sh dk 2 „ „2nd„ PT70t	C.4Cy.(2)15⅝"&(2)37 11/16"-34 7/16" 220lb (s) 277NHP 2SB,6cf,GS92,HS4120 FD FredrikstadM.V.Frdstad.	19 " 1 s " 4¾ 18 " 9	
26371 1172 IBTP	**Hermada** (exCarventum, exStrathness) D.F. 1Dk&Spar dk	4421 4102 2778				...	1907	W.Hamilton&Co.Ld. Port Glasgow	"Corrado" Soc. Anon.diNav.	370·0|52·2|17·5 P25'B92'F40' 25·5 FK	Genoa Italian WB	T.3Cy.25",41"&68"-48" 367NHP D.Rowan&Co.Glasgow	28 " 0	I †
26372 219221 KOML	**Herman F. Whiton** (exJ.R.Gordon) ssN.Yk.No.3-7,31 ssGal.No.1-35 D.F. 2Dks(Stl) Cargo battens not fitted	5557 5138 3430	✠100A1 ~~4,37~~ ~~9,36~~ 2,38 ✠LMC BS12,37 MS4,36 Fitted for oil fuel 11,19 F.P. above 150° F.	NYk ~~Gal~~	z	CL 4,36	1919 11mo A&CP	Northwest SteelCo. Portland,Or.	UnionSulphurCo. Inc. CellDB355'1139t M	409·8|54·2|27·7 P44'B115'F47' FK T29'745t FPT132t	NewYork Utd.States 7BHptCem APT143t	T.3Cy.24½",42"&72"-48" (s) 210lb 582NHP 3SB,9cf,GS196,HS8780 FD Hooven,Owens,RentschlerCo.Hamilton,Ohio	30 " 2 s 6 " 4¾ 24 " 0	
26373 220895 KDLW	**Herman Frasch** TwinSc ssN.Yk.No.3-4,33 1Dk(Stl) D.F. Cargo battens not fitted	4494 3977 2641	✠100A1 2,37 10,36 ✠LMC MS~~1,31~~ BS~~10,36~~ 9,37 Fitted for oil fuel 12,20 F.P. above 150° F.	Sea	x	CL S10,36 P1,38	1920 12mo A&CP	Newburgh Shipyrds,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc. CellDB299'1186t Topside tanks	356·0|51·6|30·0 FK 302'1368t FPT178t	NewYork Utd.States 7BH ptCem APT152t	2SteamTurbinesDRgeared to 2 Sc. Shafts (s) 210lb FD 663NHP 3SB(Spt)9cf,GS181,HS8916 W.&A.Fletcher,Hoboken	32 " 5 s 7 " 5 25 " 4	
26374 DJSM	**Herman Sauber** E.S.D. CruiserStern 1Dk	2474 1877 1307					1936	Flensburgr Schiffsb.Ges. Flensburg	Sauber&Co.	274·9|44·4|19·3 P26'Q83'B51'F25'	Hamburg German WB	T.3Cy.22 1/16",34⅝"&56 5/16"-37⅝" HS4198 292NHP FlensburgerSchiffsb.Ges.		G
26375 95003 KJMS	**Herman Winter** Iron 2Dks&Spar dk	2625 — 1768					1887	W.Cramp &Ss.S.&E.Co. Philadelphia	EasternS.S.Lines, Inc.	271·8|41·6|19·2 29·9 WB	Portsmth N.H. Utd.States	T.3Cy.23",39"&66"-42" NE&B25 284NHP Hooven,Owens,RentschlerCo.Hamilton,Ohio		
26376 DRDC	**Hermann** (exRückforthOtto Ippen17,exRückforthI,exWestfalia, exKöln) 1Dk Mchy.Aft	400 365 242					1897	J.H.N. Wichhorst Hamburg	Ippen-Linie Reederie-A.G.	151·4|25·5|11·2 B8'	Lübeck German	C.2Cy.13⅝"&24¾"-15¾" 20NHP OttensenerMaschf.Altona		G
26377 DJSJ	**Hermann Andersen** TwinSc Wireless OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	1163 876 745					1936	Lübecker Flender-WerkeA.G. Lübeck	C.Andersen	228·5|34·5|14·4 P55'B33'F34'	Hamburg German WB	Oil Engines 4S.C.SA 16Cy.11"-16 5/16" 189NHP DeutscheWerkeKielA.G.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
26378 PERE	**Hermes** TwinSc *OilEng.* E.S.D. *ss*Sba.2ndNo.3-2,34 *Mchy.Aft* *2Dks(Stl)&Webframes*	3768 3373 2313	✠100A1 1,38 ~~3,37~~ DBS~~3,37~~ 1,38 *CarryingPetroleum in bulk*	Pal Suez ✠LMC2,34	*v*	CL 3,37	1914 10mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle *WB=Cell*	N.V.Petroleum Maats."La Corona" *Midship portion* *(cargo tanks) renewed*1934 *DBuE*44'55*tDTf*	344·6 H73'F34' FK 30'270*tAPT*70*t*	46·1	25·5	TheHague Dutch 14*BHptCem* (11*BHtoUdk* 3 „ „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.20½"-$35\frac{7}{16}$" 375NHP DB*120lb* NedFb.v Wrk&Spoor,Ams	27 ″ 6 s 4″10¾ 22 ″ 10	
26379 DOIO	— Sunk by Collision 5,37 D.F. *2Dks* Sub.Sig. *CruiserStern*	2883 2552 1616					1929	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9 F28'	46·0	23·3	Bremen German *WB*	T.3Cy.19⅜",31½"&50⅜"-35⅜" & LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen		G
26380 PERG	— *Fitted for oil fuel* *CruiserStern* *3Dks*	2746 2392 1559					1920	NVBoele's Schps.&Mchf Bolnes	Konink1.Nederl. Stoomb.Maats. N.V.	345·8	48·3	18·6	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP N.V.Boele'sSchp.&Machf.		V
26381 1046 ESUI	— (*ex*Ernst-35,*ex*Margit,*ex*Bolbek, *ex*Margit, *ss*Hbg.2ndNo.3-4,27 *ex*DeuxCharentes) *ss*Tln.No.2-36 *Welldeck* 1*Dk(Irn)&deepframing* *Cargo battens not fitted*	1545 1352 880	✠100A1 ~~6,36~~ 11,37 MS6,36	Tln Cff ✠LMC BS~~11,36~~ 11,37	*p*	~~N11,35~~ 11,37	1901 5mo	WoodSkin- ner&Co.Ld. Newcastle A&CP	L-ü"Eeroo" (KarlMitt,*Mgr.*) *CellDBa*74'*uE&*	250·0 P28'Q110'B12'F27' FK *B*36'*f*194'391*tFPT*	37·2	16·2	Tallinn Estonian 4*BHCem* 61*tAPT*67*t*	T.3Cy.20¼",33¼"&54"-36" 160lb (*s*) 180NHP 2SB,*6pf*,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 ″ 5 s 5 ″ 4¼ 17 ″ 3¼	
26382	**Hermia** 1*Dk&Spar dk*	1068 — 760					1891	Howaldts- werke Kiel	Cie.Tunisienne d'Arm.(Louis Delom,*Mgr.*)	211·2 B46'	29·3	19·6 17·9	French	T.3Cy 14¼",22¼"&36½"-19¾" 59NHP Howaldtswerke,Kiel		V
26383 DHLJ	— 1*Dk*	997 897 604					1909	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3 P&B139'F30'	33·3	15·2	Hamburg German *WB*	T.3Cy.16",26½"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		G
26384 LECJ	**Hermod** 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*)	261·7 P61*t*B74'H101*t* F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy$18\frac{9}{16}$",$31\frac{9}{16}$"&51⅕"-29½" 141NHP F.Schichau,Elbing		N
26385 6074 SEVI	— 1*Dk*	*1495* *1223* *771*					1919	Södra VarfetsA/B Stockholm	Stockholms Rederi A/B Svea(Eman. Högberg,*Mgr.*)	246·8 P33'B140'H145*t*F9'	38·3	16·0	Stockholm Swedish	T.3Cy.18",30"&49"-33" Lindholmens 138NHP M.V.A/B Gothenburg		V
26386 DJOS	**Hermonthis** Ⓟ **D.F. E.S.D.** *OilEng.* *Ref.Mchy.* *CruiserStern* *3Dks*	4833 3857 2819					1935	Bremer Vulkan Vegesack	Hamburg-Amer- ikanischePacketf. A.G.	409·9 P20'F379'	54·6	21·9	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1165NHP BremerVulkan,Vegesack		G
26387 EEQV	**Hernani** **Iron** 1*Dk*	398 — 216					1876	Cunliffe& Dunlop Pt.Glasgow	Fabrica Municipal de Gas	155·8 P74*t*F19*t*	24·3	11·8	S.Sebast'n Spanish	C.2Cy.23"&40"-27" NB90 69NHP Cunliffe&Dunlop,Pt.Glas.		
26388 6281 DHLK	**Hernia** (*ex*Markelo) *Cargobattensnotfitted* *ss*Ham.No.3-8,29 *Well deck* ~~*ss*Ham.No.1-34~~ *Mchy.Aft* *ss*Ham.No.2-38 1*Dk(Stl)*	717 516 332	100A1 ~~4,37~~ ~~1,36~~ 4,38 ~~BS6,36~~ 7,37	Ham ~~Kok~~ LMC~~2,34~~ 4,38		CL 1,36	1918 1mo	NV Burger -hout'sM.&S. Rotterdam	HaraldA.O.Becker (Johs.Thode,*Mgr.*)	181·4 Q106'B9'F22' FK *CellDBf*114'142*t*	28·1	12·3	Hamburg German 3*BHCem* *FPT*55*t*	T3Cy.15¾",25⅝"&$41\frac{5}{16}$"-$27\frac{9}{16}$" 185lb 126NHP 2SB,*4cf*,GS70,HS2303 N.V.Burgerhout'sM.&S.		
26389 6091 SEVM	**Hernö** **WoodAux3MstSr** (*ex*DynäsIII,*ex*Rolando, *OilEng.* *ex*Rossö) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*465* *351* *273*					1918	Rossö SågverksA/B Nyland	RederiA/B Norr- land(Ödmark& Andersson,*Mgrs.*)	139·2 P44'F11'H41*t*	29·6	12·4	Hernösand Swedish	Oil Engines 2S.C.SA 4Cy.16⅜"-$14\frac{13}{16}$" 190NHP BergsundsM.V.A/B.Skm.		V
26390 7038 SEVK	**Hernodia** 1*Dk*	*1293* *1110* *709*					1918	Huiskens &VanDyk Dordrecht	RederiA/BPatria (C.H.Witt,*Mgr.*)	234·6 P27'B55'F14'	37·1	15·5	Hlsngborg Swedish	T.3Cy.17½",29"&46"-36" 127NH Eluishens&VanDyk		V
26391 DHLL	**Hernösand** 1*Dk2trB*	953 792 569					1894	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	224·9 Q68'B105'F24'	33·1	13·5	Hamburg German *WB*	T.3Cy.18",27½"&47"-33" NB25 127NH HelsingörsMaskinbyggeri		G
26392 LECK	**Hero** 1*Dk*	1375 1136 823					1918	NewEng. &S.B.Works Shanghai	BruusgaardKiö- sterudsSkibs-A:S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*)	242·7	37·2	14·7	Drammen Norwegian *WB*	T.3Cy.17½",28½"&48"-33" NewEngineering 132NHP &S.B.Works,Shanghai		N
26393 DOIM	— Wireless Sub.Sig. *Mchy.Aft* 1*Dk*	989 797 589					1924	Atlas WerkeA.G Bremen	Dampfschifffahrts Ges.Neptun	224·0 Q86'B66'F31'	33·2	13·7	Bremen German *WB*	T.3Cy.18⅛",29½"&$48\frac{13}{16}$"-29½" 129NHP AtlasWerkeA.G.Bremen		G
26394 LCTH	**Heron** (*ex*Chilton,*ex*WarShikari) *ss*Rot.No.1-37 *ss*Rot.No.3-6,32 1*Dk(Stl)2trB&* *Web frames* *Longitudinal framing*	*5540* *4696* *3444*	✠100A1 ~~7,37~~ ~~6,36~~ 3,38 BS5,38 ~~BS12,36~~ *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	Lis ~~[illegible]~~ 7,37 ✠LMC~~6,32~~	*z*	CL 6,36	1919 5mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	A.S.Heron(S.H. SmithSörensen) *Middle lineBulkhead not oil tight* *CellDBuE&B*	400·3 P50'B121'F39' FK 250*tf*50'65*tFPT*95*t*	52·2	28·4	Arendal Norwegian 11*BHptCem* *APT*75*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0	
26395 165588 GCGN	— *OilEng.* 1*Dk&Shelter dk3rd dk in No.1hold* D.F. *Portable sparred dk in No.2hold* *Ref.Mchy.* *CruiserStern*	2374 1771 1398	✠100A1 *withfreeboard* 5,38 ~~10,37~~ ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC10,37	Dun Shl ✠LMC10,37	*l*	CL 4,38	1937 10mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld Dundee	GeneralStm.Nav. Co.Ld. *CellDB*259'534*tTanks at sides of tunnel*96*tF*	302·2 314·5(O.L.) F26' FK (*CollBHtoShelter dk*5*BHto2nd dk*)	45·2	17·0	London British 6*BHptCem* *PT*49*tAPT*70*t*	Oil Engines 2S.C.SA 4Cy. 23⅝"-41" DB*100lb* 389NHP SulzerBros.Ld.Winterthur	19 ″ 9 s ″ 7 19 ″ 3¾	
26396 683 SVEL	— (*ex*Hollandia-36,*er*Heron-35, *ex*Neptunus) Wireless *2Dks*	1516 1224 877					1906	Werf.vrhn Rijkee&Co. Rotterdam	Dem.N.Koufos	251·5 Q78'B62'F32'	34·6	18·5	Piræus Greek *WB*	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		V
26397 160759 GTBN	**Heronspool** *ss*Shl.No.2-37 ~~*ss*Cff.No.1-33~~ D.F. 1*Dk(Stl)*	5202 4928 3223	✠100A1 6,37 ~~10,36~~ 2,38 ~~BS4,36~~	Bry ~~Shl~~ ✠LMC~~11,33~~ 6,37	*z*	CL ~~12,34~~ 6,37	1929 4mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*	421·2 P30'B240'F43' FK 371'1413*t FPT*175*t*	54·2	27·2	W.Hartlpl British 8*BHCem* *APT*167*t*	T.3Cy.26",40"&73"-48" (*s*) 180lb HS7932 529NHP 3SB(Spt),*9cf*,GS172 FD Cen.Mar.E Wrks.LdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3¼	
26398 4975 SEVR	**Heros** (*ex*Torwald,*ex*Hawthorn) **Iron** *ss*Sbg.4th.No.3-5,33 *Well deck* 1*Dk(Irn)2trB* *Cargo battens not fitted*	*1071* *879* *554*	✠100A1 5,37 ~~8,35~~ BS5,36	Sbg Osc LMC5,33	*n*	~~8,35~~ 5,37	1879 6mo	W.Doxford &Sons Sunderland A&CP	K.A.Andersson *D*	224·6 Q91'B43'F27' BK8" *Ba*71'*f*59'220*tFPT*	32·0	16·2	Krlskrona Swedish 4*BHCem* 28*tAPT*15*t*	C.2Cy.28"&54"-36" 75lbNB92*refitted*24 128NHP 2SB,*4pf*,GS73,HS2020 W.Doxford&Sons,Sld.	17 ″ 7 s 1 ″ 2¾ 17 ″ 0¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
26399 LOBM	**Heröy** (exAdour-34) Sub.Sig. 2Dks CruiserStern	3323 3090 2302			...		1921	A/B Öresundsvarvet Landskrona	RederiA/S Henneseid(Thoralf Holta, Mgr.)	311·8 F30' on Shelter dk FK	44·8	27·8	Oslo Norwegian WB	C.2Cy.17¾"&34 5/16"–35 7/16"& LP Turbine with DR gearing & hydraulic coupling NE34 KockumsM.V.A/BMalmö	30 ″ 0	N †
26400 144656 GDKP	**Hertford** (exFriesland) TwinSc ssGls.No.3–7,34 Ref.Mchy. D.F. 3Dks(Stl)4th dk(Stl)in No.1hold	10923 10183 ~~6880~~ 6816	100A1 with freeboard ~~6,37~~ ~~1,37~~ 1,38 BS12,37 ~~[illegible]~~ LMC7,34 ✠Lloyd'sRMC ~~1,37~~ 1,38 Fitted for oil fuel 11,23 F.P. above 150° F.	Gls Sws		OG 12,35	1917	Bremer Vulkan Vegesack	FederalSteamNav.Co.Ld. CellDB477'2082t	520·7 533·0(O.L.) P70'B254'F44' FK FPT111tAPT119t	64·2	38·1	London British 8BHptCem ptAsp	T.6Cy.28⅝",46⅞"&75⅝"–51¼" L.P.Turbines withDR gearing&hydraulic couplings 199lb (s) 1290NHP 5SB,15cf,GS337,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8½ 31 ″ 10	
26401 LECL	**Hertha** (exVenus2) 1Dk	1365 1120 707					1917	NVSchpbwrf Baanhoek Sliedrecht	Skibs A/S William Hansens Rederi II. (W.Hansen, Mgr.)	240·1 P23'B56'F21'	36·7	15·8	Bergen Norwegian WB	T.3Cy.19 1/16",29 1/16"&46 1/16"–35 1/16" 127NHP J.&A.v.d.Schuijt,Ppndrcht		N
26402 DALD	— Ⓟ TwinSc Sub.Sig. Wireless 1Dk&Hur.dk3trB	1221 633 487					1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch.Ges.J.F. BraeunlichG.m.bH	250·3 H117'	33·9	13·4 21·8	Stettin German WB	T.6Cy.18",28"&46"–28" 224NHP StettinerOderwerkeStettin		G
26403 OYFJ	**Hertha Mærsk** (exDuro) 1Dk	1498 1183 866					1920	Svendborg Skbsv&Mskb Svendborg	D/S Svendborg (A.P.Möller, Copenhagen, Mgr)	253·2 F42tB250tQ107t P40tH64t	38·2	14·9	Aalborg Danish WB	T.3Cy.17",27½"&47"–34" 129NHP SvendborgSkbsv.&Mskb.		V
26404 ~~PUNC~~ PUMC	**Herval** (exAlvarado-33) ssNpt.No.3–3,33 ssRio.No.1–38 2Dks(Stl) CruiserStern	2478 2242 1448	✠100A1 1,38 ~~5,35~~ ~~BS1,38~~ ✠LMC ~~5,35~~ 1,38	Rio	t	CL ~~5,35~~ 12,37	1920 10mo Lloyd's A&CP	A.&J. Inglis,Ld. Glasgow	Cia.Carbonifera Rio-Grandense Cell	303·0 P33'B81'F32' FK DB260'661t FPT94t APT180t	43·0	20·7	R.Janeiro Brazilian 6BHptCem	T.3Cy.22¼",36"&59"–39" (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0 s 3 ″ 4½ 19 ″ 10½	
26405 UNYL	**Herzen** Ⓟ (exCastro,exMichail, exSappho) Ref.Mchy. Wireless 1Dk	1336 844 805					1898	CaledonS. B.&E.Co.Ld. Dundee	U.S.S.R.	267·0 P&B116'F34'	33·6	14·5	Archangel Russian WB	T.3Cy.18",32"&56"–36" 188NHP CaledonS.B.&E.CoLd.Dun		
26406 143082 GBCQ	**Hesione** (exItajahy) ssRot.No.3–6,33 D.F. 2Dks(Stl)& Shelter dk(Stl) Now "Stanwood," see No. 40069 in Supplement	4158 3757 2499	100A1 Shelter dk with freeboard 3,37 MS6,33	Grk LMC BS3,37		OG 3,36	1915	Reiherst'g Schiffsw. Hamburg	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.Mgrs.) CellDBa103'uE39	361·6 FonShltr dk39' FK Collision f158'1068tDTa34'	51·2	25·6	Liverpool British Cem BH to Sh dk 5 ,, ,, U ,, 741tAPT41t	T.3Oy.24⅝",40½"&66⅛"–47 3/16" 200lb (s) 410NHP 2SB(Spt),6cf,GS130, FD HS5758 Reiherst.Maschinenf.Ham.	28 ″ 2 s 3 ″ 0 25 ″ 4½	
26407 144661 GDKW	**Hesperia** (exPatria) ssGls.No.3–1,34 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in fore hold Now "Christine Marie," see No. 37670 in Supplement	3895 3570 2380	100A1 Shelter dk with freeboard 5,37 ~~2,36~~ MS1,34	Grk LMC BS2,37	x	CL ~~2,34~~ 5,37	1919	Flensburgr Schiffsb.Ges. Flensburg	Brit.&S. American Stm.Nav.Co.Ld. (HoustonLine (London)Ld. Mgrs.) CellDB346'1140t	384·5 399·5(O.L.) FK Collision FPT40t APT47t	52·0	22·5	Liverpool British Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.28⅜",46 7/16"&76"–48" 185lb (s) 530NHP 3SB(Spt),9cf,GS165, FD HS7537 FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 0½ 22 ″ 11	
26408 OHHD	**Hesperus** (exKilstroom-33) D.F. 2Dks	2175 — 1231					1922	Maats. Fyenoord Rotterdam	FinskaÅngfartygs A/B	273·4 P58'Q93'B79'F34'	40·2	16·8	Helsingfrs Finnish WB	T.3Cy.19½",31"&52"–36" 612NHP Maats.Fyenoord,Rot.		V
26409 104924 MQWF	— TwinSc Well deck Wireless D.F. 2Dks	599 443 235			...		1896	Gourlay Bros.&Co. Dundee	Commissioners of NorthernLighthouses	175·0 Q53'B51'F27' BK6"	28·1	13·8	Leith British WB	T.6Cy.14",23"&37"–24" 166NHP GourlayBros.&Co.Dun.	14 ″ 7	
26410 DOII	**Hestia** D.F. Sub.Sig. 2Dks CruiserStern	2883 2552 1616					1929	Deutsch Schiff-u.-MaschfkA.G. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9 F28'	46·0	23·3	Bremen German WB	T.3Cy19⅝",31½"&50⅝"–35⅜"& LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen		G
26411 LECN	**Hestmanden** Mchy.Aft 2Dks	979 921 671					1911	Laxevaags Msk.&Jrnskb Bergen	Vesteraalens Dampskibsselskab	186·1 H39t WB	30·1	20·4	Stokmarknæs Norwegian	T.3Cy.14½",23"&39"–27" 79NHP LaxevaagsMsk&Jrns.Bgn	22 ″ 8	N
26412 148068 GKQD	**Hetton** ssSld.No.3–5,36 D.F. 1Dk(Stl) Cargo battens not fitted	2714 2345 1541	✠100A1 ~~5,37~~ ~~5,36~~ 8,37 ✠LMC5,36 BS8,37	Sld Nwc	l	CL ~~4,36~~ 5,37	1924 5mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	TanfieldS.S.Co.Ld. (W.B.Nisbet, Mgr) CellDB255'755t MTp16's12'172tFPT163t APT130t Poop tank110t	308·0 P21'B60'F28' FK	44·5	20·8	Newcastle British 6BHCem	T.3Cy.21",35"&58"–39" (s) 180lb 261NHP 2SB,6cf,GS116,HS4476 N.E.MarineEng.Co.Ld.Sld	23 ″ 0 s 3 ″ 8½ 19 ″ 6	
26413 147676 VLDV	**Hetton Bank** (exCoralstone-34) ssSyd.No.3-1,37 ~~ssShl.No.2–33~~ Mchy.Aft Wireless 1Dk(Stl) Well deck Cargo battens not fitted	1375 1032 791	✠100A1 ~~6,37~~ ~~1,36~~ 2,38 ✠LMC1,37 ✠NE&B made 3,20 refitted 6,24 BS1,38	Syd	e	CL 12,36	1924 6mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	McIlwraith, McEacharn,Ld. Ce	235·1 37·7 Q145'F25' FK llDB198'380t FPT102tAPT82t	36·1	15·3	SydnyNSW British 4BHptCem	T.3Cy.15",25½"&40"–27" (s) 180lb 120NHP 2SB,4cf,GS49,HS1820 FD Davey,Paxman&CoLd.Col	17 ″ 6 s 5 ″ 3½ 16 ″ 4½	
26414 DHLP	**Hever** (exAdjutor,exAlliance) Mchy.Aft 1Dk.	441 328 228					1909	Stavanger Stöberi& Dok Stavanger	BugsierReed.& Bergungs A.-G.	141·5 P84tH6tF8t	27·0	10·7	Bremerhvn German WB	T.3Cy.11¼",17½"&30"–20" 40NHP StavangerStöberi&Dok	13 ″ 0	G
26415 148063 GKDZ	**Heworth** ssSld.No.3–5,37 ~~ssSld.No.2–33~~ D.F. 1Dk(Stl) Cargo battens not fitted	2855 2490 1682	✠100A1 ~~5,37~~ ~~12,35~~ 5,38 ✠LMC5,37 ~~MS5,33~~ ~~BS2,36~~ BS5,38	Nwc ~~Sld~~ Shl	u	CL ~~12,35~~ 5,37	1924 4mo Lloyd's A&CP	Irvine'sSB &D.D.Co.Ld. W Hartlepool	TanfieldS.S.Co. Ld.(W.B.Nisbet, Mgr.) CellD	334·2 348·6(O.L.) P36'B78'F30' FK B281'1072tFPT77t	44·5	21·1	Newcastle British 5BHCem APT193t	T.3Cy.24",40"&65"–42" (s) 180lb 100lb 350NHP 2SB,8cf,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 3 s 4 ″ 0½ 20 ″ 5½	
26416 144969 EIBC	**Hibernia** Ⓟ TwinSc Sub.Sig. 1dk&Shelter dk	3467 1817 1405			...		1920	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6 BK7'	45·2	17·2	Dublin British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
26417 6306 SFAN	— ssN.Yk.No.3–12,32 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) CruiserStern ssSbg.No.1–37	1809 1512 909	✠100A1 Shelter dk with freeboard 1,38 ~~5,36~~ ~~9,37~~ ✠LMC ~~MS12,36~~ 1,37 ~~BS5,36~~ 6,37	Osc ~~Dnz~~ Msl	s	OG ~~5,36~~ ~~9,37~~ 12,37	1920 7mo Lloyd's A&CP	Eriksbergs M.V.Aktieb Gothenburg	Rederiaktieb SvenskaLloyd (KRBökman Mgr.) Intermediate BH in fore hold dispensed with CellDB256'540t FPT29t APT31t	299·9 FK	43·2	23·3 16·3	Gothenbrg Swedish Cem 1BHtoSh dk 3 ,, ,, U ,,	T.3Cy.22½",35½"&58½"–36" 185lb (s) 274NHP 2SB(Spt),6cf,GS103, FD HS3910 EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 6½ 18 ″ 7½	
26418																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26419 233749 WNFF	**Hibueras** *ss*N.Os.No.1-37 *ss*Gal.No.3-10,32 1*Dk(Stl)&Shelter dk* Wireless	1445 1391 819	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~1,36~~ 4,38 ~~BS10,35~~ ✠LMC ~~10,32~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Mob NOs BS4,38 6,37	*o*	CL ~~4,34~~ N4,37	1920 8mo	Standard S.B.Corp. Shooters Island,N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*197'306*t*	234·3|34·1|20·8 B88' FK *FPT*34*tAPT*36*t*	NewYork Utd. States *ptCem* 2*BHtoSh dk* 2 „ „ *U* „	T.3Cy.19",30"&50"-33" (*s*) 185lb 200NHP 2SB,6*cf*,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
26420 142314	**Hickorol** *ss*Lon.No.3-2,31 *Mchy.Aft* *ss*Mtl.No.1-35 1*Dk(Stl)&Webframes* *Longitudinal framing*	1176 858 451	✠100A1 *withfreeboard* 5,37 ~~10,36~~ ✠LMC MS5,35 BS~~4,36~~ 2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Mtl Hfx	*n*	CL ~~3,34~~ 5,37	1918 3mo	A.McMillan&Son,Ld Dumbarton Lloyd's*A&CP*	TheAdmiralty *Middle line Bulkhead not oil-tight* *Cell DBuE&B*39' 64*tDT f*30'243*t FPT*33*t APT*29*t*	210·2|34·7|16·6 P62'F57' FK	London British 12*BHptCem*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 141NHP 2SB,4*cf*, HS2202 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s 2 ″ 9½ 13 ″ 9½	
26421 XCHA	**Hidalgo** Ⓟ (*ex*EthelM. Sterling-34,*ex*SailingShip, *ex*Hawaii) TwinSc *OilEng.* *ss*S.Fo.No.3-7,12 *ss*Adl.No.1-17 Wireless 1*Dk(Stl)*	1060 — 762	✠ 7,26	SFo			1900	A.McMillan&Son,Ld. Dumbarton	Cia.Naviera del PacificoSoc.Anon.	206·3|42·2|17·9 P30'F22' BK12"	Ensenada Mexican 1*BHCem*	Oil Engines 2S C.SA 8Cy.14"-17" 275NHP *Emade*00*fitted*26 FairbanksMorseCo.Inc. Seattle		
26422 35845 JIOC	**Hide Maru** 2*Dks*	5256 4774 3231					1930	HarimaS.B.&E.Co.Ld. Hyogo-ken	TochikiShojiK.K.	400·9|53·0|31·0 P36'B119'F31'	Kobe Japanese *WB*	T.3Cy.25",43½"&75"-48" *Emade*14 390NHP WllsndSlpwy,Co.Ld.Nwc.		C
26423 100 JNVH	**Hideyoshi Maru** Ⓟ Iron (*ex*Orduna) 1*Dk2trB*	712 — 427			...		1877	W.F.Pile&Co. Sunderland	Amagasaki KisenbuGomei Kaisha	191·2|26·4|11·4 Q26'F23' BK7"	Osaka Japanese *WB*	C.2Cy.24¼"&44½"-30" NB86 90NHP Pattison&Atkinson,Sld.	14 ″ 4	
26424 LCOI	**Hidlefjord** TwinSc *OilEng.* *ss*Sba.No.2-35 2*Dks(Stl)&Web frames* D.F. *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	7639 7038 4489	✠100A1 ~~5,37~~ ~~10,36~~ 11,37 ✠LMC DBS~~7,36~~ 7,37 *CarryingPetroleum in bulk*	Rot Bat Sba CS12,36 ~~9,35~~ 12,36	*b*†	CL ~~8,35~~ 5,37	1928 8mo	Akt.Burmeistr&Wain Copenhagen Lloyd's*A&CP*	A/S M/S"Hidlefjord"(K.Olsen) *CellDBuE*70'324*t* *DTf*45'518*t*	451·9|59·2|33·9 P93'B28'F42' FK *FPT*176*t APT*144*t*	Stavanger Norwegian 16*BHptCem* (11 *to U dk* 5 „*2nd*„)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0	
26424* EARO	**Hierro** Ⓟ (*ex*Vojvodina) Wireless 2*Dks*	648 — 449					1922	DanzigerWerft Danzig	Cia.Trasmediterrànea	154·1|24·1|17·6	LasPalmas Spanish *WB*	T.3Cy.12⅗",20½"&32¼"-22⅘" 50NHP DanzigerWerft,Danzig		
26425 MMGN	**Highbury** (*ex*Panis-37,*ex*Tosto-32) Now "Nora," *see No.* 39447 *in Supplement* *ss*Nwc.No.3-10,19 *Well deck* *ss*Shl.No.2-27 1*Dk(Irn)&deep framing*	1781 1457 1028	✠ ~~—~~ 6,33	Shl	*q*		1906 7mo	S.P.Austin&Son,Ld. Sunderland	HighburyS.S.Co.Ld.(J.Vassiliou, *Mgr.*) *CellDBa*76'*uE&B*32'*f*112'450*tFPT*80*tAPT*140*t*	267·7|37·8|17·4 P27'Q74'B51'F31' FK	London British 4*BHCem*	T.3Cy.21½",35"&57"-39" 220NHP 2SB,6*pf*,GS112,HS3540 G.Clark,Ld.Sunderland	19 ″ 9	G †
✻ 26426 139916 GKCY	**Highcliffe** *ss*Shl.No.2-35 1*Dk(Stl)*	3847 3515 2323	✠100A1 9,37 ~~11,36~~ BS~~12,36~~ 9,37 ✠LMC12,35	Shl Bry	*w*	CL ~~11,35~~ 9,37	1927 10mo	JReadhead&Sons,Ld. SouthShields Lloyd's*A&CP*	CliffeS.S.Co.Ld. (R.Walton,*Mgr.*) *CellDB*318'987*t FPT*59*tAPT*170*t*	363·9|50·5|23·7 377·9(O.L.) P34'B104'F34' FK	S.Shields British 6*BHptCem*	T.3Cy.25",42"&69"-45" (*r*) 180lb *125lb* 371NHP 2SB,6*cf*,GS120,HS6044 JReadhead&Sons,Ld.SShl.	26 ″ 0 s4 ″ 7¾ 21 ″ 7	
✻ 26427 148164 GJKN	**Highland Brigade** Ⓟ TwinSc *OilEng.* *ss*Lon.No.2-37 ~~*ss*Lon.No.1-33~~ E.S.D. 4*Dks(Stl)5th dk(Stl)in* D.F. *Ref.Mchy.* *Nos.*1,2,3,4&6*holds* *CruiserStern*	14131 11605 8732	✠100A1 *withfreeboard* ~~3,37~~ 12,37 ✠LMC DBS~~6,36~~ 5,38 ✠Lloyd'sRMC~~3,37~~ 5,37 5,38 ~~2,38~~ ~~12,37~~ ~~10,37~~ ~~7,37~~ No.3shelterdk.fortemp.32°F.	Lon CS~~4,34~~ 2,38 ~~6,36~~ 12,36	*i*†	CL ~~9,34~~ 12,37	1929 4mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP*	RoyalMailLines, Ld. *Duct keel fwd of mchy space* *CellDB*438'1993*tFPT*70*t APT*234*t*	523·4|69·4|37·1 544·3(O.L.) B97'F101' FK	Belfast British 9*BHptCem* *Coll to U dk*	Oil Engines 4S.C.DA 16Cy.26¾"-63" DB*100lb* 2190NHP Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till 3,38
✻ 26428 148161 GCTY	**Highland Chieftain** Ⓟ TwinSc *OilEng.* *ss*Lon.No.2-36 ~~*ss*Lon.No.1-32~~ 4*Dks(Stl)5th Dk(Stl)in* D.F. *Ref.Mchy.* *Nos.*1,2,3,4&6*holds* E.S.D. *CruiserStern*	14131 11605 8730	✠100A1 *withfreeboard* 4,38 ✠LMC DBS4,38 ✠Lloyd'sRMC~~2,37~~ ~~4,37~~ 4,38 ~~1,38~~ ~~11,37~~ ~~9,37~~ No.3shelter dk. for temp. 32°F.	Lon CS11,37 11,37	*i*†	CL ~~s1,34~~ P12,35 S6,37 ~~7,37~~	1929 1mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP*	RoyalMailLines, Ld. *Duct keel fwd of mchy space* *Cell DB*438' 1993*t FPT*70*tAPT*234*t*	523·4|69·4|37·1 B97'F101' FK	Belfast British 9*BHptCem* *Coll to Wdk*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~9,37~~ 6,38
26429 ~~133072~~ ~~MDTQ~~	**Highland Coast** (*ex*PrincessMelita) Now "Tripolino," *see No.* 40391 *in Supplement*	1075 907 438					1912	Ramage&Ferguson,Ld Leith	~~CoastLines,Ld.~~	240·0|34·1|16·5 P&B148'F58'	~~Liverpool~~ ~~British~~ Italian *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
✻ 26430 148158 GMZF	**Highland Monarch** Ⓟ TwinSc *OilEng.* *ss*Lon.No.2-36 ~~*ss*Lon.No.1-32~~ *Ref.Mchy.* 4*Dks(Stl)5thdk(Stl)in* D.F. *Nos.*1,2,3,4&6 *holds* E.S.D. *CruiserStern*	14137 11605 8734	✠100A1 *withfreeboard* ~~1,37~~ ~~4,36~~ 11,37 ✠LMC DBS~~4,36~~ 4,37 ✠Lloyd'sRMC~~4,37~~ 6,37 3,38 ~~1,38~~ ~~11,37~~ ~~8,37~~ No.3shelter dk. for temp. 32° F.	Lon CS11,36 ~~6,36~~ 6,37	*i*†	CL ~~1,37~~ 10,37	1928 10mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP*	RoyalMailLines, Ld. *Duct keel fwd of mchy space* *CellDB*438'1993*tFPT*70*t APT*234*t*	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK	Belfast British 9*BHptCem* *Coll to W dk*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~4,37~~ ~~1,38~~ 6,38
✻ 26431 161883 GJQT	**Highland Patriot** Ⓟ TwinSc *OilEng.* *ss*Lon.No.1-36 *Ref.Mchy.* 4*Dks(Stl)5th dk(Stl)* D.F. *inNos.*1,2,3,4&6*holds* E.S.D. *CruiserStern*	14157 11605 8743	✠100A1 *withfreeboard* 8,37 ~~1,37~~ ✠LMC DBS~~6,36~~ 5,37 ✠Lloyd'sRMC~~3,37~~ 5,38 ~~3,38~~ ~~12,37~~ ~~10,37~~ ~~8,37~~ No.3shelter dk. for temp. 32°F.	Lon CS4,36 6,36	*i*†	CL 4,36	1932 5mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP*	RoyalMailLines, Ld. *Duct keel fwd of mchy space* *CellDB*443' 2033*t FPT*70*t APT*234*t*	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK	Belfast British 9*BHptCem* *Coll to W dk*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~9,37~~ ~~[illegible]~~ 6,38
✻ 26432 161859 GMFN	**Highland Princess** Ⓟ TwinSc *OilEng* *ss*Lon.No.1-34 *Ref.Mchy.* 4*Dks(Stl)5thDk* D.F. *(Stl)inNos.*1,2,3,4&6*holds* E.S.D. *CruiserStern*	14128 11605 8729	✠100A1 *withfreeboard* ~~6,37~~ ~~7,36~~ 2,38 ✠LMC ~~DBS6,37~~ ✠Lloyd'sRMC~~2,38~~ 4,38 ~~3,38~~ ~~12,37~~ ~~9,37~~ No.3shelter dk. for temp. 32° F.	Lon DBS4,38 CS6,34 9,37 ~~11,36~~	*i*†	CL ~~6,33~~ P5,37 S2,38	1930 2mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP*	RoyalMailLines, Ld. *Duct keel fwd of mchy space* *CellDB*438' 1993*t FPT*70*t APT*234*t*	523·4|69·4|37·1 544·7(O.L.) B97'F101' FK	Belfast British 9*BHptCem* *Coll to W dk*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s15 ″ 4¾ 28 ″ 8½	BT till ~~7,37~~ 4,38

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bof Trade.
26433 137187 GBMX	**Highlander** Ⓟ ssAbn.No.3-5,28 *Well deck* ssAbn.No.2-36 Wireless 2*Dks*(*UStl*-ws)	1216 825 618	✠100A1 5,37 ~~5,86~~ BS5,37 ✠LMC5,36	Abn Dun	*p*	OG 5,35	1916 2mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP* *W*	Aberdn,Newcastle &HullSteamCo.Ld. (R.C.Cowper,*Mgr*) *B= Cell DBa 54'u*	243·3|34·9|15·2 *36·9* 253·0(o.L.) P&B161'F64' BK8' *E20'f92'160t FPT*	Aberdeen British 4*BHCem* 14*tAPT*5*t*	T.3Cy.18",30½"&50"-36" (*r*) 185lb 214NHP 2SB,6*cf*,GS126,HS3967 CaledonS.B.&ECo.Ld.Dun	16 ″ 3 s 1 ″ 6½ 15 ″ 5	BT till 11,37
26434 219581 KUBV	**Higho** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4828 4265 2988					1920	ToddDry Dock&Const. Corp. Tacoma	UnitedStates Maritime Commission	380·5|53·1|27·0 P39'B102'F41'	Tacoma, Wash. Utd. States *WB*	T.3Cy.24",40"&70"-48" 340NHP Skinner&EddyCpn. Seattle,Wash.		R
26435 937 ESTY	**Hiiula** (*ex*Aviateur-35, Iron *ex*Relli-34, ssOsl.3rdNo.3-12,17 *ex*Virurand-34, ssBgn.No.2-27 *ex*Relis-32,*ex*Hanseat2,*ex*Duddon) *Well deck* 1*Dk*	322 258 174	✠ — 1,31 ✠NB2,89 ✠	Stv			1882 10mo	R.Smith Preston	Laevaühing G.Sergo&Ko.	144·6|23·3|10·6 Q79'B14'F19' *DBa28'f54'80t*	Tallinn Estonian 3*BHCem*	C.2Cy.17½"&34"-24" 45NHP 1SB,2*pf*,GS30, R.Smith,Preston	11 ″ 2	G †
26436 35370 JGXC	**Hikawa Maru** Ⓟ TwinSc *OilEng.* ssOsa.No.1-35 D.F. GyC. 3*Dks*(*Stl-weather dk* ws) *Ref.Mchy.* 4*th Dk*(*Stl*) *in No.3 hold*	11622 9388 6788	✠100A1 *withfreeboard* 9,37 ~~7,36~~ ✠LMC CS7,34 DBS~~5,36~~5,37 ~~7,36~~7,37 ✠Lloyd'sRMC~~3,37~~ 3,38 *Fitted for carrying oil* 5,30 *F.P. above 150° F. in 3 Deep Tanks Aft*	Osa	*h*†	CL 7,36	1930 5mo *Lloyd*	Yokohama DockCo Ld. Yokohama '*sA&CP*	NipponYusenK.K. *CellDB424'2020t* *oftunnels249tD*	511·6|66·0|41·0 B228'F74' *Tanks in way* FK *Ts a39'1307tFPT1*	Tokio Japanese 9*BHptCem* 10*tAPT*166*t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2DB*120lb* 2187NHP Akt.Burmeistr& Wain,Cpn	41 ″ 0 s10 ″ 11¾ 30 ″ 3½	
26437 29828 JSCB	**Hikosan Maru** (*ex*NiitagaMaru-34, *ex*ElvaSeed,*ex*Relentless,*ex*Alto) 1*Dk&deep framing*	2073 1915 1253			...		1902	S.P.Austin &Son,Ld. Sunderland	TomoyeGumi KabushikiKaisha	289·0|43·1|18·7 P27'B72'F28' FK	Kobe Japanese *WB*	T.3Cy.21",35"&57½"-39" 215NHP G.Clark.Ld.Sunderland	21 ″ 6	C †
26438 22808 JLGE	**Hikoshima Maru** 1*Dk*	963 869 656					1918	BingoDock Co Mitsunosho	IinoTorakichi	208·0|31·0|18·4	Tokio Japanese *WB*	T.3Cy.14½",24"&40½"-30" 90NHP ShinzaikeTekkosho,Saigo		
26439 162350 GQVM	**Hilary** Ⓟ ssBkn.No.1-35 D.F. 3*Dks*(*Stl-Weather dk* ws) E.S.D.	7403 6184 4350	✠100A1 *withfreeboard* ~~3,37~~ ~~7,36~~ 2,38 ✠LMC8,35 BS8,37	Bkn	*b*†	CL 4,36	1931 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	BoothS.S.Co.Ld. *CellDB365'1167t*	424·2|56·2|34·2 F81' FK *DTs a8'123t FPT8*	Liverpool British 9*BHCem* (*Coll to W dk* 8 ,, 2*nd*,,) 2*tAPT*112*t*	T.3Cy.29",48½"&81½"-57"& LP Turbine with DR Gear- ing&hydraulic coupling(*s*) 230lb FD 1033NHP 5SB(Spt),15*cf*,GS298, HS13200 CammellLaird&CoLd.Bkn	37 ″ 0 s12 ″ 9½ 24 ″ 7½	BT till ~~7,37~~ 8,38
26440 LECO	**Hild** (*ex*Kristin,*ex*Ruhr,*ex*Saar, *ex*MontCenis) 1*Dk*	1356 1163 772					1919	Naam.Ven. Scheepsb. "DeMaas" Slikkerveer	Skibs A/S Hild (Jac.Salvesen)	238·4|36·8|15·8 P58*t*H69*t*F35*t*	Farsund Norwegian	T.3Cy.17½",29"&46"-36" 127NHP N.V.Machinefabrik Th.v.Cappelle,Bolnes		N
26441 17 IBUF	**Hilda** *OilEng.* ssTri.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in No.1 hold*	4901 4296 2974	✠100A1 *withfreeboard* 10,37 ~~1,37~~ ✠LMC CS5,36 DBS~~5,36~~6,37 ~~5,36~~1,37	Tri	*z*	CL 5,36	1927 3mo *Lloyd*	Cant.San RoccoS.A. SanRocco '*sA&CP*	Soc.Anon.di Nav a Vap,"Lussino" *CellDB341'1153t* 1037*tFPT*208*t*	424·8|54·1|31·2 404·8 *DTa33'* FK *APT*121*t*	Lussin- piccolo Italian 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri	27 ″ 1 s 3 ″ 1½ 24 ″ 1½	
26442 LECP	— 1*Dk*	1237 1011 705					1925	Trndhjms Mek.Værks. Trondheim	A/S Djerv(Bachke &Co.*Mgrs.*)	232·6|36·5|15·7 P51*t*H71*t*	Tr'ndheim Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMV.Trondhm.		N
26443 OHWV	— (*ex*Bommestad-34,*ex*Remus) 1*Dk*	1144 970 634					1915	Trndhjms Mek.Værks. Trondheim	Laiva O/Y Hilda (K.F.Homeri *Mgr.*)	226·2|36·5|15·7 P12'B51'F27'	Raumo Finnish *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V.Trondhm		N
26444 209 ESDR	— ssBrs.2ndNo.3-6,26 ssTln.No.1-30 *Well deck* 1*Dk*(*Irn*)&*deep framing*	1140 986 658	✠ — 10,34 ✠	Sld	*n*		1901 5mo	BlythS.B. Co. Blyth	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*) *CellDBa54'uE&*	220·0|33·0|14·5 Q110'B10'F26' FK *B61'f65'315t FPT*	Käsmu Estonian 4*BHCem* 73'*APT*72*t*	T.3Cy.18",29"&48"-33" 141NHP 1SB,4*pf*,GS64,HS2240 N.E.MarineEng.CoLdNwc	16 ″ 9	V †
26445	— (*ex*Chersones) 1*Dk*	*1071* *840* *454*					1903	Soc.Anon. Jhn.Cockerill Hoboken	K.A.Andersson	224·7|37·0|12·9 Q42'H55'F27'	Karlskrna Swedish *WB*	T.3Cy.16¾",26"&41½"-29½" 93NHP SocAn.J.Cockerill,Seraing		V
26446 213 ESEQ	— (*ex*Valve-34,*ex*Gledhill,*ex*Taywood, *ex*Cattersty) *Well deck* 1*Dk*	489 439 225			...		1894	JLThomp- son&Sons Sunderland	H.Roman	155·0|26·8|11·7 P16'Q84'F19' FK	Tallinn Estonian *WB*	T.3Cy.13",21"&34"-24" 57NHP J.Dickinson,Sunderland	12 ″ 3	V †
26447 LGVA	**Hilda Knudsen** TwinSc *OilEng.* ssGot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	9178 8457 5472	✠100A1 ~~4,37~~ ~~10,36~~ 3,38 DBS~~3,36~~ 9,37 ✠LMC10,36 *CarryingPetroleum in bulk*	Got ~~Rot~~ Bkn	*d*†	CL ~~3,35~~ 3,38	1928 7mo *Lloyd*	Nakskov Skibsværft Nakskov '*sA&CP* *CellDBuE*	Skibs A/S Hilda Knutsen(Knut KnutsenO.A.S. *Mgr.*) 67'286*tDTf*38'426*t*	470·3|64·5|35·6 489·0(o.L.) P100'B31'F47' FK *FPT*203*tAPT*95*t*	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4	
26448 133076 GQNV	**Hilda Moller** (*ex*Orator,*ex*Saint Fillans,*ex*Hawkhead) 2*Dks*	4622 4299 2947			...		1912	Russell& Co. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	385·5|52·0|26·5 P37'B115'F45' FK	Shanghai British *WB*	T.3Cy.26",42"&70"-48" 381NHP Rankin&Blackmore,Grk.	29 ″ 0	C †
26449 OZLE	**Hilde** Wireless 1*Dk*	1595 1212 935					1930	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm (A.Schmiegelow & A.Kampen,*Mgrs.*)	253·5|39·1|15·4 P16'Q70'B106'F34'	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		V
26450 DRAS	— (*ex*Paris,*ex*Saturn) *Welldeck* Sub.Sig. 1*Dk*2*trB*	1371 931 851					1894	Flensburgr Schiffsb.Ges. Flensburg	F.H.Bertling	232·1|34·3|13·7 Q71'B107'F25'	Lübeck German *WB*	T.3Cy.16",26"&43"-33" NB28 106NHP FlensburgerSchiffsb.Ges.		G
26451 DAMW	— (*ex*RudolfOttoIppen16,*ex*MargotKunst- mann) *Mchy.Aft* 1*Dk*	491 444 290					1907	Nordswrke A.G. Emden	Ippen-LinieReed. A.G.	132·2|26·6|13·5 Q18'B69'F44'	Stettin German *WB*	C.2Cy.12⅛"&22$\frac{1}{16}$"-13½" NB10 15NHP DresdenerMsch&SchiffAG		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26452 859 OHXI	**Hildegaard** (*ex*Butetown,*ex*Eda) *ss*Rot.2ndNo.3-2,31 *ss*Hfs.No.1-36 1*Dk*(*ptIrn&ptStl*) *&deep framing*	2362 — 1380	✠100A1 1,38 5,36 ~~BS6,36~~ BS3,385,37	Bkn Shl ✠LMC5,35	*t*	CL 5,36	1906 3mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	Rederi A/B Hildegaard(A. Karlssoh,*Mgr.*) *CellDBa*110'*uE*22'	313·1 P32'B78'F36' FK *f*128'694*t FPT*74*t*	44·6	20·7	Mariehmn Finnish 5*BHCem* *APT*75*t*	T.3Cy.23",38"&62½"-42" (*s*) 160lb 257NHP 2SB,6*cf*,GS110,HS3900 Blair&Co.Ld.Stockton	23 ″ 1 s 3 ″ 6½ 19 ″ 9	
26453 DAPT	**Hildegard** (*ex*Gerhilde,*ex*Randhulf Hansen) *ss*Sld.No.2-14 1*Dk*(*Stl-ptws*)& *deep framing*	1260 1123 770	✠ 11,19	Bdx ✠	*p*		1906 6mo	Fevigs Jernskibsbyg Fevig	Lübeck-Wyburger Dampfsch.-Ges.	245·2 P26'B70'F24' FK *CellDBa*50'*uE*20'*f*102'284*t*	35·6	17·6	Lübeck German 4*BHCem* *APT*51*t*	T.3Cy.18",29"&48"-33" 159NHP 2SB,4*cf*,GS78,HS2650 Richardsons,Westgarth& Co.Ld.Mdb.	18 ″ 9	G †
26454 4656 SLKA	**Hildur** (*ex*Colombia,*ex*Brei,*ex*Nord) 1*Dk*	*2195* *1795* *1159*					1906	Kockums M.V.Aktieb. Malmö	RederiA/B Atos (AllanBörjesson, *Mgr.*)	279·8 Q76'B104'H143*t* F26'	43·7	18·0	Hlsngborg Swedish *WB*	T.3Cy.21",35"&58"-39" 210NHP Richardsons,Westgarth& Co.Ld.Sld.		V
26455 LDIZ	**Hildur I** (*ex*Grenland-37, *ex*ErichLindöe) Wireless 1*Dk*	1497 1187 848					1919	Laxevaags Msk.&Jrnskb Bergen	J.H.Wessels KulforretningA/S (Pehrson&Wessel, *Mgrs.*)	245·2 P39*t*Q108*t*H69*t* F40*t*	37·9	15·6	Drammen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
26455* LECR	**Hill** Wood 1*Dk*	496 380 281					1920	Tvdestrnds Verk.A/S Tvedestrand	SkibsA/S RealfsensRederi (Halvdan Realfsen)	149·1 Q49*t*B55*t*H32*t*F22*t*	29·7	14·2	Porsgrunn Norwegian	T.3Cy.13⅖",21$\frac{3}{10}$"&35⅘" -25⅖" 65NHP E*made*05*fitted*20 QvillebäckensMek. Verksted,Gothenburg		V
26456 144452 GWDK	**Hillfern** (*ex*TyneBell) 1*Dk*	1535 1343 827				...	1920	C.Ren- noldson&Co. SouthShields	AngelSon&Co. Ld.	240·0 B52'F23' FK	36·2	19·1	Newcastle British *WB*	T.3Cy.18",30"&50"-33" 174NHP ShieldsEng.Co.Ld.S.Shl.	21 ″ 3	C †
26457 214694 KJMT	**Hillsborough** Wood *Fitted for oil fuel* 1*Dk*	328 — 223					1916	FAVerdon &CoW.Brigh- ton,N.Y.	U.S.Gypsum Transptn.Co.Inc.	106·3	30·5	11·8	NewYork Utd.States	C.2Cy.13"&28"-18" NE&B*made*18*fitted*23 UnionIronWorks, 28NHP Hoboken,N.J.		
26458 216290 KJUA	**Hilton** (*ex*Georgian-36, *ex*IceKing, *ex*Passaic) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4741 — 2970				...	1918	Standard S.B.Corp. Shooter's Island	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0 P25'B104'F34' FK	52·0	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 485NHP StandardS.B.Corp.	29 ″ 0	R †
26459 PERQ	**Hilversum** *ss*Rot.No.3-5,33 D.F. 1*Dk*(*Stl*)	3720 3349 2254	✠100A1 5,37 ~~8,36~~ BS2,37 ✠LMC5,33 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Ams Rot	*w*	OG ~~3,34~~ 5,37	1920 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *CellD*	359·9 P30'B229'F27' FK *IntermediateBHinafter hold dispensed with* *B*312' 950*t FPT*74*t*	48·3	23·0	Amstrdam Dutch *Cem* 5*BH to Udk* *APT*81*t*	T.3Cy.25⅞",41"&67"-45" (*s*) 180lb FD 388NHP 3SB(Spt)6*cf*,GS144,HS5490 Kon.Maats.deSchelde, Vlissingen	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
26460 298 IBDQ	**Himalaya** TwinSc *OilEng.* *ss*Tri.No.2-37~~*ss*Tri.No.1-33~~ *Ref..Mchy.* 2*Dks*(*Stl*) D.F	6240 5021 3904	✠100A1 ~~9,37~~3,37 2,38 ✠LMC CS~~6,34~~ DBS~~9,36~~9,37 9,36 Lloyd'sRMC~~3,37~~ ~~9,37~~ 2,38 for temp. 43° F.!	Gen Tri	*a*† 9,37	CL S8,36 PN8,36	1929 5mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav.	448·3 430·0 P36'B283'F44' FK *CellDB*365'1026*t*	55·5 55·4	27·7 27·7	Trieste Italian 8*BHptCem* *FPT* 114*tA*	Oil Engines 4S.C SA 12Cy.29⅛"-47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri. *PT*47*t*	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	—
26461 23554 JFND	**Himalaya Maru** *ss*Yka.No.3-4,29 *ss*Kob.No.1-33 2*Dks*(*Stl*)	5229 4844 3187	✠100A1 6,36	Kob ✠LMC~~6,36~~ 6,37	*z*	OG 6,36	1918 9mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaShosenK.K. *Cell*	400·0 P39'B121'F40' FK *DB*350'1075*t FPT*	54·5	30·0	Osaka Japanese 6*BHCem* 130*tAPT*87*t*	T.3Cy26½",44½"&75"-48" (*s*) 200lb 494NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
26462 131503 VLJM	**Himatangi** (*ex*Coolebar) TwinSc 1*Dk*	479 320 224					1911	Ardrossan D.D.Co.Ld. Ardrossan	Cam&Sons,~~Ld.~~ Pty.Ld.	150·3 Q41'F27'	30·0	8·7	SydnyNSW British *WB*	C.4Cy.12½"&26"-18" 89RHP Dunsmuir&JacksonLd.Gls		
26463 119875 VPDW	**Hin Sang** Ⓟ (*ex*Parklands) 1*Dk*2*trB&Webframes*	2929 2789 1885				...	1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	Indo-ChinaSteam Nav.Co.Ld.	339·9 P34'B200'F32' FK	48·0	20·8	HongKong British *WB*	T.3Cy.23½",39"&64"-42" 291NHP Blair&Co.Ld.Stockton	23 ″ 2 s 2 ″ 11 20 ″ 8	
26464 LDKC	**Hindanger** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* D.F.	4884 4372 3005					1929	Armstrong Whitworth &Co.(Ship- builders)Ld Newcastle	Westfal-Larsen& Co.A/S	398·0 P70*t*H371*t*F22*t*	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
26465 DHLR	**Hindenburg** 4Mst D.F. Sub.Sig. 2*Dks*	7880 7384 4836					1921	Bremer Vulkan Vegesack	Hamburg-Amerik- Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8 P56'B101'F41'	58·3	32·7	Hamburg German	T.3Cy.32$\frac{3}{10}$",53¼"&86½"- 55$\frac{3}{10}$" 554NHP BremerVulkan,Vegesack		G
26466 139256 GSLP	**Hindpool** *ss*Bry.No.2-36 D.F. 1*Dk*(*Stl*)	4897 4621 3040	✠100A1 ~~H,5712,36~~ 4,38 ✠LMC BS~~2,36~~2,37 MS12,36	Bry ~~Bkn~~ Mch	*z*	CL 2,36	1928 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·0 P30'B229'F41' FK 359'1402*t FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",41"&71"-48" (*s*) 180lb FD 505NHP 3SB(Spt)9*cf*,GS172,HS7614 Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
26467 OYFL	**Hindsholm** *ss*Cpn.No.3-5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1512 1336 876	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~8,36~~ ~~BS7,36~~ ✠LMC5,35	Cpn Svb BS10,37	*q*	OG 5,35	1922 3mo	Frdrkshvn Værft.&Flyd. Frederikshvn *Lloyd'sA&CP*	DetForenede DampskibsSelsk. *CellDB*215'512*t*	253·2 263·0(O.L.) FK (*Collision* *FPT*62*tAPT*65*t*	39·1	16·2	Aalborg Danish *Cem* *BHtoShdk* 3 „ „ *U* „)	T.3Cy.18⅛",30"&50"-36" (*s*) 185lb 169NHP 2SB,4*cf*,GS63,HS2652 HelsingörsJernsk&Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
26468 142827 GPKZ	**Hindustan** *ss*Nwc.No.3-10,34 D.F. 2*Dks*(*Stl*)	5217 4845 3242	✠100A1 ~~1,38 4,37~~ 3,38 ~~BS12,36~~ ✠LMC10,34	~~Cff~~ BS1,38	*y*	CL 4,37	1919 3mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanStm. ShippingCo.Ld. (CommonBros. Ld.*Mgrs.*) *CellD*	400·0 P49'B113'F40' FK *B*340'1067*tFPT*135*t*	52·4	28·5	Newcastle British 7*BHptCem* *APT*198*t*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld.	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
26469 69016 ZMBK	**Hinemoa** Ⓟ Iron 2*Dks*	559 478 234	✠ 6,76	Cly			1876 5mo	Scott&Co. Greenock	D.W.McKay	207·4	25·2	15·2	Wellingtn British N.Z. 4*BHCem*	C.2Cy.29¾"&58¼"-36" NB88 NDB05 171NHP GreenockFndry.Co.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26470 588 JQDG	**Hinko Maru** *Mchy.Aft* 1*Dk* *CruiserStern*	5419 — 3152					1936	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	398·4 P121'B24'F30'	57·4	30·0	Dairen Japanese	T.3Cy.23⅝",39⅝"&66½"–48$\frac{1}{16}$" &LP turbine with DR gearing & hydraulic coupling 449NHP KobeSteelWorks,Kobe		
26471 34872 JDYC	**Hino Maru** *OilEng.* 1*Dk*&2*nd dk in fwd. holds*	2666 2329 1604			...		1929	Mitsubishi ZosenKaisha, Ld. Kobe	NipponShokuen K.K.	315·0 P32'B62'F43' FK	46·0	25·0	Tarumi Japanese *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP MitsubishiZosenKaisha	25 ″ 0	C †
26472 41347 JGXJ	**Hino Maru No. 2.** *OilEng.* Wireless *CruiserStern*	999 — 531					1935	Mitsubishi JukogyoK.K Kobe	NipponShokuen K.K.	200·1	35·1	17·1	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.15¾"–23⅝" 144NHP MitsubishiJukogyoK.K.		
26473 35883 JCBH	**Hinode Maru** *OilEng.* *ss*Osa.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *CruiserStern*	321 222 129	✠100A1 *Coasting Service Japan* 2,37 ✠LMC2,35 ✠LMC(M)2,37 *Carrying Petroleum in bulk*	Osa	*e*	CL ~~2,35~~ 2,38	1930 2mo *Lloyd*'*sA&CP*	MitsuiBus- sanKaisha, Tama	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)	135·5 Q58'F18' FK PonQ49' *FPT*20*t*	23·5	9·5	Yokohama Japanese 8*BH pt Cem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.15¾"–17½" 175NHP KromhoutMotorenfb.Ams.	9 ″ 6	
26474 389 DCBJ	**Hinrich** (*ex*Roon) 1*Dk*	523 389 308					1909	Nüscke& Co. Stettin	Sartori&Berger	167·8 Q48'B41'F18'	26·7	11·1	Kiel German *WB*	C.2Cy.18"&31"–20" 36NHP OttensenerMasch.Ottensen		G
26475 DHLS	**Hinrich Peters** (*ex*Bornholm, *ex*Rimfaxe) *Well deck* 1*Dk*	856 686 483					1908	Helsingörs Jernsk&Msk Elsinore	H.Peters	210·4 P13'Q52'B90'F24'	32·1	12·7	Hamburg German *WB*	T.3Cy.15",24"&40"–27" 83NH HelsingörsJernsk.&Mskb.		G
26476 PERW	**Hinry** (*ex*Johanna te Velde) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	323 283 233					1921	Gebr. Niestern Delfzijl	D.Tuil (H.deVries,*Mgr.*)	133·8 Q23'F15'	25·4	10·7	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 3Cy.11"–13¾" 35NH AppingedammerBrons- Motorenfbk.Appingedam		G
26477 LCOL	**Hiram** 2*Dks*	1930 1646 1108					1926	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*)	280·3	42·1	18·0	Drammen Norwegian *WF*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
26478 30470 JPIA	**Hiran Maru** Ⓟ TwinSc (*Ferry*) D.F. 2*Dks*	3459 2363 1269					1923	Uraga DockK.K.	Government of Japan(Dept.of Railways) ...	350·0	52·0	22·0	Tokio Japanese	SR geared Steam Turbines		
26479 19224 JLNB	**Hirano Maru** Ⓟ Wireless 1*Dk*	1218 1006 847					1916	OsakaIron Works,Ld. Osaka	ShimataniKisen K.K.	220·0 P24'B35'F30'	33·5	18·5	Yesumi Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
26480 138908 VTCM	**Hiravati** Ⓟ TwinSc 1*Dk*	580 470 246			...		1930	Bow,Mc- Lachlan&Co. Ld. Paisley	BombayStm.Nav. Co.Ld.	199·7 *Shade dk* FK	33·1	10·9	Bombay British *WB*	T.6Cy.12",20"&33"–21" 240NHP Bow,McLachln&CoLdPsy.	11 ″ 6	
26481 LJKI	**Hird** (*ex*Hoperange–37,*ex*Swanley–32) *OilEng.* *ss*Gls.No.3–12,30 *ss*Nwc.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	*4950* *4646* *3058*	✠100A1 *with freeboard* ~~3,37~~ 11,37 DBS12,35 ✠LMC ✠NE12,27 DBS(a)3,37	Nwc Nag	*a*†	CL 3,37 CS4,35 8,36	1924 6mo *Lloyd*'*sA&CP*	Barclay Curle&Co.Ld. Glasgow 1 *Inter*	D/S A/S Vard (Jacobsen& Salvesen, *Mgrs.*) *Duct keel in way of* *mediate BH in fore* *Cell DB*352'1204	411·9 F40' FK *No.2 hold* 134' *hold dispensed with* *t DTa*26'1049*t FPT*	55·4	26·3	Oslo Norwegian 6*BH pt Cem* (*Coll to Sh dk* 5 ,, 2*nd* ,,) 147*t APT*58*t*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–91$\frac{5}{16}$" 482NHP NDB(*f*)32–120*lb* NDB(*a*)*made*16 *refitted*32–125*lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 7½ 25 ″ 7	
26482 32826 TKMB	**Hiro Maru** Ⓟ 1*Dk*	549 443 330					1927	Namura Gennosuke Osaka	KitaKyushu ShosenK.K.	170·0	25·0	15·0	Fukuoka Japanese	T.3Cy.		
26483 148710 GWDR	**Hirondelle** *ss*Lon.No.3–4,38 ~~*ss*Lon.No.2–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *CruiserStern*	893 703 391	✠100A1 *with freeboard* 4,38 ~~3,35~~ BS~~2,37~~ ✠LMC~~12,33~~ 1,38 MS3,38	Lon	*n*	CL ~~3,35~~ N3,38	1925 12mo *Lloyd*'*sA&CP*	Greenock Dkyd.Co.Ld. Greenock	GeneralStm.Nav. Co.Ld. *Cell DB*182'273*t FPT*	210·7 B60' FK 32*t APT*22*t*	34·7	12·1	London British 5*BH pt Cem* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	T.3Cy.16",27½"&45"–33" (*s*) 200lb 159NHP 2SB,4*cf*,GS82,HS2804 Ross&Duncan,Glasgow	14 ″ 0 s ″ 2 13 ″ 11½	
26484 23352 JMGE	**Hiroshi Maru No. 3** (*ex*Kirishima MaruNo.20) 1*Dk*	940 800 639					1918	NamuraCo Osaka	KobayashiHiroshi ...	190·0	31·0	18·5	Yesumi Japanese *WB*	T.3Cy.13½",22½"&37½"–27" 73NHP NagaokaIrn.Fndry.Nag.		
26485 39715 JWXI	**Hirota Maru** *OilEng.* 1*Dk*	479 — 319					1934	Kasado Dck.K.K. Suyetakemi- nami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
26486 TCBN	Stranded & Sunk 12.37 **Hisar** (*ex*Hissar,*ex*KirZade, Wood *ex*KirShehir,*ex*Clarwood, *ex*Cawood,*ex*Diana) 2*Dks*	2398 — 1710					1919	Supple- BallinS.B.Co Portland,Or.	KatkavanZadé Riza ve Mahdumu Ismail(Vapur Sirketi)	294·0 P28'B71'F32'	46·7	23·8	Istanbul Turkish	T.3Cy.21",34"&57"–40" PacificMarine 205NHP IronWorks,Portland,Or.		
26487 30052 JAAC	**Hisayoshi Maru** Ⓟ (*ex*Falkefjell, *ex*Kingston,*ex*Salvatore di Giorgio) Wireless 1*Dk*&*Awng dk*3*tr B*	1264 1169 775					1903	Akers Mek.Værks Oslo	KagoshimaYusen K.K.	227·0 H93*t*	31·6	22·1	Kobe Japanese *WB*	T.3Cy.20",32"&52"–33" 155NHP AkersMek.Værks.Oslo		
26488 37279 JCDH	**Hishi Maru** (*ex*MitsubishiMaru) *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	492 413 305					1931	Mitsubishi ZosenKaisha Ld. Kobe	OgimachiTanker K.K.	159·0 Q42'F20'	27·5	15·0	Yokohama Japanese *WB*	Oil Engines 4S.C SA 6Cy.9⅞"–15" 57NHP MitsubishiZosenKaishaLd		
26489	**Hishi Maru No. 2** *CarryingPetroleum in bulk* *OilEng.* *CruiserStern* 1*Dk*	860 — 580					1936	Mitsubishi JukogyoK.K Kobe	MitsubishiSekiyu K.K.	190·2 P17'F6'	32·8	16·1	 Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16⅜"–24$\frac{7}{16}$" 164NHP MitsubishiJukogyoK.K. Kobe		
26490 5396 SEWG	**Hispania** 2*Dks*	*1323* *1096* *603*					1912	Antwerp Eng.Co.Ld. Hoboken	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	236·8 H95*t*	37·3	16·2 23·2	Gothenbrg Swedish *WB*	T.3Cy.20",33"&54"–36" 175NHP N.E.MarineEngCoLd Nwc		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26491 147290 GKYF	**Historian** ssLiv.No.3-12,37 ~~ssBkn.No.2-33~~ 2Dks(Stl)	5074 4720 3156	✠100A1 ~~4,36~~12,37 ✠LMC MS~~9,33~~ 12,37 BS~~4,36~~ 5,37	Liv	y	CL ~~6,35~~ N12,37	1924 12mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) CellDB340'1122t	395·5|52·5|28·0 409·5(O.L.) P38'B128'F40' FK DTa30'762t FPT76tAPT26t	Liverpool British Cem 7BHtoUdk 1 ,, ,,2nd,,	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10¼ 24 ″ 10¾	
26492 8124 JKWB	**Hitaka Maru** Wireless 1Dk&Awng dk	734 687 395			...		1901	Kawasaki DockyardCo. Ld. Kobe	TaiyoShosenK.K.	188·5|25·5|12·8 19·8 BK7"	Kago-shima Japanese WB	T.3Cy.16¼",26"&43"-30" 118NHP KawasakiDockydCo.Kobe	13 ″ 8	
26493 36219 JGYC	**Hiye Maru** Ⓟ TwinSc OilEng. ssOsa.No.1-35 Ref.Mchy. 3Dks(Stl-weather dk ws) D.F. GyC. 4th dk(Stl)inNo.3hold E.S.D.	11621 9388 6818	✠100A1 withfreeboard 7,37 ~~7,36~~ ✠LMC CS7,34 DBS~~7,36~~7,37 ~~5,36~~7,37 ✠Lloyd'sRMC~~12,36~~ ~~6,37~~ 12,37 Fitted for carrying oil 8,30 F.P. above 150°F.in 3 deep tanks aft	Osa	h†	CL ~~P7,34~~ S7,36 P7,37	1930 8mo	Yokohama DockCo. Ld. Yokohama Lloyd'sA&CP	NipponYusenK.K. CellDB424'1975t Tanks in way of tunnels 294tDT's a39'1307tFPT110tAPT166t	511·6|66·0|41·0 B228'F74' FK	Tokio Japanese 9BHptCem	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2187NHP 2DB 120lb Akt.Burmeistr&Wain,Cpn	41 ″ 0 s10 ″ 11¾ 30 ″ 3½	
26494	**Hiyoshi Maru** CruiserStern 2Dks	4150					1936	Kawasaki Dkyd.Co.Ld. Kobe	AzumaKisenK.K.	352·0|50·0|27·6 P30'B88'F30'	Kobe Japanese WB	2 DR geared steam turbines 333NHP KawasakiDkydCoLdKobe		
26495	— Wireless Mchy.Aft 1Dk	1280					1936	AsanoS.B. Co. Yokohama	KwonanKisenK.K. (HinodeKisenK.K. Mgrs.)	217·8|35·7|18·5 P38'F12'	Tokio Japanese WB	T.3Cy.16⅜",27½"&46½"-36" 130NHP AsanoS.B.Co.Yka.		
26496 24710	— WoodAuxSr 1Dk	328 269 206					1918	Yamamoto Shikakichi Sakihama	MiwaKisenK.K.	111·5|25·6|13·5 B21'F19'	Ushioye Japanese	C.2Cy.13⅛"&24⅛"-16" 18NHP		
26497 9449 JLGB	**Hizen Maru** Ⓟ (exMathilde) Wireless 1Dk&Spar dk	944 — 685					1891	Blohm& Voss Hamburg	OnishiShoten GoshiKaisha	222·1|29·3|17·0 B31'H—	Otaru Japanese WB	T.3Cy.15¼",24 5/16"&39½"-33" 90NHP Blohm&Voss,Hamburg		
26498 LIZS	**Hjalmar Wessel** Mchy.Aft 1Dk CruiserStern	1742 1312 985					1935	Framnæs Mek.Værks. A/S Sandefjord	A/S Borregaard	253·3|39·7|17·5 P72'B22'F33'	Sarpsborg Norwegian WB	C.4Cy.(2)13 13/16"&(2)32¼"-30 15/16" 96NHP FredrikstadM.V.Frdstad		N
26499 6869 SMHA	**Hjelmaren** OilEng D.F. ssGot.No.3-6,35 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2467 2030 1186	✠100A1 Shelter dk withfreeboard 6,37 ~~8,36~~ ✠LMC CS6,35 DBS~~6,36~~6,37 2,36	Rot Got	u	OG ~~N8,36~~ 2,38	1922 10mo	A/BGöta-verken Gothenburg Lloyd'sCP	RederiA/B Transatlantic (G.Carlsson, Mgr) CellDB223'780t FPT121tAPT81t	312·3|45·6|19·8 FK	Gothenbrg Swedish ptCem CollisionBHtoShdk 4 ,, ,, U ,,	Oil Engines 2S.C.SA 6Cy.23⅝"-35 7/16" DB-80lb 585NHP Aktieb.AtlasDiesel, Stockholm	22 ″ 9 s1 ″ 5 21 ″ 7¼	
26500 155922	**Ho Kwang** TwinSc OilEng. ssShi.No.1-36 Mchy.Aft 1Dk(Stl)&Web frames	685 537 364	✠ A1 ForServiceonthe YangtzeRiver 3,37 DBS3,37 ✠LMC2,36 Draught not to exceed 9ft.10ins. CarryingPetroleum in bulk&petroleum products	Shi		OG S1,36 P3,36	1931 5mo	NewE.& S.B.Wks.Ld. Shanghai Lloyd'sA&CP	AsiaticPetroleum Co.(NorthChina), Ld.	200·0|32·3|10·5 F26' FK DTf40t	Shanghai British 10BHptAsp APT38t	Oil Engines 2S.C.SA 12Cy.11½"-13½" 276NHP DB160lb H.Widdop&Co.Ld.Kghley.	11 ″ 3	
26501	**Ho Shun** (exNakagawa Maru)	875 — 495					~~1891~~ 1901	Boyd&Co. Shanghai	TaTungHsingS.S. Co.	216·0|30·0|20·0	Shanghai Chinese	T.3Cy.16¾",27"&43" Boyd&Co.,Shanghai		
26502 138074	**Hochelaga** Ⓟ (exYacht, exWaturus) ssHfx.3rdNo.3-4,34 Sub.Sig. 2Dks	628 — 427	✠ 5,38 For Service between Pictou&Prince Edward Island ✠~~LMC~~ ~~MS4,34~~ ~~BS4,36~~	Hfx		CL 4,36	1900 4mo	Hawthorns &Co.Ld. Leith A&CP	HochelagaShppg. &TowingCo.Ld.	192·6|27·6|14·8 Q54' BK7"	Ottawa British 4BHCem	T.3Cy.18",28"&49"-33" (s) 160lb 90lb 162NHP 1B,4cf,GS91,HS2682 Hawthorns&Co.Ld.		
26503 DHLV	**Hochsee** (exRheinland) 1Dk CruiserStern	2245 1859 1341					1926	Schiffsw.v. H.KochA.G. Lübeck	W.Schuchmann	282·8|45·3|17·8 Q99'B69'F31'	Hamburg German WB	T.3Cy.21⅝",35 7/16"&55 15/16"-35 7/16" 186NHP J.Frerichs&Co.Osterholz-Scharmbeck		G
26504	**Hock Lee** 2Dks	422 392 233					1908	Bow,Mc-Lachlan&Co. Ld. Paisley	TsangKokWah	135·0|22·2|16·0 P24'F20' Shade dk66'	Macao Portuguese WB	C.2Cy.16"&34"-24" 47NHP Bow,McLachln&CoLdPsy.		
26505 128872 MDFN	**Hodder** ssGoo.2ndNo.3-9,35 1Dk(Stl)&deep framing	1016 833 421	✠100A1 9,37 ~~9,36~~ BS~~11,36~~ ✠LMC9,35 10,37	Goo	o	OG 8,35	1910 2mo	W.Dobson &Co.Ld. Newcastle Lloyd'sA&CP	LondonMidland& ScottishRly. (AssociatedHumberLines Ld. Mgrs) WB=CellDBa58'uE15'f91'182tFPT14tAPT31t	240·2|34·2|15·4 P38'B88'F35' FK	Goole British 5BHCem	T.3Cy.22",36"&61"-39" (r) 180lb 331NHP 2SB,6cf,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s1 ″ 10¼ 14 ″ 9¼	
26506 DJQX	**Hödur** (exHaggersgate-36, exChalister) ssRot.No.3-9,26 ssCff.No.2-34 1Dk(Stl)&Shelter dk(Stl)	5386 4973 3361	✠ ... 6,36 ✠	Liv	a†		1913 8mo	D&WHen-dersn&Co.Ld. Glasgow	Seereederei "Frigga"A.G. CellDBa144'uE&B39'f184'1373t FPT167tAPT80t	424·5|54·8|25·5 FK	Hamburg German 7BH	T.3Cy.24½",46"&74"-48" 470NHP 3SB,12cf,GS240,HS8057 D&W.Hendersn&CoLdGls	28 ″ 6	G †
26507 LJAF	**Höegh Carrier** OilEng. D.F. 1Dk&Shelter dk CruiserStern	4906 4405 2965	✠100A1 withfreeboard 4,38 ~~12,36~~ ✠LMC8,35 Carrying Cargo Oil F.P. above 150° F. in deep tank	Kob NYk	z	CL	1935 8mo	Akt.Bur-meistr&Wain Copenhagen Lloyd'sA&CP	SkibsA/S Arnstein (LeifHöegh&Per Holm) CellDB342'1282t MT28'1086t	392·9|54·3|26·1 408·7(O.L.) P31'F32' FK FPT130t APT192t	Oslo Norwegian 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.17 1/16"-47¼" 644NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 ″ 4 s3 ″ 1 25 ″ 5¼	
26508 LJJN	**Höegh Giant** OilEng. D.F. E.S.D. 1Dk,2nd dk in mchy.space Mchy.Aft Rudder electrically welded Longitudinal framing at bottom & at deck in centre tanks CruiserStern	10990 10114 6590	✠100A1 11,37 ~~2,37~~ ✠LMC2,37 CarryingPetroleum in bulk DB(WT)2,38	Ham LAn	f†	CL	1937 2mo	Deutsche WerftAGBet Finkenwrder Hamburg Lloyd'sA&CP	SkibsA/S Noruega SkibsA/S Astrea SkibsA/S Aruba SkibsA/S Abaco (LeifHöegh, Mgr.) CellDBuE43'67tDTf32'679tFPT254tAPT106t	508·1|69·2|36·5 528·4(O.L.) P115'B29'F62' FK	Oslo Norwegian 17BHptCem	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1362NHP 2DB180lbDB(WT)180lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	36 ″ 4 s7 ″ 5¾ 29 ″ 1½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Dur de Cert. Bd of Trade
26509 LJIA	**Höegh Hood** *OilEng.* D.F. *CruiserStern* 1*Dk* *Longitudinal framing at bottom &* *Mchy.Aft* *deck in centre tanks*	9351 8680 5652	✠100A1 ~~1,37~~ ~~12,36~~ 12,37 ✠LMC12,36 *Carrying Petroleum in bulk*	Odn ~~Rot~~ ~~Yka~~	*e*†	CL 12,37	1936 12mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's A&CP*	A/S Atlantica (LeifHöegh,*Mgr.*) *CellDBuE81' 329tD Tf26'443tFPT167t APTs230t*	485·8 P98'B34'F37' FK	65·7	35·8	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 7Cy.29½"–59$\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35″10 s 8″1 28″0	
26510 LIWC	**Höegh Merchant** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4858 4362 2921	✠100A1 *withfreeboard* ~~6,37~~ ~~1,37~~ 2,38 ✠LMC9,34 *Carrying cargo oil F.P. above 150° F. in deep tank*	Rot Vcr	*z*	CL 7,37	1934 9mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	SkibsA/S Noruega SkibsA/S Astrea SkibsA/S Aruba SkibsA/S Abaco (LeifHöegh,*Mgr.*) *CellDB337' 1256tM T28'1079tFPT133t APT190t*	387·9 P31'F34' FK	54·2	26·0	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28″3 s 3″0½ 25″4¼	
26511 LJIB	**Höegh Silverlight** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *3rd dk in No. 1 hold* *Butts of keel electrically welded* *Rudder electrically welded* *CruiserStern*	5197 4361 3186	✠100A1 *withfreeboard* 11,37 ~~12,36~~ ✠LMC12,36 ✠Lloyd'sRMC~~12,36~~ 4,38 ~~10,37~~ for temp. 32° F. *Carrying Vegetable oil in deep tanks*	Ham Vcr	*z*	CL	1936 12mo	Deutsche WerftAG Bet Reihstgwrft Hamburg *Lloyd's A&CP* *CellDB349'* *DTf41'1*	SkibsA/S Noruega SkibsA/S Astrea SkibsA/S Aruba SkibsA/S Abaco (LeifHöegh,*Mgr.*) 1094*t* 163*t MT32'1203tD Ta43'1338tFPT88t APT158t*	409·6 F30' FK (3*BH including Coll to Sh dk* 4 ,, *2nd* ,,)	55·8	25·1	Oslo Norwegian 7*BHptCem*	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 973NHP DB*100lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	28″6 s 3″1½ 25″6½	
26512 LJBG	**Höegh Transporter** *OilEng.* Wireless 1*Dk&Shelter dk* *Rudder electrically welded*	4914 4293 2865	✠100A1 *withfreeboard* ~~6,37~~ ~~11,36~~ 11,37 ✠LMC11,35 *Carrying cargo oil F.P. above 150° F. in deep tank*	Ven ~~Kob~~ Vcr	*z*	CL	1935 11mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	SkibsA/S Noruega SkibsA/S Astrea SkibsA/S Aruba SkibsA/S Abaco (LeifHöegh,*Mgr.*) *CellDB342'1445t MT30'1161t Tanks at sides of tunnel 270tFPT98tAPT103t*	397·3 P29'F34' FK	54·8	25·1	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 969NHP DB*100lb* KockumsM.V.Akt.Malmö	29″1 s 3″3½ 25″11½	
26513 24036 JHMD	**Hofuku Maru** ssKob.No.3–5,31 ssYka.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5825 5586 4243	✠100A1 *Awng dk* *withfreeboard* 6,37 ~~5,36~~ ~~BS5,36~~ 6,37 ✠LMC~~8,35~~ *Fitted for oil fuel* 3,23 *F.P. above 150° F.*	Yka Nag	*y*	OG 8,35	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. *Collision BH to Awng dk* *CellDB334'1118tFPT126tAPT93t*	385·0 FK	51·0	36·0	Hashidate Japanese *Cem* 5*BH to U dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 436NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36″0 s 9″1½ 27″1	
	Now "Hohuku Maru," *see No.* 33511 *in Supplement*															
26514 FOOG	**Hoggar** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*	5146 — 3109					1923	Forg.&Ch. de la Médit. LaSeyne	Cie.deNavigation Fraissinet	390·2 P85'B161'F54'	50·2	25·9	Marseilles French *WB*	T.3Cy.27¾",44½"&74"–47½" 375NHP Forg.&Ch.delaMédit.Msl.		V
26515 OHCE	**Hogland** (*ex*Kingswood, *ex*Rumney, *ex*Onwen) ssShl.No.3–4,26 ssLkr.No.2–35 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	4360 — 2590	✠100A1 12,37 ~~10,36~~ ~~BS5,36~~ 9,37 ✠LMC5,35	Rot Nag	*x*	CL N10,36	1914 1mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	A/B NaxosPrince (CurtMattson, *Mgr.*) *CellDBa110' uE&B 42' f161'1017tFPT75tAPT61t*	363·1 P32'B110'F34' FK	51·0	26·3	Helsingfrs Finnish 6*BHCem*	T.3Cy.24",43"&71"–48" (*r*) 180lb 400NHP 3SB,9*cf*,GS173,HS6467 J.Readhead&Sons,LdSShl	28″9 s 5″4½ 23″7	
26516 DHLX	**Hohenstein** D.F. *CruiserStern* 2*Dks*	4576 4265 2774					1927	Howaldts- werke Kiel	Hamburg-Süd- amerikDampf- schiff.Ges.	349·5 F72'	50·3	29·0	Hamburg German *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"– 43$\frac{5}{16}$" 247NHP A.Borsig,G.m.b.H.Berlin		G
	Now "Olinda" *see No.* 39563 *in Supplement*															
26517 XNAC	**Hohsing** (*ex*Zira,*ex*Tanglin) *Fitted for oil fuel* 2*Dks*	2030 1795 1303					1900	Workman, Clark&Co.Ld Belfast	Shaw Hsing S.S. Co.Ld.	278·6 P74'Q26' *WB*	41·2	20·9	New- chwang Chinese	T.3Cy.19",32"&52"–30" 148NHP Workman.Clark&Co.Ld.		
26518	**Hoi Nam** WoodTwinSc (*ex*ChineseGunboat) 2*Dks*	777 — 484						……………… HongKong	TeungKwongKee	175·0	29·9	19·4	Canton Chinese	C.2Cy.13"&26"–13" 20NHP		
26519 LGJY	**Höiaas** WoodAux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 283 247					1921	Mölhau- gensVerft og Skibsbyggeri Porsgrunn	A/S Congo (HalvdanRealfsen, *Mgr.*)	123·6 P42*t*Q5*t*H10*t*	27·5	13·1	Porsgrunn Norwegian	Oil Engines 2S.C.SA 2Cy.16½"–18⅛" 96NHP J&CGBolindersCoLd.Skm		
26520 154079 GCTK	**Hoihow** Ⓟ 2*Dks*	2798 2348 1629					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"–39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
26521 359 JPHC	**Hojo Maru** (*ex*GardMaru, *ex*Gard,*ex*Athelstane, *Fitted for oil fuel* *ex*TheodoreF.Reynolds) 1*Dk* *Carrying oil fuel in bulk*	2417 2012 1292				…	1920	McDougall DuluthS.BCo Duluth, Minn	DairenKisenK.K.	251·0 P25'B64'F22' FK	43·7	22·2	Dairen Japanese *WB*	T.3Cy.19",30¼"&54"–40" 262NHP McDougall Duluth S.B.Co.	24″3	
26522 38123 JKVE	**Hokkai Maru** TwinSc *OilEng.* *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *CruiserStern*	8416 7813 5114	✠100A1 *withfreeboard* 1,37 DBS2,38 ~~DBS1,37~~ ✠LMC3,33 ✠Lloyd'sRMC~~1,37~~ ~~5,37~~ 2,38 ~~9,37~~ *Carrying cargo oil F.P. above150° F. in deep tanks*	Kob	*d*†	CL 2,36	1933 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP*	OsakaShosenK.K. *CellDB378'1316t Tanks in way of tunnels* 1063*tMTs36'1185tFPT96tAPT89t*	446·8 F40' FK	60·5	40·7	Osaka Japanese 8*BH* (*Coll to W dk* 7 ,,*2nd*,,)	Oil Engines 2S.C.SA 12Cy.28⅜"–49$\frac{5}{16}$" 1678NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag.	40″9 s5″4 28″2½	
26523 178 JHWA	**Hokkoh Maru** (*ex*Castellano, *ex*WarSpaniel) ssYka.No.3–5,31 ssKob.No.1–35 GyC. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5347 4795 3253	✠100A1 9,37 ~~8,36~~ BS12,37 ✠LMC8,36	Kob	*y*	CL 8,36	1918 7mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	YamashitaKisen GoshiKaisha (YamashitaKisen K.K., *Mgrs.*) *CellDB340' 1137tFPT120tAPT203t*	400·0 P49'B113'F40' FK	52·4	28·5	Dairen Japanese 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld.	31″0	
26524 29318 JNCA	**Hoko Maru** Wireless *Mchy.Aft* *Ref.Mchy.* 1*Dk*	1504 1159 815					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·5 P42'B58'F36' *WB*	37·0	19·0	Shina- gawa Japanese	T.3Cy.17",28½"&48"–30" 126NHP YokohamaDockCo.Yka.		C
26525	**Hokoku Maru** Wireless *Mchy.Aft* 1*Dk*	1290 990 690					1936	Tsurumi Seitetsu ZosenK.K. Yokohama	HinodeKisenK.K.	217·8 P26'F25'	35·7	18·5	Tokio Japanese *WB*	T.3Cy.16¾",27½"&46½"–36" 130NHP TsurumiSeitetsuZosen K.K.Yka.		
26526 30331 JYNA	**Hokurei Maru** Ⓟ 2*Dks*	2085 1751 1249					1924	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	274·5 P35'B84'F37'	41·5	22·8	Tokio Japanese	T.3Cy.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26527 36396 JJMC	**Hokuroku Maru** TwinSc *OilEng.* ssKob.No.3-1,37 D.F. GyC. 3*Dks*(*Stl*) *Ref.Mchy.* *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* ~~8,35 1,37~~ 1,38 ✠LMC CS1,36 DBS1,38 1,38 ✠Lloyd'sRMC~~1,37~~ 4,38 ~~1,38~~ ~~8,37~~ ~~4,37~~ *Fitted for carrying oil*	Kob ~~Yka~~	d†	CL 1,37 11,30	1930 11mo *F.P.*	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP* *above 150°F. in*	OsakaShosenK.K. *CellDB373'1295t* *of tunnels978t* *deep tanks*	F40' FK *Tanks in way* *MTs36'1185tFPT*			Osaka Japanese *8BHptCem* *(ColltoWdk* *7 „ 2nd „)* *96tAPT89t*	Oil Engines 2S.C.SA 12Cy.26$\frac{3}{4}$"-47$\frac{1}{4}$" 1495NHP DB*100lb* Mitsubishi ZosenKaishaLdNag	40 " 9 s13 " 0$\frac{1}{4}$ 28 " 2	
26528 32485 JDVA	**Hokusei Maru** Ⓟ (*ex*NanyoMaru No.3,*ex*Nagpur,*ex*NanyoMaruNo.3) Wireless 2*Dks*	1285 1061 746					1918	Uraga DockCo.Ld Uraga	HinodeKisenK.K.	228·0	33·0	16·3	Fusan Japanese *WB*	T.3Cy.15$\frac{1}{2}$",26"&43"-33" 106NHP UragaDockCo Ld.Uraga		
26529 22307 JQUE	— (*ex*NanyoMaruNo.1-34) 2*Dks*	1278 1137 746					1918	Uraga DockCo.Ld. Uraga	OgawaGomei Kaisha	200·0 B42'F22'	32·0	22·9	Hakodate Japanese *WB*	T.3Cy.15$\frac{1}{2}$",26"&43"-33" 106NHP UragaDockCo.Ld.Uraga		
26530 29845 JHDA	**Hokusen Maru** (*ex*ChokyuMaru-35, *ex*SouthAmerican) 1*Dk*	2096 1846 1217			...		1920	Canadian Allis- Chalmers,Ld. Bridgeburg, Ont.	HokurikiKisen K.K.	252·0 P27'B64'F24' FK	43·6	20·5	Tokio Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllis-Chalmers Ld.Toronto	23 " 0	C †
26531 26771 JNED	**Hokushin Maru** (*ex*Honolulu Maru-34) ssOsa.No.3-8,32 ssKob.No.1-36 2*Dks*(*Stl*)	5751 5149 3541	✠100A1 3,37 ✠LMC3,37 ✠NE&B09*refitted*20	Kob	z	CL 3,36	1920 7mo	OsakaIron Works,Ld. Innoshima A&CP *CellDB36*	NipponGodoKosen K.K. *2'1098tDTa27'756*	407·2 P40'B137'F46' FK *tFPT106tAPT26t*	50·8	30·0	Osaka Japanese *Cem* *7BHtoUdk* *1 „ „ 2nd „*	T.3Cy27$\frac{9}{16}$",46$\frac{1}{2}$"&76$\frac{3}{8}$"-47$\frac{1}{4}$" 200lb (*s*) 651NHP 1SB,*12cf*,GS234,HS10032FD F.Schichau,Elbing	32 " 7 s6 " 8$\frac{1}{4}$ 26 " 1	
26532 33177 JATC	— (*ex*RyuguMaru-34,*ex*TamiMaru-33, *ex*DeikeRickmers, 1*Dk* *ex*Cartagena,*ex*Cette)	1997 1283 1446					1910	Akt.Ges. "Neptun" Rostock	HakodateKaiun Kaisha,Ld.	272·9 P200'F33'	37·6	16·0	Takasago Japanese *WB*	T3Cy22$\frac{1}{16}$",35$\frac{7}{16}$"&55$\frac{7}{8}$"-37$\frac{3}{8}$" 192NHP A.G."Neptun,"Rostock		
26533 13094 JDLG	— 2*Dks*	469 — 277					1910	S.Ono Osaka	FujiyamaKaiun K.K.	156·4	22·8	16·1	Otaru Japanese	T.3Cy.12",19$\frac{1}{2}$"&31$\frac{1}{2}$"-22" E&B*made*03*reftd*10 47NHP S.Ono,Osaka		
26534 JDYG	**Hokusho Maru** 2*Dks* *CruiserStern*	4200 3550 2520					1937	Uraga DockCo.Ld. Uraga	Kita-Nippon Kisen K.K.	359·3 P44'B108'F36'	49·1	28·9	Otaru Japanese *WB*	C.4Cy.(2)13"&(2)26"-15$\frac{3}{4}$" SR geared & LP turbine DR geared to Sc. Shaft 350NHP UragaDockCo.Ld.Uraga		
26535 10742 JBJA	**Hokusui Maru** (*ex*Yetorofu Maru-34, ssKob.2ndNo.3-9,23 *ex*Aphrodite) ssKob.No.2-32 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*deepframing*	3945 3648 2849	✠ ... 1,36 ✠	Kob	w		1898 1mo	Russell& Co. Pt.Glasgow *CellD*	NipponGodoKosen K.K.	344·9 P20'B72'F36' FK *Ba112'uE18'f146'*	49·8	17·8 25·8	Habu Japanese *6BHCem* *320tAPT71t*	T.3Cy.25",41"&66"-45" 346NHP 2SB,*6cf*,GS112,HS4804 FD Rankin&Blackmore,Grk.	28 " 5	
26536 28138 JIYB	**Hokuto Maru**	2270 1935 1368					1923	Hakodate DkydCo. Hakodate	KinkaiYusenK.K.	270·0 P26'B62'F33'	40·8	24·0	Tokio Japanese *WB*	T.3Cy.20",33"&55"-39" 189NHP		C
26537 19249	— Wood 1*Dk*	833 685 493					1916	Mihara Mannosuke Osaka	TakeuchiSeichiro	187·3	31·2	16·6	Kinaye Japanese	T.3Cy.13",21$\frac{3}{4}$"&36"-27" 67NHP MiharaMannosuke,Osaka		
26538 39934 JDUG	**Hokuyo Maru** D.F. E.S.D. 2*Dks* *CruiserStern*	4217 3561 2524					1936	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	357·0 P30'B110'F32'	49·2	28·9	Kobe Japanese *WB*	C4Cy.(2)13"&(2)23$\frac{5}{8}$"-15$\frac{3}{4}$" SRgeared&LPturbineDR gearedtoSc.Shaft 350NHP UragaDockCo.Ld.Uraga		
26539 23866 JTTB	— (*ex*ShunkaiMaru) Wireless	1586 1312 904					1919	NittaKisen K.K. Osaka	KyodoKaiunK.K.	240·0 P13'B55'F32'	36·0	20·9	Moto Japanese *WB*	T.3Cy.17",26$\frac{5}{8}$"&45"-30" 111NHP InnariIronWorks,Kobe		
26540 28504 JALB	**Hokuyu Maru** Ⓟ Wireless 1*Dk*	1450 1197 805					1924	Toba Shipyard Toba	HokurikuKisen K.K.	233·0 P20'B59'F39'	34·0	20·0	Fushiki Japanese	T.3Cy.15$\frac{1}{2}$",26"&42$\frac{1}{2}$"-32" 102NHP		
26541	**Holanda** (*ex*Falucho) 1*Dk*	428 — 202			...		1907	J.Fuller- ton&Co. Paisley	Cia.Argentina de Nav.Mihanovich, Ltda.	200·7 F32' FK	36·1	10·1	Bns.Aires Argentine *WB*	C.2Cy.15"&32"-24" 65NHP McKie&Baxter,Glasgow	10 " 0	
26542 147317 MNJS	**Holburn Head** (*ex*Ribblemere) ssLth.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	489 317 220	✠100A1 ~~5,27 10,36~~6,37 ✠LMC MS12,33 BS~~8,36~~9,37	Lth Nwc	g	CL ~~8,36~~ 6,37	1925 7mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	A.F.Henry& MacGregor,Ld. *C*	160·5 166·0(O.L.) Q92'B11'F24' FK *ellDB95'114tFPT*	25·2	9·7	Leith British *3BHCem* *33tAPT12t*	T.3Cy.12$\frac{1}{2}$",21"&34"-24" (*s*) 180lb 66RHP 1SB,*3pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 " 9 s3 " 8 11 " 8	
26543	**Holger Struckmann** TwinSc *Carrying Cement in bulk* *OilEng.* *Mchy.Aft* 1*Dk* (*Self-Unloader*)	967 763 —					1929	A/S Aal- borgSkibsv. Aalborg	CubanPortland CementCorp.	210·0 P52'F22'	34·0	15·5	Havana Cuban *WB*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbankMorseCo.Chicago		R
26544 OUHC	**Holland** (*ex*Dansted) 1*Dk*	1251 948 720					1919	Akt.P.Ph. Sturh Aalborg	H.A.Christensen	238·7 P15'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/SFrichs,Aarhus		V
26545	— (*ex*HeinrichSchuldt) 1*Dk*	991 742 612					1891	Flensburgr Schiffsb.Ges. Flensburg	A.H.Schwedersky Nachf.	218·9 Q75'B51'F20'	32·3	13·2	Memel Lithuanian *WB*	T.3Cy.15",22$\frac{1}{2}$"&43"-30" NB19 101NHP FlensburgerSchiffsb.Ges.		G
26546 PESM	— ss.P.Nl.No.3-1,36 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-teak s) Wireless *CruiserStern*	895 582 312	✠100A1 *withfreeboard* ~~5,27 10,36~~ 12,37 BS~~11,36~~ ✠LMC1,36 12,37	PNl	n	CL 11,36	1923 9mo	New Waterway S.B.Co. Schiedam *Lloyd'sA&CP*	VereenigdeNeder- landscheScheep. Maats.(Directie enAgentuur Maats."Holland AfrikaLijn"N.V. *Mgrs.*) *CellD*	211·0 221·0(O.L.) B66'F22' FK *(Coll* *B180'230tFPT21t*	33·4	10·8	TheHague Dutch *4BHptCem* *&ptAsp* *BHtoShdk* *3 „ „ 2nd „* *APT26t*	T.3Cy.~~16"~~,26"&43"-30" (*s*) 200lb 16$\frac{3}{16}$" 142NHP 2SB,*4cf*,GS59,HS2028 FD NewWaterwayS.B.Co.)	13 " 5 s " 2 13 " 5$\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26547 TSYM	**Holland** TwinScSp ssBou.2ndNo.3-12,26 ssBou.No.2-35 1Dk	446 348 140	✠100A1 ~~4,37~~ 12,37 MS4,35	Bou ✠LMC BS~~1,37~~ 4,38	y	CL 4,37	1902 4mo Lloyd	JTEltringham&Co. SouthShields 'sA&CP	Cie.Franco-Hollando-Américaine WB=	150·0|28·1|12·3 B112' BK7' DeepTanks f11'15t	Boulogne French 4BHCem &16'20t	T.6Cy.13",21"&35"-24" (s) 180lb 143NHP 2SB,4cf,GS70,HS2482 G.T.Grey,SouthShields	13 ″ 0 s2 ″ 9 11 ″ 2	
26548 26199 JORD	**Holland Maru** ssYka.No.3-9,31 ssNag.No.1-36 2Dks(Stl)&Awng dk(Stl)	5870 5590 4266	✠100A1 Awng dk with freeboard 1,37	Nag ✠LMC1,37	y	OG 1,37	1920 1mo	Kawasaki DockydCoLd Kobe A&CP	KawasakiKisen K.K. CellDB334'1118	385·0|51·0|36·0 FK Collisio tFPT126tAPT93t	Kobe Japanese Cem n BHto A dk 5 „ „U „	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1Aux.SB,8cf, GS154,HS5741 FD KawasakiDckydCoLdKob	36 ″ 0 s9 ″ 1½ 27 ″ 1	
26549 6790 SLHA	**Hollandia** 4Mst (exWellam deBesche-36, exMerwede) 1Dk	*1932* *1651* *1068*					1917	J.&A.van derSchuyt Papendrecht	FörnyadeÅngf.A/B Götha(F.Sternhagen,Mgr.)	265·4|42·3|17·7 P35'B57'F11'	Gothenbrg Swedish WB	T.3Cy.17½",29"&46"-36" 127NHP J.&A.van derSchuyt		V
26550 SVUI	— (exCano-36, ssAnt.2ndNo.3-8,33 exMelilla) 1Dk(Stl)	*1759* *1536* *1014*	100A1 withfreeboard 5,37 ~~10,36~~ MS5,33	Lon Ham LMC BS12,36		OG ~~4,34~~ 5,37	1911	Schiffsw. v. HenryKoch Lübeck	HellenicLines,Ld. (P.G.Callimanopulos,Mgr.) CellDBa82'u	278·0|39·2|17·9 P&B222'F35' FK E18'f112'390tFPT	Piræus Greek 4BHCem 78tAPT14t	T3Cy.22 1/16",35½"&56½"-33½" 185lb (s) 209NHP 2SB(Spt),4cf,GS90,HS3360 OttenserMsch.Fab.Altona	20 ″ 0 s1 ″ 7 18 ″ 7	
26551 161553 GTKF	**Hollinside** ssShl.No.1-34 D.F. 1Dk(Stl)	4172 3747 2467	✠100A1 ~~12,26~~11,37 BS~~5,36~~ 7,37	Cff Bry ✠LMC10,34	x	CL 5,36	1930 3mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	CharltonSShpg.Co Ld.(Charlton,McAllum&Co.Ld. Mgrs.) CellD	365·0|52·3|24·2 P36'B105'F33' FK B312'984tFPT116t	Newcastle British 6BHCem APT230t	T.3Cy.25",41"&68"-45" (s) 180lb 125lb 368NHP 2SB(Spt)8cf,GS132,HS6108 N.E.MarineEng.CoLd.Sld.	26 ″ 6 s4 ″ 6½ 22 ″ 2½	
26552 220527 KDCS	**Hollywood** Fitted for oil fuel Ref.Mchy. 2Dks	5498 — 3429					1920	South-WesternS.B.Co. L.AngelesCal	PacificArgentine BrazilLineInc.	410·5|54·3|27·2 P43'B114'F46' WB	S.Frncisco Cal. Utd. States	T.3Cy.24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
26553 147323 GLPK	**Holmbury** (exWirral-34) ssShl.No,2-1,38 ~~ssCff.No.2-33~~ 2Dks(Stl)	4566 4325 2894	✠100A1 ~~6,37~~ ~~2,37~~1,38 ~~BS10,36~~	Bry ~~Cff~~Shl ✠LMC~~12,33~~ 2,38	y	CL ~~3,37~~ 12,37	1925 8mo Lloyd In	Lithgows Ld. PortGlasgow 'sA&CP termediate 'tw	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) een dk BH in after CellD	385·0|52·0|26·6 397·7(O.L.) P33'B112'F44' FK hold dispensed with B331'1012tDTa30'	Liverpool British ptCem 5BH to U dk 1 „ „2nd „ 767tAPT52t	T.3Cy.26",42"&70"-48" (s) 180lb 488NHP 3SB,9cf,GS178,HS7845 FD Rankin&BlackmoreLdGrk	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
26554 146275 ZMJQ	**Holmdale** (exKylebeg) OilEng. Mchy.Aft 1Dk Well deck	676 455 334				...	1921	Dublin Shipbuilders, Ld.Dublin	DunedinWanganui ShippingCo.Ld. (Holm&Co.Ld. Mgrs.)	180·0|29·0|10·8 Q105'B12'F24' FK	Dunedin, N.Z. British WB	Oil Engines 2S.C.SA 5Cy.13⅝"-22 1/16" 157NHP NE37 A/B.Atlas-Diesel,Skm.	13 ″ 4	
26555 134950 MPRC	**Holme Force** 4Mst ssBkn.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1216 840 645	✠100A1 7,37~~12,36~~ BS~~10,36~~ 7,37	Bkn Shl ✠LMC10,34	n	CL 10,36	1930 2mo Lloyd	GooleS.B. &R.Co. (1927)Ld. Goole 'sA&CP	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. Mgrs.) CellD	216·0|34·2|13·6 37·8 FK Q128'B13'F30' B139'255t FPT96t	Whitehvn British 4BHCem APT60t	T.3Cy.16",27"&44"-30" (s) 180lb 144NHP 2SB,4cf,GS81,HS2625 MacColl&Pollock,Ld.Sld.	15 ″ 9 s4 ″ 10½ 15 ″ 2½	
26556 149476 GSNQ	**Holmelea** ssLiv.No.2-37 ~~ssHul.No.1-32~~ 1Dk(Stl)&Shelter dk(Stl) —	4223 3946 2535	✠100A1 withfreeboard ~~3,37~~ ~~4,36~~ 2,38 ~~BS[illegible]~~ BS~~4,37~~ 4,38	Liv PN1 ✠LMC~~5,33~~ MS8,37	x	CL ~~12,36~~ 2,38	1928 8mo Lloyd	SirJPriestman&Co. Sunderland 'sA&CP	CliffsideShipping Co.Ld.(J.Morrison &Son,Mgrs.) CellDB315'994t	365·0|51·5|25·1 377·5(O.L.) F35' FK (FPT125tAPT247t	Newcastle British 6BHCem Coll to Sh dk 5 „2nd „)	T.3Cy.25"41",&69"-48" (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s2 ″ 10 24 ″ 10½	
26557 157647 ZMFZ	**Holmglen** (exArgus) OilEng. Mchy.Aft Sub.Sig. 1Dk	448 337 290					1928	Gebr.Bodewes Foxhol	HolmShippingCo. Ld.(Holm&Co.Ld. Mgrs.)	138·0|26·1|12·1 P36'F28'	Wellingtn, N.Z. British WB	OilEngines 2S.C.SA 4Cy.9 13/16"-16 5/16" Emade36fitted37 67NHP Atlas-Diesel A/B,Skm.		
26558 144938 ZMDF	**Holmlea** (exParera-36,exGlenside) ssWln.No.3-3,34 Well deck Mchy.Aft 1Dk(Stl)	555 380 251	✠ [illegible] 7,37 ~~BS3,36~~	Wln ✠~~LMC3,34~~	h	CL 3,34	1921 8mo Lloyd	GooleS.B. &Repg.Co.Ld Goole 'sA&CP	Holm&Co.Ld.	165·0|27·1|10·7 28·4 FK Q94'B11'F23' CellDBf97'113t	Wellingtn, N.Z. British 3BHCem FPT37t	T.3Cy.13",21½"&35"-27"(s) 180lb 85RHP 1SB,3pf,GS47,HS1530 W.Beardmore&Co.Ld. Coatbridge	13 ″ 0 ~~s4 ″ 1~~ ~~12 ″ 7~~	
26559 149372 GMZN	**Holmpark** ssRot.No.2-35 D.F. 2Dks(Stl)	5780 5510 3685	✠100A1 2,37 BS~~5,35~~ 2,37	Bry ✠LMC6,35	a†	CL 5,35	1927 3mo Lloyd 1Intermediate	Lithgows, Ld. PortGlasgow 'sA&CP	DenholmLine Steamers,Ld.(J&J DenholmLd.Mgrs) BH & 1 'tween dk CellDBa&uE162'	423·5|56·0|28·8 P38'B123'F41' FK BH dispensed with f186'1241tDTa36'	Greenock British Cem 5BH to U dk 1 „ „ 2nd „ 1114t APT32t	T.3Cy.27",45"&74"-51" (s) 180lb 563NHP 3SB,9cf,GS190,HS8489 J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s6 ″ 2½ 25 ″ 5	
26560 161556 GQWT	**Holmside** ssHpl.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	3433 2932 2088	✠100A1 ~~5,37~~ ~~4,36~~12,37 MS1,35	Cff ~~Shl~~ Bly ✠LMC BS~~11,34~~ 12,37	v	CL ~~1,35~~ 5,37	1930 8mo Lloyd	Cowpen D.D.&S.B. Co.Ld. Blyth 'sA&CP	BurnettS.S.Co.Ld. CellDB	338·0|48·0|22·4 P29'B77'F34' FK Trunk in Wells 294'1198t FPT107t	Newcastle British 6BHCem APT162t	Q.4Cy.20",28",40"&58"-42" 225lb (s) 298NHP 2SB(Spt)6cf,GS115,HS4968 N.E.MarineEngCoLdNwc	25 ″ 5 s3 ″ 9½ 21 ″ 10½	
26561 DOBN	**Holstein** Sub.Sig. 2Dks&Shelter dk D.F. Now 'C[illegible]a', see No. 37644 in Supplement	4969 4647 3045					1911	Flensburgr Schiffsb.Ges. Flensburg	Hamburg- Südamerik. Dampfschifff.Ges.	402·3|54·0|26·5	Bremen German WB	T.3Cy.28⅝",47½"&78"-54" 447NHP FlensburgerSchiffsb.Ges.		G
26562 DHLZ	**Holstenau** (exMaas) Wireless 1Dk	904 741 466					1904	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	212·1|31·6|14·6 P120'F58'	Hamburg German WB	T3Cy16 5/16",26¾"&44 5/16"-29½" 108NHP BremerVulkan,Vegesack		G
26563 DRCU	**Holstentor** (exNaiga,exCity of Brussels,exPrince ssOsl.2ndNo.3-3,31 Charles) ssOsl.No.1-35 1Dk(Stl)	370 278 157	✠100A1 5,37~~5,36~~ 5,37 BS~~5,36~~	Osl ✠LMC MS6,36	f	OG ~~3,35~~ 5,37	1905 5mo Lloyd	Mackay Bros. Alloa 'sA&CP	Lübeck-OsloLinie m.b.H.	135·0|23·6|11·7 P15'Q67'F21' FK B on Q8'	Lübeck German 4BHCem APT15t	T.3Cy.13",22"&36"-24" (s) 160lb 65NHP 1SB,2pf,GS43,HS1379 MacColl&Pollock.Ld.Sld.	12 ″ 6 s ″ 10 11 ″ 10	
26564 149450 GMBC	**Holystone** ssShl.No.2-36 D.F. 1Dk(Stl)	5462 4956 3336	✠100A1 1,38 ~~12,36~~ BS~~12,36~~ 11,37	Cff Bry ✠LMC4,36	z	CL ~~12,36~~ 1,38	1927 12mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	Northumbrian ShippingCo.Ld. (CommonBros.Ld. Mgrs.) CellDB342'1444tDT	397·4|54·0|28·6 P33'B113'F36' FK a28'1190t FPT242t	Newcastle British 7BHCem APT210t	C4Cy.(2)20¼"&(2)43⅝"-43¾" 220lb ~~180lb~~ (s) 332NHP 2SB(Spt)8cf,GS137,HS5500 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 2½ 25 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
26565 113024 VOBG	**Home** *ss*NFL.3rdNo.3-5,36 ~~ssNFL.2ndNo.3-6,24~~ ~~ssNFl.No.2-32~~ 1*Dk&Web frames,* *lower dk in main hold*	439 343 200	✠100A1 4,37 ~~5,36~~ ✠NB1,00*refitted*5,22 BS4,37	NFL ✠LMC5,36	*g*	CL 3,35	1900 10mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.)	154·7 167·1(O.L.) F15' BK7" *CellDBa&uE&B*	25·1	12·6	SJhnsNFL British 4*BHCem* 47'*f*61'84*t*	T.3Cy.15",24"&40"-30" (*s*) 160lb 99RHP 1SB,3*cf*,GS52,HS1411 FD A.&J.Inglis,Glasgow	15″0 s2″1½ 13″10	
❋ 26566 141900 GRZS	**Homefield** *ss*Cal.No.3-12,26 *ss*Cal.No.2-34 1*Dk*(*Stl*) *Cargo battens not fitted*	5324 4822 3228	✠100A1 6,37 ~~2,37~~ MS8,34	Cal ✠LMC BS~~2,37~~ 2,38	*y*	CL 2,36	1919 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa&uE*143'	400·0 P49'B113'F38' FK *f*180'1028*tFPT*133	52·4	28·5	Glasgow British 7*BHptCem* *tAPT*204*t*	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Blair&Co.Ld.Stockton	31″0 s5″11¾ 25″3¾	
❋ 26567 148688 MNKY	**Homefire** *ss*Sld.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1262 967 675	✠100A1 6,37 ~~5,36~~ BS~~5,36~~ 6,37	Shl Sld ✠LMC9,34	*n*	CL ~~9,35~~ 6,37	1925 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE*20'*f*137'3	225·0 Q127'B16'F24' FK 33*tDTf*9'154*tFPT*	36·0	15·3	London British 5*BHCem* 133*tAPT*23*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 156NHP 1SB,4*cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17″3 s5″2 15″8	
26568 144906 ZSJT	**Homeford** (*ex*Killygordon) *ss*P.Nl.No.3-12,32 *ss*P.Nl.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	629 492 287	100A1 4,37 ~~7,36~~ ~~BS6,36~~ BS2,38	PNl LMC~~9,32~~ 4,37		CL ~~8,34~~ 3,37	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Smith'sCoasters (Prop.),Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	175·4 B50' FK *CellDBuE*26'	30·0	15·7	Durban British 5*BHCem* 20*tFPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16″6 s1″8½ 14″11	
26569 215159	**Homer D. Williams** D.F. *ss*Clv.No.3-36 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7742 7471 6029	✠100A- *ForService on the Great Lakes* 12,36 BS~~12,34~~ 3,38	Clv ✠LMC4,36			1917 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. *CellDBuE&B*55' *hopper side tanks*	580·0 F53' 230*tf & in* FK 479'8724*t FPT*299*t*	60·0	32·0	Dluth,Min Utd.States 3*BH* *APT*59*t*	T.3Cy.24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32″0 s10″4 21″10¾	
❋ 26570 148100 GKXB	**Homeside** *ss*Shl.No.3-8,37 ~~ssShl.No.2-33~~ D.F. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	4617 4256 2859	✠100A1 ~~6,37~~ ~~7,36~~ 4,38 ~~BS7,36~~ BS5,38	Shl Bkn ✠LMC~~5,33~~ 8,37	*y*	CL ~~10,34~~ 8,37	1924 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CharltonStm.Shpg Co.Ld.(Charlton, McAllum&Co.Ld. *Mgrs.*) *CellD*	384·0 396·4(O.L.) P36'B118'F39' FK *B*339'1304*tFPT*99*t*	52·2	26·5	Newcastle British 6*BHCem* *APT*166*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 406NHP 3SB,9*cf*,GS174,HS6774 N.E.MarineEng.Co.Ld.Sld	28″9 s5″3¾ 23″8¼	
❋ 26571 147785 MNSJ	**Homewood** *ss*Shl.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	870 586 426	✠100A1 6,37 ~~7,36~~ BS~~5,36~~ 6,37	Shl ✠LMC5,34	*k*	CL ~~6,36~~ 6,37	1927 1mo *Lloyd*	R.Williamson&Son,Ld. Workington '*sA&CP*	JosephConstantine S.S.Line,Ld.	188·3 193·8(O.L.) Q116'B11'F23' FK *CellDB*114'177*t*	30·2	12·4	Middlsbro' British 3*BHptCem* *FPT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 200lb *100lb* 99RHP 1SB,3*cf*,GS54,HS1960 W.Beardmore&Co.Ld. Coatbridge	14″7 s4″10 14″4¼	
26572 [illegible]	**Hondene** (*ex*Condor-34) Now "Harley," *see No.* 38467 *in Supplement* *Mchy.Aft* 1*Dk*	400 295 185					1919	A.deYong Vlaardingen	Harris&DixonS.S. Co.Ld. (J.E.P. Hocken,*Mgr.*)	133·3 P49'B9'F14'	24·1	11·2	London British *WB*	T.3Cy.10",16"&27½"-21" 35RHP My.Hera,Ymuiden		V
❋ 26573 2088 IBAR	**Honestas** (*ex*GudrunMærsk-36) *ss*Abg.No.3-5,34 Sub.Sig. 1*Dk*(*Stl*)&*Awng dk*(*Stl*) D.F.	4959 4729 3005	100A1 *Awng dk withfreeboard* 2,38 ~~2,36~~ MS5,34 *Fitted for oil fuel*12,20 *F.P. above* 150°F.	Gen ✠LMC BS12,36	*x*	~~5,36~~ 2,38	1920 12mo	F.Schichau Danzig	Soc.Anon.diNav. "Mare Nostrum" *CellDB*309'918*tMT*13'430*t*	374·6 360·0 FK *FPT*110*tAPT*164*t*	51·4	31·5	Genoa Italian *ptCem* 4*BHtoAwdk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 185lb 357NHP 3SB,6*cf*,GS132,HS5700 FD F.Schichau,Elbing	34″0 s8″4¾ 25″9½	
26574 FNCB	**Honfleuraise** (*ex*Nivelle) *ss*Rot.No.3-7,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1782 1381 955	✠100A1 4,38 ~~4,37~~ BS~~4,37~~ 4,38	Rot ✠LMC MS7,36	*q*	CL ~~10,35~~ 4,38	1923 5mo *Lloyd*	S.P.Austin &Son,Ld Sunderland '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*)	260·0 Q154'F30' FK *CellDB*215'503*t*	37·5	17·5	Caen French 5*BHCem* *MT*10' 224*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 206NHP 2SB,6*cf*,GS88,HS3296 N.E.MarineEng.Co.Ld.Sld *FPT*140*tAPT*56*t*	19″8 s6″5 18″2½	
26575 142385 VPKF	**Hong Kheng** Ⓟ TwinSc (*ex*LingNam, *ss*H.Kg.3rdNo.3-9,35 *ex*FieldMarshal, *ex*Feldmarschall) 2*Dks*(*Stl*-*U*teak s) Sub.Sig. *3rd dk in Nos.*1,2&4*holds* *Web frames in Nos.*3,5&6*holds* D.F. *Well deck*	6167 4719 3975	100A1 ~~10,36~~ 10,37 BS~~10,36~~ 10,37	HKg LMC9,35	*z*	CL ~~10,36~~ P10,37 S10,36	1903	Reiherst'g Schiffsw. Hamburg A&CP	HoHongS.S.Co. (1932)Ld. *CellDB*342'756*tM*	415·8 431·8(O.L.) P&B274'F86' FK&BK3" *T*52'1358*t FW Tan*	50·4	28·1	Singapore British 9*BHCem* *ks at sides &*	T.6Cy.23¼",38½"&64½"-48" 180lb (*s*) 763NHP 3DB,18*cf*,HS10473 FD Reiherst.Maschinenf.Ham. *between Tunnels* 73*t*	31″0 s5″1¼ 26″6	
26576 123658 VPNX	**Hong Peng** Ⓟ TwinSc (*ex*Bloemfontein, *ss*H.Kg.3rdNo.3-3,33 *ex*Daker, 2*Dks*(1*Stl*-*pt* ws& *ex*Anversville) *U Stl*-ws)&*deep* *Well deck* D.F.*ss*HKg.No.1-37*framing*	4055 2977 2525	✠100A1 11,37 ~~10,36~~ BS~~10,36~~ 11,37	HKg ✠LMC~~3,35~~ 10,36	*w*	CL ~~10,35~~ 9,37	1899 5mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	HoHongS.S.Co. (1932)Ld. *CellDBa*100'*u*	370·1 383·1(O.L.) P&B261'F42' FK *E*26'*f*144'532*tFPT*	46·1	22·8	Singapore British 7*BHCem* 47*tAPT*26*t*	T.6Cy.21½",34"&59"-42" (*s*) 180lb 584NHP 4SB,12*cf*,GS199,HS8240 FD Wllsnd Slpwy.Co.Ld.Nwc.	25″4 s3″4½ 22″5½	
26577 133505 VSRW	**Hong Siang** Ⓟ (*ex*Dimboola-35) *ss*H.Kg.2ndNo.3-2,36 *Ref.Mchy.* D.F. E.S.D. 2*Dks&Shelter dk*	3703 2863 2140	✠100A1 *withfreeboard* 10,37 ~~11,36~~ BS~~11,36~~ 10,37	HKg ✠LMC2,36	*x*	CL 11,35	1912 7mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	HoHongS.S.Co. (1932)Ld. (*Coll* *CellDBa*	360·2 371·2(O.L.) FK *BHtoShelter dk* 6*B* 116'*uE&B*69'*f*131'	50·1	23·6	Singapore British 7*BHCem* *Hto2nd dk*) 595*tAPT*55*t*	Q4Cy23½",31½",48"&71"-45" 210lb (*r*) FD 553NHP 3SB,12*cf*,GS216,HS8379 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26″0 s2″5¼ 23″11	
26578 41513 JOHK	**Hongkong Maru** Ⓟ	2797 — 1559					1935	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	298·5	44·9	25·3	Osaka Japanese	DR geared Steam Turbine 367NHP MitsubishiJukogyoK.K. Kobe		
26579 LJDP	**Honnör** Now "Lapland," *see No.* 39016 *in Supplement* Wireless D.F. E.S.D. *CruiserStern* 1*Dk&Shelter dk*	1318 1046 713					1936	Fredrkstad Mek.Verks. Fredrikstad	A/S Ameta(S. Ugelstad*Mgr.*)	251·2 P58*t*H124*t*F15*t*	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.Frdstad		N
26580 218417 KILJ	**Honomu** (*ex*GraysHarbor-37, *ex*Edmore) *Fitted for oil fuel* 2*Dks&Shelter dk*3*trB*	6999 6752 5442					1919	Skinner& EddyCorp. Seattle,Wash	Matson~~S.S.Co.~~ NavigationCo.	409·6	54·2	27·1	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Hooven,Owens& 359NHP RentschlerCo.Hamilton,O.		R
26581 1610 IBXP	**Honor** (*ex*Bakana) D.F. 1*Dk*	5303 4746 3195					1919	Ropner& Sons,Ld. Stockton	FratelliLagorara	400·4 P49'B113'F40'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" Richardson, 369NHP Westgarth&Co.Ld.Mdb.		CI
26582 PESY	**Hontestroom** *Ref.Mchy.* 1*Dk*	1857 1496 1075					1921	N.V.Haarlemsche Scheepsb.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	265·5 Q88'*ptAwng dk*176'	37·2	20·2	Amstrdam Dutch	T.3Cy.21",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V

1 Numero d'Ordre Numero Officiel Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cert. de ce n'est dans le L. & Dutie. Cert. Ref. of Trade
26583 PETD	**Hoogkerk** (exSt.AugustineAbbey, exAtto) ~~ssRot.No.3-3,25~~ ssRot.2ndNo.3-4,37 ~~ssRot.No.2-34~~ 2Dks(Stl)& Shelter dk(Stl)	5137 4816 3170	✠100A1 Shelter dk withfreeboard 4,37 ~~1,36~~ BS~~6,36~~ 3,37 ✠LMC~~6,33~~ MS4,37	Rot	a†	CL 1,36	1911 9mo Lloyd	Flensburger Schiffsb.Ges. Flensburg 'sA&CP	VereenigdeNederlandscheScheep.Maats.(Directie en ArgentuurMaats. "HollandBritsch-IndieLijn," N.V. Mgrs.)	410·0|54·7|26·7 F on Shelter dk41' FK Cell DBa134'uE30' f181'1195t FPT	TheHague Dutch 7BHCem 77tAPT15t	Q4Cy24$\frac{9}{16}$″,34″,51″&74″-54″ 213lb (s) 563NHP 3SB,9cf,GS183,HS7808 FD FlensburgerSchiffsb.Ges.	29 ″ 3 s 3 ″ 5½ 26 ″ 0½	
26584 PETM	**Hoogland** ssRot.No.3-7,28 Well deck ssRot.No.2-36 1Dk(Stl) Cargo battens not fitted	1298 961 783	✠100A1 12,374,~~37~~ ✠NB7,32 ✠LMC BS4,36 MS9,36	Rot	o	OG 3,37	1916 4mo	N.V.Werf DeNoord Alblasserdam A&CP	Scheepvaart en SteenkolenMaats.	232·0|34·6|15·2 Q79'B56'F26' FK DB188'272t FPT	Rottrdam Dutch 4BHCem 41tAPT22t	T.3Cy.17½″,29½″&46″-36″ 180lb (s) 164NHP 2SB,4cf,GS83,HS2884 Alblasserdam.Msch.Fab.	17 ″ 3 s 1 ″ 0 16 ″ 5½	
26585 160408 GNST	**Hooiberg** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)	2395 1743 1244	✠100A1 11,36 ✠LMC11,36 Carrying Petroleum, in bulk Fitted for oil fuel 4 28 F.P. above 150° F.	Cco	t	CL 11,36	1928 4mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f 286t Wing tanks a 356t FPT60t APT75t	305·7|50·2|14·3 P67'F34' FK Trunk204'	London British 7BHptCem	T.6Cy.13½″,23½″&36″-27″ 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ 10½ 13 ″ 3½	
26586 203969 KJMW	**Hook Mountain** Ⓟ (exMachigonne) 1Dk	425 — 289					1907	Neafie& LevyCo. Philadelphia	McAllisterNav.Co.	136·5|29·0| 9·6	NewYork Utd. States WB	T.3Cy.11″,18″&32″-22″ 48NHP Neafie&LevyS&E.BCoPhl		
26587 147515 MLPF	**Hookwood** ssShl.No.3-7,36 1Dk(Stl) Cargo battens not fitted	1537 1260 926	✠100A1 8,37 ~~1,37~~ ✠LMC7,36 BS10,37	Bly	p	CL 7,36	1923 7mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	HookwoodS.S.Co. Ld.(P.Hawksfield &Son,Ld.)	244·8|38·0|17·5 P19'B43'F23' FK CellDB205'498t FPT	Dover British 4BHptCem 51tAPT63t	T.3Cy.17″,27½″&45″-33″ (s) 180lb 156NHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Glasgow	19 ″ 7 s 3 ″ 0½ 16 ″ 8	
26588	**Hoong-Chen** TwinSc OilEng. 1Dk	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·6|11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾″-15¾″ 74NHP BenzMotorfMannheim		
26589	**Hoong-Heng** TwinSc OilEng. 1Dk	504 310 272					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·0| 9·6	Shanghai Chinese	OilEngines 8Cy.10¼″-15¾″ Koerting		
26590	**Hoong-Li** TwinSc OilEng. 1Dk	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·6|11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾″-15¾″ 74NHP BenzMotorfMannheim		
26591	**Hoong-Yuan** TwinSc OilEng. 1Dk	479 307 276					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·0| 9·6	Shanghai Chinese	Oil Engines 4S.C.SA 6Cy.9¾″-16½″ 55NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
26592 LEDE	**Hop** 1Dk	1351 1172 780					1916	N V Boele's Scheepsw. Slikkerveer	A/S D/S Fro AugustKjerland	239·6|36·1|16·8 P65tH80t	Bergen Norwegian WB	T.3Cy.18½″,30″&48″-36″ 138NHP Machinefabriek,Bolnes		N
Wrecked 3,37 26593 114748 VPFB	**Hop Sang** 1Dk(Stl)&Spar dk (Stl-pt teak s)&deep framing	2149 2016 1359	✠ 9,01 ✠	Gls	s		1901 9mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. WB=Cell DBa84'f108'285t	290·0|42·0|15·4 B60'F36' 22·5 FK DTa20'358t FPT	HongKong British 5BHCem 25tAPT22t	T.3Cy.21″,34″&56″-42″ NB22 224NHP London&Glas.Co.Ld.Gls.	25 ″ 0	
26594 161604 GZSB	**Hopecastle** OilEng. D.F. 1Dk&Shelter dk Part electrically welded CruiserStern	5178 4784 3130					1937	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Novocastria ShippingCo.Ld. (A.Stott&Co.Ld. Mgrs.)	~~416·9~~|57·4|25·6 F29' 418·9|	Newcastle British WB	Oil Engines 2S.C.SA 4Cy.23⅝″-91$\frac{5}{16}$″ 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
26595 161539 GKJT	**Hopecrag** ssNwc.No.2-38 ~~ssNwc.No.1-33~~ D.F. 1Dk(Stl)	4007 3625 2457	✠100A1 ~~6,37~~ ~~9,36~~2,38 ~~BS1,36~~ ✠LMC~~6,33~~ ~~6,37~~ 2,38	Nwc	w	CL ~~9,36~~ 6,37	1929 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdSunderlnd 'sA&CP	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.Mgrs.) CellDBa&uE	364·5|50·7|24·4 P34'B115'F35' FK 135' f157'918t FPT	Newcastle British 6BHptCem 86tAPT132t	T.3Cy.24″,39″&65″-45″ (s) 180lb 100lb 338NHP 2SB(Spt),8cf,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 4 ″ 6½ 22 ″ 5½	
26596 161581 GYKC	**Hopecrest** OilEng. D.F. E.S.D. CruiserStern 2Dks	5099 4757 3106					1935	Barclay, Curle&Co.Ld. Glasgow	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.Mgrs.)	418·0|57·4|25·6 F29'	Newcastle British WB	Oil Engines 2S.C.SA 4Cy.23⅝″-91$\frac{5}{16}$″ 688NHP Barclay,Curle&Co.Ld.Gls.		C
26597 161545 GKVW	**Hopedene** ssNwc.No.2-38 ~~ssNwc.No.1-34~~ D.F. 1Dk(Stl)	4010 3625 2457	✠100A1 ~~1,37~~ ~~10,36~~ 4,38 ~~BS C3~~ ✠LMC~~9,34~~ BS C34,38 MS10,37	Nwc ~~Gls~~	w	CL 10,36	1929 12mo Lloyd	Swan,Hunter&Wigham Richardson, LdSunderlnd 'sA&CP	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.Mgrs.) CellDBa&u E135'	364·5|50·7|24·4 374·0(O.L.) P34'B115'F35' FK f157'918t FPT 86t	Newcastle British 6BHptCem APT132t	T.3Cy.24″,39″&65″-45″ (s) 180lb 100lb 338NHP 2SB(Spt),8cf,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 4 ″ 6½ 22 ″ 5½	
26598 149490 GSWF	**Hopemount** OilEng. ssNwc.No.2-38 ~~ssFal.No.1-33~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7434 7057 4529	✠100A1 2,38 ~~1,37~~ DBS~~9,35~~ 2,38 ✠LMC2,38 Carrying Petroleum in bulk	Npt Nwc	c†	CL 1,37	1929 2mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.Mgrs.) CellDBuE82' 258tDTf38'461t	450·8|61·1|33·2 P106'B30'F56' FK FPT156tAPT139t	Newcastle British 15BHptCem (10 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.31″-43″ 1010NHP 2DB120lb WllsndSlpwy.Co.Ld Nwc.	33 ″ 3 s 6 ″ 4½ 27 ″ 0½	
26599 161592 GYRL	**Hopestar** D.F. 1Dk&Shelter dk Part electrically welded, CruiserStern including decks	5267 4885 3192	✠100A1 withfreeboard ~~5,37~~ ~~11,36~~ ✠LMC2,36 12,37	Nwc		CL	1936 2mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	WallsendShipping Co.Ld.(Arthur Stott&Co.Ld. Mgrs.) CellDB356'1215t	416·8|57·4|27·0 F30' FK DTa33'1366t FPT100t APT106t	Newcastle British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	2 Steam Turbines DR to 1 Sc. Shaft (s) 285lb 120lb 400NHP 2SB(Spt),6cf,GS118, FD HS4238 ParsonsMarineSteam TurbineCo.Ld.Wallsend	29 ″ 6 s 3 ″ 7½ 26 ″ 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Dte when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 26600 147326 GLPD	**Hopetor** (*ex*Prunus-32,*ex*City of Stockholm) *ss*Nwc.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* Now "St. Merriel," see No. 40064 in Supplement	4980 4675 3099	✠100A1 *with freeboard* 4,36 MS5,34 ✠LMC ✠NE&B9,27 BS4,36 *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Nwc	*a*†	CL 11,35	1925 8mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	HopemountShppg. Co.Ld.(A.Stott& Co.Ld.*Mgrs.*) 1 *IntermediateBH in fore hold dispensed with* *CellDB*354'1234*tDTa*26'1049*tFPT*141*tAPT*58*t*	411·8 F40'	55·4	26·3 FK	Newcastle British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25½",42"&70"-48" (*s*) 200lb FD 504NHP 3SB(Spt) 9*cf*,GS180,HS7410 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 0 s 3 ″ 7¼ 25 ″ 7¼	
26601	**Hopper No. 62** (*ex*No.62) Sp *ss*N.Yk.2ndNo.3-9,18 *Mchy.Aft* *ss*Hna.No.2-25 *Carrying Molasses in bulk* 1*Dk*(*Stl*) Stranded & Sunk 3,37	*492* — *281*	1,30	Hna			1898	Exors.of lateT.A. Walker Sudbrook	O.Lunar	164·0 B18'	27·1	10·7 FK	Havana Cuban 6*BH*	T.3Cy.13",22¼"&34"-22½" 55NHP 1SB,2*pf*,GS36,HS1100 Plenty&Son,Newbury	11 ″ 4	
26602 203508 KJMX	**Hoquiam** Wood3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	644 — 440					1906	M.Turner Fairhaven, Cal.	OaklandScavenger Co.	174·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Wks.S.Fo.		
26603 228899	**Horace Johnson** *Mchy.Aft* GyC. 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd.States *WB*	T.3Cy.24½",41"&65"-42" 610NHP AmericanS.B.Co.Lorain,O.		R
* 26604 219796 KULK	**Horace Luckenbach** TwinSc (*ex*EasternTrader) *ss*Bos.No.3-9,31 D.F. *ss*Sea.No.1-35 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6475 — 4008	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~8,37~~ MS1,35 ✠LMC BS8,37 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	SFo ~~Sea~~	*c*† P	CL N12,35 ~~s7,36~~ s2,38	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	LuckenbachS.S. Co.Inc. *CellDB*386'1401*t* *'tween dk tanks*18'272*t*	445·0 *FPT*88*tAPT*35*t*	58·0	32·0 FK	NewYork Utd. States *Cem* 4*BHtoSh dk* 3 ,, ,, *U* ,,	T.6Cy.22",36½"&61"-48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS9835 FD KubotaIronWorks,Kobe	32 ″ 1 s4 ″ 8½ 27 ″ 6	
26605 215122	**Horace S. Wilkinson** *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC.	8338 — 6829	✠ 5,24 ✠	Toledo			1917 5mo	ToledoS.B. Co. Toledo,O.	GreatLakes SteamshipCo.Inc. *CellDB*528'3960*tHopper sidetanks* 438'2866*t*	588·3 F61' *FPT*375*t*	60·0	27·0 FK	OswegoNY Utd.States 3*BH*	Q.4Cy.20½"30½"43"&61"-42" 402NHP 3SB,6*cf*,GS132,HS6033 ToledoS.B.Co.Toledo,O.	32 ″ 0	
26606 29715 JTRA	**Horai Maru** Ⓟ (*ex*Pays deWaes,*ex*Indarra) TwinSc 2*Dks*(*U Stl*&*2nd dk pt Stl*) &*Awng dk*(*Stl*-teak s) *3rd dk in No.2 hold*	9192 7493 5597	✠ 1,13 ✠	Syd	*d*†		1912 11mo	W.Denny &Bros. Dumbarton	OsakaShosenK.K. *CellDBa*64'*uE*&*B*151'*f*163'976*tFPT*122*tAPT*73*t*	451·0 B215'F51' *on Awng dk*	60·1	37·4 FK&BK1"	Osaka Japanese 7*BHCem*	Q.8Cy.26½",38",54"&76"-48" 1378NHP 7SB,28*cf*,GS560,HS21420 Denny&Co.Dumbarton	40 ″ 0	
26607 18942 JIGD	— (*ex*KotsuMaru-36) 2*Dks*&*Web frames* *Longitudinal framing*	3198 2757 1996			...		1916	OsakaIron Works,Ld. Osaka	TohoKisenK.K.	305·0 P19'B82'F32'	43·9	27·3 FK	Osaka Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 ″ 3	C †
* 26608 LCPA	**Hörda** *ss*Osl.No.3-2,31 *ss*Shl.No.1-35 1*Dk*(*Stl*)	4301 3980 2606	✠100A1 ~~12,36~~ 2,38 BS~~12,36~~ ✠LMC9,35 12,37 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Bry ~~Sea~~ Vcr	*y*	CL 9,35	1920 7mo	W.Gray& Co.(1918)Ld. WHartlepool *Lloyd'sA&CP*	A/S J.Ludwig Mowinckel's Rederi *CellDB*338'1172*tFPT*96*tAPT*130*t*	380·1 P27'B230'F36'	53·5	24·1 FK	Bergen Norwegian 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 413NHP 3SB,9*cf*,GS184,HS7278 Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s 3 ″ 9½ 23 ″ 0½	
26609	**Hordena** (*ex*Horden-37) *ss*Nwc.No.3-11,28 *ss*Shl.No.1-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* Now sailing as "Ferrolano,"	*2677* *2150* *1607*	✠ ~~[illegible]~~ 12,37 ✠~~LMC~~ ~~MS10,33~~ ~~BS12,36~~	Shl	*t*	CL 7,36	1916 8mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	*IntermediateBH in fore hold dispensed with* *CellDB* 263'695*tFPT*130*tAPT*151*t*	321·0 BonQ63'Q186'F32'	43·2	19·5 FK	Pnamanian *Cem* 4*BH only*	T.3Cy.24",40"&65"-42" (*s*) 180lb 329NHP 2SB,8*cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc	21 ″ 9 ~~s7 ″ 0¼~~ ~~19 ″ 2~~	
26610 27635 JFCI	**Horei Maru** *Mchy.Aft* 1*Dk*	658 512 324					1920	Toba Zosensho Toba	AsahiSekiyuK.K.	182·0 P65'F24'	28·5	13·5	Tokio Japanese *WB*	T.3Cy.13½",23"&38"-30" Hashimota 79NHP Tekkosho,Osaka		
26611 CSGP	**Horisonte** (*ex*Tabasco, *ex*Jacoba) Aux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*) Sunk by Collision 1,37	423 345 304					1918	N.V.Schps. "DeMaas" Slikkerveer	Vieira&Labrincha Lda.	138·9 P27'F17'	26·2	12·1	Lisbon Portuguese	Oil Engines 2S.C.SA 4Cy.14"-16" 138NHP NE26 Petter,Yeovil		
* 26612 162671 GRDW	**Horn Shell** TwinSc *OilEng.* *ss*Shl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)*2nd dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8272 7515 4837	✠100A1 ~~5,37~~ ~~8,36~~ 3,38 ✠LMC CS8,36 DBS~~10,35~~ 10,35 3,38 *Carrying Petroleum in bulk*	Shl Cff	*c*†	CL ~~2,35~~ N3,38	1931 12mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70'318*tDTf*32'373*tFPT*209*tAPT*54*t*	456·1 P103'B35'F43'	62·1	34·0 FK	London British 14*BH*	Oil Engines 4.S.C.SA 12Cy.29⅛"-51 3/16" 983NHP 2DB*150lb* AlgemeineElec.Ges.Berlin	34 ″ 0 s 6 ″ 8¼ 27 ″ 7	
26613 143340 GCDL	**Hornchurch** *ss*Shl.No.3-2,32 *Well deck* *ss*Shl.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2162 1735 1250	✠100A1 4,37 ~~1,36~~ BS~~1,36~~ ✠LMC~~2,32~~ 2,37 MS4,37	Shl	*r*	CL ~~1,35~~ 4,37	1919 7mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd'sA&CP*	HudsonS.S.Co.Ld. *CellDB*196'472*tDTa*42'153*tFPT*95*tAPT*120*t*	280·0 P23'Q94'B52'F27'	40·5	18·5 FK	London British 6*BHptCem*	T.3Cy.21",35"&58"-39" (*s*) 180lb 231NHP 2SB,6*cf*,GS119,HS3616 MacColl&Pollock,Ld.Sld.	20 ″ 9 s 2 ″ 0¼ 18 ″ 11	
26614 23050 JRFB	**Horonai Maru** (*ex*TsukubaMaru) Wireless 1*Dk*	999 840 671					1918	Senba Zosensho Osaka	HokkaidoTanko KisenK.K.	195·5	31·5	18·0	Kobe Japanese *WB*	T.3Cy.13½",22½"&37½"-28" 74NHP SenbaZosensho,Osaka		
26615 132757 GLYP	**Hororata** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F.	9178 8246 5291	Lloyd'sRMC~~1,37~~ 7,37 ~~1,36~~ 5,38				1914	W.Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	511·1 P37'B189'F67' *on Shelter dk*	64·2	32·0	Plymouth British *WB*	Q.4Cy.26",37",53"&76"-48" 800NHP Denny&Co.Dumbarton		C
26616 160651 MPFJ	**Horsa** *Ref.Mchy.* 1*Dk*&*Shelter dk* Wireless D.F. *CruiserStern*	979 824 392					1928	Ramage& Ferguson,Ld. Leith	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co.*Mgrs.*)	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
* 26617 161354 MPQV	**Horseferry** *ss*Sld.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	951 751 496	✠100A1 9,37 ~~2,36~~ ✠LMC MS12,34 BS~~9,36~~ 9,37	Lon Sld	*m*	CL ~~12,30~~ 9,37	1930 1mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE*19'*f*133'262*tMT*128*tFPT*120*tAPT*19*t*	217·0 Q105'B17'F25'	32·0	13·5 FK	London British 4*BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 115NHP 1SB,3*cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10½	
26618																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. [illegible]
26619 OYJT	**Horsia** (*ex*Heljo-34,*ex*Kenrhos,*ex* Kilfinny) ssTln.No.3-7,32 ssCpn.No.1-37 Now "Risoy," see No. 39911 in Supplement 1*Dk*(*Stl*) *Cargo battens not fitted*	811 697 398	✠100A1 1,37 MS1,36 ✠LMC DBS7,36 MBS1,37	Cpn	*l*	CL 1,36	1918 11mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	D/S VikingA/S (Chr.Borg,*Mgr.*)	213·5|30·0|15·4 B44'F27' len20 FK *CellDBuE*26' 20t	Copnhagn Danish 5*BHptCem* *DTf*42' 100t	T.3Cy.16",26"&44"-26" (*s*) 200lb *100lb* NDB20 116NHP 1SB,*3cf*,GS51,HS1825 MacColl&Pollock,Ld.Sld.	16 ″ 5 s1 ″ 11¾ 14 ″ 6	
26620 164707 GZCM	**Horsted** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1670 1248 932	✠100A1 9,37 ~~9,36~~ ✠LMC9,36	Lth Sld	*p*	CL 9,37	1936 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDB*214'454t	256·0|37·5|16·4 Q153'F25' FK *MT*214t *FPT*129t	London British 4*BHCem* *APT*21t	T.3Cy.17½",29"&48"-33"(*s*) 200lb FD 197NHP 2SB,*4cf*,GS67,HS2900 D.Rowan&Co.Ld.Gls.	18 ″ 6 s6 ″ 2 17 ″ 3	
26621 146539 VPCB	**Hosang** Ⓟ ssH.Kg.No.3-7,34 D.F. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–teak s)	5698 4990 3293	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~8,36~~ ✠LMC MS7,34 BS~~7,36~~8,37 *Fitted for oil*	HKg Kob *fuel* 3,	*a*† 22	CL 7,36 *F.P. a*	1922 3mo *Lloyd* *bove* 1	N.of Ire-landSB.CoLd Londonderry '*sA&CP* *CellD* 50° F. *dks af*	Indo-ChinaSteam Nav.Co.Ld. *B*350'1137t*FWtan* *t*13'88t *DTa*23'592	411·0|53·8|28·3 F37' *on Shelter dk* FK *ks in'tween*(*Collisio* *tFPT*86t*APT*122t	HongKong British *Cem* *nBHtoSh dk* 8 ,, ,, *U* ,,)	T.3Cy.27",46"&77"-51" (*s*) 200lb 708NHP 4SB,*12cf*,GS247,HS11044FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s4 ″ 6½ 26 ″ 10	
26622 LEDJ	**Hosanger** 1*Dk*	1591 1197 927					1911	Bergens Mek.Værk Bergen	D/S Hosangers Rederi(Westfal-Larsen&Co.A/S, *Mgrs.*)	244·6|37·7|15·6 P25tQ105tB121t H77tF32t	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
26623 21737 JDFB	**Hosei Maru** (*ex*NichiroMaru, *ex*Leonora) 1*Dk*2*trB*& *Webframes*	2670 2441 1903			...		1895	Richardsn, Duck&Co. Stockton	ShoyoKisenK.K.	315·0|43·0|21·1 P29'B62'F33' FK	Amagasaki Japanese *WB*	T.3Cy.23",37"&61 1/16"-42" 246NHP Blair&Co.Ld.Stockton	23 ″ 8	
26624 277 JPJC	**Hoten Maru** Ⓟ TwinSc 2*Dks* *CruiserStern*	3975 3024 2120					1928	Mitsubishi Zosen Kaisha Kobe	DairenKisenK.K.	360·0|46·0|28·5 B36'F41'	Dairen Japanese *WB*	S.R.gearedSteamTurbines MitsubishiZosenKaisha, Kobe		
26625	**Houlee** (*ex*JervaulxAbbey-36) Ⓟ ssGms.2ndNo.3-3,32 ssDrn.No.1-36 Wireless 1*Dk*(*Irn*)&*deep framing* *Well deck* *Lower dk inNo.1hold*	*1197* *827* *511*	✠100A1 8,37 ~~8,36~~ ✠LMC8,36 BS8,37	Drn	*p*	OG ~~6,36~~ 8,37	1908 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	ChingKeeSteam Nav.Co.Ld. *CellDBa*	255·1|33·7|15·5 P29'Q40'B98'F34' BK7" 42'*f*61'119t*FPT*13t	Chefoo Chinese 5*BHCem* *APT*7t	T3Cy.25¼",40½"&67"-42"(*s*) 185lb 504NHP 3SB,*9rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s1 ″ 3½ 15 ″ 10	
26626 1220 JFEI	**Houn Maru** IronCtr *Mchy.Aft* 1*Dk*	528 — 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	HounMaru UnpanbuK.K.	160·8|27·2|13·4	Tokio Japanese	C.2Cy.21"&39"-24" 62NHP KawasakiDkydCoLdKobe		
26627 586	**Houn Maru No. 3** WoodAuxSr *OilEng.* *Mchy.Aft* 1*Dk*	301 277 215					1918	Takami Yoshitaro Antoken	NakanoHatsutaro	114·0|29·0|13·0	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
26628 589	**Houn Maru No. 5** WoodAuxSr *OilEng.* *Mchy.Aft* 1*Dk*	336 304 258					1918	Takami Yoshitaro Antoken	MorikamiUhei	122·1|29·3|12·8	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
※ 26629 143298 GCDN	**Housatonic** (*ex*WarDogra) ssShl.No.3-7,32 ssNwc.No.1-36 1*Dk*(*Stl*)2*trB*&*Web frames* D.F. *Longitudinal framing*	5559 4696 3425	✠100A1 11,37 ~~12,36~~ ✠LMC12,36 BS11,37 *Carrying oil* *Fitted for oil*	Nwc Bel *in bu* *fuel* 6,	*z* *lk* 19	CL ~~3,37~~ N11,37 *F.P. a* *F.P. a*	1919 7mo *Lloyd* *bove* 1 *bove* 1	W.Hamil-ton&Co.Ld. Pt.Glasgow '*sA&CP* 50° F. 50° F.	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *M*	400·3|52·2|28·4 P50'B121'F39' FK *iddleline Bulkhead* *CellDBuE&B*	London British 10*BHptCem* *notoil-tight* 64' 277t *f*50'	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow 63t*FPT*97t*APT*13t	31 ″ 0 s5 ″ 7½ 25 ″ 7	
26630 161621 GWRF	**Houston City** *OilEng.* D.F. 1*Dk*&*Shelter dk* ~~2*Dks*~~ *CruiserStern*	4935 4637 3009					1934	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld.)	425·5|56·3|25·4 F42'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
26631 PKEC	**Houtman** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*3*trB*	5069 — 3180					1913	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	391·6|49·3|25·8 P19'B146'F41'	Batavia Dutch *WB*	T.3Cy.29¼",48½"&80"-54" 470NHP NedFb.v.Wrk&Spoor,Ams		V
26632 7645 SGQO	**Hövding** (*ex*Sundsborg-36, *ex*T.M.Werner) 1*Dk*	*1507* *1241* *827*					1905	Helsingörs Jernsk.&Msk Elsinore	RederiA/BHasting (ErikHåkanson, *Mgr.*)	246·6|37·4|15·8 P17'Q73'B106'F28'	Hlsingborg Swedish *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Msk.		V
※ 26633 133029 MDYW	**Hove** (*ex*Collairnie) ssSld.No.3-12,25 ssSld.No.2-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	435 311 170	✠100A1 ~~5,36~~ 10,37 BS~~5,36~~ ✠LMC10,34 8,37	Bkn Goo	*g*	CL 5,36	1913 7mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	CoppackBros.&Co.	155·8|25·2|10·8 Q91'B9'F21' BK7"	London British 3*BHCem* *FPT*54t	T.3Cy.12½",21½"&34"-24" 180lb (*s*) 59RHP NDB26 1SB,*2pf*,GS36,HS1354 W.V.V.Lidgerwood,Gls.	11 ″ 8 s3 ″ 7½ 12 ″ 2	
26634 96308 WMCV	**Howard** Sub.Sig. D.F. 3*Dks*&*Hurricane dk*	3581 — 2278					1895	Harlan& Hollings-worthCo. Wilm.Del.	Merchnts&Miners TransportationCo.	310·5|42·0|26·0 len09	Baltimore Utd.States	T.3Cy.28",46"&72"-48" NB09 359NHP Harlan&HollingsworthCo.		
26635 96524	**Howard L. Shaw** *Mchy.Aft* GyC. 1*Dk*2*trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5|51·5|28·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"-42" NB20 218NHP DetroitS.B.Co.Detroit		
26636 212353	**Howard M. Hanna, Junior** *Mchy.Aft* GyC. 1*Dk*	6204 — 4689					1914	American S.B.Co. Cleveland,O.	ColumbiaTrans-portationCo. (John T.Kelly,*Mgr.*)	504·0|54·0|30·0 F60' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O		R
※ 26637 146304 GFSJ	**Howra** ssCal.No.3-3,34 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	6709 6252 4096	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~9,36~~ ✠LMC MS3,34 BS~~12,36~~ 11,37	Bom Cal	*a*†	CL 9,36	1922 8mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*320'1367t *DTa*31'1080t	412·2|55·8|34·7 P42'F36' *onShelter dk* FK *FPT*112t *APT*247t	Glasgow British *Cem* 6*BHtoSh dk* 2 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600NHP 3SB,*9cf*,GS190,HS7890 FD C.A.ParsonsLd.Nwc.	38 ″ 1 s9 ″ 11½ 28 ″ 4½	
26638 218221 KIJQ	**Hoxbar** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* *Mchy.Aft* *Longitudinal framing*	6958 — 4329					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	MalstonCo.Inc. (C.D.Mallory&Co. Inc. *Mgrs.*)	434·8|56·2|31·8 P92'B50'F42'	Wilmgton (Del.) Utd.States	T.3Cy.27¼",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow's Point,Md.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
26639 217616 KEMK	**Hoxie** Sub.Sig. *2Dks* *Longitudinal framing*	4623 4213 2838					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	UnitedStates Maritime Commission	377·0|52·0|29·5 P41'B94'F38'	Baltimore Utd.States *WB*	T.3Cy.24",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld.		R
26640 LCOQ	**Höyanger** TwinSc *OilEng.* *2Dks*	4624 4201 2765					1926	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6|53·8|25·9 P103*t*H259*t*F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅝" 542NHP Akt.Burmeistr&Wain,Cpn		N
26641 23650 JFQD	**Hoyeisan Maru** *ss*Kob.No 3–9,31 *ss*Kob.No.1–35 D.F. *2Dks(Stl)*	6037 5183 3822	✠100A1 5,37 ~~4,36~~ ✠LMC ~~4,36~~ 5,37 *Fitted for oil fuel 11,23 F.P. above 150° F.*	Kob	*z*	CL ~~3,36~~ 5,37	1918 10mo A&CP	OsakaIron Works,Ld. Innoshima	~~MitsuiBussan Kaisha,Ld.~~ YamashitaKisen K.K. *CellDB*360'980*tD*	407·2|50·8|32·5 P40'B138'F46' FK *Ta*27'767*tFPT*106*t*	Kobe Japanese 7*BHCem* *APT*26*t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorks,Ld.	32 ″ 7 s6 ″ 8¼ 26 ″ 1	
26642 42349 JJGK	**Hoyo Maru** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8692 7993 6042	✠100A1 12,37 ~~11,36~~ DBS9,37 ✠LMC ~~11,36~~ 12,37 *CarryingPetroleum in bulk*	Yka		CL 10,37	1936 11mo *Lloyd'sA&CP*	Mitsubishi JukogyoK.K Yokohama	NipponTanker K.K. *CellDBu*	474·0|61·0|37·5 P137'B37'F40' FK *E*56'200*t DTf*38'29	Tokio Japanese 14*BH* 0*tAPT*143*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP 2DB*163lb* MitsubishiJukogyoK.K. Yka.	37 ″ 6	
26643 22541 JEOC	— WoodAuxSr Wireless *1Dk*	479 414 338					1918	Hatohama SenkyoIrWk Hatohama	TashiroMagoichi	140·6|28·2|15·7	Niigata Japanese	C.2Cy.11½"&25"–16" 21NHP YutaniKusakusho,Osaka		
26644 10349 JFFA	**Hozan Maru** Ⓟ *2Dks*	2347 1920 1386					1907	Kawasaki DckyrdCo.Ld Kobe	OsakaShosenK.K.	305·9|39·7|21·6 P25'B106'F41'	Osaka Japanese *WB*	T.3Cy.23",38"&63"–39" 248NHP KawasakiDkydCoLdKobe		
26645 16928 JAXC	— Wireless *1Dk*	1176 1029 836					1914	OsakaIron Works Osaka	HayashiKisen K.K.	218·7|32·2|17·3 *WB*	Nishino-miya Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorks,Osaka		
26646 1565 JTRE	**Hozukawa Maru** Wood *1Dk&Awng dk*	339 297 194					1896	OsakaIron Works Osaka	TosaDomei KisenK.K.	143·0|18·9|14·8	Osaka Japanese	T.3Cy.11⅝",16⅜"&26½"–20" 30NHP Ross&Duncan,Glasgow		
26647 OYMA	**Hroar** Ⓟ Wireless D.F. *Ref.Mchy.* *2Dks*	1401 1107 748					1923	Frdkshvns. Værft& FlydedokA/S Frderikshavn	DetForenede DampskibsSelsk.	253·7|37·2|16·9	Copnhagn Danish *WB*	T.3Cy.21",33½"&56"–39" 196NHP HelsingörsJernsk.&Mskb.		V
26648 YTKJ	**Hrvatska** Ⓟ (*ex*Croatia) *ss*Ssk.3rdNo.3–12,29 *ss*Ssk.No.1–34 *1Dk(Stl)*	492 — 303	✠100A1 4,37 MS1,34 LMC ~~BS8,36~~ 12,37	Ssk	*h*	OG 4,37	1891 11mo *Lloyd'sA&CP*	Howaldts-werke Kiel	Jadranska PlovidbaD.D.	167·9|25·0|10·6 180·1(O.L.) P45'B38'F41 BK7" *CellDB*	Susak Yugoslav 4*BHCem* *a&uE*52'51*t*	T.3Cy.17",27½"&43¾"–24¾" 172lb *80lb* (*s*) 174NHP NB06*refitted*23 NDB91*refitted*23 HS2998 FD 1 Water Tube Boiler GS55 Howaldtswerke,Kiel	12 ″ 8 s ″ 5¼ 12 ″ 9¾	
26649	**Hsin An** (*ex*TenbuMaru–34, *ex*Vorwärts) *2Dks*	1030 787 563					1895	Howaldts-werke Kiel	YingKeeHong	231·3|32·8|15·1 P28'B69'F29'	Tsingtao Chinese *WB*	T.3Cy.17",27⅝&43⅜–24$\frac{7}{16}$" 93NHP Howaldtswerke,Kiel		
26650 151743	**Hsin Chang Wo** TwinSc (*ex*Kingwo–33) *2Dks*	582 247 242					1923	Kiangnan D&E.Wks.Ld Shanghai	Indo-ChinaSteam Nav.Co.Ld.	147·1|28·0| 7·8	Shanghai British	T.6Cy.11½",17¼"&27¾–16" B*made*17*fitted*23 40RHP KiangnanD&EWksLd.Shi		
26651 XNCE	**Hsin-Fung** (*ex*MingYi, *ex*HsinFung) *2Dks*	1707 — 1062					1891	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	260·0|37·0|21·3 *Shade dk*92'	Shanghai Chinese *WB*	T.3Cy.19",31"&50"–36" 150NHP Dunsmuir&Jackson,Gls.		
26652 XNAP	**Hsin Hua An** (*ex*HuaAn1–36, *ex*HuaAn–35,*ex*HwahKun, *ex*KeongWai) *2Dks*	*1777* *1638* *1115*					1895	Fairfield Co.Ld. Glasgow	HsinChangAnS.S. Co.Ld.	289·0|37·8|21·5 P10'B22'F42'	Shanghai Chinese	T.3Cy.22",36"&57"–42" 211NHP FairfieldCo.Ld.Glasgow		
26653	**Hsin Jui On** (*ex*HsingSuiPing–35, *ex*HsinYiLi–34, *ss*Syd.2ndNo.3–2,18 *ex*JohnWilliams) *ss*Syd.No.2–26 *2Dks(UTeak)*	*663* *545* *370*	✠ — 3,31 ✠	Syd	*j*		1894 3mo	R.Napier& Sons Glasgow	JuiOnS.S.Co. *Cell*	188·6|32·0|13·5 B75'F25' BK7½" *DB*145'167*tAPT*6*t*	Shanghai Chinese 5*BHptAsp* *ptCem*	T.3Cy.15",24"&39"–27" NDB16 80NHP 1SB,*3cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0	
26654 XNCX	**Hsin Kiangteen** TwinSc	3645 — 2613					1921	Shanghai Dk.&E.Co.Ld Shanghai	ChinaMerchants' Stm.Nav.Co.	300·0|48·2|22·9	Shanghai Chinese	T.8Cy.(2)17",(2)28"& (4)31½"–33" 227NHP ShanghaiDk.Co.Shanghai		
26655 XNCW	**Hsin Lee** Wireless *2Dks*	1174 — 704					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·7|33·5|18·5 P24'B35'F30'	Chefoo Chinese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWrks.Ld.Osaka		
26656 XNCD	**Hsin Ming** (*ex*HsinTsieh) *2Dks*	2133 1603 1428					1907	Napier& Miller Glasgow	ChinaMerchants' Stm.Nav.Co.	270·0|41·2|20·2	Shanghai Chinese *WB*	T.3Cy.24",39"&64"–42" 265NHP Dunsmuir&Jackson,LdGls		
26657 XNBY	**Hsin Ningshao** TwinSc *1Dk&2nddk&Promenade dk*	3407 2401 2151				...	1914	NewEng.& S.B.Wks.Ld. Shanghai	NingpoShaohsing Stm.Nav.Co.Ld.	289·5|46·0|15·0 FK	Shanghai Chinese *WB*	T.6Cy.16",27"&43"–30" Richardsons, 325NHP Westgarth&Co.Ld.Mdb.	23 ″ 0	
26658 XNBT	**Hsin Ningshin** (*ex*Bertha) *1Dk&Spar dk&* *deep framing*	2175 — 1345				...	1906	Fevigs Jernskibsbyg Arendal	SanPehS.N.Co.Ld.	269·6|39·0|10·5 F33' 18·4 FK	Shanghai Chinese *WB*	T.3Cy.20½",33"&56"–39" 207NHP Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 3	
26659 133255 GLJY	**Hsin Peking** (*ex*Tungchow–36) *2Dks&Shade dk*	2104 1592 1263					1914	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	280·0|40·1|17·8 P8'F28'	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
26660 Wrecked 9,37	**Hsin Ping** (*ex*Blink–33, *ex*Cap d'Ailly,*ex*Ars,*ex*WarCross) *1Dk*	1833 1672 1108				...	1917	American S.B.Co. Cleveland,O.	~~TaiPingS.S.Co.Ld.~~ ChungHsing SteamshipCo.Ld	251·0|43·8|18·3 P27'B64'F36' FK	Shanghai Chinese *WB*	T.3Cy.20½",33"&54"–40" 272NHP AmericanSBCoClevelnd,O	20 ″ 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée. Cert. Rep. Trade.
26661 XNDG	**Hsin Ping An** Wireless	1524 — 916					1919	.... Shanghai	TungYueS.S.Co. (ChunSiDong, *Mgr.*)	245·0	34·0	20·5	Shanghai Chinese *WB*	C.2Cy.26½"&36"–48" 75NHP		
26662	**Hsin Pu** (*ex*PongTong–34, *ex*Quinnebaug,*ex*PongTong, *ex*ElisabethRickmers) 2*Dks*&*Spar dk*	1723 1489 1001					1903	Rickmers Akt.Ges. Bremerhaven	SanPehSteamNav. Co.Ld.	253·2 P&B161'F26'	37·4	19·6	Shanghai Chinese *WB*	T.3Cy.19⅝"30⅞"&49½"–33½" 142NHP OttensenerMaschinenf.Alt		
26663	**Hsin Tai** (*ex*Tungus) Iron 2*Dks*	481 — 281					1840	Nevsky S.B &M.Wks Leningrad	TungShunS.S.Co. Ld.	168·9	26·6	15·0	Tientsin Chinese *WB*	C.2Cy.22"&37"–24" 56NHP E&B*made*03*refitted*18 CrichtonEng.Works,Abo		
26664 34530 JBQE	**Hsin Yang Maru** Ⓟ TwinSc 1*Dk*	1674 1290 774					1929	Shanghai Dck&ECo.Ld Shanghai	NisshinKisenK.K.	239·0 B194'	39·9	10·0	Tokio Japanese	T.6Cy.10½",17"&28"–16" 54NHP ShanghaiDck.&E.Co.Ld.		
26665 155840 GMXL	**Hsin Yangtse** 2*Dks* Wireless	921 649 341			...		1927	Shanghai Dk&En.CoLd Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·8 FK	34·0	15·2	Shanghai British *WB*	T.3Cy.18½",29"&49"–33" 187NHP ShanghaiDk.&Eng.Co.Ld.	16 ″ 6	
26666	**Hsing Hwa** (*ex*KiyoMaru–34, *ex*Else) 1*Dk*&*Spar dk*3*tr B* Now "Tseng Yuan," see letter	1424 1277 1058					1896	Howaldts- werke Kiel	HsingHwaS.S.Co.	238·5 B51'F27'	32·4	20·7	Chefoo Chinese *WB*	T.3Cy.17½",27½"&43½"–24½" 94NHP Howaldtswerke,Kiel		
26667	**Hsing Shih** (*ex*Kwang-ping) 2*Dks*	2018 — 1239					1898	J.Scott& Co. Kinghorn	SanPehSteamNav. Co.Ld.	265·0 B69'F41'	40·2	20·9	Shanghai Chinese *WB*	T.3Cy.20",32"&54"–36" 175NHP J.Scott&Co.Kinghorn		
26668 XNFG	**Hsing Tai Ping** (*ex*Kooringa) *ss*Mel.2ndNo.3–1,27 1*Dk*(*Stl-ptws*)2*tr B*&*deepframing*	3175 — 2055	✠ —— 3,32 ✠	Mel	*t*		1902 5mo	W.Hamil- ton&Co. Pt.Glasgow	ChungWeiS.S.Co.	324·0 P31'B84'F39' FK *CellDBa*92'*uE*22'*f*142'677*t*	47·0	22·4	Shanghai Chinese 6*BHCem* *APT*82*t*	T.3Cy.24",40"&65"–42" 305NHP 2SB,6*cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld PtGls	24 ″ 9	
26669 XNBS	**Hsing Yuan** (*ex*ChunHwa–36, *ex*FrancescoVazzana–34, *ex*LotharBohlen) 1*Dk*&*Spar dk*3*tr B*	2223 2059 1388					1898	Blohm& Voss Hamburg	YungYuanS.S.Co.	303·4 P80'F35'	38·3	23·0	Chefoo Chinese	T.3Cy.19",30"&50"–39⅜" 157NHP Blohm&Voss,Hamburg		
26670 [illegible]	**Hsinking** (*ex*LiangHsing–34, *ex*NanaoMaru–29) 1*Dk* Now "Shinto Maru," see No. 40123 in Supplement	1229 1016 721					1919	Osaka Tekkosho Osaka	SawayamaBros. Co.Ld.	220·0 P23'B44'F30'	33·5	18·5	Nwchwng Chinese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaTekkosho,Osaka		
26671 XNDK	**Hsu Chow** (*ex*Escondido, *ex*Hallgjerd) 1*Dk*	1658 — 926					1917	Laxevaags Msk.&Jrnskb Bergen	ChinaUnitedNav. Co.Ld. (N.Tsu, *Mgr.*)	246·0 P39*t*Q109*t*B127*t* H69*t*F38*t*	38·0	15·6	Shanghai Chinese *WB*	T.3Cy.18⅝",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn.		
26672 XNFZ	**Hua-Shan** (*ex*Werribee–33) *ss*Shi.2ndNo.3–1,34 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted*, &*deep framing* Now "Granatiere Padula," see No. 38347 in Supplement	*3904* *3590* *2364*	✠100A1 10,36 MS5,33 ✠LMC BS10,36	Shi	*w*	CL N10,36	1909 1mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	SanPehSteam Nav.Co.Ld.	354·8 P11'B85'F38' FK *CellDBa*98'*uE*&*B*44'*f*165'941*tFPT*135*t*	50·0	23·7	Shanghai Chinese 7*BHCem* *APT*240*t*	T.3Cy.24",39"&66"–45" (*r*) 180lb 327NHP 3SB,9*cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 5 s4 ″ 11½ 21 ″ 8	
26673 31667 JEJB	**Hua Shan Maru** Ⓟ *Longitudinal framing* 2*Dks*	2089 1707 1284					1926	OsakaIron Works,Ld. Osaka	NisshinKisenK.K.	280·0 P23'B80'F30'	41·0	21·0	Tokio Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP OsakaIronWorks,Ld.		
26674 228613 KJMY	**Hualalai** Ⓟ TwinSc *Fitted for oil fuel* 2*Dks* *CruiserStern*	3088 — 1803					1929	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	Inter-IslandStm. Nav.Co.Ld.	295·0 F34'	48·1	25·6	Honolulu Utd.States *WB*	DRgearedSteamTurbines 666NHP Westinghouse Elec.&Mfg. Co Phl.Pa.		R
26675 743 CBHU	**Huasco** Ⓟ 3Mst 2*Dks*&*deep framing* *Promenade dk*&*Shade dk*	3798 2575 2218			...		1906	J.Reid& Co. Glasgow	CompaniaSud Americana deVap.	379·7 BK11"	44·3	21·5	Valparaiso Chilian *WB*	T.3Cy.29",47"&78"–57" 596NHP Dunsmuir&Jackson LdGls	25 ″ 0	
26676 145131 MKLF	**Hubbastone** *ss*Sws.No.3–7,33 *Mchy.Aft* *ss*Bly.No.1–37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 431	✠100A1 ~~5,37~~ ~~2,30~~ 8,37 ~~BS2,36~~ BS5,38 ✠LMC~~7,33~~ 5,37	Sws Bly	*k*	CL ~~2,30~~ ~~1,37~~ 7,37	1921 1mo *Lloyd*	HansenSB &ShipRep. Co.Ld. Bideford '*sA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *CellDBf*126' 239*tFWtank in*	190·0 199·3(O.L.) Q120'B*on*Q14'F26' FK *break* 7'14*t FPT*53*t*	30·1	12·6	London British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"–27" (*s*) 180lb 84RHP 2SB,4*cf*,GS69,HS1824 LythamS.B.&Eng.Co.Ld.	14 ″ 6 s4 ″ 6⅓ 14 ″ 1½	
26677 216355 KLUE	**Hubert Schafer** (*ex*Robert Johnson,*ex*Lake Sebago) *Fitted for oil fuel* 1*Dk*	2010 1631 1227			...		1918	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines.	252·0 P21'B64'F30' FK	43·5	18·9	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
26678 7540 SEBI	**Hudiksvall** 1*Dk*	*782* *589* *487*					1892	Burmeister &Wain Copenhagen	RederiA/S Beku (KnutBergquist, *Mgr.*)	197·5 Q74'B53' F25'	31·0	12·9	Gothenbrg Swedish	C.2Cy.25½"&46"–30" 97NHP Burmeister&Wain,Cpn.		V
26679 CBLU	**Huemul** Ⓟ (*ex*Luisa,*ex*Albaro, *ex*Skutari,*ex*Serapis) 2*Dks*	2850 2206 1666			...		1890	Blohm& Voss Hamburg	Soc.Maritima y ComercialR.W. James yCia.	321·1 P&B217'F34' BK10"	40·2	23·4	Valparaiso Chilian *WB*	T.3Cy.23¾",38"&63"–42" NB27 261NHP Blohm&Voss,Hamburg	26 ″ 2	
26680 7141 SDEA	**Hugin** *CruiserStern* Wireless D.F. 2*Dks*	*1276* *992* *578*					1924	Helsingörs Jernsk&Msk. Elsinore	Stockholms RederiA/B"Svea" (EmanHögberg, *Mgr.*)	260·4	37·1	14·3	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP HelsingörsJernsk.&Mskb.		V
26681 218579 KIQR	**Hugoton** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	6943 — 4267					1919	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md.	MalstonCo.Inc. (C.D.Mallory &Co.Inc.*Mgrs.*)	434·8 P122'B56'F33'	56·2	31·7	Wilmgton (Del) Utd.States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
26682 218771 KIVQ	**Huguenot** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing* 2*Dks*	6964 — 4282					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	~~RichfieldOilCo.of California~~ RichfieldOilCorp	434·8 P122'B50'F45'	56·2	31·7	Ls.Angeles Utd.States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
26683 151587 CYJR	— (*ex*Glenrig,*ex*Matoa) *Mchy.Aft* 1*Dk* Broken Up	2723 2529 1538					1890	GlobeIron WorksCo. Cleveland,O.	~~CanadaSteamship Lines,Ld.~~	326·0 H—F36' len23	40·0	21·2	MidlndOnt British *WB*	T.3Cy.24",38"&61"–42" 241NHP GlobeIronWorksCo.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26684 OUHE	**Hulda Mærsk** (*ex*N.A.Christensen) Now "Jörgen," see No. 38767 in Supplement 1*Dk*	891 674 493					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	Dampskslsk.af 1912(A.P.Möller, Copenhagen,*Mgr*)	218·2 P17'Q56'B86'F29'	32·5	12·0	Aalborg Danish *WB*	T.3Cy.14",22½"&37"-24" 67NHP KjbnhavnsFlydk.&Skbsv.		C
26685 OHBY	**Hulda Thordén** (*ex*Herbert Fischer, *ex*Woodburn) *ss*Ros.2ndNo.3-6,26 *ss*Shl.No.2-35 1*Dk*(*Irn*)&*deepframing* *Cargo battens not fitted*	2255 — 1349	✠100A1 1,37 BS~~10,36~~ ✠LMC8,34 1,38	Nwc	*t*	CL N1,37	1900 11mo	BlythS.B. Co.Ld. Blyth A&CP	RederiA/B Thor (G.B.Thordén, *Mgr.*) *CellDBa*120' *IntermediateBHinfor'd hold dispensed with*	302·9 P25'B78'F34' FK *uE&B*16'*f*120'690*t*	43·2	19·9	Helsingfrs Finnish 4*BHCem* *APT*116*t*	T.3Cy.23¼",37"&61"-39" (*s*) 180lb 257NHP 2SB6*cf*,GS88,HS4015 T.Richardsn&Sns,Ld.Hpl.	22 ″ 4 s 3 ″ 3¾ 19 ″ 3	
26686 ~~[illegible]~~ ~~MCQB~~	**Hull** Now "Ville de Djidjelli," see No. 40602 in Supplement 1*Dk*	1132 [illegible] 451					1907	CaledonS. B.&E.Co.Ld. Dundee	~~Wilsons&N.E.Rly.~~ ~~ShippingCo.Ld.~~ ~~(TheAssociated~~ ~~HumberLines)~~	255·7 P&B172'F29'	36·2	14·8	~~Hull~~ ~~British~~ French *WB*	T.3Cy.23½",38"&62"-39" 240NHP CaledonSB.&E.Co.Ld.Dun		C
26687 139312 MNJG	**Hull Trader** (*ex*Edith) *ss*Bly.No.2-38 *ss*Lon.No.3-4,29 *Mchy.Aft* ~~*ss*Hul.No.1-32~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	717 538 297	✠100A1 1,38 ~~1,37~~ ~~BS12,36~~ ✠LMC~~7,32~~ 1,38 *Fitted for carrying Vegetable Oil in fore & after peaks*	Hul Bly	*j*	CL ~~1,37~~ 12,37	1917 2mo	J.P.Rennoldsn&Sons, Ld. S.Shields *Lloyd'sA&CP*	FreeTradeWharf Co.Ld.	178·2 Q92'B15'F18' FK *CellDBf*61'64*tFPT*	30·0	13·1	London British 4*BHCem* 60*tAPT*40*t*	T.3Cy.16",26½"&43"-30" (*s*) 180lb 98RHP 2SB,4*pf*,GS68,HS2432 J.P.Rennoldson&Sons,Ld.	14 ″ 6 s 4 ″ 2 13 ″ 11¼	
26688 165002 MMDN	**Hullgate** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	409 264 219	✠100A1 ~~6,37~~ ~~1,37~~2,38 ✠LMC2,37	Nwc ~~Goo~~Mdb	*f*	OG ~~6,37~~ 2,38	1937 2mo	Clelands (Successors), LdWillington Quay on Tyne *Lloyd'sA&CP*	HullGates ShippingCo.Ld.	156·1 161·0 (O.L.) P26'Q67'*AfterB*on Q11'F21' FK *CellDB*100'131*tFPT*32*t APT*18*t*	26·2	7·9	Hull British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s 3 ″ 6 9 ″ 11	
26689 151649 VOQC	**Humber Arm** *ss*Lon.No.2-34 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Strengthened for Navigation in Ice*	5758 5244 3504	✠100A1 *withfreeboard* 3,37 BS~~3,36~~ ✠LMC3,34 5,37 *Fitted for oil fuel* 7,25 *F.P. above* 150° F.	Lon	*b*†	CL ~~5,35~~ 2,38	1925 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	International Power&PaperCo. ofN.F.L.Ld. *CellDB*347'	424·9 F50' FK 1082*tDTf*30'1018*t*	56·3	28·6	SJhnsNFL British 8*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „ 1 „ 3*rd* „) *DTa*28'868*t*	T.3Cy.28 1/16",46"&77"-51"(*r*) 180lb 620NHP 3SB,12*cf*,GS225,HS9420 FD Armstrong,Whitworth&Co.Ld.Nwc. *FPT*223*tAPT*170*t*	31 ″ 3 s 4 ″ 1¾ 27 ″ 3½	
26690 228877 KJNA	**Humuula** Ⓟ *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CruiserStern*	961 757 519					1929	Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal	Inter-IslandStm. Nav.Co.Ld.	210·7 P58'F33'	38·0	14·2	Honolulu Utd.States *WB*	1DRGearedSteamTurbine WestinghouseElec.&Mfg.Co.Phl.Pa.		R
26691 163304 GPQL	**Hunan** Ⓟ 2*Dks*	2827 2374 1621					1932	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"-39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
26692 LEDO	**Hundvaag** (*ex*Haaland,*ex*Friesland) *ss*Stv.No.3-5,28 *Well deck* 1*Dk*(*Stl*)	690 518 323	✠ — 5,33 ✠	Stv	*j*		1908 5mo	VanVliet &Co. Hardinxveld	D/S A/S Isbjörn (P.Smedvig,*Mgr.*) *CellD*	183·2 Q92'B15'F21' FK *Ba*37'*f*75'139*tFPT*	29·0	11·8	Stavanger Norwegian 4*BHCem* 48*tAPT*18*t*	T.3Cy.15",25 7/16"&41"-27" 110NHP 1SB,3*cf*,GS50,HS1915 N.E.MarineEng.Co.Ld.Sld.	14 ″ 0	N †
26693	**Hung Lee** (*ex*LoiYue,*ex*Gilbert, *ex*Sascha,*ex*Inlander) Sunk to block Tsingtao Harbour 12,37 *Mchy.Aft* 1*Dk*&*Awng dk*3*trB*	772 705 602					1901	B.Wencke Söhne Hamburg	Ching-KeeS.N.Co. Ld.	176·7	26·5	12·6 19·0	Chefoo Chinese *WB*	C.2Cy.16"&32"-21⅝" 35NHP B.WenckeSöhne,Ham.		
26694	**Hung Shun** (*ex*PingShun-37, *ex*Dorry-34,*ex*Tarragona,*ex*Nevis, *ex*Boyarin,*ex*Antung) 2*Dks*	1581 — 908					1908	Fredrkstad Mek.Værks. Fredrikstad	TaTungHsingS.S. Co.	239·1 B75'F27'	36·1	20·4	Shanghai Chinese *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
26695 121177 VJQK	**Hunter** Ⓟ **TwinSc** 2*Dks*	1840 1555 985					1907	Ramage& Ferguson,Ld. Leith	Newcastle&HunterRiverS.S.Co.Ld	255·0	40·2	20·7	SydnyNSW British *WB*	T.6Cy.17½",28½"&48"-30" 252NHP Ramage&Fergusn,Ld.Lth.		
26696 145104 GJFZ	**Huntingdon** **TwinSc** (*ex*Munsterland) *ss*Fal.No.3-6,34 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*)*in No.*1*hold* D.F.	10946 10210 ~~6880~~ 6806	100A1 *withfreeboard* ~~5,37~~~~10,36~~11,37 ~~BS10,36~~ LMC6,34 ✠Lloyd'sRMC~~10,36~~ 11,37~~5,37~~ *Fitted for oil fuel* 2,25 *F.P. above* 150° F.	Gls Fal BS11,37	*g*†	OG ~~10,36~~ 10,37	1920	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB*473'2084*t*	520·7 533·0(O.L.) P62'B255'F43' FK *FPT*111*tAPT*121*t*	64·2	38·1	London British 8*BHptAsp* *ptCem*	T.6Cy.28⅜",46⅞"&75⅝"-51 3/16" &L.P.Turbines withDR gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB15*cf*,GS338,HS15600 FD BremerVulkan,Vegesack	41 ″ 4 s9 ″ 8¾ 31 ″ 10	
26697 143463 GCNY	**Huntress** (*ex*Tower Ensign-37, *ex*Waikawa-35) *ss*Auk.No.3-12,31 *ss*Bly.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5704 5448 3517	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~12,36~~ ~~BS12,36~~ LMC12,35	Lon Sws BS12,37		CL 7,36	1919 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	~~HunterShipping~~ ~~Co.Ld.~~ A.G.Hunter *CellDB*351'1290*t*	399·5 *FonShelter dk*38' FK *Coll* *FPT*60*tAPT*80*t*	53·0	24·3 32·8	Kingston, Jamaica British *ptCem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
26698 145895 GFWS	**Huntsman** *ss*Bkn.No.3-6,34 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1*hold*	8196 7383 5241	✠100A1 3,37 ✠LMC MS6,34 BS~~5,36~~ 6,37	Bkn	*d*†	CL 3,37	1921 11mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*422'1554	482·0 P54'B188'F51' FK *tDTa*38'1324*tFPT*	58·3	33·4	Liverpool British 9*BHCem* 101*tAPT*49*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb HS13452 871NHP 2DB(Spt)&2SB,18*cf*,GS379 Dunsmuir&Jackson,LdGls	35 ″ 10 s 7 ″ 7 28 ″ 7	
26699 PEUS	**Hunze IX** *ss*Ham.No.3-8,30 *ss*Ham.No.1-36 *Well deck* 1*Dk*(*Stl*)	445 286 234	✠100A1 ~~6,37~~5,36 2,38 ✠LMC5,36 BS6,37	Ham ~~Bmn~~ Abn	*f*	CL 5,36	1917 9mo	N.V.Werf Hubertina Haarlem A&CP	GroningerRotterdammerStoomboot Maats. *CellD*	141·1 Q51'B44'F15' FK *BuE*12'16*tFPT*10*t*	23·9	10·8	Groningen Dutch 4*BHCem* *APT*11*t*	T.3Cy.11⅜",17¾"&29½"-24" 185lb (*s*) 59NHP 1SB,2*cf*,GS35,HS1069 NVWrf HubertinaHaarlm	11 ″ 6 s ″ 3½ 11 ″ 3¼	
26700 154087 GWRN	**Hupeh** Ⓟ 2*Dks*	2801 2348 1628					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"-39" 169NHP TaikooD.&E Co. ofH.Kg.Ld.H.Kg.		
26701 96669	**Hurlbut W. Smith** *Mchy.Aft* 1*Dk*2*trB*	4662 — 3415					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	414·0 F48'	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSBCo.CleveIndO		R
26702 212080 WBCC	**Huron** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*	4810 — 3051					1914	Gt.Lakes Eng.Works. Detroit	Wyandotte TransportationCo.	415·0 F60'	56·0	27·5	Detroit, Mich. *WB* Utd.States	Q.4Cy19½",28¼",41"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux de Quille. Franc bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou code, si ce n'est dans le L. R. Dates Cert. Bd. of Trade
26703 107168 VGRT	**Huronic** Ⓟ 2Dks&Awng dk D.F.	3330 3330 2211					1902	Colling-woodS.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0|43·0|23·4 *WB*	Collingwd Ont. British	T.3Cy.26",42"&70"-42" 318NHP J.Inglis&Sons,Toronto		R
26704 145100 GFCZ	**Hurunui** ssFal.No.1-33 ssLiv.No.3-1,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	9315 8959 ~~5803~~ 5804	✠100A1 *Shelter dk with freeboard* 2,38~~10,36~~ ~~[illegible]~~ ✠LMC~~[illegible]~~5,37 ✠Lloyd'sRMC~~10,36~~ 2,38~~5,37~~	Fal ~~BS5,37~~	e†	CL ~~1,36~~ ~~9,37~~ 12,37	1920 10mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' *'sA&CP*	NewZealandShip-pingCo.Ld. *CellDB*390'1385*t*	470·0|62·5|37·7 482·0(C.L.) B150 F47' *on* FK *Shelter dk* *Coll* *FPT*173*tAPT*65*t*	Plymouth British *Cem* *BH to Sh dk* 6 „ „ *U* „	2 Steam Turbines DR geared to1Sc.Shaft (s) 190lb 1018NHP 5SB,*15cf*,GS325,HS13335FD Richardsons,Westgarth &Co.Ld.Hpl.	40 „ 9 s 9 „ 9½ 31 „ 2	
26705 160663 GKTQ	**Husvik** (*ex*Danekonge) TwinSc ssGal.No.1-37 *OilEng.* ssGal.No.3-8,32 *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	1744 1516 1301	✠100A1 2,37~~5,36~~ DBS~~10,36~~ 1,38	Pca Gal 2,37 LMC~~2,38~~ ~~LMC(M)6,34~~	*t*	OG P5,36 S2,37	1920 1mo	Akt.Rödby HavnsJern-skibsv. RödbyHavn	HusvikMotorship Co.Ld.(J.S.Web-ster&Sons,*Mgrs.*) *Cell D BuE*32'*aft*76'188*t FPT*63*t*	250·6|40·6|22·1 P44'B66'F42' BK9'	Georget'n CaymanIs. British 3*BHptCem* *APT*50*t*	Oil Engines 2S.C.SA 8Cy.13⅜"-21¼" 243NHP DB*100lb* NE*made*19*refitted*7,29 SulzerBros.Winterthur	23 „ 8 s 2 „ 9 21 „ 8¼	
26706 DHMC	**Hüxter** Wireless D.F. 1*Dk*	991 858 537					1924	Union Giesserei Königsberg	H.M.Gehrckens	230·6|35·6|13·5 P187'F23'	Hamburg German *WB*	T.3Cy.18½",29¼"&47$\frac{5}{12}$"-29½" 120NHP UnionGiesserei,Königsbrg		G
26707 YTKK	**Hvar** Ⓟ (*ex*Zara) ssSpt.2ndNo.3-11,28 ssSpt.No.~~1-32~~2-37 *Well deck* 1*Dk*(*ptStl*)	345 281 193	✠100A1 ~~4,37~~ ~~6,25~~2,38 ✠NB4,08 BS~~7,36~~10,37	Spt ✠LMC~~12,32~~ ME4,37	*f*	CL ~~10,33~~ 2,37	1903 2mo *Lloyd*	Rttrdmsch D.D.Maats. Rotterdam *'sA&CP*	JadranskaPlovid-bad.d.	140·9|23·3|11·3 Q52'B18'F19' FK *Tanks at sides of tunnel 16t*	Split Yugoslav 4*BHCem*	T3Cy.12½",20"&33¾"-21"(s) 165lb 70NHP 1SB,*2cf*,GS38,HS1251 Rot.DroogDokMaats.Rot.	12 „ 0 s1 „ 0½ 11 „ 0	
26708 LCOP	**Hvoslef** ssN.Os.No.2-35 D.F. 2*Dks*(*Stl-U* ws) 3*trB in holds*	1630 1381 892	✠100A1 4,38 ~~2,37~~~~10,37~~ BS~~5,36~~ 4,37 *Fitted for oil*	NOs Bal ✠LMC4,35 *fuel* 4,27	*q*	CL 2,37 *F.P. a*	1927 4mo *Lloyd* *bove* 1	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *'sA&CP* 50° F.	A/S "Hav" (H.Staubo&Co. *Mgrs.*)	255·1|35·5|21·4 F26' FK *CellDB*210'281*tFPT*	Oslo Norwegian 4*BHptCem* 12*tAPT*18*t*	T.3Cy.20",33"&56"-39" (s) 200lb 314NHP 2SB,*6cf*,HS4810 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 „ 6 s 3 „ 10¾ 20 „ 0	
26709	**Hwah Chong** (*ex*Winifred Moller-33,*ex*Gurth-32,*ex*PeterW. Selmer,*ex*Saltwell) 1*Dk* Now "Asian, [illegible] Supplement	2503 — 1446			...		1900	ShortBros. Ld. Sunderland	NelsonS.S.Co.	299·0|43·0|19·8 P27'B68'F32' FK	Shanghai Chinese *WB*	T.3Cy.21½",35"&59"-39" NDB19 219NHP J.Dickinson&Sons,Ld.Sld.	22 „ 0	
26710	**Hwah Foo** (*ex*MinnieMoller-37, *ex*Kauri,*ex*Harmony) 1*Dk&deep framing*	3251 — 2022			...		1905	Furness, Withy&CoLd W Hartlepool	HwahSungS.S.Co. Ld.	325·1|47·0|22·3 P24'B94'F32' FK	Shanghai Chinese *WB*	T.3Cy 23",40"&65"-42" 304NHP Richardsons,Westgarth& Co.Ld.Hpl	24 „ 10	C †
26711	**Hwah Jang** (*ex*Skaraas-35, *ex*Ulidia) 1*Dk*2*trB&deep framing*	3492 — 2149			...		1903	J.Read-head&Sons SouthShields	HwahSungS.S.Co. Ld.	323·0|47·0|23·7 P31'B92'F32'	Shanghai Chinese *WB*	T.3Cy.24",40"&64"-42" 281NHP J.Readhead&Sons,S.Shl.	25 „ 0	N †
26712	**Hwah Peng** (*ex*Passat,*ex*Raritan, *ex*CarlDiederichsen) 1*Dk&Spar dk*2*trB*	1375 — 835					1901	Howaldts-werke Kiel	MingSingS.S.Co. Ld.	218·8|33·1|11·8 Q61'H16'F31' 20·4	Shanghai Chinese	T.3Cy.16$\frac{15}{16}$",27$\frac{9}{16}$"&43$\frac{5}{16}$"-24$\frac{15}{16}$" 94NHP Howaldtswerke,Kiel		
26713	**Hwah Shun** (*ex*Arica-33,*ex*Jessie, *ex*Katina,*ex*Manor, ssOsl.2ndNo.3-9,27 *ex*Dowgate) 1*Dk*(*ptStl&ptIrn*) 2*trB&deep framing*	3033 — 1888	✠ 2,33 ✠	Shi	*u*		1895 1mo	C.S.Swan &Hunter Newcastle	HwahSungS.S.Co. Ld.	326·7|41·0|24·5 P24'B60'F34' FK *CellDBa*100'*uE&B*	Shanghai Chinese 5*BHCem* 38'*f*140'624*t*	T.3Cy.23¾",38"&61"-39" NDB13 252NHP 2SB,*6pf*,GS97,HS4080 N.E.MarineEng.CoLdNwc	27 „ 1	
26714	**Hwah Sung** (*ex*Komura) *Turret deck* 1*Dk*	2122 — 1284					1905	W.Doxford &Sons,Ld. Sunderland	HwahSungS.S.Co. Ld.	295·5|40·2|19·4 P25'F35'	Shanghai Chinese *WB*	T.3Cy.22",37"&61"-42" 241NHP W.Doxford&Sons,Ld.Sld.		
26715 Sunk 7,37 XNBQ	**Hwei An** (*ex*Chenghai,*ex*Oleg, *ex*Pronto) Wireless 1*Dk&Spar dk*	1377 1264 880					1896	Helsingörs Jernsk&Msk. Elsinore	HweiHaiS.S.Co.	239·9|34·4|20·1 H99*t*	Chefoo Chinese *WB*	T.3Cy.17",27½"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		
26716	**Hwei Chong** Ⓟ (*ex*Halvard-34) 1*Dk&Spar dk& deep framing*	1907 — 1204			...		1902	J.Priest-man&Co. Sunderland	HweiTungS.S.Co.	265·0|37·0|12·3 B66'F24' 19·8 FK	Chefoo Chinese *WB*	T.3Cy.20½",33"&56"-36" NDB17 191NHP G.Clark,Ld.Sunderland	22 „ 1	
26717 XNFO	**Hwei Kong** (*ex*HeijunMaru-31, *ex*BinhThuan) Wireless 1*Dk&Spar dk*	1599 — 935					1902	N.Odero& Co. Genoa	HweiTungS.S.Co.	246·5|34·7|20·1 P25'B43'F26'	Chefoo Chinese *WB*	T.3Cy.18$\frac{1}{16}$",29¼"&47¼"-35$\frac{7}{16}$" 133NHP N.Odero&Co.Genoa		
26718	**Hwei Ping** Ⓟ (*ex*FukujuMaru-33, *ex*Donai) 1*Dk*2*trB*	760 — 396					1895	R.Napier &Sons,Ld. Glasgow	HweiTungS.S.Co.	212·0|28·0|13·7 P22'B74'F39'	Chefoo Chinese *WB*	T.3Cy.18",29½"&47"-30" NB04 121NHP R.Napier&Sons,Glasgow		
26719 33590 JNDH	**Hyakufuku Maru** Ⓟ 1*Dk*	986 844 695					1928	Harada ZosenK.K. Osaka	Amagasaki KisenbuGomei Kaisha	200·0|30·0|18·8	Osaka Japanese	T.3Cy.		
26720 220435 KDCA	**Hybert** Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing* *Fitted for oil fuel*	6120 5630 3776			...		1920	G.A.Fuller Co. Wilmington, N.C.	LykesBros.-Ripley S.S.Co.Inc.	395·5|55·0|34·9 P45'B110'F38' *on* *Shelter dk* FK	N.Orleans Utd.States *WB*	T.3Cy.24$\frac{3}{16}$",41½"&72"-48" 596NHP BadenhausenCo.Buffalo	34 „ 11	R †
26721 LEDS	**Hydra II** 1*Dk*	1375 1136 823					1919	TheNew Eng.&S.B. Wks.Ld. Shanghai	BruusgaardKiö-sterudsSkibsA/S (Bruusgaard.Kiö-sterud&Co.*Mgrs.*)	242·7|37·2|15·9 P22'B61'F24'	Drammen Norwegian *WB*	T.3Cy.17½",28"&48"-33" 132NHP TheNewEng.&S.B. Wks.Ld.Shanghai		N
26722 8 SVFG	**Hydraios** (*ex*Parnon,*ex*Isfond, *ex*Lothian) ssPir.2ndNo.3-10,27 ssPir.No.2-36 2*Dks*(1*StlUptIrn ptStl*)&*deep framing*	4476 4436 3068	✠100A1 7,37~~10,36~~ BS4,38	Pir Gms ✠LMC10,36	*y*	CL ~~9,34~~ 7,37	1902 5mo *Lloyd*	C.Connell &Co. Glasgow *'sA&CP*	Ath.Coulouras *CellDBa*125'*u E&B*15'*f*164'1066*t*	385·5|50·2|28·5 P39'B117'F51' FK *DTa*31'853*tFPT*84*t*	Hydra Greek 6*BHCem* *APT*39*t*	T.3Cy.27",43"&72"-48" (s) 185lb ~~70lb~~ 422NHP 2SB,*8cf*,GS136,HS5497 FD Dunsmuir&Jackson,Gls.	31 „ 0 s 5 „ 10½ 25 „ 4½	
26723 233 SVCQ	**Hydroussa** (*ex*Capitaine Commelin-34) 1*Dk*(*Stl*)	2038 — 1184	✠ 3,22 ✠	Bdx	*r*		1922 2mo	Soc.Anon. deTrav.Dyle &Bacalan Bordeaux	P.Christopoulos *CellDB*222'520*t* *tanksfor'd*97'	268·5|39·5|23·0 P20'B55'F23' *Topside* FK 138*taft*82'94*t FPT*	Andros Greek 4*BHCem* 65*tAPT*114*t*	T3Cy18⅛"29$\frac{13}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 193NHP 2SB,*4cf*,GS90,HS3283 Atel.&Ch.delaLoire,Nts.	23 „ 0	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
26724 161601 GZJF	**Hylton** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5197 4733 3040	✠100A1 withfreeboard ~~11,37~~ 1,37 3,38 ✠LMC1,37 Carrying Veg	Sld ~~Ver~~ Bk etable	a† kn oil	CL in deep	1937 1mo Lloyd tank	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	HebburnS.S. Co.Ld.(W.A. Souter&Co.Ld. Mgrs.) Cell MT25'1010t	427·0|56·1|25·9 445·2(O.L.) F34' FK DB354'1140t (FPT230tAPT240t	Newcastle British 7BHCem Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24 7/16"–51 3/16" 343NHP 2DB150lb N.E.MarineEngCoLd.Nwc	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
26725 41348 JHAJ	**Hyogo Maru** OilEng. Mchy.Aft	1472 — 1130					1935	Kasado DockCo.Ld. Kasadoshima	KobeSanbashiK.K.	251·7|37·9|18·7	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.20½"–29½" 438NHP KobeHatsudokiK.K.Kobe		
26726 551 SEXI	**Hyperion** Ⓟ (exTransit 5) Iron 1Dk&Shelter dk	616 337 447					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	166·9|25·0|12·3 H42t 19·4	Stockholm Swedish	C.2Cy.16 15/16"&37¾"–26½" NE&B03 72NHP MotalaCo.Motala		
26727 741 SVKX	**Hyphaestos** (exMilcovul-33, exMariston) ssBla.No.3–11,24 ssCff.No.2–33 1Dk(Sll) Now "Creekirk," see No. 37667 in Supplement	3801 3514 2428	✠100A1 4,36 BS~~11,36~~ 3,37 ✠LMC8,32	Bom	w	CL N2,37	1912 5mo Lloyd	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	G.Yannoulatos CellDBa115	353·3|51·1|23·8 366·9(O.L.) P21'B90'F36' FK 'uE&B36' f156'915	Piræus Greek 6BHCem tAPT105t	T.3Cy.25",41"&67"–45" (s) 180lb ~~100lb~~ 75lb 338NHP 2SB,6cf,GS130,HS5384 Rankin&Blackmore,Grk	26 ″ 3 s 4 ″ 7¼ 21 ″ 10	
26728 148613 MNKS	**Hythe** TwinSc CruiserStern 1Dk	685 625 269					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6|33·6|14·1 B90'F37'	London British WB	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade
26729 220513 KDDB	**I. C. White** *Fitted for oil fuel* *Mchy.Aft* *2Dks& Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7052 — 4381			...		1920	SunS.B. Co. Chester,Pa.	StandardOilCo. of NewJersey	429·3 P183'B36'F40' FK	59·2	33·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
26730 7584 SEXR	**I. W. Winck** *ss*Hbg.No.1–34 *Cargo battens not fitted* *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1514* *1333* *844*	✠100A1 11,36 BS~~8,36~~ ✠LMC4,34 7,37	Got	*q*	OG 11,36	1929 12mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad '*sA&CP*	Rederi A/BWalhall (C.W.Winck, *Mgr.*) *CellD*	259·6 P19'B161'F27' FK *B*214' 497*t* *FPT*41*t*	40·2	16·6	Hlsngborg Swedish 4*BHCem* *APT*69*t*	T.3Cy.18½",29½"&49"–33" 185lb (*s*) 179NHP 2SB,4*cf*,GS58,HS2500 FD FredrikstadM.V.Frdstad.	19 ″ 1 s 1 ″ 6 17 ″ 9	
26731 261 SVNF	**Ia** (*ex*Adra–33) 1*Dk*	*4860* *4466* *2996*					1917	ShortBros. Ld. Sunderland	ManuelHadjilias	385·0 P32'B130'F36'	53·0	27·3	Syra Greek *WB*	T.3Cy.26½",44"&73"–48" 369NHP N.E.MarineEng.Co.Ld.Sld		C
26732 472 SYGZ	**Iacovos** (*ex*Cavalla,*ex*Bylgia) 1*Dk*	2107 1868 1287					1901	Akt.Ges. "Neptun" Rostock	G.Angelidis	291·2 P19'B160'F34'	41·2	18·7	Piræus Greek *WB*	T3Cy20⅝",35 7/16"&55⅝"–35 1/16" 180NHP A.G."Neptun,"Rostock		
26733	**Ibai** *For particulars see* "Cabo Quilates," *No.* 21971															
26734 DIDB	**Iberia** Ⓟ (*ex*Magdalena–34) **TwinSc** Sub.Sig E.S.D. *OilEng.* D.F. GyC. *CruiserStern* 3*Dks*	9829 5804 5483					1928	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	485·9 F45' len34	60·8	34·6	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.26⅜"–47 3/16" 2000NHP F.Schichau,Elbing		G
26735 4199 SEXU	— *ss*Cpn.2ndNo.3–3,29 *Well deck* *ss*Got.No.~~F34~~2–38 1*Dk*(*Stl*)&*deep framing*	*1399* *971* *709*	✠100A1 4,38~~8,36~~ 9,37 ✠LMC MS6,33 ~~BS4,36~~ BS4,38~~6,34~~	Dnz Got	*p*	OG ~~1,36~~ 3,38	1903 9mo *Lloyd*	Lindhol- mensV.A. Gothenburg '*sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*58' *uE&B*	237·3 P&B148'H78*t*F69' FK 38' *f*106' 345*t* *FPT*	35·3	15·3	Gothenbrg Swedish 4*BHCem* 37*t**APT*48*t*	T3Cy19 11/16",31½"&53"–36"(*s*) 175lb ~~[illegible]~~ 186NHP 2SB(Spt),4*cf*,GS80,HS2950 MotalaV.NyaAkt.Motala	17 ″ 9 s ″ 10½ 17 ″ 0	
26736 Dismantled PUCS	**Ibiapaba** **TwinSc** 1*Dk*	*1810* *1673* *1082*					1907	Craig,Tay- lor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–24" 134NHP Blair&Co.Ld.Stockton		
26737 LEEA	**Ibis** 1*Dk*	1367 1184 800					1918	N.V.Werf DeNoord Alblasserdm.	D/S A/S Ibis (J. Larsen)	239·0 P43*t*H68*t*F34*t*	36·2	17·0	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP NVAlblasserdamMschFab		N
26738 DOIV	— (*ex*AlbertSauber,*ex*Lotte) 1*Dk*	593 468 336					1920	Howaldts- werke Kiel	ArgoReederei RichardAdler&Co.	176·0 P16'Q48'B36'F22'	29·2	11·9	Bremen German *WB*	T.3Cy.14⅝",23⅛"&38⅛"–19 1/16" NB35 65NHP Howaldtswerke,Kiel		G
26739 CSAU	**Ibo** **Sp** 1*Dk*&*Awng dk*(*Stl*–teaks) *Mchy.Aft* Wireless	853 782 422	✠ 11,07 ✠	Mdb	*k*		1907 11mo	SirRaylton Dixon&CoLd Middlesbro' *W*	Cia.Nacional de Navegação *B*=*CellDBuE&B*	200·0 FK 37' *f*128' 206*t* *FPT*	30·1	9·2 16·2	Lisbon Portuguese 4*BHCem* 108*t**APT*6*t*	T.3Cy.13",21"&35"–24" 84NHP 1SB,3*cf*,GS44,HS1530 N.E.MarineEng.CoLdNwc	18 ″ 7	
26740 159 SVPJ	**Icarion** (*ex*Pontos–36, *ex*GeddingtonCourt) ~~*ss*Cff.No.3–2,24~~ *ss*Pir.2ndNo.3–4,36 ~~*ss*Pir.No.2–33~~ 1*Dk*(*Stl*)	*4013* *3819* *2490*	✠100A1 12,37 ✠LMC BS12,37 MS4,36	Ist Npt	*x*	CL ~~3,36~~ N5,37	1912 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	AegeonS.S.Co.Ld. *CellDBa&uE*150'*f*	375·1 P45'B225'F34' FK 160'1056*t* *FPT*126*t*	51·3	24·2	Argostoli Greek 6*BHCem* *APT*103*t*	T.3Cy.~~26"~~ 24",42"&70"–48" (*s*) 180lb 385NHP 3SB,9*cf*,GS183,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 6 23 ″ 5½	
26741 144633 MKBX	**Iceland** (*ex*Delia) *ss*Lth.2ndNo.3–4,33 *Well deck* 1*Dk*(*Stl*)	1236 1091 723	100A1 *withfreeboard* 6,36 ~~BS6,36~~ LMC~~4,33~~ 6,37	Liv		CL 6,35	1914 *Lloyd*	Schiffsw.v. HenryKoch Lübeck '*sA&CP*	Leith,Hull&Ham- burgS.P.Co.Ld. (J.Currie&Co. *Mgrs.*) *CellDBa*56'*uE*20'	241·4 252·5(O.L.) P&B186'F34' FK *f*108'312*t* *FPT*56*t*	36·2	15·6	London British 4*BHCem* *APT*17*t*	T.3Cy 18½",29⅞"&46 9/16"–32½" 199lb (*s*) 76RHP 2SB,4*cf*,GS72,HS2715 OttensenerMasch.f.b.Ham	18 ″ 0 s 1 ″ 4½ 16 ″ 9½	
26742 164670 GYWV	**Icemaid** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1964 1463 1139	✠100A1 8,37~~7,36~~ ✠LMC7,36	Sld	*r*	CL 8,37	1936 7mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*) *CellDB*223'647*t*	270·0 Q163'F27' FK *MT*201*t* *FPT*178*t*	40·0	17·2	London British 4*BHCem* *APT*24*t*	T.3Cy.17½",29"&48"–36"(*s*) 200lb 200NHP 2SB,6*cf*,GS63,HS2904 FD N.E.MarineEng.CoLd.Sld.	19 ″ 3 s 6 ″ 1½ 17 ″ 9½	
26743 1559 IBZP	**Ichnusa** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	1242 844 687					1928	Cant.Nav. Odero Genoa	"Tirrenia"Soc. Anon.diNav.	226·7	34·5	16·0	Genoa Italian *WB*	T.3Cy.17⅝",29⅛"&47¼"–27 9/16" 117NHP CantieriNavaliOdero,Gen.		I
26744 EALK	**Iciar** (*ex*CapitaineLeMasne) D.F. 1*Dk*	4584 3539 2653					1922	Ch.&Atel. de laGironde Bordeaux	Cia.Naviera Guipuzcoana	362·9 B213'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.24",39"&65"–44" 280NHP Schneider&Co.Havre		V
26745 149846 GNCB	**Icotea** **TwinSc** *ss*Cco.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 *withfreeboard* 7,37~~4,36~~ ✠LMC MS8,35 ~~BS4,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Cco BS7,37	*t*	CL ~~P6,34~~ ~~S4,36~~ 7,37	1927 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	LagoShipping Co. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks* *f*286*t* *wing tanks a* 356*t* *FPT*60*t*	305·7 P67'F34'*Trunk*204' FK	50·2	14·3	London British 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 10½ 13 ″ 3½	
26746 108 IBAQ	**Ida** *ss*Mfl.No.3–9,33 D.F. 2*Dks*(*Stl*)&*Webframes*	6131 5022 3731	✠100A1 1,37 BS~~9,36~~ ✠LMC9,33 8,37 *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Mfl	*z*	CL N1,37	1923 2mo	Cant.Nav. Triestino Montfalcone A&CP	"Italia"Soc.Anon. diNav. *CellDB*342'1248*t* *MT*27' 816*t* *FPT*107*t*	401·0 P36'B124'F44' FK	54·2	30·2	Trieste Italian 6*BHCem* *APT*135*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cole,Marchart,Morley, Ld.Bradford	32 ″ 10 s 7 ″ 11½ 25 ″ 2	
26747 DHME	**Ida Blumenthal** Wireless Sub.Sig 1*Dk*	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·6 P16'Q75'B114'F29'	37·9	14·3	Hamburg German *WB*	T.3Cy.21⅝",34¼"&55"–35⅜" 178NHP LübeckerMaschb.Ges.		G
26748 OYJO	**Ida Clausen** (*ex*Alice–34, *ex*Helikon) *Mchy.Aft* 1*Dk*	346 289 191					1921	Sch-u.Dock -bauFlender A.G. Lübeck	C.Clausen	139·1 B34'F21'	22·6	11·8	Haderslev Danish *WB*	C.2Cy.14¾"&22¼"–15¾" G.SeebeckA.G. 17NHP Wesermünde-G.		G
26749 218066 WXOI	**Ida Hay Atwater** (*ex*Penobscot–33,*ex*Craigrownie) *Mchy.Aft* 2*Dks*	2496 — 1490					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwaterS.S.Co.	253·0	43·5	25·1	FallRiver, Mass. Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26750 DMAM	**Ida Joerk** (*ex*HeinzFerdinand, *ex*GrossherzogFriedr.FranzIV.) 1*Dk*	954 724 538					1901	Schömer& Jensen Tönning	Partenreederei d.Dampfers "IdaJoerk" (A.Cords,*Mgr.*)	201·0 Q71'B59'F18'	32·2	14·4	Rostock German *WB*	T.3Cy.16½",27"&44"–31½" NB23 109NHP Schömer&Jensen,Tönning		G
* 26751 LCOR	**Ida Knudsen** TwinSc *OilEng.* *Mchy.Aft* ssGot.No.2–34 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8913 8224 5275	✠100A1 7,37 ~~10,36~~ DBS ~~2,34~~ ✠LMC5,34 ✠LMC(M)10,36 *Carrying Petroleum in bulk*	Stv Fal	*d*†	CL 10,36	1925 10mo	A/S Naks- kovSkibs. Nakskov *Lloyd*'s*A*&*CP* *CellDBuE*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) 67'233t*DT*†38'360t	465·7 P106'B30'F47' FK *FPT*182t*APT*120t	62·1	37·3	Haugesnd Norwegian 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB*185lb* Akt.Burmeistr&Wain.Cpn	37 ″ 3 s 9 ″ 9½ 27 ″ 11	
26752 PEVH	**Ida Westers** Nav "Oriente," see No. 39569 in Supplement *OilEng.* *Mchy.Aft* 1*Dk* *Well deck*	498 341 276					1935	R.Cock& Sons,Ld.& P.K.Harris& Sons Appledore *Completed in 1936 by* van Goor & Spiekman of Zwartsluis	J.Westers	149·8 Q79'B14'F25'	26·3	11·9	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP *Emade&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
26753 1007 IBBQ	**Ida Z.O.** *Mchy.Aft* D.F. 1*Dk*	4935 4389 2939					1920	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	385·9 P246'F34'	51·5	30·2	Genoa Italian *WB*	T.3Cy.26",42½"&69⅝"–48" 335NHP N.Odero&Co.Genoa		I
26754 214627 KJNC	**Idaho** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	994 — 563					1916	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.&Co.	205·5	41·4	14·8	S.Frncisco Utd.States	T.3Cy.13",21"&36"–24" 64NHP MainStreetIronWrks.S.Fo		
26755 DHMF	**Idarwald** Sub.Sig. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*&*Shade dk*	5033 4478 2990					1923	Deutsche Werft,A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F50'	54·2	27·4	Hamburg German *WB*	T3Cy.28½",45$\frac{3}{10}$"&74⅘"–55$\frac{1}{10}$" Gutehoff- 414NHP nungshütte,Sterkrade		G
26756 149886 GNFT	**Iddesleigh** ssCff.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5205 4810 3100	✠100A1 *withfreeboard* 3,37 ~~9,36~~ MS3,35 ✠LMC BS~~12,34~~ 3,38	Cff Bry	*a*†	CL 9,35	1927 9mo	R.Thomp- son&Sons,Ld. Sunderland *Lloyd*'s*A*&*CP*	TatemStm.Nav.Co Ld.(W.J.Tatem, Ld.*Mgrs.*) *CellDBa&uE*138	420·7 F34' FK *f*201'1422t *FPT*210t*APT*147t	55·3	25·7	London British 7*BHptCem* (*Coll to S dk* 6 „ *2nd* „)	T.3Cy.27",45"&75"–51" (*s*) 180lb 570NHP 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 3 ″ 7¾ 24 ″ 11	
26757 LCOS	**Idefjord** *Fitted for oil fuel* D.F. 2*Dks*	4287 3784 2572					1921	Canadian Vickers.Ld. Montreal	A/S DenNorske Amerikalinje	365·6 P134tH259tF44t	49·8	26·6	Oslo Norwegian *WB*	T.3Cy.27",43"&70"–48" 339NHP CanadianVickers,Ld.		N
26758 149597 GKYZ	**Idomeneus** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks*	7792 6591 4776					1926	Workman, Clark&Co.Ld Belfast	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	459·6 P50'B162'F63'	58·4	32·6	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29$\frac{3}{16}$"–59" 1307NHP Akt.Burmeistr&Wain,Cpn		BT till ~~6,37~~ ~~12,37~~ 5,38
26759 LCFY	**Idræt** *Fitted for oil fuel* Wireless 1*Dk*	1068 825 620					1917	Stavanger Stöperi&Dok Stavanger	D/S A/S"Idræt" (SverreMonsen)	225·1 P20tQ118tH46t B46tF33t	33·1	13·2	Stavanger Norwegian *WB*	T.3Cy.17½",28"&48"–33" 132NHP StavangerStöperi&Dok	15 ″ 8	N
26760 160644 MPGZ	**Iere** ssMob.No.2–36 1*Dk*(*Stl*)&*2nd dk*(*Stl*) *in way of cargo tanks* *Mchy.Aft* *CruiserStern*	835 729 408	✠100A1 11,36 BS3,38 ✠LMC11,36 *Carrying Petroleum in bulk* *Fitted for oil fuel*2,29 *F.P. above* 150° F.	Mob	*k*	CL 11,36	1929 3mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s*A*&*CP*	TrinidadLease- holds,Ld. *CellDBu*	180·0 188·8(O.L.) F21' FK *E*&*B*36'31t*FPT*48t	33·2	16·3	London British 8*BHptCem* 1 „ *to 2nd dk* *APT*3t	T.3Cy.13¾",23"&37"–27" (*s*) 180lb 74RHP 1SB,*2cf*, HS1656 FD Smith'sDockCo.Ld.Mdb.	17 ″ 6 s 2 ″ 4½ 15 ″ 3½	
26761 UPON	**Igarka** D.F. E.S.D. 1*Dk* Sub.Sig *CruiserStern*	2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20'B98'F34'	48·2	20·4	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEngCoLd Nwc		
* 26762 128884 MFDL	**Ightham** (*ex*Neville–33, *ex*Wharfedale, ssHul.No.3–2,30 *ex*Abbeville,*ex*Edwin ssCff.No.1–34 Hunter) *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1337 968 719	✠100A1 1,37 MS1,34 ✠LMC BS~~6,36~~ 6,37	Cff	*o*	OG 1,37	1914 6mo	WoodSkin- ner&Co.Ld. Newcastle *Lloyd*'s*A*&*CP*	Constants (SouthWales),Ld. (M.Constant*Mgr*) *CellDBa*63'	238·4 Q140'F27'B*on*Q52' FK *u*E18'*f*99'382t*FPT*	36·1	14·1	Cardiff British 4*BHCem* 51t*APT*83t	T.3Cy.18$\frac{9}{16}$",30"&50"–33" 180lb (*s*) 176NHP 2SB,*6pf*,GS98,HS2984 G.Clark,Ld.Sunderland	16 ″ 3 s 5 ″ 0 15 ″ 2	
26763 71 IOQC	**Iglesias** (*ex*Formica,*ex*Libellule)	360 313 148					1918	Ch.&Atel. deProvence Port-de-Bouc	Soc.diMonteponi	138·3	24·1	13·2	Savona Italian	C.2Cy.17$\frac{7}{10}$"&35⅔"–23⅜" NB20 51NHP Forg.&Ch.de laMédit.Msl.		I
26764 UOJH	**Ignatii Sergeev** Ⓟ TwinSc (*ex*Batoum) Wireless 1*Dk*&*Spar dk*	1354 872 806			...		1896	J.Laing Sunderland	U.S.S.R.	272·9 P&B151'F37' FK	34·4	16·4	Odessa Russian *WB*	T.6Cy.14½",23"&38"–27" 182NHP G.Clark(Lim.)Sunderland	18 ″ 6	
26765 124212 CYLM	**Ignifer** (*ex*Carleton) Now a Barge *Mchy.Aft*	1351 1137 830					1907	Grngem'th &Greenock DockyardCo Greenock	~~CanadaSteam-~~ ~~shipLines,Ld.~~	240·0	41·0	14·2	Montreal British *WB*	T.3Cy.17",28"&45"–33" 116NHP Muir&Houston,Ld.Gls.		C
26766 457 SVCW	**Igor** (*ex*Antzouletta–35, *ex*Otterstad,*ex*Kristiania) 1*Dk*	2726 2495 1672			...		1907	J.Blumer &Co. Sunderland	A.K.Pezas	314·0 P30'B148 F28' FK	46·5	20·6	Piræus Greek *WB*	T.3Cy.23",38"&62"–42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	N †
* 26767 EAFC	**Igotz-Mendi** ssBbo.No.3–8,31 D.F. ssBbo.No.1–36 1*Dk*(*pt Irn*&*pt Stl*)	4648 4293 2877	✠100A1 12,36 ✠LMC12,36	Bbo	*x*	CL 12,36	1916 1mo	CiaEuskal- duna deConst Bilbao *Lloyd*'s*A*&*CP* *WB*=	Cia.Nav.Sota y Aznar~~(SirRamon~~ ~~de la Sota,*Mgrs.*~~) *Cell DB a*132' *u*E2	385·0 P30'B101'F41' FK 6'*f*166' 1104t *FPT*1	50·2	25·8	Bilbao Spanish 6*BHCem* 13t*APT*174t	T.3Cy.27",44½"&73"–48" (*s*) 180lb 401NHP 3SB,*9cf*,GS190,HS6169 Blair&Co.Ld.Stockton	28 ″ 4 s 5 ″ 7½ 22 ″ 11	
26768 PUBG	**Iguassú** (*ex*SantaRosa) 2*Dks*	3797 3383 2355					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	351·0 P24'B222'F42'	50·2	23·7	R.Janeiro Brazilian *WB*	T.3Cy.22",36⅔"&59⅘"–40½" 220NHP FlensburgerSchiffsb.Ges.		V
26769 LOGR	**Iguazú** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*	523 — 294					1927	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	131·8	34·0	7·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.13¼"–15" 371NHP L.Gardner&Sons,Ld.Mch.		
26770 UPEQ	**Ijora** (*ex*Windermere–34) ssMdb.No.3–7,33 1*Dk*(*Stl*)	2815 2525 1688	... 8,35	Mdb	*u*		1921 11mo	Murdoch& Murray,Ld. PortGlasgow	U.S.S.R. *CellD*	324·0 P28'B88'F34' FK B273' 646t *FPT*70t	46·4	23·8	Leningrad Russian 6*BHCem* *APT*57t	T.3Cy.21",33"&57"–39" 265NHP 2SB,*6cf*,GS121,HS4698 ClydeS.&E.Co.Ld.Pt.Gls.	25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote n'est pas dans le L.R. Durée. Cert. Bat. Trade
26771 TCBT	**Ikbal** (*ex*Doris,*ex*Alfold,*ex*Mount Summit,*ex*Kerkenna,*ex*Borneo) *Spar dk 2tr B & deep framing*	3722 3062 2189				...	1900	W.Hamilton&Co. PortGlasgow	Barzilay& Benjamin	330·8 P31'B118'F39' FK	45·7	16·2 23·9	Istanbul Turkish *WB*	T.3Cy.24",40"&65"-42" 301NHP D.Rowan&Co.Glasgow	26 ″ 6	V †
26772 9098 JJXB	**Iki Maru** Ⓟ TwinSc 2*Dks* Now "Karafuto Maru," see No. 38901 in Supplement	1612 1417 825					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosenK.K.	272·9	35·8	22·0	Osaka Japanese *WB*	T.6Cy.16",26"&43½"-30" 205NHP MitsuBishiD.&E.Wks.Nag		
26773 31404 JCAB	**Ikoma Maru** Ⓟ 2*Dks*	3156 2700 1887					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·7 P41'B87'F39'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
26774 19130 JBVD	**Ikomasan Maru** ssKob.No.3-12,28 ssTamaNo.2-38 ~~ssKob.No.1-34~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3173 2757 1952	✠100A1 3,38 ~~5,36~~	Kob Tama ✠LMC	*t* 3,38 ~~5,36~~ 5,37	CL ~~4,34~~ 5,37	1916 8mo *Lloyd*	OsakaIron Works,Ld. Innoshima '*sA&CP*	~~MitsuiBussan Kaisha,Ld.~~ GoshuKisenK.K. *CellD B255'518t DT*	305·0 P19'B82'F32' FK *a25' 534t FPT112t*	43·7	27·2	Kobe Japanese 5*BHCem* *APT20t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
26775	**Ikushima Maru** D.F. 2*Dks* *CruiserStern*	3900					1936	OsakaIron Works,Ld. Sakurajima	HamaneShoten K.K.	365·5 P37'B79'F37'	50·0	26·6	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 433NHP IshikawajimaShpyrdTokio		
26776	**Ikuta Maru** *Cruiser Stern* 1*Dk*	2900 2537 1500					1936	Mitsubishi JukogyoK.K Yokohama	KinkaiYusenK.K.	301·8 P24'B78'F29'	45·3	26·2	Tokio Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{7}{16}$"-$43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
26777 40013 JFCJ	— *OilEng* 1*Dk*	485 — 391					1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
26778 FOOI	**Ile de Beauté** TwinSc *Fitted for oil fuel* D.F. 2*Dks* Sub.Sig. *CruiserStern*	2600 2148 577					1930	Deutsche Sch.u.Mschb. A.G.Weser Bremen	FrenchGovernment(Ministère de la MarineMarchande(Cie.de NavigationFraissinet,*Mgrs.*)	319·6 B39'	43·4	25·4	Marseilles French *WB*	4 Steam Turbines geared to 2 Sc. Shafts DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen		V
26779 FNSM	**Ile de France** Ⓟ QuadSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 4*Dks*&*Awng dk*&*Promenade dk*	43450 28716 21923					1926	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	763·7	92·0	55·9	Havre French *WB*	4 Steam Turbines Ch.&Atel.deSt.Nazaire		V
26780 1686 IORG	**Ileana** (*ex*Renzo,*ex*AmedeoCeretti, *ex*SunnyMaid,*ex*Anthony, *OilEng.* *ex*Julienne, 1*Dk*&*Web frames* *ex*Q.H.C.GrainBoatNo.1) *Mchy.Aft* Now "Anna Martini," see No. 37131 in Supplement	935 — 681				...	1914	Smith's DockCo.Ld. Middlesbro'	CesareCasareto fu G.B.(Banca Casareto,*Mgrs.*)	202·0 FK	39·1	15·4	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.20½"-29½" 294NHP NE30 J&CG Bolinder'sM.V.A/B Skm.	16 ″ 0	I †
26781	**Ilgaz** (*ex*Esperos-34) ssPir.No.3-2,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	683 512 324	✠100A1 8,36 BS~~2,36~~ 9,37	Ist ✠LMC~~2,33~~ MS11,37	*j*	CL ~~5,35~~ 11,37	1920 8mo A&CP	NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld	NecibeN.Basri (Cap.Basri,*Mgr.*) *CellD*	180·3 Q103'B15'F23' FK *Bf103'146tFPT63t*	28·1	12·4	Istanbul Turkish 3*BHCem* *APT7t*	T.3Cy.13½",22½"&36"-27" 180lb (*s*) 100NHP 2SB,4*cf*,GS61,HS1916 Machfabr OudeMaas.	14 ″ 6 s ″ 8½ 14 ″ 0	
26782 PUYB	**Ilheos** Ⓟ TwinSc Wireless 1*Dk*(*Teak*)&*Shadedk*(*Teak*)	760 481 394	✠ 8,10 ✠	Trn	*l*		1910 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·0 FK *WB=FPT36t*	32·1	11·1	Bahia Brazilian 4*BHCem* *APT15t*	T.6Cy.13½",22"&36"-24" 152NHP 1SB,3*cf*,GS65,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
26783 UOLG	**Ilich** Ⓟ (*ex*Vetche,*ex*Emperor NicolasII) 3*Dks*	4166 3289 2407				...	1895	W.Denny &Bros. Dumbarton	U.S.S.R.	390·0 P62'B146'F38' FK	45·0	27·5	Vladvostk Russian *WB*	T.3Cy.28¼",47½"&76"-54" NB16 501NHP Denny&Co.Dumbarton	30 ″ 1	
26784 102 SVGO	**Ilissos** (*ex*DerwentRiver-33) 1*Dk*	4724 4368 2984					1915	Irvine'sSB &D.D.Co.Ld. WHartlepool	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*)	385·1 P36'B126'F38'	52·0	27·1	Chios Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
26785 221400 KDSZ	**Illinois** ssNYk.No.3-4,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6448 6117 3980	✠100A1 9,37 ~~1,37~~ BS6,37 MS1,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NYk ✠LMC ~~BS6,34~~	*a*†	CL ~~1,37~~ 9,37	1921 7mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8 P107'B35'F33' FK *B 64' 209t FPT229t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* *APT130t*	T.3Cy.27¾",45¼"&74"-51" 190lb (*s*) 549NHP 3SB,9*cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10 s 6 ″ 3½ 26 ″ 9¼	
26786 219931 KUQM	— (*ex*LasVegas) *Fitted for oil fuel* 2*Dks*	5447 — 3380					1920	L.Angeles S.B.&D.D.Co SanPedro,Cal	StatesSteamship Co.	410·0 P43'B114'F46'	54·0	27·2	PortlndOr. Utd.States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
26787 100680 WPCY	— Ⓟ *Mchy.Aft* D.F. 1*Dk*&*Shade dk*&*Promenade dk*	2427 — 1468					1899	Chicago S.B.Co. Chicago	SandProducts Corp.	225·0	40·0	24·7	Muskegon, Mich. Utd.States	T.3Cy.20",33"&54"-36" 175NHP ChicagoS B.Co.Chicago		
26788 DODM	**Ilmar** (*ex*Sunheath,*ex*Polladern, *ex*Emir) ssBom.No.3-4,25 ssBmn.No.1-29 D.F. 2*Dks*(*Stl*)	5470 5037 3419	✠ ... 6,33 ✠	Ham			1911	Bremer Vulkan Vegesack	Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie, *Mgrs.*)	419·8 P&B333'F60' FK *One bulkhead in fwd hold dispensed with* *CellDB358' 1255t*	54·5	28·2	Bremen German *Cem* 6*BHonly* *FPT 92t APT11t*	Q4Cy.24",$34\frac{11}{16}$",$50\frac{3}{8}$"&$72\frac{13}{16}$"-$53\frac{3}{16}$" 601NHP 4SB,12*cf*,GS188,HS8611 BremerVulkan,Vegesack	30 ″ 6	G †
26789 606 OHCN	**Ilmatar** Ⓟ ssHfs.No.1-33 *Ref.Mchy.* 2*Dks*(*Stl-Weather dk ws*) D.F. Sub.Sig. *Strengthened for Navigation in Ice*	2347 — 1187	✠100A1 *with freeboard* 5,37 ~~11,35~~ ✠NB11,35 BS2,37	Els Hfs ✠LMC5,33	*s*	CL 11,35	1929 5mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	FinskaÅngfAktieb *Duct keel in way of No. 2 hold & mchy. space (Coll„ to W dk)* *CellDB229'253t FPT17t APT43t*	270·1 F24' FK	41·6	23·6	Helsingfrs Finnish 5*BHCem*	T.3Cy.22⅝",36½"&61"-39" 213lb (*s*) 417NHP 2SB(Spt),6*cf*,GS150, HS6566 FD Akt.Burmeistr&Wain,Cpn	26 ″ 3 s 8 ″ 6½ 18 ″ 0½	
26790 UOBV	**Ilmen** (*ex*Athena-33,*ex*IrmaKimme) Sub.Sig. 1*Dk*	2369 2058 1412					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	295·2 P27'Q36'B179'F36'	42·5	20·3	Leningrad Russian *WB*	T.3Cy.21⅝",35⅝"&55⅛"-35⅜" J.Frerichs&Co. 186NHP A.G.Osterholz		

1 No. in Book. — Official No. — Code Letters.	2-3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26791 DHMG	**Ilmenau** 4Mst *Mchy.Aft* Wireless Sub.Sig. 1*Dk*	1201 992 640					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0|37·5|12·9 P&B194'F26'	Hamburg German *WB*	T.3Cy.$17\frac{3}{4}$",$28\frac{9}{16}$"&$45\frac{5}{16}$"–$29\frac{9}{16}$" 111NHP OttensenerMch.G.m.b.H. Altona		G
26792 386 ISJT	**Ilnea I** Steel&Iron3Mst Not "Letizia," see No. 39024 in Supplement (*ex*Quintino V–36,*ex*MonteMoro–35, *ex*Quintino V–34, 1*Dk* *ex*Poolton,*ex*Oliver, *Well deck* *ex*StanleyForce) *Mchy.Aft*	391 298 209			...		1890	R.William-son&Son Workington	I.L.N.E.A. (ImpresaLavori NavalieAffini)	154·8|23·6|9·9 152·6 9·7 Q84'B10'F20' BK7"	Trieste Italian *WB*	T.3Cy.$13\frac{1}{2}$",20"&33"–24" NB03 53NHP Dunsmuir&Jackson,Gls.	11 ″ 3	I †
26793 KZCW	**Iloilo** (*ex*Sugbo) *Fitted for oil fuel* 2*Dks*	560 — 317					1898	J. & K. Smit's Scheepswrvn Kinderdijk	De la RamaS.S.Co. Inc.(E.H.Pirovano *Mgr.*)	168·0|30·0|16·0	Iloilo Utd.States	T.3Cy.18",28"&46"–36" 127NHP J.&K.Smit'sMchfbrk,Kdk.		
26794 DHMH	**Ilona Siemers** Sub.Sig 1*Dk*	3243 2534 1859					1923	Nordsee-werke Emden	G.J.H.Siemers& Co.	332·7|46·5|20·6 P29'B87'F33'	Hamburg German *WB*	T.3Cy.$24\frac{3}{8}$",$38\frac{1}{16}$"&62"–$41\frac{3}{8}$" Ottensener 247NHP Mch.G.m.b.H.Altona		G
26795 143527 MKJL	**Ilorin** (*ex*Smerdis–34,*ex*Kirkwynd, *ex*MarionMerrett) *ss*Gls.No.3–6,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	815 582 413	✠100A1 8,34 BS~~12,35~~ ✠LMC6,33 3,37	Gls	*k*	CL ~~7,34~~ 7,36	1920 12mo *Lloyd's A&CP*	London& MontroseS.B. &R.Co.Ld. Montrose	ElderDempster Lines,Ld.	189·4|30·3|12·6 Q109'B11'F24' FK *CellD Bf*119'171t*FPT*55t	Liverpool British 3*BHCem* *APT*6t	T.3Cy.$14\frac{1}{2}$",24"&40"–27" (*s*) 180lb *100lb* 99RHP 1SB,3*cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ $2\frac{1}{4}$ 14 ″ $2\frac{1}{2}$	
26796 161337 GRQX	**Ilse** *ss*Shl.No.1–34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* ~~*Strengthened for Navigation in Ice*~~	2844 2182 1673	✠100A1 7,37 ~~8,36~~ BS~~8,36~~ ✠LMC9,34 7,37	Shl Sld	*t*	CL ~~8,36~~ 7,37	1929 11mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	StephensonClarke &Associated Companies,Ld.	308·3|44·2|19·7 320·7(O.L.) Q181'F33' FK *CellD B*264'753t*M*	London British 5*BHptCem*	T.3Cy.$22\frac{1}{2}$",37"&61"–42" (*s*) 180lb 300NHP 2SB,6*cf*,GS132,HS5155 Smith'sDockCo.Ld.Mdb. *T*11'345t*FPT*240t*APT*74t	21 ″ 9 s 7 ″ $1\frac{1}{4}$ 19 ″ $8\frac{1}{4}$	
26797 7579 SEYI	— *ss*Got.No.2–37 ~~*ss*Got.No.1–34~~ *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	584 416 280	✠100A1 7,37 ~~1,36~~ ~~BS2,36~~ ✠LMC~~3,34~~ 7,37	Rot Got	*h*	OG ~~3,34~~ 7,37	1929 12mo *Lloyd's A&CP*	Aktieb. LödöseVarf. Lödöse	Rederiaktieb. Unda(P.Waller, *Mgr.*)	167·6|28·2|11·3 174·7(O.L.) P48'F20' FK *CellDB*110'168t *FPT*	Gothenbrg Swedish 3*BHCem* 12t*APT*18t	C.2Cy.$14\frac{9}{16}$"&$32\frac{1}{2}$"–$21\frac{5}{8}$" (*s*) 130lb 50NHP 1SB,2*cf*,GS28,HS850 Aktieb.LödöseVarfLödöse	13 ″ 5 s 1 ″ 4 12 ″ $2\frac{1}{2}$	
26798 DHMI	**Ilse L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	263·2|41·9|15·4 P16'Q81'B108'F35'	Hamburg German *WB*	T.3Cy.$17\frac{3}{4}$",$29\frac{1}{8}$"&48"–$37\frac{3}{8}$" 141NHP FlensburgerSchiffsb.Ges.		G
26799 DHMJ	**Ilsenstein** Ⓟ TwinSc (*ex*Matatua) D.F. 2*Dks&deepframing&Shelter dk*	8216 6093 5108			...		1904	Workman, Clark&Co.Ld Belfast	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H *Mgs*)	447·6|56·2|38·8 FK&BK$1\frac{12}{20}$"	Hamburg German *WB*	T.6Cy.22",37"&63"–48" 800NHP Wrkman,Clark&Co.LdBel	33 ″ 6	CG †
Broken up 26800 EAFE	**Iluntzar-Mendi** (*ex*Alemania, *ex*Kirkwall) *ss*Bbo.2ndNo.3–9,20 *ss*Bbo.No.2–28 1*Dk*(*Irn*)&*Web frames* &*ptAwngdk*(*Irn*)	2098 1547 1255	✠ ... 9,33 ✠	Bbo			1894 10mo	BlythS.B. Co.Ld. Blyth	Cia.Nav.Sota y Aznar(SirRamon de laSota,*Mgrs.*)	275·0|37·7|18·4 P27'Q80' *ptAwngdk*168' FK *CellDB a*90'*uE*18'*f*108'394t	Bilbao Spanish 5*BHCem* *APT*22t	T.3Cy.20",33"&54"–36" 179NHP 2SB,6*pf*,GS81,HS2740 N.E.MarineEng.CoLdNwc	20 ″ 9	
26801 147615 GKJW	**Ilvington Court** (*ex*Iolcos, *ex*Meandros) *ss*Shl.No.3–9,32 *ss*Shl.No.1–36 2*Dks*(*Stl*)	5187 4736 3222	✠100A1 ~~7,37~~ ~~2,37~~ 1,38 BS~~6,34~~ ✠LMC8,35 7,37	NSW ~~Npt~~ Bry	*y*	CL ~~8,35~~ 6,37	1919 8mo *Lloyd's A&CP*	HongKong &Whampoa DockCo.Ld. HongKong	CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*)	400·0|52·3|28·5 413·0(O.L.) P49'B113'F40' FK *CellDB* 340'1120t *FPT*123t	London British 7*BHptCem* *APT*175t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,6*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s 5 ″ $11\frac{3}{4}$ 25 ″ 3	
26802 LDPF	**Ima** *OilEng.* *ss*FiuNo.1–34 1*Dk*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	6842 5985 4026	✠100A1 ~~8,37~~ ~~2,37~~ 3,38 ~~DBS12,36~~ ✠LMC8,34 7,38 *Carrying Petroleum in bulk*	Rot LAn	*a*†	CL ~~8,36~~ 8,37	1930 8mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	A/S I.M.A. (S.Marcussen)	416·2|58·0|32·8 P112'B32'F56' FK *Trunk in wells* *CellDBuE*35'157t *DTf*35'538t *FPT*1	Oslo Norwegian 11*BHptCem* 51t*APT*276t	Oil Engines 2S.C.SA 4Cy.22"–85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld Sld.	33 ″ 0	
26803 39 YLDE	**Imanta** (*ex*Kildin,*ex*Laboe, *ex*Scheldestad) *ss*Lie.2ndNo.3–7,30 *ss*Lie.No.1–35 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1233 999 721	✠100A1 4,38 ~~4,36~~ ~~BS4,36~~ ✠LMC2,35 BS~~6,37~~4,38	Lie		~~4,36~~ 3,38	1903 7mo *Lloyd's A&CP*	Cmpbltwn S.B.Co. Campbeltwn	LatvianGovern-ment(ValstsKugu Parvalde,*Mgrs.*)	231·4|34·5|17·4 Q79'B58'F29' FK *CellDBa*54' *f*94'224t	Riga Latvian 4*BHCem* *APT*86t	T.3Cy.18",$27\frac{1}{2}$"&45"–33" 160lb *80lb* 120NHP 1SB,3*rf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	18 ″ 3 s 1 ″ $5\frac{3}{4}$ 17 ″ $0\frac{1}{2}$	
26804 135 OHAV	**Imatra** (*ex*Alcor) 1*Dk*	3260 2949 2336					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin	332·0|48·1|22·1 P37'B100'F31'	Hangö Finnish *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats.		V
26805 DRAY	— (*ex*Sebenico) 1*Dk*	990 796 544					1922	Nord-deutsche UnionWerke Boizenburg	Lübeck-Wyburger Dampfsch.Ges.	221·4|34·6|13·4 P23'Q56'B97'F30'	Lübeck German *WB*	T.3Cy.$17\frac{5}{16}$",$27\frac{9}{16}$"&$45\frac{11}{16}$"–$27\frac{9}{16}$" 108NHP A.BorsigG.m.b.H.Berlin		G
26806 FNHK	**Iméréthie II** Ⓟ *Fitted for oil fuel* *CruiserStern* 2*Dks*	3713 — 2174					1924	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	330·5|43·4|25·7 P186'F49'	Marseilles French *WB*	T.3Cy.$26\frac{9}{16}$",41"&65"–$43\frac{5}{16}$" 280NHP Forg.&Ch.de laMédit.Msl.		V
26807 23039 JEYF	**Imizu Maru** 1*Dk*	986 837 565					1918	Takahashi Yeitaro Osaka	SanrikuKisenK.K.	202·0|29·0|18·7	Okada Japanese	T.3Cy.$12\frac{7}{8}$",22"&$37\frac{1}{4}$"–24" 68NHP KuboYoshizo,Osaka		
26808 218859 KIZV	**Imlay** *Fitted for oil fuel* 2*Dks&Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6779 — 4203			...		1919	Moore S.B. Co. Oakland,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	425·8|57·0|31·2 P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP LlewellynIronWorks		R †
26809 PEVT	**Immingham** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	398 285 250	✠100A1 3,38 ~~3,37~~ ✠LMC1,36	Hrl	*f*	~~N3,37~~ N3,38	1936 1mo *Lloyd's A&CP*	Werf.Jan Smit,Czn. Alblasserdam	Internationale KustvaartMaats.	153·5|25·2|8·5 P35'F17' FK *CellD B*102' 160t *FPT*25t	Rottrdam Dutch 3*BHCem* *APT*21t	Oil Engines 2S.C.SA 6Cy.$10\frac{13}{16}$"–$18\frac{7}{8}$" 123NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	11 ″ 0 s 1 ″ $1\frac{3}{4}$ 9 ″ $11\frac{1}{4}$	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
26810 374 OHFK	**Immo Ragnar** (exInga–36. exLynntown, ssOff.2ndNo.3–9,29 exCapelcourt, ssEls.No.3–4,36 exHermia) 1Dk(Stl)&deepframing D.F. Cargo battens not fitted	2342 1926 1314	✠100A1 ~~4,37~~ ~~4,36~~ 2,38 ✠LMC4,36 BS4,37	Els ~~Cpn~~ Skm	s	CL ~~2,36~~ ~~1,37~~ 1,38	1903 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow A&CP	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,Mgrs.) CellDBq86'	289·3|42·0|19·6 299·7(O.L.) P29'B81'F32' FK uE&B32' f126'556t	Lovisa Finnish 5BHCem APT27t	57$\frac{3}{8}$ T.3Cy.21",33$\frac{1}{16}$"&~~57"~~–36" 160lb (s) 202NHP 2SB,6cf,GS108,HS3150 ClydeS.B.&E.Co.Ld.P.Gl.	22 " 0 s 3 " 2$\frac{3}{4}$ 18 " 11	-
26811 155800 VOLK	**Imogene** ssNFL.No.1–34 1Dk(Stl)&Shelter dk(Stl) CruiserStern Strengthened for Navigation in Ice	1638 1224 715	✠100A1 withfreeboard 7,36 BS11,36 ✠LMC3,34	NFL	r	CL 6,35	1929 2mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	BowringBrothers, Ld. CellDB151'238t	250·0|42·0|17·7 261·4(O.L.) F35' FK FPT86tAPT58t	SJhnsNFL British 5BHptCem (2 to Sh dk 3 „ 2nd „)	T.3Cy.21",35$\frac{1}{2}$"&60"–42" (s) 200lb 100lb 381NHP 2SB,6cf,GS117,HS5870 FD Smith'sDockCo.Ld.Mdb.	27 " 1 s 7 " 9$\frac{1}{2}$ 19 " 6	
26812 437 IOTC	**Imperia** (exAndora) WoodAuxBkn OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	399 — 323					1919	Cant.Nav. diAndora Andora	Flli.Montanari	137·8|31·0|13·5	Rimini Italian	Oil Engines 2S.C.SA 6Cy.9$\frac{3}{8}$"–10$\frac{5}{8}$" 102NHP AnsaldoSan Giorgio,Turin		I
26813 108346	**Imperial** (exMinoco) 1Dk&Web frames Mchy.Aft Carrying Petroleum in bulk	796 671 412			...		1898	TyneI.S.B. Co.Ld. Newcastle	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,Mgr.)	200·0|32·0|14·4 P35'F23' FK	Sarnia,Ont British WB	T.3Cy.17",26"&45"–30" 129NHP WallsndSlpwyCo.Ld.Nwc	15 " 3	
26814 148892 GCYQ	**Imperial Monarch** D.F. 1Dk	5831 5444 3707					1926	Napier& Miller,Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.Mgrs.)	430·4|56·2|28·0 P49'B131'F45'	Glasgow British WB	Q.4Cy.25",35$\frac{1}{2}$",51"&72"–51" J.Brown& 370NHP Co.Ld.Clydebank		C
26815 163212 GYCT	**Imperial Star** TwinSc OilEng. Sub.Sig. 2Dks&Shelter dk Ref.Mchy. 4th dk in Nos.2&3holds D.F. E.S.D. GyC. CruiserStern	10733 8839 6520	✠100A1 withfreeboard ~~2,37~~ ~~2,37~~,38 ✠LMC1,35 ✠Lloyd'sRMC~~2,37~~ 5,38 ~~12,37~~	Liv		CL S5,36 P5,38	1935 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BlueStarLine,Ld. Cell DB391'2271t FPT Duct keel forward	524·2|70·4|32·3 543·5(O.L.) B193'F72' FK 126tAPT172t of machinery space	Belfast British 8BHptCem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 4S.C.SA 20Cy.29$\frac{5}{8}$"–59$\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	35 " 0 s 5 " 7$\frac{1}{2}$ 29 " 7	
26816 162620 GMRB	**Imperial Transport** OilEng. Special Surveys to date from 9,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8022 7434 4830	✠100A1 3,37 ~~DBS3,37~~ ✠LMC9,31 Carrying Petr DBS3,38	Fal oleum	c† in	CL 3,37 bulk	1931 9mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	EmpireTransport Co.Ld.(Houlder Brothers&Co.Ld. Mgrs.) CellDBu 38'476t	459·7|60·0|34·5 P95'B37'F40' FK E55'153tDTf FPT275tAPT56t	London British 16BH (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.28$\frac{3}{8}$"–63" 633NHP 2DB180lb N.E.MarineEng.CoLdNwc	34 " 5 s6 " 10 27 " 10$\frac{1}{2}$	
26817 144727 GKXY	**Imperial Valley** (exBuchanness) Fitted for oil fuel D.F. 1Dk&Shelter dk ~~2Dks~~	4573 4318 2841					1924	Workman, Clark&Co.Ld Belfast	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.Mgrs.)	401·6|54·3|25·3 F41'	Bideford British WB	T.3Cy.26",42"&71"–48" 349NHP Wrkman,Clark&CoLd.Bel		C
26818 392 IMPX	**Impero** Ⓟ (exEpiro–37) 1Dk	488 369 257					1901	Flli. Orlando Leghorn	AntonioRocco	182·6|24·0|11·8 P48'B42'F29'	Trieste Italian WB	T.3Cy.16$\frac{1}{2}$",25$\frac{3}{8}$"&40$\frac{1}{2}$"–22" 77NHP Flli.Orlando,Leghorn		I
26819 135209 VGTP	**Imperoyal** ssBoa.2ndNo.3–6,37 ~~ssHfx.No.3–10,25~~ ~~ssTto.No.2–33~~ Mchy.Aft 1Dk(Stl)&Web frames	2253 1734 1384	✠100A1 6,37 ~~4,35~~ ~~BS1,36~~ ✠LMC~~10,32~~ BS3,38 6,37 Carrying Petr Fitted for oil	Clw Boa oleum fuel	r in 1 92	CL ~~12,34~~ 5,37 bulk 0 F.P.	1913 4mo Lloyd above	Greenock& Grngemouth DckydCo.Ld. Grngemouth 'sA&CP 150° F.	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,Mgr.)	249·5|43·1|19·7 P77'F37' FK WB=	Sarnia,Ont British 10BHCem CellDBuE&	T.3Cy.21",34"&56"–36" (s) 180lb 224NHP 2SB,6cf,GS116,HS3716 Cooper&Greig,Dundee B48'102tFPT360tAPT44t	21 " 0 s 1 " 8$\frac{1}{2}$ 19 " 5$\frac{1}{2}$	
26820 DHML	**Ina Lotte Blumenthal** Sub.Sig. Wireless 1Dk	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·2|37·9|14·3 P16'Q75'B114'F29'	Hamburg German WB	T.3Cy.21$\frac{5}{8}$",34$\frac{1}{4}$"&55$\frac{1}{16}$"–35$\frac{3}{8}$" 181NHP LübeckerMaschb.Ges.		G
26821 19782 JDLB	**Inabasan Maru** Wireless	983 843 692					1916	Nagata Sanjuro, Osaka	KusakabeKisen K.K.	190·0|32·0|18·5	Kobe Japanese WB	T.3Cy.13",21$\frac{1}{2}$"&36$\frac{7}{32}$"–27" 68NHP NagataSanjuro,Osaka		
26822 EABA	**Iñake** (exArantzazu–35,exHoracio, exEvelyn) ssBbo.2ndNo.3–4,13 Well deck 1Dk(Stl)&Web frames	2291 1786 1350	✠ 7,20 ✠	Bbo	s		1888 4mo	W.Gray& Co. WHartlepool	Cia.Naviera "Basoa"S.A.	290·0|38·2|20·3 P27'Q94'B112' F29' BK10" DBa9	Bilbao Spanish 5BHCem 6' f106'447t	T.3Cy.22$\frac{1}{2}$",36$\frac{1}{2}$"&60"–39" NDB03 224NHP 2SB,6cf,GS97,HS3358 Blair&Co.Ld.Stockton	22 " 2	G †
26823	**Inal** (exDéputéAbelFerry–35) 1Dk	2015 1701 1185			...		1921	Chant.Nav Français Caen	MustafaCemal	270·2|39·4|20·3 P30'B57'F24' FK	Istanbul Turkish WB	T.3Cy.18$\frac{1}{8}$",29$\frac{1}{2}$"&49$\frac{3}{16}$"– 37$\frac{1}{2}$" 190NHP Schneider&Co.Havre		V †
26824 147310 GLMB	**Inanda** Ⓟ ssBkn.No.3–7,37 ~~ssLon.No.2–33~~ E.S.D. 2Dks(Stl)3rd dk(Stl)inNo.1hold D.F.	5985 4742 3746	✠100A1 ~~7,31~~ ~~12,36~~ 2,38 ~~DBS3,36~~ ✠LMC~~[illegible]~~ 7,37	Lon ~~Bkn~~	z	CL ~~1,37~~ N7,37	1925 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP	CharenteS.S.Co. Ld(T&J.Harrison, Mgrs.) CellDB340'1002t	407·0|52·2|28·5 423·3(O.L.) P33'B165'F52' FK DTa 28' 669t FPT	Liverpool British 9BHCem 68tAPT32t	Q.4Cy.26",36",52"&76"–54" 220lb (r) 606NHP 2DB(Spt)&1AuxSB(Spt), 15cf,GS275,HS10458 Wllsnd Slpwy.Co.Ld.Nwc.	31 " 0 s 5 " 5$\frac{1}{2}$ 25 " 8$\frac{1}{2}$	BT till ~~6,37~~ 7,38
26825 213730 KJND	**Inca** 1Dk	1414 1172 948			...		1915	Gt.Lakes Eng.Works Ecorse,Mich.	GeneralPaperMills	246·0|38·4|15·5 B65'F25' FK	Wilmgton (Del.) Utd.States WB	T.3Cy.17",28$\frac{1}{2}$"&48"–36" 200NHP Gt.LakesEngWrksDetroit	18 " 0	R
26826 143716 GDVP	**Incemore** Fitted for oil fuel D.F. E.S.D. 1Dk2trB	4098 3573 2341					1920	Irvine'sSB &D.D.Co.Ld. W Hartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.Mgrs.)	360·0|52·0|24·6 P35'B171'F32'	Liverpool British WB	T.3Cy.26",43"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
26827 163206 GWRJ	**Inchanga** Ⓟ TwinSc OilEng. 2Dks(Stl–Weather dk ws)3rd dk(Stl) Ref.Mchy. in Nos.1,2,3&4holds D.F. E.S.D. CruiserStern	7069 5944 4312	✠100A1 withfreeboard 1,38 ~~1,37~~ ✠LMC3,34 ✠LMC(M)10,35 ✠Lloyd'sRMC~~3,37~~ 3,38 for temp. 35° F. DBS1,38 Carrying vege	Cal table o	a† r f	CL ~~SN6,36~~ ~~1,37~~ 1,38 uel oil	1934 3mo Lloyd F.P.	Workman Clark(1928), Ld. Belfast 'sA&CP above 150° F. i	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB345'1155t M n deep tanks	403·5|57·2|32·4 F44' FK Ts27'1089t FPT65t	Belfast British 7BH APT161t	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$"–40$\frac{15}{16}$" 1165NHP DB100lb WorkmanClark(1928),Ld.	37 " 0 s12 " 2$\frac{1}{2}$ 25 " 3	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26828 163207 GWRK	**Incomati** Ⓟ **TwinSc** *OilEng.* **E.S.D.** 2*Dks*(*Stl-Weather dk* ws) **D.F.** 3rd *dk*(*Stl*)*inNos.*1,2,3&4*holds* *Ref.Mchy.* *CruiserStern*	7369 6228 4540	✠100A1 *withfreeboard* ~~8,37~~ ~~3,37~~ 2,38 ✠LMC4,34 ✠LMC(M)11,38 ✠Lloyd'sRMC~~4,37~~ 4,38~~10,37~~ for temp. 33° F. *Carrying vegetable or fuel oil F.P. above* 150° F. *in deep tanks*	PNl Cal		CL ~~5,36~~ s11,36 P2,38	1934 4mo	Workman Clark(1928), Ld. Belfast *Lloyd*'sA&CP	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB* *M*	418·4 F44' 360'1222*t* *Ts*27'1060*tFPT*73*t*	57·2	32·4 FK	Belfast British 7*BH* *APT*167*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 12 ″ 2 25 ″ 3	
26829 DHMM	**Indalsälfven** (*ex*Matador) *ss*Bmn.No.2–12 1*Dk*(*Stl*)	658 521 292	✠ 9,16 ✠	Gst	*i*		1904 6mo	G.Seebeck Akt.Ges. Bremerhaven	MathiesReed, A.G. *WB = Cell DBa*40'	185·6 P16'B&F152' *uE&B*28' *f*81' 181*t*	29·4	11·9 FK	Hamburg German 4*BHCem* *APT*16*t*	T.3Cy.15⅜",24"&39⅜"–28⅜" 112NHP 2SB,4*cf*,GS60,HS2314 G.SeebeckA.G.Bremerhvn	13 ″ 9	G †
26830 EAQW	**Indauchu** (*ex*Monkton) *ss*Bbo.No.3–6,32 1*Dk*(*Stl*) *Cargo battens not fitted* **Now registered as Italian and sailing as "SULMONA," which see**	3126 2856 1827	✠~~9,37~~ ~~✠LMC~~ ~~MS6,32~~ ~~BS11,35~~	Rot	*u*	CL 9,34	1920 1mo	RopnerSB. &RepairgCo. (Stockton)Ld Stockton *Lloyd*'sA&CP	Cia.Maritima Bilbao(A.Opitz, *Mgr.*) *CellD*	331·2 P33'B98'F29' B276'728*tFPT*111*t*	46·7	25·4 23·2 FK	Bilbao Spanish 5*BHCem* *APT*139*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 378NHP 3SB,9*cf*,GS155,HS6420 Blair&Co.Ld.Stockton	25 ″ 6 ~~s8 ″ 11¼~~ ~~21 ″ 0~~	
26831 220447 KDCG	**Independence Hall** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5050 4598 3076					1920	American International Corp. HogIslnd.Pa.	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
26832 OYZE	**India** **TwinSc** *OilEng.* *ss*Cpn.No.1–35 *Ref.Mchy.* **D.F.** 2*Dks*(*Stl*) 3rd *dk*(*Stl*)*inNo.*1*hold*	9549 8813 6031	✠100A1 *withfreeboard* ~~7,37~~~~0,36~~ 1,38 DBS3,38 ✠LMC CS12,34 7,36 ~~DBS11,35 5,37~~ ✠Lloyd'sRMC~~8,36 7,37~~ 1,38 2 forward chambers for temp. 31° F. 2 aft chambers for temp. 18° F. *Fitted for carrying oil* 12,30 *F.P. above* 150° F. *in deep tank* ~~& *in tunnel wing tanks*~~	Cpn		CL ~~10,35~~ ~~7,37~~ s12,37 PN 12,37	1930 12mo	A/S Naks- kovSkibsvft. Nakskov *Lloyd*'sA&CP	A/S DetÖst- asiatiske Kompagni *Upper'tween dkBHs except CollBHdispensed with* *CellDB*417'1810*t* ~~*Tanks in way of tunnels*~~ *MT*28'1270*tFPT*140*t* *APT*93*t*	470·3 488·0(O.L.) B165'F69'	63·7	37·4 FK *Coll*	Copnhagn Danish *BH to W dk* 6 „ „ 2*nd* „	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–47¼" DB*100lb* 948NHP Akt.Burmeistr&Wain,Cpn	40 ″ 3 s10 ″ 9¾ 29 ″ 7¾	
26833 1363 IBGQ	— *OilEng.* *ss*Gen.No.2–35 **D.F.** 2*Dks*(*Stl*)	6367 5217 4077	✠100A1 9,37~~2,37~~ ✠LMC CS4,35 DBS2,37 ~~8,36~~6,37	Gen		CL 3,35	1926 2mo	Stabilmnto Tecnico Trieste *Lloyd*'sA&CP	LloydTriestino Soc.Anon.di Nav. *CellDB*341'1329*t* *DTf*40'123*t*	430·6 P34'B170'F40' *FPT*149*tAPT*73*t*	53·9	28·9 FK	Genoa Italian 8*BHptCem* 1 „ *to* 2*nd dk*	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 652NHP DB*100lb* StabilimentoTecnico,Tri.	32 ″ 0 s6 ″ 3¼ 25 ″ 10½	
26834 221086 KDHP	**India Arrow** *ss*NYk.No1–37 *ss*Mob.No.3–4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** &*Webframes* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk* *withfreeboard* 9,37~~11,36~~ 9,37 ~~BS11,36~~ ✠LMC~~4,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	NYk	*d*†	CL ~~2,35~~ 9,37	1921 3mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*80'285*t DTf*40'518*tFPT*270*tAPT*131*t*	468·3	62·7	32·0 FK	NewYork Utd.States 17*BHptCem* (1*BHtoSdk* 10 „ „ *U* „ 6 „ „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 2	
26835 26813 JIED	**India Maru** *ss*Kob.No.3–8,31 *ss*Kob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 4,37~~6,36~~ ✠LMC~~4,36~~ 4,37	Kob Nag	*y*	OG 6,36	1920 6mo	Kawasaki Dkyd Co.Ld. Kobe A&CP	KawasakiKisen K.K. *Cell DB*334' 1118*t*	385·0 414·5(O.L.) *FPT*126*t APT*93*t*	51·0	36·0 FK *Collision*	Kobe Japanese *Cem* *BH to Awdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld.	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
26836 FNSO	**Indiana** (*ex*Kagera) **D.F.** 2*Dks*	5751 — 3555					1915	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2 P&B333'F58'	56·2	28·3	Havre French	Q.4Cy.24",34$\frac{7}{10}$",50⅖"&72⅘"–53⅕" 386NHP BremerVulkan,Bremen		V
26837 218782 KIKX	**Indianan** (*ex*Willhilo–37, *ex*GoldenRod–34, *Fitted for oil fuel* *ex*WestIslip) **D.F.** 2*Dks*	5582 — 3458					1919	AmesS.B. &D.D.Co. Seattle, Wash	American- HawaiianS.S.Co.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
26838 200920 KJNE	**Indianapolis** Ⓟ 2*Dks*	386 — 262					1904	CraigS.B. Co. Toledo,O.	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	180·0	32·0	18·6	Seattle, Wash. Utd.States	T.3Cy.18",30"&50"–30" 137NHP CraigS.B.Co.Toledo		
26839 LJLG	**Indien** **TwinSc3Mst** Now "Tropic Sea," *see No.* 40381 *in S*[illegible] *OilEng.* *ss*Cpn.No.3–10,32 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	5702 5390 3583	✠100A1 *Awng dk* *withfreeboard* 4,36 10,37 ✠LMC OS8,~~33~~ DBS~~8,33~~10,37 ~~7,34~~ 12,36	Ven	*y*	CL 4,36	1920 10mo	A/S Nak- skovSkibs. Nakskov *Lloyd*'sA&CP	Skibs.A/S Tropic (Alf. Jakhelln, *Mgr.*) *CellDB*342'1140*t* *between tunnels*68*t*	390·7 F36' *on Awning dk* *FPT*70*tAPT*110*t*	53·2	33·7 FK *Collision*	Oslo Norwegian *ptCem* *BHtoAwdk* 4 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*100lb* Akt.Burmeistr&Wain,Cpn.	36 ″ 6 s9 ″ 7¼ 27 ″ 2	
26840 ONJA	**Indier** Ⓟ (*ex*WarRedcap) *ss*Ant.No.3–7,30 **D.F.** *ss*Ant.No.1–34 2*Dks*(*Stl*)	5409 4791 3286	✠100A1 1,37 ✠LMC MS11,34 BS~~4,37~~ 4,38	Ant	*y*	CL 1,37	1918 8mo	J.Priest- man&Co. Sunderland *Lloyd*'sA&CF	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale S.A.*Mgrs.*)	400·3 P49'B113'F40' *CellDB*344' 975*tFPT*117*tAPT*177*t*	52·3	28·4 FK	Antwerp Belgian 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
26841 RAFL	**Indigirka** Ⓟ (*ex*Tsinan, *ex*Indighirka,*ex*Tsinanfu,*ex*Tsinan) 2*Dks*	2336 1938 1423					1886	Scott&Co. Greenock	U.S.S.R.	314·9 P52'B102'F45'	38·0	23·7	Vladvostk Russian *WB*	T.3Cy.23",40"&60"–48" NB20 249NHP Scott&Co.Greenock		
26842 144911 VTCN	**Indira** (*ex*Embleton,*ex*Kildysart) *ss*Bom.No.3–8,33 1*Dk*(*Stl*) *Cargo battens not fitted*	637 493 278	100A1 11,36 BS~~3,36~~ LMC8,33 10,37	Bom		CL 1,36	1918	Smith's DockCo.Ld. Middlesbro' *Lloyd*'sA&CP	~~MalabarS.S.Co.~~ ~~Ld.~~ NewDholera SteamShipsLd.	172·2 B50'	30·0	15·7 FK *CellD*	Bombay British 5*BHCem* *BuE*26'20*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 8½ 14 ″ 11	
26843 LCOV	**Indra** **TwinSc** *OilEng.* 2*Dks*	5041 4770 3101					1923	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.*Mgr.*)	375·8 H238*t*	51·4	30·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"–39" 565NHP Werkspoor,Amsterdam		N
26844 OHYN	— (*ex*Vareg–34,*ex*Nordafrika, (*ex*Loppersum) 1*Dk*&*deep framing pt Awng dk*	1999 — 1184				...	1900	W.Gray& Co.Ld. WHartlepool	NauticSteamship Co.Ltd.O/Y	270·1 P17'Q86' *pt Awng dk*167'	39·0	16·0 FK	Åbo Finnish *WB*	T.3Cy.19",30½"&51"–36" NB24 153NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 2	G †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
26845 PEWD	**Indrapoera** Ⓟ TwinSc *OilEng.* Sub.Sig. 3*Dks* E.S.D. D.F. GyC. *CruiserStern*	10825 — 6535					1925	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	487·7 P116'F95'	60·2	35·1	Rottrdam Dutch *WB*	Oil Engines 2S.C.DA 12Cy.27$\frac{3}{16}$"–47$\frac{3}{16}$" 3170NHP NE31 Maats.de Schelde,Flushing		V
26846	**Indravati** ssBom.2ndNo.3–12,20 1*Dk&Spardk(Teak)&deepframing*	*1053* *963* *513*	✠ 5,26 ✠	Bom	*m*		1896 6mo	AilsaS.B. Co. Troon	J.A.Halloween	211·8 BK7½" *WB=FPT*	31·1	12·9 20·2	Portuguese 6*BHCem* 25t*APT*20t	T.3Cy.18",29"&48"–30" 156NHP 2SB,6*cf*,GS102,HS2678 Dunsmuir&Jackson,Gls.	20 " 10	
26847 148854 GKZV	**Induna** ssBry.No.3–10,37 ~~ssAnt.No.2–32~~ D.F. 1*Dk(Stl)*	5086 4655 3221	✠100A1 2,38 ~~2,36~~ ~~BS2,36~~ 5,37	Shl Ant ✠LMC~~5,33~~ MS10,37	*y*	CL 1,36	1925 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	S.S."Induna"Co. Ld.(Maclay& McIntyre,Ld.) *CellDB*350'985t	402·0 P45'B125'F45' FK *FPT*85t*APT*216t	52·2	27·5	Glasgow British 6*BHptCem* *ptAsp*	T.3Cy 25",41"&67"–51" (*s*) 175lb HS6297 431NHP 3SB(Spt),9*cf*,GS157 FD A.Stephen&Sons,Ld.Gls.	29 " 11 s 5 " 8½ 24 " 5½	
26848 6507 SEYM	**Indus** *Mchy.Aft CruiserStern* 1*Dk*	728 592 351					1921	Bergsunds M.V.Aktieb. Stockholm	Rederiaktieb. Stjärnan (Hj.Nerman,*Mgr.*)	192·6 P65'H70tF27'	30·4	12·5	Karlstad Swedish *WB*	T.3Cy.13",21¼"&34⅝"–23⅝" 58NHP BergsundsM.V.Aktb.Skm.		V
26849 CBCN	**Indus B. F.** (*ex*Condor–36, *ex*Commercial Pilot,*ex*General O.H.Ernst,*ex*Sachsenwald, *ex*St.Croix) ssBoa.2ndNo.3–12,26 ss Vpo.No.2–34 2*Dks(Stl–Uteaks)&Web frames*	3564 2999 2259	✠100A1 2,36 MS11,34	Vpo ✠LMC BS6,36	*w*	CL 2,36	1904 1mo *Lloyd*	Flensburgr Schiffsb. Ges. Flensburg *'s.A&CP*	Cia.Industrial deValparaiso *CellDBa*110'*u*	356·4 P&B288'F40' FK *E*22'*f*138'677t*FPT*	45·3	24·5	Valparaiso Chilian 6*BHCem* 45t*APT*18t	T.3Cy.26⅞",45"&75"–48" (*s*) 180lb 480NHP 4SB,12*cf*,GS162,HS8209 FlensburgerSchiffsb.Ges.	27 " 0	
26850 21782 JCRD	**Indus Maru** ssOsa.No.3–8,29 ssOsa.No.1–33 1*Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing &Web frames*	4361 3677 2705	✠100A1 *Shelter dk withfreeboard* 2,37 BS2,38	Osa ✠LMC2,37	*w*	CL 2,37	1918 2mo	OsakaIron Works.Ld. Innoshima A&CP	OsakaShosen K.K. *CellDB*	345·0 P30'B99'F34' *on Shelterdk* FK 298' 1123t*FPT*115t	49·8	28·1	Osaka Japanese 7*BHCem* *APT*29t	T.3Cy.24",41"&67"–48" (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD OsakaIrnWksLdInnoshma	28 " 2 s4 " 8½ 23 " 8	
26851 1691 IBNQ	**Ines Corrado** (*ex*RiverTigris, *ex*Vellavia,*ex*War Setter) D.F. ssGen.No.3–6,31 2*Dks(Stl)*	5159 4730 3109	✠ .. 9,33 ✠	Gen			1918 6mo	Armstrong Whitworth& Co.Ld. Nwc.	"Corrado"Soc. Anon diNav. *CellDB*	413·0 400·2 P49'B112'F39' FK 345'1113t *FPT*118t	52·3	28·4	Genoa Italian 7*BHptCem* *APT*174t	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 " 0	I †
26852 CSKA	**Infante de Sagres** WoodAux (*ex*SailingVessel) 3MstSr 1*Dk* *OilEng.* *(See Sailing Ship Register)*	329 310 230					1921	M.J.Calção Nazaré	Soc.Infante de Sagres,Ltda.	138·6	31·2	13·6	Aveiro Portuguese	Oil Engines 2S.C.SA 2Cy.14$\frac{3}{16}$"–15⅝" 70NHP *Emade&fitted*33 SkandiaVerkenABLysekil		
26853 OHZC	**Inga** (*ex*ChristineMarie–36, *ex*Christine–34,*ex*Columbier,*ex* Granhandel,*ex*TinternAbbey) 1*Dk* D.F.	1926 — 1105					1910	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LovisaÅngfartygs A/B(A/B R.Nordström&Co.O/Y. *Mgrs.*)	279·3 P25'B66'F29'	40·1	18·4	Lovisa Finnish *WB*	T.3Cy.20½",33½"&54"–36" Richardsons 175NHP Westgarth&Co.Ld.Hpl.		C
26854 OUHH	— (*ex*Styrbjörn) 1*Dk*	1494 1183 876					1921	Svendborg Skibs&Mask. Svendborg	D/S A/S "Myren" (Holm&Wonsild, *Mgrs.*)	253·2 P29'Q78'B102'F34'	38·2	14·9	Copnhagn Danish *WB*	T.3Cy.17",27½"&47"–34" 129NHP SvendborgMsk.Svendborg		V
26855 LCMD	**Inga I** (*ex*Ba–36,*ex*Marvel) 1*Dk*	1304 1125 739					1921	Huiskens &vanDijk Dordrecht	A/S D/S IngaI (JohanEliassen)	236·8 P54tH89t	37·1	16·1	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&vanDijk,Dordt.		N
26856 7367 SDWA	**Ingarö** (*ex*RiverDart,*ex*Denpark) ssGot.No.3–5,29 ssOsc.No.2–37 ~~ssOsc.No.1–34~~ 1*Dk(Stl)* *Cargo battens not fitted*	*2000* *1756* *1138*	✠100A1 ~~6,37~~ ~~2,37~~ 4,38 ~~MS5,34~~ 6,37	Shl Osc ✠LMC ~~BS9,36~~ 9,37	*r*	CL ~~4,35~~ 4,38	1916 6mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *'sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*70'*uE*28'	280·2 P21'B68'F29' FK *f*124' 523t *FPT* 55t	41·9	18·9	Stockholm Swedish 4*BHCem* *APT*46t	T.3Cy.21",35"&57"–36" (*r*) 180lb 228NHP 2SB,6*cf*,GS113,HS3784 Cooper&Greig,Ld.Dundee	20 " 9 s 2 " 11 18 " 1	
26857 OUHI	**Inge Mærsk** 1*Dk*	1494 1183 877					1922	Svendborg Skibs& Mask. Svendborg	Dampskslsk Svendborg(A.P. Möller,Copenhagen,*Mgr.*)	253·2 P29'Q77'B101'F34'	38·2	14·9	Aalborg Danish *WB*	T.3Cy.17",27½"&47"–34" 140NHP SvendborgMsk.Svendborg		V
26858 4849 SEYO	**Ingeborg** 2*Dks*	*1156* *676* *676*					1908	Lindholmens V.A. Gothenburg	RederiA/BSvenska Lloyd(K.R.Bökman,*Mgr.*)	203·6	33·1	13·2 20·9	Gothenbrg Swedish *WB*	T.3Cy.16",26½"&44"–30" 35NHP LindholmensV.A.Got.		V
26859 5802 PEWN	— *OilEng.* 1*Dk* *Mchy.Aft CruiserStern*	479 397 233	✠100A1 ~~7,37~~ ~~3,37~~ 2,38 *Carrying Petroleum in bulk*	Bmn Rot ✠LMC4,37	*g*		1937 4mo *Lloyd*	Jos.L. Meyer Papenburg a.d.Ems. *'sA&CP*	AlgemeenVrachtkantoorN.V.	159·1 167·9(O.L.) *Trunk*91' FK Q48'F19' *FPT*45t*APT*35t	25·8	11·6	Rottrdam Dutch 8*BH*	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$"–15¾" 147NHP *Emade32fitted37* DB*114lb* SulzerBros.Ld.Winterthur	12 " 2 s 1 " 2½ 11 " 1¼	
26860	— (*ex*Nanset,*ex*Ingeborg) *Mchy.Aft* 1*Dk*	*385* *283* *185*					1898	P.Larsson Thorskog	Rederi A/B Ingeborg(CarlHelin)	133·1 Q42'B35'H14tF15'	23·9	12·7	Mariehmn Finnish *WB*	C.2Cy.15⅝"&24"–17$\frac{7}{16}$" 20NHP ThorskogsM.V.Thorskog		V
26861 OUHK	**Ingeborg S.** 1*Dk*	1200 913 710					1924	Kjöbnhvns Flydk.Skbsv. Copenhagen	D/S Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP KjöbnhavnsFlydk.Skbsv.		C
26862 LOEC	**Ingeniero Luis A. Huergo** 2*Dks&Web frames* *Fitted for oil fuel* *Mchy.Aft Carrying oil in bulk*	3327 2986 1998			...		1917	ForeRiver S.B.Corp. Quincy,Mass.	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	329·1 P71'B27'F31'	46·2	25·7 FK	Bns.Aires Argentine *WB*	T.3Cy.22",37"&60"–42" 317NHP ForeRiverS.B.Corp.	27 " 0	
26863 TVMU	**Ingénieur Cachin** TwinSc (*ex*Alsatia–34) ssHav.No.3–5,35 2*Dks* *CruiserStern*	1310 952 632	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ✠NB6,23 *For service in Cherbourg Harbour*	Chb LMC5,35 ~~BS2,37~~ 4,38		CL 4,35	1923 6mo *Lloyd*	Coaster Const.Co.Ld. Montrose *'sA&CP*	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·5 B95' *DTa*16'125t	37·8 38·1	15·6 FK	Cherbourg French 5*BHCem* *FPT*100t	T.6Cy.13¼",21¼"&34"–21" 180lb (*s*) 164NHP NE19*refitted*6,23 2SB,6*cf*,GS104,HS3177 WallsendSlpwy&E.Co Ld.	17 " 0 s 8 " 3 9 " 1	
26864 TTMX	**Ingénieur Minard** TwinScSp (*ex*Nomadic–34) *(Tender)* 2*Dks*	1273 — 814					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	221·0 Q23'B72'	37·1	12·4	Cherbourg French	C.4Cy.13½"&27"–18" 52NHP Harland&Wolff,Ld.Bel.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Tradeшt.
26865 TVCB	**Ingénieur Reibell** **TwinScSp** (*ex*Traffic-34) (*Tender*) 2*Dks*	675 609 420					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	175·0	35·1	12·4	Cherbourg French	C.4Cy.12"&24"–15" 36NHP Harland&Wolff,Ld.Bel.		V
26866 7849 SFAM	**Inger** *Strengthened for Navigation in Ice* 1*Dk*&*Shelter dk*	*1562* *1346* *827*					1932	Nya Varvsaktb.Öresund Landskrona	A/B Transmarin (S.Redig,*Mgr.*)	258·7	40·5	16·0	Hlsngborg Swedish *WB*	T.3Cy.$17\frac{15}{16}$",$29\frac{15}{16}$"&$48\frac{7}{16}$"–33½" 136NHP NyaVarvsaktiebÖresund		N
26867 LEEC	— *CruiserStern* 1*Dk*	1409 1095 836					1930	Trndhjms Mek.Værks. Trondheim	A/S Inger(Bachke &Co.)	249·8 Q98*t*P47*t*H143*t*	38·0	15·7	Trondheim Norwegian *WB*	T.3Cy.18",29"&50"–33" 144NHP TrondhjemsM.V.Trondhm		N
26868 OUHL	— Wireless 1*Dk*	1208 999 728					1922	A/S Köge Værft Kjöge	J.Lauritzen	239·9	35·7	14·5	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½"–27½" NE30 96NHP Christiansen&Meyer,Hrbg		N
26869 7387 SIXR	— **WoodAux4MstSr** (*ex*Lynetten) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*381* *332* *278*					1920	A/S Codanværftet Kjöge	RederiA/B Simrishamn (Oscar Moden,*Mgr.*)	137·2	30·2	12·7	Simrishmn Swedish	Oil Engines A/S DanskDieselmotor Kompagni,Holeby		V
26870 LEED	**Inger Elisabeth** (*ex*Arthur) *ss*Bgn.2ndNo.3-5,32 *Well deck* *ss*Bgn.No.1-36 1*Dk*(*Stl*)&*deep framiug* *Cargo battens not fitted*	1287 1037 751	✠100A1 ~~4,37 5,36~~ 4,38 ✠LMC5,36 BS~~4,37~~ 4,38	Bgn	*o*	~~5,36~~ 1,38	1908 11mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellD*	230·4 239·8(O.L.) Q86'B52'F25' FK *Ba*67'*uE&B*31'*f*94'	36·1	15·0	Bergen Norwegian 4*BHCem* 321*tFPT*48*t*	T.3Cy.19",31"&51"–36" (*s*) 160lb *80lb* 159NHP 1SB,*3pf*,GS55,HS2424 Richardsons,Westgarth& Co.Ld.Hpl. *APT*75*t*	17 〃 2 s 1 〃 3¼ 16 〃 0½	
26871 OYRH	**Inger Toft** (*ex*Elphinston-36, *ex*VanDyck,*ex*Phyllis Seed,*ex*Langfond) *Fitted for oil fuel* 1*Dk*	2190 1954 1263					1920	SwanHunter&Wigham Richardson, Ld.Sunderlnd	A/S D/S "Jutlandia"(JensToft, *Mgr.*)	285·6 P36'B74'F28'	41·5	19·9	Copnhagn Danish *WB*	T.3Cy.22",35"&58"–39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
26872 LCOW	**Ingeren** (*ex*Berwindvale) *ss*Shi.2ndNo.3-8,36 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cantilever framed topside tanks*	6118 4802 3266	✠100A1 7,37 ~~8,36~~ ✠LMC BS3,37 MS8,36	Shi	*z*	CL ~~7,36~~ 6,37	1911 3mo	SirRaylton Dixon&CoLd. Middlesbro' Lloyd'*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBuE &B*69'*f*272'1163	405·0 P&B247'F42' FK *t topside tanks* 269'	54·2	26·4	Bergen Norwegian 6*BHCem* 1130*t FPT*5	T.3Cy.28",46"&77"–48" (*s*) 180lb 542NHP 3SB,*9cf*,GS188,HS7743 FD Richardsons,Westgarth& Co.Ld.Hpl. 57*tAPT*60*t*	29 〃 3 s 4 〃 11½ 24 〃 6½	
26873 LDDZ	**Ingerfem** (*ex*Ovre,*ex*Athamas) 1*Dk*	3987 3581 2360					1912	W.Doxford &Sons,Ld. Sunderland	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	370·5 P109*t*H112*t*F55*t*	51·2	22·7	Bergen Norwegian *WB*	T.3Cy.25",42"&70"–45" 329NHP W.Doxford&Sons,Ld.Sld.		N
26874 LCOX	**Ingerfire** (*ex*Alexandra) *ss*Bgn.2ndNo.3-5,30 *ss*Bgn.No.1-35 1*Dk*(*Stl*)&*wide spaced hold beams & web frames*	3835 3529 2367	✠100A1 8,37 ~~6,36~~ BS~~5,36~~ 8,37 ✠LMC6,35	Bgn	*v*	CL 6,36	1905 11mo	ShortBros. Ld. Sunderland Lloyd'*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBa*122'*uE*	346·5 359·4(O.L.) P27'B74'F30' FK 24' *f*138' 937*t FPT*	49·6	25·5	Bergen Norwegian 6*BHCem* 89*tAPT*97*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 339NHP 2SB,*8pf*,GS156,HS5390 G.Clark,Ld.Sunderland	26 〃 4 s 4 〃 5½ 22 〃 1	
26875 OHWY	**Ingerois** (*ex*René-34, *ex*MinisterDelbeke) 1*Dk*	1995 — 1212					1909	Irvine'sSB &D.D.Co.Ld. WHartlepool	A/B Mare (Th.Kramer,*Mgr.*)	279·1 P24'B60'F28'	40·2	18·2	Åbo Finnish *WB*	T.3Cy.20½",33"&54"–36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
26876 LDDU	**Ingerseks** (*ex*Wascana-34) *ss*Bgn.No.3-10,26 *ss*Stv.No.2-34 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	4969 4540 2612	✠100A1 ~~5,37 9,36~~ 10,37 BS~~3,36~~ 5,37 ✠LMC5,34	Bgn	*y*	CL 1,36	1913 7mo	SirRaylton Dixon&Co Ld Middlesbro' Lloyd'*sA&CP*	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellDBa* 129' 1016*ttopsidetan*	380·0 392·6(O.L.) P33'B105'F35' FK *uE&B*39' *f*161' *ks*342'1516*tFPT*95*t*	52·5	27·4	Bergen Norwegian 6*BHCem* *APT*155*t*	T.3Cy.25½",42"&70"–48"(*s*) 180lb 390NHP 3SB,*9cf*,GS176,HS6303 Richardsons,Westgarth& Co.Ld.Mdb.	30 〃 0 s 5 〃 9¾ 24 〃 5	
26877 LEMA	**Ingerto** (*ex*JohnR.Gibbons) *ss*Bgn.No.3-5,32 *ss*Bgn.No.1-36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3089 2720 1773	✠100A1 4,38 ~~9,37~~ BS~~3,37~~ 4,38 ✠LMC3,36	Bgn	*u*	N2,37	1920 7mo	UnionS.B. Co. Baltimore Md A&CP	A/S Inger(Jacob KjödeA/S,*Mgrs.*) *CellD*	318·6 P36'B94'F36' FK *B*278' 749*t FPT*69*t*	46·2	22·0	Bergen Norwegian 5*BHCem* *APT*252*t*	T.3Cy.20",37½"&60"–42" (*s*) 185lb 300NHP 2SB,*6cf*,GS159,HS5226 EllicottMachineCorp. Baltimore,Md.	24 〃 5 s3 〃 11¾ 20 〃 7	
26878 YPSV	**Inginer N. Vlassopol** (*ex*Loyal Devonian-32, *ex*Panayiotis,*ex*Essex Abbey) ~~*ss*Nwe.No.3-7,24~~ ~~*ss*Bla.No.2-33~~ *ss*Shl.2ndNo.3-10,36 1*Dk*(*Stl*)	*3610* *3380* *2261*	✠100A1 ~~9,35~~ 11,37 ✠LMC BS~~5,36~~ ~~5,37~~ 11,37 MS10,36	Ven Ant	*w*	CL 10,36	1911 9mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock Lloyd'*sA&CP*	Capt.S.N.Vlassopol *Cell DBa*1	348·5 P30'B99'F38' FK 02'*uE&B*39'*f*154'8	50·2	23·6	Braila Roumanian 6*BHCem* 32*tAPT*105*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *85lb* 362NHP 2SB,*6cf*,GS135,HS6044 Rankin&Blackmore,Grk.	26 〃 0	
26879 DOFK	**Ingo** Ⓟ Sub.Sig. **D.F.** 2*Dks*	3950 3427 2362					1926	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOst-AfrikaLinie,*Mgrs*)	382·4 P&B305'F46'	50·2	21·9	Bremen German *WB*	T3Cy25⅜",$40\frac{9}{16}$"&$67\frac{11}{16}$"–47¼" 316NHP J.Frerichs&Co.A.G.		G
26880 147950 GKZM	**Ingola** *ss*Ant.No.3-11,37 ~~*ss*Bmu.No.2-38~~ 1*Dk*(*Stl*) **D.F.**	3846 3545 2392	✠100A1 11,37 ~~12,36~~ ~~BS11,35~~ ~~12,36~~ ✠LMC~~5,33~~ 11,37	Ant	*w*	CL ~~N3,37~~ 10,37	1925 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'*sA&CP*	Steamship"Induna"Co.Ld. (Maclay& McIntyreLd*Mgrs*)	352·0 P30'B113'F35' FK *CellDBa&uE* 133'*f*159'906*tFPT*	50·0	24·7	Glasgow British 6*BHptCem* 97*tAPT*121*t*	T.3Cy.25",40½"&67"–45" (*s*) 180lb *100lb* 354NHP 2SB,*6cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	27 〃 0 s 4 〃 8¼ 22 〃 6½	
26881 5795 SDOM	**Ingolf** (*ex*Casablanca-35, *ex*Louise) **Iron** 1*Dk*2*trB* *Well deck* *Web frames*	*1191* *840* *638*		...			1872	Burmeister &Wain Copenhagen	FiskeriA/B Ingolf (CarlDahlberg, *Mgr.*)	233·0 P148'F27'H7*t* BK8"	30·2	15·8	Kivik Swedish *WB*	C.4Cy.21"&44"–30" NB83 138NHP Burmeister&Wain,Cpn.	17 〃 0	V †
26882 ~~135475~~ ~~GQMY~~	**Ingoma** Ⓟ *ss*Bkn.2ndNo.3-9,32 **D.F.** 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.*1*hold* *Now "San Giovanni Battista," see No.* 40100 *in Supplement*	5686 4599 3561	✠ 10,37 ✠~~LMC~~	Lon	*z*	CL 9,35	1913 7mo	D&WHendersn&Co.Ld. Glasgow Lloyd'*sA&CP*	Cia.Ligure di Navigazione *WB*= *uE&B*67'*f*163'96	400·6 P34'B160'F50' FK *CellDBa*102' 6*t DTa*26'615*t FPT*	52·2	28·3	Italian 8*BHCem* 63*tAPT*22*t*	T.3Cy.26½",46"&76"–54" (*s*) 215lb HS10850 616NHP 2DB&1SB,*15cf*,GS316, D&WHendersn.&CoLdGls	31 〃 0 ~~s 5 〃 0¾~~ ~~25 〃 7¾~~	BT till 8,37
26883 LEEF	**Ingöy** Ⓟ (*ex*Ingö,*ex*Kong Eystein) **Iron** 1*Dk*&*Spar dk*	327 302 176					1870	Trndhjms Mek.Verks. Trondheim	Finmarks Fylkesrederi	125·1 H25*t*	21·5	16·5	Hammrfst Norwegian	T.3Cy.11",18"&29"–24" NE&B28 41NHP BergensM.V.Bergen		

1 Numero l'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si con'ces dans le L. R. Durée Cert. Ref. Trade.
26884 LOBX	**Ingria** TwinSc *OilEng.* *CruiserStern* *1Dk&Shelter dk*	4391 3887 2607					1931	Akt.Burmeistr&Wain Copenhagen	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	379·4 P73tH367tF19t	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
26885 LJBV	**Ingrid** (*ex*Haiti–36, *ex*GreatFalls) *Fitted for oil fuel* *1Dk2trB*	2606 2261 1612			...		1920	McDougall DuluthCo. Duluth,Minn.	A/S I.A.Hamres Rederi(Ingrid Hamre)	251·0 P25'B64'F20' FK	43·7	25·8	Oslo Norwegian *WB*	T.3Cy.21",35"&59"–42" 226NHP McDougallDuluthCo.	28 ″ 2	N †
26886 DICK	**Ingrid Horn** Ⓟ *OilEng.* D.F. Sub.Sig. *2Dks*	4006 3321 2409					1928	F.Schichau Elbing	H.C.Horn	313·8 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 620NHP F.Schichau,Elbing		G
26887 ~~6300~~ ~~[illegible]~~	**Ingrid Thorden** (*ex*Knüppingsborg) *ss*Shl.No.3–11,32 Sub.Sig *ss*Hfs.No.1–36 *1Dk&Shelter dk(Stl)*	1869 1621 1005	✠100A1 *withfreeboard* ~~3,37~~ ~~11,36~~ 12,37	Hfs Els ✠LMC11,36 BS11,37	*r*	OG ~~1,36~~ 8,37	1920 10mo A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/BThor (G.B.Thordén *Mgr.*) *CellD*	~~262·0~~ 277·6 FK B223'470t*APT*41t	~~42·7~~ 42·8	~~18·4~~ 18·2	Brändö Finnish *4BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.21½",32 7/16"&55"–36" 185lb (*s*) 216NHP 2SB(Spt),*4cf*,GS66, HS2850 FD Akt.Lindholmen-Motala	20 ″ 6 ~~s1 ″ 8½~~ ~~18 ″ 11½~~ s1 ″ 5¼ 19 ″ 2¼	
26888 UOYB	**Ingul** (*ex*Sirehei–33,*ex*Svarv–33, *ex*Ceralvo) Sub.Sig. *1Dk*	2324 1942 1394					1918	McDougall DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P24'B64'F21'	43·4	21·4	Odessa Russian *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougall,DuluthCo.		N
26889 CSAV	**Inhambane** (*ex*Essen) *ss*Ant.2ndNo.3–7,37 ~~*ss*Lis.No.3–6,25~~ *Well deck* ~~*ss*Lis.No.2–34~~ *2Dks(Stl)&3rd dk in No.1 hold only*	6051 5471 3763	✠100A1 ~~7,37~~ ~~1,37~~ 3,38 ~~BS6,36~~	Ant ✠LMC~~3,34~~ 7,37	*b*†	CL ~~5,35~~ 6,37	1912 8mo	J.C.TecklenborgA.G. Wesermünde-G.	Soc.Geral deComercioIndustria e TransportesLtda. *Cell*	450·8 P&B392'F45' FK *DBa*146'*uE&B*71'	57·2	27·0	Lisbon Portuguese *9BHCem* *f*190'1453t	T.3Cy.27 13/16",46 13/16"&78¾"– 53 1/16" 206lb (*s*) 703NHP 4SB,*12cf*,GS236,HS10334FD J.C.TecklenborgA.G.Wsm	29 ″ 8 s4 ″ 8½ 25 ″ 2	
26890 163217 GYMD	**Inishtrahull** Wireless *Mchy.Aft* *CruiserStern* *1Dk*	869 597 456					1935	J.Lewis&Sons,Ld. Aberdeen	JohnKelly,Ld.(W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"–30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
26891 16[illegible] GZSS	**Inkosi** Ⓟ *For full particulars see No. 33602 in Supplement* D.F. *Ref.Mchy.* *CruiserStern*	6618 4950 4055	100A1 (*ClassContemplated*) ✠Lloyd'sBMC6,37				1937	Swan,Hunter&Wigham Richardson, LdNewcastle	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)	414·8 F42'	56·0	28·5	Liverpool British	T4Cy.28",41½",59"&84"–54" WallsendSlpwy.&E.Co.Ld	31 ″ 0 s5 ″ 7 25 ″ 7	
26892 100383 KJNF	**Inland** (*ex*I.W.Nicholas) Broken up *Mchy.Aft* *2Dks*	1888 — 1098					1894	Cleveland S.B.Co. Cleveland,O.	Boland&Cornelius	328·3 len14	42·0	21·9	Buffalo NY Utd. States *WB*	T.3Cy.20",33"&54"–42" 189NHP ClevelandS.B.Co.Clvlnd O		
26893 DOCH	**Inn** (*ex*Abana–36) *2Dks* Sub.Sig. D.F. *CruiserStern*	2867 2553 1690					1929	Deutsche Sch.u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	295·4 B44'F29'	46·1	23·4	Bremen German *WB*	T3Cy19⅝",31½"&50⅝"–35⅜"& LP Turbine with DR gearing & hydraulic coupling DeutscheSchiff.-u. 210NHP Mschb.A.G.Weser,Bremen		G
26894 LEEH	**Inna** (*ex*Benny,*ex*Ernst) Damaged by Explosion 12,37 *1Dk*	489 356 267					1905	Porsgrunn Mek.Værks. Porsgrunn	IndherredsAktiedampskslsk.	150·9 Q142tB53tH5tF17t	26·5	12·4	Steinkjer Norwegian *WB*	C.2Cy.13½"&29"–23½" 34NHP PorsgrunnM.V.Porsgrunn		V
26895 7103 SJAN	**Innaren** *Now "Bernhard," see No. 37408 in Supplement* *OilEng.* *1Dk* D.F. *CruiserStern*	*3637* *3271* *2033*					1924	Sorlandets Skibsbyggeri Grimstad *Completed by* Langesunds Mek. Verks.Fevig	RederiA/B Transatlantic(G.Carlsson,*Mgr.*)	340·1 P37'B102'F30'	50·1	23·8	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 6Cy.24⅛"–51⅛" 354NHP Götaverken,Gothenburg		N
26896 LJHS	**Inneröy** *OilEng.* D.F. *1Dk* *Mchy.Aft* *CruiserStern*	8260 7504 4970	✠100A1 ~~9,37~~ ~~3,37~~ 3,38 *CarryingPetroleum in bulk*	Rot ~~SPo~~ Fal ✠LMC12,36	*c*†	CL	1936 12mo Lloyd's A&CP	Eriksbergs M.V.Aktieb. Gothenburg	ErlingH.Samuelsen'sRederiA/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*	469·2 486·0(O.L.) P92'B28'F40' FK *uE*68'186t*DTf*23'4	61·1	34·5	Oslo Norwegian *12BHptCem* 60t*APT*139t	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 644NHP 2DB*142lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s7 ″ 5 26 ″ 9¾	
26897 142838 GCMQ	**Innerton** *ss*Shl.No.3–8,31 *ss*Nwc.No.1–36 *1Dk(Stl)*	5276 4827 3241	✠100A1 ~~8,37~~ ~~4,37~~ 4,38 BS4,38	Bry ~~Rot~~ Nwc ✠LMC8,36	*y*	CL ~~3,34~~ ~~3,37~~ 4,38	1919 8mo Lloyd's A&CP	Ropner&Sons,Ld. Stockton	R.Chapman&Son *CellDB*	400·1 P49'B113'F40' FK 340'1072t*FPT*131t	52·3	28·5	Newcastle British *7BHCem* *APT*214t	T.3Cy.~~26",44"~~ 25",42"&73"–48" (*s*) 180lb 452NHP 3SB(Spt)*9cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 0½ 25 ″ 3	
26898 160474 GNVW	**Innesmoor** *OilEng.* *ss*Bly.No.2–36 *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	4392 4060 2649	✠100A1 *withfreeboard* ~~6,37~~ ~~7,36~~ 2,38 DBS~~7,36~~ 6,37	Bly ~~Cf~~ Bkn ✠LMC7,36	*y*	CL 1,36	1928 5mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs*) *CellDB*317'1011t *MT*26'988t	375·0 391·0(O.L.) F30' FK *FPT*140t*APT*220t	52·6	25·7	London British *7BHptCem* (*Coll toSh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.21¼"–85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	
26899 LEEI	**Innherred** Ⓟ *2Dks*	339 309 178					1929	Trndhjms Mek.Værks. Trondheim	IndherredsAktieDampskslsk.	130·3	22·1	16·1	Steinkjer Norwegian *WB*	T.3Cy.12½",20"&33"–21" 50NHP TrondhjemsM.V.Trondhm		N
26900 131515 VJQW	**Innisfail** (*ex*Blaxland) TwinSc *ss*Bsb.2ndNo.3–11,35 *Mchy.Aft* Wireless *1Dk(Stl–ws)*	399 300 144	✠ A1 11,37 ~~12,36~~ ~~BS12,36~~ *Queensland Coasting*	Bsb BS11,37 ✠LMC11,35		OG 11,35	1912 4mo Lloyd's A&CP	Mackie & Thomson,Ld. Glasgow	AustralianSteamshipsProprietary, Ld.(HowardSmith Ld.*Man.Agents*)	144·5 B13'F26' FK *FPT*	32·2	7·2	Melbourne British *3BHCem* 45t*APT*32t	C.4Cy.12¾"&24"–16" (*s*) 120lb 48RHP 1SB,*3cf*,G56,HS1400 J.Ritchie,Glasgow	8 ″ 0 s1 ″ 2½ 7 ″ 1	
26901 152222 EIDG	**Innisfallen** Ⓟ TwinSc *OilEng* *ss*Liv.No.2–38 ~~*ss*Liv.No.1–34~~ *Ref.Mchy.* *1Dk(Stl)2nd dk in Nos.1&2 holds* D.F. *CruiserStern*	3071 1717 1386	✠100A1 *withfreeboard* 3,38 ~~1,37~~ DBS~~1,33~~ 3,38	Liv 3,38 ✠LMC CS~~4,35~~ ~~1,33~~ 3,38	*u*	OG 1,37	1930 6mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	British&Irish SteamPacketCo. (1936)Ld. *CellDB*240'330t *tank in way of*	321·0 P59'B160'F73' *Upper*B120' FK *tunnels* 103t*FPT*41t	45·7	15·2	Cork British *7BHptCem* *APT*42t	Oil Engines 4S.C.SA 20Cy.24⅜"–38 9/16" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s4 ″ 1½ 15 ″ 1½	
26902 122 IQJG	**Innocenza** WoodAux3MstSr (*ex*Sailing Vessel,*ex*Maria Solimano) *OilEng.* *1Dk2trB* (*See Sailing Ship Register*)	439 — 316					1924	Soc.Anon. Cantieri di Legino Andora	E.Giuntini	150·7	31·5	14·4	Savona Italian	Oil Engines 2S.C.SA 3Cy.7⅞"–11⅜" 32NHP *Emade&fitted*30 DeutzMotorenfb.Obermal		I
26903																

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen	Built. When. / Ship. / Engines	By Whom. / Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26904 111302 MDDB	**Ino** Foundered 11,37 ssRot.2ndNo.3–5,25 ssShl.No.2–33 1Dk(Stl)&deep framing &ptAwng dk(Stl–ptws)	1240 897 778	✠~~100A1~~ pt Awng dk withfreeboard 1,37 ✠NB4,20 ~~✠LMC~~ ~~MS5,33~~ ~~MDS8,37~~	Sws	n	CL 1,37	1899 10mo	Campbel- townS.B.Co. Campbeltwn A&CP	BristolStm.Nav. Co.Ld. WB=CellDB	229·8 Q79' ptAwng dk151' FK a53'uE&B38'f94'	32·8	15·0	Bristol British 4BHCem 270tAPT80t	T.3Cy.18",27½"&45"–33" (s) 160lb NDB33 80lb 99RH 1SB,3cf,GS55,HS1943 Hutson&Sons,Ld.Glasgow	17 ″ 4 s 7 ″ 2¾ 17 ″ 3	
26905 LHEB	— Wood (exMitkjel,exCapri) Note "Elms," see No. 37384 in Supplement	570 450 331					1900	Brunchrst &Dekke Bergen	OsmundHamre& Co.A/S	165·4 Q39tB53tF22t	27·2	15·2	Haugesnd Norwegian	T.3Cy.12¼",20"&32"–26" 52NH LaxevaagsMsk&Jrns.Bgn		N
26906 PJCB	— Wireless D.F. OilEng. Mchy.Aft	374 287 168					1936	Gebroeders Pot Bolnes	West-Indische Scheeps.Maats.	162·6	29·4	8·9	Curaçao Dutch	Oil Engines 2S.C.SA 7Cy.10 13/16"–18⅞" 132NHP Gebr.Stork&Co.Hengelo		V
26907 EAFH	**Inocencio Figaredo** (exOlavarriaga, ssLiv.No.3–8,10 exHolmsIsland, ssBbo.No.2–20 exGrelford, Spar dk(Irn)2trB& exNancyLee,exMinterne) deep framing	2823 2647 1802	✠ 10,23 ✠	Bbo	u		1898 4mo	ShortBros. Sunderland	Minas deFigaredo S.A. CellD	316·0 P31'B78'F31' FK Ba100'uE 24'f124'	42·1	17·0 24·1	Gijon Spanish 6BHCem 723tAPT75t	T.3Cy.23",38"&62"–42" NDB20 256NHP 2SB,6pf,GS117,HS3950 J.Dickinson&Sons,Ld.Sld.	26 ″ 9	V †
26908 EAIA	**Inogedo** (exPrincipe deAsturias) Wireless 1Dk	399 — 185					1917	Astilleros Riera Gijon	Cia.AnonMaritima Torrelaveguense	135·2 F41'	25·0	13·3	Santander Spanish	C.2Cy.15"&34"–23½" NB30 46NHP Emade91fitted— VulcanIronWorks (Tyndall&Co.),Hull		
26909 TCBQ	**Inönü** Ⓟ (exIn-Eunu,exVesta, exVaskapu,exLascar) 1Dk2trB&ptAwng dk	1737 — 1065			...		1891	Wigham- Richrdsn&Co Newcastle	Denizyollari Idaresi	260·0 F26'ptAwng dk162' RFD72' FK	36·2	16·9	Istanbul Turkish WB	T.3Cy.20½",33"&54"–36" 175NHP WighamRichrdsn&CoNwc	19 ″ 3	
26910 LOHF	**Inspector Benedetti** (exArcangelo–33,exVigo) Fitted for oil fuel 2Dks3trB	3078 — 1384					1905	Earle'sCo. Ld. Hull	Cia.Argentina de Nav.Mihanovich Ltda.	336·0	48·3	22·8	Bns.Aires Argentine WB	T.3Cy.20",32½"&54"–42" 189NHP Earle'sCo.Ld.Hull		
26911	**Insulinde** OilEng. 1Dk Mchy.Aft CruiserStern	332 236 154					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Salomons	133·3 P41'F15'	23·1	9·5	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.10 13/16"–15¾" 68NHP Mtrn WerkeMannheimAG		
26912 816 IBJB	**Integritas** (exAngeloToso) D.F. 2Dks	5952 — 3257					1917	Soc.Eser- cizioBacini RivaTrigoso	Soc.Anon. per l'In- dustria ed ilCom- mercioMarittimo "NovaGenuensis"	399·0 P28'B250'F42'	52·5	30·8	Genoa Italian WB	T.3Cy.26",42½"&69 7/10"–48" Soc.Esercizio 336NH Bacini,RivaTrigoso		CI
26913 218721 KITQ	**International** (exLakeSingara) Fitted for oil fuel Sub.Sig. 1Dk	2740 — 1760					1919	Gt.Lakes Eng.Works Ashtabula,O.	International PackingCo.	261·0 P32'B65'F24'	43·5	22·5	Seattle Utd.States WB	T.3Cy.21",35"&59"–42" GreatLakes 352NH Eng.Works,Ashtabula,O.		
26914 UOKI	— IronTwinSc (exVaglianoV.) 1Dk	379 343 261					1888	T.B.Seath &Co. Glasgow	U.S.S.R.	174·7 P8'B20'F14'	27·2	9·2	Rostoff Russian	C.4Cy.11½"&20½"–17" NB05 29NHP T.B.Seath&Co.Glasgow		
26915 119 IOUM	**Intrepido** WoodAux3MstSr (exGaetanoSerra) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	551 — 317					1921	A.Terriz- zano Cervo	Soc.Anon.Italiana Import.Carboni e Navigazione	154·2	30·3	16·4	Savona Italian	Oil Engines 2S.C.SA 4Cy.11"–17⅓" 85NHP SulzerFrères,Winterthur		I
26916 3547 JCWE	**Inushima Maru No. 1** Sp 1Dk	592 559 329					1898	OsakaIron Works Osaka	IinoTorakichiK.K.	169·0	30·0	14·1	Fuchu Japanese WB	T.3Cy.14",22"&37"–27" 71NHP OsakaIronWorks,Osaka		
26917 3634 JTDH	**Inushima Maru No. 2** 1Dk	616 573 335					1899	OsakaIron Works, Osaka	IinoShojiK.K.	164·0	30·6	14·8	Fuchu Japanese	T.3Cy.14⅓",22¼"&37⅛"–27" 77NHP OsakaIronWorks,Osaka		
26918 4522 JJKE	**Inushima Maru No. 6** Sp 1Dk	584 546 306					1899	Ishikawa- jimaSBCoLd. Tokio	IinoTorakichiK.K. WB	165·8	29·5	13·3	Kobe Japanese	T.3Cy.14½",22"&37"–27" 71NHP IshikawajimaCo.Tokio		
※ 26919 147914 GKTW	**Invella** ssNwc.No.3–7,36 D.F. 2Dks(Stl)	5026 4743 3135	✠100A1 ~~8,37~~12,37 ✠LMC7,36 BS12,37	Shl Hul	y	CL 2,37	1924 8mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP Inter intermediate't	S.S.InduneCo.Ld. (Maclay&McIn- tyre,Ld.Mgrs.) mediate'tween dk B ween dkBHin after CellDB342'926tD	400·1 413·2(O.L.) P37'B121'F45' FK H in forward hold& hold dispensed with Ta30'846tFPT129t	52·2	28·5	Glasgow British Cem 4BH to Udk 2 ,, ,,2nd ,, APT106t	T.3Cy.26",44"&73"–48" (s) 180lb 513NHP 3SB(Spt),9cf,GS190, FD HS7620 J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s5 ″11¼ 25 ″ 4	
26920 164267 GYMJ	**Inventor** 2Dks CruiserStern	6210 5774 3840	✠100A1 ~~3,37~~10,37 ✠LMC9,35	Mdb Gls	a†	CL	1935 9mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) CellDB365'1301t	437·9 453·0(O.L.) P45'B144'F42' FK DTa32' 845t FPT	56·0	29·5	Liverpool British 8BHCem (1,,to2nddk) 89tAPT59t	T.3Cy.28",46"&81"–54" (r) 215lb 120lb 587NHP 2DB(Spt),12cf,GS272, HS9212 D&W.Hendersn&CoLdGls	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
※ 26921 142489 MJQZ	**Inver** ssBel.No.3–9,31 Well deck ssCff.No.1–35 Cargo battens not fitted 1Dk(Stl)	1543 1151 732	✠100A1 8,37 ~~4,36~~ ✠LMC MS5,35 BS~~4,36,37~~ 3,38	Cff	p	OG 4,36	1919 7mo Lloyd	Ramage& Ferguson,Ld. Leith 'sA&CP Cell	ShamrockShippg. Co.Ld. DBuE20'f92'231	250·7 250·0(O.L.) P20'Q77'B48'F27' FK tDTa73'307tFPT	36·2	17·2	Belfast British 5BHCem 11tAPT33t	T.3Cy.16",30"&49"–33" (r) 180lb 178NHP 2SB,6cf,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 4½ 17 ″ 0½	
26922 143371 GBVW	**Inverarder** (exWarHagara) ssBel.No.3–3,34 1Dk(Stl)&Web frames Longitudinal framing	5578 4713 3367	✠100A1 6,37 ~~8,36~~ ~~BS8,36~~ ✠LMC3,34 BS~~6,37~~4,38 Carrying oil Fitted for oil	Bel Nwc fuel in fuel 7,	z bul 19	CL ~~2,34~~ ~~6,37~~ 4,38 k F.P. F.P. a	1919 7mo Lloyd above bove 1	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP 150° F. 50° F.	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.) M CellDBuE&B	400·0 410·2(O.L.) P49'B121'F45' FK iddle line bulk head 71'274tDTf49'286t	52·4	28·5	London British 11BHptCem not oil tight DTa35'187t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland FPT100tAPT80t	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.
※ 26923 147899 GKML	**Inverbank** TwinSc OilEng. ssAnt.No.3-6,37 ~~ssGls.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl-ws)	5149 4768 3113	✠100A1 withfreeboard 6,37 ~~3,36~~ ~~DBS11,35~~ ✠LMC~~2,33~~ 6,37 DBS6,37 ~~✠LMC(M)2,35~~ Carrying vegetable oil in deep tank	Cal Ant	a†	CL ~~N9,36~~ ~~P6,37~~ ~~SN6,37~~ 11,37	1924 5mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB357'1121t tanks between tunnels115'251tDTf82'1067tFPT106tAPT132t	420·4	53·9	26·5 FK	Glasgow British 7BHptCem (CollBH to Sh dk 6 „ „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB110lb 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
※ 26924 148610 GLNB	**Invercaibo** TwinSc ssCco.No.2-33 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard 6,37 ~~3,37~~ ~~BS7,36~~ ✠LMC~~5,36~~ 8,37 Carrying Petroleum in bulk Fitted for oil fuel 6,25 F.P. above 150° F.	Cco	t	CL PN9,37 SN5,37	1925 6mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f286t a356t FPT60tAPT75t	305·7 P67'Trunkdk204' F34'	50·2	14·3 FK	London British 7BHptCem	T.6Cy.13½",23½"&36"-27" 180lb (s) 196NHP 2SB,6cf,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s1 ″ 1½ 13 ″ 3½	
26925	**Invercorrie** (exPalmol) TwinSc Dismantled ssCco.No.3-5,31 ssMob.No.1-35 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	*1126* *876* *509*	✠~~100A1~~ withfreeboard 5,37 ~~4,36~~ ~~✠LMC5,36~~ ✠NE&B5,23 ~~BS5,37~~ Carrying Petroleum in bulk Fitted for oil fuel 5,23 F.P. above 150° F.	Cco		CL s3,35 P4,36	1918 5mo Lloyd'sA&CP	W.Gray &Co.Ld. WHartlepool	LagoPetroleum Corp. CellDBuE34'63tDTf194tFPT35tAPT66t	210·0 P53'F41'	34·6	16·6 FK	Maracaibo Venezuelan 12BHptCem	T.6Cy.9",15"&25"-18" (s) 180lb 82NHP 2SB,4cf,GS60,HS1603 McKie&Baxter,Glasgow	16 ″ 6 ~~s1 ″ 4½~~ ~~15 ″ 8½~~	
26926	**Invergarry** ssRot.No.1-27 1Dk(Stl)&Shelter dk(Stl) Straight frames, bevelled bilge Now "Mount Dirfys," see No. 39164 in Supplement	6907 *6190* 4217	✠100A1 Shelter dk withfreeboard 10.30 BS10,30 ✠LMC7,27 Carrying Petroleum in Double Bottom & Circular Tanks fitted in Holds & in Wing Tanks Fitted for oil fuel 4,24 F.P. above 150° F.	Fal	a†	CL 10,30	1924 4mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast		412·6 F40' on Shelter dk CellDBuE&B70'440t	55·8	34·4 FK	Greek 9BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 531NHP 4SB,12cf,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 6 28 ″ 9	
※ 26927	**Invergordon** ssBel.No.1-27 1Dk(Stl)&Shelter dk(Stl) Straight frames & bevelled bilge Now "Mount Helmos," see No. 39153 in Supplement	6921 *6204* 4229	✠100A1 Shelter dk withfreeboard 3.30 BS3,30 ✠LMC10,27 Carrying oil fuel F.P. above 150° F. in DB & in circular tanks in holds Fitted for oil fuel 4,23 F.P. above 150° F.	Fal	a†	CL 7,29	1923 4mo Lloyd'sA&CP	J.Brown& Co.Ld. Clydebank		412·9 F40' on Shelter dk CellDBuE&B79'410tFPT87tAPT126t	55·6	34·4 FK	Greek 8BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 540NHP 4SB,12cf,HS10224 JBrown&CoLd.Clydebank	38 ″ 0 s9 ″ 6 28 ″ 9	
26928	**Inverilen** OilEng. Mchy.Aft	8900	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Deutsche WerftA.G. Hamburg	InverTankers,Ld. (A.Weir&Co. Mgrs.)				British	Oil Engines Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
26929 145044 MPZX	**Inveritchen** ssSou.No.3-2,34 Mchy.Aft 1Dk(Stl) ssSou.No 1-38	708 631 419	✠ A1 withfreeboard 3,38 ~~12,36~~ ~~BS2,37~~ ✠LMC~~2,37~~ 3,38 For Coasting services Dover to Falmouth, Dunkirk to Cherbourg, also Southampton to Rouen Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 10,20 F.P. above 150° F.	Sou		CL 12,36	1920 9mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,Mgr.)	180·0	40·1	12·2 FK	London British 7BHptCem	C.2Cy.13½"&27"-18" (s) 100lb 62RHP 1SB,3cf, HS1654 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s4 ″ 7 8 ″ 3	
26930 148567 GLCN	**Inverlago** TwinSc ssAru.No.3-3,38 ~~ssCco.No.2-33~~ Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard 3,38 ~~3,37~~ ✠LMC BS~~2,33~~3,38 MS3,37 Carrying Petroleum in bulk Fitted for oil fuel 3,25 F.P. above 150° F.	Cco Aru	t	CL ~~S9,36~~ ~~P3,37~~ 3,38	1925 3mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f286ta356tFPT60tAPT75t	305·7 P67' Trunkdk204' F34'	50·2	14·3 FK	London British 7BHptCem	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s1 ″ 10½ 13 ″ 3	
26931	**Inverlane** OilEng. Mchy.Aft D.F. E.S.D.	8900	100A1 (Class Contemplated) Carrying Petroleum in bulk				~~1937~~ 1938	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. Mgrs.)	470·0 P101'B32'F37'	63·8	35·7	Dublin British	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" BremerVulkan,Vegesack		
26932 159807 EILW	**Inverlee** OilEng. Mchy.Aft 1Dk,2nddk clear of cargo tanks D.F. E.S.D. Part electrically welded Rudder electrically welded CruiserStern	~~8900~~ 9158 8340 5406	✠100A1 3,38 ~~(Class Contemplated)~~ Carrying Petroleum in bulk ✠LMC3,38	Bmn	d†	CL	~~1937~~ 1938 3mo Lloyd'sA&CP	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co Mgrs.) CellDBuE72'2041tDTf36'501tFPT188tAPT101t	480·1 497·9(O.L.) P103'B33'F44'	63·8	35·7 FK	Dublin British 10BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.26¾"-47½" 1001NHP 2DB-180lb BremerVulkan,Vegesack	35 ″ 4 s7 ″ 1 28 ″ 6¼	
※ 26933 145166 GDVK	**Inverleith** ssBel.No.2-30 1Dk(Stl)&Shelter dk(Stl) Straight frames & bevelled bilge CruiserStern Now "Sunstone," see No. 40053 in Supplement	6958 6241 4261	✠100A1 Shelter dk withfreeboard 2,30 ✠LMC2,30 Carrying oil fuel F.P. above 150° F. in DB & in circular tanks fitted in holds Fitted for oil fuel 3,21 F.P. above 150° F.	Bel	a†	CL 9,27	1921 2mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	CampdenHillS.S. Co.Ld.(Counties ShipManagement Co.Ld.Mgrs.)	412·6 F40'onShelter dk CellDBuE&B84'440tFPT87tAPT126t	55·8	34·4 FK	London British 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 531NHP 4SB,12cf,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 6 28 ″ 9	
26934	**Inverliffey** OilEng. Mchy.Aft	8900	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Deutsche WerftA.G. Hamburg	InverTankers,Ld. (A.Weir&Co. Mgrs.)				British	Oil Engines Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		
26935	**Invernore** OilEng. Mchy.Aft Should be "Inverdargle," see No. 38619 in Supplement	8900	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Deutsche WerftA.G. Hamburg	InverTankers,Ld (A.Weir&Co. Mgrs.)				British	Oil Engines Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26936 148587 MNFL	**Inverpool** ssBkn.No.3-2,38 ~~ssBkn.No.2-34~~ Mchy.Aft 1Dk(Stl)	680 565 286	✠100A1 2,38 ~~12,35~~ [illegible] ✠LMC~~5,34~~ 2,38 Carrying oil fuel in bulk F.P. above 150°F Fitted for oil fuel 5,25 F.P. above 150° F.	Bkn	i	CL ~~12,35~~ 1,38	1925 5mo	Harland & Wolff,Ld. Govan Lloyd's A&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe, Mgr.)	169·1|31·1|14·5 F28' Trunk86' FK Middle line BH not oil tight FPT113t	London British 6BHptAsp APT35t	T.3Cy.13½",23½"&36"-27"(s) 180lb 90RHP 1SB,3cf,HS1624 FD A &J.InglisLd.Glasgow	14 ″ 6 s 1 ″ 4¼ 13 ″ 3¼	
26937 148577 GLCW	**Inverrosa** TwinSc ssCco.No.3-8,37 ~~ssCco.No.2-33~~ Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard 12,37 ~~1,37~~ 8,37 ~~BS7,36~~ ✠LMC~~6,33~~ Carrying Petroleum in bulk Fitted for oil fuel 4,25 F.P. above 150° F.	Cco Gal	t	CL ~~s4,38~~ ~~P7,36~~ P9,37	1925 4mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f286t a 356t FPT 60t	305·7|50·2|14·3 P67' Trunk dk204' F34' FK	London British 7BHptCem APT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10¼ 13 ″ 3	
26938 148628 GMTD	**Inverruba** TwinSc ssCco.No.2-34 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 withfreeboard 3,37 9,37 ~~BS8,36~~ ✠LMC~~1,34~~ Carrying Petroleum in bulk Fitted for oil fuel 7,25 F.P above 150°F.	Cco	t	CL s3,37 P8,36	1925 7mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f286t a356t FPT 60t	305·7|50·2|14·3 P67' Trunk dk204' F34' FK	London British 7BHptCem APT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf, HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10¼ 13 ″ 3¾	
26939 159809 EIMC	**Invershannon** OilEng. Mchy.Aft D.F. E.S.D. CruiserStern 1Dk 2nd dk clear of cargo tanks Part electrically welded Rudder electrically welded	~~8000~~ 9154 8340 5501	✠100A1 4,38 ~~(Class Contemplated)~~ Carrying Petroleum in bulk ✠LMC4,38	Bmn	d†	CL	~~1937~~ 1938 4mo	Bremer Vulkan Vegesack Lloyd's A&CP	InverTankers,Ld. (A.Weir&Co. Mgrs.) CellDBuE72'204t	480·2|63·8|35·7 497·9(O.L.) P103'B33'F44' FK DTf36'504t FPT188t	Dublin British 10BHptCem ptAsp APT101t	Oil Engines 2S.C.SA 8Cy.26¾"-47½" 1001NHP 2DB-180lb BremerVulkan,Vegesack	35 ″ 4 s 7 ″ 1 28 ″ 6½	
26940	**Inversuir** OilEng. Mchy.Aft	8900	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Deutsche WerftA.G. Hamburg	InverTankers,Ld. (A.Weir&Co. Mgrs.)		British	Oil Engines Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		
26941 217093 WCII	**Invincible** Fitted for oilfuel Sub.Sig. 1Dk&Web frames Longitudinal framing	7592 7553 4829					1918	Bethlehem S.B.Corp.Ld. Alameda,Cal	UnitedStates Maritime Commission	440·0|56·0|35·2 FK	S.Frncisco Utd.States WB	1 Steam Turbine and Electric Motor 637NHP NE21 GeneralElectricCo. Schenectady,N.Y.	38 ″ 0	R
26942 UPIJ	**Inya** (exPripet-35,exNeapel-35) 1Dk	1348 1030 751					1920	Danziger Werft Danzig	U.S.S.R.	244·1|35·1|15·5 P21'Q56'B110'F33'	Vladvostk Russian WB	T3Cy17 3/16",27½"&43 3/16"-31½" Stettiner 106NHP Oderwerke,Stettin		G
26943 764 SZJY	**Ioanna** (exGransha-34) ssShl.2ndNo.3-6,25 ssShl.No.1-29 Well deck 1Dk(Irn)&deepframing	1192 879 487	✠ — 9,34 ✠	Cff	n		1901 6mo	AilsaS.B. Co. Troon	Eleftherios Veliotis CellDBa56'uE21'	235·5|33·1|16·6 P24'Q54'B55'F27' FK&BK1" f90'341t FPT	Piræus Greek 4BHCem 56t APT50t	T.3Cy.17",28"&45"-33" 155NHP 2SB,4cf,GS76,HS2800 Muir&Houston,Ld.Gls.	17 ″ 6	G †
26944 93 SVQF	**Ioannis Carras** (exSouthlea, exLadyCharlotte) ssShl.No.3-4,30 ssVen.No.1-34 1Dk(Stl)	3527 3324 2208	✠100A1 7,37 ~~1,37~~ ~~BS10,35~~ ✠LMC8,34 BS~~10,36~~5,38	Cff Rot	w	CL ~~10,35~~ 7,37	1917 10mo	Campbeltown S.B.Co. Campbeltwn Lloyd's A&CP	~~CarrasBros.~~ P.J.Carras	348·5|49·9|23·6 P29'B213'F37' FK CellD B300'995t	Chios Greek 6BHCem APT85t	T.3Cy.25",40"&65"-45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 ″ 0 s 3 ″ 1 23 ″ 1¾	
26945 90 SVPT	**Ioannis Frangos** (exNovington) ssGms.2ndNo.3-8,37 ~~ssShl.No.3-11,24~~ ~~ssPir.No.2-34~~ 1Dk(Stl)	3442 3229 2100	✠100A1 8,37 ~~11,36~~ MS3,37 ✠LMC~~1,34~~ DBS~~5,36~~ 10,37 MBS~~9,36~~8,37	Nwc Gms	w	CL ~~1,36~~ 8,37	1912 6mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's A&CP	M.Frangos Cell DBa119'uE&B44'	362·0|50·0|21·6 P31'B211'F37' FK f154'1126t FPT125t	Chios Greek 6BHCem APT102t	T.3Cy.25",41"&67"-45" (r) 170lb 100lb 327NHP 2SB,8cf,GS135,HS5169 Blair&Co.Ld.Stockton	24 ″ 0 s 3 ″ 0¼ 21 ″ 3	
26946 191 SVOU	**Ioannis M. Embiricos** (exRustington) ~~ssBry.No.2-32~~ 1Dk(Stl) ssAnt.No.3-12,37	3734 3467 2274	✠100A1 12,37 ~~1,36~~ ✠LMC12,37 ~~MS11,32~~ ~~BS9,36~~	Nwc Ant	w	CL ~~1,36~~ 12,37	1924 12mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	S.G.Embiricos CellD	360·0|51·0|22·9 P29'B225'F36' FK B317'984t FPT104	Andros Greek 6BHptCem t APT183t	T.3Cy.25",40½"&67"-45" (s) 180lb 100lb 332NHP 2SB,6cf,GS121,HS5188 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 1¾ 22 ″ 2¾	
26947 539 SZKB	**Ioannis Nomicos** (exMinos, exSnetind,exPetra Lea,exNorhaug, exMannheim) ssPir.3rdNo.3-8,31 1Dk(Stl) 2nd dk(Stl)in forehold	637 — 430	10,35	Pir			1899 5mo	J.L.Meyer Papenburg	L.N.Nomicos	171·3|27·0|16·4 B46' FK DBf28'50t DTa2	Piræus Greek 4BHCem 1'50t APT 4t	T.3Cy.12¾",21¼"&33½"-24½" 74NHP 1SB,2cf,GS39,HS1346 J.L.Meyer,Papenburg	17 ″ 2	
26948 128 SYQS	**Ioannis P. Goulandris** (exMaria Stathatos, exEggesford) ssPir.2ndNo.3-10,35 1Dk(Stl)	3750 3293 2223	✠100A1 5,37 ~~9,36~~ ✠LMC~~10,35~~ 5,37	Fal Rot	w	CL ~~N9,36~~ N5,37	1910 7mo	Craig, Taylor&Co.Ld. Stockton Lloyd's A&CP	GoulandrisBros. CellDBa117'uE22'	362·3|51·0|21·0 376·0(O.L.) P29'B232'F32' FK f160'955t FPT112t	Andros Greek 6BHCem APT101t	T.3Cy.25",42"&68"-45" (s) 170lb 330NHP 2SB,6cf,GS124,HS5120 N.E.MarineEng.Co.Ld.Sld	23 ″ 6 s 2 ″ 9¼ 20 ″ 10¾	
26949 631 SZKA	**Ioannis Voyadjis** Iron3Mst (exTrisIerarchai, exQueguay,exReveil) ssSws.No.1-82 1Dk Mchy.Aft	454 — 317	✠ 8,85	Cff	g		1878 3mo	A.Leslie &Co. Newcastle	MessiniaMilling Co.	159·5|25·0|10·0 Q91'F20' DBf89'FPT	Piræus Greek 3BHCem	C.2Cy.20"&37"-27" NB01 59NHP Black,Hawthorn&Co.Gts.		
26950 134514	**Iocolite** Fitted for oil fuel Mchy.Aft 1Dk&Web frames Carrying Petroleum in bulk	2060 1530 1549		...			1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOilShippingCo.Ld.(H.J. Rahlves, Mgr.)	250·0|43·1|16·6 P63'F43' FK	Sarnia Ont British WB	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 0	
26951 132745 GTDZ	**Iocoma** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk Longitudinal framing 1Dk	1669 1386 1035		...			1912	CaledonS. B.&ECo.Ld. Dundee	ImperialOil ShippingCo.Ld. (H.J.Rahlves, Mgr.)	248·2|42·6|15·6 P63'F39' FK	London British WB	T.3Cy.16",24"&41"-36" 84RHP CaledonSB.&.ECo.Ld.Dun	18 ″ 0 s1 ″ 11¾ 16 ″ 2¾	
26952 846 SVIK	**Iolcos** (exMelville-35, exSanJoaquin) ssRot.No.3-1,27 Mchy.Aft ssOsl.No.2-35 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6987 6376 4421	✠100A1 7,36 BS6,36 ✠LMC9,35 Carrying Petroleum in bulk Fitted for oil fuel12,13 F.P. above 150° F.	Rot	a†	CL N6,36	1913 12mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	HellenicTramp S.S.Co.Ld.(S. Iossifoglu,Mgr.) CellDB uE&B55'142tD	425·5|57·1|33·1 P101'B28'F40' FK Tf38'518t APT53t	Piræus Greek 15BHptCem (9 to U dk 6 ,, 2nd ,,)	T.3Cy.27",45"&74"-54" (s) 180lb 555NHP 4SB,12cf,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ 2¼ 27 ″ 0	
26953														

Now "Woodford," see No. 40705 in Supplement

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
Now "Romford," see No. 39913 in Supplement																
26954 819 SVEO	**Ionia** (exGlenfield-35,exMirita-34) ssShl No.3-10,28 *Mchy.Aft* ssOsl.No.1-34 *2Dks(Stl)&Web frames* *Longitudinal framing*	5845 5302 3655	✠100A1 5,36 BS10,36 ✠LMC6,34 *CarryingPetr* *Fitted for oil*	Ant *oleum* *fuel* 7	*z* *in* ,16	CL 11,34 *bulk* *F. P.*	1916 7mo *Lloyd* *above*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP* 150° F.	HellenicTramp S.S.Co.Ld.(S. Iossifoglu, *Mgr.*) *CellDB* *uE&B73'189tDT*	407·0 P99'B28'F40' FK /40'433t *APT*102t	52·4	31·5	Piræus Greek 15*BHptCem* (8 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.26½",44"&73"-48" (*s*) 180lb 498NHP 3SB,*9cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 " 6 s 5 " 10 25 " 9½	
26955 DHMO	— Sub.Sig. D.F. *2Dks*	3102 2781 1789					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B25'F43'	48·3	20·9	Hamburg German *WB*	T.3Cy.23¾",38$\frac{3}{16}$"&62"-45$\frac{3}{16}$" 259NHP A.G."Neptun,"Rostock		G
26956 802 SVHZ	— Ⓟ (exBernicia-34) ssPir.No.3-3,36 *2Dks(Stl)&Shelter dk* *(Stl-ptws)*	*1936* *1117* *820*	✠100A1 *withfreeboard* ~~4,37~~ ~~3,36~~ ✠LMC3,36 4,38 BS~~4,37~~4,38	Pir	*s*	CL ~~3,34~~ 4,37	1923 6mo *Lloyd*	Hawthorn, Leslie&CoLd. Newcastle *'sA&CP*	HellenicCoast LinesCo.Ld. *CellDB*179'205t	282·3 B108'F29' FK *APT*20t	40·1	16·1	Piræus Greek 5*BHptCem* (2 *to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.26,"43½"&73"-48" (*s*) 200lb 547NHP 3SB,*9cf*,GS190,HS8040 FD Hwthrn,Leslie&C.Ld.Nwc.	17 " 6 s " 9½ 17 " 0	
26957 ~~[illegible]~~ ~~OLSZ~~ Broken up	**Ionic** Ⓟ TwinSc4Mst *4Dks* *Ref.Mchy.*	12352 11395 7623	~~✠Lloyd'sRMC8,36~~				1902	Harland& Wolff,Ld. Belfast	~~Pedder&~~ ~~Mylchreest,Ld.~~	500·3	63·3	45·0	Japanese *WB*	Q.8Cy.22",31½",46"&66"-48" 604NHP Harland&Wolff,Ld.Bel.		
26958 142297 GNWY	**Ionic Star** (exIonicstar,exRubiera) ssNwc.No.3-12,29 ssNwc.No.1-34 *2Dks(Stl)&Shelter dk(Stl-ptws)* *Ref.Mchy.* *CruiserStern*	5594 5187 3549	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~6,36~~ BS3,38 ~~BS10,36~~ ✠LMC4,34 ✠Lloyd'sRMC~~3,37~~ 3,38 *Fitted for oil*	Nwc *fuel*6,	*y* 21	CL ~~8,35~~ 7,37 *F.P. a*	1917 12mo *Lloyd* *bove* 1	Russell& Co. PortGlasgow *'sA&CP* 50° F.	UnionColdStorage Co.Ld.(BlueStar Line,Ld *Mgrs.*) *CellL*	389·8 F50'*onShelter dk* FK *B*342'912t *FPT*48t	53·2	32·9	London British 6*BHCem* *APT*24t	T.3Cy.24½",41½"&70"-48" 200lb (*r*) 556NHP 3SB,9cf,GS150,HS8613 FD D.Rowan&Co.Ld.Glasgow	36 " 0 s 9 " 1½ 27 " 1½	
26959 ~~10~~ ~~[illegible]~~	**Ionion** (exG.M.LaVallette-34, exIakout) *1Dk*	*792* *546* *309*					1892	R.Craggs& Sons,Ld. Middlesbro'	~~D.Papoulias&~~ ~~K.Tsesmelis~~ GiuseppeRiccardi	205·2 P127'F49'	27·5	15·2	~~Spetsai.~~ ~~Greek~~ Genoa Italian *WB*	T.3Cy.20",28"&47½"-36" NB12 135NHP E*made*87*refitted*— Hall,Russell&Co.Ld.Abn.		
26960 [illegible] SVEN Now "Ilford," see No. 38604 in Supplement	**Iossifoglu** (exNordAtlantic-34, ex[illegible]) ss[illegible],25 D.F. ssHam.No.2-34 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	4680 4214 2790	✠100A1 2,37 BS2,37 ✠LMC5,34 *CarryingPetr*	Pir *oleum*	*x* *in*	CL ~~5,34~~ 4,37 *bulk*	1913 6mo *Lloyd*	Greenock &Grangem'th DkyrdCo. Ld. Greenock *'sA&CP*	HellenicTramp S.S.Co.Ld.(S. Iossifoglu, *Mgr.*) *CellDBuE&B*75'122t	374·2 P103'B28'F46' FK *FPT*138t*APT*90t	51·2	29·0	Piræus Greek 16*BHCem* (11 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",44"&73"-48" (*r*) 180lb 470NHP 3SB,*9cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 " 2	
26961 212144 WACH	**Iowan** ssS.Fo.No.3-12,26 D.F. ssS.Fo.No.2-33 *2Dks(Stl)&Shelterdk(Stl)* *3rd dk in No.1 hold & Web frames* *Longitudinalframing* *Fitted for oil fuel*	5165 ~~4748~~ ~~3145~~ 5208 — 3131	✠ ... 4,35 ✠	SFo	*a*†		1914 5mo	Maryland SteelCo. Sparro'PtMd	American- HawaiianS.S.Co. *Intermediate'twe* *hold* *CellDBa*	407·7 FK *endkBHinNo.2* *dispensed with* 122'*uE&B*54'*f*166'	53·7	28·1 6 1	NewYork Utd.States *Cem* *BHtoUprdk* ,, *2nd dk* 1234t *FPT*1	Q4Cy25½"37"53½"&78"-54" 665NH 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt. *only* 25t*APT*52t	31 " 6	R †
26962 FNBK	**Ipanema** Ⓟ *Fitted for oil fuel* *Well deck* *2Dks*	4282 — 2660					1921	Forg.&Ch. de laMédit. LaSeyne	Cie deNav.France- Amérique(Soc. Gén.deTransp. Mar.àVap., *Mgrs.*)	360·2 P233'F46'	45·9	24·0	Marseilles French *WB*	2SteamTurbines&Electric Motors Forg.&Ch.de laMédit.Msl.		V
26963	— (exAtlantico,exNichteroy) *1Dk*	440 375 257					1899	TAWalker Sudbrook	PedroBrando	156·1	26·9	11·1	R.Janeiro Brazilian	T.3Cy.14½",22"&34"-23" 55NHP Plenty&Son,Newbury		
26964 123905 VPKX	**Ipoh** *1Dk&Shade dk*	1279 888 528					1908	CaledonS. B.&E.Co.Ld Dundee	StraitsS.S.Co.Ld.	244·2	35·1	14·9	Singapore British *WB*	T.3Cy.20½",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
26965 67 IBKQ	**Ipparco Baccich** Ⓟ *OilEng.* Wireless	884 566 426					1931	Cant.Nav. delQuarnaro S.A. Fiume	SocietàFiumana di Navigazione	194·3	30·3	14·7	Fiume Italian	Oil Engines 2S.C.SA 8Cy.14$\frac{5}{16}$"-27$\frac{9}{16}$" 279NHP NE36 SocAn."Fiat"S.G.M.Turin		I
26966 218291 KILV	**Ipswich** ssMob.No.1-37 ssBal.No.3-10,33 *2Dks(Stl)*	5671 5212 3448	✠100A1 2,38 ~~3,37~~ BS~~3,36~~ ✠LMC~~10,33~~ 12,37 MS9,36 *Fitted for oil*	Mob *fuel* 6,	*z* 19	CL N9.36 *F.P. a*	1919 7mo *bove* 1	Chester S.B.Co.Ld. Chester,Pa. A&CP 50° F.	Waterman SteamshipCorp. *CellDB*	400·7 P36'B123'F43' FK 338'1387t *FPT*147t	54·2	30·1	Mobile Utd.States 6*BHptCem* *APT*180t	2SteamTurbinesDRgeared 1 Sc. Shaft (*s*) 200lb HS8700 522NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 " 9 s 7 " 4½ 25 " 7½	
26967 161032 MPDR	**Ipswich Trader** *1Dk*	484 308 254					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransportCo Ld.(M.F.Horlock, *Mgr.*)	161·2 len35	24·1	10·6	Harwich British *WB*	C.2Cy.17"&36"-27" 53RH Crabtree&Co.Ld.Yar		C
26968	**Iracema** (exCidade de TwinSc Porto deMoz) *1Dk&Promenade dk*	*433* *333* *294*			...		1898	Murdoch& Murray Pt.Glasgow	RufinoIrmãos	150·3 F16' FK	33·0	9·8	Pará Brazilian	T.6Cy.10",16½"&26½"-21" 79NHP D.Rowan&Son,Glasgow	10 " 0	
26969 LJKG	**Irania** *OilEng.* *Mchy.Aft* ssHpl.No.2-37 *1Dk(Stl)&Web frames* *Longitudinal framing*	*2186* *1783* *1199*	✠100A1 ~~2,37~~ 10,37 DBS2,37 ✠LMC2,37 *CarryingPetr*	Hpl Bkn *oleum*	*s* *in*	CL 5,36 *bulk*	1929 4mo *Lloyd*	Blythsw'd S.B.Co Ld. Glasgow *'sA&CP*	Skibs.A/S Irania (H.Hannevig, *Mgr.*) *CellDBuE*44'54t*D*	275·4 287·1(O.L.) P71'F43' FK *Trunk*161' *Tf*28'183t *FPT* 61t	44·2	19·9	Horten Norwegian 12*BHptCem* *APT*39t	Oil Engines 2S.C.DA 3Cy.21½"-38" 482NHP 2DB*100lb* Richardsons,Westgarth& Co.Ld.Hpl	20 " 0 s 1 " 10 18 " 4	
26970 PUQU	**Iraty** (exRioPurus) TwinSc Wireless *1Dk&Promenade dk* *Mchy.Aft*	394 325 227			...		1893	Murdoch& Murray Pt.Glasgow	Cia.Commercio e Navegação	170·1 F16' FK	30·0	8·4	R.Janeiro Brazilian *WB*	T.6Cy.9",14"&22"-18" 62NHP D.Rowan&Son,Glasgow	9 " 0	
26971 2026 IBLP	**Ircania** (exDovenden-35, exHowickHall) ssN.Yk.No.3-9,23 ssN.Yk.No.1-27 *2Dks(Stl)&Web frames* *Longitudinal framing* *Platform deck for light cargoes*	4815 — 2905	✠ — 6,35 ✠	Shl	*z*		1910 10mo	W.Hamil- ton&Co.Ld PortGlasgow	Soc.Anon.Coop- erativa di Nav "Garibaldi" *CellDBa*107'u	413·1 400·8 P39'B&F323' FK *E&B*59'*f*174'1027t	51·5	27·0	Genoa Italian 6*BHCem* *APT*24t	T.3Cy.27½",45"&75"-51" 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 " 7	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard, amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
26972 219174 KOKT	**Irene** (*ex*Bethnor) ssN.Yk.No.3–6,35 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	3482 2840 2112	100A1 8,37~~12,36~~ BS~~5,36~~ 5,37 *Fitted for oil fuel* 1919 *F.P. above* 150° F.	Bal LMC6,35	*u*	CL N11,36	1919	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmngtn Del	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	328·0 P26'B98'F37' FK *CellDB*232'666*tFPT*	46·2	22·9	NewYork Utd.States 7*BHCem* 78*tAPT*282*t*	T.3Cy.22",37½"&60"–42" (*s*) 190lb 292NHP 2SB,6*cf*,GS144,HS4933 BethlehemS.B.Corp.Ld. (HarlanPlant)Wlmn.Del.	25 ″ 6	
26973 8152 SLBM	— 1*Dk* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1527* *1170* *849*	✠100A1 3,38~~4,37~~~~10,37~~	Hbg ~~Bgn~~Bkn ✠LMC4,37	*q*	OG	1937 4mo	Helsingborgs Varfs Aktiebolaget Helsingborg Lloyd's A&CP	A/B Transmarin ~~(B.Ingelsson)~~ (S.Redig,*Mgr.*)	256·3 267·9(O.L.) P19'Q83'B102'F20' FK *CellDB*221'460*t FPT*	38·2	15·1	Hlsngborg Swedish 4*BHCem* 28*tAPT*55*t*	T.3Cy.17$\frac{3}{16}$",27$\frac{9}{16}$"&45¼"–33½" 213lb (*s*) FD 165NHP 2SB(Spt)4*cf*,GS54,HS2259 HelsingborgsVarfs.A/B	17 ″ 6 s ″ 11¼ 16 ″ 8¼	
26974 PEXG	— Wireless *CruiserStern* 2*Dks*	1153 966 637					1918	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V	255·7	36·6	13·6	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"–36" 138NHP J.&H.Suyver,Ams.		V
26975 3553 SEZK	— 1*Dk*	*680* *417* *397*					1899	Nylands Værksted Oslo	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·6 P120'H48*t*F16'	28·2	10·8	Stockholm Swedish *WB*	T.3Cy.15¼",25"&40½"–30" 90NHP NylandsVærksted,Oslo		V
26976 DOHP	— 1*Dk*	660 519 364					1911	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	179·9 Q50'B45'F22'	28·1	12·9	Bremen German *WB*	T.3Cy.13",21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
26977 1112 ESVM	— (*ex*Cimbria,*ex*Alster) 2*Dks*	573 496 296					1896	J.C.Tecklenborg A.G. Wesermünde-G.	A.Utov	188·7 P107'H13*t*F19'	26·1	11·7	Tallinn Estonian *WB*	C.2Cy.19"&37"–26¾" 59NHP J.C.Tecklenborg,Wsm.		
26978 OYEC	**Irene Maria** ssCpn.No.3–1,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1862 1674 1116	✠100A1 ~~6,37~~ ~~1,36~~ 12,37 BS1,38 MS1,36	Cpn ~~Bkn~~ Rot ✠LMC ~~BS11,36~~	*r*	CL ~~9,34~~ ~~6,37~~ 11,37	1922 10mo	Antwerp Eng.Co. Hoboken Lloyd's A&CP	A/S Dampskslsk. Dania(Chr. Andresen,*Mgr.*)	279·0 P22'B60'F30' FK *CellD B*238' 555*t FPT*46*t*	40·2	18·2	Esbjerg Danish 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld.	20 ″ 7 s 3 ″ 0½ 17 ″ 9	
26979 150 SYGU	**Irene S. Embiricos** ssAnt.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4164* *3754* *2439*	✠100A1 *withfreeboard* 8,37~~9,36~~ MS5,35	Cpn Rot ✠LMC BS4,37	*y*	CL 5,35	1927 9mo	ShortBros. Ld. Sunderland Lloyd's A&CP	S.G.Embiricos	393·0 FK *CellDB*329'1347*t* *FPT*171*tAPT*318*t*	52·3	24·4	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 *to* 2*nd* ,,)	T.3Cy25½",42½"&72"–48" (*s*) 180lb *100lb* 396NHP 2SB,8*cf*,GS162,HS6186 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s 2 ″ 9 24 ″ 3½	
26980 HRAK	**Iriona** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*4*trB*	4083 3252 2155					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"–45" 406NHP Wrkman,Clark&Co.LdBel		C
26981 441 IBUM	**Iris** (*ex*Tregonell–35, *ex*War Stag) ssShl.No.3–12,19 ssCff.No.2–29 D.F. 2*Dks*(*Stl*)	5175 — 3209	8,35	Syd	*y*		1918	W.Doxford &Sons,Ld. Sunderland	A.Lauro	413·6 400·0 P49'B113'F39' FK *CellDB* 340' 1128*t FPT*124*t*	52·3	28·5	Naples Italian 7*BHCem* *APT*179*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	31 ″ 0	I †
26982 PEXO	— ssH.Kg.No.3–8,30 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CarryingPetroleum in bulk*	3887 3312 2214	✠ … 9,35	HKg ✠	*v*		1918 2mo	Gebr.Pot Bolnes	N.V.Nederl. IndischeTank StoombootMaats.	327·0 P90'B27'F51 FK *Cell DBu E&B*71'124*t* *FPT*104*t APT*13*t*	48·7	25·5	TheHague Dutch 14*BHCem* (10 ,, *to Udk* 4 ,, 2*nd*,,)	T.3Cy.25",41"&68"–45" 428NHP 2SB,6*cf*,GS212,HS6035 FD RotterdamDroogd.Maats.	27 ″ 0	
26983 5073 SDEN	— **Iron** (*ex*Torgerd, *ex*Grovedale,*ex*Thrift, *ex*Mercedes) ssOsc.4thNo.3–4,34 ssOsc.No.1–38 1*Dk*(*Irn*)&*Web frames* *Well deck*	*1974* *1655* *1181*	✠100A1 ~~9,37~~~~6,35~~ 4,38 ~~DBS11,36~~ BS1,38	Skm Osc ✠LMC~~4,34~~ ~~MBS3,37~~ MS4,38	*r*	~~6,35~~ CL N9,37	1886 4mo	E.Withy& Co. W Hartlepool A&CP	Rederiaktieb.Iris (C.Abrahamsen)	275·0 P29'Q78'B110' F28' ptND07 BK9" *CellD B*234'346*tAPT*27*t*	37·2	19·2	Stockholm Swedish 4*BHptAsp* *ptCem*	T.3Cy.21",35"&57"–39" (*s*) 160lb *100lb* NDB18 203NHP 1DB,4*cf*,GS65,HS3052 Blair&Co.Ld.Stockton	22 ″ 2 s2 ″ 0¼ 20 ″ 10¾	
26984 LFHA	— Ⓟ (*ex*Ingerid) Wireless 2*Dks*	1177 769 663					1901	Gourlay Bros.&Co. Dundee	DetBergenske Dampskibsselskab	236·4 P278*t*H96*t*F31*t*	32·3	15·5	Bergen Norwegian *WB*	T.3Cy.21",34"&55"–36" NB12 181NHP GourlayBros.&Co.Dundee		
26985 DORG	— **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	1078 833 553					1935	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	235·3 P115'F25'	34·6	13·4	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
26986 PEXQ	— Ⓟ (*ex*DeutscherRhein) Wireless 1*Dk*	909 702 402					1920	HCStülckenSohn Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7 P&B138'F22'	32·4	12·8	Amsterdm Dutch *WB*	T.3Cy.17¾",29$\frac{1}{16}$"&46⅜"–31½" 112NHP H.C.StülckenSohn		V
26987 LOHJ	— Ⓟ **TwinSc** *OilEng.* Wireless	403 231					1933	Cia.Argentina deNav. Mihanovich, Ltda. Carmelo	Cia.Argentina de Nav.Mihanovich Ltda.	169·4	24·6	6·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.9"–11" 177NHP L.Gardner&Sons,Ld.,Mch.		
26988 11 OHEL	— **Iron** Wireless D.F.	446 331 222					1884	H.Koch Lübeck	FinskaAngfartygs A/B	164·3 Q41'H49'F21'	24·8	12·5	Helsingfrs Finnish *WB*	C.2Cy.18"&31"–22" 38NHP O.Henniges&Co.Berlin		V
26989 768 SEZO	— **Iron** 1*Dk*2*trB*	*354* *296* *169*					1884	Göteborgs Mek.Verks Gothenburg	RederiA/BEgon (SMStjerna,*Mgr.*)	134·5 B41'H5*t*	22·8	13·3	Malmö Swedish	C.2Cy.16"&28"–20" 29NHP GöteborgsMek.Vrks.Got.		V
26990 133 YLBZ	**Iris Faulbaums** (*ex*Estoril–35, *ex*Maio,*ex*Beta) 1*Dk*&*Spar dk*	1675 1472 970					1902	Schiffsw.v. HenryKoch Lübeck	MaxFaulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*)	260·8 P14'B162'F30'	38·2	17·1 24·0	Riga Latvian *WB*	T.3Cy.17¾",29½"&47¼"–38½" 137NHP J.F.Ahrens,Ottensen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
❋ 26991 161861 GBNV	**Irisbank** TwinSc OilEng ssBel.No.1-34 Ref.Mchy. 1Dk(Stl)&Shelter dk (Stl-ws) Sparred decks in Nos.1&2 holds	5627 4979 3412	✠100A1 withfreeboard 9,37~~10,36~~ ~~DBS4,36~~ ✠Lloyd'sRMC4,37 for temp. 20° F. Carrying vegetable oil in deep tanks & in tanks between tunnels	Bal DBS8,37 ✠LMC10,34 ✠LMC(M)9,36	b†	CL 4,36	1930 5mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	TheBankLineLd. (A.Weir&Co. Mgrs.) CellDB356'1172t tanks in way of tunnels264t	426·7|57·4|25·7 FK MTs60'2391tFPT95tAPT152t	Belfast British 7BHptCem (ColltoShdk 6 „2nd„)	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" 1246NHP DB120lb Workman,Clark(1928) Ld.	29 ″ 9 s3 ″ 7½ 26 ″ 4¼	
❋ 26992 OYFC	**Irland** OilEng. D.F. ssCpn.No.3-9,36 1Dk(Stl)	3173 2730 1928	✠100A1 9,36 DBS~~9,36~~ 7,37	Cpn ✠LMC9,36	v	CL N8,36	1927 11mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	A/S DetDansk-FranskeDmpsksl. (A.N.Petersen, Mgr.) CellDB277'824tMT212tAPT110t	326·2|50·1|20·8 P25'B155'F27' FK Trunk in wells	Copnhagn Danish 5BH	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 s2 ″ 7½ 20 ″ 6¼	
26993 1211 LDTP	**Irma** Ⓟ Wireless 1Dk&Spar dk3trB	1392 1211 789			...		1905	SirRaylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0|32·8|13·3 H14t 21·1 BK8"	Bergen Norwegian	T.3Cy.22",36"&60"-36" 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
26994 5150 SEZR	— Iron (exBeamish) Well deck 1Dk2trB	1244 964 728			...		1883	J.Readhead&Co. S.Shields	ErikBancksRederi	237·5|36·1|15·5 Q91'B50'H41tF30'	Hlsngborg Swedish WB	C.2Cy.30"&57"-36" 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
26995 375 IOYN	**Irma Calzi** TwinSc (exSpadaccino-35,exTamazerI-34, exNeufchâtel,exTisserand) 1Dk Mchy.Aft Now "Ginetto," see No. 38321 in Supplement	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	AdolfoCalzi	229·6|34·2|12·7 P74'F30'	Trieste Italian WB	C.4Cy.16⅛"&30⅝"-19 1/16" 68NHP Ateliers&Chantiers de la Loire,St.Denis		I
26996 DHMQ	**Irmgard**	867 654 477					1911	Stettiner Oderwerke Stettin	Reed.Mathies A.G.	210·8|30·8|12·8 P14'Q41'B72'F24'	Hamburg German WB	T.3Cy.18 1/16",25⅝"&41 3/16"-29½" 93NHP StettinerOderwerke		G
❋ 26997 159561 VLGK	**Iron Baron** E.S.D. Mchy.Aft 1Dk&Shelter dk Cargo battens not fitted CruiserStern Longitudinal framing at bottom, decks and in cantilever side tanks	4584 4104 2634	✠100A1 withfreeboard ~~4,37~~ ~~11,36~~ 2,38 ~~10,37~~ BS9,37	NSW ~~Mel~~ Syd ✠LMC9,36		CL	1936 9mo	Lithgows Ld. Port Glasgow Lloyd'sA&CP	BrokenHill ProprietaryCo.Ld. CellDB329'1350t Topside tanks	393·2|56·2|23·2 F38' FK DTf14'297t 245'1048tFPT185t	Melbourne British 7BHptCem (Coll to Sh dk 6 „ 2nd „) APT82t	Q.4Cy.24",34½",50"&71"-48" & exhaust turbine driving steam compressor 250lb (s) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 7¾ 23 ″ 10	
26998 LDRR	— (exKilbaha,exEmerald Wings) 1Dk&deep framing	3231 2913 1940			...		1911	Russell& Co. Pt.Glasgow	E.B.Aaby	331·3|49·1|21·8 P81tH113t FK	Oslo Norwegian WB	T.3Cy.23",37"&61"-42" 287NHP ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3	N †
❋ 26999 159570 ~~MMMP~~ VLJY	**Iron Chieftain** Cargo battens not fitted 1Dk & Shelter dk E.S.D. Mchy.Aft CruiserStern Longitudinal framing at ~~bottom & at decks~~ bottom, at decks & in cantilever side tanks	~~4700~~ 4812 4236 2737	✠100A1 withfreeboard 3,38 ~~12,37~~ ~~(Class Contemplated)~~ ✠LMC12,37	PGl Syd		CL	1937 12mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	BrokenHill ProprietaryCo.Ld. (CellBHto Shltr dk 6 BH to 2nd dk) CellDB338'1394t DTf14'310tTopside tanks250'1042tFPT81tAPT93t	404·5|56·2|23·2 419·0(O.L.) F40' FK	Melbourne British 7BHptCem	Q4Cy.24",34½",50"&71"-48" &exhaust turbine driving steam compressor 553NHP 3WTB(Spt)250lb (s) GS195,HS6612 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8½ 23 ″ 9	
❋ 27000 151806 VJDK	**Iron Crown** (exEuroa) ssN.S.W.No.3-10,34 1Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinalframing	3353 3013 1922	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~11,36~~ 1,38 ~~BS6,36~~	Syd BS6,37 ✠LMC8,35	v	CL 3,36	1922 7mo	Govt.Dkyd Williams-town Victoria A&CP	InterstateSteamships,~~Ld.~~ Proprietary,Ld. CellDBa&uE115'f FPT	331·0|47·9|23·6 341·2(O.L.) FK 145'820t Collision 118tAPT204t	SydnyNSW British Cem BH to Sh dk 4 „ „ U „	T.3Cy.25",41"&68"-45" (s) 180lb 387NHP 3SB,9cf,GS141,HS5316 FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s2 ″ 4½ 23 ″ 11	
❋ 27001 159562 VLGL	**Iron King** E.S.D. Mchy.Aft 1Dk&Shelter dk Cargo battens not fitted CruiserStern Longitudinal framing at bottom,decks and in cantilever side tanks	4584 4104 2634	✠100A1 withfreeboard ~~6,37~~ ~~12,36~~ 12,37 BS9,37	NSW ~~Mel~~ ✠LMC10,36	z	CL	1936 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	BrokenHill Proprietary Co.Ld. CellDB329'1350t Topside tanks	393·2|56·2|23·2 407·3(O.L.) F38' FK DTf14'297t 245'1048tFPT	Melbourne British 7BHptCem (Coll to Sh dk 6 „ 2nd „) 185tAPT82t	Q.4Cy.24",34½",50"&71"-48" & exhaust turbine driving steam compressor 250lb (s) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 7¾ 23 ″ 10	
❋ 27002 159568 ~~MMMG~~ VLJZ	**Iron Knight** E.S.D. Mchy.Aft 1Dk & Shelter dk Cargo battens not fitted CruiserStern Longitudinal framing at ~~bottom & at decks~~ bottom, decks & in cantilever side tanks	~~4700~~ 4812 4236 2737	✠100A1 withfreeboard 12,37 ~~10,37~~ ~~(Class Contemplated)~~ ✠LMC10,37	PGl NSW		CL	1937 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	BrokenHill ProprietaryCo.Ld. CellDB338'1394t (CellBHto Shltrdk 6BHto 2nd dk) DTf14'310tTopside tanks250'1042tFPT81tAPT93t	404·5|56·2|23·2 419·0(O.L.) F40' FK	Melbourne British 7BHptCem	Q4Cy.24",34½",50"&71"-48" &exhaust turbine driving steam compressor 553NHP 3WTB(Spt)250lb (s) GS195,HS6612 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8½ 23 ″ 9	
❋ 27003 128793 VJDL	**Iron Knob** (exEuwarra) ssN.S.W.No.3-10,34 1Dk(Stl)&Shelter dk(Stl)& Cargo battens not fitted Web frames Longitudinal framing	3349 3012 1907	✠100A1 Shelter dk withfreeboard 2,38 ~~10,36~~ MS5,34	NSW ~~Mel~~ ✠LMC BS~~2,37~~ 2,38	v	10,36	1922 6mo	Poole& Steele PortAdelaide A&CP	BrokenHill Proprietary Co.Ld. CellDB277'882t	331·0|47·9|23·5 341·8(O.L.) FK Collision FPT118tAPT204t	Melbourne British Cem BHtoShdk 4 „ „ U „	T.3Cy.25",41"&68"-45" (s) 185lb 516NHP 3 Water Tube Boilers HS8289 FD Poole&Steele,Pt.Adelaide	26 ″ 1 s2 ″ 4½ 23 ″ 11	
❋ 27004 150170 VJDM	**Iron Master** (exEurimbla) ssN.S.W No.3-7,33 1Dk(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing Cargo battens not fitted	3351 3015 1916	✠100A1 Shelter dk withfreeboard 1,37 ~~[illegible]~~ Fitted for oil fuel 6,27 F.P. above 150° F.	NSW MS11,37 ✠LMC BS~~2,37~~1,38	v	~~4,36~~ 8,37	1921 10mo	Poole& Steele PortAdelaide A&CP	BrokenHill ProprietaryCo.Ld. CellDB277'882t	331·0|47·9|23·5 350·0(O.L.) FK Collision FPT118tAPT204t	Melbourne British ptCem BHtoShdk 4 „ „ U „	T.3Cy.25",41"&68"-45" (s) 185lb 516NHP 3 Water Tube Boilers FD HS8289 Poole&Steele,Pt.Adelaide	26 ″ 1 s2 ″ 4½ 23 ″ 11	
❋ 27005 ~~128450~~ ~~VJDN~~	**Iron Monarch** (exKoolonga) ssSyd.No.3-9,36 1Dk(ptIrn ptStl) Cargo battens not fitted Now "Paz," see No. 39686 in Supplement	4260 3926 2632	✠100A1 ~~4,37~~ ~~10,36~~ 9,37 BS~~5,36~~2,37	Syd ✠LMC MS9,36	x	CL ~~10,34~~ 9,37	1914 2mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	~~InterstateSteamships,Ld.~~ ~~Proprietary,Ld.~~ Cell DBa117'uE&B40'f159'899tFPT99tAPT151t	364·0|50·7|26·1 375·2(O.L.) P29'B106'F33' FK	Honduran 6BHCem	T.3Cy.25",42"&68"-45" (s) 180lb 90lb 344NHP 2SB,6cf,GS124,HS5400 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s5 ″ 2¾ 23 ″ 6	
27006 151808 VJDP	**Iron Prince** (exElouera) ssSyd.No.3-10,35 1Dk(Stl)&Shelter dk(Stl)& Webframes Longitudinal framing Cargo battens not fitted	3352 3013 1916	✠100A1 Shelter dk withfreeboard 3,38 ~~11,36~~ MS1,35	NSW ✠LMC BS~~2,37~~ 2,38	v	CL ~~10,35~~ 3,38	1923 7mo	Common-wealthGovt. S.B.&Dkyd. Williamst'wn Victoria A&CP	BrokenHill ProprietaryCo.Ld. CellDB277'882t	331·0|47·9|23·6 350·0(O.L.) FK Collision FPT118tAPT204t	Melbourne British Cem BHtoSh dk 4 „ „ U „	T.3Cy.25",41"&68"-45" (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s2 ″ 4½ 23 ″ 11	
27007														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 27008 137229 VJDQ	**Iron Warrior** (*ex*Eugowra) *ss*N.S.W.No.3–3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted*	3345 3009 1909	✠100A1 *Shelter dk* *with freeboard* 3,38 ~~7,37~~ ✠LMC MS11,35 ~~BS3,36~~ BS1,38 ~~3,37~~	NSW	*v*	~~7,35~~ 8,37	1923 3mo	Poole&Steel,Ld. Pt.Adelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB*277'882*t*	331·0|47·9|23·5 350·0(O.L.) FK *CollisionBHtoShdk* *FPT*118*tAPT*204*t*	Melbourne British *Cem* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 185lb 516NHP 3 Water Tube Boilers GS253,HS8289 FD Poole&Steel,Ld.Port Adelaide	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
27009 127641 KLBP	**Ironwood** (*ex*Usona–36,*ex*Roslyn, *ex*Bayusona,*ex* (*Self-Unloader*) Port deSt.Malo,*ex*Bayusona,*ex*Usona,*ex* CharlesBeatty) *Mchy.Aft* 1*Dk*	1310 924 745					1902	CraigS.B.Co. Toledo,O.	NicholsonTransit Co.	211·7|40·1|13·0 P74'F34'	Detroit Utd.States *WB*	T.3Cy.15¼",25"&42"–36" 106NHP CraigS.B.Co.Toledo,O.		
* 27010 124667 GSFB	**Iroquois** TwinSc *ss*Bel.2ndNo.3–10,34 *Mchy.Aft* 2*Dks*(*Stl*)3*trB*& Sub.Sig. D.F. *Web frames*	8937 8086 ~~5286~~ 5283	✠100A1 3,38 BS4,38 ✠LMC10,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	Bel Nwc	*d*†	CL SN5,37 P3,36	1907 10mo	Harland&Wolff,Ld. Belfast *Lloyd's A&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *WB=CellDBuE&B*98'523*t*	476·3|60·3|33·5 P131'B30'F43' FK	Belfast British 17*BHCem* *DTf*39'962*t*	Q.8Cy.21",30",43½"&62"–42" 215lb (*s*) 748NHP 4SB,*16cf*,GS302,HS10760FD Harland&Wolff,Ld.Bel. *FPT*194*tAP Tanks* 340*t*	35 ″ 5 s 7 ″ 0 28 ″ 8½	
27011 226332 KGFD	— Ⓟ TwinSc D.F. E.S.D. 2*Dks 3rd dk in holds* *Ref.Mchy* *Fitted for oil fuel*	6209 4616 3405				...	1927	NwprtNws S.B.&DD.Co. NewprtNews	NewYork&Miami S.S.Corp(Clyde-MalloryLines, *Mgrs.*)	394·7|62·2|19·4 B&F385' FK	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts 2246NHP NewportNewsSB&DD.Co.	30 ″ 6	R †
27012 100730 KJNK	— (*Ferry*) 2*Dks*&*Awng dk*	1767 — 1202					1901	CraigS.B.Co. Toledo,O.	PugetSound Nav.Co.(A.M. Peabody,*Mgr.*)	213·8|46·0|15·2	Seattle, Wash. Utd.States	T.3Cy.21",34"&58"–30" 184NHP CraigS.B.Co.		
27013 160208 GJKR	**Irrawaddy** D.F. E.S.D. 2*Dks*	4285 3861 2561					1928	Lithgows,Ld. PortGlasgow	British&Burmese S.N.Co.Ld.(P.Henderson&Co. *Mgrs.*)	370·0|51·0|25·4 P40'B114'F32'	Glasgow British *WB*	T.3Cy.24½",40"&68"–45" 310NHP D.Rowan&Co.Ld.Gls.		C
27014 133354 VTCP	**Irrawadi** Ⓟ *ss*Bom.No.3–10,26 *ss*Bom.No.2–34 1*Dk*(*Teak*)&2*nd dk in No.*1 *hold*	1243 1138 634	✠100A1 10,37 ~~11,36~~ ~~BS12,36~~ ✠LMC12,34 10,37	Bom	*n*	CL ~~11,34~~ 10,37	1913 11mo	AilsaS.B.Co.Ld. Troon *Lloyd's A&CP*	BombayS.Nav.Co.Ld.	225·0|34·1|18·8 BK8¼" *WB=FPT*24*t*	Bombay British 4*BHCem* *APT*30*t*	T.3Cy.18½",31"&52"–36" (*s*) 200lb 193NHP 2SB,*6cf*,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s 3 ″ 1½ 17 ″ 10	
27015 UOYR	**Irtish** (*ex*Sassenheim–34) 1*Dk*	2158 1718 1226					1916	A.F.Smulders Schiedam	U.S.S.R.	268·9|42·1|18·1 P27'B78'F24'	Leningrad Russian *WB*	T.3Cy.20",32"&52"–39" 169NHP A.F.Smulders,Schiedam		
27016 Broken up 219066	**Irvington** *Fitted for oil fuel* 2*Dks*&*Web frames*	5584 5045 3447				...	1919	Newburgh Shipyds,Inc. Newburgh, N.Y.		400·5|54·2|31·0 P36'B124'F44' FK	Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 676NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	32 ″ 10	
27017 122954 MCLW	**Irwell** *ss*Goo.2ndNo.3–4,31 *ss*Gms.No.1–36 1*Dk*(*Irn–ptws*) &*deep framing*	1040 887 441	✠100A1 ~~1,37~~ 11,37 ~~BS2,37~~ ✠LMC1,36 4,38	Goo	*p*	OG ~~9,33~~ 11,37	1906 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	London,Midland&ScottishRailway (Associated HumberLines,Ld. *Mgrs.*)	255·0|36·1|16·4 P38'B90'F32' FK *Cell DB a*48'*uE*31' *f*110'175*tFPT*	Goole British 4*BHCem* 12*tAPT*17*t*	T.3Cy.23",38"&62"–42" (*r*) 180lb 343NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 5	
27018 215880 WADT	**Irwin** Ⓟ (*ex*SantaCecilia–36, *ex*Guatemala, *ss*S.Fo.No.3–4,30 *ex*SantaAna) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4900 — 2900	✠ ... 2,36 ✠	SFo	*y*		1918 1mo	W Cramp&SonsS&EBCo Philadelphia	Merchants&MinersTransportationCo. *CellDB*294'870*tFPT*	360·2|51·6|33·5 F *on Shelter dk* 40' FK	Baltimore Utd.States 7*BHCem* 70*tAPT*71*t*	Q4Cy25½",37",52½"&76"-54" FD 633NHP 4SB,*12cf*,GS214,HS8923 W.Cramp&SnsS&EBCPhl	33 ″ 6	R †
27019 160271 MPNF	— Ⓟ TwinSc *Fitted for oil fuel* 1*Dk*&*Promenade dk*	970 801 377				...	1929	D&WHendersn&Co.Ld. Glasgow	SouthIndianRly.Co.Ld.	250·0|38·1|11·4 FK	Glasgow British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
27020 8104 SKZU	**Isa** *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice* *Part electrically welded including butts of shell*&*deck plating* *Rudder electrically welded*	1588 1301 797	✠100A1 *with freeboard* 9,37 ~~3,37~~ ✠LMC9,36	Got	*t*	CL	1936 9mo	Stettiner OderwrkeAG Stettin *Lloyd's A&CP*	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, *Mgr.*) *Intermediate BH in forward hold dispensed with* *CellDB*245'554*t*	296·6|44·3|13·8 309·8(O.L.) F22' FK *DTa* 9' 60*t FPT*46*t*	Trelleborg Swedish *ptCem* (*Coll BH to Sh dk* 3„ „ 2*nd* „) *APT*100*t*	T3Cy.16⅛",26⅜"&43 5/16"–31½" &LP Turbine withDRgearing&hydraulic coupling (*s*) 214lb 176NHP 2SB,*4cf*,GS49,HS2201 FD StettinerOderwerkeA.G.	17 ″ 6 s ″ 2¾ 17 ″ 5	
27021 100707	**Isaac L. Elwood** GyC. *Mchy.Aft* 1*Dk*2*trB*	5143 — 4018					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0|52·0|30·0 Q72'B47'F30'	D'luth Min Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"–40" NB24 228NHP AmericanSB.Co.Cleveland		
* 27022 214669 WBCJ	**Isaac T. Mann** (*ex*Tidewater) *ss*NNs.No.3–5,35 D.F. 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~5,37~~ ~~3,37~~ 4,38 ~~BS6,36~~ ✠LMC5,35 ~~BS5,37~~ 4,38	Bos	*y*	CL ~~5,35~~ 5,37	1917 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*320'1832*t*	368·6|55·2|30·5 P27'B72'F31' FK *FPT*220*tAPT*201*t*	Wilmgton (Del.) Utd.States 7*BHCem*	70¼ T.3Cy.24⅞",41¾"&70"–46" 195lb (*r*) 462NHP 3SB,*9cf*,GS154,HS6624 NewYorkSBCorp.Camden	34 ″ 5 s 7 ″ 8¼ 26 ″ 11¾	
27023 142658 GCVN	**Isabel Moller** (*ex*LoongHwa, *ex*Warcuta,*ex*WarMango) 1*Dk*(*Stl*) *Cruiser Stern*	2834 2262 1664	✠ 8,20 ✠	Bom	*l*		1918 9mo	W.Gray&Co.Ld. WHartlepool	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDB*260'647*t FPT*70*t*	303·0|43·1|20·7 P33'B81'F32' FK	Shanghai British 6*BHptCem* *APT*60*t*	T.3Cy.22",36"&59"–39" 266NHP 2SB,*6cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0	C †
* 27024 208911 KJNL	**Isabela** *ss*Mob.2ndNo.3–9,35 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 4.37 ~~BS9,36~~ ✠LMC9,35 11,37	N Yk	*u*	CL N9,35	1911 8mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *WB=CellDBa*95'*uE*&*B*41'*f*147'845*t*	335·0|46·8|22·7 348·1(O.L.) FK *FPT*85*tAPT*43*t*	NewYork Utd.States *Cem* 4*BH to Udk* 1 „ „2*nd* „	T.3Cy.21½",36"&63"–42" (*s*) ~~190lb~~ 160lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB.&DD.Co	25 ″ 1 s 5 ″ 2¾ 20 ″ 1	
* 27025 FOKU	**Isac** *ss*Nts.No.2–35 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2385 1775 1263	✠100A1 6,37 ~~6,36~~ ✠NB7,26 LMC7,35 ~~BS8,36~~ 8,37	StN Ant	*s*	CL N6,36	1926 7mo	Ch.&Atel. deSt.Nazaire St.Nazaire *Lloyd's A&CP*	Cie.Nantaise de Nav.àVap. *CellDBa*&*uE*84' *f*99'392*t tanks at sides of tunnel*64'	269·5|41·9|19·6 Q&B162'F25' FK	Nantes French 4*BHCem* 360*tFPT*72*t*	T.3Cy.18⅛",29 15/16"&49 3/16"–37 13/16" 185lb (*s*) 198NHP 2SB,*6cf*,GS117,HS3498 Etab.de laMarine,Indret	21 ″ 10 s 2 ″ 2 19 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
27026 162091 MPZC	**Isadora** (exS.N.A.2,exEspelette) ssShl.No.3–8,26 ssBel.No.2–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1212 856 678	✠100A1 7,36 BS12,37 ✠LMO M86,35 ~~BS7,36~~	Shl	*n*	CL 7,36	1915 1mo *Lloyd*	G.Brown& Co. Greenock 'sA&CP Cell	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *DBa*60'*uE*15' *f*103'294*t*	235·0 Q166'F28' FK *DTa*12' 167*t FPT*	33·2	13·6	Belfast British 6*BHCem* 39*t APT*32*t*	T.3Cy.16¾",27½"&45"–33" 180lb (*s*) 152NHP 2SB,4*cf*,GS82,HS2716 Ross&Duncan,Glasgow	15 " 9 s 4 " 10 15 " 0¼	
27027 DOGB	**Isar** Ⓟ 4Mst D.F. E.S.D. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	9026 8138 5637	✠Lloyd'sRMC~~1,37~~ ~~5,37~~ 2,38				1929	Deutsche Schiff-u- Maschb A.G.Vulcan Hamburg	Norddeutscher Lloyd	521·0 P26'B&F469' *Upper*F25'	63·5	31·0	Bremen German *WB*	T3Cy34¼"52¾"&86⅝"–57 1/16"& LP Turbine with DR gearing& hydraulic coupling 1000NHP VulcanWerke,Ham		G
27028 119 IBLQ	**Isarco** ssGen.No.3–2,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5915 5062 3768	✠100A1 *Shelter dk* *withfreeboard* ~~10,37~~ ~~2,37~~ 3,38 ✠LMC2,36 BS3,38	Gen Tri ~~[illegible]~~	*y*	CL ~~1,37~~ 3,38	1924 3mo *Lloyd*	Stablimnto Tecnico Trieste 'sA&CP	"Italia"Soc.Anon. diNav. *CellDB*338' 1309*tDTa*33'852*t*	405·6 390·0 Bon*Shelter dk*125' F36' FK *FPT*102*tAPT*201*t*	54·0	29·3	Trieste Italian *Cem* 6*BHtoSh dk* 1 " " *U* "	T.3Cy.27",42"&68"–48" (*s*) 180lb HS7023 465NHP 3SB(Spt),9*cf*,GS158 FD StabilimentoTecnico,Tri.	32 " 0 s 6 " 8¼ 25 " 6	
27029 XCID	**Isauro Alfaro Alijadores No. 1** (*ex*DosEquis–33, *Fitted for oil fuel* *ex*PerSkogland, 1*Dk* *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) Wireless *Mchy.Aft*	828 — 582					1918 *Rebuilt*1921 *by* Ateliers deRéparations Industrielles&Navales Neptune Soc.Anon.Antwerp	NofIreland S.B.Co.Ld. Londonderry	GremioUnidode Alijadores,S.C.de R.L.	180·0 F28'	31·2	13·0	VeraCruz Mexican *WB*	T.3Cy.13",23"&37"–26" 70NHP Cooper&Greig,Dundee		
27030 LEEK	**Isbjörn** Wireless 1*Dk*	579 470 295			...		1907	Fevigs Jernskibsbyg Fevig	D/S A/S Isbjörn (P.Smedvig)	169·5 B48'F22' FK	27·1	14·0	Stavanger Norwegian *WB*	T.3Cy.12",20"&32"–24" 70NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 " 11	N †
27031 403 IBEQ	**Ischia** (*ex*Navarino–36) ssLth.2ndNo.3–7,33 2*Dks*(*MStlUptIrn&ptStl*) *&deep framing*	5101 4872 3235	✠ ... 5,37 ✠	Ant	*z*		1907 2mo	W.Hamilton&Co.Ld. PortGlasgow	A.Lauro *Cell DBa* 133' *uE*23'*f*171'1060*t APT*49*t*	414·0 400·1 P34'B121'F35' FK	52·0	28·2	Naples Italian 6*BHCem*	T.3Cy.26",44"&73"–48" 429NHP NDB16*refitted*23 3SB,9*cf*,GS173,HS6687 D.Rowan&Co.Glasgow	31 " 0	I †
27032 27910 JOXA	**Ise Maru** (*ex*Naderi,*ex*Aviemoor) *Turret deck* 1*Dk*2*trB*	3800 3166 2907					1902	W.Doxford &Sons,Ld. Sunderland	NaigaiKisenK.K.	342·0	46·6	24·7	Amagasaki Japanese *WB*	T.3Cy.26",42"&68"–42" 300NHP W.Doxford&Sons,Ld.Sld.		C
27033 25709 JUQH	— WoodAuxBkn 1*Dk*	509 — 370					1919	....	KawasakiShoji GoshiKaisha	135·1	33·1	16·1	Toba Japanese	C.2Cy.15⅝"&29¼"–18" 28NHP OnoSeikichi,Osaka		
27034 OYKT	**Isefjord** Ⓟ TwinSc (*CarFerry*) *OilEng.* Wireless D.F. 1*Dk*	622 463 375					1935	A/S Aalbrg Msk.ogSkibs. Aalborg	A/S Grenaa- Hundested Færgefart(J.P. Pedersen,*Mgr.*)	185·9	35·3	11·6	Grenaa Danish *WB*	Oil Engines 2S.C.SA 12Cy.15⅝"–16⅞" 499NHP A/S"Völund"Cpn.		V
27035 363 IBMQ	**Iseo** (*ex*Brenta,*ex*WarShell) ssGen.No.3–9,31 ssTri.No.1–36 *Well deck* 1*Dk*(*Stl*) *& Platform dk in holds*	2366 1766 1349	✠100A1 ~~7,37~~ ~~2,37~~2,38 ✠LMC MS8,35 ~~BS7,36~~7,37 *Fitted for oil fuel* 5,33 *F.P. above* 150° F.	Tri	*s*	CL ~~3,35~~ 2,38	1918 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	"Adriatica"Soc. Anon.diNav. *CellD B*228'575*tFPT*107*t APT*228*t*	285·0 P28'Q69'B66'F32 FK	42·0	19·1	Trieste Italian 7*BHptCem*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	21 " 2 s 2 " 1¼ 19 " 3	
27036 DHMR	**Iserlohn** D.F. Sub.Sig. 1*Dk*	3704 3317 2145					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7 P&B220'F42'	47·7	26·2	Hamburg German *WB*	T.3Cy.23⅝",39 3/16"&65⅝"– 45 5/16" 290NHP Frd.KruppA.G.Kiel		G
27037 31355 JEKB	**Ishin Maru** (*ex*BaronNapier) 2*Dks*	4955 4595 3137					1909	Napier& Miller,Ld. Glasgow	KyowaKisenK.K.	400·3 P40'B117'F45'	52·3	27·4	Takasago Japanese *WB*	T.3Cy.27",43"&72"–48" 359NHP Dunsmuir&JacksonLd.Gls		C
27038 20601 JLJE	**Ishiyama Maru No. 2** Wood (*ex*ShunryuMaru) 1*Dk*	338 280 181					1917	Shikabayashi Magojiro Osaka	TabuchiIwataro	125·9	23·8	13·7	Sano Japanese	T.3Cy.8",12½"&21⅝"–16" 19NHP ImadaYoshigoro,Osaka		
27039 203364 KFLL	**Ishpeming** D.F. *Mchy.Aft* 1*Dk*	7015 — 5592					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.*Mgs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"–42" 257NHP GtLakesEng.Wks,Detroit		R
27040 163205 GWRG	**Isipingo** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl Weather dk*–ws) 3rd*Dk*(*Stl*)*in Nos.*1,2,3&4*holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* 9,37 ~~3,37~~ DBS4,35 ✠LMC2,34 ✠LMC(M)9,35 ✠Lloyd'sRMC~~2,37~~ ~~3,37~~ 2,38 for temp. 33° F *Carrying Vegetable or fuel oil F.P. above* 150° F. *in deep tanks*	Cal	*a*†	CL ~~9,36~~ 3,38	1934 2mo *Lloyd*	Workman Clark(1928) Ld. Belfast 'sA&CP	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*345'1155*t* *MTs*27'1089*t FPT* 65*t APT*161*t*	403·5 F44' FK	57·2	32·4	Belfast British 7*BH*	Oil Engines 2S.C.SA 12Cy.23⅝"–40 15/16" 1165NHP DB*100lb* WorkmanClark(1928)Ld.	37 " 0 s12 " 2¼ 25 " 3	
27041 UOAD	**Iskra** Sub.Sig. 1*Dk*	2513 1980 1387			...		1928	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	283·8 P20'B72'F32 FK	43·0	20·6	Leningrad Russian *WB*	T3Cy17 11/16"29¼"&48 7/16"–35 7/16" 193NHP BalticS.B.&EngWrks.Len	22 " 8	
27042 EAPE	**Isla de Gran Canaria** Ⓟ (*ex*MarAdriatico) ssVal.No.3–11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk in Nos.*1&2 *holds* *Ref.Mchy.* *Longitudinal framing in double bottom*	5121 4201 3113	✠100A1 *Shelter dk* *withfreeboard* BS10,36 11,36 ✠LMC6,33 No later survey reported *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Bcl	*x*	CL 11,36	1921 11mo *Lloyd*	Soc.Española deConst. Naval Bilbao 'sA&CP	Cia.Trasmediterranea *CellDB*314'749*t FPT* 63*tAPT*40*t*	357·6 P28'B123'F32'*on Shelter dk* FK	48·1	31·5	Valencia Spanish *Cem* 6*BHtoSh dk*	T.3Cy.27",44"&73"–48" (*s*) 180lb 500NHP 4SB,*12cf*,GS247,HS9064 J.G.Kincaid&Co.Ld.Grk.	33 " 11 s8 " 10¾ 25 " 3½	
27043 HEWR	**Isla de la Gomera** (*ex*Magurio–35, *ex*Nadir) ssBbo.No.3–6,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	549 372 316	✠100A– 8,35 ✠NB6,19 ✠LMC6,32 ✠NE92*refitted*19 BS8,34 NO LATER SURVEY REPORTED	Bbo	*h*	8,35	1919 5mo	Echevarrieta y Larrinaga Cadiz	J.PadrónSaavedra (A.Padrón Saavedra,*Mgr.*) *CellDBf*92'136*tFPT*43*tAPT*7*t*	164·0 Q94'B11'F25' BK7'	26·2	10·3	Santa Cruz deTenerife Spanish 3*BHCem*	T.3Cy.22"&35"–27" (*s*) 180lb 84NHP 1SB,2*cf*,GS41,HS1505 Muir&Houston,Ld.Gls.	12 " 10 s 4 " 0½ 13 " 1¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27044 Sunk by Aircraft 3.38 EAOU	**Isla de Menorca** (P) Iron&Steel (exTheseus) Wireless 2Dks	1003 881 773					1883	Forges&C. de la Médit. LaSeyne	Cia.Trasmediterranea	230·0	29·9	16·8	Barcelona Spanish	C.2Cy.27"&50"-30" Bblt88fitted98 114NHP Forges&C.delaMédit.Msl.		V
* 27045 EAPF	**Isla de Tenerife** (P) (exMarNegro) ssVal.No.3-6,33 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy. 2nd dk inNos.1&2holds ssBbo.No.1-37 Longitudinal framing in double bottom	5115 4201 3109	✠100A1 Shelter dk withfreeboard 12,37 ✠LMC12,37 Fitted for oil fuel 9,21 F.P. above 150° F.	Bcl Bbo	x	CL ~~11,35~~ 12,37	1921 3mo Lloyd'sA&CP	Soc.Española deConst. Naval Bilbao	Cia.Trasmediterranea Cell	357·6 P29'B75'F32'on Shelter dk FK DB 314' 749t FPT	48·1	31·5	Valencia Spanish Cem 6BHtoSh dk 63tAPT40t	T.3Cy.27",44"&73"-48" (s) 180lb 601NHP 3Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33″11 s8″10¾ 25″3¾	
27046 163541 VWJC	**Islami** (P) D.F. E.S.D. 2Dks&Shelter dk CruiserStern	5879 4755 3617	✠100A1 withfreeboard ~~12,37,1,37~~ ✠LMC11,34 3,38	Bom		CL ~~5,35~~ N12,37	1934 11mo Lloyd'sA&CP	Lithgows Ld. PortGlasgow	Bombay&Persia Stm.Nav.Co.Ld. IntermediateBH CellDB346'1384t	408·9 F51' FK dispensed with Coll FPT152tAPT92t	56·2	26·6	Bombay British ptCem BH to Sh dk 5 ,, ,, 2nd ,,	T.3Cy.24½",41"&70"-48" (s) 220lb 110lb 517NHP 3SB,9cf,GS163,HS7425 FD Rankin&BlackmoreLdGrk	29″0 s3″5½ 25″9½	
27047 Wrecked 4.37 OYZB	**Island** (P) D.F. GyC. Ref.Mchy. 2Dks&Awng dk	1774 1039 1061					1915	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2	38·0	23·5	Copnhagn Danish WB	T.3Cy.22",36"&60"-42" 233NHP HelsingörsJernsk.&Mskb.		V
27048 LEYM	— (exSteinmann-35,exFundus,exBenton, exKilchattan) 1Dk	638 500 266			...		1918	Cook,Welt'n&Gemmell Ld. Beverley	A/S Ryvarden (F.N.Nordbö A/S, Mgrs.)	174·9 B57tH14t FK	29·9	15·7	Haugesnd Norwegian WB	T.3Cy.16",26"&44"-26" 94NHP Amos&Smith,Ld.Hull	16″6	N †
* 27049 160634	**Island King** (P) (exColumba, exGranit) OilEng. ssVcr.No.3-1,36 Mchy.Aft 1Dk(Stl)	591 460 291	100A1 1,38 ~~2,37~~ ✠NE4,30 ✠LMC1,36 DBS~~1,37~~1,38	Vcr		OG 1,36	1920 Lloyd'sA&CP	Trosvik Mek.Verks Brevik	BritishColumbia CementCo.Ld. Cell	165·1 P61'F25' FK DB101'135tFPT	28·2	12·4	Vict'ria BC British 3BHCem 54tAPT37t	Oil Engines 4S.C.SA 6Cy.13½"-20½" 106NHP 2DB100lb NDB(P)30 UnionDieselEngineCo Oakland,Cal.	14″6 s1″2 13″6	
* 27050 163464 MBVC	**Island Queen** Well deck 1Dk Mchy.Aft Cargo battens not fitted	779 573 430	✠100A1 1,37 ✠LMC5,34	Lon	k	OG 8,35	1934 5mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	BritishChannel IslandsShipping Co.Ld. Cell	195·0 B14'Q110'F25' BK7" DB124'196tFPT57t	30·7	12·4	London British 3BHCem APT34t	T.3Cy.14",24"&40"-27" (s) 200lb 112NHP 1SB,3cf,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14″6 s4″2¾ 14″6½	
27051 ~~159458~~ ~~VPJP~~	**Island Trader**(exBremerhaven-37,) Sub.Sig. Wireless 2Dks	1598 1388 959					1920	Bremer Vulkan Vegesack	~~InterIsland ShippingCo.(Pty.) Ld.~~	237·8 H14'B37'F31'	35·9	19·5	~~HongKong~~ ~~British~~ German WB	T.3Cy.16$\frac{3}{10}$",26$\frac{4}{5}$"&44$\frac{1}{10}$"-29½" 106NHP BremerVulkan,Vegesack		G
27052 161325 GPYJ	**Islander** TwinSc ssSng.No.2-37 ~~ssSng.No.1-33~~ Wireless 1Dk(Stl-teaks)& Shadedk(Stl-teaks)	1598 1133 760	✠100A1 ~~11,36~~10,37 ~~BS10,36~~ ✠LMC~~12,33~~ 10,37 Fitted for oil fuel 11,29 F.P. above 150° F.	Sng		CL ~~10,34~~ 10,37	1929 11mo Lloyd'sA&CP	Grngemth Dkyd.Co.Ld. Grngemouth	ChristmasIsland PhosphateCo.Ld. Cell	240·0 253·9(O.L.) FK DB169'401t FPT	41·9	14·9	London British 6BHptCem 67tAPT80t	T.6Cy.13",21½"&36"-27" (s) 190lb 211NHP 2 Water Tube Boilers FD HS4068 Plenty&Son,Ld.Newbury	17″3 s1″10¾ 15″6	
27053 KZBX	**Islas Filipinas** (exBunuan, exBawean) Well deck Wireless 1Dk2trB	1068 — 649			...		1886	J.Laing Sunderland	Cia.Maritima (FernandezHnos. Inc. Mgrs.)	210·0 P140'F32' FK	30·5	13·8	Manila Utd.States	T.3Cy.19",31"&51"-33" 149NHP G.Clark,Sunderland	14″7	
27054 161686 GQYJ	**Isle of Guernsey** (P) TwinSc E.S.D. Fitted for oil fuel D.F. CruiserStern 2Dks	2143 1124 862					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W Denny&Bros.Ld.Dmb.		BT till ~~12,37~~ 12,38
27055 161678 GRBQ	**Isle of Jersey** (P) TwinSc E.S.D. Fitted for oil fuel D.F. CruiserStern 2Dks	2143 1124 864					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~11,37~~ 11,38
27056 161741 GTSR	**Isle of Sark** (P) TwinSc E.S.D. Fitted for oil fuel D.F. CruiserStern 2Dks	2211 1127 876					1932	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·7 B147'	42·1	13·9	S'thamptn British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 2,38
27057 148630 GLMT	**Isle of Thanet** (P) TwinSc Fitted for oil fuel CruiserStern 2 Dks, 3rd dk in holds	2701 1533 1105					1925	W.Denny& Bros.Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~6,37~~ 4,38
27058 EAOS	**Isleño** (P) (exPrincessAlice) Iron	606 — 281					1866	Tod& McGregor Glasgow	IsleñaMaritima, S.A.	194·0 Q31tF20t	28·0	15·1	Palma Spanish	C.2Cy.22"&42"-42" NE83 NB98 95NHP Barclay,Curle&Co.Gls.		
27059 149480 GSTC	**Isleworth** ssNwc.No.2-37 ~~ssBly.No.1-32~~ D.F. 2Dks(Stl)	4919 4615 3054	✠100A1 ~~9,36~~ 11,37 ~~BS4,37~~ ✠LMC4,37 ~~MS4,32~~ ~~BS2,35~~	Nwc	z	CL ~~9,36~~ 5,37	1928 10mo Lloyd'sA&CP	CowpenD. D.&S.B.CoLd Blyth	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.) Cell	400·2 P35'B262'F47' FK DB340'1148tFPT	54·2	26·5	Newcastle British 6BHptCem 132tAPT25t	T.3Cy.27",44½"&73"-48" (s) 180lb 507NHP 3SB,9cf,GS178,HS7413 FD Blair&Co.(1926)Ld.Stk.	29″0 s4″0 25″2¼	
27060 236 SVCS	**Ismini** (exSkra,exDimitriosPateras, exLyell) ssPir.3rdNo.3-7,27 ssPir.No.1-32 1Dk(Stl)&Web frames&ptAwng dk(Irn)	2399 1845 1534	✠ — 11,36 ✠	Pir	s		1890 6mo	Bartram, Haswell&Co. Sunderland	~~M.J.Steriotis~~ IsminiS.S.Co. (N.D.Cotzias,Mgr) DB88'	300·0 P30'Q80' ptAwng dk189' FK f120'430tAPT32t	39·0	20·3	Piræus Greek 6BHptAsp ptCem	T.3Cy.22",36½"&60"-42" NDB03 243NH 2SB,6rf,GS100,HS3800 J.Dickinson,Sunderland	21″7	
27061 99 SZJX	— Iron3Mst (exS.Raissis, ssNwc.2ndNo.3-7,03 exSeaNymph) 1Dk Mchy.Aft	314 170 129	✠ 10,08 ✠	Nwc	c		1878 10mo	A.Leslie& Co. Newcastle	E.&A.Fouskas	120·3 Q56'F13' BK6½"	20·7	9·7	Piræus Greek 4BHCem WB=FPT	C.2Cy.18"&32"-24" NB86 43NHP 1SB,2pf,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld.	10″6	
27062 146428 EIJF	**Isolda** TwinSc Fitted for oil fuel Wireless D.F. 1Dk Sub.Sig.	734 607 266			...		1928	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin	Commissioners of IrishLights	198·3 B78'F30' FK	32·4	13·9	Dublin British WB	T.6Cy.14",23"&38"-27" 203NHP W.Beardmore&Co.Ld.Gls	15″9	
27063																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
27064 98 IBRQ	**Isonzo** (exIsonzoII.,exIsonzo) ssMfl.No.3–4,34 D.F. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy.	5441 5022 3428	✠100A1 Shelter dk withfreeboard ~~8,37 11,36~~ 11,37 BS11,37 ~~BS10,36~~ ✠LMC10,33 ✠Lloyd'sRMC~~11,36~~ 11,37	Tri	y	CL 10,35	1921 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestinoSoc. Anon. di Nav. CellDB337'1300t	404·1 FK FPT114tAPT244t	53·9	29·0	Trieste Italian Cem 2BHtoShdk 4 „ „ U „	T.3Cy.27",42"&68"–48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
27065 EBBR	**Isora** (exAxpe) ssLaP.No 3–2,33 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	316 198 117	✠100A1 2,33 ✠LMC2,38 ~~MS2,33~~ ~~BS12,34~~	LaP	d	CL ~~2,33~~ 2,38	1920 9mo Lloyd	Mutiozabal &Fernandez Bilbao 'sA&CP	A.RodriguezLopez	120·0 Q46'B9'F21' FK	22·0	8·8	Teneriffe Spanish 3BHCem FPT19t	T.3Cy.10",16"&26"–18" (s) 180lb 43NHP 1SB,2pf,GS32,HS830 Soc.Española deConst Nav	9 ″ 9 s ″ 6½ 9 ″ 5	
27066	**Ispolkom** (exNijniNovgorod) 1Dk(Stl)&Spar dk(Irn–ws) &deep framing	3230 2915 2282	✠ 2,91	Nwc			1891 2mo	Armstrong Mitchell& Co.Ld. Newcastle	U.S.S.R. CellDB270'586t	324·5 B86'F37' FK	40·6	27·5	Leningrad Russian 5BHAsp APT20t	T.3Cy.25",41"&67"–42" NB00 NDB93 303NHP N.E.MarineEngCoLd.Nwc		
27067 29897 JRQB	**Issei Maru** 1Dk	1859 1552 1058					1929	Uraga DockK.K. Kobe	FusoKaiunK.K. (YamashitaKisen K.K.,Mgrs.)	271·0	40·0	20·7	Kobe Japanese	T.3Cy.18",29½"&50"–39" 158NHP UragaDck.K.K.,Uraga		C
27068 107 JLRG	**Isshin Maru** Mchy.Aft 1Dk&2nd dk in No.2 hold	1441 1229 814			...		1914	OsakaIron Works Osaka	DairenKisenK.K.	245·7 P54'B15'F30' FK	36·9	15·9	Dairen Japanese WB	T.3Cy.16",27"&45"–30" 147NHP OsakaIronWorks,Osaka	18 ″ 3	
27069 14360	**Issin Maru**	493 458 338					1911	Harada Shoko Osaka	Amagasaki Kisenbu GomeiKaisha	167·6	22·1	17·0	Nishino-miya Japanese	C.2Cy.15"&30⅝"–20" 35NHP AmagasakiIsaburo,Osaka		
27070 217292 WKII	**Isthmian** (exWillkeno-37, exEasternLight) Fitted for oil fuel D.F. 1Dk&Shelter dk&Web frames Longitudinal framing	6473 — 4117			...		1918	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	415·1 P33'B148'F45'on Shelter dk FK	55·7	32·0	NewYork Utd.States WB	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
27071 TCBS	**Istikbal** (exElpidophoros, exStrathallan) ssPir.2ndNo.3–5,17 ssSyra.No.2–25 1Dk(Stl)&ptAwng dk(Stl)deep framing	2404 — 1518	✠ 6,30 ✠	Ist	s		1890 7mo	Russell& Co. Greenock	HüseyinAvni Sohtorik CellDB242'	293·8 P24'Q86'B118' F31' FK	40·2	18·3	Istanbul Turkish 5BHCem 505tAPT54t	T.3Cy.22½",35½"&58½"–39" NDB12 274NHP 2SB,6pf,GS90,HS5472 J.Howden&Co.Glasgow	20 ″ 9	I †
27072	**Istmo** (exSirona-33) ssCrs.No.3–3,38 ssGot.No.3–4,26 Mchy.Aft ~~ssGot.No.2–33~~ 1Dk(Stl)&Shelter dk(Stl)	437 332 224	✠100A1 Shelter dk withfreeboard ~~5,37 12,36~~ 3.38 ~~BS12,36~~ ✠LMC~~3,33~~ Fitted for oil fuel 9,33 F.P. above 150° F.	Crs MS9,37 BS11,37	h	OG N5,36	1915 7mo Lloyd	Aktieb. LödöseVarf Lödöse 'sA&CP	ElliotShipping& LandCo.,Inc. (HansElliot, Mgr.) CellDBu	152·9 P36'H36tF26' FK E13'f103'148tFPT	28·0	9·7	Panama Pnamanian 3BHCem 19tAPT7t	C.2Cy.14 2/16"&32½"–21⅝" (s) 135lb 50NHP 1SB,2cf,GS29,HS880 Aktb.LödöseVarf,Lödöse	18 ″ 9 ~~s 3 11½~~ ~~12 0~~ s6 ″ 10½ 12 ″ 0	
27073 YTBN	**Istok** (exMongolianPrince, exVerdala) ~~ssLiv.No.3–5,25~~ ssRot.2ndNo.3–3,37 ~~ssRot.No.2–34~~ 2Dks(Stl)	5904 5494 3713	✠100A1 3,38 ~~9,37~~ ~~BS11,36~~ 3,38 ✠LMC~~1,34~~	Rot MS2,37	a†	CL N2,37	1913 4mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	Jugoslavenski Lloyd a.d. 1 Intermediate BH & 2'tween dk BHds dispensed with { 4BH to Upr dk, 2BH to 2nd dk only CellDBa132'	423·5 438·0(O.L.) P44'B123'F43' FK	56·0	28·7	Dubrovnik Yugoslav Cem uE24'f186'	T.3Cy.27",45"&75"–48" (s) 180lb 537NHP 3SB,9cf,GS171,HS7890 FD Rankin&Blackmore,Grk. 1243tDTa36'1120tAPT32t	31 ″ 4 s6 ″ 2½ 25 ″ 4	
27074 112 IBTQ	**Istria** ssGen.No.3–6,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	5416 4983 3405	✠100A1 Shelter dk withfreeboard ~~9,37 2,37~~ 4,38 BS4,38 ~~BS8,36~~ ✠LMC11,33 Fitted for oil fuel 8,29 F.P. above 150° F.	Gen	y	CL ~~4,35~~ 3,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. di Nav. CellDB337'1300t	404·1 54·1 FK FPT114tAPT244t	53·9	29·5	Trieste Italian ptCem 2BHtoShdk 4 „ „ U „	T.3Cy.27",42"&68"–48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
27075 EAJB	**Ita** (exSardinero-34,exEspañaNo.1, exEriphia) 1Dk	2562 — 1813					1902	Act.Ges. "Neptun" Rostock	Federico G.-Fierro	291·0 P30'B171'F35'	41·2	17·6	Gijon Spanish WB	T3Cy.20⅞"35 7/16"&55⅛"–35 7/16" 180NHP A.G."Neptun,"Rostock		V
27076 PUKA	**Itabera** Ⓟ TwinSc ssRio.No.3–6,26 ssRio.No.2–35 Ref.Mchy. 1Dk(Stl–teaks) &pt2nd dk	2162 1653 1201	✠ A– withfreeboard 9,37 ~~8,36~~ ✠LMC MS6,35 ~~BS5,36~~ 4.37 South American Coasting Service, Bahia Blanca & Trinidad	Rio		OG SN9,37 CL P9,37	1916 11mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira CellD	287·8 F45' Prom.dk192' FK Ba76'152t FPT26t	43·2	17·6	R.Janeiro Brazilian 5BHAsp APT27t	T.6Cy.16",26"&42"–30" (s) 180lb 275NHP 2SB,6cf,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27077 PUKB	**Itagiba** Ⓟ TwinSc Ref.Mchy. ssRio.2ndNo.3–5,36 1Dk(Stl–teaks)&pt2nd dk	2169 1659 1221	✠ A– withfreeboard 7,37 ~~5,36~~ ✠LMC5,36 South American Coasting Service, Bahia Blanca & Trinidad	Rio BS7,37		OG ~~P7,37~~ SN7,37	1913 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa76'152tFPT	288·3 F45' Promdk192' FK	43·2	17·6	R.Janeiro Brazilian 5BHAsp 26t APT27t	T.6Cy.16",26"&42"–30" (s) 180lb HS6041 304NHP 2SB&1AuxSB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27078 PUKC	**Itaguassu** TwinSc OilEng. ssRio.No.3–5,34 Ref.Mchy. 1Dk(Stl–ws)&pt2nd dk	1928 1660 1146	✠ A1 withfreeboard 7.36 ✠LMC5,34 ✠LMC(M)7,36 South American Coasting Service, Bahia Blanca & Trinidad	Rio	s	OG 5,36	1923 5mo Lloyd	Lage Irmaos RiodeJaneiro 'sA&CP	Cia.Nacional de Nav.Costeira CellDBa76'140tTank	288·0 P31'F39' FK	43·2	17·4	R.Janeiro Brazilian 5BHptAsp in tunnel 10t	Oil Engines 2S.C.SA 8Cy.14⅛"–26" 310NHP SulzerFrères,Winterthur FPT49tAPT38t	18 ″ 9 s 4 ″ 1 15 ″ 0	
27079 PUKZ	**Itahite** Ⓟ TwinSc ssRio.No.2–37 ~~ssRio.No.1–32~~ 2Dks(Stl–Weather dk teaks) Ref.Mchy. 3rd dk(Stl) in Nos.1&2 holds D.F.	4998 3521 3012	✠ 100A– withfreeboard 5,37 ~~10,36~~ 5,37 ~~BS6,36~~ ✠LMC~~10,32~~ Fitted for oil fuel 9,28 F.P. above 150° F.	Rio		OG ~~5,34~~ PN4,37 S4,37	1928 9mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira CellDB321'761t	371·4 P56'F78' FK Tanks in way of tunnels 131t F	52·1	24·3	R.Janeiro Brazilian 7BHptAsp	T6Cy22 3/16",36⅝"&57 1/16"–39⅜" 180lb (s) 625NHP 4SB,12cf,GS232,HS9726 FD Ch.&Atel,deSt.Nazaire PT36tAPT51t	26 ″ 9 s 6 ″ 7 20 ″ 7	
27080 PUKD	**Itaimbe** Ⓟ TwinSc ssRio.No.2–36 2Dks(Stl-Weather dk-teaks) 3rd dk(Stl) in Nos.1&2 holds Ref.Mchy.	4993 3479 2941	✠100A– withfreeboard 3,37 ✠LMC MS5,35 BS3,37 Fitted for oil fuel 3,27 F.P. above 150° F.	Rio		OG PN3,36 S4,36	1927 3mo	Ch.&Atel. deSt.Nazaire St.Nazaire	Cia.Nacional de Nav.Costeira CellDB321'794t FPT	373·7 P56'F82' FK	52·0	24·3	R.Janeiro Brazilian 7BHptAsp 36tAPT51t	T.6Cy.22 1/16",34⅝"&57 1/16"–39⅝" 180lb (s) 625NHP 4SB,12cf,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire	26 ″ 9 s 6 ″ 7½ 20 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27081 PUKE	**Itaipava** (exOndina) Wireless	904 744 707					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" NB03 101NHP Scott&Co.Greenock		
27082 PUKF	**Itaituba** (exCoritiba) Wireless	913 743 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
27083 319 IBWQ	**Italia** Ⓟ TwinSc D.F. 3Dks	5203 — 2964					1905	N.Odero &Co. Genoa	LloydTriestino Soc.Anon. diNav.	393·7 P65'B150'F30'	47·8	27·0	Trieste Italian	T.6Cy.23⅕",38"&63"-47⅕" 545NHP N.Odero&Co.Genoa		I
27084 146637 GFDW	**Italian Prince** (exLancastrian Prince) ssHul.No.3-7,33 1Dk(Stl)&Shelter dk(Stl) ssBry.No.1-37 CruiserStern	3478 2897 1782	✠100A1 Shelter dk withfreeboard 3,38 ~~1,36~~ ~~MS7,33~~ Fitted for oil „ 1,5,21 F.P. above 150° F.	Mdb ~~Bry~~ Hpl BS3,38 ✠LMC5,37 ~~BS6,36~~	x	CL ~~11,36~~ ~~5,37~~ 3,38	1921 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	PrinceLine,Ld. (Furness,Withy&Co.Ld.Mgrs.) CellDB294'1303t	363·3 381·8(O.L.) F68'onShelter dk FPT45tAPT43t	52·1	22·3	London British FK Cem CollisionBHtoShdk 6 „ „ U „	T.3Cy.26",43"&73"-48" (s) 180lb HS8166 538NHP 3SB(2Spt)9cf,GS192, FD Richardsons,Westgarth&Co.Ld.Sld.	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
27085 26163 JAHD	**Italy Maru** ssKob.No.3-12,30 ssNag.No.1-34 2Dks(Stl)&Awng dk(Stl)	5859 5586 4258	✠100A1 Awng dk withfreeboard 3,38 ~~2,37~~	Yka ✠LMC2,37 BS4,38	y	OG 2,37	1919 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	TamaiShosenK.K. CellDB334'1118t	385·0 FPT126tAPT93t	51·0	36·0	Kobe Japanese FK Cem CollisionBH to Awdk 5 „ „ U „	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
* 27086 PUKI	**Itanagé** Ⓟ TwinSc OilEng. ssRio.No.2-36 Ref.Mchy. 2Dks(Stl-Weather dk teak s) D.F. 3rd dk(Stl)inNos.1&2holds	4966 3572 3055	✠100A1 withfreeboard 8,36 DBS8,36	Rio ✠LMC8,36	x	OG 4,36	1928 4mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	Cia.Nacional de Nav.Costeira CellDB295'752t tanks in way of tunnels112tFPT71tAPT61t	370·9 P57'F79'	52·2	24·5	R.Janeiro Brazilian FK 7BHPtCem	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
27087	**Itanema** (exUpanema)	813 763 553					1891	Hawthorn, Leslie&Co.Ld Newcastle	Cia.Nacional de Nav.Costeira	205·0 Q25'F33'	31·2	14·3	R.Janeiro Brazilian WB	T.3Cy.15",25"&41"-27" 87NHP Ross&Duncan,Glasgow		
27088 PUKJ	**Itapacy** (exGuanabara) Wireless	914 742 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·4	33·3	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
* 27089 PUKK	**Itapagé** Ⓟ TwinSc OilEng. Ref.Mchy. ssRio.No.1-33 2Dks(Stl-Weather dk teak s) 3rd dk (Stl)inNos.1&2holds	4998 3521 3012	✠100A- withfreeboard 4,35 DBS~~7,36~~ 1,38	Rio ✠LMC1,33 ✠LMC(M)5,35		OG ~~2,37~~ PN1,38 S1,38	1927 11mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira CellDB319'691t side tanks 113t Tanks in way of tunnels148tFPT36tAPT52t	371·6 P55'F76'	52·1	24·3	R.Janeiro Brazilian FK 7BHptAsp	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB180lb Ch.&Atel.dePenhöet, Penhöet	26 ″ 9 s 6 ″ 7 20 ″ 7	
27090 PUKL	**Itapé** Ⓟ TwinSc OilEng. ssRio.No.2-36 Ref.Mchy. 2Dks(Stl-Wthr dk teak s) 3rd dk(Stl)inNos.1&2holds	4978 3572 3077	✠100A- withfreeboard 10,36 DBS~~10,36~~ 12,37	Rio ✠LMC10,36		OG 8,36	1927 11mo	W.Beardmore&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira CellDB295'752tFPT71tAPT61t	371·0 P57'F79'	52·2	24·5	R.Janeiro Brazilian FK 7BHptCem	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
27091	**Itaperuna** (exTramandahy)	909 — 713					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	231·0	33·0	13·4	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
27092	**Itapoan** 2Dks	752 687 512					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·8	33·2	12·6	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
* 27093 PUKP	**Itapuca** TwinSc ssRio.2ndNo.3-7,29 ssRio.No.1-33 Ref.Mchy. 1Dk(Stl-teak s) lower dk inNos.1,2&3holds & deep framing in No.4 hold	1849 1471 978	✠ A1 withfreeboard 4,37 ~~2,37~~ BS2,37 South American Coasting Service, Bahia Blanca & Trinidad	Rio ✠LMC8,33	q	CL S2,36 OG P2,36	1909 5mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	Cia.Nacional de Nav.Costeira WB=CellDBa64'116tFPT30tAPT32t	270·2 F43' Prom.dk166'	42·2	17·5	R.Janeiro Brazilian FK 5BHAsp	T.6Cy.16",26"&42"-30" (s) 180lb 273NHP 2SB,6cf,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
27094 PUKQ	**Itapuhy** Ⓟ TwinSc ssRio.No.3-7,22 Ref.Mchy. ssRio.No.2-30 1Dk(Stl-teak s)&pt2nd dk	2172 1660 1230	✠ 2,36 (Reclassification contemplated)	Rio ✠	s		1912 12mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa 76'152tFPT26tAPT27t	288·3 F45' Prom.dk192'	43·2	17·6	R.Janeiro Brazilian FK 5BHAsp	T.6Cy.16",26"&42"-30" HS6041 304NHP 2SB&1AuxSB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9	
* 27095 PUKR	**Itapura** Ⓟ TwinSc ssRio.2ndNo.3-5,33 Ref.Mchy. 1Dk(Stl-teak s)&pt2nd dk ssRio.No.1-37	2119 1604 1179	✠ A- withfreeboard 5,37 ~~2,36~~ BS11,36 South American Coasting Service, Bahia Blanca & Trinidad	Rio MS5,37 ✠LMC~~5,33~~		CL S5,33 P2,36	1912 4mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira WB=CellDBa76'135tFPT26tAPT27t	288·2 F45' Prom.dk192'	43·2	17·4	R.Janeiro Brazilian FK 5BHAsp	T.6Cy.16",26"&42"-30" (s) 180lb HS6005 304NHP 2SB&1AuxSB,8cf,GS165, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
* 27096 361 PUKS	**Itaquatia** Ⓟ TwinSc ssRio.No.3-6,33 Ref.Mchy. 1Dk(Stl-teak s)& pt 2nd dk	2162 1653 1250	✠ A- withfreeboard 5,37 ~~5,35~~ MS6,33 South American Coasting Service, Bahia Blanca & Trinidad	Rio ✠LMC BS~~1,37~~ 12,37		CL S5,37 OG P5,37	1920 4mo	Lage Irmaos RioJaneiro	Cia.Nacional de Nav.Costeira CellDBa76' 155tFPT28tAPT29t	288·0 F45' Prom.dk192'	43·2	17·6	R.Janeiro Brazilian FK 5BHAsp	T.6Cy.16",26"&42"-30" (s) 180lb HS6041 304NHP 2SB&1Aux.SB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 7½	
* 27097 PUKT	**Itaquera** Ⓟ TwinSc ssRio.2ndNo.3-2,35 Ref.Mchy. 1Dk(Stl-teak s)&pt2nd dk	2209 1691 1254	✠ A1 withfreeboard ~~12,36~~10,37 ~~BS6,36~~ ✠NB(Aux.)9,28 South American Coasting Service, Bahia Blanca & Trinidad	Rio BS10,37 ✠LMC2,35	s	OG ~~12,36~~ 9,37	1913 2mo	Mackie& Thomson,Ld. Glasgow Lloyd'sA&CP	Cia.Nacional de Nav.Costeira WB=CellDBa76'172tFPT36tAPT36t	288·3 F45'	43·2	17·4	R.Janeiro Brazilian FK 5BHAsp	T.6Cy.16",26"&42"-30" (s) 180lb HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
* 27098 PUKU	**Itaquicé** Ⓟ TwinSc OilEng. ssRio.No.2-35 2Dks(Stl-Weather dk teak s) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds	4969 3575 3062	✠100A1 withfreeboard 9,36 DBS~~9,36~~ 2,38	Rio ✠LMC9,35	x	OG S8,35 P9,36	1928 1mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	Cia Nacional de Nav.Costeira CellDB295'752t Tanks in way of tunnels112tFPT71tAPT61t	371·0 P57'F79'	52·2	24·5	R.Janeiro Brazilian FK 7BHptCem	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180lb W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où ce navire est aussi dans le L.R. Dundee Cert. Ref. Trade
27099 PUKV	**Itassucé** Ⓟ TwinSc ssRio.2ndNo.3–4,35 *Ref.Mchy.* 1*Dk*(*Stl*–teak s)&*pt*2*nd dk*	2123 1606 1175	✠ A– *withfreeboard* 11,37 ~~2,36~~ ~~MS2,34~~ ✠LMC4,35 BS4,37 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL s11,37 OG P11,37	1912 10mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=CellD*	288·2 F45' *Promenade dk*192' *Ba*76' 135*t FPT*26*t*	43·2	17·4 FK	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"–30" (*s*) 180lb 273NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27100 PUKW	**Itatinga** Ⓟ TwinSc ssRio.2ndNo.3–9,33 *Ref.Mchy.* 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* ssRio.No.1-37	2114 1605 1181	✠ A– *withfreeboard* 6,37 ~~10,36~~ MS6,37 BS10,36 ✠~~LMC5,33~~ *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG 10,36	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=CellD*	288·0 F45' *Promenade dk*192' *Ba*76' 135*t FPT*26*t*	43·2	17·4 FK	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"–30" (*s*) 180lb 274NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
27101 DHMT	**Itauri** Ⓟ D.F. 2*Dks*	6838 6182 4226					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·0 F55'	55·6	31·3	Hamburg German *WB*	T.3Cy.29¼",47½"&76⅝"–53⅛" 428NHP FlensburgerSchiffsb Ges.		G
27102	**Itaverava** (*ex*BargeIndia) *OilEng.* *Mchy.Aft* 1*Dk*	767 — 738			...		1907	Murdoch& Murray Pt.Glasgow	Cia.Nacional de Nav.Costeira	211·2	37·1	11·0 FK	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.13¼"–13¾" 244NHP NE *fitted*18 D.Goedkoop,Jr.Amstrdam		
27103 UOFQ	**Itelmen** Ⓟ (*ex*Eastport) Sub.Sig. *Longitudinal framing* *Ref.Mchy.* 1*Dk*& *Shelter dk*& *Web frames*	4385 3666 2705			...		1918	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·3 P33'B115'F34' *on Shelter dk*	49·9	25·6 FK	Vladvostk Russian *WB*	T.3Cy.24",41"&67"–48" 390NHP OsakaIronWrks.Ld.Osaka	28 ″ 2	
27104 DOBG	**Ithaka** (*ex*Alaya–36,*ex*Vaterland) Sub.Sig. 1*Dk*	1773 1654 1025					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.~~(DeutscheLevante-Linie G.m.b.H.Mgrs.)~~	283·2 P&B192'F31' len28	39·7	17·6	Bremen German *WB*	T.3Cy.20",31½"&49½"–31½" 137NHP Waggon u Maschb.A.G.Görlitz		G
27105 40 SWGR	**Ithaki** (*ex*Anne,*ex*AenneRickmers) 2*Dks*	4083 3822 2572					1911	Rickmers Akt.Ges. Bremerhaven	S.N.Vlassopulos	367·1 P37'B94'F44'	47·7	27·3	Ithaca Greek *WB*	T.3Cy.23½",38⅝"&63"–43½" 261NHP BremerVulkan,Vegesack	30 ″ 0	V
27106 434 SZJV	**—** Ⓟ (*exYacht*Safa-el-Bahr) Wireless 2*Dks*	675 — 317	✠ 4,08 ✠	Ven			1894 5mo	A&J.Inglis Ld. Glasgow	HellenicCoast LinesCo.Ld.	200·0	27·0	15·3	Piræus Greek	T.3Cy.18",29"&48"–36" 146NHP A.&J.Inglis,Ld.Glasgow		
27107 36 SVFJ	**Ithakos** (*ex*Ellaline) ssPir.2ndNo.3–3,33 1*Dk*(*ptIrn*&*ptStl*)2*trB*& *deep framing*3*Dk rule*	3916 3668 2462	✠100A1 3,34 ✠LMC MS4,32 BS3,37	Cpn	*w*	CL ~~5,34~~ 7,37	1906 12mo *Lloyd*	JReadhead &Sons SouthShields *'sA&CP*	G.C.Dracoulis *CellDB*	346·0 P30'B96'F33' *a*115'*u E*25' *f*148'9	49·6	26·5 FK	Ithaca Greek 6*BHCem* 05*t APT*65*t*	T.3Cy.25",42"&68"–45" (*r*) 180lb 331NHP 2SB,6*cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 0 23 ″ 1½	
27108 153066	**Itororo** TwinSc *Fitted for oil fuel* 1*Dk*(*Stl*)2*trB* *Mchy.Aft* (*River Vessel*)	1749 1432 1372	✠ 6,23 ✠	NYk			1920 11mo	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabethport N.J.	BrownCorporation	246·0 F32' *FPT*45*t*	40·6	17·7 FK	Quebec British 7*BHptCem* *APT*26*t*	T.6Cy.11",18"&29"–20" HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo	18 ″ 7	
27109 24160 JITC	**Itosaki Maru** Ⓟ (*ex*AizawaMaru No.18) Wireless 1*Dk*	1236 1063 853					1918	Aizawa Iwakichi Osaka	AratoShokai K.K	218·0	32·1	19·0	Kobe Japanese *WB*	T.3Cy.16⅝",23"&38 1/16"–30" 80NHP AizawaZosensho,Osaka		
27110 459 IPAA	**Itu** (*ex*Throstlegarth) *Well deck* 1*Dk*	1354 — 696			...		1895	Palmers' Co.Ld. Newcastle	Soc.Anon.Ilva	250·8 Q96'B48'F28'	36·3	18·3 FK	Genoa Italian *WB*	T.3Cy.20",33"&54"–36" 191NHP Palmers'Co.Ld.Newcastle	19 ″ 7	
27111 EERU	**Iturri-Ripa** (*ex*Ripa, *ex*Vicenta,*ex*VascoAndaluz) Iron 1*Dk*2*trB*	384 293 193			...		1861	Tod& M'Gregor Glasgow	SantiagoRivero Moran	168·8 P48'B45'F28' DF&S08	25·1	11·5	Bilbao Spanish	C.2Cy.20⅝"&39½"–20" NB89 58NHP	12 ″ 1	
27112 LOGG	**Ituzaingo** Ⓟ Pad Wireless	239 — 178					1909	.... Uruguay	Cia.Argentina deNav.Mihanovich Ltda.	131·6	24·8	5·8	Bns.Aires Argentine	2Cy.		
27113	**Itxas-Alde** *For particulars see* "Sebastian"															
27114	**Itxas-Gane** *For particulars see* "Delfina"															
27115	**Itxas-Zabal** *For particulars see* "LolitaArtaga"															
27116	**Itxas-Zuri** *For particulars see* "Cementos Rezola No. 2"															
27117 OFBE	**Ivalo** (*ex*Bretland–37) *Mchy.Aft.* 1*Dk*	2035 — 1196					1902	Akt.Burmeistr&Wain Copenhagen	FartygsA/B Ivalo Laiva O/Y (A/B JohnDahlberg,)	280·0 P75'F30'	40·3	18·8	Helsingfrs Finnish *WB*	T.3Cy.19¾",31¾"&55"–36" 181NHP Akt.Burmeistr&WainCpn.		V
27118 YTBQ	**Ivan** (*ex*GiacomoFeltrinelli) *Well deck* 1*Dk*	1275 1027 687			...		1914	Campbeltn S.B.Co. Cambelt'wn	Ant.Babarovic	230·5 Q79'B58'F59'	35·8	15·6 FK	Milna Yugoslav *WB*	T.3Cy.18½",27½"&45"–33" 138NHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 7	V †
27119 8009 SDXN	**Ivan Gorthon** 1*Dk*& *Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Strengthened for Navigation in Ice*	1803 1539 977	✠100A1 *withfreeboard* ~~6,37~~ ~~9,36~~ 1,38 ✠LMC4,35	Rot ~~Gmn~~	*s* Lkr	CL 12,35	1935 4mo *Lloyd*	A/S Aalbrg Msk.ogSkibs Aalborg *'sA&CP*	RederiA/BGefion (JohGorthon, *Mgr.*) *Collision* *CellD*	280·8 298·5(O.L.) *BH*& *after peak BH* *B*234' 576*t FPT*51*t*	43·6	17·3 FK	Hlsngborg Swedish 4*BH* *to Shelter dk* *APT*93*t*	C.4Cy.(2)14 9/16"&(2)34¼"–32½" 220lb (*s*) 230NHP 2SB,6*cf*,GS84,HS3488 FD FredrikstadM.V.Frdstad.	19 ″ 8 s ″ 7 19 ″ 2	
27120 OZIH	**Ivan Kondrup** *Strengthened for Navigation in Ice* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted* ~~*Strengthened for Navigation in Ice*~~	2369 2104 1368	✠100A1 ~~6,37~~ ~~2,37~~11,37 ✠LMC2,37	Els	*s*	OG	1937 2mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore *'sA&CP* *CellDB*250'	Det.Danske Kulkompagni 1 *Intermediate* 632*t Tanks* *between hatchway*	291·8 306·0(O.L.) Q176'F28' *BH dispensed with* *sf*65*ta*34*t FPT*130:	42·7	23·9 FK	Copnhagn Danish 4*BHCem* *APT*71*t*	C.3Cy.(2)15¾"&(1)39⅜"–37⅜" & LP turbine with SR gearing & chain drive 220lb FD (*s*) 239NHP 2SB(Spt),6*cf*,GS90,HS3464 HelsingörsJernsk.&Mskb.	21 ″ 3	
27121	**Ivan Liskovski** Iron (*ex*Ilse,*ex*Neva) 1*Dk*	621 441 332					1872	Reiherst Schiffswerft Hamburg	U.S.S.R.	188·9 F24'P110'	25·3	13·2	Odessa Russian	C.2Cy.21"&38"–26" NB92 61NHP ReiherstMaschinenf.Ham.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years signed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27122 YTFW	**Ivan Topić** (*ex*Ronda-37) *ss*Cff.No.3-5,35 D.F. 1*Dk*(*Stl*)&2nd dk(*Stl*) *in fore&after holds*	4943 4539 3030	✠100A1 ~~8,37~~4,37 4,38 BS~~6,34~~ ✠LMC6,35 9,37	Rot ~~Npl~~	*y*	CL ~~4,37~~ 8,37	1920 4mo *Lloyd*'*sA&CP*	JReadhead &Sons,Ld. SouthShields	SlobodnaPlovidba Topić,D.D.(Ant. Topić,*Mgr.*) *Cell*	385·0 P36'B119'F40' FK *DB*334' 1100*t FPT*	53·6	27·1	Susak Yugoslav 6*BHCem* 94*tAPT*147*t*	T.3Cy.26½",44"&73"-48"(*r*) 180lb 433NHP 3SB,*9cf*,GS180,HS7110 J.Readhead&Sons,Ld.SShl	29 " 8 s 5 " 5¼ 24 " 6	
27123	**Ivanhoe** (*ex*Wollert-32,*ex*Biloela) Now "Yoh Hsing," see No. 40852 in Supplement *Mchy.Aft* 1*Dk*	4668 4325 2739					1919	Common- wealthNaval Dockyard Sydney,NSW	ChungHsingCoal MiningCo.Ld. (YoungWong, *Mgr.*)	371·1	54·4	25·6	Chinese — *WB*	T.3Cy.26",41½"&67"-48" Commonwealth 311NHP NavalDckyd.SydneyNSW		C
27123* OYGB	**Ivar** 1*Dk*	2145 1909 1292					1917	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
* 27124 6411 SJWA	**Ivernia** *ss*Els.No.3-4,34 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1530 1208 700	✠100A1 *Shelter dk* *withfreeboard* 10,37~~2,37~~ ✠LMC MS5,33 BS~~6,36~~6,37	Got	*r*	OG ~~2,37~~ ~~1,37~~ 2,38	1921 1mo A&CP	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*229'451*t*	274·0 FK *Collision* *FPT*34*tAPT*36*t*	40·7	23·5 15·5	Gothenbrg Swedish *Cem* *BHto Sh dk* 3 " " *U* "	T.3Cy.19",31½"&51½"-33" 185lb *100lb* (*s*) 226NHP 2SB(Spt),*6cf*,GS75, HS3442 FD OskarshamnsM.V.Aktieb.	18 " 0 s " 2 17 " 11¾	
27125 YTBV	**Ivo Matkovic** (*ex*LaRoche-foucauld-34) 1*Dk*	2527 — 1413					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 B57'F26'	43·3	20·2	Bakar Yugoslav *WB*	DR geared Steam Turbine Atel.&Ch.deBretagne,Nts		G
* 27126 YTBO	**Ivo Racic** (*ex*Dan,*ex*Gerolamo Ulloa,*ex*Dan) *ss*Rot.2ndNo.3-1,33 *ss*Rot.No.1-37 1*Dk*(*ptIrn&ptStl*)2*trB* &*deepframing*3*Dkrule*	3723 3411 2323	✠100A1 11,37~~12,36~~ MS6,37 BS~~6,36~~ ✠LMC~~12,32~~ 11,37 ~~MS7,37~~	Rot	*w*	CL 12,36	1907 6mo *Lloyd*'*sA&CP*	J.Read- head&Sons SouthShields	Jugoslavenski Lloyd a.d. *CellDBa*	350·4 P41'B179'F32' FK 115'*uE*21'*f*150'103	49·1	24·8	Dubrovnik Yugoslav 6*BHCem* 6*tAPT*136*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb 326NHP 2SB,*6cf*,GS126,HS5210 J.Readhead&Sons,S.Shl.	26 " 4 s 3 " 6 23 " 0¼	
27127 15824 JPOE	**Iwai Maru** (*ex*IwaiMaruNo.3) 1*Dk*	499 — 327					1912	Gomei Kai- shaShirato Zosensho Osaka	TaiyoKisenK.K.	164·2	22·5	16·5	Kobe Japanese	T.3Cy.11 3/16",18¼"&30¼"-22" 42NHP Y.Hashimoto,Osaka		
27128 18987 JNUH	**Iwami Maru** Ⓟ 1*Dk*	774 703 438					1916	GoshiKai- shaHarada Shoko,Osaka	OsakaShosen K.K.	187·8 F44'	25·5	18·5	Osaka Japanese	T.3Cy.13",21½"&36"-24" GoshiKaisha 64NHP HaradaShoko		
27129 6662 SFAO	**Iwar** (*ex*Hild) 1*Dk*	1230 924 714					1903	Hasseldal's Jernskibsb. Grimstad	Rederi A/B Iwar (Ture Hillerström)	228·5 Q133*t*H20*t*F31*t*	34·2	13·5	Malmö Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP N.E.MarineEng.CoLd.Sld.		V
27130 28023 JOID	**Iwate Maru** 2*Dks*	2985 — 1797				…	1921	Teikoku S.S.Co. (Dkyd.) O Harima	KinkaiYusenK.K.	305·0 P23'B92'F33' FK	43·7	27·2	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 352NHP KobeSteelWorks,Ld.Kobe	27 " 3	
27131 28029 JASA	**Iwatesan Maru** *ss*Kob.No.3-9,34 D.F. GyC. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5804 5504 4059	✠100A1 *Awng dk* *withfreeboard* 12,37~~10,35~~ ~~BS4,37~~ ~~MS11,36~~✠LMC~~10,35~~ 12,37 *Fitted for oil fuel*10,23 *F.P. above* 150° F.	Tama Kob	*y*	CL 11,36	1921 8mo A&CP	MitsuiBus- sanKaisha TamaDkyd.	TamaiShosenK.K. *CellDBa*125'*uE*23'*f* *DTa*28'625	385·0 FK 164'1017*t* *Collision* *tFPT*119*tAPT*68*t*	51·0	33·5	Kobe Japanese *Cem* *BH to A dk* 5 " *U* "	T.3Cy.26",43½"&72"-48" (*s*) 200lb 488NHP 3SB,*9cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld.	36 " 0 s 9 " 1¾ 27 " 1	
27132 135431 GQPX	**Ixion** Ⓟ **TwinSc2TwinMsts** D.F. 3*Dks*	10263 9577 6524					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	China MutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 586NHP Scotts'S.B.&E.Co.Ld.Grk.		
27133 28534 JBUE	**Iyang Maru** Ⓟ **TwinSc** (*ex*ChoTen)	943 438 515					1921	Kiangnan Dock&Eng. Co. Shanghai	NisshinKisenK.K.	197·0	31·0	10·0	Tokio Japanese	T.6Cy.15",22"&34"-18" 49NHP KiangnanDock&Eng.Co. Shanghai		
27134 YTBR	**Izgled** (*ex*AuguszaFoherczegno) *ss*Rot.2ndNo.3-2,36 1*Dk*(*ptStl&ptIrn*) 2*trBinNos.*1&4 *holds*	4303 3984 2706	✠100A1 4,38~~3,37~~ BS~~3,36~~ ✠LMC3,35 8,37	Rot Fiu	*x*	CL 2,36	1911 3mo	W.Dobson &Co. Newcastle	Jugoslavenski Lloyd a.d. *Cell DBa* 121'*u E*1 *f*166'955*tD*	378·0 395·0(O.L.) P39'B225'F41' FK 9' *Ta*26'908*tFPT*151*t*	53·3	24·4	Dubrovnik Yugoslav 6*BHCem* *APT*39*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 342NHP 3SB,*9cf*,GS150,HS5658 N.E.MarineEngCoLd.Nwc	26 " 11 s 3 " 10¾ 23 " 2	
27135 TCBO	**Izmir** Ⓟ (*ex*Kawi) 3*Dks*	4875 3640 3021					1907	Kon.Maats deSchelde Flushing	Denizyollari Idaresi	394·2 P80'B180'F78'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 521NHP Maats.deSchelde,Flushing		
27136 TCBR	— **WoodTwinSc3Mst** (*ex*Ismir,*ex*Alberta) 2*Dks*	2485 1942 1555					1919	Foundat'n Co.ofBritish Columbia,Ld. Victoria,B.C.	~~KirzadeMustafa~~ TürkSilepcilik LimitedSirketi	279·0 P166'F36'	46·7	21·1	Istanbul Turkish	T.6Cy.13½",22"&30"-26" 92NHP VulcanIronWorks, Denver,Cal.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
27137 211453	**J. A. Campbell** (exAltonC.Dustin) ssClv.No.3-1,32 1Dk(Stl)&Web frames Mchy.Aft GyC. Longitudinal framing	7316 — 5609	✠100A- 2,37 MS12,32 For Service on	Clv ✠LMC BS2,37 the Gr	eat	Lakes	1913 7mo	American S.B.Co. Lorain,O. CellDB&	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) side tanks f402'52	525·0 F48' 50t CellDBuE&B&	58·1	27·8 FK	Wilmgton (Del.) Utd.States 4BH cross bunker	T.3Cy.23",37"&63"-42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.Cleveland 89'350tFPT260tAPT50t	31 ″ 0	
27138 212964 WOCI	**J. A. Moffett** 3Mst Fitted for oil fuel Mchy.Aft 2Dks&Webframes D.F. Longitudinal framing Carrying Petroleum in bulk	6199 — 3804			...		1915	Union Iron WorksCo. SanFrancisco	StandardOilCo.of California	419·4 P101'B35'F44'	54·2	31·6 FK	S.Frncisco Utd.States WB	Q.4Cy.23",32¾",49"&71½"-51" 540NHP UnionIronWorksCo.S.Fo.	31 ″ 6	R †
❋ 27139 221521 KDTU	**J. A. Moffett, Jr.** TwinSc OilEng. ssN.Yk.No.3-12,27 D.F. GyC. E.S.D. ssN.Yk.No.1-33 2Dks(Stl)&Shelter dk(Stl)&Web frames Mchy.Aft Longitudinal framing	9788 7832 6137	✠100A1 Shelter dk with freeboard 2,35 ✠NE12,27 Carrying Petr	NYk ✠LMC1,33 DBS~~2,37~~ 1,36 oleum	f† in	CL ~~2,37~~ PN2,37 SN5,37 bulk	1921 8mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey CellDBuE&B68'	499·2 190tDTf54'646t FPT258tAPT142t	68·1	30·5 FK	Wilmgton (Del.) Utd.States 19BH ptAspptCem (4 to Sh dk 11 „ U „ 4 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.27½"-47¼" 1053NHP 2NDBWaterTube27-250lb Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	38 ″ 10 s10 ″ 3 28 ″ 11½	
❋ 27140 HPFL	**J. A. Mowinckel** TwinSc OilEng. ssBmn.No.1-34 D.F. GyC. E.S.D. 2Dks(Stl)& Mchy.Aft CruiserStern Webframes Longitudinal framing-bracketless system	~~12223~~ ~~11070~~ ~~6802~~ 11147 — 6795	✠100A1 ~~4,37~~ ~~5,36~~ 1,38 DBS~~5,36~~4,37 Carrying Petr	Ham Bmn ✠LMC oleum	g† OS4,34 ~~5,36~~4,37 in	CL 5,36 bulk	1930 11mo Lloyd	Cant. Riuniti dell' Adriatico Monfalcone 'sA&CP	PanamaTransport Co.(~~Waried-Tankschiff-RhedereiG.m.b.H.Mgrs.~~) CellDBuE107'	521·8 AfterB55'B41'F43'	70·4	38·8 FK	Panama Pnamanian 17BHptCem 4 „ to2nddk '228tDTsf4	Oil Engines 2S.C.SA 12Cy.26¾"-43$\frac{5}{16}$" 1505NHP 2WTDB200lb 2DB100lb Soc.An.FiatS.G.M.Turin 8'1966tFPT272tAPT266t	38 ″ 9 s8 ″ 5 30 ″ 7½	
27141 214109 KJNP	**J. B. John** (exWestoil, exKaministiquia) (Self-Unloader) Mchy.Aft 1Dk	2173 1973 1401					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PetoskeyTransportationCo.	250·0 F42'	43·0	22·6	Chicago Utd.States WB	T.3Cy.20⅝",33"&54⅝"-36" 177NHP N.E.MarineEng.CoLdNwc		R
❋ 27142 137147 MFGK	**J. B. Paddon** (exStarbeam) ssShl.No.3-8,27 ssSld.No.2-35 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	570 401 250	✠100A1 9,37~~10,36~~ ~~BS10,36~~ 10,37	Sld ✠LMC10,35	i	CL ~~10,36~~ 9,37	1914 7mo Lloyd	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	Stephenson Clarke &AssociatedCompanies,Ld.	175·6 Q101'B11'F22' CellDBf99'130tFPT	27·0	10·4 BK7¼"	London British 3BHAsp 32tAPT3t	T.3Cy.13½",22"&36"-24" (r) 180lb 70lb 82RHP 1SB,3cf,GS52,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12 ″ 11½	
❋ 27143 215852 WFCY	**J. C. Donnell** ssPhl.No.3-12,29 ssN.Ns.No.1-34 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames GyC. Longitudinal framing	9783 9455 7165	✠100A1 Shelter dk with freeboard 9,37~~12,36~~ MS8,34 Carrying Petr Fitted for oil	NNs ✠LMC BS~~12,36~~ oleum fuel,1	f† 9,37 in ,18	CL ~~11,36~~ 8,37 bulk F.P.	1918 1mo above	NwprtNws S.B.&D.D.Co Newprt News A&CP 150° F.	AtlanticRefining Co. CellDB	500·0 uE&B59'184ta17'	68·2	35·5 FK	Phildlphia Utd.States 19BHptCem (15 to Udk 4 „ 2nd „) 71tDTf54'	Q.4Cy.26",38",55"&81"-51" 220lb (s) 644NHP 3SB,12cf,GS215,HS8700 FD NewportNewsSB&DD.Co. 673tFPT243tAPT127t	38 ″ 3 s9 ″ 11½ 28 ″ 7	
27144 216747 WOCE	**J. C. Fitzsimmons** (exMontrolite) Fitted for oil fuel 2Dks&Web frames Mchy.Aft Longitudinal framing D.F. Carrying Petroleum in bulk	6716 6295 4119			...		1918	AmesS.B. Co. Seattle,Wash	StandardOilCo.of California	421·4 P98'B41'F37'	57·3	31·7 FK	S.Frncisco Utd.States WB	T.3Cy.24¾",41½"&72$\frac{3}{16}$"-48" NE22 362NHP Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	31 ″ 7	R †
27145 OUHM	**J. C. Jacobsen** 1Dk&Spar dk	1221 694 740					1890	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	219·3 H52'	31·1	20·1 20·1	Copnhagn Danish WB	T.3Cy.16",27"&45"-33" 116NHP Burmeister&Wain,Cpn.		V
❋ 27146 136938 GMRC	**J. Duncan** ssLon.No.3-9,26 ssCff.No.2-35 1Dk(Stl) Well deck Cargo battens not fitted	1832 1354 757	✠100A1 5,37~~7,36~~ MS5,35	Sws Bry ✠LMC BS~~1,37~~ 3,38	q	CL ~~1,35~~ 5,37	1914 10mo Lloyd	Dublin Dkyd.Co.Ld. Dublin 'sA&CP	J.DuncanSSCo.Ld. (J.T.Duncan&Co. Ld.) CellDB uE&B43'f97'258t	260·1 Q98'B58'F31' DTa72'401tFPT	38·3	16·3 FK	Cardiff British 5BHCem 55tAPT31t	T.3Cy.17½",31"&52"-36" (s) 180lb 213NHP 2SB,6pf,GS110,HS3792 MacColl&Pollock,Ld.Sld.	18 ″ 7 s1 ″ 6½ 17 ″ 5½	
27147 206144	**J. E. Gorman** (exNorthLake) Mchy.Aft 2Dks	4053 — 2941					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 F32'	46·0	26·0	BuffaloNY Utd.States WB	Q.4Cy.19",27½",40"&58"-42" GreatLakes 218NHP Eng.Works,Detroit		
❋ 27148 215903 WFCZ	**J. E. O'Neil** ssN.Ns.No.3-11,30 Mchy.Aft ssBal.No.1-34 GyC. 2Dks(Stl)&Web frames Longitudinal framing	7070 6444 4460	✠100A1 ~~11,36~~ ~~3,37~~ 4,38 ✠NE4,21 MS8,34 Carrying Petr Fitted for oil	Phl NNs ✠LMC BS11,37 oleum fuel 1,	b† in 18	CL ~~5,36~~ 11,37 bulk F.P.a	1918 1mo bove 1	Bethlehem S.B.Corp. Alameda,Cal. A&CP 50° F.	AtlanticRefining Co. CellDBuE&B 57'179tDTf56'10	435·0 P122'B50'F42' 68tFPT97tAPT74t	56·0	32·0 FK	Phildlphia Utd.States 15BHptAsp (11 to Udk 4 „ 2nd „)	1DRGearedSteamTurbine 250lb HS9750 (s) 672NHP 3 WaterTubeBoilers(Spt) DeLavalTurbineCo. FD Trenton,N.J.	33 ″ 6 s6 ″ 6½ 27 ″ 2¼	
27149 205033 WOJV	**J. E. Upson** D.F. GyC. Mchy.Aft 1Dk	6309 — 4853					1908	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0	54·0	30·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-42" 257NHP AmericanS.B.Co.		R
27150 206160	**J. F. Durston** GyC. Mchy.Aft 1Dk	4791 — 3500					1908	Superior S.B.Co. Superior	GreatLakesS.S. Co.Inc.	432·0	52·0	28·0	Oswego NY Utd.States WB	T.3Cy.22",35"&58"-42" 218NHP SuperiorS.B.Co.Superior		R
27151 203906 KFCJ	**J. F. Schoellkopf Jr.** (exHughKennedy) (Self-Unloader) D.F. GyC. Mchy.Aft 1Dk	7264 — 5795					1907	American S.B.Co. Lorain	AmericanS.S.Co. (Boland& Cornelius,Mgrs.)	532·0	56·0	31·0	Buffalo,NY Utd.States WB	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd.		R
❋ 27152 128494 MBTR	**J. F. V.** (exWheatfield) 3Mst ssApl.2ndNo.3-4,36 Well deck Mchy.Aft 1Dk(Stl)	515 331 197	✠100A1 1,38~~4,36~~ BS7,37	Apl Bkn ✠LMC4,36	h	OG ~~12,35~~ 1,38	1909 6mo Lloyd	JTEltringham&Co. S.Shields 'sA&CP	CarriersShipping Co.Ld. (O.H. Thomas,Mgr.)	162·4 Q93'B12'F24' CellDBf91'97tFPT	26·7	9·3 BK7'	London British 3BHCem 37tAPT1t	C.2Cy.20"&42"-27" (s) 130lb 71RHP 1SB,3pf,GS55,HS1760 G.T.Grey,SouthShields	11 ″ 6 s4 ″ 0½ 11 ″ 11	
27153 221430 KDHR	**J. Fletcher Farrell** ssMob.No.3-3,33 Mchy.Aft 2Dks(Stl)&Web frames Sub.Sig. Longitudinal framing ssN.Os.No.1-37	7061 6422 4350	✠100A1 ~~7,37~~ ~~12,36~~ 2,38 ~~BS2,37~~ Carrying Petr Fitted for oil BS2,38	Mob N.Os ~~✠LMC~~ oleum fuel 7, ✠LMC2,37	b† in 21	CL N2,36 bulk F.P.a	1921 7mo bove 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F.	SinclairNav.Co. CellDBuE&B62' DTf40'588t	430·3 P134'B37'F40' 200t FPT228tAPT72t	59·3	33·2 FK	NewYork Utd.States 17BHptCem (12 to U dk 5 „ 2nd „)	T.3Cy.26½",44"&74$\frac{3}{16}$"-51" 200lb (s) 586NHP 3SB,9cf, ,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 8 s6 ″ 8½ 26 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
27154 217059 KGWO	**J. Floyd Massey, Jr.** (*ex*Lake Arline) D.F. GyC. 1*Dk*	2084 1756 1223			...		1918	GlobeS.B. Co. Superior,Wis.	SteelProducts Transpn.Corp.	251·0 P27'B60'F35' FK	43·7	19·2	Duluth Utd.States *WB*	T.3Cy.19",32"&56"–36" 276NHP NordbergMfg.Co.Milwkee	21 ″ 5	R †
27155 205220 KFTT	**J. H. Macoubrey** (*ex*JohnA. Donaldson-33) *Mchy.Aft* D.F. 1*Dk*	4315 — 3110					1908	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	380·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&55"–40" 191NHP AmericanSB.Co.Cleveland		R
※27156 HPFD	**J. H. Senior** TwinSc *OilEng.* D.F.. *ss*Bmn.No.1–35 E.S.D GyC. 2*Dks*(*Stl*)&*Web frames* *Rudder partially electrically welded* *Mchy.Aft* Sub.Sig *CruiserStern* *Longitudinal framing–bracketless system*	~~12107~~ ~~11587~~ ~~6799~~ 11065 — 6769	✠100A1 ~~9,37~~~~12,36~~ 3,38 ~~DBS5,36~~ *Carrying Petroleum in bulk* DBS~~9,37~~4,38	Bmn Ham ✠LMC6,34	*g*†	CL s9,37 P3,38	1931 3mo Lloyd's A&CP	Vereinigte SthlwrkeA.G Nordseewrke Emden	PanamaTransportCo.(~~Waried Tankschiff RhedereiG.m.b.H. Mgrs.~~)	521·2 *After*B55'F42' FK *CellDBuE*	70·3	38·9	Panama Pnamanian 17*BHptCem ptAsp* (4 *to* 2*nd dk*) 78'225*tDTsf*	Oil Engines 2S.C.SA 12Cy.26¾"–51$\frac{3}{16}$" 1496NHP 2DB(WT)*200lb* 2DB*100lb* Frd.KruppA.G.Kiel 48'1990*tFPT*270*tAPT*255*t*	38 ″ 9 s 8 ″ 5¾ 30 ″ 6¼	
27157 202542 KKUI	**J. H. Sheadle** (*ex*WilliamG. Mather) D.F. *Mchy.Aft* 1*Dk*	6838 — 5183					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	513·0 *WB*	60·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.24½",39"&67"–42" 292NHP GtLakesEngWrks.Detroit		R
27158 220860 KDLC	**J. J. Coney** (*ex*W.D.Anderson-35, *ex*Pearldon) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	5168 4522 3179			...		1920	TerryS.B. Corp. Savannah,Ga	SantaCruzOilCorp.	391·9 P99'B34'F44' FK	51·0	28·5	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 562NHP BadenhausenCo.Phl.	30 ″ 2	R †
27159 204993	**J. J. H. Brown** *Mchy.Aft* 1*Dk*	5069 — 3787					1908	American S.B.Co. Lorain	BrownS.S.Co. (Brown&Co. *Mgrs.*)	432·0	52·0	28·0	Buffalo NY Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.		R
27160 EAOX	**J. J. Sister** Ⓟ TwinSc (*ex*GalileoGalilei) *OilEng.* Wireless 2*Dks*	1527 — 734					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	281·7 P46'F36'	36·7	18·7	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP *Emade—, fitted*24 Masch.Augsburg-NürnbergA.G.Augsburg		V
27161 204624 KDXV	**J. J. Sullivan** D.F. GyC. *Mchy.Aft* 1*Dk*	7077 — 5541					1907	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
27162 217562 KEXQ	**J. L. Luckenbach** TwinSc6Twin Msts (*ex*SouthBend) *ss*Bos.No.3–4,31 *ss*Sea.No.1–35 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6369 — 3999	✠100A1 *Shelter dk withfreeboard* ~~10,37~~ 12,37 MS1,35 ✠NE&B2,23 *Fitted for oil fuel* 3,19	Sea Bos BS7,37 ✠LMC ~~BS3,36~~	*b*†	CL ~~s3,35~~ P2,36 SN10,37 *F.P. above* 1	1919 3mo 50° F.	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389'1831*t*	448·9 37·8 FK '*tween dk tanks* *uE&B space* 36'405*t FPT*281*t A*	60·2	28·2	NewYork Utd.States 8*BHpt Asp* (*Coll to Sh dk* 7 ,, 2*nd* ,,) *PT*271*t*	4 Steam Turbines SR geared to 2 Sc. Shfts. (*r*) 225lb FD 1032NHP 3SB,*12cf*,GS239,HS12780 DeLavalStm.TurbineCo. Trenton,N.J.	31 ″ 3 s 4 ″ 3¼ 27 ″ 4½	
27163 202875 KURJ	**J. L. Reiss** (*ex*W.K.Bixby) (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*	5398 — 4102					1906	Detroit S.B.Co. Wyandotte	ReissS.S.Co.	489·0 *WB*	52·2	26·5	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
27164 210990	**J. M. Davis** (*ex*Boston) *Mchy.Aft* 2*Dks*	4375 — 3475					1913	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorp.	350·0 F29'	48·1	30·9	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP G.LakesEngWrks.Detroit		
※27165 221492 KDTP	**J. N. Pew** *ss*Phl.No.3–3,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	9033 8530 6432	✠100A1 *Shelter dk withfreeboard* ~~5,37~~ ~~10,36~~ 11,37 ~~BS6,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	Phl BS8,37 ✠LMC3,34	*e*†	CL N4,36 *F.P. above* 1	1921 7mo 50° F.	SunS.B. Co. Chester,Pa. A&CP	SunOilCompany *CellDBuE*	480·5 F44' *on Shelter dk* FK &*B*89*f*40'448*t FPT*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* (10 *to Sh dk* 8 ,, *U* ,,) 186*tAPT*84*t*	T.3Cy.27",45½"&76"–51" (*r*) 200lb 620NHP 3SB.*9cf*,GS198,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 10 ″ 6 26 ″ 11	
27166 207250	**J. P. Morgan, Jr.** *Mchy.Aft* GyC. 1*Dk*	7521 — 5824					1910	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	580·0 *WB*	58·0	32·0	D'luthMin Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Clevlnd,O		R
27167 203155	**J. Pierpont Morgan** *Mchy.Aft* GyC. 1*Dk*	7161 — 5530					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0 *WB*	58·0	27·4	D'luthMin Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Clevlnd,O		R
27168 202770 KGRG	**J. R. Sensibar** (*ex*FrankC.Ball) *Mchy.Aft* (*Self-Unloader*) 1*Dk*	7179 — 4638					1906	Gt.Lakes Eng.Works Ecorse,Mich.	MidwestVessel Corp.	537·8 *WB*	56·2	27·0	Wilmgton (Del.) Utd.States	Steam Turbine connected to Elec. Motor & Sc. Shaft NE30 NB18*refitted*30 GeneralElectricCo. Schenectady,N.Y.		
27169 206695 WONN	**J. S. Ashley** *Mchy.Aft* 1*Dk*	6361 — 4789					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	Q.4Cy.18",26¾",41"&63"–42" 257NHP AmericanS.B.Co.Lorain,O.		R
27170 PEYF	**Jaarstroom** *Fitted for oil fuel* Sub.Sig. 2*Dks*	2480 1621 1494					1922	J.Meyer's S.B.Co. ZaltBommel	N.V.Hollandsche Stoomb.Maats.	321·7 Q97'B77'F32' len36	40·2	16·6	Amstrdam Dutch	DR geared Steam Turbine Machf.Gebr.Stork&Co. Hengelo		V
27171 PUBJ	**Jaboatão** (*ex*ArnoldAmsinck) 2*Dks*	4526 — 2896					1907	Bremer Vulkan Vegesack	LloydBrasileiro	386·7 P261'F29'	51·7	25·9	R.Janeiro Brazilian *WB*	Q.4Cy.22⅝",32⅞",49$\frac{1}{16}$"&70"–49$\frac{3}{16}$" 345NHP BremerVulkan,Vegesack		V
27172																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
*27173 EAOW	**Jacinto Verdaguer** (exCid) ssBcl.2ndNo.3–5,26 ssVal.No.1–30 2Dks(1Stl&UIrn)&deep framing	1641 1438 1040	✠100A1 6,31 MS7,30 ✠LMC BS6,31 MBS6,32 ✠NB1,02refitted9,27	Bcl	q	CL 7,30	1900 10mo	W.Hamilton&Co. Pt.Glasgow A&CP	Cia.Trasmediterranea DBa50′	245·2 P34′B65′F53′ FK uE&B34′f106′327t	35·7	21·7	Barcelona Spanish 4BHCem APT12t	T.3Cy.20″,31″&51″–33″ (r) 165lb NDB28–80lb 157NHP 1SB,4pf,GS66,HS2433 D.Rowan&Co.Glasgow	23″11 s 3″0 21″3	
			NO LATER	SURV	EY	REPO	RTED									
27174 217851 KJNU	**Jack** (exLakeFresco) Ref.Mchy. 1Dk2trB	2622 2249 1617			...		1919	American S.B.Co. Lorain,O.	Terminals&Transpn.Corp. (Minnesota-AtlanticTransitCo. Mgrs.)	251·0 P25′B64′F23′ FK	43·6	26·2	Duluth Utd.States WB	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Lorain,O.	28″2	R †
*27175 LCPC	**Jacob Christensen** ssBgn.No.3–8,33 1Dk(Stl) ssAnt.No.1–38	3594 3284 2179	✠100A1 3,38 ~~2,37~~ ~~BS8,34~~ 4,37 ✠LMC~~8,34~~ 3,38	Bal Ant	w	CL ~~12,36~~ 2,38	1920 11mo Lloyd	J.Blumer&Co.Ld. Sunderland 'sA&CP	A/S D/S Mathilda (J.Christensen, Mgr.) Ce	356·3 368·5(O.L.) P35′B170′F30′ FK llDB308′853t FPT	48·7	23·9	Bergen Norwegian 6BHCem 67tAPT109t	T.3Cy.24″,40″&66″–45″ (s) 180lb 120lb 311NHP 2SB,6cf,GS120,HS4704 N.E.MarineEng.Co.Ld.Sld	25″11 s 3″7½ 22″6	
27176 216293 KJUE	**Jacob Luckenbach** (exRadnor) Fitted for oil fuel D.F. 2Dks&Shelter dk	5817 — 3537			...		1918	SunS.B.Co. Chester,Pa.	LuckenbachS.S.Co.Inc.	434·3 35·3 FK	57·7	27·1	NewYork Utd.States WB	T.3Cy.28″,45½″&76⅝″–51″ 412NHP SunS.B.Co.Chester,Pa.	38″0	R †
27177 219898 KJTY	**Jacob Ruppert** (exPacificFir-33, exWestCahokia) Fittedfor oil fuel D.F. 2Dks	5645 — 3500					1920	Western Pipe&Steel Co. S.Francisco	UnitedStates Maritime Commission	410·5 P46′B112′F46′	54·0	27·1	NewYork Utd.States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP JoshuaHendyCo. SanFrancisco		R
27178 TUXI	**Jacobsen** (exConsulSuckau-33, exCarola) Mchy.Aft 1Dk	523 379 211					1923	NVSchps&Rep.DeHoop Leiden	Soc.Dunkerquoise auCabotage (L.Dewulf, Mgr.)	164·0 Q56′B13′F21′	25·6	10·4	Dunkirk French WB	T.3Cy.12″,20″&32″–24″ 50NHP WerfMaasdijk,Schiedam		V
*27179 144045 MJXZ	**Jacobus** ssHul.No.3–12,36 Wireless 1Dk(Stl) CruiserStern Cargo battens not fitted	1262 1088 756	✠100A1 ~~12,36~~ 3,38 ✠LMC ~~BS5,36~~ 8,37 MS12,36	Hul ~~Gms~~	o	CL ~~8,36~~ 3,38	1920 5mo Lloyd	Livingstone&Cooper,Ld. Hessle 'sA&CP	SirEricOhlson, Bart.(OhlsonS.S.Co.)	230·4 P19′B69′F28′ FK CellDB196′ 424t	36·7	15·8	Hull British 4BHCem APT54t	T.3Cy.18″,30″&50″–33″ (s) 180lb 199NHP 2SB,6pf,GS108,HS3672 ShieldsEng.&D.D.Co.Ld. N.Shl.	18″0 s 2″0½ 16″2	
27180 DGAO	**Jacobus Fritzen** (exDekade, exRuth,exDalemead,exDalemoor) Turretdeck 1Dk2trB	4090 3407 2578					1909	W.Doxford&Sons,Ld. Sunderland	Lexzau,Scharbau&Co.	348·8 P28′F41′	51·1	24·0	Emden German WB	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		G
27181	**Jacqueline M.** Wood OilEng. 1Dk New "Manharton," see No. 39184 in Supplement	408 341 277					1932	J.Ernst&Sons,Ld. MahoneBay, N.S.	WestmountShippingCo.Ld.	161·4	30·0	12·0	Bridgetwn Barbados British	Oil Engines 2S.C.SA 5Cy.14″–17″ 20NHP FairbanksMorse&Co. Beloit,Wis.		R
27182 FNWX	**Jacques Schiaffino** Fitted for oil fuel 2Dks	1757 1433 841					1930	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.)	251·5 P&B154′F22′	38·3	19·7	Algiers French WB	T.3Cy.20½″,33″&54″–36″ 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
27183 LEER	**Jadarland** Ⓟ (exBürgermeister Eschenburg) 1Dk	938 861 569					1918	Schiffsw.v.HenryKoch Lübeck	SandnæsDampskibsslsk.A/S	196·0 H63t	30·9	18·3	Sandnæs Norwegian WB	T3Cy16$\frac{9}{16}$″,27$\frac{7}{16}$″&42½″–27⅝″ 95NHP OttensenerMaschf.Lübeck		
27184 219335 KJNW	**Jadden** Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6869 6616 5258					1919	Skinner&EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	410·5 P27′B19′	54·2	35·1	Seattle Utd.States WB	T.3Cy.25″,42″&72″–48″ 359NHP Skinner&EddyCorp.	35″1	R
27185 DHMX	**Jade** 1Dk	536 435 268					1912	StettinerOderwerke Stettin	BugsierReed.u.BergungsA.G.	165·8 B112′F22′	28·6	11·6	Brmrhavn German WB	O.2Cy.17$\frac{5}{16}$″&31½″–21⅝″ 38NHP StettinerOderwerke		G
27186 YTKO	**Jadran** (exSpeedy) 1Dk Mchy.Aft Well deck	346 253 130			...		1901	J.Meyer ZaltBommel	MarinFerić	146·3 Q84′B11′F22′ FK	23·1	9·8	Split Yugoslav WB	T.3Cy.12¼″,20″&32″–23″ 65NHP G.T.Grey,SouthShields	10″6	V †
27187 LEFQ	**Jæderen** (exSaloniki) 1Dk	902 666 493					1918	PusnæsStöperi&Mek.Verksted Arendal	DetStavangerske Dampskibsselskap	210·9 P31tQ82tH49tF31t	33·2	12·1	Stavanger Norwegian WB	T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStöberi&Mek.Verksted,Arendal		N
27188 OUHR	**Jægersborg** 1Dk	1254 948 727					1918	Stuhr's Mask&Skibs.Akt. Aalborg	A/SD/SDannebrog (C.K.Hansen)	238·7 P14′Q71′B94′F29′	36·2	13·4	Copnhagn Danish WB	T.3Cy.15″,24″&40″–27″ 83NHP A/S"Frichs,"Aarhus		V
27189 702 ESKJ	**Jaen Teär** WoodAux3MstSr (exSailingVessel) OilEng. 1Dk (See Sailing Ship Register)	371 320 274					1926	M.Hohensee Papilaid	JuliusTeär&Co.	130·4	31·8	13·1	Kuresaar Estonian	Oil Engines 2Cy. Emade&fitted– J.&CG.BolindersM.V.A/B		V
*27190 PEYW	**Jagersfontein** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	10083 7829 6164	✠100A1 ~~1,37~~10,37 ✠LMC12,34 ✠Lloyd'sRMC~~4,37~~ 3,38~~10,37~~	Ams		OG 10,37	1934 12mo Lloyd	NVNederl.Schps.Maats Amsterdam 'sA&CP	N.V.Vereenigde Nederl.Scheep. Maats.(Directie en AgentuurMaats. HollandAfrika Lijn,N.V.Mgrs.)	457·2 P32′B175′F35′ FK CellDBuE&f239′ Tanks in way of tu FPT159	63·2	34·9	TheHague Dutch 8BHptCem 675t nnels1127t tAPT124t	Oil Engines 2S.C.DA 12Cy.23⅝″–43$\frac{5}{16}$″ 2334NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo	38″8 s 8″0½ 30″9½	
27191 316 HSAQ	**Jai Jerng Kha** TwinSc (exChantaboon) 1Dk	482 — 247					1908	HongK'ng&WhampoaDockCo.Ld HongKong	SawadSukhum Banij,Ld.	152·5	29·0	11·0	Bangkok Siamese	T.6Cy.8½″,13½″&23½″–15″ 43NHP HongKong&WhampoaDockCo.Ld.		
27192 EAFL	**Jaime Girona** (exTrece,exElwick) Beached after Stranding 3,37 Welldeck 1Dk&Web frames	2434 1841 1577			...		1891	Ropner&Son Stockton	AltosHornos de Vizcaya,S.A.	290·0 P29′Q92′B116′ F31′ BK10′	39·0	18·6	Bilbao Spanish WB	T3Cy.22½″,36½″&60″–39″ 224NHP Blair&Co.Ld.Stockton	21″10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27193 OYGC	**Jakob Mærsk** D.F. 1*Dk*	2245 1915 1348					1921	Odense Staalskibs Odense	Dampskibsselska- bet af 1912(A.P. Möller,Copen- hagen,*Mgr.*)	284·9|42·4|19·9 P32'B74'F36'	Aalborg Danish *WB*	T.3Cy.20½",33½"&55"-35" &LPTurbine Christensen& Meyer,Harburg a/dElbe		V
27194 153807 VWDF	**Jalabala** *ss*Bom.No.2-35 2*Dks*(*Stl*)	3610 3345 2211	✠100A1 12,37~~2,37~~ BS~~1,37~~ 1,38	Bom ✠LMC10,35	*w*	CL 3,36	1927 8mo *Lloyd*	Lithgows, Ld. PortGlasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	349·9|49·0|24·3 P36'B106'F31' FK *CellDB*297'850t*FPT*85t*APT*30t	Bombay British 6*BHCem*	T.3Cy.24",40"&65"-45" (*r*) 180lb 398NHP 3SB,*9cf*,GS177,HS5916 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 6 s 4 ″ 6¾ 22 ″ 1¾	
27195 129525 VWDX	**Jaladurga** Ⓟ TwinSc (*ex*Coconada-33) ~~*ss*Cal.No.3-8,33~~ *ss*Cal.2ndNo.3-8,37 2*Dks*(*UStl*-ws)& *Shade dk*(*Stl*-teaks)	3958 3111 2162	✠100A1 *Shade dk* 8,37~~7,36~~ ~~BS7,36~~	Cal ✠LMC~~8,33~~ 8,37	*y*	CL ~~SN7,35~~ PN7,36 S8,37	1910 11mo *Lloyd*	Barclay, Curle&CoLd. Glasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	390·5|50·2|21·7 F *on Shade dk* 56' FK *CellDBa*120'*uE*&*B*57'*f*157'652t*FPT*64t*APT*32t	Bombay British *Cem* 5*BH to U dk* 1 ,, *2nd* ,,	T.6Cy.18",30½"&52"-42" (*s*) 215lb *100lb* 573NHP 3SB.*12cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0 s 3 ″ 5¾ 20 ″ 11	
27196 153810 VWDJ	**Jaladuta** *ss*Bom.No.2-35 2*Dks*(*Stl*)	4966 4649 3089	✠100A1 6,37 ~~7,36~~ BS4,37	Bom ✠LMC2,36	*y*	CL 7,36	1927 12mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 P40'B145'F30' FK *CellDB*343'1150t*FPT*116t*APT*19t	Bombay British 6*BHCem*	T.3Cy.26",42"&70"-48" (*r*) 180lb *110lb* 497NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9¾ 24 ″ 11¼	
27197 150002 VWJG	**Jalaganga** 2*Dks* *CruiserStern*	4981 4658 3080	✠100A1 ~~5,37~~5,36 2,38	PGl Bom ✠LMC5,36		CL 2,38	1936 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 414·7(O.L.) P40'B145'F32' FK *CellDB*343' 1047t *FPT* 78t *APT*47t	Bombay British 6*BHCem*	T.3Cy.24½",41"&70"-48"(*r*) 220lb *150lb* 524NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9½ 24 ″ 11	
27198 129544 VWGB	**Jalagopal** Ⓟ TwinSc (*ex*Edavana-33) ~~*ss*Cal.2ndNo.3-5,31~~ D.F. ~~*ss*Cal.No.3-9,33~~ 2*Dks*(*UStl*-ws)& *Shade dk*(*Stl*-teaks) *ss*Cal.2ndNo.3-9,37	5284 3715 2635	✠100A1 *Shade dk* 9,37 ~~9,36~~ ~~BS9,36~~	Cal ✠LMC~~9,36~~ 9,37	*z*	CL ~~9,36~~ 9,37	1911 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·4|52·5|25·5 B *on Shade dk* 166' FK *Cell DBa*&*uE*132'*pt uB*&*f*175'650t*FPT*39t*APT*31t	Bombay British 7*BHCem* (5 *to U dk* 2 ,, *2nd dk*)	T.6Cy.23¼",39½"&67"-48" 215lb *100lb* (*s*) 1086NH 2DB&2SB,*24cf*,GS429, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 5¼ 24 ″ 0	
27199 142653 VWDN	**Jalajyoti** (*ex*Vindelia, *ex*WarWagtail) *ss*Bom.No.3-10,30 *ss*Bom.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	4430 4086 2698	✠100A1 6,37~~8,36~~ ~~BS12,35~~ BS2,37 3,38	Bom ✠LMC12,34	*x*	CL ~~12,35~~ N5,37	1918 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*SA&CP*	ScindiaSteamNav. Co.Ld.	376·0|51·9|26·4 P41'B113'F39' FK *CellDB*321'984t*FPT*114t*APT*66t	Bombay British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wks.Ld.Hpl	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
27200 145653 VWJK	**Jalamani** (*ex*Gambian-36, *ex*Knight of theRose-33) ~~*ss*Npt.No.1-33~~ D.F. *ss*Bom.No.2-37 2*Dks*(*Stl*)	3944 3591 2346	✠100A1 6,37 ~~9,36~~ BS~~11,36~~ 12,37	Bom ✠LMC~~4,33~~ MS6,37	*w*	CL ~~4,36~~ 6,37	1929 7mo *Lloyd*	SirJPriest- man&Co. Sunderland '*SA&CP*	ScindiaSteamNav. Co.Ld.	352·5|50·5|24·9 P34'B108'F38' FK *CellDB*305'852t *FPT*83t*APT*96t	Bombay British 6*BHptCem*	T.3Cy.24",40"&66"-45" (*s*) 180lbGS143HS5501 373NHP 2SB(FD)&1AuxB,*8cf*, G.Clark,Ld.Sunderland	27 ″ 3 s4 ″ 9¼ 22 ″ 8¼	
27201 148532 VWDR	**Jalamohan** (*ex*Buckleigh-33) *ss*Bom.No.3-1,37 ~~*ss*Bry.No.2-33~~ 2*Dks*(*Stl*)	5100 4792 3146	✠100A1 12,37~~1,37~~ BS~~2,36~~ ~~1,37~~	Bom 1,37 ✠LMC~~4,33~~ BS12,37	*y*	CL 1,37	1925 1mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·2|28·5 P37'B120'F40' FK *Cell DBa*118'*u E*25'*f*176'1060t*FPT*137t*APT*202t	Bombay British 7*BHCem*	T.3Cy.27½",45"&75"-48" (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0 25 ″ 2¾	
27202 220707	**Jalapa** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	6085 — 4386					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·6|53·0|32·2 P34'F38'	S.Frncisco Utd.States *WB*	2 Steam Turbines DR Geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
27203 145652 VWJD	**Jalapadma** *ss*Bom.No.2-37 (*ex*Knight of the ~~*ss*Npt.No.1-35~~ Cross-35) 2*Dks*(*Stl*)	3935 3591 2326	✠100A1 ~~6,37~~ ~~10,36~~ 12,37 BS~~2,37~~ 2,38	Bom Cal ✠LMC~~2,35~~ MS6,37	*w*	CL 2,36 12,37	1929 5mo *Lloyd*	SirJPriest- man&Co. Sunderland '*SA&CP*	ScindiaSteamNav. Co.Ld.	352·5|50·5|24·9 P34'B108'F38' FK *CellDB*305'852t *FPT*91t*APT*96t	Bombay British 6*BHptCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb 373NHP 2SB(FD)&AuxSB,*8cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s 4 ″ 9¼ 22 ″ 8¼	
27204 139614 VWDB	**Jalapalaka** (*ex*Frankby, *ex*WilliamWallace) *ss*Bom.No.3-11,29 *ss*Bom.No.2-37 ~~*ss*Bom.No.1-33~~ 1*Dk*(*Stl*)	4215 3973 2630	✠100A1 12,37~~3,37~~ ~~MS11,33~~	Bom ✠LMC 12,37 ~~BS12,36~~	*x*	CL ~~3,37~~ N12,37	1917 8mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*SA&CP*	ScindiaSteamNav. Co.Ld.	364·9|51·1|26·1 P25'B94'F40' FK *CellDB*319'980t*FPT*110t*APT*90t	Bombay British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB,*9cf*,GS167,HS6100 Richardsons,Westgarth &Co.Ld.Mdb.	28 ″ 4 s 5 ″ 1¾ 23 ″ 5	
27205 124028 VWDC	**Jalaputra** (*ex*Frankdale) *ss*Bom.2ndNo.3-1,32 *ss*Bom.No.1-36 2*Dks*(*Stl*)&*deep framing* *Lower dk beams in No.1hold*	4856 4616 3113	✠100A1 ~~6,37~~ ~~9,36~~ 1,38 BS~~1,37~~ 1,38	Bom ✠LMC1,36	*z*	CL ~~10,35~~ 1,38	1906 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·2|28·8 P34'B136'F47' FK *Cell DBa* 123' *uE*&*B*48'*f*176'1054t*FPT*90t*APT*40t	Bombay British 6*BHCem*	T.3Cy.25",42"&70"-48" (*s*) 200lb *100lb* 510NHP 3SB,*9cf*,GS123,HS7548 FD Dunsmuir&JacksonLd.Gls	31 ″ 4 s 5″10¾ 25 ″ 8¾	
27206 148533 VWDQ	**Jalarajan** (*ex*Chulmleigh-33) *ss*Bom.No.3-12,37 ~~*ss*Bry.No.2-33~~ 2*Dks*(*Stl*)	5102 4792 3148	✠100A1 12,37~~3,36~~ BS~~12,36~~ 12,37	Bom ✠LMC~~4,33~~ MS9,37	*y*	CL ~~3,36~~ 12,37	1925 1mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·2|28·5 P37'B120'F40' FK *Cell DBa*118'*u E*25'*f*176'1060t*FPT*137t*APT*202t	Bombay British 7*BHCem*	T.3Cy.27½",45"&75"-48" (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0 25 ″ 2¾	
27207 142699 VWDM	**Jalarashmi** (*ex*Vitellia, *ex*WarPintail) *ss*Bom.No.3-6,31 *ss*Bom.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in No.3 lower hold*	4449 4096 2681	✠100A1 7,37 ~~9,36~~ BS~~1,37~~ 2,38 *Carrying oil fuel F. P. above*150° F. *in DB*	Bom Cal ✠LMC10,35	*x*	CL 9,36	1918 11mo *Lloyd*	Earle'sCo. Ld. Hull *SA&CP*	ScindiaSteamNav. Co.Ld.	375·6|51·7|26·5 P41'B113'F39' FK *CellDB*321'908t*FPT*127t*APT*200t	Bombay British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
27208 145657 VWDS	**Jalaratna** (*ex*Knight of the Realm-33) ~~*ss*Bom.No.1-34~~ *ss*Bom.No.2-38 2*Dks*(*Stl*)	3942 3591 2326	✠100A1 ~~7,37~~~~12,36~~ 3,38 ~~BS12,36~~	Bom ✠LMC~~4,34~~ 1,38	*w*	CL ~~12,36~~ 3,38	1930 1mo *Lloyd*	SirJPriest- man&Co. Sunderland '*SA&CP*	ScindiaSteamNav. Co.Ld.	352·5|50·5|24·9 P34'B108'F38' FK *CellDB*305'852t *FPT*83t*APT*96t	Bombay British 6*BHptCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb 373NHP 2SB(FD)&1AuxSB,*8cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s4 ″ 9¼ 22 ″ 8¼	
27209 145347 VWDK	**Jalatarang** (*ex*ElizabethStoner) *ss*Bom.No.3-9,33 1*Dk*(*Stl*) *ss*Bom.No.1-37	2498 2229 1464	✠100A1 ~~1,37~~10,37 ~~BS12,36~~ *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Bom ✠LMC~~9,33~~ 10,37	*t*	CL ~~6,36~~ 10,37	1921 8mo *Lloyd*	JIThorny- croft&Co.Ld. Southampton '*SA&CP*	ScindiaSteamNav. Co.Ld.	300·5|43·7|22·2 P28'B83'F33' FK *CellDB*251'602t*FPT*101t*APT*108t	Bombay British 5*BHCem*	T.3Cy.21",34"&57"-36" (*s*) 180lb 240NHP 2SB,*6cf*,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
27210 153809 VWDL	**Jalaveera** *ss*Bom.No.2-35 2*Dks*(*Stl*)	4966 4649 3089	✠100A1 3,38 ~~4,37~~ MS1,35	Bom ✠LMC BS~~7,36~~ 10,37	*y*	CL ~~7,36~~ 3,38	1927 11mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*SA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 415·0(O.L.) P40'B145'F30' FK *CellDB*343'1150t*FPT*116t*APT*19t	Bombay British 6*BHCem*	T.3Cy.26",42"&70"-48" (*r*) 180lb *110lb* 497NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9¾ 24 ″ 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
27211 131359 VWDF	**Jalavihar** (*ex*Frankmere) ssBom.2ndNo.3–9,34 2*Dks*(*Stl*)	5330 4996 3381	✠100A1 ~~6,378,36~~ 2,38 ~~BS11,36~~ ✠LMC9,34 11,37	Bom	*z*	CL ~~N11,35~~ 6,37	1911 7mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	ScindiaSteamNav. Co.Ld.	410·1|52·2|28·8 P34'B137'F50' FK *CellDBa*108'*uE&B*56'*f*	Bombay British 6*BHCem*	T.3Cy.25⅝",42"&70"–48" (*r*) 200lb *110lb* 460NHP 2DB,*12cf*,GS187,HS8060 Dunsmuir&Jackson,LdGls 189'1143*tFPT*93*tAPT*40*t*	31 ″ 2 s5 ″ 10 25 ″ 7	
* 27212 140564 VWDG	**Jalavijaya** (*ex*Franktor) ssBom.No.3–5,30 ssBom.No.1–34 1*Dk*(*Stl*)& *Shelterdk*(*Stl*) *Cargo battens not fitted*	3756 3514 2297	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~2,37~~ ✠LMC MS10,34 BS10,36	Bom	*x*	CL ~~2,36~~ 8,37	1918 3mo	J.Priest- man&Co. Sunderland *Lloyd*'*sA&CP*	ScindiaSteamNav. Co.Ld.	365·0|51·5|22·1 FK *CellDB*315'1077*t FPT*115*t*	Bombay British 6*BHCem* *APT*85*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 330NHP 3SB,*6cf*,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 6 s 2 ″ 3½ 22 ″ 5½	
* 27213 150003 VWJJ	**Jalayamuna** *CruiserStern* 2*Dks*	4981 4658 3080	✠100A1 ~~7,37~~ ~~6,36~~ 1,38 ✠LMC6,36	PGl Bom		CL 1,38	1936 6mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 414·8(O.L.) P40'B145'F32' FK *CellD B*343'1047*tFPT*78*t*	Bombay British 6*BHCem* *APT*47*t*	T.3Cy.24½",41"&70"–48"(*r*) 220lb *150lb* 524NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 0½ 24 ″ 11	
27214 XCJA	**Jalisco** ssN.Os.No.1–21 *Fitted for oil fuel* 2*Dks*(*Stl*)	2876 — 1892	✠ 5,25 ✠	NOs	*t*		1916 4mo	WCramp& SonsS&EBCo Philadelphia	MexicanGovern- ment(operated by TransportesMar- itimos y Vias Fluviales S.C.M. de R.L.) ~~S.C.L.)~~ *CellDB*	304·6|45·2|20·1 B90'F36' FK 248' 605*t FPT* 108*t*	Progreso Mexican 7*BHCem* *APT* 148*t*	T.3Cy.20",33"&55"–36" 262NHP 2SB,*6cf*,GS108,HS3994 W.Cramp&SnsS&EBCPhl	22 ″ 8	
27215	— (*ex*Berbère,*ex*Nautilus) *ex*Petrograd,*ex*Petersburg) 1*Dk*&*Spar dk*&*Web frames*	1730 — 1051			...		1891	J.Laing Sunderland	ManuelZermeno Araico	244·9|36·1|14·0 B59'F30' 20·8 BK8½"	VeraCruz Mexican *WB*	T.3Cy.19 3/16",31"&50"–36" 149NHP G.Clark,Ld.Sunderland	23 ″ 1	
27216	Broken up **Jamaica Merchant** Ⓟ (*ex*HighlandPiper) *ss*Sou.2ndNo.3–5,36 *Ref.Mchy.* D.F. 3*Dks*(*Stl*)& *Shelter dk*(*Stl*)	*7459* *6539* *4647*	✠~~100A1~~ *Shelter dk* *withfreeboard* 11,36 ~~BS7,36~~ ~~✠LMC7,35~~ ~~✠Lloyd'sRMC10,36~~	Ams	*a*†	CL 10,35	1911 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*		413·8|56·2|35·1 FK *CollisionBH* *CellDBa*130'*uE&B*6	Italian 8*BHCem* *to Udk only* 3'*f*167'1234*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb HS13821 FD 872NHP 3SB&1AuxSB,*16cf*,GS319, CammellLaird&Co Ld.Bkn *FPT*129*tAPT*23*t*	37 ″ 8 s11 ″ 10½ 26 ″ 2	BT till 4,37
27217 156134 VPLC	**Jamaica Pioneer** *Fitted for oil fuel* D.F. *Ref.Mchy.* 4*Dks*	5349 4857 ~~3383~~ 3342	~~for temp. 20° F~~ ✠Lloyd'sRMC~~1,37~~ ~~7,37~~ 12,37				1931	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son &Co.Ld.*Mgrs.*)	386·2|54·2|30·8 F43'	KingstnJa British *WB*	Q.4Cy.27",39",56"&80"–51" 458NHP D.Rowan&Co.Ld.Gls.		C
* 27218 164703 GYVF	**Jamaica Planter** TwinSc *OilEng.* D.F. 4*Dks* *Ref.Mchy.* *CruiserStern*	4098 3407 2419	✠100A1 *withfreeboard* ~~10,37~~ ~~12,36~~ 3,38 ✠LMC8,36 ✠Lloyd'sRMC~~1,37~~ ~~9,37~~ 1,38 for temp. 20° F	Lon		CL	1936 8mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	HadleyShipping Co.Ld. *Intermediate* *after* *CellDB*259'506*t*	356·5|50·2|29·7 F58' FK *BHin Coll* *hold dispensed with* *Tankbetweentunnel*	London British *BH to W dk* 4 ,, ,, 2*nd* ,, *s*27'38*tFPT*	Oil Engines 2S.C.SA 12Cy.19⅛"–35 7/16" 808NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. 52*tAPT*44*t*	32 ″ 0 s9 ″ 2½ 23 ″ 2	
27219 156140 VPLM	**Jamaica Producer** *Ref.Mchy.* D.F. 4*Dks* *CruiserStern* *Cargo battens not fitted in after hold*	~~5325~~ ~~4673~~ ~~2909~~ 5464 4673 2882	✠100A1 *withfreeboard* ~~10,37~~ ~~8,36~~ 4,38 ✠LMC6,34 ✠Lloyd'sRMC~~1,37~~ ~~9,37~~ 4,38 *Fitted for oil fuel* 6,34 *F.P. above* 150° F.	Lon		CL 10,37	1934 6mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*293'910*t*	411·1|54·7|30·3 F50' FK (*C* *Tanks at sides of* *tunnel* 237*tFPT*	KingstnJa British 9*BHptCem* *oll to Wh dk* 8 ,, 2*nd* ,,) 31*tAPT*70*t*	Q4Cy.30",41½",59"&84"–54" 225lb (*s*) 961NHP 5SB(Spt),*15cf*,HS15015 FD D.Rowan&Co.Ld.Gls.	33 ″ 6 s10 ″ 1½ 23 ″ 10½	
* 27220 156136 VPLD	**Jamaica Progress** ssLon.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl–weather dk ws*) D.F. 3*rd*&4*th dks*(*Stl*) *in holds*	5475 4804 3043	✠100A1 *withfreeboard* ~~12,36~~ ~~3,36~~ 3,38 ~~9,37~~ ✠LMC3,36 ✠Lloyd'sRMC~~12,36~~ ~~9,37~~ 12,37 *Fitted for oil fuel* 4,32 *F.P. above* 150° F.	Lon	*z*	CL ~~3,34~~ 9,37	1932 4mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*336'904*tT*	393·7|54·2|30·8 F46' FK (*C* *anks at sides of tunn*	KingstnJa British 8*BHptCem* *oll to Wh dk* 7 ,, *to* 2*nd* ,,) *el*673*tFPT*3	Q4Cy.29½",41½",59&84"–54" 225lb (*s*) 1061NHP 6SB,*24cf*,GS418HS17220 FD D.Rowan&Co.Ld.Gls. 1*tAPT*58*t*	33 ″ 6 s12 ″ 0 21 ″ 11½	
27221 FNMW	**Jamaique** Ⓟ (*ex*Mosella) TwinSc *Ref.Mchy* D.F. 2*Dks*&*Awng dk*	10123 7863 6259	✠Lloyd'sRMC~~3,37~~ ~~6,37~~ 4,38 ~~1,36~~ ~~9,37~~ No.5 hold & 'tween dk. for temp. 32° F.				1922	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2|59·4|27·2 35·2 B273'F52'	Havre French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
27222 210912	**James A Farrell** ssClv.No.4–3,37 *Mchy.Aft* *Longitudinalframing* GyC. 1*Dk*(*Stl*)&*Web frames*	7705 7277 5967	✠100A– 3,37 BS3,38 ✠LMC3,37 *ForServiceon theGreat Lakes*	Clv			1913 3mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *WB*=*CellDBuE*&	580·0|58·0|32·0 F54' FK *B*55'*f*&*in Hopper si*	D'luth,Min Utd.States 4*BH* *detanks* 479'	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 FD AmericanS.B.Co.Clevel'nd 8549*tFPT*259*tAPT*59*t*	32 ″ 0 s10 ″ 10 21 ″ 4½	
27223 153126 VGZD	**James B. Eads** (*ex*Globe) *Mchy.Aft* 1*Dk*&*Spar dk*	3865 3705 2465					1894	GlobeIron WorksCo. Cleveland,O.	NorrisSteamships, Ld.(G.C.Leitch, *Mgr.*)	406·9|42·3|24·0 len99 H— *WB*	Midland Ont. British	T.3Cy.24",39"&63"–42" NB15 257NHP GlobeIrnWksCo.ClvlndO.		R
27224 147246	**James B. Foote** (*ex*EugeneC. Roberts) *Longitudinalframing* *Mchy.Aft* 1*Dk*	1746 1593 1264					1924	Cammell Laird&Co.Ld Birkenhead	UnionTransitCo. Ld.(J.B.Foote, *Mgr.*)	253·0|43·2|17·8 *WB*	Liverpool British	T.3Cy.16",27"&44"–33" 97RHP CammellLaird&Co.Ld Bkn		C
27225 201821	**James C. Wallace** GyC. *Mchy.Aft* 1*Dk*	6684 — 5403					1905	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·1|56·0|31·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"– 42" 282NHP AmericanSB.Co.Cleveland		R
* 27226 153957 VLDQ	**James Cook** (*ex*Belfri–34) ssOsl.No.3–11,34 1*Dk* *Cargo battens not fitted*	2181 1878 1289	100A1 2,38 ~~2,37~~ ~~BS2,37~~ LMC11,34 3,38	Syd		OG ~~10,34~~ 2,38	1921	A/S Moss Værft Moss	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,*Mgr.*) *CellDBa&uE*11	275·7|43·7|18·8 P27'B82'F32' FK 6'*f*110'484*t FPT*54	Melbourne British 4*BHCem* *tAPT*75*t*	T.3Cy.20½",33"&56"–36" 200lb (*s*) 243NHP 2SB,*6cf*,GS124,HS4090 A/S MossVærft,Moss	21 ″ 0 s 2 ″ 7 18 ″ 7½	
27227 220802	**James Davidson** *Pt longitudinalframing* *Mchy.Aft* 1*Dk*	8349 — 6387					1920	DetroitSB Co. Wyan- dotte,Mich.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	587·1|60·0|27·8 F54' *WB*	Michigan Ind. Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys, No of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27228 201961	**James E. Davidson** *Mchy.Aft* 1*Dk*	6206 — 4943					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Inter-OceanS.S.Co(G.A.Tomlinson *Mgr.*)	504·0	54·2	31·0	D'luth,Min Utd.States *WB*	Q.4Cy.18",27",40"&62"-42" NB12 249NHP Gt.LakesEng.Wks.Detroit		R
27229 207283 KDXK	**James E. Ferris** (*ex*F.R.Hazard, *ex*Ontario) D.F. GyC. *Mchy.Aft* 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co.(Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 223NHP Gt.LakesEngWrksDetroit		R
27230 205076	**James E. McAlpine** (*ex*WilliamH.Truesdale-34) *Mchy.Aft* 1*Dk*	5057 — 3764					1908	American S.B.Co. Lorain,O.	BrownS.S.Co.(Brown&Co. *Mgrs.*)	432·0	52·0	28·0	Buffalo NY Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanSBCo.Cleveland		R
27231 216513 KSEA	**James Ellwood Jones** (*ex*Absecon) *ss*N.Yk.No.3-8,31 *ss*Bos.No.1-35 Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3372 2727 1929	✠100A1 8,37 ~~8,36~~ ~~BS6,36~~ 8,37 ✠LMC8,35	Bos	*v*	CL 8,35	1918 7mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*269'1254*t* *DTa*13'412	318·5 P79'B18'F31' FK *tFPT*293*tAPT*92*t*	49·5	24·2	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.20⅞",33⅜"&58"-42"(*r*) 200lb 316N 2SB,6*cf*,GS110,HS4642 FF NewYorkS.B.Co.	27 ″ 6	
27232 220116 KUTK	**James Griffiths** (*ex*City of Lordsburg) *Fitted for oil fuel* D.F. 2*Dks*	3545 3005 2179					1920	MobileS.B. Co. Mobile	CoastwiseS.S.&BargeCo.Inc.(J.Griffiths&SonsInc. *Mgrs.*)	324·0 P41'B90'F32'	46·2	25·0	Seattle Utd.States *WB*	T.3Cy.22",37½"&60"-42" 233NHP EllicottMach.Corp. Baltimore		
27233 77589	**James H. Reed** GyC. *Mchy.Aft* 1*Dk*2*trB*	5206 — 3841					1903	DetroitS.B Co. Wyandotte	InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*)	448·0 F48'	52·2	25·3	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.15",23¾",36½"&56"-40" 198NHP DetroitS.B.Co.Detroit		R
* 27234 LDOZ	**James Hawson** (*ex*Kim-35) *OilEng.* *ss*Osl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing* ~~*Progressive survey of oil tanks*~~	6074 5412 3575	✠100A1 ~~4,37~~ ~~8,36~~ 10,37 DBS~~8,36~~ 10,37 ✠LMC11,35 *CarryingPetroleum in bulk*	Rot ~~Nwc~~Fal	*z*	CL ~~11,35~~ N4,37	1930 8mo	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle Lloyd's*A&CP*	A/S Tank(Olsen&Ugelstad,*Mgrs.*) *CellDBuE*56'171*t* *DTf*34'347*t*	396·2 P97'B29'F36' FK *Trunk*238' *FPT*135*tAPT*121*t*	55·1	32·3	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180*lb* Armstrong,Whitworth&Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 4¾ 26 ″ 9¾	
27235 77409	**James J. Hill** GyC. *Mchy.Aft* 1*Dk*2*trB*	5255 — 4058					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"-40" NB26 228NHP AmericanSB.Co.Cleveland		
27236 214074 WNCB	**James L. Richards** (*ex*Munalbro-36) *ss*N.Yk.No.3-3,28 *Mchy.Aft* D.F. *ss*Bal.No.2-36 1*Dk*(*Stl*)	4282 3787 3185	✠100A1 3,37 BS3,37 ✠LMC3,36	Bal	*w*	CL 3,36	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	KoppersCoalCo.(MysticS.S.Co. *Mgrs.*) *CellDBuE&B*	359·7 P94'B19'F31' FK 50'*f* 243'1087*t FPT*	49·2	26·9	Boston Utd.States 6*BHCem* 318*tAPT*92*t*	T.3Cy.23",39"&66"-45" (*s*) 180lb 365NHP 2SB,6*cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 2 s 6 ″ 7½ 23 ″ 9½	
27237 203056	**James Laughlin** *Mchy.Aft* 1*Dk*	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	D'luthMin Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Wks.Detroit		R
* 27238 214816 WOCT	**James McGee** **TwinSc3Mst** *ss*N.Yk.No.3-1,30 *ss*N.Yk.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*& GyC. D.F. *Shelter dk*(*Stl*) *Longitudinal framing*	9859 — 6161	✠100A1 *Shelter dk withfreeboard* 3,37 ~~1,37~~ ✠LMC MS5,34 BS~~1,37~~1,38 *CarryingPetroleum in bulk* *Fitted for oil fuel 3,17 F.P. above 150° F.*	NYk Gal	*f*†	CL SN 12,35 P6,36	1917 3mo	Bethlehem SteelCo. Sparro'PtMd A&CP	StandardOilCo.of NewJersey *CellDBa*17'*uE&B*68'275*tDTf*54'745*tFPT*244*tAPT*108*t*	499·1 FK	68·2	35·9	Wilmgton (Del.) Utd.States 19*BHptCem* (15 ,, *to U dk* 4 ,, 2*nd* ,,)	T.6Cy.20½",35"&60"-42" (*s*) 200lb 652NHP 3SB,12*cf*,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 ″ 3 s 10 ″ 0½ 28 ″ 6	
27239 222555 KFCN	**James MacNaughton** D.F. GyC. *Mchy.Aft* 1*Dk*	8299 — 6608					1922	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	587·5	60·0	22·9	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Works		R
27240 201811 KDXW	**James P. Walsh** D.F. GyC *Mchy.Aft* 1*Dk*	5326 — 3925					1905	CraigS.B. Co. Toledo,O.	PioneerS.S.Co.(Hutchinson&Co. *Mgrs.*)	488·6	52·0	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" NB29 233NHP CraigS.B.Co.Toledo		R
27241 218832 KJNY	**James River** (*ex*LakeFlambeau) *Fitted for oil fuel* 1*Dk*2*trB*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn	Philadelphia&NorfolkS.S.Co.Inc.	251·0 P25'B64'F20' FK	43·7	25·8	NewYork Utd.States *WB*	T.3Cy.19½",34½"&59"-42" 352NHP McDougallDuluthCo.		R †
27242 148901	**James Stewart** 1*Dk*	1760 1604 1304					1926	Napier& MillerLd. Glasgow	UpperLakes&St.LawrenceTransportationCo.Ld.(G.C.Leitch,*Mgr.*)	253·1 F35'	43·2	17·9	SCathrnes Ont. *WB* British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
* 27243 ~~LDID~~ LDIL	**James Stove** **TwinSc** (*ex*Bralanta-35) *OilEng.* *Mchy.Aft* D.F. *ss*Sba.No.1-36 1*Dk*(*Stl*) *Special Surveys to date from* 1,32	8215 7534 4868	✠100A1 ~~8,37~~ ~~1,37~~ 4,38 ✠LMC CS1,36 DBS~~1,36~~8,37 1,36 *CarryingPetroleum in bulk*	Rot ~~Wln~~ Sng	*c*†	CL ~~11,34~~ s8,37 PN8,37	1931 7mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd's*A&CP*	Lorentzen'sSkibs.A/S(Lorentzens RederiCo.*Mgrs.*) *CellDBuE*70'279*t DTf*29'470*tFPT*114*t*	451·1 P96'F37' FK	59·2	35·9	Oslo Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 2DB150*lb* 633NHP GotaverkenA/B,Got.	35 ″ 6 s9 ″ 8¾ 25 ″ 11¾	
27244 84859	**James Turpie** **Iron** 2*Dks*3*trB*	1732 1567 1082			...		1881	A.Leslie& Co. Newcastle	TheSouthGeorgia Co.Ld.(C.Salvesen&Co.*Mgrs.*)	270·8 P46'B50'F36' BK9½"	34·7	23·0	N.Shields British *WB*	C.2Cy.32"&61"-36" 172NHP N.E.MarineE.Co.(Lim)Sld	24 ″ 0	
27245 77236	**James Watt** *Mchy.Aft* 1*Dk*2*trB*	3807 — 3105					1896	Cleveland S.B.Co. Cleveland	~~ErieS.S.Co~~NicholsonTransitCo.	405·0	48·0	23·5	Detroit Utd.States *WB*	T.3Cy.25",40"&68"-42" 300NHP ClevelandS.B.Co.,Clevelnd		R
27246 121709 VGZB	**James Whalen** *Transferred to No.* 17812 Wireless 1*Dk*	313 262 156					1905	Bertram E. WorksCo.Ld. Toronto	UnitedTowing&SalvageCo.Ld.	108·0	24·0	13·0	Montreal British	C 2Cy.20"&40"-36" 67RHP BertramE.W.Co.Ld.Trnto.		
27247 MNLX	**Jamnagar** *ss*Bom.No.2-32 1*Dk*(*Stl*) *Welldeck* *Mchy.Aft*	576 384 279	✠ ... 6,34 ✠	Bom	*h*		1924 10mo	JI.Thornycroft&Co.Ld. Southampton	NawanagarState (MercantileMarine Dept.)	160·9 Q83'B20'F26' FK *FP*147*t*	26·1	11·7	4*BHCem* *APT*20*t*	T.3Cy.13½",22"&35"-27" 93NHP 1SB,3*cf*,GS58,HS1756 J.I.Thornycroft&CoLdSou	12 ″ 7	
27248 LDED	**Jan** (*ex*Torsol-36,*ex*AlbertSauber) 1*Dk*	1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S D/S Jan (JohanEliassen)	265·2 P65*t*H92*t*F40*t*	42·1	18·5	Bergen Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Boele'sSchp&Mfbk.Bolnes		N

1 Numero l'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés si ce n'est dans le L.R. Durée, Cert. Ref. Trade
27249 OYHC	**Jan** 1Dk	1739 1376 1036					1918	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP KjbnhavnsFlydk.& Skbsv.		V
※ 27250 OHXA	— (*ex*Cito, *ss*Lkr.3rdNo.3–6,33 *ex*Glenpark) 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	889 — 479	✠100A1 6,37 ~~1,36~~ BS12,36 ✠LMC~~6,33~~ MS2,38	Lkr Dnz	*l*	OG ~~1,35~~ ~~6,37~~ 2,38	1893 11mo	Scott&Co. Greenock A&CP	O.Y."Jan" (Seppinen& KemppiO.Y.)	212·3 219·1(O.L.) Q109'B16'F21' BK7½' *DBa*48'*f*48'	31·2	14·0	Björkö Finnish 4*BHCem* 148*tAPT*14*t*	T.3Cy.15½",26"&44"–33" (*s*) 160lb *100lb* NDB07 112NHP 1SB,3*cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5½	
27251 LEET	**Jan Mayen** (*ex*RikardKaarbö) 1*Dk*	399 331 143					1914	Bergens Mek. Værks. Bergen	A/SJanMayen (J.Koppernæs)	152·5 Q7*t*B43*t*F8*t*	24·0	13·6	Aalesund Norwegian *WB*	T.3Cy.13½",22"&37"–24" 67NHP BergensMekVærksBergen		N
※ 27252 PEZP	**Jan Pieterszoon Coen** Ⓟ TwinSc Sub.Sig. *ss*Ams.No.3–8,27 *ss*Ams.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F. *Ref.Mchy.* *3rd tr B in No.1 hold*	11140 6352 6555	✠100A1 *Shelter dk withfreeboard* ~~5,37~~ ~~12,36~~ 5,38 ✠LMC6,36 BS~~5,37~~4,38	Ams	*f*†	CL ~~5,35~~ ~~P5,36~~ 4,38	1915 6mo	Nederl. Schps.Maats Amsterdam *Lloyd*'*sA&CP* *WB*	N.V.Stoomv. Maats."Nederland" =*CellDBa*115'*uE*	503·5 P43'B140'F77' FK *on Shelter dk* 58'*f*128' 977*t FPT*	60·6	35·8	Amstrdam Dutch 8*BHCem* 87*tAPT*71*t*	T.6Cy.26¾",44 1/16"&74½"–49¼" (*s*) 213lb 1364NHP 8SB,24*cf*,GS470,HS21176FD NedFb.v.Wrk&Spoor,Ams	39 ″ 0 s12 ″ 9 26 ″ 5	
27253 UOAC	**Jan Rudzutak** Ⓟ Now "Maria Ulyanova," see No. 39172 OilEng *Ref.Mchy.* Sub.Sig. 2*Dks*	3870 2339 2249			…		1928	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36' FK	48·0	25·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"–33⅞" 692NHP Russian Diesel Works,Len.	28 ″ 0	
27254 UNZD	**Jan Tomp** (*ex*Neebing) 1*Dk*	1988 1743 1130					1903	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R.	247·6 F41'	42·0	21·8	Odessa Russian	T.3Cy.19",31"&52"–36" 162NHP ArmstrongWhitworth& Co.Ld.Nwc.		
27255 DIAE	**Jan Wellem** 4Mst (*ex*Württemberg–36) *Fitted for oil fuel* D.F. E.S.D. GyC. *WhaleOilRefinery* *Ref.Mchy.* Sub.Sig. 3*Dks*	11776 8573 6440					1921	Bremer Vulkan Vegesack	Henkel&Co. G.m.b.H.(Erste DeutscheWalfang G.m.b.H.*Mgrs*).	468·8 P56'	71·4	32·7	Wesrmnde German *WB*	T3Cy.32 3/16"52⅘"&86⅖"–55 1/16" &LP Turbine 769NHP BremerVulkan,Vegesack		G
27256 UOIY	**Jana** (*ex*Melita,*ex*Throckley) *ss*Nwc.No.1–28 Sub.Sig. *Well deck* 1*Dk*(*Stl*)	2917 2281 1551	✠ — 2,33 ✠	Ham	*t*		1923 12mo	Furness S B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDBuE*20' *f*126'432*tD*	306·3 Q122'B56'F25' FK *Ta*86' 799*t FPT*79*t*	45·1	22·3	Vladvostk Russian 6*BHptCem* *APT*96*t*	T.3Cy.24",40"&65"–42" 335NHP 2SB,8*cf*,GS142,HS5679 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 3	G †
※ 27257 153813 VTCQ	**Janaki** (*ex*Stella,*ex*StellaWega) *ss*Kel.No.3–12,29 *Well deck* Sub.Sig. *ss*Bom.1–35 *Cargo battens not fitted* 1*Dk*(*Stl*)	857 681 530	100A1 8,37 ~~8,37~~ BS~~7,36~~ LMC3,35 8,37	Bom	*l*	OG ~~N2,34~~ 8,37	1922	Howaldtswerke Kiel	MalabarS.S.Co.Ld. *CellDBa&*	195·1 P12'Q41'B54'F29' FK *uE*50'*f*97'233*tFPT*	32·9	14·0	Bombay British 4*BHCem* 25*tAPT*16*t*	T3Cy14⅝",28¼"&38 3/16"–25 3/16" 185lb (*s*) 133NHP 2SB,4*cf*,GS69,HS2150 Howaldtswerke,Kiel	16 ″ 0 s 1 ″ 1½ 15 ″ 0	
27258 216223 KDJH	**Jane Christenson** (*ex*Westboro) *Fitted for oil fuel* 2*Dks*	5667 5239 3553			…		1918	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.Inc.	409·5 P44'B115'F47' FK	54·2	27·6	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" NE19 360NHP Ingersoll-RandCo. Phillipsburg,N.J.	30 ″ 3	R †
※ 27259 OYIC	**Jane Mærsk** TwinSc *OilEng* *ss*Rot.No.2–36 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	7691 7232 4710	✠100A1 ~~5,37~~ ~~8,36~~ 1,38 ✠LMC CS1,36 DBS2,37 ~~1,36~~6,37 *Carrying Petroleum in bulk*	Rot	*c*†	CL 12,35	1928 6mo	Odense Staalskibsvft Odense *Lloyd*'*sA&CP*	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*68'201*tD*	456·8 P101'B38'F36' FK *Tf*34'605*t FPT*225	59·7	33·7	Kalundborg Danish 11*BHptCem* *tAPT*120*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*180lb* SDB*made22refitted28* Akt.Burmeistr&WainCpn.	35 ″ 9 s 8 ″ 0 28 ″ 0½	
27260 220794	**Janelew** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	6085 — 4391					1920	MooreS.B. Co. Oakland,Pa.	UnitedStates Maritime Commission	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
27261 143894 MKDG	**Janera** (*ex*JohnCollins) 1*Dk*	310 247 110					1917	AilsaS.B. Co.Ld. Troon	Anglo-Egyptian Oilfields,Ld. (A.Agnew,*Mgr.*)	125·6	23·5	12·8	London British	T.3Cy.12½",21"&35"–26" 62NHP AilsaS.B.Co.Ld.Troon		C
27262 161894 GPCZ	**Janeta** *ss*Rot.No.2–38 ~~*ss*Gls.No.1–33~~ D.F. 1*Dk*(*Stl*)	5312 4957 3324	✠100A1 ~~7,37~~ ~~11,36~~1,38 BS~~10,36~~ ✠LMC~~2,36~~ 1,38 MS4,38	Fal ~~Npt~~Rot	*z*	CL N1,36	1929 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*sA&CP*	GlasgowUnited ShippingCo.Ld. (Mclay&McIntyre Ld.*Mgrs.*) *CellDB*	402·4 P45'B126'F48' FK 344' 1389*t FPT*144	55·0	28·5	Glasgow British 6*BHptCem* *tAPT*307*t*	T.3Cy.23",40"&67"–51" (*s*) 200lb FD 463NHP 3SB(Spt)9*cf*,GS155,HS6711 Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
27263 FNGO	**Janine** (*ex*SierraLeone, *ex*WarMusket) *Well deck* D.F. 1*Dk*	2358 — 1241			…		1918	C.Hill& Sons Bristol	UnionIndustrielle &MaritimeSté. Française d'Arm.	285·2 P27'Q69'B66'F32' FK	42·0	22·2	Rouen French *WB*	T.3Cy.25",41"&68"–45" 359NHP McColl&Pollock,Ld.Sld.	21 ″ 2	V †
※ 27264 124 YLBX	**Janis Faulbaums** (*ex*DimitriosG. Thermiotis,*ex*Vittoria) *ss*Lie.No.1–37 *ss*Kel.2ndNo.3–10,32 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	2944 2635 1729	✠100A1 12,37~~10,32~~~~11,37~~ ~~5,36~~ ✠LMC~~10,32~~ ~~5,37~~ 11,37	Kel ~~Lie~~ Mdb	*u*	~~3,35~~ ~~10,37~~ CL N12,37	1907 7mo	Richardsn, Duck&Co. Stockton *Lloyd*'*sA&CP*	MaxFaulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*) *CellD*	317·5 P28'B107'F37' FK *Ba*102'*uE*24'*f*132'	46·6	20·9	Riga Latvian 5*BHCem* 717*tAPT*56*t*	T.3Cy.23",38"&62½"–42" (*s*) 160lb 257NHP 2SB,6*cf*,GS120,HS3900 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 4½ 20 ″ 0½	
27265 LCKC	**Janna** (*ex*Sveigen–36,*ex*Glendola) *Fitted for oil fuel* 1*Dk*	2197 1951 1269					1919	AlbinaEng &Machine Works Portland,Or.	J.H.Wessels Kulforretning A/S(Pehrson& Wessel,*Mgrs.*)	289·7 P66*t*H102*t*F48*t*	44·1	19·2	Drammen Norwegian	T.3Cy.22",36½"&60"–42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		N
27266 PKOE	**Janssens** Ⓟ *OilEng* 1*Dk*&*Awng dk'tween dk in Nos.1&2holds*	2071 1562 1492					1935	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	265·1 P33'B81'F41'	43·1	17·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.15¾"–29½" 258NHP N.V.Konink.Maats. "DeSchelde"Flushing		V
27267	**Janu** Ⓟ (*ex*Kenwood–37, *ex*NewLondoner–36) Wireless 1*Dk* Now sailing as "Cadiz,"	*1374* *924* *679*					1912	Irvine'sSB &D.D.Co.Ld. WHartlepool	"Socdeco" Soc. Anon.	260·2 P&B137'F50' *Bon*P&B82'	35·0	14·3	Panama Pnamanian *WB*	T.3Cy.22½",37"&61"–42" 241NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
※ 27268 5260 SGXA	**Japan** *ss*Got.2ndNo.3–11,36 *Well deck* 2*Dks*(*Stl–Uws*) D.F.	*5230* *4903* *3262*	✠100A1 ~~3,37~~ ~~3,37~~ 1,38 ✠LMC11,34 BS1,38	Got	*a*†	CL 10,36	1911 12mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP* *WB*	Aktieb.Svenska OstasiatiskaKomp (G.Borin,*Mgr.*) = *Cell DBa*122'*u*	425·0 441·5(O.L.) P&B349'F44' FK *E*29'*f*212'990*tFPT*	54·1	26·9	Gothenbrg Swedish 7*BHCem* 82*tAPT*25*t*	T.3Cy.27 7/16",45"&75"–51" & Exhaust Turbine driving steam compressor 180lb (*s*) 541NHP 3SB,9*cf*,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc.	29 ″ 6 s 4 ″ 3½ 25 ″ 5	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27269 220831 KDHO	**Japan Arrow** 3Mst ssN.Yk.No.3-7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS3,37 ✠LMC7,33 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	NYk	*d*†	CL N3,37	1920 11mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-Vacuum OilCo.Inc.	468·3 FK *CellDBuE&B*80'285*tDTf*40'518*tFPT*270*tAPT*131*t*	62·7	32·0	NewYork Utd.States 17*BHptCem* (1 „ *to Sh dk* 10 „ „ *U* „ 6 „ „*2nd* „)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 636NHP 3SB,*9cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
27270 PKHR	**Japara** *Mchy.Aft* 1*Dk*	3323 2537 2301					1930	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
27271 149706 MNRL	**Jargoon** (*ex*Torrington) *ss*Trn.No.3-3,38 ~~*ss*Gls.No.2-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	691 468 311	✠100A1 3,38 ~~2,37~~ ~~BS3,37~~ ✠LMC~~2,37~~ 3,36	Irv Trn	*j*	CL ~~2,37~~ 3,38	1926 8mo	J.Fullerton &Co. Paisley Lloyd'*sA&CP*	Wm.Robertson	180·2 185·0 (O.L.) Q105'B9'F26' FK *CellDB*103' 137*tFPT*60*t*	28·9	11·0	Glasgow British 3*BHCem* *APT*26*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB,*3cf*,GS53,HS1853 Aitchison,Blair,Ld. Clydebank	13 ″ 3 s 4 ″ 4¾ 12 ″ 11¾	
27272 LEEV	**Jarl** Iron 1*Dk*2*trB*	437 328 236					1889	Stavanger Stöberi&Dok Stavanger	D/S A/S Jarl (O.Torgersen)	147·9 Q35*t*B45*t*H17*t* F15*t*	24·8	12·6	Haugesnd Norwegian *WB*	T.3Cy.11",18"&29"-24" NB01 41NHP AkersMek.Verkst.Oslo		N
27273 LEEX	**Jarlsberg** Ⓟ 1*Dk*	328 142 129					1912	Lindhol- mensV.A. Gothenburg	A/S Tönsberg& HortensDamp- skibsselskap	136·1	23·7	8·7	Tönsberg Norwegian *WB*	T.3Cy.14¾",24"&40"-24" 78NHP LindholmensV.A.Got.		
27274 139308 MGJP	**Jarrix** 3Mst *ss*Hul.No.3-3,30 *Well deck* *ss*Hul.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	429 303 203	✠100A1 ~~6,37~~ 1,36 3,38 ✠LMC MS6,34	Mdb ~~Hul~~ Cf ~~BS3,36~~ 8,37	*g*	CL ~~6,34~~ ~~N8,37~~ 3,38	1917 2mo	Cochrane& Sons,Ld. Selby Lloyd'*sA&CP*	HumberSteam Coasters,Ld. (R.Rix&Sons, *Mgrs.*)	150·2 159·0(O.L.) Q86'B9'F18' BK7½" *FPT*53*t*	24·6	11·0	Hull British 3*BHCem* *APT*7*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,*2pf*,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 s 3 ″ 8½ 12 ″ 5½	
27275 79 ESDW	**Järvamaa** (*ex*Harilaid,*ex*Emma Minlos,*ex*Refugio) 1*Dk*& *Webframes* &*ptAwngdk*	1363 1031 787			…		1894	Campbel- townS.B.Co. Campbeltwn	TheTallinn ShippingCo.Ld.	230·0 Q79' *ptAwng dk*151' FK	32·6	16·4	Tallinn Estonian *WB*	T.3Cy.17½",27½"&45"-33" 115NHP Kincaid&Co.Ld.Greenock	17 ″ 4	G †
27275*	**Jary** (*ex*HammondLane-37, *ex*Briim-35,*ex*Mington,*ex*Kilmington) 1*Dk*	*634* *492* *284*					1919	Smith's DockCo.Ld. Middlesbro	Cia.Commercio e Navegação	170·0	30·0	15·7	R.Janeiro Brazilian *WB*	T.3Cy.16",26"&44"-26" 99RHP Smith'sDockCo.Ld.Mdb.		CV
27276 160291 MJMC	**Jasmine** *ss*Bel.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well dk* *Cargo battens not fitted*	353 255 124	✠100A1 4,36 ✠LMC4,36 BS2,38	Bel	*f*	CL 4,36	1932 1mo	Scott& Sons Bowling Lloyd'*sA&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·5 Q81'B7'F20' BK6" *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11½",20"&32"-24" 200lb (*s*) 60RHP 1SB,*3cf*,GS49,HS1415 Aitchison,Blair,Ld. Clydebank	11 ″ 4 s 3 ″ 9¼ 11 ″ 7¾	
27277 DORE	**Jason** TwinSc Wireless D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	1025 791 511					1935	FSchichau G.m.b.H. Königsberg	Dampfschiff.-Ges. "Neptun"	227·9 P124'F26'	34·5	13·1	Bremen German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{7}{16}$"-19$\frac{11}{16}$" 180NHP FSchichauG.m.b.H.Elbing		G
27278 1059 IPAM	— *Mchy.Aft* 1*Dk*	533 — 274					1921	Cant.Nav. Riuniti Ancona	Soc.Anon.Ilva	156·2 P57'F31'	27·2	13·5	Genoa Italian *WB*	T.3Cy.11",18$\frac{1}{10}$"&30$\frac{7}{10}$"-23⅝ 45NHP Cant.Nav.Riuniti,Ancona		I
27279 OYJC	**Java** TwinSc4Mst *OilEng.* *ss*Cpn.No.3-3,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8681 8189 5525	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~7,36~~ 2,38 2,38 ✠LMC CS3,37 DBS~~1,36~~11,37 ~~10,36~~ 2,37	Cpn	*c*†	CL ~~S7,36~~ ~~PN7,36~~ 1,38	1921 7mo	Nakskov Skibsværft Nakskov Lloyd'*sA&CP*	A/S DetÖstasia- tiskeKompagni	445·8 461·8(O.L.) F77'*onAwng dk* FK *CellDB*392'1509*t Tank between tunnels*46'131*t* *FPT*105*tAPT*115*t*	60·3	39·1	Copnhagn Danish *ptCem* *Collision BH toAwdk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB*100lb* 987NHP Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ 4¾ 31 ″ 10	
27280 PFCI	— *OilEng.* *Mchy.Aft*	341 260 168					1936	Gebr.van Diepen Waterhuizen	Th.Groeneboom	136·6 P35'F23'	24·8	9·7	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"-15¾" 98NHP NV.KromhoutMtrnfbAms		V
27281 221272 KDHQ	**Java Arrow** 3Mst *ss*N.Yk.No.3-7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *ss*Bal.No.1-37 &*Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~3,37~~ ~~BS3,37~~ ✠LMC~~7,33~~ MS3,37 BS10,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk Bal	*d*†	CL ~~2,36~~ 10,37	1921 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-Vacuum OilCo.Inc.	468·3 FK *CellDBuE&B* 80'285*t* *DTf*40'518*tFPT*270*tAPT*131*t*	62·7	32·0	NewYork Utd.States 17*BHptCem* 1*BHtoSh dk* 10 „ „ *U* „ 6 „ „*2nd*„)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 636NHP 3SB,*9cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 3½	
27282 148717 GDBT	**Javanese Prince** TwinSc *OilEng.* D.F. *ss*Bal.No.2-34 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ *CruiserStern* *Tonnage opening closed* 37	~~6734~~ ~~5800~~ ~~3656~~ 8676 — 5363	✠100A1 *withfreeboard* 6,37 ~~8,36~~ ✠LMC CS5,34 DBS~~12,36~~11,37 ~~11,35~~ 8,36 *Carrying oil F.P. above* 150° *F.or Latex in deeptanks* *Carrying Vegetable oil or Latex in fore & after peak tanks*	HKg	*d*†	CL 10,35	1926 1mo	Deutsche WerftA.G. Hamburg Lloyd'*sA&CP*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel frwd. of mchy. space* 159'	441·6 F42' FK *Upr tween dk BHs. except Collision BH dispensed with (Coll BH to Weatherdk, 7BH to 2nd dk)* *CellDB*367'1386*t MT"s*73'2571*tFPT*130*t*	60·3	39·2 29·2	London British ~~8*BH*~~*ptCem* *ptAsp*	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB*100lb* DB~~*43lb*~~ AlgemeineElec.Ges.Berlin *APT*156*t*	~~32 ″ 3~~ ~~s 4 ″ 0¼~~ ~~27 ″ 10¾~~ 42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
27283 204429	**Jay C. Morse** GyC. *Mchy.Aft* 1*Dk*	6649 — 5087					1907	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0 *WB*	58·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-42" AmericanS.B.Co. 257NHP Cleveland,O.		R
27284 216667 WKCK	**Jean** (*ex*Kosciuszko,*ex*CapeLookout) 2*Dks*(*Stl*) & *Web frames* D.F. *Longitudinal framing*	4902 4213 3028	✠ 10,23 ✠	NYk	*x*		1918 7mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	376·4 P54'B94'F39' FK *CellDB*342' 1133*tFPT*116*t*	52·3	27·0	NewYork Utd.States 6*BHCem* *APT*206*t*	T.3Cy.24",41"&68"-48" 486NHP 3SB,*9cf*,GS169,HS7273 BethlehemS.B.Corp.Ld.	29 ″ 6	R †
27285 161580 VGYC	**Jean Brillant** Ⓟ *OilEng.* E.S.D. *Ref.Mchy.* 2*Dks* *Strengthened for Navigation in Ice* *CruiserStern*	640 555 350	✠100A1 *withfreeboard* ~~6,37~~ 12,37 ✠LMC5,35 Lloyd'sRMC~~10,36~~ 4,38 for temp. 28° F. *For service in the Gulf of St. Lawrence and to Newfoundland from 1st April to 21st November*	Qbc	*h*	CL 10,36	1935 5mo	Swan,Hun- ter&Wigham Richardson Ld.Newcastle Lloyd'*sA&CP*	Cie.deTransport duBasSt.Laurent, Ltée. *CellDBuE*18'14*t* *DTsf*13'48*tFPT*5*tAPT*2*t*	159·9 B31' FK	29·1	17·3	Quebec British 9*BH* (*Coll to W dk* 8 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.13⅜"-22$\frac{7}{16}$" 188NHP DB*100lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s 7 ″ 10¾ 10 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Dounne. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres du coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
27286 FNZS	**Jean Dupuis** (exVineta) Wireless 1Dk	682 489 394					1910	Stettiner Oderwerke Stettin	Cie.Côtière de l'Annam	180·1 Q52'B43'F19'	29·0	11·5	Saigon French WB	T.3Cy.13⅝,21 7/16"&35⅝"-25⅝" 64NHP StettinerOderwerke		V
27287 113 ONJB	**Jean Jadot** Ref.Mchy. 2Dks3trB D.F. Cruiser Stern	5859 5303 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale,SA. Mgrs.)	443·7 P94'F49'	57·2	26·7	Antwerp Belgian WB	Q.4Cy.27¼",39",55 9/16"&79 9/16"-53 9/16" 470NHP FlensburgerSchiffsb.Ges.		VG
27288 UOBL	**Jean Jaures** OilEng. 2Dks	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·2 P31'B52'F34'	48·7	27·2	Leningrad Russian WB	Oil Engines 2S.C.DA 4Cy.23⅝"-35 7/16" 778NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
27289 FOYL	**Jean L. D.** OilEng. D.F. E.S.D. 2Dks GyC. CruiserStern	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	446·9 F43'	57·1	25·7 34·7	Dunkirk French WB	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 912NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
27290 FNYU	**Jean Laborde** Ⓟ TwinSc OilEng. Ref.Mchy. 4Dks D.F. CruiserStern	11591 8284 6593				—	1930	Soc.Provençale de Cnst.Nav. LaCiotat	Soc. desServices Contractuels des Messageries Maritimes	496·7 B182'	61·8	28·3 37·9	Marseilles French WB	Oil Engines 4S.C.SA 16Cy.29⅛"-59⅛" 1303NHP Schneider&Co.Creusot		V
27291 Sunk by Aircraft 10,37	**Jean Weems** (exLakeFluvanna) ssPhl.No.3-6,25 ssBal.No.2-33 1Dk(Stl)&2nd dk(Stl)in holds	2455 1965 1466	✠~~100A1~~ 2,37 ~~10,37~~ ✠~~LMC~~ [illegible]	NYk	r	CL 1,36	1918 10mo	American S.B.Co Cleveland,O. AP	ThamesideShippingCo.Ld. (G.O.Till,Mgr) CellD	251·0 P25'B64'F23' FK Ba208'538tFPT59t	43·5	22·2	Gibraltar British 4BHCem APT92t	T.3Cy.20",33"&54"-40" (r) 185lb 267NHP 2SB,4cf,GS88,HS3999 FD AmericanSB.Co.Cleveland	24 ″ 5	
27292 161948	**Jeanie Deans** Ⓟ Pad 1Dk	635 418 259					1931	Fairfield Co.Ld. Glasgow	London&North-EasternRailway	250·5	30·1	8·7	Glasgow British	T.3Cy.26",41½"&66"-60" 338NHP FairfieldCo.Ld.Glasgow		BT till ~~5,37~~ 5,38
27293 127438 GZJP	**Jeanne M.** (exJean de Bethencourt-36,exRouen) 1Dk	1973 1727 1192					1909	Irvines'SB &D.D.Co.Ld. WHartlepool	MooringwellS.S. Co.Ld.	279·2 P25'B60'F29'	40·1	18·2	Cardiff British WB	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		V
27294 TUNG	**Jeanne Schiaffino** (exFriedrich Jürgen,exWiedau) Sub.Sig. 1Dk	1032 708 598					1922	H.C.Stülcken Sohn Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Co.Mgrs.)	220·4 P127'F23'	32·5	12·8	Algiers French WB	T.3Cy.17¾"29⅛"&46 1/16"-31½" 119NHP H.C.StülckenSohn,Ham.		V
27295 PFCT	**Jeannette** (exLondoner,exBotlek, exHolendrecht) ~~ssLon.No.3-4,21~~ ssRot.No.3-4,37 ~~ssRot.No.2-33~~ Well deck 1Dk(Stl)	454 322 238	100A1 4,37 ~~1,36~~ ~~BS1,36~~ LMC~~6,33~~ 4,37	Rot	g	~~7,35~~ 4,37	1918	J.Th.Wilmink&Co. Groningen	N.V.Soetermeer Fekkes Cargadoorskantoor CellDBa52'	153·1 Q58'B36'F17' FK 61tf52'65tFPT24t	25·3	11·3	Rottrdam Dutch 4BHCem APT18t	T.3Cy.11½",17¾"&29 9/16"-20" 185lb (s) 61NHP 1SB,2cf,GS39,HS1182 F.&D.H.Landeweer &Zn.Martenshoek	12 ″ 1 s ″ 4½ 11 ″ 10	
27296 171156 MBZG	**Jeannette Skinner** Fitted for oil fuel 2Dks	5800 5209 4194	(Reclassification contemplated)		...		1917	Skinner& EddyCorp. Seattle,Wash	G.E.Marden (Wheelock&Co. Ld.Mgrs.)	~~409·6~~ P44'B115'F47' 410·6 FK	~~54·0~~ 54·3	27·1	Shanghai ~~Seattle~~ ~~Utd.States~~ British WB	DR Geared Steam Turbine GeneralElectric 507NHP Co.Schenectady,N.Y.	29 ″ 9	
27297 160507 GSLW	**Jedmoor** OilEng. ssShl.No.2-36 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4392 4070 2649	✠100A1 withfreeboard ~~5,37~~11,37 DBS~~5,36~~ ✠LMC5,36 11,37	Phl Gls	y	CL 5,36	1928 6mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	MoorLine,Ld.~~(W.~~ (RuncimanShippingCo.Ld.Mgrs) CellDB317'1011t MT26'988t	375·0 391·2(O.L.) F30' FK FPT140tAPT220t	52·6	25·7	London British 7BHptCem (CollToShdk 6,,2nd,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	
27298 221112 KDQF	**Jeff Davis** Sub.Sig. OilEng. GyC. 2Dks Longitudinalframing	6174 — 3833					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P44'B108'F37'	55·0	31·4	N.Orleans Utd.States WB	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 WorthingtonPump&Mach Corp.Buffalo,N.Y.		R
27299 220760 KDFR	**Jefferson Myers** (exHannawa) Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	7582 — 4826					1920	Bethlehem S.B.Corp.Ld. S.Francisco.	Pacific-Atlantic S.S.Co.(States S.S.Co.Mgrs.)	440·0	56·0	35·2	PrtlandOr Utd.States WB	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
27300 147640 VWBJ	**Jehangir** Ⓟ ssBom.No.3-12,36 3Dks(Stl-Weather dk teaks)	3566 3029 2157	✠100A1 withfreeboard 4,38 ~~12,36~~ ✠LMC MS10,36 BS~~12,36~~ 11,37	Bom	w	CL ~~6,35~~ 9,37	1924 5mo Lloyd	Lithgow's Ld. PortGlasgow 'sA&CP	Bombay&Persia SteamNav.Co.Ld. CellDB298'852tF	350·0 365·0(O.L.) PT74tAPT36t FK Collision	48·0	23·1	Bombay British 6BHCem ,, to Wdk	T.3Cy.24",40"&67"-45" (r) 200lb 110lb 394NHP 2SB,6cf,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s3 ″ 0 22 ″ 8¾	
27301 YTBZ	**Jela** (exGina, exVolkerak) Aux3MstSr OilEng. 1Dk (See Sailing Ship Register)	335 295 240					1917	J.Th.Wilmink&Co. Groningen	MarjanKozulic	135·1 P32'F18'	26·4	11·2	Molat Yugoslav WB	Oil Engines 2S.C.SA 2Cy.16"-18" 90NHP D.Goedkoop,Jr.Amstrdam		V
27302 YTFL	**Jela Topić** (exOlgaTopic-35, exBenCorlic, exFrankParish) ssFiu.No.3-7,35 1Dk(Irn)2trB&deepframing3Dk rule	2908 2695 1816	✠100A1 1,38 ~~1,36~~ ✠LMC MS7,35 BS~~3,37~~3,38	Ant Spt	u	CL 1,36	1900 10mo	W.Pickersgill&Sons Sunderland A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,Mgr.) CellDB	324·0 P31'B96'F35 FK 104'uE20'f128'709t	47·1	21·7	Susak Yugoslav 6BHCem APT39t	T.3Cy.23",38"&64"-42" (s) 180lb [illegible] 283NHP 2SB,8pf,GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s3 ″ 10 20 ″ 6	
27303 143642 MKBJ	**Jellicoe Rose** ssGoo.No.3-7,32 ssBly.No.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1118 800 609	✠100A1 4,36 ✠LMC MS4,36 BS3,37	Shl	n	CL 4,36	1920 6mo Lloyd	J.Fullerton&Co. Paisley 'sA&CP	RichardHughes&Co.(Liverpool)Ld. CellDB	220·2 Q108'B15'F28' FK f136'215tFPT80t	34·2	13·1	Liverpool British 3BHCem APT34t	T.3Cy.16",26"&42"-27" (s) 180lb 65lb 117NHP 1SB,3cf,GS65,HS2030 Aitchison,Blair,Ld.Gls.	15 ″ 6 s1 ″ 1 14 ″ 7½	
27304 LDGW	**Jelö** Wireless 1Dk	1265 938 483					1929	Xiansands Mek.Værks. Xiansand	A/S Jelölinjen (FredOlsen&Co. Mgrs.)	240·5 P60tH157tF6t	37·2	15·2	Oslo Norwegian WB	T.3Cy.22",35"&60"-42" 233NHP AkersMek.Værks.Oslo		N
27305 UOMP	**Jelyabov** Ⓟ (exOsilia) Wireless 1Dk	654 366 355					1911	Bergsunds M.V.Aktieb. Stockholm	U.S.S.R.	168·9 P&B116'Q113'F45'	26·1	9·0	Vladvostk Russian WB	T.3Cy.14½",22 7/16"&37½"-27⅝" 74NHP BergsundsM.V.Aktb.Skm.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27306 -LCPE	**Jenny** *OilEng.* D.F. *ss*Gal.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	4706 3991 2682	✠100A1 ~~8,37~~ ~~2,37~~ 4,38 ✠LMC CS2,37 DBS~~2,37~~4,38 2,37 *Carrying Petroleum in bulk*	Fal ~~Ham~~ Ams	*w*	CL ~~2,37~~ 3,38	1928 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	A/S Oljefart (HarryBorthen& Co.A/S.*Mgrs.*) *CellDBuE*39′ 93*t* *DTf*29′417*t*	344·2|53·5|27·8 359·2(O.L.) P84′B26′F30′ FK *Trunk in wells* *FPT*151*t* *APT*42*t*	Oslo Norwegian 13*BHptCem* (9 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝″–47¼″ 578NHP 2DB-*150lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc. DB(*Upr*)*made*25 *fitted*38–*136lb*	28 ″ 0	
27307	— (*ex*Glanbrydan-33, *ex*Hooton) *ss*Ant.2ndNo.3-3,37 *Well deck* 1*Dk*(*Stl*) Now "River Dart," *see No.* 39922 *in Supplement*	1859 1440 989	✠100A1 6,37 ~~3,37~~ ✠LMC3,37	Ant Rot	*q*	CL ~~3,37~~ N6,37	1912 2mo	SirR Dixon &Co.Ld. Middlesbro' Lloyd's A&CP	~~TrentMaritime Co.Ld.~~ JennyS.S. Co.Ld.(S.Livanos &Co.Ld,*Mgrs.*) *CellDBuE*21′	265·3|38·7|17·6 Q110′B*onQdk*46′ F24′ FK *f*′106′232*t* *Tanks at sides of Tunnels*170*t* *FPT*40*t* *APT*52*t*	London British 4*BHCem*	T.3Cy.19″,34″&56″-36″ (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 8 s 6 ″ 0 18 ″ 1	
27308 7589 SFBG	— **Iron** (*ex*Skald,*ex*SaintHelier) 1*Dk*2*trB*	*1243* *1034* *662*				...	1882	Burrell& Son Dumbarton	RederiA/B Tern (J.Salmonsson, *Mgr.*)	240·0|34·1|15·5 B62′F25′ FK	Västervik Swedish *WB*	C.2Cy.26″&51″-36″ 134NHP M.Paul&Co.Dumbarton	18 ″ 2	V †
27309 OUHN	— 1*Dk*	843 722 493					1917	Schiff.Ges. Unterweser Weser-münde-L.	J.Lauritzen	212·9|31·4|13·2	Esbjerg Danish *WB*	T.3Cy.14⅜″,21⅞″&35¾″-23⅝″ 85NHP Christiansen&Meyer, Harburg		G
27310 PFCZ	— 1*Dk* *Part electrically welded including shell* *OilEng.* *butts&upper dk&trunk plating* *Mchy.Aft* *Longitudinal framing* *Rudder electrically welded* *CruiserStern*	~~600~~ 623 498 298	✠100A1 7,37 (~~Class Contemplated~~) *Carrying Petroleum in bulk* ✠LMC7,37	Ham	*i*	CL	1937 7mo	D.W.KremerSohn Elmshorn Lloyd's A&CP	Algemeen Vrachtkantoor N.V.	184·8|29·7|11·6 195·7(O.L.) P46′F39′ FK *Trunk*81′ *FPT*96*t* *APT*40*t*	Rottrdam Dutch 9*BHptCem*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$″–20½″ 124NHP DB*114lb* DeutscheWerkeKielA.G.	11 ″ 8 s ″ 10¼ 10 ″ 10½	
27311 138932 GQPJ	**Jenny Moller** (*ex*LordGuilford-32, *ex*Granicos) 1*Dk*	3108 2895 1927					1919	R.Duncan &Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld.*Mgrs*)	331·0|46·7|24·4 P33′B98′F30′	Shanghai British *WB*	T.3Cy.25″,41″&68″-45″ 310NHP D.Rowan&Co.Ld.Glasgow		C
27312 PUYC	**Jequitinhonha** Ⓟ **TwinSc** Wireless 1*Dk*&*Shelter dk*	*750* *481* *383*				...	1906	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·4|32·2|11·2 FK	Bahia Brazilian *WB*	T.6Cy.13½″,22″&36″-24″ 151NHP Muir&Houston,Ld.Gls.	11″10	
* 27313 LEEZ	**Jern** (*ex*Rebekka,*ex*Quarnero, **Iron** *ex*WelshPrince, *ss*Bgn.4thNo.3-5,33 *ex*Tyneside) 1*Dk*(*Irn*)&*Web frames* *Well deck*	875 713 529	✠100A1 5,37 ~~10,36~~ ✠LMC MS5,33 BS~~10,36~~10,37	Bgn	*m*	1,36	1883 7mo	C.S.Swan& Hunter Newcastle A&CP	O.Ostensjo	215·2|30·8|13·9 220·1(O.L.) Q73′B48′F23′ FK *WB* = *CellDB*170′242*t* *APT*18*t*	Haugesund Norwegian 4*BHCem*	C.2Cy.27″&50″-36″ (*s*) 80lb NDB97 120NHP 1SB,3*pf*,GS56,HS1975 N.E.MarineEngCoLd.Nwc	16″10 s 1 ″ 4½ 15 ″ 7¾	
27314 LEFF	**Jernfjeld** (*ex*Troldtind) 1*Dk*	1369 1180 776					1917	N.V.C.van derGiesen& ZonensSchps. KrimpenIjsel	DampskA/S Storfjeld(H.Grieg Martens,*Mgr.*)	239·5|36·2|16·6 P60*t*H61*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.17½″,29″&46″-36″ 127NHP Pannevis&Zoon,Utrecht		N
27315 LEFG	**Jernland** (*ex*Collingwood) *ss*Bgn.2ndNo.3-12,31 *ss*Bgn.No.1-36 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1289 1007 756	✠100A1 ~~4,37~~ ~~6,36~~ 9,37 ✠LMC ~~BS1,36~~2,37 MS6,36 BS1,38	Bgn	*o*	CL ~~8,34~~ 4,37	1905 10mo	Osbourne, Graham&Co. Sunderland Lloyd's A&CP	HalvorsenShippng Co.A/S,Ld. (Thv.Halvorsen, *Mgr.*) *CellDBa&uE*83′*f*102′313*t* *FPT*59*t* *APT*78*t*	235·6|33·8|15·0 242·8(O.L.) Q123′B10′F24′ FK	Bergen Norwegian 4*BHCem*	T.3Cy.18½″,30″&49½″-33″ 180lb *80lb* (*s*) 157NHP 1SB,3*cf*,GS61,HS2530 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s4″11½ 16 ″ 0	
* 27316 162114 GZDJ	**Jersey** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* Wireless *CruiserStern*	4986 4627 3032	✠100A1 *withfreeboard* ~~5,37~~ ~~2,37~~ 11,37 ✠LMC10,36	Lon ~~Dnk~~ Liv		CL	1936 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	NolisementS.S.Co. Ld.(Morel,Ld. *Mgrs.*) *CellDB*347′1174*t*	424·0|54·2|26·1 FK *MT*1229*t* *APT*177*t*	Cardiff British 7*BHptCem* (*ColltoShdk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″–85$\frac{1}{16}$″ 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
27317 140861 GDRM	**Jersey City** D.F. 2*Dks*	6322 6055 3937					1920	JLThompson&Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	411·8|55·0|33·6 F36′	Bideford British *WB*	T.3Cy.28″,46″&75″-51″ 402NHP Blair&Co.Ld.Stockton		C
27318 165361 MMCL	**Jersey Queen** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruissrStern*	910 647 518	✠100A1 10,37 ~~12,36~~ ✠LMC12,36	Lth Lon	~~*b*~~ *l*	OG	1936 12mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	BritishChannel IslandsShipping Co.Ld. *CellDB*128′224*t* *FPT*64*t* *APT*42*t*	197·2|32·2|13·1 Q122′F25′ FK	London British 3*BHCem*	T.3Cy.14″,24″&40″-27″ (*s*) 200lb 129NHP 1SB,3*cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 ″ 2 s 4″11¼ 14 ″ 8½	
* 27319 150187 GSMQ	**Jervis Bay** Ⓟ **TwinSc** *ss*Lon.No.3-10,34 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ws*)3*rd dk*(*Stl*)*in* D.F. E.S.D *forward holds* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	14164 11883 8547	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~9,36~~ ✠LMC MS2,35 BS~~10,36~~10,37 ✠Lloyd'sRMC~~L,37~~ ~~5,37~~ 3,38 ~~10,35~~	Lon	*i*†	CL 11,35 P5,37	1922 9mo	VickersLd. Barrow Lloyd's A&CP	Aberdeen& Commonwealth Line,Ld. (G.Thompson&Co. Ld.*Mgrs.*) *CellDB*458′2228*t* *Tanks between tunnels*51′195*t* *FPT*128*t* *APT*142*t*	530·6|68·3|39·9 548·5(O.L.) B208′F78′*onShelter dk* FK *MT*24′1016*t*	London British *ptCem* 9 *BH to S dk*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS25923 1977NHP 3DB(Spt)&2SB(Spt),32*cf*, GS663 FD Vickers,Ld.Barrow	43 ″ 6 s10″8½ 33 ″ 1¾	BT till ~~9,37~~ 10,38
27320 DHNC	**Jessica** 1*Dk*	998 897 605					1908	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3|33·4|15·3 P&B140′F30′	Hamburg German *WB*	T.3Cy.16″,36¾″&44″-36″ 116NHP FlensburgerSchiffsb.Ges.		G
27321 7299 SFBK	**Jessie** (*ex*Bellhill, **Iron** *ex*Commercial, *ss*Hul.4thNo.3-12,26 *ex*Norah) *ss*Gmh.No.2-35 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1325* *1104* *742*	✠100A1 ~~4,37~~ ~~6,36~~ 4,38 ✠NB3,04 ✠LMC MS1,35 BS~~8,36~~ 11,37	Bly Gmh	*p*	CL ~~6,36~~ 4,37	1879 8mo	M.Pearse &Co Stockton A&CP	RederiA/B Jessie (~~H.Johnsson, *Mgr.*~~) (K.A. Jonhagen,*Mgr.*)	250·2|35·0|16·8 Q86′B58′F29′ FK *DBa*70′*f*86′	Nyhamnsläge Swedish 4*BHCem*	C.2Cy.30″&55½″-36″ (*s*) 100lb 160NHP 2SB,4*pf*,GS73,HS2692 Blair&Co.Ld.Stockton	18 ″ 1 s 1 ″ 6½ 16 ″ 8¼	
* 27322 OYLC	**Jessie Mærsk** (*ex*Marsdiep) *ss*Svb.No.3-5,33 Sub.Sig. 1*Dk*(*Stl*) D.F.	1972 1763 1152	✠100A1 4,37 BS12,37 ✠LMC MS5,33 ~~12,36~~	Dnz	*r*	CL 3,37	1920 11mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd's A&CP	A/SD/S Svendborg (A.P.Möller, Copenhagen,*Mgr*) *CellDB*240′458*t* *FPT*40*t* *APT*47*t*	280·1|40·2|19·0 292·0(O.L.) P22′B94′F24′ FK	Kalundbrg Danish 4*BHCem*	T.3Cy.20″,31½″&53″-36″ (*s*) 180lb 224NHP 2SB,6*cf*,GS138,HS4020 Verschure&Co.Amsterdam	21 ″ 4 s 3 ″ 3 18 ″ 4	
27323 145868 GFJK	**Jessmore** (*ex*Peruviana) *Fitted for oil fuel* D.F. E.S.D. 1*Dk*2*trB*	4099 3576 2357					1921	IrvinesS.B. &D.D.Co.Ld. WHartlepool	JohnstonWarren LinesLd. (Furness,Withy& Co.Ld. *Mgrs.*)	360·0|52·0|24·6 P35′B171′F32′	Liverpool British *WB*	T.3Cy.26″,43″&73″-48″ Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
27324 EESA	**Jesus Antonio** (exFrancisco **Iron** Garcia,exPilar,exGouverneur *1Dk2trB* Ballay,exMongibello,exBeny) *Well deck*	988 947 669			...		1882	Whitehavn S.B.Co.Ld. Whitehaven	JesúsGarcia Castillo	215·7|33·7|15·7 Q103*t*B128*t*F44*t* FK	Santander Spanish *WB*	C.2Cy.23″&46″–36″ NB91 127NHP J.Jones&Sons,Liverpool	17 ″ 4	
27325 145083 MKGW	**Jetblack** ssShl.No.1–37 ssSld.No.3–9,33 *1Dk(Stl)* *Cargo battens not fitted*	1560 1354 828	✠100A1 10,37 ~~12,36~~ ~~MS12,32~~	Mdb Shl ✠LMC10,37 ~~BS9,34~~	*p*	CL 12,36	1920 11mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	GasLight&Coke Co.Ld.(Stephen- sonClarke& AssociatedCom- panies,Ld.*Mgrs.*) *CellDB*171′316*t*	240·3|36·2|19·1 B52′F23′ FK *DTa*29′ 128*t FPT*79*t*	London British *4BHCem* *APT*36*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 3 ″ 0 18 ″ 8	
※ 27326 148639 GLND	**Jevington Court** ssAnt.No.3–6,37 ~~ssNwc.No.2–34~~ D.F. *1Dk(Stl)&* *Shelter deck(Stl)*	4544 4208 2746	✠100A1 *withfreeboard* 5.37 ~~11,36~~ ~~MS7,33~~ 6,37	Syd Ant ✠LMC ~~BS11,36~~ 12,37	*z*	CL ~~3,36~~ 6,37	1925 7mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	CourtLine,Ld. (Haldin& Philipps,Ld.*Mgs.*) *CellDB*343′1048*t*	397·0|53·2|24·5 F41′ FK *DTa*25′889*t* *Coll* *FPT*91*t APT*176*t*	London British *7BHCem* *BH to Sh dk* 6 ,, ,, *2nd* ,,	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 419NHP 3SB,*9cf*,GS198,HS7167 Wrkman,Clark&Co.Ld.Bel	27 ″ 0 s 2 ″ 10½ 24 ″ 4	
27327 137273 GDBY	**Jeypore** D.F. *2Dks(Stl)*	5318 4850 3209	✠ 4,22	Bom ✠	*y*		1920 5mo	Wear Ship- yard of W. Gray&Co. (1918),Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·0|52·3|28·4 P49′B113′F39′ FK 344′1073*t FPT*129*t*	Sundrland British *7BHptCem* *APT*200*t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 Cen.Mar.Eng.Wrks.W.Hpl	31 ″ 0	
27328 164685 GYXS	**Jhelum** *1Dk&Shelter dk* *CruiserStern*	4038 3663 2403	✠100A1 *withfreeboard* ~~6,37~~ ~~11,36~~ 11,37 *Fitted for oil fuel* 8,36 *F.P. above* 150° F.	Cal Liv ✠LMC8,36		CL 11,37	1936 8mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	JamesNourse,Ld. *CellD*	381·1|52·7|23·7 F39′ FK (*B*324′ 976*t FPT*56*t*	London British *6BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,) *APT*156*t*	T.3Cy.20″,32″&52″–42″ & LP Turbine with DR gearing & hydraulic coup- ling 220lb FD (*s*) 325NHP 2SB(Spt)*6cf*,GS100,HS4068 Barclay,Curle&Co.Ld.Gls.	26 ″ 0 s 2 ″ 6 23 ″ 7½	
27329 123953 MCWF	**Jim** (exYewmount–36,exHampshire) ssAnt.No.1–37 ssP.Gl.2ndNo.3–8,32 *Mchy.Aft* *1Dk(Irn)&deep framing* *Well deck* *Cargo battens not fitted*	833 595 393	✠100A1 ~~7,37 8,35~~ 12,37 ~~MS5,36~~	Shl Ant ✠LMC~~1,36~~ 7,37	*k*	CL 7,35	1908 8mo *Lloyd*	J.Crown &Sons,Ld. Sunderland '*sA&CP*	JamesGibson& Sons *Cell DBf*125′	195·0|32·6|11·9 Q98′B13′F24′ FK 222*tDTf*7′80*tFPT*	London British *6BHCem* 57*tAPT*19*t*	T3Cy.16½″,26½″&45″–33″(*s*) 160lb 99RHP 2SB,*4pf*,GS53,HS2100 N.E.MarineEng Co.Ld.Sld.	13 ″ 9 s ″ 9 13 ″ 1½	
27330 13898 JIPC	**Jinbu Maru** Ⓟ (exShinbuMaru, exIndrani) ssKob.2ndNo.3–7,17 ssKob.No.1–20 *2Dks(Stl)3trB&Webframes*	5147 4624 3213	✠ 10,26	Kob ✠	*y*		1894 5mo	NavalCon. &Arm.Co.Ld Barrow	TaiheiyoGyogyo K.K. *CellDB*242′801*t*	400·0|48·2|29·3 P26′B100′F49′ FK	Kumihama Japanese *7BHCem* *APT*67*t*	T.3Cy.27″,44″&72″–48″ 532NHP 2DB,*8cf*,GS192,HS10146 NavalC.&A.Co.Ld.Brw.	32 ″ 3	C †
27331 9206 JKCE	**Jindai Maru** Ⓟ **Iron** (exGouverneur ssSng.No.2–85 Generaal van *2Dks&Awng dk* Lansberge,exPuttialla)	1090 — 667	✠ 8,83	Sng	*n*		1875 6mo	Caird&Co. Greenock	Amagasaki KisenbuGomei Kaisha	227·7|27·4|16·2 P51′F42′	Osaka Japanese *7BHCem*	C.2Cy.32″&54⅝″–36″ B*made—refitted*13 149NHP Caird&Co.Greenock		
27332 22304 JFWD	**Jinju Maru** (exTaizanMaru) *2Dks*	3193 2676 1952			...		1918	Ishikawa- jimaS.B.&E. Co.Ld. Tokio	OyaZentaro	305·0|43·9|27·3 P30′B92′F25′ FK	Kobe Japanese *WB*	T.3Cy.22″,37″&61″–42″ 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	C †
27333 31958 JETB Stranded & Sunk 3.37	**Jinkai Maru** (exTaiyetsuMaru–32, exBenvenue) *1Dk&Spar dk&deep framing*	3835 3541 2889			...		1904	Bartram& Sons Sunderland	SugayaK.K.	379·0|46·1|18·3 P35′B104′F38′ 26·3 FK	Kobe Japanese *WB*	T.3Cy.25″,42″&68″–48″ 352NHP J.Dickenson&Sons,Ld.Sld.	28 ″ 5	C †
27334 26901 JELI	**Jinko Maru** *1Dk*	546 494 300					1919	Hikoshima Senkyo,K.K.	NipponShojiK.K.	165·7|27·0|15·0	Tokio Japanese	T.3Cy.11½″,19″&32″–24″ 50NHP HikoshimaSenkyo,K.K.		
27335 28092 JDFG	**Jintsu Maru** Ⓟ Wireless *2Dks*	995 779 559					1921	Ono Seikichi Osaka	FujiyamaKaiun K.K.	210·0|32·0|17·0	Osaka Japanese	T.3Cy.		
※ 27336 YPBL	**Jiul** (exEcateriniMatsouki) ssBla.No.3–7,26 ssBla.No.2–35 *1Dk(Stl)* *Cargo battens not fitted*	3126 2925 1906	✠100A1 6,37 ~~1,36~~	Shl Rot ✠LMC11,36 BS6,37	*v*	CL 1,36	1913 8mo *Lloyd*	J.Priest- man&Co. Sunderland '*sCP*	Eugenia&Con- stanceSimatu (G.Simatu,*Mgr.*) *'Tween* *hold* *WB*=*C*	345·0|48·0|21·1 P29′B206′F37′ FK *dk BH in after* { 5*B* *dispensed with* { 1*B* *ellDBa*110′*uE*22′ *f*	Braila Roumanian *Cem* *H to Upr dk* *H to 2nd dk* 146′727*t FP*	T.3Cy.23½″,39″&64″–42″(*s*) 180lb *100lb* 302NHP 2SB,*6cf*,GS124,HS4820 N.E.MarineEng.Co.Ld.Sld *only* *T*103*tAPT*71*t*	23 ″ 6	
27337 139578 GZDT	**Joan Moller** (exDumont D'Urville–36,ex ssNoumeaNo.3–7,30 Gia-Long,ex *2Dks(Stl–U teak s)* St.FrancoisXavier,exHermelin)	2232 1786 1377	✠ 2,36	Sgn ✠	*r*		1918 1mo	Hong K'ng &Whampoa DockCo.Ld. HongKong	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	270·0|40·1|19·4 P26′B76′F26′ FK *B*231′ 442*t FPT*34*t*	Shanghai British *4BHCem* *APT*71*t*	T.3Cy.20″,33″&54″–39″ 215NHP 2SB,*6cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6	C †
27338 150836	**Joan Virginia** **TwinSc** (exCedarbay–36,exVernon,ex Charpentier) *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	1239 816 651					1919	Forg.&Ch. de la Medit. LaSeyne	~~LloydRefineries,~~ ~~Ld.(L.B.Lloyd,~~ ~~Mgr.)~~ Lloyd Tankers,Ld.	218·8|34·3|12·4 P75′F29′	Montreal British *WB*	T.6Cy.12½″,19½″&34½″–16″ 79NHP Forg.&Ch.de la Medit.Msl.		C
27339 158 SVFI	**Joannis** (exEvelpis,exSalerno, exEdenmore) *1Dk2trB*	3667 3463 2292					1909	Richardsn, Duck&Co. Stockton	D.J.Dambassis	360·0|48·7|24·2 P23′B108′F35′	Andros Greek *WB*	T.3Cy.24″,40″&67″–45″ 278NHP G.Clark,Ld.Sunderland		C
※ 27340 CSAX	**Joào Belo** Ⓟ (exCity of **TwinSc** Genoa,exWindhuk, ssLis.2ndNo.3–6,33 exGertrudWoermann) *Well deck* *2Dks(Stl–U teak s)3rd dk* *(Stl)in fore hold&Web frames*	6365 4958 4008	100A1 6,37 ~~12,36~~ MS8,32	Lis LMC ~~BS12,34~~ 12,37		OG ~~11,34~~ 12,37	1905 *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	Cia.Colonialde Navagacão	411·6|50·7|28·6 P&B260′F60′ FK	Loanda Portuguese *7BHCem* *CellDB*	T6Cy.20½″,34½″&64½″–42⅛″ 200lb (*s*) 625NHP 4SB,*12cf*,GS210,HS8608 Blohm&Voss,Hamburg	31 ″ 6 s 5 ″ 6 26 ″ 4½	
27341 DHIT	**Joao Pessôa** (exGeorgia–36) Sub.Sig. D.F. *2Dks*	3023 2681 1775					1922	Brücknbau FlenderA.G. Siems, Lübeck	Hamburg-Süd- amerik.Dampf- schifffahrtsGes.	337·7|48·2|21·1 B59′F36′	Hamburg German *WB*	T3Cy.23⅝″,38⁵⁄₁₆″&62″–41⁵⁄₁₆″ 246NHP G.SeebeckA.G.,Weser- münde-G.		G
27342 EAFN	**Joaquin del Piélago** Wireless D.F. *1Dk&Awng dk*	732 713 345					1892	Compania Trasatlantica Cadiz	Cia.Trasatlantica	192·2|27·4|17·6	Barcelona Spanish *WB*	T.3Cy.18″,30″&48″–36″ NB07 138NHP ArsenalCivil,Barcelona		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
27343	**Joaquin Godoy** TwinSc (exBolivia) 1Dk	818 — 444					1906	Bow,Mc-Lachlan&Co. Ld.Paisley	EmpresaNaviera deCubaS.A.	211·2 F22′	34·1	10·8	Havana Cuban WB	T.6Cy.11″,18″&30″-22″ 84NHP Bow,McLachln&CoLd Psy		
27344 PUBL	**Joazeiro** (exSantaLucia) 2Dks	4238 3121 2701					1907	J.C.Tecklenborg A.G. Wesermünde-G.	LloydBrasileiro	350·2 P38′B207′F47′	47·2	23·4	R.Janeiro Brazilian WB	T.3Cy.20½″,35″&57″-41⅜″ 208NHP J.C.TecklenborgA.G.Wsm		V
27345 PEDG	**Jobshaven** 1Dk	3528 3263 2151					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Jobshaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.Mgrs.)	359·2 P24′Q34′B214′	49·9	22·1	Rottrdam Dutch WB	T.3Cy.25″,41″&67″-45″ 301NHP RotterdamDroog.Maats.		V
27346 203908	**Joe S. Morrow** Mchy.Aft 1Dk	4760 — 3470					1907	American S.B.Co Lorain	~~MasabaS.S.Co.~~ RedArrowS.S.Co.	420·0	52·0	28·0	Wilmngtn, Del. Utd.States WB	T.3Cy.22″,35″&58″-40″ 213NHP AmericanS.B.Co.Clevelnd		
27347 137458 MFWV	**Joffre Rose** ssBkn.No.2-37 ssBly.No.3-10,28 Well deck Mchy.Aft ~~ssNwc.No.1-33~~ Cargo battens not fitted 1Dk(ptStl)	715 503 344	✠100A1 ~~1,37~~ ~~1,36~~11,37 ✠LMC1,37 BS11,37	Sou ~~Bkn~~Shl	j	CL 1,36	1915 6mo Lloyd	C.Rennoldson&Co. S.Shields 'sA&CP	RichardHughes& Co.(Liverpool)Ld. WB=C	180·3 Q105′B11′F23′ FK ellDBf103′155t FP	28·2	12·4	Liverpool British 3BHCem T63tAPT4t	T.3Cy.14½″,24″&39″-27″ (s) 160lb 77RHP 2SB,4pf,GS60,HS1982 MacColl&Pollock,Ld.Sld.	14 ″ 6 s 4 ″ 5½ 14 ″ 2	
* 27348 ~~PFRH~~ PFDM	**Johan de Witt** Ⓟ TwinSc ssAms.No.3-11,32 D.F. 2Dks(Stl)&Shelter dk(Stl-teak s)3trB in forehold Ref.Mchy. Sub.Sig. ssAms.No.1-36 CruiserStern	10474 7988 6105	✠100A1 Shelter dk withfreeboard ~~8,37~~ 9,36 2,38 ~~BS6,36~~ Fitted for oil	Ams MS3,37 BS6,37 ✠LMC~~11,32~~ fuel 8	e† ,20	CL ~~S3,35~~ ~~P12,35~~ S8,37 P2,38 F.P. a	1920 2mo Lloyd bove 1	Nederl. Schps. Maats. Amsterdam 'sA&CP 50° F.	N.V.Stoomv. Maats. "Nederland" CellDB404′1369tF	506·2 P&B358′F100′ on Shelter dk FK len33 PT's238tAPT201t	59·2	34·9	Amstrdam Dutch Cem 10BHtoS dk 1 " " U "	T.3Cy.26″,42½″&72¼″-49¼″ 213lb (s) 1171NHP 6SB,18cf,HS17820 FD Werkspoor,Amsterdam	38 ″ 2 s 9 ″ 5 29 ″ 0	
27349 7669 SFBM	**Johan Jeansson** ssHbg.No.1-34 Well deck 1Dk(Stl) Wireless D.F. Cargo battens not fitted Strengthened for Navigation in Ice	*1458* *1114* *810*	✠100A1 4,37 ~~BS4,36~~ 6,37	Hbg ✠LMC6,34	p	OG 4,37	1930 8mo Lloyd	Hlsingbrgs Varfs.Aktieb Helsingborg 'sA&CP	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,Mgr.) CellD	247·5 258·0(O.L.) P19′Q75′B104′F23′ Trunk in after FK Well B206′ 437t FPT28t	38·1	15·2	Kalmar Swedish 4BHCem APT54t	T.3Cy.$16\frac{15}{16}$″,$29\frac{17}{32}$″&46⅞″-$27\frac{9}{16}$″ 200lb (s) 145NHP 2SB(Spt),4cf,GS68,HS2337 HelsingborgsVarfs.Aktieb	17 ″ 6 s ″10 16 ″ 9½	
27350 PFEB	**Johan van Oldenbarnevelt** Ⓟ Ref Mchy. TwinSc D.F. GyC. Cruiser Stern OilEng. 3Dks&Shade dk	19429 12154 11606					1930	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland"	586·2 P63′B410′F85′	74·8	36·1	Amstrdam Dutch WB	Oil Engines 2S.C.SA 20Cy.$29\frac{9}{10}$″-52¾″ 3100NHP SulzerBros.Winterthur		V
27351 DMBW	**Johann Ahrens** (exGreteCords) 1Dk	873 720 538					1903	Akt.Ges. "Neptun" Rostock	ErichAhrens	210·9 Q65′B57′F26′	32·0	13·1	Rostock German WB	T.3Cy.14⅜″,$24\frac{3}{16}$″&$38\frac{9}{16}$″-26¾″ 76NHP A.G."Neptun,"Rostock		G
27352 DHND	**Johann Blumenthal** 1Dk CruiserStern	1626 1213 931					1927	Lübecker Maschb.Ges. Lübeck	J.M.K.Blumenthal	263·3 P12′B120′Q79′F35′	38·2	14·4	Hamburg German WB	T.3Cy.18½″,29½″&47¼″-31½″ 125NHP LübeckerMaschbf.Ges.		G
27353 DGDH	**Johann Wessels** (exRoyal Transport) 1Dk	4601 4338 2874					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	AtlasReedereiA.G.	384·1 P36′B119′F36′	52·1	27·1	Emden German WB	T.3Cy.25″,40″&68″-48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		G
27354 DHNF	**Johanna** 1Dk	860 649 472					1912	Stettiner Oderwerke Stettin	MathiesReedA.G.	210·8 P14′Q39′B74′F26′	30·8	12·8	Hamburg German WB	T.3Cy.15¾″25⅕″&$41\frac{3}{10}$″-29½″ 93NHP StettinerOderwerke		G
27355 OZYE	**Johanne** (exItalia-32, exTurbinia) ssHbg.No.3-10,32 1Dk(Stl)&Shelter dk(Stl) D.F. ssCpn.No.1-37	2257 2054 1348	✠100A1 Shelter dk withfreeboard 12,37~~8,36~~ ✠NE8,26	Cpn ✠LMC~~10,32~~ ~~BS11,36~~	r 12,37	OG ~~12,33~~ 12,37	1919 1mo Lloyd	Oscarshms. Mek.Verks. Skepps.Akt. Oscarshamn 'sA&CP	J.Lauritzen CellDB237′473	275·1 FK Coll tFPT44tAPT′20t	41·2	23·1	Esbjerg Danish Cem BH to Sh dk 3 " " U "	C.4Cy.16½″&$35\frac{7}{16}$″-$35\frac{7}{16}$″ (s) 206lb 175NHP 2SB(Spt),4cf,GS58, FD HS2152 A.Borsig,G.m.b.H.Berlin	25 ″ 6 s5 ″ 0¼ 20 ″ 7¼	
* 27356 OYFT	**Johanne Justesen** 3Mst (exFiona-33) ssShi.2ndNo.3-6,33 Mchy.Aft Spar dk(pt Irn&pt Stl) &deepframing Spar dkRule Cantileverframedtopsidetanks	*4471* *4010* *2615*	✠100A1 10,36 MS6,33	Shi ✠LMC BS10,36	x	CL 1,36	1909 3mo Lloyd	Sir Raylton Dixon&CoLd Middlesbro' 'sA&CP	Anglo-Danish ShippingCo.(M.L. Justesen,Mgr.) CellDBuE&	360·5 372·7(O.L.) P&B215′F33′ FK B54′ f262′957ttops	52·0	25·7	Copnhagn Danish 6BHCem idetanks258′	T.3Cy.26″,42″&70″-48″ (s) 180lb 403NHP 3SB,9cf,GS132,HS5346 FD N.E.MarineEng.Co.Ld.Sld 1060tFPT100tAPT125t	28 ″ 4 s4 ″ 5 24 ″ 1¾	
27357 808 OHNR	**Johannes** (exSailing Vessel) Aux3MstSr OilEng. (See Sailing Ship Register)	328 292 217					1902	Bornhoms Maskinfal Rönne	AlbertJansson	123·1 F10′Q6′	29·1	12·2	Mariehmn Finnish	Oil Engines 2S.C.SA NE17 2Cy.14″-16″ 69NHP LysekilsMek.Verksted Lysekil		V
27358 DHNG	**Johannes C. Russ** Wireless 1Dk	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u.AssekuranzG.m.b.H. (ErnstRuss,Mgr.)	210·8 P23′Q59′B55′F25′	33·8	13·4	Hamburg German WB	T.3Cy.15¾″,25⅕″&$41\frac{3}{10}$″-29½″ 92NHP StettinerOderwerke		G
27359 OYMC	**Johannes Mærsk** ssRot.No.3-11,37 ~~ssAbg.No.2-34~~ D.F. 1Dk(Stl)	1899 1683 1119	✠100A1 11,37~~11,36~~ MS~~1,34~~ 11,37	Ant Rot ✠LMC BS~~2,37~~ 3,38	r	CL ~~N11,36~~ N11,37	1925 3mo Lloyd	F.Schichau Danzig 'sA&CP	D/S A/S af1912 (A.P.Moller, Copenhagen,Mgr.) CellD	280·8 P27′B74′F32′ FK B240′541t FPT38t	40·2	18·8	Kalundbrg Danish 4BHCem APT79t	T.3Cy.$19\frac{11}{16}$″,$32\frac{5}{16}$″&53⅛″-$37\frac{7}{16}$″&LPTurbine with reduction gear&chain drive 200lb (s) FD 245NHP 2SB(Spt),4cf,GS78,HS3014 F.Schichau,Elbing	21 ″ 4 s 2 ″ 9 18 ″ 8¾	
27360 DJQR	**Johannes Molkenbuhr** OilEng. D.F. E.S.D. 2Dks CruiserStern	5294 4457 ~~2929~~ 2611					1936	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	415·7 P27′F376′	60·2	21·3	Hamburg German WB	2 Oil Engines 2S.C.SA 16Cy.20½″-$27\frac{9}{16}$″ connected to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
27361 29841 JTWA	**Johgu Maru** (exGrelgrant, exHartland) ssKob.2ndNo.3-4,32 ssYka.No.1-36 1Dk(Irn)2trB&deep framing3Dk rule	4803 4460 3526	✠100A1 3,37	Drn ✠LMC3,37	x	CL 4,35	1906 11mo Lloyd	Richardsn, Duck&Co. Stockton 'sA&CP CellD	UkonShojiK.K. Ba126′uE&B39′f	369·2 P28′B104′F29′ FK 165′1194t FPT167t	50·8	27·6	Kobe Japanese 6BHCem APT190t	T.3Cy.26″,42″&70″-48″ (s) 180lb 371NHP 3SB,9cf,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	

Now "Zyogu Maru," see No. 40876 in Supplement

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
27362 165388 GZGS	Johilla *1Dk&Shelter dk* *Cruiser Stern*	4042 3663 2396	✠100A1 *with freeboard* ~~2,37~~ ~~2,37~~ 12,37 *Fitted for oil fuel 2,37 F.P. above 150° F.*	Gls Cal ✠LMC2,37		CL	1937 2mo *Lloyd*'s*A&CP*	Barclay, Curle&Co.Ld. Glasgow	JamesNourse,Ld. *CellDB324'976tFPT56tAPT156t (Coll to Sh dk 5 „ 2nd „)*	381·1 395·4(O.L.) F39' FK	52·7	23·7	London British 6*BHptCem*	T.3Cy.20",32"&52"-42"& LP turbine with DR gearing & hydraulic coupling 220lb (s) FD 325NHP 2SB(Spt)6*cf*,GS100,HS4068 Barclay,Curle&Co.Ld.Gls.	26 ″ 0 s2 ″ 6 23 ″ 7¾	
27363 6188 SKBN	John (*ex*Danybryn-37, *ex*SheafLance-36) *ss*Ams.No.3-1,37 E.S.D. 1*Dk*(*Stl*)	3148 2840 1811	✠100A1 3,36 1,37 BS3,38	Cff Ham LMC2,37	*u*	CL 11,36	1918 11mo *Lloyd*'s*A&CP*	BlythS.B. &D.D.Co.Ld. Blyth	RederiA/BA.Th. Jonasson(M. Jonasson,*Mgr.*) *CellDB284'734tFPT110tAPT128t*	331·3 P33'B98'F29' FK	46·6	23·2	Råå Swedish 5*BHCem*	T.3Cy.23",41"&68"-45" (*s*) 180lb 330NHP 2SB,6*cf*,HS4004 FD McKie&Baxter,Glasgow	25 ″ 6 s3 ″ 11¼ 21 ″ 9	
27364 [illegible] ZMLK	Broken up Sp *Mchy.Aft* 1*Dk*	339 246 134				...	1899	T Turnbull &Son Whitby	HolmShppg.Co.Ld. (Holm&Co.Ld. *Mgrs.*)	125·0 Q45'F24' FK	25·3	9·9	Wellngtn, N.Z. British *WB*	C.2Cy.15"&32"-24" 90RHP Whyte&Mair,Dundee	10 ″ 11	
27365 DHNK	John A. Essberger *ss*Ham.No.1-35 Wireless 2*Dks*(*Stl*) *Mchy.Aft Rudder electrically welded* *Longitudinal framing at upper deck & sides in summer tanks* *Cruiser Stern* *Strengthened for Navigation in Ice*	739 701 353	✠100A1 ~~6,37~~ ~~1,37~~ 4,38 ~~BS1,37~~ *Carrying Petroleum in bulk* BS4,38	Dnz ~~Ham~~ Rot ✠LMC7,35	*j*	CL ~~3,36~~ 6,37	1931 5mo *Lloyd*'s*A&CP*	Deutsche WerftAGBet Reihstgwrft Hamburg	~~Atlantic-Tank-~~ ~~RhedereiG.m.b.H.~~ ~~(JohnT.Essberger~~ ~~G.m.b.H.*Mgrs.*)~~ JohnT. Essberger *CellDBuE20'21tFPT30tAPT5t*	179·6 189·8(O.L.) F25' FK	31·8	15·6	Hamburg German 9*BHptAsp*	T.3Cy.13 3/16",20 1/16"&32⅝"- 22 7/16" 200lb (*s*) 85NHP 1SB(Spt),2*cf*,GS43,HS1668 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.	15 ″ 6	
27366 148434	John A. Holloway *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35' *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
27366* 222512 KFEI	John A. Kling (*Self-Unloader*) 1*Dk* D.F. *Mchy.Aft*	5412 — 4008					1922	Manitowoc S.B.Co. Manitowoc, Wis.	RockportSteam- shipCo.	430·3 F60'	56·0	30·4	Wilmgton (Del.) Utd. States *WB*	T.3Cy.21",35"&59"-42" 226NHP ManitowocS.B.Co. Manitowoc,Wis.		R
27367 161565 MJMV	John A. McDougald (*ex*Lakeshell-33) *ss*Mtl.No.1-35 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing*	1852 1479 1080	✠100A1 8,35 BS12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,32 F.P. above 150° F.*	Mtl ✠LMC12,35	*q*	CL 8,35	1932 4mo *Lloyd*'s*A&CP*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Tankers,Ld.(A.R. Roberts,*Mgr.*) *CellDBuE&B44'102tFPT56tAPT10t*	253·0 Q56'F35' *Trunk*162'	43·5	17·7	Newcastle British 11*BHptCem*	T.3Cy.16",26½"&44"-33" 180lb (*s*) 167NHP 2SB,4*cf*,HS2554 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s2 ″ 5 15 ″ 3¼	
27368 219406 KOSS	John Adams ~~*Fitted for oil fuel*~~ *Mchy.Aft* ~~1*Dk*&*Shelter dk*~~ *ss*NNs.2ndNo.3-7,37 2*Dks*&*Web frames* *Longitudinal framing*	7848 7262 5936	✠100A1 7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,19 F.P. above 150° F.* LMC7,37	NNs		CL 7,37	1919 12mo A&CP	ThePusey &JonesCo. Gloucester City,N.J *Converted into a Tanker 7,37*	~~AmericanTankers-~~ ~~Corporation of~~ ~~Delaware~~ National BulkCarriers,Inc. *CellDBuE31'65tFPT28tAPTs287t*	439·5 P79'B134'F44' FK	60·0	36·6	NewYork Utd.States 13*BHptCem*	1 Steam Turbine D R geared 250lb (*s*) HS10080 727NHP 1WTB(Spt)&1AuxWTB FD *Bmade29-refitted7,37* DeLavalStm.TurbineCo. Trenton,N.J.	36 ″ 8 s7 ″ 0 29 ″ 10¼	
27369 207277	John B. Cowle *Mchy.Aft* 1*Dk* GyC.	6614 — 5134					1910	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	525·0	58·0	31·0	OswegoNY Utd. States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
27370 148849	John B. Richards *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36' *WB*	43·2	17·9	SCathrnes Ont. British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
27371 LCPF	John Bakke TwinSc *OilEng.* *ss*Got.No.2-37 ~~*ss*Bgn.No.1-33~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*) D.F. *3rd dk*(*Stl*) *in No. 1 hold* *Platform dk in Insulated hold*	~~4746~~ ~~4216~~ ~~2865~~ 4718 4216 2826	✠100A1 *with freeboard* 6,37 ~~1,37~~ DBS6,37 ✠Lloyd'sRMC for temp. 30° F.	Got ✠LMC 6,37 5,38	*z*	CL ~~6,36~~ PN6,37 s6,37	1929 4mo *Lloyd*'s*A&CP*	A/B Göta- verken Gothenburg	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) *Cell DB 323' 1562tFPT99tAPT111t (Coll to Sh dk 5 „ 2nd „)*	390·8 F31' FK	54·7	25·5	Haugesnd Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP DB85*lb* A/B Götaverken,Got.	28 ″ 6 s3 ″ 0½ 25 ″ 7½	
27372 202876	John C. Williams (*ex*EdwardN. Saunders,Jr.,*ex*AbrahamStearn) *Mchy.Aft* 1*Dk* GyC.	6657 — 5140					1906	Superior S.B.Co. Superior,Wis	NationalSteel Corp.(M.A. HannaCo.*Mgrs.*)	525·5	55·0	31·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"-42" 257NHP SuperiorS.B.Co.		R
27373 150112 VOBR	John Cabot (*ex*PederMost-34, *ex*Standard,*ex*Rönnaug) 1*Dk*	939 680 530					1921	A/BSvnska Maritimvrkn Trelleborg	Newfoundland- WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*)	217·1 P41tQ60tH58tF29t	32·4	12·4	SJhnsNFL British *WB*	O.4Cy.(2)12¾"(2)27½"-27½" *Emade33fitted37* 66RHP PorsgrundMV,Porsgrunn		V
27374 226007	John Cadwalader Ⓟ *Fitted for oil fuel* 1*Dk*	1478 — 805					1926	ThePusey &JonesCo. Wlmgtn,Del.	EricssonLine,Inc.	219·2	43·6	14·8	Baltimore Utd. States	T.4Cy.21",32"&(2)35"-24" 120NHP *Emade03,refitted26* Harlan&Hollingsworth, Wlmgtn,Del.		
27375 161268 MPNX	John Charrington *ss*Shl.No.2-37 ~~*ss*Bly.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1576 1231 891	✠100A1 11,37 ~~8,36~~ ~~BS8,36~~	Shl Bly ✠LMC ~~7,11~~ 7,37	*p*	CL ~~8,36~~ 7,37	1929 7mo *Lloyd*'s*A&CP*	J.Crown& Sons,Ld. Sunderland	CharringtonS.S. Co.Ld.(Charring- ton,Gardner, Locket&Co.Ld. *Mgrs.*) *CellDB205'387tMT7'134tFPT107tAPT31t*	250·0 Q134'B14'F28' FK	37·5	16·5	London British 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 226NHP 2SB,6*cf*,GS100,HS3980 N.E.MarineEng.Co.Ld Sld	18 ″ 9 s5 ″ 7 17 ″ 4½	
27376 221608 KDUM	John D. Archbold TwinSc *Fitted for oil fuel* *Mchy.Aft* 3*Dks* E.S.D. *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	12590 — 7853					1921	NwprtNws S.B.&D.D.Co. NewportNws	StandardOilCo.of NewJersey	554·9	75·3	43·0	Wilmgton (Del.) Utd. States	T.6Cy.23",39"&68"-45" 310NHP NewportNewsSB&DD.Co		R
27377 204973	John Dunn, Jr. *Mchy.Aft* GyC. 1*Dk*	6160 — 4802					1908	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co. Inc.	514·0	58·0	25·0	OswegoNY Utd. States *WB*	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo		
27378 154863	John Ericsson (*Whaleback*) *Mchy.Aft* 1*Dk2trB*	3650 3507 2921					1896	American Stl.BargeCo. W.Superior	MidlandSteam- ships,Ld.	398·5 *WB*	48·2	22·0	Midland, Ont. British	T.3Cy.22½",36"&60"-42" 233NHP ClevelandS.B.Co.Clevelnd		R
27379 215018 KFSI	John G. Munson (*ex*CarlD. Bradley) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	7203 — 5557					1917	American S.B.Co. Lorain,O.	BradleyTrans- portationCo.	530·0	60·0	31·0	Duluth Utd. States *WB*	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27380 217151 KJOC	John Gehm (*ex*LakeOrange) 1*Dk*	1991 1683 1178			...		1918	McDougall -DuluthCo. Duluth,Minn.	J.J.O'Hagan (Boland& Cornelius,*Mgrs.*)	251·0 P26'B64'F26'	43·6	18·1 FK	Buffalo NY Utd. States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
27381 3925	John H. McLean (*ex*Bransford) *Mchy.Aft* 1*Dk*2*tr*B GyC.	4056 — 2886					1902	WestBay CityS.B.Co. W.BayCity, Mich.	PittsburghS.S.Co	414·0	50·0	29·0	Duluth, Minn. Utd. States *WB*	T.3Cy.22",35"&58"-42" NB26 218NHP AmericanS.B.CoCleveland		
27382 147788	John H. Price *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporationof Canada	252·6 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
* 27383 147352 GMDQ	John Holt ssLiv.No.2-33 D.F. 2*Dks*(*Stl-Wthr dk* teak s) Now "Garthorpe," see No. 38325 in Supplement	2922 2630 1794	✠100A1 *withfreeboard* 5,37 ~~11,36~~ MS12,33 ✠LMC DBS~~1,36~~3,37 MBS~~6,36~~8,37	Liv		CL ~~2,35~~ 5,37	1926 1mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	J.Holt&Co. (Liverpool)Ld. *CellDB*263'520*t*	310·0 F29' *FPT*50*tAPT*26*t*	44·6	24·3 FK	Liverpool British *Cem* 6*BHtoW dk*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2¼	
27384 163300 MKBM	John Hopkinson ssSld.No.1-37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1314 996 731	✠100A1 ~~8,37~~ ~~7,36~~ 9,37 ✠LMC~~10,32~~ 8,37	Sld	*o*	CL ~~7,36~~ ~~7,37~~ 9,37	1932 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	227·0 235·5(O.L.) Q138'B16'F21' *CellDBuE*23' *f*151'368*tDTf*1	36·4	15·4 FK	London British 5*BHptCem* 07*tFPT*142*t*	T.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 142NHP 1SB,3*cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld. *APT*28*t*	17 ″ 5 s 4 ″ 11 16 ″ 1¼	
27385 * 160718 VGLD	John Irwin ssTto.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F. GyC.	1926 1470 1116	✠100A1 *For Service on the Great Lakes & River St. Lawrence, also to Halifax, NS & St. John's, NFL, April to 30th November* 5,37 ~~4,35~~ BS4,37 ✠LMC1,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,29 F.P. above 150° F.*	Tto		CL 5,37	1929 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	S.S."JohnIrwin," Ld. *CellDB*	250·0 P62'F41' *Trunk*147' *Middle line BH not oil tight* *uE&B*40'112*tFPT*	43·2	18·0 FK	Toronto British 11*BHptCem* 133*tAPT*48*t*	T.3Cy.17",28"&46"-36" (*r*) 180lb 158NHP 1SB,4*cf*, ,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s 2 ″ 3½ 16 ″ 0½	
27386 204563 KDWB	John J. Boland (*Self-Unloader*) GyC. D.F. *Mchy.Aft* 1*Dk*	6493 — 5440					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	524·0 len36	54·2	31·2	Buffalo NY Utd. States *WB*	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
27387 86667 KFTN	John J. Boland, Jr. (*ex*Henry P.Werner,37-*ex*G.WatsonFrench) *Mchy.Aft* 1*Dk*2*tr*B	3883 — 2725					1903	WestBay CityS.B.Co. BayCty,Mich	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	356·0 F48'	50·0	24·0	Buffalo NY Utd. States *WB*	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		
27388 216827 KJOL	John J.O'Hagan (*ex*LakeGeneva) 1*Dk*	1998 1634 1179			...		1918	McDougall -DuluthCo. Duluth,Minn	J.J.O'Hagan (Boland& Cornelius,*Mgrs.*)	251·0 P27'B64'F35'	43·6	18·1 FK	Buffalo NY Utd. States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
27389 147080	John J. Rammacher *Mchy.Aft* 1*Dk*	1723 1576 1111					1923	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16",27"&44"-33" 111NHP Earle'sCo.Ld.Hull		C
27390 2202[illegible] KJOD	John Jay *Fitted for oil fuel* 1*Dk*&*Shelter dk forward Web frames* *Longitudinal framing* Now "Warrior," see No. 40711 in Supplement	7551 — 4766			...		1920	Pusey& JonesCo. Gloucester City	WatermanS.S. Corp.	439·6 P41'B134'F46'*on* *Shelter dk*	60·2	33·7 FK	Mobile Utd. States *WB*	T.3Cy.29¼",52½"&82½"-52" 492NHP *Emade93refitted32* NewportNewsSB&DD.Co.	36 ″ 8	R †
* 27391 LIUK	John Knudsen TwinSc *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	9071 8403 5397	✠100A1 9,37 ~~5,36~~ ✠LMC5,34 *Carrying Petroleum in bulk* ✠LMC(M)6,36	SFσ LAn	*d*†	CL s9,37 PN9,37	1934 5mo	Götaver- kenA/B Gothenburg *Lloyd'sA&CP*	SkibsA/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) *CellDBuE*67'267*tDTf*38'431*t*	471·1 P100'B30'F47' *FPT*210*tAPT*86*t*	64·4	35·5 FK	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 4 s 7 ″ 2¾ 28 ″ 3¾	
27392 203204	John M. McKerchey TwinSc 1*Dk*	506 — 286					1906	Gt.Lakes Eng.Works Ecorse,Mich.	KelleyIslandLime &TransportCo.	161·2	37·1	11·0	Sandusky, Ohio Utd. States	C.2Cy.11"&23"-14" 16NHP Gt.LakesEng.Wks.Det.		
27393 200346 WDDN	John McCartney Kennedy (*ex*Collier,*ex*P.P.Miller)(*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*2*tr*B Now "[illegible] Moody," see No. 39921 in Supplement	3845 — 2858					1903	Buffalo D.D.Co. Buffalo,N.Y.	ColumbiaTranspn. Co.(Oglebay, Norton&Co.*Mgrs*)	354·0	48·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.20",33½"&55"-40" 191NHP AmericanS B Co.Cleveland		R
27394 76573 KJOF	John Mullen(*ex*J.H.Devereux) Iron *Mchy.Aft*	1619 — 1312					1885	GlobeIron WorksCo. Cleveland,O.	MullenTransitCo.	243·3	37·0	19·4	Detroit Utd. States *WB*	C.2Cy.27"&50"-36" NB12 125NHP GlobeIrnWksCo.,Clevelnd		
27395 149495	John O. McKellar *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hun- ter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia,Ont British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
27396 LDQM	John P. Pedersen *OilEng.* ssNwc.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6128 5789 3665	✠100A1 8,37 ~~1,37~~ ✠LMC CS8,34 DBS~~1,34~~4,37 ~~4,36~~8,37 *Carrying Petroleum in bulk*	Rot Fal	*a*†	CL 3,36	1930 9mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	A/S Havtank (HelmerStaubo& Co.*Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	420·8 P108'B28'F38' *FPT*113*tAPT*113*t*	58·5	31·2 FK	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	
27397 207251 KUTM	John P. Reiss D.F. *Mchy.Aft* 1*Dk*	6432 — 4963					1910	American S.B.Co. Lorain,O.	ReissS.S.Co.	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Clevlnd,O		R
27398 DCRN	John Rehder (*ex*Sassnitz, *ex*Andrea Vith,*ex*Ivo) 1*Dk*	667 522 349					1920	J.Frerichs &Co.A.G. Einswarden	C.Rehder	184·8 P67'F19'	29·7	11·8	Altona German *WB*	T.3Cy.15$\frac{3}{10}$",24"&39$\frac{2}{5}$"-25$\frac{3}{5}$" 79NHP J.Frerichs&Co.A.G.Ost.		G
27399 207448 KDXL	John S. Manuel (*ex*E.L.Pierce, *ex*St.Clair) D.F. GyC. *Mchy.Aft* 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEngWrksDetroit		R
27400 149071	John S. Pillsbury *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.17" 28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté, si ce n'est dans le L.R. Durée, Cert. Ref. Trade.
27401 202910	**John Sherwin** *Mchy.Aft* 1*Dk* GyC.	6979 — 5565					1906	WestBay CityS.B.Co. W.BayCity, Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	514·0	54·0	27·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
27402 202494 KDXT	**John Stanton** D.F. GyC. *Mchy.Aft* 1*Dk*	6129 — 4668					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) *WB*	504·0	54·0	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.CoCleveland		R
27403 223376 KFMN	**John W. Boardman** (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	3815 — 2741					1923	Toledo S.B.Co. Toledo,O.	HuronTransportationCo. *WB*	340·6	55·1	24·9	Alpena Mich. Utd. States	T.3Cy.21",35"&59"-42" 226NHP ToledoS.B.Co.Toledo,O.		R
27404 77407	**John W. Gates** GyC. *Mchy.Aft* 1*Dk2trB*	5199 — 3535					1900	American S.B.Co. Lorain,O	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin. Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"-40" NB25 228NHP AmericanSB.Co.Cleveland		
❋ 27405 146571 GFXK	**John W. Mackay** TwinSc (*CableVessel*) ssPly.No.3-2,34 Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws) D.F. E.S.D. 2*nd dk*(*Stl*)*at ends of vessel* *CruiserStern*	4049 3846 2157	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~2,36~~ 1,38 ~~[illegible]~~ ✠LMC2,34 *Fitted for oil fuel* 5,22 *F.P. above* 1 50° F.	Ply ~~NYL~~ Bos BS6,37	*w*	CL ~~5,34~~ 6,37	1922 5mo *Lloyd*'*sA&CP*	Swan,Hunter& Wigham Richardson, LdNewcastle	CommercialCable Co. FK *CellD*	343·3 *Collision* *B262' 699t FPT69t*	48·1	32·1	London British *ptCem* *7BH to Udk* „ „ *Sh* „ *APT88t*	T.6Cy.18½",30½"&50"-36" 190lb (*s*) 486NHP 3SB,*9cf*,HS7614 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	35 ″ 0 s 9 ″ 11½ 25 ″ 3¼	
❋ 27406 220946 KDMN	**John Worthington** ssGal.No.1-37 ssMob.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* D.F. GyC. (*Stl*)&*Web frames* *Longitudinal framing*	8166 7852 5155	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~2,37~~ ~~[illegible]~~ ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20 *F.P. above* 1 50° F.	Gal NOs BS3,38 2,37	*c*†	CL ~~8,36~~ 3,38	1920 12mo	GMStandiferCnst.Corp. Vancouver Wash. A&CP	StandardOilCo. of NewJersey FK *CellDBuE&B&Bunkers* 86' '*Tweendk tanks a*9'67*t*	462·4 280*tDTf*50'335*t* *FPT*179*tAPT*103*t*	60·2	36·5	Wilmgton (Del.) Utd.States 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „*2nd* „)	Q.4Cy.24",35",51"&75"-51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
27407 37703 JJFE	**Johore Maru** Ⓟ 2*Dks*(*Stl*)	6181 5346 3733	✠ ... 7,37 ~~✠[illegible]~~	Kob	*a*†	CL 5,35	1932 8mo *Lloyd*'*sA&CP*	Harima S.B.&Eng. Co.Ld. Harima	NanyoKaiunK.K. *CellDB* *Tank over thrust*	411·7 P32'B140'F43' FK 354'1322*t* *recess* 37*tFPT*127*t*	56·0	32·5	Fuchu Japanese 7*BHCem* *APT*127*t*	T.3Cy.26",44"&74"-51"& L.P.Turbine with DR gearing & hydraulic coupling 225lb *100lb* (*s*) 733NHP 3SB(Spt),*9cf*,GS1245, FD HS9282 KobeSteelWorks,Kobe	32 ″ 6 ~~s 8 ″ 5½~~ ~~20 ″ 2½~~	
27408 OUHO	**Jolantha** (*ex*Iolantha) Iron ssNwc.No.1-88 *Well deck* 1*Dk*(*Irn*)	714 554 418	✠ 5,88	Nwc	*j*		1884 1mo	BlythS.B. Co. Blyth	DetForenede DampskibsSelsk. *WB*=*DBa*46'*f*	187·6 P24'Q42'B42'F18' 18 &*uE*&*B*29'134*t*	29·9	12·5	Copnhagn Danish 4*BHCem* *APT*21*t*	C.2Cy.25½"&48"-33" 110NHP Black,Hawthorn&Co.,Gts.	14 ″ 5	V †
❋ 27409 1353 IBFR	**Jole Fassio** (*ex*Sequoya, *ex*Tamarac) ssGen.2ndNo.3-1,34 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes*	5169 4356 3131	✠100A1 8,37 ~~11,36~~ BS11,36 ✠LMC1,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,10 *F.P. above* 1 50° F.	Gen Pal	*y*	CL ~~12,34~~ 8,37	1908 8mo	Napier& Miller,Ld. Glasgow A&CP	Villain&Fassio Soc.Anon.Italiana diNav. FK *CellDBuE&B*79'332*t*	395·3 385·1 P&B218'F42' *FPT*88*tAPT*38*t*	51·6 51·7	28·3 28·2	Genoa Italian 13*BHCem* (9 *to Udk* 4 „ *M* „)	T.3Cy.26½",43"&72"-51" (*s*) 180lb *90lb* 427NHP 3SB,*9cf*,GS190,HS6933 D.Rowan&Co.Glasgow	30 ″ 3 s 4 ″ 5¾ 26 ″ 0¾	
27410 220185 KUVT	**Jolee** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4994 4598 3033					1920	American International S.B.Corp. HogIslandPa	~~LykesBros.-RipleyS.S.Co Inc.~~ Lykes-Coastwise Line,Inc.	390·0 P50'B121'F40'	54·2	27·8	Houston, Tex. Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
27411 214466 KGOI	**Joliet** (*ex*HerbertF.Black) *Mchy.Aft* D.F. 1*Dk*&*Web frames* *Longitudinal framing*	6262 6017 4824			...		1916	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	504·0 F44' FK	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T 3Cy.23½",38"&65"-42" 385NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
❋ 27412 163011 MBJX	**Jolly Days** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	351 230 182	✠100A1 7,37 ~~1,36~~ ✠LMC4,35 ✠LMC(M)7,37	Hul	*e*	7,37	1935 4mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)	130·7 Q83'F20' FK *SideTanks aft*14'40*tFPT*	25·1	8·8	Harwich British 3*BHCem* 43*tAPT*21*t*	Oil Engines 2S.C.SA 4Cy.12½"-18¼" 109NHP Petters,Ld.Yeovil	9 ″ 7 s3 ″ 8 9 ″ 6½	
❋ 27413 163012 MLXX	**Jolly Girls** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	483 311 260	✠100A1 12,37 ~~7,36~~ ✠LMC7,36	Mdb Lon	*g*	OG 12,37	1936 7mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. S.Bank,Mdb.	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*) *CellD*	158·0 Q97'B11'F21' FK *B*103' 127*t FPT*47*t*	27·0	8·6	Harwich British 3*BHCem* *APT*27*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP Atlas-DieselA/B,Skm.	10 ″ 6 s 3 ″ 8 10 ″ 5½	
❋ 27414 163010 MBGB	**Jolly Nights** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	351 230 182	✠100A1 11,35 ✠LMC2,35 ✠LMC(M)7,37	Bly	*e*	N7,37	1935 2mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)	130·7 Q83'F20' FK *SideTanks aft* 14'40*t FPT*	25·1	8·8	Harwich British 3*BHCem* 43*tAPT*21*t*	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 5/16" 67NHP British Auxiliaries,Ld.Gls.	9 ″ 7 s3 ″ 8 9 ″ 6½	
❋ 27415 PFEF	**Joma** *OilEng.* ssAms.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	350 243 240	✠100A1 7,37 ~~10,36~~ ✠LMC10,36	Ams Ant	*d*	OG 10,36	1931 12mo *Lloyd*'*sA&CP*	N.V.Werf. "Vooruit" Enkhuizen	H.vanNood *CellDB f*28'30*tFPT*	132·1 P36'F13' FK *DTa*8'49*t*	24·7	8·3	Wilsum Dutch 3*BHptCem* 16*tAPT*12*t*	Oil Engines 4S.C.SA 6Cy.9 13/16"-15¾" 56NHP Mtrn.WerkeMannheimAG	9 ″ 10 s ″ 10¾ 9 ″ 0½	
27416 219713 KUGT	**Jomar** *Fitted for oil fuel* 2*Dks*	5104 4598 3107					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
27417 213803 KSEU	**Jonancy** ssN.Ns.No.3-4,28 *Mchy.Aft* D.F. ssN.Ns.No.2-36 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~10,37~~ ~~4,37~~ 1,38 ✠LMC MS3,36	NNs Bos ~~BS4,37~~ 4,38	*v*	CL 2,36	1915 12mo	NewYork S.B.Co. Camden,N.J. A&CP *CellD*	PocahontasS.S.Co. *BuE&B*53'*f*216'12	318·5 P79'B18'F31' FK 54*t DT*13'412*tFPT*	49·5	24·2	Wilmgton (Del.) Utd.States 7*BHCem* 293*tAPT*92*t*	T3Cy.21⅛",33½"&58"-42"(*r*) 200lb 318NHP 2SB,*6cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 ″ 6	
❋ 27418 147361 GMDR	**Jonathan C. Holt** ssLiv.No.2-33 D.F. 2*Dks*(*Stl-Weatherdk*-teak s) *Now* "Halstead," *see No.* 38485 *in Supplement*	2921 2630 1794	✠100A1 *withfreeboard* 5,37 ~~10,36~~ ✠LMC MS12,33	Liv BS8,36		CL 10,36	1926 3mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. Middlesbro'	J.Holt&Co. (Liverpool)Ld. *CellDB*263'520*t*	310·0 F29' FK *FPT*50*tAPT*26*t*	44·6	24·3	Liverpool British *Cem* 6*BH to Wdk*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)*6cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s6 ″ 6½ 20 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27419 PFEH	**Jonge Anthony** (*ex*Slot Loevestein) D.F. 2*Dks*	1756 1531 1065					1921	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Maats. Stoomschip "JongeAnthony" (Middellandsche ZeevaartCie. N.V.*Mgrs.*)	279·4 P&B220'F35'	39·3	17·8	Rottrdam Dutch *WB*	T.3Cy.$20\frac{7}{8}$",$32\frac{1}{4}$"&$55\frac{1}{8}$"–$39\frac{3}{8}$" 180lb 241NHP HS4166 P.SmitMachfabrk,Rot.		G
27420 PFEK	**Jonge Elisabeth** *ss*Rot.No.2-37 ~~*ss*Rot.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1463 1212 786	✠100A1 *withfreeboard* 12,37 ~~6,36~~ ~~BS3,36~~ 5,37 ✠LMC~~7,35~~ 12,37	Rot	*r*	CL ~~N6,36~~ 12,37	1928 11mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd'sA&CP*	NV.MaatsStmschp "JongeElisabeth" (Middellandsche ZeevaartCie. N.V.*Mgrs.*) *CellDB*201'422*t*	265·7 *FPT*82*tAPT*27*t*	38·6	16·1	Rottrdam Dutch FK 4*BHCem* (*Coll toSh dk* 3 „ 2*nd* „)	T.3Cy.21$\frac{1}{8}$" ~~$20\frac{7}{8}$"~~,$32\frac{3}{8}$"&$55\frac{1}{8}$"–$39\frac{3}{8}$" 190lb (*s*) 258NHP 2SB(Spt),4*cf*,GS84, FD HS3660 NVMch&Sch.vanPSmitJr	18 ″ 4 s ″ 5 18 ″ 0	
27421 PFEQ	**Jonge Johanna** *ss*Rot No.2-37 ~~*ss*Rot.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1464 1212 786	✠100A1 *withfreeboard* 1,38 ~~1,36~~ ~~MS7,33~~ ✠LMC9,37 ~~BS11,36~~	Rot	*r*	CL ~~11,36~~ ~~9,37~~ 12,37	1928 11mo	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam *Lloyd'sA&CP*	NVMaatsStmschip "JongeJohanna" (Middellandsche ZeevaartCie. N.V.*Mgrs.*) *CellDB*201'422*t*	265·7 *FPT*82*tAPT*27*t*	38·6	16·1	Rottrdam Dutch FK 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd*,,)	T.3Cy.$20\frac{7}{8}$"$32\frac{3}{4}$"&$55\frac{1}{8}$"–$39\frac{3}{8}$" 190lb (*s*) 258NHP 2SB(Spt),4*cf*,GS84, FD HS3660 N.V.Mch &Scheepswerf vanP.Smit,Jr.Rot.	18 ″ 4 s ″ 5 18 ″ 0	
27422 Foundered 12,37 ~~1109~~ ~~SDIG~~	**Jonita** (*ex*Bellis-33,*ex*Emmy) *Mchy.Aft* 1*Dk*	422 327 229					1900	J.W.Klawitter Danzig	~~RederiA/B Jonita (M.Jonassen)~~ A.Saarna	152·9 Q51'H16*t*F19'	25·2	12·6	Haapsalu Estonian *WB*	C.2Cy.$18\frac{1}{2}$"&$33\frac{1}{2}$"–$19\frac{3}{4}$" 41NHP J.W.Klawitter,Danzig		V
27423 OXMH	**Jonna** Wireless D.F. 1*Dk* *Ref.Mchy.* *CruiserStern*	1517 1250 872					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	271·8 P&B206'F34'	39·7	15·7	Esbjerg Danish *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"–$31\frac{1}{2}$"&LP Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
27424 30378 JMTE	**Jo-o Maru** 1*Dk*	401 294 252						....	Amagasaki KisenbuGomei Kaisha	160·7	20·7	12·1	Osaka Japanese	T.3Cy.		
27425	**José Alberto** AuxTwinSc4MstSr (*ex*Caroline-35) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	682 516 504					1922	H.C.ChristensensStålskibsværft Marstal	Soc.dePesca OceanoLtda. (AlbertoSotto Maior,*Mgr.*)	180·1 P86'	32·3	11·8	Figueira da Foz Portuguese *WB*	Oil Engines 2S.C.SA 4Cy.$14\frac{9}{16}$"–$16\frac{1}{2}$" 149NHP Akt.Motorfab.Hera,Cpn.		V
27426 149626 GNDZ	**Jose de Larrinaga** (*ex*LochTay) *Fitted for oil fuel* 2*Dks*	5303 4879 3187					1920	Canadian Vickers,Ld. Montreal	LarrinagaS.S.Co. Ld.	400·0 P162*t*H219*t*	52·3	28·4	Liverpool British *WB*	T.3Cy.25",41"&68"–45" 310NHP CanadianVickers,Ld.		C
27427 EESR	**José Maria** (*ex*Benjamin Haynes,*ex*RiodeOro, *ex*Guadalete) Iron Wireless 1*Dk*2*trB*	399 — 216			...		1861	Henderson &Son Renfrew	Artaza y Cia.	173·5 P30'F20' BK6"	23·1	13·1	S.Sebast'n Spanish	C.2Cy.20"&41"–24" NE74NB90 69NHP Portilla,White&Co.Seville	13 ″ 1	
27428 LOFT	**José Menendez** TwinSc *ss*B.As.No.3-8,35 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–teak s) *CruiserStern*	3295 — 1249	✠100A1 *Shelter dk withfreeboard* 8,35 ✠LMC MS12,34 ~~BS8,36~~8,37 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	BAs		CL N8,35	1922 10mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	SociedadAnon. Importadora y Exportadora de la Patagonia *CellMT*39'633*t*	345·1 *DB*296'815*t* *FPT*79*tAPT*36*t*	48·1	30·3	Bns.Aires Argentine FK *ptCemptAsp* 5*BHtoSh dk* 2 „ „ *U* „	T.6Cy.$18\frac{1}{2}$",30"&48"–30" (*r*) 180lb 425NHP 3SB,9*cf*,GS173,HS6909 FD AilsaS.B.Co.Ld.Troon	33 ″ 0 s7 ″ 5 25 ″ $11\frac{1}{2}$	
27429 EESY	**Jose Tartiere** (*ex*Josefa) *ss*Bcl.No.3-12,33 1*Dk*(*Stl*)	2289 1969 1539	✠100A1 10,35 ✠LMC MS12,33 BS4,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F	Bcl	*r*	CL 10,34	1920 9mo A&CP	McDougall DuluthSBCo Duluth,Minn	Cia.deNav.Vasco-Asturiana(~~R.G. de losCobos,*Mgr.*~~) *CellDB*208'525*t FPT*	251·0 P25'B64'F22'	43·7	22·2	Gijon Spanish FK 4*BHptCem* 60*tAPT*82*t*	T.3Cy.19",$32\frac{1}{4}$"&54"–40" (*s*) 190lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthSBCo.	24 ″ 3 s 3 ″ $2\frac{1}{4}$ 21 ″ 3	
27430	**Jose Trujillo** (*ex*CaïdAziz-33, *ex*Faraman, *ex*Fremington) 3Mst *ss*Msl.No.3-5,11 1*Dk*(*Irn*) *Well deck* *Mchy.Aft*	338 220 121	✠ 2,15 ✠	Msl	*e*		1899 2mo	R.Thompson&Sons Sunderland	J.TrujilloZafra é Hijos	136·0 Q77'B12'F18' *DBf*65'	23·2	8·8	Rio Martin Spanish FK 3*BHCem* 77*tFPT*18*t*	C.2Cy.$16\frac{1}{2}$"&37"–24" NB12 74NHP Hedley&Boyd,N.Shields	11 ″ 2	
27431 6667 SFBU	**Josef Bergendorff** *CruiserStern* *OilEng.* *Mchy.Aft* 1*Dk*	733 589 366					1921	Bergsunds M.V.Aktieb. Stockholm	O.F.Ahlmark&Co Eftr.A/B	192·9 P55'H72*t*F25'	30·5	12·6	Karlstad Swedish *WB*	Oil Engines 2S.C.SA 4Cy.$15\frac{3}{4}$"–$28\frac{3}{8}$" 172NHP A/BAtlas-DieselStockholm		V
27432 1269 PFEV	**Josefina** TwinSc *ss*Sba.No.2-37 ~~*ss*Sng.No.1-33~~ *Mchy.Aft* E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2594 1705 1168	✠100A1 ~~5,37 8,36~~ 12,37 ✠LMC5,37 ~~MS4,33~~ ~~BS8,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,28 *F.P. above* 150° F.	Bat Sba	*t*	CL SN8,36 P8,36	1928 12mo	Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	Nederlandsche-IndischeTank-StoombootMaats.	305·0 Q88'F29' *Trunk*188'	50·1	15·1	TheHague Dutch FK 9*BHptCem ptAsp APT*81*t*	T.6Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$33\frac{7}{8}$"–$24\frac{3}{8}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam	15 ″ 0 s 1 ″ $6\frac{1}{2}$ 13 ″ $7\frac{1}{4}$	
27433 LOFS	**Josefina S** (*ex*Segundo BuenosAires-32,*ex*Segundo,*ex*Dredger, *ex*MiguelCalmon,*ex*Pearson) TwinSc *ss*Pra.No.2-13 *Fitted for oil fuel* (*HopperDredger—nowCarryingCargo*)	2166 — 1255	✠ 5,13 ✠	Pra	*n*		1907 6mo	Lobnitz& Co.Ld. Renfrew	Cia.deTransportes Maritimos (F.M.Brosig, *Mgr.*)	256·2 len19	40·0	23·7	Bns.Aires Argentine FK 6*BHptCem ptAsp WB*	T.6Cy.15",25"&40"–24" 199NHP 2SB,6*cf*,GS118,HS3560 Lobnitz&Co.Ld.Renfrew	18 ″ 0	V †
27434 711 OHFJ	**Josefina Thordén** TwinSc *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CarryingPetroleuminbulk* *CruiserStern*	6549 5574 3733					1931	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BSuomi-Tanker (G.B. Thordén,*Mgr.*)	407·2 P98'B33'F40'	55·1	32·3	Helsingfrs Finnish *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP EriksbergM.V.Aktieb.Got		N
27435 204631 KGNZ	**Joseph Block** (*ex*ArthurH. Hawgood) *Mchy.Aft* GyC. D.F. 1*Dk*	6486 — 4939					1907	WestBay CityS.B.Co. W.BayCity	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	549·0	56·0	26·5	Clevelnd,O Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanSBCo.Cleveland		R
27436 224409 WIDF	**Joseph H. Frantz** GyC. *Mchy.Aft* D.F. 1*Dk*	8289 — 6436					1924	Gt.Lakes Eng.Works Michigan	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	590·0	62·0	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$25\frac{1}{2}$",41"&67"–42" 291NHP Gt.LakesEng.Wks.Detroit		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines, No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
❋ 27437 220956 KDMT	Joseph M. Cudahy ssMob.No.3–1,33 ssMob.No.1–36 *Mchy.Aft* *2Dks(Stl)&Web frames* Sub.Sig. *Longitudinal framing*	6950 6401 4295	✠100A1 ~~6,33 12,36~~ 11,37 BS11,37 ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	Mob NO4	*b*†	CL 5,35	1921 2mo	SunS.B. Co. Chester,Pa. A&CP	SinclairNav.Co. *CellD BuE&B59'f41'408tFPT222tAPT75t*	430·2 P133'B36'F40' FK	59·2	32·8	NewYork Utd.States *16BHptCem* *(12BHtoUdk* *4 ,, ,,2nd,,)*	T.3Cy.27",45½"&76"–51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 8	
27438 140499	Joseph P. Burke *Mchy.Aft* *1Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Sarnia Steamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
27439 214493 WCCJ	Joseph R. Parrott TwinSc *Fitted for oil fuel* *3Dks*	2406 — 1114					1916	W Cramp& SonS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·7	59·0	18·5	NewYork Utd.States	T.6Cy.20",33"&55"–35½" 362NHP W.Cramp&SonsCo.		
27440 220787 KDJV	Joseph Seep 3Mst *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. GyC. *Longitudinal framing 2Dks*	7088 6452 4419					1920	SunS.B. Co. Chester,Pa.	StandardOilCo.of NewJersey	429·3 P133'B36'F40'	59·2	33·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" 3SB 412NHP SunS.B.Co.Chester,Pa.		R
27441 202825	Joseph Sellwood GyC. *Mchy.Aft* *1Dk*	6741 — 5269					1906	American S.B.Co. Lorain,O	InterlakeS.S.Co. (Pickands, Mather&Co.*Mgrs*)	525·0 F46' *WB*	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.Co.Clevelnd		R
27442 207422	Joseph Wood GyC. *Mchy.Aft* *1Dk*	6360 — 4921					1910	American S.B.Co. Lorain,O	EasternS.S.Co. (M.A.HannaCo. *Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 357NHP American S.B.Co.Lorain,O		R
❋ 27443 90 ONCB	Josephine Charlotte Ⓟ ssAnt.No.2–37 ~~ssAnt.No.1–33~~ *Ref.Mchy.* *2Dks(Stl)* D.F. *CruiserStern*	*3422* *2952* *2055*	✠100A1 7,37 ~~10,36~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 4,37 ✠Lloyd'sRMC~~[illegible]~~ 3,38 ~~1,38~~ ~~11,37~~ ~~9,37~~ ~~7,37~~ for temp 30° F.	Ant	*v*	CL 9,36	1929 4mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB268'686tFPT48tAPT19t*	339·9 P35'B106'F38' FK	48·5	23·0	Antwerp Belgian *6BHCem*	T.3Cy.23⅝",37 13/16"&63"–42" 180lb (s) 396NHP 3SB(Spt),9cf,GS169, FD HS6171 RotterdamDroogd.Maats.	25 ″ 7 s 4 ″ 1⅝ 21 ″ 7	
27444 217810 KEMP	Josephine Lawrence (*ex*Covena–37) *Fitted for oil fuel* *Mchy.Aft* *1Dk*	2372 — 1413					1919	Gt.Lakes Eng.Works Ecorse,Mich	Lawrence-Philips S.S.Co.	253·0 P115'F25'	43·8	25·6	L.Angeles Utd.States *WB*	T.3Cy.21",34½"&57"–42" 210NHP Gt.LakesEng.Wks.Detroit		R
27444* TVXW	Joséphine Le Borgne (*ex*Felicia–33,*ex*Torild) *1Dk*	1309 1064 764					1918	Akt.Ore- sundsvarvet Landskrona	Cie.Ch.LeBorgne	240·3 P20'B60'F22'	38·3	15·2	Marseilles French *WB*	T.3Cy.18½",30"&48"–30" 126NHP MotalaV.NyaAkt.Motala		V
27445 222708	Joshua A. Hatfield GyC. *Mchy.Aft* *1Dk*	7940 — 6103					1923	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	586·3 *WB*	60·2	28·0	Duluth Minn. Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
❋ 27446 HPFE	Josiah Macy *OilEng.* ssHam.No.2–37 ssN Yk.No.3–6,29 *Mchy.Aft* E.S.D. ~~ssHam.No.1–33~~ D.F. GyC. *2Dks(Stl)&Web frames* *Longitudinal framing*	~~6702~~ ~~6168~~ ~~3671~~ 6401 — 3878	✠100A1 7,37 ~~12,35~~ ✠LMC7,37 ✠NE6,25 DBS7,37 *Carrying Petroleum in bulk*	Gal Ham	*a*†	CL ~~3,34~~ 6,37	1917 6mo	Skinner& EddyCorp. Seattle,Wash A&CP	Panama TransportCo. ~~(WariedTankschiff RhedereiG.m.b.H. Mgrs.)~~	419·4 435·8(O.L.) P98'B41'F37' FK *CellDBa12'uE&B63'188tDTf36t457tFPT199tAPT66t*	57·2	29·8	Panama Pnamanian *18BHptCem*	Oil Engines 2S.C.SA 6Cy.25 9/16"–51 5/16" 680NHP NDB25–*70lb* DB*185lb* FriedKruppGermania Wft.Kiel	31 ″ 6 s 5 ″ 8½ 26 ″ 0⅝	
27447 UOUA	Josif Kossior TwinSc Wireless *1Dk*	967 — 434					1929	Nicolaieff StateSB.Wks 'AndreMarti' Nicolaieff	U.S.S.R.	230·1 P31'F13'	34·0	12·1	Mariupol Russian	T.6Cy.12⅝",19 11/16"&31⅞"–21 11/16" 95NHP NicolaieffStateS.B.Wks. "AndreMarti," Nicolaieff		
27448 UOXG	Josif Stalin TwinSc (*ex*Ural) *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	7745 6835 3987					1932	StatesS.B. Yd"A Marti" Nicolaieff	U.S.S.R.	445·8 P98'B47'F58'	56·1	34·3	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18⅞"–35 7/16" 747NHP SulzerA.G.Ludwigshafen		
27449 EAKX	Josiña (*ex*CanadianForester) ssBbo.No.3–5,33 *1Dk(Stl)* *Cargo battens not fitted*	3314 2880 1842	✠100A1 2,36 ✠LMC MS5,33 BS2,36 No later survey reported	Bbo	*v*	CL 12,34	1921 2mo	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. *Lloyd's A&CP*	Cia.Nav.Amaya (C.deZabala, *Mgr.*) *CellD*	331·5 P33'B98'F33' FK *B266'674tFPT95t*	46·8	23·3	Bilbao Spanish *6BHCem* *APT73t*	T.3Cy.25",41"&68"–45" (s) 180lb 470NHP 3SB,9cf,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
27450 LEFK	Jotun *1Dk*	534 392 297					1892	Stavanger Stöberi&Dok Stavanger	A/S D/S Jotun (TorjerMeling)	172·5 Q37tB73tF20t	24·7	12·9	Stavanger Norwegian *WB*	T.3Cy.11¼",17½"&30"–24" *Emade*89 NB04 44NHP NylandsVærksted,Oslo		N
27451 LJJJ	Jotunfjell *OilEng.* *Mchy.Aft* D.F. *1Dk* *CruiserStern*	8264 7504 4973	✠100A1 ~~6,37 2,37~~ 11,37 ✠LMC2,37 *Carrying Petroleum in bulk*	Got Cff	*c*†	CL	1937 2mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's A&CP*	A/SDovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*	469·2 486·6(O.L.) P92'B28'F40' FK *68'188tDTf23'465t*	61·1	34·5	Oslo Norwegian *12BHptCem* *APT141t*	Oil Engines 2S.C.DA 6Cy.17 15/16"–47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9½	
27452 LEFL	Jotunheim Ⓟ Iron *1Dk*	342 320 188					1890	Trondhjem MekVækstd Trondheim	MöreFylkesRuteselskap	138·0 P105t H23t	20·6	9·0	Aalesund Norwegian	T.3Cy.12½",19½"&32"–24" NB11 50NHP TrondhjemsMekVærksted		
❋ 27453 148273 MLXY *Now "Seabank," see letter S*	Joyce Llewellyn ssNwc.No.3–11,36 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1446 1113 882	✠100A1 11,36 ✠LMC BS5,36 MS11,36	Nwc	*o*	CL 11,35	1924 6mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	Veronica S.S,Co.Ld.	234·5 P16'Q67'B58'F23' FK *CellDB192'381tFPT*	35·6	16·5	Cardiff British *4BHCem* *40tAPT36t*	T.3Cy.18¾",28½"&48½"–33" 180lb (s) 178NHP 2SB,6pf,GS104,HS8236 J.Lewis&Sons.Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
❋ 27454 147610 GKDX	Joyous (*ex*Jameson–34) ssMob.No.3–3,31 ssRot.No.1–35 *1Dk(Stl)*	3585 3364 2205	✠100A1 ~~10,36~~ 10,37 ✠LMC MS1,35 ~~BS10,36~~ 10,37	Cff Rot	*w*	CL 10,36	1924 4mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	CoolhamS.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) *CellD*	360·0 P30'B225'F34' FK *B313'892tFPT105t*	50·0	23·6	London British *6BHCem* *APT111t*	T.3Cy.24",37"&68"–45" & exhaust turbine driving steam compressor (s) 180lb 402NHP 3SB,9cf,GS165,HS6165 N.E.MarineEng.CoLdNwc	26 ″ 0 s 3 ″ 4 22 ″ 10½	
❋ 27455 EAKS	Juan De Astigarraga ssBbo.No.1–34 D.F. *(1DkStl)*	3564 3256 2130	✠100A1 2,37 ~~1,36~~ ~~BS1,36~~ ✠LMC6,34 5,37	Rot Npt	*v*	CL 1,36	1929 11mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	Cia.NavieraBachi (Hijos deAstigarraga,*Mgrs.*)	343·4 24·0 P34'B115'F30' FK *CellDB295'798t*	49·1	26·2	Bilbao Spanish *6BHCem* *APT108t*	T.3Cy.21½",37"&62"–42" (s) 210lb *100lb* 318NHP 2SB,6cf,GS117,HS5210 D.Rowan&Co.Ld.Glasgow	26 ″ 2 s 4 ″ 4½ 22 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B. of Trade Cert.
* 27456 EAFS	**Juan Sebastian Elcano** Ⓟ ssBcl.No.1-32 TwinSc 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. *Shade dk*(*Stl*-teak s)*Lower* Sub.Sig. *dk*(*Stl*)*except in Nos.4&5holds* *Longitudinal framing in double bottom*	9965 — 6392	✠100A1 *Shelter dk* *withfreeboard* 4,36 MS2,33 *Fitted for oil fuel* 4,28 *F.P. above* 150° F. No later survey reported	Cdz ✠LMC BS7,36	*c*†	CL 10,35 *Lloyd's A&CP*	1928 4mo	Soc.Española deConst. Naval Bilbao	Cia.Trasatlantica *CellDB*381'1144*t* *Tanks in way of tunnels* 266*tFPT* 36*tAPT*73*t*	459·7 F45'	55·9	29·3 FK&BK1"	Barcelona Spanish 9*BHptCem*	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1217NHP 5SB,*15cf*,GS345,HS14945 FD Soc Espanola deConst.Nav	32 ″ 0 s 8 ″ 5 24 ″ 2½	
* 27457	**Juanita** TwinSc ssN.Yk.No.3-6,25 *Mchy.Aft* ssCco.No.2-33 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1774	✠100A1 4,37 BS4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,23 *F.P. above* 150° F.	Cco ✠LMC2,33	*r*	CL P3,36 S4,37	1923 8mo	Nederl. Schps.Maats. Amsterdam A&CP	Caribbean PetroleumCo.	279·8 Q74' *Trunk*182' F24'	46·7	14·0 FK	Maracaibo Venezuelan 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (*s*) 222NHP 2SB,*4cf*,HS3832 FD RotterdamscheDroogd. Mij.Rot.	14 ″ 0 s 1 ″ 6½ 12 ″ 7¼	
27458 Broken up	**Jubilee Queen** Ⓟ Pad (*ex*ClactonQueen-35,*ex*Duchess of Kent-33) 1*Dk*&*Promenade dk*	*341* *318* *136*					1897	Day,Summers&Co. Southampton	S.B.Kelley	195·4 *Promenade dk*135'	26·1	9·0	Utd. States	C.2Cy.32"&59"-60" 225NHP Day,Summers&Co.Sou.		
27459 146247	**Judge Hart** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·2 F34'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
27460 148430	**Judge Kenefick** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
* 27461 YTLQ	**Jugoslavija** Ⓟ TwinSc *Special Surveys to date from* 2,33 1*Dk*(*Stl*)&*Shade dk*(*teak*) *2nd dk clear of mchy space &No.2hold* ssSsk.No.1-37	1275 655 628	✠100A1 *Shade dk* *withfreeboard* ~~5,37~~ ~~2,37~~ 3,38 ✠NB2,33 ✠NE5,15*refitted*33 *For Service in the Adriatic & Cruising Service in the Mediterranean*	Ssk Spt 2,37 ✠LMC~~2,33~~		CL 3,36 *Lloyd's A&CP*	*Launched* 1920 *Completed* 1933-2mo	Cant.Nav. delQuarnaro S.A. Fiume	Jadranska Plovidba,d.d.	251·0 *CellDBa&uE* 47'*f*93'129*t*	34·3	13·8 BK8¼"	Split Yugoslav 4*BHCem*	Q.8Cy.13½",19½",28"&40"-28" 200lb (*s*) 278NHP 2SB,*6cf*,GS115,HS4440 FD Harland&Wolff,Ld.Bel.	15 ″ 6 s 2 ″ 9 13 ″ 5¾	
27462 23681 JJJH	**Juho Maru No. 2** Wood 1*Dk*	332 263 176					1918	I.Yamamoto Nagao	IrimajiriShoten K.K.	129·4	24·0	13·0	Kochi Japanese	C.2Cy.13½"&27"-18" OsakaTekko 26NHP Zosensho,Osaka		
27463 33614 JJHH	**Juho Maru No. 3** 1*Dk*	430 387 235					1928	....	IrimajiriShoten K.K.	151·0	23·0	15·0	Kochi Japanese	T.3Cy.		
27464	**Jui Ping** (*ex*Krat-32,*ex*Sibir, *ex*Columbia) 1*Dk*&*Shade dk*	591 — 326					1900	Farnham, Boyd&Co.Ld Shanghai	WuHsingS.S.Co.	160·0	24·6	9·0	Shanghai Chinese	T.3Cy.9",15"&25"-21" 29NHP Farnham,Boyd&Co.Ld.Shi		
27465 110 [illegible]	**Jules Hauzeur** (*ex*Porvenir, *ex*Candelaria,*ex*Jan vanRijswick) 2*Dks* Now "Cervinia," see No.37615 in Supplement	1212 — 814					1900	Rijkee&Co Rotterdam	Cie.Royale Asturienne des Mines	231·6 B60'F30'	34·0	15·3 *WB*	Antwerp Belgian	T.3Cy.17½",28"&45"-36" 122NHP Maats.Fyenoord,Rot.		V
27466 TTCI	**Jules Rueff** 3*Dks*	671 — 320					1920	Chantiers deProvence PortdeBouc	Cie.Saïgonnaise de Nav.&deTransp.	190·2	28·5	14·3 *WB*	Saïgon French	T.3Cy.14⅗",21⅗"&37⅖"-23⅗" 70NHP Chantiers deProvence,Msl.		V
* 27467 457 ~~282~~ SVEZ	**Julia** (*ex*Burdale-35) ssFal.No.3-5,35 1*Dk*(*ptIrn ptStl*)	*4352* *4056* *2698*	✠100A1 11,37 ~~1,37~~ ~~BS9,36~~ DBS7,37	Bry Rot ✠LMC5,35 MBS11,37	*x*	CL 5,35 *Lloyd's A&CP*	1914 1mo	Richardsn, Duck&Co.Ld. Stockton	E.P.,G.P.,P.E. Hadjilias& Mrs.A.P.Hadjilias *CellDBa*127'*uE*27'*f*165'1169*t*	380·0 P33'B240'F37'	51·0	24·6 FK	Syra Greek 6*BHCem* *APT*102*t*	T.3Cy26",42½"&69½"-45"(*s*) 180lb *90lb* 375NHP 2SB,*6cf*,GS132,HS6094 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 7½ 23 ″ 10¼	
27468 1057 ESRJ	— (*ex*Stegelborg-36) ssAbg.2ndNo.3-4,31 ssAbg.No.1-36 1*Dk*(*Irn*)&*deep framing*	1892 1724 1138	✠100A1 5,37 ~~2,36~~ MS2,36	Abg Tln ✠LMC BS~~4,36~~ 5,37	*r*	OG ~~5,34~~ 5,37 *Lloyd's A&CP*	1906 7mo	W.Gray& Co.Ld W Hartlepool	J.Remmelgas, J.Silberberg,M. Krönström&P. Onno(O.Tiedemann,*Mgr.*) *CellDBa* 88' *uE&B*38' *f*114'534*t*	280·0 290·2(O.L.) P21'B73'F31'	39·1	19·0 FK	Tallinn Estonian 4*BHCem* *APT*90*t*	T.3Cy.20",31½"&53"-36" (*s*) 160lb *100lb* 185NHP 2SB,*4rf*,GS73,HS3060 Gen.Mar.Eng.Wrks.WHpl	21 ″ 4 s 2 ″ 11¾ 18 ″ 6	
27469 214677 WLCD	**Julia Luckenbach** ssBos.No.3-12,28 ssSea.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*	5950 — 3800	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~3,26~~ MS6,36 *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Sea ✠LMC BS~~8,36~~7,37	*b*†	CL 11,35	1917 1mo	ForeRiver S.B.Corp. Quincy, Mass A&CP	LuckenbachS.S. Co.Inc. 1*BH in fore hold dispensed with* *CellDB*383' 1651*t 'tween deck tanks in E&B space*51'598*t*	436·6	57·2	37·6 FK	NewYork Utd. States *ptCem* 6*BHonly* (*Coll to Sh dk* 5 „ *2nd* „)	1DR GearedSteamTurbine 195lb *125lb* (*r*) 874NHP 3SB,*12cf*,HS10640 FD Gen.Elec.Co.Schenectady, N.Y. *FPT*196*tAPT*319*t*	32 ″ 1 s 4 ″ 5¼ 27 ″ 10½	
27470	**Julian Alonso** Ⓟ *Fitted for oil fuel* *Well deck* *Mchy.Aft* 1*Dk*	1027 812 403					1908	Montrose S.B.Co. Montrose	EmpresaNaviera deCubaS.A.	230·0 P&B170'F46'	36·7	10·6 *WB*	Havana Cuban	T.3Cy.19",31"&51"-33" 149NHP Hutson&Sons,Ld.Glasgow		
27471 1232 PJAT	**Juliana** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2587 1700 1117	✠100A1 ~~5,37~~ ~~11,36~~ 11,37 ~~BS11,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F	Cco BS11,37 ✠LMC10,35	*t*	CL P11,37 S11,36 *Lloyd's A&CP*	1928 7mo	Nederl. Schps.Maats Amsterdam	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F28' *Trunk*190'	50·1	15·1 FK *APT*81*t*	Willmstad W.I. Dutch 9*BHptCem* *ptAsp*	T.6Cy.12¾",20½"&34"-24½" 180lb (*s*) 240NHP 2SB,*4cf*,HS4168 FD Gebr.Stork,Hengelo	15 ″ 0 s 1 ″ 6¼ 13 ″ 7¼	
27472 OUHP	**Juliane** (*ex*Middelhavet, *ex*Kongstrup) 1*Dk*	1293 1095 778					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SVestjysk Dampskslsk.(Niels Winther,*Mgr.*)	241·8 P17'B50'F27'	36·2	16·2 *WB*	Fanö Danish	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
27473 LCSV	**Julianne I** (*ex*Lövstakken-33) *Fitted for oil fuel* 1*Dk* Now "Ingertre," see No. 38626 in Supplement	2462 2215 1462					1921	Burntislnd S.B.Co.Ld. Burntisland	~~Dampsk.A/S Torny (EilertLund, Mgr.)~~ A/S Inger (JacobKjödeA/S, *Mgrs.*)	301·0 P72*t*H102*t*	43·7	22·2 *WB*	Bergen Norwegian	T.3Cy.21",35"&57"-36" 195NHP Cooper&Greig,Dundee		N

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Indice, Cert. Refrig.
27474 997 PJAB	**Julieta** TwinSc ssCco.No.3-2,36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2746 1810 1517	✠100A1 ~~9,27 2,37~~ 3,38 BS3,38 ~~DBS2,37~~ ✠LMC2,36 Carrying Petroleum in bulk Fitted for oil fuel 4,24 F.P. above 150° F.	Cco	t	CL P2,37 S3,38	1924 4mo	Nederl. Schps.Maats. Amsterdam Lloyd's A&CP	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87' Trunk189' F29' FK	50·2	15·1	Willmstad W.I. Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33¼"-24⅝" 180lb (s) 236NHP 2SB,4cf,HS4168 Werkspoor,Amsterdam	15 " 0 s 1 " 7 13 " 6½	
27475 DHNM	**Julius Hugo Stinnes 27** Sub.Sig. CruiserStern Mchy.Aft E.S.D. 1Dk	2530 2048 1217					1924	Frd.Krupp Act.Ges. Kiel	HugoStinnes ~~G.m.b.H.~~ Reed. A.G.	277·8 P83' F27'	44·2	20·8	Hamburg German WB	T.3Cy.21¼",33⅞"&54¾"-39⅜" 187NHP Frd.Krupp,A.G.Kiel		G
27476 DHNO	**Julius Rütgers** Mchy.Aft 1Dk Carrying Petroleum in bulk	854 730 443					1908	J.C.TecklenborgA.G. Wesermünde-G.	Haltermann&Co.	210·9 B44' F21' P18'	30·3	14·3	Hamburg German	T.3Cy.13",21 1/16"&34 1/16"-22 13/16" 57NHP J.C.TecklenborgA.G.Wsm		G
27477 DICP	**Julius Schindler** Mchy.Aft D.F. OilEng. Carrying Petroleum in bulk 2Dks	3140 2636 1721					1921	Deutsche WerftA.G. Hamburg	Tankschiff-Reed. JuliusSchindler G.m.b.H.	343·4 P90' B31' F36' len34	45·5	22·5	Hamburg German WB	Oil Engines 4S.C.SA 6Cy.24⅜"-37⅞" 360NHP AlgemeineElec.Ges.Berlin		G
27478 OYCD	**Julius Thomsen** Ⓟ Wireless D.F. 2Dks CruiserStern	1151 1019 642					1927	A/S.Frederikshavns Værft og Flydedok Frderikshavn	A/S KryolithMine-ogHandelsselskabet	179·3 F42'	35·2	21·4	Copnhagn Danish WB	T.3Cy.14",22½"&37"-27" & 1 LP Turbine 85NHP E&B made23 KjbnhavnsFlydk.& Skbsv.Cpn.		V
27479 FOPE	**Jumièges** (exWeltondale, exMichael Whitaker) ssHav.No.3-6,25 ssHav.No.2-34 Well deck 1Dk(pt Irn pt Stl)	1708 1327 1004	✠ ... 8,37 ~~BS4,36~~ ~~✠LMC2,34~~	Hav	q	OG 5,36	1913 2mo	WoodSkinner&Co.Ld. Newcastle Lloyd's A&CP	Worms&Co.	260·3 Q153' B on Q52' F28' FK CellDB	37·7	16·4	Havre French 4BHCem a77' uE18' f	T.3Cy.19",31"&51"-36" (s) 180lb 180NHP 2SB,6pf,GS90,HS2915 G.Clark,Ld.Sunderland 102'422t FPT92t APT101t	18 " 7 ~~5 " 7~~ ~~17 " 2~~	
※ 27480 161216 GSTM	**Jumna** ssCal.No.1-33 2Dks(Stl)	6078 5569 3746	✠100A1 9,36 ~~BS7,36~~ ✠LMC~~12,32~~ 10,37 Fitted for oil fuel 4,29 F.P. above 150° F. Fitted for carrying oil 4,29 F.P. above 150° F. in deep tank	Cal	a†	CL 2,35	1929 4mo	A.Stephen &Sons,Ld. Glasgow Lloyd's A&CP	JamesNourse,Ld. Intermediate 'tween dk FK BH in after hold dispensed with	423·9 P45' B140' F34' CellDB360'1687t DTa38'976t FPT121t APT34t	55·9	28·1	London British ptCem 6BH to Udk 1 " " 2nd "	T.3Cy.26",44"&74"-51"& LP.Turbine with DR gearing & hydraulic coupling 180lb (s) 612NHP 3SB,9cf,GS189,HS8040 FD A Stephen&Sons,Ld.Gls. PT121t APT34t	31 " 4 s 6 " 2 ~~24 " 5½~~ 25 " 5¼	
27481 19917 JOEE	**Jun Maru** Wireless 1Dk	997 825 690					1917	Goshi Kaisha HaradaShoko Osaka	MarutatsaKaiun K.K.	202·0	29·1	18·6	Niigata Japanese WB	T 3Cy.13",21½"&36"-27" 63NHP HaradaShoko,Osaka		
※ 27482 149848 GNDF	**Juna** Ⓟ TwinSc ssCal.No.2-35 1Dk(Teak)2nd dk(Stl) in holds CruiserStern	2190 1632 905	✠100A1 with freeboard 8,37 ~~9,36~~ BS~~9,36~~ 8,37 ✠LMC9,35 Fitted for oil fuel 6,27 F.P. above 150° F.	Cal	s	CL S9,36 PN9,36	1927 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. CellDB216'24t	280·0 P32' B86' F30' FK 1tMT8'61t FPT16t	43·6	18·8	London British 6BHptCem APT41t	T.6Cy.16½",28½"&48"-33" 215lb (s) 469NHP 3SB,9cf,HS7313 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 0 s 3 " 3½ 18 " 0	
※ 27483 YTBY	**Junak** (exFarnham, exMarsal) ssSpt.No.3-4,33 Well deck ssSpt.No.1-37 1Dk(Stl) Cargo battens not fitted	1571 — 943	✠100A1 ~~12,36~~ 10,37 12,37 ✠LMC ~~MS4,33~~ BS~~5,36~~ 7,37	Spt	p	CL 3,36	1921 2mo	J.S.White &Co.Ld. Cowes Lloyd's A&CP	"Spad" Splitsko Parobrodarsko DrustvoS.O.J. CellDB201'372t FPT32t	240·3 Q89' B54' F23' FK	36·2	18·2	Susak Yugoslav 4BHCem APT38t	T.3Cy.1[illegible]",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS92,HS2882 J.S.White&Co.Ld.Cowes	20 " 4 s 1 " 9½ 18 " 8	
27484 201768 WADM	**Juniata** Ⓟ Mchy.Aft 2Dks & Awng dk D.F.	4333 — 2619					1905	American S.B.Co. Cleveland	Gt.LakesTransit Corp.	346·0	45·0	28·0	BuffaloNY Utd.States WB	Q.4Cy.22",31½",45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
27485 77274 WMCW	— D.F. Sub.Sig. 3Dks & Promenade dk	3465 — 2537					1897	Harlan& HollingsworthCo. Wlmgtn,Del.	Merchnts&Miners TransportationCo.	310·0 len07	42·0	26·0	Baltimore Utd.States	T.3Cy.28",45"&72"-48" NB07 359NHP Harlan&Hollingswrth Co. Wilmington,Del.		
※ 27486 142289 MLGL	— TwinSc (exSprucol) OilEng. Mchy.Aft ssLiv.No.3-5,30 ssFal.No.1-34 1Dk(Stl)& Web frames Longitudinal framing	1139 880 478	✠100A1 with freeboard 8,35 LMC CS7,34 DBS8,35 7,34 Carrying Petroleum in bulk	Rou	n	CL S7,34 P1,35	1918 1mo	ShortBros. Ld. Sunderland Lloyd's A&CP	AngloAmerican OilCo.Ld.(F.J. Wolfe, Mgr.) Middle line bulkhead not oil-tight CellDBuE34'55t	210·0 P70' F57' FK DTf21'189t FPT35t	34·8	16·6	London British 12BHptCem APT71t	Oil Engines 2S.C.SA 8Cy.16 5/16"-18⅞" 388NHP DB100lb J&CGBolindersCoLdSkm.	16 " 6 s 1 " 3¼ 15 " 3¾	
27487 PKMQ	**Juno** OilEng ssBat.2ndNo.3-7,37 ~~ssSng.No.3-4,25~~ D.F. ~~ssBat.No.2-33~~ Mchy.Aft 1Dk(Stl)&Trunk dk	2345 1662 1385	✠100A1 ~~7,37~~ ~~9,36~~ 1,38 7,37 ✠LMC CS~~9,36~~ DBS~~3,36~~ 7,37 ~~12,34~~ 7,37 Carrying Petroleum in bulk	Bat	r	CL ~~9,36~~ 7,37	1912 11mo	Nederl. Schps.Maats. Amsterdam Lloyd's A&CP	Nederl.Indische Tankstoomboot Maats. WB= CellDB a33'36t	257·6 P73' F26' FK	43·1	18·6	Batavia Dutch 13BHCem APT65t	Oil Engines 4S.C.SA 6Cy.22"-39⅜" 280NHP DB100lb NedFb.v.Wrk&Spoor,Ams	19 " 10 s 1 " 6½ 18 " 6	
27488 DDTL	— (exRomo, exElisabeth) 1Dk	2038 1889 1287					1902	Akt.Ges. "Neptun" Rostock	A.Hansen	292·1 P13' B168' F27'	41·2	18·1	Flensburg German WB	T3Cy20⅝",37 1/16"&55⅛"-35 1/16" 180NHP A.G."Neptun,"Rostock		G
27489 PFFM	— 4TwinMasts 2Dks	1763 1577 1088					1908	Wrf.voorh. Rijkee&Co. Rotterdam	Konink.Nederl. Stoomb.Maats. N.V.	276·5 P&B162' F36'	39·2	18·8	Amstrdam Dutch WB	T.3Cy.21",32½"&55"-35½" 360NHP NedFb.v.Wrk&Spoor,Ams		V
27490 OHVY	— (exLormont-34) Wireless D.F. 2Dks	1241 1055 503					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	245·1	39·2	16·0	Helsingfrs Finnish WB	T.3Cy.21½",35"&59"-39" 217NHP Hawthorns&Co.Ld.Leith		C
27491 DOIY	— 1Dk2trb	558 434 327					1902	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8 Q56' B41' F22'	26·1	11·8	Bremen German	T.3Cy12 3/16",19 11/16"&31½"-21⅝" NB33 46NHP A.G."Weser,"Bremen		G
27491* 163904	— Ⓟ Pad CruiserStern 1Dk	642 432 233					1937	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRailway	223·6	~~31·1~~ [30·1]	9·7	Glasgow British	T.3Cy.25",39"&61"-60" 288NHP FairfieldCo.Ld.Glasgow		BT till 6,38
27492 32474 JKLB	**Junyo Maru** (exSureway, exHartmore, exHartlandPoint, exArdgorm) 2Dks Sub.Sig.	5065 4720 3872			...		1913	R.Duncan &Co.Ld. PortGlasgow	KarafutoKisen K.K.	405·0 P42' B122' F35' FK	53·0	27·2	Tokio Japanese WB	T.3Cy.27",44"&73"-48" 475NHP J.G.Kincaid&Co.Ld.Grk.	29 " 9	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27493 34489 JDJC	**Junyoshi Maru** Ⓟ (*ex*Hoten Maru,*ex*Mukden,*ex*ShenYang, *ex*Mukden,*ex*LordAilsa) *Well deck* 1*Dk& Shelter dk& Web frames*	1636 1575 969			...		1891	AilsaShip-buildingCo. Troon	KagoshimaYusen K.K.	253·7	33·1	22·6	BK8½"	Kagoshima Japanese *WB*	T.3Cy.18",29"&48"–36" NB02 155NHP Dunsmuir&Jackson,Gls	18 ″ 5	
27494 EAFT	**Jupiter** *ss*Bbo.2ndNo.3–11,25 *ss*Bbo.No.1–30 2*Dks*(*Stl*)*&deepframing* Now registered as Italian and sailing as "AREZZO," see No. 20441	4833 4516 3130	✠ ... 12,34 ✠	Bry	*y*		1900 8mo	Russell& Co. Pt.Glasgow	Cia.Anon.Marit. Union(M.Urruchua,*Mgr.*) Cell *DBa*131'*uE&B*42'	389·2	52·1	27·1	P31'B112'F40' FK *f*167'1244*t DTa*31'	Bilbao Spanish 7*BHCem* 800*tAPT*56*t*	T.3Cy.27",43"&72"–48" NDB19 403NHP 2SB,6*cf*,GS122,HS5121 Rankin&Blackmore,Grk.	29 ″ 11	C †
27495 77458	— *Mchy.Aft* GyC. 1*Dk*2*trB*	3719 — 2769					1901	American S.B.Co. Lorain,O.	~~GreatLakesSilica Corp.~~ JupiterS S. Co.	346·0	48·0	28·0	*WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		
27496 LEBA	— Ⓟ *Ref.Mchy* D.F. 1*Dk*	2511 1558 904					1915	Lindholmens M.V. Gothenburg	DetBergenske Dampskibsselskab	305·2	41·7	18·8	P573*t*H294*t*	Bergen Norwegian *WB*	T.3Cy.26",42"&69"–42" 309NHP LindholmensM.V.Got.		
* 27497 7306 SDPA	— (*ex*Carperby) *ss*Osc.3rdNo.3–8,30 *ss*Osc.No.1–34 1*Dk*(*ptStl ptIrn*)*& Webframes&pt Awng dk*(*Irn*) *Cargo battens not fitted* *Hatch covers& Webs dispensed with in'tween decks*	*2152* *1508* *1343*	✠100A1 *pt Awng dk withfreeboard* 2,37 MS10,34 ✠LMC BS~~8,36~~ 8,37	Osc	*r*	CL N10,36	1895 2mo	Ropner& Son Stockton A&CP	RederiA/B Iris (C.Abrahamsen, *Mgr.*)	275·1	39·5	15·9	P27'Q82' FK *ptAwng dk*166' *Cell DB a* 92'*uE*	Stockholm Swedish 4*BHCem* 20'*f*106'393*t*	T.3Cy.21",34"&56"–36" (*s*) 160lb 2NDB19 187NHP 2SB,4*rf*,GS60,HS2780 Blair&Co.Ld.Stockton	19 ″ 0 s 7 ″ 7 18 ″ 7	
27498	— TwinSc (*ex*Gertrud,*ex*Elisabeth,*ex*IndustrieX, *ex*IndustrieXVII,*ex*AmsterdamV) 1*Dk*	747 — 392					1895	Nederl. SchpsbMaats Amsterdam	LuizFonseca	196·2	28·1	12·1	B48'F26'	R.Janeiro Brazilian *WB*	C.4Cy.12⅜"&25½"–15" 41NHP NederlScheepsbMaatsAms		
27499 DONK	— 1*Dk*	560 436 329					1901	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	179·8	26·1	11·8	Q58'B41'F21'	Bremen German *WB*	T.3Cy.12 3⁄16",19 11⁄16"&31½"–21⅝" 46NHP A.G."Weser,"Bremen		G
27500 164125	— Ⓟ Pad *CruiserStern* 1*Dk*	642 432 233					1937	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRailway	223·6	~~31·1~~ [30·1]	9·7		Glasgow British	T.3Cy.25",39"&61"–60" 288NHP FairfieldCo.Ld.Glasgow		BT till 5,38
27500*	— TwinSc (*ex*Juruá) 1*Dk& Promenade dk*	331 262 231			...		1899	Murdoch & Murray PortGlasgow	A.Pimenta&Cia.	140·0	30·0	8·7	F16' FK	Para Brazilian	T.6Cy.10",16"&26"–18" 70NHP J.G.Kincaid&Co.Greenock	9 ″ 0	
27501 160253 GSZK	**Jura** 1*Dk*	1759 1618 1078					1929	Burntislnd S.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. *Mgrs.*)	271·6	39·7	19·0	P17'B67'F29'	Glasgow British *WB*	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Co Ld.Glasgow		C
* 27502 YTCC	**Jurko Topić** (*ex*Wien–36, *ex*JurkoTopic–34, *ex*Cento) *ss*Rot.No.3–4,24 *ss*Ssk.No.2–33 1*Dk*(*ptIrn ptStl*)*&Webframes* *Longitudinal framing* Now "Hammarland," see No. 38452 in Supplement	3715 3440 2382	✠100A1 3,36 BS1,37 ✠LMC9,32 ✠NB(s)1,19	Spt	*w*	CL 3,36	1911 11mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*	348·3	50·2	23·6	P23'B94'F33' FK 125'*uE&B*38'*f*143'	Susak Yugoslav 6*BHCem* 895*tAPT*25*t*	T.3Cy.24½",40"&66"–45" 180lb (*s*) 305NHP NDB17–*refitted*37–*100lb* 2SB,4*pf*,3*cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 4 ″ 5¾ 21 ″ 8	
27503 OFAI	**Jussi H.** (*ex*Ospringe–37, *ex*Homecourt) 1*Dk&deepframing*	2216 — 1197			...		1910	Atel.&Ch. deFrance Dunkirk	LaivaO/Y"JussiH" (WernerHacklin)	288·8	42·8	19·5	P19'B74'F33' FK	Björnebrg Finnish *WB*	T.3Cy.21",33"&56"–36" 208NHP Atel.&Ch.deFrance,Dnk.	22 ″ 6	V †
27504 1010 PJAC	**Justina** TwinSc *ss*Cco.No.3–1,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2700 1807 1462	✠100A1 ~~8,37~~ ~~1,37~~ 2,38 BS2,38 ✠LMC1,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 10,24	Cco	*t*	CL s2,38 P1 37	1924 10mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	N.V. Curaçaosche Scheepv.Maats.	305·0	50·2	15·1	Q87'*Trnk*189'F29' FK	Willmstad W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24 7⁄16" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD Rot.DroogdokMaats.Rot.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
27505 153736 MLLZ	**Justitia** D.F. Sub.Sig. 1*Dk& Shelter dk* *CruiserStern*	4562 4245 2767	✠100A1 *withfreeboard* ~~9,37~~ ~~1,37~~ 3,38 ✠LMC11,35	Lon ~~Clf~~	*z*	CL 8,36	1935 11mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB*	412·0 424·0(O.L.)	56·0	25·1	F40' FK 349' 1283*t FPT*10	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd*,,) *tAPT*159*t*	T.3Cy.21",33"&62"–42" & exhaust turbine driving steam compressor 333NHP 220lb *220lb* (*s*) FD 2SB(Spt),6*cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 ″ 7 s 2 ″ 10½ 24 ″ 11½	
27506 1128 ESVS	**Juta** (*ex*SirWalterScott–36) *ss*Tln.2ndNo.3–11,36 *Well deck* 1*Dk*(*Stl*)*&deepframing* *Cargo battens not fitted*	1559 1314 923	✠100A1 1,37 BS11,37 ✠LMC10,36	Sws	*p*	CL 1,37	1908 8mo Lloyd's A&CP	BlythS.B. Co.Ld. Blyth	TallinnShipping Co.Ld. *CellDBa*71'*uE&*	245·0	36·7	16·0	Q90'B48'F21' FK B35'*f*102'402*tFPT*	Tallinn Estonian 4*BHCem* 62*tAPT*79*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb NDB29 *100lb* 181NHP 1SB,4*cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld.	18 ″ 4 s 1 ″ 8½ 16 ″ 10	
27507 160222 GSPL	**Jutland** 2*Dks*	6153 5774 3869					1928	R.Duncan &Co. PortGlasgow	GlasgowShipownersCo.Ld. (Glen&Co.*Mgrs.*)	430·0	57·0	28·2	P36'B145'F41'	Glasgow British *WB*	Q.4Cy.24¾",35½",51"&73"–51" 381NHP D.Rowan&Co.Gls		C
* 27508 OXVH	**Jutlandia** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*,3*rd dk inNos*.1,2*&*3*holds*	8457 6753 5204	✠100A1 *withfreeboard* ~~9,37~~ ~~12,36~~ 4,38 ✠LMC11,34 *Carrying vegetable oil in midship tank*	Cpn	*c*†	CL ~~s3,36~~ 4,38	1934 11mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov	A/S DetÖstasiatiskeKompagni *CellDB*353'1215*t* *DTa*13'292*tFPT*174*t*	436·8 460·2(O.L.)	61·2	32·6	P28'B180'F61' FK *MT*30'732*t*	Copnhagn Danish 7*BHptCem* *APT*143*t*	Oil Engines 2S.C.DA 10Cy.17 11⁄16"–47¼" 1073NHP DB*125lb* Akt.Burmeistr&Wain,Cpn	36 ″ 0 s 11 ″ 2¼ 25 ″ 1	
27509 OXHH	**Jutta** Wireless D.F. 1*Dk* *CruiserStern*	1549 1319 834					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0	39·7	15·3	P&B124'F35'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½"&LPturbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
* 27510 34795 LOFU	**Juvenal** TwinSc *ss*Nwc.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)*& Webframes* D.F. *Longitudinal framing*	13896 ~~12231~~ ~~7920~~ 9459 — 5165	✠100A1 9,37 ~~8,36~~ ~~BS8,36~~ ✠LMC8,34 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 8,28 BS9,37	B.Bl BAs	*i* †	CL ~~8,34~~ 9,37	1928 8mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	Cia.General de Combustibles *CellDBuE*56' 222*tDTf*50'603*t*	556·0 536·0	74·1	40·3	P141'B42'F47' FK *FPT*258*tAPT*148*t*	Bns.Aires Argentine 18*BHptCem* *ptAsp* (14 *to U dk* 4 ,, *2nd*,,)	T.6Cy.26",43"&73"–48" (*s*) 200lb FD 1167NHP 5SB(Spt),15*cf*, HS17735 N.E.MarineEng.Co.Ld.Sld	40 ″ 0	
27511 1757 IBKR	**Juventus** (*ex*Valdieri) *OilEng.* D.F.	4920 4583 3075					1920	SACantieri NavaliF.Tosi Taranto	Soc.Commerciale diNav.	394·3	51·7	27·6	P51'B116'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"–49½" 606NHP NE27 Soc.An.FiatS.G.M.Turin		I

1 Numéro d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Press. on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et ce n'est dans le L.R. Partie Cert. B. of Trade
27512 31716 JDIB	**Juyo Maru** ssYka.No.3–9,33 *2Dks(Stl)*	5458 4980 3407	✠100A1 1,37 ~~BS1,32~~ ✠LMC~~10,34~~ 1,33	Nag	*z*	CL ~~N4,35~~ 12,37	1926 4mo *Lloyd*	AsanoS.B. Co. Tsurumi *'sA&CP*	**ToyoKisenK.K.**	400·0 P33'B124'F41' FK *CellDB334'943t*	53·0	32·0	**Yokohama** Japanese *6BHptCem* *APT27t*	T.3Cy.26",43½"&72"–48" (s) 200lb 513NHP 3SB,9cf,GS181,HS7383 FD KobeSteelWorks,Kobe	32 " 0 s 6 " 6½ 25 " 8	
27513 OYDD	**Jylland** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* ssEls.No.2–34 Sub.Sig. *2Dks(Wthr dkStl–ws)* D.F. *3rd dk in holds*	2762 2337 1559	✠100A1 *withfreeboard* 2,38~~1,37~~ ✠LMC CS3,38 DBS~~9,37~~ 9,37 ~~9,32~~ 9,37	Els Lon	*u*	OG 1,37	1926 6mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore *'sA&CP*	**DetForenede DampskibsSelsk.**	306·3 F39' FK *CellDB233'864t*	44·2	25·9	**Esbjerg** Danish *6BHptCem* *FPT56t APT70t* *2to 2nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝"–35$\frac{7}{16}$" DB *75lb* 545NHP Burmeister&Wain,Cpn.	28 " 6 s 11 " 0½ 17 " 10	
27514 OYJS	— Ⓟ *(Ferry) OilEng.* Wireless E.S.D. *2Dks*	1434 917 619					1932	Nakskov Skibs.A/S Nakskov	**DeDanske Statsbaner**	258·1	40·8	14·2	**Kalndborg** Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		
27515 LEFP	— Ⓟ (*ex*Sönderjylland) *1Dk&Awng dk*	539 265 297					1887	Burmeister &Wain Copenhagen	**A/S Christian-sandsDampskslsk. (LeifRosenkilde, *Mgr.*)**	166·1 H22t	23·9	17·7	**Xiansand** Norwegian *WB*	T.3Cy.14½",28"&36"–24" 63NHP Burmeister&Wain,Cpn.		N
27516 OXZB	**Jytte** (*ex*Hadsund–35,*ex*Östen, *ex*East,*ex* Demetrios,*ex*Ben Ledi) **Iron** ssCpn.4thNo.3–11,35 *Well deck* *1Dk(Irn)2trB*	1877 1586 1163	✠100A1 4,37 BS1,37 ✠LMC11,35	Els	*r*	OG ~~3,36~~ 2,38	1884 3mo	J.Laing Sunderland	**DampskslskOve SkouA/S(Ove Skou,*Mgr.*)**	270·0 Q98'B56'F34' BK9½' *DBa*	36·4	21·0	**Copnhagn** Danish *4BHCem* 80'/52'209t	C.2Cy.30"&60"–39" 80lb 173NHP 2SB,4pf,GS72,HS2794 G.Clark,Sunderland	22 " 4 s 2 " 6 20 " 8	

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
⁕ 27517 215800 WLCE	**K. I. Luckenbach** TwinSc *ss*Bos.No.3-3,30 *ss*Sea.No.1,34 *2Dks(Stl)&Shelter dk(Stl)* D.F. GyC.	5887 — 3677	✠100A1 *Shelter dk* *withfreeboard* ~~1,38~~ 3,38 MS3,34 *Fitted for oil*	~~NYk~~ Sea Sea BS1,38 ~~SS4,37~~ ✠LMC *fuel* 2,18	*b*†	CL S3,38 P4,37 *F.P. a*	1918 2mo *bove* 1	Bethlehem S.B.Corp.Ld. Quincey, Mass. A&CP *CellD* 50° F.	LuckenbachS.S. Co.Inc. 1*BHin forward* *B*356' 1631*t DTa*3 *E&Bs*	446·0 FK *hold dispensed with* 0'165*t Topside tanks* *pace*24'445*t FPT*22	56·1	27·8 37·3	NewYork Utd. States *ptCem* 6*BHonly* *in* 0*tAPT*240*t*	2 Steam Turbines DR geared to 2 Sc. Shafts 225lb 4B,HS15520 1070NHP WaterTubeBoilers BethlehemS.B.Corp.Ld.FD Quincey,Mass.	31 ″ 2 s4 ″ 4¾ 27 ″ 0	
⁕ 27518 63 SVBC	**K. Ktistakis** (*ex*Doonholm, *ex*Hillglen) *ss*Ven.2ndNo.3-4,32 *1Dk(Stl)&Spar dk(Stl)* *ss*Pir.No.1-37 *&deep framing* *Hatch covers dispensed with in 'tween dks* *Cargo battens not fitted*	*4291* *4115* *2777*	✠100A1 *Spar dk* 1,38 ~~2,35~~ MS~~12,31~~ 1,37	Pir Ant ✠LMC BS~~12,35~~ 7,37	*x*	CL 12,36	1907 6mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	G.K.Ktistakis *CellDBa*126	385·0 P30'B108'F41' FK *f* 170'922*t* ~~*APT*45*t*~~	49·9	18·4 26·4	Chios Greek *Cem* 5*BHtoSpdk* 1*BH to Mdk*	T.3Cy.25",42"&68"-48" (*s*) 180lb 384NHP 3SB,*9cf*,GS150,HS6417 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 6½ 23 ″ 10	
27519 221174 KDRE	**K. R. Kingsbury** *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *2Dks&Shelter dk*	8761 — 5415					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. of California	440·0	58·2	33·1	S.Frncisco Utd. States *WB*	Q.4Cy.24",34",51"&74"-54" 402NHP BethlehemS.B.Corp.Ld.		R
⁕ 27520 7901 SDET	**Kaaparen** (*ex*Larviksfjord) TwinSc *OilEng.* D.F. *ss*Got.No.3-5,33 *1Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern* *ss*Got.No.1-37	*3386* *2718* *1879*	100A1 *withfreeboard* 12,37 LMC ✠Lloyd'sRMC ~~1,38~~ 4,38 for temp.31°F.	Got CS12,37 10,36		CL P4,36 S1,37 *Partl*	1930	Götaver- kenA/B Gothenburg *y rebuilt*'33	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) *CellDB*287'	354·1 362·6(O.L.) FK 957*t tanks in way of*	50·1	20·2	Gothenbrg Swedish 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd* ,,) *tunnels* 568*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GötaverkenA/B.Got. *FPT*44*tAPT*116*t*	25 ″ 6 s2 ″ 2 23 ″ 5¾	
⁕ 27521 OSLA	**Kabalo** (*ex*Caledonier,*ex*WarMyrtle) *ss*Ant.No.3-5,30 *ss*Ant.No.1-34 *1Dk(Stl)2nd dk* D.F. *(Stl)inNos.1,2,3,&4holds*	*5186* *4641* *3121*	✠100A1 7,37 ~~4,36~~ BS~~8,36~~ 9,37	Ant ✠LMC6,34	*y*	CL 4,36	1917 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead *'sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*	400·0 P49'B113'F50' FK 343'1152*t FPT*113*t*	52·4	28·4	Antwerp Belgian 7*BHptCem* *APT*166*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 s5 ″ 11¾ 25 ″ 3¼	
⁕ 27522 90 ORKA	**Kabinda** (*ex*Belgier,*ex*War Shamrock) *ss*Ant.No.3-8,30 *ss*Ant.No.1-35 *1Dk(Stl)&2nd* D.F. *Dk(Stl)inNos.1,2,3,&4holds*	*5182* *4726* *3134*	✠100A1 4,38 ~~1,37~~ MS2,35	Ant ✠LMC BS~~8,36~~ 6,37	*y*	CL ~~1,37~~ 3,38	1917 8mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*	400·4 P48'B113'F38' FK 345'1160*t FPT*118	52·3	28·4	Antwerp Belgian 7*BHptCem* *t APT*185*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7030 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s6 ″ 0 25 ″ 3	
⁕ 27523 125599 GCPN	**Kabinga** *ss*Nwc.2ndNo.3-3,34 *2Dks(Stl)&deep framing* *&Shelter dk(Stl)*	4657 4430 2925	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~9,36~~ ~~BS9,36~~	Liv Ant BS10,37 ✠LMC3,34	*z*	CL 3,36	1907 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	Ellerman& BucknallSSCo.Ld.	400·0 FK *WB=C*	52·1	27·0	London British 6*BHCem* *ell DBa*123'	T.3Cy.27",45"&75"-48" (*s*) 180lb 477NHP 3SB,*9cf*,GS173,HS6492 FD N.E.MarineEng.CoLdNwc *uE&B*63'*f*154'971*tAPT*29*t*	29 ″ 9 s3 ″ 8¼ 26 ″ 2¾	
27524 FNEY	**Kabyle** (*ex*Wihuri,*ex*Oakmere, *ex*Millgate,*ex*Poltolia,*ex*Anatolia) *1Dk2trB*	*1881* — *1136*			...		1905	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·6 P37'B77'F30' FK	37·1	21·5	Marseilles French *WB*	T3Cy19$\frac{15}{16}$",32$\frac{13}{16}$"&53⅜"-39½" 243NHP BremerVulkan,Vegesack	24 ″ 0	V †
27525 30521 JKSB	**Kachosan Maru** *1Dk*	2427 2035 1442					1924	Mitsui BussanK.K. Tama	MitsuiBussan KaishaLd.	284·5 P32'B72'F32'	42·0	23·3	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanK.K.Tama		C
27526 844 SZNK	**Kadio** (*ex*Abbas-35) *ss*Sld.No.3-9,24 *ss*Sld.No.2-32 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	*1430* *1115* *836*	✠ 10,37 7,36 ~~BS8,35~~ ~~2,37~~	Sld ✠~~LMC7,32~~	*o*	CL ~~8,34~~ 6,37	1911 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) *CellDBuE&*	240·0 Q131'B12'F26' FK *B*37'*f*152'414*tFPT*	36·0	15·6	Piræus Greek 4*BHCem* 106*tAPT*60*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB27 ~~*100lb*~~ 172NHP 1SB,*4pf*,GS73,HS2691 *100lb* J.Dickinson&Sons,Ld.Sld.	17 ″ 9 ~~s5 ″ 5~~ ~~16 ″ 6~~	
⁕ 27527 586 ESAK	**Kadli** (*ex*Lembit-35,*ex*Illtyd) *ss*Gmh.3rdNo.3-7,27 *Well deck* *ss*Tln.No.2-36 *1Dk(Stl)2trB* *Cargo battens not fitted*	1818 1418 1103	✠100A1 6,37 ~~12,36~~ BS3,38	Tln Lth ✠LMC12,36	*q*	~~8,35~~ N6,37	1889 7mo	T Turnbull &Son Whitby A&CP	E.Bergmann	259·0 269·0(O.L.) P28'Q60'B112'F32' FK Cell	37·2	16·9	Tallinn Estonian 4*BHCem* *DB*216'378*t*	T.3Cy.20",33"&54"-36" (*s*) 160lb 170NHP 2SB,*4cf*,GS58,HS2480 Blair&Co.Ld.Stockton	19 ″ 4 s1 ″ 1¾ 18 ″ 4	
27528 211 ESAC	**Kadri** (*ex*Ellind-35,*ex*JacobBright) *ss*Rot 3rdNo.3-2,36 *1Dk(Irn)2trB&Web frames* *Cargo battens not fitted*	2775 2490 1691	✠100A1 *withfreeboard* 4,38 ~~12,36~~ BS4,38	Cff Rot ✠LMC2,36	*t*	CL ~~1,36~~ N4,38	1897 2mo	Irvine& Co. WHartlepool A&CP	E.Bergmann *Cell*	314·0 P31'B76'F33' FK *DBa&uE*130' *f*122'	44·0	20·8	Tallinn Estonian 5*BHCem* 596*tAPT*60*t*	T.3Cy.23",36½"&62"-39" (*s*) 160lb NDB09-*80lb* 240NHP 2SB,*6cf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 s3 ″ 7½ 19 ″ 9¾	
⁕ 27529 148088 GBNZ	**Kafiristan** *ss*Shl.No.3-9,37 ~~*ss*Shl.No.2-33~~ D.F. *1Dk(Stl)*	5193 4750 3226	✠100A1 ~~9,37~~ ~~4,36~~ 4,38 BS~~4,36~~ 5,37	Nwc ~~Shl~~ Sws ✠LMC~~7,33~~ 4,36	*y*	CL ~~7,35~~ 9,37	1924 8mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*342'1524*t*	390·0 P33'B113'F41' FK *FPT*128*tAPT*167*t*	53·5	28·6	Newcastle British 6*BHptCem* *ptAsp*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~*150lb*~~ *130lb* 363NHP 2SB,*8cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 1¼ 25 ″ 7¼	
27530 UPLJ	**Kaganovich** (*ex*Molenwater-35, *ex*Ellewoutsdijk) *ss*Rot.No.3-5,34 *1Dk(Stl)*	3663 3403 2239	✠ ... 8,36	Rot ✠	*w*		1920 5mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellD*	360·4 P25'B216'F34' FK *B*310' 933*t FPT*81*t*	50·5	22·0	Odessa Russian 6*BHCem* *APT*116*t*	T.3Cy.25",41"&67"-45" 347NHP 3SB,*9cf*,GS138,HS5565 Werf.GustoFirma A.F.Smulders	24 ″ 7	
27531 10366 JKGD	**Kagi Muru** Ⓟ *Ref.Mchy* *2Dks*	2351 1956 1370					1907	Kawasaki DockydCoLd Kobe	OsakaShosenK.K.	305·9 P38'B111'F41'	39·7	21·6	Osaka Japanese *WB*	T.3Cy.23",38"&63"-39" 248NHP Kawasaki DockyardCo.Ld.		
⁕ 27532 41958 JHAL	**Kagu Maru** *OilEng.* D.F. GyC. *1Dk&Shelter dk* *3rd dk except in aftermost hold* *CruiserStern*	6807 5570 3688	✠100A1 *withfreeboard* 6,36 *Carrying car go oil*	Kob ✠LMC6,36 *F.*	*d*†	CL *P. abo*	1936 6mo *Lloyd* *ve*150°	Harima S.B.&Eng. Co.Ld. Harima *'sA&CP* F *in DT*	KokusaiKisenK.K. *CellDB*359'1335*t* *tunnel*144*tD*	453·3 F42' FK *Tanks at sides of* *Tsa* 48' 1420*tFPT*	61·0	31·0	Tokio Japanese 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,) 6*tAPTs*188*t*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1850NHP DB*100lb* KawasakiDkydCoLdKobe	31 ″ 0 s3 ″ 8⅞ 27 ″ 6	
27533																

1 Numéro l'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total.—Sous le Pont.—Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand.—Navire.—Mach.	9 Par qui.—Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27534 XNCF	**Kaho** (*ex*TooSui,*ex*Tsintau, **TwinSc** *ex*Santelmo) Wireless *1Dk&Awng dk*	1733 — 1076			...		1891	Blackwood &Gordon Pt.Glasgow	ChinaMerchants' SteamNav.Co.	239·3 *pt Shade dk*38'	38·0	13·4 20·5 FK	Shanghai Chinese *WB*	T.6Cy.14",22½"&36"-24" NB16 159NHP Blackwood&Gordon,P.Gls	21 " 8	
27535 413 JKUA	**Kahoku Maru** Ⓟ *OilEng.* *1Dk(Stl)2nd dk(Stl)except in foremost &aftermost holds*	3311 2798 2006	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. *CellDB*220'601*t* *way of*	336·6 P21'B73'F35' *Tanks in tunnel* 248*t FPT*67*t*	48·5	24·0 FK	Dairen Japanese *5BHptCem* *APT*88*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 389NHP MitsubishiZosenKaishaLd.	24 " 0	
27536 220836 KDIJ	**Kahuku** (*ex*Shelton-37,*ex*Cuprum) *Fitted for oil fuel* *1Dk&Shelter dk* *Longitudinal framing*	6062 — 3770					1920	Pacific CoastS.B.Co. BayPoint, Cal.	Matson~~S.S.Co.~~ NavigationCo.	402·5 P34'F38	53·0	32·0	S.Frncisco Utd. States *WB*	DRgearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
27537 OYGA	**Kai** *1Dk*	1746 1376 1035					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·1 F31'B106'Q75'P15'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"-33" 132 NHP KjbnhavnsFlydk.&Skbsv.		V
27538 302 ESDV	— (*ex*Torholm,*ex*Röskva,*ex*Lom) *1Dk*	1251 1134 736					1904	Nylands Værksted Oslo	TheTallinn ShippingCo.Ld.	241·5 P22*t*H77*t*F26*t*	35·7	17·8	Tallinn Estonian *WB*	T.3Cy.18",29$\frac{9}{16}$"&48"-33" 132NHP NylandsVærksted,Oslo		N
27539 LDRZ	**Kaia Knudsen** **TwinSc** *OilEng.* D.F. ssMmo.No.1-35 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	9063 8403 5533	✠100A1 ~~5,37~~~~10,36~~12,37 DBS~~8,36~~ 10,37 ✠LMC8,35 *Carrying Petroleum in bulk*	Gal Fal	*d*†	CL 8,35	1931 1mo *Lloyd*	Blohm& Voss Hamburg *SA&CP* *CellDBuE*67'	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S. *Mgr.*) 286*t DT f*38'426*t F*	471·1 P99'B30'F46' *PT*205*t APT*83*t*	64·4	35·5 FK	Haugesnd Norwegian *17BHptCem* (*10 to U dk* 7 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB150*lb* GötaverkenA.B.Got.	35 " 4	
27540 117592 VPCF	**Kaiapoi** ssSyd.No.1-11 *1Dk(Stl)&Web frames*	2003 1754 1247	✠ 1,14 ✠	Auk	*r*		1906 10mo	Osbourne, Graham&Co. Sunderland	KinHongS.S.Co. Ld.(Williamson& Co. *Mgrs.*) *WB=Cell*	*DBa&uE*110'*f*110'	40·1	18·1 FK	HongKong British *4BHCem* 458*t APT*29*t*	T.3Cy.20½",33"&54"-39" 194NHP 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 " 6	
27541 1072 ESVC	**Kaida** (*ex*Castlegreen-36,*ex*Toivo-34, *ex*Hoffnung-32, *ex*Niels,*ex*Cabo Corrientes,*ex*WestCoast, *ex*RiverTay) ssHam.2ndNo.3-2,28 ssTln.No.2-36 *1Dk(Stl)* *Welldeck* *Mchy.Aft*	498 432 265	✠100A1 8,37~~9,36~~ BS~~1,36~~ 5,37 ✠LMC MS5,36	Tln		CL 4,36	1902 7mo *Lloyd*	Ardrossan D.D.&S.B.Co Ld.Ardrossan *SA&CP*	E.Bergmann	165·8 Q91'B10'F19' *FPT*50*t*	25·8	10·2 FK	Tallinn Estonian *3BHCem* *APT*5*t*	C.2Cy.16"&40"-20" 125lb 89NHP 1SB,3*pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 " 3 s 3 " 10 11 " 0¼	
27542 19743 JBFD	**Kaifuku Maru** *2Dks&Web frames* *Longitudinal framing*	3179 2757 1957			...		1917	OsakaIron Works,Ld. Innoshima	KitaNippon KisenK.K.	305·0 P19'B82'F32'	43·8	27·3 FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 287NHP OsakaIronWorksLdOsaka	27 " 3	
27543 39711 JWQI	**Kaihei Maru** Ⓟ *OilEng.* D.F. *2Dks*	4576 — 2676					1934	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	362·2 P37'B105'F33'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 452NHP MitsuiBussanKaisha,Ld. Tama		C
27544 OHVX	**Kaija** (*ex*Rurik-34,*ex*Frithiof, *ex*Rurik) *1Dk&Awng dk*	*454* *236* *261*					1886	OA.Brodin Gefle	FelixKotiranta	144·2 H31*t* len92	22·6	8·4 15·3	Åbo Finnish	C.2Cy.17¾"&37½"-23½" 57NHP AtlasMek.Verks.Skm.		N
27545 9746 JKQC	**Kaijo Maru** Ⓟ *1Dk&Spar dk*	2025 1656 1153					1906	Kawasaki DockydCoLd Kobe	OsakaShosenK.K.	285·2 P40'B90'F40'	38·0	20·5	Osaka Japanese *WB*	T.3Cy.21⅞",36"&60"-39" 225NHP KawasakiDkydCoLdKobe	23 " 1	
27546 28993 JHSA	**Kaiko Maru** *Ref.Mchy.* Wireless *Mchy.Aft* *1Dk*	1510 1191 810					1922	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Shinagawa Japanese	T.3Cy.17",28½"&48"-30" Yokohama 126NHP DockCo.Ld.Yokohama		C
27547 32757	— **TwinSc** *2Dks*	491 448 246					1911	Ishikawa-jimaS.B Co. Tokio	Takahashi GoshiKaisha	200·0	22·5	14·0	Fuchu Japanese			
27548 142416 ZMDR	**Kaikorai** (*ex*CapeNatal, *ex*WarFoam) ssWln.No.3-7,30 ssDdn.No.1-36 *1Dk(Stl)* *Cargo battens not fitted*	3151 2839 1860	✠100A1 6,37 ~~5,36~~ BS6,37 ✠LMC5,36	Ddn	*u*	CL ~~5,36~~ 6,37	1918 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'SA&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell*	331·1 P33'B100'F29' *DB*284'741*t FPT*71	46·7	23·2 FK	Wellingtn British *7BHptCem* *t APT*130*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25 " 6 s 3 " 11¾ 21 " 9	
27549 217906 KEXX	**Kailua** (*ex*GoldenBear-37, *ex*WestCajoot) *Fitted for oil fuel* D.F. *2Dks*	5356 — 3524					1919	LsAngeles S.B.&D.D.Co L.AngelesCal	Matson~~S.S.Co.~~ NavigationCo.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47½"&78"-48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
27550 147733 ZMCW	**Kaimai** (*ex*Charlois) ssDdn.No.3-11,36 Wireless *1Dk(Stl)* *Cargo battens not fitted*	1435 1213 784	100A1 10,37~~11,36~~ BS10,37 LMC11,36	Ddn	*o*	OG 10,35	1924 10mo	Scheepwrf. 'tHuis de Merwede Papendrecht	UnionS.S.Co.of NewZealand,Ld. *CellDBa&u*	238·5 B62'F35' *E*73'*f*107'138*t FPT*	37·8	15·9 FK	Wellingtn British *4BHCem* 105*t APT*51*t*	T.3Cy.18½",29½"&48"-30"(*s*) 180lb 113NHP 2SB,4*cf*,GS86,HS1340 C.A.Kuypers,Rotterdam	18 " 0 s 2 " 5¾ 15 " 8¼	
27551 151516 ZMGC	**Kaimiro** ssWln.No.1-34 *Mchy.Aft* *1Dk(Stl)* *Cantilever framed topside tanks*	2562 1997 1330	✠100A1 10,36 BS~~10,36~~ 10,37 ✠LMC10,33	Auk	*s*	CL 10,35	1929 10mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead *'SA&CP* *CellD*	UnionS.S.Co.of NewZealand,Ld. *B*238'717*t Topside*	284·7 P105'B18'F26' FK&BK*aft*¼' *tanks*187'486*t FPT*	46·3	18·4	Wellingtn British *5BHCem* 169*t APT*97*t*	T.3Cy.20",33½"&55"-39" (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 " 9 s 2 " 8¾ 18 " 1¾	
27552 947 JCIC	**Kainei Maru** Ⓟ Wireless *2Dks*	1010 830 561					1920	Osaka Tekkosho Mitsunosho	ChosenYusen K.K.	200·0 P21'B61'F28	30·0	19·0	Jinsen Japanese	T.3Cy.13½",23"&38"-30" OsakaTekkosho, 73NHP Mitsunosho		
27553 120589 GRQM	**Kaiping** D.F. *1Dk&Spar dk*	2563 2287 1605			...		1905	Swan,Hunter &Wigham Richardson, Ld Newcastle	ChineseEngineering&MiningCo. Ld.~~(A.W.Berry)~~ ~~*Mgr.)*~~	312·0 B80'F44'	44·3	13·2 20·8 FK	London British *WB*	T.3Cy.25½",41½"&68"-45" 407NHP WllendSlpwy.Co.Ld.Nwc.	23 " 0	
27554	—	325 — 177					1917	.... Haïphong	Soc.Anon.Pannier	143·7	20·3	16·4	Haïphong French			

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. Dia of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 27555 146607 ZMCY	**Kairanga** (exSaintRominique) ssAuk.No.3-3,35 1Dk(Stl) *Cargo battens not fitted*	2830 2511 1726	✠100A1 3,37 BS3,37 ✠LMC3,35 *Fitted for oil fuel 6.22 F.P. above 150° F.*	Auk	*u*	CL 11,36	1922 6mo	Livingstne &Cooper,Ld. Hessle *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	324·5 P28'B85'F35' FK *B 262'690t FPT66t*	44·1	23·2	Wellingtn British *6BHptCem* *APT58t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.S.Shl.	25 " 6 s3 " 10¾ 21 " 10	
27556 279 JPNC	**Kairyu Maru** (exHeiyoMaru) ssDrn.No.3-8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4365 3677 2735	✠ ... 5,35 ✠	Drn	*w*		1922 1mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellDB294'1120t*	345·0 P30'B99'F34'*on* *Shelter dk* FK *Collision* *FPT114tAPT29t*	49·8	28·1	Dairen Japanese *Cem* *BHtoSh dk* 5 " " *U* "	T.3Cy.24",41"&67"-48" (*s*) 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorks,Ld.	28 " 2	
27557 33600 JIBC	— Ⓟ (exWeimar,exFano,exSecunda) 1*Dk&ptAwng dk*	2097 1412 1559					1899	Flensburgr Schiffsb.Ges. Flensburg	SanboShosenK.K.	268·9 P16'Q84' *ptAwng dk*168' *WB*	39·2	15·2	Kobe Japanese	T.3Cy.19",31½"&51"-36" 156NHP FlensburgerSchiffsb.Ges.		
27558 29538 JSSA	— Wireless 1*Dk*	578 438 285					1923	Toba Shipyard Toba	NichiroGyogyo K.K.	155·0 P79'F25'	26·0	16·0	Tokio Japanese	T.3Cy.		
27559 128653 GLVN	**Kaisar-I-Hind** Ⓟ **TwinSc** 4*Dks*(3*Stl*-ws)& D.F. E.S.D. *Shade dk*(*Stl*-teak s)	11518 7547 6014	✠ 10,14 ✠	Lon	*i* †		1914 10mo	Caird&Co. Ld. Greenock	~~P.&O.Stm.Nav.Co.~~ *WB=CellDB* *a95'uE&B160'*	520·0 B*onShade dk*261' FK&BK2" *f178'1435tFPT57t*	61·2	33·1	~~Greenock~~ British 10*BHCem* *APT72t*	Q.8Cy30½",44",61"&87"-54" 1964NHP 4D&4SB,36*cf*,GS743, HS30568 Caird&Co.Ld.Greenock	37 " 3	BT till ~~10,37~~ 4,33
27560 27245	**Kaisei Maru** WoodAuxBkn 1*Dk*	551 533 285					1919	One Tetsutaro Shimoda	MurayamaSuteji	145·7	24·0	17·3	Shimoda Japanese	C.2Cy.		
27561 DHNQ	**Kaiser** Ⓟ **TwinSc** Sub.Sig. D.F. 2*Dks3trB*	2331 1043 1083					1905	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.A.G. (Ham-AmerLinie)	303·1	38·4	13·3	Hamburg German *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts NE22 NB35 Allgem.Electr.Ges.Berlin		G
* 27562 21538 JEOD	**Kaisho Maru** ssKob.No.3-8,31 ssKob.No.1-35 2*Dks*(*Stl*)	6070 5171 4417	✠100A1 2,38 ~~11,36~~ ✠LMC~~11,36~~ 2,38	Kob	*z*	CL ~~10,35~~ 2,38	1918 6mo	OsakaIron Works,Ld. Osaka A&CP	HachiumaKisen K.K. *CellDB360'1064t* *DTa27'761*	407·3 P40'B137'F42' FK *tFPT106tAPT25t*	50·8	32·6	Hasidate ~~Hashidate~~ Japanese 7*BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD Osaka Iron Wrks. Ld. Osaka	32 " 7 s 6 " 8¼ 26 " 1	
27563 32473 JOLH	**Kaishu Maru** **TwinSc** (exMartinique) *OilEng.* *Mchy.Aft* 1*Dk*	489 410 307		...			1916	Frdrkshvn Værft Fredrikshavn	TakamaruKisen K.K.	161·6 B33'F28' FK	28·6	11·6	Amagasaki Japanese *WB*	Oil Engines NE NipponHatsudokiK.K.	12 " 6	
27564 40167 JYMH	**Kaishun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	495 — 268					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 P40'F18'	27·5	14·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14 3/16"-20⅞" 117NHP HanshinTekkosho,Kobe		
27565 37281 JCFH	**Kaisoku Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	1126 946 586					1931	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	220·8 P52'F36'	34·5	18·2	Tokio Japanese *WB*	Oil Engines 4S.C.DA 6Cy.16¾"-23⅝" 327NHP YokohamaDockCoLd.Yka		
27566 Lost by Fire 10,37 12[illegible]625 VPBW	**Kaitangata** (exLadywood) ssDdn.No.1-12 1*Dk*(*Stl*)&*Web frames*	1983 1722 1202	✠ 7,14 ✠	Syd	*r*		1907 10mo	Osbourne, Graham&Co. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *WB=Cell*	279·5 P25'B64'F28' FK *DBa&uE* 110'*f*110	40·2	18·1	HongKong British 4*BHCem* 458*tAPT*29*t*	T.3Cy.20½",33"&54"-39" 198NHP 2SB,6*pf*,GS90,HS3038 G.Clark,Ld.Sunderland	20 " 6	
27567 93995 ZMCK	**Kaitoa** **TwinSc** *Well deck* 1*Dk* Wireless	319 194 141	✠ 7,09 ✠	Gls	*d*		1909 7mo	Mackie& Thomson,Ld Glasgow	AnchorShipping& FoundryCo.Ld. *W*	130·0 Q67'B14'F22' FK *B=DTa12'22t FP*	22·5	8·3	Nelson,NZ British 4*BHCem* *T13tAPT7t*	C.4Cy.10¾"&24"-18" 65RHP 1SB,2*pf*,GS39,HS1297 Ross&Duncan,Glasgow	9 " 0	
27568 ~~120487~~ ~~VPES~~	**Kaituna** (exNeedwood) ssAuk.No.2-12 1*Dk*(*Stl*)&*Web frames* Now "Needwood," see No.39454 in Supplement	2042 1759 1208	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co. Sunderland	DahChongCoal Co. *WB=CellDBa*	279·5 P25'B65'F27' FK *&uE* 110'*f*110'458*t*	40·1	18·1	Shanghai Chinese 4*BHCem* *APT29t*	T.3Cy.20½",33"&54"-39" 194NHP 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 " 6	
27569 23502 JSSB	**Kaiwa Maru** Ⓟ Wireless 1*Dk*	1045 869 747					1918	Bingo Dockyard Innoshima	KitaNipponKisen K.K.	208·0	31·0	18·4	Toyohara Japanese	T.3Cy.14½",24"&40½"-30" 90NHP ShinzaikeTekkosho,Saigon		
* 27570 143324 ZMDW	**Kaiwarra** ssWln.No.3-2,36 1*Dk*(*Stl*) *Cargo battens not fitted*	3051 2830 1847	✠100A1 ~~4,37~~ ~~3,36~~ 3,38 ~~BS3,37~~ 3,38 ✠LMC2,36	Lyt ~~Auk~~ Wln	*u*	CL 2,36	1919 7mo	J.Blumer &Co. Sunderland	UnionS.S.Co.of NewZealand,Ld. *C*	331·3 P33'B98'F28' FK *ellDB276'734tFPT*	46·8	23·2	Wellingtn British 7*BHCem* 105*tAPT*42*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld	25 " 6 s 3 " 11¾ 21 " 9	
27571 36216 JFPC	**Kaiwo Maru** TwinSc4MstBk (*TrainingShip*) *OilEng.* GyC. 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	JapaneseGovernmentEducational Dept.	260·0 P213'F38'	42·5	25·7	Japanese *WB*	Oil Engines 4S.C SA IkegaiIronWorks,Tokio		
27572 22222 JBWF	**Kaiwo Maru No. 2** 1*Dk*	449 396 253					1902	.... Glasgow	IshimaruKaiun GoshiKaisha	158·0	22·5	16·7	Kobe Japanese	T.3Cy.11½",17¼"&28 1/16"-21" 36NHP		
27573 295 ESAF	**Kajak** (exGagara,exZandbergen, exBacchus) ~~ssRvl.2ndNo.3-8,25~~ ssTln.3rdNo.3-10,37 ~~ssTln.No.2-36~~ 1*Dk*(*Stl*)&*deep framing* &*Web frames 3Dk rule* *Cargo battens not fitted*	3234 2931 1973	✠100A1 ~~9,36~~ 10,37 ✠LMC9,37 ~~MS7,33~~ ~~BS8,36 8,36~~ ~~9,37~~	Rot Tln	*u*	N9,36	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	TallinnShipping Co.Ld. *CellDBa*11	325·2 P29'B92'F36' FK 0'*uE&B*38'*f*140' 78	48·7	21·4	Tallinn Estonian 6*BHCem* 6*t Poop tank*	T.3Cy.~~24"~~ 21 11/16",40"&65"-42" (*s*) 180lb 294NHP 2SB,6*pf*,GS118,HS4508 D.Rowan&Co.Glasgow 12'62*tFPT*100*tAPT*119*t*	24 " 0 s3 " 10½ 20 " 4	
27574 139556 VPQD	**Kajang** 2*Dks*	2082 1838 1284					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant ou expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
27575 34710 JUEF	**Kakinoura Maru** *OilEng.* *Mchy.Aft* 1*Dk*	838 735 610					1929	Harada ZosenK.K. Osaka	KyushuTankoK.K.	150·3	32·8	19·0	Sakito Japanese *WB*	Oil Engines 6Cy. NiigataIronWorks,Tokio		
27576 FNLI	**Kakoulima** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks&Awning dk*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.desChargeurs Réunis	324·8 B96'	48·6	30·4	Bordeaux French *WB*	T.3Cy.26⅝",41½"&66½"-43 1/16" 294NHP Ch.&Atel.deProvence,Msl.		V
27577 153811 VTCR	**Kalavati** Ⓟ ssBom.No.2-36 Wireless 1*Dk&Shelter dk*(*Stl*-teaks)	1407 943 676	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~7,36~~ LMC7,36 BS7,37	Bom		CL ~~9,34~~ 7,37	1928 11mo	Bow,McLachlan&Co. Ld. Paisley *Lloyd*'sA&CP	BombaySteam NavigationCo.Ld. *CellDBuE*25'53t	230·8 F34' *FPT*55t*APT*62t	38·6	14·7 FK	Bombay British 5*BHptCem ptAsp* (*Coll to Sh dk* 4 „ *U* „)	T.3Cy.17",29"&48"-33" (*s*) 200lb 267NHP 2SB,6*cf*,GS131,HS4500 FD Bow,McLachln&CoLdPsy	16 ″ 0 s ″ 4½ 16 ″ 0½	
27578 LJFE	**Kaldfonn** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern* *CarryingPetroleum in bulk*	9931 9191 5903					1936	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SRingfonn (SigvalBergesen, *Mgr.*)	492·9 P113'F74'	66·1	36·4	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy 23⅝"-43 1/16" 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
27579 243 ESAG	**Kalev** (*ex*Limoges) 1*Dk*	1867 1628 1103			...		1917	ToledoS.B. Co. Toledo,Ohio	TheTallinn ShippingCo.Ld.	251·0 P21'B64'F30'	43·8	18·9 FK	Tallinn Estonian	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	V †
27580 ESAH	**Kalevipoeg** Ⓟ (*ex*Alexey, *ex*Nordkusten) Wireless 1*Dk*	541 269 306					1892	OA.Brodin Gefle	PärnuLaevaA/S	160·3 P106'H42*t*F17'	26·3	11·8	Pärnu Estonian	T.3Cy.14⅝",23⅝"&38"-28⅝" NB25 73NHP NyaAktieb."Atlas,"Skm.		V
27581 145180 GKQL	**Kalgan** Ⓟ *Fitted for oil fuel* 2*Dks*	2655 2225 1556					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		
27582 155322 VJDS	**Kalingo** ssSyd.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	2047 1733 1154	✠100A1 2,38 ~~2,37~~ BS~~2,37~~ 2,38 ✠LMC2,36	Wln	*s*	CL 6,36	1927 11mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellD*	283·0 P26'B86'F37' *B*239'524*t FPT*97*t*	43·1	17·5 FK	SydnyNSW British 4*BHptCem* *APT*70*t*	T.3Cy.20",32"&54"-36" (*s*) 200lb 219NHP 2SB,6*cf*,GS150,HS3616 ClydeS.B&E.Co.Ld.P.Gl.	19 ″ 6 s 2 ″ 6½ 17 ″ 2	
27583 UNZL	**Kalinin** (*ex*Karin) *OilEng.* Sub.Sig. 2*Dks*	4156 3871 2454					1924	F.Schichau Danzig	U.S.S.R.	348·8 F37'	48·6	28·6	Odessa Russian *WB*	Oil Engines 4S.C.SA 6Cy.29½"-43 3/16" 507NHP F.Schichau,Elbing		
27584 5401 SLQA	**Kalix** 1*Dk&Shelter dk*	*2801* *2436* *1425*					1913	SirRaylton Dixon&CoLd Middlesbro'	Trafikaktiebolget Grängesberg-Oxelösund(M.Waldenström, *Mgr.*)	310·0 H165*t*	46·4	21·6 28·9	Stockholm Swedish *WB*	T.3Cy.23½",33"&64"-42" 265NHP N.E.MarineEngCoLd.Nwc		V
27585 TCCA	**Kalkavan** (*ex*KalkavanZade-36, *ex*Arktis,*ex*Bollan,*ex*Ainsdale. *ex*Sailing Vessel) ssBel.2ndNo.3-7,17 *Mchy Aft* ssKel.No.2-27 1*Dk*(*Irn*)2*trB*	1986 1742 1119	✠ 6,30 ✠NE&B4,18	Bmn	*r*		1890 10mo	C.J.Bigger Londonderry	KalkavanZadé Riza ve Mahdumu Ismail(Vapur Sirketi) *IntermediateBHin*	270·0 Q48'F31' *hold dispensed with* *FPT*130*t*	39·8	23·4 BK9½"	Istanbul Turkish *Cem* 3*BHonly* *APT*42*t*	T.3Cy.15",25½"&41"-30" NDB18 113NHP 1SB,3*cf*,GS63,HS1916 MacColl&Co.Ld.Belfast	24 ″ 10	I †
27586 OHYM	**Kalle H.** (*ex*Adrien deMontgolfier-36, *ex*Monestoy,*ex*Grangetown, *ex*VanDyck) 1*Dk&deep framing* *Well deck*	1356 — 770			...		1904	Soc.Anon. Chant.Naval Anversois Hoboken	ReposaarenLaiva O/Y(Werner Hacklin, *Mgr.*)	229·6 Q67'B64'F22'	35·0	14·5 FK	Pori Finnish *WB*	T.3Cy.17",28"&46"-30" 132NHP *Bmade*20, *fitted*24 NE.MarineEng.Co.Ld.Sld.	17 ″ 2	V †
27587 75 SWGT	**Kalliopi** (*ex*Nymphe,*ex*Oceana, *ex*Kermanshah, *ex*Himalaia) ssPir.2ndNo.3-7,33 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	4965 4609 3120	✠ 1,38 *Spar dk* 2,36	Cpn	*y*	CL 12,34	1910 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'sA&CP *CellDBa*132'	D.J.Pateras&Sons *uE*24'*f*169'1010*tD*	390·0 P31'B112'F42' *Ta*37'915*t FPT*110*t*	52·5	27·1 FK	Chios Greek 6*BHCem* *APT*50*t*	T.3Cy.26",42"&72"-48" (*s*) 180lb 415NHP 3SB,9*cf*,GS189,HS6738 N.E.MarineEng.CoLdNwc	29 ″ 8 ~~s5 ″ 8½~~ ~~24 ″ 2~~	
27588 800 SVBG	**Kalliopi S.** (*ex*Humanitas-34, *ex*Humilitas-33, *ex*Elzasier-32, *ex*WarWager) ssAnt.No.3-4,30 ssGen.No.1-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	5152 4745 3105	✠100A1 6,37 ~~2,37~~ BS~~4,36~~ 6,37 ✠LMC5,34	Mdb Ams	*y*	CL ~~4,36~~ 6,37	1918 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'sA&CP	J.Stavrou&Co.Ld. *CellDBa&uE* 147'*f*180'1035*tDT*	413·1 400·3 P49'B113'F39' *a*28'1167*t FPT*119*t*	52·2	28·5 FK	Piræus Greek 7*BHptCem* *APT*179*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s5 ″ 11¾ 25 ″ 3	
27589 DHNR	**Kalmar** 1*Dk&Web frames*	965 801 580					1895	Germania-werft Kiel	H.M.Gehrckens	224·1 Q67'B105'F25'	32·9	13·5	Hamburg German *WB*	T.3Cy.17¾",28¾"&45¼"-40¾" 115NHP A.G."Germania,"Berlin		G
27590 7034 SFCI	**Kalmarsund I.** Ⓟ *CruiserStern* 1*Dk*	320 188 145					1923	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	108·0 B59'	27·5	12·0	Kalmar Swedish *WB*	T.3Cy.13 3/16",22"&36"-24" 63NHP OskarshamnsM.V.Aktieb.		
27591 7362 SFCK	**Kalmarsund II.** Ⓟ *CruiserStern* 1*Dk*	365 215 219					1927	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	124·5 B63'H38*t*	27·0	10·3	Kalmar Swedish *WB*	T.3Cy.13 3/16",22"&36"-24" 63NHP Oskarshamns M.V.Aktieb.		
27592 7697 SFCO	**Kalmarsund IX.** ssHbg.No.1-35 *CruiserStern* *Well deck* Wireless D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1153* *966* *612*	✠100A1 ~~5,35~~ ~~4,36~~ 4,38 BS~~5,37~~ 4,38 ✠LMC7,35	Hbg	*n*	OG 4,36	1931 1mo	Hlsingbrgs Varfs&SvetsningsAktieb. Helsingborg *Lloyd*'sA&CP	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*) *CellD*	231·5 234·2(O.L.) P17'B55'Q62'F27' *B*186'343*tAPT*69*t*	35·0	12·7 FK	Kalmar Swedish 4*BHCem*	T3Cy.16½",24¼"&42½"-27 9/16" 192lb (*s*) 114NHP 2SB(Spt),4*cf*,GS54,HS1899 HelsingborgsVarfs.& SvetsningsA/B	14 ″ 11 s ″ 9½ 14 ″ 3½	
27593 5705 SFCR	**Kalmarsund X.** Wireless D.F. 1*Dk*	*1102* *906* *605*					1915	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	224·0 P21'B57'F25'	35·7	16·0	Kalmar Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
27594 7750 SIRN	**Kalmia** TwinSc *OilEng* D.F. ssGot.No.1-35 *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Special Surveys to date from* 1,32	*8246* *7509* *4831*	✠100A1 6,37 ~~12,36~~ 1,38 ✠LMC CS12,35 4,37 *CarryingPetroleum in bulk* DBS6,37	Fal	*c*†	CL ~~P9,34~~ s12,35 P6,37	1931 6mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd*'sA&CP	Rederiaktieb Transmark (G.Carlsson, *Mgr.*) *CellDBuE*70'279*t*	464·6 468·5(O.L.) P96'F37' *DTf*29'470*tFPT*114*t*	59·3	35·8 FK	Gothenbrg Swedish 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21½"-39⅜" 633NHP 2DB150*lb* GotaverkenA/B.Got.	35 ″ 6 s8 ″ 4½ 27 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27595 OZFH	**Kalö** D.F. 1*Dk* *Cruiser Stern*	1973 1778 1154					1937	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskibs. "Heimdal"(M. Carl, *Mgr.*)	271·8|42·1|19·8 P21'B59'F27'	Copnhagn Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear & chain drive 213NHP HS2870 ElsinoreS.B.Co.Elsinore		V
27596 63 YLAK	**Kalpaks** (*ex*Leyton,*ex*MarieLouise) 1*Dk*	2190 1718 1182					1913	Atel.&Ch. de la Loire Nantes	Tv."Kalpaks" redereja (M.Kalnins,*Mgr.*)	269·9|39·4|20·5 P19'B55'F23'	Riga Latvian *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{7}{32}$"- 37$\frac{13}{16}$" 147NHP Atel.&Ch.de la Loire,Nts.		V
27597 142408 MLRW	**Kalua** (*ex*Dacapo) *ss*Goo.2ndNo.3-10,33 *Well deck* 1*Dk*(*Stl*)	722 526 412	100A1 8,37 ~~1,37~~ BS~~6,36~~ 7,37	Goo LMC1,33	*k*	OG ~~N6,36~~ 8,37	1908 *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HookS.S.Co.Ld. (Goole&Hull SteamTowingCo. Ld.*Mgrs.*)	195·0|30·1|11·0 Q96'B15'F22' FK *CellDBa*57'*f*88'	Goole British 4*BHCem* 198*tAPT*14*t*	T.3Cy.14",23½"&38"-27" (*s*) 180lb *100lb* 75RHP 1SB,2*cf*,GS64,HS1546 N.E.MarineEng.Co.Ld.Sld	13 ″ 3 s ″ 8¼ 12 ″ 8½	
27598 OXBS	**Kalundborg** Ⓟ (*Ferry*) *OilEng.* Wireless D.F. 3*Dks*	1359 953 552					1931	Akt.Bur- meistr&Wain Copenhagen	DeDanskeStats- baner	257·7|40·0|14·4	Kalundbrg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		
27599 50 SVAY	**Kalypso Vergotti** (*ex*WarServer) *ss*Bly.No.3-2,31 *ss*Gen.No.1-36 1*Dk*(*Stl*)	5686 4776 3176	✠100A1 ~~7,36~~11,37 BS~~2,37~~ 3,38	Rot LMC10,35	*y*	CL 7,36	1918 7mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton '*sA&CP*	~~R.Vergottis~~ EptanisosSSCoLd	400·4|52·3|28·5 P49'B113'F39' FK *Cell DB* 345' 1122*t*	Argostoli Greek 7*BHptCem* *DTa*28'1167	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow *tFPT*123*tAPT*198*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
27600 UOCB	**Kama** (*ex*Skogvik-33,*ex*York, *ex*LakeHelen) *ss*NNs.No.3-4,29 *ss*Osl.No.1-32 1*Dk*(*Stl*)	1921 1672 1094	✠ ... 7,34 ✠	Osl	*r*		1918 9mo	M'Dougall- DuluthCo. Duluth,Min.	U.S.S.R. *CellD*	251·0|43·6|18·1 P27'B64'F35' FK *B*214'581*tFPT*70*t*	Leningrad Russian 4*BHCem* *APT*94*t*	T.3Cy.17¾",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 McDougall-DuluthCo.	20 ″ 3	
27601 OOQA	**Kambove** (*ex*Nervier,*ex*WarAryan) *ss*Ant.No.3-12,30 *ss*Ant.No.1-35 D.F. 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *inNos.*1,2,3&4*holds*	*5278* *4812* *3198*	✠100A1 ~~12,36~~12,37 MS7,34	Ant ✠LMC BS~~10,36~~ 10,37	*y*	CL 12,36	1918 11mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	400·5|52·3|28·5 P49'B113'F39' FK *CellDB*340' 1064*tFPT*127*t*	Antwerp Belgian 11*BHptCem* *APT*71*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
27602 UOGI	**Kamchadal** (*ex*LakeFansdale) *Fitted for oil fuel* 1*Dk*2*trB*	2598 2243 1609				...	1919	American S.B.Co. Lorain,O.	U.S.S.R.	250·9|43·6|26·1 P25'B64'F23' FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
27603 UOEI	**Kamchatka** (*ex*Chase,*ex*Paria, *ex*LakeElrio) *Fitted for oil fuel* 1*Dk*	2701 2233 1517					1919	Gt. Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8|43·6|25·1 B95'	Vladvostk Russian *WB*	T.3Cy.19",35"&59"-42" 226NHP GreatLakesEng.Works, Ashtabula,O.		
27604 UNZW	**Kamenets-Podolsk** 2*Dks*	5117 4697 3131				...	1915	Bartram& Sons,Ld. Sunderland	U.S.S.R.	400·0|52·4|28·0 P36'B119'F40' FK	Odessa Russian *WB*	T.3Cy.27½",45"&75"-48" 476NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
27605 DNAL	**Kamerun** (*ex*Bilbao-32) Sub.Sig. D.F. 2*Dks* *Ref.Mchy.*	2449 2144 1523					1922	Nordd. Werft.m.b.H. Weser- munde-G.	Oldenbrg.-Portug. Dmpfsch.Rhed.	278·4|40·5|23·7 P19'B39'H39'F36'	Hamburg German *WB*	C.4Cy.18$\frac{11}{16}$"&39⅜"-39⅜" 162NHP A.Borsig G.m.b.H.Berlin-Tegel		G
27606	**Kamikawa Maru** D.F. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	7250					1936	Kawasaki Dkyd.Co.Ld Kobe	KawasakiKisen K.K.	475·7|62·3|40·0	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1860NHP KawasakiDkydCoLdKobe		
27607 11082 JKOB	**Kamo Maru** Ⓟ TwinSc *ss*Yka.No.1-37 *ss*Yka.2ndNo.3-4,32 D.F. 2*Dks*(*Stl*-*U* teak s) *deepframing&Webframeslower dk*(*Stl*) *inNos.*1&3*holds*	7955 6730 4886	✠100A1 ~~2,37 4,36~~ 2,38 BS2,38	Yka ✠LMC2,37	*d*†	CL 2,37	1908 6mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. *WB*=*CellDBa*	473·4|54·1|30·8 P61'B176'F54' FK 139'*u E&B* 85'*f* 180'	Tokio Japanese 7*BHCem* 1609*t FPT*	T.6Cy.25",41½"&69"-48" (*s*) 200lb 973NHP 6SB,18*cf*,GS338,HS14276 FD MitsuBishiD.&E.Wks Nag 143*tAPT*48*t*	34 ″ 6 s 7 ″ 11¼ 27 ″ 1	
27608 1164 JTOE	**Kamogawa Maru** IronSp 2*Dks*	409 377 230					1889	Kawasaki DockyardCo. Ld.Kobé	TosaDomeiK.K.	156·1|20·3|16·5	Osaka Japanese	T.3Cy.14¼",22"&36"-24" NE92 64NHP KawasakiDkydCoLdKobe		
27609	**Kamoi Maru** D.F. 2*Dks* *CruiserStern*	5350 4534 3220					1937	Mitsui Bussan Kaisha,Ld. Tama	KyoritsuKisen K.K.	391·4|53·8|29·8 P31'B135'F30'	Tokio Japanese *WB*	T3Cy.28⅝",36⅜"&66$\frac{15}{16}$"-47¼" &exhaust turbine driving steam compressor 407NHP MitsuiBussanKaisha,Ld. Tama		
27610 136519 VPKZ	**Kampar** 1*Dk*	971 796 499					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	223·2|36·0|13·2	Singapore British *WB*	T.3Cy.17",27"&44"-30" 106NHP HongKong&Whampoa DockCo.Ld.HongKong		
27611 PKHF	— *OilEng.* *Mchy.Aft* 1*Dk*	574 350 387					1930	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4|28·9|9·3 B32'F25'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
27612 139557 VPKJ	**Kamuning** 2*Dks*	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0|41·1|20·5 F24'	Singapore British *WB*	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co. of HongKong,Ld.		
27613														

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme au Voy. maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où la Cote, et ce n'est dans le L. R. Durée Cert.
※ 27614 161120 GKSJ	**Kana** ssGls.No.1-33 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.*	2783 2245 1479	✠100A1 *Shelter dk with freeboard* 7,37 ~~10,36~~ MS9,33 ✠LMC BS~~12,34~~2,38 Lloyd'sRMC~~3,37~~ 12,37	Gls Liv	*v*	CL 10,36	1929 11mo *Lloyd's A&CP*	A.McMillan&Son,Ld. Dumbarton *CellDB280'709tDTa20'488tFPT89tAPT17t*	MossHutchison Line,Ld.	333·1 F29' FK	47·2	19·5	Liverpool British *6BHptCem* *ptAsp* (*Coll to Shdk* 5 " 2nd ")	T.3Cy 28½",39"&65"-48" (s) 200lb 418NHP 2SB&1AuxSB,8cf,GS208, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 " 3 s 1 " 8½ 20 " 9½	
27615 406 JKOA	**Kanan Maru** Ⓟ *OilEng.* *1Dk(Stl)2nd dk(Stl)except in foremost&aftermost holds*	3293 2793 1946	✠ ... 5,35 ✠	Drn	*v*		1931 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Cell DB220'601t Tanks in way of tunnel248t FPT67t APT88t*	DairenKisenK.K.	336·6 P21'B73'F35' FK	48·5	24·0	Dairen Japanese *5BHptCem*	Oil Engines 2S.C.SA 4Cy.28⅝"-41¾" 389NHP Gebr.Sulzer,Ludwgshfn.	24 " 0	
27616 27472 JHBA	— Ⓟ *2Dks*	2567 2009 1583			...		1920	OsakaIron-works,Ld. Osaka	OsakaShosenK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWorksLd.Osaka	23 " 0	
27617 TCET	**Kanarya** (*ex*Largo-34,*ex*Everglades) Sub.Sig. *1Dk*	2363 1884 1407			...		1919	TampaS.B.&Eng.Co. Tampa,Fla.	Zonguldak Vapurculuk ve KömürcülükTürk LimitedSirketi	263·4 P22'B65'F29' FK	42·4	22·2	Zonguldak Turkish *WB*	T.3Cy.19",30½"&51"-36" 262NH TampaS.B&EngCoTampa	24 " 2	N †
27618 120621 GMJZ	**Kanchow**	2001 1728 1222					1905	Scotts'S.B.&E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
27619 32653 JUJB	**Kanda Maru** (*ex*Seneca) *Fitted for oil fuel* *1Dk*	2220 1963 1304			...		1920	American S.B.Co. Cleveland	FukuyoKisenK.K.	251·0 P27'B64'F26' FK	43·5	24·2	Kobe Japanese *WB*	T.3Cy.21",33"&54"-40" 267NHP AmericanS.B.Co.	24 " 2	C †
※ 27620 71 YLAW	**Kandava** (*ex*Gudrun,*ex*Gratia) ssAnt.2ndNo.3-6,26 ssLie.No.2-35 *1Dk(ptStl&ptIrn)&deep framing&ptAwng dk(Irn)*	1905 1326 1170	✠100A1 *pt Awng dk with freeboard* 3,37 ~~8,35~~ BS~~10,36~~ ✠LMC8,35 10,37	Lie	*q*	CL ~~4,34~~ 8,37	1901 7mo	J.Crown Sunderland A&CP	SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.*Mgrs.*) *CellDBa68'uE18' f116' 452tFPT31t APT48t*	257·8 Q82' *ptAwng dk174'* FK	38·0	16·2	Riga Latvian *4BHCem*	T3Cy.19½",32½"&53"-36"(s) 160lb *80lb* 174NHP 2SB,4pf,GS79,HS2700 G.Clark,Ld.Sunderland	18 " 6 s " 6 18 " 2	
27621 DORW	**Kandelfels** *OilEng.* D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	7766 7043 4783					1936	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64'B207'F66'	61·3	31·1	Bremen German *WB*	2OilEngines 2S.C.DA each 6Cy.20⅞"-29⅛" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
※ 27622 131682 VLRY	**Kangaroo** Ⓟ **TwinSc** *OilEng.* ssFre.No.3-1,28 ssFre.No.1-32 *Ref.Mchy.* *2Dks(Stl)* *3rd dk in No.2hold*	4433 3912 2706	✠100A1 12,35 4,37 ✠LMC CS~~3,33~~ DBS~~3,33~~8,37 11,35 ✠Lloyd'sRMC~~1,37~~ 6,37 *Carrying oil fuel F. P. above 150° F. in M.T.*	Sng		CL ~~s12,35~~ P11,36 s10,37	1915 10mo *Lloyd's A&CP*	Harland&Wolff,Ld. Irvine	Govt.of Western Australia *WB=CellDBa88' uE42' f174' 770t FPT49t APT50t Tanks between Tunnels 81'190t*	365·2 P22'B91'F36' FK	50·1	26·5	Fremantle British *5BH to U dk APBH to 2nd dk only*	Oil Engines 4S.C.SA 12Cy.22"-29⅛" 567NHP DB*80lb* Burmeister&Wain,Ld.Gls.	29 " 2 s6 " 1½ 23 " 5	
※ 27623 52 YLAX	**Kangars** (*ex*AlfredCalvert, *ex*Weardale) ssLie.No.3-3,37 *1Dk(ptIrn&ptStl)&Web frames* *Cargo battens not fitted*	2722 2551 1746	✠100A1 3,37 ✠LMC3,37 BS4,38	Lie	*u*	CL 2,37	1903 6mo *Lloyd's A&CP*	J.Blumer &Co. Sunderland	Tv.Kangars redereja (A.Kalnins,*Mgr.*) *CellDBa104' uE&B42' f122' 718t*	313·8 P28'B88'F32' FK	46·4	20·7	Riga Latvian *5BHCem* *APT99t*	T.3Cy.23",38"&62"-42" (s) 160lb NDB18 257NHP 2SB,6pf,GS111,HS3974 J.Dickinson&Sons,Ld Sld.	23 " 0 s 3 " 5½ 19 " 10	
27624 158021 VPJJ	**Kangting** Ⓟ **TwinSc** (*ex*ChiPing-35) *1Dk*	646 303 357					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	150·0	26·5	6·5	HongKong British	T.3Cy.11",16½"&26½"-16" 2WTB*made*1917 56NHP KiangnanDk.&Eng.Wks.		
※ 27625 159559 VLFS	**Kanimbla** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* *3Dks,4th dk forward of mchy.space* D.F. E.S.D. *CruiserStern*	10985 7280 6585	✠100A1 *with freeboard* ~~4,37~~ ~~9,36~~ 10,37 ✠LMC4,36	Syd		CL	1936 4mo *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast *CellDB388'*	McIlwraith, McEacharn,Ld. *1260t Tanks at sides of tunnels 55' 395t FPT91t APT118t*	468·8 B256'F90' FK&BK2"	66·3	30·2	Melbourne British *8BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1305NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 " 0 s12 " 0¾ 24 " 2⅝	BT till 4,37
27626 UNAG	**Kanin** Ⓟ (*ex*SergeiWitte) *1Dk(ptStl-ws)&Awng dk* Wireless	720 685 414	✠ 1,04 ✠	Nwc	*i*		1898 8mo	Wigham Richrdsn&Co Newcastle	U.S.S.R.	187·3 FK *WB=CellDBa40' f26' 71t*	27·8	17·6	Archangel Russian *4BHCem*	T.3Cy.16".25"&42"-30" NB33 112NHP 1SB,3cf,GS66,HS1920 WighmRichrdsn&Co.Nwc.	19 " 0	
27627 1331 JLXB	**Kanjo Maru** (*ex*ToyeiMaru) Ⓟ *1Dk*	2195 1891 1297					1918	Ishikawa-jimaS.B.Co. Tokio	ChosenYusenK.K.	268·0 P13'B58'F27'	40·7	23·5	Jinsen, Korea *WB* Japanese	T.3Cy.19",31½"&52"-39" Ishikawajima 169NHP S.B.Co.Ishikawajima		
27628 27915 JOUA	**Kanko Maru** (*ex*Galston, *ex*SanFortunio,*ex*GrafStroganoff, *ex*Porpoise) *1Dk2trB&Web frames*	2967 2791 1821			...		1903	Furness, Withy&CoLd WHartlepool	ShiozakiYokichi	324·7 P25'B94'F32' FK	47·0	22·3	Fuchu Japanese *WB*	T.3Cy.23½",38"&64"-42" 301NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	C †
27629 1102	— (*ex*TokoMaru) *1Dk*	1283 — 761					1917	Ishikawa-jimaS.B.& E.Co.Ld. Tokio	ChosenYusenK.K.	230·0 P28'B53'F24'	33·0	19·6	Jinsen, Korea Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
27630 21554 JNTD	**Kankyo Maru** (*ex*Kifunezan MaruNo.2-32) *2Dks*	3204 2675 1944			...		1918	OsakaIron Works,Ld. Osaka	ChosenYusenK.K.	305·0 P25'B94'F33' FK *WB*	43·7	27·2	Jinsen, Korea Japanese	T.3Cy.22",38¼"&61"-42" 280NHP OsakaIronWrks.Ld.Osaka	27 " 3	
27631 KZAW	**Kanlaon II.** **TwinSc** *OilEng.* *1Dk(Teak)* *&Web frames* ssIloiloNo.1-37	477 — 211	✠100A1 *For Philippine Coasting Service* 4,37 ~~2,36~~ 3,37 ✠LMC~~2,31~~ ~~✠LMC(M)2,36~~	Iloilo	*i*	CL ~~2,36~~ N3,37	1931 3mo *Lloyd's A&CP*	HongK'ng &Whampoa DockCo.Ld HongKong	E.Lopez	176·2 F27' FK *FPT18t APT30t*	30·2	10·0	IloiloP.I. Utd.States *4BHCem*	Oil Engines 2S.C.SA 12Cy.13⅜"-22 1/16" 374NHP Atlas-DieselA/B,Skm.	12 " 3 s1 " 10½ 10 " 9	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3 Regist'd Tonnage Gross. Under deck. Net.	4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	5 Port of Survey.	6 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
27632 1120	**Kannan Maru** (*ex*AichiMaru) Sp 2*Dks*	378 341 218					1905	A.Naka-mura Osaka	SaijoRihachi	144·2	21·1	15·8	Fusan Japanese	C.2Cy.14"&30¼" 35NHP		
27633 7515 JGOF	**Kannoura Maru** Ⓟ Sp (*ex*UwajimaMaruNo.11-36) 2*Dks*	590 — 340					1907	S.Ono Osaka	TosaShosenK.K.	175·2	22·8	16·5	Yawata Japanese	T.3Cy.13¾",21 5/16"&34½"-24" 58NHP S.Ono,Osaka		
* 27634 39657 JRNJ	**Kano Maru** *OilEng.* 1*Dk&Shelter dk* D.F. GyC. *3rd dk except in after hold* *CruiserStern* *Rudder electrically welded*	6940 5683 3785	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~12,37 DBS12,37 ~~DBS11,36~~ ✠LMC8,34 *Carrying cargo oil F.P. above*150° *F. in deep tanks*	Kob	*d*†	CL 7,37	1934 8mo	Uraga DockCo.Ld. Uraga Lloyd'sA&CP	KokusaiKisenK.K. *CellDB*343'1366t	453·6 F39' FK *DTs a*49'1364t *Tanks at sides of tunnel* 187t*FPT*72t*APT*71t	61·0	40·0	Tokio Japanese 8*BH* (*Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 7Cy.29 5/16"-47¼" 2187NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	31 ″ 1 s 3 ″ 10 27 ″ 5	
27635 19765 JZLB	— (*ex*SenkaiMaru-32) Wireless 1*Dk*	1275 1037 907					1917	HarimaCo. O'Harima	KanoKisenK.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.14⅔",24⅓"&40 1/16"-30" 38NHP OkamotoTosaburo,Osaka		
27636 15179 JPLE	**Kansai Maru No. 1** Wireless	483 445 273					1912	Shirato Zosensho Osaka	TodaiKisenK.K.	170·0	22·0	17·0	Osaka Japanese	T.3Cy.11",18"&30"-20" 40NHP HiraoTokichi,Osaka		
27637 216438 WACI	**Kansan** (*ex*SantaOlivia) *ss*S.Fo.No.3-4,30 2*Dks(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in No.1 hold only & Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	4870 4353 2892	✠ ... 12,34 ✠	SFo	*z*		1918 7mo	W Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *CellDB*346'1209t *DTf*32'826t*FP*	404·6 F31'*onShelterdk*FK *Coll* *T*71t*APT*16t	53·7	26·2 34·2	NewYork Utd.States *BH to Sh dk* 5 „ „ *U* „ 1 „ „*2nd* „	Q.4Cy25½"37"52½"&76"-54" 629NHP 3SB,*12cf*,GS214,HS8881 WCramp&SnsS&EBC.Phl *only*	28 ″ 9	R †
27638 318 JPSC	**Kanseishi Maru** *ss*Drn.No.1-34 *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	4805 3978 2731	✠ ... 1,38 ~~BS7,37~~ ✠~~LMC6,36~~	Nag	*x*	OG 6,36	1929 4mo	OsakaIron Works Osaka Lloyd'sA&CP	DairenKisenK.K. *CellDB*	371·0 P96'B19'F47' FK 295'1004t *FPT*529t	51·0	29·0	Dairen Japanese 6*BHptCem* *APT*232t	T.3Cy.22¼",37"&61"-42" (*s*) 200lb 346NHP 2SB,*6cf*,GS115,HS5002 FD OsakaIronWorks,Osaka	29 ″ 0	
* 27639 147298 GFTB	**Kantara** *ss*Liv.No.3-8,37 ~~*ss*Liv.No.2-33~~ D.F. 2*Dks(Stl)*	3237 2864 1839	✠100A1 8,37~~9,36~~ ~~BS9,36~~ 10,37 ✠~~LMC8,35~~ MS8,37	Liv	*u*	CL ~~4,34~~ 8,37	1925 2mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	MossHutchison Line,Ld. *CellDB*280'663t *DTa*24'43	330·9 P32'B102'F33' FK 2t*FPT*85t *APT*62t	46·7	23·4	Liverpool British 6*BHptCem* 1 „ *to2nd dk*	T.3Cy.23",40"&65"-45" (*s*) 180lb 337NHP 3SB,*9cf*,GS165,HS5631 J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9¼	
27640 23846 JLAE	**Kanzaki Maru** (*ex*Kirishima MaruNo.22) 1*Dk*	1285 — 709					1918	Matsuda Co. Osaka	TaiyoKisenK.K.	221·0	32·7	20·5	Fuchu Japanese *WB*	T.3Cy.16",26"&42"-30" B*made—refitted*18 97NHP MatsudaCo.Osaka		
27641	**Kao Sing** (*ex*Brightorion-36, *ex*Bolivar-35, *ss*Hul.No-3-2,32 *ex*Emlynian-33) *ss*Kob.No.1-36 2*Dks(Stl)* *Now* "Yamagiku Maru," *see No.* 4[illegible] *in Supplement*	5329 4842 3199	✠100A1 11,36 BS11,36 ✠LMC11,35	Kob	*y*	CL N1,35	1920 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool Lloyd'sA&CP	H.C.Wan *CellDB*	400·2 P49'B113'F38' FK 347'1126t *FPT*117t	52·3	28·5	Tsingtao Chinese 7*BHCem* *APT*178t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
27642 147679 GKLS	**Kaolack** TwinSc *Ref.Mchy.* *Mchy.Aft* 2*Dks*	1837 1547 1021	✠Lloyd'sRMC8,35				1917	Atel.&Ch. delaLoire St.Nazaire	CreteShippingCo. Ld.(Stelp&Leighton,Ld. *Mgrs.*)	268·8 P59'B39'F41'	35·8	19·1	London British *WB*	C.4Cy.20 1/16"&35 7/16"-24⅜" 103NHP Atel.&Ch.delaLoire,Nts.		V
* 27643 122748 VJNT	**Kapara** *ss*Adl.No.3-12,30 *Mchy.Aft* *ss*Adl.No.1-35 Wireless 1*Dk(Stl)*	846 642 403	✠100A1 ~~6,37~~ ~~12,36~~12,37 ~~BS3,36~~ 6,37 ✠LMC1,35	Adl	*k*	CL ~~6,34~~ 6,37	1914 2mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld.	195·0 Q61'B11'F22' *FPT*	32·1 *34·0*	12·6 FK	Melbourne British 3*BHCem* 60t*APT*17t	T.3Cy.14½",24"&39"-27" (*s*) 180lb *100lb* 77RHP 1SB,*3pf*,GS52,HS1692 MacColl&Pollock,Ld.Sld.	13 ″ 9 s 1 ″ 4 12 ″ 7	
27644 * 628 SVKI	**Kapetan Stratis** (*ex*Helredale) *ss*Pir.2nd.No.3-10,35 1*Dk(ptIrn&ptStl)&deep framing*	3574 3351 2249	✠100A1 11,37~~3,37~~ BS11,36 ✠LMC10,35	Cpn Pir	*w*	3,37	1906 11mo	R.Craggs &Sons,Ld. Middlesbro' Lloyd'sA&CP	D.Coumbis, X.Xenios Partners *CellDBa* 110'*u*	346·5 358·3(O.L.) P31'B175'F32' FK *E&B*48'*f*142'1036t	50·6	23·1	Piræus Greek 6*BHCem* *APT*114t	T.3Cy.25",41"&67"-45" (*s*) 180lb *90lb* NDB23 340NHP 2SB,*6rf*,GS127,HS5440 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 6¼ 22 ″ 2¼	
27645 TCCB	**Kaplan** (*ex*Rosalba,*ex*Orfordness) *ss*Cpl.3rdNo.3-10,27 *ss*Ist.No.1-32 1*Dk(Irn)&Web frames&pt Awng dk(Irn)*	1853 1688 1137	✠ — 9,35 ✠	Ist	*r*		1890 10mo	Richardsn Duck&Co. Stockton	SadikZadeRusen OgullariVapurculuk *CellD*	270·0 Q105' *ptAwng dk*165' FK B226'428t*APT*30t	37·1	17·0	Istanbul Turkish 4*BHptAsp* *ptCem*	T.3Cy.21",34"&56 5/16"-36" NDB06 187NHP 2SB,*4cf*,GS60,HS2800 Blair&Co.(Lim.),Stockton	19 ″ 6	
27646 LCTI	**Kaprino** (*ex*Ocland) *TurretDeck* *Mchy.Aft* 1*Dk*	3249 2462 1881					1907	Sunderlnd S.B.Co.Ld. Sunderland	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	306·6 P187tH20t	47·0	22·3	Bergen Norwegian *WB*	T.3Cy.24",40"&65"-42" 274NHP N.E.MarineEng.Co.Ld.Sld		N
27647 UPDD	**Kara** Sub.Sig. 1*Dk*	2325 2019 1292					1936	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·7 P20'B72'F32'	43·2	20·6	Archangel Russian *WB*	T.3Cy.17 11/16",29⅛"&48 7/16"-35 7/16" 193NHP S.B.Yard"Marti"Len.		
* 27648 162683 GQTM	**Karabagh** *OilEng.* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Special Surveys to date from 4,34*	6427 6085 3863	✠100A1 9,37 ~~1,37~~ DBS4,34 ✠LMC4,34 *CarryingPetroleum in bulk*	Shl Fal	*a*†	CL 2,36	1932 1mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd'sA&CP	BalticTradingCo. Ld. *CellDBuE* 48'130t*DT*	426·4 P89'B35'F45' FK *f*38' 344t *FPT*167t	57·2	32·3	London British 17*BH* (8 *to 2nd dk*) *APT*68t	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 2DB*150lb* 490NHP J.G.Kincaid&Co.Ld.Grk.	32 ″ 2 s 5·10¼ 26 ″ 6	
27649 25486 JKHD	**Karachi Maru** *ss*Kob.No.3-4,32 2*Dks(Stl)&Awng dk(Stl)*	5860 5586 4259	✠ ... 8,34 ✠	Osa	*y*		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K. *CellDB*334'1118t	385·0 FK *Collision* *FPT*126t*APT*93t	51·0	36·0	Fuchu Japanese *ptCem* *BH to A dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" 437NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
27650 TCBV	**Karadeniz** Ⓟ (*ex*Wilis) 3*Dks*	4731 3640 2926					1905	Kon.Maats deSchelde Flushing	Denizyollari Idaresi	394·0 P72'B176'F80'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 520NHP Maats.deSchelde,Flushing		
* 27651 YTKQ	**Karadjordje** Ⓟ TwinSc (*ex*Karagjorgje, *ss*Ssk.No.3-4,31 *ex*Visegrád) *ss*Ssk.No.1-35 1*Dk(Stl-ws)* *&Shade dk(Teak)*	1293 634 536	✠100A1 *Shade dk* *withfreeboard* 5,37 ~~3,36~~ BS~~3,37~~ 4,38 ✠LMC4,35	Spt	*p*	CL ~~3,34~~ 5,37	1913 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Jadranska Plovidba,D.D.	247·0 P&B164'F73' BK8" *CellDBa*43'*f*84'120t	34·2	14·5	Susak Yugoslav 5*BHCem*	T.8Cy.(2)17",(2)27½"&(4) 31½"-30"(*r*) 180lb 370NHP 3SB,*8cf*,GS148,HS6065 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 ″ 6 s 2 ″ 4¼ 13 ″ 9¾	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où voté si ce n'est dans le L.R. Durée Cert. Rof Trade
❋ 27652 25086 JOZD	**Karafuto Maru** (*ex*RozanMaru) *ss*Kob.No.1-37 *ss*Kob.No.3-6,32 2*Dks*(*Stl*)	5447 4996 3406	✠100A1 6,37 ~~6,35~~ ~~BS7,~~ ✠LMC~~6,35~~ 6,37	Kob	*z*	CL N7,36	1919 5mo	AsanoS.B. Co.Ld. Tsurumi A&CP	~~KarafutoKisen~~ ~~K.K~~ NissanKisen K.K.	400·0 P33'B124'F41' FK *CellDB*342'844*t*	53·0	29·4	Tokio Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ 7 25 ″ 9	
27653 32419 JDIG	— (P) 2*Dks*	503 429 279					1927	Hakodate DockK.K. Hakodate	FujiyamaKaiun K.K.	158·0	25·8	15·8	Otaru Japanese	C.2Cy.		
27654 UOJB	**Karaga** (*ex*Tosna,*ex*Laurelpark-33) *ss*Gls.No.2-30 1*Dk*(*Stl*)	1943 1744 1188	✠ ... 10,34 ✠	Shl	*r*		1922 8mo	Grange-mouthDkyd. Co.Ld. Grngemouth	U.S.S.R. *CellDBa*63'*uE*2	280·2 P21'B68'F29' FK 8'*f*124'549*tFPT*44*t*	41·9	19·0	Vladvostk Russian 4*BHCem* *APT*42*t*	T.3Cy.21",35"&57"-36" 227NHP 2SB,6*cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9	
27655 137841 GRZM	**Karagola** (P) TwinSc *ss*Cal.No.2-37 *ss*Bom.No.3-9,29 D.F. *Ref.Mchy.* ~~*ss*Cal.No.1-33~~ 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)&2*nd dk* *CruiserStern* (*Stl*)*in Nos.*1&2*holds*	7053 5316 3647	✠100A1 *Awng dk* *withfreeboard* 8,37 ~~8,36~~ 8,37 ~~BS8,36~~ ✠LMC~~8,36~~	Cal	*a*†	CL P8,36 S8,37	1917 4mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdNewcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *Cell*	425·0 P35'B163'F46' FK *DB*355'825*tFPT*52	55·8	31·2	Glasgow British 7*BHCem* *tAPT*60*t*	T.6Cy.25½",43"&73"-48"(*s*) 215lb FD 1410NHP 8SB,24*cf*,GS460,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 10 s 7 ″ 10½ 26 ″ 5	
❋ 27656 149326 GSMZ	**Karamea** TwinSc *OilEng.* *ss*Gls.No.2-37 ~~*ss*Gls.No.1-32~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D.	8457 7455 5148	✠100A1 *withfreeboard* 8,37 ~~2,36~~ 8,37 ✠LMC ~~CS10,33~~ DBS1,37 ~~3,35~~1,37 ✠Lloyd'sRMC~~1,37~~ 1,38	Gls Nwg	*f*†	CL 1,37	1928 8mo *Lloyd*	Fairfield Co.Ld. Glasgow 'sA&CP	Shaw,Savill& AlbionCo.Ld. *CellDB*408'1592*t*	483·0 B178'F61' FK *FPT*119*tAPT*75*t*	64·2	30·8	S'thamptn British 8*BHptCem* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB100*lb* FairfieldCo.Ld.Glasgow	34 ″ 4 s 5 ″ 4½ 29 ″ 2½	
27657 162554 GLQV	**Karanja** (P) TwinSc *ss*Bom.No.1-35 D.F. E.S.D. 2*Dks*(*Stl-U*teak s) *Ref.Mchy.* 3*rd dk in forward holds* *CruiserStern*	9891 6731 4646	✠100A1 ~~7,37~~ ~~2,37~~ 3,38 BS11,37 ~~BS10,34~~ ✠LMC10,34 ✠Lloyd'sRMC~~1,37~~ 12,37 *Fitted for oil fuel* 3,31 *F.P. above* 150° F.	Bom		CL 9,35	1931 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	471·3 486·4(O.L.) B213'F51' *pt Shade dk* 38,1 FK 415'1768*t FPT*112*t*	64·2	29·4	London British 8*BHptCem* *APT*222*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 1746NHP 250lb 100*lb* (*s*) FD 7SB(Spt),28*cf*, ,HS19810 A.Stephen&Sons,Ld.Gls.	32 ″ 6 s 5 ″ 10½ 26 ″ 11½	
❋ 27658 137801 GRZF	**Karapara** (P) TwinSc *ss*Bom.No.3-7,30 *Ref.Mchy.* *ss*Cal.No.1-34 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)& 2*nd dk*(*Stl*)*in Nos.*1&2*holds* *CruiserStern* D.F.	7117 5339 3722	✠100A1 *Awng dk* *withfreeboard* 5,37 ~~5,36~~ ~~BS4,36~~ ✠LMC5,36 5,37	Cal	*a*†	CL 5,36	1915 8mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *WB=Cell* *DBa*82'*uE*&*B*	425·0 P35'B163'F46' FK 147'*f*130'825*t FPT*	55·6	31·4	Glasgow British 7*BHCem* 52*tAPT*60*t*	T.6Cy.25½",43"&73"-48" (*s*) 215lb FD 1410NHP 8SB,24*cf*,GS519,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 0½ 26 ″ 5½	
27659 117428	**Karatta** (P) 1*Dk*	553 350 239	✠ 9,07 ✠	Grk	*i*		1907 9mo	G.Brown & Co. Greenock	CoastSteamships, Ld.	175·0 P&B106'F27' BK7" *WB=FPT*	28·1	11·4	P.Adelaide British 4*BHCem* 18*tAPT*1*t*	T.3Cy.15",25"&40"-27" 82RHP 1SB,3*cf*,GS51,HS1964 Muir&Houston,Ld.Gls.	12 ″ 0	
27660	**Kardin** *For particulars see* “Cabo Creux,” *No.* 21961															
27661 5976 SFCW	**Kare** (*ex*Luleå) 1*Dk*&*pt Awng dk*	*1202* *992* *701*					1902	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	238·4 Q78'H85*t* *pt Awng dk*163'	35·5	14·2	Stockholm Swedish *WB*	T.3Cy.17",27½"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		V
27662 UNJM	**Karelia** (P) TwinSc Wireless 2*Dks*	810 645 316					1930	StatesS.B. Yard“Marti” Leningrad	U.S.S.R.	174·3 P19'B59'F24'	30·3	14·8	Archangel Russian *WB*	T.6Cy.$8\frac{11}{16}$",$13\frac{3}{4}$"&$22\frac{7}{16}$"-$15\frac{3}{4}$" StatesS.B.Yard 42NHP “Marti” Leningrad		
27663 OUHS	**Karen** 1*Dk*	1207 999 731			...		1917	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.14",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv	17 ″ 3	V †
27664 LEFW	— (*ex*Bauta) 1*Dk*	750 555 427					1900	Trond-hjemsM V Trondheim	D/S A/S Aalesund (J.Amundsen, *Mgr.*)	195·2 Q96*t*B49*t*H11*t*F29*t*	30·1	10·9	Haugesnd Norwegian *WB*	T.3Cy.14⅞",23½"&38"-27" 75NHP TrondhjemsMek.Verk		N
27665 OYIT	**Karen Toft** (*ex*Flotterston-34, *ex*Starkad) 1*Dk*	2220 1954 1269					1920	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	A/S D/S Jutlandia (JensToft, *Mgr.*)	285·6 P69*t*H119*t*F13*t*	41·5	19·9	Copnhagn Danish *WB*	T.3Cy.22",35"&58"-39" 210NHP G.Clark,Ld.Sunderland		N
❋ 27666 151517 ZMGS	**Karepo** *ss*Auk.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2563 1998 1331	✠100A1 1,36 ~~BS1,35~~ ✠LMC12,33 1,38	Wln	*s*	CL 1,36	1929 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellDB*238' 717*tTopsidetan*	284·5 P105'B18'F26' FK BK*aft*½" ks182'486*t FPT*169	46·3	18·4	Wellingtn British 5*BHCem* *tAPT*97*t*	T.3Cy.20",33½"&55"-39" (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5480 FD CammellLaird&Co Ld.Bkn	20 ″ 9 s 2 ″ 8¾ 18 ″ 1¾	
❋ 27667 121399 ZMBV	**Karetu** (P) *ss*Ddn.No.3-11,36 2*Dks*(*Stl*)	3218 2818 1864	✠100A1 ~~11,36~~ 3,38 ✠LMC11,36 BS9,37	Ddn	*u*	CL 10,36	1924 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool 'sA&CP	UnionS.S.Co.of NewZealand,Ld. Ce	310·0 P23'Ba23'B84' FK B*f*23'F32' *llDB*265'758*tFPT*	46·5	23·7	Wellingtn British 6*BHptCem* 123*tAPT*62*t*	T.3Cy.25",41"&68"-45" (*r*) 200lb 414NHP 3SB,6*cf*,GS132,HS5727 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 3 s 4 ″ 0½ 22 ″ 5	
27668 QHGX	**Karhula** (*ex*ClyneRock-33, *ex*FranzDahl,*ex*Glückauf) 1*Dk*	2103 1958 1283					1909	Flensburgr Schiffsb.Ges. Flensburg	A/B Mare (Th.Kramer, *Mgr.*)	297·4 P30'B54'F28' ...	42·6	18·8	Åbo Finnish *WB*	T3Cy.$20\frac{1}{16}$",33½"&55⅝"-37⅝" 192NHP FlensburgerSchiffsb.Ges.		G
27669 DICS	**Karibia** (*ex*Marie) TwinSc *OilEng.* 1*Dk*	428 346 220					1921	A/S Vul-canværftet Korsör	H.C.Horn	136·9 P61'F14'	29·4	10·2	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.16½"-$18\frac{9}{10}$" 384NHP J&CGBolindersCoLd.Skm.		G
27670 773 OHYA	**Karin** (*ex*Johanne-35, *ss*N.Yk.No.3-10,17 *ex*JohanneDybwad, 1*Dk*(*pt Irn*&*pt Stl*) *ex*Nepos,*ex*Arranmoor) &*deep framing*	2791 2541 1618	✠ 1,28 ✠	Cpn	*t*		1904 10mo	J.Blumer &Co. Sunderland	RederiA/B Deepseatrader O/Y(Kristian Hansen, *Mgr.*)	313·9 P28'B90'F32' *CellDBa* FK 104'*uE*22'*f*128'	46·6	21·1	Helsingfrs Finnish 5*BHCem* 673*tAPT*75*t*	T.3Cy.23",38"&62"-42" DB10*fitted*17 257NHP 2SB,6*pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	N †
27671 7368 SFDE	— (*ex*Sueppe) 1*Dk*	*1453* *1310* *838*					1902	WoodSkin-ner&Co.Ld. Newcastle	RederiA/B Nordia (N.M.Thore, *Mgr.*)	255·0 H80*t*F25'	36·6	17·3	Jonstorp Swedish *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27672 6865 SJBD	**Karin** WoodAux4MstSr (*ex*Talatta, *OilEng.* *ex*PolarstjernenVII.) 1*Dk* (*See Sailing Ship Register*)	337 285 239					1919	Skibsværft Lilleö Korsör	H.L.Thorsson	133·6|29·0|13·0 Q34'H28*t*	Skillinge Swedish	Oil Engines 2S.C.SA 3Cy.$14\frac{1}{5}$"–$15\frac{3}{16}$" 107NHP TuxhamA/S.Copenhagen		V
27673 OHVE	**Karin Thorden** (*ex*Eda–34, *ex*Antares) 1*Dk*	1789 1591 1030					1919	A/SSörlan- detsSkibs. Fevig	RederiA/B Steam (GustafB.Thorden, *Mgr.*)	265·2|42·1|17·6 P30'H164*t*B66'	Helsingfrs Finnish *WB*	T.3Cy.18",$29\frac{1}{2}$"&50"–36" 150NHP FredrikstadM.V.Frdstad		N
27674 UOXU	**Karl Lepin** (*ex*Murmanles) *OilEng.* 1*Dk*	3974 3527 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6|51·5|24·9 P29'B53'F30'	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"–$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
27675 UNYB	**Karl Liebknecht** (*ex*Pallada) *ss*Oda.No.3–3,13 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3341 2952 1924	✠ 6,21 ✠	Oda	*v*		1900 5mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*u*	346·5|46·6|24·4 P30'B74'F40' FK *E*26'*f*152'622*tFPT*	Leningrad Russian 6*BHCem* 48*tAPT*25*t*	T.3Cy.$26\frac{1}{2}$",$42\frac{3}{10}$"&69"–$43\frac{1}{4}$" NB17*refitted*27 339NHP 2SB,*6cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
27676 UNYA	**Karl Marx** (*ex*Diana) *ss*Oda.No.3–4,12 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3503 2986 2144	✠ 8,19 ✠	Nwc	*v*		1899 11mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*uE*	346·5|46·6|24·4 P30'B74'F40' FK 26'*f*132' 622*t FPT*	Odessa Russian 6*BHCem* 48*t APT*25*t*	T.3Cy.$26\frac{1}{2}$",$42\frac{1}{4}$"&69"–$40\frac{1}{4}$" 339NHP 2SB,*6cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
27677 OUHU	**Karla** 1*Dk*	941 813 548					1920	Atlas- WerkeA.G. Bremen	J.Lauritzen	224·0|33·0|14·1 P29'B120'F23'	Esbjerg Danish *WB*	T.3Cy.$15\frac{2}{3}$",$25\frac{1}{5}$"&$41\frac{7}{10}$"–$25\frac{3}{5}$" 110NHP Atlas-WerkeA.G.Bremen		G
27678 LDDS	**Karlander** (*ex*Visna,*ex*Froland) 1*Dk*	1843 1616 1092					1914	Nylands Værksted Oslo	SkibsA/S Karlander(H.T.Wilkens &Co.A/S,*Mgrs.*)	265·2|42·1|18·9 P50*t*H93*t*F28t	Frdrkstad Norwegian *WB*	T.3Cy.$20\frac{1}{2}$",33"&56"–36" 188NHP NylandsVærksted,Oslo		N
27679 DHNU	**Karlsruhe** TwinSc 1*Dk*2*trB*	897 707 513					1905	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-u.Assekuranz-G.m.b.H.	217·5|33·2|12·0 Q78'B43'F22'	Hamburg German *WB*	T.6Cy.$9\frac{5}{8}$",$16\frac{1}{8}$"&$25\frac{5}{8}$"–$16\frac{1}{2}$" 53NHP G.SeebeckA.G.Bremerhvn		G
27680 LEFZ	**Karma** 1*Dk*	1106 988 661					1912	Bergens Mek.Værks. Bergen	Th.Nordbö	226·5|36·4|15·8 P8*t*H54*t*F25*t*	Haugesnd Norwegian *WB*	T.3Cy.17",$26\frac{1}{2}$"&46"–30" 115NHP BergensMekVærksBergen		N
27681 YTCL	**Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie, *ex*Minneburg) 1*Dk*&*Spar dk* &*Web frames*	2541 2350 1558			...		1896	Sir Raylton Dixon&Co. Middlesbro'	Parobrodarsko DrustvoS.O.I. "Alcesu"	310·5|42·6|22·2 P19'B80'F37 BK8"	Orebic Yugoslav *WB*	Q.4Cy.$19\frac{1}{2}$",28",42"&61"–42" 266NHP Wighm.Richrdsn&Co.Nwc	25 ″ 0	IV †
27682 LCPP	**Karmöy** 1*Dk*	2498 2200 1437					1921	Forth S.&.E.Co.Ld. Alloa	D/S A/S Karmöy (JohnK.Haaland& Co.A/S,*Mgrs.*)	295·7|43·6|20·6 P84*t*H123*t*	Haugesnd Norwegian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"–39" 182NHP ForthS.&E.Co.Ld.Alloa		N
27683 DHNV	**Karnak** Ⓟ Sub.Sig. D.F. 2*Dks*	7209 6445 4416					1926	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·6|55·7|32·6 F55'	Hamburg German *WB*	T.3Cy.$29\frac{3}{8}$",$47\frac{1}{4}$"&$76\frac{3}{8}$"–$53\frac{15}{16}$" 424NHP FlensburgerSchiffsb.Ges.		G
27684 137791 GRZC	**Karoa** Ⓟ TwinSc *Ref.Mchy.* *ss*Bom.No.3–8,29 D.F. *ss*Cal.No.2–37 ~~*ss*Cal.No.1–33~~ *CruiserStern* 1*Dk*(*Stl*)&*Awng dk* (*Stl*–teak s)2*nd dk*(*Stl*)*in Nos.*1&2*holds*	7009 5339 3607	✠100A1 *Awng dk* *withfreeboard* 12,37 ~~9,36~~ ✠LMC MS12,37 BS~~9,34~~9,37	Cal	*a*†	CL P9,35 S9,37	1915 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP* *WB=*	BritishIndiaSteam Nav.Co.Ld. *CellDBa*82'*uE&B*	425·0|55·6|31·4 P35'B163'F46' FK 147'*f*130'825*tFPT*	Glasgow British 7*BHCem* 52*tAPT*60*t*	T.6Cy.$25\frac{1}{2}$",43"&$73\frac{1}{4}$"-48"(*s*) 215lb 1410NHP 8SB,*24cf*,GS519,HS22696FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ $0\frac{3}{4}$ 26 ″ $5\frac{1}{4}$	
27685	**Karoola** Ⓟ TwinSc Broken up *Ref.Mchy.* *ss*Syd.2ndNo.3–9,34 2*Dks*(*Stl*)&*Orlop dk*(*Stl*) *inNo.1hold&deep framing* &*Awng dk*(*Stl–pt* teak s)	*7391* *5903* *4324*	✠~~100A1~~ *Awng dk* *withfreeboard* 3,37 ✠~~LMC~~ ~~MS7,34~~ ~~BS3,37~~	Syd	*b*†	CL P11,35 S3,37	1909 7mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	YihZeuFong	420·5|56·3|24·5 33·8 B229'F81' FK&BK2" *WB=CellDBa*104'	Chinese 7*BHCem* *uE&B* 84' *f*	Q8Cy 23",$33\frac{1}{2}$",$48\frac{1}{4}$"&69"–54" 215lb HS17094 (*s*) 1140NHP 2D&2SB,*18cf*,GS393, FD Harland&Wolff,Ld.Bel. 135'918*tFPT*61*tAPT*62*t*	36 ″ 10 s 11 ″ $8\frac{1}{2}$ 25 ″ $6\frac{1}{2}$	
27686 DHNW	**Karpfanger** (*ex*LuiseHemsoth) 2*Dks*	4974 4644 2958					1922	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6|54·4|24·8 P24'B18'F35'	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
27687 151503 ZMBF	**Kartigi** *ss*Wln.No.3–11,37 ~~*ss*Wln.No.2–33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	2347 1950 1167	✠100A1 11,37 ~~9,36~~ ~~BS9,36~~ ✠LMC~~9,33~~ 11,37	Wln	*s*	CL ~~10,34~~ 10,37	1925 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&*	280·0|44·3|18·9 P81'F29' FK *B*46' *f* 186'606*tTop*	Wellingtn British 4*BHCem* *side Tks*440*t*	T.3Cy.$20\frac{1}{2}$",$33\frac{1}{2}$"&55"–39"(*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl *FPT*224*tAPT*120*t*	21 ″ 1 s 2 ″ $11\frac{3}{4}$ 18 ″ 4	
27688 157649 ZMLT	**Karu** *OilEng.* Wireless *CruiserStern* 1*Dk* *Rudder electrically welded*	1044 783 529	✠100A1 10,36 ✠LMC7,35	Wln	*n*	CL	1935 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	UnionS.S.Co. of NewZealand,Ld. *CellD*	220·4|35·1|14·3 Q66'B54'F24' FK *B*171' 219*t FPT*20*t*	Wellingtn British 4*BHptCem* *APT*26*t*	Oil Engines 2S.C.SA 6Cy.$14\frac{3}{16}$"–$23\frac{5}{8}$" 210NHP A.Stephen&Sons,Ld.	16 ″ 7 s 1 ″ $3\frac{1}{2}$ 15 ″ $6\frac{3}{4}$	
27689	**Kasachstan**	3400					1937	Atel.&Ch. de la Loire St.Nazaire	U.S.S.R.	328·1|47·9|22·9	Russian	T.3Cy. &LP turbine with DR gearing & hydraulic coupling Rheinmatall-BorsigA.G. BerlinTegel		
27690 38754 JRFJ	**Kasado Maru** TwinSc (*ex*Kazan) 1*Dk*,*Spar dk*&*Web frames* &*Shade dk*	6003 5031 3592			...		1900	Wigham- Richrdsn&Co Ld.Newcastle	ShinkoSuisan K.K.	400·5|50·4|19·0 26·9 FK	Tokio Japanese *WB*	T.6Cy.$20\frac{1}{2}$",34"&57"–40" 600NHP WighamRichrdsn&Co.Ld.	30 ″ 0	
27691 33617 JQOB	**Kasagi Maru** Ⓟ 2*Dks*	3141 2700 1843					1928	Yokohama DockCo. Yokohama	NipponYusenK.K.	325·7|46·0|27·0 P29'B87'F38'	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C
27692 30525 JKTB	**Kasagisan Maru** 1*Dk*	2427 2035 1442					1925	MitsuiBussanKaisha Ld Tama(Uno)	MitsuiBussan Kaisha,Ld.	284·5|42·0|23·3 P32'B72'F32'	Kobe Japanese *WB*	T.3Cy.20",$33\frac{3}{4}$"&55"–36" MitsuiBussan 181NHP Kaisha,Ld.Tama(Uno)		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade.
27693 9368 JACG	**Kashi-i Maru** Iron (exPuloRiman,exOrawa ti) 1Dk	486 — 253			...		1882	HM'Intyre &Co. Paisley	Ishibashi Masajiro	170·2 Q84'F19'	26·1	11·2	Tientsin Japanese WB	C.2Cy.20"&40"–30" Bmade08refitted14 73NHP Fleming&Ferguson,Psy.		
27694 [illegible] JHOJ	**Kashii Maru** Now Kashii Maru, see No. 38909 in SupReg. D.F. 1Dk&Shelter dk GyC. 3rd dk except in aftermost hold CruiserStern	6825 4674 3664	✠100A1 withfreeboard 6,37~~4,36~~ DB6,37 Carrying car	Kob ✠LMC4,36 go oil	d† F.	CL P. abo	1936 4mo Lloyd ve 150	Harima S.B.&Eng. Co.Ld. Harima 'sA&CP °F. in deep ta	KokusaiKisenK.K. CellDB359' nks To	453·4 F42' 1365t nks at sides of tunne	60·7	31·1 FK	Tokio Japanese 8BHptCem (Coll to Sh dk 7 „ 2nd „) l 144t DTs a	Oil Engines 2S.C.DA 6Cy.29⅝"–47¼" 1875NHP DB100lb KobeSteelWorks,Ld.Kobe 18'1401t FPT46t APTs188t	31 ″ 0 s 3 ″ 8 27 ″ 6	
27695 34372 JDCC	— Mchy.Aft Fitted for oil fuel CruiserStern 1Dk	3212 2611 1848					1929	KobeSteel Works Harima	NipponSeitetsu K.K.	320·0 P155'F31'	46·5	25·0	Yawata Japanese	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		
* 27696 16491 JKXD	**Kashima Maru** Ⓟ TwinSc ssYka.No.3-8,25 ssYka.No.2-33 2Dks(StlU-ws) 3rd dk(Stl)inNos.1,3&4holds	9908 8110 6148	✠100A1 7,37~~10,36~~ BS~~10,36~~ 7,37	Yka ✠LMC9,33	e†	CL ~~S4,35~~ ~~P6,34~~ P7,37 S12,37	1913 10mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	NipponYusenK.K. WB=Cell DBa150'uE&B	501·5 P96'B181'F53' FK 88'f189'1897tFPT	59·6	33·9	Tokio Japanese 8BHCem 155tAPT36t	T.6Cy.27",45½"&76"–54" (s) 200lb 1152NHP 7SB,21cf,GS423,HS16075FL KawasakiDkydCoLdKobe	36 ″ 6 s 8 ″ 7 28 ″ 5	
27697 UOBG	**Kashirstroi** (exChebaulip) 2Dks&Webframes Longitudinal framing	4907 3459 2958			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	380·6 P39'B102'F42'	53·1	27·0 FK	Vladvostk Russian WB	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
* 27698 26430 JOUD	**Kashu Maru** ssKob.No.3-7,32 ssKob.No.1-35 2Dks(Stl)	5460 4988 3404	✠100A1 4,37~~6,36~~	Kob ✠LMC~~6,36~~ 4,37	z	CL ~~6,34~~ 4,37	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	FukuyoKisenK.K.	400·0 P33'B124'F41' FK CellDB339'942t	53·2	29·4	Kobe Japanese 6BHCem APT27t	T.3Cy.26",43½"&72"–48" (s) 200lb 513NHP 3SB,12cf,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
27699 OPZA	**Kasongo** (exTrevier,exWarHunter) Fitted for oil fuel D.F. 2Dks	5254 — 3135					1918	A.Stephen &Sons,Ld. Glasgow	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. Mgrs.)	400·1 P49'B112'F39'	52·3	28·5	Antwerp Belgian WB	T.3Cy.27",44"&73"–48" 369NHP Dunsmuir&Jackson,LdGls		C
27700 244 SVUC	**Kassandra Louloudis** (exBondowoso-36) ssSyr.No.3-9,36 Well deck 2Dks(Stl)	5106 4796 3184	✠100A1 8,37~~9,36~~ BS8,37 Carrying oil	Pir Nwc ✠LMC6,36 fuelF.	z P.	OG 6,36 abovel	1919 10mo Lloyd 50° F.	W.Gray& Co.(1918)Ld. WHartlepool 'sA&CP inDT	GoulandrisBros. CellDB344'	400·1 P&B322'F39' FK 1048tDTa35'915tA	52·3	28·5	Andros Greek 6BHptCem PT61t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 4 ″ 6½ 26 ″ 9	
27701 DHNY	**Kassar-Wiek** ssHam.No.2-37 Wireless ~~ssHam.No.1-33~~ Mchy.Aft CruiserStern 1Dk(Stl) StrengthenedforNavigation in Ice	528 423 332	✠100A1 ~~3,37~~11,37 CarryingPetr BS12,37	Ham ✠LMC3,37 oleum	h in	OG ~~2,35~~ N11,37 bulk	1929 7mo Lloyd	Lübecker Flender- WerkeA.-G. Lübeck 'sA&CP	JohnT.Essberger (Ce	161·2 P42'F23' Trunk96' FK llDBuE11'4tFPT	27·1	11·2	Hamburg German 8BHptCem 29tAPT11t	T.3Cy.10 7/16",16¾"&27 7/16"– 15¾" 185lb (s) 57NHP 1SB,2cf,GS37,HS1184 Chrstiansn&MeyerHarbrg	11 ″ 10	
* 27702 266 SVLI	**Kassos** (exElveric-33,exWar Capitol) ssPir.No.3-10,34 1Dk(Stl)&Shelter dk(Stl) Cargobattens not fitted inShltr'tweendks	5685 5486 3563	✠100A1 Shelter dk withfreeboard 11,37~~10,36~~ MS10,34 Fitted for oil	Ams Alx ✠LMC BS~~10,36~~11,37 fuel 1	y 1,1	CL N11,35 9 F.F.	1919 1mo Lloyd above	Nthmblnd S.B Co.Ld. Newcastle 'sA&CP 150° F.	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, Mgrs.) CellD	399·6 F39'onShelter dk FK B351'1284tFPT60t	53·0	32·8	Syra Greek ptCem 5BHtoSh dk 2 „ „ U „ APT90t	T.3Cy.26⅝",45"&75"–54" (s) 180lb 619NHP 3SB,12cf,GS220,HS9525 FD N.E.MarineEngCoLdNwc	35 ″ 5 s 9 ″ 4½ 26 ″ 3	
* 27703 OHAX	**Kastelholm** (exWoron,exNaimes) ssLkr.2ndNo 3-5,33 ssGot.No.1-36 2Dks(Stl)&Web frames	5417 4944 3210	100A1 ~~4,37~~~~12,36~~ 4,38	Got ~~Hls~~ Rot LMC12,36	a†	CL 12,36	1907 Lloyd	Bremer Vulkan Vegesack 'sA&CP	A/B NaxosPrince (CurtMattson, Mgr.) Intermedia forward	420·8 P&B266'F54' te BH in FK hold dispensed with CellDB372'	54·5	27·7	Helsingfrs Finnish ptCem 6BH only 1390t FPT	Q.4Cy.24 3/16",34⅜"50 9/16"&73"– 53⅛" 220lb 551NHP 3SB,9cf,GS150,HS7560 FD BremerVulkan,Vegesack 90tAPT8t	30 ″ 8 s 5 ″ 4½ 25 ″ 6	
27704 7512 SEKN	— Ⓟ CruiserStern Wireless 2Dks	891 704 462					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaLinien (A.Jonsson,Mgr.)	180·1	30·6	19·7	Gothenbrg Swedish WB	T.3Cy.16½",27"&44½"–30" 108NHP EriksbergsMV.Aktieb.Got		V
27705 70 SVIB	**Kastor** (exParana-35) Fitted for oil fuel 1Dk & Shelter dk	5497 5025 3425					1921	F.Schichau Danzig	~~G.D.Gratsos'Sons~~ GeorgeD.Gratsos Co.Ld.	398·7	55·9	29·1	Ithaca Greek WB	T.3Cy.26½",45"&75"–48" Emade22fitted35 390NHP WallsendSlpwy.&E.Co.Ld		G
27706 ESDZ	— (exUrsula) 1Dk	938 755 546					1892	Akt.Ges. "Neptun" Rostock	J.Rang	206·9 Q63'B52'F22'	30·5	13·6	Tallinn Estonian WB	T.3Cy.13¾",22½"&36¾"–27½" NB14 70NHP A G."Neptun,"Rostock		V
27707	**Kasuga Maru** 2Dks CruiserStern	3900					1936	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	351·0 P17'B81'F37'	50·0	26·6	Kobe Japanese WB	T.3Cy.18⅜",30⅝"&50"–36" & LP turbine with DR gearing & hydraulic coupling OsakaIronWorks, 296NHP Ld,Innoshima		
27708 19235 JLIB	— Ⓟ Wireless 1Dk	1373 1143 960					1916	S.Ono Osaka	ShimatamiKisen K.K.	225·0	33·9	20·0	Kobe Japanese WB	T.3Cy.10½",16¾"&26¼"–20" 81NHP OnoSeikichi,Osaka		
27709 30850 JGNB	**Kasugasan Maru** 2Dks	2427 2035 1425					1925	MitsuiBussanKaisha,Ld Uno	MitsuiBussan Kaisha,Ld.	284·0 P32'B72'F32'	42·0	23·2	Kobe Japanese WB	T.3Cy.20",33¾"&55"–36" 181NHP MitsuiBussanKaisha,Ld.		C
* 27710 OSQA	**Katanga** (exKeltier,exWar Daffodil) ssAnt.No.3-10,30 ssAnt.No.1-34 1Dk(Stl)2nd dk(Stl) D.F. inNos.1,2,3&4holds	5183 4641 3088	✠100A1 ~~2,38~~~~12,36~~5,38 BS~~10,36~~ 9,37	Ant ✠LMC11,34	y	CL ~~9,35~~ ~~2,33~~ 5,38	1917 12mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	400·2 P49'B113'F39' FK CellDB344'1115tF	52·3	28·4	Antwerp Belgian 7BHptCem PT119t AP	T.3Cy.27",44"&73"–48" (s) 180lb 518NHP 3SB,9cf,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc T175t	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27711 UPAH	**Katayama** 2TwinMsts (exJason–34,exCharon) *Longitudinal framing* 2*Dks*	3209 2915 1989					1912	Wrf.voorh. Rijkee&Co Rotterdam	**U.S.S.R.**	346·5|48·5|22·1 P24'B208'F43'	Odessa Russian *WB*	T.3Cy.23",37"&62"–42" 249NHP Maats.Fyenoord,Rot.		
27712 814 SVAZ	**Kate** (exWarEnvoy) ssPir.No.3–11,30 ssRot.No.1–35 1*Dk*(*Stl*)	5197 *4767* *3158*	✠100A1 10,37 ~~12,36~~ ✠LMC MS11,34 BS~~5,36~~10,37 *Fitted for oil*	Rot Hpl *fuel*	*y* 11,19	CL ~~10,34~~ 10.37 *F.P.*	1918 9mo *Lloyd* *above*	Harland& Wolff,Ld. Glasgow '*sA&CP* 150°F.	**N.D.Lykiardopulo** *CellDB*345'1136*tDT*	400·6|52·3|28·5 P49'B112'F38' FK *a*28'1200*t FPT* 118	**Piræus** Greek 7*BHCem* *tAPT*185*t*	T.3Cy27",$44\frac{7}{16}$"&73"–48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3	
27713 DAQG	**Käte** 1*Dk*	1599 1006 903					1922	Stettiner Oderwerke Stettin	**Rud.Christ.Gribel**	230·9|36·4|14·6 P&B180'F26'	**Stettin** German *WB*	T3Cy$16\frac{9}{10}$",$27\frac{3}{5}$"&$43\frac{3}{10}$"–$31\frac{1}{2}$" 105NHP StettinerOderwerke		G
27714 LEGE	**Kate** (exVelaug,exStar) 1*Dk*	646 450 364					1904	Porsgrund Mek.Værks Porsgrunn	**A/S Kate** **(K.Salvesen)**	171·5|28·5|11·0 Q45*t*B104*t*H27*t* F23*t*	**Kragerö** Norwegian *WB*	C.2Cy.$13\frac{3}{10}$"&$29\frac{1}{10}$"–$23\frac{5}{8}$" 35NHP PorsgrundM.V.Porsgrunn		N
27715 DCAK	**Käte** 1*Dk*	448 351 267					1899	Nüscke& Co. Grabow	**Sartori&Berger**	152·9|25·2|10·9 Q46'B39'F18'	**Kiel** German *WB*	C.2Cy.18"&31"–$19\frac{3}{4}$" NB27 36NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
* 27716 PFHF	**Katendrecht** ssRot.No.3–7,37 *OilEng.* *Mchy.Aft* ~~ssRot.No.2–33~~ D.F. 2 *Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5099 4534 2883	✠100A1 7,37 ~~7,36~~ DBS~~7,36~~ ✠LMC~~5,33~~ 7,37 7,37 *Carrying Pet*	Rot *roleum*	 *in*	CL ~~N7,36~~ 7,37 *bulk*	1925 6mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	**N.V.Maats.Motorschip"Katendrecht"(N.V.Phs.vanOmmeren's Schpv.Bedrijf,** ***Mgrs.*)**	402·1|53·3|27·9 P99'F33' FK len31 *CellDBuE*64'137	**Rottrdam** Dutch 16*BHptCem* *tFPT* 150*tA*	Oil Engines 4S.C.SA 6Cy.$27\frac{3}{4}$"–$55\frac{1}{8}$" 438NHP 2DB*142lb*DB(aft)*115lb* Maats.Fyenoord,Rot. *PT*66*t*	28 ″ 0 s 5 ″ 9 22 ″ $5\frac{1}{4}$	
27717 620 SVLQ	**Katerina** IronTwinSc~~3Mst~~ (exKatherine–37,exSailing *OilEng.* *Vessel* County of ssPir.4thNo.3–6,37 Linlithgow) *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	2398 2176 1177	✠100A1 10,37 ~~11,33~~ DBS~~10,34~~ 6,37 *Altered 1919 to carry*	Pir Rot 6,37 LMC~~12,30~~ ~~LMC(M)7,33~~ *Pe*	*s*	OG PN 10,37 S5,37 *troleu*	1887 5mo *Lloyd* *m in b*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *ulk*	**SocAnonHelleniqueMaritime "Transpetrol" (A.Romano&A.H.Behar,** ***Mgrs.*)** *Cell*	286·9|43·5|24·1 304·0(O.L.) P77'F45' BK10" *DBuE*30'*f*30'155*t*	**Piræus** Greek 11*BHptCem* (2 *to Upr dk* 9 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.$16\frac{1}{2}$"–$18\frac{15}{16}$" 384NHP 2NDB06*refitted*19 *90lb* NE9,19 J&CGBolindersCoLdSkm.	26 ″ 1 s4 ″ $1\frac{1}{4}$ 22″$10\frac{1}{4}$	
27718 DAYU	**Katharina Dorothea Fritzen** (exDaghild–37) ssFal.2ndNo.3–3,34 D.F. 1*Dk.*(*Stl*)&*Shelterdk*(*Stl*) & *Web frames* *Longitudinal framing*	7843 7494 4728	1,38 *Shelter dk* *withfreeboard* ~~BS4,37~~ ~~LMC3,34~~	Bkn		CL 2,36	1916 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	**W.Kunstmann** *CellDB*397' *side tanks a*45'	~~455·0~~|58·1|33·2 459·0 FK 1809*t*'*Tween dk* *f* 137'762*tFPT*125	**Stettin** German *Cem* 7*BHtoSh dk* *tAPT*160*t*	T.3Cy.$28\frac{1}{2}$",47"&78"–54"(*s*) 180lb 593NHP 3SB,*9cf*,GS183,HS8514 FD W.Doxford&Sons,Ld.Sld.	36 ″ 3 ~~s 9 ″ $7\frac{3}{4}$~~ ~~26 ″ 11~~	G †
* 27719 66 SVQQ	**Kathariotisa** (exGelderland–34) ssRot.No.3–5,25 ssPir.No.2–34 1*Dk*(*Stl*) *Cargo battens not fitted*	1877 1587 1106	✠100A1 11,36 BS~~8,36~~ ✠LMC5,34 9,37	Rot	*r*	CL 11,36	1913 2mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	**G.G.Caravias** *CellDBa*82'	272·0|40·0|18·1 B63'F31' FK *uE&B*35'*f*112'571*t*	**Ithaca** Greek 4*BHCem* *APT*142*t*	T.3Cy.20",32"&52"–39" 190lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.de Schelde,Flushing	20 ″ 6 s 3 ″ $0\frac{1}{2}$ 17 ″ 8	
27720 DICR	**Käthe** (exLighter) *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirch-Hammelwarden	**Reinecke&Bremer**	139·1|28·0| 9·8	**Hamburg** German	Oil Engines 4S.C.SA 4Cy.$13\frac{3}{4}$"–$15\frac{3}{4}$" 74NHP E*made&fitted*30 BremerVulkan,Vegesack		G
27721 DIJE	**Käthe Jürgensen** 3Mst (exElliClaudius, *OilEng.* exMarthaDelfs,exMastgat, 1*Dk* exEurekaLemal,exEureka,exMastgat) *Mchy.Aft*	346 298 245					1918	P.&A.van Gelder Deest	**AdolfBoth**	129·9|26·4|11·2 P34'	**Hamburg** German *WB*	Oil Engines 4S.C.SA 3Cy.11"–$17\frac{3}{4}$" 35NHP NE26 Motorenfabr."Deutz" A.G.Köln-Deutz		V
27722 205002 KMVO	**Katherine** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	531 — 292					1908	J.Lindstrom Fairhaven, Cal.	**RedwoodS.S.Co.**	160·4|36·0|12·5	**S.Frncisco** Utd.States	T.3Cy.$11\frac{1}{2}$",19"&32"–24" 50NHP MarineI.Wks.Chicago,Ill.		
27723 210902 KJOW	**Katherine Donovan** Wood (exSanRamon) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	994 791 593					1913	Kruse& Banks NorthBendOr	**KatherineDonovan SteamshipCo.**	199·3|41·6|14·6	**S.Frncisco** Utd.States	T.3Cy.$13\frac{1}{2}$",23"&40"–30" 88NHP UnitedEng.Wrks.Alameda		
27724 Wrecked 10,37 GKDN	**Kathiawar** Ⓟ *OilEng.* ssCal.No.3–1,36 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)	4150 3607 2538	~~✠100A1~~ *withfreeboard* 6,37 ~~10,36~~ ~~DBS4,37~~ ✠~~LMC12,35~~ *Carrying veg*	Cal *etable*	*x* *oil*	CL 9,36 *in dee*	1924 2mo *Lloyd* *p tank*	Harland& Wolff,Ld. Govan '*sA&CP* *CellDB*309'	**BankLine,Ld.(A.Weir&Co.** ***Mgrs.*)** 1121*t MT* 34'1140*t*	370·4|48·2|25·6 F37' FK *Coll* *FPT*128*tAPT*95*t*	**Glasgow** British 7*BHptCem* *BH to Sh dk* 6 „ „ *2nd* „	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 2″$11\frac{3}{4}$ 25 ″ 2	
27725 MLDP	— (exMonteD'Oro) 1*Dk*	304 229 115					1904	Cie.Franç. deNav.&de Const.Nav. Arles	**NawanagarState (Mercantile MarineDept.)**	147·4|20·2|11·7 Q22'F23'	British *WB*	C.2Cy.$21\frac{5}{8}$"&$38\frac{5}{8}$"–$23\frac{5}{8}$" NB21 60NHP Cie.Franç.deNav. &deConst.Nav.Lyons		
27726 113519 MGGS	**Kathleen** 3Mst *Mchy.Aft* ssBel.2ndNo.3–9,27 *Well deck* 1*Dk*(*Stl*)	738 536 316	✠ — 11,33 ✠NB11,09✠	Bel	*k*		1902 4mo	AilsaS.B. Co.Ld. Ayr	**J.Milligen&Co. Ld.** *WB*=	200·0|30·4|12·0 Q103'B13'F36' BK$7\frac{1}{2}$" *D Bf*114'163*t FPT*	**Belfast** British 4*BHCem* 88*tAPT*8*t*	T3Cy.$17\frac{3}{8}$",$27\frac{1}{2}$"&44"–33" 135NHP 1SB,*3cf*,GS65,HS2394 Ross&Duncan,Glasgow	14 ″ 3	C †
* 27727 OUHV	**Katholm** (exAvanti) ssCpn.No.3–3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1510 1336 877	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~8,36~~ BS~~8,36~~ ✠LMC3,34 9,37	Els Cpn	*q*	OG 8,35	1921 2mo *Lloyd*	Frdkshvns. Værft& Flydedok Frederikshvn '*sA&CP*	**DetForenede DampskibsSelsk.** *CellDB*215'512*t*	253·2|39·1|16·2 261·2(O.L.) FK *Collision* *FPT*62*tAPT*66*t*	**Aalborg** Danish *Cem* *BHtoSh dk* 3 „ „ *U* „	T.3Cy.18",30"&50"–36" (*s*) 185lb 169NHP 2SB,*4cf*,GS63,HS2652 HelsingörsJernsk.&Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
27728 143201 GKVB	**Katie Moller** (exAdmiral Hamilton–32) ssPir.No.2–28 1*Dk*(*Stl*)	3100 2874 1872	✠ — 7,32				1919 5mo *Lloyd*	J.Priestman&Co.Ld. Sunderland '*sA&CP*	**MollerLine,Ld. (Mollers'Ld.** ***Mgrs.*)** *CellD*	331·3|46·8|23·2 P33'B98'F28' FK *B*278'749*tFPT*113*t*	**Shanghai** British 5*BHptCem* *APT*122*t*	T.3Cy.25",41"&68"–45" 368NHP 3SB,*9cf*,GS155,HS6100 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où se trouve dans le L.R. Date Cert. Rd Trade
27729 102 SVJO	**Katina Bulgaris** (exKatina-33, exGrelwen,exTonwen, ~~ssCff.No.3-2,31~~ exTavian) ~~ssPir.No.2-33~~ ssPir.2ndNo.3-8,37 1Dk(Stl)& Shelter dk (Irn)& Web frames Longitudinal framing	4567 4337 2878	✠100A1 Shelter dk with freeboard ~~1,37~~ 3,38 ✠LMC8,37 ~~[illegible]~~ ~~[illegible]~~	Pir ~~Bln~~ Cff	y	CL ~~3,36~~ 3,38	1912 12mo Lloyd	Richardsn, Duck&Co.Ld Stockton 'sA&CP	N.Th.Bulgaris Cell DBa126' u E&B	390·0 44'f165' 1174t FPT	52·5	25·6 FK	Andros Greek 6BHCem 85t APT84t	T.3Cy.26",42"&70"-48" (s) 180lb 409NHP 3SB,9cf,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 2¼ 25 ″ 0	
27729* 682 SZKE	**Katina C.** (exBergeronnette) 1Dk	319 — 163					1918	……………… France	J.Politis&W. Coums	131·2	23·9	13·9	Piræus	C 2Cy.17¾"&35 7/16"-23⅝" 51NHP		
27730 SVNL	**Katina P.** Ⓟ (exBarletta-33) Now "Cheng," see No. 37622 in Supplement Wireless 2Dks	1054 — 675					1898	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	222·7 P&B122'F35'	29·0	17·1 WB	Piræus Greek	T.3Cy.17",26½"&45½"-33" 119NHP Flli.Orlando,Leghorn		I
27731 503 SVUO	**Katingo Hadjipatera** (exHartlandPoint-37, ssBly.No.3-8,33 exAvonRiver-35,exHarry 1Dk(Stl) Walton-34,exLadyKathleen-33. exSouthPacific)	3661 3496 2307	✠100A1 1,37 BS1,37 ✠LMC8,33	Rot	w	CL N1,37	1913 9mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	J.C.,N.C.&A.C. Hadjipateras Cell DBa119' uE&B	351·7 P23'B213'F33' 38'f148'967t FPT76t	51·0	23·9 FK	Chios Greek 6BHCem APT130t	T.3Cy.25",41"&68"-48" (s) 180lb 373NHP 3SB,8pf,1cf,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 4½ 23 ″ 3½	
27732 FOMX	**Katiola** Fitted for oil fuel D.F. Ref.Mchy. 4Dks	3891 3506 2147					1935	Forg.&Ch. de la Médit SA LaSeyne	Compagnie des ChargeursRéunis	333·7 B101'	49·2	30·4	Havre French WB	2SteamTurbinesDRgeared to 1 Sc. Shaft Cie.Electro-Mécanique, LeBourget		V
27733 TFKB	**Katla** (exManchioneal-34) 2Dks3trB	1209 990 524					1911	Akt.Bur- meistr&Wain Copenhagen	Eimskipafelag Reykjavikur (Faaborg&Jakobsson,Mgrs.)	255·3 H124t	35·7	22·6	Reykjavik Icelandic WB	T.3Cy.17",28"&46"-42" 137NHP Akt.Burmeistr&Wain,Cpn		N
27734 137689 VPKY	**Katong** TwinSc 1Dk&Promenadedk	1461 1056 863					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	250·0	38·1	15·8	Singapore British WB	T.6Cy.17",27"&44"-30" 212NHP HongKong&Whampoa DockCo.Ld.HongKong		
27735 132443 VJDY	**Katoomba** Ⓟ TrpSc ssSyd.2ndNo.3-2,37 Ref.Mchy. 2Dks(Stl)&3rddk(Stl)inNo.1hold &Awngdk(Stl-pt teaks)	9424 6826 5499	✠100A1 Awngdk withfreeboard ~~7,37~~ ~~2,37~~ 12,37 BS8,37 ✠LMC8,36	Syd	d†	CL S6,35 ~~c12,35~~ P12,35 C12,37	1913 7mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP WB=	McIlwraith, McEacharn,Ld. CellDBa89'uE&B	450·4 466·0(O.L.) B257'F83' on Awng dk 122'f171'1062t FPT	60·3	34·2 FK&BK2"	Melbourne British 7BHCem 71t APT54t	T.8Cy.(2)24",(2)38½"& (4)44"-48"&1L.P.Turbine 215lb (s) 5SB,24cf,GS472,HS20376 FD Harland&Wolff,Ld.Bel.	37 ″ 9 s 11 ″ 3 26 ″ 11	
27736 153920 VJSC	**Katoora** OilEng. Mchy.Aft ssTns.No.2-36 Wireless 1Dk(Stl)	327 222 149	✠100A1 4,37 ~~5,36~~ ✠LMC6,36	Tns		CL ~~6,34~~ 4,37	1927 10mo Lloyd	G.Brown &Co. Greenock 'sA&CP	TheAdelaide SteamshipCo.Ld.	135·3 Q41'F26'	26·2	8·7 FK&BK¾" FPT	Melbourne British 3BHAsp 49t APT18t	Oil Engines 2S.C.SA 4Cy.16 9/16"-18⅞" 194NHP KromhoutMotrenfb.Ams.	9 ″ 6 s ″ 10½ 8 ″ 9¼	
27737 16494 JKRD	**Katori Maru** Ⓟ TrpSc ssYka.No.3-7,25 ssYka.No.2-33 2Dks(Stl)U-ws 3rd dk(Stl)inNos.1,3&4holds	9849 8060 6128	✠100A1 7,37 ~~10,36~~ BS~~10,36~~ ✠LMC9,33 7,37	Yka	e†	CL PNS 7,37 C10,36	1913 9mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	NipponYusenK.K. WB= CellDB a147' uE&B93'f	499·8 P97'B180'F54' 186'1864t FPT152t	59·9	33·9 FK	Tokio Japanese 8BHCem APT44t	T.6Cy.27",42"&66"-48"& 1 low pressureTurbine 200lb (s) 6SB,18cf,GS379,HS16921 FD MitsuBishi D&E.Wks.Nag	36 ″ 6 s 8 ″ 6 28 ″ 6	
27738 SPAC	**Katowice** (exVendemiaire) ssRot.No.3-1,35 Well deck 1Dk(Stl) Cargo battens not fitted	1995 1553 1107	✠100A1 ~~6,37 2,37~~ 3,38 MS1,35	Gdy LMC BS~~11,36~~ 12,37	r	~~3,36~~ N3,38	1925 10mo	Chant.Nav Français Caen CellD	"ZeglugaPolska" SpolkaAkcyjna Ba&uE66'f107'40	270·5 P22'Q87'B50'F23' 5tDTa34'205t FPT	39·9	17·7 FK	Gdynia Polish 4BHCem 77t APT22t	T.3Cy.18⅛",29 13/16"&49 3/16"- 37 ⅞" 185lb (s) 189NHP 2SB,4cf,GS95,HS3247 Atel.&Ch.de la Loire,Nts	19 ″ 10 s 1 ″ 11½ 18 ″ 1	
27739 216090 WLCF	**Katrina Luckenbach** TwinSc ssBos.No.3-1,30 ssSea.No.1-33 D.F. GyC. 2Dks(Stl)&Shelterdk(Stl) CruiserStern	5854 — 3687	✠100A1 Shelter dk withfreeboard 7,37 ~~7,36~~ MS12,33 BS7,37 ✠LMC ~~BS7,36~~ Water Tube Boilers Fitted for oil fuel 5,18 F.P. above 150°F.	Sea	b†	CL P2,36 SN2,36	1918 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1BH in forward hold dispensed with (Coll to Sh dk 5 ,, 2nd ,,) CellDB356' 1631t DT a30'165t 'Tween dk tanks in E&B space 33'445t FPT220t APT240t	446·0	56·1	27·8 37·3 FK	NewYork Utd.States 6BHptCem	2SteamTurbinesDRgeared to2 Sc.Shafts 225lb (s) 4B,HS15520 FD 1070NHP BethlehemS.B.Corp.Ld. Quincy,Mass.	31 ″ 2 s4 ″ 4½ 27 ″ 0	
27740 OYPH	**Katrine Mærsk** (exVarg-36) OilEng. Mchy.Aft ssGot.No.2-35 D.F. 1Dk(Stl)	5530 4882 3169	✠100A1 ~~5,37 11,36~~12,37 ✠LMC CS4,36 DBS~~4,36~~8,37 11,36 Carrying Petroleum in bulk	Fal ~~Ant~~ Rot	z	CL 4,36	1928 8mo Lloyd	Odense Staalskibsvft Odense 'sA&CP	A/S D/S Svendborg &A/S D/S af1912 (A.P.Möller, Copenhagen,Mgr) CellDBuE67'234t DTf29'538t FPT250t	390·6 411·7(O.L.) P100'B32'F34' Trunk in wells	55·2	~~31·0~~ 28·8 FK	Esbjerg Danish 11BH APT101t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 1DB(a)150lb 1DB(s)142lb Akt.Burmeistr&Wain,Cpn	30 ″ 8 s 5 ″ 3 25 ″ 7¾	
27741	**Katsura Maru** CruiserStern	1250					1937	Urabe ZosenTek- kosho Osaka	MarutatsuKaiun K.K.	228·0	34·0	19·0	Kobe Japanese	T.3Cy.16⅛",26¾",45¼"-33 1/16" 118NHP UrabeZosenTekkosho Osaka		
27742 35218 JGMC	**Katsuragi Maru** OilEng. ssKob.No.1-36 1Dk(Stl)&Shelterdk(Stl)3rddk(Stl) D.F. GyC. except in aftermost hold CruiserStern PtLongitudinal framing at bottom	5835 5239 3515	✠100A1 withfreeboard 3,37 ✠LMC CS2,36 DBS3,37 3,37	Kob	c†	CL 2,36	1931 10mo Lloyd	Uraga DockCo.Ld. Uraga 'sA&CP	KokusaiKisenK.K. CellDB344'1464t tunnel154t	443·6 F35' Tanks in way of DTa27'595t MT54'	60·0	30·0 FK	Hashidate Japanese 8BH Coll to Sh dk 1006t FPT69t APT72t	Oil Engines 4S.C.SA 10Cy.29⅛"-59 1/16" 814NHP DB100lb MitsuiBussanKaisha,Ld. Tama	30 ″ 1 s 3 ″ 3½ 26 ″ 11½	
27743 31006 JHZB	**Katsuragisan Maru** 2Dks	2427 2030 1425					1925	MitsuiBus- sanK.K. Uno	MitsuiBussan Kaisha,Ld.	284·5 P28'B70'F30'	42·0	23·2	Kobe Japanese WB	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanK.K.		C
27744 10352 JLWE	**Katsurahama Maru** Ⓟ (exMatsuyeMaru-36) 2Dks	712 663 406					1907	Osaka IronWorks Osaka	TosaShosenK.K.	186·8 P35'F21'	26·3	18·1	Kochi Japanese WB	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
27745 19283 JOSB	**Katsuura Maru** Ⓟ Well deck 1Dk	1725 1278 1023				…	1916	MitsuBishi Dkyd&EWks Kobe	KinkaiYusenK.K.	250·0 P&B125'F28'	37·7	20·5 FK	Tokio Japanese WB	T.3Cy.17",28½"&48"-36" 168NHP MitsuBishiD.&E.WksKob	20 ″ 6	
27746 DICT	**Kattegat** OilEng. ssHam.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6031 5573 3390	✠100A1 8,37 ~~6,36~~ ✠LMC CS6,36 DBS~~6,36~~8,37 ~~[illegible]~~8,37 Carrying Petroleum in bulk	Ham	z	CL ~~5,34~~ 7,37	1928 3mo Lloyd	F.Schichau Danzig 'sA&CP CellDBuE63'190t DTf25'150t	JohnT.Essberger	411·8 428·3(O.L.) P109'B30'F39' FPT105t APT175t	55·2	~~32·5~~ 32·6 FK	Hamburg German 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 747NHP 1DB100lb 2 Water Tube DB 200lb F.Schichau,Elbing	32 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27747 LJFF	**Kattegat** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	4245 3633 2320					1936	Akt.Bur-meistr&Wain Copenhagen	A/SSkagerak (OlavDitlev- Simonsen,Jr.*Mgr*)	387·4 F38'	55·3	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA. 5Cy.17 $\frac{11}{16}$"-47¼" 536NHP Akt.Burmeistr&Wain,Cpn		N
27748 7092 SGVA	**Kattegatt** (*ex*JohnLundwall, *ex*Elizabeth *ss*Mmo.2ndNo.3-2,27 Harrison,*ex*Madame 1*Dk*(*Irn*)& Enterprise,*ex*Alicia) *deep framing*	*2167* *1939* *1296*	✠ ~~——~~ 5,32 ✠	Mmo	*s*		1903 10mo	W.Gray& Co.Ld. WHartlepool	RedereiA/B Æolus (Fänges& PåhlssonsRederier *Mgrs.*) *CellDB*	290·0 P26'B69'F32' FK *a*&*uE*110'*f*122'609*t*	42·1	19·3	Hlsngborg Swedish 5*BHCem* *APT*54*t*	T.3Cy.21½",35"&58"-39" 218NHP 2SB,6*pf*,GS84,HS3393 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	V †
* 27749 158 YLCT	**Katvaldis** (*ex*Odile,*ex*HenryW. Breyer,*ex*Hallfried, *ss*Rga.No.3-5,35 *ex*Magdalene, 1*Dk*(*Stl*) *ex*Duke of York) &*deep framing* *Cargo battens not fitted*	3206 3012 1976	✠100A1 1,37 BS~~4,36~~ ✠LMC5,35 6,37	Ant	*u*	CL ~~1,37~~ 5,37	1907 5mo	J.Blumer &Co. Sunderland A&CP	J.Karklins un biedri(D. Thomsons,*Mgr.*) *CellDBa*116'*uE*&	330·4 P30'B94'F31' FK *B*40'*f*139'801*tFPT*	47·8	22·3	Riga Latvian 5*BHCem* 82*tAPT*106*t*	T.3Cy.24",39"&65"-42" (*s*) 180lb 284NHP 2SB,6*cf*,GS99,HS4216 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 8 20 ″ 10	
27750 PFHT	**Katwijk** *ss*Rot.No.1-37 *ss*Rot.No.3-12,32 Sub.Sig. Wireless 1*Dk*(*Stl*)	1589 1379 929	✠100A1 ~~4,37~~ ~~5,36~~ 2,38 ~~BS2,38~~ ✠LMC4,37 ~~MS11,32~~ ~~BS1,36~~	Rot Ams	*q*	CL ~~6,35~~ N2,38	1921 2mo A&CP	Jonker& Stans, HendrikIdo Ambacht	N.V.StoomMaats. "Wijklijn"(Er- hardt&Dekkers, *Mgrs.*) *CellDB*	253·5 P20'B60'F24' FK 211'471*tFPT*78*t A*	38·2	17·0	Rottrdam Dutch 4*BHAsp* *PT*43*t*	T3Cy17½",29⅛"&46 $\frac{1}{16}$"-36 $\frac{1}{16}$" 180lb (*s*) 177NHP 2SB,4*cf*,GS89,HS3250 Maschf.Bolnes,Bolnes	19 ″ 4 s 2 ″ 7½ 16 ″ 11	
* 27751 LDSC	**Katy** *ss*Sfj.No.3-3,37 *OilEng.* D.F. ~~*ss*Got.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	6826 5985 3961	✠100A1 ~~3,37~~11,37 DBS3,37 ✠LMC3,37 *CarryingPetr*	Sfj *oleum*	*a*† *in*	CL 3,37 *bulk*	1931 1mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	A/SHolter-Sören- sensTankrederi (S.Holter- Sörensen,*Mgr.*) *C*ell*DBuE*35'157*t D*	416·2 P94'B32'F40' *Trunk in wells* FK *Tf*35'538*tFPT*151	58·0	32·8	Oslo Norwegian 11*BHptCem* *tAPT*276*t*	Oil Engines 2S.C.SA 4Cy.22 $\frac{1}{16}$"-85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
27752 EAFU	**Kauldi** *ss*Bbo.No.3-1,34 1*Dk*(*Stl*) *Cargo battens not fitted* Now registered as Italian and sailing as "PERUGIA," which see	3153 — 1898	✠100A1 2,37 ✠LMC MS1,34 BS2,37	Gen	*u*	CL 4,36	1922 3mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	Cia.Nav.Bachi (Hijos deAstigar- raga,*Mgr.*) *CellDB*	331·2 P33'B98'F29' FK 284'734*tFPT*122*tA*	46·7	22·7	Bilbao Spanish 5*BHCem* *PT*48*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 365NHP 3SB,9*cf*,GS167,HS6030 G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
27753 LEGF	**Kaupanger** 1*Dk*	1584 1152 917					1930	Bergens Mek.Værks Bergen	Westfal-Larsen& Co.A/S	245·1 P20'B56'F26'	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" BergensMekVærksBergen		N
* 27754 131 YLCB	**Kaupo** (*ex*Alga) *ss*Tri.2ndNo.3-5,29 *ss*Lie.No.~~1-34~~ 2-38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	2905 2573 1719	✠100A1 3,38 ~~4,34~~ ~~BS5,36~~ ✠LMC~~4,34~~ ~~5,37~~ 3,38	Lie	*u*	CL ~~3,34~~ 7,37	1905 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	Tv.Kaupo redereja (M.Kalnins,*Mgr.*) *CellD*	314·5 324·5(O.L.) P28'B92'F29' FK *Ba*100'*uE*20' *f*138'	46·6	21·0	Riga Latvian 5*BHCem* 725*tAPT*70*t*	T.3Cy.23",38"&62"-42" (*s*) 160lb 262NHP NDB13*refitted*24 2SB,6*pf*,GS116,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 8 19 ″ 8	
27755 105 YLAL	— (*ex*DorteJensen,*ex*Paipoonge, *ex*Corona) *Mchy.Aft* 1*Dk*&*Spar dk*	2439 2154 1305					1888	GlobeIron Works, CleveIndOhio	DorteJensenS.S. Co.(Chr.Jensen)	299·2 H—F34' len20	40·3	21·2	Riga Latvian *WB*	T.3Cy.20",38"&61"-42" NB13 241NHP GlobeIrnWorks,Cleveland		V
27756 157651 ZMCV	**Kauri** *OilEng.* 1*Dk* *Rudder electrically welded*	2361 1933 1302	✠100A1 ~~9,36~~12,37 ✠LMC9,36	Gls Wln	*s*	CL	1936 9mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*230'582*t*	286·9 P25'B66'F30' FK *DTf*8'201*tFPT*93*t*	44·2	19·2	Wellingtn British 5*BHptCem* *APT*80*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-40 $\frac{15}{16}$" 391NHP DB*50lb* A.Stephen&Sons,Ld.Gls.	21 ″ 6 s 3 ″ 2½ 18 ″ 5¾	
* 27757 161114 GMSV	**Kavak** *ss*Liv.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	2782 2245 1478	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~9,36~~ ~~BS9,36~~ ✠LMC~~10,33~~ Lloyd'sRMC~~9,36~~ ~~6,37~~ 1,38	Liv MS4,38 BS9,37	*v*	CL 8,35	1929 9mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton '*sA&CP*	MossHutchison LineLd. *CellDB*280'709*t* *DTa*20'488*t*	333·1 F29' FK *FPT*89*tAPT*17*t*	47·2	19·5	Liverpool British 6*BHptCem* *ptAsp* (*Co*ll to *Sh dk* 5 „ 2*nd* „)	T.3Cy.23½",39"&65"-48" (*s*) 200lb 418NHP 2SB&1AuxSB,8*cf*,GS152, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 ″ 3 s 1 ″ 8½ 20 ″ 9½	
27758 62 SUCC	**Kawsar** Ⓟ (*ex*Ammiraglio **TwinSc** Bettolo-34) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	7778 — 4723					1923	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	Soc.Misr deNav. Maritime	429·4	52·6	36·0	Alexndria Egyptian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		CV
* 27759 161317 GKLW	**Kayeson** *ss*Bry.No.1-34 1*Dk*(*Stl*)	4606 4378 2873	✠100A1 9,37~~2,37~~ BS~~2,37~~ ✠LMC8 34 1,38	Npt	*y*	CL ~~8,34~~ 9,37	1929 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	CoolhamS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*	393·1 P32'B245'F36' FK 342' 1092*tFPT*106	54·3	25·7	London British 6*BHCem* *tAPT*132*t*	T.3Cy.24",40"&68"-48" (*s*) 200lb 404NHP 3SB,9*cf*,GS169,HS6699 N.E.MarineEng.CoLdNwc	28 ″ 2 s 4 ″ 1¾ 24 ″ 2¾	
27760 152086 GKQR	**Kaying** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1922	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNavigation Co.Ld.	310·3 P&B190'F43'	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft TaikooDkyd&ECoLdHKg		
27761	**Kazan Maru** *Mchy.Aft* 1*Dk*	1900 1550 1360					1936	AsanoS.B. Co.Ld. Yokohama	SekiguchiKisen K.K.	269·9 P87'F33'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP AsanoS.B.Co.Ld.Yka.		
Broken up 27762 280 SZKF	**Kea** Ⓟ (*ex*Theotokos-33, **Iron** *ex*Elispontos, *ss*Alx.2ndNo.3-12,07 *ex*Trilia,*exYacht*Cuhona) 1*Dk*	461 — 216	✠ 5,10	Alx			1882 10mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	163·5	26·1	14·5	Piræus Greek	C.2Cy.23"&44"-24" NB03 79NHP Earle'sCo.Ld.Hull		
27763 161061	**Kearsarge** *Mchy.Aft* 2*Dks*	3093 2866 2721					1894	Chicago S.B.Co. S.Chicago	CanadaAtlantic TransitCo.	328·0	44·2	23·0	D'luth Min Utd.States *WB*	T.3Cy.23",38"&62"-40" 243NHP ClevelandS.B.Co.,Clevelnd		
27764 154235 VSNB	**Kedah** **TwinSc** *Fitted for oil fuel* 2*Dks*	2499 1427 1033					1927	Vickers Ld. Barrow	StraitsS.S.Co.Ld.	316·9 F45'	50·5	16·2	Singapore British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Vickers,Ld.Barrow		
* 27765 PFHZ	**Kedoe** **TwinSc** *OilEng.* *ss*Rot.No.3-12,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3684 3351 2255	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~10,36~~ ✠LMC CS12,33 DBS~~5,36~~ 6,37 1,36	Rot	*x*	OG 1,36	1921 11mo *Lloyd*	Burmeistr &Wain Copenhagen '*sA&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *Cell* *DB*322'1130*t Tank* *oftunnels*40'180*t*	367·0 FK *s at sides Collisio* *FPT*75*tAPT*60*t*	51·5	22·6	Rottrdam Dutch *ptCem* *n BH to S dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23¼"-35 $\frac{7}{16}$" 629NHP DB*100lb* Burmeister&Wain,Cpn.	25 ″ 6 s 2 ″ 4 23 ″ 4¼	

1 Numero l'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15 Registres où il est coté, si ce n'est dans le L.R. Durée Cert. R. or Trade
27766 103680	**Keenora** Ⓟ 2*Dks*	560 — 438					1897	Bertram E.Wks.Co.Ld Toronto	SelkirkNavigation Co.Ld.	150·0 len17	28·0	8·9	Winnipeg British	C.4Cy.10″&22″–14″ B*made*02*fitted*36 39RHP BertramE.Wks.Co.Ld.Tto.		
27767 125985 VGMC	**Keewatin** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl*–ws)	3856 2613 2470	✠ 12,07 ✠	NYk	*w*		1907 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	336·5 B&F295′ *WB*	43·8	15·4 23·6 FK	Montreal British 6*BHCem* = *Cell DBu*	Q4Cy.23½″,34″,48½″&70″–45″ 524NHP 4SB,12*cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow *E&B*113′*f*185′720*tFPT*24*t*	26 ″ 9	
* 27768 729 SVGM	**Kehrea** (*ex*Corcliff–33,*ex*Tregarth) *ss*Sld.No.3–3,25 *ss*Pir.No.2–34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1968* *1606* *1118*	✠100A1 2,37 ✠LMC MS7,34 BS~~7,36~~ 9,37	Pir	*r*	CL 7,36	1912 7mo *Lloyd*	Dunlop, Bremner& Co.Ld. Pt.Glasgow '*sA&CP*	T.N.Epiphaniades *CellDB*	276·0 Q106′B58′F28′ *a*53′*uE*18′*f*113′406*t*	40·1	18·4 FK	Piræus Greek 4*BHCem* *DTa*45′280*t*	T.3Cy.20″,33″&56″–36″ (*s*) 180lb 227NHP 2SB,6*cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld. *FPT*39*tAPT*60*t*	20 ″ 8 2 ″ 1½ 18 ″ 11	
27769 1117 JCUB	**Keian Maru** Ⓟ (*ex*HakutosanMaru) *Longitudinal framing* 2*Dks*	2091 — 1215					1925	KobeSteel Works,Ld. Harima	ChosenYusenK.K.	280·0 P40′B88′F32′	42·0	21·0	Jinsen Japanese *WB*	T.3Cy.20″,33″&55″–39″ 189NHP KobeSteelWorks,Ld.		
27770 24077 JHTD	**Keifuku Maru** *ss*Yka.No.3–11,31 *ss*Kob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5833 5552 4241	✠100A1 *Awng dk* *with freeboard* 10,37 ~~9,36~~ BS10,37 ✠LMC9,36 *Fitted for oil fuel* 9,23 *F.P. above* 150° F.	Kob	*y*	CL ~~7,34~~ 10,37	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	DaikoShosenK.K. (YamashitaKisen K.K.*Mgrs.*) *Collision BH to Awng dk* *CellDB*334′1118*tFPT*	385·0	51·0	36·0 FK	Taka- matsu Japanese *Cem* *5BH to Udk* 126*tAPT*98*t*	T3Cy.26½″,43½″&72″–48″(*s*) 200lb 436NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld.	36 ″ 0 s9 ″ 1½ 27 ″ 1	
27771 28539 JPHD	— Ⓟ TwinSc *Cruiser Stern* (*Ferry*) 2*Dks*	3620 2943 1382					1921	Mitsubishi ZosenKaisha Ld. Kobe	ImperialGovern- mentRailways	360·0 F52′	46·0	28·0	Tokio Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaishaLd		
27772 1060 JGUJ	**Keijo Maru** Ⓟ (*ex*KushiroMaru) *ss*Yka.No.1–06 Wireless 1*Dk*(*ptStl*–ws)&*Web frames*& *Awng dk*(*Teak*)	1051 1016 615	✠ 12,06 ✠	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K. *CellDBa*44′*uE* &*B*53′*f*64′185	228·8 *tFPT*48*tAPT*15*t*	28·0	13·0 20·2 FK	Jinsen Japanese 4*BHCem*	T.3Cy.17½″,28″&46″–33″ 175NHP 2SB,4*cf*,GS61,HS2656 KawasakiDkyd.Co.Ld	22 ″ 9	
27773 421 JMPA	**Keiki Maru** Ⓟ Wireless 2*Dks*	1005 — 571					1914	Osaka Iron Works,Ld. Osaka	FukumotoAsajiro	195·0 B71′F29′	30·5	19·0 *WB*	Nishino- miya Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWks.Ld.Osaka		
* 27774 883 ESCR	**Keila** (*ex*Brockabeck–32,*ex*Zamora) *ss*Nwc.2ndNo.3–10,30 *ss*Tln.No.1–35 D.F. 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*&*Web frames*3*Dk rule*	3621 3338 2302	✠100A1 12,37 ~~12,30~~ ✠LMC MS5,35 BS~~9,36~~ 10,37	Rot	*w*	CL 12,36	1905 7mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Mrs.M.Suurmann (E.Bergmann, *Mgr.*) *CellDBa*	346·5 361·0(O.L.) P23′B92′F32′ 119′*uE*23′*f*146 823*t*	50·9	23·0 FK	Tallinn Estonian 6*BHCem* *APT*94*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* NDB23 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 4 21 ″ 5	
27775 PFIF	**Keilehaven**	2968 2713 1783					1918	NV.C.Van derGiessen& ZonensSchps Krimpen	N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	327·3 P26′B91′F28′	47·3	21·8	Rottrdam Dutch *WB*	T.3Cy.23″,37½″&63″–42″ 257NHP RotterdamDroogd.Maats.		V
27776 34513 JRRB	**Keisho Maru** (*ex*Kohwa Maru–35) *OilEng.* 2*Dks*	5879 5380 3582					1929	Uraga DockCo.Ld. Uraga	ShowaShosenK.K.	417·0 P34′B113′F41′	56·0	31·7	Fuchu Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		C
27777 28521 JCMA	**Keiun Maru** Ⓟ (*ex*KoshuMaru) 2*Dks*	1921 1602 1155					1921	OsakaIron Works,Ld. Osaka	HaradaKisenK.K.	256·0 P24′B61′F32′	39·0	22·5 *WB*	Amaga- saki Japanese	T.3Cy.18″,30½″&51½″–36″ 159NHP Osaka IronWrks.Ld.Osaka		C
27778	**Keiyo Maru** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	~~6500~~ 6442 5757 4836					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	436·4 P36′B17′F38′	58·2	32·0	Tokio Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1167NHP MitsubishiJukogyoK.K. Yka.		
27779 33099 JADC	**Keizan Maru** Ⓟ 2*Dks*	2313 1833 1322					1927	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	285·0 P31′B86′F31′	43·0	22·0	Tokio Japanese *WB*	T.3Cy.24″,39½″&65″–42″ 274NHP OsakaIronWrks.Ld.Osaka		
27780 OUHX	**Kejserinde Dagmar** *ss*Svb.No.1–37 (*ex*Almeriana) *ss*Abg.2ndNo.3–11,32 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1597 1494 987	✠100A1 7,37 ~~7,36~~ ~~BS9,35~~ ✠LMC~~11,36~~ ~~MS7,37~~	Svb	*q* 7,37	OG ~~6,34~~ 6,37	1905 8mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB*= *Cell*	260·2 273·8(O.L.) P23′B67′F27′ *DBa*80′*uE*18′*f*114′	37·2	18·0 FK	Copnhagn Danish 4*BHCem* 471*tAPT*56*t*	T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 192NHP 2SB,6*pf*,GS99,HS3078 Rankin&Blackmore,Grk.	20 ″ 6 s 2 ″ 7½ 18 ″ 1	
* 27781 143049 ZMFG	**Kekerangu** (*ex*Cosmos,*ex*WarCoast) *ss*Syd.No.3–6,31 *ss*Syd.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	3146 2849 1866	✠100A1 ~~4,36~~ ~~7,36~~12,37 ✠LMC7,36 BS8,37	Syd Mel	*u*	CL 7,36	1919 3mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	331·3 342·3(O.L.) P33′B100′F29′ *B*284′724*t FPT*110	46·6	23·1 FK	Wellington N.Z. British 7*BHptCem* *tAPT*123*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB,9*cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s3 ″ 11½ 21 ″ 9	
27782 220686 KDGY	**Kekoskee** *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk* *Mchy.Aft* *Longitudinal framing* 2*Dks*	5193 — 3180					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	RichfieldOilCo.of California	391·8 P99′B34′F44′	51·3	28·8	Ls.Angeles Utd.States *WB*	T.3Cy.27″,45″&75″–48″ 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del		R
27783 151457 VSNC	**Kelantan** TwinSc 1*Dk*&*Shelter dk* *Fitted for oil fuel* *OilEng.* ~~2*Dks*~~	1106 757 580					1921	Caledon S.B.&E.CoLd Dundee	StraitsS.S.Co.Ld.	260·4 len24	37·1	~~9·7~~ 19·8	Singapore British *WB*	Oil Engines 4S.C.SA 12Cy.15⅝″–26″ NE37 288NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		
27784 PFIN	**Kelbergen** D.F. 1*Dk*	4751 4511 2964					1914	W.Pickers- gill&Sons,Ld. Sunderland	ZuidHollandsche Scheepsv.Maats.	385·0 P36′B119′F41′	52·1	27·2	Rottrdam Dutch *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
* 27785 HAAM	**Kelet** (*ex*Tregarthen–33) *ss*Fal.No.3–3,33 1*Dk*(*pt Irn pt Stl*) *ss*Cff.No.1–37	*4295* *4015* *2722*	✠100A1 1,38 ~~14,36~~ BS~~11,36~~ ✠LMC~~3,33~~ 1,38 MS6,37	Cal Rot	*x*	CL ~~14,36~~ 1,38	1913 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NeptunSeaNav. Co.Ld.(B.Burger, *Mgr.*) *CellD*	369·8 382·0(O.L.) P33′B226′F34′ *Ba*119′ *uE*23′ *f*163′	51·1	26·1 FK	Budapest Hungarian 6*BHCem* 987*tAPT*62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl	27 ″ 8 s 3 ″ 10½ 24 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27786 DOHM	**Kelkheim** (*ex*MarieMærsk) *Fitted for oil fuel* Sub.Sig. D.F. 1*Dk*&*Awng dk*	4943 4722 3000			...		1920	F.Schichau Danzig	Lehnkering&Cie. (UnterweserReedereiA.G.*Mgrs.*)	362·0	51·3	31·7 FK	Bremen German *WB*	T.3Cy.25⅝",43⅜"&70$\frac{15}{16}$"–47¼" 425NHP F.Schichau,Elbing	34 ″ 0	G †
27787 DHOC	**Kellerwald** *Fitted for oil fuel* Sub.Sig D.F. *Cruiser Stern* 2*Dks*	5032 4478 2983					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F40'	54·2	27·4	Hamburg German *WB*	T3Cy28½",45$\frac{3}{10}$"&74⅘"–55$\frac{1}{10}$" Gütehoffnungshütte,Oberhausen 414NHP		G
27788 212301	**Kelley Island** 1*Dk*	881 — 414					1914	American S.B.Co. Lorain,O.	KelleyIsland Lime&Transp.Co.	155·0	38·0	11·0	Sandusky, Ohio Utd. States	C.2Cy.20"&40"–30" 73NHP AmericanS.B.Co.Lorain,O		
27789 148395 GKWJ	**Kelso** *CruiserStern* D.F. 1*Dk*&*Shelter dk*	3956 3715 2426					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	332·8	46·6	20·4	Hull British *WB*	T.3Cy.21",35½"&61"–42" 241NHP Earle'sCo.Ld.Hull		C
27790 145867 GKQZ	**Kelvinbank** (*ex*Daga–34, *ex*Malia) TwinSc *OilEng.* 2*Dks* *CruiserStern*	3872 3466 2337			...		1921	W.Hamilton&Co.Ld. PortGlasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	350·5 P36'B117'F43'	49·9	24·7 FK	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.18½"–32$\frac{5}{16}$" 475NHP NE28 Wm Denny&Bros.Ld.Dmb	27 ″ 3	C †
27791 LDRB	**Kem** *Well deck* 1*Dk*	1706 1273 1009			...		1925	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk	250·0 P17'Q75'B56'F27'	39·1	16·1 FK	Bergen Norwegian *WB*	T.3Cy.18⅜",29"&48¼"–33" 161NHP LaxevaagsMsk.&Jrns.Bgn	18 ″ 0	N †
27792 TCBZ	**Kemal** Ⓟ (*ex*Kemaliye, *ex*Smyrni,*ex*Ourana, *ex*Lodore) Iron *ss*Nwc.No.3–12,91 *ss*Liv.No.1–96 4thSurvey2–96 1*Dk*(*Irn*)2*trB*	674 — 396	✠ 6,00	Pir	*k* Lv		1878 9mo	Wigham Richrdsn&Co Newcastle	Denizyollari Idaresi	200·2 P30'F24'	28·3	14·0 BK7½" *DBa*	Istanbul Turkish 4*BHCem* 55'*f*26'118*t*	C.2Cy.26"&46"–30" NDB87 83NHP 1SB,3*pf*,GS45HS1240 Wighm Richrdsn&Co.Nwc	14 ″ 8	
27793 OHFG	**Kemi** (*ex*Spessart,*ex*Westfalen) 1*Dk*&*ptAwng dk* & *deep framing*	2462 1653 1444					1900	Act.Ges. "Neptun" Rostock	VaasanLaivaO/Y	291·6 P15'Q98' *ptAwng dk*179'	41·2	16·4	Vasa Finnish *WB*	T.3Cy.20⅞",35½"&55¼"&35½" 182NHP A.G."Neptun,"Rostock		G
27794 147892 GCXJ	**Kemmendine** Ⓟ *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*	7769 6310 4880					1924	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	453·8 P55'B181'F44'	59·2	30·7	Glasgow British *WB*	T.3Cy.28½",48½"&82"–60" 521NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~8,37~~ 8,38
27795 PFIR	**Kemphaan** *OilEng.* 1*Dk*	343 260 166					1936	Gebr.van Diepen Waterhuizen	L.J.Kas	136·7	24·8	9·8	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
27796 142492 GBRL	**Kenbane Head** *ss*Bel.No.3–7,31 *ss*Bel.No.1–35 D.F. 2*Dks*(*Stl*)	5225 4749 3269	✠100A1 4,38~~3,37~~ BS2,38 ✠LMC MS3,35 ~~BS1,37~~	Sws Gls	*z*	CL ~~3,37~~ 4,38	1919 11mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	400·3 413·1(O.L.) P49'B123'F77' *CellDB*338'1085*t*	52·3	28·4 FK	Belfast British 6*BHCem* *DTa*28' 735*t*	T.3Cy.27⅛",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 ″ 0 s 5 ″ 6 25 ″ 9	
27797 171301 VQYS	**Kenfig Pool** (*ex*SaintMarc–37) 2*Dks*&*Awng dk*	2390 2093 1430					1908	Atel.&Ch. deFrance Dunkirk	KenfigPoolExport &ImportCo.Ltd. (A.J.Pope,*Mgr.*)	288·8 B31'F32'	38·9	17·0 24·2	Gibraltar British *WB*	T.3Cy.19",30½"&56"–36" 188NHP Atel.&Ch.deFrance,Dun.		V
27798 140709 GQWC	**Kenilworth** *ss*Bly.No.3–1,31 *ss*Kob.No.1–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted in'tween decks*	5457 5096 3288	✠100A1 *Shelter dk withfreeboard* ~~6,87~~ ~~12,36~~ ✠LMC6,36 1,38 BS6,37	Yka Kob	*a*†	CL ~~2,36~~ 6,37	1918 3mo *Lloyd's A&CP*	Richardsn, Duck&Co.Ld. Stockton	ForeignInvestments,Ld.	430·2 *CellDBa*165'*uE*24'*f*171'1338*t FPT*145*t*	55·0	26·6 FK	Shanghai British 7*BHCem* *APT*202*t*	T.3Cy.28",46½"&78"–54" (*s*) 180lb 615NHP 3SB,12*cf*,GS216,HS9006 FD Blair&Co.Ld.Stockton	29 ″ 1 s 3 ″ 6½ 25 ″ 10	
27799 108729	— Ⓟ PadSk 1*Dk*	390 262 152					1898	A&J Inglis Glasgow	London&North EasternRailway	215·0 Q18' *Promenade dk*145'	23·1	7·6	Glasgow British	D.1Cy.52"–72" NB15 176NHP A.&J.Inglis,Glasgow		BT till 1,38
27800 29834 JGWB	**Kenjo Maru** (*ex*Remier,*ex*Gloriana) *ss*Rot.No.2–15 *Spar dk*(*ptIrn*&*ptStl*) 2*trB*&*deepframing*	3142 2891 2257	✠ 5,20 ✠		*u*		1905 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	KonanKisenK.K.	325·3 P33'B100'F32' 22·6 *Cell DBa*106' *uE*24' *f*138'654*tFPT*100*t*	47·1	13·8 FK	Kobe Japanese 5*BHCem* *APT*42*t*	T.3Cy.24",38"&64"–42" 275NHP 2SB,6*cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
27801 40706 JGGJ	**Kenkon Maru** *OilEng.* 2*Dks*	4575 3730 2721					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
27802 143487 EIDB	**Kenmare** Ⓟ *ss*Sld.No.1–37 *ss*Liv.No.3–5,34 E.S.D. 2*Dks*(*UptStl*)& *Shelter dk*(*ptStl*)	1675 1143 694	✠100A1 *Shelter dk withfreeboard* ~~6,87~~ ~~2,36~~ 5,38 ~~BS3,36~~ ✠LMC~~4,34~~ BS5,38 5,37 *Fitted for oil fuel*11,21 *F.P. above* 150° F.	Liv ~~Sld~~	*r*	CL ~~4,34~~ 4,37	1921 11mo *Lloyd's A&CP*	Ardrossan D.D.Co.Ld Ardrossan	British&Irish SteamPacketCo. (1936)Ld.	274·5 B100'F45'*on Shelter dk* *CellDBa*67'*uE*27' *f*89'213*tAPT*12*t*	37·9	17·2 FK	Cork British *Cem* 2*BHtoSh dk* 3 ,, ,, *U* ,,	T.4Cy.26",42"&(2)48½"–42" 200lb(Spt)(*r*) 553NHP 4SB,12*cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 4½ 17 ″ 3¼	
* 27803 143361 GBXP	**Kennebec** (*ex*WarMogul) *ss*Nwc.No.3–9,33 D.F. 1*Dk*(*Stl*)2*trB* &*Webframes* *Longitudinal framing*	5548 4696 3422	✠100A1 8,37~~1,37~~ BS1,37 ✠LMC9,33 *Carrying oils in bulk F.P. above* 150°F. *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Nwc Fal	*z*	CL 3,36	1919 8mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*)	400·3 P50'B121'F40' *Middle line Bulkhead not oil-tight* *CellDBuE&B*68' *f*50' 329*t*	52·2	28·4 FK	London British 10*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow *FPT*95*tAPT*80*t*	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
* 27804 147645 MLWB	**Kenneth Hawksfield** (*ex*Timberham) *ss*Shl.No.3-2,36 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom & Cargo battens not fitted at decks*	1546 1140 910	✠100A1 9,37~~10,36~~ ✠LMC MS12,35 BS~~2,36~~5,37	Bly ~~Lth~~	*p*	CL 12,35	1924 5mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	P.Hawksfield& Son,Ld.	245·4 Q188'F24' *CellDBa*47'*uE&B*25'*f*104'457*t DT at sides of tunnel* 34'190*tFPT*55*tAPT*46*t*	38·6	15·5 FK	Dover British 4*BHptCem*	T.3Cy.17",27½"&45"–33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow	17 ″ 6 s 5 ″ 4½ 16 ″ 6½	
27805 124235 CYMW	**Kenora** *Mchy.Aft* 2*Dks*	1979 1802 1289	-				1907	A.McMillan&Son,Ld. Dumbarton	CanadaSteamship Lines,Ld.	249·9 F36'	42·6	20·5	Toronto British *WB*	T.3Cy.17",28"&46"–33" 122NHP Muir&Houston,Ld.Gls.		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où est coté, si ce n'est dans le L.R. Durée.Cert.Ref.Trade.
27806 219408 KOSV	**Kenowis** *Fitted for oil fuel* Sub.Sig. *2Dks* *Ref.Mchy.*	4934 4598 3014					1920	American Intern.S.B. Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39'B121'F43'	54·2	27·8	Mobile Utd.States *WB*	DRgearedSteamTurbine *Emade19fitted33* *Bmade20refitted33* WestinghouseElec.&Mfg. Co.Phl.		R
27807 144079 MKRP	**Kenrix** 3Mst ssHul.No.3–10,32 *Mchy.Aft* ssHul No.1–37 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	692 479 317	✠100A1 8,37 ~~7,36~~ ~~MS10,36~~	Hul LMC8,37 ~~BS7,36~~	*j*	CL ~~10,35~~ N8,37	1921 5mo *Lloyd's A&CP*	Cochrane& Sons,Ld. Selby	R.Rix&Sons	175·0 183·0(O.L.) Q99'B11'F23' FK *CellDBf*99'140*t*	29·1	11·3	Hull British *4BHCem* *FPT27t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 96RHP 1SB,*2pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 3 ″ 9½ 13 ″ 3½	
27808 41073 JGVJ	**Kenryu Maru** *OilEng.* *2Dks*	4576 3730 2692					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
27809 149822 GMZS	**Kensington Court** ssShl.No.2–34 D.F. *1Dk(Stl)*	4863 4503 2951	✠100A1 6,37 ~~11,35~~ BS~~11,36~~ ✠LMC10,34 10,37	Gms Lon	*y*	CL ~~9,34~~ 6,37	1927 5mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) *CellDB*	396·5 P46'B119'F38' FK 342'1220*t FPT*108*t*	53·2	26·5	London British *6BHCem* *APT*181*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 416NHP 3SB,*9cf*,GS194,HS7080 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 5 ″ 5½ 23 ″ 8½	
* 27810 142611 GPDC	**Kent** ssBrs.No.3–4,30 ssLiv No.1–34 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	8694 8212 5452	✠100A1 *Shelter dk* *withfreeboard* ~~10,37~~ 11,37 ✠LMC MS11,33 BS~~4,36~~ 4,37 ✠Lloyd'sRMC~~4,37~~ 10,37 *Fitted for oil fuel 1,25 F.P. above 150° F.*	Npt ~~Liv~~ ~~Gls~~ NYk	*d*†	CL 10,36	1918 6mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	FederalSteamNav. Co.Ld. *CollBH* *CellDB*382' 1403*t D*	460·6 B275'F49' *on Shelter dk* FK *&2BH to Shelter dk* *Ta*23'170*t FPT*128*t*	62·8	34·9	London British *Cem* *5BHtoUdk* *APT32t*	2SteamTurbinesSRgeared to 1 Screw shaft 180lb (*s*) 973NHP 4SB,*16cf*,GS320,HS13572 FD Palmers' Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9½ 30 ″ 2	
27811 216969 WLIA	— Ⓟ (*ex*SantaTeresa–36) ssS.Fo.No.3–10,31 D.F. *Fitted for oil fuel* *2Dks(Stl)&Shelter dk(Stl)*	4858 4326 2888	✠ … 2,36 ✠	NYk	*y*		1918 11mo	WCramp& SonsS&EBCo Philadelphia	Merchants& MinersTransportationCo. *CellDB*295'870*t*	360·2 F40' *on Shelter dk* FK *FPT*70*t APT*71*t*	51·6	22·8 30·8	Baltimore Utd.States *Cem* *6BHtoShdk* 1 ,, ,, *U* ,,	Q.4Cy.25½",37",52½"&76"–54" 633NHP 4SB,*12cf*,GS214,HS8928 FD W.Cramp&SnsS&EBCPhl	33 ″ 6	R †
27812 207489 WACJ	**Kentuckian** ssS.Fo.2ndNo.3–5,33 D.F. *Fitted for oil fuel* *2Dks(Stl)&deepframing &Shelter dk(Stl)*	5200 4797 3178	✠ … 6,34 ✠	SFo	*a*†		1910 6mo	Maryland SteelCo. Sparro'Pt.Md	American-HawaiianS.S.Co. *CellDB a*123'*uE&*	414·5 FK *B*60'*f*162'1259*t DT*	53·7	28·1	NewYork Utd.States *7BHptCem* *a*46'291*t DT*	Q.4Cy.25 7/16",34",52⅝"&76¼"–54" 618NHP 3SB,*12cf*,GS200,HS8721 MarylandStlCo.Sparro'Pt. *f*27'778*t FPT*158*t APT*27*t*	39 ″ 0	R †
27813	**Kentucky** D.F. *3Dks*	6776 — 4069					1921	Ch.deNormandie Grnd-Quvilly		397·0 F43'	53·7	37·9		T.3Cy.27½",44½"&75"–51" 402NHP Ch.etAtl.deSt.Nazaire, Penhoet		
27814 221120 KDQI	— (*ex*WestO'Rowa) *Fitted for oil fuel* *2Dks*	5446 — 3393					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43'B115'F47' *WB*	54·2	27·2	Portland, Or. Utd.States	T.3Cy.28½",47"&78"–48" LosAngelesS.B. &D.D.Co.SanPedro,Cal. 359NHP		R
* 27815 OYPB	— (*ex*Generalkonsul Pallisen) ssEls.2ndNo.3–8,30 ssEls.No.1–35 *1Dk(Stl)&deepframing*	2136 1971 1318	✠100A1 ~~7,36~~ 12,37 BS~~4,36~~ ✠LMC2,35 7,37	Cpn	*l*	CL ~~1,35~~ 12,37	1905 5mo *Lloyd's A&CP*	ClydeS.B. &E.Co.Ld. Pt.Glasgow	DetForenede Damps.Selskab. *Cell DBa*86'	294·8 305·5(O.L.) P27'B172'F33' FK *uE&B*34'*f*130'605*t*	42·0	19·5	Copnhagn Danish *5BHCem* *APT65t*	T.3Cy.22",35"&59"–39" (*s*) 180lb 225NHP 2SB,*6cf*,GS106,HS3300 ClydeS.B.&E.Co.Ld.Pt.Gls	22 ″ 0 s2 ″ 3½ 19 ″ 11	
27816 147623 GKPW	**Kentwood** ssShl.No.3–1,37 ~~ssShl.No.2–33~~ *Well deck* *1Dk(Stl)* D.F. *Cargo battens not fitted*	2180 1760 1244	✠100A1 4,37 ~~1,36~~ BS~~1,37~~ ✠LMC~~3,33~~ 1,38 MS4,37	Sld Shl	*r*	OG 1,37	1924 4mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	WFrance,Fenwick &Co.Ld. *CellDBa*48'*uE&*	280·0 P20'Q94'B48'F19' *B*39'*f*113'397*t* FK *DTa*36'250*t FPT*	40·2	18·9	London British *4BHCem* 52*t APT*80*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 Geo.Clark,Ld.Sunderland	21 ″ 0 s 2 ″ 1½ 19 ″ 0½	
27817 162509 GBJP	**Kenya** Ⓟ TwinSc ssBom.No.1–34 *Ref.Mchy.* *2Dks(Stl-U* teak s) D.F. *3rd dk in forward holds* E.S.D. *CruiserStern*	9890 6731 4646	✠100A1 10,37 ~~11,36~~ ~~BS6,36~~ ✠Lloyd'sRMC~~12,36~~ 12,37 ~~2,37~~ *Fitted for oil fuel 12,30 F.P. above 150° F.*	Bom BS5,37 ✠LMC4,34		CL 7,36	1930 12mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*	471·3 487·1(O.L.) FK *Shade dk* B213'& F51' *on Shade dk* 415' 1768*t FPT*112*t*	64·2	29·4	London British *8BHptCem* *APT*222*t*	6 Steam Turbines S.R. geared to 2 Sc. Shafts (*s*) 250lb *100lb* FD 1746NHP 7SB(Spt),*28cf*,GS525, HS19810 A.Stephen&Sons,Ld.Gls.	32 ″ 6 s5 ″ 10½ 26 ″ 11½	
27818 679 SVDK	**Kephallinia** Ⓟ TwinSc (*ex*NicolaosTogias–33,*ex*City of Belfast) Wireless *2Dks*	1267 773 460					1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	280·6	32·1	13·4	Piræus Greek	T.6Cy.18",28"&42"–30" NB11 193NHP LairdBros.Birkenhead		
27819 DOKD	**Kepler** Wireless *OilEng.* Sub.Sig. *Cruiser Stern* *1Dk*	1236 955 592					1925	Deutsche WerkeA.G. Kiel	Dampfschifffahrts Ges.Neptun	233·6 P&B150'F28'	36·2	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"–37 7/16" 224NHP DeutscheWerkeA.G.Kiel		G
27820 139562 VPKG	**Kepong** *2Dks*	1874 1700 1322					1916	Taikoo Dck.&EngCo HongKong	StraitsS.S.Co.Ld.	251·0 F33	41·1	21·0	Singapore British	T.3Cy.18",29"&48"–33" 132NHP TaikooDockyard&Eng.Co.		
27821 160773 GTXR	**Kepwickhall** ssHpl.No.1–36 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Now "Stanhall," see No.40155 in Supplement*	4831 4383 2810	✠100A1 *withfreeboard* 10,37 ~~4,37~~ ✠LMC7,36	Cff	*z*	CL ~~6,36~~ 10,37	1932 8mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool *CellDB*358'	WestHartlepool Stm.Nav.Co.Ld. 1143*t DTa*28' 1076*t*	410·7 423·6(O.L.) F35' FK *FPT*170*t APT*152*t*	54·8	24·9	W.Hartlpl British *7BHCem* (*Coll to Shdk* 6 ,, *2nd*,,)	Q4Cy~~20"~~ 18¼",25½",41½"&61"–48" 260lb (*s*) 467NHP 3SB(Spt),*9cf*,GS144, FD HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 7 s 3 ″ 0½ 24 ″ 9½	
27822 SVMV	**Keramiai** (*ex*Baltique–34, *ex*Gallier–33,*ex*WarRose) *1Dk&Platform dk*	*5085* *4641* *3106*					1917	Swan,Hunter&Wigham Richardson, Ld.Newcastle	~~P.N.&G.N.~~ ~~Lykiardopulo~~ CephalonianMaritimeCo.Ld.(N.D. Lykiardopulo *Mgr*)	400·3 P49'B113'F39'	52·2	28·4	Argostoli Greek *WB*	T.3Cy.27",44"&73"–48" 517NHP Hwthrn,Leslie&CoLdNwc.		V
27823 LDRC	**Keret** ssBgn.No.1–31 *Well deck* *1Dk(Stl)* *Strengthened for Navigation in Ice*	1718 1270 1002	✠ … 4,35 ✠	Ant	*q*		1927 4mo	Atel.&Ch. delaSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab *CellD*	251·8 P17'Q74'B56'F27' FK *B*193'379*t FPT*66*t*	39·2	16·1	Bergen Norwegian *4BHCem* *APT71t*	T.3Cy.18",30"&50"–33" 167NHP 2SB,*4cf*,GS65,HS2758 Atel.&Ch.delaSeine Maritime		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27824 FNMX	**Kerguelen** Ⓟ TwinSc (exMeduana) Ref.Mchy. D.F. 3Dks	10123 7863 6259	✠Lloyd'sRMC~~3,37~~ ~~6,37~~ 3,38 ~~12,37~~ ~~10,37~~ No.5hold&'tweendks.fortemp32°F.		1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2 B273'F52'	59·3	35·0	Havre French WB	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
27825 ~~219724~~	**Kerhonkson** Sub.Sig. 2Dks	4768 — 2920			1920	Standard S.B.Corp. Shooters Island	G.E.Marden (Wheelock&Co Ld.Mgrs)	377·0 P39'B105'F40'	52·0	26·8	~~NewYork~~ ~~Utd.States~~ British WB	T.3Cy.25",42"&70"–48" 339NHP StandardS.B.Corp. ShootersIsland		
✻ 27826 1029 ESUO	**Keri** (exVectis–35) ssNwc.No.3–4,26 ssTln.No.2–35 Well deck 1Dk(Stl) Cargo battens not fitted	1172 986 663	✠100A1 Sws n ~~9,37~~ ~~11,35~~ 12,37 ~~Gff~~ Ant BS~~1,37~~ 12,37 ✠LMC9,35	CL 9,35	1913 4mo	J.Crown&Sons,Ld. Sunderland Lloyd'sA&CP	PeetRass CellDBa58'	222·5 Q77'B48'F26' FK uE17'f92'270tFPT	33·2	14·5	Tallinn Estonian 4BHCem 39tAPT94t	T.3Cy.18",29½"&48"–33" (s) 180lb 90lb 148NHP 1SB,3pf,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 " 6 s 1 " 2¾ 15 " 5¾	
✻ 27827 PFIW	**Kerkplein** (exRamsay) ssHam.No.3–4,36 D.F. 2Dks(Stl)	5085 4776 3135	✠100A1 Rot y ~~10,37~~ ~~4,37~~ 3,38 BS~~4,37~~ 11,37 ✠LMC4,36	CL 4,37	1921 10mo	Bartram&Sons,Ld. Sunderland Lloyd'sA&CP	N.V.Scheepvaart Maats."Millingen" (G.A.Spliethoff, Mgr.) CellDBa119'uE26'f	400·0 P36'B118'F40' FK 176'1056tFPT135t	52·2	28·5	Rottrdam Dutch 7BHCem APT220t	T.3Cy.~~27½",45"~~&75"–48"(s) 180lb 27⅝",45 9/16" 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 " 0 s 6 " 0¼ 25 " 2½	
27828 701 SVBU	**Kerkyra** Ⓟ (exIonion–33, exJonio) TwinSc Wireless 2Dks	1461 1030 775			1912	Mackie&Thomson,Ld. Glasgow	HellenicCoast LinesCo.Ld.	224·0 P31'F32'	33·9	19·0	Piræus Greek WB	T.6Cy.13½",22"&36"–24" 126NHP Muir&Houston,Ld.Gls.		I
27829 160568 GSQW	**Kerma** ssMdb.No.2–36 D.F. 1Dk(Stl)	4333 4026 2658	✠100A1 Rot Mdb x 9,37 ~~4,37~~ ✠LMC MS8,36 BS~~10,36~~ 12,37	CL 6,35	1928 9mo	D&WHendersn&Co.Ld Glasgow Lloyd'sA&CP	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDB	370·0 382·6(O.L.) P28'B105'F36' FK 324' 1058t FPT140	52·2	25·9	London British 6BHptCem tAPT115t	T.3Cy.25",41"&66"–45" (s) 180lb 120lb 346NHP 2SB,6cf,GS115,HS4601 FD D&WHendersn&CoLdGls	28 " 4 s 5 " 2¼ 23 " 3¼	
27830 133495 VJZQ	**Kermandie** WoodAux4MstTwin OilEng. ScSr 1Dk (See Sailing Ship Register)	343 298 222			1920	C.M.Mc Kay Hobart,Tas.	KermandieShippingCo.Pty.Ld.	141·9	35·0	11·0	Hobart British	2 Oil Engines(P) 2S.C.SA 2Cy.12"–15" 76NHP Thompsn&Co.Castlemaine (S–made&fitted36) 4S.C.SA 4Cy.8"–10¾" Rustin&Hornsby,Lincoln		
✻ 27831 128881 EIKT	**Kerry Head** (exSimonside,exEurus) ssBel.2ndNo.3–11,37 ~~ssShl.No.3–3,25~~ Mchy.Aft ~~ssSld.No.2–34~~ Well deck 1Dk(Irn) Cargo battens not fitted	825 574 389	✠100A1 Sld Bel k 11,37 ~~6,34~~ ✠LMC MS~~4,34~~ 8,37 BS~~8,36~~ 11,37	CL 4,37	1913 7mo	J.Fullerton&Co. Paisley Lloyd'sA&CP	W.T.Herriott (Mullock&Son, Mgrs.)	195·0 201·7(O.L.) Q99'B11'F26' FK CellDBf110'	31·1	11·4	Limerick British 3BHCem 184tFPT64t	T.3Cy.16",26"&44"–33" (s) 180lb 96RHP 2SB,4pf,GS72,HS2246 Ross&Duncan,Glasgow	14 " 0 s 4 " 9 13 " 4¾	
✻ 27832 135630 EIDY	**Kerrymore** ssBel.No.3–4,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	509 338 211	✠100A1 Bel h 7,37 ~~4,34~~ BS~~6,36~~ 7,37 ✠LMC4,34	CL ~~4,34~~ 7,37	1921 2mo	LarneS.B.Co.Ld. Larne Lloyd'sA&CP	R.McCowen&Sons Ld. CellD	165·2 Q95'B11'F22' Bf97'104tFPT36t	25·3 26·7	9·5	Tralee British FK 3BHCem APT2t	T.3Cy.13",21"&34"–24" (s) 180lb 62RHP 1SB,3cf,GS52,HS1439 Campbell&Caldrw'd,Psy.	11 " 9 s 3 " 9 11 " 8¼	
27833 DHOD	**Kersten Miles** (exMartha Hemsoth) Sub.Sig. 1Dk&Shelter dk	4971 4531 2957			1921	DeutscheWerkeA G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P43'B26'F36'	54·4	24·8	Hamburg German WB	2 Steam Turbines DR geared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
27834	**Kertch** (exDimitri) ssOda.No.3–11,98 ssOda.No.1–03 1Dk(Stl)&Awng dk	1018 986 594	✠ Oda l 5,06 ✠ ✠NB96fitted05		1887 12mo	W.Dobson &Co. Newcastle	U.S.S.R.	210·0 ptNDS98 FK DB	30·2	20·8	Odessa Russian 5BHCem a&f141'154t	T.3Cy.17",28"&47"–30" NDB05 123NHP 2SB,4cf,GS66,HS1920 N.E.MarineEng.CoLdNwc	21 " 7	
27835 PFIZ	**Kertosono** Fitted for oil fuel Cruiser Stern 3Dks	9289 8843 5852			1923	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys&Zonen,Mgrs.)	470·5 B76'F52 len35	62·7	~~29·8~~ 37·7	Rotterdm Dutch WB	DR Geared Steam Turbine Maats.deSchelde,Flushing		V
27836 FOLE	**Kervegan** (exCapitaineWinckler) ssNts.No.3–4,36 1Dk(Stl) Cargo battens not fitted	2018 1788 1194	✠100A1 Nts Sws r 6,37 ~~4,36~~ ✠LMC MS6,35 BS~~4,36~~ 4,37	CL 4,36	1922 2mo	Soc.Anon. AnciensCh. Dubigeon Nantes A&CP	Chargeurs de l'Ouest CellDB223'488tT f96'137ta	270·3 283·3(O.L.) P20'B57'F25' FK opsideTanks 82'84tFPT65tAPT	39·5	19·6	Nantes French 4BHCem 114t	T3Cy18⅛",29 15/16"&49 3/16"–37 13/16" 185lb (s) 189NHP 2SB,4cf,GS95,HS3240 Atel.&Ch.de laLoire,Nts.	22 " 11 s 3 " 4¼ 19 " 9¾	
27837 164716 MLYM	**Kestor** OilEng. Mchy.Aft 1Dk CruiserStern	311 199 164	✠100A1 Goo Lon e ~~6,37~~ 9,36 10,37 ✠LMC~~9,36~~ 1,38 ✠NE1,38	OG 11,37	1936 9mo	GooleS.B.&Repg.Co.Ld. Goole Lloyd'sA&CP	H.Harrison (Shipping)Ld. Cell	135·0 P34'Q47'F15' FK DB84'104tFPT28t	24·6	7·7	London British 3BHCem APT15t	Oil Engines 4S.C.SA 6Cy.11"–17 1/16" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 " 8 s3 " 5 9 " 6¾	
27838 724 SVGQ	**Keti Chandris** (exTristan Vieljeux–33,exMonnette,exAntoinette, exWarPower) 1Dk(Stl) 2nddk(Stl)inE&Bspace	2974 — 1835	✠ Dnk t 12,23 ✠		1918 7mo	Wallace ShipyardsLd. N.Vancouver B.C.	J.D.Chandris CellDB255'	300·0 P25'B82'F34' FK 593t FPT	45·3	24·9	Piræus Greek 6BHCem 66tAPT37t	T.3Cy.24",38"&62"–42" 303NHP 2SB,6cf,GS139,HS5108 WallaceShipyards,Ld.	27 " 0	V †
27838* 218740 KIVC	**Kewanee** Fitted for oil fuel D.F. 1Dk&Web frames Mchy.Aft Carrying Petroleum in bulk	3550 2910 2125	...		1919	Bethlehem S.B.Corp.Ld. (MoorePlnt) ElizabethPrt, N.J.	TideWater AssociatedOilCo.	318·4 P94'B36'F40' FK	46·0	23·5	S.Frncisco Utd.States WB	T.3Cy.22½",39"&63"–48" 382NHP BethlehemS.B.Corp.Ld. (MoorePlant)	26 " 0	R †
✻ 27839 8212 SKRN	**Kexholm** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern Strengthened for navigation in ice	3815 3180 2112	✠100A1 Got y withfreeboard 1,38 ~~11,37~~ ~~(ClassContemplated)~~ ✠LMC10,37	CL	1937 11mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB270'964tTan	383·3 397·0(O.L.) F99' FK (CellBHtoShelter dk6 ks in way of tunnel28	52·2	22·6	Gothenbrg Swedish 7BH BHto2nd dk) 7tAPT113t	Oil Engines 2S.C.DA 6Cy.17 1/16"–47¼" 644NHP EriksbergM.V.Aktieb.Got DB80lb	25 " 6 s2 " 0¾ 23 " 7¼	
✻ 27840 147763	**Keybar** ssTto.No.3–4,35 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1723 1562 1037	✠100A1 Tto withfreeboard BS1,37 4,35 ✠LMC11,34 For service on the River St.Lawrence & Great Lakes, also on the Gulf of St.Lawrence, 1st April to 30th of November	CL 4,36	1923 5mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	KeystoneTransports,Ld. 3Watertight BH BH's in holds CellD	250·3 F40' FK also 2 Intermediate (lower parts water B223'680tFPT130t	42·6	16·9	Montreal British tight) APT6t	T.3Cy.16",26"&44"–33" (s) 180lb 155NHP 2SB,4cf,GS78,HS2850 Smith'sDockCo.Ld.Mdb.	19 " 3 s 4 " 11 14 " 8	
27841 131111	**Keybell** Mchy.Aft 1Dk	1730 1544 1254			1912	Collingw'd S.B.Co.Ld. Collingwood	KeystoneTransports,Ld.	258·0	42·6	17·2	Montreal British WB	T.3Cy.16",26"&44"–36" 163NHP CollingwoodS.B.Co.Ld.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Lof Trade
27842 136810 GRQS	**Keynes** ssShl.No.3–5,28 ssSld.No.2–36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1706 1326 1021	✠100A1 7,37 ~~6,36~~ BS7,37 ✠LMC6,36	Sld	*q*	CL ~~6,36~~ 7,37	1915 3mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *WB*=*CellDBa77'uF& B84'f102'465tFPT92tAPT101t*	260·1 208·2(O.L.) Q153'B *on* Q52'F29' FK	37·7	16·4	London British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 207NHP 2SB,6*cf*,GS99,HS3436 N.E.MarineEng.CoLdNwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
27843 133558	**Keynor** ssTto.No.3–4,28 ssTto.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	1806 1628 1090	✠100A1 *withfreeboard* 4,35 ✠LMC9,36 BS4,38 *For Service on the River St. Lawrence & Great Lakes also on the Gulf of St. Lawrence, 1st April to 30th of November*	Tto		CL N9,36	1914 6mo *Lloyd*	NofIreland S.B.Co.Ld. Londonderry *'sA&CP*	KeystoneTransports,Ld. *WB*=*CellDBuE & B46'f166'671tFPT372tAPT8t*	250·0 F39' FK	42·5	17·4	Montreal British 3*BHptCem*	T.3Cy.16",26"&44"–36" (*s*) 180lb 163NHP 2SB,4*cf*,GS71,HS2407 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 0 s 6 ″ 3 14 ″ 0	
27844 125459	**Keyport** *Mchy.Aft* 1*Dk*	1721 1546 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTransports,Ld.	250·1 F40'	42·5	17·9	Montreal British *WB*	T.3Cy.15",25"&42"–30" 97NHP N.E.MarineEngCoLd.Nwc		C
27845 147761	**Keystate** ssTto.No.3–4,35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1729 1562 1084	✠100A1 *withfreeboard* 9,36 BS1,37 ~~BS10,35~~ ✠LMC11,34 *ForServiceon River St. Lawrence & Great Lakes also on the Gulf of St. Lawrence, 1st April to 30th November*	Tto		CL 9,36	1923 4mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	KeystoneTransports,Ld. 3*WatertightBHalso*2*Intermediate bulkheads in holds (lower parts watertight)* *CellDB223'680tFPT130tAPT6t*	250·3 F40' FK	42·6	16·9	Montreal British	T.3Cy.16",26"&44"–33" (*s*) 180lb 155NHP 2SB,4*cf*,GS76,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s 4 ″ 11 14 ″ 8	
27846 128830	**Keyvive** *Mchy.Aft* 1*Dk*	1768 1580 1045			...		1913	Smith's DockCo.Ld. Middlesbro'	KeystoneTransports,Ld.	250·0 F40' FK	42·5	17·4	Montreal British *WB*	T.3Cy.16",26"&43"–33" 157NHP Smith'sDockCo.Ld.Mdb.	20 ″ 0	C †
27847 125458	**Keywest** *Mchy.Aft* 1*Dk*	1725 1549 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTransports,Ld.	250·0 F40'	42·5	18·0	Montreal British *WB*	T.3Cy.15",25"&42"–30" 97NHP N.E.MarineEngCoLd.Nwc		C
27848 UOIA	**Khabarovsk** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3553 2993 1977					1932	BalticS.B. &Eng.Wks Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.29½",37"&59½"–39⅝" 220NHP BalticS.B.&Eng.Wks.Len.		
27849 147855 GJVN	**Khandalla** Ⓟ TwinSc ssCal.No.3–7,35 1*Dk*(*Stl*)&*Awng dk*(*Stl–pt* teak s)&2*nd dk*(*Stl*) *in Nos.*1,2&3 *holds* D.F. *Ref.Mchy.* *CruiserStern*	7018 5406 3289	✠100A1 *Awng dk* *withfreeboard* 6,37 ~~6,36~~ ~~BS6,36~~ 6,37 ✠LMC7,35	Cal	*a*†	CL ~~P7,35~~ ~~S6,36~~ 6,37	1923 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	BritishIndiaStm.Nav.Co.Ld. *CellDB356' 902tFPT54tAPT63t*	425·2 P39'B176'F46' FK	55·9	31·4	Glasgow British *Cem* 8*BHto A dk*	T.8Cy.25½",43"&50"–42" (*s*) 215lb 1365NHP 8SB,24*cf*,GS520,HS22752 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 10 s 7 ″ 10½ 26 ″ 5	
27850 118742	**Khargpur** Pad 1*Dk*	1219 1169 532					1904	Caledon S.B.&E.CoLd Dundee	Bengal-Nagpur Rly.Co.Ld.	289·8	55·1	10·9	Calcutta British *WB*	C.D.4Cy.25"&50"–61" 390NHP CaledonS.B&E.CoLd.Dun		
27851 UOXA	**Kharkov** (*ex*Anhalt–32,*ex*Aya-Mendi,*ex*Anhalt) Sub.Sig. 2*Dks*&*Shelter dk*	6689 6181 3999			...		1914	Bremer Vulkan Vegesack	U.S.S.R.	472·1 FK	59·1	28·9	Odessa Russian *WB*	T.3Cy.32½",52⅛"&86⅝"–55" 736NHP BremerVulkanVegesack	31 ″ 2	
27852 ~~163372~~ ~~MKCG~~ SUBR	**Khedive Ismail** Ⓟ TwinSc (*ex*Aconcagua–35) ssGrk.No.3–4,35 *Well deck* 2*Dks*(*StlU*-teak s)3*rd dk* (*Stl*)*inNos.*1&2*holds* D.F. E.S.D.	7290 4991 3928	✠100A1 8,37 ~~12,36~~ ~~BS6,36~~ 4,37 ✠LMC4,35 *Fitted for oil fuel*8,22 *F.P. above* 150°F.	Alx	*b*†	CL s4,35 P8,37	1922 8mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock *'sA&CP*	PharaonicMail Line,S.A.E. *CellDB365'885tFPT47tAPT73t*	422·8 P&B293'F87' FK	56·2	30·4	Alexandria Egyptian 8*BHCem*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) FD 215lb HS17832 1469NHP 6SB(Spt),18*cf*,GS385, Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s4 ″ 11¾ 28 ″ 3	
27853 149044 GNKQ	**Kheti** *OilEng.* D.F. ssLiv.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2653 2175 1374	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~8,36~~ ✠LMC CS8,36 DBS~~8,36~~6,37 ~~10,36~~6,37 *Fitted for carrying oil fuel* 7,34 *F.P. above* 150°F. *in deep tank*	Liv	*v*	CL ~~8,34~~ 6,37	1927 10mo *Lloyd*	Harland& Wolff,Ld. Greenock *'sA&CP*	MossHutchison Line,Ld. *CellDB276' 702tDTf28'723tFPT52tAPT16t*	330·7 FK	47·3	19·4	Liverpool British 6*BHptCem* (*Coll to Shdk* 5 ,, *U* ,,)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 473NHP DB100*lb* Harland&Wolff,Ld.Gls.	22 ″ 3 s1 ″ 7¾ 20 ″ 9¼	
27854 TTCV	**Khmer** 1*Dk*&*Awng dk*	313 — 159					1904	A.Dubigeon Chantenay	Cie.Saïgonnaise deNav.&deTransp.	158·6 H—	23·4	15·4	Saïgon French	T.3Cy.11¾",19¾"&31½"–20½" 45NHP Brissonneau&Lotz,Nantes		V
27855 Broken up PKND	**Khoen-Foeng** ssSng.No.3–3,24 ssSng.No.1–30 1*Dk*(*Stl*–teak s)	901 595 533	✠ 11,30 ✠	Sng	*l*		1911 3mo	J.W.Klawitter Danzig	ThongEkS.S.Co. *WB*=*Cell DBuE*15'27*t FPT*69*t*	201·3 B100'F31' FK	33·1	10·8	Pontianak Dutch 4*BHCem*	T.3Cy.16½",24⅝"&38½"–21⅝" 110NHP NDB26 2SB,4*cf*,GS71,HS2131 J.W.Klawitter,Danzig	11 ″ 6	
27856 † PKNE	**Khoen Hoea** TwinSc ssSng.No.3–10,37~~ssSng.No.2–32~~ 1*Dk*(*ptStl*–teak s)& *Shade dk*(*ptStl*–teak s)	1238 861 611	✠100A1 *withfreeboard* ~~8,36~~ 10,37 ~~BS8,36~~ ✠LMC~~8,33~~ 10,37	Sng		~~BN8,35~~ ~~S8,36~~ 9,37	1924 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	ThongEkS.S.Co. *CellDBuE*16'34*tFPT*49*tAPT*81*t*	245·2 FK	38·1	10·9	Pontianak Dutch 4*BHCem*	T.6Cy.12",20"&33"–23" (*s*) 180lb 100*lb* 139NHP 2SB,4*cf*,GS79,HS2492 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 2 ″ 5 10 ″ 0	
27857 148502 VWBK	**Khosrou** Ⓟ ssBom.No.3–11,37 ~~ssBom.No.2–33~~ 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-teak s)	4043 3473 2471	✠100A1 *withfreeboard* ~~1,36~~11,37 ~~BS1,36~~ 5,37 ✠LMC~~1,33~~ MS11,37	Bom	*y*	CL N1,36	1924 12mo *Lloyd*	Lithgows Ld. Pt.Glasgow *'sA&CP*	Bombay&Persia Stm.Nav.Co.Ld. *CellDB322'1028tFPT82tAPT30t* (*Coll BH to Shdk* 5 ,, ,, 2*nd* ,,)	375·0 F50' FK	52·0	23·1	Bombay British 6*BHptCem*	T.3Cy.25",42"&70"–48" (*s*) 200lb 110*lb* 456NHP 2SB,8*cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 2 ″ 5¾ 23 ″ 3½	
27858 UOKH	**Khosta** (*ex*Georgii) TwinSc 1*Dk*	709 648 461					1910	Nicoldson Budapest	U.S.S.R.	201·4 P20'F19'	31·5	12·0	Odessa Russian	C.4Cy.11¾"&21¾"–15½" 32NHP Nicoldson,Budapest		
27859 UOYG	**Khrushchev** Sub.Sig. 1*Dk*	2325 2019 1292					1934	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 P21'B72'F14'	43·2	20·6	Archangel Russian *WB*	T.3Cy.17¾",29½"&48¾"–39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 27860 147673 MLXS	**Khuzistan** ssAbadan.No.3-4,37 ~~ssAbadanNo.2-33~~ *Mchy.Aft* 2*Dks*(*Stl*)	871 589 374	✠100A1 4,37 ~~4,36~~ BS5,~~36~~ 4,37 ✠LMC~~5,33~~ MS10,36 *Fitted for oil fuel* 6,24	Aba-dan	*k*	CL 11,34 *F.P. above 150°F.*	1924 6mo	AmbleS.B. Co.Ld. Amble *Lloyd's A&CP*	PetroleumS S. Co.Ld. *Cell*	176·0 P62'B21'F31' FK *DBuE*13'13*tFPT*3	32·7	13·8	London British 6*BHCem* 3*tAPT*20*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 102NHP 1SB,3*cf*,HS1850 W.Beardmore&Co.Ld.Gls.	14 ″ 9 s ″ 11¾ 13 ″ 11	
27861	**Kia Lee** (*ex*CanadianRunner-34, *ex*Colborne-32,*ex*CanadianRunner) 2*Dks*	3111 2803 1867					1920	Pt.Arthur S.B.Co. P Arthur,Ont	ChingKeeS.N.Co. Ld.	320·0 P20'B96'F17'	43·8	22·5	Chefoo Chinese *WB*	T.3Cy.23",38"&63"-42" 257NHP PortArthurS.B.Co.		C
27862 153692	**Kia-Wo** TwinSc *ss*Shi.No.3-7,37 2*Dks*&*Shade dk*	1311 872 694	A1 7,37 *For Service on the Yangtse River, Fitted for oil fuel F.P. above 150°F.*	Shi LMC7,37		OG 3,37	1925	Kiangnan D.&E.Works Shanghai	Indo-ChinaSteam Nav.Co.Ld.	202·5 210·0(O.L.)	33·1	9·9	Shanghai British	T.6Cy.15",23"&36¼"-18" 2WTB 225lb ~~110NHP~~ KiangnanD.&E.Works FD		
27863 112587 VJSG	**Kiama** Now a Hulk *Well deck* *Mchy.Aft* 1*Dk*	358 282 191				...	1902	Mackie& Thomson Glasgow	BellambiCoalCo. Ld.	140·3 Q46'B14'F22'	26·2	10·7 BK7"	SydneyNSW British *WB*	C.2Cy.16"&36"-24" 52RHP McKie&Baxter,Glasgow	11 ″ 6	
27864	**Kiang An** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	ChinaMerchants' Stm.Nav.Co.	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co.Ld.		
27865	**Kiang Ching** (*ex*HwahLee, *ex*MeiLee) TwinSc	1682 710 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
27866	**Kiang-Chung** (*ex*Olter-36, *ex*LieutenantLeMounier, *ex*Ablette) 1*Dk*	513 354 290					1917	Forg.&Ch. de laMédit. Havre	ChangKeeS.S.Co.	174·1 Q12*t*B112*t*F22*t* len24	24·0	11·2	Tsingtao Chinese	C.2Cy.18"&36"-23½" 52NHP Forg.&Ch.de laMédit. Hav.		
27867	**Kiang Hsin** TwinSc 3*Dks*	3373 1501 2101					1905	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	325·0	44·0	14·6	Shanghai Chinese	T.6Cy.19",31½"&52"-33" 311NHP S.C.Farnham&Co.Ld.Shi.		
27868	**Kiang Shun** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	ChinaMerchants' Stm.Nav.Co.	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co.Ld.		
27869	**Kiang Ta** (*ex*HwahTa, *ex*MeiDah) TwinSc	1682 — 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
27870	**Kiang Teen** (*ex*Moning) IronPad 1*Dk*&2*Hur dks*	2677 — 1794					1870	A.&J. Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	273·2	41·5	13·9	Shanghai Chinese	C.2Cy.29"&57¾"-144" 333NHP A.&J.Inglis,Glasgow		
27871 XNFP	**Kiang Wah** TwinSc 3*Dks*	3693 — 2321					1912	Kiangnan Dock&E.Co. Shanghai	ChinaMerchants' Stm.Nav.Co.	340·0	46·0	13·2	Shanghai Chinese *WB*	T.6Cy.18",29"&48"-30" 175NHP KiangnanDock&E.Co.Shi.		
27872 72909	**Kiang Wo** TwinSc *ss*Shi.No.3-4,37 2*Dks*&*Promenade dk*	2209 1680 1388	A1 4,37 *For Service on the Yangtsze River*	Shi LMC4,37		OG 4,37	1901	Boyd&Co. Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·0	42·1	17·2	HongKong British	T.3Cy.12",21"&34"-27" 2SB 190lb FD ~~124NHP~~ Farnham,Boyd& CoLd.Shi		
27873	**Kiang Yu** Pad 1*Dk*&2*Hur dks*	3084 — 2262					1883	A.&J. Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.	307·0	41·0	13·7 29·9	Shanghai Chinese	C.2Cy.40"&75"-96" 459NHP A.&J.Inglis,Glasgow		
27874 150176 VJSJ	**Kianga** WoodTwinScK *Mchy.Aft* Wireless 1*Dk*	338 257 146					1922	R.J.Lucey Narooma, N.S.W.	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller, *Mgr.*)	135·6	32·0	8·2	SydneyNSW British	C.4Cy.11"&22"-16" 40RHP Mort'sDk&ECoLdBalmain		
27875 146157 GJBM	**Kiangsu** Ⓟ *Fitted for oil fuel* 2*Dks*	2661 2237 1555					1921	Caledon S.B.&E.CoLd Dundee	ChinaNav.Co.Ld.	310·0 P&B187'F42'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'SB&EngCoLd.Grk		
27876 ~~153595~~ ~~MCMZ~~	**Kiating** TwinSc 1*Dk*	423 256 226					1925	Yarrow& Co.Ld. Glasgow	~~ChinaNav.Co.Ld.~~	149·5	26·6	7·7	~~London~~ ~~British~~ Chinese	2SRgearedSteamTurbines Yarrow&Co.Ld.Glasgow		
27877 142858 GDBX	**Kidderpore** D.F. 2*Dks*(*Stl*)	5334 4819 3263	✠ 11,22 ✠	Bom	*y*		1920 2mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*	400·4 P49'B113'F40' FK 345' 1025*t FPT*130*t*	52·4	28·4	Newcastle British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0	
27878 PKFI	**Kidoel** 1*Dk*	775 591 304					1927	Nederl. DokMaats. Amsterdam	Konikl.Paketv. Maats.	188·7 P28'B67'F28'	33·4	12·8	Batavia Dutch *WB*	T.3Cy.15¾",26"&$43\frac{11}{16}$"-32⅜" 109NHP Nederl.GravingDk.Co.Ld.		V
27879 DHOF	**Kiel** D.F. Sub.Sig.	3703 3317 2114					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges.	338·7 P&B220'F42'	47·4	26·2	Hamburg German *WB*	T.3Cy.23⅜",$39\frac{3}{16}$"&65¾"-$45\frac{5}{16}$" 290NHP Frk.KruppA.G.Kiel		G
27880	**Kien Kuo** (*ex*LuenYi, *ex*Li-Fong) TwinSc 1*Dk*&*Spar dk*3*trB* *Promenade dk*&*Shade dk*	2770 — 1588					1905	Atel.&Ch. deFrance Dunkirk	ChinaMerchants' Stm.Nav.Co.	278·2	42·9	24·8	Shanghai Chinese *WB*	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
27881 UOWZ	**Kiev** (*ex*Remscheid-32,*ex*Cambrian Queen,*ex*Maritime,*ex*Waldenburg) D.F. Sub.Sig. 2*Dks*3*trB in No.*1*hold*	5823 5423 3618				...	1917	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·3 P&B377'F53' FK	58·2	27·0	Odessa Russian *WB*	T.3Cy.31⅛",$50\frac{13}{16}$"&$84\frac{1}{16}$"-$53\frac{15}{16}$" 793NHP FlensburgerSchiffsb.Ges.	29 ″ 7	
* 27882 23665 JHKD	**Kifuku Maru** *ss*Kob.No.3-3,31 *ss*Osa.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5585 4259	✠100A1 *Awng dk with freeboard* 4,37 ~~2,36~~ ✠LMC~~2,36~~	Osa Yka 4,37	*y*	OG N2,36	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OginunoKaisho K.K.	385·0 FK *Collision BH to Awng dk* *CellDB* 334' 1118*t FPT*126*t*	51·0	36·0	Hashidate Japanese *Cem* 5*BH to Udk* *APT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
27883 22575 JTPA	**Kifune Maru** Ⓟ 1*Dk*	1606 1325 948					1918	Nagata Sanjuro Osaka	KinkaiYusenK.K.	240·0	36·1	20·9	Kobe Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaTekkosho,Osaka		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
27884 UPIO	**Kijuch** (*ex*Malaga-35) 1*Dk*	1440 1263 832					1921	F.Schichau Elbing	U.S.S.R.	253·5 P&B197'F28'	38·2	16·5	Vladvostk Russian *WB*	T3Cy.19½",31½"&51"–29$\frac{1}{16}$" 141NHP F.Schichau,Elbing		G
27885 Stranded 10,37 JSAB	**Kiku Maru** (*ex*Cromwell) 1*Dk* & *pt Awng dk*	3096 2300 1939			...		1894	JLThompson &Sons,Ld Sunderland	KotaniMokunosuke	312·0 P23'Q88' *ptAwng dk*201' FK	43·0	21·1	Higashitonda Japanese *WB*	T.3Cy.23½",38"&62"–42" 263NHP J.Dickinson,Sunderland	23 ″ 8	
27886 34534 JRTB	— Ⓟ *OilEng* Wireless *CruiserStern* 2*Dks*	760 519 312					1929	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	180·0 F30'	30·0	16·5	Habu Japanese	Oil Engines 4S.C.SA 6Cy.16¾"–24$\frac{7}{16}$" 163NHP MitsubishiZosenKaishaLd.		
27887 37500 JULH	— *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"–19½" 120NHP YokohamaDockCoLd.Yka		
27888 41773 JPSK	— *OilEng.* *CruiserStern*	398 — 281					1936	Yendo Tekkosho Osaka	NishimotoJuhei	125·0	24·5	12·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.10⅝"–15¾" 66NHP HanshinIronWorks,Kobe		
27889	**Kikukawa Maru** E.S.D. *Mchy.Aft* *CruiserStern* 2*Dks*	3850					1936	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	352·0	50·0	27·0	Kobe Japanese *WB*	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		
27890 209401 KJPA	**Kilauea** Ⓟ *Fitted for oil fuel*	1338 929 806					1911	UnionIron Works SanFrancisco	Inter-IslandStm. Nav.Co.Ld.	240·6	36·1	17·0	Honolulu Utd.States	T.4Cy.25",41"&(2)48"–30" 253NHP UnionIronWorksS.Frisco.		
※ 27891 FOQR	**Kilbane** (*ex*GeneralLeman, *ex*Hussar) *ss*Msl.2ndNo.3-9,27 *ss*Msl.No.2-36 Wireless 1*Dk*(*Stl*)&*deep framing* &*Awng dk*(*Irn*)	1282 1229 773	✠100A1 *Awng dk* *withfreeboard* 11,37 ~~12,36~~ ✠LMC8,36 BS11,37	Msl	*n*	7,36	1903 6mo *Lloyd*	Tyne Iron S.B.Co.Ld. Newcastle '*sA&CP*	Cie.Nouvelle de NavigationSicard *CellD*	220·0 FK *Ba&uE*73'*f*96'221*t*	33·0	21·6	Marseilles French 5*BHCem* *APT*17*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb *70lb* 149NHP 1SB,4*cf*,GS72,HS2560 N.E.Marine EngCoLdNwc	24 ″ 0 s 5 ″ 2½ 19 ″ 0	
※ 27892 137085 GFKT	**Kildale** *ss*Nwc.No.3-7,36 1*Dk*(*Stl*)	3877 3469 2310	✠100A1 11,37 ~~4,37~~ ✠LMC7,36 BS8,37	Bry Cff	*w*	CL ~~7,36~~ 11,37	1924 4mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*318'1084*t*	363·5 P33'B222'F31' FK *FPT*88*t**APT*170*t*	51·4	22·8	Whitby British 6*BHCem*	T.3Cy.24",41"&68"–45" (*s*) 180lb *180lb* 345NHP 2SB(Spt)6*cf*,GS124,HS5437 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 0 s 3 ″ 1½ 2 ″ 1½	
※ 27893 144825 MNCT	**Kildrummy** *ss*Dun.No.3-6,37 Wireless ~~*ss*Abn.No.2-32~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	629 424 271	✠100A1 ~~6,37~~ ~~9,36~~ 3,38 ~~BS4,36~~ ✠LMC~~4,32~~ BS3,38 6,37	Dun	*i*	CL ~~6,35~~ 6,37	1924 12mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen '*sA&CP*	Dundee,Perth& LondonShipping Co.Ld. *CellD*	175·9 182·0(O.L.) Q111'B10'F25' FK *Bf*99' 152*t* *FPT*31*t*	27·3	11·3	Aberdeen British 3*BHCem* *APT*19*t*	T.3Cy.14½",24"&40"-30" (*r*) 190lb 84RHP 1SB,3*cf*,GS56,HS1720 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s 3 ″ 8½ 13 ″ 3	
27894 139893 ZSMN	**Kilfenora** *ss*C.Tn.No.3-10,30 *ss*C.Tn.No.1-35 1*Dk*(*Stl*)	610 491 274	[illegible] 1,38 ~~LMC2,35~~ ✠NB7,18*refitted*20 *Carrying whale oil in bulk*	CTn		CL 11,33	1918 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*)	174·8 B53' FK *CellDBuE*26'20*t*	30·0	15·7	CapeTown British 9*BHCem* *FPT*12*t*	T.3Cy.16",22"&44"–26" (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 ″ 7 ~~s 1 ″ 10~~ ~~15 ″ 0~~	
27895 FNRT	**Kilissi** *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	3723 3383 1751					1934	Ch.&Atel. deProvence S.A. PortdeBouc	Compagnie des ChargeursRéunis	324·8	48·6	22·7 30·4	Bordeaux French *WB*	T.3Cy.26¾",40⅞"&66⅛"–43$\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
※ 27896 159788 EILG	**Kilkenny** *OilEng.* Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	1320 1139 685	✠100A1 10,37 ~~7,37~~ (~~*ClassContemplated*~~) ✠LMC7,37 *ForService withinHomeTrade limits*	Bel Dub	*r*	OG	1937 7mo *Lloyd*	Dublin Dkyd.Co.Vickers(Ireland) Ld. Dublin '*sA&CP*	British&IrishStm. PacketCo.(1936) Ld. *CellDB*170'	263·7 275·9(O.L.) FK P78'B72'~~F83~~F80' 237*t**DTf*14'50*t**FPT*	40·1	14·2	Dublin British 4*BHCem* 34*t**APT*87*t*	Oil Engines 2S.C.SA 6Cy.19¼"–35$\frac{7}{16}$" 404NHP Harland&Wolff,Ld.Bel.	17 ″ 11 s1 ″ 9 16 ″ 4½	
27897 99966 GBXF	**Killarney** Ⓟ (*ex*Classic, *ex*Magic) TwinSc *ss*Liv.3rdNo.3-6,32 2*Dks*(1*Stl*&1*ptStl*-ws) *ss*Liv.No.1-36	2081 1125 853	✠100A1 5,37 ~~5,36~~ ✠NB7,24 ✠LMC~~5,32~~ BS~~5,36~~5,37 5,36 *Fitted for oil fuel*7,24 *F.P. above* 1	Liv	*r*	OG 5,35	1893 8mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	CoastLines,Ld. *CellDB*	311·3 P43'B&F230' FK&BK2' *a*55'50*t**DTf*32'120*t*	38·3	15·1	Liverpool British 6*BHCem* *FPT*14*t*	T.6Cy.19",31"&52"–36", (*s*) 180lb 425NHP 3SB,9*cf*,HS7540 Harland&Wolff,Ld.Bel.	17 ″ 0 s 2 ″ 4 15 ″ 2¾	BT [illegible] 10,37
27898 70 HPBP	**Killerig** *Fitted for oil fuel* Wireless 1*Dk*	577 493 232					1918	Smith's DockCo.Ld. Middlesbro'	PanamaSalvors Inc.(Merritt-Chapman- Lindsay,Ld.)	172·2	30·0	15·7	Panama Pnamanian *WB*	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.CoLdNwc		C
27899 135158 MDVK	**Kilrea** (*ex*Teesburn, *ex*Wanstead) 3Mst ~~*ss*Sld.No.3-5,24~~ *Mchy.Aft* *Well deck* ~~*ss*Bel.No.2-32~~ *Cargo battens not fitted* 1*Dk*(*Stl*) *ss*Bel.2ndNo.3-6,37	767 557 370	✠100A1 ~~6,37~~ ~~2,36~~ 1,38 ✠LMC MS~~11,32~~ 2,36 BS~~1,37~~ 1,38	Bel Liv	*k*	OG ~~6,35~~ 1,38	1912 11mo *Lloyd*	Dundee S.B.Co.Ld. Dundee '*sA&CP*	MerseyPorts StevedoringCo.Ld. *Cell*	190·4 Q96'B15'F23'BK7½' *DBf*112'170*t**FPT*	30·0	11·7	Belfast British 3*BHCem* 40*t**APT*18*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 98RHP 1SB,3*pf*,GS59,HS2315 G.T.Grey,SouthShields	13 ″ 10 s 4 ″ 5½ 13 ″ 9½	
27900 UPAN	**Kim** *OilEng.* *CruiserStern* 2*Dks*	5114 4702 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·2	29·4	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–47$\frac{3}{16}$" 746NHP RussianDieselWks.Len.		
27901 156035	**Kim Kean Aun** WoodAuxSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	311 287 193					1929	EuKyong Nga Tavoy	EuKyongNga	109·7	30·0	13·5	Rangoon British	Oil Engine 4S.C.SA 4Cy.11"–14$\frac{3}{16}$" 47NHP SkandiaVerken,Lysekil		
27902 24071 JHSD	**Kimi Maru** *ss*Kob.No.3-10,30 *ss*Kob.No 1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3194 2757 1982	✠100A1 7,37 ~~8,36~~ ✠LMC~~8,36~~ 7,37	Kob	*t*	CL 8,36	1918 12mo	OsakaIron Works,Ld. Innoshima A&CP	KobeShosenK.K. *CellDB*255' 519*t* *FPT*	305·0 P19'B82'F32' FK	43·9	27·3	Kobe Japanese 5*BHCem* 76*t**APT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaI.Wks.LdInnoshima	27 ″ 3 s 4 ″ 3 23 ″ 2	
27903 10296 JTGH	**Kimigayo Maru** Ⓟ (*ex*Swaerdecroon) 1*Dk*&*Awng dk*	669 638 395					1891	Maats.de Maas Rotterdam	Amagasaki KisenbuGomei Kaisha	175·9	26·3	17·1	Osaka Japanese *WB*	T.3Cy.15⅞",24¾"&40"–36" 96NHP Maats.deMaas.Rotterdam		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27904 31549 JTXH	**Kimigayo Maru No. 2** Ⓟ TwinSc (*ex*Mandun) 2*Dks*	919 769 547						....	Amagasaki KisenbuGomei Kaisha	206·0|35·0|17·2	Osaka Japanese	T.6Cy.		
27905	**Kimikawa Maru** *OilEng.* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	7250					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	475·7|62·3|40·0	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1851NHP KawasakiDkydCoLdKobe		
27906 139158 GVWV	**Kimmerol** *ss*Pts.No.2-37 *ss*Pts.No.3-12,29 *Mchy.Aft* ~~*ss*Pts.No.1-34~~ 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	1172 350 601	✠100A1 11,37 ~~11,36~~ ~~BS11,36~~ ✠LMC~~7,34~~ 11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	Pts	*n*	OG ~~10,35~~ 10,37	1916 10mo *Lloyd's*A&CP	Craig, Taylor&Co. Ld.Stockton *Cell DBuE&B*36' 62*tDTf*21'162*tFPT*32*t APT*25*t*	TheAdmiralty *Middle line Bulkhead not oil tight*	210·0|34·7|16·5 220·0(O.L.) P45'F40' FK	London British 13*BHptCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 135NHP 2SB,4*cf*,HS2200 FD Mackie&Baxter,Glasgow	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
27907	**Kinabalu** *Mchy.Aft* 1*Dk*	429 303 196			...		1914	Ardrossan DD&SBCoLd Ardrossan	SabahS.S.Co.Ld. (Harrisons&Crosfield(Borneo),Ld. *Mgrs.*)	150·4|26·0|10·6 P19'F19' FK	Sandakan British *WB*	T.3Cy.12½",21"&34"-24" 59RHP McKie&Baxter,Glasgow	11 ″ 9	
27908 35936 JJBC	**Kinai Maru** TwinSc *OilEng.* *ss*Kob.No.3-3,36 *Ref.Mchy.* 3*Dks*(*Stl*) GyC. *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* 3,38 ~~3,37~~ ✠LMC CS3,36 DBS~~3,37~~3,38 ~~3,35~~3,36 ✠Lloyd'sRMC~~3,37~~ 3,38 ~~11,37~~ *Fitted for carrying oil* 6,30 *F.P. above* 150° F. *in deep tanks*	Kob	*d*†	CL 3,36	1930 6mo *Lloyd's*A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki *CellDB*373'	OsakaShosenK.K. 1295*t Tanks in way of tunnels* 978*tMTs* 36'1185*t FPT*96*t APT*89*t*	446·0|60·5|40·7 F40' FK	Osaka Japanese 8*BHptCem* (*Coll to Wdk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsubishiZosenKaishaLd.	40 ″ 9 s 13 ″ 0¼ 28 ″ 2	
27909 KZBN	**Kinau** Iron Wireless 2*Dks*	975 — 773					1883	W.Cramp &Sons Philadelphia	PhilippineS.N.Co. (EverettS.S.Corp. *Mgrs.*)	195·0|33·0|16·0	Manila Utd.States	C.2Cy.24"&44"-36' NB02 97NHP WCramp&Sons,Phildlpha		
27910 129491 CYLN	**Kindersley** (*ex*A.E.McKinstry) *Mchy.Aft* 1*Dk*	1999 1657 1190					1910	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	CanadaSteamship Lines,Ld.	250·4|42·7|18·3	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP ClydeSB&Eng.CoLd.PGls		C
27911 FOZB	**Kindia** (*ex*Haworth) *Ref.Mchy.* D.F. 2*Dks*	1972 1061 1167					1919	Napier& Miller,Ld. Glasgow	Cie.desTransp. Mar.de l'A.O.F. (ChargeursRéunis *Mgrs.*)	270·1|37·8|15·9	Havre French *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&Jackson,LdGls		V
27912 165219 MLWL	**Kindiesel** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	339 220 180	✠100A1 12,37 ~~4,37~~ ✠LMC8,36	Grk	*e*	OG 3,37	1936 8mo *Lloyd's*A&CP	Ardrossan DockyardLd. Ardrossan	KindieselShipping Co.Ld. (P.MacCallum &Sons,Ld.)	136·2|25·1| 9·2 142·7(O.L.) Q90'F19' FK *FPT*30*tAPT*28*t*	Greenock British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$"-17$\frac{5}{16}$" 91NHP J.G.Kincaid&Co.Ld.Grk.	10 ″ 3 s 3 ″ 3½ 10 ″ 2¼	
27913 128797 VJSK	**Kindur** *ss*Syd.No.2-36 1*Dk*(*Stl*)	1267 879 515	✠100A1 ~~7,36~~ 10,37 BS6,37 ✠LMC6,36	Syd		CL 6,36	1928 2mo *Lloyd's*A&CP	Ayrshire Dckyd.Co.Ld Irvine	Newcastle&HunterRiverS.S.Co.Ld	221·3|38·3|15·4 230·2(O.L.) P22'B79'F38' BK7½" *FPT*42*tAPT*46*t*	Newcastle N.S.W. British 5*BHCem*	T.3Cy.17",28"&46"-30" (*s*) 2WaterTubeBoilers FD 200lb HS4068 240NHP W.Beardmore&Co.Ld. Coatbridge	16 ″ 6 s 1 ″ 5¼ 15 ″ 8¾	
27914 29812 JAOB	**Kine Maru** 1*Dk*	2193 1955 1260					1924	KobeSteel WorksLd. Harima	SettsuShosenK.K. (OsokaShosen K.K.*Mgrs.*)	285·5|40·0|24·0	Fuchu Japanese *WB*	T.3Cy.18",30$\frac{1}{16}$"&49"-39" 150NHP KobeSteelWorks,Kobe		C
27915 217458 KJPB	**King** (*ex*LakeFaristell) *Ref.Mchy.* 2*Dks*	2624 2235 1626			...		1919	American S.B.Co. Cleveland,O.	Terminals& Transptn.Corp. (Minnesota-AtlanticTransit Co.*Mgrs.*)	251·0|43·5|26·2 P25'B64'F23' FK	Duluth Utd. States *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanSBCoClevelndO.	28 ″ 2	R †
27916 LDHX	— (*ex*HeatherKing, *ss*Shl.No.3-7,20 *ex*Kilgarven) 1*Dk*(*Stl*) Wireless D.F.	645 506 233	11,25	Sws			1918	Smith's DockCo.Ld. Middlesbro' *CellDBuE*26'20*t*	D/S A/S King (AdolfLothe)	175·2|30·0|15·7 B58*t*H25*t* FK	Haugesnd Norwegian 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" 116NHP 1SB,3*cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	N †
* 27917 137268 GCMX	**King Alfred** *ss*Rot.No.3-9,31 *ss*Bry.No.1-36 1*Dk*(*Stl*)	5275 4796 3195	✠100A1 ~~6,37~~ ~~6,36~~ 11,37 BS6,37 ✠LMC6,36	Bry Npt	*y*	CL ~~5,36~~ 6,37	1919 9mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~Ld. *Mgrs.*) *CellDB*	400·0|52·4|28·5 P49'B113'F38' FK 340'1098*t FPT*133*t*	Sundrland British 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
27918 160458 GNSC	**King Arthur** *OilEng.* *ss*Cff No.2-36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 2,38 ~~2,37~~ ✠LMC CS6,36 DBS~~9,36~~10,37 ~~3,36~~12,36	Ven Mch		CL ~~8,34~~ 2,38	1928 5mo *Lloyd's*A&CP	Harland& Wolff,Ld. Belfast *CellDB*333'1083*t DTf*26'1076*tFPT*109*t*	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*)	400·7|54·8|27·2 P28'B142'F35' FK	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11¼ 23 ″ 10¼	
27919 148835 GJCZ	**King City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4744 4432 2879					1928	W.Gray& Co.Ld. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&Co.Ld. *Mgrs.*)	400·5|54·3|25·6 F41'	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
27920 143147 GBFL	**King David** (*ex*Gundomar) *ss*Shl.2ndNo.3-5,37 ~~*ss*Sld.No.3-8,33~~ 2*Dks*(*Stl-Uws*)&*Webframes* *Welldeck* *Longitudinal framing*	3721 3335 2257	✠100A1 5,37 ~~8,36~~ ~~BS8,36~~ ✠LMC~~8,36~~ 5,37	Sld Shl	*x*	CL ~~8,36~~ 5,37	1912 9mo *Lloyd's*A&CP	Akt.Ges. "Weser" Bremen *CellDBa*116'*u*	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*)	355·1|50·4|23·2 P226'F43' FK *E*26'*f*164'830*tFPT*	London British 6*BHCem* 48*tAPT*14*t*	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&67$\frac{11}{16}$"-47¼" 192lb (*s*) 432NHP 3SB,9*cf*,GS129,HS6135 FD A.G."Weser,"Bremen	26 ″ 0 s 3 ″ 3¾ 22 ″ 10¼	
27921														

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
27922 149947 GKBM	**King Edgar** *OilEng.* ssCff.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2694	✠100A1 *withfreeboard* ~~11,37~~ ~~2,37~~ 3,38 ✠LMC CS8,36 DBS~~2,37~~ 3,38 2,37	Bkn ~~NYk~~ Shl	*z*	CL ~~11,34~~ ~~11,37~~ 3,38	1927 11mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP *CellDB*333'	KingLineLd. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 FK *FPT*85*tAPT*181*t*	54·8	23·6	London British 7*BHptCem* (*Coll toSh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27923 141921 GCLD	**King Edward** (*ex*Gorala) ssRot.No 3-8,31 ssBry.No.1-35 2*Dks*(*Stl*)	5224 4747 3161	✠100A1 ~~3,37~~ ~~7,36~~ 3,38 BS~~1,37~~ ✠LMC10,35 3,38	Bry ~~Mch~~ Cff	*y*	CL 10,35	1919 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*	400·0 411·0(O.L.) P49'B113'F39' FK 347'1120*t FPT*115*t*	52·3	28·4	London British 7*BHCem* *APT*170*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
27924 113963	— Ⓟ TrpSc 3*Dks*	551 456 222					1901	W.Denny &Bros. Dumbarton	Williamson- Buchanan Steamers(1936) Ld.	250·5	30·1	10·0	Glasgow British	3SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 10,37
27925 149964 GBLD	**King Edwin** *OilEng.* ssCff.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2692	✠100A1 *withfreeboard* 3,38 ~~1,37~~ ✠LMC CS12,34 DBS~~1,37~~ 5,37 ~~3,36~~ 3,38	Lon Cff	*z*	CL 1,37	1927 12mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP *CellDB*333'	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 FK *FPT*85*tAPT*181*t*	54·8	23·6	London British 7*BHptCem* (*Coll toSh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27926 149970 GKVJ	**King Egbert** *OilEng.* ssSld.No.2-36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern*	4535 4164 2694	✠100A1 *withfreeboard* 9,37 ~~1,37~~ ✠LMC CS7,36 DBS~~4,36~~ 9,37 7,36	Gen Bel	*z*	CL ~~9,34~~ 8,37	1928 1mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP *CellDB*333'	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) 1278*tDTf*30'1088*t*	400·6 FK *FPT*85*tAPT*181*t*	54·8	23·6	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″ 7½ 23 ″ 6½	
27927 146631 GDTZ	**King Frederick** (*ex*Trialos) ssSld.No.3-7,32 2*Dks*(*Stl*) ssPhl.No.1-37	5106 4754 3165	✠100A1 11,37 ~~3,36~~ BS~~3,36~~ ✠LMC~~4,32~~ 7,37 MS11,37	Nwc Cff	*y*	CL ~~10,34~~ 7,37	1920 3mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*	400·2 413·1(O.L.) P49'B113'F40' FK 349'1120*t FPT*123*t*	52·3	28·5	London British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
27928 148912 MLML	**King George V** Ⓟ TwinSc 2*Dks*	801 528 322					1926	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	260·6	32·1	10·6	Glasgow British	6SteamTurbinesSRgeared to 2 Sc. Shafts NB35 ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 10,37
27929 147512 GCQJ	**King Gruffydd** (*ex*Ambatielos) ssSld.No.3-8,31 ssShl.No.1-36 2*Dks*(*Stl*)	5063 4726 3145	✠100A1 ~~3,37~~ ~~6,36~~ 12,37 ✠LMC BS~~11,35~~ MS6,36 5,37	Shl ~~Vcr~~ Bry	*y*	CL 3,37	1919 12mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*	400·9 P49'B113'F40' FK 340'1120*t FPT*123*t*	52·4	28·3	London British 7*BHptCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
27930 147537 GFWB	**King Idwal** (*ex*Keramies) ssSld.No.3-1,33 2*Dks*(*Stl*) ssSld.No.1-38	5115 4741 3164	✠100A1 2,38 ~~5,36~~ BS9,37 ✠LMC~~5,36~~ MS2,38 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Bry Sld	*y*	CL ~~5,35~~ 1,38	1920 5mo *Lloyd*	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*	400·2 P47'B113'F40' FK 334'1004*t FPT*123*t*	52·3	28·5	London British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co. of HongKong,Ld.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
27931 148705 GDZM	**King James** *OilEng.* ssSld.No.2-34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk*(*Stl*)*inNo.3hold* *Corrugated Sides* *CruiserStern* *Longitudinal framing in DB & at decks*	5066 4738 3129	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~ 12,37 ✠LMC CS4,34 DBS~~9,36~~ ~~6,36~~ 3,37 7,37	Mch ~~Shl~~ Vcr	*a*†	CL ~~11,36~~ 12,37	1925 11mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*334'1227*t*	400·3 F36' FK *Coll* *DTf*53'1050*t FPT*	59·0	25·9	London British 7*BHptCem* *BHto Sh dk* 6 „ „ 2*nd* „ 95*tAPT*220*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
27932 160356 GNQS	**King John** *OilEng.* ssGls.No.2-36 1*Dk*(*Stl*) *CruiserStern*	5228 4807 3139	✠100A1 ~~8,37~~ ~~4,37~~ 4,38 ✠LMC CS3,36 DBS~~7,36~~ 8,37 ~~11,34~~ 8,37	Suz ~~Cff~~ Hul	*z*	CL 4,37	1928 2mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*333'1067*tDT*	400·7 417·6(O.L.) P28'B142'F35' FK *f*26'1076*tFPT*109*t*	54·8	27·2	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	
27933 160380 GNQW	**King Lud** *OilEng.* ssCff.No.2-36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 9,37 ~~3,37~~ ✠LMC CS2,35 DBS~~7,36~~ 3,37 4,38 ~~3,37~~	Cff	*z*	CL ~~12,36~~ 9,37	1928 3mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*334'1083*tDT*	400·7 417·2(O.L.) P28'B142'F35' FK *f*26'1076*tFPT*109*t*	54·8	27·2	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	
27934 148713 GJYX	**King Malcolm** 3Mst *OilEng.* ssCff.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.* 3 *hold* *Corrugated sides* *CruiserStern* *Longitudinal framing in DB & at decks*	5064 4736 3128	✠100A1 *withfreeboard* 6,37 ~~11,36~~ ✠LMC CS1,34 DBS~~11,35~~ 2,38 ~~11,36~~ 1,38	Hul Bkn	*a*†	CL 7,35	1925 12mo *Lloyd*	D&WHen- derson&CoLd Glasgow 'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co~~(1934)~~Ld *Mgrs*) *CellDB*334'1227*t*	400·3 F36' FK *Coll* *DTf*53'1050*t FPT*	59·0	25·9	London British 7*BHptCem* *BHto Sh dk* 6 „ 2*nd* „ 95*tAPT*220*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
27935 160404 GNSB	**King Neptune** *OilEng.* ssBkn.No.2-36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 12,37 ~~12,36~~ ✠LMC CS12,36 DBS~~6,36~~ 2,37 ~~9,36~~ 12,37	Bkn ~~Mch~~	*z*	CL 12,36	1928 4mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.~~(1934)~~,Ld. *Mgrs.*) *CellDB*334'1083*t*	400·7 P28'B142'F35' FK *DTf*26'1076*tFPT*1	54·8	27·2	London British 7*BHptCem* 09*tAPT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5 ″ 11½ 23 ″ 10½	
27936	**King On** WoodTwinSc 2*Dks*	677 — 475					1918	ManLee S.B.Co. Canton	Soc.Ip-Un,Ld.	151·5	30·8	12·4	Macao Portuguese	C.2Cy.10½"&20"–14½" 13NHP		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27937 118608 GPMF	**King Orry** Ⓟ TwinSc ssBrw.2ndNo.3-5,36 Sub.Sig. 2Dks&Shelter dk D.F. (ptStl–ws)	1877 1187 762	✠ A1 Shelter dk withfreeboard 4,37 ~~5,36~~ ✠LMC MS6,35 BS~~2,36~~5,37 For Servicein theIrish Channel	Brw		OG 5,36	1913 7mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	Isle ofManSteam PacketCo.Ld. CellDBa48'	300·0|43·1|15·9 313·3(O.L.) Promenade dk 198' B56' FK&BK1¼" uE44'f64'216tFPT	DouglasIM British 9BHAsp 26tAPT36t	4 Steam Turbines SR geared to 2 screw shafts 170lb ~~100lb~~ (r) FD HS14385 2DB&1SB,15cf,GS383 80lb 1114NHP CammellLaird&Co.LdBkn	17 ″ 0 s2″10¾ 14 ″ 6	BT till 11,37
27938 148731 GMFY	**King Robert** (exCittà diMessina) ssSld.No.3-1,33 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks ssCff.No.1-37	5886 5602 3615	✠100A1 Shelter dk withfreeboard 11,37 ✠LMC5,36 ~~[illegible]~~ BS~~5,36~~ 6,37	Bry Cff	z	CL ~~4,36~~ 10,37	1920 11mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co~~(1934)~~LdMgrs) CellDB	400·0|53·0 32·8 413·0(O.L.) F38'onShelter dk FK Collision 351'1272tAPT100t	London British Cem BHto Sh dk 5 „ „ U „	T.3Cy.27",45"&75"-51" (s) 180lb 573NHP 3SB,9cf,GS187,HS8580 FD Richardsons,Westgarth &Co.Ld.Mdb.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
27939 160496 GNVD	**King Stephen** OilEng. ssShl.No.2-36 CruiserStern 2Dks(Stl)	5274 4883 3171	✠100A1 8,37 10,~~36~~ ✠LMC CS10,36 DBS~~6,36~~8,37 ~~10,36~~ 4,37	Cff	z	CL 10,36	1928 6mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP Cell	KingLine,Ld. (Dodd,Thomson& Co~~(1934)~~LdMgrs) DB333'1083tDTf	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK 26' 1076t FPT109t	London British 7BHptCem APT260t	Oil Engines 4S.C.SA 6Cy.29⅜"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
27940 160516 GNVF	**King William** OilEng. ssCff.No.2-36 CruiserStern 2Dks(Stl)	5274 4883 3171	✠100A1 8,37~~12,36~~ ✠LMC CS6,36 DBS~~6,36~~8,37 9,36	Cff	z	CL 12,36	1928 7mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP C	KingLineLd. (Dodd,Thomson& Co~~(1934)~~LdMgrs) ellDB333'1083t D	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK Tf26'1076tFPT10	London British 7BHptCem 9tAPT260t	Oil Engines 4S.C.SA 6Cy.29⅜"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
27941 149429	**Kingdoc** Mchy.Aft 1Dk	1926 1638 1152					1927	Swan,Hun- ter&Wigham Richardson, LdNewcastle	PatersonSteam- ships,Ld.	252·8|43·4|17·8	Ft.William (Ont.) British WB	T.3Cy.15",25"&40"-33" 88NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
27942 UOCN	~~**Kingisepp**~~ Kingissepp Sub.Sig. 1Dk	2325 2019 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8|43·2|20·6 P21'B72'F14'	Archangel Russian WB	T.3Cy.17¾",29½"&48⅜"-39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		
27943 160220 GSQF	**Kingsborough** D.F. 1Dk	3368 3054 2030					1928	Lithgows, Ld. PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,Mgrs.)	340·1|48·8|22·7 P35'B104'F36'	Glasgow British WB	T.3Cy.21½",37"&62"-39" 240NHP J.G.Kincaid&Co.Ld.Grk.		C
27944 161897 GSKC	**Kingsland** 1Dk	3669 3323 2239					1930	Lithgows Limited PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,Mgrs.)	350·6|50·2|23·3 P40'B106'F36'	Glasgow British WB	T.3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
27945 150351 VGJW	**Kingsley** (exCanadianCoaster) 1Dk	2422 2051 1464					1921	Colling- wood,S.B.Co. Kingston	KingsleyNav.Co. Ld.	251·0|43·6|23·6 P22'B64'F28'	Vancouver British WB	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood		
27946 111654 VGMD	**Kingston** Ⓟ Pad 1Dk	2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship Lines,Ld.	288·0|36·2|13·3	Toronto British	T.3Cy.28",44"&74"-72" 461NHP BertramE.W.Co.Ld.Trnto		
* 27947 128863 MBWY	**Kingstown** 3Mst ssBel.2ndNo.3-7,35 Mchy.Aft Well deck 1Dk(ptIrn ptStl)	628 434 237	✠100A1 1,37 BS~~1,37~~ ✠LMC7,35 3,38	Bel	j	CL 6,35	1910 5mo Lloyd	Ramage& Ferguson,Ld. Leith 'sA&CP	Wm.M.Barkley& SonLd. (W.Clint,Mgr.) WB=CellD	181·0|27·7|10·8 Q103'B11'F32' FK Bf99'160tFPT66t	Belfast British 3BHCem APT39t	T.3Cy.15",25"&40"-30" (s) 180lb 81RHP 1SB,3cf,GS62,HS2045 Ramage&Fergusn,Ld.Lth	13 ″ 6 s4 ″ 8¾ 13 ″ 1¾	
27948 160723 GSWN	**Kingswood** ssShl.No.2-37 ~~ssNwc.No.1-32~~ D.F. 1Dk(Stl) GyC. E.S.D.	~~5038~~ ~~4574~~ ~~3107~~ 5080 4574 3110	✠100A1 ~~9,36~~12,37 ~~BS8,35~~ ✠LMC~~5,32~~ 12,37 ✠NB(Anx)12,37	Cff Shl	z	CL ~~9,36~~ 10,37	1929 5mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	JosephConstan- tineS.S.Line,Ld. CellD	405·4|53·8|26·6 P40'B257'F33' FK B353'1171tFPT11	Middlsbro' British 6BHCem 4tAPT192t	T.3Cy.22½",30"&58"-45"& LPTurbinewithDRgearing 200lb (s) 475NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS160,HS7241 N.E.MarineEngCoLdNwc	29 ″ 1 s4 ″2¾ 25 ″ 0	
27949 146160 GDJN	**Kingyuan** Ⓟ Fitted for oil fuel 2Dks	2653 2225 1546					1921	Scott'sS.B. &E.Co.Ld Greenock	ChinaNav.Co.Ld.	310·3|44·2|20·9 P23'B86'F43'	London British WB	2SteamTurbinesDRgeared to1Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
* 27950 142908 ZMJB	**Kini** ssWln.No.1-35 Wireless Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1388 932 779	✠100A1 ~~2,37 4,36~~ ~~8,37~~ 3,38 BS~~2,37~~ ✠LMC1,35 3,38	Mel Syd	o	CL ~~11,34~~ 8,37	1930 12mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	UnionS.S.Co.of NewZealand,Ld. IntermediateBHin CellDB185'	229·1|39·2|12·5 258·6(O.L.) Q158'F30' FK hold dispensed with 348tFPT84tAPT7t	Dunedin British Cem 3BHto Udk	T.3Cy.15¾",27"&44½"-33" 200lb (s) 165NHP 2SB,4cf,GS80,HS2984 J.Lewis&Sons,Ld.Abn.	14 ″ 6 s4 ″ 9 13 ″ 11	
27951 1839 JICG	**Kinjo Maru** OilEng. 1Dk	331 — 179					1935	.... Shimonoseki	ChosenKisenK.K.	135·0|23·5|12·0	Fusan Japanese	Oil Engines		
27952 42057 JGDL	**Kinjosan Maru** 2Dks CruiserStern	3262 — 1884					1936	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	332·8|47·1|25·0 P29'B102'F27'	Kobe Japanese WB	T.3Cy.22",34"&62"-42" & exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld.		C
27953 14164 JYKD	**Kinkasan Maru** ssKob.2ndNo.3-3,36 ~~ssKob.No.3-2,24~~ ~~ssKob.No.2-32~~ 1Dk(Stl) Cantilever framed topside tanks	4981 4535 2615	✠100A1 ~~4,37 5,35~~ 4,38 ✠LMC~~4,36~~ 4,38~~1,32~~	Kob Tama	y	CL ~~4,34~~ 4,37	1911 7mo Lloyd	Sir Raylton Dixon&CoLd Middlesbro' 'sA&CP	MitsuiBussan Kaisha,Ld. WB=CellDBa126' Topside tanks	380·0|53·5|27·2 P38'B111'F39' FK 'uE24'f167'1042t 316'1252tFPT103t	Tokio Japanese 6BHCem APT227t	T.3Cy.26",42"&70"-48" (s) 180lb 417NHP 3SB,9cf,GS190,HS7114 Blair&Co.Ld.Stockton	29 ″ 7 s5 ″ 10 24 ″ 2	
27954 1109 JMQA	**Kinko Maru** Ⓟ (exShibisanMaru) Wireless 1Dk	1268 1053 847					1917	Toba Zosensho Toba	ChosenYusenK.K.	229·1|33·0|18·0	Jinsen Japanese WB	T.3Cy.14½",24⅜"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
27955 138187 CYLP	**Kinmount** (exDalrymple) Mchy.Aft 1Dk	1711 1544 1167					1923	The Col- lingwoodS.B Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0|43·1|16·9 F35'	Montreal British WB	T.3Cy.15½",26"&44"-26" Hewes& 95RHP Phillips,Newark,N.J.		C

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
27956 143531 MKLQ	**Kinnaird Head** (*ex*Gowerian) *ss*Lth.No.3-3,34 *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	449 296 186	✠100A1 ~~10,36~~ 12,37 ~~BS6,36~~ ✠LMC3,34 5,37	Lth		CL 10,36	1921 1mo *Lloyd*	TawShip-yards,Ld. Barnstaple '*sA&CP*	A.F.Henry&MacGregor,Ld.	142·2 147·0(O.L.) Q84'B9'F17' FK *FPT*49*t*	25·6	11·4	Leith British 3*BHCem* *APT*17*t*	T.3Cy.12″,20″&32″-24″ (*s*) 180lb 52RHP 1SB,3*cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 ″ 6 s 4 ″ 3½ 12 ″ 4½	
27957 6891 SFDM	**Kinne** (*ex*Niels) 1*Dk*	618 518 358					1920	Vulcan VærftetA/S Korsör	SvenskaSocker-fabriksA/B(C.F.Tranchell,*Mgr.*)	190·7 P17'B51'H72*t*F20'	30·8	11·2	Lidköping Swedish *WB*	T.3Cy.12½″,21″&34″-19¾″ Smith,Mygind& 66NHP Hüttemeyer,Cpn.		V
27958	**Kinposan Maru** 2*Dks* *CruiserStern*	3260 2840 1880					1936	Mitsui Bussan Kaisha,Ld. Hibi	MitsuiBussan Kaisha,Ld.	330·0 P29'B102'F27'	47·0	25·0	Kobe Japanese *WB*	T.3Cy.22″,34″&62″-42″& exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld. Tama		
27959 161578 GYGS	**Kinross** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4956 4580 3043	✠100A1 *withfreeboard* ~~1,33~~ ~~3,37~~ 3,38 ✠LMC4,36 ✠LMC(M)1,38	Hul ~~Sd~~ Npt		CL 5,38	1935 4mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	B.J.Sutherland &Co.Ld. *CellDB*346'1174*t*	412·2 427·9(O.L.) FK (*MT*1236*t APT*191*t*	54·2	26·1	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.20½″-81⅛″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4¼ 25 ″ 6¼	
27960 193 JNUA	**Kinryo Maru** (*ex*Bessie Dollar) 4Mst *ss*H.Kg.No3-6,17 *ss*Vcr.No.1-21 *Fitted for oil fuel* 1*Dk(Stl)&Spar dk(Stl)&deep framing*	4390 4055 2737	✠ 8,26 ✠	Kob	*x*		1905 11mo	A.Rodger &Co. Pt.Glasgow	YabukiGomei Kaisha *Intermediate Bulk* *in after*	369·7 P37'B98'F36' *head* FK *hold dispensed with* *CellDBa*120'*uE*	50·0	18·8 26·7	Dairen Japanese *Cem* 5*BHonly* &*B*42'*f*162'	T.3Cy.25½″,42″&70″-48″ 393NHP 3SB,9*cf*,GS170,HS6399 A.Rodger&Co.Glasgow 982*t FPT*55*t APT*90*t*	29 ″ 3	C †
27961 24060 JRFE	**Kinryuzan Maru** (*ex*DaishinMaruNo.2-35) 1*Dk*	1370 1132 778					1918	Osaka YogyoK.K. Osaka	Tsurumaru Hirotaro	228·0 *WB*	34·0	19·5	Waka-matsu Japanese	T.3Cy.18⅛″,26″&42½″-32″ 112NHP HirotaniSeikosho,Osaka		
27962 2282 JEWG	**Kinsen Maru** *CruiserStern*	~~2000~~ 3081 — 1808					1937	Harima S.B.&Eng. Co.Ld. Harima	ChosenYusenK.K.	~~314·9~~ 318·4	45·9	~~20·8~~ 24·6	Jinsen Japanese	T.3Cy.20 1/16″,33 1/16″&55⅝″-39″ 190NHP HarimaS.B.&Eng.Co.Ld. Harima		
27963 109872 VPCL	**Kinshan** Ⓟ TwinSc 1*DkSaloon dk&Shade dk*	2733 1019 1678					1903	Hong K'ng &Whampoa DockCo.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	10·1	HongKong British	T.6Cy.20″,31″&50″-27″ 260NHP HongKong&Whampoa DockCo.Ld.HongKong		
27964 JGDB	**Kinshu Maru** (*ex*Mount Pentelikon-33, *ex*Atlanticos,*ex*Sylvia Victoria,*ex*WarCavalry) ~~*ss*Ams.No.3-1,32~~ 2*Dks(Stl)* *ss*Kob.No.3-8,37	~~5600~~ ~~5151~~ ~~3380~~ 5591 5122 3342	✠ [illegible] 1,38 ✠NE11,22 ✠~~LMC~~ ~~DS8,36~~	Nag Kob	*z*	CL 7,36	1919 5mo *Lloyd*	JCoughlan &Sons Vancouver, '*sA&CP* B.C. *Inter*	DairenKisenK.K. *mediate BH in fore* *CellDBa&uE*172	410·7 P44'B115'F47' FK *hold dispensed with* '*f*182'1158*t FPT*13	54·1	27·5	Dairen Japanese *ptCem* 6*BH only* 1*t APT*95*t*	T.3Cy.27″,44″&73″-48″ (*s*) 190lb 536NHP 3SB9*cf*,GS189,HS7995 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 ~~s5 ″ 11¼~~ ~~24 ″ 0¼~~	
27965 123881 VSNG	**Kinta** 1*Dk*	1220 834 509					1907	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	13·8	Singapore British *WB*	T.3Cy.20¾″,33″&54″-36″ 175NHP CaledonS.B.&E.Co.Ld.Dun		
27966 153998 MBKS	**Kintang** TwinSc 1*Dk*	435 227 221					1925	Yarrow &Co.Ld. Scotstoun *Completed by*	ChinaNav.Co.Ld. Taikoo Dockyard	149·5 &Eng.Co.Ld.Hong	26·6	7·7	London British Kong	2SRgearedSteamTurbines Yarrow&Co.Ld.Gls.		
✻ 27967 41285 JHEJ	**Kinugasa Maru** *OilEng.* D.F. GyC. 1*Dk&Shelter dk3rd dk* *except in aftermost hold* *CruiserStern*	6808 5534 3717	✠100A1 *withfreeboard* 4,37 DBS4,37 ✠LMC3,36 *Carrying car*	Yka *go oil*	*d*† *F.*	CL ~~6,36~~ 8,37 *P.abov*	1936 3mo *Lloyd* *e* 150°	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP* F.*in deep tank*	KokusaiKisenK.K. *s CellDB*359'14 *Tanks in*	453·7 F43' FK (16*t DTsa*51'1378*t* *way of tunnel* 30'13	60·9	31·1	Tokio Japanese 8*BHptCem* *Coll to Sh dk* 7 „ 2nd „) 3*t FPT*73*t A*	Oil Engines 2S.C.DA 7Cy.27 9/16″-47¼″ 1850NHP DB*100lb* KawasakiDkydCoLdKobe *PT*186*t*	31 ″ 1 s3 ″ 8¾ 27 ″ 3½	
✻ 27968 140571 GRCD	**Kioto** *ss*Mch.No.3-4,30 *ss*Ant.No 1-35 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern Cargo battens not fitted in Shelter 'tween dks*	3297 — 2030	✠100A1 *Shelter dk* *withfreeboard* ~~2,35~~ 5,36 ✠LMC MS2,34 ~~BS9,36~~ 10,37	Ant ~~Hpk~~	*v*	CL N5,36	1918 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	333·8 FK *CellDB*294'859*t*	46·6	24·4	Liverpool British 6*BHCem* *APT*19*t*	T.3Cy.21″,36″&62″-45″ (*s*) 220lb *112lb* 384NHP 2SB,8*cf*,GS139,HS5433 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 9 s2 ″ 5 24 ″ 7½	
27969 141758 CYLQ	**Kipawa** (*ex*JohnF.Morrow, *ex*EdwardN.Breitung,*ex*John W.Moore) 2*Dks* *Mchy.Aft*	1840 — 1154					1890	Craig S.B.Co. Toledo,O.	~~CanadaSteamship Lines,Ld.~~	246·0 *WB*	40·6	20·7	Montreal British	C.2Cy.26″&50″-42″ 135NHP S.F.Hodge&Co.Detroit		
27970 34532 JRUB	**Kiri Maru** Ⓟ *OilEng.* Wireless 2*Dks*	531 405 296					1929	Harima Dockyard, Harima	TokiowanKisen K.K.	160·0 P9'B32'F20'	28·0	14·0	Habumi-nato Japanese	Oil Engines 4S.C.SA 6Cy.14 3/16″-22 7/16″ 117NHP KobeSteelWorks,Kobe		
27971 37505 JUMH	— *OilEng.* *Mchy.Aft CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld Osaka	OsakaShosenK.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜″-19 11/16″ 121NHP YokohamaDockCoLd.Yka		
27972 40610 JYXA	— *OilEng.* *Mchy.Aft* 1*Dk*	344 — 193					1935	Sanoyasu DockCo. Osaka	SanyoNenryoK.K.	130·0 P45'F16'	23·0	13·0	Shikama Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16 11/32″-9⅝′ 198NHP J&C.G.Bolinders, M.V.A/B,Skm.		
27973 40721 JGQJ	**Kiri Maru No. 2** *OilEng* *Mchy.Aft* 1*Dk*	334 — 179					1935	Sanoyasu DockCo.Ld. Osaka	SanyoNenryoK.K.	129·9 P45'F16'	23·0	13·0	Shikama Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16 11/32″-9⅝″ 198NHP J.&C.G.Bolinders M.V.A/B,Skm.		
27974 41685 JHYJ	**Kiri Maru No. 3** *OilEng.* 1*Dk*	495 395 342					1936	Sanoyasu ZosenSho Osaka	SanyoNenryoK.K.	166·0 P57'F21'	27·5	13·7	Shikama Japanese	Oil Engines 4S.C.SA 6Cy.14 7/16″-20¼″ 117NHP HanshinIronWorks,Kobe		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27975 33173 JANC	**Kiriha Maru** (*ex*Withington, *ex*WarBreeze) *ss*Kob.No.3–5,32 1*Dk*(*Stl*) 2nd*Dk*(*Stl*)*in*Nos.2&3*holds*	3057 2842 1836	✠ … 1,36 ✠	Yka	*u*		1919 4mo	IrvinesSB. &D.D.Co.Ld WHartlepool	TatsuumaKisen K.K. *CellDB*	331·1 P33'B100'F28' FK 284'699*t* *FPT* 110*t*	46·8	23·1	Nishino- miya Japanese 7*BHptCem* *APT*121*t*	T.3Cy.25",41"&68"–45" 430NHP 3SB,*9cf*,GS153,HS6321 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	C †
27976	**Kirikawa Maru** E.S.D. D.F. *Mchy.Aft* *CruiserStern* 2*Dks*	3850 3400 2260					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	352·0 P25'B106'F30'	50·0	~~27·0~~ 27·5	Kobe Japanese *WB*	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		
27977 ~~[illegible]~~ JGIC	**Kirishima Maru** Now "Kirishima Maru," *see No.* 38904 *in Supplement* *OilEng.* GyC. D.F. *ss*Kob.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*except in aftermost hold* *Rudder electrically welded* *CruiserStern*	5959 5375 3563	✠100A1 *withfreeboard* ~~5,37~~ 9,36 10,37 ✠LMC CS9,36 DBS~~9,36~~10,37 *Carrying car*	Kob ~~6,34~~10,37 *go oil*	*c*† *F.*	CL 7,35 *P.above* 150°	1931 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP* F.*in deeptank*	KokusaiKisen K.K. *s CellDB*338'1560*t*	443·1 F39' FK *Tanks in way of tunnel*185*tMT*36'	60·0	30·0	Yokohama Japanese 8*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,) 1085*tDTa*27'	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1857NHP DB*100lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg 700*tFPT*100*tAPT*49*t*	30 ″ 1 s3 ″ 3¾ 26 ″ 11	
27978 161842 MBYD	**Kirkland** Wireless D.F.E.S.D. *CruiserStern* 2*Dks*	1361 1127 624					1934	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	261·6	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"–33" 94NHP Barclay,Curle&Co.Ld.Gls.		C
27979 143762 GFCR	**Kirkliston** (*ex*Rowanpark) *ss*Gmh.No.3–5,34 1*Dk*(*Stl*) Now "Balmore," *see No.* 37371 *in Supplement* *Longitudinal framing in DB & decks* *Cargo battens not fitted*	1925 1741 1166	✠100A1 6,37 ~~4,36~~ ✠LMC MS2,34 BS6,36	Gmh Lth	*r*	CL 5,35	1920 11mo	Grngem'th DockyardCo. Ld. Grngmth *Lloyd's A&CP*	BalmoreS.S.Co. Ld.(JohnBruce &Co.*Mgrs.*) *CellDBa*66'*uE*2	280·2 291·3(O.L.) P24'B65'F29' FK 7'*f*121'550*tFPT*43*t*	41·9	19·0	Grngemth British 4*BHCem* *APT*43*t*	T.3Cy.21",35"&57"–36" (*r*) 180lb *100lb* 230NHP 2SB,*6cf*,GS113,HS3796 Cooper&Greig,Ld.Dun.	20 ″ 9 s2 ″ 8¾ 18 ″ 3	
27980 139258 GNTW	**Kirkpool** *ss*Shl.No.2–36 1*Dk*(*Stl*) D.F.	4842 4578 3017	✠100A1 ~~6,37~~ ~~11,36~~ ~~11,37~~ 5,38 ✠LMC BS~~9,36~~9,37 MS11,36	Shl ~~Npt~~ Sws	*z*	CL ~~7,35~~ 11,37	1928 6mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*	405·2 418·2(O.L.) P30'B229'F41' FK 359'1344*t* *FPT*162*t*	53·6	26·5	W.Hartpl British 6*BHCem* *APT*187*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb FD 491NHP 3SB(Spt)*9cf*,GS174,HS7308 G.Clark,Ld.Sunderland	29 ″ 5 s4 ″ 9½ 24 ″ 10¾	
27981 147646 MLWV	**Kirkwood** (*ex*Ashtree–35) *ss*Sld.No.3–6,37 ~~*ss*Hul.No.2–33~~ *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1561 1151 798	✠100A1 6,37 ~~7,35~~ ✠LMC6,37 ~~MS3,33~~ ~~BS7,36~~	Cff Sld	*p*	CL 7,35	1924 5mo	Craig,Tay- lor&Co.Ld. Stockton *Lloyd's A&CP*	W.France, Fenwick&Co.Ld. *CellD*	244·0 255·7(O.L.) Q134'B10'F28' FK *B*206'472*tFPT*104*t*	36·8	15·8	London British 4*BHCem* *APT*97*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 189NHP 2SB.*6cf*,GS88,HS3188 N.E.MarineEng.Co.Ld.Sld.	18 ″ 1 s5 ″ 3½ 16 ″ 7	
27982 147794 GLRK	**Kirnwood** GyC. *ss*Mdb.No.2–35 D.F. E.S.D. 1*Dk*(*Stl*)	3829 3504 2357	✠100A1 6,37 ~~11,35~~ ✠LMC4,35 MBS~~3,36~~ DBS~~12,36~~ 6,37 12,37	Cff Shl	*x*	CL ~~3,35~~ 6,37	1928 1mo	JReadhead &Sons,Ld. S.Shields *Lloyd's A&CP*	JosephConstantine SteamshipLine,Ld *CellDBa*	389·6 402·5(O.L.) P29'B229'F44' len35 FK &*uE*145'*f* 161' 900*t*	52·5	22·0	Middlsbro' British 6*BHCem* *APT*135*t*	T.3Cy.22½",37"&61½"–45" 200lb *120lb* (*r*) 334NHP 2SB(Spt),*6cf*,GS115,HS4564 FD JReadhead&Sons,Ld.SShl	24 ″ 3 s2 ″ 10 21 ″ 7¼	
27983 164461 GYJW	**Kirriemoor** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4970 4580 3032	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ ✠LMC5,35 11,37 ✠LMC(M)5,37	Bry ~~Shl~~ Rot	*a*†	CL	1935 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP* *CellDB*	~~Lord~~Runciman ShippingCo.Ld. 346'1174*tMT*1236*t*	412·2 428·1(O.L.) FK *APT*191*t*	54·2	26·1	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4¼ 25 ″ 6¼	
27984 OHER	**Kirsta** (*ex*Glenisla,*ex*Bonn, *ex*HeinrichDiestel,*ex*LenaPetersen) 1*Dk*	1694 — 996					1906	Akt.Ges. "Neptun" Rostock	RederiA/B Kirsta (Gust.Erikson)	256·1 Q73'B108'F27'	37·6	16·0	Mariehmn Finnish *WB*	T.3Cy.17$\frac{15}{16}$",30½"&48"–33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		C
27985 OUHY	**Kirsten** 1*Dk*	1196 913 705					1919	Kjöbnhvns Flydk.&Skbs Copenhagen	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
27986 LENI	**Kirsten B.** (*ex*Norbo–34) Wireless 1*Dk*	1184 985 676					1930	A/SMoss Værft&Dokk Moss	Partrederiet Lillemor(Th. Brövig,*Mgr.*)	226·7 Q32*t*P45*t*H76*t*	36·5	15·8	Farsund Norwegian *WB*	T.3Cy.15½",25"&42"–30" 97NHP A/S MossVærft.&Dokk		N
27987 OYQC	**Kirsten Mærsk** D.F.	2410 2049 1463					1920	Odense Staalskibs. Odense	Dampskibssel- skabet af 1912 (A.P.Möller, Copenhagen,*Mgr*)	301·9 len34	42·4	19·9	Aalborg Danish *WB*	T.3Cy.20½",33½"&55⅛"–35⅜" &LPTurbine Christiansen&Meyer, Harburg		V
27988 6479 SDKN	**Kiruna** *ss*Got.No.3–4,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *above lower stringer* *CruiserStern*	5484 5119 2894	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~10,36~~ 1,38 BS~~12,36~~ ✠LMC3,34 12,37	Rot Mmo	*y*	OG ~~12,35~~ 1,38	1921 4mo	Akt. Götaverken Gothenburg *CellDBa*	Trafikaktieb. Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) 73' *uE*&*B*40'*f* 102'	394·4 FK *Collisio* 808*t at sides of tunn*	53·2	30·8	Stockholm Swedish *Cem* *nBHto S dk* 5 ,, ,, *U* ,, *el*58'520*tDT*	T.3Cy.28",42⅜"&72$\frac{1}{16}$"–48" 185lb (*s*) FD 430NHP 3SB(Spt)*9cf*,GS137,HS5664 LindholmensV.A.Motala *f*66'645*t FPT*55*t APT*202*t*	34 ″ 1 s8 ″ 8 25 ″ 7¼	
27989 7472 SFDO	**Kisa** (*ex*Oddesund,*ex*Palnatoke) 1*Dk*	*1241* *945* *689*					1920	Ph.Stuhr's Mask.&Skbs. Aalborg	SvenskaSocker- fabriksA/B(C.F. Tranchell,*Mgr.*)	236·7 P14'Q71'B94'F29'	36·1	13·4	Lidköping Swedish *WB*	T.3Cy.16",25"&42½"–30" 101NHP A/S Friehs,Aarhus		V
27990 40181 JYUH	**Kisaragi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0 P40'F18'	27·5	13·9	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–20⅞" 117NHP HanshinTekkosho,Kobe		
27991 218039 KIFJ	**Kishacoquillas** *Fitted for oil fuel* 2*Dks*&*Web frames* *Carrying Molasses in bulk*	5034 4572 3080			…		1919	American International S.B.Corp. HogIslandPa	SteamerKish- acoquillasCorp. (U.S.TankShip Corp.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR GearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
27992 27467 JCTC	**Kishu Maru** Ⓟ 2*Dks*	2564 2009 1565			…		1920	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5 P45'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrksLd.Osaka	23 ″ 0	
27993 23120 JFHD	**Kishun Maru** 1*Dk*	1864 — 1091					1918	Mitsubishi Zosen Kaisha Ld.Nagasaki	TatsuumaKisen K.K.	250·0 P&B132'F32' *WB*	37·7	20·5	Nishino- miya Japanese	T.3Cy.17",28½"&48"–36" 138NHP MitsubishiZosenKaishaLd		
27994 218185	**Kisnop** 2*Dks*	5874 5172 4536					1919	Atlantic Corporation Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P60'B115'F47'	54·2	27·0	Portsmth N.H. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorporation, Taunton,Mass.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
27995 27113 JKJD	**Kiso Maru** ssKob.No.3-12,32 ssKob.No.1-37 2Dks(Stl)	4071 ~~4017~~ 3504 2927	✠100A1 1,38 ~~1,37~~ ✠LMC~~1,37~~ 1,38	Kob Tama	w	CL 1,37	1920 6mo A&CP	Mitsui Bussan Kaisha Tama,Uno	~~MitsuiBussan~~ ~~Kaisha,Ld.~~Tamai ShosenK.K. CellD	345·0 P33'B77'F40' FK B283' 780t FPT56t	50·0	26·6	Kobe Japanese 6BHCem APT26t	T.3Cy.23",38"&64"-48" (s) 200lb 350NHP 2SB,6cf,GS109,HS4558 FD MitsuiBussanKaisha,Tama	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
27996 37489 JUHH	— OilEng. Ref.Mchy. Mchy.Aft 1Dk CruiserStern	704 604 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaShosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{1}{16}$" 164NHP MitsubishiZosenKaisha Ld.Kob.		
✻ 27997 147586 GKCF	**Kistna** OilEng Wireless ssSng.No.3-4,36 1Dk(Stl)&Shelter dk (ptStl-teak s)	1465 1117 672	✠100A1 withfreeboard ~~3,37~~ ~~11,36~~11,37 ✠LMC CS4,36 10,36	Sng	r	CL 6,35	1924 3mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB211'307t	278·3 FK (Coll FPT30tAPT23t	40·0	14·2	London British 5BHCem BH to Sh dk 4 ,, ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.17½"-35" 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc	16 ″ 8 s ″ 6 16 ″ 4	
27998 ~~FONX~~ FNLT	**Kita** Fitted for oil fuel Ref.Mchy. 4Dks	3894 3502 2135					1936	Forg.&Ch. delaMéditSA LaSeyne	ChargeursRéunis	~~326·8~~ B48' 333·7	49·2	~~22·6~~ 30·4	Havre French WB	2 Steam TurbinesDR geared to 1 Sc.Shaft Cie.Electro-Mécanique, LeBourget		V
27999 29330 JKRB	**Kitakata Maru** (exCapelhall, exBattenhall) ssLon.No.3-8,10 ssHul.No.2-20 1Dk(Stl)&deep framing	2380 2050 1432	✠ 12,23 ✠	Shl	s		1901 10mo	BlythS.B. Co.Ld. Blyth	ShibauraUnyu K.K. CellDBa&uE	286·7 P25'B60'F30' FK 112'uB16'f114'557t	43·3	19·4	Kobe Japanese 5BHCem APT61t	T.3Cy.22",36"&59"-39" 234NHP 2SB,6pf,GS104,HS3750 N.E.MarineEng.CoLdNwc	21 ″ 9	C †
28000 11609 JKND	**Kitano Maru** Ⓟ TwinSc ssYka.2ndNo.3-2,33 ssYka.No.1-36 2Dks(Stl-U teak s) deep framing&Web frames Lowerdk(Stl)inNos.1&3holds	7952 6723 4926	✠100A1 10,37 ~~10,36~~ BS10,37 ✠LMC10,36	Yka	d†	CL 10,36	1909 5mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. WB=Cell	473·9 P61'B176'F54' FK DBa139'uE&B85'f	54·7	31·3	Tokio Japanese 7BHCem 180' 1609t D	T.6Cy.25",41½"&69"-48" (s) 200lb 973NHP 6SB,18cf,GS338,HS14276 FD MitsuBishiD.&E.WksNag Ta26'561tFPT143tAPT48t	34 ″ 6 s 7 ″ 11½ 27 ″ 1	
28001 22579 JIEB	**Kitayama Maru** (exRiyoMaruNo.2-33) Wireless 1Dk	997 839 610					1918	Osaka Yogyo Osaka	Tsurumaru Hirotaro	190·0 WB	32·0	18·5	Waka- matsu Japanese	T.3Cy.13$\frac{1}{16}$",22½"&37½"-28" 75NHP FushitaKojo,Osaka		
28002 39904 JXUH	**Kitsurin Maru** Ⓟ TwinSc D.F. 3Dks CruiserStern Now "Kiturin Maru," see No. 38907 in Supplement	6783 5175 3911	✠100A1 withfreeboard 2,37 ✠LMC2,37	Kob		CL 2,37	1935 1mo Lloyd	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki 'sA&CP	OsakaShosenK.K. CellDB367 949tT of tu	427·0 F52' FK ank in way nnels15'22tFPT32t	56·1	33·1	Osaka Japanese 7BHCem APT119t	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 225lb FD 1225NHP 6SB(Spt),18cf,GS384, HS15078 MitsubishiJukogyoKaisha Ld.Nag.	33 ″ 3 s 13 ″ 4¾ 20 ″ 3½	
28003 ~~218699~~	**Kittegaun** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5989 5090 3707			...		1919	Merchant S.B.Corp. Harriman,Pa	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	400·7 P36'B124'F44' FK	54·2	29·9	~~Phildlphia~~ Utd.States WB	2SteamTurbinesDRgeared to1Sc.Shaft 200lb 645NHP WestinghouseElectric &Mfg Co.Essington,Pa	32 ″ 10	
28004 146136 GJBL	**Kiungchow** Ⓟ Fitted for oil fuel 2Dks	2653 2225 1545					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3 F43'	44·2	20·9	London British WB	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'S.B.&E.Co.Ld.Grk.		
✻ 28005 151507 ZMBG	**Kiwitea** ssWln.No.2-34 Mchy.Aft 1Dk(Stl) Cantileverframedtopsidetanks	2343 1949 1166	✠100A1 12,36 BS12,36 ✠LMC1,34	Ddn	s	CL 12,36	1925 9mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	UnionS.S.Co.of NewZealand,Ld. CellDBuE&B46'f Topsidetanks440t	280·0 P81'F29' FK 186'606t FPT224t APT120t	44·3	18·9	Wellingtn, N.Z. British 4BHCem	T3Cy.20½",33½"&55"-39" (s) 190lb 274NHP 2SB,6cf,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s 2 ″ 11¾ 18 ″ 4	
✻ 28006 40771 JWXJ	**Kiyo Maru** (exVigrid-35) OilEng. ssYka.No.1-35 Mchy.Aft CruiserStern 1Dk(Stl) Rudder electrically welded	7240 6369 5659	✠100A1 3,38~~12,36~~ ~~DBS12,36~~ ✠LMC10,35 CarryingPetr DBS3,38	Yka oleum	a† in	CL ~~9,35~~ N3,38 bulk	1930 7mo Lloyd	Deutsche Werft A.G. Hamburg 'sA&CP	AsanoBussanK.K. CellDBuE60'157t	416·6 P103'F41' FK DTf29'524tFPT19	57·0	33·0	Tokio Japanese 10BHptCem 2tAPT197t	Oil Engines 2S.C.DA 5Cy.23⅝"-35$\frac{7}{16}$" 975NHP 2DB170lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	33 ″ 0 s 5 ″ 6½ 27 ″ 8½	
28007 23479 RDHF	**Kiyo Maru No. 3** WoodAuxSr 1Dk	346 294 235					1919	Kiyo Tekko Niigata	YoshikawaKwanji	125·5 B25'	28·3	12·3	Wakayama Japanese	C.2Cy.10"&20"-12" KiyoTekkosho, 12NHP Wakayama		
28008	**Kiyokawa Maru** OilEng. Ref. Mchy. 3Dks D.F. GyC. CruiserStern	7250					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	475·7	62·3	40·0	Kobe Japanese WB	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47½" 1850NHP KawasakiDkyd.CoLdKobe		
✻ 28009 39724 JWHI	**Kiyosumi Maru** OilEng. GyC. D.F. 1Dk&Shelter dk 3rd dk except in aftermost hold CruiserStern	6984 5734 3820	✠100A1 withfreeboard ~~8,37~~ ~~12,36~~12,37 DBS12,37 ~~DBS12,36~~ ✠LMC10,34 Carrying car	Kob go oil	d† F.	CL 8,37 P.abov	1934 10mo Lloyd e 150°	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP F. in deep tan	KokusaiKisenK.K. ks CellDB359' 13	453·7 F40' FK (1496tDT'sa51' 84tTanks in way oft	61·0	31·1	Tokio Japanese 8BHptCem Coll to Sh dk 7 ,, 2nd,,) unnel30'186t	Oil Engines 2S.C.DA 7Cy.29$\frac{5}{16}$"-47¼" 2187NHP DB100lb MitsubishiZosenKaisha Ld.Nag. FPT35tAPT21t	31 ″ 1 s 3 ″ 10 27 ″ 4¾	
28010 41451 JLOK	**Kiyotada Maru** OilEng. Mchy.Aft 1Dk CruiserStern	3080 2531 1796					1936	Mitsubishi JukogyoK.K Kobe	UbeCementK.K.	305·1 P80'F39'	50·0	22·0	Ube Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"-37⅜" 272NHP MitsubishiJukogyoK.K. Kob.		
28011 TCBY	**Kizilirmak** (exSallyMærsk, exWinifred) ssNwc.No.3-7,10 ssRot.No.1-14 1Dk(Irn)&deep framing	2794 2569 1802	✠ 8,19 ✠	Rot	u		1898 9mo	Irvine'sS.B &D.Dk.Co.Ld WHartlepool	TürkSilepcilik LimitedSirketi WB=CellDBa	324·0 P9'B160'F33' FK &uE124'f 136'675t	46·0	20·5	Istanbul Turkish 5BHCem APT47t	T.3Cy.24",38"&64"-42" 267NHP 2SB,6cf,GS89,HS4030 T.Richardsn & Sns.Ld.Hpl.	23 ″ 0	
28012 6804 SFDR	**Kjell** (exValborg,exFlandria) 1Dk	*1188* *1050* *676*					1898	Akt.Bur- meistr&Wain Copenhagen	Ångf.A/B Kjell (H.Jeansson)	235·3 P13'Q20'B64'F26'	35·9	15·7	Kalmar Swedish WB	T.3Cy.16½",27"&45"-33" 116NHP Akt.Burmeistr&Wain,Cpn		V
28013 7629 SEBD	**Kjell Billner** (exFalksten-35, exFurulund,exInger) 1Dk	*1128* *903* *674*					1907	Trndhjms Mek.Værks Trondheim	RederiA/B Sylvia (Alb.Billner, *Mgr.*)	231·0 Q86tH52tF33t	34·1	13·7	Gothenbrg Swedish WB	T.3Cy.16",25½"&44"-30" 106NHP TrondhjemsM.V. Trondheim		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
28014 OYED	**Kjöbenhavn** Ⓟ *Fitted for oil fuel* D.F. *2Dks&ptAwng dk&Prom dk*	1668 928 914					1918	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	270·4 F52'	40·2	14·3	Aalborg Danish *WB*	T4Cy25½",41½"&(2)48"–39" 288NHP HelsingörsJernsk.&Mskb.		V
28015 OUHZ	— *1Dk*	1264 971 728					1923	Howaldts- werke Kiel	Dmpskselsk.Pacific (L.R.Schmith, *Mgr.*)	238·0 P16'Q65'B98'F31'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.19$\frac{9}{16}$",26$\frac{13}{16}$"&43$\frac{5}{16}$"– 29½" 102NHP Howaldtswerke,Kiel		G
28016 LEGS	**Kjörrefjord** (*ex*Kong 3Mst [illegible] Now "Vesle Hei" see No. 40610 in Supplement *Mchy.Aft* *Well deck* *1Dk*	714 501 326			…		1916	NVSchpsw deMerwede Hardinxveld	Skibs-A/S Kjörre- fjord(J.Fröyland)	180·5 Q102*t*B18*t*F19*t* H22*t* FK	28·1	12·1	Farsund Norwegian *WB*	T.3Cy.15",25"&40"–27" 110NHP Verschure&Co.Amsterdam	14 ″ 6	N †
28017 129678 VSNJ	**Klang** *2Dks*	1451 1064 733					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	274·0	38·1	15·9	Singapore British *WB*	T.3Cy.22",36"&58"–42" 218NHP CaledonSB.&E.Co.Ld.Dun		
28018 UOYI	**Klara Zetkin** *OilEng.* *1Dk*	3974 2983 2255					1934	StatesS.B. Yard"André Marti" Leningrad	U.S.S.R.	347·8 F29'B53'F30'	51·5	24·9	Odessa Russian *WB*	Oil Engines 2S.C SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWks. Leningrad	—	
28019 DMAQ	**Klaus Oldendorff** (*ex*Gotia-36, *ex*RitaLarsen,*ex*JoachimZelck, *ex*EllenLarsen,*ex*Magdalena Fischer,*ex*GeorgMahn)	1081 947 628					1893	Akt.Ges. "Neptun" Rostock	EgonOldendorff	234·1 B50'F22'	34·4	14·0	Lübeck German *WB*	T.3Cy.13¾",22½"&36½"–27½" 68NHP A.G."Neptun,"Rostock		G
28020	**Klim Voroshilov** *OilEng.*	5460					1933	BalticSB &Eng.Wks. Leningrad	U.S.S.R.	405·0	54·3	24·8	Odessa Russian	OilEngines		
28021 139 YLDI	**Klints** (*ex*VirginiaMunzone, *ex*Canto,*ex*FinnLund, *ex*Gosforth) *1Dk&Webframes* *Well deck*	1250 946 772			…		1905	WoodSkin- ner&Co.Ld. Newcastle	M.Smiltnieks& A.Stengrevics	234·6 Q123'B10'F25' FK	33·6	14·9	Liepaja Latvian *WB*	T.3Cy.18½",30"&49"–33" 156NHP N.E.MarineEng.CoLdNwc	17 ″ 3	N †
28022 2467 DONP	**Klio** Wireless Sub.Sig. *CruiserStern* *1Dk*	1409 1104 649					1924	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	240·8 P&B179'F25'	38·7	15·2	Bremen German *WB*	T.3Cy.19⅝",31½"&53⅛"–35$\frac{7}{16}$" 168NHP A.G."Weser,"Bremen		G
✻ 28023 8024 SECN	**Klipparen** TwinSc *OilEng.* D.F. *1Dk&Shelter dk* *Platform dk inNos.2&3holds* *Ref.Mchy.* *CruiserStern* *Strengthened forNavigation inIce*	3585 2864 2032	✠100A1 *withfreeboard* ~~[illegible]~~ ~~2,37~~ 5,38 ✠LMC7,35 ✠Lloyd'sRMC~~5,37~~ ~~8,37~~ 5,38 ~~2,38~~ for temp. 31° F.	Got ~~[illegible]~~	*x*	CL ~~P2,37~~ P5,37 S5,38	1935 7mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*314'1177*t* *of tunnel*88*t*	379·3 387·7(O.L.) FK *Tanks in way* *FPT*49*t**APT*112*t*	50·1	20·2	Gothenbrg Swedish 6*BHptCem* (*Coll toSh dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got.	25 ″ 6 s 2 ″ 2¼ 23 ″ 5½	
28024 203772 KJPD	**Knickerbocker** Wood *1Dk*	310 — 192					1907	R.Palmer& Son Noank,Conn.	ChileS.S.Co.Inc.	130·0	32·9	10·0	NewYork Utd. States	C.2Cy.17"&34"–26" 45NHP J.W.SullivanCo.NewYork		
✻ 28025 155985 VRVC	**Knight of Malta** *ss*Mlt.No.1–34 Wireless *1Dk(Stl)2nd dk(Stl)in holds*	1553 961 656	✠100A1 *withfreeboard* 7,36 BS~~4,36~~ ✠LMC2,34 1,37 *For Service in the Mediterranean*	Mlt	*q*	CL 3,35	1929 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	CassarCo.Ld. *CellDBa&uE*53' *f*61'107*t*	260·5 P41'B104'F56' FK *DTa*8' 15*t* *FPT*11*t*	37·3	17·9	Malta British 5*BHCem* *APT*24*t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 328NHP 3SB,*9cf*,GS147,HS5298 FD Swan,Hunter&Wigham Richardson,Ld Nwc.	19 ″ 0 s 3 ″ 2 15 ″ 11½	
28026 148098 GKSY	**Knitsley** (*ex*Thornhope-37) *ss*Shl.No.3–3,37 D.F. *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2272 1766 1319	✠100A1 1,38 ~~2,37~~ ✠LMC BS~~11,36~~ MS3,37 12,37	Shl	*s*	CL ~~11,36~~ 1,38	1924 10mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellD*	294·6 Q165'Bon Q56'F33' FK B245'640*t**FPT*110*t*	40·7	18·2	Newcastle British 5*BHptCem* *APT*90*t*	T.3Cy.21",34"&57"–39" (*s*) 180lb *100lb* 239NHP 2SB,*6cf*,GS109,HS3940 N.E.MarineEng.CoLdNwc	20 ″ 7 s 6 ″ 8¾ 18 ″ 7½	
28027 128871 MCXS	**Knowl Grove** *ss*Hul.2nd.No.3–11,34 *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	370 265 155	✠100A1 6,36 BS~~1,36~~ ✠LMC11,34 8,37	Goo	*e*	CL 5,36	1909 3mo *Lloyd*	J.P.Ren- noldson&Sns SouthShields '*sA&CP*	Goole&HullSteam TowingCo.Ld.	145·2 Q49'F20' FK *W*	24·6	10·1	Goole British 3*BHCem* *B=FPT*40*t*	C.2Cy.19"&40"–26" (*s*) 125lb 75RHP 1SB,*3pf*,GS44,HS1404 J.P.Rennoldsn&Sns,S.Shl	10 ″ 8 s ″ 11½ 9 ″ 11	
28028 150709 CYLB	**Knowlton** (*ex*N.H.Botsford) *Mchy.Aft* *1Dk*	2068 1736 1219					1922	Fraser, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2 Q93'F33'	43·0	18·1	Montreal British *WB*	T.3Cy.19",32"&56"–36" 188NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		C
28029 221587 KDUD	**Knoxville City** *Fitted for oil fuel* GyC. *2Dks3trB*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	441·7 P58'B&F350' *WB*	56·0	30·0	NewYork Utd.States *Turbines* *Red.gears*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. Falk,Co.Milwaukee,Wis.		R
28030 OYRC	**Knud** (*ex*KnudII) *ss*Cpn.2ndNo.3–1,26 *ss*Cpn.No.2–34 *1Dk(Irn)&deep framing*	1944 1687 1188	✠100A1 10,37 ~~9,36~~ BS~~9,36~~ ✠LMC8,34 10,37	Els Abg	*r*	OG 7,35	1900 10mo	W.Gray& Co.Ld. WHartlepool A&CP	DetForenede Dampskibs- selskab *WB=Cell*	279·7 P25'B69'F29' FK *DBa*88'*uE*20'*f*118'	40·0	18·3	Aalborg Danish 4*BHCem* 541*t**APT*35*t*	T.3Cy.21",33"&56"–36" (*s*) 160lb 194NHP 2SB,*4rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11¼ 17 ″ 9	
28031 OZUA	**Knud Villemoes** (*ex*Duisburg, *ex*RudolfFrisch,*ex*Isolde,*ex*CarlLevers) *1Dk*	1582 1182 860					1905	Nüscke& Co. Stettin	D/S A/S Jyden (J.Villemoes*Mgr.*)	247·4 P25'Q92'B67'F26'	36·8	16·6	Esbjerg Danish *WB*	T.3Cy.17¾",28¾"&46"–32" 120NHP Schiffs.Uebigau,Dresden		G
28032 OUIA	**Knut** *1Dk*	1274 971 717					1924	Howaldts- werke Kiel	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	238·0 P16'Q71'B98'F30'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.16½",27⅕"&43$\frac{5}{16}$"– 25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G
28033 6030 SFEG	— (*ex*Liff) *1Dk*	768 536 408					1920	Langes'nds Mek.Verks. Langesund	SvenskaHamburg LinienA/B(J. Malmros,*Mgr.*)	179·3 Q63'H100*t*B42' F13'	30·1	12·6	Trelleborg Swedish	T.3Cy.13½",22"&37½"–28" 74NHP LangesundsMek.Verks.		N
28034 LCPV	**Knute Nelson** TwinSc3Mst *OilEng.* *ss*Osl.No.2–35 *1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl)* *Ref.Mchy.* D.F. *exceptinNo.5hold*	5749 5224 3508	✠100A1 *withfreeboard* 8,37 ~~2,37~~ ✠LMC CS6,35 DBS8~~,36~~ 10,37 ~~10,36~~ 1,38 ✠Lloyd'sRMC~~11,36~~ 3,38 ~~5,37~~	Ant NOs	*b*†	CL 1,36	1926 12mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	A/S Borgå (PetterOlsen, *Mgr.*) *CellDB*387'1333*t* *tunnels*183*t*	435·9 P32'F41' FK *Tanks in way of* *FPT*116*t**APT*128*t*	56·2	27·8	Oslo Norwegian *ptCem*7*BH* 3*BHtoSh dk* 4 ,, ,,*2nd*,,	Oil Engines 4S.C SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0 26 ″ 8½	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	[illegible]
28035 LZDD	**Knyaguinya Maria Louisa** (*ex*FélixFraissinet-33) ssMsl.No.3-12,33 2*Dks*(*Stl*)	3821 3077 2287	10,37 ~~[illegible]~~	Ant ~~LMC12,33~~		N1,36	1919 *Lloyd*	Ch.&Atel. deProvence Port deBouc '*sA&CP*	Soc.Commerciale Bulgare deNav. à Vap. *Cell*	353·5|46·6|22·6 P20'B102'F50' FK *DBa&uE*126'*f*161	Varna Bulgarian 8*BHCem* 714*t APT*37*t*	T.3Cy.25",40$\frac{13}{16}$"&66$\frac{13}{16}$"– 43$\frac{7}{16}$" 178lb 502NHP 3SB,9*cf*,GS195,HS8230 FD Ch.&Atel.deProvence,Msl.	25 ″ 10	
28036	**Koan Maru** Ⓟ TwinSc D.F. E.S.D. 2*Dks* *CruiserStern*	6500					1936	Mitsubishi JukogyoK.K Nagasaki	JapaneseGovern- ment(Dept.of Railways)	415·0|57·2|32·8 F350'	Tokio Japanese *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts 2000NHP MitsubishiJukogyoK.K. Nag.		
28037 586 JQCG	— D.F. 1*Dk*	3463 3047 1996					1936	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	347·8|50·0|24·5 P23'B87'F35'	Dairen Japanese	C.4Cy (2)13"&(2)23$\frac{5}{8}$"–15$\frac{3}{4}$" S.R.geared&L.P.Turbine D.R.geared toSc.Shaft 308NHP UragaDockCo.Ld.Uraga		
28038 29810 JPFA	— ssKob.No.3-6,35 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3184 2741 1970	✠100A1 ~~7,076,36~~ 4,38	Kob Tama ✠LMC~~6,36~~ 4,38 ~~7,37~~	*t*	CL ~~6,35~~ 7,37	1924 3mo *Lloyd*	OsakaIron Works,Ld Osaka '*sA&CP*	HiroumiShojiK.K. *CellD*	305·0|43·9|27·2 P19'B82'F32' FK *B*255' 518*t FPT*74*t*	Kobe Japanese 5*BHCem* *APT*64*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 ″ 3 s 4 ″ 3$\frac{1}{4}$ 23 ″ 2	
28039	— *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	900					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	YamasakiShokai	185·3|32·0|15·6 P62'F22'	Tokio Japanese	T.3Cy.13",21"&36$\frac{1}{2}$"–27" 70NHP TsurumiSeitetsuZosen K.K.Tsurumi		
28040 16333 JDHG	— Ⓟ (*ex*TaishinMaru-33) Wireless 2*Dks*	661 — 392					1913	S.Ono Osaka	FujiyamaKaiun K.K.	170·5|25·2|17·2	Nishino- miya Japanese	T.3Cy.12",19$\frac{1}{2}$"&31$\frac{1}{2}$"–22" 47NHP S.Ono,Osaka		
28041 FOTB	**Kobad** D.F. E.S.D. *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* 2*Dks* *Carrying Petroleum in bulk*	7329 6666 4013					1930	Chant.Nav Français Caen	Association Pétrolière	446·8|56·9|33·8 P113'B31'F53'	Dunkirk French *WB*	T.3Cy.26",44"&74"–51" 391NHP N.E.MarineEng.CoLdNwc		V
28042 TCBU	**Kocaeli** Ⓟ (*ex*Himarra, TwinSc *ex*Kerkerak,*ex*PrinzHeinrich) 1*Dk*	405 273 171					1904	Stettiner Oderwerke Stettin	Denizyollari Idaresi	162·2|24·4|12·6 B21'H39'F18'	Istanbul Turkish	T.6Cy.10$\frac{3}{4}$,"16$\frac{1}{2}$"&27$\frac{3}{5}$"–15$\frac{3}{4}$" 60NHP StettinerOderwerke		
28043 26842 JOAD	**Kochi Maru** ssKob.No.1-25 2*Dks*(*Stl*)	2910 2688 1752	✠ 1,30	Kob ✠	*u*		1920 11mo	Teikoku S.S.Co.Ld. Oh.Harima	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*) *Cell*	305·0|43·7|27·2 P23'B92'F33' FK *DB*263'645*t FPT*53	Fuchu Japanese 5*BHCem* *t APT*56*t*	T.3Cy.23",38"&64"–48" 352NHP 2SB,6*cf*,GS110,HS4558 TanakaEng.Works, Osaka	27 ″ 3	C †
28044 10344	— 1*Dk*	307 222 162					1907	S.Ono Osaka	OkinawaKinkai KisenK.K.	141·0|20·8| 9·9	Naha Japanese	T.3Cy.12$\frac{1}{2}$",20"&31$\frac{3}{4}$"–22" 47NHP S.Ono,Osaka		
⁎ 28045 148 ESBA	**Kodumaa** (*ex*Napo,*ex*Harmony) ssTln.3rdNo.3-9,34 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1187 966 680	✠100A1 3,36 BS3,37	Rot ✠LMC9,34	*n*	N3,36	1897 8mo	S.P.Austin &Son,Ld. Sunderland A&CP *WB*	TallinnShipping Co.Ld. = *CellDBa*52'*uE*&	224·4|33·4|13·8 P25'Q50'B48'F26' FK *B*35'*f*90'339*t FPT*	Tallinn Estonian 4*BHCem* 30*t APT*48*t*	T.3Cy.19",31"&51"–33" (*s*) 160lb *80lb* 156NHP 1SB,4*pf*,GS71,HS2450 J.Dickinson&Sons,Ld.Sld.	16 ″ 7 s 1 ″ 8 15 ″ 3	
⁎ 28046 22956 JFLD	**Kofuku Maru** ssYka.No.3-12,30 ssNag.No.1-35 2*Dks*(*Stl*)&*Awng.dk*(*Stl*)	5822 5586 4280	✠100A1 *Awng dk* *withfreeboard* 9,37 ~~3,36~~ *Fitted for oil*	Yka ~~Kob~~ 5,37 ✠LMC~~3,36~~ *fuel* 5,23	*y*	OG 3,36 *F.P. a*	1918 8mo *bove* 1	Kawasaki Dkyd.Co.Ld. Kobe A&CP 50° F.	KokusaiKisen K.K. (*Col* *CellDB*	385·0|51·0|36·0 FK *lisionBHtoAwng dk* 334' 1118*t FPT* 126*t*	Kobe Japanese *Cem* 5*BHtoUdk*) *APT*93*t*	T.3Cy.26",43$\frac{1}{2}$"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkyd.CoLdKobe	36 ″ 0 s 9 ″ 1$\frac{3}{4}$ 27 ″ 1	
	Now “Kohuku Maru,” see No. 38919 in Supplement													
28047 39099 JRGJ	— 2*Dks* *CruiserStern*	3210 2602 1906					1934	Mitsui Bussan Kaisha,Ld. Tama	YamashinaYoshio	317·0|46·0|25·4 P25'B83'F33'	Tokio Japanese *WB*	T.3Cy.19$\frac{11}{16}$",33$\frac{7}{16}$"&57$\frac{1}{16}$"– 39$\frac{3}{8}$" 205NHP MitsuiBussanKaisha,Ld. Tama		
28048 25512 JRIE	— 1*Dk*	753 579 416					1919	Namura Gennosuke, Osaka	HayashiKozo	180·0|27·5|16·5 P15'B46'F28' *WB*	Nishino- miya Japanese	T.3Cy.11$\frac{3}{4}$",19$\frac{13}{16}$"&33$\frac{1}{2}$"–24" 55NHP HasagawaTekkoshoOsaka		
28049 22457 JFLE	**Kofuku Maru No. 2** (*ex*MinamotoMaru) Wireless 1*Dk*	969 800 539					1918	Namura Gennosuke, Osaka	NaoyetsuShosen K.K.	190·0|31·0|18·5 P22'B45'F22' *WB*	Naoetsu Japanese	T.3Cy.13$\frac{1}{2}$",22$\frac{1}{2}$"&37$\frac{1}{2}$"–27" 73NHP HinomaruTekkosho,Osaka		
28050 41930 JOTK	**Kogane Maru** Ⓟ TwinSc *OilEng* 2*Dks* *CruiserStern*	1906 — 1007					1936	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	244·4|39·4|19·0 F64'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16$\frac{3}{4}$"–24$\frac{13}{16}$" 218NHP MitsubishiJukogyoK.K. Kob		
28051 25449 JAOD	**Kogen Maru** (*ex*YugaoMaru-32) 2*Dks*	2963 2696 1794			...		1919	Harima Dkyd.Co.Ld. Oh,Harima	ChosenYusenK.K.	305·0|43·7|27·2 P25'B94'F33' FK	Jinsen Japanese *WB*	T.3Cy.22",37"&61"–42" 289NHP KobeSteel Works,Ld.Kobe	27 ″ 3	
28052 7708 JTDE	**Kohan Maru** Ⓟ 2*Dks*	574 529 336					1903	S.Ono Osaka	TosadomeiKisen K.K.	171·0|23·7|17·2 B31'F19'	Osaka Japanese *WB*	T.3Cy.12",19$\frac{1}{2}$"&31$\frac{1}{2}$"–22" 47NHP S.Ono,Osaka		
28053 146234 GJFS	**Kohinur** ssCal.No.3-9,34 2*Dks*(*Stl-U*teaks)	5168 4731 3240	✠100A1 3,37 MS11,34	Cal ✠LMC BS3,37	*y*	CL 9,34	1922 2mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	AsiaticS.N.Co.Ld. '*Tween dk bulkhea* *dispensed* *Cell DB*	404·3|52·2|27·4 P36'B119'F47' FK *d* *with in after hold* 349' 1125*t DTa*37'9	London British *Cem* 5*BHto U dk* 1 „ „ 2*nd* „ 76*t APT*28*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb *100lb* 435NHP 2SB,8*cf*,GS150,HS6110 FD Rankin&BlackmoreLdGrk *only*	30 ″ 0 s 5 ″ 7$\frac{1}{2}$ 24 ″ 7	
⁎ 28054 161353 GSFZ	**Kohistan** ssLon.No.1-34 D.F. 2*Dks*(*Stl*)	5884 5444 3708	✠100A1 5,37 ~~7,36~~ ~~BS3,36~~ BS~~4,37~~2,38 *Fitted for oil*	Lon Mch ✠LMC3,34 *fuel* 1,30	*a*†	CL 4,35 *F.P. a*	1930 1mo *Lloyd* *bove* 1	J.Read- head&Sons, Ld. SouthShields '*sA&CP* 50° F.	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*367'1237*t*	425·8|55·0|28·5 P38'B131'F47' FK *DTa*38' 903*t FPT*1	London British 7*BHptCem* 07*t APT*38*t*	T.3Cy.28",46"&78"–51"& LP turbine with DR gear- ing & hydraulic coupling 210lb (r) 787NHP 3SB,12*cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.Shl.	31 ″ 0 s 6 ″ 3$\frac{1}{2}$ 24 ″ 11$\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 28055 24039 JHAD	**Kohnan Maru** *ss*Yka.No.3-11,30 *ss*Kob.No.2-38 ~~*ss*Kob.No.1-34~~ 2*Dks*(*Stl*)	5227 4844 3201	✠100A1 1,38 ~~4,37~~	Yka Kob ✠LMC~~4,37~~ 1,38	*z*	OG ~~3,35~~ 12,37	1918 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	~~KiharaShosen.K.K~~ KiharaShosen KogyoK.K. *CellDB*	400·0|54·5|30·3 P39'B121'F40' FK 350'1075*t FPT*130*t*	Tokio ~~Kobe~~ Japanese 6*BHCem* *APT*37*t*	T.3Cy.27⅜",44½"&75"-48"& LP turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 548NHP 3SB,9*cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd.	30 " 0 s 5 " 8½ 24 " 8	
28056 18703 JBZB	**Kohoku Maru** Ⓟ 2*Dks*	2576 2004 1567				...	1915	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K.	284·5|42·5|20·7 P37'B100'F36' FK	Osaka Japanese *WB*	T.3Cy.20",33½"&57"-39" 267NHP KawasakiDkydCoLdKobe	23 " 0	
28057 DABO	**Koholyt** (*ex*Marienburg) Wireless D.F. 1*Dk*	844 597 484					1920	Stettiner Oderwerke Stettin	Kohlen-Impotr-u. Poseidon SchiffahrtsA.G.	202·4|30·8|12·2 Q65'B53'F28'	Königsbrg German *WB*	T.3Cy.13⅝",21⅜"&35⅝"-25⅝" 64NHP StettinerOderwerke		G
28058 21136 JHDB	**Kohso Maru** Ⓟ *ss*Osa.No.3-6,29 *ss*Osa.No.2-37 ~~*ss*Kob.No.1-33~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3178 2757 2016	✠100A1 9,37 ~~10,36~~	Kob Osa ✠LMC~~10,36~~ 9,37	*t*	CL 10,36	1917 11mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K. *CellD*	305·0|43·7|27·2 P19'B82'F32' FK *B*255' 518*t APT*20*t*	Osaka Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIrn.Wrks.Ld.Osaka	27 " 3 s 4 " 3 23 " 2	
28059 29818 JPNA	**Kohwa Maru** (*ex*AtsutaMaru No.5,*ex*GinryoMaru, *ex*Australglen, *ex*Strathord) 1*Dk*&*Spar dk*&*deep framing*	4520 4086 2775				...	1906	Grngem'th &Greenock DockyardCo. Greenock	ShiotaShojiK.K.	370·0|52·2|17·5 25·5 P25'B92'F41' FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"-48" 353NHP J.G.Kincaid&Co.Greenock	28 " 0	C †
28060 25480 JBNB	**Kohyo Maru** 2*Dks*	3010 2602 1820				...	1919	Matsuo IronWorks &Dockyard Nagasaki	KinkaiYusenK.K	311·0|44·2|27·0 P21'B78'F41' FK	Tokio Japanese *WB*	T.3Cy.22",37"&61"-42" 300NHP MatsuoI.W.&Dkyd.Nag.	27 " 0	
* 28061 853 ESCN	**Koidula** (*ex*LundyLight-32, *ex*Scottier, *ex*Kingsgate) *ss*Tln.2ndNo.3-5,35 1*Dk*(*ptIron*&*ptStl*)2*trB* D.F. *deepframing*&*Webframes*3*Dk rule*	3741 3476 2366	✠100A1 1,38 ~~11,36~~ MS5,35	Cff Rot ✠LMC BS~~10,36~~ 9,37	*w*	CL ~~4,35~~ 1,38	1909 5mo Lloyd's*A&CP*	JLThomp-son&Sons,Ld. Sunderland	M.Männapso (E.Bergmann, *Mgr.*) *CellDBa*	346·5|50·8|23·3 P23'B92'F32' FK 119'*uE*&*B*40'*f*146'	Tallinn Estonian 6*BHCem* 887*tAPT*93*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb *75lb* 329NHP 2SB,8*pf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 " 6 s 4 " 4 21 " 5	
28062 239 JPFC	**Kojo-Maru** 1*Dk*	1689 1375 955					1925	Manchuria DockCo.Ld. PortArthur, S.Manchuria	DairenKisenK.K.	249·0|37·5|21·0 P25'B62'F39'	Dairen Japanese *WB*	T.3Cy.18",28"&46"-36" 127NHP ManchuriaDockCo.Ld.		
28063 19892	**Koju Maru** WoodAuxSr 1*Dk*	331 — 267					1917	Sakamoto Inosuke Osaka	OsakaKaijoHiak Kwaten	114·0|25·2|11·8	Nishino-miya Japanese	C.2Cy.10"&21"-14" 14NHP YoshidaKynjiro,Osaka		
28064 28069	**Koju Maru No. 6** WoodAux 1*Dk*	369 305 239					1919	Sakamoto Inosuke Osaka	SakamotoInosuke	129·0|28·0|14·0	Nishino-miya Japanese	C.2Cy.11"&$23\frac{1}{16}$"-15½" 17NHP KawaharaTekkosho,Osaka		
28065 134 JKVA	**Kojun Maru**	2189 1885 1305					1917	....	DairenKisenK.K.	268·0|40·7|23·5	Dairen Japanese			
28066 30040 JGQB	— *ss*Kob.No.3-3,35 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	1931 1614 1186	✠100A1 ~~3,37~~ ~~3,36~~ ~~9,37~~ 3,38	Kob ~~Osa~~ ~~Nag~~ ✠LMC~~3,36~~ 3,38 ~~3,37~~	*q*	CL 2,36	1924 7mo Lloyd's*A&CP*	OsakaIron WorksLd. Osaka	HiroumiShojiK.K. *Ce*	255·0|39·0|22·7 P17'B65'F28' FK *ll DB*207'406*t FPT*	Kobe Japanese 4*BHCem* 45*tAPT*16*t*	T.3Cy.18",30"&50"-36" (*s*) 200lb 211NHP 2SB,4*cf*,GS79,HS3013 FD OsakaIronWorks,Ld.	22 ' 9 s 3 " 1½ 19 " 9½	
28067 23955 JIHC	**Kokai Maru** Wireless 1*Dk*	1269 1057 732					1918	Yoshiura Zosensho Yoshiura	KitaNipponKisen K.K.	226·7|33·5|18·5	Fuchu Japanese	T.3Cy.14½",24⅓"&40"-30" 88NHP TakaoTekkosho,Kobe		
28068 28114 JAIA	**Koki Maru** *ss*Kob.No.3-7,35 2*Dks*(*Stl*)	5291 4927 3222	✠100A1 6,37 ~~5,36~~	Kob ✠LMC~~5,36~~ 6,37	*y*	CL ~~N7,34~~ 6,37	1921 5mo	Ishikawa-jimaS.B.Co. Tokio A&CP	HashimotoKisen K.K. *CellDB*327'1076*t*	388·0|53·2|32·0 P31'B117'F34' FK *FPT*109*t APT*225*t*	Kobe Japanese 6*BHCem*	T.3Cy.26",43⅝"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB.Co.Tokio	32 " 0 s 6 " 7¾ 25 " 7	
28069 28978 JHOA	**Koko Maru** *Mchy.Aft* Wireless 1*Dk* *Ref.Mchy.*	1500 1191 803	~~Lloyd'sRMC7,36~~				1922	Yokohama DockK.K. Yokohama	NichiroGyogyo K.K.	240·0|35·0|20·0 P49'B56'F32'	Yokohama Japanese	T.3Cy.17",28½"&48"-30" YokohamaDock 126NHP Co.Ld.Yokohama		C
28070	**Kokuryu Maru** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F. *CruiserStern*	7000					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	420·0|57·1|33·3 F51'	Osaka Japanese *WB*	4DRgearedSteamTurbines 1083NHP MitsubishiJukogyoK.K. Nag.		
28071 280 JPOC	— *ss*Kob.No.1-37 (*ex*UsuriMaru) *ss*Drn.No.3-10,32 2*Dks*(*Stl*)	6113 5180 4459	✠ ... 1,38	Drn Kob ✠~~LMC11,36~~ ~~11,37~~	*z*	CL 11,35	1921 8mo	OsakaIron Works,Ld. Innoshima A&CP	DairenKisenK.K. *CellDB*360'980*t*~~*D*~~	407·2|50·8|30·0 P40'B137'F46' FK ~~*Ta*27'767*t*~~*FPT*106*t*	Dairen Japanese 7*BHCem* *APT*26*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWorks,Ld.	32 " 7 ~~s 6 " 10~~ ~~26 " 1~~	
28072 UNMS	**Kola** (*ex*Amantea-32,*ex*Galata, *ex*Spartivento,*ex*Ilmenau) 1*Dk*&*Spar dk*	2654 1226 1000					1906	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	291·3|44·0|23·6	Leningrad Russian *WB*	T3Cy.$20\frac{1}{16}$",33½"&57⅞"-37½" 192NHP Flensburger,Schiffsb.Ges.		
28073 147654 GKMN	— *OilEng.* Wireless *ss*Sng.No.3-7,36 1*Dk*(*Stl*)& *Shelter dk*(*ptStl*-teak s)	1538 1117 729	✠100A1 *withfreeboard* ~~7,37~~ ~~1,37~~ 1,38 ✠LMC	Sng CS4,37 7,36	*r*	CL N7,36	1924 5mo Lloyd's*A&CP*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3|40·0|14·2 F27' FK *FPT*30*tAPT*23*t*	London British 5*BHCem* (*Coll BH to Sh dk* 4 „ „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.17½"-35" 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 " 8 s " 5 16 " 5	
28074 KZCN	**Kolambugan** *OilEng.* *Mchy.Aft* Wireless 1*Dk*	*690* *606* *385*				...	1929	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	181·2|30·1|13·7 F26' FK	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.16½"-22" 286NHP NE19*refitted*29 MarinePipe&MchWksSea.	14 " 6	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	Registres où l'on trouve le navire
28075 DAPP	**Kolberg** Wireless 1*Dk*	693 499 383					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q58'B44'F22'	28·9	11·4	Stettin German *WB*	C.4Cy.(2)12¾″&(2)27 3/16″–27 3/16″ 67NHP OttensenerMaschf. G.m.b.H.Ottensen		G
28076 TVXR	**Kolda** (*ex*NewVerdun–35, *ex*Verdun,*ex*Braken,*ex*ThorII) 1*Dk*	344 222 160					1907	MarstalSB. &Reptværft Marstal	Messageries du Sénégal	127·6 P68'F21'	23·9	10·3	Bordeaux French *WB*	C2Cy.20½″&41″&21″ MarstalS.B.& Reptværf.Marstal 72RHP		V
28077 OYFD	**Koldinghus** Ⓟ Wireless 1*Dk*	674 463 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4 P119'F28'	31·5	13·0	Vejle Danish *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
28078 FOQP	**Kolenté** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks&Awng dk*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. Port deBouc	ChargeursRéunis	324·8 B96'	48·6	30·4	Bordeaux French *WB*	T.3Cy.26⅝″,40½″&66½″–43 5/16″ 296NHP Ch.&Atel.deProvence,Msl.		V
28079 UOIJ	**Kolima** Ⓟ (*ex*Prosper) Wireless 1*Dk&Spar dk*	1528 1313 915					1906	Nylands Værksted Oslo	U.S.S.R.	240·4 B130*t*F30*t*	35·3	19·8	Vladvostk Russian *WB*	T.3Cy.18⅝″,29½″&48″–33″ 132NHP NylandsVærksted,Oslo		
28080 UPLF	**Kolkhosnik** (*ex*Rockcliffe–35) *ss*Shl.No.2–35 1*Dk*(*Stl*)	*3880* *3544* *2350*	✠ ... 8,36 ✠	Shl	*w*		1925 5mo	JReadhead &Sons,Ld. SouthShields	U.S.S.R. *CellD*	364·2 P34'B104'F33' *B*318' 987*t* *FPT*59*t*	50·6	23·7	Odessa Russian FK 6*BHptCem* *APT*170*t*	T.3Cy.25″,42″&69″–45″ 371NHP 2SB,*6cf*,GS120,HS6044 J.Readhead&SonsLd,S.Shl	26 " 0	
* 28081 LDRI	**Koll** **TwinSc** *OilEng.* *ss*Rot.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in machinery space* *Rudder electrically welded* *CruiserStern*	10044 9312 5891	✠100A1 12,37~~3,37~~ ✠LMC CS6,34 DBS3,37 3,37 *CarryingPetroleum in bulk*	Rot Fal	*e*†	CL 2,37	1930 10mo	Deutsche Werft.A.G Finkenwrder *Lloyd'sA&CP*	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE*72' 168*t*	487·4 505·3(O.L.) P112'F42' FK *DTf*43'807*tFPT*205*t*	66·0	37·3	Oslo Norwegian 14*BH* *APT*252*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–35 7/16″ 1175NHP 2DB*170lb* 3DB(*Vertical*)*100lb* Maschfbk.Augsburg-Nürnberg,A.G.Augsburg	36 " 9	
28082	**Kollbjörg** For full particulars see No. 38855 in Supplement *OilEng.* *Mchy.Aft* *CruiserStern*	8200 [illegible]500 4975	100A1 (*Class Contemplated*) *CarryingPetroleum in bulk*				1937	Eriksbergs M.V.Aktieb. Gothenburg		469·2 P92'B28'F40'	61·1	34·5	Norwegian	Oil Engines 2S.C.DA 6Cy.17 11/16″–47¼″ EriksbergM.V.Aktieb.Got.		
28083	**Kollektivizatzia** *OilEng.* 2*Dks*	3925					1934	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	347·8	51·5	24·0	Russian *WB*	Oil Engines RussianDieselWorks,Len.		
* 28084 LJDW	**Kollgrim** *OilEng.* 1*Dk* *Mchy.Aft* D.F. *CruiserStern*	8263 7504 4973	✠100A1 ~~7,37~~~~12,36~~ 1,38 ✠LMC6,36 *CarryingPetroleum in bulk*	Fal ~~Ven~~LAn	*c*†	CL 1,38	1936 6mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE*	469·2 P92'B28'F40' FK 68'188*tDTf*23'465*t*	61·1	34·5	Oslo Norwegian 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17 11/16″–47¼″ 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 " 0 s 7 " 5 26 " 9¾	
28085 DOCC	**Köln** **4Mst** D.F. Sub.Sig. 2*Dks&Shelter dk*	7881 7248 4833					1921	Bremer Vulkan Vegesack	Norddeutscher Lloyd	474·0 P39'B142'F55'	60·7	32·8	Bremen German *WB*	T.3Cy.32¼″,52½″&86½″–55 1/16″ 556NHP BremerVulkan,Vegesack		G
28086 DHOH	— **TwinSc** (*ex*ElbingVIII) 1*Dk*	882 731 486					1912	F.Schichau Elbing	Schiffahrt-u.Assekuranz G.m.b.H.	220·4 Q66'B50'F25'	33·5	12·6	Hamburg German *WB*	T6Cy11 7/16″,19⅜″&31½″–17 7/16″ 84NHP F.Schichau,Elbing		G
* 28087 LEGM	**Kolsdal** (*ex*Syrier) *ss*Osl No.1-36 *ss*Osl.No.3–5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1269 1027 735	✠100A1 6,37~~5,36~~ BS10,36 ✠LMC~~5,11~~ MS6,37	Osl Bgn	*o*	OG ~~4,36~~ 6,37	1920 3mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow *Lloyd'sA&CP*	IngvaldBjörnebœsRederi.A/S(I. Björnoboe,*Mgr.*) *C*	240·3 251·6(O.L.) P27'B57'F27' FK *ellDB*211'386*tFPT*	35·7	15·3	Xiansand Norwegian 4*BHCem* 21*tAPT*15*t*	T.3Cy.15″,25″&40″–27″ (*s*) 185lb 99NHP 2SB(Spt),*4cf*,GS48,HS815 McKie&Baxter,Glasgow	17 " 3	
* 28088 699 SHLA	**Kolsnaren** *OilEng.* D.F. *ss*Got.No.3–3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2465 2030 1245	✠100A1 *Shelter dk withfreeboard* ~~6,37~~~~12,35~~4,38 ✠LMC CS5,35 DBS~~6,36~~6,37 ~~LMC~~4,37	Got Skm	*u*	OG ~~6,34~~ 4,38	1923 6mo	Aktieb. Gotaverken Gothenburg *Lloyd'sA&CP*	Rederiaktieb Transatlantic(G. Carlsson,*Mgr.*) *CellDB*249'765*t*	312·3 FK *Collision* *FPT*121*tAPT*81*t*	45·5	18·8	Gothenbrg Swedish *ptCem* *BH to Sh dk* 4 " " *U* "	Oil Engines 4S.C.SA 6Cy.24 13/16″–51 3/16″ *100lb* 355NHP Aktieb.Gotaverken,Got.	22 " 9 s 1 " 5 21 " 7½	
* 28089 38561 JNFI	**Komaki Maru** Ⓟ *OilEng.* D.F. GyC. 1~~*Dk*(*Stl*)&*Shelter dk*(*Stl*)~~ ~~3rd dk(Stl)except in aftermost hold~~ *Rudder electrically welded* *Tonnage opening closed 38* *CruiserStern* 2*Dks*,3rd *dk except in aftermost hold*	8509 —— 5178	✠100A1 *withfreeboard* 2,37 DBS~~2,37~~ 3,38 ✠LMC12,35 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Kob	*d*†	CL 1,37	1933 12mo	Harima S.B.&Eng. Co.Ld. Harima *Lloyd'sA&CP*	KokusaiKisenK.K. *Upr'tween dk BHds except Coll BH dispensed with* *CellDB*352'1439*t* (*Coll BH to W dk*,7*to*2*nd dk*) *DTs a*51'1387*t tanks at sides of tunnel*	~~453·6~~ 456·0 F40' FK	61·0	40·1 30·0	Kobe Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.29 13/16″–47¼″ 2185NHP DB*100lb* KobeSteelWorks,Kobe 196*tFPT*90*tAPT*67*t*	~~31 " 1~~ ~~8 " 0~~ ~~27 " 5~~ 40 " 1 s12 " 4¼ 27 " 11½	
28090 LEGN	**Komet** (*ex*CharlesSchiaffino, *ex*Pluto) 1*Dk*	1147 1005 675					1912	Lxevaags Msk.&Jrnskb Bergen	D/S A/S Danto (H.Tangvald-Pedersen,*Mgr.*)	229·2 P11*t*H46*t*F30*t*	35·2	15·9	Porsgrunn Norwegian *WB*	T.3Cy.16⅜″,27″&44″–30″ 106NHP LaxevaagsMsk&Jrns.Bgn.		N
28091 UNLF	**Komiles** *OilEng.* 1*Dk*	3962 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Vladvostk Russian	Oil Engines 2S.C SA 4Cy.26⅜″–47 3/16″ 497NHP RussianDieselWorks,Len.		
28092 LEGO	**Kommandören** Ⓟ 2*Dks*	543 282 315					1891	AkersMek Værksted Oslo	Fylkesbaatanei Sogn&Fjordane	161·8 H29*t*	24·4	19·8	Bergen Norwegian	T.3Cy.16″,26″&42″–30″ NB10 97NHP AkersMek.Værksted,Oslo		
28093 DOFN	**Kommodore Johnsen** **Aux4Mst** (*ex*MagdaleneVinnen–36) *OilEng.* **Bk** Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	3572 3094 3002					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	328·8 P41'B107'F27'	48·2	26·9	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.18 1/16″–24⅜″ 128NHP Frd.KruppA.G.Kiel		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula, RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 16 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28094 UNYH	**Kommunist** (*ex*MichaelLund, *ex*Regimen) *ss*Sld.No.3-10,04 *ss*Rot.No.2-13 1*Dk*(*Irn*)&*Web frames*& *pt Awng dk*(*Irn*)	1941 1840 1180	✠ 10,19 ✠	Rot	*r*		1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland	U.S.S.R.	264·7|38·2|19·6 P23'Q84' *pt Awng dk*158' FK *CellDB*218'390*t*	Odessa Russian 6*BHCem* *APT*49*t*	T.3Cy.20",34"&56"-36" NDB04 192NHP 2SB,6*cf*,GS90,HS2928 N.E.MarineEng.CoLd.Nwc	19 ″ 6	
28095 Burnt & Sunk 12,36 UNYQ	**Komsomol** *OilEng.* 2*Dks*	5109 4702 2986					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3|53·2|29·4 P30'B57'F23'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.26$\frac{3}{4}$"-47$\frac{3}{16}$" 746NHP RussianDieselWorks,Len.		
28096 USBE	**Komsomoletz Arktiki** **Iron** (*ex*ArcticPrince-36,*ex*Helder,*ex*Sirius, *ex*Madura) 1*Dk*&*Spar dk*3*trB* D.F. E.S.D. *Ref.Mchy.*	3450 3215 2310					1897	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	322·4|44·2|28·5 H152*t*F61*t*	Russian *WB*	T.3Cy.24",36"&60"-42" NB28 233NHP Ned.Fab.v.Werk.Mat.Ams		V
28097	**Komsomolsk** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2920 2483 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4|48·2|20·4 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.CoLdNwc		
28098 18453 JAJB	**Konan Maru** Ⓟ 2*Dks*	2664 2068 1608			...		1915	OsakaIron Works Osaka	OsakaShosenK.K.	284·7|42·5|23·0 P40'B100'F36' FK	Osaka Japanese *WB*	T.3Cy.20",33"&57"-39" 283NHP OsakaIronWorks,Osaka	23 ″ 0	
28099 22906 JQYE	— 1*Dk*	991 828 561					1918	Kyushu ZosenSho Wakamatsu	IkedaShojiK.K.	190·0|31·1|18·5 P28'B37'F25' *WB*	Nishino- miya Japanese	T.3Cy.13",21$\frac{3}{4}$"&36"-27" 67NHP HasegawaTekkoshoOsaka		
28100 35937 JJFC	**Konei Maru** 1*Dk*	2345 1936 831					1930	MitsuiBus- sanK.K. Tama	YamashinaYoshio	291·2|42·0|21·7 P22'B72'F33'	Tokio Japanese	T.3Cy.19",32"&53"-36" 169NH MitsuiBussanK.K.		C
28101 LEGP	**Kong Alf** (*ex*Scotland) *Mchy.Aft* 1*Dk*	686 573 369					1920	A/S Boker- öensSkibs- byg. Svelvik	DetSöndenfjelds NorskeDamp- skibsselskap	181·2|31·1|12·9 P58*t*H5*t*F24*t*	Oslo Norwegian *WB*	T.3Cy.14",23"&39"-27" 79NHP ShieldsE.&DDCoLd.N.Shl		N
28102 LEGQ	**Kong Björn** 1*Dk* *CruiserStern*	931 647 532					1921	A/S Larvik Slip& Verksted Larvik	DetSöndenfjelds NorskeDamp- skibsselskap	197·8|32·3|12·4 Q38*t*B116*t*H54*t* P32*t*F5*t*	Oslo Norwegian *WB*	T.3Cy.14",23$\frac{1}{2}$"&38"-27" 75NHP A/S LarvikSlip&Verksted. Larvik		N
28103 LCPR	**Kong Dag** Ⓟ 2*Dks*	1862 1331 1119					1923	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDamp- skibsselskap	255·1|38·2|19·4 P74*t*B183*t*H225*t* F32*t*	Oslo Norwegian *WB*	T.3Cy.22",36"&60"-39" 225NHP FredrikstadMV.Frdstad.		N
28104 LEGR	**Kong Erik** 1*Dk*&*Spar dk*	940 913 553					1904	Trndhjms Mek.Værks. Trondheim	Nordenfjeldske Dampskibsselskab	196·3|30·1|20·4 H21*t*	Tr'ndheim Norwegian *WB*	T.3Cy.16$\frac{1}{2}$",26"&44"-30" 106NHP Trondhjems MV Trndheim		
28105 LEZP	**Kong Frode** (*ex*Sunnland-37, *ex*Carham,*ex*Grevelingen) *Mchy.Aft* 1*Dk*	625 470 283					1920	Gebr. Volker Sliedrecht	RederiA/S Sunn (OddGodager, *Mgr.*)	171·1|28·4|12·3 Q24*t*B36*t*H13*t*F24*t*	Oslo Norwegian *WB*	T.3Cy.13",21"&34"-20" 52NHP J.A.vdSchuytPapendrecht		V
28106 OYGD	**Kong Haakon** Ⓟ D.F. 1*Dk*	1775 1024 850					1906	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0|38·2|22·8	Copnhagn Danish *WB*	T.4Cy.25",42$\frac{1}{2}$"&(2)51"-42" 337NHP Akt.Burmeistr&Wain,Cpn		V
28107 LEGU	— Ⓟ 1*Dk*&*Awng dk*	874 794 472					1904	Schömer& Jensen Tönning	DetStavangerske Dampskibsselskab	196·0|28·7|13·9 H58*t* 21·1	Stavanger Norwegian *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&50"-29$\frac{1}{2}$" 136NHP Schömer&Jensen,Tönning		
28108 LCPS	**Kong Halfdan** (*ex*Rethymo) *Ref.Mchy.* Wireless 1*Dk*&*Shade dk*	1456 1298 835					1923	Schiffb.Ges Unterweser Weser- münde-L.	DetNordenfjeldske Dampskibsselskab	228·5|34·5|20·0 P25*t*B52*t*H83*t*F14*t*	Tr'ndheim Norwegian *WB*	T.3Cy.15$\frac{3}{4}$",27$\frac{1}{2}$"&45$\frac{5}{8}$"-27$\frac{1}{2}$" 110NHP A.Borsig,G.m.b.H.Berlin		N
28109 LEGV	**Kong Harald** Ⓟ Sub.Sig. 2*Dks*&*Awng dk* *Ref.Mchy.*	1151 1046 679	✠ 10,90	Bhn			1890 10mo	J.C. Tecklenborg Weser- münde-G.	DetNordenfjeldske Dampskibsselskab	220·6|30·0|13·0 H105*t* 20·3 len09 BK7"	Tr'ndheim Norwegian 4*BHCem* *WB*	T3Cy.18$\frac{1}{2}$",32$\frac{1}{2}$"&51$\frac{3}{16}$"-31$\frac{1}{2}$" NB09 167NHP H.Pauksch,Landsberg	22 ″ 8	
* 28110	**Kong Ho** (*ex*Kaitoke-35, *ex*CapeColony, *ss*Wln.No.3-7,30 *ex*WarPalace) *ss*Osa.No.1-35 Now "Tai Yang," see No. 40303 in Supplement 1*Dk*(*Stl*) *Cargo battens not fitted*	*3167* *2859* *1862*	✠100A1 1,37 ✠LMC1,37	Osa	*u*	1,37	1918 11mo *Lloyd'sA&CP*	SirR Dixon &Co.Ld. Middlesbro'	FanShienHo	331·3|46·8|23·2 P33'B98'F29' FK *CellD* *B*284'736*tFPT*112*t*	Tsingtao Chinese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 434NH 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb	25 ″ 6 s 3 ″ 11$\frac{3}{4}$ 21 ″ 9	
28111 LDLA	**Kong Magnus** **TwinSc** (*ex*Luksefjell,*ex*Cratheus) Wireless 1*Dk*	1410 1175 718					1911	Akers Mek.Værks. Oslo	DetNordenfjeldske Dampskibsselskab	251·7|38·2|15·8 P43*t*F30*t*H92*t*	Tr'ndheim Norwegian *WB*	T.6Cy.13$\frac{1}{2}$",22"&27$\frac{1}{2}$"-28" 80NH AkersMek.Værks.Oslo		N
28112 142216 VPGS	**Kong Ning** Ⓟ **TwinSc** Wireless 1*Dk* & *Saloon dk*	1096 426 658					1918	LauSum Kee HongKong	WestRiver Transportation &TradingCo.Ld.	170·8|32·9| 9·0	HongKong British	C.4Cy.13$\frac{1}{2}$"&27"-18" 75RHP E*made*16B*made*96 KwongCheongLoongHKg		
28113 LEGW	**Kong Olaf** **Iron** 1*Dk*&*Awng dk*	562 521 297					1883	Stavanger Stöberi&Dok. Stavanger	DetStavangerske Dampskibsselskab	173·2|24·0|17·7 H41*t*	Stavanger Norwegian *WB*	T.3Cy.15",25"&41"-27" NE&B05 87NHP LaxevaagsMskbyg.Bgn.		
28114 LEGY	**Kong Oscar II** Ⓟ 1*Dk*&*Awng dk*	914 840 477					1904	Akt.Bur- meistr&Wain Copenhagen	A/S Arendals Dampskibsselskab	197·0|30·7|15·0 H74*t* 21·8	Arendal Norwegian *WB*	T.3Cy.18$\frac{1}{4}$",30"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn		N
28115 LCPT	**Kong Ring** Ⓟ *CruiserStern* 2*Dks*	1994 1430 1201					1929	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs- selskab	271·3|38·2|19·4 P77*t*B204*t*H236*t* F32*t*	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP NylandsVærksted,Oslo		N
28116 LCPU	**Kong Sigurd** Wireless 1*Dk*	916 669 419					1927	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs- selskab	212·2|32·2|12·5 P56*t*H108*t*F9*t*	Oslo Norwegian *WB*	T.3Cy.15$\frac{1}{2}$",26"&44"-27" 101NH NylandsVærksted,Oslo		N

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert., Ref. Trade
28117 137684	**Kong So** Ⓟ TwinSc (exChuenChow) 1Dk&Shade dk	789 310 482					1915	Kwong FookCheong HongKong	WestRiver Transportation &TradingCo.Ld.	157·7	27·0	9·2	HongKong British	C.2Cy.13½"&27"–18" 62RHP KwongFookCheong,H.Kg		
28118 LEGZ	**Kong Sverre** Ⓟ ~~Iron~~ 1Dk&Awng dk8trB	593 573 355					1867	Nylands Værksted Oslo	DetStavangerske Dampskibsselskab	176·2 P58'B35'F34'	24·3	19·5	Stavanger Norwegian	T.3Cy.15½",25"&42"–30" NE&B98 97NHP AkeraMek.Verks.Oslo		
28119 LDPZ	**Kong Trygve** Ⓟ Wireless 1Dk	1141 819 586					1931	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDampskibsselskab	227·3 P41tH198tF6t	35·1	13·3	Oslo Norwegian WB	C.4Cy.(2)13¾"&(2)32 5/16"–30½" 96NHP FredrikstadM.V.Frdstad.		N
28120 OYQQ	**Kongeaa** (exTinto-37) ssLon.No.3–2,23 Well deck ssHul.No.2–31 1Dk(Stl)	790 668 421	✠ —— 2,37 ✠	Lon	l		1911 1mo	Dundee S.B.Co.Ld. Dundee	Dampskslsk. Hetland A/S (T.Basse,Mgr.) CellD	200·1 P&B121'F25' FK BafuE45'68tFPT	32·1	13·4	Copnhagn Danish 4BHCem 29tAPT41t	T.3Cy.15½",25"&42"–27" 109NHP 2SB,4pf,GS66,HS1820 Amos&Smith,Ld.Hull	14 " 6	
* 28121 40114 JWIJ	**Kongo Maru** OilEng. 2Dks ~~1Dk&Shelter dk~~,3rd dk except D.F. GyC. in aftermost hold Rudder electrically welded Tonnage opening closed 38 Cruiser Stern	7043 — ~~8746~~ 8624 — 5102	✠100A1 withfreeboard 5,37 ~~5,36~~ DBS~~5,36~~ 5,37 ✠LMC2,35 Carrying cargo oil F.P. above150° F.in deeptanks	Kob	d†	CL	1935 2mo Lloyd'sA&CP	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K. CellDB359'1420t DTsa49'1382t	450·0 F34' FK Tanks at sides of	~~61·0~~ 61·2	~~40·0~~ 37·5	Tokio Japanese 8BHptCem (Coll to W dk 7 ,, 2nd ,,) tunnel 167t	Oil Engines 2S.C.DA 8Cy.27 9/16"–47¼" 2115NHP DB100lb KawasakiDkydCoLdKobe FPT76tAPTs234t	~~31 " 0~~ ~~s3·10½~~ ~~27 " 4¼~~ 40 " 0 s12·3⅜ 27·11½	
28122	— Ⓟ TwinSc D.F. E.S.D. CruiserStern 2Dks	6500					1936	Mitsubishi JukogyoK.K Nagasaki	Government of Japan(Dept.of Railways)	415·0 F350'	57·2	32·8	Tokio Japanese WB	4SteamTurbinesSRgeared Mitsubishi 2000NHP JukogyoK.K.Nag		
28123 1276 JQIB	**Kongosan Maru** Ⓟ 2Dks	2116 1895 1334					1927	Uraga DockCo. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Jinsen Japanese WB	T.3Cy.18",29½"&50"–39" 156NHP UragaDockCo.Uraga		
28124 LJLZ	**Kongsdal** OilEng. D.F. E.S.D. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	9959 9191 5899					1937	Bremer Vulkan Vegesack	~~RagnarMoltzau~~ A/SMoltzausTankrederi(Moltzau&ChristensenMgrs)	492·9 P113'B74	66·1	36·4	Oslo Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1167NHP BremerVulkan,Vegesack		N
28125 LJOB	**Kongsfjord** TwinSc 1Dk&Shelter dk OilEng. CruiserStern ~~2Dks~~	4000 3528 2365					1937	Eriksbergs M.V.Aktieb. Gothenburg	DenNorske Amerikalinje A/S	~~401·0~~ 407·1	~~55·2~~ 55·3	~~24·6~~ 22·6	Oslo Norwegian WB	Oil Engines 2S.C.SA 14Cy.19 11/16"–35 7/16" 945NHP EriksbergM.V.Aktieb.Got.		N
* 28126 LJOH	**Kongsgaard** OilEng. 1Dk,2nd dk clear of cargo tanks Part electrically welded including butts of shell,upr dk&longitudinal bulkhead plating Mchy.Aft Rudder electrically welded CruiserStern Longitudinal framing	9467 8793 5677	✠100A1 ~~3,37~~ 11,37 (~~Class Contemplated~~) Carrying Petroleum in bulk ✠LMC8,37	Mmo Rot		CL	1937 8mo Lloyd'sA&CP	Kockums M.V.Aktieb. Malmö	~~A.GowartOlsen~~ Skibs.A/SSolvang (A.GowartOlsen, Mgr.) CellDBuE70'180tDT/	505·4 523·4(O.L.) P97'B41'F67' FK 34'469tFPT143tAPT342t	63·1	36·4	Stavanger Norwegian 11BHptCem	Oil Engines 2S C.DA 7Cy.23⅝"–43 5/16" 1358NHP 2DB171lb DB(WT)171lb KockumsM.V.Akt.Malmö	36 " 7 s8 " 3¼ 28 " 5	
28127 LEUH	**Kongshaug** (exSicilia-35) 1Dk&pt Awng dk	1156 1044 656					1898	Fevigs Jernskibsbyg Arendal	DampskA/SKongshaugsRederi(M.H. Kongshavn&Sönner,Mgrs.)	217·4 B57tH42t pt Awng dk142'	31·9	20·7	Ålesund Norwegian WB	T.3Cy.16½",27"&44"–30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		N
28128 LEHC	**Kongshavn** (exLangland,exSanta Cruz) Well deck 1Dk	751 550 425			...		1906	Caledonian Eng.&S.B.Co Preston	D/S A/S M.H. Kongshavn&SönnersRederi.(M.H. Kongshavn&SönnerA/S,Mgrs.)	194·0 Q92'B24'F19' FK	30·2	11·4	Haugesnd Norwegian WB	T.3Cy.16",26"&43"–30" 116NHP CaledonianE.&S.B.Co.Prs.	13 " 9	N †
28129 DJMX	**Königin Luise** Ⓟ TwinSc OilEng. Sub.Sig. 2Dks	2400 1874 1191					1934	Howaldts-werkeA.G. Hamburg	Hamburg-Amerik. Linie	288·0	42·1	21·4	Hamburg German WB	Oil Engines 2S.C.SA 12Cy.20½"–27 9/16" 885NHP Blohm&Voss,K.a.A.Ham		G
28130 DHOI	**Königsau** Sub.Sig. Wireless 1Dk	966 709 560					1921	H.C.Stülc-kenSohn Hamburg	Bugsier,Reed.& BergungsA.G.	219·1 P127'F23'	32·5	12·8	Hamburg German WB	T.3Cy.17¾",29⅛"&46 1/16"–31½" 119NHP H.C.StülckenSohn,Ham.		G
28131 DOEB	**Königsberg** TwinSc OilEng. Sub.Sig. 2Dks D.F.	6466 5811 3978					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	431·3 P61'B143'F38'	56·4	30·3	Bremen German WB	Oil Engines 4S.C.SA 12Cy.27 9/16"–47¼" 880NHP PMchf.Augsburg.Nürnbrg SA.G.Weser,Bremen		G
28132 DRBM	— (exRiga-34) 1Dk	999 800 571					1925	Gebr.Goed-hardtA.G. Lübeck	MathiesReed.A.G.	217·1 P14'Q58'B92'F21'	34·6	12·9	Hamburg German WB	T.3Cy.16 5/16",27 9/16"&43 5/16"–27 9/16" 98NHP GörlitzerMaschfbkGörlitz		G
28133 DAAQ	**Königsberg-Preussen** Sub.Sig. D.F. E.S.D. Mchy.Aft CruiserStern 1Dk	2530 2048 1217					1924	Frd.Krupp Akt.Ges. Kiel	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	277·8 P83'F29'	44·2	20·8	Königsbrg German WB	T.3Cy.21¼",33⅝"&54⅝"–39⅜" 188NHP Frd.KruppA.G.Kiel		G
28134 DHOJ	**Königstein** Ⓟ TwinSc (exArawa) 2Dks&deep framing&Shelter dk D.F.	9626 8624 5912			...		1907	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H.Mgs)	459·0 F48' FK&BK1½"	59·9	31·1 39·2	Hamburg German WB	T.6Cy.23¼",38⅝"&66"–48" 899NHP WllsndSlpwy.Co.Ld.Nwc.	34 " 1	CG †
* 28135 OOKA	**Koningin Elisabeth** ssAnt.No.2–33 D.F. 1Dk(Stl)&Shelterdk(Stl) Now "Ain El Turk," see No. 37166 in Supplement	2477 2293 1466	✠100A1 withfreeboard 4,36 ✠LMC MS7,33 BS~~6,36~~7,37	Ant	u	CL ~~4,36~~ 7,37	1925 5mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	"Compagnie Dens-Ocean" Soc.Anon. CellDBa93'uE2	315·9 FK (Coll 1'f142'595tAPT57t	45·1	20·6	Antwerp Belgian 5BHptCem BH to Sh dk 4,, ,, 2nd,,)	T.3Cy.22",37"&61"–42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22 " 10 s1 " 6 21 " 5¾	
28136 PFKT	**Koningin Emma** Ⓟ OilEng. Wireless 1Dk Mchy.Aft CruiserStern	535 304 361	✠100A1 7,36 ✠LMC7,36	Rot	h		1936 7mo Lloyd'sA&CP	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Gemengd BedryfVaartuigendienstSuriname CellD	165·2 P31'B43'F19' FK B108'144tFPT10t	26·5	8·7	Pramaribo Dutch 3BHptCem APT22t	Oil Engines 2S.C.SA 8Cy.10 13/16"–18⅞" 163NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	10 " 8 s " 10½ 10 " 1	
28137 PZAB	**Koningin Wilhelmina** Wireless 1Dk	331 260 157					1908	Nederl. Schps.Maats. Amsterdam	Government of Surinam	143·4	23·3	11·8	Pramaribo Dutch WB	T3Cy.11 13/16",18⅞"&31½"–17⅜" 42NHP NedFb.vWrk&Spoor.Ams		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R of Trade Cert
✻ 28138 248 SVPZ	**Konistra** (*ex*Lamington) *ss*Pir.2ndNo.3-6,32 1*Dk*(*Stl*)&*deep framing* *ss*Pir.No.1-37	3537 3337 2266	✠100A1 ~~9,35~~10,37 ✠LMC10,37 ~~MS6,32~~ ~~BS11,36~~	Pir	*w*	CL ~~9,35~~ 9,37	1907 8mo	A.Rodger &Co. Pt.Glasgow *Lloyd'sA&CP*	T.N.Epiphaniades *Cell*	350·4|48·0|24·3 P25'B97'F38' FK *DBa&uE*133'*f*156'	Syra Greek 6*BHCem* 933*tAPT*86*t*	T.3Cy.24",40"&65"-42" (*s*) 160lb 80lb 294NHP 2SB,6*cf*,GS120,HS4720 A.Rodger&Co.Glasgow	27 ″ 0 ~~s4″10¼~~ ~~22 ″ 6~~	
28139 337 JPZC	**Konsan Maru** *OilEng.* *ss*Nag.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2733 2248 1556	✠ 1,38 5 ~~✠LMC C86,36~~ ~~DB6,36~~ 5,37~~6,36~~ ~~5,37~~	Drn Kob	*u*	CL ~~4,34~~ 5,37	1929 8mo	Mitsui Bussan Kaisha Tama *Lloyd'sA&CP*	DairenKisenK.K. *Cell DB*230'769*t Tanks in way of*	326·5|46·5|21·5 P27'B63'F28' FK *tunnel* 173*tFPT*51*t*	Dairen Japanese 5*BHptCem* *APT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 270NHP DB100lb MitsuiBussanKaishaTama	21 ″ 6	
28140 239 SYSY	**Konstantinos** (*ex*Amfiali-34, *ex*NikolaosSophios,*ex*Canari) *OilEng.* 1*Dk*	313 270 172					1918	Forg.&Ch. de la Médit. LaSeyne	K.Kyriakides	132·3|24·0|12·0	Piræus Greek	Oil Engines 6Cy.10⅝"		
28141 469 SVIJ	**Konstantinos Hadjipateras** (*ex*Calandplein-35,*ex*Lesreaulx, *ex*Pinemore, *ex*Den of Ewnie) *ss*Rot.2ndNo.3-10,35 1*Dk*(*Stl*)& *Shelter dk*(*Irn*) *Tonnage opening closed*37	5962 5724 4518	✠100A1 *Shelter dk with freeboard* 9,37 ~~10,36~~ BS9,37 ~~BS10,36~~ ✠LMC10,35	Ant Rot	*y*	CL 10,36	1913 11mo	J L Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	J.C.&A.C.Hadjipateras *Cell DBa*136'*uE&B*41'	388·5|54·1|26·0 34·0 FK *f*167'1214*tFPT*106	Chios Greek 6*BHCem* *tAPT*219*t*	T3Cy.27½",44½"&74"-48" (*s*) 180lb 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	36 ″ 6 s8″11¼ 27″10¼	
28142 DGKC	**Konsul Carl Fisser** (*ex*Jacatra-36, *ex*Westmark) 2*Dks*	5843 5458 3653					1914	Akt.Ges. "Weser" Bremen	HendrikFisser A.G.(Fisser&von Doornum,*Mgrs.*)	421·6|56·2|29·6 P60'B126'F52'	Emden German *WB*	T3Cy28 7/10",46⅘"&75⅗"-53 9/10" 418NHP A.G."Weser,"Bremen		
✻ 28143 DJTA	**Konsul Hendrik Fisser** (*ex*Aelybryn-37) *ss*Sld.No.2-36 1*Dk*(*Stl*)	4458 4225 2760	✠100A1 4,37 ~~7,36~~ ✠LMC BS~~4,36~~4,37 MS7,36	Sld Ant	*y*	CL ~~7,36~~ 4,37	1928 8mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	HendrikFisser A.G. (Fisser& vonDoornum, *Mgrs.*) *Cell D*	~~385·0|52·0~~|26·1 384·5|51·8| P29'B238'F44' FK *B*329'954*tFPT*116*t*	Emden German 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 ″ 6 s4 ″ 0 24 ″ 8¾	
28144 DFZU	**Konsul Schulte** (*ex*Cardiff) 1*Dk*2*trB*&*Webframes*	2975 2621 1843			…		1898	W.Gray& Co.Ld. WHartlepool	Schulte&Bruns	318·0|46·0|20·8 P27'B70'F31' FK	Emden German *WB*	T.3Cy.24¼",36"&59"-39" NE&B20 264NHP G.Fletcher&Co.Ld.Derby	23 ″ 6	V †
28144* 100 YLAP	**Konsuls P. Dannebergs** (*ex*Dungeness) D.F. 1*Dk*&*deep framing*	2747 2599 1744			…		1904	Richardsn, Duck&Co. Stockton	P.Danneberg	330·8|47·4|20·0 P30'B170'F29' FK	Riga Latvian *WB*	T.3Cy.23",38"&62½"-42" 257NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
✻ 28145 OHXD	**Kontio** (*ex*Marie-35) **Iron** *ss*Got.3rdNo.3-5,30 D.F. *ss*Got.No.1-35 *Welldeck* 1*Dk*(*Irn*)&*Web frames*	1708 — 958	✠100A1 8,37 ~~9,36~~ BS6,37 LMC MS2,35 ~~BS9,36~~	Abo	*r*	CL 9,36	1892 7mo	Furness, Withy&CoLd WHartlepool A&CP	LaivaO/YRauma (JohnNurminen O/Y,*Mgrs.*)	270·0|36·0|17·7 P27'Q80'B110' FK F31' *CellDB*228'3	Helsingfors Finnish 5*BHCem* 77*tAPT*17*t*	T3Cy21½"35 3/16"&57"-36"(*s*) 160lb 80lb NDB02 193NHP 1DB,4*cf*,GS63,HS2860 Blair&Co.(Lim.),Stockton	19″10 s1″3 18″9½	
28146 5103 SEAN	**Konung Gustaf V.** Ⓟ **TwinSc** D.F. (*Ferry*) Sub.Sig. **GyC.** 1*Dk*2*trB*	3160 2402 1106					1910	Lindholmens V.A Gothenburg	SvenskaStatens Jernvägar (G.Englund,*Mgr*)	368·8|51·1|22·2 H525*t*	Trelleborg Swedish *WB*	T.6Cy.23¾",39"&64"-35¾" 490NHP MotalaV.NyaAkt.Motala		G
28147 4294 SFEO	**Konung Oscar** Ⓟ **Iron** Wireless 2*Dks*&*Shelter dk*	735 404 426					1875	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	182·6|25·1|13·1 H57*t* len04 20·4	Stockholm Swedish	T.3Cy.16",25"&42"-28" NE&B04 93NHP BergsndsM.V.Aktb.Skm.		
28148 TCBX	**Konya** Ⓟ (*ex*Konia,*ex*Hellopes, *ex*Arbroath,*ex*Perth) 2*Dks*	1745 — 894			…		1890	WBThompson&Co.Ld. Dundee	Denizyollari Idaresi	280·0|36·6|16·9 P61'B73'F61' BK9½"	Istanbul Turkish *WB*	T.3Cy.24",39"&64"-48" NB18 354NHP WBThompson&CoLdDun	19 ″ 3	
28149 ✻ 129384 MDGF	**Koolga** *ss*Abn.2ndNo.3-10,34 *Well deck* 1*Dk*(*Irn*)&*deep framing*	1110 794 552	✠100A1 9,37 ~~9,36~~ ✠LMC MS4,34 BS~~6,36~~6,37	Abn	*o*	CL 9,36	1910 4mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	AberdeenS.N. Co.Ld. *WB*=*Cell*	232·1|33·9|14·9 242·6(O.L.) Q77'B68'F59' FK *DBa* 58'*uE*20'*f*96'	Aberdeen British 4*BHCem* 310*tAPT*15*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 188NHP 2SB,6*cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun	15 ″ 9 s ″ 5½ 15 ″ 5	
✻ 28150 153922 VJFB	**Kooliga** *ss*Mel.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	2459 2046 1303	✠100A1 ~~12,37~~ ~~11,36~~ 2,38 ✠LMC BS~~4,36~~5,37 MS11,36	Mel Syd	*s*	CL ~~8,35~~ 2,38	1928 3mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld. *Cell D*	295·9|44·2|19·8 307·8(O.L.) P29'B63'F29' FK *B*255' 642*t FPT*58*t*	Melbourne British 5*BHCem* *APT*103*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 293NHP 2SB,6*cf*,GS130,HS4948 N.E.MarineEngCoLdNwc	22 ″ 3 s3 ″ 3¾ 19 ″ 1	
✻ 28151 140160 VJFC	**Koolinda** Ⓟ **TwinSc** *OilEng.* *ss*Fre.No.2-34 2*Dks*(*Stl-Weather dk-teak s*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* *CruiserStern*	4372 3049 2281	✠100A1 *with freeboard* 1,38 ~~1,37~~ ✠LMC CS4,36 ~~10,36~~7,37 Lloyd'sRMC~~12,36~~6,37	Sng	*w*	CL ~~1,36~~ 1,38	1926 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	Government of WesternAustralia *CellDB*230'527*t* *DTf*24'571*t*	330·3|50·2|25·4 B220'F44' FK *FPT*170*tAPT*120*t*	Fremantle British 7*BHptCem* 5 „ *to W dk* 2 „ „ *2nd*„	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP Harland&Wolff,Ld.Gls.	27 ″ 6 s8 ″ 11 18 ″ 8	
✻ 28152 153934 VJNF	**Koomilya** *ss*Syd.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2780 2432 1592	✠100A1 *with freeboard* 12,36 BS~~9,36~~ ✠LMC10,33 10,37	NSW	*r*	CL ~~10,35~~ 12,37	1929 5mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld.	326·8|46·6|20·3 339·4(O.L.) F34' FK (*C* *CellDB*276'697*t FPT*	Melbourne British 5*BHCem* *oll to Sh dk* 4 „ *2nd* „) 110*tAPT*62*t*	T.3Cy.22",36"&58"-42"&LP Turbine with DR gear & hydraulic coupling (*s*) 180lb 391NHP 2SB,6*cf*,GS132,HS5372 FD CaledonS.B.&E.CoLd.Dun	23 ″ 3 s1 ″ 6½ 21 ″ 10	
✻ 28153 129060 VJFG	**Koonda** (*ex*Hargrove) *ss*Mel.2ndNo.3-8,34 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1631 1332 906	✠100A1 9,37 ~~9,36~~ ✠LMC MS8,34 BS~~8,36~~9,37	Mel	*q*	~~9,35~~ 9,37	1910 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	McIlwraith, McEacharn,Ld. *WB*=*CellDBa&uE*	265·0|36·1|17·0 275·5(O.L.) P21'B60'F35' FK 102'*f*110'497*tFPT*	Melbourne British 4*BHCem* 63*tAPT*50*t*	T.3Cy.21",33"&56"-36" (*r*) 180lb 220NHP 2SB,6*cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	19 ″ 6 s2 ″ 6½ 17 ″ 2	
28154 130149	**Koopa** Ⓟ **TwinSc** 1*Dk*	416 313 170			…		1911	Ramage& Ferguson,Ld. Leith	BrisbaneTug& S.S.Co.Ld.	192·6|28·1|8·6 *Promenade dk*140' FK	Brisbane British	T.6Cy.13",21"&34"-18" 176NHP Ramage&Ferguson,Ld.	9 ″ 0	
28155 137235	**Kooraka** Ⓟ *OilEng.* *Mchy.Aft* *Well deck* 1*Dk*	300 181 154			…		1925	G.Brown& Co.Ld. Greenock	CoastSteamships Ld.	135·3|24·6|7·8 Q58'F21' FK&BK1"	Adelaide British *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18 15/16" 192NHP NVKromhoutMotFabAms	8 ″ 9	
✻ 28156 120742 VJFL	**Kooyong** *ss*Syd.No.1-38 *ss*Syd.2ndNo.3-10,33 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2296 2093 1393	✠100A1 1,38 ~~1,37~~ ~~BS11,36~~ ✠LMC~~10,33~~ 1,38	Mel Syd	*t*	CL 4,36	1907 10mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd'sA&CP* *WB*	McIlwraith, McEacharn,Ld. =*CellDBa*90'*uE&*	295·0|44·1|19·8 P31'F31' ForeB14' MainB62' FK *B*34'*f*132'664*tFPT*	Melbourne British 7*BHCem* 67*tAPT*79*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 264NHP 2SB,6*cf*,GS107,HS4110 ClydeS.B.&E.Co.Ld.P.Gl.	22 ″ 3 s3 ″ 2¼ 19 ″ 3	
28157 LEHF	**Kora** (*ex*Krosfond,*ex*Rosebank) *ss*Bgn.2ndNo.3-3,31 *ss*Bgn.No.1-35 *Well deck* 1*Dk*(*Stl*)	817 594 420	✠100A1 2,38 ~~6,36~~ BS~~6,36~~ ✠LMC6,35 6,37	Bgn	*l*	CL ~~N6,35~~ 2,38	1906 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	DetBergenske Dampskibsselskab *WB*=*C*	198·2|30·1|15·1 209·0(O.L.) Q69'B56'F25' FK *ellDBa*46'*f*81'163*t*	Bergen Norwegian 4*BHCem* *APT*38*t*	T.3Cy.15",25"&40"-30" 180lb 80lb 104NHP 1SB,3*cf*,GS50,HS1719 ClydeS.B.&E.Co.Ld.PtGls	14 ″ 10 s ″ 8½ 14 ″ 3¼	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où il en est dans le L. R. Dunde Cert. Ref. Trade
28158 YTCF	**Korana** ssRot.No.2-37 ~~ssRot.No.1-33~~ 2*Dks(Stl)*	5423 4898 3312	✠100A1 4,37 ~~8,36~~ 2,38 ~~BS6,36~~ ✠LMC~~5,33~~ 4,37	Hul ~~Rot~~	y Gen	CL ~~3,35~~ 2,38	1929 3mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	Prekomorska PlovidbaD.D. *Intermediate'tween* *BHinafter* *CellDB340' 1050t D*	403·0 P38'B133'F37' FK *dk* *hold dispensed with* *Ta35'950tAPT205t*	52·4	27·5	Susak Yugoslav *ptCem* *5BH to U dk* 1 ,, ,,*2nd*,,	T.3Cy.27",44"&73"-48" (s) 180lb 512NHP 3SB,9cf,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 10 s 5 ″ 6½ 24 ″ 6½	
28159 142863 GDBN	**Koranton** ssNwc.No.3-4,32 ssNwc.No.1-36 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern* *Cargo battens not fitted in 'tween dks*	6695 6448 4122	✠100A1 *Shelter dk* *with freeboard* 3,38 ~~12,37~~ ✠LMC ~~BS6,36~~ MS5,36 6,37	Nwc	a†	CL ~~12,35~~ N6,37	1920 4mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	R.Chapman&Son *CellDB366'1338t*	412·6 429·3(O.L.) F36' *on Shelter dk* FK *FPT148tAPT292t*	55·5	34·4	Newcastle British *ptCem* *6 BH to S dk* 1 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (s) 180lb 596NHP 3SB,12cf,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
* 28160 144610 VJSN	**Koranui** (*ex*Cleopatra) ssSyd.No.3-2,30 Wireless ssSyd.No.1-34 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1266 1096 728	100A1 4,37 ~~9,36~~ ~~BS2,36~~ ~~1,37~~LMC1,34 2,38	Syd		CL 1,36	1914	Schiffsw.v. HenryKoch Lübeck	UnionS.S.Co.of NewZealand,Ld. *CellDB*	241·4 P&B176'F35' FK *a&uE75'f106'318t*	36·2	15·6	Melbourne British *4BHCem* *FPT56t*	T3Cy18⅛",29 1/16"&46 1/16"-32½" 200lb (s) 161NHP 2SB(Spt),4cf,GS72,HS2712 OttensenerMaschinenfab. Ottensen	18 ″ 0 s 1 ″ 0½ 17 ″ 1½	
28161 31730 JHGB	**Korei Maru** (*ex*GunnarHeiberg, *ex*Snehætten,*ex*Uppland) 1*Dk&deep framing*	2487 2309 1782			...		1904	W.Gray& Co.Ld. WHartlepool	SanboShosenK.K.	305·0 P27'B81'F32' FK	45·2	20·0	Fuchu Japanese *WB*	T.3Cy.22½",36½"&62"-39" 250NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 4	C †
28162 XCKA	**Korrigan III** Ⓟ *Fitted for oil fuel* Wireless	962 — 579					1912	Atel.&Ch. de laLoire Nantes	Cie.duBoléo	194·6	31·0	20·0	Santa Rosalia *WB* Mexican	T.3Cy.18⅜",29 1/16"&49 7/32"- 37 1/16" 150NHP Atel.&Ch.delaLoire,Nts.		
28163 LCAG	**Korsfjord** 1*Dk*	1620 1196 957					1913	Bergens Mek.Værks. Bergen	A/S D/S Korsfjord (Bergh&Helland)	244·2 P26tQ104tB150t H83tF33t	37·6	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
* 28164 7194 SEUA	**Korsholm** *OilEng* ssGot.No.3-4,38 ~~ssMmo.No.2-33~~ D.F. 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern* *Strengthened for Navigation in Ice*	2647 2284 1418	✠100A1 *withfreeboard* 4,38 ~~9,36~~ ✠LMC DBS6,36 6,37	Got	v 4,38 CS ~~7,36~~ ~~1,37~~ 12,37	CL ~~2,36~~ ~~6,37~~ 2,38	1925 4mo Lloyd	Aktieb. Götaverken Gothenburg 'sA&CP	A/B Svenska Amerika Mexiko Linien(E.Carlson, *Mgr.*) *CellDB272'902t*	336·2 339·6(O.L.) F32' FK *FPT138tAPT135*	45·6	19·9	Gothenbrg Swedish *6BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24 1/16"-51 3/16" 355NHP DB85lb Aktieb.Götaverken,Got	22 ″ 11 s 1 ″ 8 21 ″ 4½	
28165 LJEF	**Korsnes** D.F. 1*Dk* *Cruiser Stern*	1736 1459 983					1936	Rosenbrgs MekVerkA/S Stavanger	D/S A/S Nor (Kr.Jebsen,Jr. *Mgr.*)	260·8 P31'B52'F28'	41·2	17·4	Bergen Norwegian *WB*	C.2Cy.15⅝"&31½"-31½"& LP turbine withDRgearing & hydraulic coupling 145NHP BergensMekVærksA/S		N
28166 OXKS	**Korsör** Ⓟ **TwinSc** (*Ferry*) *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	2363 1890 955					1927	Helsingörs Jernsk&Msk. Helsingör	DeDanskeStats- baner	315·8 B200'	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.21⅝"-29½" 700NHP AktBurmeister&Wain,Cpn		
28167 LDSP	**Korsvik** (*ex*Sinbad,*ex*Torstein, **Iron** *ex*Abermaed) ssOsl.4thNo.3-4,31 *Well deck* ssOsl.No.1-35 Wireless D.F. 1*Dk(Irn)2trB* *Ref.Mchy.*	1229 941 639	✠100A1 6,36 BS6,36 ✠LMC4,35 ✠Lloyd'sRMC6,36	Osl	n	4,35	1883 4mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	O.Ringdal	225·5 Q113'B86'F54' BK8" *DBa63'f59'218t*	31·1	17·2	Oslo Norwegian *4BHCem* *APT10t*	C.2Cy.28"&52"-33" 80lb *80lb* NDB06 119NHP 1SB,3pf,GS2[illegible],HS1917 Palmers'Co.Ld.Newcastle	18 ″ 3 s 3 ″ 5½ 17 ″ 4½	
28168 220 SVMB	**Korthion** (*ex*Noordwijk-33) ssRot.2ndNo.3-12,33 1*Dk(Stl)&deep framing*	2116 1917 1285	✠100A1 12,36 ~~BS3,36~~ ✠LMC12,33 5,37	Pir	s	CL 1,35	1909 6mo Lloyd	Schpw.v. JanSmit,Czn. Alblasserdm *Intermedia* 'sA&CP	GoulandrisBros. *te bulkhead in fore* *Cell*	286·9 P20'B72'F32' FK *hold dispensed with* *DBa84'uE18'f120'*	42·2	19·5	Andros Greek *Cem* *4BH only* *590tAPT68t*	T.3Cy.21",35"&57"-39" (s) 160lb *100lb* 221NHP 2SB,6cf,GS108,HS3586 Maats.deSchelde,Flushing	21 ″ 11 s 3 ″ 1½ 19 ″ 0	
28169 UOFL	**Koryak** (*ex*YesakiMaru) 1*Dk&Shelter dk&Webframes* *Longitudinal framing*	4214 3656 2635			...		1919	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·0 P30'B98'F34' *on* *Shelter dk* FK	52·8	25·3	Vladvostk Russian *WB*	T.3Cy.24",41"&67"-48" 380NHP OsakaIronWorks,Ld.	28 ″ 2	
28170 8718 JAXB	**Koryo Maru** Ⓟ Wireless 2*Dks*	726 655 422					1903	OsakaIron Works Osaka	NaritaKatsutaro	187·2	26·0	18·1	Hakodate Japanese	T.3Cy.13",21½"&37"-24" 67NHP OsakaIronWorks,Osaka		
28171 141664 JILK	— *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	587 — 317					1936	Mitsui Bussan Kaisha,Ld. Tama	YamashinaKeiko	176·9 P54'F17'	29·2	12·8	Tokio Japanese	Oil Engines 4S.C.SA 6Cy.13"-23⅝" 98NHP MitsuiBussanKaisha,Ld. Tama		C
28172 37152 JKDC	**Koryu Maru** *OilEng.* ssKob.No.1-36 2*Dks(Stl)*	6680 6048 4768	✠100A1 9,37 ~~7,36~~ ✠LMC ~~DBS7,36~~ 9,37 *Carrying car*	Kob CS7,36 ~~6,36~~ 9,37 *go oil*	b† *F.*	CL 7,36 *P. abo*	1931 12mo Lloyd *ve150°*	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP *F.indeeptank*	HiroumiShojiK.K *'Tween deck BHab* *tank* *CellDB370'1382t*	436·4 P30'B127'F43' FK *ove after deep* *BHdispensed with* *DTa36'1158tFPT2*	58·5	32·8	Kobe Japanese *6BHtoUdk* 1 ,, ,, *2nd* ,, *59tAPT224t*	Oil Engines 2S.C.SA 6Cy.26¾"-471" DB*100lb* 747NHP MitsubishiZosenKaisha, Ld. Nag.	32 ″ 10 s 6 ″ 11 26 ″ 1	
28173 32650 JULB	— (*ex*Belchers,*ex*WarHamilton) 1*Dk*	2028 1818 1181					1919	PolsonIron WorksCo.Ld. Toronto	YeguchiKisenK.K.	251·0 P25'B28'F20'	43·6	20·7	Takasago Japanese	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
28174	**Kosarew** *OilEng.* D.F. E.S.D. 1*Dk* GyC. *Mchy.Aft* *CruiserStern*	2850 2003 1461					1935	NVNederl. Schps Maats. Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"-35 7/16" 472NHP MachinefabrickGebrStork &Co.N.V.Hengelo		
* 28175 SPEA	**Kosciuszko** Ⓟ **TwinSc** (*ex*Lituània, ssDnz.No.3-12,28 *ex*Czaritza) ~~ssDnz.No.1-33~~ *Ref.Mchy.* 2*Dks(Stl–U dk teak s&2nd* *dk–ws) Shade dk(Stl–ws)* ssDnz.No.2-37	6852 4843 4207	✠100A1 *Shade dk* 8,37 ~~10,36~~ ✠LMC ~~MS11,32~~ ~~BS4,36~~ 3,37 4,37	Gdy Dnz	b†	CL 2,35	1915 5mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP *CellD*	Gdynia-America ShippingLines,Ld. *Ba104'uE46'f182'*	440·0 FK *705tDTa33' 184t*	53·4	29·3	Gdynia Polish *10BHCem* *DTf18'337t*	Q8Cy21½",30¾",44"&63"-48" 215lb (s) FD 889NHP 6SB,18cf,GS332,HS13302 Barclay,Curle&Co.Ld.Gls. *FPT51tAPT21t*	32 ″ 0 s 7 ″ 9½ 24 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28176 38063 JPIE	**Kosei Maru** OilEng. 2Dks(Stl)	6668 6040 4768	✠100A1 8,36 ~~DBS8,36~~ ✠LMC3,33 8,37 ✠LMC(M)4,34 Carrying car	Kob go oil	b† F.	CL ~~3,34~~ 8,37 P. abo	1933 3mo ve150° Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki F.in deep tank 'sA&CP Cell	HiroumiShojiK.K. 'Tween deck BHab tank DB370'1382tFPT	436·4|58·5|32·8 P30'B127'F43' FK ove after deep BH dispensed with 259t APTs 220t DT	Kobe Japanese ptCem 6BHto Udk 1 ,, ,, 2nd ,, a36'1157t	Oil Engines 2S.C.SA 6Cy.28⅜"-49¼" DB120lb 839NHP MitsubishiZosenKaishaLd.	32″10 s6″9¼ 26″3	
28177 431 JNVG	— (exCanadianWinner-33) ssVcr.No.3-3,32 2Dks(Stl)	5430 4884 3375	✠ ... 12,36 ✠	Nag	y		1920 12mo	Harbour Marine,Ld. Victoria,B.C.	OkitoriGodo GyogyoK.K. Bulkhead in fr'dh CellDB	399·8|52·2|28·5 P49'B113'F40' FK old dispensed with 332'1026t FPT149	Tokio Japanese 5BHonly Cem APT131t	T.3Cy.27",44"&73"-48" 521NHP 3SB,9cf,GS198,HS7743 JohnInglisCo.Ld.Toronto	31″0	
28178 JEZG	— **E.S.D.** 2Dks	3590					1937	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	341·2|48·2|27·9 P26'B79'F34'	Zinsen Japanese WB	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"- $43\frac{5}{16}$" HS4521 316~~214~~NHP MitsubishiJukogyoK.K. Yka.		
28179 29816 JPQA	— (exMeijiMaru-33) 1Dk	2205 1970 1299					1924	KobeSteel Works Harima	ShimataniKisen K.K.	285·8|42·0|23·0 P28'F31'	Otaru Japanese WB	T.3Cy.20",23"&55"-39" 189NHP KobeSteelWorks,Harima		C
28180 30415 JPKA	**Koshin Maru** ssKob.No.3-3,35 2Dks(Stl)	5485 5120 4006	✠100A1 2,37 ✠LMC~~5,36~~ 2,37	Kob	z	CL N2,37	1924 7mo Lloyd	OsakaIron Works,Ld. Innoshima 'sA&CP Cell	HiroumiShojiK.K. DB355'1053t DTa	407·2|50·8|32·5 P40'B137'F46' FK 27'767t FPT106t A	Kobe Japanese 7BHCem PT26t	T.3Cy.27",45"&75"-51" (s) 180lb FD 553NHP 3SB,9cf,GS192,HS8110 OsakaIronWorks,Ld.	32″7 s6″7¾ 26″2¼	
28181 32883 JTSB	— (exHouthandel, ssAnt.No.1-23 exDanubier,exLakeport) 1Dk(Stl)	1869 1620 1088	✠ 3,27 ✠	Ant	r		1917 10mo	American S.B.Co. Cleveland,O.	Kuribayashi ShosenK.K.	251·0|43·5|20·0 P25'B64'F23' FK CellDB218'538t FPT	Tokio Japanese 4BHCem 56tAPT69t	T.3Cy.20",33"&54"-40" 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.	20″2	C †
28182 5129 JDAG	— 2Dks	709 675 414					1904	OsakaIron Works Osaka		187·0|26·2|18·3	Shinkio Japanese	T.3Cy.13",22"&37"-27" 71NHP OsakaIronWorks,Osaka		
28183 13872 JHOB	**Koshu Maru** (exTaiunMaruNo-3, exTaiunMaru) 1Dk	2812 2415 2150			...		1911	Kawasaki Dkyd.Co.Ld. Kobe	KaiMidori	298·1|43·6|23·0 P19'B67'F37' FK	Osaka Japanese WB	T.3Cy.17½",28"&46"-36" 149NHP KawasakiDkydCoLdKobe	25″2	C †
28184 Wrecked 6,37 32735 JPPB	**Koshun Maru** Ⓟ ssKob.No.2-35 2Dks(Stl-Wthr dk ws)&3rd dk(Stl) in Nos.1,3&4holds	4271 3863 2574	✠~~100A1~~ withfreeboard 9,36 ✠~~LMC10,3~~	Osa	w	CL 9,36	1927 5mo Lloyd	Yokohama DockCo.Ld Yokohama 'sA&CP	OsakaShosenK.K. CellD	355·7|48·5|32·5 B30'F38' FK Coll B297'706t FPT39t	Osaka Japanese 6BHCem BH to W dk APT16t	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (s) 4SB(Spt),12cf,GS231, HS9080 FD 732NHP Mitsubishi ZosenKaisha,Nag.	32″6 s9″7¼ 23″4	
28185 LDKS	**Kosmos** ssSfj.No.2-37 ~~ssGot.No.1-34~~ 3Dks(Stl)&Webframes Mchy.Aft CruiserStern D.F. Longitudinal framing Strengthened for Navigation in Ice	17801 16533 11789	✠100A1 withfreeboard 10,37~~10,36~~ PrBS10,36 Whaling Serv CarryingPetr Fitted for oil	Sfj 10,37 ✠LMC~~6,34~~ ~~BS10,36~~ ice oleum fuel7,	l† in 29	CL ~~9,35~~ 8,37 bulk F.P. a	1929 7mo Lloyd bove 1	Workman. Clark(1928) Ld. Belfast 'sA&CP 50° F.	Hvalfangersel- skapet "Kosmos" A/S(A.Jahre) CellDBuE&B107' 428t DTf49'	554·1|77·2|49·6 F141' FK (CollB 926t FPT233tAPT	Sandefjord Norwegian 19BH HtoWthrdk 13,, 2nd ,, 5,, 3rd ,,) 204tTanks a	Q.4Cy.29",42",60"&86"-60" 250lb (s) 988NHP ~~34~~Pr.B-60lb 2Pr.B-64lb 8Pr.B-43lb FD 5SB(4Spt),20cf HS14300 Workman,Clark(1928)Ld. bove after peak 499t	50″6 ~~s16″7½~~ ~~34″1½~~ s15″8¼ 35″0¾	
28186 HRBX	**Kosmos I** (exKosmos) **TwinSc** ssN.Os.No.3-11,26 ssN.Os.No.1-31 1Dk(Stl)&Webframes	623 542 348	A1 withfreeboard 5,34 BS5,34 ✠NB19refitted28 For Service in Fitted for oil	NOs LMC5,31 the Gu fuel 8	 P lf ,28	OG N6,32 S5,34 of Mex F.P.a	1920 ico&C bove 1	Schiffsw.u. Mch."Hansa" A.G.Tönning aribbean Sea 50°F.	StandardNavCorp (StandardFruit& S.S.Co.Mgrs.) CellDB125'102tD	185·5|25·3|15·6 P11' FK Tsa9tFPT8tAPT4t	Ceiba Honduran 5BHptCem ptAsp	T.6Cy.12",18"&28"-18" (r) 180lb 151NHP NEmade07refitted28 1SB,3cf,HS2733 FD UnionIronWorks,S.Fo.	18″4 s4″2 14″4	
28187 LDDI	**Kosmos II** **TwinSc** Mchy.Aft ssGot.No.1-35 D.F. CruiserStern 2Dks(Stl) Longitudinal framing at inner tanks & above 2nd deck Strengthened for Navigation in Ice	16966 12231 9794	✠100A1 withfreeboard 10,37~~9,36~~ ~~PrBS7,35~~ ✠LMC7,35 Whaling Serv CarryingPetr Fitted for oil	Sfj BS10,37 PrBS10,37 ice oleum fuel7,	l† in 31	CL 5,36 bulk F.P. a	1931 7mo Lloyd bove 1	Workman Clark(1928) Ld. Belfast 'sA&CP CellDBuE& 50° F.	Hvalfangerslsk. "KosmosII."A/S (A.Jahre) B96'512tDTs f53' fore hold	553·4|77·2|37·6 P134'F115' FK 932tSide tanks in 53'702tSidetanksin	Sandefjord Norwegian 19BHptCem (1 to W dk 18 ,, 2nd ,,) mchy.space	Q8Cy.20",29",41½"&60"-45" 250lb (s) 938NHP 50Pr.B-60lb 5SB(Spt),20cf,HS14320 FD WorkmanClark(1928)Ld. 89'416tFPT393tAPT551t	53″0 s18″9½ 34″6¼	
28188 YTKT	**Kosovo** Ⓟ (exTrieste,exTriesteD.) ssSpt.2ndNo.3-3,28 ssSpt.No.2-36 1Dk(Stl-ws)&Shade dk(ptStl-teak s)	896 833 503	✠100A1 withfreeboard 3,38~~11,36~~ BS12,36 ✠LMC2,36 For service	Ssk in the	l A	CL ~~10,34~~ 3,38 driatic	1909 2mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	Jadranska PlovidbaD.D. CellDBa31'	197·5|30·6|21·3 200·5(O.L.) FK uE15' f56'94t FPT	Split Yugoslav 4BHCem 23tAPT11t	T.3Cy.17½",29"&48"-30" (s) ~~180lb~~ 160lb 176NHP 2SB,4cf,GS68,HS2606 FD D.Rowan&Co.Glasgow	14″0 s1″5 12″10¼	
28189 7280 SFER	**Koster** (exThorunn) 1Dk	973 834 548					1917	Hölens Verks.Akties Larvik	And.Smith	210·5|34·0|14·9 P23'B57'F24'H91t	Stockholm Swedish WB	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
28190 726 SVJD	**Kosti** (exMarathon,exBirteJensen, exAllaguash,exRygja) 1Dk&Spar dk& deep framing	3933 — 2555			...		1905	JLThomp- son&Sons.Ld. Sunderland	J.D.Chandris& N.J.Pissis(J.D. Chandris, Mgr.)	364·6|50·5|15·4 P31'B242'F33' 23·4 FK	Piræus Greek WB	T.3Cy.25",41"&67"-45" 338NHP J.Dickinson&Sons,Ld.Sld.	26″0	G †
28191 5 SVJW	**Kostis** (exBathurst-33) ssBrw.No.3-9,33 1Dk(Stl)~~&Platformdk~~ ~~(Stl)inNos.1,2,4&5holds~~	5253 4777 3181	✠100A1 6,37~~10,36~~ MS9,33	Cff Rot ✠LMC BS3,37	y	CL ~~10,36~~ 10,37	1919 3mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	B.E.Benierakis Cell	400·1|52·3|28·5 P50'B113'F39' FK DB340'1051tFPT1	Chalcis Greek 7BHptCem 28tAPT220t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31″0 s6″0¼ 25″3	
28192 YTCG	**Kostrena** ssTri.3rdNo.3-5,37 ~~ssFiu.2ndNo.3-8,28~~ ~~ssTri.No.1-32~~ 1Dk(ptStl&ptIrn)2trB &deep framing 3dk rule	2531 2380 1582	✠100A1 5,37~~10,35~~ 4,38 ~~MS10,32~~	Tri Dnz ~~✠LMC~~ ~~BS9,36~~ LMC5,37	t	CL ~~10,35~~ ~~4,37~~ 4,38	1902 1mo	Napier& Miller,Ld. Glasgow AP	BrodarskoAkc- ionarskoDrustvo "Oceania" ~~CellDB~~ Cell	314·0|44·0|20·7 P30'B94'F33' FK ~~a98'uE&B36'f134'~~ DBa&uE116'f134'680t	Susak Yugoslav 5BHCem ~~781t~~APT70t	T.3Cy.23",37"&61"-42" (s) 160lb 2 2SB,6pf,GS118,HS 05NHP D.Rowan&Co 00 gow	23″3 s3″6¼ 19″11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28193 PFLD	**Kota Agoeng** Ⓟ OilEng. ssRot.No.1-35 D.F. 3Dks(Stl-U dk teak s) Cruiser Stern	7358 6510 4018	✠100A1 ~~7,278,36~~ 2,38 ✠LMC CS2,35 ~~DBS12,35~~ 7,37~~6,34~~ DBS2,35 Carrying oil F.P. above 150°F. in deep tanks	Vcr ~~Ham~~ Rot	c†	OG ~~2,34~~ 7,37	1930 10mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB378'1532t DTf28'1055t DTa35'767t FPT56t APT46t*	449·6	60·8	29·7 P51'B155'F61' FK	Rottrdam Dutch 8*BHptCem* 1 „ *to2nd dk* 1 „ *3rd* „	2 Oil Engines 2S.C.DA coupled to 1 Sc. Shaft by hydraulic transformers & SR gear 10Cy.20½"-$27\frac{9}{16}$" DB*100lb* 1475NHP Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg	33 ″ 6 s 6 ″ 11 26 ″ 9	
28194 PFLG	**Kota Baroe** Ⓟ OilEng. ssRot.No.2-37 ~~ssRot.No.1-33~~ 3Dks(Stl-U dk teak s) D.F. Cruiser Stern	7281 6514 4570	✠100A1 ~~8,36~~12,37 12,37 ✠LMC ~~CS5,34~~ DBS~~8,36~~9,37 ~~7,35~~9,37 Carrying oil F.P. above 150°F. in deep tanks	Ham ~~Rot~~	c†	OG 7,35	1929 2mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB370'1291t DTf28'841t DTa35'695t FPT113t APT87t*	449·0	60·8	30·7 P51'B150'F61' FK	Rottrdam Dutch 8*BHptCem* 1 „ *to 3rd dk*	Oil Engines 2S.C.SA 8Cy.29½"-52½" 1250NHP DB*95lb* Maats.deSchelde,Flushing	33 ″ 6 s6 ″ 11½ 26 ″ 8½	
28195 PFLL	**Kota Gede** Ⓟ OilEng. ssHam.No.2-36 ~~ssRot.No.1-32~~ 3Dks(Stl-U dk teak s) D.F. Cruiser Stern	7300 6516 4562	✠100A1 ~~[illegible]~~12,37 ✠LMC CS12,37 DBS12,37 12,37 Carrying oil F.P. above 150°F. in deep tanks	Ham Rot	c†	OG 5,35	1928 9mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB378'1472t DTf28'950t DTa37'767t FPT105t APT46t*	449·6	60·8	29·7 P51'B150'F61' FK	Rottrdam Dutch 8*BHptCem* 1 „ *to 2nd dk* 1 „ *3rd* „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11½ 26 ″ 8½	
28196 PFLQ	**Kota Inten** Ⓟ OilEng. ssRot.No.2-36 3Dks(Stl-U dk teak s) D.F. CruiserStern	7191 6525 4550	✠100A1 11,37~~12,36~~ ✠LMC CS2,36 DBS~~[illegible]~~,38 ~~2,36~~3,37 Carrying oil F.P. above 150°F. in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank	Sba NYk	c†	OG 2,35	1927 10mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB378'1472t DTf28'950t DTsa75'2052t FPT118t APT46t*	449·6 464·5(O.L.)	60·8	29·6 P58'B130'F66' FK	Rottrdam Dutch 8*BHptCem* 1 *to 2nd dk*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB*100lb* NDB(WT)36-*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s 7 ″ 0½ 26 ″ 8½	
28197 PFLS	**Kota Nopan** Ⓟ OilEng. ssRot.No.1-35 3Dks(Stl-U dk teak s) D.F. CruiserStern	7319 6511 4583	✠100A1 11,37~~11,36~~ ✠LMC CS5,35 DBS~~11,36~~11,37 3,37 Carrying cargo oil F.P. above 150°F.in deep tanks	Ham	c†	OG ~~9,34~~ 10,37	1931 7mo	Kon.Maats "DeSchelde" Flushing Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*) *CellDB370'1345t DTf28'944t DTa35'787t FPT47t APT92t*	449·9	60·8	30·7 P51'B155'F61' FK	Rottrdam Dutch 8*BHptCem* 1 „ *to3rd dk*	Oil Engines 2S.C.SA 8Cy.29½"-52¾" 1245NHP DB*95lb* Kon Maats."DeSchelde"	33 ″ 6 s6 ″ 11½ 26 ″ 9½	
28198 PFLT	**Kota Pinang** Ⓟ OilEng. ssRot.No.1-34 3Dks(Stl-U dk teak s) D.F. CruiserStern	7275 6486 4532	✠100A1 1,38~~1,37~~ ✠LMC CS4,35 DBS~~5,36~~8,37 5,36 Carrying oil F.P above 150°F. in fwd.deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after 'tween deck tanc	Rot Sba	c†	OG 1,37	1930 5mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB378'1474t DTf28'950t DTa35'767t FPT114t APT46t*	449·3	60·7	29·7 P51'B150'F61' FK	Rottrdam Dutch 8*BHCem* 1 *to 2nd dk* 1 „ *3rd* „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB*100lb* NDB(W.T.)36-*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s 6 ″ 11 26 ″ 9	
28199 PFLV	**Kota Radja** Ⓟ OilEng. ssRot.No.2-35 3Dks(Stl-U dk teak s) D.F. Cruiser Stern	7177 6514 4511	✠100A1 10,37~~4,37~~ ✠LMC CS12,33 4,37 DBS4,37 ~~DBS(lower)8,36~~ Carrying oil F.P. above 150°F. in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank	Rot Sba	c†	OG 4,37	1927 10mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB370'1342t DTf28'966t DTsa75'2110t FPT114t APT87t*	448·8	60·8	30·7 P58'B128'F66' FK	Rottrdam Dutch 8*BHptCem* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.29½"-52½" 1250NHP DB(*lower*)*120lb* NDB(WT)35-*100lb* Maats.deSchelde,Flushing	33 ″ 6 s 7 ″ 0½ 26 ″ 7½	
28200 PFLX	**Kota Tjandi** Ⓟ OilEng. ssHam.No.1-34 3Dks(Stl-U dkTeak s) D.F. Cruiser Stern	7309 6510 4581	✠100A1 4,37 ~~3,36~~ ✠LMC CS11,34 DBS~~3,36~~4,37 ~~3,36~~4,37 Carrying oil F.P. above 150°F. in forward deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after 'tween deck tank	Rot	c†	OG 3,36	1930 2mo	Wilton's E.&Slpwy Co. Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB378'1488t DTf28'950t DTsa75'2172t FPT105t APT46t*	449·6	60·8	29·6 P51'B150'F61' FK	Rottrdam Dutch 8*BHptCem* 1 *to 2nd dk* 1 „ *3rd* „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" DB*100lb* 1857NHP NDB(WT)36-*100lb* Maats.Fyenoord,Rot	33 ″ 6 s 6 ″ 11 26 ″ 9	
28201 OHKD	**Kotka** (*ex*Zwijndrecht) Wireless 1*Dk*	1286 — 720					1918	N.V.Werf Conrad Haarlem	A/BHelsingfors S.S.Co.Ltd.(A/B Nielsen&Thorden O/Y,*Mgrs.*)	237·7	37·1	17·7 B57'F33'	Helsingfrs Finnish *WB*	T3Cy$12\frac{7}{16}$",$29\frac{1}{16}$"&47⅛"-35⅝" 132NHP Gebr.Stork&Co.Hengelo		V
28202 ESCF	**Kotkas** (*ex*Oise,*ex*WarTimiskaming) 1*Dk*	2160 1897 1263					1919	PolsonIron Works,Ld. Toronto	Mrs.M.Krönström &Others	251·0	43·5	22·1 P25'B68'F20'	Tallinn Estonian *WB*	T.3Cy.20½",33"&54"-36" 188NHP PolsonI.W.Co Ld.Toronto		
28203 UPFX	**Kotlin** (*ex*Aldebaran-35, *ex*SirJamesBell-33) ssAms.No.3-2,34 1*Dk*(*Stl*) *Fitted for oil fuel*	2545 2229 1382	✠ ... 8,35 *Intermediate BH in forehold dispensed with*	Bkn	*t*		1921 10mo	JIThornycroft&Co.Ld. Southampton	U.S.S.R. *CellDB252'644t FPT102t APT108t*	310·2	44·6	21·8 P28'B83'F33' FK	Leningrad Russian *ptCem* 4*BH only*	T.3Cy.21",34"&57"-36" 238NHP 2SB,*6cf*,GS110,HS4018 JIThornycroft&CoLd.Sou	24 ″ 5	
28204	**Koto Maru** 2*Dks*	3590					1937	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	341·2	48·2	28·0 P26'B79'F34'	Zinsen Japanese *WB*	T.3Cy.$20\frac{1}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"-$43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K. Yka.		
28205 40179 JYTH	**Kotobuki Maru No. 2** OilEng. *CruiserStern* 1*Dk*	326 — 185					1935	YendoTekkosho Osaka	FujiokaTekko Senpakubu	125·0	23·0	11·5 B10'	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.15"-20" 159NHP NipponHatsudokiKK.Kob		
28206	**Kotobuki Maru No. 3** *Mchy.Aft*	800					1936	Urabe Zosen Tekkosho Osaka	FujiokaTekko Senpakubu	184·0	28·0	17·0	Osaka Japanese	T.3Cy.13",21"&36"-22" 60NHP FujiokaTekkosho,Osaka		
28207 22087 JEUD	**Kotohira Maru** (*ex*TaibuMaru) ssKob.No.3-9,29 ssKob.No.1-34 2*Dks*(*Stl*)	6101 5183 4485	✠100A1 7,37 ~~8,36~~ ✠LMC~~8,36~~ 7,37	Kob	*z*	CL 10,35	1918 6mo	OsakaIron Works,Ld. Innoshima A&CP	NaigaiKisenK.K. *CellDB360t FPT106t*	407·2	50·8	32·5 P40'B137'F46' FK	Kobe Japanese 7*BHCem* *APT26t*	T.3Cy.26½",45"&75"-51"(*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	32 ″ 7 s6 ″ 10 26 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 28208 43187 JJTL	**Kotoku Maru** *OilEng.* *Ref.Mchy.* *2Dks*	6702 6077 4863	✠100A1 5,37 ✠LMC5,37 ✠Lloyd'sRMC5,37 *Carrying cargo oil F.P.*	Nag	*b*†	CL *Lloyd'*	1937 5mo *above 1*	Mitsubishi JukogyoK.K Nagasaki *'sA&CP* *50°F. in deep tank*	HiroumiShojiK.K. *6BH* *one tween deck* *CellDB*	436·4 453·7(O.L.) P30'B127'F41' FK *to U dk 2BH to 2nd dk* *BH forward dispensed* *DTa34'1112tFPT259tA*	58·5	30·2	Osaka Japanese *ptCem* *with* *PT224t*	Oil Engines 2S.C.SA 6Cy.28⅜"–49 3/16" 839NHP MitsubishiJukogyoK.K. DB*121lb* Nag.	33 ″ 0	
For full particulars see No. 38864 in Supplement																
28209 UOUF	**Kotovski** Ⓟ *OilEng.* Wireless *2Dks* *Cruiser Stern*	1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4 P&B126'F22'	33·3	18·4	Odessa Russian *WB*	Oil Engines 4S.C.SA 8Cy.18 9/10"–29 1/10" 277NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
28210 8363 JZHB	**Kotsu Maru** Ⓟ *1Dk&Spar dk&* Wireless *Web frames*	1514 1284 923			...		1902	Ishikawa- jimaS.B.&E. Co.Ld. Uraga	KitaNipponKisen K.K.	240·0 P37'B77'F39' 19·4 FK	34·0	12·1	Fuchu Japanese *WB*	T.3Cy.18½",30⅝"&52⅝"–36" 185NHP IshikawajimaS.B.&E.Co. Ld.Tokio	22 ″ 0	
28211 231 SVDC	**Koumoundouros** (*ex*Daybreak–34) *ss*Cff.No.3–12,37 ~~*ss*Cff.No.2–33~~ *1Dk(Stl)*	3598 3397 2259	✠100A1 ~~9,35~~12,37 MS11,37 ✠LMC DBS1,37 MBS11,37	Pir Cff	*w*	CL ~~10,34~~ 11,37 *Lloyd*	1925 1mo	R.Thomp- son&Sons,Ld Sunderland *'sA&CP*	C.E.Embiricos	360·0 P34'B209'F35' FK *CellDB*310'925	50·5	22·6	Andros Greek 6*BHCem* *tAPT*137*t*	T.3Cy.25",42"&68"–45" 180lb *100lb* 349NHP 2SB,*8cf*,GS141,HS5560 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 3 ″ 2 22 ″ 0¼	
28212 22011 JZGB	**Koun Maru** Wood Wireless	753 — 421					1918	....	FukudaNisaburo	187·0	31·8	15·9	Maizuru Japanese			
28213 16523 JAYB	**Koun Maru No. 2** Ⓟ Wireless *2Dks*	604 537 359					1913	GoshiKai- shaHarada Shoko, Osaka	KanemoriShosen K.K.	182·7	23·7	16·6	Hakodate Japanese *WB*	T.3Cy.11½",19¾"&33½"–22" 53NHP GoshiKaishaHaradaShoko		
28214 23661	**Koun Maru No. 5** WoodAuxSr (*ex*MatsuMaruNo.7) *1Dk*	405 363 282					1918	Ichimoto Seizayemon, Ichimoto	MurakamiIsaburo	144·4 F21'B19'	27·3	14·9	Nishino- miya Japanese	C.2Cy.11½"&25"–16" 21NHP MiyatoTekkosho,Kobe		
* 28215 OHYX	**Koura** (*ex*Mimis–36, *ex*Agios Vlasios–34, *ex*Budapest, *ex*Sterényi) *ss*Cpn.No.1–38 *ss*Pir.2ndNo.3–3,33 *1Dk(ptIrn&ptStl)* *&deep framing* *Cargo battens not fitted*	3227 — 2083	✠100A1 4,38 ~~5,36~~ ~~[illegible]~~ ✠LMC~~12,32~~ ~~6,37~~ 6,37	Rot Cpn	*r*	CL ~~2,36~~ 4,38	1907 3mo	W.Gray& Co.Ld. WHartlepool	KouranLaivaO.Y. (PaulEriksson, *Mgr.*) *CellDBa* 112' *uE&*	320·7 342·0(O.L.) P25'B124'F30' FK *B*40'*f*142'922*tFPT*	48·3	22·0	Vaasa Finnish 5*BHCem* 75*tAPT*45*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb ~~*120lb*~~ 292NHP 2SB,*6rf*,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24 ″ 6 s3 ″ 10½ 20 ″ 10	
28216 FNHZ	**Koutoubia** Ⓟ TwinSc *Fitted for oil fuel* *3Dks(4th dk in Nos.1&2holds)* D.F. E.S.D. *Cruiser Stern*	8790 6156 4551					1931	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	426·9 B192'F80'	58·5	34·3	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit. LaSeyne		V
28217 UOAN	**Kovda** *1Dk* *Well deck*	1672 1226 1000			...		1924	Bergens Mek.Værks. Bergen	U.S.S.R.	250·3 P18'Q75'B56'F27' FK	39·1	16·1	Vladvostk Russian *WB*	T.3Cy.18⅜",29"&48"–33" 161NHP BergensMekVærksBergen	18 ″ 0	
* 28218 139113 VJFM	**Kowarra** *ss*Mel.No.3–4,28 *ss*Syd.No.2–37 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	2125 1610 1215	✠100A1 3,38 ~~3,37~~ BS~~3,37~~ ✠LMC4,36 3,38	Syd	*r*	CL 4,36 *Lloyd*	1916 1mo	J.Priest- man&Co. Sunderland *'sA&CP*	AustralianSteam- ships,Proprietary, Ld. (*Man.Agents.* HowardSmith, Ld.)	270·0 280·3(O.L.) P21'Q85'B55'F31' FK *CellDBa*	40·0	17·8	Melbourne British 4*BHCem* 70'*uE&B*48'	T.3Cy.20½",33½"&55"–39"(*s*) 180lb 242NHP 2SB,*6cf*,GS118,HS4236 G.Clark,Ld.Sunderland *f*106'541*tFPT*87*tAPT*118*t*	20 ″ 0 s 1 ″ 11 18 ″ 3	
* 28219 128040 VJSP	**Kowhai** (*ex*DevonCoast,*ex*Hopeful) *ss*Mel.2ndNo.3–5,34 *Well deck* *1Dk(Stl)* *Mchy.Aft*	793 556 404	✠100A1 1,38 ~~2,37 12,37~~ BS~~6,36~~ ✠LMC4,34 10,37	Mel	*k*	CL 2,37 *Lloyd*	1910 4mo	W.Harkess &Son,Ld. Middlesbro' *'sA&CP*	UnionS.S.Co.of NewZealand.Ld. *WB=CellDB*	195·0 200·6(O.L.) FK P13'Q96'B13'F33' *f*117' 158*t FPT*39*t*	30·0 31·5	11·6	Melbourne British 3*BHCem* *APT*9*t*	T.3Cy.16",27"&44"–30" (*r*) 180lb 129NHP 2SB,*4cf*,GS68,HS2196 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10 s 4 ″ 0¼ 13 ″ 4¾	
* 28220 38564 JORI	**Koyei Maru** *OilEng.* *2Dks(Stl)* *Ref.Mchy.*	6774 6046 4915	✠100A1 4,37 ~~1,35~~ DBS~~3,37~~ ✠LMC1,34 Lloyd'sRMC~~4,37~~ 2,38 *Carrying fish* *Carrying car*	Nag Kob *or vege* *go oil*	*b*† *tab* *F.*	CL 4,37 *le oil in* *P. abo*	1934 1mo *Lloyd* *the f* *ve150°*	Mitsubishi ZosenKaisha Ld. Nagasaki *'sA&CP* *ore peak tank* *F.in deep tank*	TakachihoShosen K.K.(TaiyoKaiun K.K.*Mgrs.*) *'Tween dkBHabo* *deep tan* *CellDB*366' *DT*	436·4 P30'B127'F43' FK *ve after* *kBHdispensed with* 1383*t* *a*36'1131*t FPT*259*t*	58·5	32·8	Kobe Japanese *ptCem* 6 *BHtoUdk* 1 ,, ,,2nd,, *APTs*224*t*	Oil Engines 2S.C.SA 6Cy.28⅜"–49 3/16" 839NHP DB*120lb* MitsubishiZosenKaisha Ld.Nag.	32 ″ 10 s 6 ″ 11 26 ″ 1¼	
28221 32808 JPEB	**Koyo Maru** (*ex*Athelrill, *ex*California,*ex*Limeleaf) TwinSc *2Dks&Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7350 6842 4322			...		1916	Barclay, Curle&Co.Ld. Glasgow	OguraSeyikuK.K.	450·6 P44'B161'F42' FK	58·2	32·7	Yokohama Japanese *WB*	T.6Cy.21",35½"&61"–45" NB(1)17*s.aft* 830NHP BarclayCurle&Co.Ld.Gls.	35 ″ 6	C †
Now "Ogura Maru No. 3," [illegible] in Supplement																
* 28222 25837 JKDD	— *ss*Yka.No.3–7,32 *2Dks(Stl)*	5471 5036 3287	✠100A1 7,35 ✠LMC~~8,36~~ 1,38 *Fitted for oil*	Kob *fuel 6*	*z* *,19*	CL ~~7,35~~ 1,38 *F.P. a*	1919 6mo *bove 1*	Uraga DockCo.Ld. Uraga A&CP 50°F.	ToyoKisenK.K.	400·0 P33'B124'F45' FK *CellDB*336'976*t*	53·2	32·0	Yokohama Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS179,HS7376 UragaDockCo.Ld.Uraga	32 ″ 0 s 6 ″ 6¼ 25 ″ 8	
28223 28928 JNDA	**Koyu Maru** *ss*Tama.No.1–38 *ss*Osa.No.3–5,33 *2Dks(Stl)*	5325 4846 3294	✠100A1 4,38 ~~4,37~~ ✠LMC~~4,37~~ 4,38	Nag Tama	*z*	CL ~~2,35~~ 4,38	1921 7mo	Mitsubishi ZosenKaisha Kobe A&CP	HiroumiShoji K.K. *CellDBa*127'*u*	400·0 P39'B121'F43' FK *E*28'*f*177'994*tFPT*	54·6	30·0	Kobe Japanese 6*BHCem* 128*tAPT*87*t*	T.3Cy.26½",44½"&75"–48" 200lb (*s*) 496NHP 3SB,*9cf*,GS175,HS6620 FD MitsubishiZosenKaisha	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
28224 40157 JYCH	**Kozan Maru** *OilEng.* *2Dks*	4180 — 2468					1935	Mitsubishi JukogyoK.K Kobe	YamamotoKisen K.K.	360·0 P28'B76'F36'	50·0	29·0	Kobe Japanese	2 Oil Engines 1S.C.SA 12Cy.17 11/16"–16 9/16"& hydraulic couplingS.R. geared to 1Sc.Shaft370NHP MitsubishiJukogyoK.K. Kobe		C
28225 23481 JRBE	**Kozan Maru No. 2** Wood *1Dk*	864 731 512					1919	Furuyama Yoshitaro, Niigata	Tsurumuru Hirotaro	193·1 P25'B49'F28'	29·1	19·6	Tarumi Japanese	T.3Cy.12 13/16",21 1/16"&35⅝"–27" Hashimoto 63NHP Tekkosho,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
28226 42963 JNUL	**Kozui Maru** OilEng. Ref.Mchy. 2Dks	~~6650~~ 7072 6077 5219	✠100A1 6,37 ~~(Class Contemplated)~~ ✠Lloyd'sRMC~~6,37~~5,38 Carrying cargo oil in deep tanks F.P. above 150°F.	Nag ✠LMC6,37	b†	CL	1937 6mo	Mitsubishi JukogyoK.K Nagasaki Lloyd'sA&CP	TakachihoShosen K.K. CellDB372 1635t DTa36'1112tFPT250tAPT224t	436·4 | 58·5 | 30·8 ~~435·0 | 58·5 | 32·0~~ 453·7(O.L.) FK P30'B127'~~E12~~F41	Kobe Japanese ptCem	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" 839NHP DB121lb MitsubishiJukogyoK.K.	32 ″ 10	
✻ 28227 32 SPAE	**Krakow** (exFrimaire) ssDnz.No.3-7,35 Well deck 1Dk(Stl) Cargo battens not fitted	2017 1576 1112	✠100A1 ~~2,070,36~~4,38 ~~BS6,36~~ 4,37	Ant Dnz LMC7,35	r	~~N5,35~~ 4,37	1926 2mo	Chant.Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjna CellDBa&uE66'f107'405t FK DeepTanks aft34'205tFPT77tAPT22t	269·1 | 39·7 | 17·5 P22'Q87'B50'F23'	Gdynia Polish 4BHCem	T.3Cy.18⅛",29$\frac{13}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 185lb (s) 189NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s1 ″ 8½ 18 ″ 4½	
✻ 28228 YTCK	**Kralj Aleksandar I** Ⓟ TwinSc ssSpt.No.1-36 2Dks(weather dk Stl-teak s) 3rd dk(Stl)clear of mchy.space CruiserStern	2463 1729 1126	✠100A1 with freeboard 2,38 ~~2,37~~ For Service on the Adriatic and Cruising Service on the Mediterranean Fitted for oil fuel 3,32 F.P. above 150° F.	Tri Spt ✠LMC1,36	s	CL ~~2,35~~ 2,38	1932 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	~~DubrovackaParobrodskaPlovidba a.d.~~Dubrovacka Plovidba A.D. CellDBa&uE75'f82' 163tFPT13tAPT74t	270·5 | 42·1 | 23·8 FK	Dubrovnik Yugoslav 7BHCem	Q8Cy18",25¾",36½"&52"-27" 225lb (s) 601NHP 4SB,12cf,GS244,HS9900 FD D.Rowan&Co.Ld.Gls.	24 ″ 6 s11 ″ 2½ 13 ″ 7½	
✻ 28229 YTCI	**Kraljica Marija** Ⓟ TwinSc (exAraguaya) ssSpt.2ndNo.3-1,33 3Dks(Stl-wsUptteak)&Orlopdk Ref.Mchy. (Stl-ws)inNos.1&2Holds ssSpt.No.1-37	10196 7418 6102	✠100A1 6,37 ~~12,35~~ BS4,38 ~~MS1,38~~ Lloyd'sRMC~~3,37~~4,38 for Nos. ~~1~~ & 2 orlop dks, No. 5 lower hold & 5 chambers in No. 5 lower dk. only.	Nwc Ven ✠LMC3,37 ~~BS3,37~~	f†	CL 12,35	1906 9mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa&uE195'f155'1411t Tanks at sides of tunnels55'292tFPT90tAPT65t	515·2 | 61·3 | 30·5 P44'B339'F88' FK	Dubrovnik Yugoslav 8BHCem	Q.8Cy.27",38",54"&76½"-54" 215lb (s) FD 1514NHP 3D&3SB36cfGS571HS23538 Wrkman,Clark&Co.Ld Bel	34 ″ 0 s7 ″ 3½ 27 ″ 2	
28230 UNZM	**Krasin** (exSviatogor) TrpSc (Icebreaker) 4Dks(Udk Stl-ws)3rd&4th dks(Stl) &Webframes Sub.Sig. CruiserStern	4902 2418 2342	✠ 8,22 ✠	Lth	z		1917 2mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. CellDBuE&B188' 836t FK sidetanksinblr.space68'286tFPT608tAPT196t	318·0 | 71·5 | 42·2	Leningrad Russian Cem	T.9Cy.26",42"&67"-45" 1643NHP 10SB,30cf,GS668,HS27600 Richardsons,Westgarth& Co.Ld.Mdb.		
28231 UNYU	**Krasni Flot** Ⓟ (exReval, exDeutschland) Iron Wireless 1Dk	712 507 342					1882	Stettiner Akt.Ges. Stettin	U.S.S.R.	198·5 | 26·0 | 14·8 P92'B35'	Odessa Russian WB	C.2Cy.23"&46"-27" NB95 92NHP StettinerA.G.Stettin		
28232	**Krasni Moryak** Ⓟ Pad (exTusli) 1Dk	348 234 133					1859	………………	U.S.S.R.	184·4 | 22·2 | 7·5	Rostov Russian	C.2Cy.21⅝"&36$\frac{7}{16}$"-40½" NB11 70NHP		
28233 124 UNGJ	**Krasni Oktyabr** (exVeerhaven, exZevenbergen) ssRot.No.3-2,24 1Dk(Stl)	3295 2778 2041	✠ 2,24 ✠	Rot	u		1911 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	U.S.S.R. CellDBa102'uE24'f138'582tFPT72tAPT101t	324·8 | 46·9 | 22·4 P33'B98'F32' FK	Vladvostk Russian 5BHCem	T.3Cy.23½",38"&64"-42" 290NHP 2SB,6cf,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
28234	**Krasni Pakharj** (exNargen, exHenriette,exOstsee) Mchy.Aft 1Dk&Spar dk	348 341 173					1900	Schiffsw.v. HenryKoch Lübeck	U.S.S.R.	121·0 | 21·8 | 16·1 B15'	Odessa Russian	C.2Cy.12⅝"&22"-13" 15NHP J.F.Ahrens,Ottensen		
28235 UNZY	**Krasni Partizan** (exGregoriyZinovieff-33) Sub.Sig. 1Dk	2418 1925 1348			…		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 | 43·0 | 20·5 P14'B68'F24' FK	Vladvostk Russian WB	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 192NHP BalticS.B.&Eng.WrksLen	22 ″ 8	
28236 UNXY	**Krasni Profintern** (exArgun, exHafis) 1Dk&Spar dk&Web frames	4648 4010 2560	✠ 11,03 ✠	Bry	x		1902 2mo	R.Craggs& Sons Middlesbro'	U.S.S.R. CellDBa116'uE26'f152'826tAPT25t	332·5 | 48·0 | 28·8 P29'B104'F35' FK	Leningrad Russian 6BHCem	T.3Cy.25",40"&68"-48" 379NHP 3SB,9cf,GS148,HS6228 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
28237 UPLY	**Krasnoarmeets** (exCerto-35, exSaga,exGeneralWilliams) 1Dk	2200 2003 1277			…		1919	Dominion S.B.Co.Ld. Toronto	U.S.S.R.	251·0 | 43·6 | 22·2 P25'B64'F20' FK	Odessa Russian WB	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	N †
28238	**Krasnodar** (exAlexandra, exAntigoni,exCity of Belfast,exSocrates, exCity of Belfast) ssShl.No.3-7,01 ssShl.No.2-08 Well deck 1Dk(Irn)&Webframes	2068 1681 1099	✠ 2,14 ✠	Msl	s		1889 5mo	ShortBros. Sunderland	U.S.S.R.	290·3 | 39·1 | 19·6 P32'Q72'B118'F34' BK10' CellDB206'383tAPT53t	Marioupol Russian 6BHCem	T.3Cy.21",35"&58"-36" NDB06 202NHP 1DB,6rf,GS85 T.Richardson&Sons,Hpl.	21 ″ 8	
28239 UNYD	**Krasnoe Znamya** (exWaverley) ssHul.No.2-09 1Dk(Irn)&deep framing	2271 2075 1403	✠ 8,19 ✠	Hul	s		1901 6mo	W.Gray& Co.Ld. WHartlepool	U.S.S.R. CellDBa&uE122'uB16'f122'668tAPT77t	301·7 | 43·0 | 19·6 P25'B72'F33' FK	Archangel Russian 5BHCem	T.3Cy.22",35"&59"-39" 225NHP 2SB,6pf,GS88,HS3346 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3	
28240 UOJC	**Krasnogvardeets** (exMarjowetz-33,exAlbania,exMarmara, exOstsee,exHuntsclyde, exAthena,exRegina) 2Dks&Shelter dk&deep framing Sub.Sig.	2719 2571 1702					1904	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	292·0 | 41·4 | 25·9 H27'	Odessa Russian WB	T3Cy20⅞",33$\frac{7}{16}$"&55½"-35$\frac{7}{16}$" 180NHP FlensburgerSchiffsb.Ges.		
28241 UNZK	**Krechet** Ⓟ (exPolaris) ssHul.No.3-6,12 1Dk(Stl)&Spar dk(Stl-ptws) &Web frames	2282 1499 1206	✠ 7,19 ✠NB4,15 ✠	Hul	s		1899 3mo	Gourlay Bros.&Co. Dundee	U.S.S.R. CellDBa36'uE&B61'f94'227tAPT17t	281·3 | 38·2 | 28·6 P41'B102'F62' BK8'	Vladvostk Russian 4BHCem	T.3Cy.30½",47"&75"-45" 551NHP 3SB,9cf,GS183,HS8520 GourlayBros.&Co.Dundee	23 ″ 5	
28242 DJSB	**Krefeld** TwinSc OilEng. E.S.D. 1Dk CruiserStern	1213 979 641					1936	Lübecker Flender-WerkeA.G. LübeckSiems	Schiffahrt-und Assekuranz-G.m.b.H.(Ernst Russ,Mgr)	242·4 | 36·3 | 14·3 B48'Q131'F31'	Hamburg German WB	Oil Engines 2S.C.SA 12Cy.11$\frac{13}{16}$"-16$\frac{3}{16}$" 294NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
28243 UOAE	**Krestyanin** Sub.Sig. 1Dk	2513 1980 1387			…		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8 | 43·0 | 20·6 P20'B72'F32' FK	Leningrad Russian WB	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works	22 ″ 8	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28244 DHOK	**Kreta** D.F. Sub.Sig. 1Dk&Shelter dk	2359 2125 1354					1923	Howaldts-werke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	309·3|44·1|20·0 F39'	Hamburg German WB	T.3Cy.22",37⅜"&60¼"-39⅜" 228NHP Howaldtswerke,Kiel		G
28245	**Kretinga** (exRimfrost-37, exLouthside) ssDub.No.3-3,28 Mchy.Aft ssRga.No.2-36 Ref.Mchy. Well deck 1Dk(Stl) Wireless	542 362 205	✠100A1 ~~12,37~~~~10,36~~3,38 ✠LMO MS10,36 BS~~2,37~~3,38	Rga Ant	h	CL ~~9,36~~ ~~N12,37~~ 3,38	1920 10mo Lloyd	W.Simons &Co.Ld. Renfrew 'sA&CP	Akc.B-véLietuvos BaltijosLloydas (BaltijosTransportoBendrové s.a.a. Mgrs.) CellD	167·2|26·7|10·4 Q94'B9'F32' BK7½' Bf90' 134tFPT47t	Klaipeda Lithuanian 3BHCem APT23t	T.3Cy.14",24"&40"-30" (s) 180lb 88NHP 1SB,3cf,GS61,HS2009 W.Simons&CoLd.Renfrew	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
28246 129675 VSNF	**Krian**	857 666 461					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	StraitsS.S.Co.Ld.	210·0|35·2|12·2 P&B146'F35'	Singapore British WB	T.3Cy.18",29"&48"-33" 132NHP Scotts'S.B.&E.Co.Ld. Grk.		
28247 DAKV	**Kriemhild** 1Dk	800 600 487					1902	Nüscke& Co. Stettin	Rud.Christ.Gribel	202·7|30·3|12·6 Q59'B45'F21'	Stettin German WB	C.2Cy.20"&35"-24" Emade99,fitted02 50NHP NB22 OderwerkeAct.Ges.Stettin		G
28248 UOUG	**Krim** Ⓟ TwinSc Sub.Sig. OilEng. Ref.Mchy. Cruiser Stern 3Dks	4867 3279 2683					1928	Frd.Krupp Akt.Ges. Kiel	U.S.S.R.	362·8|51·1|25·3 H82'B&F280'	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1163NHP Frd.KruppAkt.Ges.Kiel		
28249 103 YLAU	**Krimulda** (exGeneralDragomirow, exSomerford) ssLie.3rdNo.3-5,35 1Dk(Irn)&deepframing	1970 1668 1150	✠100A1 5,37 ~~9,36~~ ~~BS6,36~~ ✠LMC5,35 6,37	Lie Gms	r	CL 9,36	1899 8mo	BlythS.B. Co.Ld. Blyth A&CP	SeebergBros. CellDBa	275·0|40·0|18·1 B70'F31' FK &uE104'uB&f124'	Riga Latvian 4BHCem 590tAPT45t	T.3Cy.20½",33"&54"-36" (s) 170lb 190NH 2SB,4pf,GS87,HS3073 MacColl&Pollock.Sld.	20 ″ 6 s 2″11¾ 17 ″ 8½	
28250 38 YLAV	**Krišjānis Valdemars** (Icebreaker) D.F. Screw fore&aft 2Dks	*1932* *1678* *757*					1925	WmBeard-more&Co.Ld. Dalmuir	Government of Latvia (MarineDept.)	196·5|55·8|22·1 B74'F19'	Riga Latvian WB	T.3Cy.26¼",42¼&69"-43½"& T.3Cy.16½",26½"&43¼"-20" Wm.Beardmore 398NH &Co.Ld.Dalmuir		
28251 LCPX	**Kristianiafjord** Fitted for oil fuel D.F. 3Dks	6759 4851 4149					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske AmerikaLinje	421·7|55·8|26·5 H258t 34·5	Oslo Norwegian WB	2 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		N
28252 LEHJ	**Kristiansand** Ⓟ 2Dks	473 423 253					1915	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	151·2|25·2|17·4	Arendal Norwegian WB	T.3Cy.13½",22"&37½"-24" 69NH NylandsVærksted,Oslo		N
28253 LEHK	**Kristine I** (exAsra,exSolva) Stranded 10,37 -Refloated 1Dk	1033 925 613					1904	Nylands Værksted Oslo	D/S A/S Ryvingen (AlfLindö,Mgr.)	226·3|33·2|15·8 H52tF31t	Haugesnd Norwegian WB	T.3Cy.16½",27"&44"-30" 106NH NylandsVærksted,Oslo		N
28254 546 SZKK	**Kriti** Ⓟ (exElenaM.-33, exHelenaM.,exEddystone) Well deck Wireless 2Dks	1028 — 613			...		1886	W.B. Thompson Dundee	HellenicCoast LinesCo.Ld.	233·3|33·2|15·7 P142'F54'	Piræus Greek WB	T.3Cy.23",37"&58"-48" 233NHP W.B.Thompson,Dundee	16″10	
28255 67 YLDJ	**Krivs** (exNorthdeue) ssSbl.2ndNo.3-10,19 Well deck 1Dk(Irn)&Webframes	1340 1082 822	✠ 1,24 ✠	Sld	o		1893 11mo	S.P.Austin &Son Sunderland	Tv."Krivs" redereja (M.Kalnins, Mgr.) DBa62' f94' &	240·0|36·2|18·3 P28'Q59'B44'F27' FK uE&B32'410tFPT	Riga Latvian 4BHCem 29tAPT29t	T.3Cy.19",31"&51"-33" 155NHP 1SB,4pf,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7	V †
28256 OYKS	**Kronborg** Ⓟ (Ferry—Screwfore&aft) OilEng. CruiserStern 1Dk	481 372 191					1935	Nakskov Skibs.A/S Nakskov	DeDanskeStatsbaner	145·5|36·8|13·0	Elsinore Danish	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-21¼" 81NHP A/S Frichs,Aarhus		V
28257 OFAQ	**Kronoborg** (exTowerDale-37, exPortCurtis-36) ssHul.No.3-1,33 D.F. 1Dk&Shelter dk CruiserStern ssRot.No.1-37	6537 — 3775	✠100A1 Shelter dk withfreeboard 10,37~~1,37~~ ✠LMC~~5,36~~ ✠NE made22 refitted36	Ams Rot BS6,37	c†	CL ~~5,36~~ N9,37 MS10,37	1920 4mo Lloyd	Workman, Clark&CoLd. Belfast 'sA&CP	J.A.Zachariassen &Co. CellDB383'1575t	450·2|58·4|37·1 P35'F43'on FK Shelter dk (Coll FPT105tAPT55t	Nystad Finnish 7BHCem &APtoShdk 5 „ 2nd„)	T.3Cy.27½",46"&77"-48" 210lb (s) 729NHP 4SB,16cf,GS286,HS11452 FD Palmers'Co.Ld.Nwc.	32 ″ 0 s 4 ″ 10 27 ″ 5¼	
28258 DOGR	**Kronos** Wireless Sub.Sig. CruiserStern 1Dk	1412 1097 660					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	240·8|38·8|15·3 P&B166'F26'	Bremen German WB	T.3Cy19$\frac{11}{16}$",31½"&53⅛"-35$\frac{7}{16}$" 168NHP FlensburgerSchiffsb.Ges.		G
28259 OYAS	**Kronprins Frederik** Ⓟ Pad (Ferry) 1Dk	414 392 170					1898	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	176·5|26·2|11·9	Elsinore Danish	C.2Cy.29"&54"-45" 163NHP HelsingörsJernsk.&Mskb.		
28260 LEHN	**Kronprins Olav** 1Dk	1137 999 685					1908	Akers Mek.Værks. Oslo	SkibsA/S Drafn (Pehrson&Wessel)	228·5|36·1|15·7 P13tH58tF29t	Drammen Norwegian WB	T.3Cy.16½",27"&44"-33" 111NHP AkersMek.Værks,Oslo		N
28261 8089 SJPN	**Kronprinsessan Ingrid** Ⓟ TwinSc Wireless D.F. CruiserStern OilEng. 1Dk 2nd dk except in forward hold Upper deck electrically welded Strengthened for Navigation in ice Platform dk in fore hold	~~790~~ ~~486~~ ~~234~~ 794 486 235	✠100A1 withfreeboard ~~4,37~~~~2,37~~ 4,38 ✠LMC6,36	Got ~~Cpn~~	m	OG	1936 6mo Lloyd	Frdrkshvn Værft og Flydk.A/S Fredrikshavn 'sA&CP	RederiA/B Göteborg-Frederikshavn-Linjen (HarryTrapp, Mgr.) CellDB145'	200·9|35·6|11·6 209·9(O.L.) B&F157' FK 78t DTa15t FPT6t	Gothenbrg Swedish 6BHptCem APT13t	Oil Engines 2S.C.SA 12Cy.13⅜"-22$\frac{7}{16}$" 376NHP DB50lb Atlas-DieselA/B,Skm.	14 ″ 5 s 3 ″ 5½ 11 ″ 3½	
28262 5582 SFYN	**Kronprinsessan Margareta** TwinSc3Mst OilEng. ssGot.No.3-3,27 ssMmo.No.2-35 2Dks(Stl)&Shelter dk(Stl)	*3739* *3365* 2244	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~9,36~~ 5,38 ~~DBS9,36~~ ✠LMC9,35 ✠LMC(M)4,37	Got ~~Lkr~~Mmo DBS8,37	x	OG ~~S1,35~~ P9,36 S5,38	1914 4mo Lloyd	Akt.Bur-meistr&Wain Copenhagen 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.)	360·2|51·4|22·1 375·8(O.L.) FK WB=CellDB	Stockholm Swedish 6BHptAsp a69' uE37'f	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB80lb Akt.Burmeistr&Wain,Cpn 212'1138tFPT74tAPT53t	25 ″ 6 s 2 ″4¼ 23 ″ 4	
28263 LEHP	**Kronprinsesse Märtha** Ⓟ 1Dk&Shelter dk&pt3rd dk	898 735 517					1929	Intrnationl SB&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	176·8|31·2|19·9 H156t	Stavanger Norwegian WB	C.4Cy.(2)12$\frac{13}{16}$"&(2)27⅝"- 27⅝" 33NHP InternationalS.B.&ECoLd		N
28264 LCPY	**Kronviken** (exDomburg,exDelta) ssH.Kg.2ndNo.3-8,29 ssHKg.No.2-37 ~~ssShi.No.1-33~~ 1Dk(Stl)&deepframing& pt Awng dk(Stl)	2363 2016 1519	✠100A1 pt Awng dk withfreeboard ~~7,37~~~~11,36~~2,38 ~~BS11,36~~ ✠LMC8,33 7,37	HKg Cff	s	CL ~~6,34~~ N7,37	1904 11mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	A/S Wallem&Co. (H.J.Wallem, Mgr.) CellDBa84'	281·0|42·6|16·6 291·7(O.L.) P17'Q90'F31' pt Awng dk175' FK uE&B30'f114' 522t	Bergen Norwegian 4BHCem APT177t	T.3Cy.21",33"&56"-36" (s) 160lb 194NHP 2SB,6rf,GS73,HS3008 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0 s 7 ″ 6½ 18 ″ 7	

	1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres du côté si ce n'est dans le L.R.
❋	28265 LIZL	**Krossfonn** TwinSc OilEng. Mchy.Aft 1Dk D.F. E.S.D. CruiserStern	9323 8649 5550	✠100A1 8,37 ~~3,37~~ ✠LMC8,35 CarryingPetroleum in bulk	Avn Rot	d†	CL N2,37	1935 8mo Lloyd's A&CP	Odense Staalskibsvft vedAPMöller Odense	Skibsaktieselsk. "Dalfonn"(Sigval Bergesen,Mgr.) CellDBuE71'231t	480·5 495·0(O.L.) P98'B37'F41' FK DTf34'456tFPT1	65·0	35·6	Stavanger Norwegian 12BH 75tAPT176t	Oil Engines 4S.C.SA 14Cy.23¼"-43$\frac{5}{16}$" 728NHP 2DB160lb Akt.Burmeistr&Wain,Cpn	35 ″ 0 s7 ″ 3½ 28 ″ 0	
	28266 FNEK	**Kroumir** (exGartland,exIzmir, exAegina) 2Dks	1881 1660 1135			...		1906	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·5 P26'B76'F31' FK	37·1	21·5	Marseilles French WB	T.3Cy20$\frac{1}{16}$",32⅞"&53¾"-39⅜" 239NHP BremerVulkan,Vegesack	23 ″ 11	V †
	28267 DQNL	**Krückau** (exSeemoos,exFriedrich Schröder,exBritta, ssAnt.No.3-5,10 exCity of Liverpool) 1Dk	493 426 242	✠ 11,15	Bmn	e		1898 4mo	Mackie& Thomson Glasgow	BugsierReed.& BergungsA.G.	189·6 Q61'F23' len20 BK7½"	23·5	10·0	Hamburg German 3BHCem FPT22t	T.3Cy.13",22"&35"-27" 76NHP 1SB,3cf,GS51,HS1270 Muir&Houston,Ld.Gls.	11 ″ 2	G †
	28268	**Krusaa** (exLoke-34, exI.D.S.Adolph) Now "Ella," see No. 33001 in Supplement 1Dk	1503 1241 876					1904	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk. HetlandA/S (T.Basse,Mgr.)	249·1 P16'Q73'B106'F27'	37·5	15·9	Copnhagn Danish WB	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
	28269 DQOD	**Krusau** (exBluestone) Well deck Mchy.Aft 1Dk(Stl)	1352 1030 773	✠ 1,27 ✠ ✠NE&Bmade8,19refitted10,23	Shl	o		1923 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BugsierReed.& BergungsA.G. CellDB198'380t	235·1 Q145'F25' FK FPT	36·1	15·3	Brmrhavn German 4BHptCem 102tAPT61t	T.3Cy.15",25"&40"-27" 120NHP 2SB,4cf,GS49.HS1800 FD Cen.Mar.E.Wks.Ld.WHpl	17 ″ 6	G †
	28270 135004 VSND	**Kuala** 1Dk	954 691 391					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 P19'B48'F37'	35·6	12·8	Singapore British WB	T.3Cy.18",29½"&48"-33" 132NHP CaledonS.B.&E.CoLd.Dun		
	28271	**Kuang Hsiang** TwinSc	653 — 387					1912	.... HongKong	TaDahS.S.Co.Ld.	147·3	27·1	9·4	Shanghai Chinese	C.4Cy.		
	28272 UOVY	**Kuban** OilEng. Ref.Mchy. 2Dks	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian	Oil Engines 2S.C.SA 6Cy.23⅝"-39⅜" 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
	28273 135673 VPKD	**Kudat** (exBarima) TwinSc Fitted for oil fuel 1Dk&Shelter dk	1725 1384 1021			...		1914	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	250·5 B94'F42' len27 onShelter dk FK	37·1	18·4	Singapore British WB	T.8Cy (2)12",(2)20"&(4)24" -24" 182NHP CaledonSB.&E.Co.Ld.Dun.	20 ″ 6	
❋	28274 161126 GKSQ	**Kufra** OilEng. ssGls.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy.	~~2611~~ ~~2121~~ ~~1399~~ 2724 2121 1510	✠100A1 Shelter dk withfreeboard 7,37 ~~8,36~~ ✠LMC C8,34 DBS5,37 ~~8,36~~ 5,37 ✠Lloyd'sRMC~~5,37~~12,37 Fitted for carrying oil fuel 6,34 F.P.above150 F. in deep tank	Liv	v	CL 8,36	1929 11mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow CellDB280'	MossHutchison Line,Ld. 740tDTf28'716tF	330·7 FK (PT52tAPT16t	47·2	19·4	Liverpool British 6BHptCem Coll to Shdk 5 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.24$\frac{11}{16}$"-51$\frac{3}{16}$" 473NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	22 ″ 3 s1 ″ 8 20 ″ 9	
	28275 UOBA	**Kuibishev** Sub.Sig. 1Dk	2332 2012 1290			...		1929	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK	43·1	20·6	Leningrad Russian WB	T.3Cy.17$\frac{11}{16}$",29⅜"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
❋	28276 LEHQ	**Kul** (exGrorud,exTello,exAllan) ssBgn.No.1-37 ssBgn.2ndNo.3-5,32 1Dk(Stl)&deep framing Well deck Cargo battens not fitted	1310 1042 760	✠100A1 8,37 ~~2,36~~ ~~BS2,36~~ 8,37 ✠LMC~~6,32~~ 5,37	Bgn	o	OG ~~N3,35~~ 7,37	1907 3mo Lloyd's A&CP	Mackay Bros. Alloa CellDBa56'	A/S Thv.Halvorsen	~~230·8~~ 234·5(O.L.) Q120'B10'F26' FK uE16'f99'236tFPT	34·2	16·0	Bergen Norwegian 4BHCem 46tAPT43t	T.3Cy.18½",30⅞"&48"-33"(s) 180lb 80lb 149NHP 1SB,4cf,GS72,HS2385 Hutson&Sons,Ld.Glasgow	18 ″ 3 s5 ″ 2½ 17 ″ 0	
❋	28277 1025 ESRE	**Kulda** (exWoodland-35, exZuidHolland-33) ssShl.No.3-5,33 D.F. 1Dk(Stl) Cargo battens not fitted	1961 1617 1174	✠100A1 3,37 ✠NB6,28 ✠LMC MS~~5,33~~3,38 BS~~8,36~~9,37	Shl	r	CL 3,37	1911 9mo A&CP	Schpw.v. Jan.Smit,Czn Alblasserdm CellDBa80'	E.Bergmann& others(E.Bergmann,Mgr.)	272·4 B63'F32' FK uE&B35'f112'523t	39·9	18·2	Tallinn Estonian 4BHCem APT77t	T.3Cy.20",32"&52¾"-39"(s) 180lb 203NHP 2SB,6cf,GS108,HS3450 Maats.deSchelde,Flushing	20 ″ 6 s3 ″ 0½ 17 ″ 8	
	28278 23 YLAB	**Kuldiga** (exPenteifi, ssLic.No.1-38 exWilh.Hemsoth) ssRga.2ndNo.3-4,34 1Dk(Stl)&ptAwng dk(Stl)	1978 1362 1188	100A1 ptAwng dk withfreeboard ~~8,37~~ ~~10,34~~ 2,38 LMC 2,38 ~~MS4,34~~ ~~BS11,35~~ 1,37	Ant ~~Shl~~ Lie	r	CL ~~9,34~~ ~~9,37~~ 1,38	1908	Nordseewk EmderWerft &DockA.G. Emden CellDB225'572t	SteamshipCo. Latvia-Belgian LineLtd.(Seeberg Bros.Mgrs.)	271·2 281·5(O.L.) PonQ24'Q103' FK ptAwng dk168' (Collision FPT61tAPT15t	39·4	15·7	Riga Latvian Cem BHtoAw dk 4 „ „ U „)	T.3Cy.18¾",31⅛"&50⅛"-35⅜" 185lb 192NHP 2SB,6cf,GS108,HS3358 EiderwerftA.G.Tönning	18 ″ 0 s0 ″ 6½ 17 ″ 8	
	28279 DICW	**Kulmerland** Ⓟ Sub.Sig. OilEng. D.F. E.S.D. Cruiser Stern 2Dks	7363 6164 4367					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·6 P27'B426'FonB38'	60·1	28·0	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP AllgemeineElekGesBerlin		G
	28280 207780 KJPG	**Kulshan** Ⓟ Fitted for oil fuel 1Dk&Awng dk	926 — 573					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, Mgr.)	160·3	32·0	20·7	Seattle Utd.States	T.3Cy.17",28"&47½"-36" 135NHP MoranCo.Seattle		
	28281 UPMH	**Kulu** (exBatoe-35) Fitted for oil fuel 3Dks	6492 — 4070					1917	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	420·3 P40'F41'	54·7	33·4	Nagaevo Russian WB	T.3Cy.26$\frac{11}{16}$",47$\frac{11}{16}$"&77½"- 53$\frac{11}{16}$" 440NHP Werkspoor,Amsterdam		V
❋	28282 YTKY	**Kumanovo** Ⓟ TwinSc (exGrandDuke ssSpt.2ndNo.3-2,33 AlexanderMichailovitch, 1Dk(Stl-ws) exPrinsessanMargareta) &Shade dk 2nd dk in holds ssSpt.No.1-37	1409 1142 669	100A1 Shade dk withfreeboard 4,38 ~~5,36~~ ~~BS5,36~~ Fitted for oil fuel 5,36 F.P. above 150°F.	Spt ~~BS3,37~~ LMC2,33	o	OG 12,35 3,37	1907 Lloyd's A&CP	Kockums M.V.Aktieb Malmö	Dubrovacka Plovidba A.D. CellD	250·6 H255t FK BuE28'40tFPT16t	34·2	20·1	Dubrovnik Yugoslav 5BHCem APT30t	T.6Cy.18⅝",27½"&47$\frac{3}{16}$"-27½" 185lb (s) 357NHP 4SB,12cf,GS221,HS6871 KockumsM.V.Akt Malmö	15 ″ 0 s1 ″ 10 13 ″ 6½	
❋	28283 ~~[illegible]~~	**Kumara** (exHoratius-33, TwinSc exBardic) ssBel.No.3-4,25 Now "[illegible]thon," see No. 39171 in Supplement ssBel.No.2-23 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No .4hold Cargo battens not fitted in 'tween Ref.Mchy. dks or Shelter 'tween dks CruiserStern Nos.1,3&6	7926 7572 4845	✠100A1 Shelter dk withfreeboard 2,37 BS2,37 ✠LMC12,33 ✠Lloyd'sRMC1,37	Gls	c†	CL 1,37	1919 3mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	~~ShawSavill&~~ ~~AlbionCo.Ld.~~ CellDB392'1461t	450·4 P31'F43'onShltr dk FK FPT119tAPT76t	58·4	37·2	Greek ptCem 8BHtoSh dk	T.6Cy.26½",44"&73"-48"(s) 200lb FD 1138NHP 3DB,24cf,GS440,HS17079 Harland&Wolff,Ld.Bel.	40 ″ 0 s11 ″ 0½ 29 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28284 164269 GYNC	**Kumasian** D.F. 1Dk&Shelter dk CruiserStern	4922 4146 2947	✠100A1 withfreeboard 11,37 ~~1,37~~ ✠LMC10,35 Carrying vegetable oil in deep tank	Liv Lon		CL	1935 10mo	Wm.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	UnitedAfrica Co.Ld. CellDB334'946t DTa25'873tFPT188tAPT142t	404·1 F45'	56·7	23·0 FK	Liverpool British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.21½",35"&62"-45"& Exhaust turbine driving steam compressor 220lb (s) FD 397NHP 2SB(Spt),6cf,GS91,HS4810 D.Rowan&Co.Ld.Gls.	25 ″ 3 s 1 ″ 11 23 ″ 6½	
28285 143627 VPFD	**Kumsang** Ⓟ (exBarrymore) ssH.Kg.No.3-4,32 D.F. ssH.Kg.No.1-36 2Dks(Stl)&Shelter dk (Stl-teaks)3rdtrBinNo.1hold	5447 4846 3341	✠100A1 Shelter dk withfreeboard 6,37 ~~6,36~~ BS6,37 ✠LMC5,36 Fitted for oil fuel 4,20 F.P. above 150° F.	HKg Kob	a†	CL ~~5,35~~ 6,37	1920 4mo	SirJ.Laing&Sons,Ld. Sunderland Lloyd'sA&CP	Indo-ChinaS.N. Co.Ld. CellDB320' 964tMT31'957tDTa31'861t FPT67tAPT52t	420·3 F33'on Shelter dk	55·0	27·9 FK	HongKong British Cem Coll BHto S dk 7 ,, ,, U ,,	T.3Cy.29",49"&80"-54" (s) 180lb FD 712NHP 4SB,12cf,GS250,HS11000 Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 6 s 4 ″ 2 26 ″ 8	
28286 XNAE	**Kun Hsing** (exBaronRenfrew-32) Sunk to block Yangtsze Kiang river 2Dks	2455 — 1526					1910	A.Rodger&Co. PortGlasgow	ShawHsingS.S. Co.Ld.	275·0	40·1	17·0	Nanking Chinese WB	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Co.Glasgow		
28287	**Kung Ho** (exViking II-35, exKariSkogland,exSolingen) 2Dks	4306 — 2689					1905	Akt.Ges. "Neptun" Rostock	FanShienHo (Midzushima&Co. Mgrs.)	376·6 P35tH237tF64t	48·7	26·9	Tsingtao Chinese WB	T.3Cy $27\frac{9}{16}$",$46\frac{1}{16}$"&76"-48" 400NHP A.G."Neptun"Rostock		N
28288	**Kung Lee** (exHaradaMaruNo.2) 2Dks	551 474 344					1914	GoshiKaishaHarada Shoko,Osaka	Ching-KeeS.N.Co. Ld.	167·6 B39'	21·4	16·5	Chefoo Chinese WB	T.3Cy.11½",19"&29¼"-18" GoshiKaisha 36NHP HaradaShoko,Osaka		
28289 XNAV	**Kung Ping** TwinSc 2Dks	2705 2472 1742					1894	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	320·0 P79tH93tF60t	46·0	21·1	Shanghai Chinese WB	T.6Cy.16½",26½"&43"-36" 222NHP D.Rowan&Son,Glasgow		
28290 151434 VPBP	**Kung Wo** TwinSc Ref.Mchy. 1Dk	4636 3843 2825	(Classification contemplated)				1921	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	350·0	48·5	14·0	HongKong British WB	T.8Cy.21",34"&(2)39"-33" 349NHP HongKong&Whampoa DockCo.Ld.HongKong		
28291 7479 SMJA	**Kungsholm** Ⓟ TwinSc ssGot.No.2-36 OilEng. Ref.Mchy. ~~ssGot.No.1-33~~ Sub.Sig. 3Dks(Stl-Weather dk pt ws) D.F. E.S.D. GyC. 4th dk(Stl)in holds Strengthened for Navigation in Ice	20067 13526 10289	✠100A1 withfreeboard 4,38 ~~5,36~~ 12,37 ✠LMC CS12,37 DBS12,37 12,36	Got NYk	n†	CL ~~S11,36~~ ~~P4,34~~ P4,37 SN4,38	1928 11mo	Blohm& Voss Hamburg Lloyd'sA&CP	A/B Svenska AmerikaLinien (A.Jonsson,Mgr.) CellDB513'2847tTanks in way of tunnels 1205tFPT139tAPT174t	594·9 609·2(O.L.) B&F518'	78·2	37·8 FK	Gothenbrg Swedish 10BHCem	Oil Engines 4S.C.DA 16Cy.$33\frac{1}{16}$"-$59\frac{1}{16}$" 2DB142lb 3380NHP Akt.Burmeistr&Wain,Cpn	42 ″ 8 s13″9½ 29 ″ 1½	
28292	**Kunikawa Maru** D.F. GyC. OilEng. Ref.Mchy. CruiserStern 3Dks	7250					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	475·7	62·3	40·0	Kobe Japanese WB	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1850NHP KawasakiDkydCoLdKobe		
28293 PFMI	**Kunlabori** OilEng. Mchy.Aft CruiserStern 1Dk	304 215 146					1935	NVSchpsw Gebr.v/dWrf. Deest	J.Kunst&K. Schuitema	125·8 P25'F20'	24·0	9·0	Groningen Dutch WB	Oil Engines 2S.C.SA 5Cy.10¼"-$14\frac{9}{16}$" 93NHP N.V.Mchfb.Bolnes,Bolnes		V
28294 9191 JKAE	**Kunsan Maru** Ⓟ 2Dks	735 654 433					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetsuyoShosenK.K	186·2 B42'	27·1	18·1	Osaka Japanese WB	T.3Cy.15",24¾"&39"-30" 83NHP KawasakiDkydCoLdKobe		
28295 YTFV	**Kupa** (exTrewidden-37) ssBry.No.3-5,30 ssCff.No.1-35 1Dk(Stl)&Shelter dk(Stl)	4381 4131 2749	✠100A1 Shelter dk withfreeboard ~~9,37~~ ~~2,37~~ 3,38 BS~~2,37~~ 3,38 ~~BS11,35~~ ✠LMC3,34 Carrying oil fuel F.P. above 150° F. in DB&APT	Rot	y	CL 2,37	1917 9mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	Prekomorska PlovidbaD.D. CellDBa131'uE23'f175'1003tAPT50t	400·0	52·1	25·2 FK	Susak Yugoslav 6BHCem	T.3Cy.26",43"&71"-48" (r) 180lb 90lb 416NHP 3SB,9cf,GS172,HS6951 J.Readhead&SonsLd.S.Shl	26″10 s2″10¾ 24 ″ 2½	
28296 UOYD	**Kura** (exSiredal-33,exStein-33, exCerosco) Sub.Sig. 1Dk	2324 1942 1394					1919	McDougall -DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P25'B64'F20'	43·3	21·4	Odessa Russian WB	T.3Cy.20",33"&54"-40" 184NHP McDougall-DuluthCo.		N
28297 36412 JGDC	**Kurama Maru** OilEng. 2Dks	6789 6187 4066					1931	Uraga DockCo.Ld. Uraga	KokusaiKisenK.K.	438·0 P27'B173'F43'	58·0	33·4	Fuchu Japanese WB	Oil Engines 2S.C.SA 7Cy.23⅝"-35⅝" 688NHP Maschinefbrk.Augsburg- NürnbergA.G.Augsburg		C
28298 32649 JUKB	**Kuramasan Maru** OilEng. ssKob.No.2-36 1Dk(Stl)	1995 1650 1133	✠100A1 11,37 ~~7,36~~ ✠LMC CS7,36 DBS11,37 11,37	Kob	r	CL ~~7,36~~ 11,37	1927 6mo	MitsuiBus- sanKaisha Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. CellDB224'456tFPT44tAPT36t	275·5 P27'B62'F29'	40·7	21·0 FK	Kobe Japanese 4BHptCem	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP DB80lb Akt.Burmeistr&Wain,Cpn		
28299 96 YLAQ	**Kurbads** (exFayal,exSacavem, exJaffa,exNizza, ssLis.2ndNo.3-6,23 exMargaritone, 1Dk(Stl)& exWhitehall) Web frames&pt Sub.Sig. Awning dk(Stl)	2085 1506 1312	✠ 8,27 ✠	Hav	r		1897 10mo	Craig, Taylor&Co. Stockton A&CP	A.Kalnins (M.Kalnins,Mgr.) CellDBa80'uE22'f104'399tAPT54t	271·3 P27'Q72' ptAwng dk172'	41·3	17·1 FK	Riga Latvian 4BHCem	T3Cy.20",32½"&53"-36" (r) NDB08 176NHP 2SB,4cf,GS71,HS2762 SirC.Furness,Westgarth& Co.Ld.Mdb.	18 ″ 9	V †
28300 149487 GSRB	**Kurdistan** ssShl.No.2-37 ~~ssShl.No.1-33~~ D.F. 1Dk(Stl)	5844 5288 3546	✠100A1 12,37 ~~12,36~~ ~~BS12,36~~ ✠LMC~~3,33~~ 12,36 ~~MBS9,37~~ BS9,37	Shl	z	CL ~~7,35~~ N12,37	1928 12mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. Mgrs.) CellDB364'1452tFPT160tAPT287t	420·0 434·0(O.L.) P37'B132'F38'	54·0	29·3 FK	Newcastle British 7BHCem	T.3Cy.23",39"&68"-48" (s) 220lb 200lb FD 430NHP 2SB(Spt)8cf,GS147,HS5714 J.Dickinson&Sons,Ld.Sld.	31″10 s 6 ″ 5¼ 25 ″ 7¼	
28301 29724 JMQE	**Kurenai Maru** Ⓟ TwinSc OilEng. CruiserStern 2Dks	1541 1075 607					1924	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	238·2 ~~5,37~~	38·0	19·6	Osaka Japanese WB	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 449NHP AktBurmeister&Wain,Cpn		
28302 1030 ESRD	**Kuressaar** (exInverawe-35) ssLth.No.3-12,33 1Dk(Stl)	2189 2009 1312	✠100A1 6,37 ~~5,36~~ BS~~5,36~~ ✠LMC12,33 3,37	Tln Rot	s	CL ~~12,33~~ N6,37	1914 5mo	Mackay Bros. Alloa Lloyd'sA&CP	A/S Merilaid&Co. CellDBa83'uE20'f116'418t FPT90tAPT25t	285·0 P24'B72'F32'	42·6	20·2 FK	Tallinn Estonian 4BHCem	T.3Cy.21",35"&57"-36" (s) 180lb 100lb 230NHP 2SB,6pf,GS107,HS3800 Earle'sCo.Ld.Hull	22 ″ 6 s 3 ″ 1½ 19 ″ 7	
28303 33997 JCNC	**Kuretake Maru** (exBenicia) ssKob.No.3-2,37 2Dks(Stl)	5175 4822 3246	✠100A1 4,38 ~~2,37~~ ✠LMC~~2,37~~ 4,38	Kob	y	CL 2,37	1925 5mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	TatsuumaKisen K.K. Intermediate'tween dk BH in after hold dispensed with CellDB348'1072tDTa30'860tAPT102t	404·9 P38'B119'F39'	53·0	27·6 FK	Tarumi Japanese ptCem 5BHto U dk 1 ,, ,, 2nd ,, only	T.3Cy.$27\frac{5}{16}$",44"&73"-48"(s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, s'il n'est dans le L.R. Durée Cert. Refrig.
28304 OHHG	**Kurikka** (exNewaster-33, exWarHamlet) 1Dk	3106 2866 1786					1918	Irvine'sSB &D.D.Co.Ld. W Hartlepool	VaasanLaivaO/Y	331·1 P33'B98'F29'	46·8	23·2	Wasa Finnish WB	T.3Cy.25",41"&68"-45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
28305	**Kurisches Haff** TwinSc OilEng. CruiserStern 1Dk	385					1928	Schiffsw. Memel,Linde- nau&Cia Memel	MemelerDampfs. Ges.m.b.H.	152·5 B98'F10'	23·3		Memel Lithuanian	Oil Engines 2S.C.SA 12Cy.11¾"-15¾" 290NHP Gebr.SulzerA.G. Winterthur		G
28306 DHON	**Kurland** 1Dk	1349 1157 770					1919	V.dGiessen &Zonen Krimpen	Reed A.G. "Phönix" (Robert Bornhofen, Mgr.)	239·1 P23'B62'F25'	36·0	16·5	Hamburg German WB	T.3Cy.17½",29"&46"-36" 127NHP Pannevis&Zoon,Utrecht		G
28307 DHOO	**Kurmark** Fitted for oil fuel Sub.Sig D.F. 2Dks	7021 5931 3535					1930	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 B&F422' UpperF45'	61·1	27·0	Hamburg German WB	4SRgearedSteamTurbines Emade27 refitted30 Blohm&Voss,Hamburg		G
28308 32627 JOMN	**Kurogane Maru** Mchy.Aft 1Dk	988 679 570					1926	OsakaIron Works,Ld. Osaka	IkedaShojiK.K.	209·9 P29'Q35'B40'F19' WB	30·0	17·5	Nishino- miya Japanese	T.3Cy.12½",21"&35"-24" 60NHP OsakaIronWrks.Ld.Osaka		
28309 230 JYKA	**Kurohime Maru** (exBogstad) ssKob.No.3-12,32 2Dks(Stl) Fitted for oil fuel	4697 4295 2894	✠ … 10,36 ✠	Yka	y		1920 8mo	Lithgows, Ld. PortGlasgow	KurohimeKisen GoshiKaisha (ItayaShosenK.K. Mgrs.)	384·8 P39'B230'F45' FK CellDB331'994t	52·0	26·7	Dairen Japanese 7BHCem APT20t	T.3Cy.27",45"&74"-51" 543NHP 3SB,9cf,GS186,HS8007 Rankin&BlackmoreLdGrk	29 ″ 3	C †
28310 22278 JASB	**Kurokamisan Maru** (exSenyo Maru) Wireless	1242 1043 687					1918	....	Tsurumaru Hirotaro	228·0	33·0	18·7	Hashidate Japanese			
28311 UNZV	**Kursk** Ⓟ Ref.Mchy. 2Dks	5801 5173 3655			…		1911	Swan,Hun- ter&Wigham Richardson. Ld.Newcastle	U.S.S.R.	407·4 P40'B137'F46' FK	51·1	29·9	Odessa Russian WB	T.3Cy.27",45"&75"-51" 509NHP WllsndSlpwy.Co.Ld.Nwc.	32 ″ 7	
28312 DHOP	**Kurt Hartwig Siemers** (exGraafLodewijk) 2TwinMst Mchy.Aft ssKel.No.3-4,31 Well deck ssHam.No.1-35 1Dk(Stl) Cargo battens not fitted	1129 866 648	✠100A1 2,33 ~~2,37~~ ✠NB8,22 MS2,35	Ham ✠LMC BS4,~~37~~ 2,38	n	CL 11,36	1918 1mo	Wilton's E&SlpwyCo. Rotterdam A&CP	G.J.H.Siemers& Co. CellDBu	230·2 Q131'B13'F24' FK B23'f152'389t FPT	34·0	13·2	Hamburg German 4BHCem 88tAPT48t	T.3Cy.15½",25½"&41"-36" 180lb 100lb (s) 120NHP 1SB,3cf,GS67,HS1991 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0	
28313 TCAR	**Kurtulus** Ⓟ (exBülent-36, Iron exTesvikiye,ex ssLiv.No.3-10,96 Tcchvikie,exMihail ssHpl.No.2-04 Archangel,exCephalonia,ex 2Dks(1Irn) BratiaParamonovi,exRazetoB., exEuripides)	1742 1489 994	✠ 3,10				1883 5mo	Caird Purdie&Co. Barrow	MustafaTaviloglu ve Kardesleri KolektifSirketi	250·7 P37'B53'F37' FK FPT32tMT24'208t	35·1	21·8	Istanbul Turkish 4BHCem DTa34'283t	C.2Cy.31"&60"-42" 195NHP W.Kemp,Glasgow	23 ″ 3	
28314 139178 VJLY	**Kurumba** TwinSc ssSyd.No.3-6,29 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing CarryingPetroleum in bulk Fitted for oil fuel	3976 3479 2262	✠ … 9,36 ✠	Syd	w		1917 1mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Commonwealth ofAustralia (NavyDept.) CellDBuE&B&	366·0 P119'B39'F87' FK bunkers83'138tDT	45·6	28·0	SydnyNSW British 16BHptCem (13 to U dk 3 ,, 2nd,,) a17'73tDTf	T.6Cy.17½",28"&46"-33" 336NHP 2SB,6cf,GS123,HS4938 FD WllsndSlpwy.Co.LdNwc. 48'451tFPT134tAPT134t	28 ″ 1	
28315 DHOQ	**Kurzesee** (exEdithSchröder, exDamsterdiep) Mchy.Aft	734 536 333					1919	NVv/dKuy &v/dRees Schiedam	W.Schuchmann	180·8 Q105'B11'F20'	28·1	12·6	Brmrhavn German WB	T.3Cy.15",24"&40"-24" N.V.v/d.Kuy&v/d. 78NHP Ree'sMchfb &Schps.Rot.		G
28316 UOIQ	**Kusnets Lesov** (exSeveroles) OilEng. 1Dk	3974 3524 2256					1933	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
28317 ESBD	**Kustas** (exBjarmja,exGreyfriars) Now "Baltonia," see No. 37418 ~~in Supplement~~ ssMsl.2ndNo.3-6,20 ssAnt.No.1-25 Well deck 1Dk(Stl)&Web frames	1364 1063 788	✠ 11,28 ✠NB4,11 ✠	Msl	n		1894 8mo	Hall, Russell&Co. Aberdeen	G.Roosvee	240·0 Q84'B104'F29' FK CellDBa69' f95'	34·2	14·6	Tallinn Estonian 4BHCem 235tAPT70t	T.3Cy.17$\frac{5}{16}$",27"&45"-36" 159NHP 2SB,4cf,GS74,HS2412 Hall,Russell&Co.Aberdeen	15 ″ 5	
28318 105741	**Kut-Wo** TwinSc ssShi.No.3-7,37 1Dk&2Shade dks	2665 1921 1924	A1 7,37 ForServiceontheYangtzeRiver	Shi LMC7,37		OG 6,37	1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0	43·0	11·7	HongKong British	T.6Cy.14",23"&37"-30" 2SB 160lb FD ~~160NHP~~ Lon.&Gls.Co.(Lim.),Gls.		
28319 TCCD	**Kutlu** (exArmathia,exKassos, Iron exSymeon, ssCpl.2ndNo.3-10,05 exSophia, ssCpl.No.1-10 exBakouriani,exAyrshire) 1Dk(Irn) Well deck	794 628 450	✠ 3,16	Pir	k		1882 8mo	PearceBros Dundee	DedeZadeMehmet Sirri	200·6 Q93'B20'F25' BK7½" DBa44'86tFPT57t	29·2	13·4	Istanbul Turkish 4BHCem APT22t	C.2Cy.23"&45"-30" 89NHP PearceBros.Dundee		
28320 146223 VPDN	**Kutsang** Ⓟ ssHKg.No.1-38 ssH.Kg.No.3-3,34 D.F. 2Dks(Stl-U teak s)	~~5847~~ ~~4926~~ ~~3643~~ 5869 4926 3652	✠100A1 3,38 ~~3,37~~ [illegible] Fitted for oil fuel 1,22 F.P. above 150° F.	Kob HKg ✠LMC 2,38	a†	CL ~~5,36~~ 3,38	1922 1mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Indo-ChinaSteam Nav.Co.Ld. CellDB356'1071t	418·2 P48'B254'F47' FK&BK1½" DTa27'824tFPT109tAPT71t	54·3	28·5	HongKong British 8BHptCem	Q4Cy.26",37½",54"&78"-54" 220lb (s) 707NHP 4SB,12cf,GS251,HS10340FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 2½ 26 ″ 2	
28321 OFAA	**Kuurtanes** (exDirphys-36, exIoannisCarras, ssNap.2ndNo.3-7,33 exDirphys) 1Dk(ptIrn&ptStl) &deep framing	3510 — 1822	✠ ~~[illegible]~~ 9,37 ~~✠LMC~~ ~~MS2,35~~	Rot ~~BS2,35 2,34~~	u	CL 7,34	1906 11mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	~~VaasanLaivaO/Y~~ KuurtanesO/Y (PaulEriksson) CellDBa114'uE&	331·0 P26'B176'F33' FK B40'f140'905tFPT	47·5	20·1	Wasa Finnish 5BHCem 85tAPT74t	T.3Cy.24",38"&64"-42" (s) 180lb 294NHP 2SB,6cf,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 ~~2 ″ 8½~~ ~~23 ″ 6~~	
28322 UPIZ	**Kuzbass** (exDavidDawson-35, exCrandon-33,exHavenside,exGardenia) 1Dk	3109 2873 1899					1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	331·2 P30'B94'F34'	48·0	22·2	Leningrad Russian WB	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.CoLdNwc		
28323	**Kuznetskstroj** D.F. E.S.D. 1Dk CruiserStern	2980					1936	Akt.Bur- meistr&Wain Copenhagen	U.S.S.R.	325·2 P34'B97'F40'	48·1	21·3	Leningrad Russian WB	T.3Cy.22$\frac{7}{16}$",36$\frac{7}{16}$"&61"-39" 232NHP HelsingörsJernsk.&Mskb.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28324 LDJZ	**Kvernaas** (*ex*Ferro,*ex*Eidshorn, *ex*IngridBrodin) 1*Dk*	1819 1621 1084					1918	Fredrkstad Mek.Værks. Fredrikstad	MörlandsRederi A/S(ArntJ. Mörland,*Mgr.*)	265·0 P53*t*H79*t*	42·1	17·9	Arendal Norwegian *WB*	T.3Cy.18½″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
* 28325 161140 WQCP	**Kvichak** TwinSc *OilEng.* *ss*S.Fo.2ndNo.3-4,26 Wireless *ss*S.Fo.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)	1064 964 611	✠100A1 3,37 ✠LMC OS3,34 ✠NE3,30 ✠LMC(M)4,36	SFo	*m*	P3,37 S4,36	1900 10mo	Wolff& ZwickerI.W. Portland,Or. *WB=Cell*	AlaskaPackers' Association *DBuE&B*50′*f*88′1	200·0 B63′F32′ FK 66*tFPT*39*tAPT*35*t*	35·2	16·2	S.Frncisco Utd.States 3*BHptAsp ptCem*	Oil Engines 4S.C.SA 16Cy.13″–16″ 264NHP AtlasImperialDieselEng. Co.Oakland,Cal.	18 ″ 0 s1 ″ 9 16 ″ 5	
28326 139569 VPDL	**Kwai Sang** *ss*H.Kg.No.3-6,29 *ss*H.Kg.No.2-37 ~~*ss*Shi.No.1-32~~ 2*Dks*(*Stl–U* teaks)	2320 2126 1435	✠100A1 6,37 ~~8,35~~ ~~DS11,36~~ ✠LMC~~8,35~~ 6,37	~~Hkg~~ HKg	*s*	CL ~~8,35~~ 6,37	1917 5mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP*	Indo-China Steam Nav.Co.Ld. *CellDB* *a*86′*uE*22′*f*110′21	290·6 301·7(O.L.) B70′F38′ FK 4*tDTa*24′ 400*tFPT*	42·1	22·7	HongKong British 5*BHCem* 60*tAPT*26*t*	T.3Cy.21″,34″&56″–42″ (*s*) 180lb *100lb* 256NHP 2SB,*6cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s 3 ″ 11 21 ″ 6	
28327 161061 MPDZ	**Kwaibo** TwinSc *OilEng.* 1*Dk*	396 309 223					1928	J.Crichton &Co.Ld. Saltney	ElderDempster Lines,Ld.	157·5 P19′B42′F22′	26·1	9·3	Liverpool British *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{3}{8}$″–12$\frac{13}{16}$″ 197NHP J&CGbolinder'sCoLdSkm		
28328 22182 JFKI	**Kwaiun Maru 1.** Wood 1*Dk*	1056 946 608					1918	Kusumi Iwakichi Osaka	Government of Japan(Dept.of Railways)	205·0	34·8	19·3	Tokio Japanese	T.3Cy.14½″,23½″&40½″–30″ 90NHP MaritaTekkosho,Osaka		
28329 30387 JOEH	**Kwajo Maru** 1*Dk*	383 295 196					1925	Ohara Matsunosuke Osaka	SetsuyoShosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.		
28330 1759	**Kwan Ho** Ⓟ (*ex*Mataram-35) *ss*Kob.2ndNo.3-8,35 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt*ws)	3344 1938	✠100A1 *Spar dk* 11,37 ~~10,36~~ BS11,37 ~~[illegible]~~ ✠LMC8,35	Kob	*v*	CL 8,35	1909 9mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *'sA&CP*	V. K. Song *Cell DBa*88′*u*	331·2 P29′B128′F44′ FK *E*18′*f*160′593*tFPT*	43·2	22·4	Tsingtao Chinese 5*BHptCem* 79*tAPT*29*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 397NHP 2SB,*8cf*,GS150,HS6000 FD ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9 s 3 ″ 6¾ 21 ″ 3½	
28331 XNBC	**Kwang Lee** Sub.Sig. 2*Dks*&*Spar dk*	2300 — 1504					1883	W.B. Thompson Glasgow	ChinaMerchants' Stm.Nav.Co.	280·0 B76′H191*t*F30′	40·0	25·4	Shanghai Chinese *WB*	T.3Cy.20″,35″&60″–48″ *Tpd.*04 NB04 249NHP W.B.Thompson,Dundee		
Stranded 9,37 28332 151428 GKQN	**Kwangchow** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	310·3 P&B188′F42′	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28333 XNBK	**Kwanglee** (*ex*Korigo,*ex*Knivsberg) Wireless 1*Dk*	1092 — 646					1897	Howaldts-werke Kiel	Ching-KeeS.N.Co. Ld.	230·0 P27′B66′F28′	33·1	12·7	Chefoo Chinese *WB*	T.3Cy.17″,27½″&43¼″–24¾″ 93NHP Howaldtswerke,Kiel		
28334 151431 GKQP	**Kwangtung** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	310·3 P&B190′F43′	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
* 28335 36399 JJOC	**Kwansai Maru** TwinSc *OilEng.* *ss*Yka.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)3rd *dk*(*Stl*) GyC. *except in after hold* *Cruiser Stern* Now "Kansai Maru," see No. 38893 in Supplement	8614 7971 5204	✠100A1 *withfreeboard* 11,36 DBS11,36 ✠LMC12,34 ✠Lloyd'sRMC~~11,36~~ 4,37	Kob	*d*†	CL 12,35	1930 12mo *Lloyd*	Yokohama DockCo.Ld. Yokohama *'sA&CP*	HaradaKisenK.K. *CellDB*318′1317*t* *tunnels*650*tD*	461·7 F36′ FK *Tanks in way of Ts a*44′ 1017*t FPT*	61·5	39·7	Fuchu Japanese 8*BH* 1 „ *to 3rd dk* 88*tAPT*86*t*	Oil Engines 2S.C.DA 12Cy.23⅝″–35$\frac{7}{16}$″ 2350NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	39 ″ 9 s12 ″ 0¼ 28 ″ 1¾	
			Fitted for carrying oil			12,30	*F.P.*	*above* 150° F.	*in deep tanks*							
28336 36105 JJKC	**Kwanto Maru** TwinSc *OilEng.* *ss*Yka.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)3rd*dk*(*Stl*) GyC. *except in after hold* *Cruiser Stern* Now "Kanto Maru," see No. 38894 in Supplement	8607 7971 5188	✠100A1 *withfreeboard* ~~10,36~~10,37 DBS10,37 ~~DBS10,36~~ ✠LMC10,34 ✠LMC(M)10,35 ✠Lloyd'sRMC~~[illegible]~~10,37	Kob	*d*†	CL 10,35	1930 9mo *Lloyd*	Yokohama DockCo.Ld Yokohama *'sA&CP*	HaradaKisenK.K. *CellDB*318′1317*t* *tunnels*650*tD*	461·7 F36′ FK *Tanks in way of Ts a* 44′ 1017*t FPT*	61·5	39·7	Fuchu Japanese 8*BH* 1 „ *to 3rd dk* 88*tAPT*86*t*	Oil Engines 2S.C.DA 12Cy.23⅝″–35$\frac{7}{16}$″ 2350NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	39 ″ 9 s12 ″ 0¼ 28 ″ 1¾	
			Fitted for carrying oil			9,30	*F.P.*	*above* 150° F. *in*	*deep tanks*							
28337 22296 JBFC	**—** Ⓟ Wireless 1*Dk*	1547 1316 879					1918	Yokohama DockCo.Ld. Yokohama	SettsuShosenK.K. (OsakaShosen K.K.*Mgrs.*)	240·0 P29′B58′F30′	33·5	22·5	Fuchu Japanese *WB*	T.3Cy.15½″,25½″&42″–30″ 97NHP YokohamaDockCo.Ld.		
* 28338 29329 JSOA	**Kwayo Maru** *ss*Kob.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	4368 3677 2744	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~8,36~~ ✠LMC~~8,36~~ 10,37	Osa Kob	*w*	CL 8,36	1923 12mo *Lloyd*	OsakaIron Works,Ld. Innoshima *'sA&CP* *CellDB*294′	KyoritsuKisen K.K. 1118*t DTa*32′ 690*t*	345·0 P30′B99′F34′*on* FK *Shelter dk Collision* *FPT*115*tAPT*29*t*	49·8	28·1	Kobe Japanese *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.24″,41″&67″–48″ (*s*) 180lb 390NHP 2SB,*6cf*,GS126,HS5400 FD OsakaIrn.Wks.Innoshima	28 ″ 0¼ s 4 ″ 7¾ 23 ″ 9	
28339	**Kwei Lee** TwinSc 3*Dks*	1293 — 879					1893	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	249·0	39·0	9·5	Shanghai Chinese *WB*	T.6Cy.13″,19″&32″–21″ 94NHP D.Rowan&Son,Glasgow		
28340 145216 GKQM	**Kweiyang** Ⓟ *Fitted for oil fuel*	2644 2225 1580					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	310·3 F43′	44·2	20·9	London British	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
28341	**Kwen Lee** (*ex*Carrier-35, *ex*CanadianCarrier-34,*ex*Champlain-32, *ex*CanadianCarrier) 2*Dks*	3107 — 1896					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	ChingKeeS.N. Co.Ld.	320·3 P41′B97′F34′	44·1	22·6	Chefoo Chinese *WB*	T.3Cy.23″,38″&63″–42″ 182NHP PortArthurS.B.Co.		N
28342 10387 JIHF	**Kwonan Maru** 1*Dk*&*Spar dk*	1333 1151 768					1902	……………….	KwonanKisenK.K. (HinodeKisen Kaisha,*Mgrs.*)	230·2 P31′B56′F29′	34·5	19·1	Tokio Japanese *WB*	T.3Cy.18″,30″&48″–33″ 132NHP		
28343 ~~152106~~ 152106	**Kwong Fook Cheung** Ⓟ 1*Dk*&*Shade dk*	881 367 538					1923	Kwong FookCheong HongKong	~~ChungHinS.S.Co. Ld.~~ ~~MingTakS.S. Co.~~ MingSang S.S.Co.Ld.	169·2	28·2	10·0	HongKong British *WB*	C.2Cy.15½″&31″–23″ 40RHP KwongFookCheong,H.Kg		

1 Numero d'Ordre Numero Officiel Signaux	2 · 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dans le Cert. Ref. Trade.
28344	**Kwong Foon** TwinSc *OilEng.* 2*Dks*	611 446 487					1922	Kwong FookCheong HongKong	LeungMingHing	154·4|26·1| 7·3	Canton Chinese	Oil Engines 2S.C.SA 8Cy.14⅝″-16″ 301NHP DensilMot.WksLdDenmrk		
28345 109869	**Kwong Sai** Ⓟ TwinSc (*ex*KwongChow) 2*Dks*&*Shade dk*	1309 1036 817					1902	W.S.Bailey &Co. HongKong	ShiuOnS.S.Co.Ld.	192·0|35·0|11·3	HongKong British	C.4Cy.14″&30″-22″ NB24 97RHP Ross&Duncan,Glasgow		
28346 116032	**Kwong Tung** Ⓟ TwinSc 2*Dks*	1218 477 757					1904	W.S.Bailey &Co. HongKong	YuenOnS.S.Co.Ld.	192·0|35·0|11·3	HongKong British	C.4Cy.13½″&32″-22″ NB22 98RHP Ross&Duncan,Glasgow		
28347	**Kwong Ying** TwinSc 2*Dks*	685 472 424					1914	Kwong FookCheong HongKong	LeungChiSing	150·7|28·0| 7·7	Canton Chinese	C.4Cy.13″&26″-16″ 23NHP KwongFookCheong,HKg.		
28348 146271 MKXD	**Kyanite** *ss*Gls.No.3-10,34 *Well deck* *Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	643 445 260	✠100A1 ~~9,36~~10,37 BS~~3,36~~ ✠LMC10,34 10,37	Irv	*i*	CL ~~10,34~~ 9,37	1922 1mo	Yarrow& Co.Ld. Glasgow *Lloyd*'*sA&CP*	Wm.Robertson	175·3|28·1|11·2 Q96′B11′F31′ BK7¼″ *CellDBf*103′153*tFPT*39*tAPT*3*t*	Glasgow British 3*BHCem*	T.3Cy.15″,25½″&41″-30″(*s*) 180lb 120NHP 2SB,4*cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 s 4 ″ 5½ 13 ″ 8	
28349 DOSB	**Kybfels** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7764 7040 4785					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6|61·3|31·1 P64′B207′F66′	Bremen German *WB*	2OilEngines 2S.C.DA each 6Cy.20⅞″-29¼⅝″ SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
28350 140159 VJFN	**Kybra** Ⓟ *OilEng.* *ss*Fre.No 2-34 *Mchy.Aft* Wireless 1*Dk*(*Stl*) *CruiserStern*	858 549 440	✠100A1 *withfreeboard* 11,36 ✠LMC OS6,34 ~~11,36~~11,35 5,37	Adl	*m*	CL 11,36	1926 4mo	Coaster Const.Co.Ld. Montrose *Lloyd*'*sA&CP*	Government of WesternAustralia *CellDB*146′250*t*	204·2|31·1|12·0 P&B135′F42′ FK *MT*12′115*tFPT*58*t*	Fremantle British 6*BHptCem* *APT*25*t*	Oil Engines 2S.C.SA 6Cy.15″-26″ 233NHP SulzerBros.Winterthur	14 ″ 8 s 2 ″ 11 11 ″ 10	
28351 133532 VOLR	**Kyle** *ss*NFL.No.3-5,37 ~~*ss*NFL.No.3-2,26~~ Wireless ~~*ss*NFL.No.2-34~~ 2*Dks*(*Stl-Uws*)	1055 860 548	✠100A1 5,37 ~~6,26~~ ~~BS4,36~~ ✠LMC~~5,31~~ ✠NB5,37 5,37	NFl.	*n*	CL 5,35	1913 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	Government of Newfoundland (Newfoundland Railway—Steamship Dept.) *WB*=*CellDBa*45′	220·0|32·3|18·3 F32′ FK *uE*17′*f*89′125*tFPT*	SJhnsNFL British 5*BHCem* 11*tAPT*10*t*	T.3Cy.18⅛″.30⅛″&50″-36″ 180lb (*s*) FD 266NHP 2SB,6*cf*,GS111,HS4422 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 6 s 3 ″ 2½ 17 ″ 8	
28352 113369 MNKD	**Kyle Bute** (*ex*Elvington-34, 3Mst *ex*Astra,*ex*Suffolk *ss*Bkn.3rdNo.3-8,35 Coast,*ex*Thoughtful, *ex*Faithful) 1*Dk*(*Stl*)&*deep framing* *Well deck* *Mchy.Aft*	795 590 346	✠100A1 3,38 ~~8,35~~ BS~~8,36~~ ✠LMC8,35 8,37	Bkn	*l*	CL ~~7,35~~ 2,38	1900 6mo	Dundee Shipbuilders CoLd.Dundee A&CP	KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)	198·0|30·2|13·1 Q97′B12′F23′ FK *CellDBf*123′181*t*	Liverpool British 3*BHCem* *FPT*62*t*	T.3Cy.16½″,27¾″&45″-30″ 180lb (*s*) 123NHP 1SB,3*cf*,GS56,HS1900 Cooper&Greig,Dundee	15 ″ 4 s 1 ″ 0 14 ″ 5½	
28353 142275 MJRY	**Kyle Castle** (*ex*Ardglass-35) *ss*P.Gl.No.3-12,31 *ss*Liv.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted*	845 592 424	✠100A1 2,38 ~~3,35~~ ✠LMC MS3,35 BS~~2,36~~ 9,37	Bkn	*l*	CL ~~2,35~~ 2,38	1919 10mo	J.Fuller- ton&Co. Paisley *Lloyd*'*sA&CP*	WaltonS.S.Co.Ld. (F.L.Dawson&Co Ld.*Mgrs.*) Cell	200·6|30·1|12·9 Q111′F26′ FK *DBf*121′220*t FPT*	Liverpool British 3*BHptCem* 60*tAPT*49*t*	T.3Cy.16″,26″&42″-27″ (*s*) 180lb 90RHP 1SB,3*cf*,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s 4 ″ 10¾ 14 ″ 3	
28354 99735 MDSG	**Kyle Firth** (*ex*Kyleford, 3Mst *ex*Ouistreham, *ss*Bkn.2ndNo.3-11,30 *ex*Senga) *ss*Bkn.No.1-36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	450 309 178	✠100A1 2,36 BS~~2,37~~ ✠LMC2,36 3,38	Bkn	*g*	CL 1,36	1905 4mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'*sA&CP*	~~KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)~~ WaltonS.S.Co.Ld. (F.L.Dawson&Co, Ld.*Mgrs.*)	155·1|25·6|11·2 Q86′B10′F23′ BK7″ *FPT*	Glasgow British 3*BHCem* 48*tAPT*2*t*	C.2Cy.18″&40″-27″ (*s*) 130lb 64RHP 1SB,3*pf*,GS48,HS1540 RenfrewBros.&Co.Irvine	12 ″ 3 s 4 ″ 1½ 12 ″ 6	
28355 128485 MCWV	**Kyle Prince** (*ex*Ita-34, *ex*Rosaleen) *ss*Dub.2ndNo.3-3,33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *ss*Bkn.No.1-37	409 298 163	✠100A1 6,37 ~~4,35~~ BS~~10,36~~ ✠LMC~~6,33~~ 9,37 MS6,37	Bkn	*g*	~~4,35~~ 6,37	1908 10mo	Dublin Dockyard Co. Dublin *Lloyd*'*sA&CP*	~~KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)~~ WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*)	155·0|23·9| 9·9 *25·3* 162·0(O.L.) Q86′B9′F22′ BK7″ *DBf*81′75*tFPT*	Liverpool British 3*BHCem* 25*tAPT*1*t*	C.2Cy.19″&38″-27″ (*s*) 130lb 87RHP 1SB,3*pf*,GS53,HS1657 Ross&Duncan,Glasgow	12 ″ 0 s 3 ″ 8 12 ″ 4½	
28356 135527 MFBT	**Kyle Queen** 3Mst (*ex*CornishCoast-35, *ss*Cff.No.3-4,26 *ex*Volana) *ss*Bkn.No.2-35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	616 421 256	✠100A1 12,37 ~~11,35~~ ✠LMC MS10,34 BS~~11,35~~12,37	Bkn	*i*	CL ~~10,34~~ 12,37	1913 11mo	R.William- son&Son Workington *Lloyd*'*sA&CP*	WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*)	175·0|27·1|11·1 Q103′B9′F22′ BK7″ *CellDBf*101′120*t*	Liverpool British 3*BHCem* *FPT*53*t*	T.3Cy.14″,24″&40″-27″ (*s*) 180lb 80RHP 1SB,3*cf*,GS56,HS1956 Ross&Duncan,Glasgow	13 ″ 4 s 4 ″ 7 13 ″ 5	
28357 145556 MKVW	**Kyle Rhea** (*ex*TodHead-35) *ss*Grk.No.2-38 *ss*Gmh.No.3-7,30 *Mchy.Aft* ~~*ss*P.Gl.No.1-34~~ *Well deck* 1*Dk*(*Stl*)	323 216 123	✠100A1 2,38 ~~12,36~~ ✠LMC3,38 ~~MS2,34~~ ~~BS12,36~~	Grk	*d*	CL 12,36	1921 10mo	J.Cran& SomervilleLd Leith *Lloyd*'*sA&CP*	R.Cameron&Co.	130·2|22·6| 9·6 *24·1* FK Q48′B8′F23 *FPT*33*t*	Glasgow British 3*BHCem* *APT*16*t*	C.2Cy.15″&32″-24″ (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
28358 129519 MPVK	**Kyle Rona** (*ex*LochLeven) *ss*Grk.No.2-37 *ss*Bwg.No.3-11,28 *Mchy.Aft* ~~*ss*P.Gl.No.1-33~~ *Well deck* 1*Dk*(*ptStl*)	307 236 114	✠100A1 ~~3,37~~6,36 3,38 ~~Grk~~ BS~~6,36~~ ✠LMC~~1,33~~ 10,37 MS3,37	PGl	*e*	CL ~~5,33~~	1910 9mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	R.Cameron&Co.	135·2|23·6|10·1 Q45′B9′F24′ BK7″	Glasgow British 3*BHCem* *FPT*32*t*	C.2Cy.17 5⁄16″&36″-24″ (*s*) 135lb 77RHP 1SB,3*pf*,GS50,HS1488 Ross&Duncan,Glasgow	11 ″ 0 s ″ 8½ 10 ″ 11	
28359 145976 MLDZ	**Kyle Skye** (*ex*NancieThomas-35) *ss*P.Gl.No.3-9,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	311 218 116	✠100A1 1,38 ~~12,36~~ BS~~12,36~~ ✠LMC9,35 11,37	Grk	*d*	CL 4,36	1922 9mo	Rennie, Ritchie& Newport S.B.Co.Ld. Glasgow *Lloyd*'*sA&CP*	R.Cameron&Co.	130·3|22·6| 9·8 *23·8* FK Q48′B8′F22′ *FPT*22*t*	Liverpool British 3*BHCem* *APT*19*t*	C.2Cy.15″&32″-24″ (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls	10 ″ 6 s ″ 7½ 10 ″ 0	
28360 131387 MFZJ	**Kylebay** (*ex*HampshireCoast-36) *ss*Bkn.2ndNo.3-11,36 ~~*ss*Liv.No.3-6,28~~ *Well deck* *Mchy.Aft* ~~*ss*Liv.No.1-32~~ 1*Dk*(*Stl*)	787 55[illegible] 378	✠100A1 7,37 ~~4,35~~ ~~BS11,36~~ ✠LMC~~11,32~~ BS12,37 11,36	Liv Bkn	*k*	CL 10,36	1911 9mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd*'*sA&CP*	WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*) Cell	195·0|30·0|11·6 Q109′B13′F33′ FK *DBf*117′158*t FPT*	Liverpool British 3*BHCem* 39*tAPT*24*t*	T.3Cy.16″,27″&44″-30″ (*s*) 180lb 136NHP 2SB,4*cf*,GS72,HS2374 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10 s 4 ″ 0½ 13 ″ 5½	
28361 152256 EIFJ	**Kyleclare** *ss*Bkn.No.1-36 1*Dk*(*Stl*)	700 568 261	✠100A1 ~~5,37~~ ~~11,35~~8,37 ~~BS11,36~~ ✠LMC~~5,32~~ 11,36	Liv	*m*	CL ~~10,36~~ 8,37	1932 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	LimerickS.S.Co. Ld. *CellDBa*&*uE* 54′*f*82′18	211·7|32·7|12·6 220·7(O.L.) P35′B82′F65′ BK6″ 3*tFPT*57*tAPT*34*t*	Limerick British 4*BHptCem* *ptAsp*	T.3Cy.17″,28″&46″-33″ (*r*) 185lb 173NHP 2SB,6*cf*,GS99,HS3211 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 11¼ 12 ″ 11¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28362 137457 MFWT	*Now "Melito," see No. 39167 in Supplement* **Kyleglen** (*ex*WelshCoast-36, *ex*Macroom, *ss*Bkn.No.3-11,27 *ex*WelshCoast) *ss*Liv.No.1-31 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	1070 811 545	✠100A1 12,34 ✠LMC MS9,31 BS12,36	Liv	*m*	CL 2,36	1915 6mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *Cell*	212·4 Q116'B15'F34' FK *DBf*112'222*tFPT*	34·1	13·2	Liverpool British 3*BHCem* 47*tAPT*15*t*	T.3Cy.18",29½"&48½"-33" 180lb (*s*) 174NHP 2SB.6*pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s4 ″ 8¾ 14 ″ 11¼	
28363 135551 MFBZ	**Kylegorm** (*ex*Broadgreen-34, 3Mst *ex*MadameBrooke, *ss*Shl.No.3-12,26 *ex*Broadgreen) *ss*Bkn.No.2-36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	622 414 264	✠100A1 3,36 ✠LMC3,36 BS5,37	Bkn	*i*	CL 3,36	1914 2mo *Lloyd*	J.Fuller-ton&Co. Paisley *sA&CP*	WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*) *CellD*	175·2 Q96'B9'F32' BK6" *Bf*95'137*t FPT*51*t*	28·1	10·4	Liverpool British 3*BHCem* *APT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 1	
28364 106076	**Kylemore** Ⓟ (*ex*Vulcan, PadSp *ex*Britannia) 1*Dk*	319 261 126					1897	Russell& Co. Pt.Glasgow	Williamson-Buchanan Steamers(1936)Ld	200·5	24·1	7·7	Glasgow British	O.D.2Cy.23½"&47"-51" 93RHP Rankin&Blackmore,Grk.		BT till 2,38
28365 122956 MCNJ	**Kylemount** (*ex*Northdale-34, 3Mst *ex*Carterside, *ss*Bkn.2ndNo.3-8,31 *ex*Argus) *ss*Bkn.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	704 499 313	✠100A1 7,36 ✠LMC7,36 BS7,37	Bkn	*j*	CL 9,35	1906 8mo *Lloyd*	J.Fuller-ton&Co. Paisley '*sA&CP*	WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*) *Cell*	185·0 Q94'B9'F27' FK *DBf*106'177*t FPT*	30·1	11·6	Liverpool British 3*BHCem* 61*tAPT*4*t*	T.3Cy.16",26"&44"-33" (*s*) 170lb NDB21 96RHP 1SB,3*pf*,GS56,HS1781 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 8¾ 13 ″ 5	
28366 161548 GLKQ	**Kyloe** *ss*Shl.No.1-35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2820 2378 1695	✠100A1 11,37 ~~12,36~~ ~~BS9,36~~ 11,37 ✠LMC10,35	Shl	*t*	CL 10,35	1930 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs.*) *CellDB*205'681*t*	305·0 P23'B50'F23' *Trunk in wells* FK *DTa*56'255*t FPT*1	45·5	21·3	Newcastle British 6*BHCem* 64*tAPT*100*t*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 1¾ 20 ″ 6¾	
28367 206 SVGV	**Kyma** (*ex*Hesleyside-33) *ss*Shl.No.3-5,25 *ss*Bly.No.2-34 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	*3994* *3755* *2518*	✠100A1 11,35 BS~~11,35~~ 5,37 ✠LMC6,34	Mch	*w*	CL ~~6,34~~ N9,37	1912 7mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP* *Int*	M.Sitinas&Co. *ermediateBHinaf*	363·0 376·3(O.L.) P34'B117'F36' FK *ter hold dispensed w* *CellDBa*113'	50·0	25·6	Andros Greek *Cem* *ith*5*BHonly* *uE&B*41' *f*	T.3Cy.25¼",41"&68"-48" (*s*) 180lb 365NHP 3SB,9*cf*,GS151,HS5874 N.E.Marine Eng.Co.Ld.Sld 161'1172*tFPT*78*tAPT*100*t*	28 ″ 4 s 5 ″ 0½ 23 ″ 6	
28368 753 SVKY	— (*ex*Rothley-33) *ss*Pir.2ndNo.3-2,34 1*Dk*(*Stl*)	3959 3757 2481	✠100A1 4,37 ✠LMC MS11,33 BS~~8,36~~ 9,37	Pir	*w*	CL 4,37	1911 9mo *Lloyd*	BlythSB.& D.D.Co.Ld. Blyth '*sA&CP*	~~N.G.Livanos~~ A.K.Pezas *CellDBa*115'	352·5 P31'B98'F39' FK *uE&B*40'*f*154'929*t*	50·8	24·9	Piræus Greek 6*BHCem* *APT*155*t*	T.3Cy.35",41"&68"-45" (*s*) 180lb 356NHP 2SB,6*cf*,GS136,HS5756 N.E.MarineEngCoLd Nwc	27 ″ 4 s 4 ″ 9½ 22 ″ 8	
28369 147156 GKNR	**Kyno** *CruiserStern* D.F. 1*Dk*&*Shelter dk*	3950 2549 2442					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson LineLd.	332·8	46·6	20·4	Hull British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sS.B.&E.Co.Ld.Hull		C
28370 28143 JFOE	**Kyodo Maru** (*ex*Gallia) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1084 888 741			...		1914	Gebr.Pot Bolnes	KagitomiShosaku	190·0 P44'F21' FK	33·5	17·0	Niigata Japanese *WB*	Oil Engines 2S.C.SA 8Cy.16½"-18⅞" 384NHP J&CGBolindersCo.LdSkm	18 ″ 0	
28371 11626	**Kyodo Maru No. 11** TwinSc (*ex*YutakaMaru, *ex*KyodoMaruNo.11) 1*Dk*	375 262 170					1909	S.Ono Osaka	AwanokuniKyodo KisenK.K.	145·2	20·3	12·2	Toku-shima Japanese	T.6Cy.10",16¾"&28"-16" 63NHP S.Ono,Osaka		
28372 13885 JSDB	**Kyodo Maru No. 13** (*ex*Bangkok, *ex*Charon) 2*Dks*	1999 1857 1409					1896	Workman, Clark&Co.Ld Belfast	OginunoKaisho K.K.	284·5 B74'F36'	40·0	21·0	Fushiki Japanese *WB*	T.3Cy.19",32"&52"-30" 148NHP Workman,Clark&Co.Ld.		
28373 125 JGJB	**Kyodo Maru No. 16** (*ex*Tyrian) *ss*Mel.2ndNo.3-3,15 1*Dk*(*ptIrn*-ws) Wireless &*Awng dk*3*trB*	1477 1396 917	✠ 6,17 ✠	Kob	*p*		1890 5mo	Day,Sum-mers&Co. Southampton	KyodoKisenGoshi Kaisha	260·3 F37' 23·3 DS08 BK8½" *WB*=*DBa*36'*f*48'	33·1	15·9	Dairen Japanese 5*BHCem* 131*tFPT*43*t*	T.3Cy.21",34"&57"-36" 211NHP 2SB.6*cf*,GS115 Day,Summers&Co.Sou.	24 ″ 4	
28374 11081 JOZE	**Kyodo Maru No. 18** Ⓟ 2*Dks*	794 671 537					1908	Hanta Ryotaro Osaka	AwanokuniKyodo KisenK.K.	180·0	28·0	18·6	Komatsu-shima Japanese	T.3Cy.13",21½"&36"-27" 67NHP HantaRyotaro,Osaka		
28375 30038 JSZE	**Kyodo Maru No. 28** Ⓟ (*ex*Vima, *ex*Zion,*ex*HaimMazza,*ex*Zion,*ex*Haim Mazza,*ex*Minoru) 2*Dks* *CruiserStern*	1506 1328 906			...		1919	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	AwanokuniKyodo KisenK.K.	258·0 FK	34·8	23·7	Amagasaki Japanese *WB*	T.4Cy.20½",33"&(2)37"-30" 207NHP Swan,Hunter&Wigham Richardson,Ld Nwc.	24 ″ 6	
28376 35328 JIDC	**Kyodo Maru No. 36** Ⓟ Wireless 2*Dks*	1500 1192 902					1929	Kawasaki Dkyd.Co.Ld. Kobe	AwanokuniKyodo KisenK.K.	240·0 P46'B55'F32'	36·0	20·0	Amagasaki Japanese *WB*	T.3Cy.13",30"&49"-36" 144NHP KawasakiDockyardCo.Ld.		
28377 239	**Kycjo Maru** 2*Dks*	372 — 212					1913	.... Osaka	ChosenKisenK.K.	130·0	24·2	15·5	Fusan, Korea Japanese			
28378 26830 JHID	**Kyokkoh Maru** (*ex*YpresMaru) *ss*Yka.No 3-1,31 *ss*Yka.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6783 6475 4988	✠100A1 *Shelter dk* *with freeboard* 4,37 ~~1,36~~ *Fitted for oil*	Yka 4,37 ✠LMC~~2,36~~ *fuel* 5	*a*† ,23	CL ~~1,34~~ 4,37 *F.P. a*	1920 10mo *bove* 1	Teikoku S.S.Co. OHarima A&CP 50° F.	YamashitaKisen K.K. *CellDB*366'1153*t*	425·0 FK *Collision* *FPT*153*tAPT*72*t*	53·6	34·9	Kobe Japanese *ptCem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",47"&79"-51" (*s*) 200lb 584NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
28379 39886 JWTI	**Kyokuto Maru** *OilEng.* 1*Dk*&2*nd dk clear of oil tanks* *Mchy Aft* *CruiserStern* *Longitudinal framing in oil tanks*	10052 9038 5821	✠100A1 7,37 ~~11,36~~ ✠LMC12,34 *CarryingPetr*	Kob Yka *oleum*	*f*† *in*	CL ~~11,36~~ N6,37 *bulk*	1934 12mo *Lloyd*	Kawasaki Dykd.Co.Ld. Kobe '*sA&CP*	IinoShojiK.K. *CellDBuE*100' 462*t*	502·3 P162'B37'F36' FK *DTf*50'499*t FPT*	65·0	37·1	Nakamai-zuru Japanese 12*BHptCem* 220*tAPT*98*t*	Oil Engines 2S.C.DA 8Cy.27$\frac{5}{16}$"-47¼" 2115NHP 3DB*178lb* KawasakiDkydCoLdKobe	37 ″ 1	
28380 21788	— WoodAux 3MstSr 1*Dk*	361 — 256					1917	Sakamoto Inosuke, Osaka	GoshiKaisha ChyuyetsuShoko	127·0	27·0	13·6	Higashi-Iwase Japanese	C.2Cy.12⅜"&24½"-14" Tanabe 19NHP Tekkosho,Yokohama		
28381 DHOR	**Kyphissia** Sub.Sig. D.F. 1*Dk*&*Shelter dk*	2964 2681 1739					1923	Schiffs-u. Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B59'F36'	48·2	21·1	Hamburg German *WB*	T.3Cy.23⅜",38$\frac{1}{16}$"&62"-41$\frac{5}{16}$" 216NHP G.SeebeckA.G. Wesermünde-G.		G

Now "Ellinico Yrethro" see No. 38051 in Supplement

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert. Bd. of Trade.
28382 8 SVDA	**Kypros** Ⓟ (*ex*Pilion-33, *ex*Eustratios,*ex*Thraki) Wireless *2Dks*	1499 1261 868			...		1887	A.McMillan&Son Dumbarton	HellenicCoast LinesCo.Ld.	264·0 P26'B74'F59' BK9'	34·0	19·8	Piræus Greek *WB*	T.3Cy.25",38"&62"-42" 235NHP D.Rowan&Son,Glasgow	21 " 0	
28383 847 SZOC	**Kyrapanagia II** (*ex*Clonlee-35) ssLth.2ndNo.3-10,23 ssShl.No.2-32 *Well deck* *1Dk(Irn)&deep framing*	*1012* *790* *396*	✠ — 1,37 ✠	Cff	*n*		1899 1mo	AilsaS.B.Co. Troon	A.G.Chalaris *CellDBa50'u*	224·0 P23'Q52'B53'F26' FK&BK1' *E17'f83'286t FPT*	33·1	15·6	Piræus Greek *4BHCem* *45t APT64t*	T.3Cy.17⅞",27½"&44"-33" NDB19 123NHP 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	16 " 6	
28384 786 SVHY	**Kyriakoula** (*ex*Kamir-34, *ex*SidlawRange) ssRot.No.3-5,30 ssSld.No.1-34 *2Dks(Stl)* *Cargo battens not fitted*	*4340* *4028* *2708*	✠100A1 11,37 ~~12,36~~ BS12,36 ✠LMC10,34	Hul Rot	*x*	CL ~~8,34~~ 11,37	1918 1mo *Lloyd's A&CP*	New Waterway S.B.Co. Schiedam	A.G.&D.G.Lemos &TrampShipping DevelopmentCo. Ld.	370·3 P33'B122'F37' FK *CellDB319'83*	50·2	26·3	Piræus Greek *6BHptCem pt Asp* *3t FPT120t*	T.3Cy.26",42"&70"-48" (s) 180lb 402NHP 3SB,9cf,GS186,HS6660 NewWaterwayS.B.Co. *APT64t* Schiedam	29 " 0 S 5 " 4¼ 23 " 9½	
28385 LEIG	**Kysten** Ⓟ *2Dks*	300 278 169					1909	Trndhjms Mek.Værks. Trondheim	NamsosDampskibs Selsk.	126·0 H13t	21·0	15·4	Namsos Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP TrondhjemsMek.Værks.		
28386 DOFC	**Kythera** (*ex*Alimnia-36,*ex*Ostsee, *ex*Themisto) *1Dk&Spar dk&deep framing*	3727 3393 2338			...		1901	C.S.Swan&Hunter,Ld. Newcastle	AtlasLevante-LinieA.G. ~~(DeutscheLevante-Linie G.m.b.H.Mgrs.)~~	348·8 P28'B92'F39' 26·1 FK	45·2	17·9	Bremen German *WB*	T.3Cy.24",40"&66"-45" NB21 NDB21 321NHP Blair&Co.Ld.Stockton	28 " 10	G †
28387 760 SZKN	— (*ex*Reinunga-34) *ex*Grove,*ex*Aurora) *1Dk2trB*	1070 970 649			...		1902	Fevigs Jernskibsbyg Fevig	P.Th.Katrakis	225·1 P31'B59'F25' FK	34·2	17·1	Piræus Greek *WB*	T.3Cy.16½",27"&44"-30" Richardsons, 117NHP Westgarth&Co.Ld.Mdb.	18 " 3	G †
28388 41506 JPJK	**Kyushu Maru** *Mchy.Aft* *CruiserStern* *1Dk*	633 — 344					1936	Amagasaki ZosenSho Osaka	Amagasaki KisenBuGomei Kaisha	170·0	28·0	15·5	Osaka Japanese	O 2Cy.17¼"-35½"-27" 55NHP		

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28389 LCSC	**L. A. Christensen** *OilEng.* *Cruiser Stern* 2*Dks*	4362 3920 2516					1925	Deutsche WerftA.G. Hamburg	A/SUlabrand (HjalmarRöed&Co.*Mgrs.*)	382·7|53·4|25·4 P112tH303tF24t	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-47¼" 492NHP AlgemeineElec.Ges.Berlin		N
28390 226374 KGFE	**L. E. Block** ssClv.No.1-34 *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing at bottom&at deck* D.F. GyC. *Cargo battens not fitted*	9093 8608 7164	✠100A1 *For Service on the Great Lakes* 12,35 ~~BS12,36~~ ✠LMC3,34 3,38	Cgo			1927 3mo *Lloyd's A&CP*	American S.B.Co. Lorain,O.	InlandSteelCo. (Hutchinson&Co.*Mgrs.*) *CellDBuE&B57' 221t sidetanks in way of holds487'7659t*	604·2|64·2|28·6 F58' FK	Chicago Utd.States 3*BH*	T.3Cy.25½",41"&67"-42" (*r*) 185lb 497NHP 3SB,6*cf*,GS149,HS8078 FD AmericanS.B.Co.Lorain,O. *FPT*478t*APT*121t	33 ″ 0 s10 ″ 11 22 ″ 4½	
※28391 216986 WOCU	**L. J. Drake** ssN.Yk.No.3-9,30 ssMob.No.1-34 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6693 6089 4796	✠100A1 ~~6,37~~ ~~1,37~~ 2,38 ✠NE6,22 ✠LMC MS6,34 ~~BS6,36~~6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,18 *F.P. above* 150° F.	Gal ~~N.Yk~~	*a*†	CL ~~N1,37~~ 2,38	1918 10mo	AmesS.B.&D.D.Co. Seattle,Wash A&CP	StandardOilCo.ofNewJersey *CellDBuE&B75'* 188t*DT*36'460t	419·6|57·2|30·0 P98'B41'F37' FK *FPT*192t*APT*54t	Wilmgton (Del.) Utd.States 16*BHCem* (14 *to U dk* 2 „ 2nd„)	T.3Cy.24½",41½"&72"-48"(*s*) 200lb 480NHP 3SB(Spt)9*cf*,GS207,HS7416 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 7	
※28392 215348 WPCN	**L. L. Abshire** (*ex*WilliamGreen-36) ssN.Os.No.3-8,28 ssMob.No.2-37 ~~ssN.Yk.No.1-32~~ *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6353 6056 3925	✠100A1 ~~6,37~~ ~~2,36~~12,37 ~~BS8,36~~ ✠LMC~~9,32~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*7,17 *F.P. above* 150° F. *CellDB*	Mob	*b*† 6,37	CL ~~7,34~~ N12,37	1917 7mo	W.Cramp&SonsS&EBCo Philadelphia A&CP	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*) 61'235t*DTf*45'629t	430·0|58·2|33·3 446·3(O.L.) P103'B36'F49' FK *FPT*246t*APT*49t	Baltimore Utd.States 15*BHptCem* (7 *to Upr dk* 8 „ 2nd „)	T.3Cy.27¼",45½"&76"-51" 190lb (*r*) 565NHP 3SB,9*cf*,GS185,HS8095 FD W.Cramp&SonsS.&E.B. Co.Phl.	33 ″ 4 s6 ″ 7½ 26 ″ 11½	
28393 206189	**La Belle** GyC. *Mchy.Aft* 1*Dk*	6407 — 4876					1909	American S.B.Co. Lorain,Ohio	LaBelleSteamshipCo.(M.A.HannaCo.*Mgrs.*)	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
※28394 213909 WFDM	**La Brea** 3Mst ssL.An.No.3-7,28 ssL.An.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6665 — 4157	✠100A1 ~~8,37~~ ~~1,37~~2,38 ✠NE11,18 ✠LMC8,36 *Carrying Petroleum in bulk* *Fitted for oil fuel*3,16 *F.P. above* 150° F.	LAn BS8,37	*b*†	CL ~~8,37~~ 2,38	1916 3mo	Union IronWorksCo. SanFrancisco A&CP	UnionOilCo.of California *CellDBuE&B62' f*57'433t*FPT*	435·0|56·2|33·7 P106'B52'F40' FK 100t *APT*74t	L.Angeles Utd.States 15*BHptAsp* (9 *to Upr dk* 6 „ 2nd „)	T.3Cy.27",45½"&76"-51" (*s*) 190lb 514NHP 3SB,9*cf*,HS8640 SunS.B.Co.Chester,Pa.	33 ″ 6 s6 ″ 11¼ 26 ″ 9½	
28395 TUGB	**La Corse** (*ex*Fram,*ex*MontePromina) 1*Dk* *Web frames*	643 542 277			...		1903	W.Harkess&Son,Ld. Middlesbro'	S.A.R.L.Louis Carlini&Cie.	174·7|28·3|15·0 P18'B44'F20' BK7½"	Marseilles French *WB*	T.3Cy.14",22½"&37"-27" 128NHP Richardsons,Westgarth &Co.Ld.Mdb	16 ″ 0	V †
28396 DHOT	**La Coruña** Ⓟ *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks&Shelter dk*	7414 5002 4483					1921	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampf.schifffahrts.Ges.	414·0|~~55·2~~|36·3 P33'B—F94' |61·2|	Hamburg German *WB*	T.3Cy.67$\frac{11}{20}$",45$\frac{5}{10}$"&74$\frac{1}{20}$"-55$\frac{3}{20}$"&1 low pressureTurbine 554NHP Reiherst.Maschinenf.Ham.		G
28397	**La Estrella Texaco** *OilEng.* ssCebu.No.1-34 1*Dk(Stl)2nd dk in holds* *Mchy.Aft*	495 430 284	✠100A1 11,36 ✠LMC9,34 ✠LMC(M)11,36	Cebu	*g*	CL 11,36	1931 6mo *Lloyd's A&CP*	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	TheTexasCo.(Philippine Islands)Inc.	145·0|28·1|13·6 *After bridge*35' FK F20' *MT*15'90t*FPT*26t	Manila,P.I Utd. States 5*BHCem* 1 „ *to 2nd dk* *APT*26t	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-DieselA/B.Skm.	14 ″ 7 s2 ″ 1½ 12 ″ 7	
28398	**La Fe** (*ex*Argosy) 3Mst *Mchy.Aft Well deck* 1*Dk*	*404* *293* *168*			...		1905	T.Dobson&Co. Hessle, near Hull	EmpresaNavieradeCubaS.A.	151·0|24·1|10·7 Q81'B11'F17' FK	Havana Cuban	T.3Cy.12½",21"&34"-24" 58NHP Crabtree&Co.Ld.Gt.Yar.	11 ″ 9	
28399	**La Florecita** *OilEng.* *Mchy.Aft* 1*Dk(Stl)*	330 — 164	✠ ... 3,35 ✠	HKg	*f*		1931 10mo	HongK'ng&Whampoa DockCo Ld. HongKong	J.C.Tiampo	141·0|27·1|9·7 F18' FK	Iloilo,P.I. Utd. States 3*BHCem* *FPT*35t	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-Diesel,A/B,Skm.	10 ″ 5	
28400 1937 IBCS	**La Foce** *Mchy.Aft* 1*Dk*	2497 1780 1386					1921	N.Odero fu A.&Co. Genoa	Soc.Anon.Ilva	286·9|41·2|28·4 P23'	Genoa Italian *WB*	T.3Cy18⅛",29⅛"&47$\frac{5}{16}$"-27$\frac{9}{16}$" 115NHP N.Odero fuA.&Co.Genoa.		CI
28401 FNOU	**La France** TwinSc ssBou.No.3-4,27 ssBou.No.2-35 Wireless 1*Dk(Stl-ws)*	751 613 175	✠100A1 11,37~~1,37~~ ~~BS1,37~~ ✠LMC2,35 1,38	Bou	*k*	~~9,35~~ 11,37	1915 10mo *Lloyd's A&CP*	Jos.T.Eltringham&Co.Ld. WillingtonQuay	Cie.Franco-Hollando-Américaine	185·1|34·1|14·7 *Promenade dk* 154' FK *WB=Cell*	Boulogne French 4*BHCem* *DBf*19'25t	T.6Cy.15",24½"&41"-27" (*s*) 180lb 219NHP 2SB.6*cf*,GS110,HS3800 JTEltringham&CoLd.Nwc	16 ″ 0 s3 ″ 0½ 13 ″ 4	
28402 LEIH	— ssCff.No.2-19 1*Dk*	617 540 354	✠ 11,22 ✠	Liv	*j*		1909 7mo	N.Wiborg Fevig	A/S LaFrance (O.G.GjessensEftf) *WB=Cell DBa*	182·0|27·5|13·1 B48'F24' FK 33'*f*83'134t*APT*8t	Skudesnæs Norwegian 4*BHCem*	T.3Cy.13",21"&33"-27" 78NHP 1SB,3*pf*,GS45,HS1423 AkersMek.Værks.Oslo	15 ″ 7	N †
28403 EEUU	**La Guardia** 1*Dk2trB*	667 — 284					1900	Cia.Trasatlantica Cadiz	A.R.delValle,S.Pares&VicGaliana	160·4|26·2|16·4 H33'F22'	Barcelona Spanish *WB*	T.3Cy.11",18"&29"-24" 41NHP AkersMek.Værks.Oslo		N
※28404 FOQT	**La Macta** (*ex*Guercif-34, *ex*Faneromeni, ssHam.2ndNo.3-3,25 *ex*Freifrau, ssMsl.No.2-33 *ex*SeaHound) 1*Dk(Stl)&Web frames* Wireless *&pt Awng dk(Stl)* *Now "Myconos," see No. 39*[illegible] *of Supplement*	1085 903 472	✠100A1 *pt Awning dk withfreeboard* 3,37 BS10,36 LMC8,33	Msl	*o*	1,37	1901 10mo	Mackie&Thomson Glasgow	Cie.Nouvelle de NavigationSicard *CellDBa*	226·7|34·0|14·4 228·4| P54'B&F153' FK 54'*uE*15'*f*104'276t	Marseilles French 4*BHCem* *FPT*36t	T3Cy18$\frac{5}{16}$"30¼"&48"-33" (*s*) 160lb NB2,25 159NHP 2SB,4*cf*,GS70,HS2798 W.V.V.Lidgerwood,Gls.	16 ″ 6 s1 ″ 2½ 15 ″ 6	
28405 TTDS	**La Mailleraye** (*ex*Scherpendrecht) *Mchy.Aft* 1*Dk*	490 — 264					1918	Johs.Berg Delfzijl	Worms&Co.	160·0|25·7|11·9 P49'F22'	Havre French *WB*	T.3Cy.12⅗",19$\frac{9}{10}$"&31½"-21⅗" 46NHP Johs.Berg,Delfzijl		V
28406 215578 KLGK	**La Merced** AuxTwinSc4MstSr *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	2146 — 1938					1917	J.Robertson, Benicia,Cal.	AlaskaSouthern PackingCo.Inc.	232·0|43·6|26·6	Juneau Utd. States	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP J&CGBolindersMek.Verks A.B.Skm.		
28407 TWEJ	**La Nymphe** (*ex*Nymphe) TwinSc 1*Dk*	452 — 75					1916	Bremer Vulkan Vegesack	Soc.An.desBainsde Mer et duCercle des Etrangers de Monaco	182·7|24·1|10·6 F59'	Monaco	T6Cy13⅗",19$\frac{7}{10}$"&30$\frac{7}{10}$"-17¾" *E made*16 79NHP BremerVulkan,Vegesack		V

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
28408 EARN	**La Palma** Ⓟ ssLaP.2ndNo.3-5,26 ssLaP.No.2-35 Wireless D.F. 1Dk&Shelter dk(Teak)	871 478 486	✠100A1 Shelter dk withfreeboard 9,37 ~~4,35~~ BS9,37 ~~BS4,36~~ ✠LMC4,35	LaF	m	CL ~~2,35~~ 9,37	1912 4mo Lloyd	W.Harkess &Son,Ld. Middlesbro' 'sA&CP WB	Cia.Trasmediter-ránea = Cell DBa88'uE	210·0 B on Shelter dk72' FK 17'f95'160tFPT14t	30·0	10·2	SantaCruz Spanish 5BHCem APT13t	T.3Cy.16½",27"&44"-28" (s) 180lb 149NHP 2SB,4cf,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 " 3 s " 6½ 12 " 1	
28409 143671 GDLQ	**La Paz** TwinSc ssHul.No.1-36 OilEng. ssHul.No.3-10,32 2Dks(Stl)& Shelter dk(Stl)	6548 6095 4052	✠100A1 Shelter dk withfreeboard 9,37 ~~2,36~~ 9,37 ✠LMC ~~CS3,33~~ DBS12,36 2,36	Hul Liv	z	CL P3,35 S1,36	1920 10mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	PacificStmNavCo.	406·3 P32'B89'F45' FK on Shelter dk CellDB349'1039	54·2	32·9	Liverpool British ptCem 7BHtoShdk tFPT116tA	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" DB100lb 810NHP Harland&Wolff,Ld.Gls. PT123t	35 " 5 s8 " 9 26 " 10½	
28410 225181 KDCK	**La Perla** ssBal.No.3-10,37 ~~ssN.Yk.No.2-36~~ D.F. 4Dks(Stl-Wthrdk ws) Ref.Mchy. CruiserStern	3792 3187 2105	✠100A1 withfreeboard 3,38 ~~2,37~~ ✠LMC ~~MS8,36~~ ~~BS~~ 6,37 Fitted for oil	NYk ~~Bal~~ Bos fuel 7,	25	CL ~~2,25~~ N3,38 F.P. a	1925 7mo Lloyd bove 1	Cammell Laird&Co.Ld. Birkenhead 'sA&CP 50°F. Inter	UnitedFruitS.S. Corpn.(United FruitCo.Mgrs.) mediateBHinfore CellDB272'502	325·2 P36'B108'F40' FK&BK1½" hold dispensed with tFPT52tAPT13t	48·1	28·3	NewYork Utd.States 4BHCem	T.3Cy.24½",41½"&69"-48" 200lb (s) 578NHP 3SB,12cf,HS9201 CammellLaird&CoLd.Bkn	31 " 9 s 8 " 3 23 " 8½	
28411 221103 KDPX	**La Placentia** Fitted for oil fuel D.F. 2Dks&Shelter dk 3trB Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	8272 6310 5107					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	440·0	58·2	32·8	Ls.Angeles Cal. Utd. States WB	Q.4Cy.24",34",51"&74"-54" 402NHP LlewellynIronWorks, LosAngeles		R
28412 DHUM	**La Plata** Ⓟ (exSachsen-37) 4Mst Fitted for oil fuel D.F. Sub.Sig. Ref.Mchy. 2Dks	8056 7337 4861					1922	Bremer "Vulkan" Vegesack	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	468·7 P55'B224'F41'	58·3	32·7	Hamburg German WB	T.3Cy.32¼",52¾"&86⅝"-55⅛" 556NHP BremerVulkan,Vegesack		G
28413 31177 JDZB	**La Plata Maru** Ⓟ TwinSc OilEng. ssKob.No.3-6,35 3Dks(Stl-Weather dk ws) Ref.Mchy. GyC.	7267 6088 4378	✠100A1 withfreeboard ~~2,37~~10,37 ✠LMC CS6,35 DBS~~2,37~~10,37 ~~S,36~~2,37 ✠Lloyd'sRMC~~2,37~~ 3,38 11,37	Kob	b†	CL ~~8,34~~ 10,37	1926 4mo Lloyd	Mitsubishi ZosenKaisha Ld.Nagasaki 'sA&CP	OsakaShosenK.K. CellDB353'1368t Tanks at sides	430·0 B63'F47' FK of tunnels719tFPT	56·0	36·0	Osaka Japanese 7BHptCem 117tAPT16t	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB100lb SulzerBros.Winterthur	36 " 0 s11 " 2¾ 25 " 2¾	
28414 HPAM	**La Playa** OilEng. Ref.Mchy. 4Dks Sub.Sig. CruiserStern	3682 3183 2144			...		1923	Cammell Laird&Co.Ld. Birkenhead	BalboaShppg.Co. Inc.(UnitedFruit Co.Mgrs.)	325·2 P35'B107'F41' FK&BK1½"	48·1	28·3	Balboa Pnamanian WB	4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy.19⅛"-19½" NE27 1096NHP "Fiat"Stab.Grandi Motori,Turin	31 " 9	C †
28415 221691 KDVJ	**La Purisima** Fitted for oil fuel D.F. 2Dks Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	5091 — 3032					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	392·3	51·2	30·4	Ls.Angeles Cal. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
28416 ~~[illegible]~~ ~~GKRL~~ Broken up	**La Rosarina** TwinSc ssLon.No.3-8,24 ssLiv.No.2-33 Ref.Mchy. 3Dks(Stl)&Shelterdk(Stl) D.F.	8345 7255 4897	✠~~100A1~~ Shelter dk withfreeboard 5,36 ~~✠LMC~~ ~~MS12,31~~ ~~BS1,37~~ ~~✠Lloyd'sRMC4,37~~ 6,37	Liv	c†	CL S5,36 ~~PN5,36~~ P4,37	1912 6mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP C	~~Furness,Withy&~~ ~~Co.Ld.(Furness-~~ ~~HoulderArgentine~~ ~~Lines,Ld.Mgrs.)~~ ellDBa103'uE&B	440·0 B135'F35' FK onShelter dk 78'f184'1110tFPT	58·8	35·7	Japanese 7BHCem 60tAPT65t	T.6Cy.25",41½"&70"-48" (s) 200lb 1045NHP 6SB,18cf,GS382,HS15696FD Palmers'Co.Ld.Newcastle	38 " 0 s9 " 2¾ 29 " 0½	
28417 149864 GNCF	**La Salina** TwinSc ssCco.No.2-35 Mchy.Aft 1Dk(Stl)	2402 1743 1242	✠100A1 withfreeboard 1,38 ~~12,36~~ BS1,38 ~~BS12,36~~ ✠LMC9,35 CarryingPetr Fitted for oil	Cco oleum fuel 6,	t in 27	CL 12,36 bulk F.P. a	1927 6mo Lloyd bove 1	Harland& Wolff,Ld. Belfast 'sA&CP Wing 50°F.	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) tanksf286t Wing	305·7 P67'F34' FK Trunk204' tanks a356t FPT	50·2	14·3	London British 7BHptCem 60tAPT75t	T6Cy.13½",28½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 " 0 s1 " 10½ 13 " 4	
28418 203628 WTBL	**La Salle** (exF.A.Bailey, exJ.H.Sheadle) D.F. Mchy.Aft 1Dk	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs IronCo.	530·0	56·2	32·0	Wilmgton (Del.) Utd.States WB	T.3Cy.23",37"&63"-42" 257NHP GtLakesEngWrks.Detroit	—	R
28419 557 ESFD	**Läänemaa** 4Mst OilEng. 1Dk	604 483 325					1922	Peter Wharf Tallinn	TheTallinnShip- pingCo.Ld.	166·6	28·7	12·1	Tallinn Estonian	Oil Engines 4S.C.SA 6Cy.12⅝"-16½" 96NHP Gebr.Körting,Hannover		G
28420 LEII	**Lab** 1Dk	1118 982 665					1912	Akers Mek.Værks. Oslo	A/S Lab (H.Tangvald- Pedersen)	226·4 P17'B52'F24'	36·5	15·7	Porsgrunn Norwegian WB	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
28421 218865 KIZX	**Labette** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	4989 4573 3051			...		1919	American International S.B.Corp. HogIslandPa	~~LykesBros.-~~ ~~RipleyS.S.Co.Inc.~~ Lykes-Coastwise Line,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady.N.Y.	32 " 0	R †
28422 LCWF	**Labor** (exRoaldAmundsen-37, exCapeBreton) ssRot.2ndNo.3-8,30 ssOsl.No.1-35 D.F. 1Dk(Stl)&Spar dk(Stl) &deep framing	4479 3680 2665	✠100A1 Spar dk 4,37 ~~5,36~~ ✠LMC5,35 ~~PrBS5,36~~ ~~BS5,36~~ 5,37 CarryingWh Pr.B-5,37	Sfj Osl ale oil	x in	CL ~~5,35~~ 4,37 bulk	1904 9mo Lloyd Intermediate 't	Russell& Co. Pt.Glasgow 'sA&CP	Hvalfangst.A/S Labor(F.Stören, Mgr.) CellDBa110'uE24' f158'831tD ween dk BH in fwd	360·0 P82'B201'F40' FK Ta36'790tAPT36t hold dispensed with	49·0	17·5 25·5	Kragerö Norwegian Cem 5BHtoSpdk 6 " " M "	T.3Cy.25",42"&68"-48" (s) 180lb 6Pr.B-50lb 369NHP 16Pr.B-60lb 3SB,9cf,GS165,HS5980 D.Rowan&Co.Glasgow	28 " 1	
28423 1649 IPDO	**—** TwinSc OilEng. Mchy.Aft ssMfl.No.1-34 1Dk(Stl)&Web frames	510 370 249	✠100A1 11,37 ~~1,37~~ ✠LMC10,34 CarryingPetr	Tri Mfl oleum	h in	CL ~~6,25~~ 11,37 bulk	1930 5mo Lloyd	Soc.Odero Terni Orlando Genoa 'sA&CP	"LaColumbia"Soc. Maritt.perTras- portodiPetrolio e Derivati	165·2 P49'F20' FK Trunk78'	28·0	11·8	Genoa Italian 10BHCem	Oil Engines 2S.C.SA 8Cy.10¼"-17⅝" 147NHP Soc.Anon Fiat,Turin	12 " 6 s1 " 1½ 11 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28424 CSGI	**Labrador** WoodAux3MstSr (*ex*Lydia-35,*ex*Sa ngVessel, *OilEng.* *ex*Skjold) 1*Dk* (*See Sailing Ship Register*)	307 275 226					1919	Korsör Skibs.A/S Korsör	Soc.Lisbonense de Pesca deBacalhau Ltda.	123·1 Q27'	28·9	13·2	Lisbon Portuguese	Oil Engines 2Cy.14"-16⅕" *E made—fitted*35 KorsörSkibsværftA/S		
✱ 28425 YTFI	**Labud** (*ex*Ezra-34,*ex*Apsleyhall-32, *ex*Silverash, *ss*Hpl.No.3-8,31 *ex*Ardgowan) *ss*Shl.No.1-34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5334 4928 3415	✠100A1 2,38 MBS2,38 ✠LMC10,34	Ams Gms	*z*	CL ~~11,36~~ 5,37	1918 7mo *Lloyd*	WmHamilton&Co.Ld. Pt.Glasgow *'sA&CP*	JugoslavenskaPlovidbaD.D. *'Tween dk BH* *in after*	405·1 419·0(O.L.) P36'B120'F44' FK *hold dispensed with* *CellDBa*129'*uE*21'	52·6	27·7	Susak Yugoslav *Cem* 5*BH to U dk* 1 ,, ,, 2*nd*,, *f*176' 1093*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb NDB34-*100lb* 476NHP 2SB,*8cf*,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *DTa*36'958*tAPT*39*t*	30 " 3 s 5"11½ 24 " 6	
28426 149430	**Lachinedoc** *Mchy.Aft* 1*Dk*	1926 1638 1149					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld.		C
28427 205349 WCDP	**Lackawanna** (*ex*EdwinE.Slick, *ex*DanielB.Meacham) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0	56·2	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
✱ 28428 139260 GSMC	**Lackenby** *ss*Cff.No.2-36 D.F. 1*Dk*(*Stl*)	5112 4846 3200	✠100A1 ~~5,37~~~~11,36~~ 1,38 BS5,37 ✠LMC3,36	Shl	*z*	CL ~~3,36~~ 11,37	1928 7mo *Lloyd*	Wm.Gray &Co.Ld. WHartlepool *'sA&CP*	RopnerShipping Co.Ld. *CellDB*	412·1 P30'B236'F41' FK 366'1432*tFPT*173*t*	54·2	27·0	W.Hartlpl British 7*BHCem* *APT*192*t*	T.3Cy.26",41"&73"-48" (*s*) 180lb FD 515NHP 3SB(Spt)*9cf*,GS172,HS7614 Cen.Mar.Eng.Wrks.WHpl	29"11 s 4"11¼ 25 " 3	
✱ 28429 160633 VPGW	**Lacklan** (*ex*Vacuoline-34) 3Mst GyC. ~~ssYka.No.1-33~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* *ss*Yka.No.2-37	8670 8020 5223	✠100A1 8,37 ~~4,36~~ ~~BS4,36~~ ✠LMC8,37 *CarryingPet* *Fitted for oil*	Sng Yka *oleum* *fuel*1,	*d*† *in* 29	CL 2,35 *bulk* *F.P. a*	1929 1mo *Lloyd* *bove* 1	Lithgows Ld. PortGlasgow *'sA&CP* 50° F.	StandardTransportationCo.Ld. *Cell*	460·0 P118'B42'F41' FK *DBuE&B*65'*f*27'2	62·8	36·5	HongKong British 18*BHptCem* *ptAsp* 80*tFPT*190*t*	Q4Cy24¾",35½",51"&73"-51" 230lb (*s*) 630NHP 3SB,*9cf*, HS9276 FD D.Rowan&Co.Ld.Glasgow *APT*130*t*	36 " 6 s 7 "5½ 29 " 3½	
✱ 28430 145925 GJCD	**Laconia** Ⓟ TwinSc *ss*Liv.No.3-1,35 D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl-ptws*)&*Shade dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in holds except No.*4 *Ref.Mchy.* GyC.	19695 14245 11804	✠100A1 *Shelter dk* *withfreeboard* ~~1,38~~ ~~1,37~~4,38 BS1,38 ~~MS1,37~~ ✠LMC1,34 Lloyd'sRMC~~1,37~~ ~~7,37~~1,38 *Fitted for oil*	Liv *fuel*5,	*n*† 22	CL s2,36 P1,37 *F.P. a*	1922 1mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP* 50° F.	CunardWhite Star,Ld. *CellDB*521'2571*t* *Tank'tween tun*	601·3 B284'*onShade dk* FK *DTf*46'1650*t* *nels*18'82*t Tanks at*	73·7	40·6 1	Liverpool British *ptCem* 0*BHtoSh dk* *sides of tunn*	6 Steam Turbines DR geared to2 Sc.Shafts (*r*) 220lb HS29916 2561NHP 3D&3SB,*36cf*,GS747 FD WllsndSlpwy.Co.Ld.Nwc. *el* 48'375*tFPT*122*tAPT*69*t*	45 " 0 s12"9½ 32 " 8	BT till ~~1,38~~ 1,39
✱ 28431 71 IBBS	— *ss*Tri.2ndNo.3-7,36 D.F. 2*Dks*(*Stl*)	5932 5503 3762	✠100A1 3,38 ~~4,37~~ ~~11,37~~ ✠LMC MS7,36 BS~~11,36~~ 11,37	Gen	*z*	CL 7,36	1912 5mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	LaconiaS.S.Co. (D.Tripcovich) *WB=CellDBa* 144'*uE*25'*f*182'133	416·4 P37'B137'F44' FK 3*t DTa*34'990*tFPT*	51·7 54·0	29·3	Trieste Italian 7*BHCem* 112*tAPT*36*t*	T.3Cy.27",45"&74"-48" 180lb *80lb* 481NHP 3SB,*9cf*,GS156,HS6993 FD N.E.MarineEngCo.LdNwc	32 " 2 s6 " 7¼ 25 " 9	
✱ 28432 198 SVQA	**Laconikos** (*ex*Laconicos-33, *ex*Navigator) *ss*Liv.No.3-12,26 *ss*Bla.No.2-36 *Cargo battens not fitted* 2*Dks*(*Stl*)	3803 3602 2404	✠100A1 8,37 ~~9,37~~ ~~BS8,36~~ ✠LMC4,35 8,37	Liv Ant	*w*	CL 10,35	1914 5mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	M.A.Embiricos *CellDBa*112'*uE&*	365·2 P33'B109'F37' FK *B*48'*f*158'820*tFPT*	47·1	27·3	Andros Greek 6*BHCem* 41*tAPT*14*t*	T.3Cy.23",38½"&64"-48" (*s*) 215lb 382NHP 3SB,*9cf*,GS179,HS6456 Dunsmuir&JacksonLd.Gls	29 " 6 s5 " 2½ 24 " 6	
28433 UOBN	**Ladoga** (*ex*Arnfried-32) Sub.Sig. 1*Dk*	2332 2011 1355					1921	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·2 P&B233'F37'	42·8	19·5	Leningrad Russian *WB*	DR Geared Steam Turbine Frd.KruppA.G.Kiel		
28434 151207 CYGS	**Lady Alexandra** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	1396 585 678					1924	Coaster Const.Co.Ld. Montrose	Union Steamships, Ld.	225·4	40·1	9·7	Vancouver British *WB*	T.6Cy.13¼",21¼"&34"-21" *E made*19*fitted*21 106NHP Bow,McLachln&CoLd.Psy		C
28435 146285 GWDV	**Lady Anstruther** 3Mst *ss*Irv.No.3-5,34 Wireless 1*Dk*(*Stl*) *Well deck Mchy.Aft*	527 363 203	✠100A1 8,37 ~~7,36~~ ~~BS7,36~~ ✠LMC5,34 8,37	Irv	*h*	CL ~~5,34~~ 7,37	1922 2mo *Lloyd*	Dublin Shipbuilders, Ld. Dublin *'sA&CP*	Nobel'sExplosives Co.Ld. C	167·4 Q94'B9'F31' BK7¼" *ellDBf*90'116*tFPT*	26·6	10·6	Glasgow British 3*BHCem* 54*tAPT*30*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,*3cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	12"10 s 4 " 2½ 13 " 2¼	
28436 123248 EIEM	**Lady Cavan** (*ex*Wexfordian-33, *ex*Poolmina,*ex*Fido) 1*Dk* Now "Cavan," see No. 37677 in Supplement	602 518 267					1906	Earle'sCo. Ld. Hull	British&IrishStm. PacketCo.(1936) Ld.	178·0 P101'F22	29·6	14·1	Dublin British *WB*	T.3Cy.14½",24"&40"-27" 79RHP Earle'sCo.Ld.Hull		C
28437 152718 CYGN	**Lady Cecilia** Ⓟ TwinSc (*ex*Swindon) *Fitted for oil fuel* *Cruiser Stern* 2*Dks*	944 691 325					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·5 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 106NHP Ross&Duncan,Glasgow		C
28438 139129 EICT	**Lady Cloé** 1*Dk*&*Shelter dk*	1288 1087 684					1916	Sir Raylton Dixon&CoLd Middlesbro'	British&IrishStm. PacketCo.(1936) Ld.	260·0 B88'F33'	38·0	15·5	Dublin British *WB*	T.3Cy.19",31"&52"-36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
✱ 28439 120712 EICM	**Lady Connaught** Ⓟ TwinSc (*ex*Heroic) *ss*Liv.2ndNo.3-4,32 D.F. 2*Dks*(*UStl*-ws) *ss*Liv.No.4-30 Now "Longford," see No. 39058 in Supplement	1913 1333 791	100A1 *withfreeboard* 4,37 ~~4,36~~ ~~BS4,36~~ 4,37 ~~LMC4,32~~ 4,36 *Fitted for oil*	Liv *fuel*2,	*t* 24	OG s4,35 P4,36 *F.P. a*	1906 *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast *'sA&CP* 50° F.	British&IrishStm. PacketCo.(1936) Ld. *CellDBa*	320·3 P51'B160'F76' FK&BK1½" 58' *uE*24'109*tFPT*	41·3	16·8	Dublin British 6*BHCem* 15*tAPT*25*t*	Q.8Cy.21",29",41"&58"-36" 200lb FD (*s*) 649NHP 1DB(*made*20,*refitted*2,24)& 2SB(*new*2,24),*12cf*,HS9948 Harland&Wolff,Ld.Bel.	18 " 2 s 1 " 11 16 " 6	
28440 152899 CYGR	**Lady Cynthia** Ⓟ TwinSc (*ex*Barnstaple) *Fitted for oil fuel* *CruiserStern* 2*Dks*	950 691 390					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·3 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 105NHP Ross&Duncan,Glasgow		C
28441 145035 GDQJ	**Lady Denison-Pender** TwinSc *ss*Sng.No.1-33 (*CableVessel*) E.S.D. *ss*Suz.No.3-10,33 2*Dks*(*UStl*-ws) &*Shelter dk*(*ptStl*-teaks) *Cruiser Stern*	1984 1814 841	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~1,37~~ 2,38 ~~BS10,36~~ ✠LMC[illegible] *Carrying oil* *Fitted for oil*	Bom Sng *fuel*F. *fuel*9,	*q* P. 20	CL 1,36 *above* *F.P. a*	1920 9mo *Lloyd* 150°F *bove* 1	Fairfield Co.Ld. Glasgow *sA&CP* *in DB&DT* 50° F.	EasternTelegraph Co.Ld. *CellDBa*54'	269·2 *BonShelter dk*84' *uE*23'*f*119'271*t*	38·1	23·8 FK	London British *ptCem* 4*BHtoSh dk* 1 ,, ,, *U* ,,	T.6Cy.15½",25"&41"-30" (*s*) 180lb 352NHP 3SB,*9cf*,GS142,HS5676 FD FairfieldCo.Ld.Glasgow	25 " 0 s 7 " 3 18 " 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cott. si ce n'est dans le L.R. Dunde, Cert. B. of Trade
28442 137808 GWDT	**Lady Dorothy** ssArd No.3–8,28 *Well deck* ssIrv.No.2–36 Wireless 1*Dk*(*Stl*)	578 416 289	✠100A1 5,37 ~~12,36~~ BS5,37	Irv ✠LMC6,36	*h*	OG ~~6,34~~ 5,37	1916 3mo *Lloyd*	Dundee S.B.Co.Ld. Dundee 'sA&CP	Nobel'sExplosives Co.Ld.	165·1|27·1|12·6 173·6(O.L.) 28·5 Q85'B13'F24' FK *DBa*31'34*t* *FPT*	Glasgow British 4*BHCem* 38*t APT*16*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb *100lb* 82RHP 1SB,3*pf*,GS51,HS1485 W.Beardmore&Co.Ld.Gls.	13 ″ 5 s 4 ″ 3½ 12 ″ 11½	
28443 155050 VGZQ	**Lady Drake** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	7985 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	LadyDrake,Ld.	419·5|59·1|28·2 P38'B225'F50'	Halifax NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLd Bkn		C
28444 143218 EIDM	**Lady Emerald** 1*Dk&Shelter dk*	1389 1100 551					1919	CaledonS. B.&E.Co. Ld Dundee	British&IrishStm. PacketCo.(1936) Ld.	270·6|38·1|16·2	Dublin British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonS.B.&E.CoLd.Dun		C
28445 138905 VWDZ	**Lady Fraser** TwinSc D.F. 2*Dks*	1669 1231 671					1908	Fairfield Co.Ld. Glasgow	Govt.of India (CommerceDept.)	282·0|38·1|19·8 P&B202'F49'	Calcutta British *WB*	T.6Cy.13½",22"&36"–30" 142NHP FairfieldCo Ld.Glasgow		
28446 99760	**Lady Galway** (*ex*Bandon, *ex*LadyLouth,*ex*Louth) Wireless 2*Dks* *Now* "Galway," *see No.* 38360 *in Supplement*	1045 960 392					1894	Blackwood &Gordon Port Glasgow	British&IrishStm. PacketCo.(1936) Ld.	260·6|34·1|15·8 P72'B88'F77'	Dublin British *WB*	T.3Cy.27",42"&69"–48" NB11 330NHP Blackwood&Gordon,P.Gl.		
28447 119167 GWDX	**Lady Gertrude Cochrane** 3Mst (*ex*Foyers) ssIrv.2ndNo.3–5,31 *Well deck Mchy.Aft* ssIrv.No.1–35 Wireless 1*Dk*(*Irn*)	530 371 205	✠100A1 ~~7,37~~ ~~8,30~~ 10,37 ~~BS8,36~~ 7,37	Irv ✠LMC7,35	*i*	CL ~~7,35~~ 10,37	1904 9mo *Lloyd*	Scott& Sons Bowling 'sA&CP	Nobel'sExplosives Co.Ld. *WB*	169·7|27·1|10·0 28·6 Q89'B9'F34' BK7½" =*DBf*86'126*t FPT*	Glasgow British 3*BHCem* 40*t APT*10*t*	C.2Cy.20½"&44"–30" (*s*) 130lb *65lb* 80RHP 1SB,2*pf*,1*cf*,GS60,HS1880 Muir&Houston,Ld.Gls.	12 ″ 6 s 4 ″ 4 12 ″ 10¼	
28448 155047 VGZP	**Lady Hawkins** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	7988 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	"LadyHawkins," Ld.	419·5|59·1|28·2 P38'B225'F50'	Halifax,NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLd.Bkn		C
※ 28449 144246 VJSR	**Lady Isobel** (*ex*Kampen, *ex*Millewa) ssSyd.No.3–3,35 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1408 1221 805	100A1 5,37 ~~5,36~~ ~~BS5,36~~ 5,37	Syd LMC3,35	*p*	OG 6,35	1921 3mo	Gebr. Jonker Kinderdijk A&CP	AustralianSteamshipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.) *Cell D*	240·7|37·0|16·8 252·0(O.L.) P24'B64'F25' FK B199' 379*t FPT*28'	Melbourne British 4*BHCem* *APT*25*t*	T.3Cy.17½",29⅝"&46 1/16"–36" 180lb (*s*) 174NHP 2SB,4*cf*,GS89,HS3163 Alblasserdamsch.Msch.Fab	19 ″ 1 s 2 ″ 3 17 ″ 2	
28450 112399 CGSL	**Lady Laurier** Ⓟ TwinSc (*CableVessel*) *Well deck* 2*Dks*(*Stl–Uws*) Wireless	1051 704 439	✠ 12,02	Psy ✠	*n*		1902 12mo	Fleming& Ferguson,Ld Paisley	CanadianGovernment(Dept.of Marine) *Cell DBa*33'*f*77'169*t*	214·9|34·2|17·2 P&B116'F29' FK *DTa*12'13*t FPT*52*t*	Ottawa British 4*BHCem* *APT*36*t*	T.6Cy.16½",26"&43"–27" 265NHP 2SB,6*cf*,GS109,HS3907 Fleming&Fergusn,Ld.Psy.	18 ″ 0	
28451 132019 EICY	**Lady Leinster** Ⓟ TwinSc (*ex*Patriotic) ~~ssLiv.No.3–4,24~~ ssLiv.2ndNo.3-5,36 ~~ssLiv.No.2–33~~ D.F. 1*Dk*(*Stl-ptws*)2*nd dk* *Now* "Lady Connaught," *see No.* 39061 *in Supplement*	2284 1427 962	✠100A1 *withfreeboard* 5,37 ~~10,35~~ ~~BS5,36~~ *Fitted for oil fuel*4,24	Liv BS5,37 ✠LMC ~~5,3~~ 5,35	~~*u*~~	OG ~~5.34~~ P10,35 S5,37 *F.P. above* 150° F.	1912 3mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	British&IrishStm. PacketCo.(1936) Ld. *Cell*	325·4|41·7|16·2 P53'B162'F76' FK&BK1½" *D Bu E*40'81*t FPT*	Dublin British 7*BHCem* 37*t APT*48*t*	T8Cy(2)21½"(2)35"&(4)41"–36" 195lb (*s*) 840NHP 2DB&1SB20*cf*,GS386, HS14437 FD Harland&Wolff,Ld.Bel.	17 ″ 11 s 1 ″ 7½ 16 ″ 6	
※ 28452 143723 EILB	**Lady Longford** Ⓟ (*ex*Lairdshill–36, ssArd.No.3–3,33 *ex*LadyLongford, 2*Dks*(*UptStl*) *ex*Ardmore) E.S.D. *Now* "Lairdshill," *see No.* 39005 *in Supplement*	1776 1143 755	✠100A1 7,36 *Fitted for oil fuel*4,21	Dub ✠LMC5,36	*r*	CL 5,36 *F.P. above* 150° F.	1921 2mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	British&IrishStm. PacketCo.(1936) Ld. *Cell*	274·4|37·9|17·2 39·7 P35'B&F227' U B100'U F45' FK *DBa*67' *uE*27' *f*89'	Dublin British 5*BHCem* (2 *to Sh dk* 3 ,, *U* ,,) 213*t APT*12*t*	T.4Cy.26",42"&(2)48½"–42" 200lb (*r*) 553NHP 4SB,12*cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 8½ 16 ″ 11¾	BT till 5.37
28453 135548 EICK	**Lady Martin** (*ex*NorthernCoast) 1*Dk&Shelter dk* *Now* "Pearu," *see No.* 39713 *in Supplement*	1189 938 516					1913	SirRaylton Dixon&CoLd. Middlesbro'	British&IrishStm. PacketCo.(1936) Ld.	250·5|36·0|15·0 B67'F26'	Dublin British *WB*	T.3Cy.18",29"&48"–36" Richardsons, 138NHP Westgarth&Co.Ld.Mdb.		C
28454 EIJK	**Lady Meath** TwinSc E.S.D. *Fitted for oil fuel* *CruiserStern* 1*Dk & Shelter dk* *Now* "Meath," *see No.* 39213 *in Supplement*	1598 1444 732					1929	Ardrossan DockyardLd. Ardrossan	British&IrishStm. PacketCo.(1936) Ld.	321·2|40·1|16·4	Dublin British *WB*	T.6Cy.16",27"&44"–33" 222NHP J.G.Kincaid&Co.Ld.Grk.		C
28455 116641	**Lady Minto** Pad 2*Dks*	366 172 158					1903	Up.Ottawa Imp.Co.Ld Temiscamingue,Que.	UpperOttawa ImprovementCoLd	130·0|24·6|7·6	Ottawa British	C.2Cy.20"&38"–54" 42RHP Bertram E.W.Co.Ld.Trnto		
28456 120714 EICL	**Lady Munster** Ⓟ TwinSc (*ex*Graphic) ~~ssBel.2ndNo.3–11,29~~ ssLiv.3rdNo.3-5,36 ~~ssLiv.No.2–32~~ D.F. 2*Dks*(*UStl–ws*) *Now* "Louth," *see No.* 39059 *in Supplement*	1915 1333 791	100A1 *withfreeboard* 5,37 ~~4,35~~ ~~BS5,36~~ 5,37 *Fitted for oil fuel*11,23	Liv LMC ~~5,3~~ 5,36	*t*	OG P4,35 S4,36 *F.P. above* 150° F.	1906 *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	British&IrishStm. PacketCo.(1936) Ld. *CellDBa*	320·3|41·3|16·8 P51'B160'F76' FK&BK1½" 58' *uE*24' 109*t FPT*	Dublin British 6*BHCem* 15*t APT*25*t*	Q8Cy21",29'41"&58"–36"(*s*) 215lb FD 660NHP 1DB&2SB(DB19*fttd*11,23) SB(*New*11,23)12*cf*,HS9922 Harland&Wolff,Ld.Bel.	18 ″ 2 s 1 ″ 11 16 ″ 6	
28457 155046 VGZN	**Lady Nelson** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	7970 5340 4916					1928	Cammell Laird&Co.Ld. Birkenhead	"LadyNelson" Ld.	419·5|59·1|28·2 P33'B225'F50'	Halifax British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
28458 149913 MNWT	**Lady Olga** ssShl.No.2–36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1266 969 688	✠100A1 ~~7,37~~ ~~7,36~~ ~~1,35~~ 5,38 BS~~7,37~~ 5,38	Shl Sld ✠LMC7,36	*n*	CL ~~7,36~~ ~~7,37~~ 5,38	1927 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *Cell DBuE*20' *f*139'32	225·0|36·0|15·3 234·0(O.L.) Q127'B16'F24' FK 8*t DTf*7'115*t FPT*	London British 5*BHCem* 169*t APT*23*t*	T.3Cy.18",30"&49"–33" (*s*) 180lb *100lb* 156NHP 1SB,4*cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	
28459 87034 CYGT	**Lady Pam** Ⓟ (*ex*Chilco–35, *ex*SantaMaria,*ex*Yacht) 1*Dk*	305 227 167					1883	J.Elder& Co. Glasgow	UnionSteamships, Ld.	154·0|22·3|12·4	Vancvr,BC British	C.2Cy.18"&36"–21" NB01 54RHP J.Elder&Co.Glasgow		
28460 143158 EIDL	**Lady Patricia** 1*Dk&Shelter dk*	1391 1100 552					1919	CaledonS. B.&E.Co.Ld. Dundee	British&IrishStm. PacketCo.(1936) Ld.	270·6|38·1|16·2	Dublin British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonS.B.&E.Co.Ld.Dun		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28461 154460 VGZR	**Lady Rodney** Ⓟ TwinSc ssHfx.No.2-37 ~~ssHfx.No.1-34~~ Ref.Mchy. 4Dks(Stl-Weather dk ws) D.F. Strengthened for Navigation in Ice	8194 5755 4936	✠100A1 withfreeboard 4,38 ~~3,37~~ ~~BS2,37~~ ✠LMC ~~1,33~~ ✠Lloyd'sRMC ~~10,36~~ 11,37 ~~3,36~~ Two lower decks for fruit cargoes Fitted for oil fuel 4,29 F.P. above 150° F	Hfx BS12,37 MS1,36	b†	CL ~~P10,35~~ S4,36 P4,38	1929 4mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP CellDB351'	"LadyRodney"Ld. (CanadianNationalSteamships) Duct keel fwd 888t Tanks in way	420·3 P40'B234'F39' FK Prom.dk183' of machinery space of tunnels101tFPT	60·2	30·2	Montreal British 7BHptAsp 54tAPT103t	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 220lb 1094NHP 4SB(Spt),16cf,GS , FD HS13500 CammellLaird&Co.Ld.Bkn	32 ″ 9 s9 ″ 11¾ 23 ″ 0	
28462 154459 VGZS	**Lady Somers** Ⓟ TwinSc ssHfx.No.2-37 ~~ssMtl.No.1-33~~ Ref.Mchy. 4Dks(Stl-Weather dk ws) D.F. Strengthened for Navigation in Ice	8194 5755 4941	✠100A1 withfreeboard 3,38 ~~2,37~~ ~~BS3,37~~ ✠LMC3,37 ✠Lloyd'sRMC ~~4,37~~ 12,37 Two lower decks for fruit cargoes Fitted for oil fuel 3,29 F.P. above 150° F.	Hfx BS1,38	b†	CL ~~s10,35~~ P2,37 SN3,38	1929 3mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP CellDB351'	"LadySomers"Ld. (CanadianNationalSteamships) Duct keel fwd 888t Tanks in way	420·3 P40'B234'F39' FK Prom.dk183' of machinery space of tunnels101tFPT	60·2	30·2	Montreal British 7BHptAsp 54tAPT103t	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 220lb 1094NHP 4SB(Spt),16cf,GS , FD HS13500 CammellLaird&Co.Ld.Bkn	35 ″ 9 s9 ″ 11¾ 23 ″ 0	
28463 104968 EIFS	**Lady Wicklow** (exWicklow) Now "Wicklow," see No. 40730 in Supplement 2Dks	1032 960 414					1895	Blackwood &Gordon Pt.Glasgow	British&IrishStm.PacketCo.(1936)Ld.	260·2 P72'B89'F78'	34·1	15·8	Dublin British WB	T.3Cy.27,"42"&69"-48" NB15 330NHP Blackwood&Gordon,PGls.		
28464 139074 EICR	**Lady Wimborne** ssDub.No.3-3,28 ssDub.No.2-36 1Dk(Stl)&Shelter dk(Stl)	1302 1062 629	✠100A1 Shelter dk withfreeboard 3,38 ~~3,37~~ ~~BS3,37~~ ✠LMC4,36	Dub Ard BS3,38	r	CL 4,36	1915 8mo Lloyd	ClydeS.B.&Eng.Co.Ld. PortGlasgow 'sA&CP	British&IrishStm.PacketCo.(1936)Ld. WB=CellDB	260·0 271·0(O.L.) B88'F33'on Shelter dk FK f117'uE&B40'284t	38·2	14·6	Dublin British 5BHCem DTa56' 220tFPT79tAPT20t	T.3Cy.19¼",31"&52"-36" (s) 180lb 216NHP 2SB,6cf,GS116,HS3896 ClydeS.B.&E.Co.Ld P.Gls	17 ″ 0 s ″ 2¾ 16 ″ 10¾	
28465 145307 GMKZ	**Lady of Mann** Ⓟ TwinSc ssBrw.No.1-35 E.S.D. 1Dk&Shelter dk(ptStl-teak s) D.F 3rd dk clear of E&B spaces	3104 2029 1258	✠ A1 withfreeboard Irish Channel Service 5,37 ~~5,36~~ ✠LMC MS7,34 BS~~3,36~~6,37 Fitted for oil fuel 6,30 F.P. above 150° F	Brw		OG ~~5,34~~ 5,37	1930 6mo Lloyd	Vickers-Armstrongs Ld. Barrow 'sA&CP	Isle of ManSteam PacketCo.Ld. CellDBa&uE94'1 DTa22'	363·6 372·3(O.L.) Promenade dk270' 24t FK&BK1½" 35tDTf14'69t FPT	50·2	17·4	DouglasIM British 10BHCem 24tAPT80t	4SteamTurbinesSRgeared to2Sc.Shafts (r) 220lb 1878NHP 2DB&2SB,24cf,HS18746FD Vickers-Armstrongs,Ld.	18 ″ 6 s 5 ″ 9¼ 13 ″ 0¼	BT till 12,37
28466 PFNE	**Laertes** Ⓟ D.F. 2Dks	5825 5176 3613					1919	TaikooDkyd&EngCo.of HongK'ngLd HongKong	Nederlandsche Stoomv.Maats. "Oceaan"	423·9 P45'B117'F45'	52·3	29·9	Amstrdam Dutch WB	T.3Cy.26",44"&75"-54" 413NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		C
28467 FNUI	**Lafayette** Ⓟ QuadSc OilEng. D.F. 4Dks&Shade dk	25178 15304 14484					1929	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	577·2 B415'F75'	77·6	27·9 45·5	Havre French WB	Oil Engines 2S.C.DA 24Cy.23⅝"-35 7/16" 4697NHP Ch.&Atel.de.St.Nazaire		V
28468 218790 KIXX	**Lafcomo** Fitted for oil fuel 2Dks&Web frames	5028 4573 3113			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DRgearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28469 131348 GRQY	**Lafonia** Ⓟ (exSouthernCoast-36, exDorothy Hough) ssBkn.2ndNo.3-11,36 1Dk(Stl) Sub.Sig. E.S.D.	1961 1438 1228	✠100A1 12,37 ~~11,36~~ BS12,37 Fitted for oil fuel 11,36 F.P. above 150°F.	Bkn Myo ✠LMC11,36	r	CL 10,36	1911 6mo Lloyd	Greenock&Gr'ngemouth DockyardCo. Gr'ngemouth 'sA&CP	FalklandIslands Co.Ld. CellDBa	283·3 P67'B97'F32' FK 58'uE20'f70'250t	36·1	19·0	Liverpool British 6BHCem APT11t	T.3Cy.21 3/16",35"&57"-39"(s) 180lb 249NHP 2SB,6cf,GS108,HS4236 J.G.Kincaid&Co.Ld.Grk.	20 ″ 3 s 2 ″ 1 18 ″ 6½	BT till 11,37
28470 7575 SGLN	**Lagaholm** OilEng ssGot.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice	2818 2467 1545	✠100A1 withfreeboard ~~4,37~~ ~~6,36~~ 6,37 ✠LMC DBS5,34	Hfs Got CS6,34 ~~7,36~~ ~~2,36~~ 5,37	v	CL ~~6,36~~ 6,37	1929 11mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB	334·2 348·5(O.L.) FK 289'877tAPT109t	46·9	20·2	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24 1/16"-51 3/16" 355NHP NDB32 80lb EriksbergM.V.Aktieb.Got.	22 ″ 11 s 1 ″ 6 21 ″ 7¼	
28471 116004 MGBQ	**Lagan** 3Mst ssBel.2ndNo.3-4,29 ssBel.No.~~1-34~~2-38 Well deck Mchy.Aft 1Dk(Stl)	364 271 140	✠100A1 1,38 ~~7,35~~ ~~BS11,36~~ ✠LMC ~~10,34~~ 1,38	Bel	g	CL ~~6,35~~ 12,37	1903 7mo Lloyd	Dublin DockyardCo. Dublin 'sA&CP	JohnKelly,Ld.(W.Clint,Mgr.) WB=DBf67'	148·0 P18'Q65'B7'F23' BK7"	24·2	10·1	Belfast British 3BHCem 65tFPT38t	C.2Cy.17 1/16"&37"-27" (s) 120lb 69RHP 1SB,3pf,GS49,HS1364 Muir&Houston,Ld.Gls.	12 ″ 3 s 4 ″ 0½ 12 ″ 7	
28472 161873 GTQN	Wrecked 1,38 **Laganbank** TwinSc OilEng ssFal.No.1-35 1Dk(Stl)&Shelter dk (Stl-pt ws) Ref.Mchy.	5583 4959 3418	✠~~100A1~~ withfreeboard 9,37 ~~5,36~~ ~~✠LMC(M)8,37~~ ~~DBS12,37~~ ~~✠LMC9,35~~ ~~✠Lloyd'sRMC3,36~~ ~~for temp 20°F~~ Carrying vegetable oil in deep tanks &in tanks between tunnels	Bal Ant	b†	CL 1,37	1930 12mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	BankLine,Ld.(A.Weir&Co. Mgrs.) CellDB351'1108t tunnels206t	426·8 FK Tanks in way of MTs51'1735t FPT	57·3	25·8	Belfast British 7BHptCem (Coll to Sh dk 6 ,,2nd,,) 64tAPT127t	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP DB120lb Harland&Wolff,Ld.Bel.	29 ″ 10 s 3 ″ 7½ 26 ″ 4½	
28473 TFLA	**Lagarfoss** Ⓟ (exProfit) Wireless 1Dk&Spar dk	1211 1054 737					1904	Nylands Værksted, Oslo	H/F Eimskipafelag Islands	218·5 H84t	32·7	12·2 18·0	Reykjavik Icelandic WB	T.3Cy.16½",27"&44"-32" 119NHP NylandsVærksted,Oslo		N
28474 137855 GQRM	**Lagarto** (exGlenavy) TwinSc OilEng. ssGls.No.3-9,29 ssHul.No.1-34 3Dks(Stl)	5072 4701 3198	✠100A1 5,37 ~~7,36~~ ✠LMC DBS~~2,36~~5,37	Gls Liv CS10,34 11,36	y	CL S6,36 P5,37	1917 9mo Lloyd	Harland&Wolff,Ld. Glasgow 'sA&CP	PacificStmNavCo. CellD	385·1 P31'B84'F42' FK B330'980t FPT55t	52·2	30·3	Glasgow British 7BHptCem APT46t	Oil Engines 4S.C.SA 12Cy.24 1/16"-33½" DB-60lb 735NHP Harland&Wolff Ld.Gls.	33 ″ 8 s 7 ″ 3 26 ″ 8¾	
28475 PUBM	**Lages** (exRauenfels) ssHam.No.1-11 1Dk(Stl)&Spar dk(Stl-pt teak s)&deep framing Fitted for oil fuel	5472 — 3523	✠ 2,16 ✠	Ham	a†		1907 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	LloydBrasileiro CellDBa138'uE 1100t'tween dk	421·9 P61'B123'F46' FK 25'f186' tanks a46'470tf42'	55·3	20·3 28·4	R.Janeiro Brazilian 6BHonly Cem 480tFPT65t	Q.4Cy.24",34",51"&74"-54" NB30 528NHP 4SB,12cf HS8480 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 2	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté … dans le L.R. Dans le Cert. Bd of Trade
28476 LDMV	**Lago** (*ex*Vinnie-34) *Cruiser Stern* 1*Dk*	2552 2247 1488					1929	W.Doxford &Sons,Ld. Sunderland	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	300·2 P78*t* H171*t*	47·1	20·9	Oslo Norwegian *WB*	T.3Cy.20¼",33"&54"-39" 182NHP Earle'sCo.Ld.Hull		N
28477 141432 KGAS	**Lagonda** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*2*tr B*	3647 — 3017					1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	375·6	45·8	23·3 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",31"&52"-44" 1*Bblt*96&1*Bblt*09 179NHP *Erebuilt*09		
28478 142875 VRXQ	**Lagos Pathfinder** (*ex*Pathfinder) *Well deck* 1*Dk*(*Stl*)	914 640 479	✠ 4,23 ✠	Lth			1923 4mo	Hawthorns &Co.Ld. Leith	JohnHolt&Co. (Liverpool)Ld. *CellD*	210·0 Q115'F35' *B*176'224*t* *FPT*17*t*	31·7	12·3 FK	Lagos British 4*BHAsp* *APT*12*t*	T.3Cy.17",28"&46"-33" 151NHP 2SB,6*cf*,GS94,HS2564 Hawthorns&Co.Ld.Leith	14 ″ 6	
28479 142364	**Lagos Regina** (*ex*Regina-33, *ex*Northerner, *ss*Dun.No.3-5,20 *ex*Kilclogher) 1*Dk*(*Stl*)	617 500 260	✠ 7,28 ✠	Nwc			1919 5mo	Cook,Wel-t'n&Gemmell Ld.Beverley	Government of Nigeria *CellDBu*	172·2 B50'	30·0	14·5 FK	Lagos British 5*BHptCem* *E*26'20*t*	T.3Cy.16",26"&44"-26" 94RHP 1SB,3*cf*,GS52,HS1832 Amos&Smith,Ld.Hull	16 ″ 6	
28480 161931 GDLV	**Lagosian** (*ex*Melmay-32) 3Mst *ss*Ham.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5413 4975 3364	✠100A1 *with freeboard* ~~5,37~~ ~~3,37~~4,38 BS1,38 ~~MS11,36~~ ✠LMC8,34 *Fitted for oil fuel* 9,30	Liv Rot	*b*†	CL ~~7,36~~ 9,37	1930 9mo Lloyd's A&CP F.P. above 150° F.	Greenock DockyardCo. Ld. Greenock	UnitedAfricaCo. Ld. *Intermediate BH dispensed with* Coll *BH to Shl.dk* *CellDB*363'1517*t*	421·4 P36'B119'F45' *on* *Shelter dk* *FPT*190*t* *APT*81*t*	59·2	24·7 FK FK	Liverpool British *ptCem* 5 ,, ,, 2nd ,,	Q.4Cy.24",35",51"&73"-51" 225lb (*s*) 604NHP 3SB(Spt),12*cf*,GS200, FD HS8775 D.Rowan&Co.Ld.Glasgow	27 ″ 9 s 3 ″ 2 24 ″ 9	
28481 147226 GJKC	**Laguna** TwinSc *OilEng.* *ss*Hul.No.3-3,36 3*Dks*(*Stl*)	6466 6006 4037	✠100A1 3,38 ~~1,37~~ ✠LMC CS4,35 DBS~~[illegible]~~5,37 ~~3,35~~,37	Hul	*a*†	CL ~~3,35~~ 3,38	1923 7mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	PacificStmNavCo. *CellDB*351'1080*tD*	420·5 P38'B101'F42' *Ta*39'791*t* *FPT*114*t*	54·2	33·3 FK	Liverpool British 8*BHptCem* *APT*88*t*	Oil Engines 4S.C.SA 12Cy.26⅜"-43⁵⁄₁₆" 832NHP DB100*lb* Harland&Wolff,Ld.Gls.	36 ″ 2 s 8 ″ 4½ 28 ″ 1½	
✳ 28482 82 IBDS	— *ss*Tri.No.3-3,26 *ss*Tri.No 2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5400 5022 3319	✠100A1 *Shelter dk* *with freeboard* ~~5,37~~ ~~1,37~~2,38 ✠LMC MS7,34 BS~~6,36~~7,37	Tri	*y*	CL ~~N2,35~~ 7,37	1913 12mo Lloyd's A&CP	Cantiere SanRocco Trieste *WB = CellD*	LloydTriestino Soc.Anon diNav. *Ba*128'*uE*&*B*43'*f*	400·1 166'1300*t* *FPT*114*t*	54·0 52·1	28·8 FK	Trieste Italian 6*BHCem* *APT*244*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 499NHP 3SB.9*cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gls	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
28483	— 1*Dk*	620 460 328					1925	Intrnationl SB&E.Co.Ld. Danzig	Herm.Stoltz&Co.	178·4 P11'Q39'B46'F36'	29·0	11·3	R.Janeiro Brazilian *WB*	T.3Cy.14¹⁄₁₆",22⅝"&36⅝"-23" 64NHP InternationlS.B &E.Co.Ld		
28484 105824 GTFB	**Laguna Belle** Ⓟ PadSk (*ex*SouthendBelle) Wireless 2*Dks*	617 480 327					1896	W.Denny &Bros. Dumbarton	GeneralSteam Nav.Co.Ld.	249·0 *Promenade dk*145'	30·0	10·0	London British	T.3Cy.28",41½"&60"-60" 279NHP Denny&Co.Dumbarton		BT till 10,37
28485 ~~140842~~ ~~GNCD~~	**Lagunilla** TwinSc *ss*Cco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 *with freeboard* ~~6,37~~ ~~9,36~~4,38 ✠LMC MS1,36 BS4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27	Cco Aru	*t*	CL 4,38	1927 6mo Lloyd's A&CP F.P. above 150° F.	Harland& Wolff,Ld. Belfast	~~LagoShippingCo.~~ ~~Ld.(F.J.Wolfe,~~ ~~*Mgrs.*)~~ StandardOil Co.of Venezuela	305·7 P67'F34' *Trunk*204' *Wing Tanks f* 286*t*	50·2	14·3 FK	Venezuelan 7*BHptCem* *Wing Tanks*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel. *a*356*t* *FPT*60*t* *APT*75*t*	15 ″ 0 s1 ″ 10½ 13 ″ 4	
28486 220763 DKFW	**Lahaina** (*ex*GoldenState-37, *ex*WestCarmona) *Fitted for oil fuel* D.F. 2*Dks*	5645 — 3517					1920	Western Pipe&Steel Co. SFrncisco	Matson~~S.S.Co.~~ NavigationCo.	410·5 P46'B112'F46'	54·2	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
28487 DOEX	**Lahn** Ⓟ 4Mst Sub.Sig. 2*Dks* D.F. E.S.D.	8498 7750 5300					1927	J.C.Teck-lenborgA.G. Weser-münde-G.	Norddeutscher Lloyd	508·4 P27'B&F470' *Upper*F29'	63·7	30·9	Bremen German *WB*	T.3Cy.34½",52⅝"&86⅝"-57¹⁄₁₆" & 1 low pressure turbine 1000NHP J.C.TecklenborgA.G. Wesermünde-G.		G
28488 DONM	**Lahneck** Sub.Sig. 2*Dks*	1663 1042 907					1922	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3 P12'Q157'F26'	36·3	15·2	Bremen German *WB*	T.3Cy.19⅝",31½"&53⅜"-35⅛" 168NHP A.G."Weser,"Bremen		G
28489 137272 GDBZ	**Lahore** D.F. 2*Dks*(*Stl*)	5304 4785 3161	✠ 11,23 ✠	Mdb	*y*		1920 4mo	R.Thomp-son&Sons,Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·6 P49'B113'F39' 340'1057*t* *FPT*134*t*	52·3	28·5 FK	Sundrland British 7*BHCem* *APT*213*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 N.E.MarineEng.Co.Ld.Sld	31 ″ 0	
✳ 28490 OHZF	**Lahti** (*ex*Atlantica-36, *ex*Atalanta-32) *ss*Ard.2ndNo.3-3,28 *ss*Hfs.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	616 — 316	✠100A1 *Shelter dk* *with freeboard* ~~2,36~~ ~~12,36~~3,38 ✠LMC MS9,36 BS~~2,36~~ 11,37	Cpn ~~Ant~~ Tln	*i*	CL 11.36	1905 4mo Lloyd's A&CP	J.Shearer &Sons Glasgow	LaivaO/YLahti (JohnNurminen O/Y)	169·0 *DBf*16'23*t* *FPT*32*t*	26·8	11·8 FK	Helsingfrs Finnish 3*BHCem* *APT*18*t*	T.3Cy.14",23"&37"-27" (*r*) 180lb 75lb NDB19 92NHP 1SB,3*cf*,GS53,HS1610 Muir&Houston,Ld.Gls.	19 ″ 0 s 5 ″ 10½ 13 ″ 3	
28491	**Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) *Well deck* 1*Dk*	573 338 281			...		1901	Bow,Mc Lachlan&Co. Ld. Paisley	Shaw HsingS.S. Co.Ld.	172·1 P&B100'F32'	26·1	12·1 BK7"	N'wchw ng Chinese *Wb*	T.3Cy.16",27"&44"-30" 108NHP Bow,McLachln&CoLd.Psy	12 ″ 9	
28492 OYXH	**Laila** D.F E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear and chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		G
28493 160 YLCS	**Laimdota** (*ex*Carnac,*ex*Federica) 1*Dk*&*Spar dk* &*deep framing*	3699 3363 2314			...		1899	Russell& Co. PortGlasgow	J.Freyman,O. Andersons J. Zalc-manis&K.Jansons (LatvianShppgCo. *Mgrs.*)	340·0 P21'B72'F36'	46·1	17·9 25·9 FK	Riga Latvian *WB*	T.3Cy.24",39"&65"-45" 300NHP Rankin&Blackmore,Grk.	28 ″ 5	C †
28494 132546 GPBR	**Lairds Isle** Ⓟ TrpSc (*ex*Riviera-33) 2*Dks*&*Awng dk*	1783 1203 696					1911	W.Denny &Bros. Dumbarton	Burns&Laird Lines,Ld.	316·0	41·1	15·8	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 5,38
28495 164095 GZBF	**Lairdsbank** TwinSc Wireless D.F. *OilEng* E.S.D. *CruiserStern* 1*Dk*&*Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13⅜"-24⁷⁄₁₆" 832NHP Harland&Wolff,Ld.Bel.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
28496 144238 MKND	**Lairdsbrook** (*ex*SutherlandCoast, *ex*Redbreast) *ss*Brs.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*)	761 594 338	✠100A1 *Shelter dk* *withfreeboard* 1,37 BS3,38 ~~BS1,37~~ ✠LMC2,34	Ard	*k*	CL 1,37	1921 2mo	Harland&Wolff,Ld. Glasgow *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDBuE*21'	200·2 *f*120' 193*t FPT*28*t*	31·1	11·9 FK	Glasgow British 3*BHCem* *Coll,, toSh dk* *APT*4*t*	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 〃 4 s 〃 6 14 〃 0¼	
28497 144983 GTND	**Lairdsburn** Ⓟ (*ex*LadyLouth) *ss*Ard.No.3-2,36 2*Dks*(*Stl*) D.F. E.S.D.	1870 1084 934	✠100A1 ~~2,37~~ ~~2,36~~ 4,38 BS4,38 ~~BS2,36~~ ~~BS3,37~~ ✠LMC2,35 *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Ard	*r*	CL ~~2,35~~ N4,38	1923 6mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDBa*86' *uE*24'	276·6 287·5(O.L.) P59'B122'F72' *Upr*B112' *Upr*F37' *f*74'243*t* *DTf*16'54*tFPT*24*t*	37·6	15·3 FK	Glasgow British 5*BHptAsp&ptCem* *APT*4*t*	T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP 2SB,6*cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk.	16 〃 8 s 2 〃 5¾ 15 〃 0	BT till 3,38
28498 146419 GMJY	**Lairdscastle** Ⓟ (*ex*Lady Limerick) *ss*Ard.No.3-3,36 D.F. E.S.D. 2*Dks*(*Stl*)	1945 1084 1031	✠100A1 2,38 ~~2,37~~ BS2,38 ~~BS2,37~~ ✠LMC3,36 *Fitted for oil fuel*10,24 *F.P. above* 150° F.	Ard	*r*	CL 3,36	1924 9mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDBa*86' *uE*24' *f*74'221*t*	276·6 P59'B122'F72' *Upper*B112' *Upper*F37'	37·6	15·3 FK	Glasgow British 5*BHptCem* *DTf*16' 54*t*	T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP 2SB,6*cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk. *FPT*24*tAPT*4*t*	16 〃 8 s 2 〃 0¼ 15 〃 5½	BT till 2,38
28499 164091 GYZP	**Lairdscrest** TwinSc Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk*	789 617 316					1936	Harland&Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13¾"-24 7/16" 332NHP Harland&Wolff,Ld.Bel.		C
28500 152236 MLXL	**Lairdsdale** (*ex*Sligo-36) TwinSc *ss*Liv.No.1-36 Wireless D.F. 1*Dk*(*Stl*)2*nd dk in holds*	891 757 349	✠100A1 8,37 ~~7,36~~ BS5,37 ✠LMC1,36	Liv Sld	*n*	OG P1,36 S7,36	1930 12mo	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDBa&uE*48' *f*88'143*tFPT*27*t*	221·3 P35'B96'F32'	35·3	15·1 BK7½"	Glasgow British 4*BHCem* *APT*44*t*	T.6Cy.14½",25"&40"-27 (*s*) 200lb 249NHP 2SB(Spt)6*cf*,GS132,HS4600 McKie&Baxter,Ld.Gls.	16 3 s 1 9 15 〃 3	
28501 141880 MJCD	**Lairdsferry** (*ex*Coney) *ss*Ard.No.3-6,30 *ss*Ard.No.1-34 1*Dk*(*Stl*-ws)&*Webframes*	697 609 280	✠100A1 1,38 ~~12,35~~ ~~BS12,36~~ ✠LMC9,34 1,38	Ard	*k*	CL ~~10,35~~ 1,38	1918 4mo	Harland&Wolff,Ld. Glasgow *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDB*75'87*t DTa*23' 64*t*	195·0 203·5(O.L.) B54'F30'	31·0	13·0 BK7"	Glasgow British 4*BHCem* *FPT*12*t*	T.3Cy.17½",27"&44"-36" (*s*) 175lb *70lb* 97RHP 1SB,3*cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 〃 4 s 1〃11¼ 14 〃 3	
28502 136293 GSDR	**Lairdsglen** Ⓟ (*ex*Maple) *ss*Gls.No.3-2,27 Wireless *ss*Ard.No.2-36 2*Dks*(*Stl*)	1276 962 529	✠100A1 1,38 ~~1,37~~ BS1,38 ~~BS1,37~~ ✠LMC12,34 *Adapted for oil fuel* 2,29 *F.P. above* 150° F	Ard	*q*	CL 1,37	1914 5mo	AilsaS.B.Co.Ld. Ayr *Lloyd*'sA&CP	Burns&Laird Lines,Ld. *CellDBuE*32'*f*34'110*tFPT*18*t*	261·1 274·3(O.L.) P61'B104'F44'	36·2	15·4 BK8"	Glasgow British 6*BHCem* *APT*9*t*	T.3Cy.28",45"&72"-42" (*s*) 180lb *100lb* 467NHP 2DB,12*cf*,GS225,HS6896 FD AilsaS.B.Co.Ld.Troon	16 〃 6 s 1 〃11½ 15 〃 4½	BT till ~~1,38~~ 1,39
28503 108749 GDTP	**Lairdsgrove** Ⓟ (*ex*Magpie) *Fitted for oil fuel* Wireless 2*Dks*	1227 929 537					1898	A&JInglis Glasgow	Burns&Laird Lines,Ld.	265·0 P79'B92'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28".46"&74"-45" NB21 367NHP A.&J.Inglis,Glasgow		C BT till ~~12,37~~ 11,38
28504 108764 GDTN	**Lairdsrock** Ⓟ (*ex*Vulture) *Fitted for oil fuel* Wireless 2*Dks* Now "Lochgarry," see No. 39003 in Supplement	1246 929 533					1898	A&J.Inglis Glasgow	DavidMacBrayne, Ld.	265·0 P79'B91'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28",46"&74"-45" NB24 367NHP A.&J.Inglis,Glasgow		C
28505 115692 GSDT	**Lairdsrose** Ⓟ (*ex*Rose) *ss*Ard.2ndNo.3-2,32 Wireless 2*Dks*(*Stl-Upt* ws) *ss*Ard.No.1-36	1098 807 458	✠100A1 ~~3,37~~ ~~3,35~~ 1,38 ~~BS3,37~~ ✠LMC4,36 2,38	Ard	*p*	CL ~~3,34~~ ~~3,37~~ N2,38	1902 6mo	A&J.Inglis Ld. Glasgow *Lloyd*'sA&CP	Burns&Laird Lines,Ld.	250·5 261·7(O.L.) P43'B121'F39' *Shltr dk f*17'	36·1	15·2 BK8½"	Glasgow British 5*BHCem* *FPT*28*t*	T.3Cy.26",42"&65"-42" (*s*) 165lb *100lb* 330NHP 2DB,12*cf*,GS191,HS5790 A.&J.Inglis,Glasgow	16 〃 0 s 2 〃 0 14 〃 11	BT till 3,38
28506 165153 GYZQ	**Lairdswood** TwinSc Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk*	789 617 316					1936	Harland&Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13¾"-24 7/16" 332NHP Harland&Wolff,Ld.Bel.		C
28507 216600 KVAE	**Lake Benbow** *Fitted for oil fuel* D.F. GyC. 1*Dk* Now "[illegible]aros," see No. 39408 in Supplement	2368 2040 1445				...	1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23'	43·8	22·2 FK	Dearborn Utd.States *WB*	T.3Cy.20",33"&54"-40" 328NHP DetroitS.B.Co.Detroit		R †
28508 216454 KJPK	**Lake Chelan** GyC. 1*Dk*	2010 1630 1227				...	1918	ToledoS.B.Co. Toledo,O.	LakeChelanS.S.Corp.(Boland&Cornelius,*Mgrs.*)	252·0 P21'B64'F30'	43·5	18·9 FK	Buffalo Utd.States *WB*	T.3Cy.20½",33 3/16"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 〃 0	R †
28509 219405 Broken up	**Lake Elsah** *Fitted for oil fuel* Sub.Sig. 1*Dk*	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	UnitedStates Maritime Commission	253·4 P32'B65'F24'	43·7	26·2	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 226NHP GreatLakesEng.Works		
28510 219260 Broken up	**Lake Fernalda** *Fitted for oil fuel* 1*Dk*2*trB*	2595 2243 1618				...	1919	American S.B.Co. Cleveland,O.	UnitedStates Maritime Commission	251·0 P25'B64'F23'	43·6	26·1 FK	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 〃 2	
28511 218805 Broken up	**Lake Flagon** *Fitted for oil fuel* 1*Dk*2*trB*	2609 2261 1610				...	1919	McDougall DuluthCo. Duluth,Minn.	UnitedStates Maritime Commission	251·0 P25'B64'F20'	43·7	25·8 FK	Norflk,Va. Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP MorganEng.Co.Alliance,O	28 〃 2	
28512 216571 KTAO	**Lake Frances** *Fitted for oil fuel* 1*Dk*	2016 1631 1193				...	1918	ToledoS.B.Co. Toledo,O.	CoastalS.S.Co.	252·0 P21'B64'F30'	43·5	18·9 FK	Tacoma Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 〃 0	R †
28513 215765 KJPN	**Lake George** *Mchy.Aft* 1*DkTopsidetanks* Now "Win On," see No. 40713 in Supplement	2486 2046 1782				...	1917	Gt.Lakes Eng.Works Ashtabula,O.	DavidsonS.S.Co.(JamesE.Davidson,*Mgr.*)	253·0 P115'F26'	43·5	27·5 FK	D'luth,Min Utd.States *WB*	T.3Cy.21",34½"&57"-42" 284NHP Gt.LakesEWks.Ashtabula	27 〃 6	
28514 217017 WRIE	**Lake Gorin** *Fitted for oil fuel* D.F. 1*Dk* Now "Nidardal," see No. 39407 in Supplement	2368 2040 1445				...	1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23'	43·8	22·2 FK	Dearborn Utd.States *WB*	T.3Cy.20",33 3/16"&54"-40" 328NHP DetroitS.B.Co Detroit		R †
28515 221008 KDNR	**Lake Miraflores** *Fitted for oil fuel* *Carrying oil in bulk* 1*Dk*2*trB*	2702 — 1672					1921	Saginaw S.B.Co. Saginaw	SantaCruzOilCorp.	253·4 P25'B65'F26'	43·8	26·2	S.Frncisco Utd.States *WB*	T.3Cy.21",33"&59"-42" 225NHP BuckeyeEngineCoSalem O		R
28516																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où se trouve le Navire dans le L.R. Durée Cert. Refr.
28517 216716 KVUA	**Lake Ormoc** *OilEng.* D.F. GyC. 1*Dk*	2380 — 1429			...		1918	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23' FK	43·8	22·2	Dearborn Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.17"–27" NE28 303NHP Busch-SulzerBros.D.E.Co.		R †
28518 216914 KVAA	**Lake Osweya** *OilEng* D.F. E.S.D. GyC. 1*Dk*	2398 1942 1461					1918	Saginaw S.B.Co. Saginaw	FordMotorCo.	251·0 P24'B64'F26'	43·6	24·2	Dearborn Utd. States *WB*	Oil Engines 2S.C.SA 3Cy.20½"–38⅝" 382NHP NE31 SunS.B.Co.Chester		R
28519 216150 KJPP	**Lake Traverse** GyC. 1*Dk*	1993 1688 1177			...		1918	McDougall DuluthCo. Duluth,Min.	NicholsonTransit Co.	251·0 P28'B64'F27' FK	43·6	18·2	Detroit Utd.States *WB*	T.3Cy.20",33"&54"–40" 274NHP DuluthIronWorks,Duluth	20 ″ 3	R †
28520 150081	**Lake View** Ⓟ (*ex*Princess, *ex*U.S.ArmyVessel) 3*Dks*	337 166 155					1913	Staten Isl'd S.B.Co Brooklyn,NY	NewBrasD'OrS.S. Co.Ld.	106·6	30·3	10·5	Sydney,NS British *WB*	T.3Cy.12",20"&32"–18" 52RHP Plenty&Son,Newbury		
28521 137906 VGMF	**Laketon** (*ex*Saxona) *Mchy.Aft* GyC. 1*Dk*2*trB*	4423 4176 3248					1903	American S.B.Co. ClevelndOhio	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	416·0 F48'	50·0	24·0	Toronto British *WB*	T.3Cy.20",33½"&55"–40" American 191NHP S.B.Co.Cleveland,Ohio		R
28522 116025	**Lakewood** (*ex*Syracuse) 1*Dk*&*Spar dk*	1316 — 821					1884	Detroit DryDockCo. Wyandotte	BuffaloGravel Corpn.	246·5	38·5	16·0	Buffalo Utd. States	C.2Cy.28"&48"–48½" NB94 134NHP DetroitDryDock,Detroit		
28523 139333 MJNQ	— (*ex*Hadrix) *ss*Shl.No.3–1,31 *Mchy.Aft Well deck* *ss*Shl.No.1–35 *Cargo battens not fitted* 1*Dk*(*Stl*)	570 392 252	✠100A1 1,38 ~~6,36~~ BS~~6,36~~ 9,37 ✠LMC7,35	Shl	*h*	CL ~~7,35~~ 1,38	1919 2mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	O.Dorey&Sons,Ld. *Ce*	164·8 Q94'B11 F23' FK *ll DBa39' f53' 118t*	27·0	11·1	Guernsey British 4*BHCem* *FPT44t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 83RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8½ 13 ″ 2½	
28524 UPFV	**Lakhta** (*ex*Hasselburg-35, *ex*Oceana,*ex*Witell,*ex*Markab, *ex*Solsvik) Wireless 1*Dk*	1352 1120 716					1917	Scheeps- bouwwerf Baanhoek Sliedrecht	U.S.S.R.	236·8 P23'B56'F21'	36·5	15·7	Odessa Russian	T3Cy17$\frac{3}{10}$"29$\frac{1}{10}$"&46$\frac{1}{10}$"–35⅝" 127NHP MachinefabriekJ.&A.v.d. Schuijt,Papendrecht		G
28525 210869 WCCT	**Lakina** Ⓟ (*ex*ElCapitan, 3Mst *ex*OliverJ.Olson) *Fitted for oil fuel* D.F. 2*Dks*	2059 — 1233					1913	Harlan& Hollings- worthCor. Wlmgtn,Del.	AlaskaS.S.Co.Inc.	238·7	41·0	20·8	NewYork Utd. States *WB*	T.3Cy.19",30"&50"–36" 150NHP Harlan&HollingswrthCor.		
28526 143665 GDQN	**Lalande** *ss*Bkn.No.3–9,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern* *ss*Gls.No.1–36	7453 7028 4635	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~7,36~~ ✠LMC11,36 BS10,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Liv	*b*†	CL 11,36	1920 9mo *Lloyd*	D&WHen- dersn&Co.Ld Glasgow *'sA&CP*	Lamport&Holt LineLd. *CellDB395'1289t*	442·6 F46'*onShelter dk* FK *MT22'469tDTa27'*	55·5	35·6 27·6	Liverpool British *ptCem* 7*BHtoSh dk* 1 ,, ,, *U* ,, 1015*t FPT*1	Q.4Cy.25¼",36",52"&73½"–54" 215lb (*s*) 670NHP 3DB(Spt),&1AuxSB,21*cf*, GS350,HS12737 D&WHendersn&CoLdGls. 18*tAPT20t*	38 ″ 0 s 9 ″ 4½ 28 ″ 10	
28527 OYHD	**Lalandia** Ⓟ TwinSc4Mst *OilEng.* *ss*Cpn.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl–teaks*)3*rd dk*(*Stl*)*inNo.1hold*	4913 4021 3095	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~ 4,38 ✠LMC CS9,36 DBS~~7,36~~8,37 ~~3,36~~9,36	Cpn	*z*	CL ~~2,35~~ F7,37 S4,38	1927 4mo *Lloyd*	A/SNak- skovSkibsv. Nakskov *'sA&CP*	A/S DetOstasiatiskeKompagni *Cell DB340' 1030t between tunnels*	389·8 B73'F32' FK *Tank* (C 84*tFPT*87*tAPT*84*t*	53·4	25·3	Copnhagn Danish 6*BHptCem* *oll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–51$\frac{3}{16}$" 708NHP DB100 Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 2½ 24 ″ 11	
28528 144930 VTCT	**Lalita** (*ex*Spinner,*ex*Kilcock) *ss*Shl.No.3–11,27 *ss*Bom.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	649 488 283	100A1 ~~6,37~~ ~~12,36~~ 3,38 LMC12,36	Bom HKg		CL 12,36	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	NewDholera SteamShipsLd. *CellDBuE26'20t*	175·2 B50'F25' FK	30·0	15·7	Bombay British 5*BHCem* *FPT20t*	T.3Cy.16",26"&44"–26"(*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD N.E.Mar.Eng.Co.Ld.Nwc	16 ″ 6 s 1 ″ 3½ 15 ″ 3½	
28529 LEIN	**Laly** (*ex*BandulfHansen) Now Taurus, *see No.40349 in Supplement* 1*Dk*	1522 1343 905			...		1923	Randolph A/S Skibs. Fevig	D/S A/S Laly (C.T.Gogstad& Co.)	252·8 P33'B63'F24' FK	38·2	18·0	Oslo Norwegian *WB*	T.3Cy.19",31"&52"–36" 190NHP McKie&Baxter,Glasgow	20 ″ 2	N †
28530 FOBB	**Lamartine** Ⓟ TwinSc (*ex*EmperorAlexanderIII.) *Ref.Mchy.* *ss*Msl.No.2–21 2*Dks*(*Stl–ws*)&*Shade dk*(*Stl–ws*) D.F. 3*rd dk inNos.*1,2&3 *holds*	5110 3687 3008	✠ 6,25 ✠	Msl			1914 1mo	W.Denny &Bros. Dumbarton	Soc.desServices Contractuels des Messageries Maritimes *CellDBa91' uE59'*	381·1 FK&BK2' *f154'506t FPT29t*	51·8	27·8	Marseilles French 6*BHCem* *APT48t*	T.6Cy.22",36"&58"–48" 788NHP 4SB(FD)&1AuxSB.18*cf*, GS336.HS13000 Denny&Co.Dumbarton	30 ″ 6	V †
28531 LOHN	**Lambare** Ⓟ Pad Wireless 2*Dks*	953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·2 *Hurricane dk 200'*	34·0	17·7	Bns.Aires Argentine	T.3Cy.21",35"&54"–66" 237NHP A.&J.Inglis,Ld.Glasgow		
28532 212786 WDCY	**Lammot Du Pont** (*ex*SanFrancisco-33, *ss*N.Yk.No.3–7,26 *ex*SaintFrancis, *ss*N.Yk.No.2–33 *ex*SanFrancisco) GyC. 2*Dks*(*Stl*)	5102 4694 3164	✠100A1 ~~2,37~~12,37 BS~~10,36~~ ✠LMC10,33 10,37	NOs NYk	*z*	CL 2,37	1914 5mo *Lloyd*	NofIreland S.B.Co.Ld. Londonderry *'sA&CP* *'Tw*	International FreightingCorp. Inc. *een dk BH in after* *CellDBa139'uE&* *DTf37'102*	405·0 418·0(O.L.) P40'B254'F42' FK *hold dispensed with* *B43'f178' 1113t* 4*tFPT81tAPT23t*	52·0	28·1	Wilmgton (Del.) Utd.States *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 525NHP 3SB,9*cf*,GS184,HS7457 FD Richardsons,Westgarth& Co.Ld.W.Hpl. *only*	30 ″ 6 s 4 ″ 7 26 ″ 1½	
28533 FNST	**Lamoricière** Ⓟ TrpSc *Fitted for oil fuel* D.F. 2*Dks*	4713 — 1979					1921	Swan.Hun- ter& Wigham Richardson LdNewcastle	Cie.Générale Transatlantique	370·0 P25'B158'F18'	50·0	29·8	Marseilles French *WB*	2SR gearedSteamTurbines ParsonsMar.TurbineCo. Ld.Nwc. T.4Cy.31",48"&(2)53"–45" Swan,Hunter&Wigham- Richardson,Ld.Nwc.		V
28534 LCSF	**Lampas** (*ex*Laurelleaf) *ss*Bkn.No.3–6,28 *ss*Got.No.2–36 *Mchy.Aft* 1*Dk*(*ptStl*)&*Shelter dk* (*Stl*)&*Webframes*	5505 5107 2965	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ 12,37 BS7,37 ✠LMC4,36 ✠AuxNB11*refitted*32 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150°F.	Fal ~~Got~~ Ams	*x*	CL ~~2,36~~ 7,37	1916 12mo *Lloyd*	CraigTay- lor&Co,Ld. Stockton *'sA&CP* *Cell*	D/S A/S Stokke(N. Chr.Evensen, *Mgr.*) *DBuE&B71'196t*	370·1 383·8(O.L.) P108'F48' FK *DTf35'540tFPT92t*	51·4	32·1	Oslo Norwegian 15*BHptCem* *APT184t*	T.3Cy.26",42½"&69½"–45" 180lb 488NHP 2SB,(*r*)(FD)&Aux.B,(*s*) 8*cf*,HS7740 Blair&Co.Ld.Stockton	34 ″ 6 s 7 ″ 4 27 ″ 5	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	Built. By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28535 20 IPEA	**Lampedusa** Ⓟ 1*Dk*	405 242 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·4 153·0 P26'B63'F26'	24·0	10·4	Trapani Italian *WB*	T.3Cy.13",22"&36"-24" 64NHP W.V.V.Lidgerwood,Gls.		CI
28536 UOEW	**Lamut** (*ex*LakeElpueblo) 1*Dk*	2694 2233 1508					1919	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Works		
28537	**Lana** (*ex*Djena-37,*ex*Zingara) *ss*Rou.3rdNo.3-10,31 2*Dks*(1*Stl*&*U pt Irn*&*ptStl*)& *Web frames*	3441 — 2173	✠ … 10,35 ✠NB8,19✠	Rou	*w*		1898 12mo	JLThompson&Sons,Ld. Sunderland	S.Farkouh& P.Feret *CellDBa*	347·8 P28'B100'F35' FK 113'*uE*&*B*39' *f*147'	48·3	23·1	Piræus Greek 6*BHCem* 784*tAPT*37*t*	T.3Cy.24",40"&66"-45" 310NHP 2SB,6*cf*,GS123,HS4690 Blair&Co.Ld.Stockton	25 " 8	
28538 152253 EIJG	**Lanahrone** *ss*Bkn.No.2-36 *Ref.Mchy.* 1*Dk*(*Stl*)2nd *dk* in *Nos.*1,2&3*holds*	1221 978 487	✠100A1 10,37 ~~12,30~~ 2,38 ~~12,37~~ ✠LMC12,36 BS12,37	Bkn	*q*	CL 12,36	1928 5mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	LimerickSS.Co.Ld. *CellDBa&uE*	251·5 P64'B78'F78' FK 69' *f*104' 308*t FPT*	37·1	16·4	Limerick British 5*BHCem* 27*tAPT*31*t*	T.3Cy.19",31"&50½"-39" (*s*) 185lb 230NHP 2SB,6*cf*,GS123,HS4326 CaledonSB.&E.CoLd.Dun.	17 " 6 s1 " 8¾ 16 " 1	
28539	**Lanao** Ⓟ (*ex*Mindanao-37, *ex*HaiNing-37,*ex*Repose) 2*Dks*	*2104* *1324* *840*					1896	Delaware RiverCo. Chester,Pa.	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	297·3	46·1	16·4	Manila Utd.States *WB*	T.3Cy.27½",48 5/16"&75½"-54" NB05 419NHP DelawareRiverCo.Chester		
28539* 145522 CYLS	**Lanark** (*ex*Glenlochie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
28540 140529 GLZC	**Lancashire** Ⓟ **TwinSc4Mst** *ss*Bkn.No.3-1,30 *ss*Drt.No.1-34 *Ref.Mchy.* D.F. 3*Dks*(*Stl-U* ws) *Cruiser Stern*	9557 7038 5864	✠100A1 ~~8,37~~ ~~9,36~~12,37 BS8,37 ~~BS0,36~~ ✠LMC8,34 *Fitted for oil fuel* 1,20 *F. P. above* 150°F.	Sou	*e*†	CL 8,36	1917 7mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD* *MT*43'600*t Tanks*	482·4 *Shade dk* FK *B*419'1380*t* *between tunnels*110*t*	57·3	32·1	Liverpool British 8*BHCem* *FPT*92*t AP*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) HS17040 942NHP 2DB&2SB,24*cf*,GS420, Harland&Wolff,Ld.Bel. *T*57*t*	35 " 4 s 11" 1¾ 24 " 8¼	BT till ~~6,37~~ 6,38
28541 143635 GTYM	**Lancashire Coast** (*ex*PrincessOlga) Wireless D.F. E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft*	1104 837 437					1920	SirRDixon &Co.Ld. Middlesbro'	CoastLines,Ld.	240·1	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"-36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
28542 216451 KQUE	**Lancaster** *ss*Bal.No.3-5,30 *ss*NYk.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	~~5871~~ ~~5302~~ ~~3530~~ 7516 5409	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~2,37~~ ~~10,37~~ BS10,37 ~~BS8,34~~ ✠LMC8,34 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bal ~~NYk~~	*b*†	CL ~~N2,35~~ 10,37	1918 6mo	SunS.B. Co. Chester,Pa. A&CP	ArgonautLineInc. *CellD B*370' 1 *Intermediate BH in after 'tween decks dispensed with* 1355*tDTa*30'882*tFPT*117*tAPT*76*t*	434·3 27·1 FK	57·7	35·3	NewYork Utd.States *Cem* 5*BHtoSh dk* 1 „ „2*nd* „ 1 „ „3*rd*„	T3Cy.26¾"45 11/16"&76 3/16"-51" 190lb (*r*) 575NHP 3SB,9*cf*,GS185 FD SunS.B.Co.Chester,Pa.	~~30 " 3~~ ~~s 4 " 4¾~~ ~~26 " 1¼~~ 38 " 0 s10 " 1¾ 28 " 1¼	
28543 164318 GZMN	**Lancaster Castle** D.F. 1*Dk*&*Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern*	5172 4563 3029	✠100A1 *withfreeboard* 7,37 ~~3,37~~ ✠LMC2,37	Sld Bry		CL	1937 3mo *Lloyd*'*sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB*372'1231*t*	437·4 454·6(O.L.) F30' FK *FPT*174*tAPT*168*t*	57·1	24·3	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „ *dk*)	T.3Cy.23½",38"&66"-45" 220lb (*s*) FD 466NHP 2SB(Spt)&1AuxSB,8*cf*, GS122, HS6846 N.E.MarineEng.CoLdNwc	27 " 5 s 2 " 11½ 24 " 8¾	
28544 145943 GJCB	**Lancastria** Ⓟ **TwinSc** (*ex*Tyrrhenia) *ss*Bkn.No.3-9,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl-pt* ws)3*rd dk*(*Stl*)*in holds* Sub.Sig. *Ref.Mchy.* GyC. *Cruiser Stern* E.S.D. D.F.	16243 12147 9645	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~3,37~~ BS2,38 ~~BS3,37~~ ✠LMC3,34 Lloyd'sRMC ~~3,37~~ 2,38 *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv	*k*†	CL P3,36 S3,37	1922 6mo *Lloyd*'*sA&CP*	W.Beardmore&Co.Ld. Glasgow	CunardWhiteStar, Ld. *CellD B*461'2218*tDTf*45' *at sides of tunnel*80'421*t FPT*71*t APT*102*t*	552·8 579·0(O.L.) B&F455' *on Shelter dk* FK 1516*tFWTanks*	70·4	38·8	Liverpool British *ptCem* 10*BHto Sdk*	6 Steam Turbines DR geared to 2Sc.Shafts (*r*) 220lb FD 2527NHP 3DB&3SB,36*cf*,HS29163 W.Beardmore&Co.Ld.Gls.	42 " 9 s 11" 9¼ 31 " 4	BT till 3,38
28545 145936 GFRW	**Lancastrian Prince** (*ex*Tunisiana) *ss*Mch.No.3-9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge* *ss*Hul.No.1-37 *Cruiser Stern* Not "Champenois," see No. 3765 in Supplement	3482 2897 1794	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~9,36~~ ✠LMC9,37 ~~MS6,33~~ ~~BS9,36~~ *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Mch Hul	*x*	CL 9,36	1921 6mo *Lloyd*'*sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Collision* *Cell*	363·3 F68' *on Shelter dk* FK *DB*294'1303*tFPT*4	52·1	22·3	London British *Cem* *BH to Sh dk* 6 „ „ *U* „ 5*tAPT*43*t*	T.3Cy.26",43"&73"-48" (*s*) 180lb 538NHP 3SB,9*cf*,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld Sld.	24 " 9 s 2 " 3¾ 22 " 8	
28546 LCSG	**Lancing** (*ex*Flackwell,*ex*Calanda, *ex*Omsk, *ss*Osl.3rdNo.3-9,34 *ex*RioTiete, *ex*KnightErrant) D.F. 2*Dks*(*Stl*)&*Web frames*	7866 7256 4561	✠100A1 ~~5,37~~ ~~9,35~~ 9,37 10,37 LMC9,34 PrBS9,36 ~~BS9,36~~ 10,37 *Carrying Whale oil or oil fuel in bulk* *F.P. above* 150°F *except in Nos.10&11 tanks* *Fitted for oil fuel* 8,30 *F.P. above* 150° F	Got ~~Sfj~~ Osl	*c*†	CL ~~8,35~~ 5,37	1898 3mo *Lloyd*'*sA&CP*	C.Connell &Co. Glasgow	HvalfangerA/S Globus (Melsom&Melsom, *Mgrs.*) *CellDBa*163'*uE*&	470·0 P43'B136'F56' FK *B*52' *f*204'1748*t* *FPT*200*tAPT*50*t*	57·2	31·9	Larvik Norwegian *ptCem* 12*BHptAsp* (6 *to U dk* 6 „ 2*nd*„)	T.3Cy.27",46"&76"-51" (*s*) 200lb *180lb* 737NHP NDB09*refitted*26 NB(PF)21*refitted*26 NB(FC)20*refitted*30 25 ~~23~~Pr.B60*lb*4Pr.B43*lb* 5SB,15*cf*,GS250,HS11883FD Dunsmuir&Jackson,Gls.	34 " 10 s 8 " 1½ 27 " 0	
28547	**Landego** (*CableVessel*) *Mchy.Aft* 1*Dk*	344 286 120					1927	A/S Moss Værft Moss	DenNorskeStat (Telegrafstyret)	135·7 H38*t*	24·1	12·3	Bodö Norwegian	T.3Cy.12",20"&33"-24" 53NHP A/S MossVærft,Moss		N
28548 EEVE	**Landfort** (*ex*Carolus) *ss*Bcl.No.3-7,33 *Well deck* 1*Dk*(*Stl*) (SUNK AT SAN LUCAR DE BARRAMEDA 8,36 TO BLOCK CHANNEL)	774 565 408	✠ 7,35 ✠ ✠NB91*refitted*6,21	Bcl	*k*		1921 3mo	Astilleros Ardanaz Bilbao	J.Fradera *CellD*	198·0 Q104'B15'F23' FK *B*155' 218*t FPT*43*t*	30·7	14·5	Barcelona Spanish 4*BHCem* *APT*8*t*	T.3Cy.14",23"&38"-27" 100NHP 1SB,2*cf*,GS37,HS1495 Soc.Españ.deConst.Met Talleres deZorroza.Bbo.	14 " 6	
28549 DCSE	**Landsee** (*ex*GiselaSchröder) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 Q59'F22'	34·3	15·0	Bremen German *WB*	T.3Cy.13",20½"&33 1/10"-22 4/5" JFrerichs&Co.A.G. 52NHP Osterholz-Scharmbeck		G
28550 1973 SFGR	**Landskrona** Ⓟ (*ex*Polhem) 1*Dk*&*Shelter dk*	*311* *204* *118*					1889	W.LindbergsM.V. Stockholm	NordiskRute& FärgefartA/B (SturePersson)	121·4 H34*t*	24·0	11·2	Landskrna Swedish	2Cy.20"&38"-25⅜" 61NHP W.LindbergsM.V.Skm.		
28551 153912 VLBY	**Lanena** *ss*Mel.No 2-34 *Well deck* 1*Dk*(*Stl*) *Special Surveys to date from* 4,26	1018 796 561	100A1 10,37 ~~10,36~~ ~~BS10,36~~ 10,37 LMC9,34	Mel	*n*	CL ~~9,31~~ 10,37	1925 6mo *Lloyd*'*sA&CP*	Nordseewerke Zweig Emden	W.Holyman&Sons Proprietary,Ld. *CellDB*173'298*t*	220·4 230·2(O.L.) P14'Q55'B54'F35' FK *FPT*47*tAPT*14*t*	34·9	13·0	Melbourne British 4*BHptCem* *ptAsp*	T.3Cy.17 11/16",29⅝"&46 1/16"-31½" 192lb (*s*) 152NHP 2SB,4*cf*,GS74,HS2582 F.Wilhelms-Hutte,Mulhm	15 " 7 s " 9¼ 14 " 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Materiaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
28552 LCKY	**Langanger** TwinSc *OilEng.* *Mchy.Aft* *2Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal-framing at bottom & decks*	9215 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen& Co.A/S	473·6|64·5|36·6 P259tH204t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24¾"–51 3/16" 713NHP J.G.Kincaid&Co.Ld.Grk.		N
28553 1564 IPFE	**Langano** (*ex*Neutral,*ex*Sines) *1Dk&Spar dk*	1267 1108 753					1894	H.Koch Lübeck	G.Costa fuAndrea	227·5|32·2|18·3 B57'F24'	Genoa Italian *WB*	T.3Cy.15¾",25½"&40"–27½" 84NHP H.Paucksch,Landsberga/W		I
28554	**Langfond** (*ex*Laatefos) *1Dk* *Now* "**Baltanglia,**" *see Supplement*	1532 1349 865					1921	Ardrossan S.B.&D.D.Co. Ld Ardrossan	UnitedBalticCorporation,Ld.	255·5|39·4|16·6 P63tH106tF10t	London British *WB*	T.3Cy.19",32"&52"–36" 162NHP J.G.Kincaid&Co.Ld.Grk.		N
* 28555 161551 GPRV	**Langleebrook** ssShl.No.1–34 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4246 3939 2546	✠100A1 *withfreeboard* 3,38 ~~3,37~~ BS3,37 ✠LMC9,34	Cff Dnz	*z*	CL 10,36	1930 3mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	F.Carrick&Co.Ld. *CellDB*344'1380t	396·0|54·7|22·6 410·0(O.L.) FK (*FPT*108t*APT*165t	Newcastle British 7*BHCem* *Coll to Sh dk* 6 „ *2nd* „	T.3Cy.23",39½"&68"–45" (s) 225lb FD 422NHP 3SB(Spt)9cf,GS140,HS5610 Palmers'Co.Ld.Newcastle	25 ″ 6 s2 ″ 5½ 23 ″ 3	
* 28556 161528 GSWY	**Langleecrag** ssNwc.No 2–37 ~~ssShl.No.1–33~~ D.F. *1Dk(Stl)&Shelter dk(Stl)*	4909 4595 2997	✠100A1 *withfreeboard* ~~8,37~~ ~~2,37~~2,38 BS2,37 ✠LMC	Shl ~~Nwc~~ Cff MS8,37	*a*†	CL ~~N4,35~~ 7,37	1929 7mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *CellDB*363'1514t	416·0|55·8|25·2 FK (Co *FPT*117t*APT*194t	Newcastle British 7*BHCem* *ll to Sh dk* 6 „ *2nd* „)	T.3Cy.24",40½"&70"–48" (s) 225lb 481NHP 3SB,9cf,GS133,HS6558 FD N.E.MarineEngCoLdNwc	28 ″ 3 s3 ″ 4½ 25 ″ 1	
* 28557 149402 GLYB	**Langleeford** ssNwc.No.2–34 D.F. *1Dk(Stl)&Web frames* *Corrugated sides*	4622 4304 2819	✠100A1 7,37 ~~8,36~~ BS 10,37 ✠LMC5,34	Sws	*x*	CL 8,36	1925 11mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *CellDB*	370·0|56·2|25·9 P37'B110'F40' FK 318' 1126t *FPT*166	Newcastle British 6*BHCem* t*APT*190t	T.3Cy.25",41"&66"–45" (s) 180lb *125lb* 355NHP 2SB,8cf,GS150,HS6000 Palmers'Co.Ld Newcastle	28 ″ 6 s5 ″ 1¾ 23 ″ 6¾	
* 28558 149425 GJCV	**Langleegorse** (*ex*Hedgehope) ssShl.No.2–35 D.F. *1Dk(Stl)*	4524 4285 2808	✠100A1 2,38 ~~4,37~~ MS7,35 ✠LMC	Cff Yka BS3,37	*y*	CL ~~1,35~~ 2,38	1927 3mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *Cell*	386·3|52·7|26·0 399·9(O.L.) P40'B232'F38' FK *DB*336' 1044t *FPT*	Newcastle British 6*BHCem* 99t*APT*97t	T.3Cy.26",43"&71"–48" (s) 180lb 451NHP 3SB,9cf,GS150,HS6372 FD Palmers'Co.Ld.Newcastle	28 ″ 6 s4 ″ 2½ 24 ″ 6½	
* 28559 148072 GKQF	**Langleemere** (*ex*Medomsley) ssNwc.No.3–5,37 ~~ssShl.No.2–33~~ D.F. *1Dk(Stl)* *Now* "Creemuir," *see No.* 37661 *in Supplement*	3997 3680 2466	✠100A1 5,37 ~~5,36~~ BS 9,37 ✠LMC4,34	Sws Nwc MS6,37	*w*	CL N5,36	1924 6mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *Cell*	360·2|51·0|24·7 P37'B102' ~~P102'B37'~~F38' FK *DB*309'996t*FPT*88	Newcastle British 6*BHCem* t*APT*106t	T.3Cy.25",41"&66"–45" (s) 180lb 352NHP 3SB,9cf,GS150,HS5908 Palmers'Co.Ld.Newcastle	27 ″ 0 s4 ″ 10½ 22 ″ 4½	
* 28560 161532 GSWZ	**Langleetarn** ssNwc.No.2–37 ~~ssShl.No.1–34~~ D.F. *1Dk(Stl)&Shelter dk(Stl)*	4908 4595 2086	✠100A1 *withfreeboard* 8,37 ~~2,37~~ BS2,37 ✠LMC~~7,34~~	Shl Nwc MS7,37	*a*†	CL 6,36	1929 8mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *CellDB*363'1514t	416·0|55·8|25·2 431·0(O.L.) FK (*FPT*117t*APT*194t	Newcastle British 7*BHCem* *Coll to Sh dk* 6 „*2nd*„)	T.3Cy.24",40½"&70"–48" (s) 225lb 481NHP 3SB,9cf,GS133,HS6558 FD N.E.MarineEng.CoLdNwc	28 ″ 3 s3 ″ 4½ 25 ″ 1	
28561 DHOU	**Längssee** (*ex*Borkum) *1Dk*	998 795 560					1925	Nordsee-werkeA.G. Emden	W.Schuchmann	219·6|34·9|13·1 P14'Q55'B54'F27'	Hamburg German *WB*	T3Cy17⅝",29 1/16"&46 1/16"–31½" 119NHP FriedrichWilhelms, Hütte,Mülheim,Ruhr		G
* 28562 IBBN	**Lanital** (*ex*Isobel-37, *ex*IsobelWeems, *ex*Chappell) ~~ssBal.No.3–5,28~~ ~~ssBal.No.1–32~~ ssGen.2ndNo.3–5,37 *1Dk(Stl)*	2350 1974 1412	100A1 ~~5,37~~ ~~1,36~~ 4,38 3,38 BS	NYk ~~Nap~~ Rot LMC MS~~1,32~~4,37	*r*	CL ~~1,35~~ 4,38	1919 *Lloyd*	M'Dougall DuluthCo. Duluth,Minn 'sA&CP	Soc.Italo-Baltica diNav.eCommercio("LaCostiera" Soc.An.diNav. *Mgrs.*) *CellD*	~~251·0~~|43·5|~~24·2~~ 261·0 22·4 P25'B64'F23' FK *B*208' 535t *FPT*60t	Genoa Italian 4*BHCem* *APT*85t	T 3Cy.20",33"&54"–40" (s) 185lb 262NHP 2SB,4cf,GS100,HS3828 FD McDougallDuluthCo.	24 ″ 2	
28563 142020 MKGV	**Lanrick** ssLth.No.1–37 ssLth.No.3–4,33 *1Dk(Stl)* *Cargo battens not fitted*	1276 1065 521	✠100A1 ~~5,37~~ ~~5,36~~ 2,38 BS5,38 ✠LMC~~4,33~~	Lth 5,37	*p*	CL ~~1,36~~ 2,38	1920 11mo *Lloyd*	Hawthorns &Co.Ld. Leith 'sA&CP	G.Gibson&Co.Ld. *CellDB*69'*uE*2	258·4|35·7|17·4 37·2 266·0(O.L.) P29'B77'F35' FK 5'*f*100'297t*FPT*28t	Leith British 5*BHCem* *APT*36t	T.3Cy.23",38"&62"–42" (s) 180lb 296NHP 2SB,6cf,GS129,HS4904 Hawthorns&Co.Ld.Leith	18 ″ 6 s2 ″ 0 16 ″ 8½	
28564 200595 WFDA	**Lansing** (*ex*BritishQueen) ssS.Fo.2ndNo.3–4,17 Sub.Sig ssS.Fo.No.1–22 *2Dks(Stl)3trB* *CarryingPetroleum in bulk* *Fitted for oil fuel*	4613 — 2841	✠ 8.26	SFo	*y*		1890 5mo	Palmers' Co.Ld. Newcastle	Fishermen's ProduceCo. *W*	389·4|47·2|27·6 P49'B86'F47' FK *B=Cell DBu E&B*	S.Frncisco Utd.States 13*BHCem* 56'*f*34'154t	T.3Cy.29",47"&76"–51" 446NHP 2DB,12cf,GS436,HS7820 Palmers'Co Ld.Newcastle	30 ″ 8	
28565 EAFW	**Lanzarote** Ⓟ ssLa.P.2ndNo.3–6,36 ~~ssLa.P.No.3–6,30~~ Wireless *1Dk&Shelter dk(Teak)*	475 270 189	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~6,36~~ ✠LMC6,36	LaP BS7,37	*h*	CL ~~4,35~~ 6,37	1912 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' 'sA&CP	Cia.Trasmediterranea *WB=Cell DBa*33	160·0|25·9|10·4 FK *uE*14'*f*66'87t*FPT*	LasPalmas Spanish 4*BHCem* 10t*APT*10t	T.3Cy.13",22"&36"–26" (s) 180lb 100NHP 1SB,3cf,GS57,HS1940 Smith'sDockCo.Ld.Mdb	18 ″ 3 s7 ″ 7½ 11 ″ 0	
28566 131442 GRQF	**Laomédon** Ⓟ D.F *2Dks*	6491 5554 4135					1912	Workman, Clark& Co.Ld Belfast	ChinaMutualStm Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0|52·8|32·1 P50'B162'F52'	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 532NHP Wrkman,Clark&Co Ld.Bel		BT till ~~10,37~~ ~~2,38~~ 0,38
28566* Broken up	**Lapérouse** Ⓟ (*ex*AmiralPierre, *ex*Steigerwald) *2Dks*	4885 — 2860					1911	Flensburgr Schiffsb.Ges. Flensburg		355·3|48·6|24·8 P&B280'F45'	*WB*	Q4Cy.23½",33 9/10",49½"&72 1/10"–58 9/10" 382NHP FlensburgerSchiffsb.Ges.		
28567 FOUC	**Lapeyrade** (*ex*LouisNail) *Now* "S. N. A. 10," *see No.* 40075 *in Supplement* *1Dk*	2921 — 1812					1920	Atel.&Ch. de laLoire Nantes	Cie.Navale Industrielle	314·0|46·4|23·4 P36'B79'F27'	Nantes French *WB*	T.3Cy.21⅝",35⅘"&59"–42" 225NHP Atel.&Ch.de laLoire,Nts.		V
* 28568 140606 GKPD	**Laplace** ssLiv.No.3–6,31 D.F. ssGls.No.1–35 *2Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*	7327 6850 4459	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~5,36~~ ✠LMC MS1,35 BS~~6,36~~ 3,37	Gls	*a*†	CL 4,36	1919 2mo *Lloyd*	A.McMillan&SonLd. Dumbarton 'sA&CP	Lamport&Holt Line,Ld. *CellDB*362'1078t *DTa*33' 759	430·8|56·3|34·7 447·0(O.L.) F50' *on Shelter dk* FK t*FPT*127t*APT*65t	Liverpool British *ptCem* 5*BHtoSh dk* 3 „ „ *U* „	T.3Cy.29",47"&78"–54" (s) 180lb 666NHP 4SB,12cf,GS242,HS10224 FD D.Rowan&Co.Ld.Gls.	37 ″ 6 s9 ″ 1½ 28 ″ 7	
* 28569 6720 SJBA	**Laponia** TwinSc ssGot.No.1–37 *OilEng.* D.F. ssGot.No.3–2,34 *1Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern* *Cargo battens not fitted*	5609 5223 2820	✠100A1 *Shelter dk* *withfreeboard* 3,38 3,37 ✠LMC DBS~~6,36~~ 5,37	Got ~~Bgn~~ Lkr GS 1,38 3,37	*y*	OG ~~S1,35~~ P3,37 S1,38	1922 3mo	A.B.Götaverken Gothenburg A&CP *CellDBuE*32'	Trafikaktiebolaget Grängesburg-Oxelösund(M.Waldenström,*Mgr.*) *f*105'651t *DTf*68' *DTa*103'1225t	393·7|53·4|30·9 399·0(O.L.) F40'*onShelter dk* FK 730t *Collisio* *FPT*58t*APT*150t	Stockholm Swedish *ptCem* *n BHtoSh dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23 1/16"–35 3/16" 629NHP DB–*100lb* A.B.Götaverken	34 ″ 1 s8 ″ 0 26 ″ 3½	
28570 LEJG	**Lappen** (*ex*Lillian-34,*ex*Wendla-33, *ex*Ran) *1Dk*	563 424 308					1893	R.Craggs& Sons Middlesbro'	Næss&Co.A/S	169·8|26·9|12·7 Q61tB38tH14tF18t	Bergen Norwegian *WB*	T.3Cy.13",21"&34"–27" 60NHP Wstgrth,English&Co.Mdb		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28571 6361 SKIA	**Lappland** (*ex*Benares-34) *ss*Got.No.3-11,32 *ss*Got.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4399* *4006* *2612*	✠100A1 *Shelter dk* *withfreeboard* 8,37~~2,37~~ MS6,36 *Fitted for oil fuel 9,20 F.P. above 150° F.*	Got Kob ✠LMC BS1,37	*z*	CL 2,37	1920 9mo	Furness S.B.Co.Ld. HavertonHill -on-Tees *Lloyd*'sA&CP	Ångf.Aktieb. Tirfing(T.E.J : son Broström,*Mgr.*) *CellDB*	391·7 FK F38'*onShelter dk* *Collision* 351'1272*t APT*100*t*	52·3	24·0	Gothenbrg Swedish *ptCem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.26$\frac{15}{16}$",45"&75"-51"(*s*) 180lb 569NH 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth &Co.Ld.Hpl.	26″11 s 2″9¾ 24″3¾	
28572 622 OHFI	**Lapponia** (*ex*Johanna) *ss*Abo.3rdNo.3-3,35 1*Dk*(*ptIrn&pt Stl*)&*Web frames* Wireless	1172 880 686	✠100A1 6,37~~11,36~~ ✠NB4,09 BS~~3,36~~3,37	Abo Hfs ✠LMC3,35	*n*	CL 11,36	1898 4mo	C'rmichael MacLean&Co Greenock *Lloyd*'sA&CP	FinskaÅngfartygs A/B *WB = CellDBa* 56'	230·1 Q79'B59'F27' FK *uE*15'*f*96'253*tFPT*	34·1	14·0	Helsingfrs Finnish 4*BHCem* 35*tAPT*15*t*	T.3Cy17¼"27$\frac{9}{16}$"&44"-33"(*s*) 160lb *80lb* NDB20 118NHP 1SB,*3pf*,GS54,HS1870 Hutson&Son.Glasgow	16″0 s 1·1¾ 15″0¾	
28573 145023 MKFS	**Lapwing** *ss*Lon.No.1-37 *ss*Lon.No.3-3,33 *Mchy.Aft* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	1348 983 625	✠100A1 *Shelter dk* *withfreeboard* ~~3,36~~12,37 ~~BS10,36~~ *Fitted for oil fuel 5,21 F.P. above 150° F.*	Lon MS6,37 BS12,37 ✠LMC~~3,33~~	*p*	CL ~~5,35~~ 11,37	1920 9mo	Bow,Mc- Lachlan&Co. Ld. Paisley *Lloyd*'sA&CP	GeneralStm.Nav. Co.Ld. *CellDBf* 161' 238*t*	250·6 FK *FPT* 20*t APT*18*t*	37·1	14·0	London British 4*BHCem* (2 *to Sh dk* 2 ,, *2nd* ,,)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16″6 s ″2 16″5½	
28574 217837 KEXN	**Lara** (*ex*Moline) *Ref.Mchy.* *Fitted for oil fuel* 2*Dks*	2967 2460 1760			...		1919	ThePusey &JonesCo. Wlmgtn,Del.	GraceLine,Inc.	300·0 P37'B76'F29' FK *WB*	44·1	22·9	Wilmgton (Del.) Utd.States	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn	25″0	R †
28575 DNAP	**Larache** Sub.Sig. 1*Dk*	1999 1234 1231					1923	Schiffsw(v. J.&Sch.)A.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204'Q22'F31'	38·4	15·3	Oldenburg German *WB*	T.3Cy.22",35"&56"-33$\frac{7}{16}$" Christiansen& 182NHP Meyer,Harburg		G
28576 136668 VJST	**Laranah** (*ex*IslandQueen) 4Mst *ss*Mel.No.3-10,26 *ss*Mel.No.2-34 *Mchy.Aft* *Well deck* Wireless 1*Dk*(*Stl*)	701 510 312	✠100A1 10,37~~10,36~~ BS~~10,36~~ 10,37	Mel ✠LMC10,34	*j*	CL 10,36	1914 4mo	N.V.Schpb de Merwede Hardinxveld *Lloyd*'sA&CP	W.Holyman&Sons ProprietaryLd. *WB = Cell*	180·0 *29·3* 187·7(O.L.) Q105'B11'F23' FK *DBf* 103'147*t FPT*	28·1	12·3	Melbourne British 3*BHCem* 63*tAPT*7*t*	T.3Cy.14",22½"&37"-24" (*s*) 180lb 99RHP 2SB,*4pf*,GS63,HS1900 Lidgerwood,Ld.Glasgow	14″6 s4″5¼ 14″2¼	
28577 148879 GLPR	**Larchbank** TwinSc *OilEng.* *ss*Cff.No.2-34 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)	5151 4764 3117	✠100A1 *withfreeboard* 3,37 ~~DBS2,37~~ *Carrying vegetable oil in deep tank*	Syd DBS1,38 ✠LMC4,34 ✠LMC(M)6,36	*a*†	CL 6,36	1925 10mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *tunnels*115'251*tD*	420·2 FK *Tanks'tween* *Tf*32'1067*tFPT*106	53·9	26·5	Glasgow British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,) *tAPT*132*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.	29″2 s3″7¾ 25″8	
28578 140323 GVWY	**Larchol** *ss*Lon.No.3-3,30 *ss*Lon.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1097 845 735	✠100A1 7,37~~7,36~~ BS~~8,36~~ 9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,17 F.P. above 150° F.*	Lon ✠LMC6,34	*n*	CL 7,36	1917 8mo	Lobnitz& Co.Ld. Renfrew *Lloyd*'sA&CP	TheAdmiralty *CellDB uE&B* 45'78*t*	210·0 P61'F58' FK *DT f* 30' 261*tFPT*	34·7	15·6	London British 12*BHptCem* 37*tAPT*33*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 138NHP 2SB.*4cf*,HS2200 Lobnitz&Co.Ld.Renfrew	16″6 s1″6¼ 15″0¾	
28579 129328 GKPC	**Largo** (*ex*Uskside) *ss*Nwc.No.3-12,25 *ss*Nwc.No.2-35 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2209 1741 1378	✠100A1 11,36 MS3,35	Nwc ✠LMC BS~~6,36~~ 8,37	*r*	CL 3,35	1913 2mo	J.Priest- man&Co. Sunderland *Lloyd*'sA&CP *Intermediate BH in fore hold dispensed with*	PeltonS.S.Co.Ld.	290·0 FK P24'Q90'B53'F28'	40·8	18·7	Newcastle British *Cem* 4*BHonly* *CellDBa*	T.3Cy.21",35"&57"-39" (*s*) 180lb 218NHP 2SB,*6pf*,GS90,HS3340 N.E.MarineEng.Co.Ld Sld 108'*f*116'480*tAPT*60*t*	20″0 s2″2 18″0	
28580 3999 SFGU	— (*ex*Falster) 1*Dk*	589 *424* *336*					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	A/B Svenska Ostasiatiska Kompaniet(G. Borin,*Mgr.*)	164·5 Q55'B29'H27*t*F18'	28·4	11·0	Gothenbrg Swedish *WB*	C.2Cy.17"&35"-26½" 53NHP HelsingborgsVarfsAktieb.		V
28581 137225 GSMR	**Largs Bay** Ⓟ TwinSc *ss*Lon.No.3-7,34 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*-ws) *3rd dk*(*Stl*)*in forward holds* D.F. E.S.D.	14182 11881 8477	✠100A1 *Shelter dk* *withfreeboard* 3,38~~11,36~~ MS7,34 ✠Lloyd'sRMC~~3,37~~ 4,38~~11,37~~ *Fitted for oil fuel12,21 F.P. above 150° F.*	Lon BS11,37 ✠LMC ~~BS11,36~~	*i*†	CL ~~SN8,35~~ ~~P8,35~~ 3,38	1921 12mo	W.Beard- more&Co.Ld. Glasgow *Lloyd*'sA&CP	Aberdeen&Com- monwealthLine, Ld.(G.Thompson& Co.Ld.*Mgrs.*) *CellDB*457'2259*t* *Tanks between tunnels*51'197*t FPT*174*t*	530·9 B215'F76'*onSheltr dk* FK *MT*24'1017*t*	68·3	39·9	London British *ptCem* 9*BHtoSh dk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc.Shafts (*r*) 220lb FD 1977NH 3DB(Spt)&2SB(Spt),*20cj*, HS25923 W.Beardmore&Co.Ld.Dal.	43″6 s10″8¼ 33″2	BT till ~~6,37~~ 7,38
28582 DOEE	**Larissa** (*ex*Avola-36,*ex*Oderland) Sub.Sig. 2*Dks*	1819 1595 1022					1922	Nordd. Unionwerke A G.Tönning	AtlasLevante- LinieA.G.(~~DeutscheLevante-Linie G.m.b.H.,*Mgrs.*~~)	283·1 len28	39·8	17·8	Bremen German *WB*	T3Cy.19$\frac{7}{16}$",31½"&49⅗"-31½" 136NHP Waggon u. Maschb.A.G.Görlitz		G
28583 149446 GFMK	**Laristan** *ss*Shl.No.2-36 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* D.F. *Mchy.Aft*	6401 5883 3863	✠100A1 ~~6,37~~~~10,36~~1,38 MS10,36 *Carrying Petroleum in bulk* *Fitted for oil fuel11,27 F.P. above 150° F.*	Shl Fal ✠LMC BS~~2,37~~1,38	*a*†	CL ~~4,35~~ 1,38	1927 11mo	ShortBros. Ld. Sunderland *Lloyd*'sA&CP	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDBuE&B*78'	420·0 P105'B34'F38' FK 319*t DTf*36'559*t F*	55·0	34·8	Newcastle British 14*BHptCem* 5 ,, *to 2nd dk* *PT*98*t APT*	T.3Cy.26",44"&74"-48" (*s*) 200lb 565NHP 3SB(Spt),*12cf*,HS8316 FD J.Dickinson&Sons,Ld.Sld. 98*t*	34″9 s7″4¼ 27″7¼	
28584 137087 GKST	**Larpool** *ss*Shl.No.3-3,37 1*Dk*(*Stl*)	3872 3469 2311	✠100A1 4,38~~3,37~~ BS4,38	Shl Cff ✠LMC3,37	*x*	CL 3,37	1924 12mo	W.Pickers- gill&Sons,Ld. Sunderland *Lloyd*'sA&CP	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*318'1084*tFPT*	363·5 P33'B222'F31' FK	51·4	22·8	Whitby British 6*BHCem* 88*tAPT*170*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb NDB38-*180lb* 345NHP 2SB(Spt),*6cf*,GS126,HS5423 Richardsons,Westgarth& Co.Ld.Sld	25″0 s3″1½ 22″1½	
28585 226889 WOBE	**Larry Doheny** (*ex*Foldenfjord) *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7038 — 4348					1921	SunS.B. Co. Chester,Pa.	~~RichfieldOilCo. of California~~ RichfieldOilCorp.	430·4 P386*t*B163*t*H252*t*	59·3	33·3	LsAngeles Utd.States *WB*	T.3Cy.27",45½"&76"-51" 412NHP SunS.B.Co.Chester,Pa.		R
28586 OYKA	**Lars Kruse** 1*Dk*	1807 1623 1071					1923	A/S Aal- borgSkibs. Aalborg	Dmpskibs.Vendila (Svendsen& Christensen *Mgrs*)	276·8 P34'B169'F19'	42·1	17·8	Copnhagn Danish *WB*	T.3Cy.20",31½"&53"-36" 169NHP Akt.Frichs,Aarhus		C

Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où cote… le L.R. Dunes, Cert.
28587 7463 SGBA	**Lars Magnus Trozelli** 4Mst (*ex*Nicolaas) 1*Dk*	1955 1677 1108					1920	J.&A.v.d. Schuyt Papendrecht	HolmensBruks FabriksA/B (Carl Wahren, *Mgr.*)	265·4 P28'B68'F23'	42·1	17·9	Nrrköping Swedish *WB*	T.3Cy.20",33"&55"–39$\frac{3}{16}$" 190NHP J.&A.v.d.Schuyt,Ppndrcht		V
28588 154211 VSNK	**Larut** *Fitted for oil fuel* Wireless 1*Dk*	839 682 464					1927	Hall,Russell&Co.Ld. Aberdeen	StraitsSS.Co.Ld.	214·4 P&B131'F31'	35·7	11·7	Singapore British *WB*	T.3Cy.13",22"&36"–22" 73RHP Hall,Russell&Co.Ld.Abn.		
28589 DNAQ	**Las Palmas** Sub.Sig. 2*Dks*	2317 1887 1342					1925	Deutsche Werft A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	270·5 P36'B77'F31'	41·7	21·5	Oldenburg German *WB*	C.4Cy.18$\frac{1}{16}$"&39$\frac{3}{8}$"–39$\frac{3}{8}$" Ottensener 162NHP Eisenwerk,Altona		G
28590	**Las Villas** (*ex*AlavaII) *Fitted for oil fuel* 1*Dk*	1158 — 756					1906	D.J.Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCuba,S.A.	230·0 P146'F37'	36·1	11·2	Havana Cuban *WB*	T.3Cy.17",28½"&47"–30" 121NHP D.J.Dunlop&Co.Pt.Gls.		
28591 DHOW	**Lasbek** ssHam.No.1–34 1*Dk*(*Stl*) *Well dk* *CruiserStern* *Strengthened for Navigation in Ice*	2159 1659 1263	✠100A1 1,38 ~~9,37~~ BS2,37 ✠LMC8,34	Rot Bhn	*s*	CL 4,36	1930 7mo *Lloyd*	Lübecker Maschb.Ges. Lübeck '*sA&CP*	Knöhr&Burchard Nfl. *CellDB*244'578*t*	281·8 295·3(O.L.) P15'Q81'B126'F32' FK *FPT*37*tAPT*61*t*	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 199lb (*s*) 216NHP 2SB(Spt),4*cf*,GS72, HS3120 FD A BorsigG.m.b.H.Berlin	19 ″ 0	
28592 145939 GJBV	**Lassell** TwinSc *OilEng.* ssGls.No.3–3,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	7417 6886 4491	✠100A1 *Shelter dk* *withfreeboard* ~~12,37 11,36~~3,38 ✠LMC CS~~7,34~~ 1,38 DBS~~6,36~~7,37 ~~7,36~~3,38	Gls Liv	*a*†	CL P7,36 s10,36	1922 6mo *Lloyd*	A.McMillan&Son Dumbarton *sA&CP*	Lamport&Holt Line,Ld. *CellDB* *DTa*42'804*t*	430·2 F37'*on Shelter dk* FK 353'1108*t* *FPT*120*tAPT*79*t*	56·2	34·9	Liverpool British *ptCem* 7*BHtoSh dk* 1 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 832NHP DB*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s 9 ″ 2¼ 28 ″ 7	
28593 191 [illegible] Now "Tobago," *see No.* 40338 *in Supplement*	**Latava** (*ex*Sundmar–33,*ex*Erica, *ex*Vinga) 1*Dk*	774 568 430					1900	LindholmensV.A. Gothenburg	G.H.Tiemert&Co.	191·0 Q94'B18'H39*t*F21'	30·6	12·3	Liepaja Latvian *Wb*	T.3Cy.14½",24"&40"–27" 93NHP LindholmensV.A Got		V
28594 32 SUDA	**Lateef** (*ex*Ramleh,*ex*Egyptian Prince,*ex*Waterland) *Well deck* *Mchy.Aft* 1*Dk*	503 398 266			...		1903	W.Dobson &Co. Newcastle	OvadiaIsrail Ovadia	164·0 Q47'F21' FK	25·0	11·8	Alexndria Egyptian *WB*	T.3Cy.13",21"&34"–24" 57NHP MacColl&Pollock,Sld.	14 ″ 3	
28595	**Latona** TwinSc *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *Ref.Mchy.* *CruiserStern*	1078 553					1937	Schiffb.Ges "Unterweser" A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	229·6 P115'F36'	34·4	15·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16$\frac{9}{16}$" 145NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
28596 207935 WCCU	**Latouche** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2332 — 1481					1910	MoranCo. Seattle,Wash	AlaskaS.S.Co. Inc.	240·0	41·0	20·0	NewYork Utd.States *WB*	T.3Cy.17",28"&47½"–36" 135NHP MoranCo.Seattle,Wash.		
28597 16 YLAC	**Latvis** (*ex*Sonnenberg,*ex*Dortmund, *ex*Immo,*ex*BrunoMenzell) 1*Dk*&*deep framing*	1318 1090 798					1903	Flensburgr Schiffsb.Ges. Flensburg	M.Faulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*)	245·8 P14'Q58'B112'F27'	35·5	15·2	Riga Latvian *WB*	T.3Cy.15",28$\frac{5}{8}$"&43$\frac{5}{16}$"–34$\frac{1}{16}$" 110NHP FlensburgrSchiffsb.Ges.		G
28598 OXKH	**Laura** Wireless D.F. *Ref.Mchy.* 1*Dk* *CruiserStern*	1471 1232 848					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	262·2	39·7	15·7	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
28599 109 IBKS	**Laura C.** (*ex*Laura) ssTri.No.3–2,36 D.F. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.*	6181 5022 3851	✠100A1 9,37 ~~10,36~~ BS4,38 ~~BS1,37~~ ✠LMC2,35 ✠Lloyd'sRMC2,36	Tri	*z*	CL 10,36	1923 3mo A&CP	Cant.Nav. Triestino Monfalcone	"Italia"Soc.Anon. diNav.	401·0 P36'B151'F44' FK	54·2	30·2	Trieste Italian 8*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 512NHP 3SB,9*cf*,GS201,HS7551 FD Yates&ThornLd.Blackbrn	32 ″ 10 s 7 ″ 5¼ 25 ″ 7½	
			Fitted for oil fuel 3,23			*F.P.*	*above*	150°F. *CellDBa*117'	*uB&f*200'1141*t M*	*T*34'920*t FPT*107*t*			*APT*135*t*			
28600 1641 IBJS	**Laura Corrado** (*ex*British 3Mst Duke,*ex*Terek) D.F. *Mchy.Aft* 2*Dks*&*Web frames* *CarryingPetroleum in bulk*	3645 3466 2142			...		1899	SirJ.Laing &Sons,Ld. Sunderland	Soc.Anon.diNav. "Corrado"	349·6 335·5 P81'B22'F38' FK	45·0	28·1	Genoa Italian *WB*	T.3Cy.24½",40"&66"–45" NB15 326NHP G.Clark,Ld.Sunderland	29 ″ 6	I †
28601 378 IBFS	**Laura Lauro** (*ex*Koudekerk, *ex*KirkstallAbbey, ssRot.No.3–9,25 *ex*Kandelfels) ssRot.No.1–30 D.F. 2*Dks*(*Stl–U* teak s)	5787 5419 3610	✠ ... 4,34 ✠	Ams			1912 7mo	Akt.Ges. "Weser" Bremen	A.Lauro	441·1 421·2 P60'B125'F58' FK	55·8	28·2	Naples Italian *Cem*	Q.4Cy.24",34$\frac{1}{16}$",51"&74"–53$\frac{1}{8}$" 518NHP 3SB,9*cf*,GS171,HS6781 A.G."Weser,"Bremen	31 ″ 3	I †
								1*BH*	*in lower hold forw* *Cell DBa*141'*uE&b*	*ard dispensed with* 48' *f*207'1217*tFPT*			6*BH only* 90*tAPT*24*t*			
28602 271 IPFI	**Laura Moschini** (*ex*Svarog–35, *ex*Diamant–34) ssSpt.3rdNo.3–6,34 *Well deck* 1*Dk*(*Stl*)	976 738 579	[illegible] 3,38 ~~[illegible]~~	Ven Tri ~~[illegible]~~		CL N3,37	1901 *Lloyd*	Oderwerke Act.Ges. Stettin '*sA&CP*	Soc.Anon.Trasporti Marittimi e Affini *CellDBa*43'	215·6 206·3 Q63'B51'F28' FK *uE*17'*f*94'226*tFPT*	32·1	13·9	Venice Italian 4*BHCem* 46*tAPT*8*t*	T3Cy.14$\frac{5}{8}$"22$\frac{15}{16}$"&38¼"–27$\frac{9}{16}$" 170lb (*s*) 92NHP 2SB,4*pf*,GS56,HS1596 OderwerkeAct.Ges.Stettin	16 ″ 1 ~~s 11¼~~ ~~15 ″ 4~~	
28603 161261 GTCV	**Laurelwood** TwinSc *OilEng.* ssShl.No.2–36 D.F. *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7347 6749 4360	✠100A1 ~~3,37 12,36~~2,38 ~~DBS6,36~~ ✠LMC12,36 DBS~~[illegible]~~2,38 *CarryingPetr*	Shl *oleum*	*b*† *in*	CL 11,36 *bulk*	1929 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *CellDBuE*22'66*tD*	436·0 P105'B30'F42' FK *Tf*29'479*tFPT*207*t*	59·5	33·8	London British 16*BHptCem* *APT*223*t*	Oil Engines 4S.C.SA 12Cy 24$\frac{15}{16}$"–51$\frac{3}{16}$" 709NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 6¾ 27 ″ 7¾	
28604 131 ONQB	**Laurent Meeus** *OilEng.* ssAnt.No.1–34 D.F. GyC. *CruiserStern* 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom,decks&topsides*	6429 5642 4024	✠100A1 1,38 ~~3,37~~ ✠LMC CS1,35 3,37 DBS~~1,36~~2,38 *CarryingPetr*	Ams Ant *oleum*	*z* *in*	CL 2,37 *bulk*	1930 3mo *Lloyd*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam '*sA&CP*	Soc.Purfina- Maritime *CellDBuE*54'207*t*	401·7 P102'B32'F32' FK *FPT*189*tAPT*101*t*	55·2	32·6	Ghent Belgian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 2DB*140lb* 652NHP Harland&Wolff,Ld.Gls.	32 ″ 9 s 6 ″ 0 26 ″ 11½	
28605																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'r Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28606 FNWQ	**Laurent Schiaffino** (*ex*Scientist, *ex*Sargasso) *ss*Alg.2ndNo.3-4,33 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deepframing* New "African Trader," see No. 37104 in Supplement	4533 3493 3259	✠100A1 *Spar dk* 4,36 MS1,33	Alg ✠LMC BS4,36	*x*	CL 5,34	1908 10mo	J.Read-head&Sons S.Shields Lloyd's*A&CP*	Soc.Algérienne de Nav. pour l'Afrique duNord(Ch.Schi-affino&Cie.*Mgrs.*)	359·4 | 47·6 | 15·4 25·3 P83'B122'F39' *CellDBa*110' FK *uE&B*42' *f*156	Algiers French 6*BHCem* 849*tAPT*13*t*	T.3Cy.26½",43"&71"-48"(*r*) 180lb NDB21 *80lb* 409NHP 2SB,6*cf*,GS115,HS5425 FD J.Readhead&Sons,S.Shl.	27 ″ 8 s 4 ″ 5 23 ″ 6	
28607 126485	**Laurentia** WoodTwinSc (*ex*Lorancia) 2*Dks*	346 110 205	…				1909	Z.Leroux Valleyfield P.Q.	~~M.Robideux~~ MrsD.Peltier	112·0 | 22·2 | 7·7	Montreal British	O.4Cy.9"&18"-12" 27RHP CiePontbriandLd.SorelPQ		
28608 113641 CGSQ	**Laurentian** Ⓟ (*ex*KingEdward) Wireless *Well deck* 1*Dk*	355 252 155			…		1902	Cook,Wel-t'n&Gemmell Beverley	CanadianGovern-ment(Dept.of Marine)	149·0 | 24·0 | 11·1 Q37'B40'F32' BK7"	Quebec British *WB*	T.3Cy.13",22"&36"-27" 65RHP Amos&Smith,Hull	11 ″ 10	
28609 149642 GNJT	**Laurentic** Ⓟ TrpSc D.F. Sub.Sig. 4*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	18724 14304 11103					1927	Harland&Wolff,Ld. Belfast	CunardWhiteStar, Ld.	578·2 | 75·4 | 40·6 P48'B312'F90'	Liverpool British *WB*	T.8Cy.(2)29"(2)46"&(4)52"-54" 1Low Pressure Turbine Harland&Wolff,Ld.Bel.		
※ 28610 130128 MNDW	**Laurieston** (*ex*Berkelstroom, *ex*Brederode, *ss*Gmh.No.3-11,29 *ex*EigenHulpI) ~~*ss*Gmh.No.1-34~~ *ss*Gmh.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1150 767	✠100A1 ~~6,37~~ ~~5,36~~ 4,38 MS~~4,35~~ 4,38	Gmh ~~Lth~~ ✠LMC BS~~10,36~~ 6,37		CL ~~4,36~~ 5,37	1917 5mo	Wilton'sE.&SlipwayCo. Rotterdam *A&CP*	RavelstonSS.CoLd (Gillespie&Nicol, *Mgrs.*)	240·3 | 36·4 | 15·9 P19'B63'F23 FK *CellDB*203'323*t*	Grngemth British 4*BHCem* *APT*42*t*	T.3Cy.19$\frac{1}{16}$",32"&51"-36"(*s*) 180lb 186NHP 2SB,6*pf*,GS100,HS3100 Wilton'sE.&SlpwyCo.Rot.	18 ″ 0 s2 ″ 2½ 16 ″ 0	
※ 28611 LCKG	**Laurits Swenson** TwinSc *OilEng.* *ss*Osl.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.* 3rd *dk*(*Stl*) *except in No.* 5 *hold*	5725 5202 3556	✠100A1 *withfreeboard* 6,37 ~~11,35~~ ~~DBS12,36~~ ✠Lloyd'sRMC~~2,37~~ 6,38 ~~10,37~~ ~~6,37~~ Stbd. chamber in No. 4 lower 'tween dk. not included	Osl DBS11,37 ✠LMC CS3,38 11,35	*b*†	CL P11,35 s3,36	1930 1mo	Odense Staalskibsvft Odense Lloyd's*A&CP*	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	435·9 | 56·2 | 27·8 P32'F41' FK (*CollBH&AP* *CellDB*387'1325*t* *Tanks in way of tunnels* 185*tFPT*116*t*	Oslo Norwegian 7*BH* *BHto Shdk* 5 „ 2nd„) *APT*128*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8¾	
※ 28612 137487 GQRN	**Lautaro** (*ex*Glengyle, TwinSc *ex*Bostonian) *OilEng.* *ss*Hul.No.3-4,28 *ss*Hul.No.2-36 ~~*ss*Fal.No.1-32~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6240 5892 3950	✠100A1 *Awng dk* *withfreeboard* ~~7,35~~ 11,37 DBS~~6,36~~ 11,37	Hul ✠LMC CS~~12,32~~ 11,37 6,36	*z*	CL 6,36	1915 12mo	Harland&Wolff,Ld. Glasgow Lloyd's*A&CP*	PacificStmNavCo.	399·1 | 52·2 | 33·9 412·1(O.L.) *Ba*69'*f*37'*on Awng dk* FK&BK2" *CellDB*338'1126*t* *DTa*28' 540*t* *FPT*	London British 8*BHptCem* 90*tAPT*61*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-33½" 719NHP DB*100lb* Burmeister&Wain,Gls.	37 ″ 8 s 9 ″ 0¼ 28 ″ 11	
28613 DONN	**Lauterfels** Sub.Sig. 2*Dks*	6310 5812 3849					1921	Akt.Ges. "Weser" Bremen	DeutscheDampfs-fahrts.Ges.Hansa	431·6 | 56·3 | 30·4 P78'B133 F56'	Bremen German *WB*	T.3Cy.29",47"&76⅖"-54" &LPTurbine 608NHP A.G."Weser,"Bremen		G
28614 Broken up ~~220540~~	**Lavada** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6053 — 3763					1920	Pacific CoastS.B.Co. BayPoint,Cal	~~UnitedStates Maritime Commission~~ Douglas&Ramsey	402·5 | 53·0 | 32·0 P34'F38'	~~S.Frncisco~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		R
28615 149456	**Lavaldoc** *Mchy.Aft* 1*Dk*	1918 1629 1142					1928	Swan,Hun-ter&Wigham-Richardson, Ld.Newcastle	PatersonSteam-ships,Ld.	252·8 | 43·3 | 17·8 Q100'F35'	F.William, Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
28616 129042 MDBP	**Laverock** *ss*Lon.No.1-37 *ss*Lon.2ndNo.3-4,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) &*deepframing* *Lower dk in No.* 1 *hold*	1199 886 564	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~5,35~~ BS~~6,36~~	Lon ✠LMC~~4,32~~ 5,37	*p*	CL ~~5,35~~ 4,37	1909 9mo	AilsaS.B. Co.Ld. Troon Lloyd's*A&CP*	GeneralStm.Nav. Co.Ld.	240·2 | 34·1 | 14·7 BK7½" *CellDBf*138'2	London British 4*BHCem* 09*tFPT*24*t*	T.3Cy.22",35"&59"-39" (*s*) ~~170lb~~ 160lb 251NHP 2SB,6*cf*,GS116,HS4180 AilsaS B.Co.Ld.Troon	17 ″ 0 s ″ 2 17 ″ 5½	
28617 216119 WBDU	**Lawrence Philips** (*ex*Tillamook-35, *ss*L.An.No.3-7,30 *ex*PointArena) *ss*S.Fo.No.1-34 1*Dk*(*Stl*) *Fitted for oil fuel*	2117 1726 1285	✠ … 10,36 ✠	LAn	*r*		1918 3mo	AlbinaEng &Mach.Wrks Portland,Or.	Lawrence-Philips S.S.Co.	251·0 | 43·5 | 18·1 P25'B64'F25' FK *CellDB*212'477*tFPT*102*t*	L.Angeles Utd.States 4*BHCem* *APT*112*t*	T.3Cy.20",33"&54"-40" 279NHP 2SB,6*cf*,GS115,HS5384 AlbinaE.&M.Wrks.Pld.O.	19 ″ 11	
28618 161513	**Lawrendoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hun-ter&Wigham-Richardson, Ld.Newcastle	PatersonSteam-ships,Ld.	252·8 | 43·4 | 17·8	F.William, Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
※ 28619 144569 VTCV	**Laxmi** (*ex*Karachi-33, *ex*GeorgeHarris) *ss*Bom.No.3-9,32 1*Dk* *Cargo battens not fitted*	310 246 120	100A1 4,35 BS12,36	Sng LMC9,32	*e*	CL 11,36	1918	Hepple& Co.Ld. SouthShields Lloyd's*A&CP*	HindustanS.S. Co.Ld.(Joshi&Co. *Mgrs.*)	124·6 | 23·4 | 12·6 Q72'F21'	Bombay British 2*BHCem*	T.3Cy.12½",21"&35"-26" (*s*) 180lb 87RHP 1SB,3*pf*,GS50,HS1619 Bellis&Morcom,Ld.Bmn.	13 ″ 6 s 2 ″ 0 13 ″ 1¼	
28620 EEVL	**Lázaro** (*ex*Besós) Iron	398 — 283					1862	……………… England	M.CamposPeña	172·9 | 23·0 | 14·4	Seville Spanish	C.4Cy.13"&28"-24" NB91 64NHP		
28621 1860 IPNK	**Lazio** (*ex*Littoria-36,*ex*Senior-33) 1*Dk*	319 287 166					1899	Oderwerke Grabow	LaLigureRomana Soc.Anon.diNav. Maritt.eFluviale	167·3 | 25·8 | 8·6	Genoa Italian *WB*	C.2Cy.10⅞"&20⅛"-13¾" NB12 12NHP Oderwerke,Grabow		I
28622 219 IBLS	**Lazzaro Mocenigo** Ⓟ *OilEng.* Wireless D.F. 2*Dks*3*trB*	1403 — 593					1928	Cant.San Rocco SanRocco	SocietàFiumana diNavigazione	235·7 | 34·6 | 20·5	Venice Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½"-32¼" 438NHP FiatSanGiangio,Turin		I
28623 PKEW	**Le Maire** 2*Dks*	3271 — 2060					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 | 44·0 | 22·3 P40'B104'F40	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" NB10 233NHP Maats.Fyenoord,Rot.		V
28624 LIUW	**Le Norvegien II** (*ex*Proteus-34, *ex*Amsel,*ex*Minna) Sub.Sig. Wireless 1*Dk*	1058 831 605					1921	Schiffsw(V J.&Sch.)A.G. Hamburg	DenNorske AmerikalinjeA/S	215·8 | 34·2 | 14·1 P23'B59'H49'F26'	Oslo Norwegian *WB*	T3Cy18½",29½"&47$\frac{5}{16}$"-33$\frac{7}{16}$" Hannoverische 130NHP MaschinerA.G.Hannover		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
28625 240 ORMB	**Le Phoque** (*ex*Lestris-36) *ss*Ant.2nd.No3-11,29 *ss*Ant No.3-11,36 *Well deck* 2*Dks*(1*ptStl*&*UptIrn*&*ptStl*) Wireless	1275 — 755	✠100A1 11,37 ~~11,36~~ ✠LMC11,36 BS11,37	Ant	*q*	CL 11,36	1905 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Cie.Marchande Export-Import *CellDBa66'uE* 20'*uBunker*1	260·0 P&B150'F55' BK9' 4'*f*94' 291*t FPT*25*t*	34·7	18·5	Antwerp Belgian 4*BHCem* *APT*20*t*	T.3Cy.21",33½"&54"-39" (*s*) 160lb *80lb* 210NHP 2SB,6*pf*,GS107,HS3564 Swan,Hunter&Wigham Richardson,Ld.Nwc.	19 " 9 s 1 " 10 18 " 8	
28626	**Le Progrès** TwinScSp (*ex*LeProgrèsNo.119-33) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	*511* *416* *205*					1892	Armstrong Mitchell&Co. LdNewcastle	FiruzanAliArsan, MehmetAliBey& MithalRecai Ogdevin	164·0	27·0	13·5	Panama Pnamanian *WB*	C.4Cy.16"&30"-18½" 70NHP WallsendSlp.Co.(Ld.),Nwc		V
28627 FNIA	**Le Rhin** Ⓟ 1*Dk*&*Shelter dk*	2456 1562 1494			...		1920	H.&C. Grayson,Ld. Garston	Cie.deNav.Paquet	264·8 FK	41·3	18·8	Marseilles French *WB*	T.3Cy.21",34"&56"-36" 252NHP McKie&Baxter,Glasgow	21 " 0	V †
28628 TWED	**Le Sahel** (*ex*Apache, Steel&IronSc *ex*Easton) 2*Dks*	567 — 271					1896	C.Reeder &Son Baltimore	Vernisse,Menard& Haccoun	156·8	30·0	16·2	Bizerta Tunisian	C.2Cy.20"&38"-28" NB06 64NHP C.Reeder&Son,Baltimore		
28629 TTYT	**Le Trait** 1*Dk*	1158 856 450					1934	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	WormsetCie.	237·2 P187'F31'	34·2	14·7	Havre French *WB*	T.3Cy.17",30"&50"-36" 150NHP Atel.&Ch.de laSeine Maritime		V
※ 28630 234 IPFZ	**Le Tre Marie** *ss*Gen.No.2-38 *Well deck* 1*Dk*(*Stl*)	1086 772 633	✠100A1 10,36 BS~~7,36~~ ✠LMC8,33 7,37	Gen	*n*	CL ~~9,34~~ 9,37	1925 7mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci., Soc.Anon.diNav. Rimorchi e Salvataggi *Ce*	222·2 Q79'B56'F26' FK *llDBa47'uE25'f93'*	35·0	13·0	Trieste Italian 4*BHCem* 246*tAPT*8*t*	T.3Cy.17½",29"&47"-33" (*r*) 180lb 194NHP 2SB,4*cf*,GS68,HS3000 FD OfficineNav.Triestino,Tri.	15 " 7 s 1 " 0 14 " 9½	
28631 TVYE	**Le Violent** 1*Dk*	441 322 184					1921	S.A.des AnciensCh. Dubigeon Nantes	LesTransports Bayonnais	136·7 B36'F16'	27·3	11·8	Bayonne French	T.3Cy.12",20"&32"-22" 48NHP *Emade*19*refitted*32 McKie&Baxter,Ld.Psy.		V
28632 TSYO	**Le Zeramna** (*ex*Ain-Sefra-34, *ex*HonorineAchaque,*ex*Holland) 1*Dk*	559 388 274					1919	N.V.Werf. Zeeland Hansweert	ArmementNord- Africain	153·8 P86'B9'F27'	26·1	12·3	Algiers French	T3Cy11⅝",17⁷⁄₁₀"&31½"-17⁷⁄₁₀" N.V.Mach. 42NHP Fulton,Hoogezand		V
※ 28633 ~~[illegible]~~ ~~MLFP~~	**Leadenhall** (*ex*Fellside-37, 3Mst *ex*OldTrader-34,*ex* *ss*Lon.2ndNo.3-6,24 LondonTrader-34, *ss*Rot.No.3-5,26 *ex*Edmée, *ss*NWc.No.2-[illegible] *ex*Mademoiselle 1*Dk*(*Stl*) Edmere, *Cargo battens not fitted* *ex*Grasmere) *Well deck* *Mchy.Aft* Now "Tavria" see No. 40333 in Supplement	619 451 305	✠100A1 5,37 ~~1,37~~ BS7,36 ✠LMC5,35	Bly Ant	*i*	CL 8,36	1904 9mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	~~H.Hesketh~~ ~~BillitersS.S.Co.Ld.~~ *Cell*	178·0 Q92'B9'F20' FK *DBf*108'150*tFPT*	26·5	11·6	 Greek 3*BHCem* 52*tAPT*6*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 83RHP 1SB,3*cf*,GS50,HS1617 G.T.Grey,SouthShields	13 " 9 s3 " 11½ 12 " 11½	
※ 28634 148110 GKRT	**Leadgate** (*ex*SevenSeasSound-37, *ex*Chilton-35) ~~*ss*Bly.No.2-34~~ D.F. *ss*Sld.No.3-11,37 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1856 1241	✠100A1 11,37 ~~1,37~~ ~~[illegible]~~ ✠LMC~~5,33~~ 11,37	Cff Sld	*s*	CL 10,35	1925 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellD*	280·0 P27'B49'F26' FK *B*234'644*t FPT*160*t*	41·6	20·1	Newcastle British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 " 3 s 3 " 0½ 19 " 5	
28635 DOGQ	**Leander** Sub.Sig. Wireless 1*Dk*	989 797 589					1925	Atlas- WerkeA.G. Bremen	Dampfschifffahrts Ges.Neptun	224·0 Q86'B66'F31'	33·3	13·7	Bremen German *WB*	T.3Cy.18⅛",29½"&48⅞"-29½" 127NHP Atlas-WerkeA.G.Bremen		G
28636 204720 WFDS	**Lebanon** (*ex*EffinghamB.Morris, *ex*JosiahG.Munro) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
28637 221358 KDTN	**Lebec** (*ex*Hamer) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6893 — 4296					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P123'B50'F44'	56·2	33·5	NewYork Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
28638 223475 KFMP	**Lebore** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	8289 — 4546					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	OreS.S.Corp.	549·6 P118'F50'	72·2	40·5	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp.Ld.		R
※ 28639 IBUT	**Lecce** *OilEng.* *ss*Hul.No.3-5,36 1*Dk*(*Stl*)&*Shelterdk*(*Stl-pt* ws) *Longitudinal framing in DB* See also "ARANTZA-MENDI," No. 20376	3720 3068 2048	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~12,33~~ 3,38 ✠LMC CS4,37 DBS~~5,36~~6,37 4,37	Gen	*w*	CL 5,36	1923 4mo	Cia.Euskal- duna deConst Bilbao A&CP	Soc.Anon.Cooper- ativa diNav. "Garibaldi" *CellDB*279'852*tA*	345·8 F32'*onShelter dk* FK *PT*124*t* *Collision*	48·7	22·4	Genoa Italian *Cem* *BH to Sh dk* 5 " " *U* "	Oil Engines 4S.C.SA 6Cy.29½"-59" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24 " 10 s1 " 10½ 23 " 2	
※ 28640	**Lech** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Platform dk for light* *Ref.Mchy.* *cargoes in No. 2 hold* *CruiserStern* *Strengthened for Navigation in Ice*	1568 1241 790	✠100A1 *withfreeboard* 3,37 ✠LMC3,34	Dnz	*r*	CL 3,35	1934 3mo *Lloyd*	Swan,Hunter&Wigham- Richardson, Ld.Newcastle '*sA&CP*	PolishBritishS.S. Co.Ld. *CellDBa&uE*	281·4 293·5(O.L.) FK (97'*f*119'333*tFPT*1	40·1	16·1	Gdynia Polish 5*BHptCem* *Coll to Sh dk* 4 " 2*nd* ") 7*tAPT*35*t*	T.3Cy.19½",33"&54"-36" (*s*) & LP Turbine with DR gearing & hydraulic coupling 210lb FD 335NHP 2SB(Spt)6*cf*,GS115,HS4043 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	17 " 4 s " 7½ 16 " 10½	
28641 ~~[illegible]~~ ~~[illegible]~~ SPAQ	**Lechistan** (*ex*Hemland-36) *OilEng.* D.F. *ss*Got.No.2-37 ~~*ss*Skm.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1937* *1567* *967*	✠100A1 *withfreeboard* ~~9,37~~ ~~3,37~~ 4,38 ✠LMC CS~~12,33~~ 8,37 DBS~~[illegible]~~ 8,37 ~~8,36~~ 8,37 *Carrying Vegetable Oil in No. 4 DB tank*	Dnz ~~Got~~	*t*	CL 8,36	1929 4mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA&CP*	"ZeglugaPolska" SpolkaAkcyjna. *CellD*	289·2 305·2(O.L.) F26' FK *B*246'646*tAPT*25*t*	43·0	16·6	Gdynia Polish 6*BHptCem* (*Coll toSh dk* 5 " 2*nd* ")	Oil Engines 4S.C.SA 6Cy.24⅞"-51⅛" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	19 " 0 s " 4½ 18 " 9	
28642 FOBC	**Leconte de Lisle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shadedk*	9877 — 5376					1922	Soc.Provençale de Const.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	454·7 B252'F66'	61·0	37·4	Marseilles French *WB*	T.6Cy.24⅝",40½"&65½"-47¼" 596NHP Soc.ProvençaledeConst. Nav.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 28643 HPFF	**Leda** [TwinSc *OilEng.* *ss*Bmn.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. GyC &*Web frames* *CruiserStern Longitudinal framing*	~~8887~~ ~~8463~~ ~~4799~~ 8546 — 5188	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~8,36~~ DBS7,37 ~~BS8,34~~ ✠LMC1,34 *CarryingPetroleum in bulk*	Ham	*d*†	CL ~~10,35~~ 7,37	1925 11mo *Lloyd*	Howaldts-werke Kiel '*sA&CP*	Panama Transport Co. ~~(Waried Tankschiff RhedereiG.m.b.H.~~ ~~*Mgrs.*)~~ *Cell*	470·1 B34'F39' FK *DBuE*69' 160*tDTf*	63·2	35·3	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk* 36'275*t DTa*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB70*lb* 2 Water Tube DB-200*lb* SulzerBros.Ld.Winterthur 21'96*tFPT*182*tAPT*119*t*	35 " 6 s 8 " 6½ 27 " 3	
28644 LCSI	— Ⓟ D.F. 2*Dks*	2415 1549 1320					1920	Armstrong Whitworth &Co.Ld. Newcastle	DetBergenske Dampskibsselskab	305·6 P467*t*H339*t*F119*t*	41·7	18·4	Bergen Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WllsndSlpwy.Co.Ld.Nwc.		
* 28645 280 OHCO	— *ss*Hfs.2ndNo.3–5,33 Wireless 1*Dk*(*Stl*)&*deep framing*	1283 1040 694	✠100A1 7,36 ✠NB12,34 ✠LMC5,33 ~~[illegible] 8,37~~ BS8,37	Lon	*o*	OG 4,36	1908 6mo *Lloyd*	Laxevaags Msk.&Jrnskb Bergen '*sA&CP*	FinskaÅngfAktieb *Cell DBa*63' *f* 119'285*t*	229·0 P19'B61'F25' FK *FPT*40*tAPT*51*t*	35·2	15·8	Helsingfrs Finnish 4*BHptCem* *ptAsp*	T.3Cy.16",25$\frac{13}{32}$"&43"–30"(*s*) 185lb *125lb* NDB34 120NHP 1SB,3*cf*,GS54,HS1957 LaxevaagsMsk&Jrns.Bgn	16 " 10 s 1 " 7 15 " 5	
28646 DONL	— 1*Dk*	594 462 347					1904	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8 Q52'B43'F22'	27·2	11·8	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"–20⅝" 51NHP A.G."Weser,"Bremen		G
28647 LCXY	**Ledaal** (*ex*Skudefjord–34, *ex*Skogland, *ex*Polcarne, *ex*Everingham) *ss*Ham.2ndNo.3–11,23 1*Dk*(*Irn*)2*trB*&*deep framing*	3076 2855 1886	✠ 4,26 ✠	Shl	*u*		1899 12mo	BlythS.B. Co.Ld. Blyth	D/SA/SLedaal(A. GowertOlsen&E. Gundersen,*Mgrs.*) *Cell DBa* 108'	322·9 H111*t*F51*t* FK *uE&B*22'*f*128'690*t*	47·0	22·4	Stavanger Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"–42" NDB20 281NHP 2SB,6*rf*,GS119,HS4325 Blair&Co.Ld.Stockton	24 " 10	N †
* 28648 147592 GJQS	**Ledbury** (*ex*Podesta,*ex*Odessa) *ss*Shl.No.3–8,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3528 3214 2186	100A1 *Shelter dk* *withfreeboard* ~~10,31,1,37~~ 2,38 BS10,36 LMC9,35	Shl Nwc		CL ~~1,37~~ 2,38	1912	Akt.Ges. "Neptun" Rostock	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDBa&uE*139'	366·0 F38'*onShelterdk* FK *Coll* *f*156'968*tAPT*15*t*	50·8	21·5	London British *Cem* *BHto Sh dk* 5 " " *U* "	T.3Cy.23",39$\frac{3}{16}$"&62"–41$\frac{3}{16}$" 192lb (*s*) 310NHP 2SB,6*cf*,GS114,HS4164 FD A.G."Neptun,"Rostock	24 " 5 s 2 " 2½ 22 " 5½	
28649	**Lee An** (*ex*Kaimanawa–35, *ex*JohnHeidmann) 4Mst Sub.Sig. 1*Dk* *Cantilever framing*	2407 — 1257					1909	Flensburgr Schiffsb.Ges. Flensburg	AnKweaFeng (LeeShunSteamshipCo.*Mgrs.*)	320·0 P24'B70'F29'	42·0	19·0	Chefoo Chinese *WB*	T.3Cy.21¼",35½"&59"–37½" 213NHP FlensburgerSchiffsb.Ges.		C
28650 XNFV	**Lee Cheng** Steel&Iron (*ex*KichirinMaru–34, *ex*Girin,*ex*Blairmount) *ss*Nag.No.3–3,02 1*Dk*(*Irn*)& Wireless *Web frames Beams Irn*	1491 — 901	✠ 3,02 ✠	Nag	*o*		1889 6mo	Sunderlnd S.B.Co.Ld. Sunderland	SunTeHsun	243·2 P29'Q53' BK7"	34·1	18·1	Tientsin Chinese *WB*	T.3Cy.18½",30"&49"–33" 138NHP N.E.MarineEng.Co.Ld.Sld	17 " 6	
28651	**Lee Ping** (*ex*HengMei–35, *ex*ShunKong–35,*ex*Urilla) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks*	*1985* *1727* *1052*					1907	SirRaylton Dixon&CoLd Middlesbro'	LeePingS.S.Co.	275·7 P80'F32'	40·4	18·7	Shanghai Chinese *WB*	T.3Cy.20½",33"&54"–36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		
28652 150118 VPDY	**Lee Sang** (*ex*TeoPao) D.F. 2*Dks*	1655 1438 972					1907	Schiffsw.v. HenryKoch Lübeck	Indo-ChinaSteam Nav.Co.Ld.	265·8 P&B154'F40'	37·8	18·4	HongKong British *WB*	T.3Cy.20½",33½"&53½"–33½" 163NHP J.F.Ahrens,Altona	20 " 9 s 2 " 4½ 18 " 8½	
28653 XNFR	**Lee Shun** (*ex*YesanMaru–34, *ex*Burma) 1*Dk*	3187 — 2313			...		1893	W.Gray& Co.Ld. W Hartlepool	AnKweaFeng (LeeShunSteamshipCo.*Mgrs.*)	324·9 Q127' BK10½" *ptAwng dk*198'	41·4	23·9	Tientsin Chinese *WB*	T.3Cy.24$\frac{9}{32}$",38"&64"–42" 256NHP Cen.Mar.Eng.Wrks.WHpl	24 " 0	
28654 148831 GDXQ	**Leeds City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4758 4432 2884					1927	Wm.Gray &Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
* 28655 1133 ESRP	**Leeni** (*ex*Portos–37,*ex*Ilmari, *ex*Dordrecht) *ss*Osc.3rdNo.3–3,25 *Well deck* *ss*Skm.No.2–34 1*Dk*(*Irn*)&*Web frames*	1842 1473 1129	✠100A1 6,36 ~~BS5,36~~ 3,37 ✠LMC1,34	Got	*r*	~~6,36~~ 9,37	1891 8mo *Lloyd*	Wood, Skinner&Co. Newcastle '*sA&CP*	A.Laane,F.Baltser &J.Petermann *Cell*	274·5 Q101'B64'F31' FK *DBa*76'*uE*18'*f*112'	37·2	17·2	Pärnu Estonian 4*BHCem* 320*tAPT*29*t*	T.3Cy.21¾",34"&56"–39"(*s*) 160lb *80lb* NDB06 194NHP 2SB,6*pf*,GS88,HS2900 N.E.MarineEng.CoLdNwc	19 " 8 s 2 " 1 17 " 9	
* 28656 PFNS	**Leerdam** Ⓟ *ss*Rot.No.3–9,34 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl*–ws)	8815 5846 5407	✠100A1 *Shelter dk* *withfreeboard* ~~10,36~~ 10,37 BS10,37 ~~BS10,36~~ ✠LMC9,34 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Rot	*c*†	CL ~~9,34~~ 10,37	1921 6mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367'1544*t*	450·0 B91'F50'*on Shelter dk* FK *M T* 27' 714*t D T a*	58·2	37·2	Rottrdam Dutch *ptCem* 8*BHtoSh dk* 30'682*tFPT*	3SteamTurbinesDRgeared to1 Sc. Shaft (*s*) 215lb HS11308 880NHP 4SB(Spt),12*cf*,GS247 FD J.Brown&Co.Ld. 172*tAPT*86*t* Clydebank	40 " 0 s10 " 2¾ 30 " 3¼	
28657 PFNW	**Leersum** *ss*Rot.No.3–1,29 *ss*Rot.No.2–37 ~~*ss*Rot.No.1–34~~ D.F. 1*Dk*(*Stl*)	3682 3315 2287	✠100A1 ~~7,37~~ ~~6,36~~ 3,38 ~~BS2,36~~ ✠LMC~~4,34~~ 7,37 BS3,38	Rot	*w*	CL ~~7,35~~ N3,38	1916 8mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs.*) *CellDB*310'96	360·0 P27'B101'F27' FK *Intrm'teBHin after hold dispensed with* 6*tFPT*74*tAPT*81*t*	48·3	22·8	Amstrdam Dutch *Asp* 5*BHonly*	T.3Cy.23",40"&67"–45" (*s*) 180lb 342NHP 3SB,6*cf*,GS144,HS5490 Maats.deSchelde,Flushing	25 " 3 s 4 " 6¼ 20 " 11	
28658 DHUE	**Leesee** (*ex*RobertKöppen–33) 1*Dk*	2624 2240 1545					1922	Nüske&Co. Stettin	W.Schuchmann	322·9 len36 P28'B82'F35'	46·0	19·2	Bremrhvn German *WB*	T.3Cy.21$\frac{11}{16}$",33⅞"&55"–35" 176NHP GörlitzerMaschfbk.Görlitz		G
28659 XNDX	**Leetung** (*ex*SatsumaMaru) *ss*Yka.No.3–4,98 *ss*Yka.No.1–02 2*Dks*(1*Stl*–ws)&*Spar dk*(*Teak*)	1853 1245 1111	✠ 6,05 ✠	Yka			1884 5mo	Napier, Shanks&Bell Glasgow	LeetungS.S.Co.Ld. (HweiTungS.SCo. *Mgrs.*)	265·5 26·0 BK9½"	35·7	18·4	Chefoo Chinese *WB*	C.2Cy.36"&68"–44" 267NHP J.Howden&Co.Glasgow	28 " 7	
28660 161213 MPJS	**Leeuwarden** *ss*Lon.No.2–38 ~~*ss*Lon.No.1–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	1209 861 538	✠100A1 *withfreeboard* 3,38 ~~5,35~~ ~~BS5,34~~ ✠LMC~~3,35~~ 3,38 ✠Lloyd'sRMC~~4,37~~ 11,37	Lon	*q*	CL ~~5,35~~ 2,38	1929 3mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*202'301	245·5 B62' FK *tFPT*31*tAPT*15*t*	40·1	12·8	London British 5*BHCem* (*Coll to Sh dk* 4 " 2*nd* ")	T.3Cy.21",34"&56"–36" (*s*) 200lb 304NHP 2SB,8*cf*,GS160,HS5834 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28661 63 SZLY	**Lefkas** Ⓟ (exAris-33, exVella, exMikonos, exAris) Wireless 1Dk	379 — 151					1904	Lloyd Austriaco Trieste	HellenicCoast LinesCo.Ld.	169·0 F36′	23·7	11·6	Piræus Greek	T.3Cy.13½″,22½″&36″–24″ 63NHP LloydAustriaco,Trieste		
28662 EAFX	**Legazpi** Ⓟ (exZungeru, TwinSc Damaged by aircraft & beached 5.37 exBruxellesville, ssBcl.2nd No.3-10,29 exZungeru) ssVal.No.1-33 2Dks(1Stl-pt ws & U Stl-ws) D.F. & deep framing	4349 2976 2563	✠~~100A1~~ 3,37	Bcl	x	CL 7,36	1904 7mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	CiaTrasmediter- ranea WB=CellD	375·5 P&B261′F42′ FK Ba102′uE24′f152′	47·0	23·3	Barcelona Spanish 6BHCem 680tFPT31t	T.6Cy.21½″,36″&59″–42″ (s) 180lb 589NHP 4SB,12cf,GS229,HS8376 FD WllsndSlpwy.Co.Ld.Nwc.	26 ″ 0 s4 ″ 1 22 ″ 7	
28663	— For full particulars see No. 39011 in Supplement Eng. Wireless CruiserStern	1200 900 360	100A1 (ClassContemplated)				1937	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	215·0 F35′	40·3	13·7	Cebu Utd.States	Oil Engines 2S.C.SA 5Cy.19 1/16″–35 7/16″ Akt.Burmeistr&Wain,Cpn		
28664 202311 WCDN	**Lehigh** (exWilliamA.Rogers) Mchy.Aft 1Dk D.F.	6524 — 5101					1905	American S.B.Co. Lorain,O.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. Mgrs.)	525·0	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.BCo.Cleveland		R
28665 218450 KINM	— Fitted for oil fuel Sub.Sig. 2Dks & Webframes	4983 4740 3046			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39′B122′F43′ FK	54·2	27·6	Phildlphia Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
※ 28666 LDRL	**Leiesten** OilEng. ssNwc.No.1-34 Mchy.Aft 2Dks(Stl) & Webframes Longitudinal framing Strengthened for Navigation in Ice Progressive survey of oil tanks	6118 5412 3561	✠100A1 ~~6,34~~ 4,37 1,38 ~~✠LMC CS11,36~~ Carrying Petroleum in bulk DBS12,37 ✠LMC12,37	Rot ~~Bcl~~	z	CL ~~8,36~~ 1,38	1930 11mo	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle Lloyd'sA&CP	SkibsA/S Leiesten (Rafen&Loen- nechen) CellDBuE56′171t	396·2 408·0(O.L.) P97′B29′F36′ FK Trunk238′ DTf34′523tFPT1	55·1	32·3	Tönsberg Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,) 35tAPT121t	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 583NHP 2DB180lb Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
28667 LCSJ	**Leif** (exBygdö) Now "Kari," see No. 38858 in Supplement 1Dk	1925 1653 1107					1920	C.Hill& Sons Bristol	D/SA/S Truls(M. Thorvik,Mgr.)	270·0 P69tH124tF12t	42·2	17·8	Oslo Norwegian WB	T.3Cy.20½″,33″&56″–36″ Richardsons, 156NHP Westgarth&Co.Ld.Hpl.		N
※ 28668 145877 GBZV	**Leighton** TwinSc OilEng. D.F. ssLiv.No.3-4,34 2Dks(Stl) & Shelterdk(Stl) CruiserStern	7412 6874 4485	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~9,36~~ 4,38 ✠LMC CS11,34 DBS9,~~36~~ 8,37 ~~12,35~~ 9,36	Liv	a†	CL ~~4,34~~ S8,37 P4,38	1921 10mo	A.McMil- lan&Son Dumbarton Lloyd'sA&CP CellDB35	Lamport&Holt Line,Ld. 3′1108tDTa42′804	430·1 F37′ on Shelter dk FK tFPT120tAPT79t	56·2	34·9	Liverpool British ptCem 7BHtoSh dk 1 ,, ,, U ,,	Oil Engine 4S.C.SA 12Cy.26⅝″–39⅜″ 810NHP DB100lb Harland&Wolff,Ld.Gls.	37 ″ 6 s9 ″ 2¼ 28 ″ 7	
28669 LCSK	**Leikanger** Fitted for oil fuel 1Dk & Shelterdk	4003 3625 2483					1923	Lithgows' Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104tH244tF30t	52·3	23·9	Bergen Norwegian WB	T.3Cy.26″,42″&70″–48″ 339NHP J.G.Kincaid&Co.Ld.Grk.		N
28670 164343 EILX	**Leinster** Ⓟ TwinSc OilEng. D.F. E.S.D. 2Dks CruiserStern	4302 1969 2319	✠100A1 withfreeboard 3,38 ~~11,37~~ ✠LMC11,37 ~~(ClassContemplated)~~ For Irish Channel Service	Bel		OG	1937 11mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP CellDB258′644tDT/10	~~British&Irish~~ ~~SteamPacketCo.~~ ~~(1936)Ld.~~ Coast Lines,Ld.	353·0 367·0(O.L.) P59′B186′F43′ ForwardB22′	50·2 52·5	14·6 FK	Dublin ~~Liverpool~~ British 8BHptCem 43tAPT52t	Oil Engines 2S.C.SA 20Cy.19 1/16″–35 7/16″ 1347NHP DB80lb Harland&Wolff,Ld.Bel.	19 ″ 0 s3 ″ 11½ 15 ″ 1¼	BT till 10.38
28671 DAKN	**Leipzig** (exGertrud) 1Dk	795 552 476					1899	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	199·1 B106′F21′	29·0	12·0	Stettin German WB	T.3Cy.14⅝″,20⅝″&32½″–22″ NE20 NB13 39NHP Schiffs w.u.Maschf A.G. Hamburg		G
28672 OYUC	**Leise Mærsk** OilEng. ssCpn.No.3-4,28 ssRot.No.2-36 D.F. 1Dk(Stl) & Shelterdk(Stl)	3136 2915 1893	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~11,36~~ 1,38 ✠LMC CS2,36 DBS~~6,35~~ 5,37 6,36	Cpn ~~Rot~~ Abg		CL 11,36	1921 8mo	Skbvdsv/d A.P Möller Odense Lloyd'sA&CP CellDBa	Dampskibssel- skabetSvendborg (A.P.Möller, Copenhagen,Mgr.) 86′uE38′f136′619t	320·2 334·6(O.L.) F32′ on Shltrdk len32 FK Collision FPT51tAPT60t	44·2	26·2	Svendborg Danish ptCem BH to Shltdk 4 ,, ,, U ,,	Oil Engines 4S.C.SA 6Cy.24 1/16″–51 3/16″ 355NHP DB50lb Akt.Burmeistr&Wain,Cpn	28 ″ 11 s6 ″ 10½ 22 ″ 3	
※ 28673 161569 GWCZ	**Leith Hill** (exFife-36, exPenybryn-32) ssSld.No.1-33 D.F. 1Dk(Stl) Now "Mount Aetna," see No. 39154 in Supplement	4230 3878 2623	✠100A1 3,36 BS7,36 ✠LMC5,35	Bly	x	CL 3,36	1929 3mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	LeithHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.Mgrs.) CellDB322′1133t	370·9 P29′B233′F35′ FK FPT96tAPT175t	51·4	25·1	Newcastle British 6BHptCem	T.3Cy.23″,39″&65″–45″ (s) 200lb 331NHP 2SB(Spt),6cf,GS129, HS5190 D.Rowan&Co.Ld.Gls.	27 ″ 6 s3 ″ 7½ 24 ″ 1½	
28674 LJGJ	**Leiv Eiriksson** OilEng. Mchy.Aft CruiserStern 1Dk D.F. GyC. Carrying Petroleum in bulk	9952 9191 5895					1936	Bremer Vulkan Vegesack	A/SLaboremus (T.Dannevig&Co. Mgrs.)	492·9 P113′F74′	66·1	36·4	Oslo Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝″–43 5/16″ 1167NHP BremerVulkan,Vegesack		N
28675 LEIW	**Leka** (exHitherwood) Welldeck 1Dk	1599 1367 973			...		1922	J.S.White &Co.Ld. Cowes	D/S A/S Laly (C.T.Gogstad&Co. Mgrs.)	256·3 Q92′B59′F27′ FK	40·3	15·9	Oslo Norwegian WB	T.3Cy.19″,32″&52″–36″ 200NHP J.S.White&Co.Ld.Cowes	18 ″ 2	N †
28676 PFOF	**Lekhaven** ssRot.No.1-33 ssRot.No.3-12,33 1Dk(Stl) & Shelterdk(Stl)	4802 4631 2987	✠100A1 Shelter dk withfreeboard ~~3,37~~ 6,36 3,38 ~~BS7,37~~ 3,38 ✠LMC MS8,37	Rot ~~Ant~~	x	CL ~~6,36~~ ~~8,37~~ 3,38	1921 5mo	W.Dobson &Co. Newcastle Lloyd'sA&CP CellDB313′960t	N.V.Gebr.Van Uden'sScheepv.en ArgentuurMaats.	359·9 FK Collision FPT100tAPT87t	52·0	31·5	Rottrdam Dutch ptCemptAsp nBHtoShdk 5 ,, ,, U ,,	T.3Cy.25″,41″&69″–48″ (s) 180lb 401NHP 3SB,9cf,GS174,HS6678 N.E.MarineEng.CoLdNwc	34 ″ 0 s8 ″ 11½ 25 ″ 3	
28677 2085 IPQH	**Lello** (exLuigiBoer-36, Iron exHuguette, exVille deDunkerque, exEmmaHenriette) 1Dk & Spar dk 3trB	1384 — 804			...		1889	J.deDecker Gz. Antwerp	Raffaele Sangiovanni	256·1 ND05 BK8′	32·0	20·4	Genoa Italian WB	T.3Cy.18½″,30″&48″–33″ NB99refitted8,21 142NHP Wllsnd Slpwy.Co.Ld.Nwc.	24 ″ 0	I †
28678 PKEZ	**Lematang** (exWillem vanDrielSr.) 1Dk	2512 2242 1476					1915	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Paketv. Maats.	301·8 P22′B67′F23′	45·3	20·0	Batavia Dutch WB	T.3Cy.22½″,37″&62″–39″ 240NHP Maats.deSchelde,Flushing		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28679 421 ~~188~~ IBNS	**Leme** Ⓟ TwinSc *Oil Eng.* *Ref.Mchy.* ssTri.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8124 6733 5127	✠100A1 *Shelter dk with freeboard* 8,37 ~~3,37~~ ✠LMC CS1,35 DBS3,37 8,34 ✠Lloyd'sRMC~~3,37~~8,37	Gen	*b*†	CL 3,37	1925 10mo *Lloyd*'s*A&CP*	Stabilmnto Tecnico Trieste *CellDB*362' 1430*tDTa*34'1171*t*	"Italia"Soc.Anon. diNav.	467·6 B205'F41' FK *FPT*133*tAPT*67*t*	57·2	31·5	Trieste ~~Venice~~ Italian 9*BHptCem* (8 *to Sh dk* 1 „ *U* „)	Oil Engines 4S.C.SA 12Cy.24⅜"-38⅜" 694NHP 2DB*180lb&100lb* Soc.Anon.FrancoTosi, Legnano	35 ″ 0 s7 ″ 8¾ 27 ″ 6	
28680 828 SZGC	**Lemnos** Ⓟ TwinSc (*ex*Amvrakikos-37,*ex*Tessie-34, *ex*Lelia,*ex*Albâtre) Wireless 1*Dk*	591 — 293					1918	Atel&Ch. de laLoire Nantes	E.N.Vernicos	182·3 P28'F26'	25·0	12·9	Piræus Greek	T3Cy.12",20"&32"-19½" 45NHP EtablissemntsCochet,Paris		
28680* 152647 VGTM	**Lemoyne** (*ex*Glenmohr) *Mchy.Aft* 1*Dk* D.F. *pt.Longitudinal framing*	10480 9859 7503					1926	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	621·1 F48'	70·2	25·4	Midlnd Ont British *WB*	T.3Cy.25½",41½"&72"-48" *Ebuilt*18 359NHP Hooven,Owens&Rent-schlerCo.Hamilton,O.		CR
28681 215535 WJCS	**Lemuel Burrows** (*ex*Deepwater) ssBos.No.3-5,29 D.F. ssBal.No.1-33 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	7610 6601 4787	✠100A1 6,36 ~~BS6,36~~ ✠LMC~~8,33~~ 6,37 *Fitted for oil fuel* 10,17 *F.P above* 150° F.	Bal	*c*†	CL 6,36	1917 10mo A&CP	NewYork S.B.Corp. Camden,N.J.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	437·2 P28'B72'F32' FK *CellDB*386'2253*t Topside tanks*	63·7	33·7	Boston Utd. States 7*BHCem*	T.3Cy.25",45"&75"-51" (*r*) 195lb 629NHP 3SB,*12cf*,GS220,HS9600 FD NewYorkS.B.Corp. 1868*t FPT*205*t APT*140*t*	37 ″ 3 s 9 ″ 1½ 28 ″ 6	
28682 UCYN	**Lena** (*ex*Kralingen-34) Wireless 1*Dk*	1459 1177 800					1917	L.Smit& Zoon Kinderdijk	U.S.S.R.	237·9 P23'B56'F25'	36·0	16·7	Leningrad Russian *WB*	T.3Cy.17½",29$\frac{1}{10}$"&46"-36⅕" 127NHP L.Smit&Zoon,Kinderdijk		
28683 220589 KDED	**Lena Luckenbach** (*ex*Eastern Soldier) ssMob.No.3-8,32 D.F. ssMob.No.1,36 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5238 — 3207	✠100A1 *Shelter dk with freeboard* 1,38 ~~2,37~~ ✠LMC MS1,36 BS~~3,36~~6,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Sea	*a*†	CL 5,36	1920 6mo A&CP	Harima DockyardCo. Harima *CellDB*366'1104*t*	LuckenbachS.S.Co	425·0 FK *Collision BHtoSh dk* *FPT*140*tAPT*196*t*	53·6	34·9	NewYork Utd. States *ptAspptCem* 6 „ „ *U* „	T.3Cy.27",45"&75¼"-51"(*s*) &LPTurbine withDRgearing&hydraulic coupling 200lb 669NHP 3SB,*9cf*,GS185,HS8331 FD KobeSteelWorks.Ld.Kobe	29 ″ 0 s 3 ″ 6½ 25 ″ 8¼	
28684 DMAV	**Lena Petersen** (*ex*Svend, *ex*SvendII) 1*Dk*&*Web frames*	2095 1899 1270			...		1900	J.Priest-man&Co. Sunderland	"Orion" Schiffahrts-Ges. m.b.H.	289·8 P27'B68'F29' FK	42·2	20·4	Rostock German *WB*	T.3Cy.21",35"&58"-39" 205NHP N.E.MarineCo.Ld.Sld.	21 ″ 7	G †
28685 2078 IPGI	**Leneo** (*ex*Giannutri-36, *ex*Elba,*ex*ElbaII,*ex*Elba) 1*Dk*	345 300 176					1912	Fratelli Orlando&Co. Leghorn	AngeloSturlese	165·6 P34'F40'	23·1	12·4	Genoa Italian *WB*	T.3Cy.10⅝"16$\frac{15}{16}$"&27$\frac{9}{16}$"-15¾" NE22NB36 30NHP Ganz&Co.Ld.Budapest		I
28686 148111 GLDW	**Lenfield** *OilEng.* ssShl.No.2-33 1*Dk*(*Stl*) Now "Lenda," see No. 39014 in Supplement	3927 3599 2406	✠100A1 7,36 DBS8,36 ✠LMC9,33 ✠LMC(M)8,35	Nwc	*w*	CL 3,34	1924 12mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDB*316'1068*t*	ConfieldS.SCo.Ld. (E.J.Sutton&Co. *Mgrs.*)	360·2 P36'B122'F31' FK *FPT* 95*t*	51·2	24·1	Newcastle British 6*BHptCem* *APT*155*t*	Oil Engines 2S.C.SA 4Cy.24"-50" 398NHP 2DB*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 10 s 4 ″ 9 22 ″ 3½	
28687 UNZP	**Lenin** (*ex*St.Alexandre Nevsky) TrpSc ssKel.No.1-22 (*Icebreaker*) (*Two screws aft & one forward*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s) &*Web frames*	3828 3583 1310	✠ 12,23 ✠	Kel	*v*		1917 6mo	Armstrong Whitworth &Co.Ld. Newcastle *CellDBu E&B*171' *'tween dk*	U.S.S.R.	281·0 FK 584*t Side trimming tanks*22'85*t FPT*199*t*	63·9	32·8	Archangel Russian 6*BHCem* *tanks*95'872*t* *APT*247*t*	T.9Cy.24½",38"&61"-39" 1038NHP 8SB,*24cf*,GS484,HS18696 FD WllsndSlpwyCo.Ld.Nwc.	23 ″ 3	
28688 109 UNLZ	— Ⓟ (*ex*Simbirsk) ssNag.No.2-18 2*Dks Lower dk*(*Stl*)& *Spar dk*(*Stl*-teak s)	2713 1692 1356	✠ 10,22 ✠	Kob	*u*		1909 9mo	F.Schichau Danzig *CellDB*	U.S.S.R.	311·1 FK *a*44' *u E & B*	41·5	28·2	Odessa Russian 5*BHCem*	T.3Cy.25½",43$\frac{3}{10}$"&70$\frac{9}{10}$"-47⅕" 584NHP 4SB,*12cf*,GS223,HS8978 F.Schichau,Elbing 96'*f*92'304*tFPT*23*tAPT*12*t*	30 ″ 8	
28689 66	— IronPad (*ex*Skory) Wireless 1*Dk*	409 — 243					1880	Mayer Linz	U.S.S.R.	190·0	23·5	9·0	Odessa Russian	C.2Cy.31"&51"-48" 150NHP Escher,Wyss&Co.Zurich		
28690 UNYI	**Leningrad** (*ex*KrasnyPetrograd, *ex*Linell,*ex*Marian) ssLth 2ndNo.3-5,14 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1783 1325 1043	✠ 10,19 ✠	Lth	*r*		1889 9mo	Irvine&Co. W Hartlepool	U.S.S.R.	273·9 P29'Q76'B112'F37' BK9½" *Cell*	37·1	16·7	Odessa Russian 4*BHCem* *DB*232'457*t*	T.3Cy.21",34"&56"-36" NB29 187NHP Blair&Co.Ld.Stockton	19 ″ 5	
28691 7787 SKFO	**Lenita** (*ex*HeinrichSchuldt,*ex*Fasan, *ex*Hornbach,*ex*Quarta) Sub.Sig. 1*Dk*	*1565* *1232* *866*					1923	Flensburgr Schiffsb.Ges. Flensburg	RederiA/B Lerberget(Fänges &Påhlssons Rederier,*Mgrs.*)	262·7 P20'Q81'B104'F32'	39·7	15·0	Lerberget Swedish *WB*	T.3Cy.17¾",29⅛"&48"-34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		V
28692 385 ESAX	**Lenna** (*ex*Radium,*ex*Cambo, *ex*Dalegarth) 1*Dk*&*deep framing*	1576 1389 903			...		1897	W.Gray& Co.Ld. W Hartlepool	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	250·0 Q107'B40'F30' FK	36·7	17·5	Käsmu Estonian *WB*	T.3Cy.21",34"&58"-39" 238NHP Cen.Mar.Eng.Wrks.WHpl	19 ″ 9	
28693 6893 SDGI	**Lennart** (*ex*Astrid-35, *ex*Galicia) 1*Dk*	*1218* *1066* *658*					1905	Nylands Værksted Oslo	RederiA/BAstrid (RagnarNilsson, *Mgr.*)	237·0 P25*t*H51*t*F35*t*	35·2	16·2	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		N
28694 145525 CYLT	**Lennox** (*ex*Glenlinnie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
28695 UPFY	**Lensovet** (*ex*Kazan-35, *ex*Age-35) ssSyd.No.3-9,34 *Well deck* 1*Dk*(*Stl*)	*4718* *3608* *2864*	✠ 2,35 ✠ *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Hul			1923 1mo	JLThompson&Sons,Ld. Sunderland *CellD*	U.S.S.R.	366·2 P28'Q118'B68'F28' FK *B*309'953*t FPT*70*t*	52·8	24·3	Odessa Russian 6*BHCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" 347NHP 3SB,*9cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 ″ 8	
28696 LDLW	**Leo** *Ref.Mchy.* 2*Dks* Wireless	1367 1314 791					1924	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de la SeineMarit. LeTrait(S.I.)		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Refrig.
28697	**Leo** (exLandes-34) 2Dks	1243 1055 505					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	245·2	39·2	16·0	Helsingfors Finnish WB	T.3Cy.21¼",35"&59"-39" 217NHP Hawthorns&Co.Ld.Leith		C
28698 145059 MKFY	**—** (exSpes) ssHul.2ndNo.3-11,33 *Well deck* 1*Dk*(*Stl*)	1127 930 641	100A1 9,37 ~~8,35~~ BS2,36 LMC MS11,33	Hul		OG 8,35	1908 Lloyd	Stettiner Oderwerke Stettin 'sA&CP	Ellerman'sWilson Line,Ld.	225·7 Q75'B98'F29' FK CellDB178'360tFPT	35·4	14·4	Hull British 4*BHAsp* 67t*APT*27t	T3Cy.17",27$\frac{1}{32}$"&43$\frac{5}{12}$"-31½" 185lb (*s*) 128NHP 2SB,4*cf*,GS67,HS2100 StettinerOderwerke	17 " 1 s " 9½ 16 " 5	
28699 140712 GPCM	**Leo Dawson** (exRoseden-36) ssShl.No.3-4,31 D.F. ssShl.No.1-36 1*Dk*(*Stl*)	4330 4029 2694	✠100A1 9,36 ~~11,36~~ ✠LMC3,36 BS11,37	Shl Npt	*x*	CL 11,36	1918 4mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	EdwardianS.S.Co. Ld.(F.L.Dawson& Co.Ld.*Mgrs.*)	363·2 P31'B98'F36' FK *CellDB*316'977t*A*	51·0	26·3	Newcastle British 6*BHCem* *PT*141t	T.3Cy.25",41"&68"-48" (*s*) 180lb 377NHP 3SB,9*cf*,GS222,HS6229 Richardsons,Westgarth& Co.Ld.Hpl.	28 " 9 s 5 " 4½ 23 " 7	
28700 821 ESDL	**Leola** (exIta-35, Iron exSvendLarsen,exMjölnir,exTraag) 1*Dk*	554 449 300					1884	Rostocker Akt.Ges. Rostock	J.Randmets&A. Inkapool	161·0 Q44tB76tH8tF13t	26·2	12·1	Tallinn Estonian WB	C.2Cy.20"&35½"-27½" NB96 55NHP RostockerA.G.Rostock		V
28701 650 SZKT	**Leon** Ⓟ (exEneo,exSarajevo, exPannonia) *Well deck* Wireless 1*Dk*2*trB*	750 529 386			...		1896	Wigham Richrdsn&Co Newcastle	LakonikiStm.Nav. Co.	220·0 P140'F48' &*ptShade dk* BK7½"	29·2	14·4	Piræus Greek WB	Q.4Cy.17",24",36"&52"-36" 203NHP WighmRichrdsn&Co.Nwc	15 " 1	
28702 FOLT	**Léon Martin** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing*	1951 1515 954					1936	Ch.&Atel. deSt Nazaire (Penhöet)SA Gd.Quevilly	SociétéAuxiliaire deTransports	252·3 P73'F28'	46·0	17·1	Rouen French WB	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 369NHP Chantiers dePenhöet,St.N.		V
28703 EAQX	**Leon y Castillo** Ⓟ ssLa.P.No.3-5,25 ssLa.P.No.2-33 Wireless D.F. 1*Dk*&*Shelter dk*(*Teak*)	*871* *478* *486*	✠100A1 *Shelter dk* *withfreeboard* 10,33 ~~BS2,36~~ ✠LMC~~10,33~~ 8,37	LaP	*m*	CL ~~5,35~~ 8,37	1912 3mo Lloyd	W.Harkess &Son,Ld. Middlesbro' 'sA&CP	Cia.Trasmediterránea *WB*=*Cell DBa*33'	210·0 *BonShelter dk*72' FK *uE*17'*f*95'160t*FPT*	30·0	10·2	SantaCruz Spanish 5*BHCem* 14t*APT*13t	T.3Cy.16½",27"&44"-28" (*s*) 180lb 140NHP 2SB,4*cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 " 3 s " 6½ 12 " 1	
28704 [illegible]	**Leonard B. Miller** Now "Charles W. Galloway," see No. 37635 in Supplement *Mchy.Aft* 1*Dk*	6291 — 4921					1910	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	504·0 WB	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd.		R
28705 201959	**Leonard C. Hanna** *Mchy.Aft* 1*Dk*	6356 — 4922					1905	American S.B.Co. Cleveland,O.	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0 WB	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
28706 7040 SFHI	**Leonardia** (exSheafField) ssMmo.2ndNo.3-1,32 ssHpl.No.1-37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1583* *1425* *933*	✠100A1 ~~1,37~~ 10,37 ✠LMC ~~BS8,36~~ MS1,37 9,37	Hpl	*q*	CL 1,37	1906 7mo Lloyd	BlythS.B. Co.Ld Blyth 'sA&CP	Rederi A/B Jonstorp(F.L.Hall, *Mgr.*) *Cell DBa*84'*uE*&*B*	258·9 P23'B58'F30' FK 30'*f*102' 424t *FPT*	37·0	18·1	Jonstorp Swedish 4*BHCem* 53t*APT*20t	T.3Cy.19",30"&48"-36" (*s*) 180lb *80lb* 159NHP 1SB,4*pf*,GS71,HS2584 J.Dickinson&Sons,Ld.Sld.	20 " 5 s 2 " 8½ 17 " 11	
28707 1306 IBPS	**Leonardo da Vinci** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	7515 — 4205					1925	Ansaldo SanGiorgio Spezia	LloydTriestino Soc.Anon.diNav.	447·2 27·9	52·5	36·0	Genoa Italian WB	6 Steam Turbines DR geared to 2Sc.Shafts AnsaldoSampierdarena		I
28708 59 IPGU	**Leonardo Palomba** (exStanton) *Well deck* 1*Dk*&*Web frames*	1110 879 642			...		1899	Strand SlipwayCo. Sunderland	LeonardoPalomba	212·0 P17'Q44'B46'F23' FK	35·1	14·3	Torre del Greco Italian WB	T.3Cy.17½",28"&47"-33" 154NHP N.E.MarineEng.Co.Ld.Sld	16 " 5	I †
28709 LEIY	**Leonhard Nilsen** (exPatrick) *Mchy.Aft* 1*Dk*	617 479 332					1918	Rosenb'rgs Mek.Verkstd Stavanger	A/S Nordlandslinjen(O.Jacobsen, *Mgr.*)	170·3 P56'F26'	28·1	12·3	Harstad Norwegian WB	T.3Cy.12",20"&33"-24" 53NHP BergensMek.Verkstd.Bgn		N
28709* [illegible] SZKI	**Leonia** Ⓟ (exKimon-37, TwinSc exNumidia) Now "Aristo[illegible]" No. 37127 in Supplement Wireless 1*Dk*&*Awng dk*	1134 — 449					1904	Cie.Franc. deNav.&de Const.Nav. Nantes	S.Theofanides	260·7 H— 22·9	28·5	16·2	Piræus Greek	T.6Cy.19$\frac{11}{16}$",31½&51$\frac{21}{32}$"-31½" NB11 305NHP Cie.Franc.deNav.& deConst.Nav.Lyons		
28710 164286 GYSQ	**Leonian** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Rudder electrically welded*	5424 4447 3202	✠100A1 *withfreeboard* ~~8,37~~ 9,36 ✠LMC4,36 3,38 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 8,37 *F.P. above* 150°F.	Ham Lon		CL 9,36	1936 4mo Lloyd	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G 'sA&CP	UnitedAfricaCo. Ld. *CellDB*337'1058t	417·5 433·0(O.L.) F43' FK *DTa*25'830t*FPT*22	57·7	23·6	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 6t*APT*205t	T.3Cy.21⅝",35$\frac{7}{16}$"&57$\frac{1}{16}$"-39⅜"&1LPturbine withDR gearing and hydraulic coupling 220lb FD (*s*) 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 " 8 s1 " 11½ 23 " 10¾	
28711 UNGT	**Leonid Krasin** (exBrann,exStavn, exBrager) 1*Dk*	1840 1643 1152					1913	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·3 P32'B71'F29'	42·2	17·9	Archangel Russian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		
28712 228 SVHF	**Leonidas M. Valmas** (exGermania-36,exLeonidasM. Valmas-35,exGerano-34,exStern) 1*Dk*	*2080* *1403* *1249*					1914	Stettiner Oderwerke Stettin	M.L.Valmas	258·3 P32'Q75'B&F164'	40·5	16·2	Andros Greek WB	T.3Cy.20½",31½"&51⅛"-35⅝" 156NHP StettinerOderwerke		C
28713 SVIN	**Leonidas N. Condylis** (exBranksome ssCff.No.3-12,25 Chine-35,exAurora-34, ssBla.No.2-34 exSwiftway,exArachne) 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	*3923* *3631* *2484*	✠100A1 12,36 ~~BS11,36~~ ✠LMC7,34 1,38	Ams	*w*	CL ~~3,35~~ 2,38	1912 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	D.L.Condylis *CellD*	360·0 P27'B105'F35' FK *Ba*117'*uE*25'*f*158'	49·1	25·6	Andros Greek 6*BHCem* 925t*APT*78t	T.3Cy.25",40½"&67"-45"(*s*) 180lb 337NHP 2SB,6*cf*,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 " 0 s 5 " 1½ 23 " 0½	
28714 200 SVQX	**Leonidas Z. Cambanis** (exLittleton, ssHul.No.3-1,29 exHarpalyce, ~~ssHpl.No.1-32~~ exShannonmede, ssGls.No.2-37 exLinmore,exLlanover) 1*Dk*(*Stl*)	*4274* *4020* *2671*	✠100A1 ~~2,37~~ ~~11,36~~ 11,37 ✠LMC ~~MS8,32~~ ~~BS7,37~~ 11,36 7,37	Bry ~~Gls~~ Rot	*y*	CL 11,36	1917 5mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	Heirs of the late L.Z.Cambanis *CellDB*	390·0 P40'B244'F35' FK 338'1193t*FPT*110t	53·3	23·5	Andros Greek 6*BHCem* *APT*77t	T.3Cy.25½",45"&74"-48"(*s*) 180lb 475NHP 3SB,9*cf*,GS178,HS8197 Richardsons,Westgarth& Co.Ld.Hpl.	26 " 0 s 3 " 5¾ 22 " 9	
28715 DHOZ	**Leontes** 1*Dk*	338 292 180					1920	Schiffs.-u Dckbauwerft Flender Lübeck	Flensburg-EkensunderDampfsch. Ges.(Vereinigte Flensburg-Ekensunder u.Sonderburger Dampfsch. Ges.*Mgrs.*)	139·1 B34'F20'	22·5	11·8	Flensburg German WB	C.2Cy.14⅛"&22⅝"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28716 IBVF	**Leopardi** (*ex*Gambia-33) *ss*Ham.No.3-9,28 *ss*Fiu.No.2-37 ~~*ss*Shl.No.1-33~~ 2*Dks*(*Stl-U*ws)	3298 2955 1970	✠100A1 2,38 8,36 ~~BS6,36~~ ✠LMC6,36 5,37 ✠MS10,36	Fiu Gen	*v*	CL 11,35	1915 10mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *'sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDBa*96'*uE*25'	349·7|48·6|22·6 P36'B108'F41' FK *f*149'741*tFPT*129*t*	Genoa Italian 6*BHCem* *APT*93*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 2SB(FD),1AuxSB, 6*cf*&2*pf*,GS152,HS6484 N.E.MarineEngCoLdNwc	25 ″ 0 s 4 ″ 0¾ 21 ″ 2	
* 28717 OODA	**Léopold II** *ss*Ant.2ndNo.3-9,33 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	2902 2742 1851	✠100A1 *Spar dk* 11,36 BS11,36 ✠LMC9,33	Ant	*v*	CL 10,36	1906 3mo	W.Dobson &Co. Newcastle A&CP	Cie.RoyaleBelgo- Argentine (ArmementDeppe, *Mgrs.*)	331·2|44·2|16·2 24·2 P27'B96'F38' FK *WB=CellDBa*102'*uE*&*B*44'*f*140'619*tAPT*44*t*	Antwerp Belgian 5*BHCem*	T.3Cy.23½",39"&66"-45" (*s*) 180lb 312NHP 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	26 ″ 6 s 4 ″ 9½ 21 ″ 10¾	
28718 FOQD	**Leopold L. D.** Sub.Sig. D.F. *OilEng.* *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver- kenA/B Gothenburg	Louis-Dreyfus &Cie.	428·2|56·6|25·7 F35'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP GötaverkenA/B,Got.		V
28719 120 ONLB	**Leopoldville** Ⓟ TwinSc *ss*Ant.No.2-37 ~~*ss*Ant.No.1-32~~ Sub.Sig. 3*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* GyC. *CruiserStern* D.F.	11509 8305 6941	✠100A1 *withfreeboard* ~~8,37~~ ~~1,37~~ 3,38 ~~BS1,35~~ ✠LMC 1,37 ~~12,35~~ ✠Lloyd'sRMC ~~1,37~~ ~~5,37~~ 3,38 ~~11,37~~ ~~5,37~~ *Fitted for oil fuel*8,32 *F.P. above*150° F. *Carrying Palm Oil in deeptank forward*	Ant BS1,38	*f*†	CL ~~N12,36~~ F9,37 P3,38	1929 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	Cie.Maritime Belge(LloydRoyal) Soc.Anon. (Agence MaritimeInter- nationale,*Mgrs.*) *CellDB*	501·8|62·2|35·0 len37 FK B144'F98' 7*BH to Weather* 401'1596*t FPT*117	Antwerp Belgian *dk pt Cem* *tAPT*106*t*	Q.8Cy.23 13/16",33⅞",48 7/16"& 68⅞"-48 1/16"&LPTurbines withDRgearing&hydraulic couplings 1225NHP 216lb (*s*) FD ~~1197NHP~~ 6SB(4Spt),18*cf*,GS400, HS14850 Soc.AnJ.Cockerill,Seraing	38 ″ 1 s12 ″ 7½ 25 ″ 10¾	
28720 TTFG	**Léoville** *Mchy.Aft* 1*Dk*	1050 — 417					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Worms&Co.	215·9|30·6|12·6 P126'F57'	Havre French *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeineMarit.		V
28721 KZLP	**Lepus** (*ex*MingSang,*ex*KwongEng) 2*Dks*	1936 — 1106					1906	Schiffsw. v. HenryKoch Lübeck	Madrigal&Co.	265·7|37·8|18·4 P&B154'F40'	Manila Utd. States *WB*	T.3Cy.20½",33½"&53"-33½" 162NHP J.F.Ahrens,Altona		
28722 289 IBAF	**Lero** Ⓟ TwinSc *OilEng.* 2*Dks* *Cruiser Stern*	1980 — 1092					1936	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	263·9|40·2|21·1 F36'	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.17 1/16"-29⅛" Soc.An"Fiat"S.G.M.Turin		I
28723 526 SZIC	**Leros** (*ex*AspasiaNomikos-36, *ex*Cadmos,*ex*PanaghiVagliano) 1*Dk*2*trB*	851 695 497					1899	Smith's DockCo.Ld. NorthShields	J.Theocharidis (PetrosM.Nomikos Ld.*Mgrs.*)	224·4|32·0|12·0 B22'F19'	Piræus Greek *WB*	T.3Cy.15",25"&40"-27" 83NHP MacColl&Pollock,Sld.		G
28724 TTWI	**Les Issers** (*ex*Hermes,*ex*Mina) 1*Dk*	726 580 306					1919	J.Meyer's S.B.Co. Leeuwen	ArmementNord- Africain	180·8|28·2|12·5 Q52'B53'F22'	Oran French *WB*	T.3Cy.15¾",25½"&39½"-23½" 76NHP Gebr.Storcks&Co.'s MaschinefabriekHengelo		V
* 28725 147232 GJXK	**Lesbian** *ss*Liv.No.3-6,36 *Well deck* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in* *forward holds* *CruiserStern*	2352 1773 1460	✠100A1 ~~11,36~~ 11,37 ✠LMC4,36 BS4,37	Hul	*s*	CL 11,36	1923 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *'sA&CP*	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*233'	272·1|41·7|19·9 P&B172'F31' FK 472*tAPT*21*t*	Liverpool British 5*BHCem*	T.3Cy.18",31½"&54"-36" (*s*) 225lb 274NHP 2SB,6*cf*,GS106,HS3954 FD Wllsnd.Slpwy.Co.Ld.Nwc	23 ″ 9 s 2 ″ 4¾ 21 ″ 5½	
28726 560 SZKS	**Lesbos** Ⓟ (*ex*MaryM.-33, *ex*Hound) Wireless 2*Dks*	1009 799 418			...		1893	Fairfield Co.(Lim.) Glasgow	HellenicCoast LinesCo.Ld.	250·3|32·1|15·5 P78'B80'F48' ND05 BK8½"	Piræus Greek *WB*	T.3Cy.26½",42"&68"-42" NB05 359NHP FairfieldCo.(Lim.),Gls.	16 ″ 3	
28727 2 SZIL	— TwinSc (*ex*Venizelos-35, *ss*Pir.2ndNo.3-8,35 *ex*AnnaD,*ex*SvetoiSpiridon) 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1005 742 471	✠ A1 *withfreeboard* 8,37 ~~4,36~~ BS10,36 ✠LMC8,35 *For service in the Mediterranean & Black Sea*	Pir	*m*	~~7,35~~ CL N8,37	1910 7mo	Dundee S.B.Co.Ld. Dundee	SifneoFrères *CellD*	220·1|33·0|11·9 Q161'F32' FK *Bf*132'216*tDTf*22'	Mytilene Greek 5*BHCem* 151*tAPT*15*t*	T.3Cy.10½",17½"&28"-21" 180lb (*s*) 103NHP 2SB,4*pf*,GS70,HS1944 W.V.V.Lidgerwood,Gls.	13 ″ 9 s3 ″ 10¼ 12 ″ 6	
* 28728 147126 MLSJ	**Lesrix** *ss*Hul.No.3-8,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	703 478 354	✠100A1 8,36 BS7,37 ✠LMC8,36	Hul	*j*	CL N5,35	1924 1mo *Lloyd*	Cochrane &Sons,Ld. Selby *'sA&CP*	RixSteamshipsLd. (R.Rix&Sons, *Mgrs.*) *Ce*	175·1|29·0|11·4 Q99'B11'F25' FK *llDBf*99'142*tFPT*	Hull British 4*BHCem* 55*tAPT*28*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 96RHP 1SB,3*pf*,GS48,HS1683 C.D.Holmes&Co.Ld.Hull	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
28729 Broken up	**Lesseps** Iron *ss*Skm.No.3-7,94 *Ref.Mchy.* D.F. 2*Dks*(1*Irn*)3*trB*	1788 1611 1027	✠ 7,98 ✠	Shl	*r*		1881 7mo	R.Dixon& Co. Middlesbro'		260·7|34·7|24·1 P57*t*B47*t*H30*t*F41*t* BK9½" *WB=*	5*BHCem* *MT*38'361*t*	C.2Cy.33"&62"-39" 184NHP 2SB,6*pf*,GS78,HS2958 Blair&Co.(Lim.),Stockton		
* 28730 140710 GSFD	**Lesto** *ss*Shl.No.3-12,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1893 1498 1043	✠100A1 11,37 ~~12,36~~ ✠LMC12,36 BS12,37	Shl Nwc	*q*	CL ~~11,36~~ 11,37	1918 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	PeltonS.S.Co.Ld. *CellDB*215' 462*t S* *Tanks u E room*	268·0|37·9|17·6 P24'Q82'B51'F30' *ide* FK *p*30*t s*59*tFPT* 150*t*	Newcastle British 4*BHCem* *APT*132*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 221NHP 2SB,6*pf*,GS88,HS3534 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
* 28731 5745 SKFA	**Lestris** (*ex*Lao,*ex*Hyllos, *ex*Craigneuk) ~~*ss*Mmo.2ndNo.3-4,25~~ ~~*ss*Osc.No.2-33~~ 1*Dk*(*Stl*)2*trB*&*deep framing* *Cargo battens not fitted* *ss*Osc.3rdNo.3-10,37	2615 2360 1488	✠100A1 *Spar dk* *withfreeboard* ~~4,36~~ 10,37 ~~BS10,35~~ 7,36 ✠~~LMC5,35~~ BS6,37 MS10,37	Skm Osc	*t*	CL 3,36	1898 11mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Iris (C.Abrahamsen, *Mgr.*) *CellDBa*	314·4|44·0|20·8 P29'B79'F29' FK 102'*uE*&*B*36'*f*130'	Stockholm Swedish 5*BHCem* 686*tAPT*97*t*	T.3Cy.20½",34"&58"-42" (*s*) 200lb ~~100lb~~ NDB12 241NHP 2SB(Spt),6*rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls 100lb	23 ″ 3 s 3 ″ 9½ 19 ″ 8	
* 28732 148085 MLZQ	**Letchworth** *ss*Bly.No.3-7,37 ~~*ss*Sld.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1317 985 717	✠100A1 7,37 7,36 ✠LMC7,37 ~~MS10,33~~ ~~BS6,37~~	Nwc Bly	*o*	CL ~~4,35~~ 7,37	1924 9mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle *'sA&CP*	WatergateStm. ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs.*) *CellDBuE*18'*f*152'	235·2|35·7|14·7 Q147'F28' FK 380*tMT*7'141*tFPT*	Newcastle British 5*BHCem* 100*tAPT*45*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 179NHP 2SB,4*cf*,GS80,HS3150 N.E.MarineEng.CoLdNwc	16 ″ 9 s4 ″ 11¾ 15 ″ 10	
28733 147702 CYKF	**Lethbridge** *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing*	2407 2226 1750			...		1924	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaSteamship Lines,Ld.	250·0|42·9|24·3 F37' FK	Montreal British *WB*	T.3Cy.18",30"&50"-36" 195NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6	C †

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux au Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
28734 3704 PJAP	**Leticia** TwinSc ssCco.No.2–36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom and deck	2580 1715 1116	✠100A1 ~~BS3,37~~ 4,38 ~~LMC3,37~~ ✠LMC3,38 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 1,28	Cco BS4,38	t	CL P3,37 S4,38	1928 1mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	N.V.Curaçaosche Scheepv.Maats.	305·0 Q89'F29' FK Trunk187'	50·2	15·1	Willmstad Dutch 9BHptCem pt Asp APT84t	T.6Cy.12¼",20¼"&33¼"–24$\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s 1 ″ 6½ 13 ″ 6½	
28735 148847 GLBX	**Letitia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 3Dks D.F. E.S.D. GyC. CruiserStern	13475 10217 8161					1925	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLine,Ld.	525·7 B&F427'	66·4	38·0	Glasgow British WB	6 Steam Turbines DR geared to 2 Screw Shafts FairfieldCo.Ld.Glasgow		C BT till 1,38
28736 PFOM	**Leto** D.F. E.S.D. 1Dk&Shelter dk	4712 4292 2830					1929	Rotterdam Droogd.Maat Schiedam	N.V.Maatschappy "Zeevaart"(Hudig &Veder, Mgrs.)	400·8 F34'	55·3	25·1	Rottrdam Dutch WB	T.3Cy.25",41"&68"–45"& L.P.Turbine 339NHP RotterdamDroogd.Maats.		V
28737 127953 MCXF	**Letty** ssP Gl.2ndNo.3–6,34 Mchy.Aft Well deck Cargo battens not fitted 1Dk(Stl)	339 239 127	✠100A1 8,36 ~~BS8,36~~ ✠LMC5,34 9,37	Bkn	e	CL 8,36	1908 12mo Lloyd's A&CP	J.Fuller-ton&Co. Paisley	KyleShippingCo. Ld.(MunroeBros. Mgrs.)	142·1 Q58'B9'F24' FK	23·3 24·5	9·8	Liverpool British 3BHCem FPT54t	O.2Cy.18"&38"–27" (s) 130lb 81RHP 1SB.2pf,GS40,HS1472 Ross&Duncan.Glasgow	10 ″ 6 s ″ 8 10 ″ 0	
28738 DHPA	**Leuna** D.F. Ref.Mchy. Sub.Sig. 2Dks3trB	6856 6070 3996					1928	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·2 P35'B419'F49'	61·1	28·0	Hamburg German WB	2 Steam Turbines AllgemeineElek.Ges. Berlin		G
28739 221659 KDVD	**Levant Arrow** ssBal.No.3–10,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Webframes Longitudinalframing	8046 7834 4960	✠100A1 Shelter dk withfreeboard 8,37 ~~7,36~~ ~~LMC7,36~~ ✠LMC10,33 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel10,21	Bal NYk BS8,37	d†	CL 7,36	1921 10mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. CellDBa19'uE&B'tween dk tank a100t	468·3 485·2(O.L.) FK 76'436tDTf40'644t FPT229tAPT131t	62·7	32·0	NewYork Utd.States 16BHptCem (Coll to Sh dk 9 „ „ U „ 6 „ „ 2nd„)	Q4Cy24"36"51"&75"–51"(r) 220lb 625NHP 3SB,9cf,GS173.HS9052 FD NewYorkSB Corp.Camden	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
28740 DQOG	**Levensau** (exMinho,exMogador) 1Dk&Spar dk	1227 1072 717					1905	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	231·0 B68'F23'	33·6	17·5	Brmrhavn German WB	T.3Cy.17$\frac{5}{16}$",28$\frac{5}{16}$"&46¾"–31½" 122NHP BremerVulkan,Vegesack		G
28741 147768 MLTB	**Levenwood** ssShl.No.3–2,36 Well deck 1Dk(Stl) Mchy.Aft	803 548 374	✠100A1 4,37 ~~2,36~~ ~~BS2,34~~ ✠LMC2,36 3,38	Shl	k	CL 2,36	1924 2mo Lloyd's A&CP	R.William-son&Son,Ld Workington	JosephConstantine SteamshipLine,Ld.	186·5 192·0(O.L.) B9'Q116'F23' FK CellDBf112'162t	29·4	12·4	Middlsbro' British 3BHCem FPT40t	T.3Cy.14",24"&40"–27" (s) 180lb ~~40lb~~ 99RHP 1SB,3pf,GS55,HS1952 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 10½ 14 ″ 4	
28742 DICX	**Leverkusen** Ⓟ D.F. E.S.D. OilEng. Sub.Sig. CruiserStern 2Dks	7386 6164 4364					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie)	463·6 P27'B426'FonB38'	60·1	28·0	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1585NHP AlgemeineElec.Ges.Berlin		G
28743 148880 GLPZ	**Levernbank** TwinSc OilEng. ssShi.No.2–34 1Dk(Stl)&Shelter dk(Stl–ws)	5150 4764 3110	✠100A1 withfreeboard 4,37 ~~0,36~~ ~~LMC~~ ✠LMC6,34 ✠LMC(M)6,36 Carrying vegetable oil in deep tank	Syd Cal DBS4,37	a†	CL ~~S2,34~~ P6,36 S4,37	1925 11mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB357'1121t Tanks between tunnels115'251tDT	420·0 FK f32'1067tFPT106tAPT132t	53·9	26·5	Glasgow British 7BHptCem (Coll to Sh dk 6 „ „ 2nd„)	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{8}$"–37$\frac{1}{8}$" 717NHP DB110lb Harland&Wolff,Ld.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
Broken up 28744 ~~21..~~ ~~WCDN~~	**Leviathan** Ⓟ QuadSc (exVaterland) Fitted for oil fuel Sub.Sig. D.F. E.S.D. GyC. 6Dks	48943 38413 15796					1914	Blohm& Voss Hamburg	~~UnitedStatesLines Co.(Man.Agents, InternationalMercantileMarineCo.)~~	907·6	100·3	58·2	~~NewYork~~ ~~Utd.States~~ British WB	Steam Turbines Blohm&Voss,Hamburg		R
28745 SPAR	**Lewant** (exBlåland-35) OilEng. ssDnz.No 1–35 D.F. 1Dk(Stl)&ShelterDk(Stl) Strengthened for Navigation in Ice	*1942* *1567* *970*	✠100A1 withfreeboard 4,37 ~~10,36~~ ✠LMC DBS ~~8,36~~ 12,37 Carrying vegetable oil in No. 4 DB tank	Dnz CS9,35 ~~2..~~ 8,37	t	CL N7,36	1930 4mo Lloyd's A&CP	Eriksbergs M.V.Aktieb Gothenburg	"ZeglugaPolska" SpolkaAkcyjna CellD	289·3 F26' FK B246'646tAPT25t	43·0	16·6	Gdynia Polish 6BHptCem (Coll toSh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB80lb EriksbergM.VAktieb Got.	19 ″ 0 s ″ 4½ 18 ″ 9	
28746 118322 MGJM	**Lewis** ssLan.No.3–12,19 Well deck 1Dk(Irn) Mchy.Aft	346 247 141	✠ 7,28 ✠	Sws	e		1903 9mo	WoodSkin-ner&Co.Ld. Newcastle	T.W.Ward,Ld.	135·0 Q43'B7'F20' FK WB=FPT	24·2	10·5	London British 3BHCem 33tAPT4t	T.3Cy.12",19"&32"–22½" 51RHP 1SB,2pf,GS32,HS1168 N.E.MarineEng.Co.Ld.Sld	11 ″ 3	
28747 217883 WFOE	**Lewis Luckenbach** TwinSc Fitted for oil fuel D.F. GyC. CruiserStern 2Dks	6574 — 4054					1919	Bethlehem S.B.Corp.Ld Quincy,Mass.	LuckenbachS.S. Co.Inc.	496·0 B74'	68·0	40·0	NewYork Utd.States Wb	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.		R
28748 ~~OUIG~~	**Lexa Mærsk** (exLexa-32, ~~exLexaMærsk, exNykjöbing)~~ Now "Skagen," see No. 40033 in Supplement	900 670 490					1914	Kjöbnhvns Flydk&Skbs. Copenhagen	A.P.Möller	218·2 P17'Q56'B88'F30'	32·5	12·0	Aalborg Danish WB	T.3Cy.14",22½"&37"–24" 67NHP KjbnhavnsFlydk&Skbs.		C
28749 219471 KJPM	**Lexington** (exLakeFandango-33) Fitted for oil fuel D.F. 3Dks	2606 2237 1612		...			1920	Detroit S.B.Co. Wyandotte	Merchnts&Minors TransportationCo.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd. States WB	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
28750 221906 KLGN	— (exEckmuhl) OilEng. 1Dk	522 — 352		...			1919	Foundat'n Co. Savannah,Ga	Motorvessel "Lexington,"Inc.	139·4 Erections alt.33 BK	25·2	14·2	Boston Utd.States WB	Oil Engines 4S.C.SA 6Cy.14½"–22" 122NHP NewLondonS.&E.Co. NewLondon,Conn.	14 ″ 8	R †
28751 KZAN	**Leyte** (exRomulus) Iron Mchy.Aft Welldeck Wireless 1Dk2trB	854 688 534		...			1879	HM'Intyre &Co. Paisley	Cia.Maritima (Fernandez Hnos.Inc.Mgrs.)	210·0 P133'F16' BK8"	29·2	15·3	Manila Utd.States WB	C.2Cy.28"&50"–33" NB93 114NHP Hutson&Corbett,Glasgow		
28752 437 IBZS	**Liana** (exGiekerk-35, exBawean) ssHam.No.3–2,27 ssRot.No.1–31 D.F. 2Dks(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing	6400 6062 4057	✠ ... 11,35 ✠	Rot	a†		1914 9mo	W.Hamil-ton&Co.Ld. Pt.Glasgow	A.Lauro 'Tween dk BH in No. 3 hold dispensed with CellDBa132'uE& DTa32 712t	436·4 420·1 FK B58'f172'1278t FPT64tAPT15t	54·5	34·0	Naples Italian (Cem BH to U dk „ „ Sh„ „ „2nd„ only	T.3Cy.27½",45"&75"–51" 638NHP 4SB,12cf,GS187,HS10128 D.Rowan&Co.Glasgow	36 ″ 6	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28753 3204 SGQA	**Liana** (exJafta,exRoland, ssGot.3rdNo.3-1,32 exEmanuel) ssSbg.No.1-37 1Dk(Irn)&deep framing Cargo battens not fitted	1646 1483 968	✠100A1 4,37 ✠LMC4,37 ~~BS5,36~~ ~~MS4,37~~	Sbg	q	CL 3,37	1898 4mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Lerberget(Fänges &Påhlssons Rederier,Mgrs.) CellDB	265·0|38·5|17·4 B68'F27' FK a82'uE&B36'f106'	Lerberget Swedish 4BHCem 475tAPT41t	T.3Cy.19",30½"&51"-36" (s) 160lb 80lb 150NHP 1SB,3rf,GS51,HS2140 Cen.Mar.Eng.Wrks.W Hpl	19 ″ 9 s 2 ″ 9¼ 17 ″ 1¼	
28754 120636 GMKB	**Liangchow** Ⓟ 2Dks	1999 1725 1220					1905	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9|40·2|21·7 B81'F34'	London British WB	T.3Cy.20",33½"&56"-39" 196NHP Scott'sS.B.&E.Co.Ld.Grk.		
28755 2047 IPHV	**Libano** (exOttar-35) 1Dk&Spar dk&deep framing	1592 1438 984				...	1908	Fevigs Jernskibsbyg Fevig	M.Querci	262·5|36·9|19·2 252·6 11·8 P15'B69'F29' FK	Genoa Italian WB	T.3Cy.20",33"&54"-36" Richardsons, 192NHP Westgarth&Co.Ld.Mdb.	21 ″ 6	I †
28756 1895 SFHR	**Libau** 1Dk	332 274 173					1890	Göteborgs Mek.Verkstb Gothenburg	Rederi A/B Egon (S.M.Stjerna, Mgr.)	139·1|21·6|11·9 B32'H8t	Malmö Swedish	O.2Cy.15⅝"&28¼"-19½" 29NHP GöteborgsMk.Vks.Got.		
28757 216451 WQCD	**Libby-Maine** WoodTwin OilEng. 2Dks	1811 1467 1458				...	1918	G.M.Stan- diferConst. Corp. Portland,O.	Libby,McNeill& Libby	226·0|44·1|20·7 P30'F26'	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.12⅛"-18" 172NHP DowPump&DieselEng. Co.Alameda,Cal.		
28758	**Liberal** TwinSc ssLourençoMarques2ndNo 3-3,28 ssLourençoMarquesNo.1-32 1Dk(Stl-ws)	333 242 159	✠ 2,37 ✠NB9,21 ✠	Lourenço Marques	e		1904 6mo	W.Chal- mers&Co. Rutherglen	Empreza do LimpopoA.Couto Ltda. B=DBa37'23t	140·3|26·1|9·5 P12'B47'F21' FK FPT15tAPT10t	Lourenço Marques Portuguese 4BHCem	O.4Cy.13"&26"-18" 69NHP 1SB,3cf,GS51,HS1400 Campbell&Calderw'd,Psy.	10 ″ 3	
28759 216541 KRIU	**Liberator** Fitted for oil fuel 2Dks(Stl)&Shelter dk(Stl)& Sub.Sig. Webframes Longitudinal framing	7720 7598 5750	✠ 11,21 ✠	Bal	a†		1918 7mo	Bethlehem S.B.Corp.Ld. SanFrancisco CellDB325'	LykesBros.- RipleyS.S.Co.Inc. 1192tMT25'798tD	410·0|56·0|29·0 38·0 FK Ta30' 228t FPT80t	Galveston, Tex. Utd.States 7BHptAsp APT195t	T.3Cy.26½",47"&78"-48" 609NHP 3SB,9cf,HS8490 BethlehemS.B.Corp.Ld.	41 ″ 0	R †
28760 164284 GYRN	**Liberian** D.F. 1Dk&Shelter dk CruiserStern Carryingvegetable oil in deep tank	5205 4343 3068	✠100A1 withfreeboard 10,37 ~~12,36~~ ✠LMC4,36	Liv Hul	a†	CL	1936 4mo Lloyd'sA&CP	Howaldts- werkeA.G. Hamburg CellDB341'	UnitedAfricaCo. Ld. 1179t DTa25'893t	402·8|57·7|23·2 422·7(O.L.) F45' FK FPT248tAPT144t	Liverpool British 7BHptCem ptAsp (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.24$\frac{7}{16}$",38$\frac{9}{16}$"&65"- 45¼" 220lb (s) 372NHP 2SB(Spt),6cf,GS107, FD HS4800 HowaldtswerkeA.G.Kiel	25 ″ 6 s 2 ″ 0¾ 23 ″ 7½	
28761 2929 LOGI	**Libertador** (exMitra-35) ssRot.2ndNo.3-8,35 D.F. 2Dks(Stl)&Webframes Mchy.Aft CarryingPetroleum in bulk Fitted for oil fuel 7,12 F.P. above 150° F.	3792 — 1973	✠100A1 ~~4,37~~ ~~5,36~~ 3,38 ~~6,36~~ ✠LMC8,35 BS~~4,37~~3,38	BAs	z	CL ~~7,35~~ 3,38	1912 7mo Lloyd'sA&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	EstrellaMaritima S.A.deNavega- cion y Comercio CellDBuE&B77' DTf50'521t	406·5|51·3|28·9 P110'B33'F38' FK 128t FPT72tAPT106t	Bns.Aires Argentine 15BHCem (10 to U dk 5 ,, M dk)	T.3Cy.26½",43"&72"-48" (s) 180lb 449NHP 3SB,9cf,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
28762 217061 WCOO	**Liberty** Fitted for oilfuel Sub.Sig. 1Dk&Shelter dk &Web frames Longitudinal framing	6211 5895 3835				...	1918	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38' on Shltr dk FK	NewarkNJ Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
28763 219752 KUJX	**Liberty Bell** Fitted for oil fuel Sub.Sig. 2Dks	5107 4598 3129					1920	American International S.B.Corp. HogIslandPa	~~LykesBros.-~~ ~~RipleyS.S.Co.Inc.~~ Lykes-Coastwise Line,Inc.	390·0|54·2|27·8 P50'B121'F40'	N.Orleans Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
28764 218597 KIQZ	**Liberty Glo** Fitted for oil fuel Sub.Sig. 2Dks(Stl)&Web frames D.F.	4979 4740 3060	✠ 8,19 ✠	Hog Island	z		1919 8mo	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp. CellDB279' 1380tM	390·0|54·2|27·6 P39'B122'F43' FK T24'748t FPT144t	NewYork Utd.States 8BHCem APT100t	DR geared Steam Turbine HS8706 3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
28765 LJDQ	**Libra** (exGrangewood-36, exGrangetown) ssNwc.No.3-5,30 1Dk(Stl)	1536 1141 865	✠ 5,36 ✠	Nwc	p		1917 4mo	Murdoch& Murray,Ld. PortGlasgow CellDB190'	D/S A/S Altair (H.Östervold, Mgr.) 344tD	257·0|36·6|14·7 Q188'F31' FK Ta29'125t FPT51t	Bergen Norwegian 4BHCem APT71t	T.3Cy.19",31"&50"-36" 196NHP 2SB,6cf,GS110,HS3478 Ross&Duncan,Glasgow	17 ″ 2	N †
28766 313 SFHU	**—** Iron (exWilberforce) ssHbg.4thNo.3-4,35 Well deck 1Dk(Irn) Cargo battens not fitted	1407 1118 834	✠100A1 8,37 ~~5,36~~ BS3,37 ✠LMC4,35	Hbg	p	~~5,36~~ 7,37	1882 6mo Lloyd'sA&CP	J.Read- head&Co. S.Shields	RederiA/B Wallen (A.J.Falkland, Mgr.)	249·2|36·1|17·4 256·7(O.L.) Q96'B52'F31' BK9" WB=DBa74'	Hlsngborg Swedish 4BHCem f100'371t	C.2Cy.29$\frac{9}{16}$"&54"-36" 80lb 90lb NDB04 135NHP 1SB,4pf,GS61,HS2196 J.Readhead&Co.S.Shields	18 ″ 7 s1 ″ 5½ 17 ″ 11	
28767 OYVC	**Lica Mærsk** Fitted for oil fuel CruiserStern D.F. 1Dk	2480 2172 1471					1927	Lübecker Maschb.Ges. Lübeck	A/S D/S Svendborg (A.P.Möller, Copenhagen,Mgr.)	308·7|43·9|20·1 P20'B202'F37'	Aalborg Danish WB	T3Cy21¼"33$\frac{13}{16}$"&55$\frac{1}{16}$"-29$\frac{5}{16}$" & LP Turbine A.Borsig,G.m.b.H.Berlin		V
28768 DOFY	**Lichtenfels** D.F. Sub.Sig. CruiserStern 2Dks	7566 6688 4594					1929	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4|62·2|27·9 F51'	Bremen German WB	T.3Cy.30¾",49¼"&78¾"-55⅛" & LP Turbine 785NHP A.G."Weser,"Bremen		G
28769 7744 SFJE	**Lida** (exRolf,exDanefelt) 1Dk	1259 944 691					1920	PPhStuhrs Msk.&Skvs. Aalborg	SvenskaSocker- fabriksA/B (C.F. Tranchell,Mgr.)	234·2|36·3|13·4 P14'Q71'B94'F29'	Lidköping Swedish WB	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
28770 LCOT	**Lido** 1Dk	1918 1697 1149					1930	Nylands Værksted Oslo	D/S A/S Laly (C.T.Gogstad&Co. Mgrs.)	271·5|42·9|18·4 P65tH95t	Oslo Norwegian WB	C.4Cy.(2)14¾"&(2)31½"- 31½" 93NHP NylandsVærksted,Oslo		N
28771 1519 IPJC	**—** (exMary,exOstmark,exLondon) 1Dk&Spar dk3trB	1243 1207 721					1889	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	231·1|31·1|20·9 F12'	Genoa Italian WB	T.3Cy.15",24"&39"-24" NB13 75NHP A.G."Vulcan,"Stettin		I
28772 DONO	**Liebenfels** Sub.Sig. 2Dks	6318 5812 3852					1921	Akt.Ges. Weser Bremen	DeutscheDmpfs- fahrts.Ges.Hansa	431·6|56·4|30·3 P64'B135'F52'	Bremen German WB	T.3Cy.29⅛",49¼"&76⅜"-54" &LP Turbine 430NHP A.G.Weser,Bremen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réf'Trade.
※ 28773 221073 KDPG	**Liebre** ssNYk.No.1-37 ssBal.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7057 6824 4327	✠100A1 9~~[illegible]~~ 4,38 ~~[illegible]~~ ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	NYk Bal 9,37	*b*†	CL ~~[illegible]~~ 4,38	1921 2mo	UnionConstructionCo. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B62'*	435·0 P106'B50'F42' FK 178*t* *DTf*50' 1049*t* *FPT*118*tAPT*80*t*	56·0	33·4	NewYork Utd.States 15*BHptAsp* (*9 to U dk* *6 „ 2nd „*)	T.3Cy.27½",47"&78"-48" (*s*) 220lb 621NHP 3SB,*9cf*,HS8736 FD LlewellynI.W. L.Angeles,Cal.	33 ″ 6 s 6 ″ 5¼ 27 ″ 3¼	
28774 OTYA	**Liège** (*ex*Erhard,*ex*Adelheid Menzell) 2*Dks*	*4398* *4072* *2782*					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	383·7 P43'B113'F42'	52·1	25·3	Antwerp Belgian *WB*	T.3Cy.22¼",39¼"&66½"-48" 306NHP FlensburgerSchiffsb.Ges.		V
28775 PFOP	**Lies** (*ex*Frederika,*ex*Jacoba, *ex*Rheinstrom 8) *OilEng.* 1*Dk*	325 279 230					1914	E.Berninghaus Duisburg	N.V.M.S."Lies" (J.Vermaas' Scheepvaartbedrijf,N.V.*Mgrs.*)	131·7	26·4	9·7	Rottrdam Dutch	Oil Engines 2S.C.SA 4Cy.10¼"-14$\frac{3}{16}$" 73NHP NE34 N.V.Mchfb.Bolnes,Bolnes		G
28776 FNYJ	**Lieutenant de la Tour** (*ex*War Queen) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5700 — 4287			…		1917	Kawasaki Dkyd.Co.Ld. Kobe	Cie. des Messageries Maritimes	385·3 FK	51·2	33·5	Dunkirk French *WB*	T.3Cy.26",44"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	V †
28777 FNOY	**Lieutenant Robert Mory** (*ex*CapitaineHenriRallier) *Well deck* 1*Dk*	3176 2811 1660			…		1922	Chant.NavalsFrançais Caen	Mory&Cie	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Boulogne French *WB*	T.3Cy18⅝"29$\frac{15}{16}$"&50⅞"-37$\frac{13}{16}$" 235NHP Atl&Ch.delaLoire,StDenis	23 ″ 0	V †
28778 FNYL	**Lieutenant St. Loubert Bie** (*ex*Mannheim) *Well deck* D.F. 2*Dks*	6126 5466 3460			…		1911	J.C.TecklenborgA.G. Wesermünde-G.	Cie.des Messageries Maritimes	451·0 P&B392'F45' FK	57·2	27·3	Dunkirk French *WB*	T3Cy27$\frac{13}{16}$",46$\frac{13}{16}$"&78¾"-53⅜" &LPTurbine J.C.TecklenborgAG.Wsm	29 ″ 8	V †
28779 UNYE	**Lieutenant Schmidt** (*ex*Frascati) 2*Dks*	2493 1537 1469					1913	Akt.Ges. "Neptun" Rostock	U.S.S.R.	297·3 P&B226'F31'	40·1	15·7	Vladvostk Russian *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&53⅝"-37$\frac{7}{16}$" 174NHP A.G."Neptun,"Rostock		
28780 OYWC	**Lifland** 1*Dk*	2254 1913 1355					1920	Odense Staalskibs.v. Odense	A/S DetDansk FranskeDampskselsk.(A.N. Petersen,*Mgr.*)	284·9 P19'B77'F31	42·4	19·9	Copnhagn Danish *WB*	DR geared Steam Turbine Vickers.Ld.Barrow		V
28781 218753 KIVF	**Lightburne** ssMob.No.3-1,30 ssNYk.No.2-37 ~~ssN.Yk.No.1-34~~ 2*Dks*(*Stl*)&*Web frames* D.F. *Mchy.Aft Longitudinal framing*	6429 6126 3979	✠100A1 12,37 MS12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,19 F.P. above 150° F.*	NYk ✠LMC BS6,37	*a*†	CL 4,37	1919 8mo	Texas SteamshipCo Bath,Maine A&CP	TheTexas Company *Cell DBu E&*	416·8 P107'B35'F33' FK *B64' 209t FPT 229t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem* *APT*130*t*	T.3Cy.26½",44"&74"-51" (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers(Spt) H.G.TroutCoBuffalo,N.Y.	32 ″ 10 s 6 ″ 3 26 ″ 10	
※ 28782 145492 GBFC	**Lightfoot** ssShl.No.3-7,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1894 1489 1103	✠100A1 9,37 ~~8,36~~ ~~BS[illegible]~~ 9,37	Shl ✠LMC7,35	*q*	CL ~~N7,35~~ 9,37	1922 7mo	J.Crown&Sons,Ld. Sunderland Lloyd's*A&CP*	TheHillSteam Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*) *CellD*	268·0 P24'Q82'B55'F30' FK *B*205'383*tFPT*105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 199NHP 2SB,*4cf*,GS77,HS.3092 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s 1 ″ 10½ 18 ″ 1	
28783 6700 SFID	**Ligur** (*ex*Dalhem,*ex*Grete) 1*Dk*	*1151* *989* *642*					1920	Skiens VerkstedA/S Skien	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	226·6 P43*t*H65*t*	36·4	14·4	Helsingbrg Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstederA/S		N
28784 2041 IBOQ	**Liguria** Ⓟ (*ex*Melita-35) TrpSc ssGls.No 3-1,30 Sub.Sig. 4*Dks*(*Stl*)&*Awng dk*(*Stl*-ws) *Ref.Mchy.* *pt5th dk*(*Stl*)	15354 — 9306	✠ 6,33 ✠	Gls	*i*†		1918 1mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	546·5 520·0 FK&BK2" *CellDB*445'2053*t*	67·3	50·3	Genoa Italian 10*BHCem* *FPT*106*t A*	T.8Cy.(2)26½",(2)41½"& (4)47"-51"&1LP Turbine 5DB,*30cf*,GS590HS24730FD Harland&Wolff,LdBelfast *PT*57*t*	54 ″ 3	I †
※ 28785 5646 SIBA	— ssGot.No.3-4,27 ssOsc.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1751* *1470* *850*	✠100A1 *Shelter dk with freeboard* 3,38 ~~2,37~~	Msl NYk ✠LMC6,36 BS6,37	*s*	OG N6,36	1914 10mo	LindholmensV.A. Gothenburg Lloyd's*A&CP Intermediate BH in fore*	RederiaktSvenska Lloyd(K.R. Bökman,*Mgr.*)	283·0 FK *hold dispensed with WB=CellDBa*	43·0	16·4	Gothenbrg Swedish *Cem* 4*BH only* 76'*uE&B*63'	T.3Cy.21½",35½"&58½"-36" 185lb *100lb* (*s*) 254NHP 2SB(Spt)*6cf*,GS130,HS4302 LindholmensV.A.Got. *f*116'536*tFPT*39*tAPT*21*t*	19 ″ 0 s ″ 7½ 18 ″ 6½	
28786 218819 KISF	**Lihue** (*ex*Seattle-37, *ex*Wheatland Montana) *Fitted for oil fuel* 3*Dks*	7001 6752 5451					1919	Skinner& EddyCorp. Seattle,Wash	Matson~~S.S.Co.~~ NavigationCo.	410·1	54·2	27·1	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,OwensRentschlerCo.Hamilton,O		R
※ 28787 574 ESCG	**Liina** (*ex*LinaPerrone,*ex*Simeto, *ex*Kinsale) ssTln.3rdNo.3-6,35 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2480 2254 1518	✠100A1 ~~[illegible] 4,36~~ 2,38 MS6,35	Lth Shl ✠LMC ~~BS[illegible]~~ 12,37	*t*	CL ~~4,36~~ 2,38	1896 8mo	Richardsn, Duck&Co. Stockton Lloyd's*A&CP*	R.Gildemann &E. Bergmann(E. Bergmann,*Mgr.*) *CellDBa*	310·0 FK 104'*uE&B*40'*f*120'	44·0	20·4	Tallinn Estonian 5*BHCem* 689*tAPT*71*t*	T.3Cy.22½",37"&61"-42" (*s*) 160lb 246NHP 2SB,*6cf*,GS104,HS3778 Blair&Co.(Lim.),Stockton	22 ″ 10 s4 ″ 2½ 18 ″ 10	
28788 147583 MNWZ	**Lilburn** (*ex*Islington) ssGmh.No 3-9,27 ssBkn.No.2-35 1*Dk*(*Stl*) *Cargo battens not fitted* *Now "Polmela," see No. 39656 in Supplement*	1495 1280 835	✠100A1 4,37 BS12,36	Npt ✠LMC11,35	*p*	CL N11,35	1924 2mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd's*A&CP*	EclipseShipping &TradingCo.Ld. (J.J.Thomas&Co. *Mgrs.*) *Ce*	240·0 248·3(O.L.) P17'B53'F22' FK *llDB*203' 417*t FPT*	37·2	17·7	W.Hartlpl British 4*BHptCem* 82*tAPT*29*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,*4cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 7½ 17 ″ 3	
28789 OXDH	**Lilian** (*ex*Bryssel) 1*Dk*	1271 971 732					1924	Howaldtswerke Kiel	J.Lauritzen	238·0 P15'Q71'B93'F31'	37·2	13·7	Esbjerg Danish *WB*	T.3Cy.15",24"&40"-27" E*made*20*fitted*24 105NHP KjbnhavnsFlydk&Skbsv. Cpn.		N
28790 142364 GBKC	**Lilian Moller** (*ex*Valhall-33, *ex*CambrianDuchess, *ex*Novgorod) ssCff.No.3-6,28 ssAnt.No.1-28 2*Dks*(*Stl*)2*nd dk*(ws)	4866 4485 3048	✠ — 12,31 ✠	Ham	*y*		1913 7mo	SirJ.Laing &Sons,Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa134'uE&B*	390·0 P40'B111'F42' FK 40'*f*170'1122*t FPT*	50·6	28·0	Shanghai British 6*BH* 115*tAPT*50*t*	T.3Cy.26",42½"&70"-48" 427NHP 2SB,*6cf*,GS133,HS5926 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 5	C †
28791 OUIH	**Lilleborg** 1*Dk*	1452 1199 861					1916	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk. Dannebrog(C.K. Hansen,*Mgr.*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28792 147527 VGFP	**Lillehorn** (*ex*Majong) **TwinSc** *OilEng.* Wireless 1*Dk*	936 766 504					1922	Rennie, Ritchie& Newport,Ld. Wivenhoe	~~CanadaCoast Lines,Ld.~~ Atlantic PacificNavCo.Ld.	207·5	33·6	13·4	Halifax NS British *WB*	Oil Engines 2S.C.SA 8Cy.16½"–17" 384NHP *Emade*18 J&CGBolindersCoLd.Skm.		C
28793 LIYL	**Lillemor** (*ex*MargitR.-36) *CruiserStern* 1*Dk*	1571 1278 910					1935	Fredrkstad Mek.Værks. Fredrikstad	Partrederiet "Lillemor"(Th. Brövig,*Mgr.*)	244·1 P11'B59'F12'	40·1	16·9	Farsund Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27$\frac{3}{16}$"–25$\frac{3}{16}$" 62NHP FredrikstadM.V.Frdstad.		N
28794 LFFJ	**Lillgunvor** (*ex*Vardvik-35) 1*Dk*	1305 1133 739					1930	Stavanger Stöberi&Dok Stavanger	Partrederiet "Lillemor"(Th. Brövig,*Mgr.*)	242·7 P21'B56'F24'	37·2	16·0	Farsund Norwegian *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&Dok		N
✳ 28795 219716 KUGZ	**Lillian** (*ex*Maddequet) *ss*Bal.No.3–7,34 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3482 2817 2112	100A1 ~~11,37~~ ~~3,37~~ 2,38 ~~BS3,36~~ 11,37 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	NYk ~~NNs~~Bal LMC7,34	*u*	CL 7,36	1920 A&CP	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.BullSteamshipCo.Inc.(A.H. Bull& Co.Inc.*Mgs*) *CellDB*232'691*t*	328·0 P26'B98'F37' FK *DTf*26'740*t FPT*78*t*	46·2	22·9	NewYork Utd.States 7*BH* *APT*282*t*	T.3Cy.22$\frac{5}{16}$",37$\frac{11}{16}$"&60"–42" 190lb (*s*) 292NHP 2SB,6*cf*,GS144,HS4933 BethlehemS.B.Corp.Ld. Wilmington,Del.	25 ″ 6	
28796 111098 KLGP	**Lillian Anne** (*ex*Riverside) *OilEng.* 1*Dk*	330 — 224					1895	Delaware RiverIsland S.B.&E.Wks. Chester,Pa.	R.W.Gatewood	141·5	27·1	10·3	Wilmgton (Del.) Utd.States	Oil Engines		
28797 217859 WLCG	**Lillian Luckenbach** **TwinSc** (*ex*Marica) 6TwinMst D.F. GyC. *ss*Bos.No.3–6,31 *ss*Sea.No.1–35 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern*	6369 5766 3999	✠100A1 *Shelter dk* *withfreeboard* ~~1,37~~11,37 ✠NB3,23 MS1,35 *Fitted for oil fuel* 6,19 *F.P. above* 150° F.	Sea BS4,38 ✠LMC ~~BS...~~6,37	*b*†	CL S10,35 P1,37	1919 5mo A&CP	SunS.B. Co Chester,Pa.	LuckenbachS.S. Co.Inc. *CellDB*389' 1831*t* *dk tanks in E&B s*	448·9 FK '*tween* *pace*36'405*t FPT*28	60·2	28·2 37·8	NewYork Utd.States 8*BH pt Asp* (*Coll toSh dk* 7 ,, *U* ,,) 1*t APT*271*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 225lb (*r*) 1032NHP 3SB,12*cf*,GS239,HS12780 FD DeLavalSteamTurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
28798 7881 SDAT	**Lillie Matthiessen** (*ex*Imperator-33) Wireless 1*Dk*	986 *880* *557*					1905	Stavanger Stöberi&Dok Stavanger	RederiA/B Westindia(SvenSalén, *Mgr.*)	230·6 P12*t*H44*t*F29*t*	33·2	14·9	Stockholm Swedish *WB*	T.3Cy.17",28"&47"–33" 127NHP StavangerStöberi&Dok		N
28799 FNWI	**Lillois** (*ex*Student) 1*Dk*&*Spar dk*&*deep framing*	3681 3298 2322			...		1910	C.Connell &Co.Ld. Glasgow	Cie.desBateauxà Vap.duNord.(Soc. Anon.deGérance et d'Armement,*Mgs*)	349·6 P31'B102'F34' FK	45·9	27·0	Dunkirk French *WB*	T.3Cy.20",34"&58"–48" 300NHP Dunsmuir&JacksonLdGls	29 ″ 6	V †
28800 122395	**Lillooet** **TwinSc** GyC. 2*Dks*&*Shade dk*	608 403 338			...		1908	BColumbia MarRlyCoLd Victoria,B.C.	Govt.ofCanada (Dept.of Marine)	163·0 F33' FK	27·0	13·0	Vict'riaBC British *WB*	T.6Cy.11½",18"&31"–24" 94RHP Bow,McLachln&CoLd.Psy	15 ″ 0	
✳ 28801 7077 SFIG	**Lilly** (*ex*Chaddesley,*ex*Nicolaos Pappis,*ex*Kalfond) ~~*ss*Hbg.2ndNo.3–4,25~~ *ss*Hbg.3rdNo.3-6,37 ~~*ss*Mmo.No.2–33~~ *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1254* *942* *725*	✠100A1 6,37 ~~1,37~~ ~~BS2,36~~	Bmn Hbg ✠LMC~~6,33~~ 6,37	*n*	OG ~~10,34~~ 6,37	1900 8mo A&CP	Dundee Shipbuilders' CoLd.Dundee	RederiA/B Wallen (A.J.Falkland, *Mgr.*) *CellDBa*54'	225·0 234·3(O.L.) Q83'B54'F27' FK *uE*13'*f*88'269*t FPT*	35·2	14·8	Hlsngborg Swedish 4*BHCem* 56*t APT*20*t*	T.3Cy.17",28½"&47"–30" (*s*) 180lb *80lb* 133NHP NDB00*refitted*26 1SB,3*cf*,GS55,HS2076 Cooper&Greig,Dundee	17 ″ 3 s1 ″ 1½ 16 ″ 3	
28802 LIXP	**Lilly I** (*ex*Lilly-35) *ss*Got.No.3–2,30 *ss*Got.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)	309 249 204	✠100A1 7,37 ~~10,36~~ MS5,34	Osl Bgn ✠LMC ~~BS5,36~~ 7,37	*c*	OG 5,36	1916 9mo	P.Larsson Thorskog	LarsKyrkjebö	123·1 127·5(O.L.) P26'F15' FK len17 *CellDB*22'27*t FPT*20*t*	22·6	10·4	Bergen Norwegian 3*BHCem* *APT*15*t*	C.2Cy.13"&20"–16" (*s*) 120lb 22NHP 1SB,2*cf*,GS46,HS490 P.Larsson,Thorskog	12 ″ 0 s1″ 2½ 10 ″10½	
✳ 28803 SVMO	**Lily** (*ex*Legie-33,*ex*TaikaiMaru) *ss*Rot.No.1–38 *ss*Ham.No.3–10,33 2*Dks*(*Stl*)	5719 4848 3379	✠100A1 3,38 ~~11,36~~ ~~BS1,36~~ 11,36	Rot ✠LMC~~10,33~~ MS3,33	*z*	CL ~~11,36~~ 1,38	1920 4mo A&CP	UchidaSB. &Eng.Co.Ld. Yokohama	Ch.N.Pateras *CellDB*350'1076*t*	400·0 P39'B121'F40' FK *FPT*138*t APT*92*t*	54·5	30·0	Chios Greek 6*BHCem*	T3Cy.26",43½"&70⅞"–48"(*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
28804 OUII	— 1*Dk*	1281 833 752					1920	F.Schichau Elbing	D/S A/S Progress (MariusNielsen& Son,*Mgrs.*)	224·3 Q60'B97'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",24⅘"&38⅗"–25⅕" 74NHP F.Schichau,Elbing		G
✳ 28805 CSAZ	**Lima** Ⓟ (*ex*Westerwald) *ss*Hpl.No.3–6,25 *ss*Lis.No.2–33 2*Dks*(*Stl*)*Udk*(teak s)	3881 3070 2375	100A1 11,36 ~~BS2,37~~ 2,38	Lis LMC12,32		CL 11,35	1907 *Lloyd's*A&CP	Furness, Withy&CoLd WHartlepool	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*) *CellD*	352·1 P40'B115'F69' FK&BK3" *B*300' 649*t FPT*35*t*	45·1	26·0	Lisbon Portuguese 9*BHCem* *APT*17*t*	T.3Cy.25½",43"&73"–48" (*s*) 200lb 497NHP 3SB,9*cf*,GS159,HS6868 FD Richardsons, Westgarth&Co.Ld.Hpl.	28″10 s5 ″0¼ 24 ″ 5¾	
✳ 28806 5974 SHJA	— **TwinSc3Mst** *OilEng.* D.F. *ss*Got.No.3–4,31 *ss*Mmo.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3764* *3376* *2254*	✠100A1 *Shelter dk* *withfreeboard* ~~2,37~~ ~~6,36~~ 9,37 ~~[illegible]~~	Lkr Skm ✠LMC(M)8,36 DBS11,37 ✠LMC6,35	*x*	OG 1,35	1918 5mo A&CP	Akt.Burmeistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellD*	364·1 FK *B*323'1148*t FPT*75*t*	51·5	22·1	Stockholm Swedish 6*BHptCem* *APT*60*t*	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP DB*100lb* AktBurmeistr &Wain,Cpn	25 ″ 6 s2 ″ 4 23 ″ 4¾	
28807	— (*ex*WarVessel) **TwinSc** *OilEng.* 1*Dk* *CarryingPetroleum in bulk*	494 413 274					1915	SirRaylton Dixon&CoLd Middlesbro'	Soc.desPétroles Shell de l'Ouest AfricainFrançais	177·1 170·1 H111*t*	31·2 31·2	11·2 11·4	Dakar French *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{17}{32}$"–18$\frac{28}{32}$" 388NHP J.&C.G.BolindersCo.Skm.		
28808 26947 JCMD	**Lima Maru** **TwinSc** *ss*Yka.No.3–3,32 *ss*Yka.No.1–36 2*Dks*(*Stl*)	6989 6469 4298	✠100A1 3,37 BS3,37 *Carrying Vegetable oil in Nos.*3 & 6 *DB Tanks*	Yka ✠LMC3,36	*b*†	CL P3,35 S9,35	1920 4mo *Lloyd's*A&CP	Mitsubishi ZosenKaisha Nagasaki	NipponYusen K.K. *CellDB*380'1297*t*	445·0 P35'B138'F35' FK *DTa*42'1338*t FPT*	58·0	34·0	Tokio Japanese 7*BHCem* 75*t APT*62*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP 4SB,12*cf*,GS225,HS8903 FD MitsubishiZosenKaisha	34 ″ 0 s7 ″ 6½ 26 ″ 8	
28809	**Limalite** (*ex*Fuelite-35, *ex*HerculesNo.7) *Fitted for oil fuel* 1*Dk* *Carrying fuel oil in bulk*	433 — 244			...		1909	Lobnitz& Co.Ld. Renfrew	International PetroleumCo.Ld. (H.J.Rahlves, *Mgr.*)	145·5 FK	27·6	10·1	Callao Peruvian	C.2Cy.14"&32"–21" 50NHP Lobnitz&Co.Ld.Renfrew	10 ″ 6	
28810 1420 IPLK	**Limbara** Ⓟ (*ex*Terranova, **Sp** *ex*Tavolara) 1*Dk*	410 — 153	✠ 5,10 ✠	Gls	*h*		1910 5mo	A.&J. Inglis,Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	154·0 P27'B57'F37' BK7"	26·6	13·1	Genoa Italian 4*BHCem* *DBf*15'24*t*	T.3Cy.12½",21"&33"–24" 90NHP 2SB,4*cf*,GS58,HS1490 A.&J.Inglis,Ld.Glasgow	13 ″ 9	I †

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire Matériaux, Gréement, etc Ex-nom s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dune. Cert. Ref Trade
28811 PFOT	**Limburg** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	345 266 203					1928	Gebr.Pot Bolnes	N.V Scheepv. Maats.Limburg (T.denHartigh, *Mgr.*)	147·8	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 46NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
* 28812 148634 GLJB	**Limerick** TwinSc *Oil Eng.* *ss*Fal.No.2-33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	8724 8311 5479	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~9,36~~ ✠LMC DBS10,36 *Carrying fuel oil F.P. above 150° F. in deep tanks*	Wln Syd CS4,33 9,35	*d*†	CL ~~9,35~~ SN9,36 P1,38	1925 7mo *Lloyd*	W.Hamilton&Co.Ld. Port Glasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD B*386' 1425*t MTs*55' 1574*t DTsa* 76'1818*tFPT*121*tAPT*100*t*	460·5 B&F424' FK Coll	62·7	35·2	London British 7*BH pt Cem* *BH to Sh dk*	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP 2DB *180lb* J.Brown&Co.Ld.Gls.	37 " 9 s 6 " 9¾ 31 " 2¼	
28813 OXJE	**Limfjorden** Ⓟ Wireless D.F. 1*Dk*	488 364 245					1904	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	190·8 P101'F20' len.13	25·8	10·4	Aalborg Danish *WB*	T.3Cy.13",21½"&37"-24" 67NHP HelsingörsJernsk.&Mskb.		V
28814 140436 GVXB	**Limol** *ss*Ply.No.3-4,30 *ss*Ply.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1159 845 476	✠100A1 *withfreeboard* 7,37 4,~~36~~ MS3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Gib Ply ✠LMC BS~~10,1~~ 2,38	*n*	CL ~~10,33~~ 6,37	1917 12mo *Lloyd*	Lobnitz&Co.Ld. Renfrew '*sA&CP*	TheAdmiralty *CellDB uE&B* 45'78*t DT f* 30' 261*tFPT* 37*tAPT*33*t*	210·0 P61'F58' FK	34·7	15·6	London British 12*BHptCem*	T.3Cy.15",25"&40"-30" (*s*) 180lb 138NHP 2SB,*4cf*,HS2200 FD Lobnitz&Co.Ld.Renfrew	16 " 6 s 1 " 6¼ 15 " 0½	
28815 21259 KDAB	**Limon** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks*&*Shelter dk*	3365 3095 1927					1904	Workman, Clark&Co Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co., *Mgrs.*)	330·6	44·5	28·9	NewYork Utd.States *WB*	T.3Cy.25",41"&68"-48" 820NHP Wrkman,Clark&Co Ld Bel		C
28816	**Limpopo** TwinSc ~~*ss*LourençoMarquesNo.1-35~~ *ss*L.Mq.No.2-38 1*Dk*(*Stl*)	647 371 286	✠100A1 3,38 ~~3,35~~ ~~[illegible]~~ ✠~~LMC3,35~~	L.Mq 3,38	*i*	OG ~~4,34~~ 3,38	1930 8mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Empreza do LimpopoA.Couto, Ltda. *CellDB*136'142*t FPT*21*t APT*15*t*	170·2 P22'B78'F23' FK	30·2	9·7	Lourenço Marques Portuguese 4*BHCem*	T.6Cy.11¼",18"&30"-18" (*s*) 180lb 116NHP 2SB,*4cf*,GS70,HS2240 Earle'sCo.Ld.Hull	11 " 6 s " 9 10 " 11¾	
28817 1630 IBET	**Lina Campanella** (*ex*Aras) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Spar dk*& D.F. *Web frames* *Carrying Petroleum in bulk*	3356 3198 1952			...		1893	Palmers' Co.(Ld.) Newcastle	TitoCampanella Soc. di Nav.	325·0 P73'B20'F38' 28·7 FK	42·7	21·0	Genoa Italian *WB*	T.3Cy.24",40½"&64"-42" NB18 295NHP Palmers'Co.(Ld.)Nwc.	29 " 10	I †
28818 DHCR	**Lina Fisser** (*ex*Bollan-36,*ex*Bellini, *ex*LuisPidal, *ss*Dnk.No.3-10,25 *ex*ThyraMenier) *ss*Kel.No.2-33 *Arch deck* 1*Dk*(*Stl*)	1497 1288 838	✠ ... 2,36 ✠	Kel	*o*		1912 9mo	BlythS.B. Co.Ld. Blyth	Reunert&Co. G.m.b.H.(Fisser& vonDoornum, *Mgrs.*) *E&*	238·8 P16'F28' *CellDBa*75'*u* FK B31 *f* 96'354*tFPT*	36·1	20·0	Hamburg German 4*BHCem* 49*tAPT*55*t*	T.3Cy.17$\frac{3}{16}$",28"&46"-33" 146NHP 2SB,*4cf*,GS65,HS2450 G.T.Grey,SouthShields	22 " 2	
28819 DAQI	**Lina Kunstmann** *Now* "Reimar-Edzard Fritzen," *see No.* 39938 *in Supplement* 1*Dk*	2935 2499 1685					1922	Vulcan-Werke Hamburg	W.Kunstmann	316·5 P43'B66'F33'	45·1	21·3	Stettin German *WB*	T.3Cy.19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"-31½" 147NHP Vulcan-Werke,Hamburg		G
28820	**Lina Matkovic** (*ex*EmileDelmas-36, *ex*Arucas)	2317 — 1316					1914	Nuescke& Co. Stettin	EugenMatkovic	291·4 P103'F81'	41·5	17·0	Split Yugoslav	T.3Cy.23",37⅝"&57"-35½" 224NHP Nuescke&Co.Stettin		V
28821 139904 GCNZ	**Linaria** D.F. 1*Dk*	3385 3034 2014					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P34'B97'F29'	48·0	23·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.Co.Ld.Sld		C
28822 LCSN	**Lincoln Ellsworth** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	5580 4827 3206					1927	A/BGötaverken Gothenburg	A/S Laboremus (T.Dannevig&Co. *Mgrs.*)	381·3 P274*t*H199*t*F78*t*	55·2	30·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
28823 251 ESBF	**Linda** (*ex*Alt-Heidelberg, *ex*Heidelberg, *ss*Hul.2ndNo.3-12,22 *ex*Glendoon, *ss*Stn.No.1-27 *ex*Hermes) 1*Dk*(*Irn*)&*Web frames* *Well deck*	1213 1052 677	✠ 11,31 ✠	Hul	*n*		1899 4mo	AilsaS.B. Co. Troon	KäsmuLaeva-Omanikud(O. Tiedemann,*Mgr.*) *CellDBa*61'*uE&* B35' *f* 84'306*tFPT* 81*tAPT*29*t*	230·0 Q85'B54'F28' FK	34·0	15·2	Käsmu Estonian 4*BHCem*	T.3Cy.17",28"&45"-33" 137NHP 1SB,*3cf*,GS57,HS2338 Muir&Houston,Ld.Gls.	17 " 9	V †
28824 OYYH	— Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	962 770 501					1936	Helsingörs Jernsk&Msk. Elsinore	J. Lauritzen	235·5	36·9	12·9	Esbjerg Danish *WB*	C.3Cy.(2)13⅜"&33$\frac{7}{16}$"-33$\frac{7}{16}$" &LP Turbine&chain drive HS2200 152NHP HelsingörsJernsk.&Mskb.		G
28825 DHAS	**Lindenau** (*ex*Alster-35) *Well deck* 1*Dk*	997 804 481					1914	Reiherst'g Schiffsw. Hamburg	Bugsier-Reed. u. Bergungs-A.G.	222·3 P&B170'F32'	34·6	13·1	Hamburg German *WB*	T 3Cy.16½",27½"&43"-33½" Reiherstieg 109NHP Schiffsw.uMaschf.		G
* 28826 161856 GNCX	**Lindenbank** *ss*Ant.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*)	5057 4628 3001	✠100A1 *withfreeboard* 9,37 ~~1,37~~ ~~[illegible]~~ ✠LMC *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 1,30 *F.P. above* 150° F.	Liv MS3,38 BS6,37	*a*†	CL N4,36	1930 1mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*366'1176*t DTa*27'1105*t FPT*156*t APT*79*t*	421·8 FK (	56·8	26·7	Belfast British 7*BHptCem* *Coll to Shdk* 6 „ 2nd „)	Q4Cy.22",32",46¾"&68"-48" 260lb (*s*) HS8112 565NHP 3SB(Spt),*12cf*,GS214, FD Workman,Clark(1928)Ld.	29 " 3 s 3 " 9½ 25 " 8	
28827 DOIT	**Lindenfels** Sub.Sig 2*Dks* E.S.D. *CruiserStern*	8457 7771 5193					1928	J.C.Tecklenborg A.G Wesermünde-G.	DeutscheDampf. Ges."Hansa"	490·7 P65'B285'F39'	62·2	32·3	Bremen German	T.3Cy.34¼",52¾"&86⅝"-55⅛" & 1 LP Turbine 785NHP J.C.TecklenborgA.G.Wsm		G
28828 148127 MNGQ	**Lindisfarne** *ss*Nwc.No.3-9,37 ~~*ss*Nwc.No.2-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	968 792 406	✠100A1 *withfreeboard* 9,37 ~~1,36~~ ~~MS2,33~~ 9,37	Nwc ✠LMC BS3,37	*o*	CL ~~1,36~~ 9,37	1925 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE*60 *f*104'168*t*	231·3 B63' FK (	35·1	14·3	Newcastle British 4*BHCem* *Coll to Shdk* 3 „ 2nd „)	T.3Cy.20",31"&53"-36" (*s*) 180lb 240NHP 2SB,*6cf*,GS135,HS4476 Hwthrn,Leslie&C.Ld.Nwc.	16 " 6 s " 6 16 " 2	
* 28829 LCTX	**Lindvangen** *ss*NOs.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	2412 1993 1392	✠100A1 4,37 ~~8,36~~ MS4,36 *Fitted for oil fuel* 10,31 *F.P. above* 150° F.	NOs ✠LMC BS5,36	*s*	OG ~~5,36~~ 11,37	1931 10mo *Lloyd*	Internatnl S.B.&E.CoLd Danzig '*sA&CP* *Intermediate BH in fore hold dispensed with*	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) (*CellDB*248'623*tFPT* 61*tAPT*78*t* *Wing tanks in Bridge*42*t*	291·2 P28'B84'F33' FK	45·7	18·5	Oslo Norwegian 4*BHptCem*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,*6cf*,GS72,HS3380 FD InternationalSB&E.CoLd	20 " 6 s2 " 8¼ 17 " 11½	

1	2 3	4	5	6	7	7*	8	9	10	11	11	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28830 LEJJ	Linea (*ex*Unverzagt-33,*ex*Jannakis) *Mchy.Aft* 1*Dk*	737 562 402					1919	N.V.Schps. Mij.deYssel Gonderak	Skibs-A/S Linea (E.Hansen)	197·6 Q25*t*B85*t*H15*t*F27*t* lcn27	28·3	11·9	Xiansand Norwegian *WB*	T.3Cy.13",20½"&35"-20" N.V.v.d. 55NHP Kuy&v.d.Rees,Rotterdam		G
28831 151718 GLCX	Ling Kong 2*Dks* Wireless	850 603 312			...		1923	NewEng.& S.B.Wrks.Ld. Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·0 FK	34·1	14·9	Shanghai British *WB*	T.3Cy.18½",29"&49"-33" 186NHP NewEng.&S.B.Wks.LdShi.	16 ″ 6	
28832 PFOY	Linge *ss*Rot.No.2-37 ~~*ss*Rot.No.1-33~~ 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2114 1892 1261	✠100A1 4,37 ~~1,36~~ ✠LMC MS~~3,33~~ 4,37 BS~~9,34~~ 8,37	Ant Rot	*s*	CL 6,35	1928 7mo *Lloyd's A&CP*	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B54'F22' FK *Cell DB*242'542*t FPT*	42·7	19·3	Rottrdam Dutch 4*BHCem* 62*tAPT*54*t*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoom-sleephellingMij.Arnhem	21 ″ 4 s3 ″ 1¾ 18 ″ 3¾	
28833 PFPC	Lingestroom Ⓟ Now "Griqua," *see No.* 38339 *in Supplement* *Ref.Mchy.* Wireless 2*Dks*	1350 1047 599					1917	Rotterdam DroogdMaat. Rotterdam	N.V.Hollandsche Stoomb.Maats.	243·2	37·2	17·3	Amstrdam Dutch *WB*	T.3Cy.21½",33"&56½"-39" 200NHP Rotterdam.Droogd.Maats.		V
※ 28834 1459 0 GJBT	Linnell TwinSc *OilEng.* *ss*Liv.No.3-4,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7424 6387 4494	✠100A1 *Shelter dk with freeboard* 1,37 ✠LMC CS1,34 DBS~~8,36~~12,37 ~~12,35~~5,37	Liv	*a*†	CL s7,35 p1,37	1921 12mo *Lloyd's A&CP*	A.McMil-lan&SonLd Dumbarton *CellDB*353'	Lamport&Holt Line,Ld. 1108*t DTa* 42'804*t*	430·0 F37'*on Shelter dk* FK *FPT*120*tAPT*79*t*	56·2	34·9	Liverpool British *ptCem* 7*BHtoSh dk* 1 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB-*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s9 ″ 2¼ 28 ″ 7	
28835 FNMR	Linois (*ex*SantaElena) D.F. Sub.Sig. 2*Dks*	7473 — 4597					1907	Blohm & Voss Hamburg	ChargeursRéunis	434·4 P&B349'F50'	54·9	28·9	Havre French *WB*	Q.4Cy.24$\frac{13}{16}$",35½",48¾"& 72$\frac{13}{16}$"-53" 385NHP Blohm&Voss,Hamburg		V
※ 28836 160735 MJMX	Linwood *ss*Shl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	992 655 570	✠100A1 1,38~~10,36~~~~10,37~~ ✠LMC MS7,35 BS5,36	Shl	*m*	CL 10,36	1932 4mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstan-tineS.S.Line,Ld.	199·9 Q144'F26' FK *Cell DB*132'267*tFPT*	33·7	12·4	Middlsbro' British 3*BHCem* 74*tAPT*42*t*	T.3Cy.13½",23"&38"-27" 200lb *125lb* (*s*) 105NHP 1SB,3*cf*,GS45,HS1871 N.E.MarineEng.Co.Ld.Sld	14 ″ 8½ s4 ″ 9½ 14 ″ 6¾	
28837 221413 KDSO	Lio Broken up *Mchy.Aft* GyC. *OilEng.* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	7120 — 4351					1921	Baltimore S B.&D.D.Co BaltimoreMd		430·0 P123'B37'F39'	59·2	33·4	Utd.States	Oil Engines 2S.C.SA 6Cy.27"-60" NE25 754NHP BethlehemS.B.Corp.Ld. SanFrancisco		
28838 LCSO	Lionel TwinSc *OilEng.* D.F. 2*Dks*	5653 5329 3481					1926	Odense Staalskibsvft Odense	D/S A/S Östlandet (A.Mohn,*Mgr.*)	375·6 H225*t*	52·5	33·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
28839 FNMS	Lipari Ⓟ TwinSc *Ref.Mchy* D.F. 3*Dks*	9954 — 6090	✠Lloyd'sRMC~~1,374,37~~ 3,38~~12,377,37~~ No. 5 hold & 'tween dks. for temp. 32° F.				1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	478·5 B266'F56'	59·2	27·4	Havre French *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts Atel.&Ch.de la Loire,Nts.		V
28840 DHPF	— D.F. *CruiserStern* 1*Dk*	1943 1597 1127					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'B&F268' *Upper*F35'	42·7	16·2	Hamburg German *WB*	T.3Cy.22$\frac{1}{16}$",34⅝"&56$\frac{5}{16}$"-37⅜" 194NHP FlensburgerSchiffsb.Ges.		G
28841 154210 VSNL	Lipis *Fitted for oil fuel* 1*Dk*	845 690 461					1927	Scott'sS.B. &E.Co.Ld. Greenock	StraitsSteamship Co.Ld.	214·3 P130'F32'	35·6	11·6	Singapore British *WB*	T.3Cy.13¼",21¼"&34"-21" 87RHP WllsndSlpwy.Co.LdNwc.		
28842 2584 DODH	Lippe (*ex*City of Dunedin, *ex*Porta) 4Mst 2*Dks* D.F. Sub.Sig. 3*rd dk in No.*1*hold*	7849 7296 4870			...		1917	Bremer Vulkan Vegesack	Norddeutscher Lloyd	475·3 P28'B143'F86' FK	60·7	32·9	Bremen German *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{11}{16}$"&86⅝"-55⅛" 817NHP BremerVulkan,Vegesack	35 ″ 6	G †
28843 156135	Liria (*ex*PresidentGomez-36) TwinSc *ss*Cco.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	1133 729 544	✠ ... 11,35 ✠	Cco	*m*		1922 3mo	J.Koster Hzn.Schpsw. Gideon Groningen	Anglo-Saxon PetroleumCo.Ld. *Cell DBu E&B*	217·1 P*on*Q67'Q67'F30' FK 38'47*t DTf*13'155*t*	33·6	11·6	London British 11*BHCem* *APT*23*t*	T.6Cy.11$\frac{7}{16}$",18⅛"&29$\frac{15}{16}$"-19$\frac{11}{16}$" (*s*) 116NHP 2SB,4*cf*, HS2140 N.V.Mchfbk.Dok.Delfzijl	12 ″ 5	
28844 CBPS	Lirquen (*ex*Presidente Alessandri-36,*ex*Suzanne et Marie-33) 2*Dks*	1644 1420 1015					1891	Lobnitz &Co. Renfrew	Cia.deMuelles de laPoblacion Vergara	255·4 P46'B68'F40'	35·6	21·2	Valparaiso Chilian	T.3Cy.20",34"&54"-42" NB09 189NHP Lobnitz&Co.Renfrew		V
※ 28845 DJRW	Lisa (*ex*Kilkenny-36,*ex*ElginCoast, *ex*LadyTennant) *ss*Lth.2ndNo.3-7,29 *Mchy.Aft.* ~~*ss*Ard.No.1-34~~ *ss*Ham.No.2-37 1*Dk*(*Stl*-ws)	494 348 199	✠100A1 7,37~~10,35~~ BS~~11,36~~ 3,38 ✠LMC~~3,34~~ MS7,37	Ard Ham	*h*	CL ~~N3,34~~ 6,37	1904 1mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	H.W.B.Ohlmeier	164·2 Q95'B12'F22' BK6" *Cell DB*88'116*tFPT*	26·2	10·5	Hamburg German 3*BHCem* 35*tAPT*6*t*	T.3Cy.16",26"&43"-30" (*s*) 180lb 117NHP 1SB,3*cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6 s4 ″ 6 12 ″ 9¼	
28846 6988 SJFW	— WoodAux4MstSr (*ex*Annelise) *OilEng* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*359* *324* *279*					1918	Nakskov Skibsv. Nakskov	G.L.Berg	138·2 Q31'H12*t*	30·0	12·9	Bergqvara Swedish	Oil Engines 2S.C.SA 2Cy.13¾"-16$\frac{3}{16}$" 67NHP NE30 JönköpingsMotorfbk.		V
28847 LCSP	Lisbeth 1*Dk*	2732 2418 1636					1922	Bergens Mek.Værks Bergen	D/S A/S Lisbeth (KnutKnutsen O.A.S.*Mgr.*)	300·2 P68*t*H104*t*F54*t*	47·3	20·8	Haugesnd Norwegian *WB*	T.3Cy.22",37"&60"-39" 225NHP BergensMekVærksBergen		N
28848 DHPG	— Iron 1*Dk*&*Awng dk*	677 651 420					1889	Rostocker Act.Ges. Rostock	Mathies ReedA.G.	177·8 H24'	26·8	17·5	Hamburg German *WB*	C.2Cy.23"&42"-28" NB20 78NHP RostockerA.G.Rostock		G
28849 DMAB	Lisbeth Cords *Mchy.Aft* 1*Dk*	907 773 496					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·2 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅜",24$\frac{3}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
28850 DNAI	Lisboa 1*Dk*	1799 1593 1090					1911	Schiffsw.v. HenryKoch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7 P&B220'F35'	39·2	17·9	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&53⅛"-33$\frac{7}{16}$" 163NHP OttensenerMchFabAltona		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux ur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réfrig.
28851 143673 GDTL	**Lisbon** ssLiv.No.3-5,33 1Dk(Stl)2nd dk(Stl)in forward holds CruiserStern	1964 1332 1242	✠100A1 7,36 BS5,37 ✠LMC MS10,37	Liv ~~BS5,36~~	q	CL ~~5,34~~ 10,37	1920 9mo Lloyd'sA&CP	Hall,Russell&Co.Ld. Aberdeen	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld; Mgrs.)	250·8 P&B157'F27' FK CellDB220'428t	38·2	17·1	Liverpool British 5BHCem APT12t	T.3Cy.16¾",29"&50"-33"(r) 220lb 230NHP 2SB,4cf,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s1 ″ 6 18 ″ 11½	
28852 27254 JOLD	**Lisbon Maru** TwinSc ssKob.No.3-9,32 ssYka.No.1-36 2Dks(Stl)	7053 6450 4308	✠100A1 ~~7,37~~~~8,33~~ 3,38 BS7,37 Fitted for oil fuel 8,23 F.P. above 150° F.	Yka Ant. ✠LMC8,36	b†	CL S8,36 P2,38	1920 7mo Lloyd'sA&CP	Yokohama DockCo. Yokohama	NipponYusenK.K. Cell DB392' 1314t DTa42' 1337t DT'sf 1440t FPT73t APT58t	445·0 P35'B138'F35' FK	58·0	34·0	Tokio Japanese 7BHCem	T6Cy.20½",33½"&56"-48"(s) 200lb 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 6½ 26 ″ 8	
28853 LDSG	**Lise** OilEng. ssGot.No.1-35 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing–bracketless system	6826 5985 3966	✠100A1 ~~9,37~~~~12,36~~ 4,38 DBS9,37 Carrying Petroleum in bulk	Rot Got ✠LMC CS11,35 9,37	a†	CL ~~4,36~~ 7,37	1931 7mo Lloyd'sA&CP	W.Doxford&Sons,Ld. Sunderland	A/S Lise(S.Holter-Sörensen) CellDBuE35'157tDTf35'538t FPT151tAPT27 6t	416·2 P94'B32'F40' FK Trunk in wells	58·0	32·8	Oslo Norwegian 11BHptCem	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0	
28854 OUIJ	— (exH.A.Hansen) 1Dk	1247 948 718					1920	P.Ph. Stuhr's Msk& Skbs Aalborg	D/S A/S Nautic (Aa. M.Vollmond, Mgr.)	238·7 P26'Q71'B99'F30'	36·2	13·4	Copnhagn Danish WB	T.3Cy.16½",25"&42½"-30" 99NHP Akties.Frichs Aarhus		V
28855 DJOO	**Liselotte Essberger** TwinSc OilEng. Mchy.Aft Wireless D.F. 1Dk Strengthened for Navigation in Ice Longitudinal framing CruiserStern Rudder & Sternpost electrically welded	1593 1323 737	✠100A1 2,37 ~~DBS7,36~~ Carrying Petroleum in bulk DBS11,37	Ham ✠LMC4,35	p	CL	1935 4mo Lloyd'sA&CP	H.C.Stülcken Sohn Hamburg	JohnT.Essberger CellDBuE30'30tDTf19'115t FPT44tAPT34t	244·6 P65'F31' FK	41·5	16·8	Hamburg German 11BHptCem	Oil Engines 4S.C.SA 12Cy.14⅜"-19$\frac{11}{16}$" 241NHP DB170lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	16 ″ 9	
28856 3644 PJAM	**Liseta** TwinSc ssCco.No.2-35 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2580 1715 1116	✠100A1 4,38 BS4,38 Carrying Petroleum in bulk Fitted for oil fuel 7,27 F.P. above 150° F.	Cco ✠LMC4,35	t	CL P4,37 S10,37	1927 7mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone	N.V.Curacaosche Scheepv.Maats.	305·0 Q89'F29' Trunk 187' FK	50·2	15·1	Willemst'd Dutch 9BHptCem ptAsp APT84t	T.6Cy 12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, ,HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6¾ 13 ″ 6¾	
28857 LEJK	**Lisken** 1Dk	1105 969 655					1911	Trndhjms Mek.Værks. Trondheim	SkibsA/S William HansensRederiII (W.Hansen)	226·1 P15tH34tF26t	36·5	15·8	Bergen Norwegian WB	T.3Cy.17",27½"&46"-30" 115NHP TrondhjemsMVTrndheim		N
28858 LCSQ	**Liss** ssOsl.No.3-8,34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Progressive Survey of oil tanks	5925 5658 3578	✠100A1 3,37 BS3,37 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Rot ✠LMC8,34	z	CL 3,37	1921 8mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	RederiA/S Krezimasko(Arth.H. Mathiesen,Mgr.) CellDBuE&B70'f38'249tAPT110t	400·2 413·5(O.L.) P68'B34'F37' FK	53·0	32·9	Oslo Norwegian 14BHCem (9 „ to Udk 5 „ „2nd„)	T.3Cy.27",45"&75"-51" (s) 180lb 573NHP 3SB,9cf,GS187,HS8580 FD Richardsons,Westgarth&Co.Ld.Mdb.	35 ″ 6	
28859 148923 MNSX	**Lissa** ssGls.No.2-36 1Dk(Stl) Wireless	1511 1391 916	✠100A1 ~~2,37~~1,38 BS6,37 MS3,36	Npt Gls ✠LMC ~~BS6,36~~	q	CL ~~9,34~~ 1,38	1927 5mo Lloyd'sA&CP	R.Duncan&Co. Port Glasgow	ClydesdaleShipownersCo.Ld. (Glen&Co.Mgrs.) CellDBa&uE92'f104'390tAPT70t	254·0 264·2(O.L.) P23'B64'F22' FK	39·2	17·4	Glasgow British 4BHptCem ptAsp	T.3Cy.20",34"&53"-36" (s) 180lb 207NHP 2SB,6cf,GS107,HS3516 Rankin&BlackmoreLdGrk	19 ″ 2 s2 ″ 4 17 ″ 0	
28860 LCDA	**Lista** (exRioGrande) Fitted for oil fuel 2Dks	3671 3340 2215					1920	W.Dobson&Co. Newcastle	A/S J.Ludwig MowinckelsRederi	360·3 P89tH221tF20t	52·1	23·5	Bergen Norwegian WB	T.3Cy.25½",41"&69"-48" 330NHP N.E.MarineEng.CoLdNwc		N
28861 7436 SGMU	**Lister** 1Dk2trB	*1366* *1194* *754*					1928	Sölvesb'rgs Skeppsvarf Sölvesborg	RederiA/B Falkvik (ThureCarlsson, Mgr.)	239·1 P27'B54'H91tF21'	37·8	16·2	Sölvesbrg Swedish WB	T.3Cy.19",30"&47⅞"-31½" E&Bmade99 136NHP BremerVulkan,Vegesack		V
28862 LDJC	**Listo** (exColmar,exWarOsiris) ssOsl.No.3-5,31 ssOsl.No.1-36 1Dk(Stl) Cargo battens not fitted	1998 1802 1158	✠100A1 ~~2,37~~12,37 BS8,37	Nwc Ant ✠LMC5,36	r	CL ~~2,36~~ 12,37	1918 7mo	Pt.Arthur S.B Co.Ld. Pt.Arthur, A&CP Ont.	HerlofAndersens RederiA/S (H.Andersen, Mgr.) CellDB226' 526tFPT80tAPT78t	251·3 P25'B64'F30' FK	43·7	20·6	Xiansand Norwegian 4BHCem	T.3Cy.20⅝",33"&54½"-40" 190lb (s) 278NHP 2SB,6cf,GS126,HS5246 Pt.ArthurS.B.Co.Ld.	23 ″ 0 s2 ″ 10½ 20 ″ 3¾	
28863 TTGC	**Listrac** 3Mst Mchy.Aft 1Dk	778 — 144					1907	Forges&C.de la Médit. Havre	Worms&Cie.	196·0 P&B128'F35'	27·8	14·6	Havre French	T.3Cy.15",23⅝"&37"-27⅝" 72NHP Forges&C.delaMédit.Hav		V
28864 LEYL	**Lita** (exSteinar-36,exFriedrich Fischer,exHela) 1Dk	318 241 152					1890	J.W.Klawitter Danzig	D/S A/S Marna (M.ClausenA/S, Mgrs.)	129·2 Q17tB48tH8tF12t	21·4	12·1	Haugesnd Norwegian WB	C.2Cy.17"&32"-20" 38NHP J.W.Klawitter,Danzig		N
28865 137540 MGLB	**Lithium** Yl ssLiv.No.3-2,29 Mchy.Aft ssBkn.No.2-37 Well deck 1Dk(Stl) Wireless Cargo battens not fitted above lower side stringer	301 206 113	✠100A1 ~~2,37~~11,37 BS4,37	Bkn ✠LMC MS2,37	e	OG 2,37	1917 4mo Lloyd'sA&CP	Cochrane&Sons,Ld. Selby	I.C.I.(Alkali),Ld.	135·2 143·7(O.L.) Q50'B9'F21' FK FPT38tAPT17t	23·1	9·4	Liverpool British 3BHCem	T.3Cy.12",20"&34"-24" (s) 180lb 69RHP 1SB,2cf,GS33,HS1175 ShieldsE.&DDCo.LdN.Shl	10 ″ 6 s ″ 7 10 ″ 1	
28866 LCSR	**Litiopa** (exDockleaf) ssStv.No.3-2,29 ssRot.No.2-37 ~~ssSyd.No.1-33~~ Mchy.Aft 2Dks(Stl)&Web frames	5356 4717 3171	✠100A1 ~~7,37~~~~9,36~~ 1,38 Carrying Petroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	Rot NOs 7,37 ✠LMC4,35	y	CL N9,36	1917 4mo Lloyd'sA&CP	Bartram&Sons,Ld. Sunderland	A/S Mosvolds RederiII. (M.Mosvold,Mgr.) CellDBa84'154tDTf35'408tFPT116tAPT143t	400·0 412·5(O.L.) P121'B33'F46' FK	52·4	28·1	Farsund Norwegian 15BHptCem (10 „ to Udk 5 „ „2nd„)	T.3Cy.27½",45"&75"-48" (s) 180lb 476NHP 3SB,9cf,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s5 ″ 10 24 ″ 11	
28867 UPTV	**Litvinov** 2Dks OilEng. CruiserStern	5114 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	~~405·0~~ 381·3 P30'B57'F23'	~~54·3~~ 53·3	~~24·8~~ 29·4	Russian WB	Oil Engines 2S.C.SA 6Cy.26¾"-47$\frac{5}{16}$" 740NHP RussianDieselWks,Len.		
28868 LCAD	**Liv** ssShl.No.3-5,12 ssOsl.No.2-21 1Dk(ptStl&ptIrn)2trB&Web frames &ptAwng dk(Irn)	3068 2325 1979	✠ 10,24	Bgn ✠	u		1896 9mo	Ropner&Son Stockton	D/S A/S Liv (Brummenæs& Torgersen) WB=CellDBa110'uE24'f120'576tAPT30t	322·2 P25'Q106' BK10' ptAwngdk191'	41·5	20·6	Haugesnd Norwegian 5BHCem	T.3Cy.23",37"&61"-42" NDB09 246NHP 2SB,6rf,GS104,HS3760 Blair&Co.(Lim.),Stockton	24 ″ 0	N †
28869 DHPH	**Livadia** D.F. 1Dk&Shelter dk Sub.Sig.	3094 2829 1824					1922	Schiffs.-Dockbauw. Flender,A.G. Lübeck	DeutscheOst-AfrikaLinie	337·7 F36'	48·2	21·1	Hamburg German WB	T.3Cy.23¾",38⅛"-61½"-41$\frac{5}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 28870 113 IBFT	**Livenza** ssTri.No.3-3,35 1Dk(Stl)& D.F. Shelter dk(Stl)	5343 5025 3328	✠100A1 Shelter dk withfreeboard 2,38 ~~4,37~~ MS6,34 Fitted for carrying oil 3,30 F.P. above 150° F. in deep tank Adapted for oil fuel 3,30 F.P. above 150° F.	Mfl Tri ✠LMC BS~~[illegible]~~7,37	y	CL ~~N1,37~~ 2,38	1922 9mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. diNav. CellDB331'1234t	404·2 B125'onShelter dk FK DTa40'880t FPT125t APT214t	54·0	29·0	Trieste Italian ptCem 6 BH to S dk 1 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 600NHP 3SB(Spt),9cf,GS190,HS7668 FrancoTosiSocAnon.Lgn.	32 ″ 0 s 6″11¼ 25 ″ 3	
※ 28871 24769 JPLD	**Liverpool Maru** ssYka.No.3-4,37 ~~ssHak.No.3-11,31~~ 2Dks(Stl)&Awng dk(Stl)	5866 5586 4271	✠100A1 Awng dk withfreeboard ~~4,37~~ ~~5,35~~ 12,37	Kob ~~Yka~~ ✠LMC~~6,36~~ 4,37	y	OG ~~5,34~~ 4,37	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. Collision BH to Awng dk CellDB334 1118t FPT126t	385·0 FK	51·0	36·0	Kobe Japanese Cem 5BH toU dk APT93t	T.3Cy.26″,43½″&72″-48″ (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
28872 145710 MLCD	**Liverpool Rover** (exTudor King-33,exVille de SaintAmarin) ssAnt.No.3-7,33 ssHfx.No.1-37 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1426 1060 733	✠100A1 3,38 ~~2,37~~ BS3,38	Hfx ✠LMC2,37	p	CL ~~2,37~~ 2,38	1920 12mo	J I Thornycroft&Co.Ld. Southampton Lloyd'sA&CP	RoverShippingCo. Ld. (Markland ShippingCo.Ld Mgrs.) CellDB201'396t FPT29t	240·4 Q136'B10'F28' FK	36·1	16·3	Cardiff British 4BHCem APT52t	T.3Cy.18″,30″&50″-33″ (s) 180lb 176NHP 2SB,4cf,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 s 5 ″6½ 17 ″1	
※ 28873 149470 MPBC	**Livingston** ssTto.No.2-37 ~~ssTto.No.1-32~~ Mchy.Aft 1Dk(Stl) Cargo battens not fitted	2115 1747 1286	✠100A1 withfreeboard 4,37 ~~5,36~~ ~~BS1,36~~ ForService on the Great Lakes & River St.Lawrence, also to St. John's, NFL.& NovaScotia from1st April to 30th November	Tto ✠LMC12,36 ~~MS12,36~~	r	CL 5,36	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	McKellarSteamships,Ld.(R.Scott Misener,Mgr.) 3 WatertightBH also intermediateBH in holds, lower part watertight CellDB228'667t FPT140t APT15t	253·0 P70'F37' FK	43·7	19·3	Newcastle British	T.3Cy.17″,28″&46″-36″ (s) 200lb 190NHP 2SB,4cf,GS74,HS2762 FD Armstrong,Whitworth& Co.Ld.Nwc.	21 ″ 6 s 7 ″ 9½ 14 ″ 0	
※ 28874 221031 KDOD	**Livingston Roe** ssN.Yk.No.3-2,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Web frames GyC. Longitudinal framing	8151 7852 5066	✠100A1 Shelter dk withfreeboard 11,36 ~~MS4,33~~ CarryingPetroleum in bulk Fitted for oil fuel 2,21 F.P. above 150° F.	NYk ✠LMC5,37 ~~BS5,36~~	c†	CL N11,36	1921 2mo	GMStandiferCnst.Corp. Vancouver, Wash. A&CP	StandardOilCo. of NewJersey Cell DBuE&B&bunker86'280t DTf50'335t 'tween dk tanks a 9'67t FPT179t APT103t	462·4 FK	60·2	36·5	Wilmgton (Del.) Utd.States 18BHptCem (3 „ to S dk 11 „ „ U „ 4 „ „2nd „)	Q.4Cy.24″,35¾″,51″&75″-51″ 220lb (s) 552NHP 3SB,9cf,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10″3¼ 27 ″ 3	
28875 DHPI	**Livorno** D.F. 1Dk	1829 1573 1044					1924	Akt.Ges. "Neptun," Rostock	Rob.M.Sloman,jr.	287·1 P&B225'F33'	41·3	16·7	Hamburg German WB	T.3Cy.21¼″,34⅗″&55 9/16″-37⅖″ 191NHP A.G."Neptun,"Rostock		G
28876 YTCQ	**Ljubica Matkovic** (exLjubica, exMnone,exCarloZeno,exSt.Dunstan) Now "Katina F. II" see No. 38885 in Supplement Well deck 1Dk& Web frames	951 — 550			...	-	1892	S.P.Austin &Son Sunderland	E.Matkovic	220·0 Q75'B46'F27' FK	31·0	14·0	Bakar Yugoslav WB	T.3Cy.18″,30″&49″-33″ 137NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	G †
※ 28877 YTLJ	**Ljubljana** Ⓟ (exSalona) ssSsk.No.3-6,33 1Dk(Stl)&deep framing&Shelter dk lower dk(Stl)forward ssSsk.No.1-37	985 867 608	✠100A1 Shelter dk withfreeboard 3,38 ~~3,37~~ BS3,38	Ssk ✠LMC3,37	m	CL ~~3,35~~ 2,38	1904 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Jadranska PlovidbaD.D. CellDBa22' uE24'f94'126t	225·0 233·4(O.L.) BK7″	30·1	31·7	Susak Yugoslav 4BHCem	Q.4Cy 17⅛″,24″,36″&52″-36″ 200lb (r) 203NHP 2SB,6cf,GS116,HS3338 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 4 s ″ 11¼ 14 ″ 0	
28878 DHPJ	**Ljusneälf** (exTilburg) 1Dk	1391 1208 808					1917	L.Smit& Zoon Kinderdijk	ChinaRhed.A.G. (Aug.Bolten, Wm.Miller'sNchf. Mgrs.)	239·1 P27'B56'F24'	36·3	16·6	Hamburg German WB	T.3Cy.17½″,29¼″&46¾″-36″ 130NHP L.Smit&Zoon,Kinderdijk		V
※ 28879 6208 SJZA	**Ljusterö** (exMalmen-36) ssEls.No.3-11,31 D.F. ssGot.No.1-36 1Dk(Stl)	*3653* *3357* *2215*	✠100A1 5,37 ~~9,36~~ BS10,37	Got Mmo ✠LMC9,36	w	CL 2,36	1919 11mo	N.V.Schps. Dordrecht Dordrecht A&CP	RederiA/B Rex (K.M.Kallström, Mgr.) CellDB304'951t FPT80t APT74t	352·5 P29'B210'F29' FK	51·2	23·0	Stockholm Swedish 6BHCem	T.3Cy.23 9/16″,37″&62″-42″(s) 180lb 333NHP 3SB(Spt)9cf,GS169,HS6000 Maats.Fyenoord,Rot.	25 ″ 3 s 3 ″ 2½ 22 ″ 2¼	
※ 28880 161204 GSYQ	**Llanarth** ssShl.No.2-37 ~~ssSld.No.1-33~~ D.F. 1Dk(Stl)&Shelter dk(Stl) E.S.D.	5053 4575 3018	✠100A1 withfreeboard 11,37 ~~3,37~~ ~~BS5,37~~	Bry Shl 3,37 ✠LMC~~5,35~~	z	CL ~~1,36~~ 11,37	1929 3mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	PictonS.S.Co.Ld. (EvanThomas Radcliffe&Co. Mgrs.) CellDB348'1146t FPT128t APT150t	400·5 415·0(O.L.) FK	54·0	25·9	London British 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.26″,44½″&73″-48″ (s) 180lb 120lb 460NHP 3SB(Spt)9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27″10 s 2″10½ 25 ″ 1¾	
28881 165338 GZGB	**Llanashe** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4836 4396 2911	✠100A1 withfreeboard 9,37 ~~11,36~~	Sld Hul ✠LMC11,36	a†	CL	1936 11mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	ClarissaRadcliffe S.S.Co.Ld.(Evan ThomasRadcliffe& Co.Mgrs.) CellDB361'1207t FPT100t APT168t	417·8 FK	56·6	25·1	London British 7BHCem (Coll to Sh dk 6 „ 2nd „)	C.4Cy.(2)10 9/16″&(2)20″-13″ SR geared & LP turbine DR geared to screw shaft 230lb (s) 348NHP 2SB(Spt),(FD)&1AuxSB, 8cf,GS110,HS4837 White'sMarineEng.Co.Ld. Nwc.	27 ″ 8 s 2 ″ 10 25 ″ 0½	
※ 28882 149971 GNKX	**Llanberis** ssLth.No.2-36 D.F. E.S.D. 1Dk(Stl)	5055 4625 3074	✠100A1 ~~4,37~~12,37 BS4,37	Bry Cff ✠LMC5,36	z	CL ~~8,36~~ 12,37	1928 1mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	LlanberisS.S.Co. Ld.(EvanThomas Radcliffe&Co. Mgrs.) CellDB356'1176t FPT98t APT168t	400·8 415·0(O.L.) P37'B&F319' FK	53·7	26·1	London British 6BHCem	T.3Cy.27″,44½″&73″-48″ (s) 180lb 120lb 460NHP 3SB,9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s 3 ″ 5 24 ″ 9½	
28883 165463 GZPJ	**Llandaff** E.S.D. CruiserStern For full particulars see No. 39012 in Supplement	4825 4406 2902	100A1 withfreeboard (Class Contemplated)				1937	Bartram& Sons,Ld. Sunderland	~~EvanThomas Radcliffe&Co.~~ WimborneS.S. Co.Ld. (Evan ThomasRadcliffe &Co.Mgrs.)	417·8	56·6	25·1	London British	C.4Cy.(2)10¼″&(2)20″-13″ SR geared & LP turbine DR geared to sc. shaft White'sMarEngCoLdNwc	27 ″ 8 s2 ″ 10 25 ″ 0½	
※ 28884 149752 GJYP	**Llandaff Castle** Ⓟ TwinSc ssLon.No 2-35 Ref.Mchy. 3Dks(Stl-Weather dk teaks) D.F. E.S.D. 4th dk(Stl)in Nos.1,2& after holds Sub.Sig.	10786 9086 6563	✠100A1 withfreeboard ~~8,37~~ ~~3,37~~ 2,38 ~~BS7,36~~ BS ~~[illegible]~~5,38	Lon ✠LMC9,34	f†	CL P3,37 S2,38	1926 12mo	Workman, Clark&CoLd. Belfast Lloyd'sA&CP	Union-CastleMail S.S.Co.Ld. CellDB405'1181t FPT118t APT128t	471·2 B212'F65' FK	61·7	39·2	London British 8BHCem APT128t	Q.8Cy.23″,33¼″,48″&70″-51″ 220lb (s) 1086NHP 2SB&3DB,24cf,GS506, HS19668 Wrkman,Clark&CoLd.Bel	42 ″ 6 s15 ″ 6 27 ″ 4	BT till ~~7,37~~ 3,38
※ 28885 160414 GNRS	**Llandilo** ssCff.No.2-36 D.F. 1Dk(Stl) E.S.D.	4966 4575 2985	✠100A1 7,37 ~~11,36~~ ~~5,37~~	Cff ~~PNl~~ Ant ✠LMC11,36	z	CL ~~11,36~~ 7,37	1928 4mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co.Mgrs.) CellDB358'1141t FPT136t APT149t	400·2 P37'B&F319' FK	53·4	26·0	London British 6BHCem APT149t	T.3Cy.27″,44½″&73″-48″ (s) 180lb 100lb 460NHP 3SB,9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27″10 s 3 ″ 4 24 ″ 7½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps	15
* 28886 148678 GLWS	**Llandovery Castle** Ⓟ TwinSc ssLon.No.2-34 Ref.Mchy. 3Dks(Stl-Wthrdkpt teak s) D.F. 4thDk(Stl) in Nos.1&2 holds Sub.Sig.	10609 6939 6501	✠100A1 withfreeboard 6,37 ~~11,36~~ ~~BS9,36~~ ✠LMC11,33 8,37	Lon Gen	f†	CL 11,36	1925 9mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Union-CastleMail S.S.Co.Ld. CellDBa&uE168'f	471·1 B212'F66' FK 188'1237tFPT116t	61·7	39·0	London British 8BHptCem APT140t	Q.8Cy.23",33½",48"&70"-51" 220lb (s) 1085NHP 3D&2SB,24cf,GS517, HS19647 Barclay,Curle&Co.Ld.Gls.	42 " 6 s15 " 5¾ 27 " 4½	BT till ~~8,37~~ ~~[illegible]~~ 7,38
28887 160515 GNVS	**Llanfair** ssCff.No.2-36 D.F. E.S.D. 1Dk(Stl)	4966 4575 2985	✠100A1 ~~11,36~~10,37 ✠LMC11,36 BS10,37	Cff Shl	z	CL 11,36	1928 7mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. Mgrs.) CellD	400·2 P37'B&F319' FK B358'1141tFPT13	53·4	26·0	London British 6BHCem 6tAPT149t	T.3Cy.27",44½"&73"-48" (s) 180lb 120lb 460NHP 3SB,9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 " 10 s3 " 4 24 " 7½	
* 28888 161329 GPLV	**Llangibby Castle** Ⓟ TwinSc OilEng. Ref.Mchy 3Dks,4thdkinNos.1&2holds D.F. E.S.D. Sub.Sig. CruiserStern	11951 8584 7199					1929	Harland& Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	485·6 B212'F65'	66·2	36·0	London British WB	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1300NHP Harland&Wolff,Ld.Gls.		BT till ~~10,37~~ ~~[illegible]~~ 9,38
28889 160363 GNKY	**Llangollen** ssBry.No.2-35 D.F. E.S.D. 1Dk(Stl)	5056 4625 3074	✠100A1 6,37 ~~12,36~~ BS6,37 ✠LMC6,36	Bry Gls	z	CL 12,36	1928 2mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	LlangollenS.S.Co. Ld.(E.ThomasRad- cliffe&Co.Mgrs.) Cell	400·7 P37'B&F319' FK DB356' 1176t FPT	53·7	26·1	London British 6BHCem 98tAPT168t	T.3Cy.26",44½"&73"-48" (s) 180lb 120lb 460NHP 3SB(Spt)9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 " 0 s3 " 5 24 " 9½	
28890 161246 GSYR	**Llanishen** ssNwc.No.2-38 ~~ssShl.No.1-33~~ D.F. E.S.D. 1Dk(Stl)&Shelterdk(Stl)	5053 4575 3015	✠100A1 withfreeboard ~~2,37~~2,38 ~~BS7,36~~ ✠~~LMC7,34~~ 9,37 MS2,38	Shl Nwc	z	CL ~~7,36~~ 2,38	1929 6mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	W.I.RadcliffeS.S. Co.Ld.&Wynnstay SSCo.Ld(EThomas Radcliffe&CoMgs) CellDB348'1146t	400·5 FK (FPT128tAPT150t	54·0	25·9	London British 6BHCem Coll to Shdk 5 " 2nd ")	T.3Cy.26",44½"&73"-48" (s) 180lb 120lb 460NHP 3SB(Spt)9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 " 10 s2 " 10¼ 25 " 1¾	
28891 160369 GNMT	**Llanover** ssRot.No.2-37 D.F. E.S.D. 1Dk(Stl)	4959 4575 2982	✠100A1 1,38 ~~3,37~~ ~~BS3,36~~ ✠LMC MS3,37 MBS3,37 DBS~~3,37~~3,38	Bry	z	CL 2,37	1928 3mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	AnneThomasSS.Co Ld(E.ThomasRad- cliffe&Co.Mgrs.) CellDB	400·2 415·0(O.L.) P37'B&F319' FK 358'1141tFPT136t	53·4	26·0	London British 6BHCem APT149t	T.3Cy.26",44½"&73"-48" (s) 180lb 120lb 460NHP 3SB(Spt)9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 " 10 s3 " 4 24 " 7½	
* 28892 136315 GLWJ	**Llanstephan Castle** Ⓟ TwinSc ssLon.No.3-3,26 ssLon.No.2-35 Sub.Sig. 2Dks(St-Uteak s) Ref.Mchy. &Shelterdk(Stl-teak s)& D.F. 3rddk(Stl)inNos.1,2&3holds	11299 8881 7003	✠100A1 Shelterdk withfreeboard ~~8,37~~ ~~2,37~~3,38 ~~BS11,36~~ ✠~~LMC8,33~~ 12,37 11,36	Mdb Lon	g†	CL P7,36 S2,37	1914 2mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP WB	Union-CastleMail S.S.Co.Ld. =CellDBa100'uE	500·5 P59'B243'F86' on Shltrdk FK&BK2" 92'f188'1342tFPT	63·3	37·2	London British 10BHCem 113tAPT61t	Q.8Cy.24",34",50"&73"-51" 220lb (s) 1157NHP 3D&2SB,24cf,GS529, HS20726 FairfieldCo.Ld.Glasgow	40 " 0 s11 " 11 28 " 8	BT till ~~[illegible]~~ ~~11,37~~ 8,38
28893 160575 GSQC	**Llanwern** ssShl.No.2-37 D.F. E.S.D. 1Dk(Stl)	4966 4575 2985	✠100A1 ~~4,37~~ ~~2,37~~ 4,38 ✠LMC ~~BS11,36~~ MS1,37 9,37	Shl ~~Ros~~ Hul	z	CL ~~2,37~~ 4,37	1928 9mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	ClarissaRadcliffe S.S.Co.Ld.(E. ThomasRadcliffe &Co.Mgrs.) CellDB	400·2 412·8(O.L.) P37'B&F319' FK 358'1141tFPT136t	53·4	26·0	London British 6BHCem APT149t	T.3Cy.27",44½"&73"-48" (s) 180lb 120lb 460NHP 3SB,9cf,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 " 10 s3 " 4 24 " 7½	
28894 EEWM	**Llodio** (exAuroraRivero, exMarquesdeBolarque)	763 — 458					1916	Soc.Españ- ola deConst. Metal. Gijon	SociedadMetalur- gicaDuroFelguera	171·4	26·7	18·7	Gijon Spanish	C.2Cy.17"&32"-22" 40NHP		
28895 LEJL	**Lloyd** (exTransport-2,exOskar, exW.G) 1Dk	368 278 185					1914	Joh.Berg Delfzijl	D/S A/S Veritas (BertrandJacob- sen,Mgr.)	134·9 P58tF16t	23·5	11·4	Arendal Norwegian	T.3Cy.12",18 3/16"&30"-21⅝" 42NHP Joh.Berg,Delfzijl		G
28896 35360 JBDE	**Lo Yang Maru** Ⓟ TwinSc Sunk to block WhangpooRiver,8,37 1Dk	4378 1812 2692					1929	Kiangnan Dk&EngWks Shanghai	NisshinKisenK.K.	330·0 B262'	48·0	14·8	Tokio Japanese WB	T.6Cy.18",29"&50"-30" 274NHP D&WHendersn&CoLdGls.		
28897 CSBA	**Loanda** Ⓟ (exSaoVicente, exWürzburg) Sub.Sig. 2Dks	5139 4085 3222					1900	Bremer "Vulkan" Vegesack	Cia.Colonial de Navegaçâo	401·4 P&B250'F19'	47·4	28·2	Loanda Portuguese WB	T.3Cy.26¾",43 5/16"&70"-47¼" 337NHP Bremer"Vulkan,"Vegesck		
* 28898 164698 MLNM	— OilEng. 1Dk Mchy.Aft CruiserStern	534 333 274	✠100A1 3,38 ~~11,36~~~~6,37~~ ✠LMC8,36	Cff	h	OG ~~11,36~~ 6,37	1936 8mo Lloyd	GooleS.B. &RepgCo. Ld. Goole 'sA&CP	T.E.Evans&Co.Ld. Cell	183·6 190·6(O.L.) P42'Q100'F18' FK DB114'180tFPT54	27·1	8·0	London British 3BHCem tAPT41t	Oil Engines 4S.C.SA 6Cy.12½"-19" 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 " 5 s3 " 11¼ 10 " 0¾	
28899 1048 ICMW	**Loasso** (exMessico-36, TwinSc exVejo) OilEng. ssGen.No.3-8.29 D.F. ssGen.No.1-33 Mchy.Aft 2Dks(Stl-Weatherdkptws)	5968 5765 3491	... 9,36	Gen			1921	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione 'TweendkBHs,exc mchy. space CellDB310'1289	394·3 379·0 FK eptcoll&fwd BH dispensed with tMT43'1635tDTa1	51·7	35·1	Genoa Italian Cem 2BH to Wdk 5 " " 2nd " 4'124tFPT2	Oil Engines 2S.C.SA 8Cy.24 13/16"-35 7/16" 862NHP 2DB AnsaldoSanGiorgio,Turin 11tAPT92t	37 " 9	1 †
28900 CSBB	**Lobito** (exPortoAlexandre, exIngbert,exThoraMenzell) Sub.Sig. 1Dk&Spardk	2720 2588 1663					1906	Eiderwerft Akt.Ges. Tönning	Cia.Colonial de Navegaçâo	295·1	43·9	16·7 24·4	Loanda Portuguese WB	T.3Cy.21¼",36"&56¾"-37⅝" 197NHP EiderwerftA.G.Tönning		
* 28901 145879 GDXL	**Lobos** TwinSc OilEng. ssHul.No.3-9,33 2Dks(Stl)&Shelterdk(Stl)	6479 6061 ~~3997~~ 4007	✠100A1 Shelterdk withfreeboard 9,37 ~~10,36~~ ✠LMC CS4,34 DBS~~[illegible]~~ 2,38 ~~[illegible]~~ 9,37	Hul	z	CL 6,35	1921 10mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	PacificStmNavCo. CellDB349'1039t	405·6 P32'B89'F46'on Shelterdk FK FPT116tAPT123t	54·2	32·8	Liverpool British ptCem 6BHtoShdk 1 " " U "	Oil Engines 4S.C.SA 12Cy.26⅝"-39⅝" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 " 6 s8 " 9 26 " 10⅝	
28902 [illegible] GZQN	**Loch Dee** For full particulars see No. 39001 in Supplement CruiserStern	5252 4756 2978	100A1 (ClassContemplated)				1937	JLThomp- son&Sons,Ld. Sunderland	Steamship "Induna"Co.Ld. (Maclay& McIntyre,Ld. Mgrs.)	420·0	58·9	26·4	Glasgow British	T.3Cy.23",38"&65"-45" N.E.MarineEng.CoLd.Sld.	28 " 10 s3 " 1 25 " 11	
28903 165906 GZSK	**Loch Don** D.F. E.S.D. 1Dk&Shelterdk CruiserStern	~~5130~~ 5249 4756 2977	✠100A1 withfreeboard ~~(ClassContemplated)~~ 1,38 ~~7,37~~ ✠LMC7,37	Sld Rot	a†	CL	1937 7mo	JLThomp- son&Sons,Ld. Sunderland	GlasgowNavCoLd (Maclay& McIntyre,Ld. Mgrs.) CellDB291' 1011tTanksinwayof	420·0 437·2(O.L.) F39' FK oneIntermediateBHdi CellBHtoShelterdk5 tunnel05'355tFPT2	58·9	26·4	Glasgow British Cem spensedwith BHto2nddk 55tAPT187t	T.3Cy.23",38"&65"-45" (s) 220lb HS5682 409NHP 3SB(Spt)9cf,GS139 FD N.E.MarineEng.CoLd.Sld.	28 " 10 s3 " 1 25 " 11	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28904 164033 GWWD	**Loch Lomond** ssBry.No.1-38 D.F. 1Dk CruiserStern	5452 5038 3259	✠100A1 ~~6,37~~ ~~10,36~~ 5,38 ✠LMC ~~9,34~~ 5,38	Ant ~~Ven~~Bry	a†	CL 4,38	1934 9mo	D&WHendersn&Co.Ld. Glasgow Lloyd'sA&CP	TheGlasgowNav. Co.Ld.(Maclay& McIntyre,Ld. Mgrs.)	414·2|56·2|27·6 P42'B140'F45' FK 1 Intermediate BHdispensed with CellDB346'1421t FPT182tAPT251t	Glasgow British 6BHCem	T.3Cy.21½",36"&62"-45"(s) 220lb FD 395NHP 3SB(Spt)9cf,GS126,HS5679 D&W.Hendersn&CoLdGls	30 ″ 7 s 5 ″ 9 25 ″ 0½	
28905 164032 GWWF	**Loch Maddy** D.F. 1Dk&Shelter dk 3rd dk in E&Bspaces CruiserStern	4996 4604 2963	✠100A1 withfreeboard 1,38 ~~1,37~~ ✠LMC9,34	Gal Hul	a†	CL 1,38	1934 9mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	TheGlasgowNav. Co.Ld.(Maclay& McIntyre,Ld. Mgrs.)	414·6|56·2|25·5 F31' FK 1 Intermediate BHdispensed with CellDB358'1439t FPT141tAPT227t	Glasgow British Cem (Coll BH to Sh dk 5 ,, ,, 2nd,,)	T.3Cy.21½",36"&62"-45"(s) 220lb FD 397NHP 3SB(Spt)9cf,GS126,HS5730 D.Rowan&Co.Ld.Gls.	28 ″ 0 s 3 ″ 0¾ 25 ″ 2	
28906 164035 GWWG	**Loch Ranza** D.F. E.S.D. 1Dk&Shelter dk 3rd dk in E&B spaces CruiserStern	4958 4557 2936	✠100A1 withfreeboard ~~11,37~~12,36 4,38 ✠LMC10,34	Bkn ~~Shl~~ Bry	a†	CL 1,37	1934 10mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	GlasgowUnited ShippingCo.Ld. (Maclay&McIntyre,Ld.Mgrs.)	415·0|56·2|25·5 F35' FK 1 Intermediate BH dispensed with CellDB365'1422t FPT156tAPT240t	Glasgow British Cem Coll BH to Sh dk 5 ,, ,, 2nd ,,	C.3Cy.23½"&(2)43"-42"(s) 220lb FD 382NHP 3SB(Spt)9cf,GS126,HS5628 A.Stephen&Sons,Ld.Gls.	28 ″ 0 s 3 ″ 1 25 ″ 2	
Broken up 28907 65079 GBLV	**Lochbroom** Ⓟ (exCity of London) Iron ssGls.5thNo.3-5,33 Well deck 1Dk(Irn-ws)2trB Wireless	1139 789 609	✠~~100A1~~ 4,36 ✠NB9,01 ~~BS2,36~~	Ard ~~LMC~~	m	CL 5,33	1871 6mo	J.Elder&Co. Glasgow A&CP	~~DavidMacBrayne,Ld.~~	241·9|30·5|16·7 P150'F50' BK7½" ND01	Glasgow British 5BHCem DTa23'25t	C.2Cy.46"&80"-39" (r) 70lb 70lb NDB01 262NHP 2DB.12cf,GS153,HS3598 J.Elder&Co.Glasgow	17 ″ 7 s1 ″ 10½ 16 ″ 7¾	
28908 9864 MFRT	**Lochdunvegan** (exDenbighCoast, exKelvindale, exGrouse) ssArd.3rd.No.3-7,35 1Dk(Stl-ws)	411 380 171	100A1 For Coasting purposes Mallaig, Irish Channel& London 6,37 ~~6,36~~ ✠NB3,23	Ard LMC7,35 BS~~6,36~~ 6,37	h	CL 7,35	1891	Caird&Co.Ld. Greenock Lloyd'sA&CP	DavidMacBrayne,Ld.	175·4|28·0|11·9 29·8 BK7½" B77'F24'	Glasgow British 5BHCem	T.3Cy.15¼",25 1/16"&40⅜"-30" 160lb (s) 85RHP 1SB,3cf,GS51,HS1566 Caird&Co.Ld.Greenock	12 ″ 9 s 2 ″ 2 11 ″ 6	
28909 161916 GFVK	**Lochearn** Ⓟ TwinSc OilEng. Wireless 1Dk	542 276 206					1930	Ardrossan Dockyard,Ld Ardrossan	DavidMacBrayne,Ld.	155·7|29·1|9·0 P&B96'F50'	Glasgow British WB	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,37~~ 3,38
28910 161949 MQBG	**Lochfyne** Ⓟ TwinSc OilEng. 2Dks CruiserStern	754 355 291					1931	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne,Ld.	209·9|30·1|7·9 Q11 B&F197'	Glasgow British Motors by	2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15¾"-20" 247NHP Davey,Paxman&Co.LdCol MetVickersElec.CoLdMch		C BT till ~~5,37~~ 5,38
28911 14667 GCLK	**Lochgoil** TwinSc OilEng. ssRot.No.3-11,34 Ref.Mchy. 2Dks(Stl)&Awng dk(Stl) D.F. E.S.D. Cargo battens not fitted in B & F	9462 8534 ~~5878~~ 5853	✠100A1 Awng dk withfreeboard 7,37 ~~7,36~~ ✠LMC CS3,36 DBS~~6,36~~ 7,37 ~~3,36~~ 7,36 ✠Lloyd'sRMC ~~3,37~~ ~~7,37~~ 3,38 ~~11,37~~ Carrying bean or similar oil in deep tank	Rot	e†	CL ~~11,34~~ 7,37	1922 12mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP	RoyalMailLines,Ld.	485·6|62·3|35·8 P41'B153'F60'on Awng dk FK&BK2" 1BH dispensed with, 7 BH only, all to Awng dk CellDB409'1598t DTa30'706tFPT130tAPT75t	London British ptCem	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	
28912 10605 MQWJ	**Lochgorm** (exLairdspool-37,exLily) ssGls.3rdNo.3-5,32 ssArd.No.1-36 1Dk(ptStl-ws) Light scantling platform dk in fwd holds	635 524 256	✠100A1 2,37 ✠LMC3,36 ✠NB12,20 BS2,37	Ard	j	CL 3,35	1896 12mo	Blackwood &Gordon Pt.Glasgow Lloyd'sA&CP	DavidMacBrayne,Ld.	190·5|29·3|13·3 31·3 P45' FK&BK1" B65'F51' CellDBa44'f46'105t	Glasgow British 5BHCem	T.3Cy.15",24½"&40"-30"(s) 170lb 126NHP 2SB.4cf,GS77,HS2458 Blackwood&Gordon,P.Gls	14 ″ 0 s 1 ″ 4¼ 13 ″ 0	
28913 11934 MFRG	**Lochiel** (exDevonia) 1Dk	318 221 126			...		1906	Scott of Kinghorn,Ld Kinghorn	DavidMacBrayne,Ld.	140·2|23·1|10·5 P32'B46'F22'	Glasgow British WB	C.2Cy.16½"&36"-27" 52RHP Scott of Kinghorn,Ld.Kgn.	11 ″ 1	C †
28914 14622 GDYM	**Lochkatrine** TwinSc Oil Eng. Ref.Mchy. ssRot.No.3-10.33 D.F. E.S.D. 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	~~9409~~ ~~8535~~ ~~5812~~ 9419 8535 5813	✠100A1 Awng dk withfreeboard 8,37 ~~8,36~~ ✠LMC CS5,34 DBS8,~~36~~ [illegible],37 8,36 ✠Lloyd'sRMC ~~4,37~~ ~~8,37~~ 12,37	Rot Mdb	e†	CL ~~S8,35~~ PN8,35 S8,37	1922 1mo	J.Brown&Co.Ld. Glasgow Lloyd'sA&CP	RoyalMailLines,Ld.	485·4|62·3|35·8 P40'B153'F59'on Awng dk FK&BK2" 1BH dispensed with 7BH only, all to Awng dk CellDB413'1617t DTa30' 706t FPT130tAPT80t	London British ptCem	Oil Engines 4S.C.SA 16Cy.29⅛"&45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 10 s 9 ″ 4¼ 29 ″ 8¾	
28915 147677 GDXR	**Lochmonar** TwinSc OilEng. ssRot.No.3-9,36 ~~ssRot.No.2-32~~ Ref.Mchy. 2Dks(Stl)&Awngdk(Stl) D.F. E.S.D. 3rd dk(Stl)inNo.3hold	9412 8533 5815	✠100A1 Awng dk withfreeboard 8,37 ~~6,35~~ ✠LMC CS9,36 DBS~~12,36~~ 3,38 ~~6,36~~ 3,37 ✠Lloyd'sRMC ~~4,37~~ ~~7,37~~ 3,38 ~~11,37~~ Carrying oil fuel F.P. above 150°F. in deep tank	Rot	e†	CL S6,34 PN6,34 7,37	1924 6mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	RoyalMailLines,Ld.	485·6|62·2|35·5 P40'B153'F58'on Awngdk FK&BK2" New fore end 1929 1BH dispensed with 7 BH only, all to Awngdk CellDB421' 1718t DTa30'686tFPT130tAPT78t	London British Cem	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	
28916 161923 GFWT	**Lochmor** Ⓟ TwinSc OilEng. Wireless 1Dk	542 276 206					1930	Ardrossan Dkyd.Co.Ld. Ardrossan	DavidMacBrayne,Ld.	155·7|29·1|9·0 P&B96'F50'	Glasgow British WB	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~5,37~~ 4,38
28917 121346 GDTV	**Lochnagar** Ⓟ (exLairdswood, exWoodcock, exWoodnut, exWoodcock) ssAbn.2ndNo.3-5,32 ssAbn.No.1-36 2Dks(UStl-ws)	1619 1044 688	✠100A1 ~~5,37~~ ~~6,36~~ 4,38 ✠LMC BS~~12,35~~ MS2,36 12,36	Abn	q	CL ~~4,35~~ 4,38	1906 6mo	J.Brown&Co.Ld. Clydebank Lloyd'sA&CP	AberdeenStm.Nav. Co.Ld.	270·4|36·1|16·6 279·0(o.£.) 38·2 BK8" P&B190'F60' DTa10'24tFPT30t	Aberdeen British 5BHCem	T.3Cy.29",48"&76"-45"(s) 175lb 70lb 460NHP 2DB,12cf,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 ″ 6 s1 ″ 11½ 16 ″ 6½	BT till 11,37
28918 160262 GTFS	**Lochness** Ⓟ TwinSc Fitted for oil fuel Wireless 1Dk&Shelter dk CruiserStern	777 456 299					1929	Harland&Wolff,Ld. Glasgow	DavidMacBrayne,Ld.	200·3|34·1|10·5 F27' on Shelter dk	Glasgow British WB	T 6Cy.14",23"&38"-27" 150NHP J.G.Kincaid&Co.Ld Grk.		C BT till ~~4,37~~ 4,38

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où [illegible]
28919 164029 MBWP	**Lochnevis** Ⓟ TwinSc 1*Dk* *CruiserStern*	568 313 228					1934	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	171·7 B50′	31·1	8·7	Glasgow British *WB*	Oil Engines 4S.C.SA connectedtoElectricMotors &Sc.Shafts 12Cy.13″–16″ Davey,Paxman&Co.Ld. Colchester		C BT till 3,38
28920 148128 MNGR	**Lochside II** *ss*Shl.No.3–6,37 ~~*ss*Shl.No.2–33~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	368 265 169	✠100A1 6,37 11,36 ~~BS5,36~~ ✠LMC~~5,36~~ 6,37	Shl	*e*	~~N5,36~~ 6,37	1925 6mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	JamesDeuchar,Ld.	140·0 Q43′B12′F19′ FK *FPT*34*t*	24·0	10·2	Newcastle British 3*BHCem* *APT*13*t*	C.2Cy.17″&36″–27″ (*s*) 130lb 81NHP 1SB,3*cf*,GS50,HS1566 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 3½	
28921 ~~[illegible]~~ ~~[illegible]~~	**Lockport** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6214 5212 3751			...		1919	Merchant S.B.Corp. Chester,Pa.	~~UnitedStates Maritime Commission~~	400·7 P36′B123′F43′ FK	54·2	30·1	~~Philadelphia~~ ~~Utd. States~~ *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 587NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh	32 ″ 9	R †
28922 161519	**Lockwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	HuronSteamships, Ld.	253·0	43·4	17·8	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
* 28923 165336 GZFJ	**Lockwood** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* Wireless *Cargo battens not fitted*	633 454 338	✠100A1 ~~6,37~~ ~~11,36~~5,38 ✠LMC11,36	Lth	*i*	OG 5,37	1936 11mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	Wm.France, Fenwick&Co.Ld.	177·0 183·5(O.L.) P45′Q68′F22′ FK *CellDB*114′153*t FPT*	28·6	11·5	London British 3*BHptCem* 85*tAPT*24*t*	Oil Engines 2S.C.SA 7Cy.9½″–16½″ 118NHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s 3 ″ 11½ 13 ″ 1	
28924 1865 IBFI	**Lodoletta** (*ex*ConteStefanoTisza–33, *ex*GrófTiszaIstván) D.F. 1*Dk*2*trB*&*deep framing*	2822 2518 1686			...		1904	W.Dobson &Co. Newcastle	I.N.S.A.(Industrie NavaliSoc.Anon.)	327·0 318·4 P27′B96′F30′ FK	45·4 43·8	20·7 21·3	Genoa Italian *WB*	T.3Cy.23½″39″&66″–45″ 311NH N.E.MarineEngCo.LdNwc	23 ″ 9	I †
28925 LDTQ	**Lofoten** Ⓟ *Ref.Mchy.* Wireless *CruiserStern* 1*Dk*&*Shelter dk*	1571 697 915					1932	Fredrkstad Mek.Værks. Fredrikstad	A/S Vesteraalens Dampskibsselskab	235·6 H356*t*	38·1	14·4 21·7	Stkmrknes Norwegian *WB*	T.3Cy.23⅝″,37 7/16″&63″–39″ 248NHP FredrikstadM.V.Frdstad.		N
28926 LEJN	**Log** 1*Dk*	1560 1361 890					1931	Bergens Mek.Værks. A/S Bergen	AugustKjerland& Co.A/S	250·6 P60*t*H78*t*	39·3	17·4	Bergen Norwegian *WB*	T.3Cy.17¼″,29″&49″–33″ 138NHP BergensMek.Værks.A/S		N
28927 149678 GSLK	**Logician** *ss*Liv.No.2–37 ~~*ss*Bkn.No.1–33~~ 2*Dks*(*Stl*)	5993 5575 3753	✠100A1 ~~4,37~~ ~~8,36~~ 7,37 ✠LMC ~~MS8,33~~ ~~BS12,36~~ 4,37 3,38	Liv	*a*†	CL 8,36	1928 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *CellDB*362′1146*t*	420·3 434·9(O.L.) P37′B137′F44′ FK *DTa* 32′901*t FPT*76	54·6	30·4	Liverpool British 8*BHCem* 1 ,, *to* 2*nddk* 2*tAPT*24*t*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 CammellLaird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5¾	
28928 ONQC	**Loire** (*ex*Neutraal) 1*Dk*	*992* — *574*					1917	N.V.Schps. &Mch.deKlop Sliedrecht	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	217·5 Q77′B60′F25′	34·7	13·5	Antwerp Belgian	T3Cy15⅝″,24⅝″&40 9/16″–27 9/16″ N.V.Schps.&Mach. 86NHP deKlop,Sliedrecht		C
28929 UOUT	**Lokbatan** (*ex*Bakou–34) *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing*	1827 1000 827					1930	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 P70′B38′F25′	37·4	20·7	Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.21½″–32⅝″ 315NHP Maschfbk.Augsburg- Nürnburg,Augsburg		
* 28930 LDGS	**Loke** (*ex*Claymont,*ex*Porthcawl) *ss*Cff.No.3–5,27 *ss*Rot.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	2421 2214 1432	✠100A1 ~~2,36~~ ~~2,36~~ 1,38 ✠LMC5,36 BS7,37	Bkn	*t*	CL N4,36	1915 7mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	D/S A/S Laly(C.T. Gogstad&Co *Mgrs*) *Intermediate bulk* *in fore*	295·0 P27′B78′F30′ FK *head* *hold dispensed with* *CellDBa*92′*uE*	45·0	20·3	Oslo Norwegian *Cem* 4*BHonly* &*B*34′ *f*124′	T.3Cy.22″,36″&60″–39″ (*s*) 180lb ~~190lb~~ 250NHP 2SB,6*cf*,GS100,HS3916 N.E.MarineEng.CoLd.Sld 628*tFPT*83*tAPT*94*t*	22 ″ 6 s 3 ″ 5 19 ″ 5	
28931 [illegible] SGNI	— Now "Lucky," see No. 39033 in Supplement ~~*ss*Skm.No.3–4,26~~ *ss*Skm.No.2–34 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1233* *997* *646*	✠100A1 6,37 ~~7,35~~ BS8,36 ✠LMC4,34	Ant Skm	*o*	OG ~~4,34~~ 6,37	1905 5mo *Lloyd*	Cmpbltwn S.B.Co. Campbeltwn '*sA&CP*	StockholmsRederiaktiebSvea. (Eman.Högberg, *Mgr.*) *CellDBa*54	230·1 Q80′B57′F29′ FK *uE*&*B*37′ *f*100′300*t*	34·4	16·0	Stockholm Swedish 4*BHCem* *APT*90*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 165lb 128NHP 2SB,4*cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3 s 1 ″ 7½ 16 ″ 10	
28932 EEVZ	**Lolina** *ss*Bbo.No.1–24 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	398 256 188	✠ 2,29 ✠	Bbo			1919 7mo	Soc.Anon. Astilleros Riera Gijon	AngelAlvarez, S.enC.	132·0 Q46′B9′F23′ FK	24·0	10·6	Aviles Spanish 3*BHCem* *FPT*33*t*	C.2Cy.14½″&30″–21″ 49NHP NB29 Soc.Anon.AstillerosRiera	10 ″ 6	
28933 EAAO	**Lolita Artaza** (*ex*Harcourt–34) *ss*Hul.No.2–33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted* Now sailing as "ITXAS-ZABAL"	1511 1184 902	✠100A1 7,36 BS12,36 ✠LMC5,35	Bbo	*p*	CL 7,36	1925 2mo *Lloyd*	TvanDuijvendijk Lekkerkerk '*sA&CP*	Artaza yCia. *CellD*	245·5 Q150′F19′ FK *B*206′599*t FPT*76*t*	37·9	17·2	S.Sebast'n Spanish 4*BHCem* *APT*52*t*	T.3Cy.19″,31″&52″–36″ (*s*) 180lb 221NHP 2SB,6*cf*,GS114,HS4040 H.Versteeg&Zonon, Hardinxveld	19 ″ 10 s 5 ″ 5 17 ″ 6½	
28934 144509 GDMK	**Lolworth** *ss*Shl.No.1–37 *ss*Shl.No.3–3,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1969 1534 1154	✠100A1 5,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~[illegible]~~ 5,37	Shl	*r*	CL ~~6,35~~ N5,37	1920 4mo *Lloyd*	Osbourne, Graham&Co. LdSunderlnd '*sA&CP*	Hudson.S.S.Co.Ld. *CellDB*226′ 497*tSidetanks*	270·0 P23′Q110′B52′F25′ FK *in ER* 14′121*t FPT*	40·2	17·2	London British 4*BHptCem* 65*tAPT*169*t*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 214NHP 2SB,4*cf*,GS81,HS3330 N.E.MarineEngCo.Ld.Sld.	19 ″ 4 s 1 ″ 9 17 ″ 9	
28935 LEJO	**Lom** 1*Dk*	1268 1082 719					1920	NVSchpsw DeMerwede Hardinxveld	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	238·8 P52*t*H70*t*F25*t*	36·8	15·6	Bergen Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Penn&Bauduin, Dordrecht		N
28936 2053 IBVS	**Lombardia** Ⓟ TrpSc (*ex*Resolute–35,*ex*Brabantia, *ex*WilliamO'Swald) 4*Dks* D.F. GyC. *Fitted for oil fuel* Sub.Sig.	20006 — 10947					1920	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon. diNav.	616·3 590·4 P37′B&F523′	72·2	40·2	Genoa Italian *WB*	T.8Cy.29½″,48⅜″&(2)53 1/16″– 59″&1Turbine Akt.Ges."Weser," Bremen		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28937 143743 GDZQ	**Lombardy** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	3379 3082 2067					1921	Richardsn, Duck&Co.Ld Stockton	RoyalMailLines, Ld.	380·0 P22'F41' *onShelter dk*	48·1	23·4	Liverpool British *WB*	T.3Cy.26",42"&70½"–45" 332NHP Blair&Co.Ld.Stockton		C
28938 UNIT	**Lomonosov** (*ex*Eclips) WoodAux Wireless 2*Dks* (*See Sailing Ship Register*)	493 405 214					1867	Hall&Co. Aberdeen	U.S.S.R.	149·8 P48'	29·4	16·0	Archangel Russian	C.2Cy.23"&40"–27" 28NHP NE&B02 Hall&Co.Aberdeen		
28939 5180 SGNK	**Lona** (*ex*Therese,*ex*Torridon) *ss*Bly.No.2–97 *Well deck* 1*Dk*(*Irn*)&*Web frames*	*1577* *1319* *925*	✠ 2,03 ✠	Nwc	*q*		1889 9mo	Osbourne, Graham&Co Sunderland	ErikBancksRederi	258·0 P33'Q62'B110'F33' BK9" *WB* = *Cell DB*214'408*t*	37·1	16·8	Hlsngborg Swedish 4*BHCem* *APT*56*t*	T.3Cy.19",31"&51"–36" 157NHP 2SB,4*rf*,GS70,HS2361 G.Clark,Sunderland	19 ″ 2	V †
28940 144702 GCRJ	**London** Ⓟ E.S.D. *Fitted for oil fuel* Wireless 2*Dks*&*Shelter dk*	1499 1196 802					1921	Hawthorns &Co.Ld. Leith	Dundee,Perth& LondonShipping Co.Ld.	250·5	35·3	16·8	Dundee British *WB*	T.3Cy.20",33"&53"–39" 175NHP Hawthorns&Co.Ld.Leith		C BT till 12,37
28941 OUIK	— 1*Dk*	1260 971 730					1924	Howaldts- werke Kiel	A/S D/S Pacific (L.R.Schmith, *Mgr.*)	238·0 P16'Q71'B98'F31'	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.16$\frac{3}{16}$",27$\frac{3}{16}$"&43"–29½" 100NHP Howaldtswerke,Kiel		G
28942 145884 GDSY	**London Exchange** (*ex*Parisiana) *ss*Lon.No.3–12,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in No.*1*hold* E.S.D.	5415 4816 2862	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~3,37~~ BS~~3,37~~ 5,38 *Fitted for oil*	Ham Bkn ✠LMC12,35 *fuel*	*a*† 10,21	CL 11,35 *F.P. a*	1921 3mo *Lloyd* *bove* 1	IrvinesS.B. &D.D.Co.Ld. WHartlepool '*sA&CP* 50 F.	JohnstonWarren LinesLd.(Furness, Withy&Co.Ld. *Mgrs.*) *CellDB*364'1099*t* *MT*31'500*tD*	420·0 435·2(O.L.) F35'*on Shelter dk* FK *Collisio* *Ta*31'394*tFPT*102*t*	55·0	27·9	London British *ptCem* *nBHtoSh dk* 6 „ „ *U* „ *APT*125*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 190lb FD 789NHP 4SB,12*cf*,GS250,HS10615 Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 6 s 3 ″ 7¾ 27 ″ 1½	
28943 OTLA	**London-Istanbul** Ⓟ TrpSc (*ex*Ville deLiége–36) (*CarFerry*) Wireless 3*Dks*	1849 1778 890					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovern- ment	300·0 B186'	36·0	~~22·9~~ 14·6	Ostend Belgian	3 Steam Turbines „ Soc.An J.Cockerill,Seraing		
28944 28698 JCLA	**London Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	7191 — 4414					1921	Cammell Laird&Co.Ld. Birkenhead	OsakaShosenK.K.	451·1 P43'B189'F51'	56·5	35·2	Osaka Japanese *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		C
28945 163319 MBCK	**London Queen** *ss*Goo.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	781 573 429	✠100A1 5,37 ~~3,36~~ ~~BS5,37~~	Lon Goo ✠LMC~~3,36~~ 5,37	*k*	OG ~~3,36~~ 4,37	1933 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BritishChannel IslandsShipping Co.Ld.	195·0 Q110'B14'F25' *CellDBf*124' BK7" 196*t* *FPT*57*t*	30·7	12·4	London British 3*BHCem* *APT*34*t*	T.3Cy.14",24"&40"–27" (*s*) 200lb 129NHP 1SB,3*cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 ″ 6 s 4 ″ 2¾ 14 ″ 6½	
28946 163482 MBVW	**London Trader** 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	646 494 297	✠100A1 *withfreeboard* 1,38 ~~3,37~~	Hul Bly ✠LMC6,34	*l*	CL 3,37	1934 6mo *Lloyd* *C*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* *ellDBuE*22'*f*	FreeTradeWharf Co.Ld. 124'207*tDTa*14'11	196·6 204·6(O.L.) FK 8*tFPT*33*tAPT*18*t*	28·9	11·3	London British 3*BHptCem* (2 *to Sh dk* 1 „ 2*nd* „)	T.3Cy.13½",23"&38"–27" (*s*) 200lb 103NHP 2SB,4*cf*,GS47,HS1800 N.E.MarineEng.Co Ld.Sld	13 ″ 6 s ″ 2 13 ″ 5¼	
28947 OOOA	**Londonier** Ⓟ *ss*Ant.No.3–12,31 *ss*Ant.No.1–35 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *except in way of Cross bunker*	*5355* *4792* *3290*	✠100A1 6,37 ~~6,36~~ MS2,36	Ant ✠LMC BS~~6,36~~ 6,37	*y*	CL N5,36	1919 10mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow '*sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	400·8 413·0(O.L.) P49'B113'F38' FK *CellDB* 344'1062*t FPT*127*t*	52·3	28·5	Antwerp Belgian 7*BHCem* *APT*223*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&W.Hendersn&CoLdGls	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
28948 LOFV	**Londres** Ⓟ TrpSc (*RiverSteamer*) 1*Dk*(*ptStl*&*ptTeak*)*Shade dk* (*ptStl*–teaks)*Prom.dk*&*upperProm.dk*	2307 — 989	✠ 10,06	BAs ✠			1906 7mo	Gourlay Bros.&Co. (Dundee),Ld. Dundee	Cia.Argentinade Nav.Mihanovich Ltda.	292·6 *Promenade dk*260' *UpperProm.dk*258' FK *WB*=	45·1	11·2	Bns.Aires Argentine 7*BHAsp* *FPT*10*t*	T12Cy(3)16",(3)26"&(6)29" –21" 453NHP 4SB,12*cf*,GS198,HS7810 FD GourlayBros.&Co. (Dundee),Ld.Dundee	12 ″ 0	
28949 208175 KJPZ	**Long Island** Ⓟ Wood (*ex*Correction) 3*Dks*	778 — 422					1910	R.Palmer &Sons Noank, Conn.	Bridgeport&Pt. JeffersonSteam- boatCo.(G.M. Tooker,*Mgr.*)	159·7	36·5	12·0	Bridgeprt Conn. Utd. States	C.2Cy.15"&30"–20" 34NHP J.W.SullivanCo.NYk.		
28950 145386 VQJL	**Longbird** (*ex*NewtonBay, *ex*Kilmuckridge) Wireless 1*Dk*	636 492 286					1919	Smith's DockCo.Ld Middlesbro' *Rebuilt in*1920	~~H.F.Williams~~ VikingMarine Corp.Inc *by* J.S.White&Co.	170·0 Ld.Cowes	30·0	15·7	Nassau,N.P. British	T.3Cy.16",26"&44"–26" 94RHP Smith'sDockCo.Ld.Mdb.		C
28951 141869 GFLZ	**Longships** Ⓟ Wireless 2*Dks*	1562 1160 691					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C BT till 10,37
28952 162473 GRKT	**Longwood** TwinSc *OilEng.* D.F. E.S.D. *ss*Shl.No.1–35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of oil tanks* *Longitudinal framing at bottom*&*at deck* *Mchy.Aft* *CruiserStern*	9463 8661 5559	✠100A1 7,37 ~~6,36~~ DBS~~11,36~~ *CarryingPetr*	Shl ✠LMC 12,37 *oleum*	*e*† CS7,35 11,36 *in*	CL 6,36 *bulk*	1930 8mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*) *CellDBuE*65'295	476·3 P106'B44'F58' FK *tDTf*27'465*t FPT*3	66·4	35·3	London British 16*BHptCem* 21*tAPT*250*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB150lb J G.Kincaid&Co.Ld.Grk.	35 ″ 5 s 7 ″ 1¾ 28 ″ 6¾	
28953	**Lontuè** (*ex*Runa–36,*ex*Wisla,*ex*Edna, *ex*Ernst) 1*Dk*	*736* *496* *402*					1908	Göteborg M.V.Aktieb Gothenburg	Martinez,Pereira &Cia.Lda.	184·1 Q135'B37'H18*t* F22'	28·4	11·4	S.Antonio Chilian *WB*	T.3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"– 23⅝" 68NHP GoteborgsMV.Aktieb.Got		V
28954	**Loong Hwa** (*ex*Kalimba–37) *ss*Rot.No.3–8,26 *ss*Shl.No.2–34 2*Dks*(*Stl*)	*4994* *4706* *3150*	✠100A1 1,37 BS12,36	Nag ✠LMC5,34	*y*	CL ~~1,37~~ 10,37	1914 3mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	T.K.King *CellDBa*123' *uE*&*B*	402·9 P45'B126'F38' FK 36'*f*182'1054*tFPT*	52·3	27·3	Chefoo ~~Chefoo~~ Chinese 6*BHCem* 96*tAPT*218*t*	T.3Cy.25",41¼"&67"–51" (*s*) 175lb 435NHP 3SB,9*cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ 9 24 ″ 3	
28955 Broken up	**Loongana** Ⓟ TrpSc 3*Dks*	*2448* *1129* *1072*					1904	W.Denny &Bros. Dumbarton		300·3 F51'	43·1	23·3	 *WB*	3 Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
28956 120989	**Loongwo** TwinSc ssShi.No.3-6,37 1*DkShade dk&Promenade dk*	3923 1748 2386	A1 6,37 *For Service on the Yangtze River* LMC6,37	Shi		OG 6,37	1906	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	330·0	46·1	14·5	HongKong British	T8Cy(2)17"(2)28"&(4)31½" -33" 2SB 180lb FD~~228NH~~ HongKong&Whampoa DockCo.Ld.HongKong		
28957 PFPK	**Loosdrecht** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing at bottom&deck in centre tanks*	9314 8653 5592	✠100A1 ~~4,37~~ ~~9,36~~ 3,38 ✠LMC5,36 *Carrying Petroleum in bulk*	Rot	*e*†	CL	1936 8mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	N.V.Maats. Motorschip 'Loosdrecht' (N.V.Phs.VanOmmeren'sScheepv. Bedrijf,*Mgrs.*)	483·9 P98'B34'F37' FK *CellDBuE*81'329t	65·2	35·7	Rottrdam Dutch 14*BH* *DTf*26' 443t	Oil Engines 4S.C.SA 7Cy.29½"-59$\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn *FPT*167t*APTs*230t	35 " 10 s 8 " 1 28 " 0¼	
28958 218077 KIFZ	**Lorain** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing &Web frames*	6213 5895 3836			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110' F38'*onShltr dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.J.	34 " 11	R †
28959 162525 GTRP	**Lorca** ssLon.No.1-34 D.F. 1*Dk(Stl)*	4875 4559 3007	✠100A1 12,37 ~~3,37~~ ✠LMC9,34 BS~~2,37~~ 2,38	Rot Shl	*y*	CL 3,37	1931 1mo *Lloyd*	J.Readhead&SonsLd SouthShields *'sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs*) *CellDBa&uE*147'*f*	393·4 408·0(O.L.) P30'B117'F39' FK 175'1133t*FPT*142t	53·8	26·6	London British 6*BHCem* *APT*155t	T 3Cy.25",42"&69"-48" (r) 200lb *120lb* 427NH 2SB,*6cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.	29 " 0 s 5 " 7½ 23 " 7½	
28960 163465 GWSQ	**Lord Byron** (*ex*Arcgow-36) *CruiserStern* 1*Dk(Stl)* *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	4118 3812 2479	✠100A1 ~~11,37~~~~11,36~~ 4,38 ✠LMC5,34	~~Cff~~Bkn ~~12,37NYk Bry~~		CL ~~11,36~~ ~~11,37~~ 12,37	1934 5mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	NorfolkS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE*	362·5 P33'B122'F31' FK 121'*f*168'713t*FPT*	57·5	24·7	London British 6*BHptCem* 75t*APT*175t	T.3Cy.21¼",37"&62"-42" (s) 220lb 352NHP 2SB(FD)&1AuxSB,*8cf*, GS135,HS5102 D.Rowan&Co.Ld.Gls.	26 " 9 s 4 " 4 22 " 7½	
28961 163432 GWRM	**Lord Cochrane** (*ex*Arcwear-37) *Cruiser Stern* 1*Dk(Stl)* *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	4157 3815 2503	✠100A1 4,37 ✠LMC1,34	Ams		CL 10,36	1934 1mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	NorwichS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE*11	362·7 P33'B122'F31' FK 6'*f*168'703t*FPT*75	57·5	24·7	London British 6*BHptCem* t*APT*177t	T.3Cy.21½",37"&62"-42" (s) 220lb 357NHP 2SB(FD)&1AuxSB,*8cf*, GS113,HS5209 NE.MarineEng.CoLd Nwc	26 " 9 s 4 " 4 22 " 7½	
28962 139123 GDMN	**Lord Kelvin** TwinSc *Cable Vessel* ssHfx.No.3-5,28 ssBrw.No.2-36 D.F. GyC. 2*Dks(StlU-ws)* Sub.Sig. E.S.D. 3*rd dk(Stl)inNo.1hold*	2641 2105 1306	✠100A1 ~~5,37~~ ~~8,36~~ 2,38 ~~BS2,37~~ 2,38 ✠LMC3,36 *Fitted for oil*	Fal *fuel* 3,	*t* 16	CL ~~2,36~~ 2,38 *F.P. a*	1916 1mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, LdNewcastle *sA&CP* 50° F.	Anglo-American Tel.Co.Ld. *CellD*	316·6 333·2(O.L.) P50'B100'F62' FK *B*153'405t *FPT*40t	41·2	22·7	London British 5*BHCem* *APT*55t	T.6Cy.17",28½"&48"-33" (s) 190lb *100lb* 380NH 2SB,*6cf*, HS5580 FD Swan,Hunter&Wigham Richardson.Ld.Nwc.	25 " 0 s 3 " 0 22 " 2½	
28963 137447 GMSK	**Lord Strathcona** 4Mst ssNwc.No.1-20 1*Dk(Stl)&Web frames* D.F. *Longitudinal framing*	7335 6892 4184	✠ 10,25 ✠	Cff	*b*1		1915 5mo	W.Doxford &Sons,Ld. Sunderland *WB=C*	DominionShipping Co.Ld. *ellDBa*137'*uE&B*	455·0 P27'B77'F33' FK 16'*f*201'1738t*Topsi*	58·0	31·0	London British 7*BHCem* *de tanks*416'	T.3Cy.28½",47"&79"-54" 612NHP 3SB,*9cf*,GS198,HS8814 FD W.Doxford&Sons,Ld.Sld. 1587t*FPT*129t*APT*159t	33 " 9	C †
28964 290 IBQR	**Loredan** Ⓟ *OilEng.* Wireless 2*Dks* *Cruiser Stern*	1357 990 626					1936	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	236·8 B90'F33'	35·6	18·6	Venice Italian *WB*	Oil Engines 2S.C.SA 8Cy.17$\frac{11}{16}$"-23$\frac{1}{8}$" 440NHP SocAn"Fiat"S.G.M.Turin		I
28965 LCWD	**Lorentz W. Hansen** 1*Dk*	1918 1653 1110					1920	C.Hill& Sons Bristol	D/S A/S Songa (KlausWiese Hansen,*Mgr.*)	270·0 P67tH117tF13t	42·2	17·9	Bergen Norwegian *WB*	T.3Cy.20½",33"&54"-36" Richardsons, 188NH Westgarth&Co.Ld.Hpl.		N
28966 DHPK	**Lorenz L.-M. Russ** Sub.Sig. Wireless 1*Dk*	1448 1167 832					1925	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz Ges.m.b.H.(Ernst Russ,*Mgr.*)	239·1 P15'Q71'B61'F29'	38·8	15·2	Hamburg German *WB*	T3Cy.18$\frac{7}{8}$",31$\frac{1}{8}$"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 153NHP StettinerOderwerke		G
28967 217 IBMI	**Lorenzo Marcello** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1413 1136 601					1928	Stabilmnto Tecnico Trieste	SocietàFiumana diNavigazione	235·7	34·6	20·5	Venice Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½"-32$\frac{5}{16}$" 440NHP Soc.An.FiatS.G.M.Turin		I
28968 141913 GBQC	**Loreto** (*ex*Glenade) TwinSc *OilEng* ssHul.No.3-6,31 ssHul.No 1-35 2*Dks(Stl)&Shelter dk(Stl)*	~~6725~~ ~~6099~~ ~~4105~~ 6682 6099 4069	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~9,36~~ 4,38 ✠LMC OS9,36 DBS~~9,36~~11,37 ~~4,36~~4,37 *Carrying oil*	Hul *fuel F.*	*z* *P.*	CL 10,35 *above* 1	1919 7mo *Lloyd* 50° F.	Harland&Wolff,Ld Glasgow *sA&CP* *in DB*	PacificStm.Nav. Co. *CellDB*3	406·2 420·7(O.L.) P43'B81'F48' FK *on Shelter dk* 48'1039t *DT*	54·2	32·9 23·6	Glasgow British *ptCem* 7*BHto Shdk*	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$"-39$\frac{3}{8}$" 810NH DB*100lb* Harland&Wolff,Ld.Gls. a46'754t*FPT*116t*APT*123t	35 " 5 s 8 " 9 26 " 11	
28969 390 IPOK	— (*ex*Astrée-33) 1*Dk*	1055 793 541					1912	Sunderlnd S.B.Co.Ld. Sunderland	A.Lauro	231·6 223·0 Q71'B50'F25'	32·9	13·8	Naples Italian *WB*	T.3Cy.17½",29"&47"-33" 127NHP N.E.MarineEng.Co.Ld.Sld		I
28970 FNNI	**Lorient** *Well deck* 1*Dk*	4185 — 2546			...		1921	TyneI.S.B. Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·5 P18'Q128'B68' FK	52·8	24·5	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP ArmstrongWhitworth& Co.Ld.Nwc.	26 " 8	V †
28971 141927 GCLM	**Loriga** (*ex*Glenariffe) TwinSc *OilEng* ssHul.No.3-8,31 ssHul.No.1-35 2*Dks(Stl)&Shelter dk(Stl)*	6665 6095 4051	✠100A1 *Shelter dk* *withfreeboard* 7,37~~11,36~~ ✠LMC OS11,33 DBS~~5,37~~7,37	Liv Hul	*z*	CL P11,35 S10,36 ~~11,35~~7,37	1919 10mo *Lloyd*	Harland&Wolff,Ld. Glasgow *sA&CP*	PacificStmNavCo. *CellDB*348'1039t	406·0 420·6(O.L.) P43'B81'F48' FK *on Shelter dk* *DTa*46'706t*FPT*11	54·2	32·9 23·6	Glasgow British *ptCem* 7*BHtoShdk* 6t*APT*123t	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$"-39$\frac{3}{8}$" 810NHP DB-*100lb* Harland&Wolff,Ld.Gls.	35 " 5 s 8 " 9 27 " 0	
28972 135704 GPBK	**Lorina** Ⓟ TwinSc *CruiserStern* Wireless D.F. 3*Dks&trk*	1578 937 629					1918	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	291·3 P57'B154'F47'	36·1	14·7	S'thamptn British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 12,37
28973 98413	**Lorna Doone** Ⓟ PadSp	410 344 168					1891	Napier, Shanks&Bell Glasgow	Southamptn.I.ofW S.ofEng.Royal MailStmPktCo.Ld.	220·5 *Promenade dk*168'	26·0	9·2	S'thamptn British	C.2Cy.32"&62"-60" NB01 248NHP D.Rowan&Son,Glasgow		BT till 3,38

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 28974 148881 GMCD	**Lornaston** *ss*Bry No.2–34 1*Dk*(*Stl*)	4934 4605 3072	✠100A1 7,37 ~~4,37~~ MS11,34 ✠LMC DBS6,36 MBS12,36	Bry	*z*	CL ~~2,36~~ 7,37	1925 12mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow *'sA&CP*	LornastonS.S.Co. Ld.(W.S.Miller& Co.) *CellDB*349	407·0 P39'B245'F44' FK '1159*t DTa* 29' 1105	53·5	25·7	Glasgow British 6*BHCem* *tAPT*241*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb ~~100lb~~ 80lb 457NHP 2SB,8*cf*,GS147,HS6606 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 4 ″ 0½ 24 ″ 2¼	
28975 FNWL	**Lorrain** (*ex*Kenmore–37) *Fitted for oil fuel* *ss*Ant.No.3–8,35 D.F. E.S.D. 1*Dk*(*Stl*)2*tr* *CruiserStern*	3819 3226 2138	✠ ... 5,37	Ant ✠	*x*		1923 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement ~~Mgr~~) *Duct keel in Blr.sp* *CellDB*292'1145*t*	363·3 P45'B178'F77' FK *ace & forward* 141' *D T a* 22' 450*t FPT*	52·0	23·4	Dunkirk French 8*BHptCem* *ptAsp* 50*tAPT*47*t*	T.3Cy.26",43"&73"–48" 545NHP 3SB,9*cf*,GS187,HS8323 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 7	V †
* 28976 213962 WFDN	**Los Angeles** 3Mst *ss*L.An.No.3–8,28 *ss*L.An.No.–2,36 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6752 6394 4205	✠100A1 ~~5,37~~ ~~5,36~~ 11,37 BS5,37 ✠LMC5,36 *Carrying Petr* *Fitted for oil*	L.An *oleum* *fuel* 4.	*b*† *in* 16	CL N5,36 *bulk* *F P.ab*	1916 4mo *ove* 15	Union Iron WorksCo. SanFrancisco A&CP 0° F. *CellDB*	UnionOilCo. of California *uE&B*62'*f* 57' 433	435·0 P106'B57'F43' FK *tFPT*100*tAPT*74*t*	56·2	33·6	LsAngeles Utd. States 14*BHptAsp* (8 „ *to Udk* 6 „ „2*nd*„)	T.3Cy.27",47"&76"–48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	
* 28977 145888 GDXM	**Losada** TwinSc *OilEng.* *ss*Hul.No.3–2,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6520 6090 4021	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~8,36~~ ✠LMC CS2,34 DBS9,~~36~~ 12,37 ~~10,35~~ 9,36	Liv Hul	*z*	CL S11,34 P8,36	1921 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	PacificStm.Nav. Co. *CellDB*349'1039	406·1 420·7(O.L.) P32'B89'F45'*on Shelter dk* FK *tFPT*116*tAPT*123*t*	54·2	32·8	Liverpool British *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" DB100lb 810NHP Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
* 28978 219284 KCQB	**Losmar** (*ex*Clauseus) *ss*Bal.No.3–5,32 *ss*Bal.No.1–36 D.F. 2*Dks*(*Stl*)	5549 5139 3417	✠100A1 ~~5,37 8,36~~ 2,38 ~~BS8,36~~ ✠LMC1,36 BS~~5,37~~4,38 *Fitted for oil*	NYk ~~Bos~~ Bal *fuel* 1,	*z* 20	CL ~~N3,34~~ ~~5,37~~ 2,38 *F.P.ab*	1919 12mo *ove* 15	Northwest SteelCo. Portland,Or. A&CP 0° F. *Ce*	CalmarS.S.Corp. *Intermediate BH i* *Intermediate 'twee* *& after h* *llDB*355'1139*tMT*	409·8 P44'B115'F47' *n after hold&* FK *n dkBH's in fore* *olds dispensed with* 29'745*t FPT*132*tA*	54·2	27·7	NewYork Utd.States *ptCem* 5*BH to Udk* 1 „ „ 2*nd* „ *PT*143*t*	T.3Cy.24$\frac{9}{16}$",41½"&72"–48" 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8324 FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	30 ″ 2 s 6 ″ 5 24 ″ 0	
* 28979 161863 GBTF	**Lossiebank** TwinSc *OilEng* *Ref.Mchy.* *ss*Bal.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5627 4979 3412	✠100A1 *withfreeboard* 11,37 ~~3,37~~ ~~DBS6,36~~ ✠Lloyd's RMC ~~8,36~~ ~~5,37~~ 4,38 *for temp.* 20° F. *Carrying veg* *tanks& intank*	Bal DBS6,37 ✠LMC3,35 ✠LMC(M)3,37 *etable* *s betwe*	*b*† *oil* *en*	CL 7,36 *in deep* *tunnels*	1930 6mo *Lloyd*	Workman, Clark(1928) Ld. Belfast *'sA&CP*	BankLineLd. (A.Weir&Co. *Mgrs.*) *CellDB*356'1190*t* *tunnels*263*tM*	426·7 FK (C *Tanks in way of* *T*60' 2389*t FPT*95*t*	57·4	25·7	Belfast British 7*BH pt Cem* *oll to Sh dk* 6 „ 2*nd* „) *APT*152*t*	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" 1246NHP DB120lb Workman,Clark(1928) Ld	29 ″ 9 s 3 ″ 7¼ 26 ″ 4¼	
28980 DHOY	**Lothar** (*ex*Leonhard,*ex*JonasSell) Sub.Sig. 1*Dk*	720 578 429					1906	Nüscke& Co. Stettin	Reed.Johannes Ick G.m.b.H. (ArthurSommer, *Mgr.*)	203·0 Q62'B46'F23'	30·2	12·5	Hamburg German *WB*	T.3Cy.14",21"&36"–24" 63NHP Schwft.Uebigau,Dresden		G
* 28981 145870 MKSY	**Lothdale** (*ex*BrockleyCombe–37, *ex*Redesmere) *ss*Apl.No.3–8,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	345 221 133	✠100A1 10,37 ~~2,37~~ BS~~9,36~~ ✠LMC7,34 10,37	Brs Abn	*e*	CL 11,36	1921 9mo *Lloyd*	Cook,Wel- t'n&Gemmell Ld. Beverley *'sA&CP*	G.Couper&Co.Ld.	135·0 FK Q50'B9'F21' *FPT*3	23·1 *24·2*	9·0	Bristol British 3*BHCem* 8*tAPT*1*t*	T.3Cy.12",21"&34"–24" (*s*) 180lb 73RHP 1SB,2*pf*,GS34,HS1271 C D.Holmes&Co.Ld.Hull	10 ″ 3 s ″ 6½ 9 ″ 10	
28982 LEZU	**Lotos** (*ex*Svartisen–35, *ex*Erholm) 1*Dk*	1327 1153 749					1919	H.Te.Veld- huisWerf Papendrecht	D/S A/S Lotos (StenerS.Müller)	238·1 P57*t*H66*t*F16*t*	36·5	16·0	Bergen Norwegian *WB*	T.3Cy.18½",29"&48"–30" 126NHP O.A.KuijpersMachine Fabriek,Rotterdam		N
28983 DHPL	**Lotte** (*ex*HeleneBlumenfeld, *ex*JacobSchröder, *ex*HeleneBlumenfeld) 1*Dk*	2115 1697 968					1905	Schiffsw. v. HenryKoch Lübeck	Reinecke&Bremer	295·9 P26'B84'F28'	40·7	18·1	Hamburg German *W*	T.3Cy.27⅛",43⅜"&69"–41⅜" 312NHP J.F.Ahrens,Altona		C
28983* OXWH	— (*ex*Elsie–37,*ex*ElisabethMærsk, *ex*Tyskland) 1*Dk*	1420 1172 854					1906	Howaldts- werke Kiel	OveSkou	241·2 P13'Q73'B105'F29'	36·1	16·5	Copenhagn Danish *WB*	T 3Cy16¾",26$\frac{9}{16}$"&42⅛"–29½" 96NHP Howaldtswerke,Kiel		V
28984 DGWI	**Lotte Halm** TwinSc (*ex*Broomhill,*ex*Alsen,*ex*Fehmarn) *Mchy.Aft* 1*Dk*	1198 1008 644					1914	Howaldts- werke Kiel	KölnerReed.A.G.	233·4	34·6	15·1	Cologne German *WB*	T.6Cy.11$\frac{15}{16}$",19$\frac{5}{16}$"&31⅝"–18" 84NHP Howaldtswerke,Kiel		G
28985 DJVE	**Lotte Leonhardt** E.S.D. 2*Dks* *CruiserStern*	~~3300~~ 4167 3806 ~~2350~~					1937	Neptun- werftRostock G.m.b.H. Rostock	Leonhardt& Blumberg	~~410·1~~ ~~F35'~~F36' 399·8	55·8	~~22·0~~ 20·7	Hamburg German *WB*	C4Cy.(2)18⅞"&(2)39⅜"– 39⅜"&LPturbine withDR gearing&hydraulic coupling HS4951 366NHP NeptunwerftRostock G.m.b.H.Rostock		G
28986 141625 KNTR	**Lottie Bennett** Wood4Mst (*ex*SailingVessel,*ex*Nor- *OilEng.* mandie,*ex*LottieBennett) 1*Dk*	585 — 448					1899	HallBros. Pt.Blakeley Wash.	Thos.D.Aitken	170·4 P34'H—	37·6	12·8	S.Frncisco Utd.States	Oil Engines		
28987 162104 MBRL	**Lottinge** (*ex*Orleans–34) 1*Dk*	2468 2301 1481			...		1918	ForthS.B. &Eng.Co.Ld Alloa	Constants(South Wales),Ld. (M.Constant,*Mgr*)	305·3 P24'B85'F32' FK	42·8	21·5	Cardiff British *WB*	T.3Cy.20½",33"&54"–39" 234NHP G.T.Grey&Co.Ld.South Shields	23 ″ 9	V †
* 28988 ~~90913~~ ~~MQZS~~	**Louga** *ss*Dun.3rdNo.3–11,34 *Well deck* 1*Dk*(*Irn*) *Now "Nida," see No. 39444 in Supplement*	945 678 394	✠100A1 7,37 ~~1,37~~ ✠NB11,22 ✠LMC MS1,36 BS~~8,34~~7,37	Lth	*m*	N1,36	1898 4mo	Ramage& Ferguson,Ld Leith A&CP	SandelisAkcine Bendrove *WB*	213·0 224·5(O.L.) Q63'B64'F27' FK = *Cell DBa* 40' *f* 84'	32·1	12·3	Lithuanian 4*BHCem* 243*tAPT*27*t*	T.3Cy.17⅛",27⅛"&44"–30"(*s*) 160lb 98RHP 1SB,3*cf*,GS52,HS1950 Ramage&Fergusn,Ld.Lth.	14 ″ 6 s 1 ″ 0¾ 13 ″ 9¾	
28989 TTGF	**Louis Blanchet** 1*Dk*	671 — 320					1920	Chantiers deProvence Port deBouc	Cie.Saïgonnaise de Nav.&deTransp.	181·4	28·3	12·0	Saigon French *WB*	T.3Cy.13⅛",21⅜"&37⅛"–23⅜" 68NHP ChantiersdeProvence, Msl.		V
28990 FNWK	**Louis Charles Schiaffino** (*ex*AlgerianPrince–37) *ss*Mch.No.3–9,31 *ss*Bkn.No.1–35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*	*3089* *2848* *1850*	✠100A1 7,37 ~~12,36~~ MS9,35 *Fitted for oil*	Mch Alg ✠LMC BS~~6,36~~7,37 *fuel*7,37	*u* *F*	CL ~~12,36~~ 7,37 *P.abov*	1919 10mo *Lloyd* *e*150° F.	J.Priest- man&Co. Sunderland *'sA&CP*	Soc.Algérienne de Nav.pour l'Afrique duNord(Chas. Schiaffino&Cie. *Mgrs.*) *Cell D*	331·3 P33'B98'F28' FK *B*278'749*tFPT*113*t*	46·8	23·2	Algiers French 5*BHCem* *APT*122*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 3SB,9*cf*,GS156,HS6321 FD G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si non est dans le L. R. Durée Cert. B. of Trade
28991 5786 SLXA	**Louis de Geer** (exHolmenI, exTherese,exBoren) 4Mst ssShl.No.3.-6,28 ssLkr.No.2-36 1Dk(Stl)	1847 1621 1089	✠100A1 6,37 ~~5,36~~ BS6,37 ✠LMC5,36	Lkr Hp	r	OG 7,35	1916 4mo	LindholmensM.V. Gothenburg	HolmensBruks& FabriksA/B	262·0|42·7|18·1 P24'B65'F31' FK CellDB224'	Nrrköping Swedish 4BHCem 471tAPT41t	T.3Cy.20½",33"&55"-36" (s) 185lb 214NHP 2SB,6cf,GS110,HS3500 LindholmensM.V.Got.	20 " 6 s 2 " 8½ 18 " 0	
28992 FOYG	**Louis L. D.** OilEng. D.F. E.S.D. 2Dks GyC. CruiserStern	5795 4948 3333					1936	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	446·8|57·1|25·7 F43' 34·7	Dunkirk French WB	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 911NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
28993 FNGP	**Louis Mercier** (exAndreasGerakis, exThermidor,exAlbergallus, exWarForest) 1Dk D.F.	3172 2886 1871			...		1918	E.Finch&Co.(1916)Ld Chepstow	UnionIndustrielle &Mar.Sté. Française d'Arm.	331·0|47·2|23·1 P33'B98'F29' FK	Bordeaux French WB	T.3Cy.25",41"&68"-45" 513NHP D.Rowan&Co.Ld.Gls.	25 " 6	V †
Now "Grad	see No. 38312 in Supplement													
28994 108 ONRC	**Louis Sheid** (exKendalCastle, exUltor) ssBal.No.2-28 D.F. 2Dks(Stl)	6057 5539 3737	— 1,36	Ant	a†		1920	Nordd. Werft.m.b.H. Weser-münde-G.	CieNationaleBelge deTransports MaritimesS.A. (ArmementDeppe, Mgrs.) CellDB	418·5|55·6|29·2 P58'B139'F46' FK 373'1386t FPT100t	Antwerp Belgian 7BHAsp APT10t	T3Cy28¾"46½"&75⅝"-54" 580NHP 3SB,9cf,GS180,HS8070 FD G.SeebeckA.G.Wsm.	31 " 9	V †
28995 215518	**Louis W. Hill** Mchy.Aft 1Dk&Web frames GyC. Longitudinal framing	7038 6827 5649			...		1917	American S.B.Co. Lorain,Ohio	NationalSteelCorp (M.A.HannaCo. Mgrs.)	525·0|58·0|31·0 F48' FK	Wilmgton (Del.) Utd.States WB	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O.	32 " 0	R †
28996 125645 GWJT	**Louise Moller** (exBalto-33, exBjörnefjord,exRiverPlate) 1Dk2trBdeep framing& Web frames	3764 3448 2337			...		1907	JLThompson&Sons,Ld Sunderland	MollerLineLd. (Mollers'Ld. Mgrs.)	346·5|50·8|22·9 P23'B92'F31' FK	Shanghai British WB	T.3Cy.24½",40"&66"-45" 307NHP J.Dickinson&Sons,Ld.Sld.	25 " 6	C †
28997 OYXC	**Louisiana** TwinSc OilEng. D.F. 1Dk&Shelter dk	6513 6200 4046					1921	Ardrossan DD&SBCoLd Ardrossan	DetForenede DampskibsSelsk.	407·8|55·2|33·5	Copnhagn Danish WB	Oil Engines 4S.C.SA 12Cy.23¼"-35 7/16" 629NHP Burmeister&Wain,Cpn.		V
28998 218990 KODT	**Louisianan** (exGoldenFleece-37, exDewey) Fitted for oil fuel D.F. 2Dks	5484 3386					1919	J.F.Duthie &Co. Seattle, Wash	American-HawaiianS.S.Co.	410·4|54·2|27·6 P44'B115'F47'	S.Frncisco Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
28999 FNTJ	**Louisiane** (exNotreDame de Fourvière) Fitted for oil fuel D.F. 2Dks	6903 6269 4154					1921	Ch.&Atel. dePenhoët St.Nazaire	Cie.Générale Transatlantique	427·5|58·4|31·6 P54'B136'F51'	Havre French WB	T.3Cy.27⅜",44½"&75"-42½" 364NHP Ch.&Atel.dePenhoët		V
29000 Sunk 3,37 SVLE	**Loukia** (exEsturia) ssCpl.No.3-3,22 ssBla.No.2-30 Fitted for oil fuel Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing CarryingPetroleum in bulk	2143 1886 1280	✠ — 4,35 ✠	Ist	r		1910 10mo	Armstrong Whitworth &Co.Ld. Newcastle	J.G.Mavris, FiruzanAliArsan, GeorgeM.Castanias&P.Diacon-Zadeh (J.G.Mavris&P.Diacon-Zadeh, Mgrs.)	275·0|39·0|23·8 P66'B24'F27' FK CellDBuB20'	Syra Greek Cem 9BH to Udk 3 " 2nd " 22t FPT46t	T.3Cy.20",33"&54"-36" 196NHP 2SB,4cf,GS90,HS3102 N.E.MarineEng.CoLdNwc APT27t	23 " 9	I †
* 29001 CSBC	**Lourenço Marques** Ⓟ TwinSc (exAdmiral) ssLis.No.3-5,34 Sub.Sig. 2Dks,3rddkinNos.1,2&4holds	6298 4759 3857	100A– ~~5,37~~ ~~0,36~~10,37 ~~BS2,32~~ 11,37 LMC5,34	Lis		OG ~~5,34~~ 10,37	1905	Blohm& Voss Hamburg	Cia.Nacionalde Navegação CellDB337'919t	420·0|50·2|27·6 P&B284'F85' FK FPT101t APT113t	Lisbon Portuguese 9BHptCem ptAsp	T6Cy.23⅝",39⅜"&66½"-47¼" 200lb (s) FD 790NHP 3DB,18cf,GS302,HS10587 Blohm&Voss,Hamburg	31 " 0 s 5 " 0½ 26 " 5½	
29002 LEUA	**Lövaas** (exRöisheim) 4Mst 1Dk	1891 1689 1126					1917	Trndhjms Mek.Værks Trondheim	Skibs.A/SGeirulv (G.A.Gjeruldsen, Mgr.)	265·0|42·1|18·0 P60tH82t	Arendal Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMV Trndheim	20 " 0	N
29003 1009	**Lovart** 1Dk	450 293 269			...		1892	Ardrossan S.B.Co.Ld. Ardrossan	SocAnonComercial Braun&Blanchard	145·0|26·1| 9·2 P11'B44'F17' FK	Magallanes Chilian WB	T.3Cy.11",18"&30"-21" NB06 NDB02 52NHP Ross&Duncan,Glasgow	11 " 6	
29004 147906	**Lovat** Ⓟ ssHfx.No.3-5,36 2Dks(Weather dk-teak 2nddkStl)	830 737 441	✠100A1 withfreeboard 6,37 ~~5,36~~ ~~BS4,37~~ 4,38 ✠LMC MS4,36	Hfx	k	CL 5,36	1924 6mo Lloyd's A&CP	Bow,McLachlan&Co. Ld. Paisley CellDBa	LovatS.S.Co.Ld. (W.Fraser) 28'u E22' f71' 134t	175·0|29·1|19·7 FK&BK1" FPT23t APT16t	MagdlenI's British 4BHptCem Coll " to W dk	T.3Cy.15",25½"&41"-30" (s) 200lb 141NHP 2SB,4cf,GS82,HS2624 Bow,McLachlan&Co.Ld.	20 " 6 s 8 " 10 11 " 11½	
* 29005 YTFX	**Lovcen** Ⓟ (exRosalind-36, exLadyGwendolen) ~~ssN.Yk.No.3-6,22~~ D.F. ~~ssN.Yk.No.2-31~~ ssTri.2ndNo.3-5,37 2Dks(UStl-ws)	2390 1753 1563	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~4,35~~4,38 BS4,38 ✠LMC4,36 Fitted for oil fuel 11, 19 F.P. above 150° F.	NYk ~~Tri~~ Spt	s	CL ~~4,34~~ 5,37	1911 9mo Lloyd's A&CP	ClydeS.B. &Eng.Co.Ld. PortGlasgow CellD	"ZetskaPlovidba" A.D.	300·2|39·7|17·5 P62'B115'F54' BK8" Ba59'f69'265tFPT	Kotor Yugoslav 5BHCem 43tAPT27t	T.3Cy.26",42"&68"-45" (s) 170lb 362NHP 2DB,12cf,GS200,HS6080 ClydeS.B.&E.Co.Ld.Pt.Gl	26 " 3 s 9 " 6½ 17 " 8	
29006 2973 SGNM	**Lovisa** (exTrueBriton) Iron ssGot.2ndNo.3-12,96 ssSkm.No.1-02	982 850 571	✠ 2,06 ✠NB3,04 ✠	Bbo	n		1881 3mo	Palmers' Co.(Lim.) Newcastle	AndersSmith	224·0|31·3|16·0 Q116'B34'H27tF28' FK WB=DBa	Stockholm Swedish 4BHCem 60'f67'230t	C.2Cy.24"&52"-33" NDB01 132NHP 1SB,3pf,GS60,HS1827 Palmers'Co.(Lim.),Nwc.	17 " 0	V †
Now "Ribjörn,"	see No. 39933 in Supplement													
29007 LCUB	**Lövland** 1Dk	2389 2203 1447					1907	ShortBros. Ld. Sunderland	A/S Sunde (Victor Samuelsen, Mgr.)	295·0|45·0|19·6 H101tF51t	Farsund Norwegian WB	T.3Cy.22½",37"&61"-42" 241NHP N.E.MarineEng.Co.Ld.Sld.		N
29008 LEKM	**Lövöy** (exLaagen, exThöger,exLuba) 1Dk	459 373 260					1889	H.Koch Lübeck	A/S Kolnæs (P.Lindöe, Mgr.)	175·6|22·5|11·7 Q20tB31tF14t len98	Haugesnd Norwegian WB	C.2Cy.17"&32"-20" NB09 38NHP J.W.Klawitter,Danzig		N
* 29009 151814 VJFT	**Lowana** ssMel.No.3-3,37 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	3021 2659 1687	✠100A1 Shelter dk withfreeboard 10,37 ~~3,07~~ ✠LMC3,37 BS6,37	Mel	v	CL 10,36	1924 6mo Lloyd's A&CP	Dunlop, Bremner& Co.Ld. PortGlasgow	MelbourneS.S.Co. Ld. CellDB288'74	334·0|47·0|22·9 344·5(O.L.) F31'onShelter dk FK Collision 5t FPT93t APT57t	Melbourne British Cem BH to Sh dk 4 " " U "	T.3Cy.25",41"&68"-45" (s) 180lb 362NHP 3SB,9cf,GS165,HS5925 Dunlop,Bremner&Co.Ld.	25 " 2 s 2 " 1¼ 23 " 3¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Late when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 29010 164156	**Lowestoft Trader** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	311 231 149	✠100A1 ~~7,37~~ 7,36 12,37 ✠LMC12,34	Goo Rot Yar	d	~~N6,36~~ 12,37	1934 12mo Lloyd	GooleS.B. &Repg.Co. (1927)Ld. Goole 'sA&CP	Gt.Yarmouth ShippingCo.Ld.	130·7|24·6|9·0 P37'F14' FK FPT	Yarmouth British 3BHCem 38tAPT19t	Oil Engines 2S.C.SA 5Cy.$9\frac{13}{16}$″–$16\frac{9}{16}$″ 84NHP BritishAuxiliaries,Ld.Gls.	9 ″ 8 s ″ 10¼ 8 ″ 11¼	
29011 142363 MJXJ	**Lowland** (exNoord-Holland–32) ssRot.2ndNo.3–10,35 Well deck 1Dk(Stl)	974 701 585	✠100A1 12,37~~11,36~~ ✠NB10,26 ✠LMC10,35 BS~~11,36~~ 12,37	Goo Shl	m	OG ~~10,35~~ 12,37	1911 4mo Lloyd	Rijkee&Co Rotterdam 'sA&CP	Shipping&Coal Co.Ld. CellDBa54'	216·5|32·7|13·8 Q75'B58'F24' FK uE21'f86'301tFPT	London British 4BHCem 17tAPT13t	T3Cy.$17\frac{13}{16}$″,29″&46″–36″ (r) 180lb 164NHP 2SB,4cf,GS80,HS2892 Maats.Fyenoord,Rot.	14 ″ 3 s ″ 8 13 ″ 9¼	
29012 164311 GZKT	**Lowther Castle** D.F. 1Dk&Shelter dk CruiserStern Longitudinal framing at bottom&at decks	5171 4563 3028	✠100A1 withfreeboard 2,38 ~~2,37~~ ✠LMC2,37	Sld Yks		CL	1937 2mo Lloyd	SirJ.Laing &SonsLd. Sunderland 'sA&CP	LancashireShippg. CoLd.(J.Chambers &Co.Mgrs.) CellDB372'1231t	437·4|57·1|24·3 454·2(O.L.) F30' FK FPT174tAPT168t	Liverpool British 7BHCem (CollToSh dk 6 „ 2nd „)	T.3Cy.23½″,38″&66″–45″ (s) 220lb 466NHP 2SB(Spt)&1AuxSB,8cf, FD GS122,HS6846 N.E.MarineEngCoLd.Nwc	27 ″ 5 s 2″11¼ 24 ″ 8¾	
* 29013 FNZI	**Loyaute** (exLoyalty,exSaintMichel) ssNoumeaNo.3–11,33 Wireless Well deck 1Dk(Stl)	486 294 271	✠100A1 10,36 BS1,37 ✠LMC11,33	Bsb	h	7,35	1913 2mo	N.V.Werf deNoord Alblasserdm. A&CP	Sociétédes-Iles Loyaute(Hagen Frères,Mgrs.)	155·2|26·1|11·7 P&B106'F24' FK FPT23t	Noumea French 4BHCem APT28t	T.3Cy.13″,18″&31″–21″ (s) 180lb 80lb 64NHP 1SB,2cf,GS37,HS1210 Earle'sCo.Ld.Hull	12″ 6 s ″ 4¼ 12″ 4	
29014 UNAP	**Lozovski** (exMerkur,exSanPietro, exPeterBerg,exVera) ssBly.No.3–2,20 Spar dk(ptIrn Ref.Mchy. &ptStl)2trB&deep framing	3011 2824 1851	✠ 10,24 ✠	Ham	u		1903 12mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	U.S.S.R. CellDBa98'v	324·2|47·0|22·2 P30'B102'F31' FK E22'f142'785tFPT	Vladvostk Russian 5BHCem 74tAPT106t	T.3Cy.23½″,38″&64″–42″ NB26 301NHP 2SB,6cf,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl.	24″10	
29015	**Lu Hsing** (exElaineL.D.–35, exMerkator) Fitted for oil fuel Now "Inviken," see No. 38613 in Supplement	4147 3567 2888					1925	Nüscke& Co.A.G. Stettin	ChungHsing SteamshipCo.Ld. (YoungWongMgr)	346·4|50·9|24·6 P26'B118'F48'	Shanghai Chinese WB	C.4Cy.(2)$18\frac{11}{16}$″&(2)39⅜″– 39⅜″ 162NHP A.Borsig,Berlin		V
29016	**Lu Kiang**	416 — 236					1908	.... Scotland	ChiangTehSeng	137·0|21·6|16·4	Amoy Chinese	C.		
29017 CSAT	**Luabo** TwinSc Wireless 1Dk&Awngdk	1435 — 855				...	1909	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0|33·5|19·2 P41'F43' FK	Lisbon Portuguese WB	T.6Cy.11½″,20″&32″–27″ 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
29018 413 IPON	**Luana** (exLeopoldDeWael–33, exMajorca) ssShl.2ndNo.3–7,19 Well deck ssAnt.No.3–1,28 1Dk(Irn)&Web frames	1140 871 691	✠ 6,33 ✠	Ant	n		1892 6mo	S.P.Austin &Son Sunderland	GiovanniLongo- bardo CellD	235·9|33·4|14·4 225·0 P28'Q50'B44'F25' FK B178'310tFPT	Naples Italian 5BHCem 38tAPT22t	T.3Cy.18½″,30″&49″–33″ NDB08 136NHP 1SB,4cf,GS63,HS2007 G.Clark(Lim.),Sunderland	16″11	I †
29019 DHPR	**Lübeck** D.F. 1Dk	3703 3317 2145					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7|47·3|26·2 P&B220'F42'	Hamburg German WB	T.3Cy.$23\frac{3}{5}$″,$39\frac{3}{10}$″&65¾″– $45\frac{5}{16}$″ 290NHP Frk.KruppA.G.Kiel		G
29020 DRBH	— Now "Hansestadt Lübeck," see No. 38473 in Supplement 1Dk	1704 1365 1007					1925	Schiffsw.v. H.KochA.G. Lübeck	LübeckLinieA.G.	261·4|40·7|16·0 P14'Q83'B61'F31'	Lübeck German WB	T.3Cy.18½″,29½″&47¼″–31½″ 125NHP LübeckerMaschb.Ges.		G
29021 1342 SFJG	— Ⓟ TwinSc 1Dk	570 352 260					1894	H.Koch Lübeck	HallandsÅngbåts A/B(HarryTrapp, Mgr.)	175·9|26·7|11·4 P83'H60tF21'	Gothenbrg Swedish WB	T.6Cy.12½″,22½″&35½″–19½″ 56NHP Daevel&Co.Kiel		V
29022 SPBN	**Lublin** Wireless D.F. 1Dk&Shelter dk Ref.Mchy. CruiserStern	1409 1085 686					1932	Helsingörs Jerns.&Msk. Elsinore.	PolishBritishS.S. Co.Ld.	264·4|39·4|15·2	Gdynia Polish WB	C.4Cy.(2)16½&(2)35⅜″– 35⅜″ 148NHP HelsingörsJernsk.&Mskb.		V
29023 ONUA	**Lubrafol** TwinSc OilEng. D.F. Mchy.Aft 2Dks CarryingPetroleum in bulk	7138 6738 3988					1924	Armstrong Whitworth &Co.Ld. Newcastle	BelgianGulfOil Co.S.A.	440·8|57·4|34·0 P101'B32'F46'	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.23⅜″–$41\frac{7}{10}$″ 774NHP ArmstrngWhitwrth&CoLd		C
29024 1492 IBNT	**Lucania** (exCoalinga,exPectan) Fitted for oil fuel Mchy.Aft 2Dks&Webframes D.F. GyC. lower dk in forehold Carrying Petroleum in bulk	8106 6903 5090				...	1902	W.Gray& Co.Ld. W Hartlepool	DittaLuigi PittalugaVapori	483·1|55·0|32·9 471·0 P123'B54'F63' FK	Genoa Italian WB	T.3Cy.29½″,48″&78″–54″ 581NHP Cen.Mar.Eng.Wrks.WHpl	34″10	I †
* 29025 142768 GRFP	**Luceric** ssShl.No.3–3,33 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	6681 6398 4166	✠100A1 Shelter dk withfreeboard 1,37 ~~BS10,36~~ ✠LMC3,33	Cff BS8,37	a†	CL ~~1,37~~ 8,37	1919 3mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP CellDB366'	BankLine,Ld.(A. Weir&Co.Mgrs.) 1388tDTa26'1005t	412·5|55·5|34·4 FonShelter dk36' FK FPT151tAPT220t	Glasgow British ptCem 6BHtoSh dk 2 „ „ U „	T.3Cy.27″,44″&73″–48″ (s) 180lb 596NHP 3SB,12cf,GS219,HS9525 FD G.Clark,Ld.Sunderland	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
* 29026 162323 GPDB	**Lucerna** OilEng. ssNwc.No.1–34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6556 6108 3928	✠100A1 10,37~~1,37~~ ✠LMC DBS3,37 CarryingPetr	Bkn Shl CS2,35 2,36 oleum	a† in	CL ~~2,36~~ 10,37 bulk	1930 8mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP CellDBuE	LuminaS.S.Co.Ld. (H.E.Moss&Co. Mgrs.) 47'132tDTf36'410	430·5|56·6|32·9 P110'B34'F44' FK tFPT149tAPT91t	Liverpool British 17BHptCem (11 to U dk 6 „2nd „)	Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ 749NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 1¾ 26 ″10½	
* 29027 EAFZ	**Luchana** (exOquendo,exTuscany) ssBbo.2ndNo.3–6,32 ssBbo.No.1–36 Spar dk(Stl)2trB &deep framing Cargo battens not fitted	3000 2807 1872	✠100A1 Spar dk withfreeboard 3,37~~1,36~~ ✠LMC~~6,3~~ DBS~~6,35~~6,37	Bbo MS1,36 MBS3,37	u	CL 1,36	1908 2mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP CellDBa102'uE	Cia.VascoCanta- brica deNav.(J.M. de laTorreyAlonso, Mgr.)	325·0|47·0|13·8 22·4 P32'B101'F31' FK 24'f138' 573tFPT8	Bilbao Spanish 5BHCem 0tAPT77t	T.3Cy.24″,38″&64″–42″ (s) 160lb 100lb 287NHP 2SB,6cf,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24″10 s 3″11½ 21 ″ 1	
29028 120641 GMKD	**Luchow** Ⓟ	2000 1728 1221					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9|40·2|21·7 B81'F34'	London British WB	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Enregistré au cote, si ce n'est dans le L.R. Durée Cert. Réfrig.
* 29029 104 IBPT	**Lucia C.** (*ex*Lucia) *ss*Tri.No.3–9,34 D.F. 2*Dks*(*Stl*)&*Web frames*	6123 4998 3647	✠100A1 5,38 ~~2,37~~ ~~BS,36~~ ✠LMC9,34 BS ~~3,37~~ 5,38 *Fitted for oil*	Pla *fuel*3,	z 22	CL ~~N9,34~~ 5,38 *F.P. a*	1922 3mo *bove* 1	Cant.Nav. Triestino Monfalcone A&CP 50° F. *CellD*	"Italia"Soc.Anon. diNav. *Ba*117'*uB&f*198'1	417·7 P36'B124'F44' FK 132*tMT*27'816*tFP*	54·0	29·7	Trieste Italian 6*BHCem* *T*107*tAPT*1	T.3Cy.26½",42½"&70$\frac{1}{16}$"–48$\frac{1}{16}$" 180lb (*s*) 483NHP 3SB(Spt),*9cf*,GS148, HS7221 FD UnitedMachineFactories, 35*t* Praga	32 ″ 10 s 7 ″ 8½ 25 ″ 4	
29030	**Lucia Carbó** TwinSc *Fitted for oil fuel* (*TrainFerry*) 1*Dk*	1682 — 959					1907	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co. Ld.	283·0	56·2	17·2	Bns.Aires Argentine	T.6Cy.17",28"&46"–30" 232NHP A.&J.Inglis.Ld.Glasgow		
29031 [illegible] IBQG	**Luciano** (*ex*Dan-36,*ex*Harriet, *ex*CedarSpring) Sub.Sig. 1*Dk* Now "Ulisse" See No. 40507 in Supplement	2226 1988 1306					1918	M'Dougall- DuluthCo. Duluth,Minn	ServiziMarittimi Szabados	260·9 251·2 P62*t*H119*t*F23*t*	43·7	22·1	Venice Italian *WB*	T.3Cy.20",33"&54"–40" 184NHP M'Dougall-DuluthCo.		I
29032 142317 GPDZ	**Lucient** *ss*Shl.No.3–5,31 *Mchy.Aft* *Well deck* *ss*Sld.No.1–35 *Cargo battens not fitted* 1*Dk*(*Stl*)	1879 1482 1115	✠100A1 ~~6,37~~ ~~5,36~~ 5,38 ~~BS5,36~~ ✠LMC5,35 BS ~~3,37~~ 5,38	Shl ~~Sld~~	r	CL ~~5,36~~ 4,38	1918 3mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *Cell I*	270·6 279·7(O.L.) Q163 BonQ11'F29' FK *B*222'595*t FPT*91*t*	38·2	18·0	London British 4*BHCem* *APT*56*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 217NHP 2SB,*6pf*,GS98,HS3610 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s 6 ″ 0½ 18 ″ 3½	
29033 1642 IBRT	**Lucifero** (*ex*Arminco, *ex*F.A.Tamplin) *ss*Ant.No.3–9,25 *ss*Ant.No.1–29 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Fitted for oilfuel* *CarryingPetroleum in bulk*	4000 3576 2418	✠ ... 11,33 ✠	Fiu			1912 12mo	Palmers' Co.Ld. Newcastle	SocietaPetrolifera EserciziMarittimi *CellDBuE&B*57' 115*t DT f*29' 106*t*	364·0 P86'B26'F29' FK *FPT*111*tAPT*62*t*	47·5	27·3	Genoa Italian 13*BHCem* (10 *to U dk* 3 „ 2*nd*„)	T.3Cy.25",41"&66"–45" NDB25 346NHP 2SB,*8cf*,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
29034 127965 GRPF	**Lucigen** 3Mst ~~*ss*Rot.No.3–3,22~~ *ss*Shl.2ndNo.3–4,37 ~~*ss*Shl.No.2–30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	4986 4503 3173	✠100A1 ~~6,37~~ ~~12,30~~ 2,38 BS2,38 ✠LMC3,37 ~~MS9,29~~ ~~BS5,30~~ *CarryingPetr* *Fitted for oil*	Shl *oleum* *fuel* 3.	y *in* 22	CL ~~9,29~~ 3,37 *bulk* *F.P. a*	1909 2mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	LucigenS.S.Co.Ld. (H.E.Moss&Co.) *WB=CellDBuB* 40'79*tDTf*38'273*t*	388·0 P96'B28'F43' FK *FPT*38*tAPT*17*t*	50·5	29·2	Liverpool British 16*BHCem* (8 *to Udk* 8 *to Mdk*)	T.3Cy.26",43"&72"–48" (*s*) 180lb 437NHP 4SB,*12cf*,GS216.HS7364 N.E.MarineEngCoLdNwc	30 ″ 9 s 6 ″ 0½ 24 ″ 11	
* 29035 147933 GKXF	**Luciston** *ss*Ant.No.3–7,37 ~~*ss*Grk.No.2–33~~ 2*Dks*(*Stl*)	5017 4781 3174	✠100A1 7,37 ~~11,36~~ ~~BS5,36~~ ✠LMC~~2,33~~ 7,37	Hul Ant	y	CL 11,36	1924 11mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP* *C*	LucistonS.S.Co.Ld. (W.S.Miller&Co.) *Intermediate 'twee* *BH in after* *ell DB*343' 1120*tD*	404·9 P38'B119'F43' FK *n dk* *hold dispensed with* *Ta*30'860*tAPT*102*t*	53·0	27·6	Glasgow British *Cem* 5 *BH to Udk* 1 „ „2*nd*„	T.3Cy.26",42"&70"–48" (*s*) 180lb 476NHP 3SB,*9cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0 s 5 ″ 8½ 24 ″ 7	
* 29036 3551 PJAK	**Lucita** TwinSc *ss*Cco.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2604 1715 1136	✠100A1 ~~4,37~~ 11,37 BS11,37 ~~BS10,36~~ ✠LMC9,33 *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel*10	t P *in* ,26	CL S10,35 N10,36 *bulk* *F.P. a*	1926 11mo *Lloyd* *bove* 1	Cant.Nav. Triestino Monfalcone '*sA&CP* 50° F.	N.V.Curacaosche ScheepvartMaats.	305·0 Q89'*Trunk dk*187' F29' FK	50·2	15·1	Wllemstad Dutch 9*BHptCem* *APT*84*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*, ,HS4168 FD RotterdamD.D.Co.Rot.	15 ″ 0 s1 ″ 6½ 13 ″ 7	
29037 209875 KJQE	**Lucius W. Robinson** *Mchy.Aft* 1*Dk*	1899 — 1141					1912	Detroit S.B.Co. Wyandotte	Geo.HallCorporation	244·0 F38' *WB*	43·0	21·0	Ogdensbrg N.Y. Utd.States	T.3Cy.18",29"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
29038 3815 PJAU	**Lucrecia** TwinSc *ss*Cco.No.2–36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2584 1717 1119	✠100A1 *with freeboard* BS12,37 ~~6,37~~ 12,37 ✠LMC MS5,36 ~~BS12,36~~ *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel* 7	t P *in* ,28	CL N11,36 ~~S11,36~~ S12,37 *bulk* *F.P.a*	1928 7mo *Lloyd* *bove* 1	Cant.Nav. Triestino Monfalcone '*sA&CP* 50°F.	N.V.Curacaosche Scheepv.Maats.	305·0 Q89'F29' FK *Trunk*187' *FPT*107*t*	50·2	15·1	Willmstad Dutch 9 *BH ptCem* &*ptAsp* *APT*84*t*	T6Cy.12¾",20½"&33⅞"–24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*, ,HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6½ 13 ″ 6½	
* 29039 161132 GRNZ	**Luculus** OilEng. *ss*Nwc.No.2-37 ~~*ss*Fal.No.1–35~~ *Mchy.Aft* 2*Dks*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	6546 6108 3925	✠100A1 ~~5,37~~ ~~9,36~~ 4,38 ~~✠LMC~~ ~~CS2,35~~ ~~DBS1,32~~ ~~9,35~~ 4,38 ✠LMC5,37 *CarryingPetr*	Fal Nwc *oleum*	a† *in*	CL ~~2,35~~ ~~5,37~~ 4,38 *bulk*	1929 12mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP* *CellDBuE*	LucigenS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) 47'132*tDTf*36'410	430·5 P110'B34'F44' FK *t FPT*149*t APT*91*t*	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 749NHP 2DB*120lb* WllsndSlpwy Co.Ld.Nwc.	32 ″ 9 s 6 ″ 2 26 ″ 10½	
29040 231610	**Lucy** *CarryingPetroleum in bulk* OilEng. *Mchy.Aft* 1*Dk* *Longitudinal framing*	382 322 228					1932	BrewerDry DockCo. StatenIsland, N.Y.	BostonFuel Transportation Inc.	147·5	26·0	12·0	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.13"–19" 99NHP Ingersoll-RandCo. Toledo,O		
29041 DHPP	**Lucy Essberger** (*ex*Petroleum) *Mchy.Aft* *CarryingPetroleum in bulk* Wireless 2*Dks*	881 558 362					1911	Kjöbnhvns Flydk.&Skbs Copenhagen	JohnT.Essberger	175·4	37·4	13·9	Hamburg German *WB*	T.3Cy.15",24½"&40"–27" 83NHP KjbnhvnsFlydk.&Skbsv.		C
29042 220441	**Ludington** Ⓟ (*ex*JamesOtis) *Fitted for oil fuel* 1*Dk*&*Shelter dk* GyC. *Longitudinal framing*	8266 — 6189			...		1920	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates Maritime Commission	439·6 P41'B134'F46'*on Shelter dk* FK	60·2	33·7	NewYork Utd.States *WB*	DRGearedSteamTurbine 627NHP DeLavalSteamTurbineCo. Trenton,N.J.	36 ″ 8	
29043 DHXY	**Ludolf Oldendorff** (*ex*Tractor–37, *ex*FordsonI,*ex*MaxBernstein, *ex*Wethersfield, *ex*Westmount) 1*Dk* D.F.	1953 1759 1122					1903	G.S.Swan& Hunter,Ld. Newcastle	EgonOldendorff	247·6 F27'	42·0	20·5	Lübeck German *WB*	T.3Cy.21",35"&58"–39" 210NHP N.E.MarineEngCoLd.Nwc		CG
29044 4877 SGNR	**Ludvig Kollberg** *ss*Got.No.1-37 *ss*Got.2ndNo.3–8,33 *Well deck* 1*Dk*(*Stl*)	*564* *379* *241*	✠100A1 6,37 ~~12,36~~ ✠LMC6,37 ~~MS4,33~~ ~~BS7,36~~	Got	h	OG 6,36	1908 7mo *Lloyd*	Göteborgs M.V.Aktieb. Gothenburg '*sA&CP*	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*) *WB=DBa*	165·2 Q72'P14'B13'F16' BK7' 35' *uE*14' 52*t FPT*	27·0	11·6	Gothenbrg Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&39"–23¾" 190lb *90lb* (*s*) 91NHP 1SB,*2cf*,GS38,HS1526 GöteborgsMV.Aktieb.Got	12 ″ 5 s 4 ″ 2½ 12 ″ 6½	
29045 DHPQ	**Ludwig** (*ex*Irmgard) Sub Sig. 1*Dk*	1065 835 623					1920	Schiffsw(v. J.&Sch.)A.G. Hamburg	Mathies Reed.A.G.	243·6 Q97'B90'F25' len23	32·0	13·2	Hamburg German *WB*	T.3Cy.16$\frac{5}{16}$",27"&43$\frac{5}{16}$"–33½" 108NHP Gall&Seitz,Hamburg		G
29046 7654 SGNO	—. (*ex*Elisabet) 1*Dk*	*599* *444* *283*					1909	Nüscke& Co. Stettin	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	170·8 Q50'B43'F20'H43*t*	30·1	11·0	Malmö Swedish *WB*	T.3Cy.13",21"&33"–22" Christiansen& 51NHP Meyer,Harburg		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
29047 DHGO	**Ludwig** (*ex*Erica-34) 1*Dk*	301 239 128					1911	Stettiner Oderwerke Stettin	Sartori&Berger	128·6 B29′F18′	22·7	11·0	Kiel German *WB*	C.2Cy.$15\frac{7}{10}$"&$27\frac{3}{8}$"-$15\frac{7}{10}$" 25NHP StettinerOderwerke		G
29048 DOCJ	**Ludwigshafen** Now "Tijuca," see No. 40370 *Fitted for oil fuel* Sub.Sig. D.F. 1*Dk*& *Shelter dk2trB*	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Südamer Dampfschifff-Ges.	393·5 P40′B138′F46′	54·3	23·3 31·4	Bremen German *WB*	T.3Cy.$27\frac{7}{8}$",$42\frac{9}{16}$"&76"-$51\frac{1}{2}$" 414NHP Frd.KruppA.G.Kiel		G
29049 UOBP	**Luga** (*ex*Irmgard-32) Sub.Sig. 1*Dk*	2329 2011 1350					1922	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P243′F36′	42·8	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft GermaniaWerft,Kiel		
29050 374 IBVT	**Luigi** (*ex*Modemi,*ex*Modica) D.F. 1*Dk*	4283 4033 2554					1920	Fredrkstad Mek.Værks. Fredrikstad	NivoseSoc.diNav. (A.Scinicariello, *Mgr.*)	372·1 P118*t*H159*t*	52·1	25·9	Naples Italian *WB*	T.3Cy.23",$38\frac{1}{2}$"&65"-42" NE26 . 271NHP N.E.MarineEngCoLd.Nwc		CI
29051 1069 IPPU	— **Aux4MstSr** (*ex*Bertha,*ex*Carmen, *OilEng.* *ex*MargaretheWitte, *ss*Hav.No.2-13 *ex*SailingVessel,*ex*Margarethe 1*Dk* Gertrude,*ex*Weert,*ex*Henning) (*See Sailing Ship Register*)	433 375 345	✠ 1,18	Hav	*j*		1904 12mo	Klippans Varfs.Akt. Gothenburg	Dani&C.	166·5 164·2 P26′	28·9	11·4 BK7"	Genoa Italian 1*BHCem*	Oil Engines 4S.C.SA 4Cy.11"-$17\frac{3}{4}$" 46NHP *Emade&fitted*25 GasMfbkDeutzKölnDeutz	12 ″ 0	I †
29052 1061 IBFX	**Luigi Accame** (*ex*MonteNero) Now "Oostplein," see No. 39558 in Supplement D.F. 1*Dk*	5222 4546 3232					1921	Cant.Fedl. perCostruzioniNavali PietraLigure	"RiunioneArmamento" Soc.Anon. diNav.	379·1 P52′B123′F37′	51·5	30·3	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&70"-48" NE&B29 340NHP Cant.delTirreno,Gen.		IC
29053 1751 IPQJ	**Luigi Martini** (*ex*Seraphicus-34, *ex*Catania) 1*Dk* *Mchy.Aft*	874 — 706					1926	FlliBiriaco Catania	Piero&Mario Martini(Cia. ItalianaCommercialeMarittima)	204·4 F14′	29·9	15·9	Genoa Italian *WB*	T.3Cy.13",$20\frac{7}{8}$"&$36\frac{3}{8}$"-$27\frac{1}{2}$" 70NHP FlliBiriaco,Catania		I
29054 2082 IBJT	**Luigi Razza** (*ex*Penmorvah-36) *ss*Cff.No.3-5,27 D.F. *ss*Cff.No.2-36 1*Dk*(*Stl*)	4319 3966 2679	✠100A1 2 37 BS2,37 ✠LMC1,36	Rot	*x*	CL 2,37	1913 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa&uE*145′*f*	365·2 377·2(O.L.) P25′B106′F36′ 159′966*tFPT*110*tA*	50·8	26·0 FK	Genoa Italian 6*BHCem* *PT*109*t*	T.3Cy.$24\frac{7}{8}$",41"&68"-48" (*s*) 180lb *100lb* 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ $4\frac{3}{4}$ 23 ″ 3	
29055 24 IPQM	**Luigi Rizzo** Ⓟ 1*Dk*	382 283 147					1929	Cant.Nav. Riuniti Ancona	"Eolia"Soc.Anon. diNav.	172·0 F33′	25·6	12·6	Messina Italian	T3Cy$16\frac{1}{4}$"$24\frac{3}{16}$"&$39\frac{3}{8}$"-$27\frac{9}{16}$" 81NHP Cant.Nav.Riuniti,Ancona		I
29056 631 IPRE	**Luigia Garrè** **Aux3MstSr** (*ex*Mornar,*ex*Rozetta) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	354 315 266					1918	Gebr.G.& H.Bodewes Martenshoek	RiccardoGarrè fu F.	141·0	25·3	11·7	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.$8\frac{1}{4}$"-$12\frac{5}{8}$" 40NHP NE33 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
* 29057 137165 EICQ	**Luimneach** (*ex*Fairfield) *ss*Bkn.No.3-1,34 *Welldeck* 1*Dk*(*Stl*) *Cargobattensnotfitted* *ss*Bkn.No.1-37	1074 765 443	✠100A1 8,37 ~~9,36~~ ~~BS6,36~~ ✠LMC ~~2,34~~ 8,37	Ant Bkn	*n*	CL ~~8,36~~ 8,37	1915 4mo *Lloyd*	Jos.T.Eltringham& Co.Ld.WillingtonQuay *'sA&CP*	LimerickS.S.Co. Ld.(S.J.K. Roycroft,*Mgr.*) *CellDBa*54′	220·1 Q131′B*on*Q16′F27′ *uE*20′*f*90′293*t FPT*	33·4	13·9 FK	Limerick British 4*BHCem* 34*tAPT*73*t*	T.3Cy.$17\frac{1}{2}$",28"&47"-33" (*r*) 180lb *100lb* 174NHP 2SB,6*cf*,GS100,HS3188 ShieldsEng.Co.Ld.N.Shl.	16 ″ 4 s 4 ″ $8\frac{3}{4}$ 15 ″ $6\frac{3}{4}$	
29058 EAFU	**Luis Adaro** (*ex*Wenceslao, *ex*Somerhill) *ss*Bbo.2ndNo.3-1,14 *ss*Cdz.No.2-22 *Well deck* 1*Dk*(*Stl*)&*Webframes*	2285 — 1374	✠ 9,27 ✠	Bbo	*s*		1888 1mo	Richardson Duck&Co. Stockton	Gumersindo Junquera *CellD*	273·2 P30′Q82′B114′F30′ *B*236′466*tAPT*14*t*	37·7	21·9 BK10"	Gijon Spanish 5*BHptAsp* *ptCem*	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&$58\frac{1}{2}$"-39" NDB13 217NHP 2SB,6*cf*,GS85,HS3301 Blair&Co.Ld.Stockton	22 ″ 1	
29059 EAGB	**Luis Caso de los Cobos** (*ex*Chivichiaga) *Mchy.Aft* 1*Dk* *Longitudinal framing inDB*	2493 1950 1477			...		1919	Soc.Española deConstr. Naval Bilbao	CementosFradera S.A.	277·2 P74′B26′F34′	40·1	20·9 FK	Aviles Spanish *WB*	2 SteamTurbinesSRgeared to1 Sc. Shaft 192NHP 2SB,4*cf*,GS80,HS3132 Soc.Española deConstr. Naval,Ferrol	23 ″ 1	G †
29060 2058 IPRT	**Luisa** (*ex*SantaCruz-35) 1*Dk*&*Spar dk*	1483 1337 906					1905	Fredrkstad Mek.Værks. Fredrikstad	Dani&C.	246·9 237·7 B77*t*H54*t*	35·2	19·6	Genoa Italian *WB*	T.3Cy.17",30"&49"-33" 138NHP FredrikstadM.V.Frdstad.		I
29061 DHPT	**Luise Leonhardt** (*ex*Niagara, *ex*EasternBreeze) Wrecked 1.38 Sub.Sig. 2*Dks*	4475 3939 2702			...		1919	Uraga DockCo.Ld. Uraga	Leonhardt& Blumberg	360·2 P21′B91′F35′	51·2	26·0 FK	Hamburg German *WB*	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	G †
29062 1293 IBST	**Luisiano** (*ex*Baytown,*ex*Reginolite) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*& *Web frames* D.F. *Carrying Petroleum in bulk*	2552 2063 1322			...		1917	TheCollingwoodS.B. Co.Ld. Collingwood	Soc.Armatrice Italiana	255·9 250·0 P73′F35′	43·6 43·8	23·4 23·5 FK	Genoa Italian *WB*	T.3Cy.18",30"&50"-36" 211NHP CollingwoodS.B.Co.Ld.	25 ″ 0	I †
29063 LEJS	**Luksefjell** Now "Holms," see No. 38494 in Supplement D.F. *Mchy.Aft* *CruiserStern* 1*Dk*	1530 1234 872					1930	Porsgrund Mek.Værks. Porsgrunn	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	245·7 P38*t*H145*t*	37·9	18·3	Oslo Norwegian *WB*	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{1}{2}$"-$27\frac{1}{2}$" 66NHP PorsgrundM.V.Porsgrunn		N
* 29064 6851 SHBA	**Luleå** **TwinSc** *OilEng.* *ss*Got.No.3-3,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	*5611* *5223* *2819*	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~11,36~~ ✠LMC CS3,35 DBS~~7,35~~5,37 ~~3,35~~ 11,36	Ant Got	*y*	OG P11,36 S9,36	1922 9mo	A.B.Götaverken Gothenburg A&CP	Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *CellDB* *DTf*68′730*tDT*	393·7 F40′*onShelterdk* *Collision* *uE*32′*f*105′651*t* *a*103′ 1225*t FPT*58	53·4	30·9 FK	Stockholm Swedish *pt Cem* *BH to Sh dk* 6 „ „ *U* „ *tAPT*155*t*	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"-$35\frac{7}{16}$" 629NHP DB*100lb* A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 0 26 ″ $3\frac{1}{2}$	
29065 4119 SGNW	— Ⓟ **Iron** (*ex*Skandia) 2*Dks*&*Shelter dk*	*627* *351* *440*					1872	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5 H40*t*	25·0	12·9 20·1	Stockholm Swedish	T.3Cy.$13\frac{3}{8}$"$21\frac{1}{4}$"&$35\frac{13}{16}$"-$25\frac{7}{8}$" NE&B02 65NHP QvillebäckensM.V.Got.		
* 29066 122960 MNPG	**Lulonga** (*ex*Brabo, **3Mst** *ex*Knottingley) *ss*Goo.2ndNo.3-9,31 *Well deck* *ss*Goo.No.1-36 *Mchy.Aft* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	821 584 414	✠100A1 ~~8,37~~ ~~9,36~~ 11,37 ~~BS5,34~~ ✠LMC6,35 8,37	Goo	*k*	OG ~~N7,30~~ 8,37	1907 6mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	HookS.S.Co.Ld. (Goole&HullSteam TowingCo Ld. *Mgs*) *Cell*	195·0 Q98′B13′F24′ *DB f*125′222*tFPT*	32·6	11·4 FK	Grimsby British 4*BHCem* 57*tAPT*5*t*	T.3Cy.$15\frac{3}{4}$",$25\frac{1}{2}$"&45"-33"(*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng.Co.Ld.Sld	13 ″ 9 s 4 ″ $8\frac{3}{4}$ 13 ″ 2	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Date Cert. B. of Trade
29067 217424 WMEO	**Lumberman** (exF.A.Warner, exCottonplant) *Fitted for oil fuel* *Mchy.Aft* D.F. 1*Dk*	2333 1855 1389					1918	Gt.Lakes Eng.Works Ecorse,Mich.	CoosBayLumber Co.	253·4 P115'F25'	43·7	24·5	S.Frncisco Utd. States *WB*	T.3Cy.21",34½"&57"-42" 211NHP GtLakesEng.Wks.Detroit		R
29068 217860 KJFB	**Lumbertown** (exCastleTown-36) *Fitted for oil fuel* 1*Dk*	3321 2750 2029			...		1919	Pusey& JonesCo. Gloucester City,N.J.	CoosBayLumber Co.	321·7 P37'B82'F31'	50·0	21·6 FK	S.Frncisco Utd. States *WB*	T.3Cy.19¾",31½"&54¾"-36" NB21 180NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
* 29069 147327 GLQM	**Lumen** TwinSc *OilEng.* ssNwc.No.3-7,37 ~~ssNwc.No.2-34~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6483 5834 4455	✠100A1 ~~7,37~~ 2,36 10,37 DBS8,37 ✠LMC8,37 *CarryingPetroleum in bulk*	Nwc Fal	*a*†	CL ~~8,35~~ P1,37 SN1,37	1925 9mo *Lloyd*'sA&CP	J.Brown& Co.Ld. Clydebank	H.E.Moss&Co.'s Tankers,Ld.(H.E. Moss&Co.*Mgrs.*) *CellDB uE58'232t DT34'388t FPT195t APT177t*	420·1 P95'B35'F47'	54·4	32·8 FK	Liverpool British 18*BHptCem* 12 ,, *to U dk*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB*120lb* J.Brown&Co.Ld.	32 ″ 8 s 6 ″ 1½ 26 ″ 9	
* 29070 149637 GLVF	**Luminetta** ssNwc.No.2-34 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6159 5645 3690	✠100A1 ~~5,37~~ ~~1,37~~ 2,38 BS9,37 ~~BS10,34~~ ✠LMC11,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,27 F.P. above 150° F.*	Sws	*a*†	CL ~~10,35~~ 1,38	1927 9mo *Lloyd*'sA&CP	Palmers' Co.Ld. Newcastle	"Astrakhan"S.S. Co.Ld.(H.E.Moss &Co.*Mgrs.*) *CellDBuE&B74'150tDT f34'467t FPT111t APT138t*	420·5 P109'B34'F41'	54·5	32·5 FK	Liverpool British 18*BHptCem* 5 *to 2nd dk*	T.3Cy.25½"43½"&75"-51"(*s*) 220lb *120lb* 545NHP 3SB(Spt),9*cf*,GS166, HS7281 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0½ 26 ″ 11	
* 29071 133138 GJVF	**Luminous** (exVitruvia) ssShl.2ndNo.3-3,37 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	4753 4213 2875	✠100A1 2,38 ~~3,37~~ ✠LMC3,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 6,23 F.P. above 150° F.*	Shl Bkn	*x*	CL 2,37	1913 9mo *Lloyd*'sA&CP	Russell& Co. Pt.Glasgow	LuminaS.S.CoLd.(H.E.Moss&Co. *Mgrs.*) *CellDBuE&B75'115t FPT123t APT97t*	376·0 P103'B28'F43'	51·2	29·0 FK	Liverpool British 16*BHptCem* (15 *to U dk* 1 ,, *2nd* ,,)	T.3Cy.26",44"&73"-48" (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s 4 ″ 10 24 ″ 6½	
29072 DOGH	**Lumme** Sub.Sig. *CruiserStern* 1*Dk* D.F.	1730 1392 757					1928	Frerichs- werftA.G. Einswarden	ArgoReederei RichardAdler &Co.	275·5	42·2	15·5	Bremen German *WB*	T.3Cy.21⅝",33⅞"&55⅛"-39⅜" &1 LPTurbine A.Borsig 242NHP G.m.b.H.Berlin-Tegel		G
29073 PJBJ	**Luna** Wireless *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	1415 1172 830					1922	H.Te. Veldhuis Papendrecht	West-Indische Scheepv.Maats.	265·9	39·2	14·5	Curaçao Dutch *WB*	T.3Cy.20",31"&50"-36" N.V.Mach. 150NHP J.&K.Smit,Kinderdijk		V
29074 LEJU	— 1*Dk*	959 741 552					1911	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	213·9 Q107*t*B50*t*H12*t* F28*t*	32·1	12·7	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
29075 DOGP	— Now "Thomas," see No. 40322 in Supplement 1*Dk*	468 355 279					1892	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	158·9 Q40'B39'F23'	24·1	11·9	Bremen German *WB*	C.2Cy.19¾"&31½"-21⅝" NB09 38NHP A.G."Weser,"Bremen		G
29076 UPLQ	**Lunacharski** (exLeeghwater-35, exEemdijk) ssRot.No.3-5,35 1*Dk(Stl)&Shelter dk(Stl)*	3618 3292 2193	✠ ... 8,36 ✠	Rot	*w*		1922 3mo	NVBurger- hout'sMschfb &Scheepswft. Rotterdam	U.S.S.R. *CellDB308'978t FPT63tAPT73t*	360·2	50·3	21·8 FK	Odessa Russian *Asp* *Collision BHto Sdk* 5 ,, ,, *U* ,,	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"-45¼" 345NHP 3SB,9*cf*,GS150,HS5565 Burgerhout'sMchf&Schpv	24 ″ 6	
29077 124459 MCYX	**Lunan** (exInchbrayock) 3Mst *Mchy.Aft* 1*Dk*	363 276 161					1909	Montrose S.B.Co. Montrose	Osborn&Wallis, Ld.	140·2 Q54'F27'	23·7	11·0	Bristol British *WB*	C.2Cy.17"&36"-24" 60RHP W.V.V.Lidgerwood,Gls.		C
29078 OZEE	**Lundby** (exSaga) *OilEng.* D.F. *CruiserStern* 1*Dk*	4150 3703 2506					1926	A/B Ore- sundsvarvet Landskrona	A/S Motortramp (A.Reimann, *Mgr.*)	357·0 P123*t* H202*t*F22*t*	51·3	25·4	Kallehave Danish *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 391NHP A/B Götaverken,Got.		N
29079 DHPS	**Lüneburg** (exCityofSydney, exFreiberg) ssLon.No.3-6,21 ssHam.No.2-30 2*Dks(Stl)&3rd dk* D.F. *Well deck* *in No.1 hold only*	5828 5436 3668	✠ ... 6,33 ✠	Ham			1914 4mo	J.C.Teck- lenborgA.G Weser- münde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell DB a 146'uE&B71' f190'1453t*	451·1 P&B381'F51'	57·2	27·0 FK	Hamburg German 9*BHCem*	T.3Cy.29$\frac{15}{16}$"48$\frac{13}{16}$"&80¾"-55⅛" &LP Turbine with DR gearing&hydraulic coupling 872NHP 4SB,12*cf*,GS258,HS11192 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
* 29080	**Lung Ho** (exKamo-35) Now "Ryuan Maru," see No. [illegible] in Supplement ssDdn.No.3-11,27 Wireless ssOsa.No.2-36 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1236* *1124* *725*	✠100A1 ~~8,36~~12,37 ✠LMC~~8,36~~ 12,37	Osa Kob	*o*	CL ~~10,34~~ 12,37	1913 6mo *Lloyd*'sA&CP	Campbel- townS.B.Co. Campbltown	~~FanShienHo (T.Akai, *Mgrs.*)~~ ChenKo-Ming *CellDB a56'uE&B33'f102'395tAPT85t*	229·5 Q79'B58'F32'	35·8	15·6 FK	Tsingtao Chinese 4*BHCem*	T.3Cy.18",27½"&45"-33"(*r*) 180lb 159NHP 2SB,4*cf*,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 ″ 7 s 1 ″ 2¾ 16 ″ 7	
29081	**Lung-On** Ⓟ (exSui-An-37) TwinSc 1*Dk,Shade dk&Promenade dk*	*1682* — *1047*					1899	S.C.Farn- ham&Co.Ld. Shanghai	SanPehStm.Nav. Co.Ld.	238·0	30·1	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
29082 XNBB	**Lung Shan** (exMaud) ssMob.No.1-11 1*Dk(Stl)&deep framing*	2278 — 1319	✠ 2,16 ✠	Rot	*s*		1907 2mo	Fevigs Jernskibsbyg Fevig	SanPehStm.Nav. Co.Ld. *IntermediateBulkhead in forehold dispensed with* *Cell DBa&uE112'uB12'f116'564tAPT49t*	289·1 P26'B76'F29'	42·0	19·4 FK	Shanghai Chinese 4*BHonly*	T.3Cy.22",36"&59"-39" 230NHP 2SB,6*pf*,GS111,HS3454 Richardsons,Westgarth &Co.Ld.Mdb.	21 ″ 9	
29083	**Lung-Shin** TwinSc (exLungShan-37) 2*Dks&Shade dk*	3063 2193 1897					1923	HongK'ng &Whampoa DockCo.Ld. HongKong	SanPehStm.Nav. Co.Ld.	290·0	54·1	11·8	Shanghai Chinese *WB*	T.3Cy.20",33"&55"-30" 332NHP HongKong&Whampoa DockCo.Ld.HongKong		
29084 XNBH	**Lung Shun** Ⓟ (exMitakeMaru, ex Vita) 1*Dk&Awng dk*	890 — 542	✠ 6,90 ✠	Cly	*j*		1890 6mo	AilsaS.B. Co. Troon	TaTungHsingS.S. Co.	200·0	29·0	12·1 19·3 BK7½"	Newch- wang Chinese 4*BHCem*	T.3Cy.17",27"&44"-30" 130NHP 1DB,4*cf*,GS78,HS2304 Dunsmuir&Jackson,Gls.		
29085 149640 GNFM	**Lunula** ssNwc.No.2-34 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	6363 5857 3776	✠100A1 ~~6,34~~ ~~1,36~~ 2,38 ~~LDS12,37~~ ✠LMC9,34 DBS ~~[illegible]~~ 7,37 [illegible] *CarryingPetroleum in bulk* *Fitted for oil fuel 10,27 F.P. above 150°F.*	Nwc ~~Ams~~ Shl	*a*†	CL ~~9,34~~ 8,37	1927 10mo *Lloyd*'sA&CP	W.Hamil- ton&Co. PortGlasgow	AralS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *CellDBuE&B48'130t DT f38'483t FPT230t APT115t*	420·0 P108'B34'F47'	54·4	32·5 FK	Liverpool British 18*BHptCem* (14 *to U dk* 4 ,, *2nd*,,)	T.3Cy.25¼",43½"&75"-51" 220lb *120lb* (*s*) 544NHP 3SB(Spt),9*cf*,GS169, HS7269 FD D.Rowan&Co.Ld.Glasgow	32 ″ 8 s 6 ″ 0¾ 26 ″ 10¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29086 6955 SFNT	**Luossa** TwinSc OilEng. ssMmo.No.3-6,35 1Dk(Stl)&Shelter dk(Stl) D.F. CruiserStern Cargo battens not fitted	5578 5223 2824	✠100A1 Shelter dk withfreeboard ~~4,37~~ ~~7,36~~ 3,38 ✠LMC DBS~~2,37~~ 2,38	Rot ~~Mmo~~ Got CS7,35	y	OG ~~6,35~~ 4,37 ~~6,35~~ 4,37	1923 3mo	A.B.Götaverken Gothenburg A&CP	Trafikaktiebolaget Grängesberg-Oxelösund(M.Waldenström,Mgr.) CellDBuE32'f105' 68'730tDTa	393·6 | 53·4 | 30·9 F40'onShelter FK dk Collisio 651tDTf 103' 1225t FPT58t	Stockholm Swedish ptCem nBHtoShdk 6 ,, ,, U ,, APT155t	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"–35$\frac{7}{16}$" DB-100lb 629NHP A.B.Götaverken,Got.	34 " 1 s 8 " 1 26 " 2¼	
29087 163199 GWFS	**Lurigethan** (exCalaeno-33) D.F. 1Dk	3564 3291 2132					1916	Rotterdam Droogd. Maat Rotterdam	MountainS.S.Co. Ld.(Heyn&Sons, Ld.Mgrs.)	361·6 | 50·1 | 21·8 P24'B214'F34'	Belfast British	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
✻ 29088 231979 KIEK	**Lurline** Ⓟ TwinSc ssSFo.No.1-37 Ref.Mchy. 4Dks(Stl)5th dk(Stl) in forward hold & Web frames D.F. GyC. E.S.D. Cruiser Stern Platform deck in No.2 hold	18009 — 10304	100A1 withfreeboard ~~5,37~~ ~~10,36~~ 4,38 BS2,37 Fitted for oil fuel 12,32 F.P. above 150° F.	SFo LMC~~12,32~~ 12,35		CL 10,35	1932 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	MatsonNav.Co. CellDB514'3308t tun	604·0 | 79·3 | 30·5 B410'F60' FK Tanks in way of nels1081t FPT178t	S.Frncisco Utd.States 11BH Asp APT161t	6SteamTurbinesSR geared to 2 Sc. Shafts 5363NHP 12 WaterTubeBoilers(Spt) 400lb HS53520 (s) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	44 " 6 s 16 " 6½ 28 " 2¾	
29089 27705 JTOD	**Lushan Maru** Ⓟ ssShi.No.3-12,32 2Dks(Stl-Uws)	2531 1968 1507	✠ ... 6,34 ✠	Shi	s		1920 12mo	Uraga DockCo.Ld. Uraga	NisshinKisenK.K. CellDB230'580t	284·5 | 42·6 | 23·0 P37'B100'F36' FK DT18'208t FPT39t	Tokio Japanese 4BHCem APT15t	T.3Cy.21",35"&58"-39" 303NHP 2SB,6cf,GS99,HS4370 UragaDockCo.Ld.Uraga	23 " 2	
29090 CSMN	**Lusitania 3º** WoodAuxSr (exLuzitania-33) OilEng. 1Dk (See Sailing Ship Register)	315 294 236					1919	J.daSilva Lapa, VillaNova de Goya	"Lusitania" Cia.Portuguesa dePesca	128·1 | 30·5 | 12·8	Figueira daFoz Portuguese	Oil Engines 4S.C.SA 4Cy.7⅞"-10¼" NE33 24NHP SulzerBros.Winterthur		
29091 CSBD	**Luso** (exMachico,exColmar) ssLis.2ndNo.3-12,37 ~~ssLis.No.3-7,26~~ ~~ssBry.No.2-35~~ Well deck 2Dks(Stl)&lowerdk in forehold	6207 5727 3898	✠100A1 ~~5,37~~ ~~8,36~~ 12,37 ~~MS10,35~~	Ham Lis ✠LMC12,37 ~~BS4,36~~	c†	CL ~~8,36~~ 11,37	1912 9mo	Akt.Ges. "Neptun" Rostock Lloyd'sA&CP	Soc.Geral deCommercioIndustria e Transportes,Ltda. Cell	460·0 | 58·0 | 27·2 P&B382'F57' FK DBa140'uE&B72'	Lisbon Portuguese 9BHCem f194'1600t	T.3Cy.28",47½"&77$\frac{3}{16}$"-54" 213lb 120lb (s) 617NHP 3SB,9cf,GS186,HS8405 FD A.G."Neptun,"Rostock	29 " 10 s 4 " 7 25 " 6¼	
29092 FNCV	**Lussac** (exRheinland) 1Dk Wireless	1586 — 864					1922	Nordd. Union WerkeA.G. Tönning	Worms&Co.	251·3 | 39·8 | 17·6 P&B186'F30'	Havre French	T.3Cy.19$\frac{7}{10}$",31½"&49⅛"-31½" 136NHP Waggon-u.Maschinenb. A.G.Görlitz		V
29093 149646 GKWN	**Lustrous** ssFal.No.2-35 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6156 5644 3690	✠100A1 2,38 ~~1,37~~ MS3,35 Carrying Petroleum in bulk Fitted for oil fuel 11,27 F.P. above 150° F.	Shl ✠LMC BS~~2,37~~ 2,38	a†	CL ~~N2,35~~ 1,38	1927 11mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	LustrousS.S.Co. Ld.(H.E.Moss& Co.) CellDBuE&B74' 150tDT	420·5 | 54·5 | 32·5 P109'B34'F41' FK f34'467tFPT111t	Liverpool British 18BHptCem 5 ,, to2nd dk APT138t	T.3Cy25¼",43½"&75"-51"(s) 220lb 120lb 545NHP 3SB(Spt),9cf,GS166, HS7281 FD Palmers'Co.Ld.Newcastle	32 " 8 s 6 " 0 26 " 11¼	
✻ 29094 145642 VJSX	**Lutana** (exMachado) ssMel.No.3-11,34 Well deck 1Dk(Stl) Cargo battens not fitted	918 686 542	✠100A1 ~~8,37~~ ~~10,36~~ 2,38 BS~~9,36~~ 8,37	Adl ~~Mel~~ ✠LMC11,34	m	OG 10,36	1922 3mo	E.J.Smit & Zoon Westerbroek Lloyd'sA&CP	W.Holyman& SonsProprietary, Ld. CellDB169'258t	206·7 | 32·1 | 13·4 33·3 217·5(O.L.) FK Q71'B49'F24' FPT42tAPT20t	Melbourne British 4BHCem	T.3Cy.15",23¼"&39⅜"-23⅝" 185lb (s) 77RHP 2SB,4cf,GS59,HS1938 E.J.Smit&Zoon,Hgznd.	15 " 5 s 1 " 0¾ 14 " 6	
29095 Broken up FOTI	**Lutetia** QuadSc Fitted for oil fuel D.F. GyC. 3Dks	14783 10076 5830					1913	Chant.de l'Atlantique St.Nazaire	Cie.deNav.Sud Atlantique	578·8 | 64·9 | 36·4 B312'F59'	Bordeaux French WB	T.8Cy.(2)41"(2)57"&(4) 2 Turbines 65"-47$\frac{5}{16}$" Chant.del'AtlantiqueSt.N		V
✻ 29096 125720 GRPL	**Lutetian** ssNwc.2ndNo.3-1,30 ssMob.No.1-33. 2Dks(1StlUpper ptIrn ptStl)&Web frames ~~ProgressiveSurvey of oil tanks~~	4773 4495 2974	✠100A1 10,37 ~~3,36~~ ✠NB1,30 BS~~2,37~~ 10,37 Carrying Petroleum in bulk Fitted for oil fuel 1,30 F.P. above 150° F.	Mob ✠LMC11,33	x	CL 7,35	1908 8mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	TrinidadLeaseholds,Ld. Cell DBuE&B54'198t	365·0 | 51·5 | 26·8 379·6(O.L.) P28'B83'F39' FK FPT194tAPT36t	London British 12BHtoUdk 3 ,, ,, M ,,	T.3Cy.26",43"&70"-48" (s) 180lb FD 480NHP 3SB,9cf, ,HS7134 J.Dickinson&Sons,Ld.Sld.	29 " 6 ~~s 5 " 1½~~ ~~24 " 7~~ s 5 " 10½ 23 " 10	
✻ 29097 57892 VOBM	**Lutzen** (exSteamer,exTrawler) ssN.FL.No.1-37 OilEng. ssNFL.No.3-9,33 Mchy.Aft 1Dk	339 278 230	✠100A1 4,37 ~~12,36~~	NFL LMC~~9,33~~ 4,37		CL 5,36	1918 11mo	CanadaCar &Foundry Co.Ld. FortWilliam	Northeastern Steamships,Ld.	135·6 | 22·6 | 12·1 Q74'F27' BK7" DTf8'8tFPT	SJhnsNFL British 6BHCem 3tAPT2t	Oil Engines 2S.C.SA 6Cy.10½"-12½" 116NHP Fairbanks,Morse NE9,33 &Co.Beloit,Wis.	13 " 3 s 2 " 2½ 12 " 10	
29098 DIUN	**Luvsee** (exElsaKöppen-32, exWestsee,exDarius,exEarlswood) 1Dk&deepframing	2373 2203 1448			...		1898	R.Craggs& Sons Middlesbro'	W.Schuchmann	298·5 | 43·3 | 20·3 P27'B58'F33' FK	Brmrhavn German WB	T.3Cy.23⅛",36½"&61"-42" NDB13 245NHP SirC.Furness,Westgarth& Co.Ld.Mdb.	23 " 0	G †
29099 ONEA	**Luxembourg** (exSonnenfels) ssAnt.No.3-2,28 ssAnt.No.2-36 D.F. 2Dks(Stl-Uteaks)	5809 5477 3650	✠100A1 ~~11,36~~ 12,37 BS12,37	Ant ✠LMC11,36	a†	CL 11,36	1915 5mo	Akt.Ges. "Weser" Bremen Lloyd'sAP CellDB373	Cie.Nat.Belge de TransportsMar. (ArmementDeppe, Mgrs.) 1BH in forward 1187tFPT48t 'twee	421·8 | 56·0 | 29·6 P60'B126'F54' FK hold dispensed with n dk tanks f36'494t	Antwerp Belgian Cem 6BHonly a36'470t	T.3Cy.28¾",46$\frac{1}{16}$"&75$\frac{9}{16}$"-53$\frac{15}{16}$" (s) 192lb 121lb 520NHP 3SB(Spt),9cf,GS148, HS6950 FD A.G."Weser,"Bremen	32 " 5 s 6 " 7¾ 26 " 0	
✻ 29100 147888 GKFJ	**Luxmi** Ⓟ OilEng. ssCal.No.3-2,36 1Dk(Stl)&Sh dk(Stl-ws)	4148 3607 2537	✠100A1 withfreeboard ~~5,37~~ ~~8,36~~ 2,38 ~~DBS1,37~~ Carrying vegetable oil in deep Tank	Cal DBS1,38 ✠LMC2,36	x	CL ~~2,35~~ N5,37	1924 3mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP CellDB309'	BankLine,Ld.(A. Weir&Co.Mgrs.) 1121tMT1140tFP	370·0 | 48·2 | 25·6 F37' FK T128tAPT95t	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Gls.	28 " 0 s 2 " 11¾ 25 " 2	
29101 161141 GSKJ	**Luxor** OilEng. Mchy.Aft ssNwc.No.1-34 D.F. 2Dks(Stl)&Webframes Longitudinal framing	6554 6108 3926	✠100A1 10,37 ~~6,36~~ DBS~~6,36~~ 10,37 Carrying Petroleum in bulk	Bkn Nwc ✠LMC CS2,35 6,36	a†	CL 5,36	1930 2mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	H.E.Moss&Co's. Tankers,Ld. (H.E.Moss&Co. Mgrs.) CellDBuE47'13	430·5 | 56·6 | 32·9 P110'B34'F44' FK 2tDTf36'410tFPT	Liverpool British 17BHptCem (11 to U dk 6 ,, 2nd ,,) 149tAPT91t	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	32 " 9 s 6 " 2 26 " 10¼	
29102 KZAL	**Luzon** Ⓟ (exYazoo,exMarudu) 1Dk	1679 — 892					1905	Schiffsw.v. HenryKoch Lübeck	Cia.Maritima (FernandezHnos, Inc.Mgrs.)	260·8 | 37·2 | 16·1 P33'B93'F36'	Manila Utd.States WB	T.3Cy.21½",33½"&55"-33½" 175NHP J.F.Ahrens,Altona		

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
29103 SPBT	**Lwow** Ref.Mchy. Wireless D.F. CruiserStern 1Dk&Shelter dk	1409 1085 687					1932	Helsingörs Jernsk&Msk. Elsinore	PolishBritishS.S. Co.Ld.	264·3	39·4	15·2	Gdynia Polish WB	C.4Cy.(2)16½"&(2)35½"– 35½" 125NHP HelsingörsJernsk.&Mskb.		V
29104 135467 GRPV	**Lycaon** Ⓟ D.F. 2Dks	7350 6304 4645					1913	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.Mgrs.)	455·3 P53'B162'F60'	56·3	32·5	Liverpool British WB	T.3Cy.31",51½"&86"–60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~10,37~~ ~~8,37~~ 7,38
29105 147259 GKQB	**Lycia** OilEng. D.F. ssGls.No.3–9,36 1Dk(Stl)&Shelterdk(Stl)	2338 2061 1249	✠100A1 withfreeboard ~~1,260,36~~ 4,38 ✠LMC1,38 ~~✠LMC C80,38~~ DBS~~8,35~~ 1,38 ~~9,36~~	Gls ~~Gpn~~ NNs	t	CL ~~N8,36~~ 12,37	1924 7mo	Dunlop, Bremner& Co.Ld. PortGlasgow Lloyd'sA&CP	CapeYorkMotor- shipCo.Ld. (Lyle ShippingCo.Ld. Mgrs.) CellDB254'639t F	300·5 300·5(O.L.) FK PT65tAPT76t	44·2	21·0	Glasgow British 5BHptCem (CalltoSh dk 4 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.24⅛"–51 3/16" DB100lb 355NHP J.G.Kincaid&Co.Ld.Grk.	23 " 6 s1 " 6½ 22 " 1½	
29106 LCUA	**Lyder Sagen** (exLavalCounty, exStorborg,exMeichuMaru) D.F. 1Dk&Shelterdk&Webframes Longitudinalframing	3944 3615 2390			...		1918	OsakaIron Works,Ld. Osaka	ÖrvigsDampskslsk A/S(OlafÖrvig, Mgr.)	345·0 P30'B99'F34'on Shelter dk	49·8	28·1	Bergen Norwegian WB	T.3Cy.24",41"&67"–48" 390NHP OsakaIronWrks.Ld.Osaka	28 " 2	N †
29107 4727 SFJI	**Lydia** (exSwansea) ssHbg.3rdNo.3–7,34 Well deck 1Dk(Irn)&Web frames Cargo battens not fitted	933 733 540	✠100A1 ~~9,37~~ ~~12,35~~ 9,37 BS4,37 ✠LMC MS8,33 ~~BS5,32~~	Hbg Skn	m	OG ~~11,35~~ ~~4,37~~ 9,37	1894 2mo	W.Harkess &Son Middlesbro' A&CP	RederiA/B Caledonia (C.H.Witt,Mgr.) WB=Ce	210·2 219·8(O.L.) Q98'B27'F25' FK llDB155'230t FPT	32·1	13·4	Hlsngborg Swedish 4BHCem 48tAPT12t	T.3Cy.17",28"&46"–30" (s) 160lb 90lb NDB20 120NHP 1SB,3pf,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 " 10 s1 " 1½ 14 " 10	
29108 PUXC	**Lydia M.** (exCarloVictoria, exKingJohn) ssSws.No.3–8,18 ssCff.No.1–23 1Dk(ptIrn&ptStl)2trB deepframing&Web frames 3Dk rule	3664 3387 2352	✠ 2,25 ✠	Cff	w		1906 10mo	JLThomp- son&Sons,Ld. Sunderland	Soc.Paulista de Nav.Matarazzo Ltda. CellDBa119'u	350·0 P46'B94'F33' FK E23'f148'864tFPT	50·2	23·2	Santos Brazilian 6BHCem 74tAPT100t	T.3Cy.25",41"&67"–45" 332NHP 2SB,6cf,GS124,HS4900 Blair&Co.Ld.Stockton	25 " 9	
29109 127935 VPBN	**Lyeemoon** Ⓟ (exGorgon) 2Dks	2885 2297 1734					1908	Scotts'S.B. &Eng.Co.Ld. Greenock	CheongHingS.S. Co.Ld.(WoFat Shing,Mgr.)	303·6 P40'B104'F36'	42·2	23·8	HongKong British WB	T.3Cy.19½",33"&55"–39" 189NHP Scotts'S.B.&EngCoLdGrk		
29110 7688 SFJK	**Lygia** (exPatria,exRuthFischer, exHorta) 1Dk	1506 1244 871					1901	Schiffsw.v. HenryKoch Lübeck	RederiA/B Lygia (KurtW.Bensow)	249·7 P14'Q62'B114'F26'	36·7	15·8	Gothenbrg Swedish WB	T.3Cy.16 13/16",28¾"&45⅜"–33" 120NHP H.Pauksch,Landsberg		G
29111 160344 GTCK	**Lylepark** ssShl.No.2–37 ~~ssBry.No.1–33~~ D.F. E.S.D. 2Dks(Stl)	5186 4938 3307	✠100A1 ~~5,37~~ ~~1,37~~ 11,37 ~~BS1,36~~ ✠LMC~~11,33~~ 5,37	Rot Shl	z	CL 3,36	1929 6mo	Scotts'S.B. &E.Co.Ld. Greenock Lloyd'sA&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.) Inter BHin after CellDB356'	407·3 P36'B115'F43' FK mediate'tweendk hold dispensed with 1089t DTa35' 1021t	53·3	28·5	Greenock British Cem 5 BHto Udk 1 ,, ,, 2nd,, APT45t	T.3Cy.26",43"&73"–48" (r) 200lb 534NHP 2SB(Spt),&1SB,9cf,GS165 HS7758 FP Scotts'S.B.&E.Co.Ld.Grk.	31 " 0 s6 " 1½ 25 " 0½	
29112 202056	**Lyman C. Smith** Mchy.Aft GyC. 1Dk	6200 — 4916					1905	DetroitS.B. Co. Wyandotte	GreatLakesS.S.Co. Inc.	525·0 F44' WB	55·2	31·0	Oswego, N.Y. Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
29113 OYJZ	**Lynæs** (exKari–35) 1Dk	537 420 290					1916	Göteborgs NyaVerk. Gothenburg	Dampskslsk. SolnæsA/S(Oluf Svendsen,Mgr.)	167·0 P71tH20tF23t	27·3	11·2	Copnhagn Danish WB	T.3Cy.13⅜",22"&37½"–23⅝" 68NHP GöteborgsNyaVerk.Got.		N
29114 LJHP	**Lyng** (exLivonia–36,ex Ambleside–33,exMaindyTransport) Mchy.Aft 1Dk	953 774 465					1920	Rennie, Ritchie&Nw- portS.B.Co. Ld.Wivenhoe	A/R Jotun(Paul Jebsen,Mgr.)	207·5	33·6	13·5	Bergen Norwegian WB	T.3Cy.16½",27"&44"–30" 106NHP Plenty&Son,Ld.Newbury		C
29115 LEJX	**Lyngen** Ⓟ Wireless Cruiser Stern 1Dk&Shelter dk	489 408 272					1931	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	150·5 H81t	26·1	16·7	Tromsö Norwegian WB	T.3Cy.13¾",23"&38"–22" 68NHP TrondhjemsM.W.Trndhm.		
Wrecked 1,38 29116 LDRX	**Lyngenfjord** (exNidaros–33, 4Mst exSantaCecelia, ~~ssSea.No.3–4,25~~ exColusa) ~~ssOsl.No.2–33~~ 2Dks(Stl)&Web frames Longitudinalframing ssOsl.2ndNo.3–6,37	5627 4875 3422	✠~~100A1~~ 6,37 ~~5,36~~ ~~✠LMC6,37~~ ~~MS6,33~~ ~~BS6,36~~ Fitted for oil fuel 6,13 F.P.above 150° F.	Osl	z	CL N11,35	1913 3mo	W.Hamil- ton&Co.Ld. Pt.Glasgow Lloyd'sA&CP	DenNorske AmerikalinjeA/S CellDBa	408·0 P35'B129'F40' FK 123'uE&B45' f173	55·0	26·8	Oslo Norwegian 7BHCem 1241tFPT1	Q.4Cy.25",35",51"&74"–51" 220lb (s) 580NHP 3SB,9cf,GS172,HS8190 FD D.Rowan&Co.Glasgow 24tAPT31tDTf28'1152t	29 " 2 s5 " 6½ 23 " 10	
29117 LDYN	**Lynghaug** (exCanadianTrooper) ssSt.J.No.2–27 1Dk(Stl)	2829 2527 1693	✠ —— 3,33 ✠	Hfx	u		1919 8mo	Wallace Shipyards,Ld Vancouver, B.C.	Hvide'sRederi A/S(HansHvide, Mgr.)	320·0 P29'B96'F34' CellDB262' FK 528tFPT73t	44·2	22·9	Bergen Norwegian 5BHCem APT29t	T.3Cy.25",41"&67"–45" 375NHP 2SB,6cf,GS132,HS5162 WallaceShipyards,Ld.	25 " 0	N †
29118 160039 MNTL	**Lynn Trader** (exGoldfinch–36, exVivonia) ssYar.No.2–35 Mchy.Aft 1Dk(Stl)	327 226 122	✠100A1 8,37 ~~7,36~~ ✠LMC6,35 BS1,37	Lwt Yar	e	OG ~~7,36~~ N8,37	1927 5mo	W.J.Yar- wood&SnsLd Northwich Lloyd'sA&CP	Gt.Yarmouth ShippingCo.Ld.	130·8 Q45'B9'F19' FK FPT25t	23·6	9·5	Yarmouth British 3BHCem APT10t	T.3Cy.12",20"&34"–24" (s) 180lb 53RHP 1SB,2cf,GS42,HS1375 W.J.Yarwood&Sons,Ld.	10 " 6 s " 8 9 " 11	
29119 LDLL	**Lynx** Wireless D.F. 2Dks Ref.Mchy.	1367 1314 784					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4 H36t	34·2	21·8	Bergen Norwegian WB	T.3Cy.18",30"&50"–33" 143NHP Atel.&Ch.de laSeine, Maritime		N
29120 26949 JOMD	**Lyons Maru** TwinSc ssYka.No.3–2,32 ssYka.No.1–36 2Dks(Stl)	7018 6450 4340	✠100A1 1,38 ~~2,37~~ ~~BS2,37~~ ✠LMC2,36 1,38	Yka Nag	b†	CL 2,37	1920 5mo	Yokohama DockCo.Ld Yokohama Lloyd'sA&CP	NipponYusenK.K. CellDB392'1314t	445·0 461·6(O.L.) P35'B138'F35' FK DTa42'1337tFPT	58·0	34·0	Tokio Japanese 7BHCem 73tAPT58t	T6Cy.20½",33½"&56"–48" (s) 200lb 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCoLd.Yka	34 " 0 s7 " 6½ 26 " 8	
29121 LCSU	**Lyra** Ⓟ (exSchlesien,exPrinsEitel Friedrich) Sub.Sig. Wireless D.F. 1Dk	1474 949 835					1912	Akt.Ges. "Vulcan" Stettin	DetBergenske Dampskibsselskab	241·5 P324tH159tF31t	34·6	15·4	Bergen Norwegian WB	T.3Cy.19¾"31¼"&51 3/16"–31½" 148NHP A.G."Vulcan,"Stettin		
29122 OHVH	— Iron (exKant) Well deck 1Dk	355 251 206			...		1881	Baxter& Co. Sunderland	A/BSjöfart	158·1 len98 FK	20·1	10·4	Åbo Finnish WB	C.2Cy.16"&32"–20" NB96 38NHP R.Smith,Preston	10 " 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29123 ONSC	**Lys** ssAnt.No.1-37 (*ex*Bremen, ssAnt.2ndNo.3-8,32 *ex*MinnaCords) *Well deck* 1*Dk*(*Stl*)	*1609* *1349* *954*	100A1 5,37 ~~5,36~~ LMC MS~~7,32~~ 10,36 BS~~5,36~~5,37	Ant		CL 5,36	1908 *Lloyd'sA&CP*	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*) *CellDB*217' 547*t FPT*	262·0 | 38·1 | 16·4 P12'Q83'B106'F28' FK	Antwerp Belgian 4*BHCem* 70*tAPT*11*t*	T.3Cy.18$\frac{9}{16}$",30$\frac{1}{2}$"&48"-33$\frac{1}{16}$" 200lb 114NHP 2SB,*4cf*,GS64,HS1256 A.G."Neptun,"Rostock	19 " 4 s 1 " 1$\frac{1}{2}$ 18 " 5	
29124 LEKC	**Lysaker** (*ex*Ramscapelle,*ex*Delfzijl) *Mchy.Aft* 1*Dk*	910 665 485					1919	NV.Schpsb My.Farmsum Delfzijl	L.Lorentzen	194·7 | 32·2 | 13·0 Q105*t*H21*t*B21*t* F28*t*	Oslo Norwegian *WB*	T.3Cy.14$\frac{2}{5}$",23$\frac{2}{5}$"&38$\frac{3}{5}$"-26$\frac{4}{5}$" 77NHP AlblasserdamMsch.Fab.		N
29125 LEKD	**Lysaker II** (*ex*EmilieDunford-32) Sunk after collision 2,37—Refloated ssOsl.No.3-3,35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	938 797 493	✠~~100A1~~ 10,36 ~~BS1,36~~ ~~✠LMC2,36~~ (*Reclassification contemplated*)	Osl	*m*	CL 10,36	1922 5mo *Lloyd'sA&CP*	Coaster Const.Co.Ld. Montrose	~~L.Lorentzen~~ O.M.Olsen *CellDB* *Deck*	200·9 | 33·1 | 16·2 F30' FK 150'225*tDTf*18'117*t* *tank* 8' 11*t FPT*39*t*	Oslo Norwegian 4*BHCem* *APT*40*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb 120NHP 2SB,*4cf*,GS55,HS1820 FD J.Milne&Son,Ld.Edinbgh.	18 " 3 s 2 " 11 15 " 7	
29126 LJCE	**Lysaker IV** (*ex*ValeofMowbray-35) ssHpl.No.3-12,35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1551 1143 973	✠100A1 10,37 ~~1,37~~ BS~~1,37~~ 1,38 ✠LMC11,35	Npt Rot	*p*	CL 1,37	1924 9mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	L.Lorentzen *CellDB*175'451*t* *DT at sides of tun*	245·6 | 38·6 | 15·4 Q183'F24' FK *nels* 34'192*tFPT*59*t*	Oslo Norwegian 4*BHptCem* *APT*85*t*	T.3Cy.17",27$\frac{1}{2}$"&45"-33" (*s*) 180lb 156NHP 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Glasgow	21 " 9 s 5 " 4 16 " 7	
29127 LJHV	**Lysaker V** *Mchy.Aft* 1*Dk* *CruiserStern*	1571 1283 888					1936	Porsgrund Mek.Værks. Porsgrunn	L.Lorentzen	246·6 | 37·9 | 18·2 P66'F29'	Oslo Norwegian *WB*	C.2Cy.13$\frac{3}{4}$",27$\frac{9}{16}$"-27$\frac{9}{16}$"& LP turbine with DR gearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
29128 LEKE	**Lysefjord** 1*Dk*	1091 915 597					1915	Stavanger Stöberi&Dok Stavanger	A/S D/S Lysefjord (K.Olsen)	237·5 | 33·1 | 15·2 P20'B58'F31'	Stavanger Norwegian *WB*	T.3Cy.19",30$\frac{1}{2}$"&51"-33" 149NHP StavangerStöberi&Dok		N
29129 LEKG	**Lysland** (*ex*Ryhope) ssBgn.2ndNo.3-10,31 ssBgn.No.1-37 1*Dk*(*ptIrn&ptStl*)&*deepframing* *Well deck* *Cargo battens not fitted*	1335 1015 727	✠100A1 ~~2,37 2,35~~ 2,38 ✠LMC2,37 BS2,38	Bgn	*o*	CL N8,35	1907 8mo *Lloyd'sA&CP*	BlythS.B. Co.Ld. Blyth	Halvorsen-ShippingCo.A/S Ld. (A/S Thv. Halvorsen, *Mgrs.*) *CellDBa*65' *uE&*	234·7 | 34·5 | 15·0 244·4(O.L.) Q121'B10'F24' FK *B*35'*f* 98'341*tFPT*	Bergen Norwegian 4*BHCem* 53*tAPT*75*t*	T.3Cy.19",31 &51"-36" (*s*) 180lb 179NHP 2SB,*4cf*,GS62,HS2900 Richardsons,Westgarth&Co.Ld.Sld.	17 " 3 s 5 " 0$\frac{1}{4}$ 15 " 11$\frac{1}{2}$	

_ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres en cote, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
29130 233639 WKFY	**M. A. Powers** TwinSc *Mchy.Aft* *OilEng.* *Electrically welded* 1*Dk* Wireless *Carrying Petroleum in bulk* *Longitudinal framing*	494 — 302					1934	Charleston D.D.Co. Charleston, S.C.	M.A.PowersCorp.	140·8|31·0|11·0	Boston Utd. States	Oil Engines 4S.C.SA 12Cy.9"–12" 95NHP Emade29*refitted*35 Cooper,BessemerCorp. GroveCity,Pa.		R
29131 OZDA	**M. C. Holm** *ss*Cpn.No.3–5,37 ~~ssEl.No.2–32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2814 2523 1648	✠100A1 *withfreeboard* ~~5,37 12,35~~ 1,38 ✠LMC5,37 ~~MS5,32~~ ~~BS10,34~~	NYk ~~Cpn~~ NOs	*v*	CL ~~12,35~~ 5,37	1924 5mo *Lloyd*'*sA&CP*	Helsingörs Jernsk.&Msk Elsinore *Intermediate BH in fore hold dispensed with*	Dampskslsk. NordenA/S (P. Brown,Jun.& Co.*Mgrs.*) *CellD*	320·4|48·4|20·1 FK *Coll* *B272'766tFPT84t*	Copnhagn Danish *4BHCem* *BHtoShdk* 3 ,, ,, *2nd* ,, *APT111t*	T.3Cy.23",38"&62"–42" (*s*) 180lb *180lb* 282NHP 2SB(Spt),*6cf*,GS92,HS4494 HelsingörsJernsk.&Mskb.	22 ″ 9 s 1 ″ 4½ 21 ″ 4½	
29132 220999 KDNK	**M. F. Elliott** *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk*	6940 — 4277					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of NewJersey	425·8|57·0|33·1 P106'B40'F41'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½",46"&78"–51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
29133 OYTA	**M. G. Melchior** Ⓟ Iron D.F. 1*Dk*&*Awng dk*	1029 689 623					1885	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	221·4|30·1|15·0 B15*t*H43*t* 22·4	Frdrkshvn Danish *WB*	C.2Cy.33"&60"–36" 180NHP Burmeister&Wain,Cpn.		V
29134 236354	**M. L. Sylvia** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded*	~~500~~ 686 — 519					1937	Hathaway MachineCo. Fairhaven, Mass.	LuzoPetroleum TransportCorp.	~~170·0~~|32·0|~~15·0~~ 174·2| |13·7	N.Bedford, Mass. Utd.States	Oil Engines 4S.C.SA 12Cy.13"–16" 200NHP Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		
29135 215766 WMBV	**M. & J. Tracy** (*ex*Lakeland) Sub.Sig. *Mchy.Aft* *Topside tanks* 1*Dk*	2364 2004 1395			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·0|43·5|25·6 P115'F26'	NewYork Utd.States *WB*	T.3Cy.19½",34½"&57"–42" 284NHP GtLakesEng.Wrks.Detroit	27 ″ 6	R †
29136 PFQD	**Maartje** *ss*Rot.No.1–36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	348 242 234	✠100A1 ~~7,37 6,36 11,37~~ 4,38 ~~1,38~~ ✠LMC6,36 ✠LMC(M)4,38	Rot	*d*	~~6,36~~ 4,38	1932 4mo *Lloyd*'*sA&CP*	N.V.Werf. "Voorhuit" Enkhuizen	A.Goumare *Cell*	132·1|24·7| 8·3 P36'F13' FK *DBf28'30tFPT16t*	Middlhrnis Dutch *3BHptCem* *APT12t*	Oil Engines 4S.C.SA 4Cy.11"–17 1/16" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 10 s ″ 10½ 9 ″ 0½	
29137 PFQI	**Maas** *ss*Rot.No.1–38 *ss*Rot.No.3–4,33 1*Dk*(*Stl*)	1966 1766 1158	✠100A1 1,38 ~~6,36~~ ✠LMC MS~~4,33~~ 1,38 BS~~9,36~~ 9,37	Rot	*r*	CL 6,36	1920 7mo	A.Vuijk& Zonen Capelle a/d. Ysel A&CP	N.V.Maats. Houtvaart(Vinke &Co.*Mgrs.*) *CellD*	281·5|40·3|19·1 P22'B72'F25' FK *B244'543t FPT81t*	Rottrdam Dutch *4BHCem* *APT41t*	T.3Cy.21",34½"&57"–36"(*s*) 190lb *100lb* 225NHP 2SB,*6cf*,GS104,HS3560 ArnhemscheStoom-sleephellingMy.Arnhem	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
29138 PFQH	— (*ex*Musel,*ex*Weser) 1*Dk*	941 793 511					1923	Hamburg ElbeSchiffsw. A.G. Wilhlmsburg	P.A.vanEs&Co.	221·9|34·5|13·5 P&B171'F30'	Rottrdam Dutch *WB*	T.3Cy.17¾",28½"&47½"–31½" Gutehoffnungs-hütte,Sterkrade 125NHP		G
29139 PFQN	**Maasburg** 3Mst D.F. 2*Dks*	6415 5820 3508					1921	Flensburgr N.V.Schiffsb. Ges.Flensbrg	Scheepv.&TransportMij.Atlantica (Halcyon-LijnN.V. *Mgrs.*)	454·1|59·9|27·7	Rottrdam Dutch *WB*	T.3Cy.28¾",46¾"&76"–48" 399NHP FlensburgerSchiffsb.Ges.		G
29140 PFQS	**Maasdam** Ⓟ *ss*Rot.No.3–2,35 D.F. 2*Dks*(*Stl*)& Sub.Sig. *Shelter dk*(*Stl*–ws)	8812 7863 5418	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~3,37~~ BS2,38 ~~BS2,37~~ ✠LMC1,35 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Rot	*c*†	CL ~~1,35~~ N2,38	1921 4mo *Lloyd*'*sA&CP*	Maats. Fyenoord Rotterdam *CellDB*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 367'1544*tMT*27'71	450·0|58·2|37·2 B91'F50'*on Shelter dk* FK *4tDTa30'682t FPT*	Rottrdam Dutch *ptCem* *8BHtoShdk* *172tAPT86t*	3SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 215lb FD 880NHP 4SB(Spt),*12cf*,GS247, HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	G
29141 PFRC	**Maashaven** 1*Dk*	2630 2426 1676					1906	Bonn& Mees Rotterdam	N.V.Maats.S.S. "Maashaven" (N.V.Gebr. van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	305·0|44·6|21·0 B67'F30'	Rottrdam Dutch *WB*	T.3Cy.23",36"&62"–39" 240NHP Maats.deSchelde.Flushing		V
29142 PFRH	**Maaskerk** Ⓟ *ss*Ham.No.2–37 ~~ssAms.No.1–32~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4452 3215 2447	✠100A1 *withfreeboard* 10,37 ~~6,36~~ ✠LMC MS~~10,32~~ 10,37 BS~~2,36~~ ~~2,37~~ ~~6,36~~ 5,37 *Fitted for oil fuel* 5,29 *F.P. above* 150° F. *Fitted for carrying oil* 5,29 *F.P. above* 150° F. *in deep tank*	Ham Ams	*y*	CL ~~6,35~~ ~~N1,37~~ 9,37	1929 5mo *Lloyd*'*sA&CP*	Nüscke& Co.A.G. Stettin	VereenigdeNederlandscheScheep. Maats.(Holland WestAfrikaLijn N.V.*Mgrs.*)	368·7|53·2|22·0 333·8(O.L.) B112'F36' FK (*CollBH&AP* *CellDB301'726tDTf*	TheHague Dutch *7BHptCem* *ptAsp* *BHtoShdk* 4 ,, *2nd* ,, 1 ,, *3rd* ,,) *27'502tFPT*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb 653NHP 4SB(Spt),*12cf*,GS174, FD HS8439 EscherWyss&Cie.Zurich *80tAPT44t*	25 ″ 6 s2 ″ 1½ 23 ″ 6¼	
29143 LEKQ	**Mabella** 1*Dk*	1513 1285 839					1926	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7|40·1|15·6 P61*t*H101*t*F36*t*	Drammen Norwegian *WB*	T.3Cy.18 3/10",31 9/10"&51½"–29½" 142NHP F.Schichau,Elbing		N
29144 142857 GDBM	**Mabriton** *ss*Nwc·No.1–37 *ss*Shl.No.3–7,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks*	6694 6452 4129	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ ~~8,35~~ 1,38 4,37 ~~BS10,35~~ ✠LMC~~7,32~~	Nwc ~~Kob~~ Bkn	*a*†	CL ~~6,35~~ 4,37	1920 2mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland	R.Chapman&Son *CellDB366'1338t* *DTa27'634t*	412·6|55·5|34·4 F36'*onShelterdk* FK *FPT148tAPT292t*	Newcastle British *Cem* *6BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.27½",44"&73"–48" (*s*) 180lb 596NHP 3SB,*12cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9½ 28 ″ 6	
29145 LDAK	**Mabuhay I** (*ex*Terrier–34) *ss*Kob.2ndNo.3–6,35 2*Dks*(*U–ptIrnptStl2nd dkStl*)	5122 4730 3163	✠100A1 8,37 ~~7,36~~ ✠LMC7,36 BS8,37	Kob Tama	*y*	CL 6,35	1911 2mo *Lloyd*'*sA&CP*	JLThompson&Sons,Ld. Sunderland	FarEasternS.S.Co. Ld.A/S(J.Gran, *Mgr.*) *CellDBa137'uE24'f*	400·0|52·0|27·4 P44'B121'F41' FK *173'1194tFPT123t*	Bergen Norwegian *6BHCem* *APT123t*	T.3Cy.27 5/16",44½"&73"–48" 180lb (*s*) 440NHP 3SB,*9cf*,GS192,HS7329 Blair&Co.Ld.Stockton	30 ″ 0 s5 ″ 9½ 24 ″ 4½	
29146														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29147 LDCA	**Mabuhay II** (*ex*Havö-35, *ex*Bra-Kar) 2*Dks*	4861 4506 2992					1911	TyneI.S.B. Co.Ld. Newcastle	FarEasternS.S.Co. Ld.A/S(Johan Gran)	385·0|51·0|27·6 P27*t*H98*t*F52*t*	Bergen Norwegian *WB*	T.3Cy.26",42"&71"-48" 349NHP J.Dickinson&Son,Sld.		N
29148 HPAK	**Macabi** *Fitted for oil fuel* Sub.Sig. 1*Dk*	*2802* *2377* *1522*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0|47·2|21·5 B83'F38'	Balboa Pnamanian *WB*	T.3Cy.20⅝",34¼"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
29149 26862 JNVD	**Macassar Maru** Ⓟ *ss*Osa.No.3-10,32 *ss*Osa.No.1-36 2*Dks*(*U*-ws)	4026 3476 2519	✠100A1 9,37 ~~12,36~~ ✠LMC~~12,36~~ 9,37	Osa Kob	*w*	OG ~~11,34~~ 9,37	1920 12mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	NanyoKaiunK.K. *CellD*	345·0|50·0|29·0 P33'B74'F40' FK *B294'765tAPT26t*	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb FD 342NHP 2SB,6*cf*,GS109,HS4394 MitsubishiZosenKaisha Ld	29 ″ 1 s5 ″ 5¾ 24 ″ 0	
29150 136014 MFDV	**Macclesfield** *ss*Gms.No.3-10,26 Sub.Sig. *ss*Gms.No.2-34 D.F. 1*Dk*(*Stl*)&2nd*Dk* *in Nos.*1&3 *holds*	1018 864 535	✠100A1 5,37 ~~10,36~~ BS~~10,36~~ 5,37 ✠LMC9,34	Gms	*o*	CL ~~10,35~~ 5,37	1914 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	London&North EasternRly. *WB=CellDBa*	250·1|34·2|16·0 P30'B92'F31' FK 64'*uE*15'*f*96'186*t*	Grimsby British 5*BHCem* *APT*24*t*	T.3Cy.21½",35"&58"-39" (*r*) 180lb 278NHP 2SB,6*cf*,GS133,HS4928 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 0 s 2 ″ 1¼ 15 ″ 0¼	
* 29151 157594 VJNC	**Macdhui** Ⓟ *OilEng.* *ss*Syd.No.1-35 3*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* *Cruiser Stern*	4561 3661 2626	✠100A1 *with freeboard* 1,38 ✠LMC CS12,35 DBS~~8,36~~8,37 ~~9,35~~2,37 ✠Lloyd'sRMC~~6,37~~12,37	Syd	*x*	CL 3,37	1931 3mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Burns,Philp&Co. Ld. *CellDB*277'680*t* 105*t*	341·9|51·2|29·1 F34' FK *DTa*15' *FPT*76*tAPT*56*t*	Sydney British 7*BHptCem* (*Coll to W dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 s 9 ″ 9¾ 22 ″ 0½	
29152 ~~132714~~ ~~GDFJ~~	**Macdonald** (*ex*Rhymney-36, *ex*Maasdijk, *ss*Rot.No.3-6,25 *ex*Southern) *ss*Bel.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*ptIrnptStl*) Now "Pei Foo," see No. 39688 in Suppt	4859 4464 2970	✠100A1 *Shelter dk* *with freeboard* 5,37 ~~1,37~~ BS7,36 ✠LMC8,34	Bry Lon	*y*	CL 1,37	1912 5mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	~~GuardianLine,Ld~~ ~~(C.A.Roberts,~~ ~~*Mgr.*)~~	388·7|54·1|26·0 FK *Cell DB a*136'*uE*	Japanese 6*BHCem* &*B*46' *f*163'	T.3Cy.27½",44½"&74"-48" 180lb (*s*) 455NHP 3SB(Spt)9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld. 1270*tFPT*115*tAPT*238*t*	28 ″ 6 s 3 ″ 2½ 25 ″ 7	
* 29153 139122 VJFW	**Macedon** *ss*Mel.No.3-3,29 *ss*Syd.No.2-37 ~~*ss*Syd.No.1-34~~ 2*Dks*(*Stl*) *Cargo battens not fitted*	4368 3958 2613	✠100A1 7,37 ~~7,36~~ ~~BS7,36~~ ✠LMC~~6,33~~ 7,37	Syd	*x*	CL ~~6,34~~ 7,37	1916 4mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	AustralianSteamshipsProprietary Ld. (*Man.Agents,* HowardSmithLd.) *Cell*	365·0|51·4|26·0 P30'B81'F33' FK *DB*318'1049*t FPT*	Melbourne British 6*BHCem* 91*tAPT*212*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 421NHP 3SB,9*cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s5 ″ 3¾ 23 ″ 5	
29154 DHPX	**Macedonia** (*ex*Cuba,*ex*Olinda, *ex*Gutfeld) D.F. 2*Dks*	2875 2591 1685					1922	Schiffs-u. Dockbauw Flender Lübeck	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	337·8|48·5|19·9 P17'B101'F33'	Hamburg German *WB*	T.3Cy.23¼",38⅝"&63"-43$\frac{3}{10}$" 262NHP G.SeebeckA.G.Wsm.		G
29155 600 SVBX	— Ⓟ (*ex*Aetos-33,*ex Yacht* Aphrodite)	1839 — 700					1898	BathIron Works Bath,Me.	HellenicCoast LinesCo.Ld.	262·5|35·6|20·1	Piræus Greek	T.3Cy.28",43"&70"-36" 294NHP BathIronWorks,Bath		
* 29156 OTWA	**Macedonier** Ⓟ *ss*Ant.No.3-8,33 2*Dks*(*Stl*) D.F.	*5227* *4792* *3231*	✠100A1 5,37 ~~8,36~~ ✠LMC 8,37 ~~MS8,33~~ ~~BS8,36~~ ~~8,37~~	Ant	*y*	CL 11,35	1921 4mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow '*sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs.*)	400·5|52·3|28·7 B37'B120'F45' FK *Intermediate* *'tweendkBHinafter* *hold dispensed with* *CellDB*342'920*t*	Antwerp Belgium *Cem* 5*BH toUdk* 1 ,, ,, 2*nd* ,, *DTa*30' 850*t*	T.3Cy.26½",44"&73"-51" (*s*) 200lb FD 567NHP 3SB(Spt)9*cf*,GS179,HS8358 Dunsmuir&JacksonLd.Gls *only* *FP1*121*tAPT*104*t*	31 ″ 0 s 5″11¾ 25 ″ 3	
29157 DHAZ	**Maceio** (*ex*Amassia-36) D.F. Sub.Sig. 2*Dks*	3235 2958 1870					1920	Akt.Ges. "Neptun" Rostock	Hamburg-Süd-Amerik.Dampf.-schiffahrtsGes.	338·1|48·2|21·0 B25'F43'	Hamburg German *WB*	T3Cy.23⅗",38⅕"&63¾"-45$\frac{3}{10}$" 272NHP A.G."Neptun,"Rostock		G
29158	— (*ex*Carolina-35,*ex*Bollwerk, *ex*Carolina, *ss*Got.3rdNo.3-12,22 *ex*Upland, *ss*Got.No.3-6,28 *ex*Bishopsgate) *ss*Got.No.1-33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	*2294* *1801* *1434*	✠ 5,37	Rio	*s*		1888 12mo	JLThompson&Sons Sunderland	Cia.Carbonifera Rio-Grandense	290·0|38·7|20·9 P29'Q80'B122'F33' BK10" *DBa*88'*f*64'	R.Janeiro Brazilian 6*BHCem* 314*tAPT*25*t*	T3Cy.22⅛",37$\frac{5}{32}$"&60"-39" NDB02 232NHP 2SB(Spt),6*cf*,GS92,HS3600 J.Dickinson,Sunderland	22 ″ 3	
29159 200747	**MacGilvray Shiras** (*ex*Umbria) 1*Dk*2*trB*	4077 — 3519					1904	American S.B.Co. Cleveland	PittsburghS.S.Co.	420·0|50·0|28·0	D'luth Min Utd.States *WB*	T.3Cy.22",35"&58"-40" NB24 213NHP AmericanS.B.Co.Clevelnd		
29160 143317 GBNC	**Macgregor** (*ex*BaronGarioch-35, *ex*WarMelon) 1*Dk*	2498 2267 1451					1918	ForthS.B. &Eng.Co.Ld. Alloa	GuardianLine,Ld. (C.A.Roberts, *Mgr.*)	303·3|43·0|20·0 P33'B80'F33'	Ardrossan British *WB*	T.3Cy.22",36"&59"-39" 217NHP Douglas&Grant,Ld.Kirk'y		C
29161 161450 GSBM	**Macgregor Laird** *OilEng.* 2*Dks*&*Shelter dk*	4015 3135 2167					1930	D&WHendersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·1|51·7|20·1 P37'F43'	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
* 29162 141922 VJFX	**Mackarra** *ss*Syd.No.3-11,31 *ss*Syd.No.1-35 1*Dk*(*Stl*) *CruiserStern*	2515 2261 1456	✠100A1 4,37 ~~3,36~~ ✠LMC MS6,35 BS~~8,36~~ 8,37	Syd	*t*	CL ~~6,34~~ 4,37	1919 10mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	Australasian UnitedStm.Nav. Co.Ld. *CellD*	303·0|43·0|20·7 313·0(O.L.) P33'B80'F33' FK *B*252'670*t FPT* 70*t*	Melbourne British 5*BHCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
29163 217770 KEXB	**McKeesport** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6198 5895 3828			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38'*on* *Shelter dk* FK	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
29164 135602 GDLX	**Maclaren** (*ex*SingletonAbbey-36) *ss*Rot.No.3-11,26 *ss*Cff.No.2-35 1*Dk*(*Stl*)	2325 2159 1429	✠100A1 10,37 ~~3,37~~ ✠LMC MS11,35 BS~~5,36~~ 8,37	Shl Msl	*s*	CL 3,37	1915 7mo *Lloyd*	Richardsn, Duck&Co.Ld Stockton '*sA&CP*	GuardianLine.Ld. (C.A.Roberts, *Mgr.*) *CellDBa*102'*u*	303·0|43·0|20·0 P25'B64'F27' FK *E*22'*f*122'642*tFPT*	Cardiff British 180 5*BHCem* 94*tAPT*60*t*	T.3Cy.22",36"&59"-39" (*s*) ~~150~~lb *100lb* 249NHP 2SB,6*pf*,GS111,HS4008 Blair&Co.Ld.Stockton	22 ″ 5 s 3 ″ 4¾ 19 ″ 3	
* 29165 PFRR	**Macoma** D.F. E.S.D. *OilEng.* 1*Dk* 2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8011 7237 4767	✠100A1 8,37 ~~3,37~~ ✠LMC5,36 *Carrying Petroleum in bulk*	Shl Ams	*c*†	CL 3,37	1936 5mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Petroleum Maats."LaCorona" *CellDBuE*64'157*t*	462·9|59·3|33·8 P93'B47'F48' FK *DTf*25' 264*t FPT*1	TheHague Dutch 15*BH* 35*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29166 125203 ZMGD	**Macquarie** TwinSc Wireless 1Dk(ptStl)	493 290 203	✠ 7,09 ✠	Hul	g		1909 7mo	Earle'sCo. Ld. Hull	MollerLine,Ld. (Mollers'Ld. Mgrs.)	160·2|29·1|9·0 P91'F29' FK FPT14tAPT24t	Shanghai ~~Wellingt'n~~ ~~N.Z.~~ British 4BHAsp	T.6Cy.11",18"&30"-18" 90RHP 1SB,3cf,GS65,HS231 Earle'sCo.Ld.Hull	9 " 6	C †
	Now "Marie Moller," see No. 39193 in Supplement													
29167 KZDW	**Mactan** (exHalKong, TwinSc exMoura,exNorthLyell) 2Dks	2057 1773 1270					1899	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Maritima (FernandezHer- manos,Inc.Mgrs.)	300·0|40·6|20·1	ManilaP.I. Utd. States WB	T.8Cy.(2)17",(2)27½"&(4) 31"-30" 210NHP WighmRichrdsn&Co.Nwc.		
* 29168 164589 GYRQ	**Mactra** D.F. E.S.D. OilEng. 1Dk2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6193 5496 3627	✠100A1 7,37 ~~10,30~~ ✠LMC3,36 Carrying Petroleum in bulk	HKg Bat	a†	CL	1936 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE61'13	430·3|54·5|30·7 P87'B37'F48' FK 2tDTf25'261tFPT	London British 16BH 106tAPT59t	Oil Engines 4S.C.SA 6Cy.25 5/16"-55⅛" 377NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	31 " 0 s 5 " 7½ 25 " 7	
* 29169 PFSB	**Macuba** TwinSc OilEng. D.F. ssRot.No.1-35 Mchy.Aft 1Dk(Stl)2nd dk(Stl) CruiserStern clear of cargo tanks Longitudinal framing at bottom & at deck	8249 7476 4783	✠100A1 12,37 ~~,37~~ ✠LMC CS11,35 DBS4,37 12,37 ~~4,37~~ Carrying Petroleum in bulk	Rot	c†	CL ~~11,35~~ 12,37	1931 6mo Lloyd's A&CP	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam	N.V.Petroleum Maats. "LaCorona" CellDBuE69'222t	450·8|62·0|34·1 P103'B35'F43' FK DTf32'355tFPT2	The Hague Dutch 14BH 25tAPT41t	Oil Engines 4S.C.SA 12Cy.24⅛"-43 5/16" 714NHP 2DB150lb Werkspoor,Amsterdam	34 " 0 s 6 " 7½ 27 " 6½	
* 29170 141935 VJFY	**Macumba** ssSyd.No.3-1,31 ssSyd.No.1-35 1Dk(Stl) Cruiser Stern	2526 2247 1447	✠100A1 11,37 ~~11,36~~ ~~BS6,36~~ ✠LMC5,35 6,37	Syd	l	CL 11,36	1919 12mo Lloyd's A&CP	C.Hill& Son Bristol	Australas'nUnited Stm.Nav.Co.Ld. CellD	303·0|43·0|20·7 P33'B80'F34' FK B252' 670t FPT70t	Melbourne British 5BHCem APT180t	T.3Cy.22",36"&59"-39" (s) 180lb 100lb HS5140 332NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 " 0 s 3 " 4½ 19 " 10	
* 29171 136753 MFSP	**Macville** (exRay) 3Mst ssGls.No.3-8,27 Well deck 1Dk(Stl) ssMdb.No.2-34 Mchy.Aft Cargo battens not fitted	666 462 335	✠100A1 1,38 ~~1,37~~ ~~BS1,37~~ ✠LMC12,35 1,38	Lth Gmh	i	CL ~~12,34~~ 1,38	1915 1mo Lloyd's AP	Dundee S.B.Co.Ld. Dundee	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) WB=Cell	170·1|29·0|11·3 30·2 Q96'B15'F22' BK8" DBf101'141tFPT	London British 3BHCem 55tAPT5t	T.3Cy.15",25"&41"-27" (s) 180lb 84RHP 1SB,3pf,GS58,HS1915 Earle'sCo.Ld.Hull	13 " 6 s 4 " 1¾ 13 " 9½	
29172 FOVE	**Madali** (exRialto,exOlympos) D.F. 1Dk&Shelter dk	3014 2700 1811			...		1911	Akt.Ges. "Neptun" Rostock	LesCargosAlgér- iens.Soc.Anon.	337·1|48·2|29·2 F33'onShelter dk FK	Algiers French WB	T.3Cy.23 5/16",38"&62"-41 5/16" 309NHP A.G "Neptun,"Rostock	23 " 9	V †
29173 818 OHNY	**Madare** WoodAux4MstSr (exSteamerFoxIII,exTeie, OilEng. exMotorVessel,exSydGeorgia) 1Dk (See Sailing Ship Register)	545 539 362					1919	Æröeskö- bingsSkibs- værft Æröesköbing	Gust.Erikson	157·5|34·9|15·6 Q15tH52t	Mariehmn Finnish	Oil Engines 2S.C.SA 3Cy.17¾"-18¾" 166NHP Emade18fitted28 A/B J.Svensons Motorfbk Skm.		V
29174 1827 IBER	**Madda** (exBogota-33) ssHul.No.2-27 D.F. 2Dks(Stl)	5181 — 3108	✠ —— 1,33 ✠	Hul	y		1919 5mo	Cammell Laird&Co.Ld Birkenhead	G.&F.Fratelli Bozzo CellDB	412·5|52·1|28·4 400·0 | 52·4 P49'B113'F40' FK 343'1152t FPT113t	Genoa Italian 7BHptCem APT166t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS190,HS7668 CammellLaird&Co.Ld Bkn	31 " 0	I †
29175 100	**Maddalena** Aux3MstSr (exArrigoGiuntini-34, OilEng. exIstriano) (See Sailing Ship Register)	345 306 254					1920	Van der Werff Doesburg	GiuseppeRoggero	146·1|27·2|11·1	Imperia Italian	Oil Engines 4S.C.SA 4Cy.10⅝"-16 9/16" 44NHP NE32 DeutscheWerkeKielA.G.		I
29176 1043 IBAU	**Maddalena Odero** (exMaddalenaO.) D.F. Mchy.Aft 1Dk	5479 4443 3308					1921	N.Oderofu A.&Co. SestriPnente	Navig.OderoSoc. Anon.	394·4|51·7|27·2 P&B252'F38'	Genoa Italian WB	2 Steam Turbines DR geared to 1 Sc.Shaft N.OderofuA.&Co.SestriP.		I
29177	**Madeirense** (exGripen-34, exCimbria) OilEng Mchy.Aft 1Dk	469 373 320					1919	A/B Sven- skaMaritim- verken Trelleborg	Empresa de Trasportes de Funchal	156·6|27·6|11·7 P32'B38'H23tF21'	Funchal Portuguese WB	Oil Engines 2S.C.SA 6Cy.9 13/16"-16 9/16" 67NHP NE30 Atlas-Diesel,Skm.		V
* 29178 143518 MKFV	**Madge Llewellyn** ssGmh.No.3-6,34 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1451 1119 886	✠100A1 7,37 ~~9,36~~ ✠LMC MS9,34 ~~BS9,36~~	Npt Cff	o	CL 10,35	1920 9mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	~~CardiganShipping~~ ~~Co.Ld.~~ Dillwyn S.S.Co.Ld. (Angel,Son&Co. Ld.Mgrs.) CellD	234·8|35·7|16·6 P16'Q67'B58'F23' FK B192' 381t FPT41t	Cardiff British 4BHCem APT46t	T.3Cy.18½",28½"&48½"-33" ~~180lb~~ 162lb (s) 86RHP 2SB,6pf,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 " 7 s1 " 5½ 17 " 4	
	Now "Dellwyn," see No. 37875 in Supplement													
29179 121286 MCJS	**Madge Wildfire** 3Mst (exJerfalcon) ssLiv.2ndNo.3-7,32 Well deck Mchy.Aft 1Dk(Stl) ssLiv.No.1-37	348 241 136	✠100A1 ~~9,36~~11,37 8,37 ✠LMC MS~~7,32~~ BS2,37	Liv	f	CL 1,36	1905 12mo Lloyd's A&CP	Ardrossan D.D.&S.CoLd Ardrossan	Gilchrist'sTraders (Steamships),Ld. (R.Gilchrist &Co. Mgrs.)	146·7|23·6|9·8 Q79'B9'F30' FK WB=FPT	Liverpool British 3BHCem 38tAPT2t	C.2Cy.19"&40"-27" (s) 130lb 65RHP 1SB,3pf,GS58,HS1697 McKie&Baxter,Glasgow	10 " 11 s 4 " 2 10 " 9	
29180 208288 KGBN	**Madison** Ⓟ (exWarszawa, exMadison) D.F. 2Dks&Awng dk3trB	3734 — 2406					1911	NwprtNws S.B.&D.D.Co NewprtNews.	EasternS.S.Lines Inc.	353·3|42·1|16·8	NewYork Utd.States WB	T.3Cy.26½",44"&74"-54" 402NHP NewportNewsSB&DD.Co.		R
* 29181 PFSL	**Madoera** OilEng. ssAms.No.3-11,33 ~~3Dks(Stl)~~ 2Dks&Shelter dk	~~9386~~ ~~6720~~ ~~5792~~ 7166 6339 4333	✠100A1 with freeboard 8,37 ✠LMC CS12,37 ✠NE10,33 8,37 Carrying vegetable oil in fore & after deeptanks DBS8,37	Sba	e†	CL ~~4,36~~ 3,38	1922 8mo Lloyd's A&CP	ForthS.B. &Eng.Co.Ld. Alloa	N.V.Stoomv. Maats.Nederland CellD	501·0|60·5|27·6 37·5 P48'B31'F67'on Shelter dk FK len83 Shelter dk7 Ba164'uE85'f142'1509tDTf39'1556t	Amstrdam Dutch 8BHptCem (CollBHto BHto2nd dk) DTa39'1494	2S.R.gearedOilEngines 2S.C.SA 14Cy.22 1/16"-31½" 2DB190lb 1184NHP 2NDB(WT)33 213lb WerkspoorN.V.Ams. tFPT200tAPT38t	~~40 " 3~~ ~~s10 " 3~~ ~~30 " 3~~ 30 " 5 s4 " 4½ 26 " 3½	
29182 25205 JIRD	**Madras Maru** Ⓟ ssOsa.No.3-3,31 ssKob.No.1-34 2Dks(Stl)	3802 3456 2299	✠ [illegible] 3,38 ~~✠LMC10,36~~	Osa	w	OG 10,36	1919 3mo A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K.	345·0|50·0|29·0 P33'B74'F41' FK CellDB294'770t FPT	Osaka Japanese 6BHCem 53tAPT26t	T.3Cy.23",36⅝"&64⅝"-48" 200lb (s) 380NHP 2SB,6cf,GS124,HS5250 FD MitsubishiZosenKaishaLd	29 " 1 ~~s 5 " 4½~~ ~~16 " 11~~	
29183 DOEP	**Madrid** Ⓟ (exSierra TwinSc Nevada) D.F. Sub.Sig 3Dks	8777 7089 4977					1922	Vulcan Werke Stettin	Hamburg-Süd- amerDampf- schiff.-Ges.	439·5|56·7|27·4 B151'F126'	Bremen German WB	T.6Cy.25½",40 9/16"&68½"-47½" 642NHP VulcanWerke,Stettin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29184 LDGF	**Madrono** ssSfj.No.2-38 ssRot.No.3–8,29 ~~ssOsl.No 1–34~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5894 5314 3697	✠100A1 ~~0,37~~ ~~9,36~~ 2,38 ~~BS6,37~~ ✠LMC2,38 ~~MS0,33~~ ~~BS7,36~~ CarryingPetroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	NYk ~~Bal~~ Sfj	z	CL ~~1,34~~ ~~5,37~~ 2,38	1917 4mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	SkibsA/S "Madrono" (Finn Poulsen,Mgr.) CellDBuE&B53' 98tDTf40'	407·5 P98'B28'F40' FK 481tAPT339t	52·4	31·6	Oslo ~~Tönsberg~~ Norwegian 15BHptCem (10 to U dk 5 „ 2nd „)	T.3Cy.26½",44"&73"–48" (s) 180lb 498NHP 3SB,9cf,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 ″ 6 s 5 ″ 8¾ 26 ″ 0	
29185 234743 WOHY	— Ⓟ Iron OilEng. Ref.Mchy. Wireless 2Dks	543 — 187					1885	J.H.Dialogue Camden,N.J.	RedSalmon CanningCo.	163·7 RQD24'B92'	27·5	14·7	S.Frncisco Utd.States	Oil Engines 2S.C.SA 6Cy.14"–17" NE36 206NHP FairbanksMorse&Co. Beloit,Wis.		
29186 LOFW	**Madryn** (exMarmevo) Fitted for oil fuel 2Dks	1827 — 913					1921	NVRotterdmschSchpw. My.Werf I. Rotterdam	ArgentinaCia. General de Nav. S.A.(A.M.Delfino yCia.Mgrs.)	269·3 B64'F26'	42·2	25·7	Bns.Aires Argentine WB	T.3Cy.20",31"&57"–36" 195NHP N.V.v.d.Kuy&v.d.Rees' Mchfb.&Schps.Rot.		V
29187 146268 GDMX	**Madura** Ⓟ TwinSc Ref.Mchy 2Dks(Stl–Uteak s D.F. CruiserStern Fitted for oil fuel	9032 7265 5525	✠ 9,25 ✠ Lloyd'sRMC~~7,37~~ ~~10,37~~ 2,38	Mdb	d†		1921 11mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB403'1568t Tanks btwn tnnls	465·2 P44'B175'F53' FK 114'253t FPT164t	58·3	33·5	Glasgow British 9BHptCem APT69t	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 1008NHP 4SB&1AuxSB.18cf,GS339 Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~11,37~~ 2,38
29188 217282 WJOE	**Mae** (exWestEldara-36) Fitted for oil fuel 2Dks	5607 5033 3516					1918	Skinner& EddyCorp. Seattle, Wash	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.Mgrs.)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd. States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
29189 PKOF	**Maetsuycker** Ⓟ D.F. E.S.D. OilEng. Ref.Mchy. 3Dks	4131 3182 2418	✠Lloyd'sRMC~~1,37~~ ~~8,37~~ 1,38				1936	NVNederl. Dok.Maats. Amsterdam	Koninkl.Paketv. Maats.	361·6	52·5	23·2	Batavia Dutch WB	Oil Engines 4S.C.SA 8Cy.28⅜"–55⅛" 620NHP WerkspoorN.V.Ams.		V
29190 EAHI	**Magallanes** Ⓟ TwinSc Damaged by Collision 6,37–Now in port ssBel.No.1–33 Sub.Sig 3Dks(Stl–Upper dk teak s) D.F.	9689 7774 5312	✠~~100A1~~ withfreeboard 1,36 ✠LMC ~~MS11,31~~ ~~BS9,35~~ 4,37 Fitted for oil fuel 8,28 F.P. above 150°F.	Cdz	c†	CL 7,35	1928 8mo	Soc.Española de Const.Nav. Cadiz Lloyd'sA&CP	Cia.Trasatlantica CellDB	459·8 P54'B315'F49' FK 390'1331t Tanks in tunnels291tFPT	56·0	32·0 29·3	Barcelona Spanish 9BHptCem way of 57tAPT69t	4 Steam Turbines SR (s) geared to 2 Sc. Shafts 180lb 1217NHP 5SB,15cf,GS345,HS14945FD Soc.Española deCnst.Nav Cartagena	32 ″ 2 ~~s6 ″ 7¼~~ ~~26 ″ 0~~	
※ 29191 834 CBMN	— Ⓟ ssVpo.No.3–3,25 ssVpo.No.2–33 2Dks(StlU–ws)	1880 1409 1150	✠100A1 1,37 BS1,37 ✠LMC11,33	Vpo	r	CL 1,35	1909 10mo	A.Rodger &Co. Pt.Glasgow Lloyd'sA&CP	Soc.Anon.Commercial Braun& Blanchard WB=CellDBa54'uE28'f124'	270·0 P29'B88'F41' FK	37·4	18·7	Valparaiso Chilian 4BHCem 300tAPT46t	T.3Cy.20",33"&54"–36" (s) 180lb 236NHP 2SB,6cf,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
29192 KZDM	— Ⓟ Iron (exLibelle) ssShl.No.3–1,85 Well deck ssShl.No.1–89 Wireless 1Dk(Irn)2trB	1376 1128 865	✠ 9,94	Sng	o		1880 12mo	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5 Q128'B15'F29' BK8½" WB=DBa67'f96'	33·2	18·0	Manila Utd.States 4BHCem 279tAPT32t	C.2Cy.29"&56"–36" NB04 157NHP T.Clark&Co.Newcastle		
29193	— Iron (exSolis,exColon)	381 — 250					1884	.... Germany	D.Davide	177·9	27·6	8·9	Bns.Aires Argentine	C.2Cy.13½"&27"–16" 24NHP		
29194 34017 JOOH	**Magane Maru** 1Dk	1416 1137 792					1929	KobeSteel Works Harima	IkedaShojiK.K.	240·5 P23'Q63'B48'F22'	35·0	19·0	Nishinmya Japanese WB	T.3Cy.15½",26"&42½"–32" 108NHP HarimaDockyard,Harima		
29195 PFSP	**Magdala** TwinSc OilEng. ssRot No.1–36 D.F. 1Dk(Stl)2nd dk(Stl) Mchy.Aft clear of cargo tanks Longitudinal framing at bottom & at deck	8248 7476 4784	✠100A1 4,37 ~~10,36~~ 2,38~~Ams~~ ✠LMC OS2,36 ~~DBS5,35~~ 4,37 ~~10,36~~ 4,37 CarryingPetroleum in bulk DBS2,38	Rot	c†	CL 2,36	1931 9mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	N.V.Petroleum Maats"LaCorona" CellDBuE69'22	450·9 P103'B35'F43' FK 2tDTf32'355tFPT	62·0	34·1	TheHague Dutch 14BH 225tAPT41t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7½ 27 ″ 6½	
※ 29196 162709 GTXP	**Magdalena** ssRot.No.3–7,36 1Dk(Stl)	3118 2824 1842	✠100A1 ~~7,36~~11,37 ✠LMC7,36 BS11,37	Rot	u	CL ~~2,35~~ 11,37	1923 6mo	Craig, Taylor&Co.Ld. Stockton Lloyd'sA&CP	LensenShppg.Ld. (C.A.Lensen, Mgr) Intermediate BH in fore hold dispensed with	325·0 P33'B94'F31' FK CellDB280' 812tFPT86t	48·0	22·4	London British Cem 4BHonly APT109t	T.3Cy.23½",39"&64"–42" (s) 180lb 100lb 297NHP 2SB,6cf,GS119,HS4690 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 9 20 ″ 8	
29197 DHPY	**Magdalena Reith** (exAnneliese, exAlioth) 1Dk	2130 1928 1305					1905	Schpw.v. JanSmit,Czn Alblasserdm	Joh.M.K.Blumenthal	280·4 P27'B72'F32'	41·2	20·5	Hamburg German WB	T.3Cy.21",35"&57"–39" 203NHP Maats deSchelde. Flushing		G
※ 29198 143719 GDXZ	**Magdapur** ~~ssMdb.No.1–38~~ ssBkn.No.3–5,33 D.F. E.S.D. 2Dks(Stl)&3rdDk(Stl) inNo.1hold CruiserStern	8641 7908 5202	✠100A1 2,38 ~~1,37~~ ✠NE2,28 ✠LMC~~11,36~~ ~~BS8,36~~ 8,37 MS6,36 Fitted for oil fuel 4,21 F.P. above 150°F. BS9,37	Mdb	f†	CL ~~4,35~~ 2,38	1921 4mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB396'1847t	473·0 493·4(O.L.) P76'B157'F86' Shortened 35 FK DTa41' 1424t FPT	64·0	34·2	Liverpool British 8BHCem 142tAPT79t Turbines by	2SteamTurbinesDRgeared to 1 Sc. Shaft (r) 200lb HS19266 1147NHP 2DB&2SB,24cf,GS420 D.Rowan&Co.Ld.Glasgow ParsonsMarineStm. TurbineCo.Ld.Nwc.	37 ″ 0 s6 ″ 11½ 30 ″ 4¼	
29199 DIDC	**Magdeburg** OilEng. ssHam.No.1–29 2Dks(Stl) D.F. Sub.Sig. 3rd dk in No. 1 hold	6128 5423 3696	✠ ... 12,33 ✠	Ham			1925 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) Cell	449·4 P&B374'F54' FK DB389'1501t FPT	58·2	26·8	Hamburg German 8BHptCem 100tAPT10t	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"–47¼" 1587NHP Blohm&Voss,Hamburg	29 ″ 6	G †
29200 DHQA	**Maggie** (exPhaleron) Mchy.Aft 1Dk	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReedA.S.	139·0 B34'F20'	22·5	11·8	Hamburg German WB	C.2Cy.14¾"&22⅘"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
※ 29201 147314 GLNR	**Magician** ssBkn.No.2–33 2Dks(Stl)	5105 4743 3181	✠100A1 4,37 ~~7,36~~ ✠LMC MS10,33 ~~BS3,36~~ 4,37	Liv	y	CL ~~11,34~~ N3,38	1925 6mo	New Waterway S.B.Co. Schiedam Lloyd'sA&CP	CharenteS.S.Co. Ld(T.&J.Harrison Mgrs.) CellDB339'1110t DTa29'751	394·9 410·1(O.L.) P37'B128'F40' FK tFPT77tAPT22t	52·5	27·9	Liverpool British Cem 7BH to Udk 1 „ 2nd „	T.3Cy.26",43"&73"–48" (r) 200lb 120lb 465NHP 2DB(Spt),12cf,GS210, HS7706 NewWaterwayS.B Co.	30 ″ 6 s 5 ″ 8¾ 24 ″ 11½	

	1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres [illegible] dans le L.R. Durée Cert. [illegible] Trade
※	29202 141424 VPLK	**Magister** (exCanadianVolunteer–33, exCornwallis, exCanadian Volunteer) ssMtl.No.3–5,31 ssNYk.No.1–36 1Dk(Stl)&2nd dk(Stl)in holds	3188 2543 1910	✠100A1 8,37 ~~5,36~~ ✠LMC5,36 BS7,37	NYk NO	u	CL 5,36	1919 6mo	Wallace Shipyards,Ld Vancouver, B.C. Lloyd'sA&CP	Mrs.A.A.Webster (J.S.Webster& Sons, Mgrs.)	320·0 P29'B96'F34' FK CellDB262' 528tFPT	44·2	22·9	Kngstn,Ja British 5BHCem 73tAPT29t	T.3Cy.25",41"&67"–45" (s) 180lb 375NHP 2SB,4cf,GS132,HS5162 FD WallaceShipyards,Ld.	25 " 0 s 3 " 9½ 21 " 5	
※	29203 7553 SEPN	**Magna** ssOsc.No.2–37 ~~ssLkr.No.1–34~~ Cargo battens not fitted 1Dk(Stl) Strengthened for Navigation in Ice	1780 1589 1014	✠100A1 ~~9,37~~10,37 BS~~5,36~~ 6,37 ✠LMC5,34 MS10,37	Skm Osc	r	CL ~~12,34~~ 9,37	1929 8mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd'sA&CP	A/BTransmarin (S.Redig, Mgr.)	269·2 P&B200'F23' FK CellDBa&uE 110'f102'545tFPT	42·1	17·5	Helsingbrg Swedish 4BHCem 35tAPT80t	T.3Cy18½",29½"&50"–36"(s) 190lb 189NHP 2SB,6cf,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 " 0 s 1 " 3 18 " 10½	
	29204 5378 SFJU	**Magne** Sub.Sig. 1Dk&Shelter dk	1226 979 558					1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, Mgr.)	246·9 H96t	37·1	14·0 21·6	Stockholm Swedish WB	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
	29205 LRTV	**Magnhild** (exSantiago–36) 1Dk&Spar dk	1383 1262 881					1903	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Magnhild (M.Clausen)	231·7 B59tH60t	34·2	19·9	Haugesnd Norwegian WB	T.3Cy.17",30"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
	29206 UPET	**Magnitogorsk** (exNovgorod–35, exProcyon–34) Sub.Sig. 1Dk	3566 3259 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P25'B115'F35'	48·8	23·3	Leningrad Russian WB	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroogd.Maats.		
※	29207 233865 WNFU	**Magnolia** D.F. E.S.D. GyC. 2Dks Mchy.Aft CruiserStern Longitudinalframing–bracketlesssystem	9511 8829 5894	✠100A1 ~~5,37~~ ~~8,36~~ 3,38 ~~BS6,36~~ ✠LMC9,35 Carrying Petroleum in bulk Fitted for oil fuel 9,35 F.P. above 150° F. BS3,38	Yka NYk	e†	CL 3,38	1935 9mo	NewYork S.B.Co. Camden,N.J. Lloyd'sA&CP	Socony-Vacuum OilCo.Inc. CellDBuE71'198t	484·0 500·1(O.L.) P103'B34'F49' FK DTf22' 705tFPT4	66·0	36·8	NewYork Utd.States 17BH (13 to U dk 4 ,, 2nd ,,) 49t APT63t	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb 1104NHP 3WTB(2Spt) HS11164 FD DeLavalSteam TurbineCo.Trenton,N.J.	37 " 0	
※	29208 OUIO	**Magnus** ssEls.2ndNo.3–9,29 ssCpn.No.1–33 1Dk(Stl)&deepframing 2nddk(Stl)in holds	1339 1186 782	✠100A1 4,37 BS4,37 ✠LMC12,33	Cpn	p	CL 4,37	1906 5mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	DetForenede DampskibsSelskab CellDBa70'uE&	240·0 P19'B68'F28' FK B34'f98'392t FPT	36·5	16·7	Middelfart Danish 4BHCem 60tAPT31t	T.3Cy.18",29"&48"–33" (s) 180lb 100lb 145NHP 1SB,3cf,GS58,HS2256 N.E.MarineEng.Co.Ld.Sld	19 " 0 s 2 " 4½ 16 " 9½	
	29209 150827 CYLV	**Magog** (exJohnC.Howard) Mchy.Aft 1Dk Longitudinal framing	2053 1708 1224					1923	Fraser, Brace&Co.Ld ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	250·6 Q93'F33'	43·2	18·1	Montreal British WB	T.3Cy.19",32"&56"–36" 188NHP Worthington Pump&Mach.Corp.		C
	29210 139306 MGJD	**Magrix** 3Mst Well deck ssHul.No.3–7,29 Mchy.Aft ssHul.No.1–34 1Dk(Stl) Now "Deedon," see No. 37858 in Supplement	314 220 124	✠100A1 12,35 ✠NB11,16 ✠LMC7,34 ✠NE10,00refitted16 BS6,36	Hul	e	CL N11,35	1916 12mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	~~R.Rix&Sons.~~ A.M.Massie	135·3 Q68'B on Q9'F20' BK7" FPT39t	23·1	9·5	Aberdeen ~~Hull~~ British 3BHCem	T.3Cy.10 9/16",18⅝"&31½"–21' 180lb (s) 57RHP 1SB,2pf,GS29,HS1007 Hall,Russell&Co.Ld.Abn.	10 " 6 s " 5½ 10 " 8	
※	29211 OPHA	**Mahagi** D.F. ssAnt.No.2–37 ~~ssAnt.No.1–32~~ 1Dk(Stl)&2nd dk(Stl)in peaks&Nos.1,2,4&5holds	3324 2947 1924	✠100A1 ~~1,36~~10,37 BS~~3,37~~ 4,38 ✠LMC~~11,32~~ MS10,36 Adapted for oil fuel 11,33 F.P. above 150° F. Fitted for carrying oil fuel 9,28 F.P.above 150° F. in deep tank	Ant	v	CL 12,36	1928 9mo	Antwerp Eng.Co.Ld. Hoboken Lloyd'sA&CP	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, Mgrs.) CellDB280'809t	330·2 P34'B100'F33' FK	48·2	23·0	Antwerp Belgian 7BHCem 1 ,, to2nd dk DTsaFPT42tAPT21t	T.3Cy.24",39"&65"–42" (s) 180lb 344NHP 3SB,9cf,GS159,HS5961 N.E.MarineEngCoLd.Nwc	25 " 3 s 4 " 1½ 21 " 3½	
※	29212 135700 GMJL	**Mahana** TwinSc ssLon.No.3–4,30 E.S.D. ssGls.No.1–35 Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl–ptws)	8740 — 5422	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~1,37~~12,37 BS7,37 ~~BS8,36~~ ✠LMC5,34 ✠Lloyd'sRMC~~1,37~~ ~~4,37~~ 1,38	Gls	f†	CL S9,35 P1,37	1917 7mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	ShawSavill& AlbionCo.Ld.	500·9 520·8(O.L.) B197'F56'onShelter dk FK&BK2" CellDB	63·3	39·6	S'thamptn British 9BHCem 435'1646t	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (s) 2DB&2SB, 1119NHP 24cf,GS399,HS15534 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	34 " 6 s5 " 9¾ 28 " 11½	
※	29213 137409 GSCD	**Mahanada** ssMdb.No.3–5,26 D.F. E.S.D. ssCal.No.2–34 2Dks(Stl)&3rd dk(Stl) inNo.1hold	7181 6761 4482	✠100A1 4,38 ~~1,37~~ BS~~8,36~~ 6,37 ✠LMC8,34 Fitted for oil fuel 6,19 F.P. above 150° F.	Gls	c†	CL ~~4,37~~ 3,38	1914 11mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld. WB=CellDB a158'uE&B	470·5 485·2(O.L.) P46'B124'F43' FK 76'f178'1563tFPT	58·0	32·1	Liverpool British 7BHCem 79tAPT54t	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (r) 2DB&1AuxSB, 729NHP 15cf,GS264,HS12300 ParsonsMarineSteam TurbineCo.Ld.Nwc.	34 " 11 s 7 " 10½ 27 " 3½	
	29214 149834 GNBY	**Maharaja** Ⓟ ssCal.No.2–35 2Dks(Stl)&Shade dk (Stl–teaks)	2895 2358 1716	✠100A1 withfreeboard ~~6,37~~ ~~10,36~~ 4,38 ~~BS4,36~~ ✠LMC6,35 BS~~3,37~~ 4,38	Cal	w	CL ~~10,36~~ 4,38	1927 5mo	Lithgows' Ld. PortGlasgow Lloyd'sA&CP	AsiaticStm.Nav. Co.Ld. CellDB278'742t	335·0 F46' FK (Coll FPT62tAPT26t	47·5	20·8	London British 6BHptCem ptAsp BH to Sh dk 5 ,, 2nd,,)	T.3Cy.24",40"&68"–45" (r) 200lb 110lb 405NHP 2SB,8cf,GS154,HS5510 FD Rankin&BlackmoreLdGrk	23 " 6 ~~s 2 " 6¾~~ ~~21 " 1½~~ s2 " 1½ 21 " 9½	
※	29215 135701 GNZV	**Mahia** TwinSc ssLon.No.3–10,29 E.S.D. ssLon.No.1–34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7914 7412 4979	✠100A1 Shelter dk withfreeboard 3,37 BS1,38 ~~BS1,37~~ ✠LMC7,33 ✠Lloyd'sRMC~~5,37~~ 2,38	Gls	e†	CL P9,36 S2,38	1917 8mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Norfolk&N. AmericanStm. ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. Mgrs.)	477·6 B180'F47' FK onShelter dk CellDB425'	63·1	39·7	S'thamptn British 9BHCem 1588t	Q8Cy22",31½",45½"&65"–48" 220lb (s) 997NHP 2DB&2SB,18cf,GS355, HS15126 FD Wrkman,Clark&Co.LdBel	34 " 4 s5 " 7 28 " 11½	
	29216 151064 VSNM	**Mahidol** Wrecked 10,36 Fitted for oil fuel Wireless 1Dk&Shelter dk	753 694 440			…		1908	Kjobnhvns Flydk&Skbs. Copenhagen	StraitsS.S.Co.Ld.	186·0	28·1	10·7 17·1 FK	Singapore British WB	T3Cy.13",20½"&33½"–21" 67NHP KjbnhavnsFlydk.&Skbsv.	17 " 10	
	29217 EAPA	**Mahon** Ⓟ (exBernicia) ssLth.No.3–11,04 Wireless ssBcl.No.2–13 Well deck 2Dks(UIrn–pt ws)	913 575 537	✠ 7,19 ✠	Bcl	l		1892 4mo	Ramage& Ferguson Leith	Cia.Trasmediterranea	215·4 P101'F54' BK7½' WB=FPT	28·6	14·7	Mahon Spanish 6BHCem 20tAPT15t	C.2Cy.30"&55"–36" 147NHP 2SB,6rf,GS102,HS2530 Ramage&Ferguson,Leith	15 " 5	V †

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 29218 147347 GDZN	**Mahout** ssCal.No.2–34 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. inNo.1hold CruiserStern	7921 7313 4880	✠100A1 5,37 ~~5,36~~ ~~BS10,36~~ 9,37	Gls d† Mdb ✠LMC10,33	CL 1,36	1925 12mo Lloyd	W.Hamilton&Co.Ld Pt.Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395' 1502t D	470·1 P46'B158'F39' FK Ta36'1228tFPT76t	62·1	32·2	Liverpool British 8BHptCem 1 „ to2nd dk APT93t	2SteamTurbinesSRgeared to 1 Sc. Shaft 200lb (r) FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Gls.	34″10 s7″6¾ 27″6	
* 29219 140545 GSCN	**Mahratta** ssCal.No.3-11,29 D.F. ssGls.No.1–34 2Dks(Stl)	6690 6229 4177	✠100A1 3,37 BS5,37 MS10,33 Fitted for oil fuel 11,19 F. P. above 150° F.	Sws b† ✠LMC ~~BS6,36~~	CL 5,36	1917 11mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP Intermediate BH in forehold dispensed with 6 BHonly	Thos.&Jno. Brocklebank,Ld. Cell DB393'1498tDTa39'1270t FPT101t APT33t	445·0 P38'B135'F39' FK	58·2	31·2	Liverpool British Cem	T.3Cy.26½″,45½″&75″-54″ 200lb (s) 702NHP 4SB12cfGS247HS11068 FD Dunsmuir&Jackson,LdGls	34″0 s7″4½ 26″11¼	
29220 147329 GLTJ	**Mahronda** ssMdb.No.3-12,37 ~~ssCal.No.2–34~~ D.F. 2Dks(Stl)3rd dk(Stl) inNo.1hold CruiserStern	7926 7313 4889	✠100A1 ~~6,37~~ 7,36 12,37 ~~MS11,33~~ 8,37	Mdb d† ~~Liv~~ ✠LMC ~~BS6,36~~ 6,37	CL 7,36	1925 10mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395'1502t	470·1 P46'B158'F39' FK DTa 36' 1228t FPT	62·1	32·2	Liverpool British 8BHptCem 1 „ to2nd dk 76tAPT93t	2SteamTurbinesSRGeared to 1 Sc. Shaft (r) 200lb 1047NHP 4SB,16cf,GS273,HS15000FD D.Rowan&Co.Ld.Glasgow	34″10 s7″6¾ 27″6	
29221 147341 GLPC	**Mahseer** ssMdb.No.3-9,37 ~~ssCal.No.2–34~~ D.F. 2Dks(Stl)3rd dk inNo.1hold CruiserStern	7911 7320 4946	✠100A1 ~~5,37~~ 5,36 9,37 ~~MS1,34~~	Mdb d† ~~Gls~~ ✠LMC 9,37 ~~BS11,36~~ 9,37	CL 1,36	1925 11mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403'1532t	470·2 P46'B158'F39' FK DTa35'1230t FPT	62·2	32·4	Liverpool British 8BHptCem 1 „ to2nd dk 72tAPT86t	2SteamTurbinesSRGeared to1 Sc.Shaft (r) 200lb FD 1047NHP 4SB,16cf,GS273 HS15000 D.Rowan&Co.Ld.Glasgow	34″11 s7″7 27″7½	
* 29222 140553 GSCP	**Mahsud** ssMdb.No.3-4,30 ssMdb.No.1-34 E.S.D. 2Dks(Stl) D.F. 3rd dk(Stl)inNo.1hold CruiserStern	7540 7056 4631	✠100A1 12,37 ~~9,36~~ ~~BS8,36~~ 9,37 Fitted for oil fuel 6,18 F.P. above 150°F.	Gls c† ✠LMC6,34	CL ~~11,34~~ 12,37	1917 12mo Lloyd	Russell&Co. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB414'~~1615t~~ 1471t	470·4 490·7(O.L.) P47'B126'F47' FK DTa37' 1234t FPT	58·2	32·1	Liverpool British 7BHCem 100tAPT96t	T.3Cy.28″,47½″&80″-54″(r) 200lb 772NHP 2DB&1SB,19cf,GS295, HS14969 J.G.Kincaid&Co.Ld.Grk.	34″10 s7″9½ 27″3¼	
29223 218005 KJQH	**Mahukona** (exCoverun) Fitted for oil fuel Mchy.Aft 1Dk	2512 — 1531				1919	Gt.Lakes Eng.Works Ecorse,Mich.	MatsonNavigation Co.	253·4 P115'F25'	43·7	24·5	S.Frncisco Utd.States WB	T.3Cy.21″,34½″&57″-42″ 210NHP GtLakesEng.Wrks.Detroit		R
* 29224 150 ESBH	**Mai** (exMayScott) ssTln.2ndNo.3-6,34 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted	1549 1319 916	✠100A1 4,38 ~~12,36~~ MS6,34	Sws p Cff ✠LMC ~~BS6,36~~ 8,37	CL ~~4,35~~ 4,38	1909 6mo Lloyd	BlythS.B. Co.Ld. Blyth 'sA&CP	TallinnShipping Co.Ld. CellDBa71'uE&B	245·0 Q90'B48'F21' FK 35' f102' 402t FPT	36·7	16·0	Tallinn Estonian 4BHCem 62tAPT79t	T.3Cy.19″,31″&51″-36″ (s) 180lb 90lb 181NHP 1SB,4cf,GS75,HS2945 N.E.MarineEng.CoLdNwc	18″4 s1″8½ 16″10	
29225 LERW	— (exRoa-36,exAlbertClement) 1Dk	1187 976 701				1904	Act.Ges. "Neptun" Rostock	A/S D/S Mai (Aug.Kjerland)	234·2 P27tQ70tH59tF26t	35·3	14·5	Bergen Norwegian WB	T.3Cy.16⅛″,25⅝″&43¾″-31½″ 98NHP A.G."Neptun,"Rostock		C
* 29226 938 ESRB	**Maia** (exScandia-34,exDanebrog) ssKel.No.3-6,30 ssTln.No.1-34 1Dk(Stl)	1932 1705 1116	✠100A1 ~~6,37~~ ~~6,36~~ 4,38 BS3,37	Tln r ~~Sht~~ Rot ✠LMC2,34	CL ~~6,36~~ 4,38	1917 6mo	Chicago S.B.Co. Chicago A&CP	KäsmuLaeva Omanikud(O.Tiedemann,Mgr.) CellD	250·1 P25'B64'F26' FK B220' 528t FPT67t	43·7	18·0	Käsmu Estonian BHCem APT77t	T.3Cy.20″,33″&54″-40″ (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O	20″4 s2″7¾ 17″11	
29227 131476 VJSZ	**Maianbar** TwinSc Ref.Mchy. 1Dk	513 353 229				1910	Ardrossan DD&SBCoLd Ardrossan	PortStephens Steamships,Ld.	175·6 P67'F32'	28·1	9·2	SydnyNSW British WB	C.2Cy.14″&30″-18″ 99RHP D.Rowan&Co.Glasgow		C
29228 148694 GLNS	**Maid of Kent** Ⓟ TwinSc Fitted for oil fuel 2Dks 3rd dk in holds CruiserStern	2693 1533 1101				1925	W.Denny &Bros,Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~12,37~~ 1,39
29229 142610 GPBS	**Maid of Orleans** Ⓟ TwinSc 3Dks4trB	2386 1424 937				1918	W.Denny &Bros. Dumbarton	SouthernRailway	341·1	42·1	16·0	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till ~~4,37~~ 4,38
29230 182 SZKW	**Maid of Samos** (exBingen) 1Dk&Awng dk	*1190* *821* *718*				1901	Bremer Vulkan Vegesack	D.&M.Goulandris (Th.L.Boyazides &Co.Mgrs.)	232·4 Q85' Awng dk147'	33·2	13·4	Andros Greek WB	T.3Cy.16⅛″,26″&41 11/16″-27⅛″ 90NHP BremerVulkan,Vegesack		C
29231 150838	**Maid of Stirling** TwinSc (exWillowbay-36,exOissel, exTôlier) 1Dk Mchy.Aft	1247 827 659				1920	Atel.&Ch. Maritimes du Sud-Ouest Bordeaux	StirlingShipping Co.Ld.(A.T. O'Leary,Mgr.)	218·8 P75'F29'	34·4	12·6	Halifax NS British WB	T.6 Cy.12 3/10″,20″&31½″-16⅔″ 80NHP Atel&Ch.de la Loire, St.Nazaire		V
* 29232 147321 GLRQ	**Maidan** ssMdb.No.2-34 D.F. 2Dks(Stl)3rd dk inNo.1hold CruiserStern	7908 7315 4962	✠100A1 6,37 ~~5,36~~ MS2,34	Mdb d† ✠LMC ~~BS7,36~~ 5,37	CL 4,36	1925 8mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403' 1532t D	470·0 P46'B158'F39' FK Ta35'1230tFPT72t	62·2	32·4	Liverpool British 8BHptCem 1BHto2nddk APT86t	2SteamTurbinesSR geared to1ScShaft (r) 200lb FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Glasgow	34″11 s7″7 27″7½	
29233 218485 KIPX	**Maiden Creek** Fitted for oil fuel Sub.Sig. 2Dks&Web frames Ref.Mchy.	5031 4740 3078			…	1919	American International S.B.Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39'B122'F43 FK	54·2	27·6	Mobile Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
29234 148754 MNQV	**Maidstone** TwinSc CruiserStern 1Dk	688 626 270				1926	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	London British WB	T.6Cy.15″,25″&41″-24″ 166NHP D&W.Hendersn&CoLdGls		
* 29235 186 IBCU	**Maiella** Ⓟ (exAmbra) ssTri.No 3-3,26 ssTri.No.2-34 1Dk(Stl)&Shelter dk(Stl) D.F. Ref.Mchy.	5524 4971 3505	✠100A1 Shelter dk withfreeboard ~~9,37~~ ~~1,37~~ 1,38 ~~BS9,36~~ ✠Lloyd'sRMC~~1,37~~ 5,38 ~~1,38~~ No.4 port tween dk for temp 23°F	Tri y ~~Ven~~ BS9,37 ✠LMC8,34	CL 4,35	1913 3mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP	LloydTriestino Soc.Anon.diNav. CellD Ba130'u E&B42'f	400·1 54·0 FK 165'1292tFPT 105t	52·1	28·8	Venice Italian 6BHCem APT56t	T.3Cy.26″,42″&70″-48″ (s) 180lb 499NHP 3SB,9cf,GS148,HS7590 FD ClydeS.B.&E.Co.Ld.P.Gl.	32″0 s7″5¼ 24″9	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Enregistré ou coté s'il n'est pas dans le L.R. Durée Cert. Ref. Trade
29236 116020 EIBK	**Maigue** (*ex*LadyAnstruther, *ex*MinnieHinde) *ss*Bkn.2ndNo.3-8,27 *ss*Bkn.No.2-35 1*Dk*(*Stl*)	456 384 180	✠100A1 ~~6,37~~ ~~3,36~~ 3,38 ~~BS3,36~~ ✠LMC8,34 BS7,374,38	Bkn	*h*	CL 3,36	1904 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	LimerickS.S.Co. Ld.(S.J.K.Roy- croft,*Mgr.*) *CellDB*	175·3 P23'B63'F34' BK5¾' *a*23'*f*68'94*t FPT*24	27·1	10·7	Limerick British 4*BHCem* *tAPT*13*t*	T.3Cy.15",26"&44"-30" (*s*) 185lb NDB1,28 ~~100lb~~ 95RHP 1SB,3*cf*,GS61,HS1912 *100lb* CaledonSB.&E.Co.Ld.Dun	12 " 10 s " 10½ 12 " 6	
29237 140518 GSCL	**Maihar** *ss*Lon.No.3-2,30 E.S.D. *ss*Gls.No.2-38 ~~*ss*Cal.No.1-34~~ 2*Dks*(*Stl*)3rd *dk*(*Stl*)in No.1 hold D.F. *CruiserStern*	7563 7056 4657	✠100A1 ~~1,37~~ ~~8,36~~ 3,38 12,37 ✠LMC ~~MS10,33~~ ~~BS8,36~~ 6,37 *Fitted for oil fuel* 3,38 *F.P above* 150°F.	Gls	*c*†	CL ~~8,35~~ 3,38	1917 6mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	Thos.&Jno. BrocklebankLd. *CellDB*414'1615*t*	470·4 P47'B126'F47' FK *DTa* 37' 1234*t FPT*	58·2	32·1	Liverpool British 7*BHCem* 100*t APT*96*t*	T.3Cy.28",47½"&80"-54"(*r*) 200lb HS15710 800NHP 2DB&1SB,*20cf*,GS308, J.G.Kincaid&Co.Ld.Grk.	34 " 10 s 7 " 9½ 27 " 3½	
29238 UOUY	**Maikop** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing*	1846 1446 945					1929	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 F70'B38'F23'	37·4	20·7	Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.21¼"-35½" 315NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
29239 UOKG	— (*ex*ElenaCouppa) TwinSc *Mchy.Aft* 1*Dk*	398 360 240					1893	Stablimnto Tecnico Trieste	U.S.S.R.	185·3	27·0	8·2	Odessa Russian *WB*	C.4Cy.13½"&24"-20" NB09 42NHP StabilimentoTecnico,Tri.		
29240 LEKR	**Mailand** Wireless D.F. 1*Dk*	836 668 363					1915	Akers Mek.Værks. Oslo	A/S Jelölinjen (FredOlsen&Co. *Mgrs.*)	208·0 P&B95'F42'	32·6	14·8	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
※ 29241 143582 GDPZ	**Maimoa** TwinSc E.S.D. *ss*Lon.No.3-4,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8011 7452 5000	✠100A1 *Shelter dk* *withfreeboard* 12,36 ✠LMC MS12,32 BS~~12,36~~6,37 ✠Lloyd'sRMC~~12,36~~ 3,38 ~~6,37~~	Gls	*e*†	CL ~~P12,34~~ ~~SN8,35~~ 3,38	1920 9mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	ShawSavill& AlbionCo.Ld. *CellDB*	477·9 B181'F50'*on* *Shelter dk* FK *Collisio* 414'1570*tAPT*32*t*	63·0	31·2	S'thamptn British *Cem* *nBHtoSh dk* 3 " " *U* "	Q.8Cy.24½",33½",47½"&68"- 48" 220lb (*s*) 1039NHP 2DB(Spt)&2SB(Spt),*18cf*, GS334, HS15406 FD Palmers'Co.Ld. Newcastle	34 " 4 s5 " 6½ 29 " 0	
29242 DOFG	**Main** Ⓟ D.F. Sub.Sig. E.S.D. 2*Dks*	7624 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P45'B470'F33'	63·1	28·3	Bremen German *WB*	T.4Cy.35 1/16",57½"&(2)66 1/16"- 59 1/16"&L.P.Turbine 1114NHP BremerVulkan,Vegesack		G
29243 DAUD	— Wireless 1*Dk*	964 714 539					1926	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	216·1 Q80'B50'F23'	33·0	11·7	Stettin German *WB*	T.3Cy.14 3/16",22½"&37⅜"- 25 3/16" 71NHP StettinerOderwerke		G
29244 128781 GLPQ	**Maindy Hill** (*ex*Hyltonia) *CorrugatedSides* 1*Dk*	1902 1734 1149					1911	Osbourne, Graham&Co. Sunderland	M.Taylor	279·5 P25'B72'F26'	41·8	18·3	Methil British *WB*	T.3Cy.21",33"&56"-36" 188NHP N.E.MarineEng.CoLd.Sld.		C
29245 215581 WKCX	**Maine** *ss*Bal.No 3-12,29 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing* *Fitted for oil fuel*	6032 — 3806	✠ ... 8,34 ✠	Pld	*z*		1917 10mo	TexasS.S. Co. Bath,Me.	FairfieldS.S Corpn.(SeasShip- pingCo.Inc.*Mgrs.*) *CellDB*343' 1114*t DT*	402·0 P35'B120'F39'*on* *Shelter deck* FK 32'1075*tFPT* 108*t*	54·2	31·4	NewYork Utd.States 6*BHCem* *APT*63*t*	T.3Cy.26⅞",44"&74"-51" 391NHP 3SB,9*cf*,HS8118 H.G.TroutCo,BuffaloN.Y.	33 " 11	R †
29246 221123 KDPK	— (*ex*Franklin) *ss*Clv.No.3-4,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3432 2998 2429	✠100A1 *ForServiceon the GreatLakes* 3,38 ~~4,34~~ BS3,38 ~~BS3,37~~ ✠LMC4,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*3,21 *F.P. above* 150° F.	Clv		CL ~~2,34~~ 2,38	1921 4mo	StatenIsld. S.B.Co. Mariners' Harbor,N.Y.	TheTexasCo. *Cell DBuE&B*45'5	353·3 P103'B38'F28' len34 FK 2*tFPT*65*tAPT*52*t*	43·1	25·6	Wilmgton (Del.) Utd. States 14*BHptCem* (12 *to U dk* 2 " 2*nd* ")	T.3Cy.21¼",35 5/16"&59"-42" 200lb (*r*) 380NHP 2SB,6*cf*,GS132,KS5954 FD StatenIslandS.B.Co. PortRichmond,N.Y.	26 " 1 s 4 " 6½ 21 " 8½	
29247 OYYC	Sunk after collision 8.37 — (*ex*HelmerMörch) *ss*Els.2ndNo.3-8,33 1*Dk*(*Stl*)&*deep framing*	2158 1971 1314	✠~~100A1~~ 4,36 ✠~~LMC~~ ~~MS4,32~~ ~~BS12,36~~	Cpn	*t*	CL 2,36	1905 8mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *'sA&CP*	DetForenede Dampskslsk *CellDBa*86'	295·1 P27'B172'F33' FK *uE&B*34'*f*130'605*t*	42·0	19·5	Copenhgn Danish 5*BHCem* *APT*65*t*	T.3Cy.22⅛",35"&59"-39" (*s*) 180lb 219NHP 2SB,6*cf*,GS106,HS3300 ClydeS.B.&E.Co.Ld.PtGls	22 " 0 s 2 " 3½ 19 " 11	
29248 1047 OHEV	**Maininki** (*ex*Nonni, *ex*Jökul) 1*Dk*	329 211 157					1891	MossJern- stöberi&M.V Moss	FelixKotiranta (Meritoimi O/Y, *Mgrs.*)	132·0 P110*t*F14*t*	22·1	9·9	Åbo Finnish *WB*	T.3Cy.11¼",18"&29½"-22" 41NHP MossJernstöberi&Mk.Vk.		N
29249 647 SVMM	**Maiotis** (*ex*Claudia,*ex*Duke of Cornwall) *ss*Nap.3rdNo.3-9,25 *ss*Pir.No.1-31 *Well deck* 1*Dk*(*Stl*)&*Webframes*	1712 — 1055	✠ ... 10,34 ✠	Pir	*q*		1888 6mo	W.Gray& Co. WHartlepool	A.P.Synodinos (SynodinosBros. *Mgrs.*)	260·5 P27'Q80'B104'F25' BK9" *DBa*82'*f*100'378	36·6	18·2	Piræus Greek 4*BHCem* *tAPT*15*t*	T.3Cy.19",30½"&51"-36" NDB20 156NHP 2SB,4*cf*,GS133 CntrlMarineEng.Co WHpl	19 " 5	
29250 857 CBMA	**Maipo** Ⓟ Iron3Mst 2*Dks*&*Shade dk*	2621 1876 1501	✠ 7,82	Cly	*u*		1882	J.Reid&Co Pt.Glasgow	CiaSudAmericana deVap. *W*	332·2 F33' *B=DBa*34'*f*166'&*u*	39·9	21·0	Valparaiso Chilian 5*BHCem* *E&B*74'343*t*	C.2Cy.45"&80"-54" NB98 392NHP Rankin&Blackmore,Grk.		
※ 29251 100 SZKZ	**Mairi Deftereou** (*ex*Hunter- field-32) *ss*Gmh.2ndNo.3-4,28 *ss*Alx.No.2-37 ~~*ss*Pir.No.1-32~~ *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1383* *1078* *753*	✠100A1 6,37 ~~4,33~~ ~~BS4,33~~ ✠LMC~~4,33~~ 6,37	Pir Alx	*o*	CL 10,35	1903 5mo *Lloyd*	AilsaS.B. Co.Ld. Ayr *'sA&CP*	B.P.Deftereos *Cell DBa*63' *uE*	240·1 P16'Q71'B59'F31' FK 17'*f*96'315*tFPT*43*t*	36·2	17·1	Argostoli Greek 4*BHCem* *APT*33*t*	T.3Cy.18",30"&48"-33" (*s*) 180lb *90lb* 145NHP 1SB,3*cf*,GS60,HS2260 Muir&Houston,Ld.Gls.	18 " 0 ~~s 1 " 5~~ ~~16 " 10~~ s1 " 3½ 16 " 10	
29252 LEKT	**Maisol** (*ex*Roma,*ex*Nordland, *ex*Freja) ~~Now "Bygdo," see No. 37385 in Supplement~~ 1*Dk* Now "Bygdoy," see No. 37385 in Supplement	1252 1083 708					1921	Akt.Rödby Havns Jernskibsv. RödbyHavn.	A/S Mazepa(Rich. Peterson,*Mgr.*)	236·1 P10*t*H120*t*F34*t*	37·2	14·7	Sandefjord Norwegian	T.3Cy.15",24"&40"-27" 88NHP A/SFricho,Aarhus		V
29253	**Maistas** (*ex*Coldair-36,*ex*Kongsdal, *ex*Liana,*ex*Denetown,*ex*Ernst) 1*Dk*	641 473 347					1915	Hlsingbrgs VarfsAktieb. Helsingborg	Akc.B-vé "LietuvosBaltijos Lloydas"(Baltijos TransportoBen- drové s.a.a.*Mgrs.*)	175·1	30·1	12·0	Klaipeda Lithuanian *WB*	C.2Cy.16¾"&31½"-21 1/16" 38NHP HelsingborgsVarf.Aktieb.		V
29254 147945 GMDF	**Maiwara** (*ex*Schleswig) 1*Dk*	621 ~~606~~ 460 ~~389~~ 381					1924	Intrnationl SB &E.Co.Ld Danzig	Burns,Philp&Co. Ld.	179·2 P11'Q39'B46'F25'	29·1	11·2	Glasgow British *WB*	T3Cy14 3/16",22 11/16"&36⅝"-22¼" International 69RHP S.B.&E.Co.Ld.Danzig		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist. Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
29255 6831 SKVI	**Maj** WoodAux3MstSr (*ex*ViisOde-35,*ex*Fünf *OilEng.* Schwestern,*ex*Noatun) 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	342 299 265					1919	Skrubbens Vœrft Kragerö	J.HugoJohansson	139·5 Q29'F15'	29·3	11·7	Vestervik Swedish	Oil Engines 2S.C.SA 2Cy.16½"-$18\frac{9}{16}$" 96NHP J&CGBolinder'sCoLdSkm		V
29256 PFTA	**Maja** TwinSc *Mchy.Aft* *ss*RotNo.1-36 D.F. *OilEng.* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8248 7476 4784	✠100A1 1,37 ~~3,37~~ ✠LMC CS5,36 DBS3,37 3,37 *Carrying Petroleum in bulk*	Rot	*c*†	CL 5,35	1931 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's A&CP*	N.V.Petroleum Maats"LaCorona"	450·8 P103'B35'F43' FK *CellDBuE*69'222*t*	62·0	34·1	TheHague Dutch 14*BH* *DTf*32'355*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{3}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams. *FPT*225*tAPT*41*t*	34 " 0 s6 " 7½ 27 " 6½	
29257 OXPE	— (*ex*Mira) D.F. 1*Dk*	2203 1462 1326					1922	Ostseewrft Schff&Masch A.G. Stettin	J.Lauritzen	263·5 P26'Q75'B&F169'	41·1	16·9	Esbjerg Danish *WB*	T.3Cy.$21\frac{5}{16}$",33⅞"&55⅝"-40" 243NHP A.Borsig,G.m.b.H.Berlin		G
29258 OUIP	— 1*Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	DetForenede Dampskibs.Selsk.	149·0 Q57*t*B22*t*F13*t*	24·1	10·9	Aalborg Danish *WB*	C.2Cy.19"&35"-21" 47NHP HelsingörsMskinbyggeri.		V
29259 PKGH	**Majang** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¼" 122NH SulzerBros.Winterthur		V
* 29260 118812 GRQZ	**Majestic** *ss*Hul.2ndNo.3-6,29 *ss*Hul.No.1-34 D.F. *SparDk*(*ptIrn ptStl*) *2trB&deepframing* *Cargo battens not fitted*	3034 2811 1917	✠100A1 *Spar dk* *withfreeboard* 2,37 BS~~10,36~~ ✠LMC5,34 9,37	Hpl	*u*	CL 2,37	1904 4mo	Irvines'SB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP* *WB*	W.H.Cockerline& Co. =*CellDBa*106'*uE*	325·0 P32'B100'F32' FK 22'*f* 136' 663*t FPT*	47·1	13·7 22·5	Hull British 5*BHCem* 100*tAPT*42*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb 277NHP 2SB,*6cf*,GS100,HS4329 Richardsons,Westgarth& Co.Ld.Hpl.	24"10 s4"0½ 21"0	
29261 6833 SFKE	**Majfrid** *Cruiser Stern* 1*Dk*	897 645 514					1922	LarvikSlip &Verks A/S Larvik	Rederiaktieb. Östersjön(A. Christensen,*Mgr.*)	195·6 Q56'F21'	31·8	12·6	Trelleborg Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VerkstedA/S		N
29262 217046 WFII	**Major Wheeler** *Fitted for oil fuel* 1*Dk*	3431 2906 2038			...		1918	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular LineInc. (A.H.Bull &Co.Inc.*Mgrs.*)	305·0 P26'B79'F33' FK	46·0	24·5	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 " 9	R †
29263 147196 MLJP	**Majorca** (*ex*Aigburth,*ex*Fædreland) *ss*Lth.No.3-3,34 *Well deck* 1*Dk*(*Stl*)	1126 854 589	✠100A1 12,37 ~~3,37~~ BS3,37 ✠LMC3,34	Lth	*n*	CL 3,37	1921 3mo	OuseS.B. Co.Ld. Goole *Lloyd's A&CP*	Leith,Hull&Ham- burgSteamPacket Co.Ld.(J.Currie &Co.*Mgrs.*) *CellDB*178' 223*t FPT*	220·0 Q77'B54'F23' FK	35·1	13·8	Leith British 4*BHCem* 41*tAPT*72*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 160NHP 2SB,*4pf*,GS73,HS2520 Earle'sCo.Ld.Hull	15"10 s1"2½ 14"9	
29264 ONPA	**Makala** (*ex*European,*ex*Panagis) *ss*Ant.No.1-37 *ss*Ant.No.3-6,32 1*Dk*(*Stl*) 2nd*Dk*(*Stl*)*in Nos.* D.F. *2&3holds*	*3111* *2776* *1891*	✠100A1 5,37 ~~2,36~~ ✠LMC2,37 ~~MS6,32~~ ~~BS2,36~~ *Carrying Palm oil in deep tanks*	Ant	*u*	CL 2,36	1919 12mo	Shanghai Dk.&E.CoLd. Shanghai *Lloyd's A&CP*	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*284'745*tFPT*	330·9 P33'B100'F29' FK	46·7	23·2	Antwerp Belgian 9*BHCem* (7 " *to U dk* 2 " " *2nd* ") 110*tAPT*45*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 434NHP 3SB,*9cf*,GS153,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 " 6 s4 " 0¼ 21 " 8	
	Now "Giovanni Boccaccio," *see No.* 33352 *in Suppl.*															
29265 140595 GSCT	**Makalla** *ss*Bkn.No.3-9,30 *ss*Mdb.No.1-34 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in DT & 'tween dks*	6677 6243 4178	✠100A1 9,37 ~~10,36~~ BS~~6,36~~ ✠LMC8,34 7,37 *Fitted for oil fuel* 10,18 *F.P. above* 150° F.	Gls	*b*†	CL ~~12,34~~ 9,37	1918 10mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld.	445·0 462·0(O.L.) P38'B135'F39' FK *CellDB*389'1500*tDTa*	58·2	31·2	Liverpool British 8*BHCem*	T.3Cy.26½",45"&75"-54" (*s*) 200lb 701NHP 4SB,*12cf*,GS225,HS11008FD ClydeS.B.&E.Co.Pt.Gl. 39'1270*tFPT*101*tAPT*33*t*	34 " 0 s7 " 5 26 " 10¾	
29266 PKGJ	**Makasser** *OilEng.* *Mchy Aft* 1*Dk*	537 350 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
29267 220993 KDNH	**Makawao** (*ex*Sujerseyco) *Fitted for oil fuel* 1*Dk*2*trB in fore&after* D.F. *holds& Web frames*	3253 3005 1977			...		1921	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
29268 217844 KJQI	**Makaweli** (*ex*Cowee) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2552 — 1534					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States *WB*	T.3Cy.19".32"&54"-40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
29269 LEKN	**Måkefjell** *Mchy.Aft* Wireless D.F. *CruiserStern* 1*Dk*	1567 1283 899					1932	Porsgrund Mek.Værks. Porsgrunn	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	246·6 P28*t*H148*t*	37·9	18·2	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)27½"- 27½" 66NHP PorsgrundM V.Porsgrunn		N
29270 217748 KJQJ	**Makena** (*ex*Cowboy) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2729 — 1653					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&54"-40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
29271 PKGN	**Makian** *OilEng.* *Mchy.Aft* 1*Dk*	537 350 363					1928	NV Intern. Scheepsbouw Mij.deMaas Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
* 29272 215832 WMCD	**Makiki** (*ex*Woonsocket,*ex*Rhode Island) *ss*SFo.No.3-3,30 *Ref.Mchy.* *ss*LAn.No.1-34 1*Dk*(*Stl*)&*Shelter* Sub.Sig. *dk*(*Stl*)& *Webframes* D.F. *Longitudinalframing*	5924 — 3721	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~2,37~~ ✠LMC MS4,34 BS~~2,37~~3,38 *Fitted for oil fuel* 11,17 *F.P. above* 150°F.	Bal SFo	*z*	CL 1,37	1917 11mo	TheTexas Co. Bath,Maine A&CP	~~MatsonS.S.Co.~~ MatsonNav.Co. *CellDB*343'1074*t*	402·0 P34'B120'F39' FK *onShelter dk* *DTa*32'1075*t FPT*	54·2	30·6	S.Frncisco Utd.States 6*BHCem* 108*tAPT*63*t*	T.3Cy.26⅝",44"&74"-51" (*s*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G.TroutCo,BuffaloN.Y.	33"11 s7"4 26"11	
* 29273 35 SVFM	**Makis** (*ex*Yorkmead,*ex*Fife, *ex*Olivegrove) *ss*Bla.2ndNo.3-9,29 *ss*Bla.No.1-33 *Spar dk*(*Stl*)2*trB&deep framing*	*3546* *3354* *2265*	✠100A1 *Spar dk* *withfreeboard* 11,36 MS3,33 ✠LMC ~~DBS9,36~~ ~~MBS3,37~~ BS10,37	Rot	*v*	CL 5,35	1906 1mo	J.Priest- man&Co. Sunderland *Lloyd's A&CP*	E.K.Vlassopoulos	340·0 P31'B100'F33' FK *DBa* 114' *f*138'845*t*	48·0	26·5	Ithaca Greek 6*BHCem* *APT*96*t*	T.3Cy.24",40"&67"-45" (*s*) 180 ~~170lb~~ ~~100lb~~ 330NHP 2SB,*6cf*,GS122,HS5150 Richardsons,Westgarth& Co.Ld.Sld.	27 " 8 4 " 9¾ 23 " 1½	

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade
29274 121595 ZMFK	**Mako** Ⓟ ssAuk.2ndNo.3-9,37 ~~ssAuk.No 3-7,20~~ ~~[illegible]~~ *Well deck* 1*Dk*(*Stl*)	493 ~~505~~ 322 ~~247~~ 215	✠ 100A1 9,37 ✠LMC9,37 ~~(Reclassification contemplated)~~	Auk	*g*	CL 8,37	1914 9mo	Bow,Mc-Lachlan&Co. Ld. Paisley *Lloyd's A&CP*	Richardson&CoLd *WB=DBa* 28′38*t* *CellDB*	153·5|25·1|12·8 Q83′B20′F21′ FK *f* 55′ 44*t* *FPT* 18*t*	NapierN.Z. British 4*BHCem* *APT*6*t*	T.3Cy.13″,22″&36″–30″ (*s*) 180lb 92RHP 1SB,3*cf*,GS58,HS1651 Bow,McLachln&CoLdPsy	13 ″ 6	
29275 220245 KUZF	**Makua** (*ex*Suholco) *Fitted for oil fuel* 1*Dk*(*Stl*)2*trB in fore & after holds & Web frames* D.F.	3287 — 1998			…		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30′B90′F35′ FK	S.Frncisco Utd. States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29276 Broken up	**Makura** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	8075 5807 4921					1908	A.Stephen &Sons,Ld. Glasgow		450·0|57·7|32·1 P88′B231′F81′	Chinese *WB*	T8Cy(2)28½″(2)46″&(4)55″–48″ 835NHP A.Stephen&Sons,Ld.Gls.		C
29277 212517 WKCR	**Malabar** (*ex*JohnD.Rockefeller) ssNYk.No.3-12,20 *Mchy.Aft* ssNYk.No.2-29 GyC. *Fitted for oil fuel* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *& Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	8374 8276 6364	✠ … 9,33 ✠	NYk			1914 9mo	NwprtNws S.B.&D.D.Co Newprt News *CellDBa*17′	SeminoleS.S.Corp. (C.D.Mallory&Co. Inc.*Mgrs.*) *uE&B*65′ *f*50′546*t*	458·3|60·0|28·6 FK *FPT*190*t* *APT*94*t*	Wilmgton (Del.) Utd.States 14*BHptCem* (11 „ *to Udk* 3 „ „ *2nd* „)	Q.4Cy.24″,35″,51″&75″–51″ 533NHP 3SB,9*cf*,GS177,HS7035 NewportNewsSB&DD Co.	36 ″ 2	R †
29278 219395 KERT	**Malacca** (*ex*Bethelridge) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7051 — 4261					1919	Baltimore D D.&S.B.Co. Baltimore Md	C.D.MalloryCorp.	431·0|59·2|31·4 P123′B37′F39′	Wilmgton (Del.) Utd. States	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
29279 27242 JNGD	**Malacca Maru** ssYka.No.3-8,32 ssYka.No.1-36 2*Dks*(*Stl*)	5374 4848 3211	✠100A1 5,37~~8,36~~ ✠LMC8,36 BS5,37	Yka	*z*	CL ~~8,34~~ 5,37	1920 6mo	Mitsubishi ZosenKaisha Ld. Kobe A&CP	NipponYusenK.K. *Cell*	400·0|54·5|30·0 P39′B121′F43′ FK *DB*328′ 1294*t* *FPT*	Tokio Japanese 6*BHCem* 90*t* *APT*87*t*	T.3Cy.26½″,44½″&75″–48″ 200lb (*s*) 493NHP 3SB,9*cf*,GS162,HS6569 FD MitsubishiZosenKaishaLd.	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
29280 141944 MJWB	**Malachite** **3Mst** ssGls.No.3-12,36 *Well deck Mchy.Aft* *Cargo battens not fitted* 1*Dk*(*Stl*)	743 532 329	100A1 12,36 BS1,36 LMC12,36	Gls	*j*	CL 11,35	1920	NVSchspb. v/hT.Nedulof Sliedrecht *Lloyd's A&CP*	Wm.Robertson *CellDBf*103′180*t*	181·5|28·1|12·2 Q107′B12′F21′ FK *FPT*13*t* *APT*2*t*	Glasgow British 3*BHCem*	T.3Cy.15$\frac{1}{16}$″,25$\frac{1}{16}$″&40$\frac{5}{16}$″–27″ 180lb (*s*) 116NHP 2SB,4*cf*,GS64,HS2140 Penn&Bauduin,Dordrecht	14 ″ 6 s 4 ″ 6½ 14 ″ 1½	
29281 DJQD	**Malaga** D.F. E.S.D. 2*Dks* Sub.Sig. *Cruiser Stern*	2146 1635 1103					1935	Neptunwft Rostock G.m.b.h. Rostock	Rob.M.Sloman,jr.	303·1|43·6|16·1 P25′B25′F33′	Hamburg German *WB*	C.4Cy.(2)16⅛″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″&LP turbine with DRgearing&hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.		G
29282 134655 CYBR	**Malahat** **WoodAuxTwin5MstSr** *OilEng.* (*See Sailing Ship Register*)	1544 ~~1550~~ 1389 1199			…		1917	Cameron-GenoaMills Shipb'ldrs,Ld Victoria, B.C.	GibsonShippingCo. Ld.	245·7|43·8|21·0 P30′F30′	Vancouvr British	Oil Engines 2S.C.SA 4Cy.16½″–18$\frac{15}{16}$″ 18RHP ~~192NHP~~ J&CGBolindersCoLd.Skm	22 ″ 4	
29283 157606 VJYY	**Malaita** Ⓟ ssSyd.No.1-37 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl–Upr dk pt teaks*) *CruiserStern*	3310 2223 1883	✠100A1 ~~3,37~~ 2,38 ✠LMC CS8,37 DBS10,37 8,37 ✠Lloyd'sRMC~~7,37~~2,38	Syd		CL 9,36	1933 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP*	Burns,Philp&Co. Ld. *CellDB*258′656*t*	315·1|47·0|21·1 P42′B158′F36′ FK *FPT*70*t* *APT*26*t* (	SydnyNSW British 8*BHptCem* 1 „ *to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 538NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	23 ″ 6 s 2 ″ 6½ 21 ″ 1½	
29284 140608 GSCV	**Malakand** ssGls.No.1-36 ssGls.No.3-5,32 2*Dks*(*Stl*)3*rddk*(*Stl*)*inNo.1hold* D.F. E.S.D. *CruiserStern*	7649 7051 4635	✠100A1 ~~9,34~~ ~~11,35~~ 1,38 11,35✠LMC MS~~3,31~~ BS~~6,36~~9,37 *Fitted for oil fuel* 3,19 *F.P. above* 150°F.	Mdb	*c*†	CL ~~11,35~~ 9,37	1919 3mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld. *Cell DB* 414′ 1615*t*	470·4|58·2|32·1 P47′B126′F47′ FK *D Ta* 37′ 1234*t* *FPT*	Liverpool British 7*BHCem* 100*t* *APT*96*t*	T.3Cy.28″,47½″&80″–54″(*r*) 200lb 778NHP 2DB&1Aux.SB,19*cf*,GS329 HS15086 Dunsmuir&JacksonLdGls	34 ″ 10 s 7 ″ 9½ 27 ″ 3½	
29285 149984 VQWG	**Malake** ssSyd.No.2-35 Wireless *Well deck* 1*Dk*(*Stl–ws*)	736 509 382	✠100A1 10,35 BS7,37 ✠LMC10,35	Syd	*k*	CL ~~10,35~~ 1,38	1928 2mo	Grngem'th Dkyd.Co.Ld. Grngemouth *Lloyd's A&CP*	Burns,Philp (SouthSea)Co.Ld. *CellDBa&*	180·0|31·0|11·6 Q46′B55′F29′ FK *uE*44′*f*84′188*t* *FPT*	Suva,Fiji British 4*BHCem* 15*t* *APT*20*t*	T.3Cy.12½″,21″&34″–24″ (*s*) 200lb *100lb* 62RHP 1SB,3*cf*, HS1995 McKie&Baxter,Ld.Gls.	13 ″ 6 s ″ 9½ 13 ″ 0½	
29286 142995 VOBK	**Malakoff** (*ex*Steamer-36,*ex*Trawler) ssNFL.No.3-5,31 ssNFL.No.1-36 *Mchy.Aft.* *OilEng.* 1*Dk*	313 233 195	✠100A1 7,36 ✠NE7,36 ✠LMC7,36 *Coasting Newfoundland & Labrador*	NFL		CL 5,36	1918 11mo	Canada Car &FoundryCo. Ld. Fort William. Ont. A&CP	Commissioner for NaturalResources, Commissioner of Govt.of Newfoundland.	135·6|22·6|12·7 Q74′F27′ BK7′ Alt.36 *FPT*3*t* *APT*2*t* *DTf*	SJhnsNFL British 5*BHCem* 7′8*t*	Oil Engines 2S.C.SA 4Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 67NHP BritishAuxiliaries,Ld.Gls.	13 ″ 3	
29287 217928 KIBF	**Malama** (*ex*MilwaukeeBridge) *Fitted for oil fuel* D.F. 1*Dk*2*trB in fore & after holds & Web frames*	3275 3005 1996			…		1919	Submarine BoatCorp. PortNewark N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30′B90′F35′ FK	S.Frncisco Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29288 216821 WJAO	**Malamton** (*ex*Missoula-35, *ex*M.J.Scanlon) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	4554 3860 2721					1918	NewYork S.B.Corp. Camden,N.J.	C.D.MalloryCorp.	362·3|51·2|32·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24½″,38½″&67″–45″ 301NHP NYorkSBCorp.CamdenNJ		R
29289 164327 GZRD	**Malancha** ~~*Ref.Mchy.*~~ 2*Dks 3rd dk in No.1 hold* D.F. E.S.D. *CruiserStern* *Ref.Mchy.*	~~8000~~ 8124 7308 4852	✠100A1 12,37~~7,37~~ ~~(Class contem-plated)~~ ✠LMC7,37 *Fitted for oil fuel* 7,37 *F.P. above* 150°F. *Lloyd's A&CP*	PGl Gls		CL	1937 7mo	Wm.Ham-ilton&Co.Ld. Port Glasgow	Thos.&Jno. Brocklebank,Ld. *CellDB*380′1297*t*	475·6|62·7|32·3 496·5(O.L.) P51′B161′F57′ FK *DTa*36′1227*t* *FPT*	Liverpool British 8*BHptCem* (1*BH to 2nd dk*) 30*t* *APT*95*t*	3SteamTurbines SRgeared to 1 Screw Shaft 250lb (*r*) 1170NHP 4SB(Spt)16*cf*,HS14060 FD D.Rowan&Co.Ld.Gls.	34 ″ 10 s7 ″ 3½ 27 ″ 10	
29290 220751 KDHY	**Malang** (*ex*EasternLeader) *Fitted for oil fuel* D.F. 2*Dks*	3735 3443 2265			…		1920	Fujinagata Dockyard Osaka	C.D.MalloryCorp.	344·8|50·1|26·6 P33′B73′F40′ FK *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23″,38″&64″–48″ 342NHP FujinagataDkyd Osaka	29 ″ 1	R †
29291 CSAJ	**Malange** (*ex*CarloPisacane,*ex*Algier, *ex*Hornfels) 1*Dk & Spar dk*	3155 2995 2393					1904	Akt.Ges. "Neptun" Rostock	Companhia Colonial de Navegaçao.	302·2|45·3|25·4 H31′	Lisbon Portuguese *WB*	T.3Cy.20⅜″,35$\frac{7}{16}$″&55⅛″–37⅜″ 192NHP A.G."Neptun,"Rostock		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 29292 7325 SDVA	**Mälaren** OilEng. ssLkr.No.2–34 D.F. 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern	2699 2344 1434	✠100A1 withfreeboard ~~1,37~~12,37 ✠LMC DBS~~7,36~~ 6,37	Got CS11,34 5,36	v	CL 5,36	1927 3mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd's A&CP	Rederiaktieb. Transatlantic (G.Carlsson, Mgr.)	337·0|45·6|20·3 340·3(O.L.) FK (Coll CellDB280'818tFPT130tAPT154t	Gothenbrg Swedish 6BHptCem BH to Sh dk 5 „ „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb.Got	22″11 s1″7½ 21″4¾	
✻ 29293 221304 KDSI	**Malay** (exSwiftwind–33) ssMob.No.3–10,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard 6,37~~11,36~~ ~~BS7,36~~ ✠LMC10,33 Carrying Petroleum in bulk Fitted for oil fuel 6,21 F.P. above 150° F.	NYk Mob BS5,37	c†	CL 4,36	1921 6mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	SeminoleS.S.Corp. (C.D.Mallory&Co. Inc.Mgrs.)	464·4|60·2|27·7 481·9(O.L.) FK CellDBuE&B71'230tDTf50'444t 'tween dk tanks a30tFPT183tAPT31t	Wilmgton (Del.) Utd.States 17BHptCem (3 to S dk 10 „ U „ 4 „ 2nd „)	T.3Cy.27¾",46"&78"–51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rentschler Co.Hamilton,O.	36″5 s8″11¾ 27″8	
29294 35169 JEMD	**Malay Maru** (exCraighall) ssKob.No.3–7,17 ssKob.No.1–22 2Dks(Stl)&deep framing	4557 4153 3250	✠ 9,26 ✠	Kob	x		1905 3mo	D&WHendersn&Co.Ld. Glasgow	OzekiKisenK.K.	379·9|50·1|26·0 P40'B98'F40' FK W B=CellDBa121'uE&B37'f165'1011tAPT122t	Kobe Japanese 6BHCem	T.3Cy.25",41"&67"–48" 368NHP 3SB,9cf,GS173,HS6160 D&WHendersn&CoLd.Gls	28″8	C †
✻ 29295 OYZC	**Malaya** TwinSc4Mst OilEng. ssCpn.No.3–4,34 D.F. 2Dks(Stl)&Awng dk(Stl)	8654 8189 5512	✠100A1 Awng dk withfreeboard 2,38 ✠LMC DBS8,37	Cpn CS4,34 11,36	c†	CL ~~8,34~~ ~~2,37~~ 8,37	1921 7mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	A/S DetÖstasiatiskeKompagni	445·8|60·3|39·1 464·5(O.L.) F77'onAwng dk FK CellDB392'1468t Tanks Collision 'tween tunnels 46'130t FPT108t APT108t	Copnhagn Danish ptCem BH to Aw dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.29½"–45¼" 987NHP DB100lb Akt.Burmeistr&Wain,Cpn	42″0 s10″4¾ 31″10	
✻ 29296 148730 GFVW	**Malayan Prince** TwinSc OilEng. ssH.Kg.No.2–34 ~~2Dks(Stl)&Shelter dk(Stl)~~ D.F. 3Dks CruiserStern Tonnageopeningclosed '38	~~6734~~ ~~5800~~ ~~3656~~ 8593 — 5283	✠100A1 withfreeboard 3,38~~10,36~~~~11,37~~ ✠LMC DBS~~8,36~~ 8,37 Carrying oil F.P. above 150°F or Latex in deep tanks Carrying vegetable oil or Latex in fore & after peak tanks	HKg ~~NYk~~ CS7,34 7,35	d†	CL ~~SN1,35~~ P5,36 S3,38	1926 3mo	Deutsche WerftA.G. Hamburg Lloyd's A&CP Upr 'tween dk BHs except Collision BH dispensed with (CollBHtoWeatherdk,7BHto2nddk)	RioCapeLine,Ld. (Furness,Withy&Co.Ld.Mgrs.) Duct keel fwd of Mchy. space 159'	441·6|60·3|~~39·2~~ 29·2 F42' FK CellDB367'1386t MTs 73' 2554t	London British 9BHptCem ptAsp ~~CollBHtoSh.dk~~ ~~7 „ „ 2nd „~~ ~~1 „ „ 3rd „~~	Oil Engines 4S.C.SA 16Cy.29⅛"–47¼" 1313NHP DB100lb DB(Upper)43lb AlgemeineElec.Ges.Berlin FPT130tAPT156t	~~32″3~~ ~~s4″6¼~~ ~~27″10¾~~ 42″3 s13″0¾ 29″4½	
29297 219783 KULC	**Malchace** (exChickamauga) Fitted for oil fuel 1Dk2trB Longitudinal framing	3516 — 2125					1920	Merrill StevensS.B.Corp. Jacksonville, Fla.	C.D.MalloryCorp.	333·8|48·0|24·9 P36'B100'F36'	Wilmgton (Del.) Utd.States WB	T.3Cy.23",39"&65"–42" NE&B29 274NHP BethlehemS.B.Corp.Ld. Bal.		R
29298 146286 GDNB	**Malda** Ⓟ TwinSc 2Dks(Stl–Uteak s) D.F. CruiserStern Ref.Mchy Fitted for oil fuel	9066 7265 5540	✠ 7,25 ✠ Lloyd'sRMC~~[illegible]~~ 5,38	Mdb	d†		1922 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N.Co.Ld. CellDB403'1568t between tunnels	465·0|58·3|33·5 P44'B175'F53' FK Tanks 114'253tFPT164tAPT69t	Glasgow British 9BHptCem	6SteamTurbinesDRgeared to 2 Sc.Shafts HS13948 1008NHP 4SB&1AuxSB,18cf,GS338 Barclay,Curle&Co Ld.Gls.	36″0	BT till ~~6,37~~ 5,38
29299 SVSG	**Maleas** (exChefMécanicien Mailhol–36,exWarAdmiral) D.F. 2Dks&Awng dk	5709 — 4282			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	JohnPapadeas	385·3|51·2|33·5 FK	Piræus Greek WB	T.3Cy.26",43"&72"–48" 440NHP KawasakiDkyd.Co.Ld.	36″0	C †
29300 FNQH	**Malgache** (exPort deCherbourg, exMalgache,exBaymano, exCayoRomano) 2Dks& deep framing D.F.	3777 — 2339			...		1911	W.Dobson &Co. Newcastle	UnionMaritime Soc.Anon.	354·4|48·0|26·0 P41'B112'F41' FK	Marseilles French WB	T.3Cy.25",41"&68"–45" 371NHP N.E.MarineEngCoLd.Nwc	28″5	V †
Now	"Rouennais," see No. 39908 in Supplement													
✻ 29301 194 SVPN	**Maliakos** (exIntombi) ssPir.2ndNo.3–8,37 ~~ssLiv.No.3–12,24~~ ~~ssPir.No.2–33~~ 2Dks(Stl)&Web frames Longitudinal framing	3903 3689 2505	✠100A1 ~~3,36~~10,37 Mch ~~BS4,36~~ ✠LMC~~8,33~~ 8,37	Ant	w	CL 1,37	1912 7mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd's A&CP	M.A.Embiricos CellDBa111'uE&	365·0|47·0|27·0 P33'B108'F38' FK B56'f147'829tFPT	Andros Greek 6BHCem 64tAPT15t	T.3Cy.22",37"&62"–48" (s) 215lb 364NHP 3SB,9cf,GS173,HS6255 Dunsmuir&JacksonLdGls	29″6 s5″4¼ 24″3¼	
29302 92973	**Malietoa** Mchy.Aft GyC. 1Dk2trB	4584 — 3921					1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0|50·0|24·3	D'luth Min Utd.States WB	Q.4Cy.15¾",23¾",36½"&56"–40" 198NHP AmericanS.B.Co Clevelnd.		
29303 UNAB	**Maligin** (exSoloveyBoudimirovitch, exBruce) 2Dks&Awng dk	1571 1367 534			...		1912	Napier& Miller,Ld. Glasgow	U.S.S.R.	250·0|36·1|22·3 FonAwng dk36' FK	Archangel Russian WB	T.3Cy.25",42"&68"–45" 521NHP J.G.Kincaid&Co.Ld.Grk.	25″3	
29304 217115 WDOI	**Maliko** (exCapeMay) Fitted for oil fuel Ref.Mchy. 2Dks&Shelter dk D.F. Longitudinal framing	6847 6596 4280			...		1918	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	MatsonNavigation Co.	415·0|53·7|36·3 FK	S.Frncisco Utd.States WB	T.3Cy.30½",52"&86"–54" 813NHP BethlehemS.B. Corp.Ld Sparrow'sPt.Md.	39″6	R †
29305 145402 GJCN	**Malines** Ⓟ TwinSc Sub.Sig. 2Dks&Shelter dk E.S.D. CruiserStern	2980 2384 1262			...		1921	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRly.	320·7|43·2|25·7 F128'onShelter dk FK	Harwich British WB	4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	26″6	BT till ~~12,37~~ 1,39
29306 310 HSAL	**Malini** TwinSc3Mst OilEng. ssBgk.No.2–33 2Dks(Stl)Wthr dk(teak s) Cargo battens not fitted in 'tween dks	1278 1121 788	✠100A1 withfreeboard 10,36 ✠LMC	Bgk CS6,34 6,36	o	CL P1,35 S10,36	1925 7mo	A/S NakskovSkibsvrft Nakskov Lloyd's A&CP	SiamStm.Nav. Co.Ld.	223·5|35·6|18·2 F33' FK Coll CellDB182'178tFPT16t	Bangkok Siamese 4BHptCem BH to W dk APT27t	Oil Engines 4S.C.SA 12Cy.14$\frac{9}{16}$"–22$\frac{7}{16}$" 245NHP HolebyDieselmtrfkHoleby	20″0 s4″10½ 15″5½	
29307 DIDD	**Malkah** (exJ.C.&H.C.Kiehn) OilEng. 1Dk Wireless Carrying Petroleum in bulk	1118 972 598					1923	J.C.&H.C. Kiehn Hamburg	Europäische Tanklager-u. Transp.A.G.	221·9|32·5|15·3 P52'F20'	Hamburg German	Oil Engines 4S.C.SA 6Cy.15¾"–29$\frac{1}{16}$" 144NHP Emade&fitted27 Motorenfbr."Deutz"A.G. Köln-Deutz		G
29308 438 ESAZ	**Mall** (exGerminal,exLakeHarney) ssTln.No.3–5,31 ssTln.No.1–36 1Dk(Stl) Cargo battens not fitted	1863 1625 1094	✠100A1 3,36 BS~~4,37~~ 4,38 ✠LMC3,36	Rot	r	CL 1,36	1918 7mo	American S.B.Co. Lorain,O. A&CP	TallinnShipping Co.Ld.	251·0|43·5|20·0 P25'B64'F23' FK CellDB218'538tFPT	Tallinn Estonian 6BHCem 56tAPT69t	T.3Cy.20",33"&54"–40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20″2 s2″7¼ 17″9	

	1 Numero d'Ordre Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, et ce n'est dans le L.R. Durée Cert. H.of Trade
*	29309 232362 WNHA	**Mallard** (exAmericanCardinal-36, exDicto-33) ssNwc.No.3-2,29 ssMob.No.2-36 ~~ssN.Yk.No.1-33~~ 1Dk(Stl)2trB	3804 3463 2375	✠100A1 ~~5,37~~ ~~10,36~~ 8,38 ✠NE2,29 ✠LMC10,36 ~~MS11,33~~ ~~BS10,36~~ 11,37 Fitted for oil fuel 8,17 F.P. above 150° F.	Mob ~~NYk~~	v NN3	CL ~~8,36~~ 11,37	1917 7mo	UnionIron WorksCo. Alameda,Cal. A&CP	C.D.MalloryCorp.	341·0|48·2|24·5 P29'B73'F36' FK CellDB290' 967t FPT120t APT102t	Wilmgton (Del.) Utd.States 6BHptCem	T.3Cy.24",38"&64"-42" (s) 195lb 372NHP 2SB,8cf,HS6690 McKie&Baxter,Ld.Gls.	27 " 3 s4 " 10 22 " 7½	
	29310 164619 MLLM	— OilEng. Mchy.Aft 1Dk CruiserStern	352 257 166	✠100A1 8,38 ~~5,36~~ ✠LMC5,36 ✠LMC(M)3,38	Lon	g	OG	1936 5mo	CaledonS.B.&E.Co.Ld. Dundee Lloyd'sA&CP	GeneralStm.Nav.Co.Ld.	163·4|26·7|9·5 P47'F63' FK CellDBuE 14'f46'63t FPT35t APT12t	London British 3BHCem	Oil Engines 2S.C.SA 4Cy.13¾"-22 7/16" 125NHP Atlas-DieselA/B,Skm.	11 " 0 s " 0½ 10 " 4	
	29311 218809 KIXX	**Mallemak** (exWekika) Fitted for oil fuel 1Dk2trB Longitudinal framing	3515 3216 2125					1919	Merrill-StevensCo. Jacksonville	C.D.MalloryCorp.	333·8|48·0|24·9 P36'B97'F36'	Wilmgton (Del.) Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
	29312 EAOZ	**Mallorca** Ⓟ 1Dk&Shelter dk(Stl-ws) 2nd dk in holds	2205 — 1198	✠ 1,20 ✠	Bcl	s		1914 11mo	N.Odero fu A.&Co. SestriP'nente	Cia.Trasmediterranea	297·2|38·6|26·6 FK CellDBuE&B101'f45'189tFPT19tAPT57t	Palma de Mallorca Spanish 6BHCem	T3Cy.24",38⅝"&67 5/16"-47¼" 509NHP 4SB,12cf,GS186,HS7888 N.OderofuA.&Co.	27 " 6	V †
*	29313 LCSX	**Malmanger** ssRot.No.1-37 ssMob.No.3-2,32 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	7078 6404 4411	✠100A1 4,37 ~~11,35~~ ~~BS11,35~~ ✠LMC~~2,32~~ Carrying Petroleum in bulk Fitted for oil fuel 6,20 F.P. above 150° F. ~~BS10,36~~10.37 MS4,37	Bdx Rot	a†	CL ~~N11,33~~ 3,37	1920 6mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Westfal-Larsen&Co.A/S	425·0|57·0|33·1 440·3(O.L.) P101'B28'F42' FK CellDBuE&B55'142tDTf38'518tAPT53t	Bergen Norwegian 15BHptCem (9 to Up dk 6 „ 2nd „)	T.3Cy.27",45"&74"-54" (s) 180lb 559NHP 4SB,12cf,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 " 0 s6 " 2 27 " 0½	
	29314 3769 SEDA	**Malmö** Ⓟ TwinSc (TrainFerry) Wireless 2Dks	1588 1401 556					1900	Kockums M.V.Aktieb. Malmö	SvenskaStatens Jernvägar (G. Englund, Mgr.)	266·6|51·0|17·3 H130t	Malmö Swedish WB	T.6Cy.16 1/16",27 3/16"&47½"-27 9/16" 234NHP KockumsAktieb.Malmö		
	29315 DHQC	— 1Dk	981 705 468					1918	H.C.StülckenSohn Hamburg	Bissmark-Linie, G.m.b.H.	217·1|32·4|12·7 P61'B59'F21'	Hamburg German WB	T3Cy.17 7/16",29½"&46½"-31½" 122NHP H.C.StülckenSohn,Ham.		G
	29316 OXEE	— Ⓟ Wireless 1Dk	609 440 251					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk. ÖresundA/S(M.N. Suenson, Mgr.)	194·0|33·2|12·9 B70'F32'	Copnhagn Danish WB	T.3Cy.17",27"&45"-30" 111NHP KjbnhavnsFlydk.&Skbsv.		V
	29317 145437 GFBD	**Maloja** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig 2Dks(Stl-ptws)& CruiserStern Shl dk(Stl-ws)&UShl dk (Stl-wsptteak)3rd dk(Stl) in No.1 hold	20914 17305 12792	✠ 11,26 ✠ ✠Lloyd'sRMC~~4,37~~ ~~8,37~~ ~~1,38~~ 4,38	Lon	n†		1923 10mo	Harland&Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. CellDB527'2615t Tanks 'tween tunnels 180t	600·8|73·4|48·6 B351'F111' on U Sh dk FK&BK2" Collision FPT182t APT254t	Belfast British ptAsp ptCem BHtoUSdk 10 „ „ Sh „	Q.8Cy.33",47",67½"&97"-60" 2632NHP 6DB&2SB,56cf,HS41358 Harland&Wolff,Ld.Bel.	52 " 8	BT till ~~1,38~~ 12,38
*	29318 LCKJ	— TwinSc (exDanwood-36) OilEng. D.F. E.S.D. ssOsl.No.1-35 Mchy.Aft 1Dk(Stl) Special Surveys to date from 4,31	6400 4562 3764	✠100A1 ~~7,37~~ ~~12,36~~ 2,38 ~~DBS12,36~~ ✠LMC8,35 2,38	Vcr ~~Yka~~ Nag	z	CL 7,36 S2,38 PN2,38	1930 8mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd'sA&CP	Skibs.A/S Avanti (Tschudi&Eitzen, Mgrs.) 2 Watertight BH dispensed with CellDB328'1280t Tank in bridge860t	386·6|60·2|25·6 P&B263'F49' FK FPT249t	Oslo Norwegian 4BH APT203t	Oil Engines 2S.C.SA 16Cy.16 7/16"-28⅜" 765NHP DB80lb A/S AtlasDieselPolar,Skm	29 " 0 s4 " 0 25 " 2	
*	29319 226454 WMCE	**Malolo** Ⓟ TwinSc ssS.Fo.No.2-35 3Dks(Stl)4th Dk(Stl) in D.F. GyC. forward holds E.S.D. CruiserStern	17232 12442 8305	✠100A1 withfreeboard 4,37 BS3,37 ✠LMC12,35 Fitted for oil fuel 10,27 F.P. above 150° F.	SFo	n†	CL 12,35	1927 10mo	W.Cramp&SonsS&EBCo Philadelphia Lloyd'sA&CP	MatsonNav.Co. Cell DB424' 1959tD	554·0|83·2|30·7 B&F490' FK Ts a 938t FPT181t	S.Frncisco Utd.States 12BHCem APT168t	8 Steam Turbines SR geared to 2 Sc. Shafts (s) 280lb 5112NHP 12WaterTubeBoilers(Spt) HS55764 FD W.Cramp&SonsS&E.B.Co.	44 " 6 s15 " 9 29 " 0	
		Now "Matsonia," see No. 39199 in Supplement													
	29320 147086 MLNX	**Malrix** ssHul.No.3-7,35 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	703 478 354	✠100A1 4,37 ~~8,36~~ ~~BS8,36~~ ✠LMC7,35 8,37	Hul	j	CL 7,35	1923 6mo	Cochrane&Sons,Ld. Selby Lloyd'sA&CP	RixSteamships, Ld.(R.Rix&Sons, Mgrs.) CellD	175·1|29·0|11·4 185·0(O.L.) Q99'B11'F25' FK Bf99' 142t FPT55t	Hull British 4BHCem APT28t	T.3Cy.13",23"&37"-26" (s) 200lb 96RHP 1SB,3pf,GS48,HS1683 C.D.Holmes&Co.Ld.Hull	13 " 6 s3 " 9½ 13 " 3½	
	29321 26404 JMTD	**Malta Maru** ssKob.No.3-11,37 ~~ssNag.No.3-1,32~~ 2Dks(Stl)	5500 4988 3466	✠100A1 11,37 ~~8,35~~ ✠LMC~~10,36~~ 11,37	Nag Kob	z	CL 10,36	1919 10mo	Asano S.B.Co. Tsurumi A&CP	IshiharaSangyo KaiunK.K.	400·0|53·2|29·4 P33'B124'F41' FK Cell DB339'942t	Fuchu Japanese 6BHCem APT27t	T.3Cy.26",43½"&72"-48" (s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD IshikawajimaSB&ECoTok	32 " 0 s6 " 8 25 " 8	
	29322 232327 WLEW	**Malton** (exBaronGlenconner-33) Fitted for oil fuel 1Dk	2972 2721 1818					1923	Napier&Miller,Ld. Glasgow	C.D.MalloryCorp.	332·6|48·3|22·0 P29'B97'F34' WB	Wilmgton (Del.) Utd.States	T.3Cy.21½",35½"&60"-39" 225NHP J.G.Kincaid&Co.Ld.Grk		R
	29323 219782 KULB	**Maltran** (exCarolinas,exPinellas) Fitted for oil fuel 2Dks Longitudinal framing	3513 3216 2144					1920	Merrill-StevensS.B.Corp. Jacksonville	C.D.MalloryCorp.	333·8|48·0|24·9 P36'B97'F36'	Wilmgton (Del.) Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
	29324 7216 SFKG	**Malva** ssGot.No.3-11,37 ~~ssGot.No.2-30~~ Mchy.Aft 1Dk(Stl) CruiserStern	519 382 254	✠100A1 11,37 ~~12,36~~ ~~BS~~ ✠LMC~~4,33~~ 11,37	Got	h	OG ~~5,34~~ 11,37	1925 7mo	Aktieb. LödöseVarf Lödöse Lloyd'sA&CP	A/B LödöseVarf (T.Petterson, Mgr.) CellDBf59'84tFPT	151·7|28·1|12·5 P46'F25' FK	Lödöse Swedish 3BHCem 13tAPT19t	C.2Cy.12"&27"-18" (s) 130lb 36NHP 1SB,2cf,GS28,HS700 Aktieb.LödöseVarf,Lödöse	13 " 3 s1 " 0½ 12 " 4	
	29325 164324 GZMM	**Malvernian** D.F. E.S.D. Ref.Mchy.	~~3070~~ ~~2470~~ ~~1455~~ 3133 2485 1397	100A1 (Class Contemplated) ✠Lloyd'sRMC5,37				1937	W.Gray&Co.Ld. WHartlepool	EllermanLinesLd. (Ellerman&PapayanniLines, Mgrs.)	~~342·0|50·0|28·6~~ 345·6|50·1|20·7 F24'	Liverpool British	T.3Cy.23",38"&65"-48"& LPturbine with DRgearing & hydrauliccoupling Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 " 3 s1 " 3 22 " 2½	
		For full particulars see No. 39162 in Supplement													
	29326 PFTE	**Malvina** TwinSc OilEng. ssRot.No.1-35 Mchy.Aft 1Dk(Stl)2nd dk(Stl) D.F. clear of cargo tanks Longitudinal framing at bottom & at deck	8245 7476 4784	✠100A1 8,37 ~~9,36~~ ✠LMC CS12,35 ~~DBS9,36~~ 11,36 ~~12,36~~ Carrying Petroleum in bulk DBS3,37	Rot Bkn	c†	CL ~~12,35~~ 8,37	1932 1mo	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam Lloyd'sA&CP	N.V.Petroleum Maats "La Corona" CellDBuE69'222tD	450·9|62·0|34·1 468·0(O.L.) P103'B35'F48 FK Tf32'355tFPT225t	TheHague Dutch 14BH APT41t	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 2DB150lb 714NHP WerkspoorN.V.Ams.	34 " 0 s6 " 7½ 27 " 6½	

	1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
	No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
*	29327 131389 GMTL	**Mamari** (exMamilius-33, exZealandic) TwinSc ssLon.2ndNo.3-1,33 ~~ss~~Gls.No.1-37 2Dks(Stl) &Shelter dk(Stl-ptws) Ref.Mchy. E.S.D.	7924 7345 5058	100A1 withfreeboard 2,38 ~~11,36~~ ~~BS5,36~~ 5,37 ~~LMC1,33~~ ✠Lloyd'sRMC~~11,36~~ ~~6,37~~ 1,38	Nwc Gls		~~11,34~~ 6,37	1911	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Norfolk&N.AmericanStm.Shipping Co.Ld.(Shaw Savill&AlbionCo. Ld.Mgrs.) CellDB416'1713t Tanks in way of tunnels16t	477·5 P40'B221'F81' onShelter dk FK&BK2"	63·1	31·5	Liverpool British 9BHCem (Coll to Sh dk 8 ,, 2nd ,,)	Q.8Cy.22"31½"46"&65½"-48" 215lb (s) 995NHP 2D&2SB,18cf,GS354, HS15146 FD Harland&Wolff,Ld.Bel.	34 ″ 4 s 6 ″ 3 28 ″ 6½	
	29328	**Mambi** Iron (exSailing VesselNinfa, exLadakh) ssGen.No.1-16 2Dks Fitted for oil fuel Carrying Molasses in bulk	1983 — 886	✠ 8,16	Gen	v Lv		1883 2mo	Oswald, Mordaunt &Co. Southampton	Cia.Cubana de Transporte de Mieles	269·0 BK10"	39·5	24·2	Havana Cuban 1BHCem	T.3Cy.19",32"&56"-36" Emade18fitted21 188NHP Bmade20fitted21 WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R †
	29329 145 OTMA	**Mambika** (exAsier) ssAnt.No.3-8,35 D.F. 2Dks(Stl) Now "Stanmore," see No. 40073 in Supplement	3081 2869 1813	✠100A1 2,37 BS9,36 ✠LMC9,35	Ant	u	CL 9,35	1920 9mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow Lloyd'sA&CP	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	331·0 P32'B102'F33' FK CellDB280'585t	46·5	23·3	Antwerp Belgian 5BHCem	T.3Cy.22",37"&62"-48" (s) 215lb 442NHP 3SB,9cf,GS161,HS6705 FD Dunsmuir&JacksonLd.Gls FPT86tAPT63t	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
	29330 35646 JIGC	**Mamiya Maru** Ⓟ (Icebreaker) Wireless 2Dks	1127 853 469					1929	KobeSteel Works Harima	KitaNipponKisen K.K.	210·0 P27'B66'F36'	31·0	20·0	Fuchu Japanese WB	T.3Cy.$18\frac{7}{16}$",$29\frac{5}{8}$"&$50\frac{3}{4}$"-33" Emade92fitted29 148NHP KawasakiDkydCoLdKobe		
	29331 LEKY	**Mammy** (exMandeville-35) 2Dks3trB	1656 993 1038					1911	Akt.Burmeistr&Wain Copenhagen	D/S A/S Carrier (ValdemarSkoglandA/S,Mgrs.)	255·3 B34'	35·7	22·6	Haugesnd Norwegian WB	T.3Cy.22",35"&60"-42" 233NHP Akt.Burmeistr&Wain,Cpn		N
	29332 PKGO	**Mampawa** OilEng. Mchy.Aft 1Dk	537 362 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
*	29333 PFTI	**Mamura** TwinSc ssRot.No.1-36 OilEng. 1Dk(Stl)2nddk(Stl)clear of cargotanks D.F. Mchy.Aft Longitudinal framing at bottom & at deck	8245 7476 4784	✠100A1 ~~1,37~~ 10,37 ✠LMC CS5,36 DBS~~5,36~~10,37 8,35 CarryingPetroleum in bulk	Rot Ams	c†	CL 8,35	1932 1mo	N.V.Wilton'sMachfbr &Scheepswrf. Rotterdam Lloyd'sA&CP	N.V.Petroleum Maats"LaCorona" CellDBuE69'22	450·8 P103'B35'F43' FK 2tDTf32'355tFPT	62·0	34·1	TheHague Dutch 14BH 225tAPT41t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
	29334	**Man Hing** (exWing Hung,exFookSing, exWahKiu) WoodTrpSc OilEng. 2Dks&Shade dk	839 636 528					1919	Kwong TuckCheong HongKong	ChoungChongCo. (SamTickS.S.Co. Mgrs.)	163·4	30·7	16·5	Macao Portuguese	Oil Engines 12Cy.(8)11"-12"&(4)12½"-13½" 282NHP KwongTuckCheong,HKg.		
	29335 129031 CGYF	**Man Isle** Ⓟ (exManisle-33, exSambro-33, exPellegrini,exSkerne) ssHav.No.3-5,20 ssHfx.No.1-25 Well deck 1Dk(Stl) Now "Colony Trader," see No. 87621 in Supplement	888 696 497	✠ 9,28 ✠	Hfx	k		1909 6mo	ShortBros. Ld. Sunderland	H.L.Montague (In trust) CellDBa37'	195·7 Q92'B17'F22' FK uE15'f92'223tFPT	34·1	11·5	HalifaxNS British 4BHCem 31tAPT20t	T.3Cy.15",25"&41"-27" 84RHP 1SB,3pf,GS49,HS1600 G.T.Grey,SouthShields	13 ″ 6	C †
	29336 219519 KOZG	**Mana** (exMoraviaBridge) Fitted for oil fuel 1Dk2nd trB in fore&after holds&Web frames D.F.	3283 3005 1996			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B9'F35' FK	46·2	25·0	S.Frncisco Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
*	29337 140530 GSCM	**Manaar** ssBkn.No 3-12,29 ssGls.No.2-37 ~~ssMdb.No.1-34~~ D.F. 2Dks(Stl) 3rd dk(Stl)inNo.1hold	7242 6830 4499	✠100A1 8,37 ~~5,36~~ BS~~1,37~~ 12,37 ✠LMC~~2,34~~ MS8,37 Carrying oil fuel F.P. above 150° F. Fitted for oil fuel 1,19 F.P. above 150° F.	Bkn Gls	c†	CL ~~5,36~~ 8,37	1917 8mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP in DB	Thos.&Jno. Brocklebank,Ld. CellDB413'1563	470·0 P47'B124'F43' FK tDTa34' 216t FPT	58·0	32·1	Liverpool British 7BHCem 79tAPT84t	2SteamTurbinesSRgeared to 1 Sc. Shaft (r) 787NHP 200lb HS14430 2DB&2SB,18cf,GS330 D.Rowan&Co.Glasgow	34 ″ 11 s7 ″ 10½ 27 ″ 3	
	29338 PUBO	**Manaos** 2Dks&Shade dk	1719 1331 1169	✠ 2,84	Gls	Lv		1883 11mo	J.&G. Thomson Clydebank	LloydBrasileiro	266·3 H327t F47' WB=APT	36·1	19·5	R.Janeiro Brazilian 3BH 1PBH	C.2Cy.35"&70"-45" 274NHP J.&G.Thomson,Clydebank		
	29339 144255 GCGJ	**Manaqui** Sub.Sig. Fitted for oil fuel D.F. 1Dk	2802 2377 1522					1921	Workman, Clark &Co.Ld Belfast	FurnessWithy& Co.Ld.	303·0 B83'F38'	47·2	21·7	London British WB	T.3Cy.20½",34"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
	29340 220639 KDFM	**Manatawny** Fitted for oil fuel Carrying Petroleum in bulk 2Dks	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	DeepSeaFisheries Inc.	390·0 P39'B121'F43'	54·2	27·8	S.Frncisco Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	29341 219990	**Manatee** Fitted for oil fuel Longitudinal framing 2Dks	5948 6144 3823					1920	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	402·1 P34'B118'F38'	54·0	34·4	Tampa,Fla Utd.States WB	T.3Cy.24½",41½"&72"-48" HardyTyne 359NHP Mfg.Co.Birmingham,Ala.		
*	29342 135368 GKBP	**Manchester Brigade** ssMch.No.3-7,30 ssMch.No.1-34 1Dk(Stl)&Shelter dk(Stl) E.S.D. 2nd dk(Stl)inNos.1,2,3&4holds D.F. Ref.Mchy. Cargo battens not fitted in Shltr'tween dks	6042 5759 3764	✠100A1 Shelter dk withfreeboard 2,38 ~~2,37~~ ✠LMC MS12,34 BS~~7,36~~7,37 Lloyd'sRMC~~11,36 5,37~~ 11,37 Port chamber for temp. 32° F.	Mch	z	CL ~~4,35~~ 2,38	1918 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	ManchesterLiners, Ld. CellDB368'999tD	418·0 B on Shelter dk 126' FK Ta33' 734t FPT68t	53·5	33·4	Manchestr British 7BHCem APT64t	T.3Cy.29",49"&80"-54" (s) 190lb FD 690NHP 3SB,12cf,GS231,HS10300 Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 s 7 ″ 11¾ 28 ″ 3	
*	29343 147409 GLRM	**Manchester Citizen** ssMch.No.3-4,38 ~~ssMch.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNos.1, 2&3holds D.F. E.S.D. Ref.Mchy. CruiserStern	5343 4698 3009	✠100A1 withfreeboard 4,38 ~~2,37~~ ~~MS11,33~~ MS4,37 ✠LMC BS~~11,36~~ 11,37 ✠Lloyd'sRMC~~2,37 8,37~~ 2,38 Fitted for oil fuel 7,25 F.P. above 150° F.	Mch	b†	CL 12,35	1925 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	ManchesterLiners, Ld. Duct keel forward CellDB344'1286t	417·7 B127'F36' FK of Mchy.space 129' DTa33'859t	57·0	27·7	Manchestr British 9BHptCem (Coll to Sh dk 6 ,, 2nd ,, 2 ,, 3rd ,,) DTf33'938t	T.3Cy.29",49"&80"-54" (s) 190lb FD 691NHP 3SB(Spt),12cf,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. FPT74tAPT97t	30 ″ 3 s 4 ″ 1¼ 26 ″ 4½	
*	29344 147408 GKMY	**Manchester Commerce** ssMch.No.2-33 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in Nos.1,2&3holds D.F. E.S.D. Ref.Mchy. CruiserStern	5343 4698 3068	✠100A1 withfreeboard 12,36 BS12,37 ~~BS12,36~~ ✠LMC8,33 ✠Lloyd'sRMC~~12,36~~ 12,37 ~~4,37~~ Fitted for oil fuel 6,25 F.P. above 150° F.	Mch	b†	CL 3,35	1925 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	ManchesterLiners, Ld. Duct keel forward CellDB344'1286t	417·7 B127'F36' FK of Mchy.space 129' DTa 33' 859t	57·0	27·7	Manchestr British 9BHptCem (Coll to Sh dk 6 ,, 2nd ,, 2 ,, 3rd ,,) DTf33'938t	T.3Cy.29",49"&80"-54" (s) 190lb FD 691NHP 3SB(Spt),12cf,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. FPT74tAPT97t	30 ″ 3 s 4 ″ 1¼ 26 ″ 4½	

1 Numero d'Ordre / Numero Officiel / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Offic. Total / Sous le Pont / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement / Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. Ref. Trade
29345 135369 GBYB	**Manchester Division** ssMch.No.3–8,30 ssMch.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*inNos.1,2,3&4holds* *Cargo battens not fitted in Shltr 'tween dks* *Ref.Mchy.* D.F. E.S.D.	6048 5766 3768	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~1,37~~ ✠LMC MS8,34 BS6,37 Lloyd'sRMC~~3,37~~ 4,38 Port chamber for temp 32° F.	Mch	*z*	CL 1,36	1918 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	ManchesterLiners, Ld. *CellDB368'999t DT a33'784t FPT68t APT64t*	418·0 *BonShelter dk*126' FK *CollisionBHtoShltr dk* *6BHtoU dk*	53·5	33·4	Manchestr British *Cem*	T.3Cy.29″,49$\frac{5}{16}$″&80″–54″(*s*) 190lb FD 690NHP 3SB,*12cf*,GS231,HS10800 Richardsons,Westgarth&Co.Ld.Hpl.	36 ″ 0 s 7 ″ 11½ 28 ″ 3	
29346 140584 GPMN	**Manchester Exporter** (*ex*Rexmore) ssMch.No.3–3,30 ssMch.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd tr beams in No.1 hold* *Cargo battens not fitted in Shltr 'tween dks*	5277 4725 2897	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~1,36~~ ✠LMC MS5,34 BS5,37 *Fitted for oil fuel 7,21 F.P. above 150° F.*	Mch	*a*†	CL ~~10,34~~ 5,37	1918 6mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	ManchesterLiners, Ld. *CellDB321'964t DTf31'957t DTa31'861t APT52t*	420·3 431·2(O.L.) *F on Shelter dk*33' FK	55·0	27·9	Manchestr British *7BHCem*	T.3Cy.29″,49″&80″–54″ (*s*) 180lb FD 712NHP 4SB,*12cf*,GS249,HS11000 Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 6 s 3 ″ 7¾ 27 ″ 2½	
29347 [illegible] GPVS	**Manchester Hero** Now "St.Winifred," see No. 40056 in Supplement [illegible] ssMch.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*inNo.1hold*	5775 5532 3664	✠100A1 *Shelter dk* *withfreeboard* 4,37 ✠LMC BS4,37 MS5,36	Mch	*y*	CL 8,36	1916 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	ManchesterLiners, Ld. *WB = Cell DB a140'uE&B45'f166'1303t APT112t*	400·0 411·8(O.L.) *FonShelter dk*37' FK	53·0	32·3	Manchestr British *6BHCem*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 532NHP 3SB,*9cf*,GS181,HS7906 FD Blair&Co.Ld.Stockton	34 ″ 11 s 9 ″ 2¾ 25 ″ 11	
29348 147428 GYNF	**Manchester Port** *Ref.Mchy.* D.F. 1*Dk*&*Shelter dk* E.S.D. *3rd dk except in aftermost hold* *CruiserStern*	5469 4851 3287	✠100A1 *withfreeboard* 5,38 ~~2,37~~ ✠LMC10,35 ✠Lloyd'sRMC~~4,37 10,37~~ 5,38	Mch		CL	1935 10mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP*	ManchesterLiners, Ld. *Duct keel forward of Mchy. space* *CellDB349'1031t DTa35'855t MT27'785t FPT99t APT74t*	422·2 B124'F37' FK	56·7	27·1	Manchster British *7BHCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	3SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 225lb 768NHP 3SB(Spt),*12cf*,GS195, FD HS8568 D.Rowan&Co.Ld.Gls.	29 ″ 8 s 3 ″ 5½ 26 ″ 4½	
29349 137512 GPVX	**Manchester Producer** (*ex*StartPoint) ssMch.No.3–9,28 D.F. ssMch.No.2–37 ~~ssMch.No.1–33~~ *Ref.Mchy.* 2*Dks*(*Stl*)& E.S.D. *Shelter dk*(*Stl*)	5106 4774 3174	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~3,36~~ ✠LMC ~~MS11,32~~ BS~~2,36~~5,37 Lloyd'sRMC~~2,37~~ 3,38 Stbd. chambers for temp. 32° F.	Mch Bal MS9,36	*a*†	CL ~~N1,35~~ 3,38	1916 5mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	ManchesterLiners, Ld. *CellDBa135'uE31'f172'1054t DTa35'946t FPT109t APT124t*	420·3 432·5(O.L.) *FonShelter dk*34' FK	53·5	27·8	Manchestr British *7BHCem*	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NHP 3SB,*12cf*,GS234, FD HS10300 Richardsons,Westgarth&Co.Ld.Sld.	30 ″ 6 s 3 ″ 8½ 27 ″ 0	
29350 146830 GJMN	**Manchester Regiment** ssMch.No.3–2,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *2nd dk*(*Stl*)*except in after hold* *Ref.Mchy.* E.S.D. *CruiserStern*	5989 5183 3199	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~3,37~~ ✠LMC MS2,34 BS~~11,36~~11,37 Lloyd'sRMC~~11,36 5,37~~ 11,37 Forward stbd. chamber for temp. 25° F. After stbd. chamber for temp. 32° F. *Fitted for oil fuel 8,22 F.P. above 150° F.*	Mch Bkn	*c*†	CL 2,36	1922 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	ManchesterLiners, Ld. *Duct keel in boiler space&forward154'* *CellDB368'1596t DTf33' 967t DTa33'790t FPT68t APT82t*	450·4 471·7(O.L.) F42' *on Shelter dk* FK	58·1	28·3	Manchestr British *ptCem* *Collision BH to Sh dk* *6 ,, ,, U ,,*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb 1004NHP 4SB(Spt),*16cf*,GS325, FD HS13168 Richardsons,Westgarth&Co.Ld.Mdb.	31 ″ 0 s 4 ″ 7¾ 26 ″ 7½	
29351 140566 GPVY	**Manchester Spinner** (*ex*GrampianRange) D.F. 1*Dk*	4767 4372 2968					1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld.	385·0 P36'B126'F38'	52·0	27·0	Manchestr British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
29352 132997 GRLW	**Mandalay** *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	5529 5132 3539					1911	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	425·0 P54'B123'F52'	54·2	28·3	Glasgow British *WB*	T.3Cy.26″,44″&73″–48″ 369NHP Denny&Co.Dumbarton		C
29353 136079 KJQN	— Ⓟ IronTwinSc (*ex*Express)	1120 — 407					1889	Harlan& Hollingswrth Wlmgtn,Del.	Boston,NewYork& SouthernS.S.Co. Inc.	272·0	44·1	12·6	NewYork Utd.States	C.2Cy.26″&48″–36″ 115NHP Harlan&HollingsworthCo.		
29354 PKGQ	**Mandar** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1929	NV.Intern. Schps.Maats. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$″–15¾″ 122NHP Gebr.Sulzer,Winterthur		V
29355 143614 GCXB	**Mandasor** ssGls.No.3–10,32 D.F. E.S.D. ssCal.No.1–36 2*Dks*(*Stl*)	5144 4711 3149	✠100A1 3,38 ~~4,37~~ BS8,37 ✠LMC MS4,36 ~~BS9,36~~ *Fitted for oil fuel 3,20 F.P. above 150° F.*	Gls	*y*	CL 6,36	1920 3mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd'sA&CP*	Thos.&Jno. Brocklebank,Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB338'1101t DTa35'1001t FPT109t APT65t*	400·1 P51'B117'F39' FK *5BHtoUdk 1BH to 2dk only*	52·3	28·5	Liverpool British *Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS172,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 10¾ 25 ″ 4	
29356 PUBP	**Mandu** (*ex*Belmonte,*ex*Posen) Sub.Sig. 2*Dks*&*Shelter dk*	6588 6181 4153					1913	Bremer Vulkan Vegesack	LloydBrasileiro	471·2 H—	59·2	28·9	R.Janeiro Brazilian *WB*	T3Cy32$\frac{3}{10}$″,52$\frac{1}{5}$″&86$\frac{5}{8}$″–55$\frac{1}{10}$″ 557NHP BremerVulkan,Vegesack		V
29357 144250 GDMW	**Manela** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*(*Stl–U* teak s) *Ref.Mchy.*	8303 6842 5041	✠ 5,24 ✠	Mdb	*c*†		1921 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB419'1550t FPT124t APT60t*	450·0 P44'B161'F42' FK	58·3	32·8	Glasgow British *9BHCem*	6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP 4SB,*16cf*,GS301,HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till ~~1,38~~ 1,39
29358 5794 SFKI	**Manfred** (*ex*Bismark, *ex*LiselotteLinneman) 1*Dk*	607 475 322					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*)	175·2 Q52'B47'F22'	30·1	10·9	Verkebäck Swedish *WB*	T.3Cy.12¾″,20½″&32¼″–22″ 49NHP EiderwerftA.G.Tönning		G
29359 143638 GCXP	**Mangalore** ssGls.No.3–4,33 D.F. 2*Dks*(*Stl*)&*3rd dk*(*Stl*) E.S.D. *in No.1 hold* *Cruiser Stern*	8886 8310 5476	✠100A1 2,37 ✠NE7,28 ✠LMC BS~~11,36~~11,37 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Mdb MS4,37	*g*†	CL ~~2,35~~ 1,38	1920 6mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB417'1893t DTa40'1568t FPT111t APT90t*	480·3 P49'B185'F42' FK shortened35	63·9	35·6	Liverpool British *8BHptCem*	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*r*) HS19266 1147NHP 2DB&2SB,*24cf*,GS420 D.Rowan&Co.Ld.Glasgow	38 ″ 4 s 8 ″ 4½ 30 ″ 2½	
29360 DIDE	**Mangan** *OilEng.* 1*Dk*	475 355 299					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski ReedG.m.b.H.	164·8 P42'F22'	26·4	10·2	Hamburg German *WB*	OilEngines 4S.C.SA 6Cy.11″–19$\frac{1}{16}$″ 70NHP NE31 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of T. & c.
29361 7979 SKUO	**Mangen** (exRömö-34, exKasko-34, exRomo) 1Dk	1253 954 680					1922	Xiansands Mek. Værks. Xiansand	O.F.Ahlmark&Co. Eftr.A/B	235·3 P17'Q61'B102'F31'	36·2	13·4	Karlstad Swedish WB	T.3Cy.17",29"&47"-33" 127NHP XiansandsM.V.Xiansand		V
29362 137223 ~~VL35~~ VSPM	**Mangola** (exEudunda) ssSyd.No.1-36 ssMel.No.3-6,32 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	3352 3009 1922	✠100A1 Shelter dk with freeboard 12,37 ~~1,36~~ ~~MS?,32~~	Syd BS6,37 ✠LMC5,36 ~~BS5,36~~	v	CL 9,35	1920 9mo	Common-wealthNaval Dockyard Sydney,NSW A&CP	Burns,Philp&Co. Ld. CellDB276'882t	331·0 341·1(O.L.) FK Collision FPT118tAPT204t	47·9	23·5	Singapore British Cem nBHtoSh dk 4 ,, ,, U ,,	T.3Cy.25",41"&68"-45" (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.Pty.Ld. Castlemaine,Melbourne	26 ″ 1 s 2 ″ 5 23 ″ 10¾	
29363 216413 WQCG	**Mangore** 3Mst ssBal.No.3-11,29 ssBal.No.1-33 Mchy.Aft 1Dk(Stl)&Web frames D.F. Longitudinal framing Cargo battens not fitted	4066 3415 2416	✠100A1 ~~4,37~~ ~~9,36~~ 11,37 ~~BS4,36~~ 4,37 Fitted for oil	Bal ✠LMC12,33 fuel 8	w ,22	CL 4,36 F.P. a	1918 6mo bove 1	Bethlehem S.B.Corp. Sparro'PtMd A&CP 50° F.	OreS.S.Corp. Intermediate bulk CellDBuE&B50'f	357·3 P108'F27' FK head dispensed with 231'1036t side tanks	50·3	24·5	NewYork Utd. States Cem 5BH only 231'718t FP	T.3Cy.20½",35"&60"-42" (s) 200lb 337NHP 2SB.6cf,GS123,HS4886 FD BethlehmSBCor.Sparr'Pt. T193tAPT244t	27 ″ 5	
29364 231779 WIEA	**Manhattan** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. E.S.D. GyC. 4Dks	24289 — 13924					1932	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co. ~~(Man. Agents, International Mercantile MarineCo.)~~	668·4 B&F584'	86·3	33·3	NewYork Utd. States WB	6SteamTurbinesSRgeared to 2 Sc. Shafts NewYorkS.B.Co.		R
29365 UPCX	**Manich** (exMaryWalton-34, exHeathside-33, exPortscatho) ssShl.No.3-11,32 1Dk(Stl)	3122 2830 1773	✠ ... 1,35	Cff ✠	u		1920 2mo	IrvinesS.B. &D.D.Co.Ld. WHartlepool	U.S.S.R. CellDB	331·1 P33'B100'F28' FK 284'699tFPT110tA	46·8	23·1	Odessa Russian 5BHCem PT121t	T.3Cy.25",41"&68"-45" 361NHP 3SB,9cf,GS165,HS5925 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	
29366 UOXP	— TwinSc (exAlkibiadis) 1Dk	307 276 187					1883	Stablimnto Tecnico, Trieste	U.S.S.R.	176·3	27·0		Rostov Russian	C.4Cy.11$\frac{3}{16}$"&22$\frac{1}{16}$"-18" NB02 34NHP Stabilimento Tecnico, Tri.		
29367 18449 JMRD	**Manila Maru** Ⓟ TwinSc ssKob.No.3-6,27 ssKob.No.2-35 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl) in No. 1 hold	9486 8808 5935	✠100A1 Shelter dk with freeboard 2,38 ~~6,36~~ Lloyd'sRMC~~11,36~~ ~~4,37~~ 2,38 ~~9,37~~ Fitted for oil	Kob 2,38 ✠LMC~~6,36~~ fuel 5	d† ,24	CL ~~8,35~~ S6,36 P2,38 F.P. a	1915 9mo Lloyd bove 1	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP CellDBa150' 50° F.	OsakaShosen K.K. uF&B84'f178'150	475·0 32·7 P35'B30'F45' on Shelter dk FK 8t DTa48'855tFPT	61·0	38·1	Osaka Japanese 8BHCem 76tAPT40t	T.6Cy.26½",44¾"&75⅝"48"- 200lb (s) 1013NHP 5SB(Spt),15cf,GS331, FD HS13732 Mitsu BishiD.&E.WksNag	40 ″ 9 s13 ″ 7 27 ″ 10	
29368 220561 KDDQ	**Manini** (exSusherico) Fitted for oil fuel D.F. 1Dk2trBin fore&after holds&Web frames	3253 3005 1977			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd. States WB	1DR gearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29369 PKGR	**Manipi** OilEng. Mchy.Aft 1Dk	536 362 362					1929	NV.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
29370 143661 GCXR	**Manipur** ssMdb.No.1-37 ssGls.No.3-2,33 D.F. 2Dks(Stl)&3rd dk(Stl) inNo.1hold CruiserStern	8652 7903 5196	✠100A1 10,37 ~~10,36~~ 3,38 ✠NE4,28 BS~~10,36~~9,37 Fitted for oil	Mdb ✠LMC~~12,32~~ fuel 9	f† 10,36 ,20	CL ~~5,35~~ 10,37 F.P. a	1920 9mo Lloyd bove 1	Lithgows, Ld. PortGlasgow 'sA&CP 50° F.	Thos.&Jno. BrocklebankLd. CellDB396'1847t	473·4 P76'B157'F86' FK Shortened35 DTa1424tFPT142t	64·0	34·0	Liverpool British 8BHCem APT79t	2SteamTurbinesDRgeared to 1 Sc. Shaft (r) 200lb HS19266 1147NHP 2DB&2SB,24cf,GS420 D.Rowan&Co.Ld.Gls.	37 ″ 0 s6 ″ 11½ 30 ″ 4½	
29371 DODG	**Manissa** (exUlm-36, exHornfels) Wrecked 12,37 Sub.Sig 2Dks	3970 3589 2427					1921	Schiffs w.v. H.KochA.G. Lübeck	Deutsche Levante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	385·8 Q19'F45'	52·7	22·3	Hamburg German WB	T.3Cy.27⅞",43$\frac{5}{16}$"&69$\frac{7}{10}$"-47$\frac{3}{10}$" 335NHP OttensenerMch.G.m.b.H. Altona		G
29372 145889 GDCX	**Manistee** Sub.Sig. Ref.Mchy D.F. E.S.D. 4Dks	5360 4558 3288					1920	Cammell Laird&CoLd Birkenhead	Elders&Fyffes,Ld.	400·2 P42'B158'F44'	51·1	30·3	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.LdBkn		C
29373 94879 VGML	**Manitoba** Ⓟ 3Mst Mchy.Aft D.F.	2616 1997 1699					1889	Polson I.W Co.(Ld.) OwenSound	CanadianPacific RailwayCo.	303·0	38·1	14·7	Montreal British	C.2Cy.30"&64"-48" NE&B14 236NHP CollingwoodS.B.Co.Ld. Collingwood		
29374 96058 VGLN	**Manitoulin** Ⓟ TwinScSp (exModjeska) Wireless	913 — 453					1889	Napier, Shanks&Bell Glasgow	OwenSoundTransportationCo.Ld.	178·0	31·1	12·3	OwenSnd. Ont. British	T.6Cy.15",24"&40"-27" 166NHP Dunsmuir&Jackson,Gls.		R
29375 DHQD	**Manizales** Ⓟ (exPleskow) Wireless 1Dk	1051 710 640					1915	Schiffsw. v. HenryKoch Lübeck	Norddeutscher Lloyd	216·6 P114'F27'	32·9	13·1	Bremen German	T.3Cy.17$\frac{9}{10}$",29½"&45$\frac{7}{10}$"-29½" 113NHP OttensenerMaschf.Altona		G
29376 28252 JBNA	**Manju Maru** ssKob.No.3-7,34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6515 5691 3848	✠100A1 ~~8,36~~11,37 Carrying Petr Fitted for oil	Kob ✠LMC~~8,36~~ 11,37 oleum fuel 9	a† in ,21	CL ~~8,35~~ N11,37 bulk F.P. a	1921 9mo bove 1	KobeSteel Works Harima Dockyard A&CP 50° F.	AsahiSekiyu K.K. CellDBuE &B81'155tDTf41'	420·0 440·0(O.L.) P117'B36'F35' FK 375t 'tween dk tan	54·0	32·9	Tokio Japanese 16BHptCem (11 to U dk 5 ,, 2nd ,,) k aft 10' 46t	T.3Cy.27",45"&75"-51" (s) 200lb 560NHP 3SB,9cf,GS192,HS7956 FD KobeSteelWorks,Kobe FPT116tAPT26t	33 ″ 0 s 6 ″ 7¾ 26 ″ 7½	
29377 24724 JIKD	Stranded 11,37 (exJufukuMaru-34) ssKob.No.3-12,31 2Dks(Stl)&Awng dk(Stl)	5863 5586 4293	✠ ... 2,37	Kob ✠	y		1919 2mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. CellDB334'111	385·0 FK Collision 8tFPT126tAPT93t	51·0	36·0	Hashidate Japanese Cem BH to A dk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48" 444NHP 2SB(Spt)6cf,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0	
29378 40767 JYSJ	**Manko Maru** Ⓟ D.F. 2Dks CruiserStern	4472 3900 2628					1935	Yokohama DockCo.Ld. Yokohama	KinkaiYusenK.K.	364·2 F33'	50·9	32·5	Tokio Japanese WB	2DRgearedSteamTurbines IshikawajimaS.B.&E.Co. Ld.Tokio		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29379 29139 JHZA	**Manko Maru** Wireless *Mchy.Aft* *Ref.Mchy* 1*Dk*	1502 1159 817					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P42'B58'F38'	37·0	19·0	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.Yka.		C
29380 DHQB	**Mannheim** TwinSc 1*Dk*	897 705 527					1906	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-und Assekuranz G.m.b.H.	217·4 Q78'B48'F22'	32·9	12·0	Hamburg German *WB*	T6Cy.9⅝",18$\frac{11}{16}$"&25$\frac{5}{16}$"&16½" 52NHP G.SeebeckA.G.Bremerhvn		G
29381 OUIQ	**Manö** 1*Dk*	1415 1157 833					1925	Helsingörs Jernsk&Msk Elsinore	A/S D/S Heimdal (MartinCarl)	249·5 P17'Q76'B96'F28'	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
※ 29382 211832 WMCF	**Manoa** Ⓟ ssS.Fo.No.3-7,26 D.F. ssS.Fo.No.2-34 *Ref.Mchy.* 2*Dks(Stl)&3rd dk(Stl)in* *Mchy.Aft* *Well deck* *No.* 1 *hold*	6806 5769 4356	✠100A1 8,37 ~~7,36~~ MS8,34 *Fitted for oil*	SFo ✠LMC BS3,37 *fuel* 12	*a*† ,13	CL ~~8,34~~ 8,37 *F.P.*	1913 12mo *above*	NwprtNws S.B.&D.D.Co. NewprtNews A&CP 150° F.	MatsonNav.Co. *WB=Ce*	422·6 P&B295'F48' *ll DBuE&B74'f*281	54·0	33·3 FK	S.Frncisco Utd.States 7*BHCem* '1584*t DTf*	Q.4Cy.27",39",58"&87"-54" 225lb (*s*) 747NHP 6SB,*18cf*, HS12800 NewportNewsSB&DD.Co. 70'1117*t FPT*133*t APT*96*t*	33 ″ 6	
※ 29383 PFTL	**Manoeran** *OilEng.* D.F. E.S.D. ssAms.No.3-10,33 2*Dks(Stl)Shelter dk(Stl)*	7195 6339 4297	✠100A1 *withfreeboard* 12,36 ✠NE10,33 *Carrying oil* *Carrying veg*	Cal ✠LMC4,36 DBS~~11,35~~ *F.P. a* *etable*	*e*† 12,36 *bov* *oil*	CL 1,36 *e* 150° *inforw*	1922 10mo *Lloyd* *F. in a* *ard de*	ForthS.B. &E.Co. (1921)Ld. Alloa *'sA&CP* *fter deep tank* *ep tank*	NV.Stoomv.Maats Nederland *CellDBa*164'*uE*8	501·0 P48'B31'F67' *on* *Shelter dk* len33 5'*f*142'1509*t DT f*3	60·4	27·6 FK (	Amstrdam Dutch 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd* „) 9'1556*t DTa*	2SRgeared Oil Engines 2S.C.SA 14Cy.22$\frac{1}{16}$"-31½" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams. 39'1494*t FPT*200*t APT*38*t*	30 ″ 5 s4 ″ 4½ 26 ″ 3½	
※ 29384 1328 ICIQ	**Manon** (*ex*SursumCorda-37,*ex*Gilgai, *ex*Wildenfels) ssGen.2ndNo.3-5,26 ssHam.No.2-34 D.F. 1*Dk(Stl)&Spar dk* (*Stl-pt teaks*)&*Web frames*	5597 5191 3520	✠100A1 *Spar dk* ~~10,37~~ ~~1,37~~ 3,38 ~~BS1,37~~ MBS1,38	Gen ✠LMC11,33 DBS11,37	*z*	CL 1,37	1901 4mo *Lloyd*	Wigham Richrdsn&Co LdNewcastle *'sA&CP*	I.N.S.A.(Industrie NavaliSoc.Anon.) *CellDBa*1	428·1 420·3 P60'B96'F48' 42'*uE*27'*f*177'1115	55·1 55·2	26·9 28·7 BK11"	Genoa Italian 6*BHCem* *t APT*40*t*	Q.4Cy.24",34",51"&74"-54" 210lb *90lb*(*r*) 494NHP 3SB,*9cf*,GS150,HS6303 FD WighmRichardson&CoLd	31 ″ 4 s6 ″ 8½ 25 ″ 7	
※ 29385 153959 VLDL	**Manoora** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	10856 7396 6261	✠100A1 *withfreeboard* ~~4,37~~ ~~10,36~~ 3,38 ~~2,37~~	Syd ✠LMC2,35		CL S4,37 P9,37	1935 2mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*378'1124*t*	463·5 482·0(O.L.) B280'F86' *DTs a* 55'442*t FPT*	66·2	29·8 FK	Melbourne British 6*BHptCem* 126*t APT*97*t*	Oil Engines 4S.C.SA 16Cy.29½"-59$\frac{1}{16}$" 1306NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s11 ″ 9 23 ″ 11	
29386 68 SVDX	**Manoula** (*ex*DéputéGeorgesChaigne-34) 1*Dk*	1966 — 1111					1920	Govern- mentYard Brest	G.G.Caravias	266·7 P19'B54'F23'	39·4	23·0	Ithaca Greek *WB*	T.3Cy.18$\frac{1}{16}$",29$\frac{9}{16}$"&49½"- 37½" 149NHP Atel.&Ch.delaLoire,Nts.		VG
29387 25222 JARD	**Mansei Maru** TwinSc (*ex*AmurMaru-34) ssOsa.No.3-5,31 ssKob.No.1-35 2*Dks(Stl)&Awng dk(Stl)* &*Web frames* *Longitudinal framing*	7770 7329 4823	✠100A1 *Awning dk* *withfreeboard* 7,37 ~~7,36~~	Nag Kob ✠LMC~~7,36~~ 7,37	*b*†	CL ~~P5,35~~ S6,36 P7,37	1919 4mo *Lloyd*	OsakaIron Works,Ld. Osaka *'sA&CP*	YamashitaKisen K.K. *CellDB*370'1195*t DT*	425·0 *a*34'909*t APT*85*t*	56·2	40·5 FK *Col*	Kobe Japanese *Cem* *lBHto Sh dk* 6 „ „ *U* „	T.6Cy.21½",35"&58"-48"(*s*) 200lb 655NHP 3SB(Spt)&1AuxSB,*11cf*, GS225,HS9332 FD OsakaIronWrks.Ld.Osaka	40 ″ 6 s9 ″ 7½ 31 ″ 1	
29388 139250 GNQT	**Mansepool** ssBry.No.2-36 D.F. 1*Dk(Stl)*	4894 4619 3045	✠100A1 ~~9,37~~ ~~2,37~~ 2,38 BS7,37	Shl ~~Npt~~Cff ✠LMC6,36	*z*	CL 5,36	1928 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1 P30'B229'F41' 359'1402*t FPT*188*t*	53·5	26·5 FK	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",40"&71"-48"(*s*) 180lb FD 505NHP 3SB(Spt)*9cf*,GS172,HS7614 CenMarE.Wrks.Ld.WHpl	29 ″ 5 s4 ″ 9 24 ″ 11½	
29389 149 JNXD	**Manshu Maru** ssKob.No.3-9,33 2*Dks(Stl)*	5267 4767 3183	✠[illegible] 1,38	Nag ✠~~LMC12,36~~	*z*	CL 12,34	1921 2mo	UchidaSB. &Eng.Co. Yokohama A&CP	DairenKisenK.K. *CellDB*	400·0 P38'B121'F40' 350'1100*t FPT*133*t*	54·5	30·0 FK	Dairen Japanese 6*BHCem* *APT*92*t*	T.3Cy.26",43½"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD UchidaS.B.&E.Co.Yka.	30 ″ 0 ~~s5 ″ 8½~~ ~~24 ″ 8~~	
29390 15985 JKLD	— Ⓟ TwinSc (*ex*KomaMaru-33) 3*Dks*	3054 2663 1497					1912	Kawasaki Dkyd.Co.Ld. Kobe	KitaNipponKisen K.K.	324·0 F49'	43·0	30·0	Tokio Japanese *WB*	T.6Cy.19",32"&53"-36" 337NHP KawasakiDkydCoLdKobe		
29391 5399 SFKO	**Mansuria** (*ex*Oscarborg) 1*Dk*	*1083* *903* *563*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	RederiAktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	221·4 P24'B57'H128*t* F25'	35·9	13·7	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
29392 116580	**Mantadoc** (*ex*Cepheus,*ex*Frank W.Gilchrist) *Mchy.Aft* 1*Dk*2*tr*B	4466 4268 3060					1903	WestBay CityS.B.Co. W.BayCity	PatersonSteam- ships,Ld.	423·5	50·2	24·0	F.William Ont. British *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
29393 24758 JIZD	**Mantai Maru** (*ex*Vancouver Maru-34) ssYka.No.3-8,31 ssKob.No.1-36 2*Dks(Stl)&Awng dk(Stl)*	5864 5586 4259	✠100A1 *Awng dk* *withfreeboard* 11,37 ~~9,36~~	Kob Yka ✠LMC~~9,36~~ 11,37	*y*	OG ~~7,34~~ 11,37	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. *CellDB*334'1118*t*	385·0 *FPT*126*t APT*93*t*	51·0	36·0 FK *CollB*	Kobe Japanese *Cem* *HtoAwng dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1½ 27 ″ 1	
29394 88 OAPM	**Mantaro** TwinSc *Fitted for oil fuel* 2*Dks&Shade dk*	4617 2573 2427					1910	Chant.de Normandie Rouen	Cia.Peruana de Vap.yDique del Callao	360·0	46·0	23·7	Callao Peruvian	T.6Cy.20",33"&55"-40" 383NHP Ch.&Atel.deSt.Nazaire		
29395 224	**Mantatsu Maru** (*ex*Crossway, *ex*Asiatic) 1*Dk*	3640 3344 2232			...		1907	Sunderlnd S.B.Co.Ld. Sunderland	DairenKisenK.K.	346·0 P32'B100'F32'	50·6	23·0 FK	Dairen Japanese *WB*	T.3Cy.23½",39"&66"-45" 308NHP N.E.MarineEngCo.Ld.Sld.	25 ″ 8	
※ 29396 LCSY	**Mantilla** ssBal.No.3-4,27 ssFal.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	5671 5249 3495	✠100A1 ~~4,37~~ 10,37 BS5,37 *CarryingPetr* *Fitted for oil*	NYk ✠LMC5,36 *oleum* *fuel* 2	*z* *in* ,17	CL 5,36 *bulk* *F.P. a*	1916 12mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50° F.	Wilh.Wilhelmsen *CellDBuE*69'167*t*	407·0 420·0(O.L.) P104'B28'F43' *DTf* 38'475*t FPT*	52·2	31·4 FK (	Tönsberg Norwegian 15*BHptCem* 10 „ *toU dk* 5 „ „2*nd* „ 118*t APT*68*t*	T.3Cy.26½",44"&73"-48"(*s*) 180lb *120lb* 505NHP 3SB,*9cf*,GS157,HS7374 FD N.E.MarineEng.CoLdNwc)	31 ″ 6 s6 ″ 6½ 25 ″ 4	
29397 PUCT	**Mantiqueira** TwinSc 1*Dk*	*1696* *1570* *1045*					1907	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
29398 146274 GDMY	**Mantola** Ⓟ TwinSc 2Dks(Stl-U teak s) D.F. Fitted for oil fuel Ref.Mchy. CruiserStern	9065 7268 5540	✠ 9,25 ✠ Lloyd'sRMC~~5,37~~ [illegible] 4,38	Mdb	d†		1921 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. CellDB403'1568t between tunnel	465·3 P44'B175'F53' Tanks FK s 114'253tFPT164t	58·3	33·5	Glasgow British 9BHptCem APT69t	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 FD 1008NHP 4SB&1AuxSB,18cf,GS338, Barclay,Curle&Co.Ld. Gls.	36 ″ 0	BT till ~~6,37~~ 5,38
29399 EAKW	**Manu** (exCanadianFisher) ssBbo.No.3-7,32 ssBbo.No.1-36 1Dk(Stl) Now registered as German and sailing as "MARION," see No. 29578	3314 2880 1842	✠100A1 1,37 ✠LMC1,37	Ham	v	CL 1,37	1921 1mo Lloyd	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. 'sA&CP	Cia.Nav.Amaya (C.deZabala, Mgr.) CellD	331·1 P33'B98'F33' FK B266' 674t FPT95t	46·8	23·2	Bilbao Spanish 6BHCem APT73t	T.3Cy.25",41"&68"-45" (s) 180lb 470NHP 3SB,9cf,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3″11¾ 21 ″ 9	
⁕ 29400 EAGE	**Manuchu** ssBbo.No.3-1,33 1Dk(Stl) Cargo battens not fitted	3119 2875 1923	✠100A1 9,35 ~~BS6,35~~ ✠LMC12,32 No later survey reported	Rot BS5,37	v	CL 5,34	1921 1mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Cia.NavieraBachi (Hijos deAstigarraga,Mgrs.)	330·8 P31'B97'F30' FK CellDB287'887t	48·9	22·1	Bilbao Spanish 5BHCem APT83t	T.3Cy.24",40"&65"-45" (s) 180lb 323NHP 3SB,9cf,GS156,HS5205 D.Rowan&Co.Ld.Glasgow	24 ″ 3 s 3″11¼ 20 ″ 7	
29401 EEXB	**Manuel** (exGobelas, Iron3Mst exBizkor,exBeatrice, exAnnieTherese,exCyclop) 1Dk2trB	976 — 585					1873	Reiherst'g Schiffw. Hamburg	SucesordeVda. E.Illueca	226·1 Q122'B25'H17t F32'	29·1	16·7	Valencia Spanish	2Cy.28"&50"-33" NB86 120NHP Reiherst.Maschinef.Ham.		
⁕ 29402 EAGF	**Manuel Arnus** Ⓟ TwinSc ssBcl.No 2-31 3Dks(StlU-teak s) D.F. Sub.Sig.	7578 5591 4402	✠100A1 2,35 ✠LMC MS11,30 BS2,35 NO LATER SURVEY REPORTED	Cdz		CL P8,35 SN1,36	1923 5mo	Soc.Española de Const.Nav. Cadiz A&CP	Cia.Trasatlantica CellDB378'1226t tanks at sides of tunnels 944t Tank at aft end of tunnels 35t FPT 34tAPT68t	435·0 P36'F39' FK&BK1"	56·0	29·1	Barcelona Spanish 9BHCem	4SteamTurbinesDRgeared to 2 screw shafts (r) 180lb FD 1173NHP 5SB,15cf,GS345,HS14945 Vickers,Ld.Barrow	32 ″ 0 s 8 ″ 0¼ 24 ″ 5	
29403 EAGH	**Manuel Calvo** Ⓟ TwinSc3Mst (exH.H.Meier) ssBcl.3rdNo.3-6,27 D.F. 3Dks(2Irn-ws)&Web frames Sub.Sig.	5617 4640 3342	✠ 1,31 ✠	Bcl	z		1892 3mo	Armstrong Mitchell&Co. Ld Newcastle	Cia.Trasatlantica WB	421·0 P39'B140'F54' BK13½" =CellDB387'920t	48·0	29·2	Barcelona Spanish 7BHCem APT110t	T.6Cy.24½",40"&66"-45" 592NHP 3DB,18rf,GS351,HS9000 Hwthrn.Leslie&C.Ld.Nwc.	32 ″ 3	
29404 233117 WHFS	**Manuela** Fitted for oil fuel D.F. 2Dks	4772 — 2946					1934	NwprtNws S.B.&DD Co. NewprtNews	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc.Mgs)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
29405 3381 PJAD	— TwinSc ssCco.No.3-10,36 1Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at dk	2694 1799 1483	✠100A1 ~~3,37~~10,37 BS10,37 ✠LMC MS3,36 ~~BS10,36~~ CarryingPetroleum in bulk Fitted for oil fuel 9,24 F.P. above 150° F.	Cco	t	CL 3,37	1924 9mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP	N.V.Curaçaosche Scheepvaart Maatschappij	305·0 Q87'Trunk189' FK F29'	50·2	15·1	Willemstad Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
29406 221279 KDSF	**Manukai** ssS.Fo.No.3-6,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. Ref.Mchy.	9547 9173 5896	✠100A1 Shelter dk withfreeboard BS4,38 6,37~~9,36~~ ✠LMC MS6,33 ~~BS5,366,37~~ Fitted for oil fuel 6,21 F.P. above 150° F.	SFo	e†	CL 9,36	1921 6mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. CellDB420'2284tDTf54'612tFPT75t APT123t	480·6 FK Collision	62·2	37·8	S.Frncisco Utd.States ptAsp BHtoSh dk 8 ,, ,, U ,,	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (s) 1242NHP 5SB(Spt),20cf,HS17500 FD WestinghouseElectric &Mfg.Co.Essington,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
⁕ 29407 221215 KDRQ	**Manulani** ssS.Fo.No.3-4,33 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. Ref.Mchy.	9556 9173 5903	✠100A1 Shelter dk withfreeboard 4,37 ~~12,35~~ ✠LMC MS4,33 BS8,~~36~~7,37 Fitted for oil fuel 4,21 F.P. above 150° F.	SFo	e†	CL ~~9,34~~ 4,37	1921 4mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. CellDB420'2284t DTf54'612t	480·6 FK FPT75tAPT123t	62·2	37·8	S.Frncisco Utd.States ptAsp CollisionBHtoSh dk 8 ,, ,, U ,,	2SteamTurbinesDRgeared 1Sc.Shaft225lb(s)1242NHP 5SB(Spt),20cf,HS17500 FD WestinghouseElectric &Mfg.Co.Philadelphia,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
29408 153933 VJNB	**Manunda** Ⓟ TwinSc OilEng. ssSyd.No.2-36 ~~ssSyd.No.1-33~~ 3Dks(Stl-Weather dk teak s) D.F. Ref.Mchy. CruiserStern	9115 6707 5300	✠100A1 withfreeboard 3,38 ~~9,37~~10,37 ✠LMC CS~~2,34~~ 4,37 DBS~~8,36~~8,37 ~~11,35~~ 10,36	Syd	c†	CL ~~3,35~~ P3,37 s3,38	1929 4mo Lloyd	W.Beardmore&Co.Ld. Glasgow 'sA&CP	TheAdelaideS.S. Co.Ld. CellDB344'1100t of tunnels 359t	430·0 447·7(O.L.) F82' FK Tanks in way (FPT75tAPT82t	60·2	35·6	Melbourne British 8 B Hpt Cem Coll to W dk 6 ,, 2nd,, 1 ,, 3rd,,)	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1304NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 6 s13″11¾ 24 ″ 11	
29409 PFTO	**Manvantara** TwinSc OilEng. ssRot.No.1-36 D.F. Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8237 7467 4770	✠100A1 10,37~~12,36~~ ✠LMC CS1,36 DBS~~12,36~~10,37 12,36 CarryingPetroleum in bulk	Rot Sba	c†	CL ~~1,36~~ 10,37	1931 12mo Lloyd	Nederl. Schps.Maats. Amsterdam 'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'221	450·8 P103'B35'F43' FK tDTf32'365t FPT	62·0	34·1	TheHague Dutch 14BH 226tAPT41t	Oil Engines 4S.C.SA 12Cy.24 3/16"-43 5/16" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7¾ 27 ″ 6½	
29410 LCBY	**Manx** (exAnders-36) Wireless 1Dk	1343 1168 773					1916	Van der Giessen&Zonen Krimpen	A/S Wilhelms' Rederi(T. Wilhelms,Mgr.)	239·1 P55tH78t	36·2	16·4	Frdrikstad Norwegian WB	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
29411 131763 GKMF	**Manx Maid** Ⓟ TrpSc (exCaesarea) Wireless D.F. 2Dks	1512 990 616					1910	Cammell Laird&Co.Ld. Birkenhead	IsleofManSteam PacketCo.Ld.	284·6	39·1	15·8	DouglasIM British WB	3 Steam Turbines CammellLaird&Co.Ld.Bkn		BT till 12,37
29412 118603 GFPS	**Manxman** Ⓟ TrpSc D.F. 2Dks&Shelter dk	2030 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	IsleofManSteam PacketCo.Ld.	334·0	43·1	17·3	DouglasIM British WB	3 Steam Turbines Parson'sMarineSteam TurbinesCo.Ld.Nwc.		BT till 1.38
29413	**Manyo Maru** 1Dk CruiserStern	2970 2530 1700					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	301·8 P24'B79'F29'	45·3	26·2	Tokio Japanese WB	T.3Cy.20 11/16",34 7/16"&57 1/16"-43 5/16" HS2547 202~~214~~NHP MitsubishiJukogyoK.K. Yka.		
29414	**Manzanillo** (exGharb) TwinSc Fitted for oil fuel Mchy.Aft 1Dk	1025 — 571					1915	Forg.&Ch. de la Médit LaSeyne	EmpresaNaviera deCubaS.A.	216·5 P75'F29'	34·1	14·8	Havana Cuban WB	T.6Cy.12 5/16",19 11/16"&31 15/16"-15¾" 80NHP Forg.&Ch.delaMédit.Msl		
⁕ 29415 32 IBFU	**Manzoni** (exLydia,exSzéllKálmán) ssFiu.No.3-12,37 ssFiu.2ndNo.3-4,28 D.F. ~~ssFiu.No.1-33~~ Sub.Sig 1Dk(Stl)&Spar dk(Irn)& deep framing	3955 3633 2516	✠100A1 Spar dk ~~3,36~~12,37 BS~~1,37~~ ✠LMC~~6,33~~ 12,37 2,36	Rot Fiu	x	CL 3,36	1902 3mo	Wigham-Richrdsn&Co Ld Newcastle A&CP CellDBa132'	"Tirrenia"Soc. Anon.diNav. uE&B76'f114'855t	375·4 366·0 FK P51'B127'F38' FPT55tAPT28t D	48·2	17·8 25·1	Fiume Italian 6BHCem Ta28'680t	T.3Cy.22½",40"&66"-48" (r) 200lb 361NHP 3SB(Spt)9rf,GS159,HS5754 Wigham-Richardson& Co.Ld.Nwc.	28 ″ 3 s5 ″ 1¾ 23 ″ 3¼	

1 Numéro d'Ordre Numéro Officiel Signaux	2 / 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creu. sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
29416 XNBL	**Mao Lee** (*ex*HwahChie,*ex*Käthe) 2*Dks*	1946 1752 1221					1911	Howaldts-werke Kiel	ChingKeeS.N.Co. Ld.	271·0 P23'B76'F39'	39·1	20·8	Chefoo Chinese *WB*	T.3Cy.20 1/16",32 5/16"&52 1/16"-35 3/4" 161NHP Howaldtswerke,Kiel		
29417 21721 JPCB	**Maoka Maru** Wireless 1*Dk*	1219 — 836					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24' *WB*	33·6	18·5	Amaga-saki Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWks,Ld.Osaka		
29418 117598 GDZX	**Maori** Ⓟ **TrpSc** *Fitted for oil fuel* 3*Dks*	3488 1557 1567					1907	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	350·5 F63'	47·2	24·7	London British *WB*	3Steam Turbines Denny&Co.Dumbarton		C
29419 219766 KUKL	**Mapele** (*ex*Mala-36,*ex*Pittsburgh Bridge) *Fitted for oil fuel* D.F. 1*Dk*2*tr*B*in fore & after holds & Webframes*	3297 — 1998			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNav.Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg Co.Essington,Pa.	28 ″ 6	R †
❋ 29420 PFTQ	**Mapia** *OilEng.* D.F. E.S.D. *ss*Ams.No.3-2,34 ~~2Dks(Stl) Shelter dk(Stl)~~ 3*Dks*	9386 8711 5840	✠100A1 ~~withfreeboard~~ 10,37 ~~10,36~~ ✠NE3,34 ✠LMC3,34 DBS~~3,34~~ 10,36 *Carrying vegetable oil in frwd deep tank* *Carrying oil F.P. above 150° F. in after deep tank*	Cal Sba	*e*†	CL ~~9,35~~ 9,37	1923 1mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's*A&CP*	N.V.Stoomv. Maats.Nederland *CellDBa*164'*uE DTf*39'1556*tDTa*	501·0 P48'B31'F67' FK ~~on Shelter dk~~ len34 85'*f*142'1509*t* 39' 1494*t FPT*200*t*	60·5	27·6]37·4	Amstrdam Dutch 8*BHCem* ~~Coll to Sh dk~~ (~~7 ,, 2nd ,,~~) *APT*38*t*	2 SR geared Oil Engines 2S.C.SA 14Cy.22 1/16"-31½" 2DB*190lb* 1184NHP 2(WT)NDB83 *213lb* WerkspoorN.V.Ams.	~~30 ″ 5~~ ~~s4 ″ 4½~~ ~~26 ″ 3½~~ 40 ″ 3 s10-3½ 30 ″ 3½	
29421 PKHA	— *OilEng.* *Mchy Aft* 1*Dk*	550 350 363					1929	N.V.Schps. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 F25'	28·9	9·3	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 7/16"-15¾" 122NHP SulzerBros.Winterthur		V
29422 150834	**Maplebay** (*ex*Sotteville, *ex*Gréeur), **TwinSc** Now "Transriver," see No.40321 in Supplement	1238 819 654					1920	Soc.Anon. deTravaux Dyle&Bacaln Bordeaux	TranscoalLd.	218·1 P75'F29'	34·1	12·3	Montreal British *WB*	T.6Cy.12",19"&30"-12" 94RHP Atel.&Ch.de la Loire,St.N.		V
29423 116954	**Maplebranch** **IronTwinSc** (*ex*Ionic,*ex*Cuba) 1*Dk* *Carrying Petroleum in bulk*	1014 886 634					1872 *Altered* *Altered*	KingIron Works Buffalo,N.Y. Montreal '28 Sorel PQ 1935	MarineIndustries, Ld.	231·8	35·5	12·6	Sorel,P.Q. British	C.4Cy.17"&40"-36" NB02 160NHP H.G.Trout&Co.Buffalo		
29424 141766 VGMJ	**Maplecourt** (*ex*NorthWest) 1*Dk*	3388 2827 2010			*Reconstructed*		1894 1920	GlobeIron WorksCo. Cleveland,O.	UnitedTowing& SalvageCo.Ld.	365·4 P45'B96'F45'	44·8	23·4	Montreal British *WB*	T.3Cy 23",30"&54"-40" 181NHP RobbEng.Co.AmherstN.S.		
29425 129767 CYMZ	**Mapleheath** (*ex*Toiler) *Mchy.Aft* 1*Dk*	1692 1585 1036					1910	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4 Q43'F38'	42·5	17·3	Kingston, Ont. British *WB*	T.3Cy.17",28"&46"-36" E&B*made*03*fitted* 29 PolsonIronWorks, Toronto 127NHP		R
29426 116764 CYMX	**Maplehill** (*ex*Haddington) 1*Dk*	1603 1409 1010					1904	Bertram E. WorksCo.Ld. Toronto	~~Canada Steamship Lines,Ld.~~	256·0	42·6	15·0	Toronto British *WB*	T.3Cy.15",25"&42"-30" 87RHP BertramE.W.Co.Ld.Trnto		
29427 123961 CYLW	**Mapleton** *Mchy.Aft* 1*Dk*	1782 1492 1140					1909	Sunderlnd S.B.Co.Ld. Sunderland	Canada Steamship Lines,Ld.	250·0 P96'F36'	42·7	16·4	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.Co.Ld.Sld		C
❋ 29428 160728 GPVZ	**Maplewood** *ss*Nwc.No.1-33 D.F. 1*Dk*(*Stl*) E.S.D. GyO	4566 4158 2829	✠100A1 11,37 ~~1,37~~ BS4,37 ✠LMC4,33	Bry Sws	*y*	CL 1,37	1930 5mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle Lloyd's*A&CP*	JosephConstantineS.S.Line,Ld. *Cell*	382·5 P33'B119'F30' FK *DB*332'1056*tFPT*9	52·0	26·6	Middlsbro' British 6*BHCem* 6*t APT*140*t*	T.3Cy.24",39",&66"-45" & exhaust turbine driving steam compressor 200lb (*s*) 464NHP 2SB(Spt)(FD)&1Aux.B, 8*cf*,GS152,HS6619 N.E.MarineEng.CoLdNwc	29 ″ 0 s5 ″ 4½ 23 ″ 10½	
29429 859 CBMP	**Mapocho** Ⓟ **Iron3Mst** 3*Dks*(1*Irn*)&*Shade dk*	2652 1829 1552	✠ 8,83	Liv	*s*		1882 11mo	LairdBros. Birkenhead	CompañiaSud Americana deVap *WB*	331·2 =*CellDB*274'*f*344*t*	41·4	19·3	Valparaiso Chilian 5*BHCem*	O.2Cy.45"&80"-54" NB99 392NHP LairdBros.,Birkenhead		
29430 EAGI	**Mar Baltico** (*ex*Suncliff) ~~ssBbo.No.3-9,32~~ *ss*Bbo.No.1-36 1*Dk*(*Stl*)	*3100* *2889* *1872*	✠100A1 9,37 ~~11,36~~ ✠LMC11,36 BS11,37	Bbo	*v*	CL 11,36	1919 12mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's*A&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellD*	331·6 P32'B99'F29' FK *B*278'733*tFPT*160*t*	46·7	24·8	Bilbao Spanish 5*BHCem* *APT*134*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* HS8289 513HP 3 Water Tube Boilers FD Douglas&Grant,Ld. Kirkcaldy	27 ″ 0 s5 ″ 1½ 22 ″ 2	
❋ 29431 1259 IBIU	**Mar Bianco** (*ex*Vega, *ex*Carpentaria) *ss*Gen.2ndNo.3-7,25 *ss*Gen.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl*)3*tr*B&*Shelter dk*(*Stl*) *Web frames in No.2hold* D.F.	6096 5658 3736	✠100A1 *Shelter dk* 4,37 ~~10,36~~ ✠LMC MS5,33 BS1,37 ✠Lloyd'sRMC~~4,37~~ 4,38~~10,37~~	Gen	*b*†	CL 1,36	1904 12mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd's*A&CP*	A.Zanchi *Cell DBa* 129' *uE*33'	436·3 B144' FK *f* 163' 961*tAPT*27*t*	53·2	29·8	Genoa Italian 6*BHCem*	T.3Cy.32",53"&88"-54" (*r*) 180lb 801NHP E&B*made*01*fitted*04 4SB,*12cf*,GS274,HS11896 Richardsons,Westgarth& Co.Ld.Mdb.	40 ″ 7 s5 ″ 4½ 27 ″ 5½	
29432 EAGJ	**Mar Blanco** *ss*Bbo.No.3-6,33 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Longitudinal framing in DB*	5152 4233 3746	✠100A1 *Shelter dk* *withfreeboard* 12,34 ✠LMC MS4,33 BS10,35 *Fitted for oil fuel* 4,23 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Val	*x*	CL 6,33	1920 4mo	Soc.Espanola de Const.Nav. Bilbao Lloyd's*A&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB*317'783*tD*	357·6 P29'B131'F38'*on Shelter dk* FK *Ta* 40'766*t FPT*87*t*	48·1	31·5	Bilbao Spanish *Cem* 6*BHtoSh dk* *APT*40*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb HS8289 513NHP 3 Water Tube Boilers FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s7 ″ 5½ 26 ″ 9	
29433 EAKU	**Mar Cantabrico** **TwinSc** *OilEng.* *ss*Val.No.1-33 D.F. 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* 12,36 ✠LMC CS2,34 DBS2,36 2,36 No later survey reported	NYk	*z*	CL 12,36	1930 2mo	CiaEuskalduna deConst Bilbao Lloyd's*A&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dk BHs,except coll & Mchy.space BHs dispensed with* *CellD*	404·3 F43' FK *B*332'1079*tFPT*67*t*	54·2	31·4	Bilbao Spanish 3*BH to W dk* 4 ,, ,,2nd,, *APT*226*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s8 ″ 4½ 25 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29434 EAGK	**Mar Caribe** ssBbo.No.3-7,32 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing in DB	5152 4233 3747	No later survey reported ✠100A1 Shelter dk with freeboard 3,35 ✠LMC MS7,32 BS4,36 Fitted for oil fuel 7,32 F.P. above 150° F.	Val	x	CL 3,35	1920 7mo Lloyd's A&CP	Soc.Española de Const.Nav. Bilbao	Cia.Maritima del Nervion(Urquijo y Aldecoa, Mgrs.) Cell DB314'783t DTa40'76	357·6 P29'B131'F38' on Shelter dk FK 6tFPT87tAPT40t	48·1	31·5	Bilbao Spanish Cem 6BHtoSh dk 1 ,, ,, U ,,	T.3Cy.25",41"&68"-45" (s) 180lb HS8289 443NHP 3 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 8½	
29435	**Mar Del Plata** Ⓟ OilEng. Ref.Mchy. CruiserStern	~~6650~~ 7340 5103 ~~4350~~	100A1 with freeboard (Class Contemplated)				1937	Soc.Anon Jhn.Cockerill Hoboken	CieMaritimeBelge (LloydRoyal) (AgenceMaritime Internationale, Mgrs.)	~~435·9~~ 459·3 F47'	~~59·1~~ 61·4	~~27·2~~ 39·2	Antwerp Belgian	Oil Engines 2S.C.DA 5Cy.24½"-55⅛" SocAn.J.Cockerill,Seraing		
29436 1224 IBMU	**Mar Glauco** (exAquitania,exS.E. Calvert,exLübeck,exDrumcondra) D.F. Turret dk 1Dk2trB	4690 3840 2969					1906	W.Doxford &Sons,Ld. Sunderland	M.Maresca&C.	403·9 379·5 P23'B151'F37'	51·6 51·1	24·5	Genoa Italian WB	T.3Cy.26",43"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		CI
* 29437 EAKV	**Mar Negro** TwinSc OilEng. ssVal.No.1-34 D.F. 2Dks(Stl) CruiserStern	6632 5355 4493	✠100A1 with freeboard 2,35 ✠LMC CS7,34 DBS11,35 4,35 ~~No later survey reported~~	Val	z	CL ~~1,31~~ 11,37	1930 6mo Lloyd's A&CP	CiaEuskalduna Bilbao	Cia.Maritima del Nervion(Urquijo yAldecoa, Mgrs.) 'Tween dk bulkheads except collision& machinery space bulkhead dispensed with Cell DB332'1079tFPT 67tAPT226t	404·3 F43' FK	54·2	31·4	Bilbao Spanish 3BHtoWdk 4 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP DB100lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 8 ″ 4¾ 25 ″ 9	
29438 EAGM	**Mar Rojo** ssBbo.No.3-2,30 ssBbo.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	3640 3002 2072	✠100A1 10,36 ✠LMC MS2,35 BS12,36 Fitted for oil fuel 11,20 F.P. above 150° F.	Bbo	u	CL 10,36	1917 8mo Lloyd's A&CP	Astilleros deNervion Bilbao	Cia.Maritima del Nervion(Urquijo y Aldecoa, Mgrs.)	325·4 P31'B80'F39' FK CellDB 270t 818t	46·9	22·5	Bilbao Spanish 6BHCem APT130t	T.3Cy.24",40"&65"-45" 180lb 100lb 295NHP 2SB,6cf,GS120,HS4374 J.G.Kincaid&Co.Ld.Grk.	24 ″ 11 s 4 ″ 4¼ 20 ″ 9	
29439 YVAB	**Maracaibo** TwinSc Fitted for oil fuel 2Dks&pt Shade dk	1771 — 1095					1899	Harlan& Hollingsworth Co. Wlmgtn,Del.	Cia.Anon.de Navegación deCarenero	267·5 P26'F48' pt Shade dk 120'	37·0	18·5	Caracas Venezuelan WB	T.6Cy.14",22"&36"-24" NB18 127NHP Harlan&HollingsworthCo. Wilmington,Del.		
* 29440 162595 GQRF	**Maracay** TwinSc ssCco.No.1-35 Mchy.Aft 1Dk(Stl)	3794 2881 1842	✠100A1 ~~7,37~~ ~~11,36~~ 3,38 ✠LMC10,35 BS6,37 Carrying Petroleum in bulk Fitted for oil fuel 6,31 F.P. above 150° F.	Crs ~~Boa~~ Aru	w	OG s11,36 CL P11,36	1931 6mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Side tanks f32'384tFPT113tAPT99t	350·6 P73'F42' FK Trunk236'	60·2	16·7	London British 9BHptCem	T.6Cy.16",26"&42"-28" (s) 180lb 314NHP 2SB,6cf,GS253,HS5112 Harland&Wolff,Ld.Bel.	17 ″ 6 s 2 ″ 7 15 ″ 1	
29441 PUYD	**Marahú** Ⓟ TwinSc Wireless 1Dk&Shelter dk	746 479 378			...		1906	AilsaS.B. Co.Ld. Troon	Cia. de Nav. Bahiana	200·0 FK	32·2	11·2	Bahia Brazilian WB	T.3Cy.13½",22"&36"-24" 151NHP Muir&Houston,Ld.Gls.	11 ″ 10	
29442	**Marajó** (exMalistan-37) Fitted for oil fuel ssShl.No.2-34 Mchy.Aft 2Dks(Stl) Carrying Petroleum in bulk	5553 4994 3438	✠ ... 5,37 ✠	Shl	y		1924 2mo	Bartram& Sons,Ld. Sunderland CellDBuE&	BrazilianNavy B87'211tDTf37'34	400·0 P109'B34'F38' FK 5t FPT92t APT76t	52·2	31·3	R.Janeiro Brazilian ptCem 10BHtoUdk 4 ,, ,, 2nd ,,	T.3Cy.27½",45"&75"-48" 476NHP 3SB,9cf,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0	
29443 119168 MCBP Broken up	**Maralie** (exMorayFirth) ssBng.3rdNo.3-5,29 ssFal.No.1-34 Mchy.Aft Well deck Dk(Stl)	341 245 134	~~✠100A1~~ 2,36 ~~✠LMC~~ ~~MS1,34~~ ~~BS1,37~~	Fal	f	CL 6,35	1904 10mo Lloyd's A&CP	R.Duncan &Co.Ld. Pt.Glasgow	~~A.G.Reynolds~~	141·5 Q77'B9'F30' FK FPT40t	23·6	9·8	Glasgow British 3BHCem APT4t	C.2Cy.18½"&38"-27" (s) 120lb 75RHP 1SB,3pf,GS50,HS1260 D.Rowan&Co.Glasgow	10 ″ 10 s 4 ″ 2 10 ″ 9	
29444 31 IPWG	**Maralunga** (exRicopino, exCortellazzo,exDalmazia) Mchy.Aft 1Dk	557 406 266					1921	Flli.Orlando&Co Leghorn	Ing.G.B.Bibolini	147·4 P33'F63'	28·0	12·8	Spezia Italian WB	C.2Cy.16 5/16"&35 7/16"-21 13/16" 49NHP Flli.Orlando&Co.Leghorn		I
29445 117597 MMMJ	**Marama** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 3Dks	6497 5181 3992					1907	Caird&Co. Ld. Greenock	LunguhuaDock &Engineering Works,Ld.	420·3 P&B314'F83'	53·2	31·2	Shanghai British	T.8Cy(2)28",(2)44½"&(4) 50"-48" 692NHP Caird&Co.Ld.Greenock		C
29446 237 IBGU	**Marangona** (exQueenTailte, exWestwego, exSteauaRomana) Fitted for oil fuel 2Dks&Webframes D.F. Mchy.Aft Carrying Petroleum in bulk	5257 4706 3068			...		1914	J.Frerichs &Co.A.G. Einswarden	CompagniaIndustrieMarittime AffiniRoma (C.I.M.A.R.)	402·8 P89'B34'F42' FK	51·7	28·7	Venice Italian WB	T.3Cy.27",45"&74"-48" 505NHP N.E.MarineEngCoLd.Nwc	30 ″ 3	CI †
29447 PUBQ	**Maranguape** (exGunther) 2Dks	3037 2586 1913					1906	Irvine'sSB. &D.D.Co.Ld. WHartlepool	LloydBrasileiro	318·8 P38'B102'F40'	44·9	22·2	R.Janeiro Brazilian WB	T.3Cy.23½",38"&64"-42" Richardsons, 265NHP Westgarth&Co.Ld.Hpl.		
29447*	**Maranon** Ⓟ (exSchleswig-37, exAskania-36,exNord-Schleswig) Fitted for oil fuel Sub.Sig. 2Dks	3369 2963 2063					1922	Frd.Krupp A.G. Kiel	PeruvianGovernment(Cia.Peruana deVapores y Dique del Callao, Mgrs.)	289·6 F32'	47·0	25·6	Callao Peruvian WB	T.3Cy23⅝",38 3/16"&62"-39 9/16" 244NHP Frd.Krupp,A.G.Kiel		G
29448 181624 KZAZ	**Marapara** TwinSc OilEng. Wireless 1Dk(Teak)	415 — 206	✠ — 11,36 ✠	HKg	h		1931 8mo	Kwong FookCheong HongKong	NegrosNav.Co.Inc.	154·9 F18' FK FPT25t	30·1	9·6	Iloilo,P.I. Utd.States 4BHCem APT38t	Oil Engines 2S.C.SA 8Cy.12⅝"-18½" 222NHP Atlas-DieselA/B,Skm.	10 ″ 6	
29449 LCKT	**Marathon** ssCff.No.2-38 ~~ssFal.No.1-35~~ D F. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	7208 6727 4358	✠100A1 ~~2,37~~ 2,38 ~~BS3,37~~ ✠LMC~~1,36~~ 2,38 Carrying Petroleum in bulk Fitted for oil fuel 3,30 F.P. above 150° F.	Cff	b†	CL ~~N3,37~~ 2,38	1930 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Skibsaktieselskapet Marathon (Halle&Petersen) CellDBuE&B66'254t DTf34'551tFPT126tAPT174t	441·4 455·8(O.L.) P105'B30'F40' FK	58·4	33·7	Oslo Norwegian 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.27",45"&75"-54" (s) 180lb 605NHP 3SB,12cf, HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
29450 HPAL	**Maravi** Fitted for oil fuel Sub.Sig. 1Dk	2802 2377 1522					1921	Workman, Clark &Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo. Mgrs.)	303·0 B83'F38'	47·2	21·7	Balboa Pnamanian WB	T.3Cy.20½",34"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
29451 285 IBZF	**Marcantonio Bragadin** (exCapoNoli-36,exFranquette, exBaffin,exWarHydra) D.F. 1Dk	2180 — 1303					1918	PolsonIron WorksCo.Ld. Toronto	SalvagnoAnonima Navigazione	261·1 252·4 P25'B28'F20'	43·6	20·7	Venice Italian WB	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
29452 FNWO	**Marcel Schiaffino** Fitted for oil fuel 2Dks	3482 3068 2063					1929	Howaldtswerke A G. Kiel	Soc.Algérienne de Nav. pour l'Afrique duNord(Ch.Schiaffino&Cie. Mgrs.)	337·0 P49'B112'F49'	48·0	8·5	Algiers French WB	T.3Cy.22 13/16",37⅜"&60¼"-39⅜" 228NHP HowaldtswerkeA.G.Kiel		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof. Trade.
✻ 29453 160349 GNQC	**Marcella** ssAnt.No.2–37 2*Dks*(*Stl*)	4592 4300 2947	✠100A1 8,37 ~~1,37~~ MS6,36 *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Ant Gls ✠LMC BS2,37	*y*	CL 10,35	1928 2mo *Lloyd*	Lithgows, Ld. PortGlasgow *'s*A&CP	KayeTransportCo. Ld.(KayeSon&Co. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with CellDB329' 1003tDTa30' 777t*	385·0 397·5(O.L.) P33'B112'F44' FK	52·0	26·6	London British *ptCem* *4BH to U dk* *2 " " 2nd "* *APT16t*	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*, HS6789 FD Rankin&Blckmore,Ld Grk	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
✻ 29454 OZLH	**Marchen Mærsk** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk 3rd dk* *Ref.Mchy. except in Nos. 2 & 5 holds* *CruiserStern*	6580 5624 4100	✠100A1 *withfreeboard* 2,36 ~~4,37~~ ✠Lloyd'sRMC~~4,37~~ 12,37 *Carrying vegetable oil or molasses in deep tanks*	Bmn Bal ✠LMC4,37	*d*†	CL	1937 4mo *Lloyd*	Bremer Vulkan Vegesack *'s*A&CP	D/S A/S af1912 & D/S A/S Svendborg (A.P.Moller, Copenhagen,*Mgr.*) *CellDB*372'1416*tDTs a*68'1724*t MTs*68' 1918*tFPTs*230*tAPTs*280*t*	471·9 497·0(O.L.) F59' FK	59·4	~~27·0~~ 26·9	Copnhagn Danish *7BHptCem* (*Coll to Sh dk* *6 " 2nd "*)	Oil Engines 2S.C.DA 10Cy.23⅝"–43 5/16" 1945NHP DB*114lb*2DB(WT)*114lb* BremerVulkan,Vegesack	30 ″ 5 s3 ″ 10 26 ″ 9½	
29455 164069	**Marchioness of Graham** Ⓟ TwinSc *CruiserStern* 2*Dks*	585 442 219					1936	Fairfield Co.Ld. Glasgow	LondonMidland& ScottishRailway	220·2	30·1	10·1	Glasgow British	4SteamTurbinesSRgeared to 2 Sc. Shafts 267NHP FairfieldCo.Ld.Glasgow		BT till 6.38
29456 164050	**Marchioness of Lorne** Ⓟ Pad *CruiserStern* 1*Dk*&*Promenade dk*	427 259 146					1935	Fairfield Co.Ld. Glasgow	LondonMidland& ScottishRailway	199·5	27·1	7·5	Glasgow British	T.3Cy.18½",29"&45"–48" 140NHP FairfieldCo.Ld.Glasgow		BT till ~~6.37~~ 5.38
✻ 29457 70 ICCW	**Marco Polo** Ⓟ TwinSc (*ex*Gange–36, ssTri.No.3–9,30 *ex*PresidenteWilson, ssTri.No.1–34 *ex*KaiserFranzJosefI.) *Ref.Mchy.* 3*Dks*(*Stl–Uws*)&*Shelter dk*(*Stl–ws*) D.F. Sub.Sig. 4*th dk*(*Stl*)*inNo.1hold*	12272 9739 6752	✠100A1 *Shelter dk* *withfreeboard* ~~1,33~~ ~~2,37~~ 5,38 MS6,34 Lloyd'sRMC~~11,36~~ 11,37 *Fitted for oil fuel* 5,26 *F.P. above* 150° F.	Ven ✠LMC BS~~2,36~~3,37	*f*†	CL PN5,38 s8,37	1912 5mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'s*A&CP	"Adriatica"Soc. Anon.diNav. *CellDBa*89'*uE&B*147'*f*165' 1418*t FPT*& 2*tAPT*40*tMT's*560*t*	500·0 477·5 FK *BonShelter dk*176'	62·1	43·2	Trieste Italian *9BHCem*	Q8Cy.28"40"57"&82"–57" (*s*) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,39*cf*,GS732 D.Rowan&Co.Glasgow	45 ″ 0 s16 ″ 4 29 ″ 0	
✻ 29458 137532 GPSV	**Marconi** TwinSc ssMdb.No.3–5,29 ssLiv.No.2–37 ~~ssFal.No.1–33~~ D.F. 3*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl–ws*)	7402 6877 4519	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~2,37~~10,37 ~~MS6,33~~ ✠Lloyd'sRMC 1,38	Bry Liv MS7,37 ✠LMC BS2,37	*b*†	CL ~~P7,35~~ S9,36 P10,37	1917 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'s*A&CP	MarconiSSCo.Ld (KayeSon&Co. Ld.*Mgrs.*) *CellDB*382'1194*tFPT*68*tAPT*60*t*	440·8 *F47'onShelter dk* FK	56·2	35·6	Liverpool British *8BHCem*	Q8Cy.20½"29½"42"&61"–48" 215lb (*s*) 887NHP 3DB&1AuxSB,21*cf*,GS424, HS17070 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 1 28 ″ 3	
✻ 29459 140644 GBWN	**Mardinian** ssMch.No.1–37 ssLiv.No.3–6,32 1*Dk*(*Stl*)	2434 2253 1426	✠100A1 6,37 ~~5,36~~ ~~MS6,32~~	Liv Mch ✠LMC6,37 ~~BS5,36~~	*t*	5,36	1919 8mo *Lloyd*	S.PAustin &Son,Ld. Sunderland *'s*A&CP	EllermanLines,Ld (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*260' 670*tFPT*70*tAPT*180*t*	303·2 311·5(O.L.) P&B233'F32' FK	43·0	20·8	Liverpool British *5BHptCem*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 0 s2 ″ 3½ 20 ″ 11	
✻ 29460 1069 ESVB	**Mare** (*ex*Highland–36, *ex*Oosterland–32) ssRot.No.3–5,27 ssTln.No.2–36 *Well deck* 1*Dk*(*Stl*)	1217 1021 727	✠100A1 7,37 ~~5,36~~ BS7,37	Tln Nwc ✠LMC11,35	*o*	OG 10,35	1916 2mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	J.Michelmann& others *CellDBa*65'*uE*19' *f*98'309*tFPT*21*tAPT*18*t*	230·0 Q83'B52'F26' FK	34·6	14·8	Pärnu Estonian *4BHCem*	T.3Cy.17½",29"&46"–36" (*r*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot.	17 ″ 1 s1 ″ 1½ 16 ″ 0¾	
29461 FNYM	**Maréchal Gallieni** (*ex*Möwe) Wireless 2*Dks*	1559 1262 656					1912	G.Seebeck Akt Ges. Weser- münde-G.	Cie.desMessager- iesMaritimes	236·3 P35'B81'F32'	34·8	18·1	Diego- Suarez French *WB*	T.3Cy.22⅛",36⅝"&59 1/16"– 39⅜" 220NHP G.SeebeckA.G.Bremerhvn		V
29462 FNYV	**Maréchal Joffre** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	11732 8388 6645					1933	Soc.Pro- vençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B189'	64·0	37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59 1/16" 1307NHP Schneider&Cie.LeCreusot		V
29463 FNHN	**Maréchal Lyautey** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* *CruiserStern* 3*Dks*	8256 — 4162					1924	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Paquet	428·0 B194'F80'	56·8	33·8	Marseilles French *WB*	T.6Cy.27⅝",44½"&74"–47¼" 750NHP Forg.&Ch.de la Médit.Msl.		V
✻ 29464 132479 VJGF	**Mareeba** (*ex*Echuca) ssSyd.No.3–1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing* &*Web frames* ssSyd.No.1–38	3472 3017 1990	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~3,37~~ ~~BS1,37~~	Syd NSW ~~BS1,38~~ ✠LMC1,38	*v*	CL 3,37	1921 11mo	Walkers, Ld. Maryboro' Queensland A&CP	Australasian UnitedSteamNav. Co.Ld. *Cell DB*277'882*tFPT*118*tAPT*204*t*	332·7 FR *Collision BH to S dk 4 " " U "*	47·1	27·1	Melbourne British *Cem*	T.3Cy.25",41"&68"–45" (*s*) 185lb 520NHP 3 Water Tube Boilers HS8289 FD Walkers,Ld.	26 ″ 1 s2 ″ 4 23 ″ 11½	
✻ 29465 143170 GBKJ	**Marella** Ⓟ (*ex*Wahehe, TwinSc *ex*HildaWoermann) ssSyd.No.3–7,33 2*Dks*(*Stl–U*teaks) *Ref.Mchy.* &*Shelter dk*(*Stl*–teak s)	7475 6318 4340	100A1 *Shelter dk* *withfreeboard* 8,36 MS10,32 ✠Lloyd'sRMC~~11,36~~ 3,38 ~~11,37~~ ~~5,37~~ Port & stbd. chambers in No. 3 hold not included	Mel LMC BS~~3,36~~3,37	*b*†	CL P9,35 S8,36	1914	Reiherst'g Schiffsw. Hambourg AP	Burns,Philp&Co. Ld. *CellDBa*117'*uE*66'*f*140'1190*t*	426·0 441·8(O.L.) FK&BK3' *Collision BH to S dk 6 " " U "*	55·8	35·2	London British *Cem*	Q.8Cy.22 9/16",33 7/10"49 7/10"& 71 11/16"–49 3/16" (*s*) 227lb FD 1111NHP 3DB,18*cf*,GS305,HS15403 ReiherstMaschinenf.Ham.	38 ″ 1 s11 ″ 9½ 26 ″ 11	
✻ 29466 127938 MFYZ	**Marena** ssFal.2ndNo.3–7,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	303 255 111	✠100A1 7,36 BS2,38 MS7,34	Pnz ✠LMC 2,37	*e*	CL 7,36	1908 10mo *Lloyd*	Scott& Sons Bowling *'s*A&CP	County ofCornwall ShippingCo.Ld. (J.Hampton, *Mgr*)	140·3 Q46'B8'F22' BK7' *WB=FPT*64*tAPT*7*t*	24·1	10·3	Liverpool British *3BHCem*	C.2Cy.17"&38"–24" (*s*) 140lb 81RHP 1SB,3*pf*,GS45,HS1488 Ross&Duncan,Glasgow	11 ″ 6 s ″ 11½ 11 ″ 2	
✻ 29467 549 ESCD	**Maret** (*ex*Llangorse,*ex*Boverton) ssTln.2ndNo.3–4,36 1*Dk*(*Irn*) *Cargo battens not fitted*	3025 2677 1794	✠100A1 ~~7,37~~ ~~4,36~~ 10,37 BS6,37	Tln ~~Cdf~~ Shl ✠LMC4,36	*u*	CL ~~4,34~~ 5,37	1910 9mo *Lloyd*	J.Blumer &Co. Sunderland *'s*A&CP	TallinnShipping Co.Ld. *Cell DB a* 104'*uE&B*36'*f* 128'719*t APT*186*t*	315·5 P26'B92'F29' FK	46·5	21·5	Tallinn Estonian *5BHCem*	T.3Cy.23",38"&62½"–42" (*s*) 180lb *100lb* 267NHP 2SB,6*cf*,GS118,HS4008 Blair&Co.Ld.Stockton	23 ″ 4 s3 ″ 3 20 ″ 3	
29468 LELC	**Marg** (*ex*Spind,*ex*Rex) 1*Dk*	1386 1132 709					1917	J.&A.van derSchuyt Papendrecht	A/S Manxking (T.Wilhelms, *Mgr.*)	239·9 P59*t*B102*t*H72*t* F25*t*	36·7	15·8	Frdrikstad Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Ppn.		N
29469 LELD	**Marga** 1*Dk*	1583 1374 934					1923	Nylands Værksted Oslo	A/SBruusgaard	254·2 P46*t*H88*t*F14*t*	39·2	17·0	Drammen Norwegian *WB*	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
29470 148748 GMPB	**Margalau** ssGls.No.2–34 2*Dks*(*Stl*)	4541 4303 2886	✠100A1 ~~7,37~~ ~~4,37~~ 2,38 MS9,34 *Fitted for oil fuel* 4,26 *F.P. above* 150° F.	Gls ~~Liv~~ Npt ✠LMC BS4,37	*y*	CL ~~N8,36~~ 2,38	1926 4mo *Lloyd*	Lithgows Ld. Pt.Glasgow *'s*A&CP	WalmarS.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with CellDB329' 1003t D Ta 30' 760t*	385·0 397·5(O.L.) P33'B112'F44' FK	52·0	26·6	London British *ptCem* *5BH to U dk* *1 " " 2nd "* *APT16t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 484NHP 3SB,9*cf*,HS7263 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 3½ 23 ″ 11½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	1 Registers in which classed, if not in R. Date of R. of T.
29471 ~~162086~~ ~~GMWN~~	**Margam Abbey** ssAnt.No.2-37 ~~ssHul.No.1-33~~ 1Dk(Stl) Now "Notou," see No. 39409 in Supplement	2384 2231 1467	✠100A1 6,37 2,37 6,37 ✠LMC ~~MS11,33~~ BS2,37	Cft Ant	l	CL 1,37 6,37	1930 4mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	~~MelroseAbbey ShippingCo.Ld.~~ ~~(F.Jones&Co. Mgrs.)~~ CellDB	305·2 P22'B72'F30' FK 262'802tFPT93tA	44·0	20·6	French 5BHCem PT88t	T.3Cy.21½",36"&60"-39" (s) 180lb 100lb 275NHP 2SB,6cf,GS105,HS4670 Cen.Mar.EWrks.Ld.WHpl	23″2 s3″6¾ 19″9½	
29472 CBMR	**Margara** (exNotos,exAgnetapark) Wireless 2Dks	1487 1316 873					1920	Bremer Vulkan Vegesack	Soc.Anon.Comer-cialTorres yWard	238·8	31·2	19·5	Valparaiso Chilian WB	T.3Cy16⅓",26¾"&44$\frac{1}{10}$"-29½" 106NHP BremerVulkan,Vegesack		V
✻ 29473 213988 WKCH	**Margaret** ssN.Yk.No.3-8,28 ssBal.No.2-36 Sub.Sig. 1Dk(Stl)&Webframes Longitudinalframing	3352 2752 2125	✠100A1 ~~6,37~~ ~~10,36~~ 1,38 BS1,38 ✠LMC9,36	Bal NYk	u	CL 11,35	1916 4mo	Maryland SteelCo.of Baltimore Sparro'PtMd	A.H.BullSteam-shipCo.Inc. (A.H.Bull&Co.Inc. Mgrs.) CellDBa90'u	327·2 P35'B98'F38' FK E20'f146'691tFPT	46·2	22·9	NewYork Utd.States 5BHCem 78tAPT296t	T.3Cy.22$\frac{3}{16}$",37½"&60"-42" 190lb (s) 293NHP 2SB,6cf,GS144,HS4933 MarylandStl.Co.Sparr'Pt.	25″6 s4″6¼ 21″2	
			Fitted for oil fuel 1,17 F.P. above 150° F.					A&CP								
✻ 29474 7476 SFZA	**Margaret Johnson** Ⓟ TwinSc OilEng. ssGot.No.2-36 D.F. 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl)	5143 4087 2929	✠100A1 withfreeboard ~~3,37 4,37~~ 2,38 DBS8,37 ~~DBS8,36~~ ✠LMC11,35 ✠Lloyd'sRMC~~4,37 8,37~~	Skm Vcr	a†	OG s12,36 P4,37 ~~11,34~~ 4,38	1928 10mo Lloyd	A.B.Göta-verken Gothenburg 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB343'1618t	407·3 F43' FK Tanks in way of tun	54·1	23·7	Stockholm Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) nels 206t FP	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 703NHP DB85lb A.B.Götaverken,Got. T97tAPT66t	28″0 s2″11½ 25″2¾	
✻ 29475 126962 EIDX	**Margaret Lockington** 3Msts ssBkn.No.3-12,32 Mchy.Aft 1Dk(Stl)&Webframes Well deck ssAyr.No.1-37	460 308 179	✠100A1 5,37 ~~1,36~~ ~~BS1,37~~ ~~BS1,36~~ ✠LMC~~12,32~~ 1,37	Ayr		CL 1,36	1921 1mo Lloyd	Cochrane &Sons,Ld. Selby 'sA&CP	S.Lockington&Co. Ld. Cell	152·0 Q86'B9'F25' FK DBf38'40tFPT65t	25·1	11·0	Dundalk British 3BHCem APT21t	T.3Cy.14½",24"&40"-27" (s) 200lb 112NHP 1SB,3pf,GS56,HS1940 C.D.Holmes&Co.Ld.Hull	12″0 s3″8½ 11″10½	
29476 218916 KOBX	**Margaret Lykes** (exMoshico) Fitted for oil fuel 2Dks	3537 2868 2200					1919	Mobile S.B.Co. Mobile,Ala.	~~LykesBros.S.S.Co. Inc.~~ LykesBros.-RipleySSCo.Inc.	324·5	46·0	27·6	Houston Utd.States	T.3Cy.22¼",37½"&60"-42" NB29 233NHP EllicottMachineCo.Bal.		R
29477 217011 WQBB	**Margaret Schafer** (exTimberman-37, Fitted for oil fuel exCorsicana) 1Dk	2059 1777 1229				...	1918	Manitowoc S.B.Co. Manitowoc, Wis.	SchaferBrosS.S. Lines	250·5 P27'B64'F26' FK	43·7	20·4	S.Frncisco Utd.States WB	T.3Cy.20",33"&54"-40" 263NHP ManitowocS.B.Co.	23″1	
29478 149727 ZMJL	**Margaret W.** (exMargot) OilEng. Wireless 1Dk Mchy.Aft	394 347 290					1919	A/S Svend-borgsSkibs. ogMaskin. Svendborg	GisborneSheep-Farmers'Frozen Meat&Mercantile Co.Ld.	139·3 Q33'H30t	29·7	11·0	AuklndNZ British WB	Oil Engines 2S.C.SA 5Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 84NHP NE38 BritishAuxiliariesLd Gls.		
29479 OHGZ	**Margareta** (exBellaGaditana, exEidsvaag,exAltair) 1Dk	1860 1591 1040					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Marga (A/B Tempus, Mgrs.)	265·2 P57tH76tF34t	42·1	17·9	Helsingfrs Finnish WB	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
29480 610 OHCZ	— OilEng. Wireless CruiserStern 1Dk Mchy Aft Carrying Petroleum in bulk	680 — 277					1925	Nüscke& Co.A.G. Stettin	A/B Nobel Standardi Finland	182·1 Q52'F23'	29·8	10·9	Helsingfrs Finnish	Oil Engines 2S.C.SA 4Cy.13⅜"-22⅛" 141NHP NE30 Aktie.AtlasDiesel,Skm.		G
29481 DHQF	— Mchy.Aft 1Dk	369 302 170					1922	Union Giesserei Königsberg	MathiesReed.A.G.	137·6 P&B98'F21'	25·1	11·3	Hamburg German WB	C.2Cy.13⅜"&23½"-17¾" 19NHP UnionGiesserei,Konigsbrg		G
29482 PFTZ	**Margaretha** OilEng. Mchy.Aft 1Dk CruiserStern	325 234 189					1934	N.V.Noord Nederlndsch. Schpswerven Groningen	M.deGroot	132·9 P33'F15'	22·9	9·3	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
29483 DMAC	**Margarethe Cords** Sub.Sig. CruiserStern 1Dk	1912 1561 1127					1927	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·9 P15'Q85'B77'F31'	42·1	16·9	Rostock German WB	T3Cy17$\frac{9}{10}$",29$\frac{1}{10}$"&47⅕"-31½" &1 LPTurbine 143NHP A.G."Neptun,"Rostock		G
✻ 29484 EAGN	**Margari** (exOrbe,exWyeCrag, exWarCrag) ssBbo.No.3-4,31 ssBbo.No.1-35 1Dk(Stl) Cargo battens not fitted Now "Redstone," see No. 3991[illegible] in Supplement	3129 2868 1892	✠100A1 4,37 BS4,37 ✠LMC4,35	Npt	u	CL N10,36	1918 8mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	Cia.Naviera Amaya(C.de Zabala, Mgr.) Ce	331·2 342·3(O.L.) P33'B100'F29' FK llDB284'748tFPT	46·8	23·2	Bilbao Spanish 7BHptCem 71tAPT45t	T.3Cy.25",41"&68"-45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25″6 s3″11¾ 21″9	
29485 663 SVMN	**Margarita** (exLatium, ssBrs.2ndNo.3-5,08 exOltenia, ssBry.No.1-12 exArchimides,exIolo,ex 1Dk(Irn)& SarahRadcliffe) Well deck Web frames	2187 1680 1318	✠ 8,20 ✠	Pir	r		1889 6mo	Ropner& Son Stockton	D.B.Georgiades& S.A.Sofianos	272·2 P27'Q78'B114'F29' BK9" CellDB218'	38·8	18·6	Piræus Greek 4BHCem 426tAPT91t	T.3Cy.21",35"&57"-39" NDB02 206NHP 2SB,4cf,GS74,HS3123 Blair&Co.Ld.Stockton	21″11	
29486 EEXS	— (exAnselmi-32,exMargarita, exMachrie) 1Dk Mchy.Aft Well Deck	324 — 166				...	1900	Scott& Sons Bowling	A.Alvarez,S.enC.	122·8 Q42'B8'F24' BK7"	21·5	9·4	Bilbao Spanish WB	C.2Cy.14"&29"-21" 32NHP Muir&Houston,Ld.Gls.	10″3	
✻ 29487 101 SVDU	**Margaritis** (exFotinia-32, exPhotinia) ssLgn.No.3-7,26 ssAlx.No.2-34 1Dk(Stl)	4584 4372 2835	✠100A1 10,37 ~~11,36~~ ✠LMC MS10,34 BS~~9,36~~ 10,37	Rot	y	CL 11,35	1913 7mo Lloyd	W.Pickers-gill&Sons,Ld Sunderland 'sA&CP	S.Perivolaris CellDBa 134'uE&B43'f	383·0 P36'B221'F37' FK 164'1270tFPT217t	51·7	26·6	Chios Greek 6BHCem APT125t	T.3Cy.26",42"&71"-48" (s) 180lb 431NHP 3SB,12pf,GS198,HS7363 G.Clark,Ld.Sunderland	29″6 s4″6¼ 25″3	
29488 FOPF	**Margaux** Wireless 2Dks	1463 1247 671					1912	Atel.&Ch. deFrance Dunkirk	Worms&Co.	241·3 P20'B72'F33'	34·8	18·7	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
29489 11 ~~225~~ IBRU	**Marghera** (exBloomfield) 3Mst Fitted for oil fuel Mchy.Aft 1Dk&Spar dk&Web frames D.F. Carrying Petroleum in bulk	4531 4086 2732				...	1899	TyneIron S.B.Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente(G. Castaldi,Ld. Mgrs.)	360·6 350·0 P100'B32'F57' FK	50·2	29·6	Rhodes ~~Venice~~ Italian WB	T.3Cy.27",45"&74"-48" 430NHP N.E.MarineEngCoLdNwc.	31″0	CI †
29490 OZEA	**Margit** 1Dk	1735 1376 1025					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren"D/S A/S (Holm&Wonsild, Mgrs.)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish WB	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. [illegible]
29491 982 ESTP	**Margo** (*ex*AntonIvovic-34,*ex*Ville d'Alexandrette,*ex*Luna,*ex*Pungué, *ex*LindaWoermann, 1*Dk* *ex*Gutrune)	1245 1029 736					1895	Flensburgr Schiffsb.Ges. Flensburgr	AlfredKalm	232·8 Q71'B107'F25'	34·3	13·8	Tallinn Estonian *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		V
29492 149754 GMTV	**Margot** *ss*Ams No.2-35 2*Dks*(*Stl*)	4545 4303 2917	✠100A1 ~~5,37~~ ~~6,36~~9,37 ~~BS7,36~~ ✠LMC~~5,35~~ 9,37 *Fitted for oil fuel*12,26 *F.P. above* 150° F.	Gls Grk	*y*	CL ~~6,36~~ 6,37	1926 12mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB*329'1003t *DTa*30'760t	385·0 397·5(O.L.) P33'B112'F44' FK	52·0	26·6	London British *pt Cem* 4*BH to U dk* 2 „ „ 2nd „ *APT*16t	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3½ 23 ″ 11½	
29493 OUIR	**Margrete** 1*Dk*	1207 999 731			...		1917	Kjöbnhvns Flydk &Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP Kjbnhavns.Flydk&Skbsv.	17 ″ 3	V †
29494 OYJD	**Margrethe** Ⓟ (*ex*Moskov) *Ref.Mchy.* D.F. 3*Dks*	2465 1486 1487					1914	Helsingörs Jernsk.&Msk Elsinore	DetForenede Dampskibsselsk.	286·7 F35'	40·5	25·5	Aalborg Danish *WB*	T.3Cy.22",36"&60"-42" 233NHP HelsingörsJernsk.&Mskb.		V
※ 29495 FNNV	**Marguerite Finaly** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*(*Stl*)2nd *dk*(*Stl*) GyC. *clear of cargo tanks,3rd* *Mchy.Aft* *dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing* *Web frames* *Rudder electrically welded* *CruiserStern* *ProgressiveSurvey of oil tanks*	12309 11757 6260	✠100A1 6,37 ~~8,36~~ DBS1,35 ✠LMC12,33 *CarryingPetroleum in bulk*	Fal Ams		CL 5,37	1933 12mo *Lloyd's A&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	SociétéAuxiliaire deTransports *CellDBuE*78'135t *DT*	522·3 *Aft*B55'B40'F39' FK *sf*53'2312t*FPT*291	70·2	38·7	Havre French 16*BHptCem* t*APT*250t	Oil Engines 2S.C.SA 12Cy.23⅝"-43$\frac{5}{16}$" 1162NHP 2DB(*a*)200*lb* 2DB(*f*)100*lb* SocAn"Fiat"S.G.M.Turin	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
※ 29496 EAGO Now "Houstone," *see No.* 33478 *in Supplement*	**Mari** (*ex*Ulversmead,*ex*Renfrew, *ex*Claveresk) *ss*Bbo.2ndNo.3-10,35 1*Dk*(*Stl*)& *Web frames*	3830 3129 2441	100A1 *Turret deck* 5,37 ~~9,36~~ BS1,37 LMC10,35	Bcl Cff		CL 9,35	1907 *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	CiaNavieraAmaya (C.deZabala,*Mgr.*) *CellDB*315'1097t	350·0 P32'F31' FK	50·0	25·2	Bilbao Spanish 6*BHCem* *APT*23t	T.3Cy.24",41"&68"-45" (*s*) 180lb 342NHP NDB10*refitted*22 2SB,6*cf*,GS144,HS5340 W.Doxford&Sons,Ld.Sld.	25 ″ 3 s10 ″ 9 21 ″ 8½	
29497 418 ESBI	— (*ex*CapBlancNez,*ex*OudeMaas) 1*Dk*	1372 1226 795					1918	N.V.Werf Conrad Haarlem	TheTallinnShippingCo.Ld.	238·1 B57'F25'	37·3	17·6	Tallinn Estonian *WB*	T.3Cy.17¾"29$\frac{1}{16}$"&47½"-35⅝" 133NHP Gebr.Stork&Co.Hengelo		V
29498 LELF	— (*ex*Björkhaug) *Mchy.Aft* 1*Dk*	563 441 279					19$\frac{20}{25}$	Akers Mek.Værks. Oslo	AnthonOlafsen	161·0 P59tH5tF26t	28·6	11·5	Oslo Norwegian	T.3Cy.12",20"&33"-24" 53NHP AkersMek.Værks,Oslo		N
29499 EELS	**Mari-Begona** (*ex*Elgüeta-35, *ex*CigaleII) 1*Dk*	368 — 181					1918	Ch.&At.de Provence Port de Bouc	IldefonsoIrala	129·4 B14'F27'	25·2	12·3	Bilbao Spanish	C.2Cy.17¾"&35$\frac{7}{16}$"-23⅝" NB20 51NHP Ch.&At.deProvencePort deBouc		V
29500 EGGF	**Mari-Elena** (*ex*Pepin-35, *ex*Olimpia) *ss*Bbo.No.3-11,05 *ss*Bbo.No.1-10 *Well deck* 1*Dk*(*Irn*)	446 347 201	✠ 1,15 ✠	Bbo	*g*		1893 8mo	W.Harkess &Son Middlesbro'	IldefonsoIrala	160·0 Q82'B14'F24' BK7" *DBa*31'28t*FPT*	24·5	12·2	Bilbao Spanish 4*BHCem* 18t*APT*10t	T.3Cy.13",21"&34"-24" 65NHP 1SB,2*rf*,GS38,HS1086 Wstgrth,English&Co.Mdb	12 ″ 9	
29501 EEXY	**Mari Eli** (*ex*Castellon,*ex*Iturri- Ederra,*ex*Santiago *ss*Bcl.2ndNo.3-1,16 Mumbru,*ex*Enriquetade 1*Dk*(*pt Irn pt* Mallol,*ex*Nautik) *Stl*)& *Web frames* *Well deck*	1080 830 676	✠ 9,20	Bbo	*n*		1897 6mo	Carmichael Macleam&Co. Greenock	IldefonsoIrala *CellDBa*&	226·3 Q81'B54'F27' FK *u*E71'*f*90'253t*FPT*	33·1	16·2	Bilbao Spanish 4*BHCem* 31t*APT*16t	T.3Cy.17",27½"&44"-33" B*made*18 114NHP Hutson&Son,Glasgow	16 ″ 0	V †
29502 EGML	**Mari Elvira** (*ex*SanIreneo-36, Iron *ex*Tanchin, *ss*Sws.2ndNo.3-2,10 *ex*SwanseaTrader, *ss*Bbo.No.2-19 *ex*Crathie) *Well deck* 1*Dk*(*Irn*)	472 350 241	✠ 6,23 ✠	Bbo	*h*		1883 11mo	J.Key& Sons Kinghorn	IldefonsoIrala	145·0 Q54'B42'F20' BK7" *DBa*35'	23·8	15·4	Gijon Spanish 5*BHCem* *f*33'98t	C.2Cy.21"&42"-27" NDB97 77NHP 1SB,3*pf*,GS54 J.Key&Sons,Kirkcaldy	13 ″ 8	
※ 29503 263 IBNU	**Maria** *ss*Tri.No.1-37 *OilEng.* *Ref.Mchy.* *ss*Mfl.No.3-10,32 D.F. 3*Dks*(*Stl*-*Wthr dk* ws)	6339 5931 4007	✠100A1 *withfreeboard* 8,37 ~~4,36~~ ✠LMC CS12,37 DBS3,37 10,35 ✠Lloyd'sRMC8,37	Tri	*z*	CL ~~6,35~~ 8,37	1926 11mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	"Italia"Soc.Anon. diNav. *CellDB*334'1125t*DTa*43'1100t	418·0 F44' FK *FPT*105t*APT*95t	53·2	24·7 32·4	Trieste Italian 8*BHptCem* *Coll to W dk* 1 „ 3rd „	Oil Engines 2S.C.SA 4Cy 29½"-49$\frac{3}{16}$" 606NHP DB100*lb* "Fiat"Stabilimento GrandiMotori,Turin	35 ″ 10 s2 ″ 10⅝ 25 ″ 1½	
29504 82 SZGM Burnt 6,37	— (*ex*Ornus,*ex* *ss*Hul.2ndNo.3-11,33 Newtonmoor, 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ex*Valemead,*ex*Queen &*deep framing* Elizabeth)	*4225* *4089* *2748*	✠~~100A1~~ *Spar dk* 12,36 ~~[illegible]~~ ✠~~[illegible]~~	Rot	*x*	CL 12,36	1907 9mo *Lloyd's A&CP*	Nthmblnd S.B Co.~~Ld.~~ Newcastle	I.N.Vlassopulos& others *Cell DBa*	360·3 P31'B93'F33' FK 117'*u*E&B41'*f*157'	48·0	20·2 28·0	Ithaca Greek 6*BHCem* 860t*APT*63t	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10 s5 ″ 11½ 25 ″ 1	
29505 1000 ESTX	— (*ex*Normandiet-34,*ex*Gulfaxe) 1*Dk*	1480 1268 880					1909	Helsingörs Jernsk&Msk Elsinore	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	249·2 P17'Q77'B102'F29'	38·1	14·9	Käsmu Estonian *WB*	T.3Cy.18",30"&50"-36" Helsingörs 150NHP Jernsk.&Mskb.Elsinore		V
※ 29506 58 SZLB	— (*ex*L.Fafalios, *ss*Pir.2ndNo.3-2,26 *ex*Anastasios, *ss*Pir.No.2-35 *ex*PrinceLeopold de Belgique, *ex*Roman) *Well deck* 1*Dk*(*Stl*)& *deep framing*	*1216* *897* *750*	✠100A1 2,38 ~~8,35~~ BS~~10,36~~ ✠LMC8,35 12,37	Pir	*n*	~~8,35~~ 1,38	1900 12mo	Mackie& Thomson Glasgow A&CP	S.D.Perris&D.A. Tsatsaronis *CellDBa*&*u*	228·0 P15'Q67'B60'F29' FK E80'*f*94'263t *FPT*	34·5	14·4	Chios Greek 4*BHCem* 58t*APT*27t	T.3Cy.17⅝",27⅞"&46"-33"(*s*) 180lb ~~100lb~~ NDB21 135NHP 1SB,3*cf*,GS64,HS2148 W.V.V.Lidgerwood,Gls.	16 ″ 7 ~~s1 ″ 4~~ ~~15 ″ 6~~ s1 ″ 2½ 15 ″ 6	
29507 19 IPZY	— (*ex*Algol, *ss*Hul.No.3-4,17 *ex*Cameronian) 1*Dk*(*Stl*) *Well deck*	440 — 243	✠ 9,22	Sld	*i*		1903 4mo	BlythS.B. Co.Ld. Blyth	GennaroJacomino fuVzo. *CellD*	178·0 Q98'B9'F20' FK *Ba*49'*f*63'139t*FPT*	26·3	11·3	Torre del Greco Italian 4*BHCem* 40t*APT*12t	T.3Cy.13⅝",21"&34"-24" NDB12 57NHP 1SB,3*pf*,GS43,HS1228 G.T.Grey,SouthShields	13 ″ 5	I †
29508 EEXZ	— 3Mst (*ex*Robin) *ss*Bbo.2ndNo.3-9,15 *ss*Bbo.No.2-23 1*Dk*(*ptIrn*)	366 273 176	✠ 4,25 ✠	Bbo	*e*		1890 11mo	RThomson London	HijodeAngel Perez yCia.	143·0 Q73'B7'F30' BK7" *WB*	22·9	11·0	Bilbao Spanish 3*BHCem* =*FPT*45t	T.3Cy.12",18"&30"-21" NDB15 47NHP 1SB,2*pf*,GS30,HS800 GourlayBros.&Co.,Dun.	11 ″ 9	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29509 EEYN	**Maria Amalia** (*ex*SanMames) 1*Dk*2*trB*	744 393 430					1918	Cia. Euskalduna Bilbao	JoséResteguiSolar	183·5 Q46'B&F137'	27·0	13·6	Gijon Spanish *WB*	T.3Cy.12½",21"&34"–24" 57NH Cia.Euskalduna,Bilbao		G
* 29510 CSBE	**Maria Amelia** (*ex*Gaia,*ex*Girgenti) *ss*Lis.No.3–8,27 Sub.Sig. *ss*Lis.No.2–35 *Well deck* 1*Dk*(*Stl*)	1766 1560 1039	100A– 2,38 ~~1,37~~ ~~BS3,36~~ BS~~4,37~~2,38	Lis LMC3,35		CL 1,37 2,38	1913	Akt.Ges. "Neptun" Rostock	Soc.Geral deCom-mercioIndustria e Transportes,Ltda. *CellDBa&uE*	287·7 P&B227'F32' FK 103'*f*122'498*tFPT*	41·1	16·3	Lisbon Portuguese 5*BHCem* 53*tAPT*20*t*	T.3Cy.19$\frac{13}{16}$",35$\frac{11}{16}$"&56½"–37⅜" (*s*) 190lb 261NHP 2SB,4*cf*,GS71,HS3680 FD A.G."Neptun,"Rostock	19 ″ 1 s 1 ″ 1¾ 18 ″ 1	
29511 30 IQEL	**Maria Clara** (*ex*Komet–34) Iron (*ex*Glassalt) *ss*Lbc.4thNo.3–6,31 *Well deck* 1*Dk*(*ptIrn*)2*trB*	639 503 369	✠ 7,34	Lbc	*j*		1883 6mo	J.Duthie Sons&Co. Aberdeen	G.Russo	192·4 183·1 Q50'B36'F21'	26·4	11·6 14·1 BK7½"	Messina Italian 5*BHCem* *DBf*44'110*t*	C.2Cy.18½"&44"–30" NDB99 80NHP NB91*fitted*19 1SB,3*cf*,GS60,HS1800 Hall,Russell&Co.Abn.	15 ″ 0	I †
* 29512 CSBF	**Maria Cristina** (*ex*Maria Christina,*ex*Urd) *ss*Lis.No 3–5,33 1*Dk*(*Stl*) *Cargo battens not fitted*	*3265* *2973* *1939*	✠100A1 4,37~~12,35~~ MS~~6,33~~ 8,37	Lis Rot LMC BS~~3,36~~5,37	*v*	CL ~~N2,36~~ 10,37	1920 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Soc.GeraldeCom-mercioIndustria e Transportes,Ltda. *CellD*	334·2 344·5(O.L.) P33'B102'F33' FK *B*290'725*tFPT*124*t*	48·0	22·7	Lisbon Portuguese 5*BHCem* *APT*90*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb *100lb* 315NHP 2SB,8*cf*,GS140,HS5104 Smith'sDockCo.Ld.Mdb.	24″11 s 3″10¼ 21 *r* 3	
* 29513 161083 GSXY	**Maria de Larrinaga** *ss*Ant.No.2–37 ~~*ss*Liv.No.1–33~~ 1*Dk*(*Stl*)	4988 4659 3084	✠100A1 4,38 ~~5,36~~ 4,37 MS~~11,33~~	Cff Ant ✠LMC BS~~5,36~~8,37	*z*	CL ~~N3,35~~ 4,38	1929 2mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	LarrinagaS.S.Co. Ld. *CellDB*350'	407·0 421·5(O.L.) P26'B271'F37' FK 1155*t DTa*29' 1100*t*	53·5	25·7	Liverpool British 6*BHptCem* *APT*245*t*	T.3Cy.25",43"&72"–48" (*s*) 210lb FD HS6695 475NHP 2SB&1AuxSB,9*cf*,GS173, Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 9¼ 24 ″ 5½	
29514 EAOM	**Maria Dolores** (*ex*Españoleto–36, Broken up as "Españoleto," *ex*MatiasF.Bayo, *ss*Nap.No.2–98 *ex*Adriatico) 1*Dk*(*Irn*)&*Webframes* *Well deck* Wireless	1358 957 856	✠ 2,99	Cff ✠	*o*		1890 7mo	S.P.Austin &Son Sunderland	AdolfRamirez Escudero	231·9 P29'Q54'B102'F29' FK *WB*	35·1	15·0	Bilbao Spanish 4*BHptAsp* *ptCem*	T.3Cy.19",31"&51"–33" NB25 147NHP 1SB,3*rf*,GS45,HS2180 N.E.MarineEng.Co.Ld.Sld	17 ″ 5	
* 29515 2005 IBIV	**Maria Eugenia** (*ex*MariaD'Al–35, *ex*Amplegarth–34, ~~*ss*Ham.No.1–33~~ *ex*Eastborough–33) *ss*Gen.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4702 4217 2853	✠100A1 *withfreeboard* ~~7,36~~ ~~6,35~~ ~~1,38~~~~7,37~~ 5,38 BS~~4,37~~1,38	Gen ~~Pal~~ ✠LMC2,36	*z*	CL ~~12,34~~ 5,38	1928 1mo *Lloyd*	Craig,Tay-lor&Co.Ld. Stockton '*sA&CP*	Soc.Esercizio Armamento *CellDB*344'1312*t*	414·9 400·8 F32' *FPT*121*tAPT*146*t*	53·5	25·1 FK	Genoa Italian 6*BHptCem* (*Coll toSh dk* 5 ,, 2*nd* ,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s 3 ″ 1½ 24 ″ 8	
29516 7606 SFKW	**Maria Gorthon** *Dk*	*1572* *1346* *856*					1930	NyaVarvs. Akt.Öresund Landskrona	RederiA/B Gylfe (J.Gorthon,*Mgr.*)	259·1 P26'B160'F26'	40·5	16·0	Helsingbrg Swedish *WB*	T3Cy18½"29$\frac{15}{16}$"&48$\frac{1}{16}$"–33½" 133NHP NyaVarvs.Akt.Öresund		V
29517 125 SVID	**Maria L.** (*ex*Brynmel–35, *ex*Bradburn,*ex*AtlanticCity) 1*Dk*	4707 *4456* *2934*					1912	Ropner& Sons,Ld. Stockton	CostisE.Lemos	378·5 P38'B126'F39'	51·5	27·5	Chios Greek *WB*	T.3Cy.26",42"&70"–48" 339NHP Blair&Co.Ld.Stockton		C
29518 340 SZLE	— Ⓟ Iron (*ex*Argolis,*ex*Vine) Wireless 1*Dk*2*trB*	572 — 212					1878	D&WHen-derson Glasgow	J.Lykouris	183·0 P51'F29'	25·5	13·3	Piræus Greek	C.2Cy.27"&49"–36" NB89 120NHP D.&W.Henderson,Gls.		
29519 353 IQHC	**Maria Luisa** (*ex*Delfino,*ex*Dolphin) *ss*Nwc.2ndNo.3–6,20 *Mchy.Aft* *ss*Hul.No.3–9,22 1*Dk*(*Stl*)	345 314 198	✠ 3,27 ✠	Lon	*e*		1895 5mo	Montrose S.B.&E.CoLd Montrose	AntonioImbò	130·2 F15'	25·2	11·5 BK7" *DBf*72'	Naples Italian 3*BHCem* 88*tAPT*7*t*	C.2Cy.15"&32"–24" 53NHP 1SB,2*pf*,GS33,HS930 HallBrwn,Buttery&CoGls	13″11	I †
* 29520 483 SVIV	**Maria Nicolaou** (*ex*Oilshipper–36) *ss*Nwc.No.2–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing* Now "Nicolaou Maria," see No. 39418 in Supplement	*5525* *5186* *3285*	✠100A1 1,37 MS2,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Ams ✠LMC BS6,36	*z*	CL 2,35	1927 7mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle '*sA&CP*	N.G.Nicolaou (GeorgiosNicolaou (Helias)Ld.*Mgrs.*) *CellDBuE&B*62'186	410·0 P106'B26'F39' FK *t DTf* 30'122*t FPT*	53·5	30·9	Piræus Greek 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,) 77*tAPT*208*t*	T.3Cy.25½",42"&70"–48" (*s*) 200lb 482NHP 3SB,9*cf*, ,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
29521 645 SZLF	**Maria Nomicou** (*ex*Anastassios, *ex*Helena) 2*Dks*	1165 927 694					1899	Rijkee&Co Rotterdam	LoukasN.Nomicos	228·0 B55'F27'	32·0	18·5	Piræus Greek *WB*	T.3Cy.17½",28"&45"–36" 121NHP Maats.deMaasRot.		
29522 74 IQIP	**Maria Pompei** (*ex*Alboran–35, *ex*Most–32,*ex*Quickstep) *ss*Sld.No.3–2,22 *ss*Nwc.No.1–27 *Well deck* 1*Dk*(*Stl*)&*deepframing*	1407 — 777	✠ —— 5,32 ✠	Ant	*o*		1909 7mo	J.Crown& Sons,Ld. Sunderland	GiuseppePalomba *CellDB*	246·2 239·5 P24'Q59'B50'F26' *a*65'*uE*17'*f*104'349*tFPT*53*tAPT*92*t*	36·0	15·6 FK	Torre del Greco Italian 4*BHCem*	T.3Cy.19",31"&51"–36" 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.Co.Ld.Sld	17 ″ 9	CI †
* 29523	**Maria R.** *For particulars see* "Alhambra," *No.* 19942															
29524 DJRI	**Maria S. Müller** 3Mst Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	1589 1361 742					1936	Flensburgr Schiffsb.Ges. Flensburg	OttoA.Müller	259·7 P206'F22'	41·3	16·0	Hamburg German *WB*	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"–31½" & LP Turbine with DR gearing & hydraulic coupling 153NH OttensenerMch.G.m.b.H. Altona		G
29525 EEZW	**Maria Santiuste** (*ex*Basurto) *Mchy.Aft* 1*Dk*	399 — 214					1912	Cia.Euscal-duna deConst Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	151·5	27·4	12·3	Bilbao Spanish *WB*	T.3Cy.12",20"&32"–23" 49NHP MacColl&Pollock,Ld.Sld.		
29526 87 IQKI	**Maria Serra** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	335 — 197					1920	Cant.Fran-cescoSerra S.Bartolomeo	Soc.Anon.Italiana Importazione Carboni eNavig.	132·7 P61'F23'	28·9	13·9	Savona Italian	Oil Engines 4 S.C.SA 6Cy.8$\frac{11}{16}$"–14$\frac{3}{16}$" 44NHP E*made*&*fitted*35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
29527 47 SVFO	**Maria Stathatos** (*ex*Piave,*ex*War Norman) 1*Dk* *Fitted for oil fuel*	5269 4796 3222					1918	Barclay, Curle&Co.Ld Glasgow	D.D.Stathatos	400·8 P49'B113'F39'	52·3	28·5	Ithaca Greek *WB*	T.3Cy.27",44"&73"–48" 369NHP Barclay,Curle&Co.Ld.Gls.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Durée Cert. Ref.Trade
✻ 29528 OXQB	**Maria Toft** ssCpn No.2-37 ~~ssCpn.No.1-33~~ 1Dk(Stl)	1911 1671 1152	✠100A1 7,37 ~~2,36~~ ~~BS7,36~~ ✠LMC~~5,33~~ 7,37 MS7,37	Els Cpn	r	CL ~~6,35~~ 7,37	1928 10mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	Dampskibsselsk. "Jutlandia" (JensToft, Mgr.)	278·5 289·8(O.L.) P22'B60'F30' FK CellDB238' 607t FPT46t	40·2	18·3	Copnhagn Danish 4BHCem APT67t	T.3Cy.18",30"&49"–36" (s) 180lb 175NHP 2SB(Spt),4cf,GS67,HS2956 N.E.MarineEngCoLd.Nwc	20 ″ 7 s3 ″ 0½ 17 ″ 8¾	
29529 EALE	**Maria Victoria** (exGydavore, exOceania) ssBbo.No.3-12,32 1Dk(Stl) Cargo battens not fitted Now registered as Italian and sailing as "POTENZA," which see	3619 3337 2245	✠ ~~[illegible]~~ ~~1,33~~ ~~✠LMC~~ ~~MS1,33~~ ~~BS7,35~~	Bbo	w	CL N11,34	1920 6mo Lloyd	Campbeltown S.B.Co. Ld. Campbelt'wn 'sA&CP	Viuda deF. Astorqui	348·6 P29'B213'F36' FK CellDB300'995t	49·9	23·6	Bilbao Spanish 6BHCem APT85t	T.3Cy.25",40"&65"–45" (s) 180lb 327NHP 3SB,9cf,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0	
29530 215889 WBCV	**Marian Otis Chandler** (exWest Haven) Fitted for oil fuel 2Dks	5520 5036 3398			...		1917	Skinner& EddyCorp. Seattle,Wash	Matson~~S.S.Co~~ NavigationCo.	409·6 P44'B115'F47' FK	54·1	27·1	S.Francisco ~~LosAngeles, Cal.~~ Utd.States WB	T.3Cy.25",42"&72"–48" PugetSound 549NHP Machy.Depot,Seattle		R †
✻ 29531 213385 KJQS	**Mariana** ssMob.No.3-1,28 ssBal.No.2-36 2Dks(Stl)	3110 2890 1920	✠100A1 ~~10,36~~ 10,37 BS~~4,37~~ ✠LMC4,36 (2,38	Mob NYk	u	CL N4,36	1915 7mo WB=	NwprtNws S.B.&D.D.Co. Newprt News A&CP 'Tween dk bulkhead in fore hold dispensed with CellDB a95'u E&B41' f147'845t FPT85t APT43t	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. Mgrs)	335·0 FK	46·8	22·7	NewYork Utd.States Cem 4BH to U dk 1 „ 2nd „	T.3Cy.21½",36"&63"–42" (s) 190lb 309NHP 3SB,9cf,GS184,HS5040 NewportNewsSB&DD.Co. only	25 ″ 0	
✻ 29532 3427 PJAE	— TwinSc ssCco.No.3-7,37 ~~ssCco.No.2-35~~ 1Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at deck	2682 1799 1473	✠100A1 2,38 ~~1,37~~ ~~BS7,36~~ ✠LMC~~[illegible]~~ 8,37 Carrying Petroleum in bulk Fitted for oil fuel 4,25 F.P. above 150° F.	Cco	t	CL ~~1,37~~ 2,38	1925 4mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP	N.V.Curacaosche Scheepsv.Maats.	305·0 Q87'F29' Trunk dk 189' FK	50·2	15·1	Willmstad Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (s) 236NHP 2SB.4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
✻ 29533 DAYQ	**Marianne** (exUskmoor-36) ssStn.No.3-10,36 ~~ssStn.No.4-10,36~~ Arch dk 1Dk(Stl) CruiserStern	2743 2441 1683	✠100A1 withfreeboard 10,36 ✠LMC10,36 BS1,38	Stn	t	CL 10,36	1924 11mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	F.L.Nimtz	319·6 P21'F26' FK CellDB277'743t FPT48t APT99t	43·0	24·1	Stettin German 5BHptCem	T.3Cy.23½",38"&64"–42" (s) 180lb 323NHP 2SB,8cf,GS126,HS5464 NEMarineEng.Co.LdNwc	26 ″ 9 s7 ″ 7½ 19 ″ 3½	
29534 LCNH	— (exNygaard,exHaraldshaug) 1Dk	1915 1688 1110					1920	N.V.T. van Duijvendijk's Scheepswerf Lekkerkerk	A/SNesjar(Eilert Lund, Mgr.)	265·4 P62tH94tF8t	42·2	18·6	Bergen Norwegian WB	T.3Cy.19",31"&52"–36" 162NHP H.Versteeg&Zonen, Hardinxveld		N
29535 OUIS	— 1Dk	1239 1059 712					1924	A/SRödby Havns Jernskibs. RödbyHavn.	D/S A/S Progress (M.Nielsen&Son, Mgrs.)	236·4 P23'B49'F25'	37·1	14·6	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP A/SFrichs,Aarhus		V
29536 6680 SFLD	— (exElsa,exSylvia I) 1Dk	*1166* *1011* *647*					1921	Skiens Verks.A/S Skien	TrelleborgsÅngf. NyaAktieb.(Jarl Malmros, Mgr.)	226·4 P43tH65t	36·6	15·7	Trelleborg Swedish WB	T.3Cy.16",25"&42"–30" 97NHP SkiensVerks.A/S,Skien		N
29537 DJQI	— (exEdo-36,exTorland) ssHam.No.3-7,30 ssHam.No.1-35 Well deck Sub.Sig. 1Dk(Stl)	802 618 435	✠100A1 3,37 ✠LMC MS8,34 BS~~4,37~~1,38	Ham	k	OG 3,37	1918 11mo	E.J.Smit& Zoon Westerbroek A&CP	ArthurSommer	193·0 201·7(O.L.) Q65'B49'F24' FK CellDB153'223t FPT39t APT18t	32·2	12·7	Hamburg German 4BHCem	T.3Cy.15",23¼"&39$\frac{9}{16}$"–23⅝" 185lb (s) 106NHP 2SB,4cf,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8¾ 13 ″ 10⅜	
29538 DIDH	— TwinSc OilEng. Mchy.Aft 1Dk CarryingPetroleum in bulk	523 425 285					1925	Werft. G.m.b.H Nobiskrug Rendsburg	Haltermann&Co.	172·1	29·3	10·6	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.7⅞"–14$\frac{3}{16}$" 72NHP Mschfbk.Augsburg-Nürnberg,Augsburg		G
29539 DIDI	— OilEng. Mchy.Aft 1Dk	349 310 206					1920	C.Lühring Kirchhammelwarden	Reinecke&Bremer	139·1 P16'	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾"–15¾" 74NHP Emade&fitted30 BremerVulkan,Vegesack		G
29540 EGAR	**Mariavi** (exAngus,exGloria) Well deck Mchy.Aft 1Dk	336 — 109			...		1918	Astilleros Riera Gijon	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, Mgrs.)	119·8 Q16'B9'F21' FK	21·9	10·1	Bilbao Spanish WB	C.2Cy.14¾"&25⅝"–15$\frac{9}{16}$" 36NHP AstillerosRiera,Barcelona	9 ″ 9	
29541	**Maricopa** Now "John P. Geistman," see No.33755 in Supplement Mchy.Aft 1Dk2trB	3979 2966					1896	Chicago S.B.Co. Chicago	J.Geistman	406·0	48·2	23·4	D'luth,Min Utd.States WB	T.3Cy.25",40"&68"–42" 300NHP ClevelandS.B.Co.,Clevlnd.		
29542 LIUS	**Maridal** TwinSc OilEng. D.F. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	6479 5562 3872					1934	Eriksbergs M.V.Aktieb. Gothenburg	A/S Moltzau's Tankrederi (Moltzau&Christensen, Mgrs.)	408·6 P202tH528tF73t	55·3	32·4	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21",21"&32"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
✻ 29543 133 ORSA	**Marie** (exTinternAbbey-36, exForestbeech) ssCff.No.3-5,36 1Dk(Stl) Cargo battens not fitted	1409 1244 971	✠100A1 10,37 ~~11,36~~ ✠LMC5,36 BS6,37	Lth Bdx	p	CL 4,36	1924 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Sunderlnd 'sA&CP	M.Goossens	240·0 P17'B58'F22' FK CellDB203'417t FPT82t APT29t	37·2	17·7	Antwerp Belgian 4BHCem	T.3Cy.18",29"&48"–33" (s) 180lb 168NHP 2SB,4cf,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s2 ″ 6 17 ″ 4½	
29544 LCTC	**Marie Bakke** TwinSc3Mst OilEng. 2Dks	4307 3870 2565					1926	Odense Staalskibsvft Odense	SkibsA/SMarie Bakke(Knut Knutsen,O.A.S.)	375·6 P115tH251tF32t	52·5	24·7	Haugesnd Norwegian WB	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 426NHP Akt.Burmeistr&Wain,Cpn		N
29545 OUIU	**Marie Clausen** (exPhönix) 1Dk&pt.Awng dk	324 240 167					1911	Nüscke& Co. Stettin	C.Clausen	136·1 B31'	25·7	15·9	Haderslev Danish WB	T.3Cy.12¼" 19"&31"–20½" 43NHP Christiansen&Meyer,Har.		G
29546 DMCD	**Marie Ferdinand** (exWrotham, exBearwood, exGaresfield) ssRos.2ndNo.3-6,33 ssKel.No.1-38 1Dk(Stl) Well deck Cargo battens not fitted	1757 1373 1069	✠100A1 1,38 ~~3,37~~ ~~BS11,35~~ ✠LMC~~6,33~~ 4,38 ~~5,37~~ MS1,36	Rot Kel	q	3,37	1911 4mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	H.Ferdinand	267·4 P20'Q84'B56'F25' FK CellBa80'u E&B35' f110'523t FPT35t APT63t	38·5	17·0	Rostock German 4BHCem	T.3Cy.21",34"&56"–36" (r) 180lb 218NHP 2SB,6cf,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29547	**Marie-Flore** OilEng. 1Dk Mchy.Aft CruiserStern	530					1937	Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7 P47'Q45'F19'	28·5	12·3	Antwerp Belgian WB	Oil Engines 2S.C.SA 7Cy.9"–14⅜" 99NHP SocAn.J.Cockerill,Seraing		
29548 DHQK	**Marie Leonhardt** Sub.Sig. 1Dk&Shelter dk	2594 2331 1522					1922	Stettiner Oderwerke Stettin	Leonhardt& Blumberg	329·0	46·1	18·7	Hamburg German WB	T.3Cy.22½",35¾"&57½"–39⅜" 205NHP StettinerOderwerke		G
29549 143526 MKJW	**Marie Llewellyn** ssNpt.No.3–10,35 Well deck 1Dk(Stl) Cargo battens not fitted Now "Kellwyn," see No. 38852 in Supplement	1464 1119 885	✠100A1 1,37 BS1,37 ✠LMC10,35	Sws	o	CL 4,36	1920 12mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	DillwynShipping Co.Ld.(Claude Angel,Mgr.) CellD	234·8 P16'Q67'B58'F23' FK B192' 381t FPT40t	35·7	16·6	Cardiff British 4BHCem APT36t	T.3Cy.18¾",28½"&48¼"–33" 180lb (s) 86RHP 2SB,6pf,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
29550 TVBM	**Marie-Louise Le Borgne** (exTordis,exHercules) 1Dk	1263 955 769					1903	J.C.Tecklenborg A.G Weser- munde-G.	Cie.Ch.LeBorgne	229·6 Q82'B56'F26'	36·2	14·8	Marseilles French WB	T.3Cy.17",28"&45"–33" 116NHP J.C.TecklenborgA.G.Wsm		V
* 29551 146654 GDNP	**Marie Louise Mackay** TwinSc (CableVessel) ssPly.No.3–7,34 Mchy.Aft 1Dk(Stl)&Awngdk(Stl–ws) Sub.Sig. Wireless D.F. E.S.D.	1378 1339 675	✠100A1 Awngdk withfreeboard 6,37 ~~8,36~~ ~~BS8,36~~ ✠LMC7,34 Fitted for oil fuel 10,22 F.P. above 150°F.	Ply Fal BS6,37	o	CL ~~6,31~~ 6,37	1922 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	CommercialCable Co. CellDBuE31'f90'	234·0 FK Collision 173t DTf88' FPT	34·2	22·2	London British Cem BHtoAdk 3 „ „ U „ 39tAPT43t	T.6Cy.12⅝",20"&33"–24" (s) 180lb 155NHP 2SB,4cf,HS2336 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 4 s7 ″ 8 17 ″ 1	
29552 FNWR	**Marie Louise Schiaffino** (exSchiaffino, exNoruega) ssAlg.2nd.No.3–11,32 1Dk(Stl) &Spardk(Stl–ws)3trB Now "Brisbane," see No. 37407 in Supplement	4004 3027 2451	✠100A1 Spar dk 5,37 ~~6,36~~ ~~BS1,36~~ ✠LMC~~11,32~~ Fitted for oil fuel 4,20 F.P. above 150°F.	Alg 5,37	v	CL ~~7,34~~ 5,37	1909 1mo Lloyd	Fevigs Jernskibsbyg Fevig 'sA&CP	Soc.Algérienne de Nav.pourl'Afrique duNord(C.Schiaffino&Cie.Mgrs.) CellDBa90'uE22'	330·9 343·5(O.L.) P74'B116'F36' f150'681tAPT29t	46·1	15·2 24·3 FK	Algiers French 6BHCem (5toSpdk 1 „ Mdk)	T.3Cy.24",40"&66"–45" (r) 185lb 340NHP 2SB&1AuxSB,8cf,GS151, Richardsons, HS5493 Westgarth&Co.Ld.Mdb.	27 ″ 0 s3 ″ 9 23 ″ 5¾	
29553 OZAC	**Marie Mærsk** TwinSc D.F. ssRot.No.2–37 OilEng. Mchy.Aft ~~ssGot.No.1–31~~ 1Dk(Stl)&Webframes Longitudinalframing–bracketlesssystem	8271 7800 5057	✠100A1 8,37 ~~4,36~~ ✠LMC CS3,38 DBS7,37 11,36 Carrying Petroleum in bulk	Fal Rot	d†	CL ~~6,31~~ N7,37	1928 6mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen,Mgr.) CellDBuE48'205t	466·3 P101'B34'F39' DTf38'640t FPT1	61·8	34·2 FK	Fredericia Danish 12BHptCem 85tAPT100t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	36 ″ 3 s8 ″ 4½ 28 ″ 1½	
29554 132574 GDYJ	**Marie Moller** (exBenvannoch–35, exEuclid, exHorley) ssLiv.No.3–4,23 ssLth.No.2–31 2Dks(Stl)&Shelterdk(Stl) Damaged by Fire 3,37	4877 4636 3119	✠ ~~——~~ 6,36 ✠	Nag	z		1911 7mo	Nthmblnd S.B.Co.Ld. Newcastle	MollerLine,Ld. (Mollers'Ld. Mgrs.) Cell DBa143'uE27'	410·2 f169'1019tAPT28t	52·0	28·0 FK	Shanghai British 7BHCem DTa37'905t	T.3Cy.28",46½"&78"–54" 587NHP 3SB,9cf,GS183,HS8001 Earle'sCo.Ld.Hull	30 ″ 6	
29555 416 YMCZ	**Marie Siedler** (exNoordergat) Mchy.Aft 1Dk	438 338 221					1920	H.van Vlaardingen Gouda	F.G.Reinhold	148·4 Q77'B14'F20'	25·2	11·9	Danzig WB	T.3Cy.10½",17"&28"–17" 32NHP J&Av.d.Schuyt,Papndrcht		V
29556 TSLB	**Marie-Thérèse Le Borgne** (exBrancas–36) ssNts.No.3–9,32 ssNts.No1–36 1Dk(Stl)PlatformDk(Stl)forlight cargoesinNos.1,2&3holds Longitudinalframing in DB & at decks	1599 1386 977	✠ ... 3,37 ✠	Dnk	q		1920 1mo	Grngem'th Dkyd.Co.Ld. Grangem'th	Cie.CharlesLe Borgne CellDB198'452t	253·3 P26'B64'F24'	37·4	18·4 FK	Dunkirk French 4BHCem APT47t	T.3Cy.18",29"&48"–33" 192NHP 2SB,6cf,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6	V †
29557 OFAS	**Marieborg** (exOlgaS.–37) D.F. 1Dk	1752 1369 1035					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.A.Zachariassen &Co.	261·0 P15'Q77'B106'F30'	40·1	16·9	Nystad Finnish WB	T.3Cy.18",29"&48"–33" 132NHP KjbnhavnsFldyk.&Skbsv.		V
29558 541 OHEW	**Mariehamn** Ⓟ Iron (exP.Thorvorst,exTransitNo.1) 1Dk Broken up	328 172 104					$18\frac{54}{59}$	MotalaCo. Motala	ÅngfA/B Mariehamn(W.K.Jansen Mgr.)	121·2	21·4	10·4	Åbo Finnish	C.2Cy.$19\frac{1}{20}$"&36⅞"–19⅝" NB00 50NHP BergsundsM.V.Bergsund		
29559	**Mariehamn II** Ⓟ (exNiels Holst–36,exSverige) Wireless D.F. 1Dk Should be "Per Brahe," see No. 39667 in Supplement	705 518 291					1908	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Mariehamn(W.K.Jansen Mgr.)	210·0 B72'	33·2	13·8	Åbo Finnish WB	T.3Cy.18½",30"&50"–30" 137NHP Akt.Burmeistr&Wain,Cpn		
29560 7958 SMXA	**Marieholm** Wireless D.F. 2Dks Cruiser Stern	1162 844 563					1934	Odense Staalskibsvft vedAPMöller Odense	A/BSvenska Amerikalinien (A.Jonsson,Mgr.)	209·1	32·5	18·9	Gothenbrg Swedish WB	C.3Cy.$19\frac{11}{16}$"&(2)29½"–29½" 79NHP Akt.Burmeistr&Wain,Cpn		V
29561 DACM	**Marienburg** (exKemi, exMoordrecht) D.F. 1Dk	1322 1165 777			...		1917	Jonker& Stans HenrikIdo Ambacht	KohlenImport u. Poseidon SchiffahrtA.G.	236·7 P20'B58'F24'	36·5	15·9 FK	Königsbrg German WB	T.3Cy.17½",29⅛"&$46\frac{1}{16}$"–$36\frac{1}{16}$" 177NHP MachinefabriekBolnes	18 ″ 0	G †
29562 DONS	**Marienfels** Sub.Sig. 2Dks	7575 7040 4679					1921	J.C.Tecklenborg A.G. Wesermünde -G.	DeutscheDmpfsfahrts.Ges.Hansa	468·5 P80'B138'F59'	58·6	32·4	Bremen German WB	T3Cy.31½",$50\frac{13}{16}$"&$82\frac{1}{16}$"–55" &1LPTurbine 692NHP J.C.Tecklenborg,A.G. Wsm.		G
* 29563 833 SVBI	**Marietta** (exW.I.Radcliffe–35, exClarissaRadcliffe) ssHpl.No.3–5,26 ssBly.No.2–35 1Dk(ptIrnptStl)	6042 5268 3676	✠100A1 11,37 ~~4,37~~ MS5,35 ✠LMC ~~DBS12,36~~ ~~MBS4,37~~ BS4,37	Ams Rot	z	CL ~~N12,36~~ 11,37	1913 4mo Lloyd	Craig,Taylor&Co.Ld. Stockton 'sA&CP	N.Eustathiou&Co. CellDBa132'uE&B	415·0 P45'B241'F39' 46'f184' 159	55·6	26·7 FK	Piræus Greek 7BHCem 8tFPT154tAPT183t	T.3Cy.28",46"&75"–48" (s) 180lb 90lb 470NHP 3SB,9cf,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s4 ″ 2½ 24 ″ 8	
29564 748 SVLW	**Marietta Nomikos** (exTaransay–33) 1Dk	5241 4779 3200					1919	Napier& Miller,Ld. OldKilpatrck	PetrosM.Nomikos, Ld.	400·2 P49'B113'F39'	52·4	28·5	Piræus Greek	T.3Cy.27",44"&73"–48" 369NHP D&W.Hendersn&CoLdGls		C
29565 FOBF	**Mariette Pacha** Ⓟ TwinSc Fitted for oil fuel D.F. Ref.Mchy. 7Dks	12239 — 7145					1925	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	495·2 B229'	62·7	40·5	Marseilles French WB	T.6Cy.$29\frac{15}{16}$"$49\frac{9}{16}$"&84⅝"–53⅛" 1044NHP Soc.ProvençaledeConst. Navales,LaCiotat		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. Harf. Trade.
29566 30 IBAV	**Marigola** (*ex*Colaba) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)3*trB*	5996 5735 3704	✠ 9,09 ✠	Mdb	*a*†		1906 1mo	W.Denny &Bros. Dumbarton	Ing.G.B.Bibolini *CellDBa*154'*u*	439·6|54·0|31·5 430·6 54·4 31·9 B82'F56' FK *E&B*87'*f*143' 1153*t*	Spezia Italian 7*BHCem* *APT*85*t*	T.3Cy.33",53½"&86"–60" 741NHP 4SB,12*cf*,GS266,HS10920FD Denny&Co.Dumbarton	34″10	CI †
29567 FNRF	**Marigot** (*ex*Ardèche–35) *Fitted for oil fuel* D.F. 3*Dks* *Ref.Mchy.*	4047 3272 1782					1932	Ch.&Atel. deSt.Nazaire (Penhöet) SA Gd.Quevilly	Cie.Générale d'Armements Maritimes	325·5|52·5|28·7 P36'B100'F42'	Marseilles French *WB*	3 Steam Turbines SR geared to 1 Sc. Shaft Atel.& Ch.de la Loire.St.N.		V
29568 YTCN	**Marija Petrinovic** (*ex*Efstathios, *ex*WarCitadel) *ss*Rot.No.3–7,31 *ss*Rot.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	5699 5486 3566	✠100A1 *Shelter dk with freeboard* 7,37~~11,36~~ BS8,36 ✠LMC4,35	Rot Npt	*y*	CL 4,35	1918 11mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	Jugoslavenski Lloyd.a.d *Cell*	399·6|53·0|32·8 F39'*on Shelter dk* FK *DB*351' 1284*t FPT*	Split Yugoslav *pt Cem* 7*BHtoSh dk* 60*t APT*90*t*	T.3Cy.24",$39\frac{3}{32}$"&$65\frac{3}{16}$"–54" 180lb (*s*) 568NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35″5 s 9″4½ 26″3	
29569 YTCO	**Marija Racic** (*ex*Atlantica) *ss*Spt.2ndNo.3–3,36 1*Dk*(*Stl*)	4200 3924 2618	✠100A1 ~~2,37~~11,37 BS2,37 ✠LMC12,34	Spt Shl	*x*	CL ~~2,37~~ 11,37	1911 5mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Jugoslavenski Lloyd.a.d *Cell DBa*132'*uE&B*78'	378·1|52·3|23·9 P23'B201'F34' FK *f*161'987*t FPT*131*t*	Dubrovnik Yugoslav 6*BHCem* *APT*95*t*	T.3Cy.26",42"&68"–48" (*s*) 180lb *100lb* 391NHP 2SB,8*cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26″4 s 3″10½ ~~22″0~~ 22″8¼	
29570	**Marijampole**(*ex*Nordsöen–37) Wireless 1*Dk*	941 813 548					1919	Nüscke& Co.A/G Stettin	Akc.B-véLietuvos BaltijosLloydas BaltijosTransportoBendrové s.a.a.	223·8|32·9|14·2 P27'B63'F23'	Klaipeda Lithuanian *WB*	T.3Cy.$15\frac{5}{8}$",$25\frac{1}{4}$"&$41\frac{3}{8}$"–$25\frac{9}{16}$" 85NHP AtlasWerkeA.G.Bremen		G
29571 15 SVLB	**Marika Protopapa** (*ex*Darius–33, *ex*Nolisement) *ss*Bry.No.3–3,27 *ss*Ant.No.2–36 1*Dk*(*Stl*)	4447 — 2618	✠100A1 9,37~~11,36~~ BS~~2,37~~ 2,38 ✠LMC3,36	Rot Cpn	*y*	CL ~~10,35~~ 9,37	1915 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	PanosProtopapas *CellDBa*125'*uE*26	380·0|52·0|26·0 P30'B240'F36' FK '*f*166'1078*t APT*83*t*	Hydra Greek 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb *100lb* ~~145lb~~ 392NHP 2SB,8*cf*,GS159,HS6649 Cen.Mar.Eng.Wks.WHpl.	28″6 s 4″0¼ 24″9	
29572 204 IBEV	**Marin Sanudo** *OilEng.* *ss*Tri.No.2–34 D.F. 2*Dks*(*Stl*)	5081 4384 3139	✠100A1 ~~4,37~~~~12,36~~12,37 ✠LMC CS8,35 DBS~~12,36~~ ~~8,35~~12,36 12,37	Tri	*z*	CL ~~12,36~~ N4,37	1926 12mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	LloydTriestino, Soc.Anon.diNav. *CellDB*334'1116*t* *DTa*52'1000*t*	418·1|53·2|25·3 400·0 53·2 25·4 P34'B261'F44' FK *FPT*94*t APT*86*t*	Venice Italian 8*BHptCem* 1 „ *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27″10 s 3″7¼ 24″5	
29573 LJBF	**Marina** *OilEng.* *Mchy.Aft* 1*Dk*,2*nddk in Mchy. space* *Rudder electrically welded* D.F. *CruiserStern*	9898 9190 5903	✠100A1 ~~6,37~~ ~~4,36~~ 1,38 ✠LMC10,35 *Carrying Petroleum in bulk*	Rot Fal	*e*†	CL	1935 10mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	A/STanktransport (ThorvaldBerg, *Mgr.*) *CellDBuE*75'227*t*	492·9|66·1|36·4 P114'F69' FK *DTf*43'732*t FPT*16	Tönsberg Norwegian 12*BHptCem* 1*t APT*252*t*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1163NHP 3DB *170lb* ~~1167NHP~~ AllgemeineElecGes.Berlin	35″11 s7″10 28″4¾	
29574 164458 GYKD	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	5088 4762 3239					1935	Lithgows Ld. PortGlasgow	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*)	390·0|55·2|26·5 P33'B112'F44'	London British *WB*	T.3Cy.24",38"&70"–51" 350NHP D.Rowan&Co.Ld.Gls.		C
29575 OHYB	— (*ex*Gustavsberg–35) 1*Dk*	1407 — 772					1910	Oskrshmns M.V.Aktieb. Oskarshamn	RederiA/B Marins (A/B VictorEkO/Y, *Mgrs.*)	227·9|36·8|15·9 P26'B52'F28'	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
29576 847 IBDV	**Marina O.** D.F. 1*Dk*	5480 4573 3357					1918	N.Odero fu A.&Co. Sestri Pnente	Navig.OderoSoc. Anon.	393·7|51·8|27·6 P37'B113'F33'	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft F.Tosi&Co.Legnano		I
29577 159693 VOBX	**Marine Trader** (*ex*Arnaa–35,*ex* Gouwestroom–34) *ss*Ams.No.3–3,30 *Well deck* ~~*ss*Ams.No.1–34~~ *ss*Cff.No.2–38 1*Dk*(*Stl*)	1391 1148 832	✠100A1 3,38~~12,36~~~~11,37~~ ✠LMC 3,38 ~~MS6,34~~ ~~[illegible]~~	NFL ~~NYk~~ Cff	*p*	CL ~~12,36~~ 3,38	1918 4mo *Lloyd*	Rtterdam Droogd.Maat Rotterdam '*sA&CP*	Newfoundland- WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*)	245·0|37·3|15·8 255·5(O.L.) Q82'B61'F28' FK *CellDB*208'319*t*	SJhns NFL British *BHCem* *APT*43*t*	T.3Cy ~~12¾~~",28"&47"–36" (*s*) 180lb 17⅞" 155NHP 2SB,4*cf*,GS82,HS2534 RotterdamDroogd.Maats.	17″10 s 1″5 16″7	
29578 DJSQ	**Marion** (*ex*CanadianFisher) *ss*Bbo.No.3–7,32 *ss*Bbo.No.1–36 1*Dk*(*Stl*) See also " **MANU**," No. 29399	3267 2896 1896	✠100A1 ~~12,37~~~~1,37~~ 4,38 ✠LMC1,37 BS2,38	Ham ~~Rot~~ Stn	*v*	CL ~~1,37~~ 12,37	1921 1mo *Lloyd*	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. '*sA&CP*	R.M.Sloman,Jr. *CellD*	363·2|46·8|23·2 P33'B98'F33' FK *B*266' 674*t FPT*95*t*	Hamburg German 6*BHCem* *APT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25″9 s 3″11¾ 21″9	
29579 203422 KJQU	— (*ex*Raleigh)	1185 — 805					1906	Maryland SteelCo. Saginaw,Mch	TexasRefrigerator S.S.Lines	222·0|33·0|21·3	NewYork Utd. States	T.3Cy.19",30"&50"–44" Maryland 166NHP SteelCo.Sparrow'sPt.Md.		
29580 125777 GQDZ	**Marion Moller** (*ex*CymricPride, *ex*Brinkburn) *ss*Shl.No.3–8,22 *ss*Shl.No.1–27 1*Dk*(*pt Irn&pt Stl*) 2*trB deepframing & Web frames*	3827 3633 2440	✠ —— 7,32 ✠	Nwc	*w*		1909 4mo	JLThompson&Sons,Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa*117'*uE&*	346·0|49·5|25·3 P23'B94'F31' FK *B*42'*f*146'951*t FPT*	Shanghai British 6*BHCem* 61*t APT*60*t*	T.3Cy.24⅛",42"&68"–48" NDB27 350NHP 2SB,8*pf*,GS148,HS5428 J.Dickinson&Sons,Ld.Sld.	27″11	C †
29581 DJLO	**Marion Traber** (*ex*Uskhaven–33) D.F. 1*Dk*	2434 2228 1456			...		1923	Burntislnd S.B.Co.Ld. Burntisland	W.Traber&Co.	297·4|43·9|20·8 P25'B71'F27' FK	Hamburg German *WB*	T.3Cy.22",36"&60"–39" 278NHP N.E.MarineEng.Co.Ld.Sld	23″6	G †
29582 97 SVPO	**Marionga** (*ex*Grelstone, *ex*Eddystone) *ss*Shl.No.3–7.25 *ss*Pir.No.2–34 1*Dk*(*pt Irn pt Stl*)	*4236* *3993* *2620*	✠100A1 4,37~~11,35~~ BS2,37 ✠LMC7,34	Rot Shi	*x*	CL 12,34	1912 7mo *Lloyd*	Richardsn. Duck&Co.Ld. Stockton '*sA&CP*	~~G.M.Preios~~ J.M.Nikiforos *CellDBa*123'*u E*27'	380·0|51·0|24·8 P34'B240'F34' FK *f* 173'1151*t FPT*13	Chios Greek 6*BHCem* 6*t APT*102*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27″3 s 3″8 23″9¾	
29583 184 SVNU	**Marionga D. Thermiotis** (*ex*Laleham, *ss*Npt.2ndNo.3–6,28 *ex*Llangorse. *ss*Pir.No.1~~–32~~ 2–37 *ex*Llanover. 1*Dk*(*Stl*)2*trB&Web frames* *ex*ClarissaRadcliffe)*Cargo battens not fitted*	*4784* *4156* *2917*	✠100A1 *Trunk dk no sheer* 10,37~~1,32~~ ~~MS11,32~~ ✠LMC BS~~4,37~~5,38	Pir MS10,37	*x*	CL ~~8,34~~ 9,37	1904 10mo *Lloyd*	Ropner& Son Stockton '*sA&CP*	A.A.Kyrtatas *CellDBa* 114'*uE&B*	351·5|53·1|27·6 F33' FK 44'*f*144'1074*t FPT*2	Andros Greek 6*BHCem* 14*t APT*244*t*	T.3Cy.$24\frac{5}{16}$",42"&70"–48" (*s*) 160lb NDB25 361NHP 3SB,9*rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30″4	
29584 230 SVGW	**Marionga J. Cairis** (*ex*Port de Dunkerque–34, Sunk by collision 9,37 *ex*Baysarua, *ss*Ant.No.3–10,34 *ex*Masarua) 2*Dks*(*Stl*)	5143 4705 3195	✠~~100A1~~ 1,37 BS~~2,36~~ 5,37 ✠~~LMC10,34~~	Rot	*y*	CL 1,37	1913 1mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	~~J.G.Danieles~~ *CellDBa*123'*uE&B*	402·7|52·3|27·3 P45'B126'F38' FK 36'*f* 182'1054*t FPT*	Andros Greek 6*BHCem* 96*t APT*218*t*	T.3Cy.25",41"&67"–51" (*s*) 175lb 435NHP 3SB,9*cf*,GS146,HS3697 FD D&WHendersn&Co LdGls	29″10 s 5″9 24″3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29585 SVUU	**Marionga J. Goulandris** (*ex*London ss Mch.No.3-9,34 Corporation-37, 2*Dks*(*Stl*)&*Shelter dk* *ex*Hoosac, (*Stl*)3*rd dk in No.1 hold* *ex*Cynthiana) *Tonnage opening closed* 37 *Now "Benlomond," see No. 37440 in Supplement*	6629 4809 4153	✠100A1 *Shelter dk* *with freeboard* 3,37 BS12,37 ~~BS7,36~~ ✠LMC9,34 *Fitted for oil fuel* 2.22 *F.P. above* 150° F.	Ham	*a*†	CL 3,37	1922 1mo	IrvinesS.B.&D.D.Co.Ld. WHartlepool *Lloyd's*A&CP	GoulandrisBros. *CellDB*364'1099*t* 972*tDTa*31'865*t*	420·0 F35'*on Shelter dk* FK *Collision BH to Sh dk* *MT*31' *FPT*102*tAPT*125*t*	55·0	36·3 27·8	Andros Greek *ptCem* 6 " " *U* "	T.3Cy.29",49"&80"-54" (*s*) 180lb FD 705NHP 4SB,12*cf*,GS250,HS10855 Richardsons,Westgarth&Co.Ld.Hpl.	39 " 0 s 9 " 10¼ 29 " 5	
29586 756	**Marios T.** (*ex*Moriak-34,*ex*Martin, *ex*Moriak,*ex*FridaHorn) 1*Dk*&*deep framing* *Now "Neringa," see No. 39453*	1128 859 659					1904	Schömer&Jensen Tönning	Mrs.AnnaL. Teryazos(Th.L. Teryazos,*Mgr.*)	224·5 P12'Q53'B60'F29'	33·6	14·1	Piræus Greek *WB*	T.3Cy.17",28"&46'-31½" 122NH Schömer&Jensen,Tönning		I
29587	**Mariota** (*ex*Marietta-36,*ex*Eugenia, *ex*Siam) ss Hav.No.3-1,23 ss Ams.No.2-30 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deep framing* To be Broken up	4985 4409 3805	✠~~100A1~~ *Spar dk* 6,33 ~~BS12,36~~ ~~✠LMC3,30~~	Pir	*y*	CL 12,36	1906 1mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	~~TownsendBros. (Shipping)Ld.~~	395·0 P38'B123'F34' FK *CellDBa*129'*uE*&*B*48'*f*171'	50·0	26·6	Japanese 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 408NHP 2SB,6*cf*,GS124,HS5456 FD J.Dickinson&Sons,Ld.Sld. 1170*tDTf*33'840*tAPT*47*t*	29 " 3 s 5 " 7¾ 23 " 10	
29588 8 SUCE	**Mariout** (*ex*KatinaK.,*ex*Inayet, *ex*Nusret,*ex*Cité deDjerba, 1*Dk* *ex*Egoulevent)	320 — 140					1918	Forg.&Ch de la Médit LaSeyne	Soc.Misr de NavigationMaritime	138·3	23·6	11·6	Suez Egyptian	O.2Cy.18"&36"-24" 106NHP Forg.&Ch.de la Médit.Msl.		
29589 231312 WGEN	**Mariposa** Ⓟ TwinSc ss SFo.No.1-35 4*Dks*(*Stl*)5*th dk*(*Stl*)*in forward hold Web frames* *Ref.Mchy.* D.F. E.S.D. GyC. *CruiserStern*	~~18017~~ ~~10712~~ ~~10417~~ 18017 — 10313	100A1 *with freeboard* ~~6,37~~ ~~9,36~~ 3,38 BS2,38 ~~BS2,37~~ LMC12,35 *Fitted for oil fuel* 12,31 *F.P. above* 150° F.	SFo		CL 3,38	1931 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicSteamship Co.(MatsonNav. Co.*Mgrs.*) *CellDB*514'3308*t Tanks in way of tunnels* 1081*t FPT*178*t*	604·0 B410'F60' FK	79·3	30·5	L.Angeles Utd.States 11*BH Asp* *APT*161*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 400lb (*s*) HS53520 FD 12 WaterTubeBoilers(Spt) BethlehemS.B.Corp.Ld. Quincy,Mass.	44 " 6 s16 " 6½ 28 " 2¾	
29590 92448 WODV	— D.F. GyC. *Mchy.Aft* 2*Dks*	2898 2677 1763					1892	GlobeIron WorksCo. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·1 H—F36' *WB*	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NH GlobeIrnWksCo.,Clevelnd		R
29591 PFUI	**Marisa** *OilEng.* 1*Dk*2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8029 7236 4740	✠100A1 11,37 ~~3,37~~ ✠LMC3,37 *Carrying Petroleum in bulk*	Ams	*c*†		1937 3mo	NVNederl. Schps.Maats Amsterdam *Lloyd's*A&CP	N.V.Petroleum Maats."La Corona" *CellDBuE*64'	462·9 483·0(O.L.) P90'B43'F48' FK 157*t DTf*25'	59·3	33·8	TheHague Dutch 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb WerkspoorN.V.Ams. 264*tFPT*135*tAPT*83*t*	34 " 0 s 6 " 9 27 " 5¼	
29592 735 OHHB	**Marisa Thordén** (*ex*Starck-35, *ex*Stakesby) ss Nwc.No.3-8,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4536 — 2653	✠100A1 3,37 ~~BS5,36~~ 5,37 ✠LMC1,35	Mmo	*x*	OG 1,35	1922 9mo	JLThompson&Sons,Ld Sunderland *Lloyd's*A&CP	RederiA/B Peggy Thordén(G.B. Thordén,*Mgr.*) *CellD*	364·5 P28'Q118'B80'F29' FK *B*309'959*t FPT*70*t*	52·8	24·3	Helsingfrs Finnish 6*BHptCem* *APT*221*t*	T.3Cy.25⅜",41"&68"-45" (*s*) 180lb 357NHP 3SB,9*cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	26 " 8 s3 " 8 23 " 3	
29593 48 IQRC	**Mariska** (*ex*Virginia) *OilEng.* *Mchy.Aft* 1*Dk*	619 520 355	...				1921	A/S NakskovSkibsværft Nakskov	Soc.Anon.diNav. GiovanniRiboli	177·2 P46'F25' FK	31·9	13·1	Fiume Italian *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{7}{16}$" 123NH A/S HolebyDieselmotorfabrik,Holeby	14 " 3	I †
29594 147905 GKTY	**Mariston** ss Rot.No.3-11,36 2*Dks*(*Stl*)	4557 4303 2884	✠100A1 11,37 ~~11,36~~ BS11,37 ✠LMC11,36	Rot	*y*	CL ~~11,30~~ 11,37	1924 7mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	MaristonS.S.Co.Ld (W.S.Miller&Co.) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*332'1012*t DTa*30'760*tAPT*16*t*	385·0 P33'B112'F45' FK	52·0	26·6	Glasgow British *Cem* 5*BH to Udk* 1 " " 2*nd* " *only*	T.3Cy.26",42"&70"-48" (*s*) 180lb 404NHP 3SB,9*cf*,GS185,HS6713 Rankin&BlackmoreLdGrk	29 " 0 s 5 " 3¼ 23 " 11½	
29595 LDQP	**Marit** (*ex*Crenatula,*ex*WarSubadar) ss H.Kg.No.3-9,30 ss Sng.No.1-34 1*Dk*(*Stl*)2*trB*& *Web frames* *Longitudinal framing*	5563 4713 3549	✠100A1 ~~8,37~~ 11,37 ~~BS8,36~~ 8,37 ✠LMC10,34 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Yka	*z*	CL ~~9,34~~ 11,37	1918 8mo	W.Gray&Co.Ld. WHartlepool *Lloyd's*A&CP	A/S JensensRederi II.(J.P.Jensen, *Mgr.*) *Middle line Bulkhead not oil-tight* *CellDBuE*&*B*59	400·0 P49'B121'F39' FK	52·3	28·4	Arendal Norwegian 11*BHptCem* 240*tf*50'65*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.W Hpl.	31 " 0 s 5 " 8 25 " 7¼	
29596 LCTD	**Marita** 1*Dk*	1931 1677 1136					1919	Shanghai Dk&E.Co.Ld Shanghai	A/SBruusgaard	265·0 P34'B74'F30'	42·2	17·9	Drammen Norwegian *WB*	T.3Cy.18",29½"&50"-36" 150NH ShanghaiDk.&Eng.Co.Ld.		N
29597 9007 OHYT	— (*ex*Dampfire-36) ss Osl.No.3-5,36 1*Dk*(*Stl*)	1734 1510 993	✠100A1 6,37 ~~5,36~~ BS6,37 ✠LMC5,36	Osl Gms	*q*	CL 3,36	1923 8mo	Gebr.G.&A deKorte, Moerdijk A&CP	RederiA/BMarita (ÅkeNordgren) *CellDBa*77'*u*	252·8 P26'B65'F22' FK *E*16'*f*98'480*t FPT*	39·9	17·6	Kotka Finnish 4*BHCem* 49*tAPT*47*t*	T.3Cy.17$\frac{3}{16}$",28"&46"-36" (*s*) 180lb 175NHP 2SB,4*cf*,GS96,HS3228 Machfab."Bolnes,"Bolnes	19 " 10 s 2 " 6½ 17 " 6½	
29598 228828	— (*ex*Kaspar,*ex*Seghill,*ex*Kilmacrennan) GyC. 1*Dk*	633 490 270	...				1918	Smith's DockCo.Ld. Middlesbro'	CopperS.S.Co. (C.W.Bryson, *Mgr.*)	172·2 B50' FK	30·0	15·7	Fairport,O Utd.States *WB*	T.3Cy.16",26"&44"-26" 99NHP N.E.MarineEng.Co.Ld Sld	16 " 6	
29599 92459 WODW	**Maritana** *Mchy.Aft* 2*Dks* D.F. GyC.	2914 2700 1770					1892	Chicago S.B.Co. Chicago,Ill.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·0 H—F40' *WB*	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.Clevelnd		R
29600 DJRH	**Maritza** 2*Dks* D.F. *CruiserStern*	2910 2526 1609					1936	NeptunwerftRostock Schiffsw. und Masch. G.m.b.H. Rostock	~~FlensburgerDmpf. Co.(H.Schuldt, *Mgr.*)~~ FlensburgerDampfercompagnie HaraldSchuldt &Co.	332·1 P27'B21'F26'	49·0	19·1	Hamburg German *WB*	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"&LP turbine withDR gearing & hydraulic coupling 207NH NeptunwerftRostock Schiffsw.undMasch.GmbH		G
29601 218075 WODR	**Marjory** (*ex*MarjoryWeems, *ex*Chamberino) Sub.Sig. 1*Dk*	2323 — 1394					1919	McDougall DuluthCo. Duluth,Minn	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	251·0 P25'B64'F20'	43·6	22·2	Baltimore Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP McDougallDuluthCo.		R
29602 PFUN	**Mark** ss Rot.No.1-35 Wireless D.F. 1*Dk*(*Stl*)	1514 1320 884	✠100A1 ~~8,37~~ ~~5,36~~ 1,38 ✠LMC MS5,35 ~~BS7,36~~ 7,37	Rot	*p*	CL ~~2,34~~ 8,37	1930 6mo	A.Vuijk&Zonen Capelle a/d Ysel *Lloyd's*A&CP	N.V."Houtvaart" (Vinke&Co.*Mgrs.*) *CellD*	244·1 P22'B59'F20' FK *B*208'381*t FPT*26*t*	38·9	17·0	Rottrdam Dutch 4*BHCem* *APT*48*t*	T.3Cy.17½",29"&48"-36" (*s*) 220lb 195NHP 2SB,4*cf*,GS86,HS3336 ArnhemscheStoomsleephellingMij.Arnhem	19 " 0 s 2 " 6 16 " 7¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cott. si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
29603 PFUO	**Marken** OilEng. 1Dk,2nd dk in Nos. 1&5 holds CruiserStern	5665 5204 3355	✠100A1 12,37 ~~4,37~~ ✠LMC1,37	Rot	a†	CL	1937 1mo Lloyd	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam 'sA&CP	NV.Stoomv.Maats. "Rotterdam"(W. Ruys&Zonen, Mgrs.) ~~CellDB~~ CellDB368'1172	431·6 P33'B250'F35' FK ~~368'1172tFPT309t~~ tMT37'1463tFPT30	55·3	26·5	Rottrdam Dutch 7BHptCem ~~APT218t~~ 9tAPT216t	Oil Engines 4S.C.SA 6Cy.29¼"–59 1/16" 490NHP DB120lb N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot	29 // 0 s4 // 9½ 24 // 4	
29604 161102 GTFZ	**Markhor** ssMdb.No.2-37 ~~ssMdb.No.1-33~~ D.F. 2Dks(Stl)3rddk(Stl) in No. 1 hold CruiserStern	7917 7219 4779	✠100A1 4,38 ~~3,37~~ BS~~[illegible]~~ 7,37 ✠LMC~~[illegible]~~ MS3,37	Mdb	d†	CL ~~5,35~~ 4,38	1929 7mo Lloyd	W.Hamil-ton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno.Brocklebank,Ld. CellDB386'1279t	470·0 P47'B158'F39' FK DTa36'1229t FPT	62·3	32·3	Liverpool British 8BHptCem 1 „ to 2nd dk 45tAPT88t	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb (r) 1111NHP 4SB,16cf,GS273,HS15000 FD D.Rowan&Co.Ld.Gls.	34 // 10 s7 // 6 27 // 7½	
29605 161135 GMPC	**Markland** Ⓟ TwinSc ssHfx.No.1-34 1Dk(Stl) CruiserStern	4454 3555 2695	✠100A1 ~~4,37~~ ~~9,36~~ 9,37 BS~~[illegible]~~ 6,37 ✠LMC~~[illegible]~~ MS9,37 Fitted for oil fuel 12,29 F.P. above 150° F.	Hfx	w	CL ~~N9,34~~ ~~9,37~~ N3,38	1929 12mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	~~MerseyShipping Co.Ld.~~ Markland ShippingCo.Ld. Duct keel forward Cell DBuE&B40'f140'	327·3 P21'F31' Trunk 275' FK of machinery space 547t deep wing tanks a279tFPT	52·7	27·3	Liverpool British 7BHptCem	T.6Cy.16",27"&44"–33" (s) 180lb 337NHP 3SB,6cf,GS126.HS5205 FD Earle'sCo.Ld.Hull 109tAPT123t	30 // 0 s5 // 11½ 24 // 2½	
29606 142682 GCVL	**Marklyn** (exWatsness,exWar Combe) 1Dk	3090 2849 1852				...	1918	TyneI.S.B. Co.Ld. Newcastle	MervynSteam ShippingCo.Ld. (Martyn,Martyn&Co.Ld. Mgrs.)	331·3 P33'B100'F29' FK	46·8	23·1	Newport, Mon. British WB	T.3Cy.25",41"&68"–45" 430NHP N.E.MarineEngCoLd.Nwc	25 // 6	C †
29607 144671 GCWN	**Marlene** (exNogoya-36, exHighland Warrior-33) ssShl.No.3-12,32 ssAms.No.1-36 D.F. 1Dk&Shelter dk Cruiser Stern	6507 6032 3989	✠100A1 Shelter dk with freeboard 5,38 ~~12,36~~ ✠LMC ✠NEmade24refitted36 BS~~5,36~~ 6,37 MS12,36	Ams ~~Liv~~ Rot	c†	CL ~~10,36~~ 5,38	1920 7mo Lloyd	Barclay Curle&Co.Ld Glasgow 'sA&CP	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. Mgrs.) CellDB383'1730	450·4 P31'F43'onShelter dk Coll FK tFPT110tAPT75t	58·2	29·2 37·2	London British Cem BH to Sh dk 6 „ „ 2nd „	T.3Cy.27",44"&73"–48" 210lb (s) 845NHP 5SB,20cf,GS358,HS14592 FD W.Denny&Bros.Ld.Dmb.	32 // 0 s4 // 11½ 27 // 3½	
29608 LELG	**Marly** (exKriton) 1Dk	1115 979 656					1918	Akers Mek.Værks. Oslo	~~D/S A/S Marly (J.Lund&Co.A/S)~~ A/S Marly(Paul Blich)	226·5 P32'B56'F12'	36·5	15·7	Oslo Norwegian WB	T.3Cy.17",29"&47"–33" 150NHP AkersMek.Værks.Oslo		N
29609 XCMS	**Marmex** (exCalmex, exL'Aquila,exLaGolondrina,exFederalship,exGertrude, exArnold,exCampine) Iron 1Dk&Spar dk 3trB Wireless Fitted for oil fuel	1284 — 875					1884	G.Howaldt Kiel	CarlosE.Bernstein	222·7 P5'H30t	31·3	22·4	Ensenada Mexican WB	C.2Cy.25½"&43½"–30" NB96 85NHP Gebr.Howaldt,Kiel		
29610 121340 MFTS	**Marmion** Ⓟ PadSr 1Dk	409 286 158					1906	A.&J. Inglis,Ld. Glasgow	London&North EasternRly.	210·0 Q20' Promenade dk160'	24·0	8·3	Glasgow British	C.D.2Cy.31"&56"–66" 212NHP A.&J.Inglis,Ld.Glasgow		BT till ~~4,37~~ 4,38
29611 102622 VGWJ	— Steel&Iron Welldeck Wireless 1Dk Mchy.Aft	324 237 124				...	1893	Scott& Sons Bowling	QueenCharlotte Towing&Salvage Co.Ld.	140·0 Q54'B14'F25' BK7"	24·0	10·5	Vancouver British WB	C.2Cy.21"&42"–30" 70RHP Muir&Houston,Glasgow	11 // 3	
29612 OYQH	**Marna** CruiserStern D.F. 2Dks	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish WB	C3Cy.(2)15¾"&39⅜"–37⅜"& LPTurbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk &Mskb.		G
29613 LELH	— (exBeverö,exWalross) 2Dks	430 347 182					1917	Schiffs.u. Msch.Hansa A.G.Tönning	Dampskslsk. MarnaA/S(Sigurd Owren)	174·5 F14tH5tB37t len20	23·2	10·4	Oslo Norwegian WB	T.3Cy.13",20¼"&33 1/16"–22½" 53NHP GörlitzerMaschb.Görlitz		V
29614 ~~217490~~	**Marne** Maru (exMarne-37) Fitted for oil fuel 1Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing	6191 — 3821	✠ 7,19 ✠	NYk	z		1919 1mo	FederalS.B Co. Kearny,N.J.	Taminosuke Miyachi CellD	395·5 P45'B110'F38' on Shelter dk FK B331'1512tFPT187	55·0	31·4	Japanese Cem 7BHtoSh dk tAPT175t	DRGearedSteam Turbine 619NHP 3SB,9cf,HS8934 GeneralElectricCo. Schenectady,N.Y.	34 // 11	
29615 PFVA	**Marnix van St. Aldegonde** Ⓟ TwinSc D.F. Sub.Sig. 4Dks OilEng. Ref.Mchy. CruiserStern	19355 — 11582					1930	Nederl. Schps.Maats. Amsterdam	Stoom.Maats. Nederland	586·2 P63'B410'F85'	74·8	36·1	Amstrdam Dutch WB	Oil Engines 2S.C.SA 20Cy.29 9/16"–52¾" 3100NHP KoninklijkeMaats "DeSchelde"Flushing		V
29616 FPAN	**Maroc** (exSaintPaul-37) 2Dks&Awngdk	2456 2214 1337					1908	Atel.&Ch. deFrance Dunkirk	Cie.deNav.Afrique duNord(Comptoir MaritimeFranco-Belge, Mgrs.)	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"–36" 156NHP Atel.&Ch.deFrance,Dun.		V
29617 323 IQRU	**Marocchino** (exEos,exFlorapark) 2Dks	1524 — 892					1920	Bremer Vulkan Vegesack	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi eSalvataggi	246·6	34·1	19·2	Trieste Italian WB	T.3Cy.16⅝"26¾"&44 13/16"–29½" 106NHP BremerVulkan,Vegesack		I
29618 OYLH	**Marocco** Ⓟ D.F. OilEng. 1Dk&ptShelterdk Ref.Mchy. CruiserStern	1641 1298 924					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish WB	Oil Engines 2S.C.SA 5Cy.19 11/16"–35 7/16" 338NHP Akt.Burmeistr&Wain,Cpn		V
29619 161152 GPXB	**Maron** Ⓟ TwinSc OilEng. D.F. 2Dks	6487 5207 3969					1930	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. Mgrs.)	433·0 P44'B256'F47'	56·3	26·3	Liverpool British WB	Oil Engines 4S.C.SA 12Cy.24 7/16"–51 3/16" 687NHP N.E.MarineEngCoLd.Nwc		
29620 135484 GRBT	**Maronian** ssLiv.No.3-7,26 ssHul.No.2-35 Welldeck 1Dk(Stl)&2nddk(Stl) inNos.1&2holds CruiserStern	3385 2343 2182	✠100A1 4,37 ✠LMC MS6,35 BS12,36	Hul	u	CL 6,36	1913 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. Mgrs.) WB=	318·9 P&B207'F39' FK CellDB a93'uE&B	42·4	21·8	Liverpool British 6BHCem 53'f135'648t	T.3Cy.20½",35½"&60"–42"(s) 215lb 343NHP 3SB,6cf,GS110,HS4875 FD Earle'sCo.Ld.Hull	26 // 9 s3 // 4 23 // 7½	

	1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
	29621 222197 KDZO	**Marore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 — 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow's Pt.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·9	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass.		R
	29622 PKHC	**Maros** *OilEng.* *Mchy.Aft* 1*Dk*	550 350 363					1929	NVSchps. "deMaas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 122NHP Gebr.Sulzer,Winterthur		V
	29623 LELI	**Marosa** 1*Dk*	1513 1285 839					1925	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t*H100*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy$18\frac{9}{16}$",$31\frac{9}{16}$"&$51\frac{1}{2}$"–$29\frac{1}{2}$" 141NHP F.Schichau,Elbing		N
※	29624 77 SVKJ	**Marouko Pateras** (*ex*Harpagus, *ex*Clydemede, *ss*Pir.No.3-5,30 *ex*Oakmore) *ss*Shl.No.1-35 1*Dk*(*Stl*)	*4269* *4020* *2670*	✠100A1 3,38 ~~3,37~~ BS~~11,36~~ ✠LMC5,34 12,37	Rot. Bry	*y*	CL ~~3,37~~ 2,38	1917 12mo	W.Pickersgill&Son,Ld. Sunderland *Lloyd's A&CP*	~~D.A.Pateras~~ Anastassios Pateras&Sons	390·0 401·0(O.L.) P40'B244'F35' FK *Cell DB*338'1192*t FPT*110*t*	53·3	23·5	Chios Greek 6*BHCem* *APT*77*t*	T.3Cy.27",45"&74"–48" (*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26″ 0 s 3″ 6 22″ $8\frac{3}{4}$	
※	29625 SVIG	**Maroulio** (*ex*Assiout–35) *ss*Liv.No.3-8,30 *ss*Liv.No.1-35 D.F. 1*Dk* ~~2*Dks*(*Stl*)~~	*4215* *3945* *2633*	✠100A1 7,37 ~~9,36~~ BS~~8,35~~ ✠LMC~~8,34~~ 7,37 MS4,35 *Carrying oil fuel F.P. above 150° F. in DB & DT* ✠NE*made*22 *refitted*37	Bry Rot	*x*	CL 2,37	1918 11mo	Nof Ireln'd S.B.Co.Ld. Londonderry *Lloyd's A&CP*	M.E.Kydoniefs	370·4 P32'B218'F34' FK *Cell DB*316' 1048*t D Ta*28'660*t FPT*107*t*	51·2	25·8	Andros Greek 6*BHCem* *APT*108*t*	T.3Cy.$23\frac{3}{8}$",36"&58"–42"(*s*) 180lb 403NHP 3SB,9*cf*,GS160,HS6831 FD W.Beardmore&Co.Ld.Gls.	28″ 2 s 4″ $4\frac{1}{4}$ 24″ 0	
※	29626 174 SVMA	**Maroussio Couloutbros** (*ex*Ryde) *ss*Pir.2ndNo 3-11,32 1*Dk*(*ptIrn ptStl*)&*deep framing* *Now* "**Mount Mycale**," *see No.* 39151 *in Supplement*	*3556* *3331* *2288*	✠100A1 2,36 ✠LMC11,32 BS2,36 MBS9,36	Rot	*w*	CL N2,36	1907 2mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's A&CP*	J.A.Coulouthros& N.N.Embiricos	348·5 P28'B100'F37' FK *Cell D Ba*110' *uE*25' *f*152'	50·1	23·1	Andros Greek 6*BHCem* 868*t APT*99*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb NDB30 *120lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25″ 8 s 4″ $5\frac{1}{2}$ 21″ 5	
	29627 232 SVES	**Maroussio Logothetis** (*ex*QueenslandTransport–34) 1*Dk*	*4669* *4399* *2922*					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	GoulandrisBros.	385·0 P36'B119'F36'	52·0	27·1	Andros Greek *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
	29628 LDNX	**Marpesia** 1*Dk*	1959 1729 1119					1930	S.P.Austin &Son,Ld. Sunderland	A/S Mabella (KarlBruusgaard, *Mgr.*)	275·9 P61*t*H104*t*	42·3	18·7	Drammen Norwegian *WB*	T.3Cy.$20\frac{1}{2}$",34"&56"–39" 195NHP G.Clark,Ld.Sunderland		N
※	29629 PFVE	**Marpessa** *OilEng.* *ss*H.Kg.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*)*Longitudinal* D.F. *framing at bottom and at deck*	7408 6761 4237	✠100A1 10,36 DBS~~12,35~~ ✠LMC12,35 7,37 *Carrying Petroleum in bulk*	Rot		CL 10,36	1927 3mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	Nederl.Indische Tankstoomboot Maats.	440·1 P99'B34'F58' FK *Cell DBuE*69'285*t D Tf*32'284*t FPT*162*t*	59·3	32·7	TheHague Dutch 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.SA 6Cy.$32\frac{1}{4}$"–$59\frac{1}{16}$" 602NHP 2DB*180lb* N.E.Mar.Eng.Co.Ld.Nwc.	32″ 9 s 6″ $3\frac{1}{2}$ 26″ $7\frac{3}{4}$	
※	29630 794 SVCT	— (*ex*Ontario–34, *ss*Bly.No.3-12,34 *ex*WarCompany) 2*Dks*(*Stl*)	*5476* *4904* *3387*	✠100A1 2,38 ~~11,36~~ ~~BS4,37~~ ✠LMC12,34 ✠NE19*refitted*12,34 BS2,38	Rot Ams	*z*	CL ~~10,34~~ N1,38	1919 8mo	JCoughlan &Sons Vancouver, B.C. *Lloyd's A&CP*	N.Eustathiou&Co.	410·5 P44'B115'F47' FK *Intermediate BH in fore hold dispensed with* *Cell DB*368' 1274*t FPT*	54·1	27·5	Piræus Greek *ptCem* 6*BH only* 131*t APT*85*t*	T.3Cy.24",$39\frac{1}{2}$"&67"–48"(*s*) 190lb 523NHP 3SB,9*cf*,GS189,HS8325 FD N.E.MarineEng.Co.Ld.Sld	29″ 9 s5″ $9\frac{3}{4}$ 24″ 2	
※	29631 EAGX	**Marques de Chavarri** *ss*Bbo.No.3–9,31 *ss*Bbo.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3256 2673 2002	✠100A1 9,35 BS7,37 ✠LMC9,35 ~~No later survey reported~~	Bbo	*u*	CL ~~9,35~~ 6,37	1918 6mo	Soc.Anon. Espanola de Const.Nav. Bilbao *Lloyd's A&CP*	AltosHornos de VizcayaSoc.Anon.	314·0 P76'F39' FK *Cell DB*262'801*t FPT*190*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT*46*t*	2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 200lb 262NHP 2SB,6*pf*,GS120,HS4220 Soc.Espan.deConst.Nav.	24″ 4 s4″ $6\frac{1}{4}$ 20″ 1	
※	29632 EAHJ	**Marques de Comillas** Ⓟ TwinSc *ss*Bcl.No.1–33 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F. *Shade dk*(*Stl*–teak s) *Lower dk*(*Stl*)*except in Nos.*4&5 *holds* *Longitudinal framing in double bottom*	9922 — 5477	✠100A1 *Shelter dk with freeboard* 2,36 BS5,36 ✠LMC7,32 *Fitted for oil fuel* 8,28 *F.P. above* 150° F. No later survey reported	Bbo	*c* †	CL 8,35	1928 9mo	Soc.Española de Const.Naval Ferrol *Lloyd's A&CP*	Cia.Trasatlantica	459·7 F49' FK&BK1" *Cell DB*378'1210*t Tanks in way of tunnels*	55·9	29·3	Barcelona Spanish 9*BHptCem*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) 1217NHP 180lb 5SB,15*cf*,GS345,HS14945 FD Soc.Espan.deConst Nav. 266*t FPT*30*t APT*53*t*	32″ 0 s 6″ $7\frac{1}{4}$ 25″ $10\frac{1}{2}$	
	29633 EAGY	**Marques de Urquijo** (*ex*Carlos, *ex*Benhead,*ex*Cyrano,*ex*Whitburn) 1*Dk*&*pt Awng dk*	*2567* *1931* *1634*				...	1894	ShortBros. Sunderland	AltosHornos de VizcayaSoc.Anon.	300·4 Q120'B120'RFD58' F on RFD30' FK	40·1	18·9	Bilbao Spanish *WB*	T.3Cy.$20\frac{1}{2}$",$37\frac{1}{8}$"&$61\frac{1}{4}$"–42" 242NHP J.Dickinson,Sunderland	21″ 3	
※	29634 140586 GPDV	**Marquesa** TwinSc *ss*Lon.No.3–9,30 *ss*Lon.No.1–34 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws) *Cruiser Stern*	8979 7484 5604	✠100A1 *Shelter dk with freeboard* 3,38 ~~3,37~~ BS12,37 ~~BS12,36~~ ✠LMC9,33 ✠Lloyd'sRMC~~4,37~~ ~~6,37~~ 5,38 ~~3,38~~ ~~12,37~~ ~~9,37~~	Lon Liv	*c* †	CL ~~P8,33~~ ~~SN5,35~~ 3,38	1918 7mo	W.Hamilton&Co Ld. PortGlasgow *Lloyd's A&CP*	Furness,Houlder ArgentineLines, Ld.	430·2 450·4(O.L.) B257'F41'*on Shl dk* FK *Cell DB*370'1178*t FPT*	61·1	35·7	Liverpool British 7*BHtoSh dk* 47*t APT*132*t*	T.6Cy.26",$42\frac{1}{2}$"&70"–45" (*s*) 200lb 1087NHP 5SB(Spt),20*cf*,GS404, FD HS16890 D.Rowan&Co.Ld. Glasgow	38″ 3 s 7″ $10\frac{3}{4}$ 30″ $6\frac{3}{4}$	
	29635 203540 KFNP	**Marquette** (*ex*E.L.Wallace) D.F. *Mchy.Aft* 1*Dk*	4956 — 3678					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-CliffsSS Co.(Cleveland-CliffsIron Co.*Mgs*)	420·0	52·2	29·0	Wilmngtn (Del.) *WB* Utd.States	T.3Cy.20",$33\frac{1}{2}$"&55"–42" NB23 196NHP Gt.LakesEng.Wks.Detroit		R
	29636 200337	**Marquette & Bessemer No. 1** *Now* "**Carrollton**," *see No.*37625 *in Supplement* *Mchy.Aft* 1*Dk*	1525 — 925					1903	BuffaloDry DockCo. Buffalo,N.Y.	SaginawDock& TerminalCo.	241·0	43·0	18·3	Wilmngtn (Del.) Utd.States	T.3Cy.17",$27\frac{1}{2}$"&46"–36" 127NHP DetroitS.B.Co.Detroit		
	29637 FNSJ	**Marrakech** Ⓟ TwinSc (*ex*Haïti) *Fitted for oil fuel* D.F. 5*Dks*	6179 4795 3712					1913	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	414·3 P27'F46'	51·6	28·6	Bordeaux French *WB*	T.6Cy.22",$34\frac{1}{4}$"&$56\frac{3}{4}$"–$39\frac{3}{8}$" &LP turbines 400NHP Atel.&Ch.deProvence,Msl.		V
	29638 129125 VJGK	**Marrawah** *ss*Mel.2ndNo 3–11,34 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	472 381 231	✠100A1 12,37 ~~10,36~~ BS~~10,36~~ ✠LMC11,34 ~~12,37~~	Syd Bsb	*h*	OG 10,36	1910 8mo	VanVliet &Co. Hardinxveld *Lloyd's A&CP*	AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmithLd.) *WB*	165·0 175·5(O.L.) Q84'B14'F22' FK =*DBa*32'37*t FPT*	28·1 29·5	11·5	Melbourne British 4*BHCem* 46*t APT*15*t*	T.3Cy.$13\frac{1}{2}$",$21\frac{9}{16}$"&$35\frac{3}{8}$"–24" 180lb *100lb* (*s*) 87RHP 1SB,3*pf*,GS51,HS1625 W.V.V.Lidgerwood,Gls.	12″ 2 s 4″ $3\frac{1}{4}$ 11″ $11\frac{3}{4}$	
	29639 8054 SEFN	**Mars** (*ex*Ida–36) 1*Dk*	*1877* *1641* *1073*					1924	Bergens Mek.Værks. Bergen	RederiA/B Iris (C.Abrahamsen, *Mgr.*)	265·8 P77*t*H96*t*F8*t*	42·2	17·8	Stockholm Swedish *WB*	T.3Cy.$19\frac{1}{2}$",30"&52"–36" 162NHP BergensMekVærksBergen		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
※ 29640 PFVK	**Mars** ssAms.No.3-5,37 (exDelamere) ~~ssAms.No.2-30~~ Wireless 1Dk(Stl)&Shelter dk(Stl) & 3rd dkStl in No.1 hold	1582 1376 895	✠100A1 with freeboard ~~3,37~~ ~~8,36~~ 2,38 ~~BS2,36~~ ✠LMC~~6,35~~ BS2,38 4,37	Ams	r	CL 8,36	1925 11mo	NewWaterwayS.B.Co. Schiedam Lloyd'sA&CP CellD	KoninklijkeNederlandscheStoomb. Maats. Ba64'uE24'f124'4	267·9|39·1|16·8 FK Coll 28tFPT31tAPT35t	Amstrdam Dutch 4BHCem BH to Sh dk 3 ,, ,, 2nd ,,	T.3Cy.18",30"&49"-36" (s) 180lb 207NHP 2SB(Spt)6cf,GS110,HS3900 NewWaterwayS.B.Co.	18″10 s ″ 6 18 ″ 6½	
※ 29641 5407 SFLI	— Iron (exTorbjörn, ssHbg.4thNo.3-5,35 exWaterloo) 1Dk2trB Well deck Cargo battens not fitted	1475 1182 864	✠100A1 8,36 BS2,37 ✠LMC4,35	Hbg	p	CL 8,36	1882 8mo	JReadhead &Co. S.Shields A&CP	RederiA/B Wallonia(M.Wedlin, Mgr.)	255·0|36·0|17·5 Q136'B26' BK9" F32' DB	Hlsngborg Swedish 4BHCem a76'f70'320t	C.2Cy.26½"&57"-36" 80lb NDB11 158NHP 2SB,4pf,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s5 ″ 5½ 17 ″ 10½	
29642 ESUX	— (exWaal-36) ssRot.No.3-1,25 ssRot.No.2-34 Well deck 1Dk(Stl)	1293 1168 758	✠ ... 12,36 ✠	Tln	o		1912 5mo	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang CellDBa	235·4|35·7|15·4 Q83'B63'F28' FK 69'uE15'f102'310t	Tallinn Estonian 4BHCem FPT60t	T.3Cy.17",28"&46"-36" 147NHP 1SB,3cf,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6 s1 ″ 2½ 16 ″ 5	
29643	— (exMontSaintClair,exLauwerzee) Mchy.Aft 1Dk	721 — 329					1918	N.V.Shps. v/hWd.A.van Duyvendijk Papendrecht	Cie.desAffréteurs Français(Heuzey &Chastellain, Mgrs.)	180·0|28·0|14·5 Q106'B12'F17'	Rouen French WB	T.3Cy.15",25"&40"-27" 93NHP Straatman,Dordrecht		V
29644 LELK	— 1Dk	699 537 405					1909	Chant.Nav Anversois Hoboken	SkibsA/S Haugen, Tellefsen&Co.II (E.Tellefsen,Mgr.)	195·5|30·3|11·2 Q69tB24tH20tF20t	Oslo Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP NE.MarineEng.CoLd.Nwc	13 ″ 3	N
29645 160601 GSVC	**Marsa** ssMdb.No.2-37 D.F. 1Dk(Stl)	4405 4076 2738	✠100A1 ~~9,37~~ ~~2,37~~ 1,38 ✠LMC12,36 BS1,38	Mdb Lon	x	CL ~~2,37~~ 1,38	1928 11mo	J Readhead &Sons,Ld. SouthShields Lloyd'sA&CP Ce	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) llDBa&uE144'f	370·0|52·3|25·9 P28'B104'F36' FK 160'1075tFPT135t	London British 6BHCem APT115t	T.3Cy.24½",41"&66"-45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,LdSShl	28 ″ 3 s5 ″ 3½ 23 ″ 1½	
29646 DHQM	**Marsala** Sunk by Collision 4,38 D F. E.S.D. 2Dks	1856 1573 1038					1926	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	285·8|41·2|16·7 P&B239'F41'	Hamburg German WB	T.3Cy.21¼",34⅝"&55⅞"-37⅜" 191NHP A.G."Neptun,"Rostock		G
29647 148056 GKJL	**Marsden** ssSld.No.3-4,37 ~~ssBly.No.2-33~~ D.F. 1Dk(Stl) Cargo battens not fitted	2874 2578 1692	✠100A1 ~~4,37~~ ~~10,35~~ ~~8,37~~ 3,38 ✠LMC ~~MS5,33~~ 4,37 BS~~12,36~~ 11,37	Shl ~~Sld~~ Sld	u	CL ~~8,34~~ 4,37	1924 3mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP CellD	TanfieldS.S.Co.Ld. (W.B.Nisbet Mgr.)	334·6|44·6|21·6 356·5(O.L.) P27'B70'F25' FK B276'793tFPT125t	Newcastle British 5BHptCem APT230t	T.3Cy.22",36½"&61½"-42" 200lb 100lb (s) 344NHP 2SB(Spt)8cf,GS168,HS6120 NE.MarineEng.CoLd.Nwc	24 ″ 0 s4 ″ 1½ 20 ″ 1	
29648 3345 PJAG	**Marsella** TwinSc ssCco.No.3-5,36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2698 1796 1486	✠100A1 ~~6,37~~ ~~12,36~~ 2,38 ~~BS6,37~~ ✠LMC MS5,35 ~~BS5,34~~ CarryingPetroleum in bulk Fitted for oil fuel 6,24 F.P. above 150° F.	Cco	t	CL P5,35 S12,36	1924 6mo	Rotterdam Droogd.Maat Rotterdam Lloyd'sA&CP	N.V.Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'F29' FK Trunk189'	Willemstd Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33⅞"-24 7/12" 180lb (s) 236NHP 2SB,4cf,HS4168 FD Droogd.Maats.Rotterdam	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
29649 204283	**Marshall B. Hall** IronTwinSc (exBostonFloatingHospital-33) OilEng. 1Dk Carrying oil in bulk	675 — 547					1906	Atlantic Works, E.Bos.	UnionTankers Corp.	160·4|47·0|8·8	Boston Utd.States	Oil Engines 4S.C.SA 12Cy 11½"-15" 155NHP NE33 AtlasImperialDiesel Eng.Co.Oakland,Cal.		
※ 29650 148767 GMPZ	**Marslew** ssGls.No.2-34 2Dks(Stl)	4542 4303 2881	✠100A1 ~~3,37~~ ~~5,36~~ 3,38 ~~BS9,36~~ ✠LMC6,34 11,37 Fitted for oil fuel 7,26 F.P. above 150° F.	Gls ~~Bel~~	y	CL ~~9,35~~ 3,38	1926 7mo	Lithgow's Ld. PortGlasgow Lloyd'sA&CP	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. Mgrs.) Intermediate 'Tween dk BH in after hold dispensed with CellD	385·0|52·0|26·6 P33'B112'F44' FK B329'1003tDTa30'	London British ptCem 4BHto Udk 2 ,, ,, 2nd ,, 760tAPT16t	T.3Cy.26",42"&70"-48" (s) 180lb 467NHP 3SB,9cf,HS6845 FD J.G.Kincaid&Co.Ld Grk.	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
29651 218943 KJQX	**Marsodak** Fitted for oil fuel 1Dk2trBin fore& after holds &Web frames	3279 3005 2023			...		1919	Submarine BoatCorp. Newark,N.J.	MarsodakS.S.Co. (AmericanRange Lines,Inc.Mgrs.)	324·0|46·2|25·0 P30'B90'F35' FK	Wilmngtn, (Del.) Utd.States WB	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
29652 LCOG	**Marstenen** 1Dk	1832 1638 1114					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Marstenen(V. Torkildsen)	265·0|42·1|17·9 P22'B71'F29'	Bergen Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
29653 5651 SFPD	**Märta** (exEmmaMejakowa, exDambassis, ssGms.2ndNo.3-10,14 exAris,exGeorgeClarkson) Well deck 1Dk(Stl)2trB	1583 1340 909	✠ 7,20	Hul	q		1889 2mo	T.Turnbull&Son Whitby	Rederi.A/B Fenja (C.H.Witt,Mgr.)	255·4|37·1|18·0 P28'Q60'B112'F32' FK WB=DBa	Hlsngborg Swedish 4BHCem 72'f104'342t	T.3Cy.20",33"&54"-36" NDB07 170NHP 2SB,4cf,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
※ 29654 929 ESBL	**Marta** (exFritiof-33,exGilcomston) ssEls.2ndNo.3-2,25 Well deck ssGot.No.2-33 1Dk(Stl)&deep framing	1414 1168 818	✠100A1 11,36 ✠LMC ~~BS3,36~~ 3,37 MS11,36	Tln	o	OG 10,36	1900 8mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	A.Laane CellDBa73'f98'	250·0|36·2|15·1 259·0(O.L.) Q86'B100'F27' FK 290tAPT80t	Pärnu Estonian 4BHptAsp ptCem	T.3Cy.18",29"&48"-36" 165lb 147NHP 2SB,4rf,GS79,HS2292 Hall,Russell&Co.Ld.Abn.	16 ″ 1 s ″ 10½ 15 ″ 4	
29655 DHQN	— Iron (exJyden, ssHam.2ndNo.3-11,07 exHermine, ssMmo.No.2-16 exContest) 1Dk(Irn) Well deck	505 375 295	✠ 12,19 ✠NB11,07	Mmo	h		1879 12mo	J.Laing Sunderland	RobertBornhofen	162·5|26·0|12·6 Q53'B37'F21' BK7" WB=	Hamburg German 4BHCem DBa33'f28'	C.2Cy.20"&40"-30" NDB01 76NHP 1SB,2pf,GS38,HS1443 G.Clark,Sunderland	12 ″ 11	C †
29656	**Märta** (exLouise) Now "Martta," see No. 39178 in Supplement Mchy.Aft 1Dk	316 258 203					1913	Eriksbergs M.V.Aktieb Gothenburg	Aug.Soinii	123·3|22·6|11·4 P32'H20tF15'	Koivisto Finnish WB	C 2Cy.10"&22½"-15" 17NHP EriksbergM.V.Aktieb.Got		V
29657 EGAJ	**Marta Junquera** (exMechelin) 1Dk	607 393 318					1918	Cia.Euskalduna Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.Garcia Castillo,Mgrs.)	183·5|27·0|9·6 Q51'F28'	Santander Spanish	T.3Cy.11 1/16",19"&30"-22" 42NHP Cia.Euskalduna,Bilbao		
29658 164042 GWYC	**Martaban** E.S.D. CruiserStern D.F. 1Dk	4161 3836 2445					1934	D&WHendersn&Co.Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co)	392·9|53·2|24·0 P42'B236'F40'	Glasgow British WB	T.3Cy.20½",34½"&58"-42" NE37 218NHP N.E.MarineEng.Co.Ld. Nwc.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29659 135175 GRSL	**Martand** (exPortNapier-36, exHawkesBay) **TwinSc** ~~ssHul.No.3-8,25~~ Ref.Mchy. ~~ssHul.No.2-32~~ D.F. ssMdb.2ndNo.3-12,37 2Dks(Stl)& Shelterdk(Stl-ws) Now "Martano," see No. 3[illegible] in Supplement	8443 7800 5203	✠100A1 Shelter dk withfreeboard ~~1,37~~ 12,37 ~~BS5,36~~	Mdb MS9,37 BS4,37 ✠LMC~~6,33~~	e†	CL ~~P12,35~~ S12,36 P12,37	1912 12mo Lloyd'sA&CP	Workman, Clark&Co.Ld Belfast	Thos.&Jno. Brocklebank,Ld. CellDBa131'uE&B88'f209'1530t	490·2 FK	61·4	32·9	~~Liverpool~~ London British 8BHCem APT70t	T6Cy.23",38½"&64½"–45"(s) 200lb 804NHP 4SB,16cf,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s5 ″ 11¾ 29 ″ 11¾	
29660 819 IBLV	**Marte** D.F. 1Dk	5290 4731 3295					1917	Cant.Nav. Riuniti Palermo	Soc.Ligure di Armamento	394·9 P37'B123'F35'	51·7	27·6	Genoa Italian WB	T.3Cy.26",42½"&$69\frac{11}{16}$"–48" 335NHP Cant.Nav.Riuniti,Palermo		CI
29661 EAGZ	— ssBbo.2ndNo.3-11,25 1Dk(Stl)&Spar dk(ptIrn&ptStl)& deep framing	*3714* *3483* *2399*	✠ 6,34 ✠	Npt	w		1900 3mo	Lndnderry SB.&E.Co.Ld Londonderry	Cia.Anon.Marit. "Union"(M. Urruchua, Mgr.) WB=CellDBa114'uE&B42'f150'	361·0 P31'B108'F32' 25·8 FK	46·2	17·9	Bilbao Spanish 6BHCem 848tAPT43t	T.3Cy.24",40"&67"–45" 347NHP 2SB,6cf,GS92,HS4500 Dunsmuir&Jackson,Gls.	28 ″ 6	C †
29662 DAOD	**Martha** (exHeleneOtto Ippen10, exNordstern, exSailingVessel W.T.A.G.32) **TwinSc** 1Dk	546 467 303					19$\frac{00}{20}$	E.Berninghaus Duisburg	Ippen-LinieReed. A.G.	194·5	26·4	10·3	Stettin German	T.6Cy.$7\frac{1}{10}$",$11\frac{3}{5}$",&$18\frac{9}{10}$"–11" E&Bmade09fitted— H.PauchschA.G. 24NHP Landsberg a.W		G
29663 209565 WLFR	**Martha Buehner** **Wood3Mst** (exA.M.Simpson) Fitted for oil fuel Mchy.Aft 1Dk Wireless	774 — 465					1911	Kruse& Banks NorthBend, Or.	J.H.Griffin,Jr.	193·0	42·5	13·6	Ls.Angeles Utd.States	C.2Cy.18"&38"–30" 66NH FultonIronWorks SanFrancisco,Cal.		
29664 227895	**Martha E. Allen** **TwinSc** OilEng. Mchy.Aft ssClv.No.1-34 GyC. 1Dk(Stl) Longitudinal framing at bottom & at deck	2935 2297 1994	✠100A1 For service on the Great Lakes 3,38 ~~3,36~~ ~~DBS3,37~~ ✠LMC12,34 CarryingPetroleum in bulk DBS3,38 ✠LMC(M)3,38	Clv		~~3,34~~ 3,38	1928 10mo Lloyd'sA&CP	American S.B.Co. Lorain,O.	LakeTankersCorp. CellDBuE60'40tFPT	334·0 P85'Trunk197' F52' FK	51·2	18·9	Whiting, Ind. Utd.States 11BH 64tAPT68t	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{8}$"–$35\frac{7}{16}$" 380NHP DB150lb Werkspoor,Ams.	18 ″ 6 s2 ″ 4½ 16 ″ 5½	
29665 DGWG	**Martha Halm** **TwinSc** 1Dk	984 689 542					1927	Nüscke& Co.A.G. Stettin	KölnerReed.A.G.	216·0 Q84'B49'F25'	33·0	11·8	Cologne German WB	T.6Cy.$11\frac{7}{16}$",$17\frac{5}{16}$"&$28\frac{3}{8}$"–$16\frac{15}{16}$" 33NHP A.Borsig,G.m.b.H.Berlin		G
29666 DGDF	**Martha Hendrik Fisser** (exBlackheath-35) ssShl.No.3-11,22 D.F. ssShl.No.2-31 E.S.D. 1Dk(ptIrn&ptStl)	4879 4460 2930	✠ … 5,35 ✠	Hfx	y		1911 6mo	Ropner& Sons,Ld. Stockton	HendrikFisserA.G. (Fisser&vonDoornum,Mgrs.) Intermediate bulkhead in after hold dispensed with CellDBa126'uE30'f173'1256tFPT166t APT270t	387·8 390·0 P34'B120'F41' FK	52·1	27·0	Emden German Cem 5BHonly	T.3Cy.27",44½"&73"–48" 434NHP 3SB,9cf,GS192,HS7158 Blair&Co.Ld.Stockton	30 ″ 3	C †
29667 DHQP	**Martha Russ I** Wireless 1Dk	996 790 574					1920	Stettiner Oderwerke Stettin	ErnstRuss	211·2 P12'Q61'B55'F22'	33·9	13·3	Hamburg German WB	T.3Cy.15¾",25½"&$41\frac{3}{10}$"–29½" 92NHP StettinerOderwerke		G
⁕ 29668 148886 GMSQ	**Marthara** ssShl.No.3-2,38 ~~ssNwc.No.2-34~~ D.F. 2Dks(Stl) Now "Star of Suez," see No.40153 in Supplement	4999 4683 3105	✠100A1 2,38 ~~3,37~~ ~~BS10,36~~ ✠LMC~~7,34~~ 2,38	Npt Shl	y	CL 10,36	1926 1mo Lloyd'sA&CP	D&WHendersn&Co.Ld. Glasgow	S.S.MagdalaCo.Ld (Maclay&McIntyre,Ld.) CellDB343'1111tFPT	403·0 415·3(O.L.) P45'B125'F46' FK	52·2	27·3	Glasgow British 6BHCem 68tAPT209t	T.3Cy.25",41"&68"–51" (s) 180lb FD 449NHP 3SB(Spt)9cf,GS150,HS6531 D&WHendersn&CoLd.Gls	29 ″ 10 s5 ″ 8 24 ″ 5¼	
⁕ 29669 223089 WCFA	**Marthas Vineyard** Ⓟ (exIslander) Wireless 2Dks	1089 — 456					1923	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4	36·1	13·1	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"–24" 44NHP BathIronWorks,Bath,Me.		
29670 TCCI	**Marti** (exIntepe-32, exPeleus, exSoglasie, exG.M.B.) **3Mst** Mchy.Aft 1Dk2trB Now "Türkan," see No.40343 in Supplement	604 485 341			…		1878	R.Dixon& Co. Middlesbro'	DillizadeMehmet veKardesler	175·4 P61'F25' FK	25·7	14·6	Istanbul Turkish WB	C.2Cy.25"&48"–30" 105NHP T.Richardson&Sons,Hpl.	15 ″ 4	
29671 131057 CYBZ	**Martian** (exMars) Broken up Mchy.Aft 1Dk2trB	3396 3196 2010					1901	DetroitS.B. Co. Wyandotte	~~CanadaSteamship Lines,Ld.~~	349·0	44·5	24·0	Pt.Arthur British WB	T.3Cy.22",33"&58"–40" 212NHP DetroitS.B.Co.Detroit		
⁕ 29672 3465 PJBA	**Martica** **TwinSc** ssCco.No.2-33 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2679 1799 1471	✠100A1 7,37 ~~12,36~~ BS2,38 ✠LMC MS6,33 ~~BS13,36~~ CarryingPetroleum in bulk Fitted for oil fuel 7,25 F.P. above 150° F.	Cco	t	CL ~~S6,34~~ P2,38 S7,37	1925 7mo Lloyd'sA&CP	Rotterdam Droogd.Maat Rotterdam	N.V.Curaçaosche Scheepsv.Maats.	305·0 Q87'Trunk189' FK F29'	50·2	15·1	Wllemstad Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&$33\frac{7}{8}$"–$24\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
29673 137[illegible] YLDG	**Martin** (exCewea, exOostvoorne) Mchy.Aft 1Dk Now "South Coaster," see No.40063 in Supplement	507 [illegible] 262					1916	Joh.Berg Delfzijl	Redereja"Martin" (Tiedemand Persson&Co.Mgs.)	159·4 P58'F22'	25·6	11·9	Liepaja Latvian WB	T3Cy$12\frac{3}{8}$"$19\frac{9}{10}$"&31½"–$12\frac{7}{10}$" 46NHP Joh.Berg,Delfzijl		G
⁕ 29674 LJDT	**Martin Bakke** OilEng. Ref.Mchy. 1Dk&Shelter dk 3rd dk in D.F. Nos.1&3holds CruiserStern	5484 4724 3269	✠100A1 withfreeboard ~~5,37~~ 11,37 ✠Lloyd'sRMC~~5,37~~ ~~2,38~~ 11,37 for temp. 32° F.	Rot ~~Got~~ Bel ✠LMC4,36	b†	CL	1936 4mo Lloyd'sA&CP	Götaverken A/B Gothenburg	Skibs.A/S Marie Bakke(KnutKnutsen,O.A.S.Mgr.) CellDB324'1310t DTa42'310t	435·9 F36' FK DTf19'57t FPT53tAPT150t	58·8	26·0	Haugesnd Norwegian 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"–55⅛" 1021NHP GötaverkenA/B,Got.	28 ″ 6 s3 ″ 2 25 ″ 6¼	
29675 OUIX	**Martin Carl** 1Dk	1412 1157 828					1924	Helsingörs Jernsk&Msk Elsinore	A/S Dampskelsk. Heimdal(M.Carl, Mgr.)	249·5 P17'Q77'B96'F29'	38·1	15·0	Copnhagn Danish WB	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
29676 OZBC	**Martin Goldschmidt** ssAbg.No.2-31 D.F. 1Dk(Stl)	2095 1880 1250	✠ 1,36 ✠	Abg	s		1922 11mo	A/S Köge Værft.Skbs. &Msk. Kjöge	D/S A/S Progress (M.Nielsen& Son,Mgrs.) IntermediateBH in fore hold dispensed with CellDB254' 620t FPT37t	289·9 P30'B72'F32' FK	43·1	19·5	Copnhagn Danish ptCem 4BHonly APT59t	T.3Cy$22\frac{7}{16}$",34⅝"&57⅞"–36¼" 228NHP 2SB,6cf,GS108,HS3480 KockumsM.V.Akt.Malmö	21 ″ 9	V †
29677 201025 KDXY	**Martin Mullen** D.F. GyC. Mchy.Aft 1Dk2trB	4093 — 2926					1904	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	416·0 F48' WB	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.Cleveland		R

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29678 3334 PJAH	**Martina** TwinSc ssCco.No.3–4,36 ~~ssCco.No.2–32~~ Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2698 1796 1486	✠100A1 ~~5,37~~ ~~4,36~~11,37 BS5,37 ✠LMC4,36 Carrying Petr Fitted for oil	Cco oleum fuel 5,	t in 24	CL ~~3,35~~ 5,37 bulk F.P. a	1924 5mo Lloyd bove 1	Rotterdam Droogd.Maat Rotterdam 'sA&CP 50° F.	N.V.Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87' Trunk 189' FK F29'	Willemstad Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33¾"–24 1/16" 180lb (s) 236NHP 2SB,4cf, HS4168 FD Droog.Maats.Rotterdam	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
※ 29679 FOMD	**Martinière** (exDuala, exArmanistan) ssNts.2ndNo.3–8,35 2Dks(Stl) Cargo battens not fitted in 'tween decks	3871 3174 2372	✠100A1 ~~1,37~~ 1,38 BS~~7,36~~ ✠LMC8,35 5,37	Hav Ant	v	CL ~~1,33~~ 1,38	1911 2mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Cie.Nantaise de Nav.a Vap. WB=CellD	360·0|47·1|22·8 P25'B86'F37' FK Ba116'uE25'f159'	Nantes French 6BHCem 870tAPT25t	T.3Cy.25",40"&65"–42" (s) 180lb 85lb 386NHP 2SB,6pf,GS125,HS5783 FD Cen.Mar.Eng.Wrks WHpl	25 ″ 3 s 4 ″ 7¾ 20 ″ 10	
29680 219939 KUQL	**Martinique** (exPulwico, exPulaski) Fitted for oil fuel 1Dk2trB	2559 2203 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	ColombianS.S.Co. Inc.	251·0|43·6|25·8 P25'B64'F23' FK	NewYork Utd.States WB	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
29681 FNGR	— (exNinna–35) Ref.Mchy. Fitted for oil fuel Wireless D.F. CruiserStern 1Dk Now "Lutz," see No. 39042 in Supplement	1409 1214 790					1933	Helsingörs Jernsk&Msk. Elsinore	Cie.Générale d'ArmementsMar.	263·0|39·7|15·6 P198'F34'	Havre French WB	C.4Cy.(2)14¾"(2)31½"–31½" & LP turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		GV
29682 102044 GKTP	**Martis** (exWilliamBalls) ssShl.3rdNo.3–6,28 ssNap.No.2-37 ~~ssPir.No.1–33~~ 1Dk(ptStl ptIrn)&ptAwng dk (Irn)2trB	2483 1856 1552	✠100A1 pt Awng dk with freeboard ~~2,37~~ ~~8,34~~10,37 ~~DBS11,36~~ ✠LMC MS12,36	Ven ~~Nap~~ Msl DBS2,38 MBS3,37	s	8,36	1894 5mo	JReadhead &Sons S.Shields A&CP	MartisS.S.Co.Ld.	300·3|41·5|18·1 Q78'P28' ptAwng dk193' FK CellDB256'604t	London British 5BHCem APT30t	T.3Cy.23",37½"&61½"–42" 160lb80lbNDB07(r)243NHP 2SB,6rf,GS80,HS3603 J.Readhead&Sons,S.Shl.	20 ″ 5 s 7 ″ 9½ 19 ″ 10	
※ 29683 163329 GWCY	**Marton** ssGls.No.1–37 2Dks(Stl)	4969 4678 3144	✠100A1 ~~10,34~~ ~~11,36~~2,38 ✠LMC~~4,33~~ 6,37 Fitted for oil	Bkn Gls fuel4,	y 33	CL 2,36 F.P. a	1933 4mo Lloyd bove 1	Lithgows Ld. PortGlasgow 'sA&CP 50° F.	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. Mgrs.) Intermediate 'tween CellDBa&uE140'f17	390·0|54·2|26·7 408·0(O.L.) P34'B112'F44' FK dk BH in after hold dispensed with 3'1022t DTa30'805t	London British pt Cempt Asp 4BH to U dk 2 ,, ,, 2nd ,, APT20t	T.3Cy.24",41"&70"–48" (s) 220lb 489NHP 3SB,9cf,GS169,HS6792 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 5 ″ 5½ 28 ″ 9½	
※ 29684 OHSG	**Martti-Ragnar** (exNordst- jernen–34) ssCpn.3rdNo.3–6,37 D.F. 1Dk(Stl)&deep framing	2262 1959 1199	✠100A1 6,37 ~~6,36~~ ✠LMC ~~MS10,34~~	Els Cpn 6,37 ~~BS6,33~~	s	CL ~~2,35~~ 6,37	1903 8mo Lloyd	Helsingörs Jernsk&Msk. Elsinore 'sA&CP	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,Mgrs.) CellDBa&uE	291·7|42·6|19·0 303·4(O.L.) P29'B172'F41' FK 112'f120'578tFPT	Lovisa Finnish 5BHCem 58tAPT91t	T3Cy.21½",36"&58½"–39"(s) 185lb 238NHP 2SB,6cf,GS85,HS3705 HelsingörsJernsk &Mskb.	21 ″ 10 s1 ″ 11½ 20 ″ 0	
29685 151978 VPQB	**Marudu** OilEng. 2Dks	1926 1408 982					1924	Workman, Clark&Co.Ld. Belfast	StraitsS.S.Co.Ld.	263·2|41·7|18·2 P154'B36'	Singapore British WB	Oil Engines 4S.C.SA 6Cy.24 7/16"–51 3/16" 355NHP Burmeister&Wain,Cpn.		
29686 3441 PJBB	**Maruja** TwinSc ssCco.No.3-5,37 ~~ssCco.No.2–34~~ 1Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at dk	2681 1799 1473	✠100A1 ~~5,37~~ ~~10,36~~11,37 ~~BS4,35~~ ✠LMC~~5,35~~ Carrying Petr Fitted for oil	Cco oleum fuel 5,	t 5,37 in 25	CL ~~P5,37~~ s4,35 bulk F.P. a	1925 5mo Lloyd bove 1	Rotterdam Droogd.Maat Rotterdam 'sA&CP 50° F.	N.V.Curaçaosche Scheepsv.Maats.	305·0|50·2|15·1 Q87' Trunk dk 189' F29' FK	Willmstad Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33⅝"–24 1/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
29687 EAAU	**Maruja y Aurora** (exAngela, exRiverClyde) ssBbo.2ndNo.3–4,29 1Dk(Stl)&Spar dk (Stl)&deep framing	3913 3658 2526	✠ ~~——~~ 5,34 ✠ ✠NB(c)98refitted21 ✠NB(p&s)2,21	Bcl	w		1905 3mo	Russell& Co. Pt.Glasgow	Gumersindo Junquera CellDBa&	344·8|49·8|17·9 25·9 P28'B90'F42' FK uE134'uB16'f148'	Gijon Spanish 6BHCem 899tAPT71t	T.3Cy.25 3/16",41"&67"–48" 374NHP 3SB,9cf,GS169,HS6150 J.G.Kincaid&Co.Grk.	28 ″ 5	
29688 LCTK	**Marvel** Wireless 1Dk	1566 1353 904					1921	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. Mgrs.)	255·9|39·7|17·0 H85tP41tF27t	Oslo Norwegian WB	T.3Cy.19",31"&53"–36" 169NHP Akers.Mek.Værks.Oslo		N
29689 984 ESTR	**Marvi** (exJane–34,exBjora, Iron exLord,exAnneThomas) 1Dk2trB	1429 1240 809			...		1883	Palmers' Co.Ld. Newcastle	J.Michelmann	249·5|35·3|17·7 B48'F26' BK9"	Pärnu Estonian WB	C.2Cy.30"&58"–36" 49NHP Palmers'Co.Ld.Newcastle	19 ″ 2	V †
※ 29690 144596 GDJM	**Marvia** (exCastelar, exOrotava) ssHam.No.3–8,25 Mchy.Aft ssAnt.No.2–34 1Dk(Stl)	1989 1586 1158	100A1 12,36 BS~~7,36~~9,37	Lon LMC6,34	s	OG 3,35	1914 Lloyd	Schiffsw.v. HenryKoch Lübeck 'sA&CP	Thameside ShippingCo.Ld. (G.O.Till,Mgr.) 1BH in fore hold CellDB245'765t	291·3|41·1|16·6 P&B107'F81' omitted FK FPT180tAPT37t	London British Cem 4BH only	T.3Cy.23¾",37½"&57"–35 7/16" 185lb (s) 252NHP 2SB,4cf,GS82,HS3552 FD OttensenerMaschf.Altona	20 ″ 0 s 2 ″ 3½ 17 ″ 11	
※ 29691 164263 MBVY	**Marwarri** 2Dks,3rd dk in No.1 hold CruiserStern	8063 7290 4825	✠100A1 ~~11,36~~11,37 ✠LMC7,35	Shl Mdb		CL 11,37	1935 7mo Lloyd	Wm.Ham- ilton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB381'1280t	471·6|62·7|32·3 P52'B159'F54' FK DTa36' 1226t FPT	Liverpool British 8BHCem 1 to 2nd dk 63tAPT95t	3SteamTurbinesSRgeared to 1 Sc.Shaft 1150NHP 250lb (r) FD 4SB,16cf,GS272,HS14060 D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 3½ 27 ″ 10	
29692 143702 MKJT	**Marwick Head** (exAllanwater–33) ssLth.No.3–3,33 Mchy.Aft ssLth.No.1–37 1Dk(Stl) Well deck	496 333 216	✠100A1 8,37~~10,36~~ ~~BS10,35~~ ✠LMC~~9,35~~	Lth	h 8,37	CL 10,35	1920 12mo Lloyd	Day,Sum- mers&Co.Ld. Southampton 'sA&CP	A.F.Henry& MacGregor,Ld.	165·5|25·7| 9·6 27·0 170·6(O.L.) Q95'B11'F23' FK CellDBf91'143t	Leith British 3BHCem FPT20t	T.3Cy.13",21"&35"–24" (s) 180lb 61RHP 1SB,3pf,GS54,HS1530 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s 3 ″ 6½ 11 ″ 7½	
29693 OUIY	**Marx** 1Dk	1259 1059 719					1924	A/SRödby- havns Jernskibs Rödbyhavn	D/S A/S Progress (M.Nielsen&Sön, Mgrs.)	236·4|37·1|14·6 P22'B49'F25'	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
※ 29694 ~~216763~~	**Mary** (exLakeMonroe) ssN.Yk.No.3–8,30 ssN.Yk.No.1–34 1Dk(Stl) Sub.Sig. Cargo battens not fitted Now "Thorpebay," see No. 40310 in Supplement	2151 1777 1286	✠100A1 7,36 ✠LMC MS6,34 Fitted for oil	Jck BS12,35 fuel10	r ,22	CL 12,35 F.P. a	1918 8mo bove 1	Manitowoc S.B.Co. Manitowoc, A&CP Wis 50° F	Westcliff ShippingCo.Ld. CellDB	250·5|43·7|20·4 P25'B64'F26' FK 212'637tFPT	London British 6BHCem 54tAPT51t	T.3Cy.20⅝",35"&59"–42" (s) 190lb 307NHP 2SB,6cf,GS138,HS5486 NordbergMfg.Co.Milwkee	23 ″ 1 s 3 ″ 2½ 20 ″ 2	
※ 29695 6872 SHIE	— Iron (exVikvall–36, ssLkr.No.1–37 exEster,exKotka) ssOsc.4thNo.3–4,33 Well deck 1Dk(Irn)2trB Cargo battens not fitted	1524 1248 893	✠100A1 ~~4,37~~ ~~2,36~~1,38 ~~BS4,33~~ ✠LMC~~2,33~~ 4,37	Mmo ~~Lkr~~ Osc	q 4,37	~~2,36~~ 1,38	1884 4mo Lloyd	HSEdwrds &Son Newcastle 'sA&CP	RederiA/B Skansholmen (A.Hansson,Mgr.)	260·0|36·2|18·5 266·0(O.L.) P26'Q84'B50'F26' BK9½" DBa88'f82'	Vestervik Swedish 4BHCem 335tAPT20t	C.2Cy.32"&60"–39" 80lb 178NHP 2SB,6pf,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s 1 ″ 11 18 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29696 702 SZKX	**Mary** (*ex*Devonbrae, *ex*Constantine) *ss*Pir.2ndNo.3-4,35 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	*1459* *1183* *880*	✠100A1 4,35 MS9,34 ✠LMC DBS4,35	Pir MBS12,37 ~~MBS12,36~~	*p*	CL 12,36	1909 11mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	N.G.Livanos *CellDBa*71 *uE&*	245·0 Q91'B49'F24' FK *B35'f*102'402*t FPT*	36·7	16·0	Piræus Greek 4*BHCem* 62*t APT*79*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB35-*100lb* 181NHP 1SB,4*cf*,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s 1 ″ 9 16 ″ 10	
29697 PFVX	— *Mchy.Aft* *OilEng.* Wireless 1*Dk* *CruiserStern*	416 339 177	✠100A1 ~~LS8~~ ~~1,37~~4,38 DBS1,38 ✠LMC10,34 ✠LMC(M)1,37 *Carrying Petroleum in bulk*	Rot	*g*	6,36	1934 10mo *Lloyd*	N.V.Industrieele Maats. "DeNoord" Alblasserdam '*sA&CP*	NV.Tank- KustvaartMaats.	164·6 Q59'F23' *Trunk*82' FK *FPT*106*t*	25·9	9·9	Rottrdam Dutch 8*BHptCem* *APT*20*t*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP DB*100lb* Motorenfbr."Deutz"A.G. Köln-Deutz	10 ″ 4 s ″ 4¾ 10 ″ 0½	
29698 848 SVIL	**Mary II** (*ex*Islington-35,*ex*Sherburn) *ss*Bel.No.3-5,33 1*Dk*(*Stl*) *Cargo battens not fitted* *New* "River Tyne," *see No.* 39910 *in Supplement*	*1517* *1322* *863*	✠100A1 9,35 BS2,36 ✠LMC5,33	Npt	*p*	CL 2,35	1920 3mo *Lloyd*	OuseS.B. Co.Ld. Hook, nr.Goole '*sA&CP*	N.G.Livanos *C*	240·2 B52'F23' FK *ellDB*182'303*tFPT*	36·1	19·1	Piræus Greek 4*BHCem* 79*tAPT*54*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS99,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s 2 ″ 10 18 ″ 7	
29699 EEGL	**Mary Carmen** (*ex*CarmenMillan-34, *ex*Sancho, *ss*Bbo.No.3-10,18 *ex*Colonel) 1*Dk*(*Stl*) *Well deck* *MchyAft*	342 179 175	✠ 7,22 ✠	Bbo	*d*		1905 11mo	J.Shearer &Sons,Ld. Glasgow	Construcciones S.L.	129·9 Q46'B7'F19' BK7"	22·7	12·2	Spanish 3*BHCem* *FPT*27*t*	C.2Cy.15"&32"-24" 56NHP 1SB,2*cf*,GS42,HS1030 J.Ritchie,Glasgow	10 ″ 3	
29700 220254 KUZN	**Mary D.** (*ex*Pansa) *Fitted for oil fuel* Sub.Sig. 2*Dks* D.F. GyC. *Longitudinal framing*	4861 4272 3042					1920	ToddD.D. &Const.Corp. Tacoma, Wash	PacificAmerican Fisheries,Inc.	380·2 P50'B102'F41'	53·1	27·0	Bellinghm, Wash. Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP DoddD.D.&Const. Corp.Tacoma,Wash.		R
29701 162510 GRCS	**Mary Kingsley** *OilEng.* 2*Dks*&*Shelter dk* 3*trB*	4017 3152 2173					1930	Ardrossan Dkyd.Ld. Ardrossan	ElderDempster Lines,Ld.	370·5 P36'F43'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 650NHP J.G.Kincaid&Co.Ld.Grk.		C
29702 117411 GPCS	**Mary Moller** (*ex*Dilkera) 1*Dk deep framing* &*Shade dk*	2698 2504 1674			...		1902	TyneIron S.B.Co.Ld. Newcastle	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	326·0 P41'B&F253' FK	45·3	21·8	Shanghai British *WB*	T.3Cy.23",38"&61"-42" 277NHP Wallsend SlipwayCo.Ld. Nwc.	23 ″ 0	C †
29703 89 SVEP	**Mary N.** (*ex*Strathlorne) 2*Dks*	*4330* *4073* *2803*					1909	A.McMil- lan&Sons,Ld. Dumbarton	D.J.Pateras	376·5 P35'B100'F39'	52·2	25·5	Chios Greek *WB*	T.3Cy.25",41"&68"-48" 320NHP J.G.Kincaid&Co.Ld.Grk.		C
29704 161149 GSKB	**Mary Slessor** *Ref.Mchy.* *OilEng.* 2*Dks*&*Shelter dk*	4016 3136 2163					1930	A.McMil- lan&Son Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
29705 205285 WCDQ	**Maryland** (*ex*Arthur E. Newbold, *ex*JamesCorrigan) *Mchy.Aft* D.F. 1*Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd. States	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Wks.Detroit		R
29706 OXRC	— *Fitted for oil fuel* 2*Dks*	4895 4640 3055					1921	Hall,Rus- sell&Co.Ld. Aberdeen	DetForenede DampskibsSelsk.	362·2	50·2	31·6	Copnhagn Danish *WB*	T.3Cy.26",43"&71"-42" 327NHP Hall,Russell&Co.Ld.Abn.		V
29707 161227 KSLF	— **TwinSc** (*ex*SailingVesselKineo) *OilEng.* *ss*Gal.2ndNo.3-2,37 *Mchy.Aft* 1*Dk*	1484 1290 926	A- *Barge* *For Coastwise Service in the Gulf of Mexico* 2,37 LMC2,37 *Carrying Petroleum in bulk*	Gal		2,37	1903	A.Sewall &Co. Bath,Me.	TheTexasCompany	247·6 P72'F24' FK *D Tf*11'138*t FPT* 48*t*	44·9	16·3	Wilmgton (Del.) Utd. States 9*BHptCem* *APT*24*t*	Oil Engines 4S.C.SA 12Cy.12"-18" 168NHP NE19 McIntosh&SeymourCorp. N.Yk.	16 ″ 0	
29708 204242 KMVU	— Ⓟ **TwinSc** 2*Dks*	1369 — 827					1907	Maryland SteelCo. Sparrow'sPt.	NewYork Philadelphia& NorfolkR.R.Co.	249·5	40·1	14·1	Cape CharlesVa. Utd. States	T.6Cy.17",27½"&44"-26" NB29 197NHP MarylandSteelCoSprwsPt		
※ 29709 161369 GSJF	**Marylyn** *ss*Gls.No.1-34 2*Dks*(*Stl*)	4555 4295 2880	✠100A1 ~~5,37~~ ~~1,37~~12,37 BS~~4,34~~ ✠LMC4,34 5,37 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Npt ~~Gls~~Ams	*y*	CL ~~3,35~~ 12,37	1930 2mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	KayeTransportCo. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*	385·0 P33'B112'F44' FK 329' 1003*t DTa*30'7	52·0	26·6	London British *ptCem ptAsp* 4*BH to Udk* 2 ,, ,, 2*nd* ,, 77*t APT*16*t*	T.3Cy.24",41"&70"-48" (*s*) 220lb 489NHP 3SB,9*cf*,GS173,HS6792 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
29710 425 IQSK	**Marzamemi** (*ex*Storm-34, *ex*MargareteSchröder,*ex*Nazaré, *ex*MinnaSchuldt) 1*Dk*	958 715 568					1891	Flensburgr Schiffsb.Ges. Flensburg	A.Lauro	229·0 Q73'B51'F28'	32·1	12·8	Naples Italian *WB*	T.3Cy.15",22½"&43"-30" 101NHP FlensburgerSchiffsb.Ges.		CI
29711 EGAN	**Marzo** *ss*Bbo.2ndNo.3-9,23 1*Dk*(*Stl*)&*deepframing* &*ptAwng dk*(*Stl*)	1296 912 754	✠ 11,27 ✠	Bly	*n*		1897 8mo	Cmpbltwn S.B.Co. Campbeltwn	AugustoLajusticia *WB*=*C*	230·5 Q79' *ptAwng dk*151' FK *ell DBa*54'*f*94'208*t*	33·1	16·3	Bilbao Spanish 4*BHCem* *APT*80*t*	T.3Cy.17½",27½"&45"-33" NDB15 114NHP 1SB,3*rf*,GS63,HS1709 J.G.Kincaid&Co.Grk	17 ″ 4	
29712 19795 JQAC	**Masaki Maru** Wireless 1*Dk*	1230 — 713					1917	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokio Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
29713 22573 JKJC	**Masaki Maru No. 2** Wireless 1*Dk*	1224 — 710					1918	OsakaIron Works,Ld. Osaka	KinkaiYusenK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokio Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
29714 232109 WKEP	**Masaya** **TwinSc** (*exU.S.N.*Dale-33) *OilEng.* Wireless 2*Dks* *CruiserStern*	1174 1090 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	314·4	31·7	20·7	N.Orleans Utd. States *WB*	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEng.Co Tol		R
29715 28021 JUOB	**Masayoshi Maru** Ⓟ Wireless 2*Dks*	969 811 549					1920	Namura Gennosuke Osaka	KagoshimaYusen K.K.	193·8 P15'B49'F27'	31·0	18·5	Kagoshima Japanese *WB*	T.3Cy.14⅔",24½"&39⅔"-30 86NHP YoshidaTekkosho,Osaka		
29716 KZCY	**Masbate** (*ex*FernandezHermanos-35, *ex*Juno) Wireless 1*Dk*&*Awng dk*	742 702 483			...		1895	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*)	180·0	28·0	10·7 17·7 FK	Manila Utd. States *WB*	T.3Cy.14",22½"&36"-27" 67NHP GourlayBros.&Co. Dundee	19 ″ 10	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade.
29717 FOQO	**Mascot** Wireless 1*Dk*	1225 937 688					1922	Xiansands Mek.Værks Xiansand	Scotto,Ambrosino, Pugliese,Fils&Co.	239·5 P36*t*Q95*t*H105*t* F40*t*	36·2	13·1	Oran French *WB*	T.3Cy.17",29"&47"–33" 127NHP XiansandsM.V.Xiansands		V
29718 PFWG	**Mascotte** *OilEng.* 1*Dk* *Cruiser Stern*	364 250 186					1936	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	FransWesters	135·7 P34'F15'	24·5	9·1	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
29719 4779 SFLW	**Masen** (*ex*Monika–33,*ex*Fagern, *ex*Tord) *ss*Skm.2ndNo.3–1,33 *ss*Ant.No.1–37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1316* *1171* *759*	✠100A1 6,38 ~~2,37~~ ✠LMC2,37 BS3,38	Ant Rot	*p*	OG 3,37	1907 8mo *Lloyd*	W.Harkess &Sons,Ld. Middlesbro' '*sA&CP*	RederiA/B Sjöstjärnan(G. Lindegren,*Mgr.*) *Cell DBa & uE*100'	241·7 P21'B136'F29' FK *uB*18'*f*92'425*t FPT*	38·0	15·5	Stockholm Swedish 4*BHCem* 40*t APT*29*t*	T.3Cy.18",30"&49"–33" (*s*) 180lb 164NHP 2SB,4*cf*,GS67,HS2720 N.E.MarineEng.Co.Ld.Sld.	18 ″ 0 s1 ″ 3½ 16 ″ 10¾	
29720 144222 GDMS	**Mashobra** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 2*Dks*(*Stl–U*teak s) *Ref.Mchy.*	8324 6848 5131	✠ 7,24 ✠ ✠Lloyd'sRMC~~3,37~~ 2,38 ~~10,37~~	Mdb	*c*†		1920 10mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*	450·0 P44'B161'F42' FK 419' 1550*t FPT*124*t*	58·3	32·9	Glasgow British 9*BHCem* *APT*60*t*	T.6Cy.21",35½"&61"–45" 833NHP 4SB16*cf*,GS300HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till ~~8,37~~ 7,38
※ 29721 5917 SICA	**Masilia** *ss*Kel.No.3–4,30 D.F. *ss*Osc.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1608* *1277* *770*	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~4,36~~ BS~~4,36~~ ✠LMC4,34 4,37	Got Skm	*r*	OG 4,36	1917 8mo	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*237' 473	270·6 FK *t FPT*44*t APT*20*t*	41·1	24·1	Gothenbrg Swedish 4*BHCem* (*ColltoSh dk* 3 ″ *U* ″)	T.3Cy.22½",35½"&58½"–36" 185lb *100lb* (*s*) 270NHP 2SB(Spt),6*cf*,GS87, HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 3 17 ″ 10½	
29722 148357 VWCX	**Masimpur** *ss*Cal.No.2–36 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	5586 5080 3201	✠100A1 ~~6,37~~ ~~6,36~~ 3,38 BS3,38 ~~BS6,37~~ ✠LMC6,36 *CarryingPetr* *Fitted for oil*	Cal *oleum* *fuel*12	*y* *in* ,27	CL N3,38 *bulk* *F.P.:a*	1927 12mo *Lloyd* *bove* 1	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* 50° F.	TheBurmahOilCo. Ld. *CellDBuE&B*78' 234*tDTf*34'485*t*	389·7 P90'B38'F58' FK *FPT*178*tAPT*51*t*	54·3	32·7	Rangoon British 14*BHCem* (11 *to U dk* 3 ″ 2*nd* ″)	T3Cy.27½",46½"&79"–54" (*s*) 200lb FD 658NHP 3SB&1AuxSB,15*cf*,HS9503 G.Clark,Ld.Sunderland	32 ″ 6 s6 ″ 6½ 26 ″ 2½	
※ 29723 140627 GSCX	**Masirah** *ss*Cal.No.3–5,32 D.F. *ss*Gls.No.1–36 2*Dks*(*Stl*) *CruiserStern*	6578 6148 4079	✠100A1 6,37 ~~7,36~~ ✠LMC MS8,35 BS~~5,36~~ 5,37	Gls	*b*†	CL 6,36	1919 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB*398' 1398*t MT* 27' 896*t*	448·0 P102'B163'F49' FK *FPT*106*t APT*75*t* *AfterPeak*	56·0	31·8	Liverpool British *Cem* 6*BHto U dk* *BH* ″ 2*nd* ″	T.3Cy.26½",45"&75"–54" (*s*) 200lb *110lb* 643NHP 2DB,16*cf*,GS258,HS12142 Dunsmuir&Jackson LdGls	34 ″ 6 s 6 ″ 3½ 28 ″ 5½	
29724 393 IBPV	**Massaua** Ⓟ Wireless D.F. 2*Dks*	1524 1007 870					1913	Cant.Nav. Riuniti Ancona	LloydTriestino Soc.Anon.diNav.	268·8	35·3	16·6	Naples Italian *WB*	T.3Cy.19⅝",32⅛"&55⅝"–39⅜" 190NHP Cant.Nav.Riuniti,Ancona		I
29725 FOTN	**Massilia** Ⓟ **QuadSc** D.F. 7*Dks*	15363 10204 6151					1920	Forg.&Ch. de la Médit LaSeyne	Cie.de Nav.Sud- Atlantique	577·1 P315'	64·1	37·0	Bordeaux French *WB*	T.6Cy46½",59½"&73½"–43⅛" &2LP Turbines Forg.&Ch.de la Médit.Msl.		V
※ 29726 FOTO	**Massis** *ss*Shl.No.3-4,37 ~~*ss*Shl.No.3–9,26~~ *Mchy.Aft* ~~*ss*Fal.No.1–30~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	*5022* *4470* *2769*	✠100A1 ~~4,37~~ ~~3,31~~ ~~11,37~~ 2,38 ✠LMC~~8,30~~ 4,37 *Carrying Pet* *Fitted for oil*	Gib ~~Shl~~ Fal *roleum* *fuel* 1	*x* *in* 0,1	CL 2,38 *bulk* 4 *F.P.*	1914 10mo *Lloyd* *above*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 150° F.	Soc.Anon.Les Pétroles d'Outre-Mer *WB=CellDB* *f* 36' 316*t*	385·2 P88'B28'F41' *uB*24'35*tDT* FK *FPT* 73*t APT* 39*t*	50·3	30·3	Dunkirk French 16*BHptCem* (9 *to Upr dk* 7 ″ 2*nd* ″)	T.3Cy.25½",42"&70"–48" (*s*) 180lb *120lb* 425NHP 2SB,6*cf*,GS126,HS5862 N.E MarineEng.CoLdNwc	30 ″ 3 s 5 ″ 5 25 ″ 1	
29727 220047 KUSQ	**Massmar** (*ex*JamesB.Duke, *ex*EasternCloud) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5828 4120 3601			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·0 FK	51·2	25·6	NewYork Utd.States *WB*	T.3Cy.26",43½"&72"–48" 437NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
29728 141904 GBSQ	**Masula** **TwinSc** *ss*Fal.No.3–3,31 *Ref.Mchy.* *ss*Mdb.No.1–35 2*Dks*(*Stl*)	~~7326~~ ~~6821~~ ~~4566~~ 7324 6821 4565	✠100A1 ~~9,37~~ ~~10,36~~ 1,38 ✠LMC MS11,34 BS~~4,36~~ 3,37 ✠Lloyd'sRMC~~10,36~~ ~~9,37~~ 1,38	Cal	*c* †	CL ~~10,35~~ 12,37	1919 6mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell*	449·7 P44'B149'F41' FK *DB*390' 1551*t FPT*	58·2	32·7	Glasgow British 7*BHCem* 120*tAPT*67*t*	T.6Cy.21$\frac{3}{16}$",35½"&61"–45" 215lb (*s*) 830NHP 4SB&1AuxSB,18*cf*,GS338, HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 10 27 ″ 11½	
29729 160258 GTFC	**Masunda** *ss*Bry.No.2-38 ~~*ss*Nwc.No.1–33~~ D.F. 1*Dk*(*Stl*)	5250 4912 3286	✠100A1 2,38 ~~2,37~~ ~~1,37~~ ✠LMC~~12,33~~ 1,38	Ant Bry	*z*	CL 1,36	1929 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	S.S."Magdala"Co. Ld.(Maclay& McIntyre,Ld. *Mgrs.*) *CellDB*	402·5 P45'B126'F48' FK 344' 1458*tFPT*152*t*	55·0	28·5	Glasgow British 6*BHptCem* *APT*309*t*	T.3Cy.23",40"&67"–51" (*s*) 200lb HS6738 464NHP 3SB(Spt),9*cf*,GS154, FD A.Stephen&Sons,Ld.Gls.	31 ″ 0 s5 ″ 11½ 25 ″ 4	
29730 DADE	**Masuren** D.F. E.S.D. *CruiserStern* 1*Dk*	2383 1859 1297					1935	F Schichau G.m.b.H. Danzig	Kohlen-Import-u. PoseidonSchiff- ahrtsA.G.	281·1 P24'Q85'B112'F22'	44·5	18·6	Königsbrg German *WB*	C.4Cy.(2)16½"&(2)35⅜"– 35⅜"&L.P.Turbine 223NHP FSchichauG.m.b.H.Elbing		G
29731 134962 MFWN	**Mata Hari** 1*Dk*(*Stl*–teak s)&*Shade dk*(*Teak*) *Fitted for oil fuel*	1020 755 511	✠ 10,15 ✠	Sng	*n*		1915 6mo	C.Ren- noldson&Co. SouthShields	P.&O.Stm.Nav.Co. *CellDB a*51' *u E*	220·0 P15'F23' FK &*B*38'*f*94'254*tFPT*	35·2	13·0	S.Shields British 5*BHCem* 16*tAPT*25*t*	T.3Cy.17½",29"&47"–30" 165NHP 2SB,6*cf*,GS89,HS3082 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0	
29732 150810	**Mataafa** (*ex*Pennsylvania) *Mchy.Aft* GyC. 1*Dk*2*trB*	4319 — 3604					1899	Cleveland S.B.Co. Lorain,O.	PittsburghS.S.Co.	429·6	50·0	25·0	Dul'th,Min Utd.States *WB*	Q.4Cy.15⅜",23¾",36½"&56"– 40" 198NHP ClevelandSB.Co.Cleveland		
29733 OTDA	**Matadi** *Now* 'Lyras N.,' *see No.* 39006 *in Supplement* *ss*Ant.No.3–6,31 D.F. *ss*Ant.No.1–36 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *inNos.*1,2,4&5*holds*	*3094* *2856* *1843*	✠100A1 9,36 BS9,36 ✠LMC7,35	Ant	*u*	CL 7,35	1919 7mo *Lloyd*	R.Thomp- son&Sons,Ld. Sunderland '*sA&CP*	Cie.Maritime Belge(Lloyd Royal)Soc.Anon. (AgenceMaritime Internationale, *Mgrs.*)	331·3 P33'B100'F28' FK *CellDB*276'729*t*	46·8	23·2	Antwerp Belgian 7*BHptCem* *FPT* 112*t A*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld *PT*44*t*	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
29734 164305 GZFD	**Matadian** *Mchy.Aft* D.F. 1*Dk* *CruiserStern* *Longitudinal framing*	4275 3328 2483	✠100A1 ~~6,37~~ ~~8,37~~ 2,38 ✠LMC11,36 *CarryingPetr* *Fitted for oil*	Bkn ~~Nwc~~ *oleum* *fuel* 1	 *in* 1,3	CL *bulk* 6*F.P.*	1936 11mo *Lloyd* *above*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP* 150°F.	UnitedAfricaCo. Ld. *CellDBuE*33'68*t*	383·2 397·1(O.L.) P107'*Trunk*234' F39' FK *DTf*39'194*tFPT*74	50·2	23·3	Liverpool British 13*BHptCem* *tAPT*73*t*	T.3Cy.19½",33"&54"–36"& LPTurbine withDRgearing & hydraulic coupling (*s*) 210lb FD 396NHP 2SB(Spt),6*cf*,HS5290 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 3 s 2 ″ 5½ 21 ″ 0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. 3 No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29735 232110 WKET	**Matagalpa** TwinSc (*ex U.S.N.* Osborne–33) *CruiserStern OilEng.* Wireless 2*Dks*	1174 1000 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	314·4	31·7	20·7	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 16Cy.16"–24" 398NHP NE33 Rathbun-JonesEngCo.Tol.		R
29736 151520 ZMGW	**Matai** Ⓟ TwinSc 1*Dk*(*Stl*-ws)&2nd *dk in holds* Wireless Sub.Sig. *Well deck* *Fitted for oil fuel CruiserStern*	1050 657 383	✠ 7,30 ✠	Nwc			1930 7mo	Hawthorn, Leslie&Co.Ld Newcastle	NewZealand Government *CellD*	219·0 P&B145'F26' *B154' 170t FPT34t*	35·1	13·6 BK7"	Wellington British 4*BHCem* *APT35t*	T.6Cy.12½",21"&35"–26" 178NHP 2SB,*6cf*,GS110,HS3320 Hwthrn,Leslie&CoLd.Nwc	15 ″ 6	
❊ 29737 145355 GFDX	**Matakana** TwinSc ssLon.No.3–10,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	8048 7466 5022	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~10,36~~ 8,38 BS~~5,37~~ ~~BS10,35~~ ✠LMC6,33 ✠Lloyd'sRMC~~10,36~~~~5,37~~ 8,38 ~~10,37~~	Nwc Gls	*e*†	CL ~~5,36~~ P10,36 S4,38	1921 6mo *Lloyd*	A.Stephen &SonsLd. Glasgow '*sA&CP*	ShawSavill& AlbionCo.Ld. *CellD*	477·5 P28'B180'F49'*on* *Sheltr dk* *Collision* *B414'1585tAPT71t*	63·0	31·3 FK	S'thamptn British *Cem* *BH to Sh dk* 8 ,, ,, *U* ,,	6SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 220lb HS15082 1084NHP 2DB(Spt)&2SB(Spt),*18cf*, GS346, FD A.Stephen&Sons,Ld.Gls.	34 ″ 4 s 5 ″ 6¼ 28 ″ 11¾	
29738 154015 VSPB	**Matang** TwinSc *Fitted for oil fuel* 2*Dks*	1463 974 769					1928	Taikoo D.&E.Co.of H.Kg.Ld HongKong	StraitsS.S.Co.Ld.	252·9	42·6	10·5	Singapore British *WB*	T.6Cy.11",19"&31½"–20" 44NHP TaikooD.&E.Co.of H.Kg.Ld.H.Kg.		
29739 120750 ZMFT	**Matangi** Ⓟ TwinSc (*ex*Mourilyan) Wireless 1*Dk*&*Awng dk*	1366 1012 631			...		1908	A.Stephen &Sons,Ld. Glasgow	AnchorShppg.& FoundryCo.Ld.	220·7 F44'	36·2	11·0 18·7 FK	NelsonNZ British *WB*	T.6Cy.14½",23"&38"–30" 273NHP A.Stephen&Sons,Ld.Gls.	19 ″ 6	
❊ 29740 144814 GCSV	**Mataroa** Ⓟ (*ex*Diogenes) TwinSc ssGls.No.3–10,34 E.S.D. 2*Dks*(*Stl*)&*Shelter dk* D.F. *Ref.Mchy.* (*Stl*-ws) *CruiserStern*	12390 7886 ~~7898~~ 7832	✠100A1 *Shelter dk* *withfreeboard* ~~2,37~~11,37 BS11,37 ~~BS2,37~~ ✠LMC10,34 ✠Lloyd'sRMC~~2,37~~~~6,37~~ ~~11,37~~ 6,38 *Fitted for oil fuel* 11,26 *F.P. above* 150° F.	Lon	*g*†	CL ~~9,34~~ 11,37 —	1922 7mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	ShawSavill& AlbionCo.Ld. *Cell DB425'1822t* *Tanks at sides of tunnel*	500·4 P34'B226'F87' *on* *Shelter dk* 14'40t*FPT*175t	63·2	39·6 FK&BK2"	S'thamptn British *Cem* 9*BHtoSh dk* 1 ,, ,, *U* ,, *APT*158*t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 215lb 1334NHP 4DB(Spt)&1SB(Spt),*27cf*, GS571,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s10 ″ 4½ 32 ″ 10	BT till ~~9,37~~ 11,38
29741 147705 MLYW	**Matching** ssNwc.No.3–9,37 ~~ssSld.No.2–33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1321 991 715	✠100A1 9,37~~7,35~~ ~~BS10,36~~ ✠LMC~~8,35~~	Sld Nwc 9,37	*o*	CL 7,35	1924 8mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Stephenson Clarke &Associated Companies,Ld. *CellDB*201'	235·0 246·0(O.L.) Q147'F25' 373t*MT*9'177t *FPT*	35·6	14·8 FK	London British 5*BHCem* 76t*APT*56t	T.3Cy.19",31"&51"–36" (*s*) 180lb *100lb* 180NHP 1SB,*4cf*,GS77,HS2920 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s 4 ″ 11½ 15 ″ 10	
❊ 29742 140643 GSCW	**Matheran** ssCal.No.1-36 ssMdb.No.3–3,32 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.* 1 *hold* D.F. *CruiserStern*	7653 7051 4652	✠100A1 ~~2,27~~ ~~3,36~~2,38 BS~~10,36~~ ✠LMC~~10,31~~ 10,37 MS12,35 *Fitted for oil fuel F. P. above* 150° F.	Cal ~~Gls~~ ~~Bk~~	*c*†	CL N5,36	1919 8mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB*414'1615*t*	470·3 489·5(O.L.) P47'B126'F47' *DTa*37'1234*tFPT*1	58·2	32·1 FK	Liverpool British 7*BHCem* 00*tAPT*96*t*	T.3Cy.28",47½"&80"–54" (*r*) 200lb 800NHP 2DB&1AuxSB,*20cf*,GS342, HS15728 Dunsmuir&JacksonLdGls	34 ″ 10 s 7 ″ 9½ 27 ″ 3¼	
❊ 29743 217030 WTIU	**Mathew Luckenbach** (*ex*Kelvinia, ssPhl.No.3–3,30 *ex*Deerfield) ssMob.No.1–34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5821 5356 3626	✠100A1 *Shelter dk* *withfreeboard* 11,37~~3,37~~ BS10,37 ~~BS10,36~~ ✠LMC11,34 *Fitted for oil fuel* 10,18 *F.P. above* 150° F.	Sea	*b*†	CL ~~4,36~~ 11,37	1918 10mo	SunS.B.Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. 1 *Intermediate BH in after 'tween decks dispensed with* *CellDB*370 1355*t DTa* 30'882*t*	435·6 *FPT*117*tAPT*76*t*	57·7	27·3 35·1 FK	NewYork Utd.States *Cem* 1*BHtoSh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd*,,	T.3Cy.27",45⅞"&76"–51"(*r*) 190lb 696NHP 4SB,*12cf*,GS247,HS11108FD SunS.B.Co.Chester,Pa.	30 ″ 3 s 4 ″ 5 26 ″ 0¾	
29744 141679 VGFC	**Mathewston** D.F. GyC. 1*Dk*	7403 6909 5918					1922	Pt.Arthur S.B.Co.Ld. PtArthurOnt	ColonialSteam- ships,Ld.(R.Scott Misener,*Mgr.*)	530·0	58·3	27·1	Toronto British *WB*	T.3Cy.25½",41"&67"–42" 291NHP PortArthurS.B.Co.Ld.		R
❊ 29745 LDJA	**Mathilda** ssBgn.No.3–7,33 1*Dk*(*Stl*)	3650 3298 2223	✠100A1 3,37 BS~~10,36~~ ✠LMC7,33 10,37	Ant	*w*	CL ~~3,37~~ 10,37	1920 3mo *Lloyd*	J.Blumer& Co.Ld. Sunderland '*sA&CP*	A/S D/S Mathilda (J.Christensen)	356·3 P41'B170'F33' *CellDB*312'867*t*	48·8	23·9 FK	Bergen Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb ~~95lb~~ 318NHP 2SB,*6cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s3 ″ 6½ 22 ″ 6½	
❊ 29746 4387 SFLM	**—** (*ex*Rymmen,*ex*Titti,ssOsc.2ndNo.3–3,28 *ex*AnnaHermine) ssSbg.No.2-37 1*Dk*(*ptIrn ptStl*)&*deep framing* *Cargo battens not fitted*	*1264* *1094* *764*	✠100A1 4,37 ✠LMC ~~BS9,36~~ MS4,37 11,37	Sbg	*n*	CL 6,36	1902 4mo *Lloyd*	W.Harkess &Son Middlesbro' '*sA&CP*	ÅkeDanielsson *DB*	225·0 Q83'B56'RFD86' F23' *a&uE79'uB15'f92'*	35·1	17·8 FK	Norrköpng Swedish 4*BHCem* 351*tAPT*29*t*	T.3Cy.17",28½"&46"–33" (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld.	16 ″ 6 s 7 ″ 4 16 ″ 6	
29747 OZRC	**Mathilde Mærsk** (*ex*PeterMærsk, *ex*Haderslev) ssCpn.No.3–5,34 D.F. 1*Dk*(*Stl*)	2088 1832 1205	✠100A1 7,37 ~~6,36~~ ✠LMC MS5,34 BS~~12,36~~11,37	Ant	*s*	CL 12,35	1921 9mo *Lloyd*	Yarrow& Co.Ld. Glasgow '*sA&CP*	D/S A/S Svendborg (A.P.Möller, Copenhagen,*Mgr.*) *CellDBa*86'*u*	286·0 295·0(O.L.) P27'B166'F31' *E18'f124'565t FPT*	43·4	18·7 FK	Aalborg Danish 5*BHCem* 48*tAPT*87*t*	T.3Cy.20½",33"&54"–36" (*s*) 180lb 208NHP 2SB(Spt)*6cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 ″ 0 s1 ″ 9¼ 19 ″ 5½	
❊ 29748 143690 GCXQ	**Mathura** ssCal.No.1–37 ssGls.No.3–4,33 D.F.E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 1 *hold* *Cruiser Stern*	8890 8359 5480	✠100A1 4,38~~12,36~~~~11,37~~ ✠NE5.28 ✠LMC MS12,36 BS~~3,37~~3,38 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Gls ~~Mdb~~	*g*†	CL ~~1,35~~ 11,37	1920 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB*417'1893*t*	480·5 501·0(O.L.) P49'B185'F42' *Shortened*35 *DTa*40' 1568*t FPT*	63·9	35·6 FK	Liverpool British 8*BHptCem* 111*tAPT*90*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,*24cf*,GS420, D.Rowan&Co.Ld.Gls.	38 ″ 4 s 8 ″ 4¾ 30 ″ 2¼	
29749 146294 GDMZ	**Matiana** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl*-*U* teak s) D.F. *CruiserStern* *Fitted for oil fuel*	9045 7263 5524	✠ 12,26 ✠ Lloyd'sRMC~~8,37~~ 3,38	Ant	*d*†		1922 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*403'1568*t* *Tanks between tunnels*	465·0 P44'B175'F58' 114'253*t FPT*	58·3	33·5 FK	Glasgow British 9*BHptCem* 164*tAPT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13958 FD 1011NHP 4SB&1Aux SB,*18cf*,GS338, Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~8,37~~ ~~12,37~~ 7,38
❊ 29750 CBDM	**Matias Cousiño** (*ex*Silvermoor) ssVpo.No.3–10,37 ~~ssTal.No.2–33~~ *Well deck* 1*Dk*(*Stl*)	1906 1490 1078	✠100A1 ~~7,36~~10,37 10,37 ✠LMC MS~~6,33~~ BS1,37	Vpo	*q*	CL 7,36	1925 2mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Cia.Carbonifera e Industrial deLota *CellDBa&uE*9	268·0 Q105'B56'F30' 9'*f*106'382*tFPT*86*t*	37·8	17·6 FK	Valparaiso Chilian 4*BHCem* *APT*173*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3594 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s2 ″ 0 18 ″ 0¾	
❊ 29751 3549 PJAJ	**Matilde** TwinSc ssCco.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing* *at bottom & at deck*	2601 1714 1132	✠100A1 ~~8,37~~~~1,37~~8,38 ~~BS8,36~~ ✠LMC8,34 8,37 ~~*CarryingPetroleum in bulk*~~ *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Cco	*t*	CL ~~8,34~~ P2,36 ~~S8,37~~	1926 10mo *Lloyd*	New Waterway S.B.Co. Schiedam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' F29'	50·3	15·1 FK	Willemstd Dutch 9*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24 7/16" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Coto. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou coté, si ce n'est dans le L. R. Dans Cert. B of Trade
29752 161087 GSXC	**Matina** *Ref.Mchy.* D.F. E.S.D. Sub.Sig. 2*Dks*&2*ptDks*	5389 4678 3298					1929	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·2 P43'B158'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLdBkn.		C
29753 213157 WBCT	**Matinicock** (*ex*Leda) ssN.Ns.No.3-8,25 *Mchy.Aft* ssN.Yk.No.1-30 GyC. 2*Dks(Stl)*&*Shelter dk(Stl)* *Longitudinal framing&Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6769 6134 4159	✠ ... 9,33	NYk ✠			1914 1mo	Howaldts- werke Kiel	ArdmoreS.S.Co. Inc.(C.D.Mallory& Co.Inc.*Mgrs.*) *WB=CellDBuE* 218*tDTf*53'425*t*	FK *&B&f*65' *FPT*135*tAPT*68*t*	60·0	28·8	Wilmgton (Del.) Utd.States 16*BH* *ptCemptAsp* (12*BHtoUdk* 4 „ „ 2*nd*„)	Q4Cy.25"36½"52¼"&74¾"-52" 528NHP 3SB,9*cf*,GS163,HS7014 Howaldtswerke,Kiel	28 " 9	R †
	(first line of Matinicock dimensions)									459·1						
29754 149603 GLJC	**Matra** ssMdb.No.2-34 D.F. E.S.D. 2*Dks(Stl)*3*rd dk(Stl)* *in Nos.1&3holds* ~~*in No.1 hold*~~ *CruiserStern*	8003 7360 4895	✠100A1 5,37 ~~3,36~~ MS7,34	Mdb ✠LMC BS~~10,36~~ 8,37	*d*†	CL ~~7,34~~ 5,37	1926 11mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB* 395'1469*tD*	470·1 P46'B158'F39' FK *Ta*36'1197*tFPT*72*t*	62·2	32·2	Liverpool British 8*BHptCem* 1 „ *to2nd dk* *APT*86*t*	2SteamTurbinesSR geared to 1 Sc. Shaft 200lb (*r*) 1047NHP 4SB,16*cf*,GS273,HS15000 FD D.Rowan&Co.Ld.Glasgow	34 " 10 s 7 " 6½ 27 " 6	
29755	**Matrero** (*ex*ErikaTreess, TwinSc *ex*WilhelmHeinrich, *OilEng.* *ex*Leksveer) (*STRANDED, 12,33*)	335 268 188					1920	Sch'pswerf Scandinavie (W.deJong) Groningen	AntonioSconza	130·3 P41'B18'	22·6	11·4	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.10¾"-11⅞" 82NHP Machfb."Drakenburgh," Utrecht		
✻ 29756 72 SVFT	**Matronna** (*ex*Ioannis,*ex*Attiki) ssPir.2ndNo.3-9,29 ssPir.No.1-35 1*Dk(Stl)*2*trB&Web frames* 3*Dk rule*	2846 — 1894	✠100A1 *withfreeboard* 6,35 BS11,36	Pir ✠LMC6,35	*u*	CL ~~6,35~~ 11,37	1902 4mo *Lloyd*	R.Craggs& Sons Middlesbro' '*sA&CP* *Cell*	N.D.Bogiazides& Co. *DBa*102'*uE&B*40	330·1 339·5(O.L.) P27'B166'F35' FK '*f*140' 747*tDTa*24'	46·0	22·2	Andros Greek 5*BHCem* 432*tFPT*86*t*	T.3Cy.24",38"&64"-42" (*r*) 160lb NDB20 *120lb* 289NHP 2SB,6*cf*,GS175,HS4677 Richardsons,Westgarth& *APT*45*t* Co.Ld.Mdb	24 " 4 s 3 " 3½ 21 " 3	
29757 33246 JDIC	**Matsu Maru** Wireless 1*Dk*	689 575 346					1928	Tochiki ShojiK.K. Wakamatsu	TochikiShojiK.K.	176·0	26·7	16·0	Kobe Japanese	T.3Cy.		
29758 37492 JUKE	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk&pt dk*	415 367 233					1932	OsakaIron Works,Ld. Osaka	UwajimaUnyuK.K	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"-19 11/16" 121NHP YokohamaDockCoLd.Yka		
29759 30472 JYYA	**Matsumaye Maru** Ⓟ TwinSc 1*Dk*	3429 2295 1253					1924	Mitsu- bishiZosen K.K. Nagasaki	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokio Japanese	S.R.gearedSteamTurbines		
29760 28109 JCDA	**Matsumoto Maru** TwinSc ssYka.No.3-1,36 2*Dks(Stl)*	7025 6450 4334	✠100A1 1,37 BS1,37 *Carrying oil*	Yka ✠LMC7,35 *fuel F.*	*b*† *P.*	CL ~~7,34~~ 7,37 *above* 1	1921 5mo *Lloyd* 50° F.	Yokohama DockCo. Yokohama '*sA&CP* *in DB &forw*	NipponYusen K.K. *CellDB*382'1326*t* *DTsa*39'1309*t* *ardDT*	445·0 P35'B135'F35' FK *DTf*27'1002*tFPT*	58·0	34·0	Tokio Japanese 7*BHptCem* 73*tAPT*58*t*	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 " 0 s 7 " 8½ 26 " 8	
Now	"Matumoto Maru," *see No.* 39228 *in Supplement*															
29761 17021 JPGB	**Matsuura Maru** 1*Dk*	3185 2880 2240			...		1913	Russell& Co. Pt.Glasgow	KinkaiYusenK.K.	331·0 P27'B98'F35' FK	49·0	21·9	Tokio Japanese *WB*	T.3Cy.23",37"&61"-42" 285NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 " 3	
29762 269 JMDG	— (*ex*YangHo, *ex*DaitokuMaruNo.5) 1*Dk*	1218 — 698					1918	Osaka Zosensho Osaka	MatsuuraShizuo	227·4	32·6	17·3	Dairen Japanese	T.3Cy.16",26"&42"-30" 97NHP		
29763 14928 JCZG	**Matsuyama Maru** 2*Dks*	423 — 247					1912	S.Nagata Osaka	KanemoriShosen K.K.	149·3 B30' *WB*	21·6	15·5	Hakodate Japanese	T.3Cy.10 11/16",17⅝"&28 7/16"-20" E&B*made*05 36NHP T.Kubo,Osaka		
29764 28102 JOFD	**Matsuye Maru** TwinSc ssYka.No.3-5,36 D.F. 2*Dks(Stl)*	7061 6450 4358	✠100A1 ~~6,37 5,36~~ 1,38 BS~~5,37~~ 1,38 *Carrying oil*	Yka ✠LMC5,36 *fuel F.*	*b*† *P.*	CL ~~5,35~~ ~~5,34~~ 5,37 *above* 1	1921 4mo *Lloyd* 50° F.	Yokohama DockCo. Yokohama '*sA&CP* *inDB&forwa*	NipponYusenK.K. *CellDB*392'1334*t* *DTa*42'1337*tDT* *rdDT*	445·0 P35'B135'F35' FK *f*27'1002*tFPT* 73*t*	58·0	34·0	Tokio Japanese 7*BHptCem* *APT*58*t*	T.6Cy.20 11/16",33½"&56"-48" 200lb (*s*) 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 " 0 s 7 " 6½ 26 " 8	
29765 147465 GBDF	**Mattawin** (*ex*Ediba) TwinSc *OilEng.* *Ref.Mchy.* ssShl.No.3-2,36 D.F. 2*Dks(Stl)*&*Shelter dk* (*Stl-ptws*)	6919 6082 4220	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~2,37~~ DBS~~10,36~~1,38	PNl Ant ✠LMC CS2,36 2,36	*z*	CL 2,36	1923 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	ElderDempster Lines,Ld. *CellDB*338'1005*t*	406·0 P43'B151'F48' *on* *Shelter dk* FK *tankbetweentunnels*	54·2	32·9	Liverpool British 7*BHptCem* 6 „ *to Shdk* 55*tFPT*116*t*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls. *APT*123*t*	35 " 6 s 7 " 11½ 27 " 9½	
29766	**Matthew Flinders** 1*Dk*	450 372 172			...		1914	Fleming& Ferguson,Ld. Paisley	Government of Queensland (Harbours & MarineDept.)	160·3 B42'F31' BK8"	28·1	14·2	Brisbane British	T.3Cy.15½",24"&40"-27" 167NHP Fleming&Fergusn,Ld.Psy.	14 " 11	
✻ 29767 157790 ZMBN	**Matua** Ⓟ TwinSc D.F. E.S.D. *OilEng.* 1*Dk*,2*nd dk except in aftermost hold* *Ref.Mchy.* *CruiserStern*	4193 2853 2112	✠100A1 *withfreeboard* 9,37 ~~8,36~~ ~~✠Lloyd's RMC6,36~~ ~~No. 2 'tween dk. chambers aft. port & stbd. for temp. 10° F., all other chambers for temp. 35° F~~	Auk Wln ✠LMC6,36		CL PN 10,36 s10,36	1936 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*272'596*t* *in way*	355·2 B140'F43' *Tanks* FK&BK2" *of tunnels*247*tFPT*	50·5	21·7	AcklndNZ British 8*BHptCem* *ptAsp* 29*tAPT*96*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-44½" 1160NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	26 " 6 s 5 " 3 21 " 6	BT till 5,37
29768	**Maturines** (*ex*O.T.Waring-35) *Fitted for oil fuel* ssN.Os.No.3-4,30 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* GyC. E.S.D. *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5580 5091 3379	✠ 10,33	NOs ✠	*z*		1918 9mo	Bethlehem S.B.Corp.Ld Wlmgtn,Del.	StandardOilCo. of Venezuela *CellDBuE&B*67' *DTf*32'336*t*	411·6 P114'B29'F41' FK *in Bunkers*13'245*t* *FPT*106*tAPT*105*t*	53·4	29·8	Guiria Venezuelan 18*BHptCem* (14 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45"&74"-48" 528NHP 2SB,8*cf*,GS360,HS7788 BethlehemS.B.Corp.Ld.	31 " 0 s 6 " 9½ 24 " 5½	
29769 KZBM	**Mauban** Ⓟ ssMan.2ndNo.3-5,28 Wireless ssMan.No.1-33 *Well deck* 1*Dk(Stl-ws)*&*deep framing* *lower dk in fore hold*	1253 1015 791	✠ —— 4,37	Man ✠	*o*		1900 10mo	Cmpbltwn S.B.Co. Campbeltwn	Cia.General de Tabacos de Filipinas *WB=C*	230·0 Q79'B57'F28' FK ND14 *ellDBa*54'*f*94'224*t*	34·5	17·3	Manila Utd.States 4*BHCem* *APT*86*t*	T.3Cy.17½",27½"&45"-33" NDB13 120NHP 1SB,3*cf*,GS68,HS1870 J.G.Kincaid&Co.Grk.	18 " 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29770 LDOX	**Maud** *OilEng.* 1*Dk*	3189 2747 1908					1930	Akt.Burmeistr&Wain Copenhagen	A/S Maud (HjalmarRöed &Co.)	326·5 P44*t*H133*t*	50·0	21·0	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅝"–$59\frac{1}{16}$" 267NHP Akt.Burmeistr&Wain,Cpn		N
29771 145708 MKZF	**Maud Llewellyn** New "Penshurst," *see No.* 39675 *in Supplement* *ss*Npt.No.3–8,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1454 1115 880	✠100A1 2,37 ~~3,36~~ ✠LMC MS8,34 BS12,36	Nwc	*o*	OG 3,36	1921 7mo	J.Lewis&Sons,Ld. Aberdeen Lloyd'*sA&CP*	~~SardiganShipping Co.Ld.~~ PowerS.S. Co.Ld.(James Power&Co.*Mgrs.*) *Cell DB*192' 381*t FPT*	234·4 P16'Q67 B58'F23' FK 40*tAPT*36*t*	35·6	16·6	Cardiff British 4*BHCem*	T.3Cy.18⅜",28½"&48¼"–33" 180lb (*s*) 86RHP 2SB,6*pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
29772 OHXH	**Maud Thordén** (*ex*Tergus–35, *ex*Older) 1*Dk*	1335 1123 723					1920	Stavanger Stöberi&Dok Stavanger	RederiA/BMaud Thorden(GustafB. Thordén, *Mgr.*)	240·8 P65*t*H71*t*F15*t*	37·1	14·8	Helsingfrs Finnish *WB*	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok		V
※ 29773 214861 WMCH	**Maui** Ⓟ TwinSc *ss*S.Fo.No.3–10,29 *ss*S.Fo.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) *Mchy.Aft* *Ref.Mchy.* D.F. GyC.	9801 9484 6004	✠100A1 *Shelter dk withfreeboard* 4,37 ✠LMC MS4,34 BS3,37 *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	SFo	*e*†	CL 4,37	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	MatsonNav.Co. *Intermediate 'tween dkBH in forehold dispensed with* *Cell DB* 338'1695*t MT* 23'838*t* *DTf* 68'747*tFPT* 125*tAPT*277*t*	484·0 FK	58·0	39·7	S.Frncisco Utd.States *ptAsp* 1*BHto Shelter dk* 6 „ *Upper* „ 1 „ *2nd* „	4SteamTurbinesSRgeared to 2 Sc. Shafts 2370NHP 250lb HS32096 (*s*) 8WaterTubeBoilers(Spt) WestinghouseCo. *only* Pittsburgh,Pa.	45 ″ 0 s15 ″ 1 30 ″ 6	
29774 151514 ZMFS	**Maui Pomare** TwinSc *OilEng.* *Ref.Mchy.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	1203 756 754			...		1928	Dublin DockyardCo. Dublin	Government of NewZealand (PacificIslands Administration)	210·8 Q82'B&F110' FK	35·1	14·0	Wellingtn N.Z. British *WB*	Oil Engines 2S.C.SA 12Cy.16½"–18" 575NHP Petters(Ipswich)Ld.Ips.	16 ″ 0	
※ 29775 202 IBRV	**Mauly** TwinSc *OilEng.* D.F. *ss*Gen.No.2–34 2*Dks*(*Stl*)	5463 4883 3418	✠100A1 6,37 ~~2,37~~ 1,38 ✠LMC CS~~1,34~~ DBS~~10,36~~1,38 ~~1,36~~1,38	Gen	*z*	CL 12,35	1925 8mo	Cant.Nav. Triestino Monfalcone Lloyd'*sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*332'1181*tDTa*35'765*tFPT*	407·8 P37'B135'F38' FK	54·0	29·1	Venice Italian 7*BHptCem* (*1 to 2nd dk*) 103*tAPT*97*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–37⅜" 779NHP DB*100lb* "Fiat" Stabilimento GrandiMotori,Turin	32 ″ 0 s 6 ″ 3 25 ″ 11¼	
※ 29776 216864 WQEU	**Mauna Ala** (*ex*Canibas) *ss*S.Fo.No.3–1,31 *ss*Bal.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Webframes,Lower dk in No.2 hold* *Ref.Mchy.* *Longitudinal framing*	6256 — 3945	✠100A1 *Shelter dk withfreeboard* 3,37 ✠LMC MS1,35 BS~~4,37~~4,38 *Fitted for oil fuel* 9,18 *F.P. above* 150°F.	Phl	*a*†	CL 1,35	1918 9mo	TexasS.S. Co. Bath,Maine A&CP	~~MatsonS.S.Co.~~ MatsonNav.Co. *Cell DB*361'1192*t DTa*32'1075*tFPT*114*tAPT*63*t*	420·5 P42'B130'F39' FK	54·2	31·4	S.Frncisco Utd.States 8*BHCem*	T.3Cy.26½",44"&74"–51" (*r*) 190lb 555NHP 3SB,9*cf*,HS8118 FD H.G.TroutCo.BuffaloNYk	33 ″ 10 s 7 ″ 6½ 26 ″ 7	
29777 218098 KEPD	**Mauna Kea** (*ex*GoldenRiver–34, *ex*Diablo) *Fitted for oil fuel* 1*Dk*&*Shelter dk* Sub.Sig. *Longitudinal framing*	6064 — 3817					1919	Pacific CoastS.B.Co. BayPoint, Cal.	Matson~~S.S.Co.~~ NavigationCo.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" NE29 359NHP LlewellynIronWorks, LosAngeles		R
29778 218048 KIFP	**Mauna Loa** (*ex*GoldenEagle–34, *ex*WestConob) *Fitted for oil fuel* D.F. 2*Dks*	5436 — 3405					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Matson~~S.S.Co.~~ NavigationCo.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
29779 220183 KJRD	— (*ex*DomingoNazabal) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	1050 — 577					1920	LngBeach S.B.Co.Long Beach,Cal.	Inter-Island SteamNav.Co.Ld.	180·5 P42'F21'	34·2	17·8	Honolulu, Hawaii Utd.States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP SanFrancisco,Cal.		
※ 29780 221226 KDRV	**Maunalei** (*ex*MountClinton) *ss*S.Fo.No.1–37 *ss*S.Fo.No.3–6,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)&*Webframes* D.F. *Ref.Mchy.* *Cargo battens not fitted in Shelter 'tween decks*	7159 6777 4385	✠100A1 *Shelter dk withfreeboard* ~~5,37~~ ~~4,36~~ 4,38 MS5,37 ~~BS4,37~~ ✠LMC~~4,32~~ *Fitted for oil fuel* 5,21 *F.P. above* 150° F. BS4,38	SFo	*b*†	CL ~~7,34~~ 5,37	1921 5mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNav.Co. *CellDB*367'1343*tDTa*29' 833*t FPT*140*t*	440·3 FK *CollBH to S dk* 6 „ „ *U* „	57·2	36·0	S.Frncisco Utd.States *ptCemptAsp* *APT*120*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric& Mfg.Co.Essington,Pa.	39 ″ 0 s10 ″ 11 28 ″ 9	
29781 92974	**Maunaloa** *Mchy.Aft* GyC. 1*Dk*2*trB*	4322 — 3239					1899	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	430·0 *WB*	50·2	24·0	Duluth, Minn. Utd.States	Q.4Cy.17",27",42"&64"–42" NB26 265NHP ChicagoS.B.Co.Chicago		
※ 29782 221132 KDQT	**Maunawili** (*ex*MountCarroll) *ss*S.Fo.No.3–5,33 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–ws)&*Webframes* D.F. *Ref.Mchy.* *ss*SFo.No.1–37	7409 7045 4580	✠100A1 *Shelter dk withfreeboard* 4,37 ~~6,36~~ ✠LMC ~~MS5,33~~ BS~~8,36~~2,37 *Fitted for oil fuel* 3,21 *F P. above* 150° F. MS4,37	SFo	*b*†	CL ~~6,36~~ 4,37	1921 3mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNav.Co, *Cell DB*367' 1343*tDTa*29'833*tFPT*140*t*	440·3 6,38 FK *Collision*	57·2	36·0	S.Frncisco Utd.States *ptCem ptAsp* *BH toSh dk* 6 „ „ *U* „ *APT*120*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric &Mfg.Co.Essington,Pa.	39 ″ 0 s 10 ″ 11 28 ″ 9	
※ 29783 127810 ZMDY	**Maunganui** Ⓟ TwinSc *ss*Wln.2ndNo.3–5,37 ~~*ss*Syd.No.3–11,24~~ ~~*ss*Wln.No.2–34~~ 3*Dks*(*UStl*–ws&*2nd dk ptStl*) *Ref.Mchy.* &*Promenade dk*(*Stl*–teak s) D.F. &*Webframes*	7527 7022 4542	✠100A1 ~~5,37~~~~6,36~~ 10,37 BS10,37 ✠LMC10,35 ~~MS3,32~~ ~~BS9,36~~ *Fitted for oil fuel* 11,20 *F.P. above* 150°F.	Syd Wln	*b*†	CL ~~7,34~~ 5,37	1911 12mo	Fairfield Co.Ld. Glasgow Lloyd'*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell DBa*79'*uE&B*151'	430·8 447·1(O.L.) FK&BK2" *f*133'918*tFPT*110*t*	55·7	31·2	Wellingtn NZ British 7*BHCem* *APT*140*t*	Q8Cy24½"35½"50½"&73"–45" 220lb (*r*) 1304NHP 2D&2SB,*24cf*,GS517, FD HS20400 FairfieldCo.Ld.Glasgow	34 ″ 0 s 9 ″ 4 25 ″ 2	
29784	**Maur** 1*Dk*	1099 962 649					1911	Trndhjms Mek.Værks Trondheim	ChinaUnited Wharf&Godown Co.Ld.	226·4 H56*t*F29*t*	36·5	15·4	Shanghai Chinese *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsMV.Trndheim		
29785 114559	**Mauretania** Ⓟ PadSp (*ex*Queen–36) New "Corfe Castle," *see No.* 27663 *in Supplement* 1*Dk*&*Promenade dk*	345 267 145					1902	J.Reid&Co Ld. Glasgow	Sou.I.ofWight& S.ofEng.Royal MailStm.PktCo.Ld	200·3	24·1	8·3	S'thamptn British	C.2Cy.27"&55"–54" 185NHP Barclay,Curle&Co.Ld.Gls.		BT till 1,38
29786 FNNM	**Maurice Delmas** (*ex*Mateba–37) D.F. 1*Dk*&*2nd dk in holds* *Fitted for oil fuel*	3161 2605 1873					1919	W.Dobson &Co. Newcastle	Cie.Delmas Vieljeux	~~331·2~~ P33'B100'F33' 330·7	~~48·0~~ 47·5	~~22·1~~ 21·5	LaRochlle French *WB*	T.3Cy.25",41"&68"–45" 310NHP N.E.MarineEngCoLd.Nwc		~~C~~ CY
29787																

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
※ 29788 162326 MPXK	**Maurice Rose** ssBly.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1600 1231 946	✠100A1 ~~4,38~~ ~~2,37~~ 4,38 BS~~1,37~~ 2,38	Bkn ~~Shl~~ Lon ✠LMC6,35	*p*	CL ~~1,37~~ 2,38	1930 10mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow 'sA&CP	RichardHughes&Co.(Liverpool)Ld. Ce	250·0 B15'Q140'F25' FK llDB169'373t*FPT*	37·2	16·4	Liverpool British 4*BHptCem* 93t*APT*66t	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s 5 ″ 4½ 17 ″ 3¼	
29789 225917 KGBV	**Maurice Tracy** (*ex*Nordstrand, *ex*Sekstant) *Mchy.Aft* Sub.Sig. 1*Dk*	2468 2207 1509			...		1916	Gt.Lakes Eng.Works Ashtabula	M.&J.Tracy,Inc.	253·3 P97'F26' FK	43·6	25·4	NewYork Utd. States *WB*	T.3Cy.19½",34¾"&57"-42" 284NHP Gt.LakesEng.Works,Ash.	27 ″ 6	R †
29790 LELN	**Maurita** 1*Dk*	1569 1171 911					1925	Bergens Mek.Værks. Bergen	D/S A/S Belita (F.Walter Johannesen, *Mgr.*)	244·9 B116tQ103tP72t H70t	37·7	15·6	Bergen Norwegian *WB*	T.3Cy.18¾",23"&48"-39" 132NHP BergensMek.Værk.Bgn.		N
※ 29791 7691 SFLR	**Mauritz** (*ex*Luksefjell,*ex*Storöy, *ex*Rigel,*ex* Jomfruland) ssHbg.No.3-5,35 1*Dk* *Cargo battens not fitted*	*1480* *1169* *814*	100A1 1,38 ~~6,35~~ BS~~5,36~~ 9,37	Osc Cff LMC5,35	*p*	CL ~~6,36~~ N1,38	1916 *Lloyd*	Bergens Mek.Værks. Bergen 'sA&CP	RååRederiA/B (M.Jonasson,*Mgr*) *CellDBa&uE*90' *f*102'348t*Poop*	242·6 FK P16'Q73'B65'F27' *tank* 10'51t*FPT*48t	37·8	15·3	Råå Swedish 4*BHCem* *APT*40t	T.3Cy.18",29½"&49"-33" (*s*) 180lb 158NHP 2SB,4*cf*,GS67,HS2532 BergensMekVærksBergen	17 ″ 8	
29792 151423 VPDS	**Mausang** Ⓟ (*ex*Yannis) ssH.Kg.No.3-10,32 ssH.Kg.No.1-37 1*Dk*(*Stl*)	3372 2830 2063	✠100A- 1,38 ~~1,37~~ BS1,38 *Fitted for oil*	HKg Kob ✠LMC1,37 *fuel* 6	 ,20	CL 1,37 *F.P. a*	1920 6mo *bove* 1	Shanghai Dk.&Eng.Co Ld. Shanghai 50° F.	Indo-ChinaS.N. Co.Ld. *CellD*	331·2 P33'B100'F29' FK *B*284'745t *FPT*110t	46·8	23·0	HongKong British 6*BHCem* *APT*45t	T.3Cy.23½",41"&68"-45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s 4 ″ 2 21 ″ 8	
29793 162406 MPXD	**Mavis** ssLon.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	935 722 394	✠100A1 *withfreeboard* 2,37 MS4,35	Lon ✠LMC BS~~11,36~~ 11,37	*n*	CL 2,37	1930 10mo *Lloyd*	Workman, Clark(1928) Ld. Belfast 'sA&CP	GeneralStm.Nav. Co.Ld. *CellDB*182'28	216·2 B64' FK (5t*FPT*31t*APT*19t	35·1	12·1	London British 5*BHCem* (*Coll to Sh dk* 4 ,,*2nd* ,,)	T.3Cy.17½",29"&48"-33" (*s*) 200lb 189NHP 2SB,6*cf*,GS102,HS3400 Workman,Clark(1928)Ld.	14 ″ 0 s ″ 2 13 ″ 11½	
29794 FNZJ	**Mawatta** (*ex*Germania) Now "Elsie Moller," see No. 38045 in Supplement Wireless 1*Dk*	997 722 468					1904	Fried. Krupp,A.G. Germania-Werft Kiel	Soc.de Tour des Cotes	210·6 P125'F31'	32·7	14·6	Nouméa French *WB*	T.3Cy.19 11/16",31½"&51 3/16"-35 7/16" 156NHP Fried.Krupp,A.G. Germania-Werft,Kiel		C
29795 DJHU	**Max** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk*	367 317 207					1913	C.Lühring Kirch-Hammelwarden	Reinecke&Bremer	139·0 F16'	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"-16 9/16" 71NHP *Emade&fitted*36 DeutscheWerkeKielA.G.		G
29796 DIDL	**Max Albrecht** TwinSc *OilEng.* D.F. ssHam.No.2-36 ~~ssHam.No.1-32~~ *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	5824 5039 3474	✠100A1 8,38 ~~6,37~~ DBS9,37 *CarryingPetr*	Ham ✠LMC C85,37 ~~6,36~~ 5,37 *oleum*	*z* *in*	CL ~~SN5,35~~ P8,36 S5,37 *bulk*	1929 1mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sA&CP	AlbrechtGebrüder&Co.(Dr.Max Albrecht,*Mgr.*) Ce	385·0 402·5(O.L.) P96'B40'F50' FK *Trunk*239' llDBuE65'180t*DT*	55·1	32·0	Hamburg German 11*BHptCem* *f*30'194t*AP*	Oil Engines 4S.C.SA 12Cy.22 1/16"-39 3/8" 584NHP 2DB150*lb* KockumsM.V.Akt.Malmö *Ts*320t*FPT*77t	32 ″ 0	
29797 UOBJ	**Max Hoelts** *OilEng.* Sub.Sig 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·4 P31'B52'F34'	48·8	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-35 1/16" 500NHP RussianDieselWorks,Len.		
29798 61 SVQI	**Max Wolf** (*ex*Bali) 3*Dks*	6694 6195 4226					1917	Rotterdam Droogd.Maat Rotterdam	GeorgesPortolo	420·5 P42'F42'	54·7	33·5	Ithaca Greek *WB*	T.3Cy.28",46"&77"-54" 436NHP RotterdamDroogd.Maats.		V
29799 UPCS	**Maxim Gorky** (*ex*Exportles) *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·9 F30'B53'P29'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-47 5/16" 497NHP RussianDieselWorks, Leningrad		
29800 3483 PJBC	**Maximina** TwinSc ssCco.No.3-12,37 ~~ssCco.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk*	2679 1799 1471	✠100A1 ~~5,37~~ ~~11,36~~12,37 BS12,37 ~~MS4,33~~ *CarryingPetr* *Fitted for oil f*	Cco ✠LMC11,36 ~~BS11,36~~ *oleum* *uel* 10,	*t* *in* 25	CL ~~P4,35~~ SN5,36 P5,37 *bulk* *F.P. a*	1925 10mo *Lloyd* *bove* 1	Rotterdam Droogd.Maat Rotterdam 'sA&CP 50° F.	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' FK F29'	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81t	T.6Cy.12¾",20½"&33⅜"-24 7/16" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
29801 164372	**May** TwinSc *OilEng.* Wireless D.F. 1*Dk*&*2nd dk clear* E.S.D. *CruiserStern* *of mchy. space*	491 328 149	✠ [illegible] 6,38	Gls Lth ✠~~LMC3,37~~		OG 3,38	1937 3mo *Lloyd*	A&J.Inglis Ld. Glasgow 'sA&CP	Commissioners of NorthernLighthouses	147·5 156·1(O.L.) P&B72'F27' FK *CellDB*66'43t *DTf*7'	29·2	12·1	Leith British 6*BHCem* 19t*FPT*11t	Oil Engines 2S.C.SA 10Cy.9 13/16"-16 5/16" 168NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0	
29802 1141 IBDU	**Maya** (*ex*Fiamma,*ex*Sirius, *ex*Lackawanna) 3Mst ssShl.No.3-12,05 *Mchy.Aft* D.F. ssHam.No.2-13 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	3867 ~~3468~~ ~~2198~~ 3558 2198	✠ 7,16	Ham ✠	*w*		1894 2mo	DavidJ. Dunlop&Co. Pt.Glasgow	~~CisterneItaliane~~ ~~Soc.Anon.diNav.~~ CisterneItaliane Soliani& Saltamerenda *CellDB*	355·4 345·0 P96'B30'F47' FK 72'192t*FPT*	44·4	23·0 30·1	Genoa Italian 15*BHCem* 165t*APT*100t*DTf*22'390t	T.3Cy.27",43½"&70"-51" NDB06 413NHP 2DB,6*pf*.6*cf*,GS230,HS7150 DavidJ.Dunlop&Co.P.Gl.	31 ″ 6	CI †
29803 30936 JCBB	**Maya Maru** Ⓟ 2*Dks*	3145 2700 1881					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·0 P37'B87'F39'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.		C
29804 19226 JKIA	**Mayachi Maru** (*ex*KaiwoMaru) 1*Dk*	2152 1886 1271					1916	Uraga DockCo.Ld. Uraga	HokkaidoTanko KisenK.K.	268·0 P13'B58'F27'	40·7	23·6	Kobe Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
※ 29805 ~~216884~~ ~~KHHM~~ HPHM	**Mayan** (*ex*LakeFestus) ssGal.No.3-11,28 E.S.D. ssSt.J.No.2-37 ~~ssGal.No.1-33~~ 1*Dk*(*Stl*)2*trB*	2571 2197 1588	✠100A1 9,37 ~~11,36~~ BS~~1,36~~ 9,37 *Fitted for oil*	NYk StJ ✠LMC~~1,33~~ MS11,37 *fuel* 7,	*s* 19	CL ~~N7,35~~ 8,37 *F.P. a*	1919 7mo CP *bove* 1	Toledo S.B.Co. Toledo,O. 50° F.	~~LaPanEuropean Navigation~~ PanEuropeanNavigation(S.Cappiello, *Mgr.*) *CellDB*204'	248·6 P25'B64'F23' FK 444t *DTa*87t *FPT*	43·7	25·9	Panama Pnamanian 4*BHptCem* 69t*APT*95t	T.3Cy.22",36"&59"-42" (*s*) 180lb 315NHP 2SB,6*cf*,GS105,HS4640 FD ToledoS.B Co.Toledo	28 ″ 2 ~~s4 ″ 3~~ ~~24 ″ 2~~ s3 ″ 10½ 24 ″ 5½	
29806 219317 KOQV	**—** Ⓟ (*ex*Corinto-35, *ex*Caldas,*ex*Governor Forbes,*ex*Admiral von Tirpitz) TwinSc *Fitted for oil fuel* 1*Dk*&*Spar dk*	1973 1644 1161					1905	G.Seebeck Akt.Ges. Bremerhaven	PanamaMailS.S. Co.Inc.	261·1 P8'B59'H—F28'	40·0	19·5	S.Frncisco Utd.States *WB*	T.6Cy.14⅝",23¼"&38¼"-25⅝" 148NHP G.SeebeckA.G.Bremerhvn.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29807 HPAJ	**Mayari** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 1*Dk*	*2802* *2377* *1519*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B82'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"-45" 218NHP Wrkman,Clark&Co.LdBel.		C
⁕ 29808 28124 JAEA	**Mayebashi Maru** TwinSc *ss*Kob.No.3-12,33 2*Dks*(*Stl*)	7005 6450 4321	✠100A1 7,37 ~~7,36~~ ~~BS7,34~~ 7,37 *Carrying oil* *double bottom* *Fitted for oil*	Yka ✠LMC12,33 *fuel F.* *& forw* *fuel* 8,	*b*† *P.* *ar* 21	CL ~~P1,35~~ SN7,35 P7,37 *above* 1 *d deep* *F.P. a*	1921 8mo *Lloyd* 50° F. *tank* *bove* 1	Yokohama DockCo. Yokohama *'sA&CP* *in* 50° F.	NanyoKaiunK.K. *CellDB*382'1326*t* *DTa*39'1309	445·0 P35'B135'F35' FK *tDTf*27'1002*t FPT*	58·0	34·0	Tokio Japanese 7*BHptCem* 73*tAPT*58*t*	T.6Cy.20½"33½"&56"-48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
29809 FNRJ	**Mayenne** (*ex*Saga) *ss*Msl.2nd.No.3-3,32 *ss*Msl.No.1-37 2*Dks*(*Stl-ptws*) *Well deck* D.F. *Ref.Mchy.*	2943 1939 1552	✠100A1 ~~10,37~~ ~~3,37~~ 3,38 BS3,38 *Fitted for oil*	Msl ✠LMC3,37 *fuel* 3,	*u* 37	OG ~~2,35~~ 10,37 *F.P. a*	1909 6mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP* 50° F.	Cie.Générale Transatlantique *CellDBa*56'*uE*&	322·7 P&B222'F78' FK B58'*f*156'315*tFPT*	~~46·0~~ [46·1]	19·2	Marseilles French 5*BHCem* 20*tAPT*15*t*	T.3Cy.$28\frac{7}{16}$",46¼"&75"-48" 170lb (*r*) 500NHP 3SB,*9cf*,GS182,HS7155 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21″11 s 2 ″ 2 20 ″ 1	
29810 92291 WEFR	**Mayflower** Ⓟ WoodPad 1*Dk*	786 — 575					1891	Montgomery & Howard Chelsea,Mass	Nantasket-Boston SteamboatCo.	202·5	32·5	10·4	Boston Utd.States	B.1Cy.48"-108" W.&A.Fletcher 240NHP Co.Hoboken,N.J.		
29811 208616 KMVX	— Ⓟ TwinSc (*ex*Porpoise,*ex*Moosehead) 1*Dk*2*trB*	719 — 488					1911	BathIron WorksCorp. Bath,Me.	F.V.Drake	185·3	35·8	13·9	NewYork Utd.States	T.8Cy.(2)16",(2)26"&(4) 30"-24" 176NHP		
29812 120889 MCQY	— *ss*Liv.2ndNo.3-2,31 *ss*Liv.No.1-35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	370 289 140	✠100A1 11,35 BS6,37 MS11,35	Liv ✠LMC ~~BS3,36~~	*f*	CL 10,35	1905 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *WB=Ce*	143·5 Q46'B9'F26' BK7" *llDBf*72'103*tFPT*	25·6	10·3	Liverpool British 3*BHCem* 44*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb NB23,*fitted*35 94RHP 1SB,*3pf*,GS56,HS1902 Ross&Duncan,Glasgow	12″11 s ″10½ 12 ″ 8	
29813 181416 KZAP	**Mayon** TwinSc *ss*Man.No.1-34 1*Dk*(*Stl-pt* teak s) *Ref.Mchy.* *& Shade dk*(*Stl*-teak s)	3371 — 1529	✠100A1 *withfreeboard* 6,36 MS8,33 ✠Lloyd'sRMC ~~1,37~~ 2,38 *For Service at* *Islands betwee* *Fitted for oil*	Man ✠LMC ~~BS6,36~~ 6,37 *the P* *n Man* *fuel* 9,	*v* *hil* *ila* 30	CL N6,36 *ippine* *& Zam* *F.P. a*	1930 9mo *Lloyd* *boang* *bove* 1	Vickers- Armstrong, Ld. Barrow *'sA&CP* *a* 50° F.	Philippine-Inter- IslandS.S.Co. *CellDBa&uE*102'	347·5 B119'F50' FK *f*122'387*t FPT*30*t*	50·4	16·3	Manila Utd.States 9*BHAsp* *APT*73*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 4.W.T.B. (Spt),230lb (*s*) 1287NHP HS16256 FD Vickers-ArmstrongLdBrw	17″10 s2″10½ 15 ″ 1	
⁕ 29814 127 ONEB	**Mayumbe** *ss*Ant.No.1-34 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in* *peaks& Nos.*1,2,4,5&6 *holds*	3567 *3129* *2087*	✠100A1 11,36 BS11,37 MS1,34 *Fitted for oil*	Ant ✠LMC ~~BS11,36~~ *fuel* 1,	34	CL ~~11,36~~ 11,37 *F.P. a*	1929 9mo *Lloyd* *bove* 1	Antwerp Eng.Co.Ld. Hoboken *'sA&CP* 50° F.	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	347·1 P37'F33'B118' FK *CellDBa&u* *E*123' *f*150'8	49·0	23·5	Antwerp Belgian 7*BHCem* 1 ,, *to 2nd dk* 11*tDTs a*55'	T.3Cy.25",41"&68"-45" (*s*) 180lb FD 440NHP 3SB(Spt) *9cf*,GS165,HS6564 N.E.MarineEng.Co.Ld.Sld 1070*tFPT*68*tAPT*31*t*	25 ″ 9 s4 ″ 2¾ 21 ″ 8	
⁕ 29815 145322 GJTD	**Maywood** (*ex*Parkhill) *ss*Bry.No.3-9,35 D.F. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1823 1313 972	✠100A1 ~~5,37~~ ~~4,36~~ 8,37 3,38 ~~2,38~~ MS9,35	Bry ~~Np. Ams~~ ✠LMC ~~BS4,36~~ 5,37	*q*	CL ~~3,36~~ 5,37	1923 3mo *Lloyd*	C.Rennoldson&Co. SouthShields *'sA&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*) *DBa*38'*C*	270·0 279·1(O.L.) *PonQ*22'Q106'B54' F22' FK *ellDB*192'585*tFPT*	37·3	15·9	Cardiff British 4*BHCem* 74*tAPT*106*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb ~~100lb~~ 244NHP 2SB,*6cf*,GS108,HS4224 N.E.MarineEngCo.Ld.Sld	18 ″ 6 s1 ″ 6½ 17 ″ 2	
29816 56 IBZQ	**Mazara** Ⓟ *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	984 — 445					1934	Cant.Nav. Riuniti Palermo	"LaMeridionale" Soc.Anon.diNav.	218·8	32·3	13·2	Trapani Italian	T.3Cy.16¾",$28\frac{9}{16}$"&$45\frac{11}{16}$"- $33\frac{1}{16}$" 121NHP CantieriNavaliRiunitiAnc.		I
⁕ 29817 160013 GTSK	**Mazatec** (*ex*Maya) *ss*Avn.No.2-37 ~~D.F.~~ 2*Dks* (*Stl-weather dk* teak s) 3*rd & 4th dks*(*Stl*)*in holds* *Ref.Mchy.* Sub.Sig. E.S.D.	5503 4711 3004	✠100A1 *withfreeboard* 3,37 *Fitted for oil*	Avn ✠LMC3,37 *fuel* 4,	*z* 29	CL 3,36 *F.P. a*	1929 4mo *Lloyd* *bove* 1	Barclay, Curle&Co.Ld. Glasgow *'sA&CP Inter* *Cell DB*333' 50°F.	Elders&Fyffes,Ld. *mediateBHinafter* 740*t Tanks at sides* *of tunnel*225*t FPT*	388·8 P29'F40' FK *hold dispensed with* *Coll* 69*tAPT*36*t*	53·2	31·0	Bristol British *ptCem* *BH to W dk* 4 ,, ,, 2*nd*,,	T.4Cy.30½",51"&(2)62"-48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385HS15235 FD Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s10 ″ 4 23 ″7½	
	Now "Vitus Bering," *see No.* 40616 *in Supplement*															
29818 219607 KLHA	**Mazatlan** TwinSc *OilEng.* *Mchy.Aft* 2*Dks*	987 — 589					1920	Long BeachS.B.Co. Long Beach,Cal.	LongBeach S.B.Co. DissolutionTrust	165·0	34·0	20·0	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.$12\frac{5}{16}$"-18" 196NHP WintonEng.Wks. SanFrancisco,Cal.		
	Now "San Diegan," *see No.* 40107 *in Supplement*															
29819 145133 ZSJW	**Mead** 1*Dk*	606 492 256					1919	Smith's DockCo.Ld Middlesbro'	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	170·0	30·0	15·7	Durban British	T.3Cy.16",26"&44"-26" 94RHP Smith'sDockCo.Ld.Mdb.		C
29820 160716	**Meadcliffe Hall** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
29821 151043 CYLX	**Meaford** (*ex*RobertJ.Buck) *Mchy.Aft* 1*Dk*	1824 1558 983					1925	TheCollingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"-26" *E made*19*fitted*25 94RHP Hewes&Phillips, Newark,N.J		C
⁕ 29822 SVRK	**Meandros** (*ex*Crosshill-34) *ss*Shl.No.3-8,34 1*Dk*(*Stl*) *Cargo battens not fitted above hold stringer*	*4581* *4203* *2805*	✠100A1 ~~7,37~~ ~~8,36~~ 4,38 ~~BS11,36~~ 2,38	Cpn ~~Ham~~ Msl ✠LMC8,34	*y*	CL ~~8,34~~ ~~7,37~~ N4,38	1919 1mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDBa&uE*139'	385·3 P49'B113'F38' FK *f*173'957*tFPT*122*t*	52·0	26·5	Chios Greek 7*BHCem* *APT*19*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	
29823 221117 KDQH	**Meanticut** *Fitted for oil fuel* Sub.Sig. 1*Dk& Shelter dk* *Longitudinal framing*	6061 — 3771					1921	Pacific CoastS.B.Co. BayPoint,Cal	LykesBros.-Ripley S.S.Co.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Texas Utd.States *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29824 162100	**Mearim** TwinSc 1*Dk*	1037 819 695					1914	A.F.Smulders Schiedam	Gueret,Llewellyn &Merrett,Ld.	169·8	40·6	18·6	Cardiff British	C.2Cy.15"&30"–16" 75RHP A.F.Smulders,Schiedam		
29825 TTKT	**Mécanicien Moutte** (*ex*WarBee) *ss*Msl.No.3–9,30 *Well deck* 1*Dk*(*Stl*)	1570 1311 968	✠ ~~—~~ 1,36 ✠	Msl	*r*		1918 7mo	Nva. Scotia Steel&Coal Co.Ld. NewGlasgow N.S.	Cie.deNavigation Mixte	248·2 Q91'B56'F26' FK *CellDB*211'432*t*	35·1	22·3	Marseilles French 4*BHCem* *APT*33*t*	T.3Cy.17",28"&46"–33" 151NHP 2SB,4*cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0	V †
29826 FHQI	**Mécanicien Principal Carvin** D.F. 1*Dk*	4281 — 2648					1921	Ch.&Atel. de la Gironde Havre	Cie.Commerciale de l'AfriqueEquat. Française (Cie. DelmasVieljeux, *Mgrs.*)	362·9 P231'F28'	49·2	24·4	Havre French *WB*	T.3Cy.24",39"&65"–44½" 280NHP Schneider&Co.Havre		V
29827 DHQT	**Mecklenburg** (*ex*Ludendorff) 4Mst D.F. Sub.Sig. 2*Dks*	7892 7384 4881					1921	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8 P82'B102'F43'	58·3	32·7	Hamburg German *WB*	T3Cy32 3/16",53¼"&86½"–55 3/16" 556NHP BremerVulkan,Vegesack		G
29828 PFWM	— Ⓟ TwinSc *ss*Rot.No.3–10,34 Sub.Sig 3*Dks*(*StlU*–ws)	2907 2408 1122	✠ A– *withfreeboard For Channel Service Flushing & Harwich also European Summer Cruising* ~~3,33~~ 9,36 ✠LMC MS10,34 BS[illegible]3,38	Fls Rot		OG 9,36	1922 7mo	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE*12'23*t*	42·7	23·9	Flushing Dutch 11*BHAsp* *APT*56*t*	T.3Cy.28",43½"&(2)49"–33" 190lb (*s*) FD 1130NHP 4DB,24*cf*,GS534,HS19440 Maats.deSchelde, Flushing	25 ″ 0 s 11 ″ 11½ 13 ″ 4	
29829 DSPE	— Ⓟ TwinSc (*Ferry*) Sub.Sig. Wireless D.F.	1547 1361 782					1903	F.Schichau Danzig	DeutscheReichsbahnGes.,ReichsbahnDirektion Schwerin	282·0 B99'	46·0	21·3	Wrnemnde German *WB*	T.6Cy.23½",39⅝"&59"–33⅛" NB34 402NHP F.Schichau,Elbing		G
29830 PJBH	**Medea** Wireless 2*Dks* *Ref.Mchy.* *CruiserStern*	1311 1091 735					1916	Wrf.voorh. Rijkee&Co. Rotterdam	West-Indische Scheepv.Maats.	260·0	39·0	16·6	Curaçao Dutch *WB*	T.3Cy.20",31"&50"–36" 150NHP Werkspoor,Amsterdam		V
29831 DORU	— TwinSc Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1246 954 653					1936	Neptunwerft Rostock G.m.b.H. Rostock	Dampfschiffahrts Ges. "Neptun"	246·4 P120'F31'	34·7	14·1	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16 7/16" 146NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
29832 FORD	**Medée** (*ex*Francaise) *ss*Rot.No.1–37 *ss*Shl.No 3–11,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1882 1682 1143	✠100A1 ~~5,37~~ 10,36 4,38 ~~BS10,36~~ ✠LMC BS3,38 5,37	Rot	*s*	CL ~~10,36~~ 3,38	1920 11mo *Lloyd*	BlythS.B. &D.D.Co.Ld Blyth *sA&CP* *CellDBuk* ʃ*B*42'*f*116'354*t**D*	SociétéNavale Caennaise (G. Lamy& Cie.*Mgrs.*)	285·3 P25'Q84'B58'F24' FK *Ba*82' 343*t* *FPT*97*t*	42·0	17·8	Caen French 6*BHCem* *APT*110*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb 274NHP 2SB,6*cf*,GS123,HS4642 N.E.MarineEngCoLd.Nwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1	
29833 FNHO	**Médie II** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5078 — 3079					1922	Forg.&Ch. de laMédit LaSeyne	Cie.deNav.Paquet	385·9 P188'F101'	46·0	27·3	Marseilles French *WB*	T.3Cy.27 9/10",44½"&74"–47½" 365NHP Forg.&Ch.de laMédit.Msl.		V
29834 212561 WHCG	**Medina** *Fitted for oil fuel* 2*Dks*	5426 — 3470					1914	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	397·7	54·3	24·4	NewYork Utd.States	T.3Cy.29",49"&84"–54" 518NHP NewportNewsSB&DD.Co.		R
29835 161721 MPYS	— Ⓟ TwinSc *OilEng.* *CruiserStern* 1*Dk*	342 258 150					1931	J I Thornycroft&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	143·0 F27'	28·1	8·7	S'thamptn British	Oil Engines 2S.C.SA 12Cy.11"–13½" 255NHP L.Gardner&Sons,Mch.		BT till 1,38
29836	**Mediterraneo** 1*Dk*	732 — 254			...		1906	Werf Conrad Haarlem	Soc.Anon.Angel Cassanello,Lda.	190·2 FK	31·2	13·8	SantaFé Argentine	T3Cy13⅝",22 7/16"&33 7/16"–21 15/16" 73NHP Gebr.Stork&Co.Hengelo	16 ″ 4	
29837 FOCO	**Medjerda** (*ex*CapitaineCharles Boivin) *Fitted for oil fuel* 1*Dk*	4578 3539 2649					1923	Ch.&Atel. delaGironde Harfleur	Cie.Delmas Vieljeux	362·9 P231'F28'	49·1	24·4	LaRochlle French *WB*	T.3Cy.24 1/16",39"&65"–44½" 280NHP Schneider&Co.Havre		V
29838 143983 GKTL	— *ss*Mdb.No.3–6,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4380 4036 2719	✠100A1 4,38 ✠LMC BS4,38 MS6,36	Mdb Shl	*x*	CL ~~6,36~~ ~~1,38~~ N4,38	1924 6mo *Lloyd*	W.Gray& Co Ld. W Hartlepool *sA&CP* *CellDBa* 119' *uE*25'*f*	LaTunisienneS.N. Co.Ld.(F.C.Strick &Co.Ld.*Mgrs.*)	370·0 P28'B108'F37' FK 162'1125*t* *FPT*159*t*	52·0	25·5	Swansea British 6*BHCem* *APT*132*t*	T.3Cy.25",40"&65"–42" (*s*) 180lb *120lb* 340NHP 2SB,6*cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 3½ 22 ″ 11½	
29839 TUCL	**Medoc** *ss*Hav.No.1–34 *Well deck* 1*Dk*(*Stl*)2nd dk(*Stl*)in No.1hold	1166 — 439	✠ ... 6,38 ✠	Hav Ant	*o*	CL 6,35	1930 6mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow *sA&CP* *CellDB*192'275*t* *FPT*	Worms etCie.	237·3 P&B186'F31' FK	34·1	14·7	Havre French 5*BHCem* 16*t* *APT*51*t*	T.3Cy.18",30"&50"–36" (*s*) 200lb *125lb* FD 188NHP 1SB(Spt),3*cf*,GS63,HS2495 D.&W.Henderson&Co.Ld.	16 ″ 9 ~~[illegible]~~ ~~[illegible]~~	
29840 147217 GDRY	**Medon** *OilEng.* D.F. 2*Dks*	5444 4845 3312					1923	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	406·5 P38'B130'F45'	52·2	29·3	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 652NHP Burmeister&Wain,Cpn.		C
29841 100754	**Medora** 2*Dks*	377 158 256					1893	F.W.Doty Gravenhurst, Ont.	MuskokaLakes Nav.&HotelCo.Ld.	142·6	25·4	8·5	Toronto British	C.2Cy.14"&26"–18" 29RHP JohnDotyEng.Works,Tto.		
29842 133216 VSNP	**Medusa** 1*Dk*&*Promenade dk*	793 561 323					1913	TaikooDkyd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7 P19'F26'	31·6	12·4	Singapore British *WB*	T.3Cy.15",25"&42"–30" 97NHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
29843 148361	**Medway Queen** Ⓟ Pad 1*Dk*	316 219 134					1924	AilsaS.B. Co.Ld. Troon	NewMedwaySteam PacketCo.Ld. (S.J. Shippick, *Mgr.*)	179·9 B170'	24·2	7·8	Rochester British	C.2Cy.21"&43"–48" NB38 76RHP AilsaS.B.Co.Ld.Troon		BT till 10,37

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
※ 29844 PFWW	**Meerkerk** (*ex*Tamora, *ex*Nienburg) 4Mst *ss*Rot.No.3–4,34 2*Dks*(*Stl–U*pt ws) 3*rd Dk*(*Stl*)*inNo.*1 *hold*	7995 7333 5050	100A1 *withfreeboard* ~~6,37~~ 8,36 11,37 ~~BS3,34~~ LMC4,34 6,37	Rot		OG ~~3,36~~ ~~6,37~~ 11,37	1916	Bremer Vulkan Vegesack	N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. "HollandOost Azie"LijnN.V. *Mgrs.*)	508·6 P28'B144'F86' FK len34 *CellDBa*144'*uE*32'*D*	60·8	32·9	TheHague Dutch 8*BHAsp* *f*217'1610*t* *Ts a*31'745*t*	T3Cy32⅞"$52\frac{13}{16}$"&$86\frac{11}{16}$"–55⅛" & LPTurbine with DR gearing & hydraulic coupling 205lb (*s*) 954NHP 4SB(Spt),*12cf*,GS254, FD HS11840 BremerVulkan,Vegesack *FPT*78*tAPT*39*t*	35 ″ 8 s8 ″ 5½ 27 ″ 6¼	
29845 3954 PFXI	**Megara** TwinSc *ss*Ams.No.2–37 *OilEng.* D.F. *Mchy.Aft* ~~*ss*Rot.No.1–33~~ 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7992 7148 4506	✠100A1 4,38 ~~8,37~~ ~~12,37~~ ✠LMC CS~~10,33~~ DBS~~4,37~~ 12,37 ~~7,36~~ 3,37 *Carrying Petroleum in bulk* *Fitted with cylindrical tanks*	Rot ~~Ams~~ 12,37		CL ~~7,36~~ N11,37	1929 5mo *Lloyd's*A&CP	Atel.&Ch. de la Seine Maritime LeTrait,S.I.	N.V.Petroleum Matts "LaCorona" *CellDBuE*61'272*t*	423·3 P95'B36'F49' FK *DT f* 28'305*t FPT*	65·1	33·0	TheHague Dutch 14*BH* 210*tAPT*87*t*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam	33 ″ 0 s6 ″ 2¼ 27 ″ 1	
※ 29846 7430 SFME	**Meggie** (*ex*Baberton,*ex*Meggie) Iron *ss*Hul.3rdNo.3–7,33 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	*1583* *1328* *955*	✠100A1 4,37 MS10,32 ✠LMC MBS4,37 DBS~~8,36~~ 10,37	Bly	*r*	CL 4,37	1889 8mo	Richardsn, Duck&Co. Stockton A&CP	RederiA/B Nellie ~~(H.Johnsson, *Mgr.*)~~ (K.A. Jonhagen,*Mgr.*) *Cell*	270·0 279·7(O.L.) P27'Q76'B110' F31' BK9½" *DB*226'409*tAPT*9*t*	36·6	16·5	Nyhamnslage Swedish 4*BHCem*	T.3Cy.21½",35"&57"–36" (*s*) 160lb *80lb* NDB00 193NHP 1DB,*4cf*.GS64.HS2863 Blair&Co.Ld.Stockton	19 ″ 2 s1 ″ 2¾ 18 ″ 9¼	
※ 29847 27897 JNHD	**Meigen Maru** *ss*Kob.No.3–11,32 2*Dks*(*Stl*)	5435 4961 3383	✠100A1 11,36 ✠LMC~~11,36~~ 1,38	Kob	*z*	CL ~~11,34~~ 12,37	1920 7mo	AsanoS.B. Co.Ld. Tsurumi A&CP	MeijiKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'941*t*	53·2	29·4	Tarumi Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB.*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0	
29848	**Meiji Maru** *Mchy.Aft* 1*Dk*	1920					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	HinodeKisenK.K.	270·0 P87'F29'	40·0	20·3	Tokio Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP TsurumiSeitetsuZosenKK Tsurumi		
29849 19759 JCAD	**Meikai Maru** 2*Dks*& *Web frames* *Longitudinal framing*	3198 2757 1964				...	1917	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K.	305·0 P19'B82'F32' FK	43·7	27·2	Tarumi Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWrks.Ld Osaka	27 ″ 3	C †
29850 22017 JDOD	**Meiko Maru** *ss*Kob.No.2–26 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Longitudinal framing & Webframes*	4383 3692 2759	✠ 8,30 ✠	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K. *CellDB*298'113	345·0 P30'B99'F34'*on Shelter dk* FK 6*tDTa*32'693*t FPT*	49·8	28·1	Tarumi Japanese 6*BHCem* 115*tAPT*29*t*	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	C †
29851 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1*Dk*	868 618 420					1918	Haarlem-scheShpb.Mij Haarlem	ArgoReederei RichardAdler&Co.	201·5 Q128'F20'	30·2	13·2	Bremen German	T.3Cy.15",25"&40⅜"–24" Machinetabriek 79NHP DeBiesbosch,Dordrecht		G
29852 32635 JTUB	**Meisei Maru** (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) 1*Dk*	1893 1664 1096				...	1917	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0 P25'B64'F27' FK	43·8	18·2	Kobe Japanese *WB*	T.3Cy.$20\frac{5}{16}$",33"&54"–40" 274NHP DetroitSBCo.Detroit	20 ″ 3	C †
※ 29853 142 JFVD	**Meiwu Maru** TwinSc *ss*Kob.No.3–10,30 *ss*Kob.No.1–34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	8230 7815 5115	✠100A1 *Shelter dk* *withfreeboard* ~~11,36~~ ✠LMC~~11,36~~ 11,37 11,37	Kob Tama	*c* †	CL ~~11,36~~ s11,36 PN 11,37	1918 9mo	Uraga DockCo.Ld. Uraga A&CP	TaishoKaiunK.K. (MeijiKaiunK.K. *Mgrs.*) *Collisi* *CellDB*	445·0 FK *on BHto Shelter dk* 387'1409*t FPT*105*t*	58·0	40·0	Dairen Japanese *Cem* 6*BH toU dk* *APT*35*t*	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga	40 ″ 2 s11 ″ 10 28 ″ 8	
29854 FNTV	**Meknès** Ⓟ TwinSc (*ex*PuertoRico) *Fitted for oil fuel* D.F. 3*Dks*	6127 3456 3667					1913	Ch.&Atel. deSt.Nazaire GndQuevilly	Cie.Générale Transatlantique	413·8 P268'F46'	51·2	28·4	Havre French *WB*	T.6Cy.21",$27\frac{7}{10}$"&55"–41½" & 2 LP Turbines 2NB*fitted*29 Ch.del'Atlantique, St.Naz.		V
29855 TTKW	**Mekong**	746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0 P22'F39'	28·0	13·8	Saigon French	T.3Cy.18",29"&47"–30" NB04 121NHP R.Napier&Sons,Glasgow		V
29856 PFXM	**Melampus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7 P43'B127'F45'	54·9	30·1	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
29857 35918 JIFC	**Melbourne Maru** *OilEng.* *ss*Yka.No.1–34 *Ref.Mchy.* 3*Dks*(*Stl*)	5423 4955 3219	✠100A1 *withfreeboard* 5,37 ~~4,36~~ ✠LMC CS4,35 DBS~~4,36~~ 5,37 ~~4,35~~ 5,37 ✠Lloyd'sRMC~~11,36~~ 11,37 ~~5,37~~	Yka	*y*	CL 4,35	1930 3mo *Lloyd's*A&CP	Yokohama DockCo.Ld. Yokohama	OsakaShosenK.K. *CellDB*317'80	380·0 B23'F43' FK (5*t FPT*47*t APT*71*t*	54·5	34·2	Osaka Japanese 6*BH* *Coll to W dk* 5 ,,2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59" DB*100lb* 489NHP Akt.Burmeistr&Wain.Cpn	34 ″ 3 s2 ″ 8 24 ″ 2¾	
※ 29858 165326 GYZZ	**Melbourne Star** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk* GyC. 3*rd dk except in No.*1*hold* 4*th dk forward of mchy.space* *Ref.Mchy.* *CruiserStern*	11076 9040 6788	✠100A1 *withfreeboard* 1,38 ~~4,37~~ ✠LMC11,36 ✠Lloyd'sRMC~~10,36~~ 1,38 ~~9,37~~ ~~4,37~~	Bkn ~~Lon~~ Liv		CL	1936 11mo *Lloyd's*A&CP	Cammell Laird&Co Ld Birkenhead	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forwa* *CellDB*380'1376*t* *in way of tun*	530·0 548·8(O.L.) P83'B202'F70' FK *rd of mchy.space* (*Tanks* *nels* 1424*t FPT*116*t*	70·4	32·2	London British 8*BHptCem* *Coll to Sh dk* 7 ,, 2*nd* ,,) *APT*166*t*	Oil Engines 2S.C.SA 20Cy.28⅜"–$49\frac{3}{16}$" 2806NHP 2DB*100lb* SulzerBros.Ld.Winterthur	35 ″ 0 s5 ″ 8 29 ″ 6½	
29859 PKEJ	**Melchior Treub** TwinSc *Fitted for oil fuel* 2*Dks*	3242 2004 1671					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3 P42'B188'F40'	48·1	18·4	Batavia Dutch *WB*	T.8Cy.(2)20½",(2)34"& (4)39½"–36" 374NHP Maats.Fyenoord,Rot.		V
29860 440 SZLJ	**Meletios Venetzianos** (*ex*Sia, *ex*RioJamary) *ss*Pra.No.1–17 1*Dk* (*Stl–teak* s) & *Promenade dk*(*Teak*)	423 — 201	✠ 4,21 ✠	Pra			1912 5mo	Smith's DockCo.Ld. Middlesbro'	P.&A.Venetzianos	145·2 F30' FK	30·1	8·3	Piræus Greek 4*BHCem*	T.3Cy.12¼",20"&34"–22" 73NHP 1SB,*2cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 ″ 6	
29861 DNAN	**Melilla** Sub.Sig. 2*Dks*	2653 2349 1642					1923	H.C.Stülcken Sohn Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	279·3 P26'B39'H41'F30'	40·9	24·9	Oldenburg German *WB*	T3Cy$22\frac{1}{16}$",36¼"&58¼"–35[illegible]/16" 205NHP H.C.StülckenSohn,Ham.		G

1 Numero d'Ordre. — Numero Officiel. — Signaux	3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15
※ 29862 LESA	**Meline** ssShl.No.3–5,31 ssFal.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7019 6374 4399	✠100A1 10,37 ~~2,37~~ ✠LMC MS12,35 BS~~9,34~~8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Mob Bdx	*a*†	CL ~~8,34~~ E10,37	1918 8mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	A/STanktransport (Th.Berg,*Mgr*.) *CellDB* *uE&B*55'142*tDTf*38'518*t APT*53*t*	425·0 P101'B28'F42' FK	57·0	33·1	Tönsberg Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"–54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 " 0 s 7 " 4 26 " 0	
29863 155329 VLCV	**Melinga** Wireless *OilEng*. *Ref.Mchy. Mchy.Aft* 1*Dk*	536 360 243					1928	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr*.)	154·1 P28'F30'	34·6	8·5	SydneyNSW British *WB*	Oil Engines 4S.C.SA 6Cy.13"–23½" 98NHP Akt.Burmeistr&Wain,Cpn		C
29864 PFXR	**Meliskerk** Ⓟ (*ex*Cesario, *ex*D.A.D.G.76) ssAms.No.3–5,35 2*Dks*(*Stl*)3*rd trBinNo.*1 *hold* *Well deck Ref.Mchy.* D.F.	6045 5401 3745	100A1 *withfreeboard* ~~6,37~~ ~~9,36~~ 1,38 BS~~6,35~~5,37 LMC4,34 ✠Lloyd'sRMC~~12,36~~ 1,38~~9,37~~ for temp. 32° F.	Ams ~~Ham~~		CL ~~1,35~~ 6,37	1919	Blohm& Voss Hamburg	VereenigdeNederl. Scheepv.Maats. (Directie en Agen- tuurMaatsHolland AfrikaLijnN.V. *Mgrs*.)	449·2 465·7(O.L.) P&B380'F54' FK *CellDB*1443*tDTa*33'906*t FPT*32*tAPT*8*t*	58·2	26·9	The Hague Dutch 8*BHCem*	Q4Cy28$\frac{1}{16}$",40½",57$\frac{7}{16}$"&82$\frac{1}{16}$" –55$\frac{1}{16}$" (*s*) 856NHP 225lb FD 4SB,12*cf*,GS267,HS12874 Blohm&Voss,Hamburg	29 " 7 s 4 " 11¼ 24 " 9¼	
29865 PFXV	**Melissa** *OilEng*. *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	540 426 252	✠100A1 9,37 ~~4,37~~ ✠LMC9,36 *CarryingPetroleum in bulk*	Ams Rot	*i*	OG	1936 9mo *Lloyd'sA&CP*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	N.V.TankKust- vaartMaats.	181·8 Q61'*Trunk*85'F35' FK *FPT*85*t*	27·8	10·8	Rottrdam Dutch 9*BHptCem* *APT*16*t*	Oil Engines 4S.C.SA 8Cy.11"–17½" 94NHP DB145*lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 2 s " 3¼ 10 " 11¼	
※ 29866 124672 MCWD	— ssBel.2ndNo.3–5,34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	481 345 184	✠100A1 11,36 BS~~11,36~~ 2,38 ✠LMC5,34	Bel	*h*	CL 10,36	1908 7mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Troon	J.Kelly,Ld. (W.Clint,*Mgr*.) *WB=CellDB f*91' 124*tFPT*43*tAPT*7*t*	167·4 P16'Q79'B9'F30' BK7'	25·9	10·2	Belfast British 3*BHCem*	C.2Cy.19¾"&44"–30" (*s*) 130lb 79RHP 1SB,3*pf*,GS60,HS2068 AilsaS.B.Co.Ld.Troon	12 " 9 s 4 " 4 13 " 0½	
29867 CSBG	**Mello** (*ex*Graziella,*ex*Hebburn) 4Mst ssLis.No.3–8,28 ssLis.No.2–36 ~~ssLis.No.1–33~~ 1*Dk*(*pt Irn ptStl*)	4020 3695 2504	✠100A1 ~~9,36~~ ~~9,35~~ 9,37 BS~~7,36~~ 8,37 ✠LMC~~8,32~~ 7,36	Lis	*x*	CL ~~9,34~~ 9,37	1915 4mo *Lloyd'sA&CP*	BlythS.B. &D.D.Co.Ld. Blyth	Soc.Geral deCom- mercioIndustria e Transportes,Ld. *CellDBa*115'*uE&B*47'*f*159'885*tFPT*100*tAPT*85*t*	370·0 P30'B89'F30' FK	51·0	25·0	Lisbon Portuguese 8*BHCem*	T.3Cy.25",40"&68"–48" (*r*) 180lb 370NHP 3SB,9*cf*,GS187,HS6025 Richardsons,Westgarth& Co.Ld.Sld.	27 " 5 s 4 " 10½ 22 " 9	
29868 142478 GNWL	**Melmore Head** D.F. 2*Dks*	5273 4845 3287					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&SonsLd. *Mgrs*.)	390·4 P47'B117'F78'	51·8	29·8	Belfast British *WB*	3SteamTurbinesDRgeared to 1 Sc. Shaft Wrkman,Clark&Co.LdBel		C
29869 FOEE	**Melpomene** *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	7011 — 3989					1923	Ch.&Atel. delaGironde Bordeaux	Cie.Auxiliaire deNavigation	426·9 P100'B27'F41'	56·7	32·6	Havre French	T.3Cy.27$\frac{2}{10}$",46$\frac{1}{10}$"&76"– 51$\frac{2}{10}$" 416NHP Soc.ProvençaledeConst. Navale,LaCiotat		V
29870 204848 WJCU	**Melrose** 3Mst *Mchy.Aft* 1*Dk*	5148 — 3205					1907	ForeRiver S.B.Co. Quincy,Mass.	KoppersCoalCo. (MysticSSCo. *Mgrs*.)	373·2	52·7	29·8	Boston Utd.States *WB*	T.3Cy.28",44"&73"–48" 369NHP ForeRiverS.B.Co.Quincy		R
※ 29871 123026 MCQP	— ssGmh.2ndNo.3–12,31 ssGmh.No.1–36 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1589 1298 918	✠100A1 7,37 ~~8,36~~ BS~~6,36~~ 7,37 ✠LMC6,35	Lth Gmh	*q*	CL ~~8,36~~ 6,37	1906 9mo *Lloyd'sA&CP*	Ramage& Ferguson,Ld. Leith	G.Gibson&Co.Ld. *WB=CellDBa&uE*86'*f*96'373*tFPT*34*tAPT*11*t*	260·4 Q96'B50'F31' FK	40·1	17·0	Leith British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 200NHP 2SB,6*cf*,GS114,HS3213 Ramage&Fergusn,Ld.Lth.	19 " 6 s 1 " 8½ 17 " 11	
29872 162109 GYWM	**Melrose Abbey** D.F. 1*Dk* *CruiserStern*	2473 2274 1484	✠100A1 ~~11,37~~ ~~2,37~~ 5,38 ✠LMC6,36	Bry ~~Rot~~ Cff	*t*	CL 4,38	1936 6mo *Lloyd'sA&CP*	W.Gray &Co.Ld. W Hartlepool	MelroseAbbey ShippingCo.Ld. (F.Jones&Co. *Mgrs*.) *CellDB*262'796*t FPT*88*tAPT*115*t*	307·7 P25'B68'F30' FK	45·1	20·7	Cardiff British 5*BHCem*	T.3Cy.20",33"&55"–39" (*s*) 200lb *100lb* 234NHP 2SB,6*cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 " 4 s 3 " 7½ 19 " 11	
29873 160830 GSYW	— Ⓟ ssGms.No.2–38 ~~ssGms.No.1–36~~ 1*Dk*(*Stl*–teaks)2*nd dk*(*Stl*) *CruiserStern* *inNos.*1,2&3*holds*	1908 1247 916	✠100A1 *withfreeboard* ~~2,37~~ 3,38 3,38 BS~~3,37~~ ✠LMC~~3,36~~ *For service between Hull & Rotterdam*	Gms	*r*	OG ~~2,35~~ 3,38	1929 4mo *Lloyd'sA&CP*	Earle'sCo. Ld. Hull	Hull&Netherlands S.S.Co.Ld. (The AssociatedHumber Lines) *CellDBa&uE*90'*f*92'235*tFPT*14*t*	281·3 P55'B110'F66' FK	38·2	17·3	Hull British 6*BHptCem* *ptAsp*	T.3Cy.21½",37"&64"–42" (*r*) 220lb 474NHP 3SB,9*cf*,GS193,HS7350 FD Earle'sCo.Ld.Hull *APT*38*t*	18 " 3 s 3 " 2½ 15 " 4½	BT till 3,38
29874 TWEM	**Mélusine** TwinSc *Carrying Petroleum in bulk* *OilEng*. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	466 — 208					1926	Chant.Nav. Français Caen	Cie.Marocaine de Transp.Mar.	150·7 P43'F20'	24·3	11·6	Fedala Moroccan *WB*	Oil Engines 2S.C.SA 8Cy.13¼"–13¾" 248NHP KromhoutMotorenfabr. Amsterdam		V
29875 69 SYGL	**Memas** (*ex*Achilles,*ex*LordErne) ssRot.2ndNo.3–11,23 ssVen.No.2–32 2*Dks*(1*Stl*&1*ptStl*&*ptIrn*) &*deep framing*	4359 4041 2773	✠ — 3,37 ✠	Ant	*x*		1900 11mo	Napier& Miller,Ld. Glasgow	~~AegeonS.S.Co.Ld.~~ A.Vergottis *CellDBa*127'*uE*23'*f*164'1044*t FPT*67*tAPT*48*t*	375·2 P39'B102'F45' FK	50·0	25·9	Argostoli Greek 6*BHCem*	T.3Cy.27⅛",43½"&72½"–48" 415NHP 2SB,6*rf*,GS120,HS5100 D.Rowan&Co.Glasgow	28 " 8	
29876 SVLH	— 3Mst (*ex*Aigaion–36, ssSld.No.3–3,21 *ex*Corstream–33, ssBly.No.2–30 *ex*Helene-Hugo *Mchy.Aft* 1*Dk*(*Stl*) Stinnes14) *Cantilever framed Topside tanks*	1755 — 906	— 1,34	Bly	*q*		1912	G.Seebeck Akt.Ges. Weser- münde-G.	N.D.Courouclis *CellDB*228'408*tTopside tanks* 175'368*tForward tank on deck* 16'30*tFPT*114*tAPT*38*t*	258·9 P69'F25' FK	38·1	17·8	Piræus Greek 4*BHCem*	T.3Cy.17⅞",28⅝"&44½"–35½" 186NHP 2SB,4*cf*,GS58,HS2776 G.SeebeckA.G.Wsm.	20 " 4	G †
29877 DOQF	**Memel** (*ex*Cairo–35) *OilEng*. 1*Dk* D.F. *Cruiser Stern*	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B&F314' UpperF22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each6Cy.20$\frac{5}{16}$"–27$\frac{9}{16}$"&hy- draulic coupling SR geared to 1Sc.Shaft 879NHP DeutscheSchiff.-uMschb. A.G.Weser,Bremen		G
29878 DRBK	— (*ex*Reval–34) 1*Dk*	1102 820 575					1925	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	MathiesReed.A.G.	220·7 P13'Q64'B92'F22'	34·6	12·5	Hamburg German *WB*	T.3Cy.16¾",27$\frac{5}{16}$"&43$\frac{5}{16}$"– 27$\frac{9}{16}$" 98NHP Waggon-u,Maschinenbau A.G.Görlitz		G
29879 162335 GNSM	**Memnon** Ⓟ TwinSc D.F. *OilEng* *Ref.Mchy* E.S.D. 2*Dks*	7506 6474 4613					1931	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgs*.)	460·0 P46'B179'F56'	59·4	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy 29½"–59$\frac{1}{16}$" 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~6,37~~ 5,38

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade
29880 221043 KDMH	**Memnon** *Fitted for oil fuel*	3453 — 2154			...		1921	Hanlon D.D.&S.B.Co. Oakland,Cal.	ColumbiaRiver PackersAssocn. Inc.	320·7|46·0|24·4 P26'B79'F33'	Astoria,Or Utd. States	T.3Cy.24",39"&65"-42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.		
※ 29881 63 SUBW	**Memphis** (*ex*Siren-35,*ex*Iside, *ex*Città di Palermo, *ss*Osl.No.3-8,33 *ex*WarMagic) *ss*Alx.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2085 1849 1246	✠100A1 6,37 ~~1,37~~ ~~BS8,33~~ ✠LMC~~8,33~~ 6,37 6,37	Alx	r	CL ~~1,37~~ 5,37	1920 1mo Lloyd	Canadian AllisChal-mers,Ld. Bridgeburg, 'sA&CP Ont.	A.Klat	251·7|43·6|21·2 P27'B64'F24' FK *CellD* B210' 553t *FPT*66t	Alexndria Egyptian 4*BHAsp* *APT*66t	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS115,HS4180 FD CanadianAllisChalmersLd	23 " 0 s2 " 11½ 20 " 2¼	
29882 DJNQ	— (*ex*Vera,*ex*VirginiaExpress, *ex*LakeStirling) 1*Dk*	1996 1611 1182			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmilOffen &Co.	250·8|43·8|18·1 P25'B64'F23' FK	Hamburg German *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 " 0	C †
※ 29883 ~~137329~~ ~~MLQV~~	— (*ex*Smerdis) *ss*Liv.No.3-9,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Caid-Kebir," see No. 81094 in Supplement	784 595 329	✠100A1 *Shelter dk* *withfreeboard* 1,37 BS3,38 ~~BS11,35~~ ✠LMC9,35	Liv	l	CL 1,37	1917 3mo Lloyd	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	~~MossHutchison~~ ~~Line,Ld.~~	200·4|30·7|12·1 19·1 FK *CellDBuB*40' *f*100'196t *FPT*81t	Glasgow British 3*BHCem* *APT*13t	T.3Cy.16",26"&44"-33" (*s*) 180lb 149NHP 2SB,4*cf*,GS63,HS2712 W.Beardmore&Co.Ld.Gls.	14 " 4 s " 2 14 " 4	
29884 221511 KDTR	**Memphis City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	425·2|56·2|26·5 P58'B&F350'	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ.		R
29885 28719 JHXA	**Menado Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	2166 1911 1290					1922	OsakaIron Works,Ld. Innoshima	OsakaShosenK.K.	270·0|43·0|22·5 P144'B22'F28'	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 210NHP OsakaIrnWrks,Innoshima		C
※ 29886 124134 EIBP	**Menapia** (*ex*Inniscarra-35, *ex*LadyMeath, *ss*Crk.2ndNo.3-2,31 *ex*Lurcher) *ss*Liv.No.1-35 2*Dks*(*UStl*-ws)	862 767 363	✠100A1 4,37 ~~BS9,36~~ ✠LMC7,35 10,37	Liv	o	CL 4,37	1906 9mo Lloyd	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP	WexfordSteam-shipsCo.Ld. —	225·0|33·1|15·5 P62'B67'F40' BK7" *DT at sides&under tunnel*12'	Wexford British 4*BHCem* 22t*FPT*10t	T.3Cy.23⅜",36"&58"-42" (*s*) 175lb 247NHP 2SB,6*cf*,GS120,HS4006 Scotts'S.B.&E.Co.Ld.Grk.	16 " 6 s1 " 10¾ 15 " 7	
29887 LFPA	**Mendocino** *ss*N.Yk.No.3-10,28 *ss*Shl.No.2-37 ~~*ss*Osl.No.1-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6921 6375 4352	✠100A1 ~~4,37~~ ~~3,36~~2,38 BS11,37 ✠LMC4,37 ~~MS1,33~~ ~~BS7,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Shl Bry	a†	CL ~~N8,35~~ ~~3,37~~ 2,38	1917 7mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	A/S Viking (Lundegaard& Sönner,*Mgrs.*)	425·0|57·0|33·2 P101'B28'F40' FK *CellD Bu E&B*55' 142t *D Tf*38' 511t *APT*53t	Farsund Norwegian 15*BHptCem* (9 ,, *to Udk* 6 ,, 2*nd*,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 " 0	
29888 FNBN	**Mendoza** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awng dk*3*trB* *CruiserStern*	8199 — 4410					1920	Swan,Hun-ter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5|58·4|31·5 P48'B249'F83'	Marseilles French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts Swan,Hunter&Wigham- Richardson,Ld.Nwc.		IV
29889 147235 GFXC	**Menelaus** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	10307 9295 6319					1923	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	495·5|62·3|39·6 P69'B174'F55'	Liverpool British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts N.E.MarineEngCoLd.Nwc		BT till ~~7,37~~ 6,38
29890 DHQV	**Menes** Ⓟ Sub.Sig. D.F. 3*Dks*	5609 4815 3349					1926	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·6|55·3|25·4 F54'	Hamburg German *WB*	T.3Cy.$29\frac{15}{16}$",$48\frac{7}{16}$"&$77\frac{15}{16}$"- $55\frac{3}{16}$" 437NHP Bremer"Vulkan,"Vegesck		G
29891 161134 GBDT	**Menestheus** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* D.F. E.S.D. 2*Dks*	7494 6474 4646					1929	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	460·0|59·4|29·2 P63'B181'F57'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-$59\frac{1}{16}$" 1295NHP Akt.Burmeistr&Wain,Cpn		BT till ~~5,37~~ 3,38 12,38
29892 FOVK	**Menhir Braz** (*ex*EmmiArp) D.F. 1*Dk*&*Spar dk*	2834 2645 1725					1906	Akt.Ges. "Neptun" Rostock	LesCargosAlgé-riens,Soc.Anon.	291·2|43·9|16·9 24·2	Dunkirk French *WB*	T3Cy20½",$36\frac{7}{16}$"&$56\frac{9}{16}$"-37⅜" 195NHP A.G."Neptun,"Rostock		V
29893 147731 GKRV	**Menin Ridge** (*ex*Pentirion) *ss*Shl.No.3-6,37 ~~*ss*Cff.No.2-33~~ D.F. 1*Dk*(*Stl*)	2474 2255 1494	✠100A1 ~~6,37~~ ~~9,36~~ 2,38 ✠LMC5,37 ~~MS1,33~~ ~~BS6,36~~	Bry Shl	l	CL ~~10,35~~ ~~5,37~~ 2,38	1924 10mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	RidgeS.S.Co.Ld.	298·5|44·0|21·2 P23'B79'F26' FK *CellD* B250'663t *FPT*122t	London British 5*BHCem* *APT*94t	T.3Cy.22",36"&60"-39" (*s*) 180lb *100lb* 251NHP 2SB,6*cf*,GS115,HS3970 D.Rowan&Co.Ld.Gls.	23 " 6 s 3 " 5¾ 20 " 2½	
29894 5 ~~SZKY~~	**Menis** (*ex*Lita-37,*ex*Fulton, **Iron** *ex*Gdynia,*ex*Vendsyssel, *ss*Lon.No.1-81 *ex*Mintha) 1*Dk*&*pt Awng dk*	724 — 411	✠ 7,83	Lon	k		1876 12mo	C.Mitchell &Co. Newcastle	MichailA.Kara-georgis	189·5|27·6|18·1 *DBa*49' *f*70'	Piræus Greek 4*BHCem*	C.2Cy.25½"&48"-33" NB89 110NHP Blair&Co.Ld.Stockton	15 " 0	
29895 UPLO	**Menjinski** (*ex*Oudewater-35, *ex*Kinderdijk) *ss*Rot.No.3-5,34 1*Dk*(*Stl*)	3683 3403 2237	✠ ... 8,36	Rot	w		1919 12mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R	358·8|50·3|22·0 P25'B216'F34' FK *Cell DB*310'933t *FPT*81t	Odessa Russian 6*BHCem* *APT*116t	T.3Cy.25",41"&67"-45" 340NHP 3SB,9*cf*,GS168,HS5418 Werf.Gusto,FirmaA.F. Smulders,Schiedam	24 " 7	
29896 137408 GPZS	**Mentor** Ⓟ D.F. 2*Dks*	7383 6306 4638					1914	Scotts'S. B. &EngCo.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·2|56·2|32·5 P53'B165'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP Scotts'SB&Eng Co.Ld.Grk		BT till ~~8,38~~ 10,38
※ 29897 12 SVFU	— (*ex*Alva) *ss*Pir.2ndNo.3-12,26 *ss*Pir.No.2-36 1*Dk*(*Irn*)2*trB*&*Web frames* 3*Dk rule*	3050 2934 1944	✠100A1 *withfreeboard* 11,37 ~~8,36~~ ✠LMC8,36 BS11,37	Pir Rot	u	CL ~~8,36~~ 11,37	1902 9mo Lloyd	Ropner& Son Stockton 'sA&CP	G.C.Dracoulis	325·0|48·1|22·2 P29'B166'F34' FK *WB=CellDBa*110'*uE&B*34' *f*134'	Ithaca Greek 5*BHCem* 668t*APT*97t	T.3Cy.23½",39"&64"-42" (*s*) 160lb NDB12 273NHP 2SB,6*cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 " 3 s 2 " 11¾ 21 " 5¾	
29898 OYKD	**Meonia** Ⓟ **TwinSc** *OilEng.* D.F. *ss*Cpn.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teaks)3*rd dk*(*Stl*)*inNo.1hold*	5214 4158 3288	✠100A1 *withfreeboard* 9,37 ~~1,37~~ ✠LMC CS1,37 DBS~~8,36~~9,37 6,35	Cpn		CL ~~S7,34~~ ~~F6,35~~ 9,37	1927 11mo Lloyd	A/SNak-skovSkibs. Nakskov 'sA&CP	A/S DetÖstasia-tiskeKompagni	404·7|54·4|25·3 B88' FK *CellDB*355'1068t *Tank between tunnels*90t *FPT*75t *APT*81t	Copnhagn Danish 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 3¼ 24 " 10½	
29899 PKQO	**Merak** 1*Dk*&*Awng dk*	1841 1254 1073					1926	Rotterdam Droog.Maat. Rotterdam	Koninkl.Paketv. Maats.	260·1|42·3|16·1	Batavia Dutch *WB*	C.4Cy.$18\frac{11}{16}$"&39⅜"-39⅜" 162NHP RotterdamDroog.Maats.		V

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand — Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R.
29900 2161 IBYV	**Merano** Ⓟ (*ex*Meran) D.F. 1*Dk*& *Awng dk*3*trB*	3705 3083 2196			...		1909	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	346·7 ~~344·5~~ B160' FK	45·5	25·9	Genoa ~~Trieste~~ Italian *WB*	T.3Cy.23¼",39"&66"–48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
29901 OHAY	**Mercator** (*ex*ManchesterMariner) *ss*Cpn.2ndNo.3–3,29 D.F. *ss*Abo.No.2-37 ~~*ss*Hfs.No.1-32~~ 1*Dk*(*Stl*)& *Spar dk*(*Stl*)& *Web frames*	4260 3949 2569	✠100A1 *Spar dk* 8,37 ~~10,36~~ ✠LMC MS~~10,32~~ BS~~7,34~~ 4,37 8,37	Hfs Abo	*x*	CL 7,35	1904 2mo *Lloyd*	Furness, Withy&CoLd WHartlepool '*sA&CP*	A/B Finland-AmerikaLinjenO/Y *CellDBa*	360·0 P30'B92'F34' FK 118' *uE&B*44'*f*148'	48·0	20·2 28·1	Helsingfrs Finnish *6BHCem* 823*tAPT*36*t*	T.3Cy.26",42"&72"–48" (*s*) 180lb 403NHP 3SB,9*cf*,GS144,HS6400 Richardsons,Westgarth&Co.Ld.Hpl	30 ″ 10 s 5 ″ 11½ 25 ″ 0½	
29902 OSIA	— Aux~~3Mot~~Bkn (*TrainingShip*) *OilEng.* Wireless D.F. 2*Dks*(*Weather dk Stl–teak s*) *ss*Ant.No.1–37 (*See Sailing Ship Register*)	770 683 514	✠100A1 *withfreeboard* ~~9,35~~11,37 ✠LMC CS7,36 7,36 *Corresponding to a draught of*14'1"	Ant	*p*	CL 9,35	1932 4mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	BelgianGovernment *MTs*13'	209·7 Q36'F40' BK7" 62*t*	35·0	16·8	Antwerp Belgian *6BHCem*	Oil Engines 4S.C.SA 6Cy.13"–23⅝" 98NHP SocAn.J.Cockerill,Seraing	18 ″ 6	
29903	**Mercedes Lacroze** *Fitted for oil fuel* (*Train ferry*) 1*Dk*	1515 — 864					1909	A.&J Inglis,Ld. Glasgow	EntreRiosRlys. Co.Ld	283·2	56·2	17·2	Bns.Aires Argentine	T.3Cy.13½",23½"&36"–27" 116NHP A.&J.Inglis,Ld.Glasgow		
29904 217422 KEPF	**Mercer** Sub.Sig. 1*Dk*& *Shelter dk*& *Web frames* *Longitudinal framing*	6219 5895 3836			...		1919	FederalS.B Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
29905 218754	**Mercer Victory** *Fitted for oil fuel* 2*Dks*& *Web frames*	5500 5090 3381			...		1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·4	Phldlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
※ 29906 162411 GWWC	**Merchant** 2*Dks*	4572 4322 2910	✠100A1 ~~10,37~~ ~~1,37~~ 1,38 ✠LMC10,34	Liv Gls	*y*	CL 10,37	1934 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *Intermediate'tween dk BH in after hold dispensed with* *Cell DB*331' 1012*t D*	385·0 397·6(O.L.) P31'B112'F44' FK *Ta*30'777*tAPT*16*t*	52·0	26·6	Liverpool British *ptCem* *5BH to U dk* 2 ,, ,,*2nd*,,	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 4 23 ″ 11	
※ 29907 147796 GNMS	**Merchant Royal** (*ex*Goodwood-36) *ss*Hul.No.2-36 E.S.D. D.F. 1*Dk*(*Stl*)	5008 4579 ~~3112~~ 3112	✠100A1 ~~3,37~~ ~~9,36~~ 4,38 BS7,37 ✠LMC4,36	Mdb ~~Hul~~ Rot	*z*	CL 3,36	1928 2mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	DrakeShippingCo. Ld. *CellDB*35	401·2 416·1(O.L.) P34'B254'F31' FK 1'1143*t DTa*26'990*t*	55·0	25·6	London British *7BHCem* *APT*121*t*	T.3Cy.25",40½"&67"–45" (*r*) 200lb FD 423NHP 3SB(Spt)9*cf*,GS164,HS6027 J.Readhead&Sons,Ld.	28 ″ 1 s3 11½ 24 ″ 3½	
※ 29908 7044 SFMI	**Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) *ss*Hbg.No.1-38 *ss*Hbg 3rdNo.3–4,34 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1184* *962* *691*	✠100A1 4,38 ~~4,36~~ ~~BS4,36~~ ✠LMC~~4,34~~ 6,37 4,38	Lkr Hbg	*n*	CL 4,36	1897 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Arild (J.A.Thore, *Mgr.*) *CellDB*	231·4 Q80'B55'F27' FK *u&u E*75' *f*105' 346*t*	33·7	14·8	Arild Swedish *4BHCem* *APT*37*t*	T3Cy.18",28½"&47½"–33"(*s*) 160lb *100lb* NDB12 127NHP 1SB,3*rf*,GS42,HS1875 Cen.Mar.Eng.Wrks.WHpl	17 ″ 3 s 1 ″ 4 16 ″ 1	
29909 ORFA	**Mercier** (*ex*Erfurt) Sub.Sig. *Ref.Mchy.* D.F. GyC. 2*Dks*	*7886* *7292* *4898*					1915	Bremer Vulkan Vegesack	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*)	476·2	60·7	32·9	Antwerp Belgian	T.3Cy.32",52¾"&86½"–55" 554NHP BremerVulkan,Vegesack		C
29910 5041 SFMK	**Mercur** (*ex*Sandvik,*ex*Violet) Iron 1*Dk*2*trBin forehold*	*1431* *1156* *800*			...		1880	JLThompson&Sons Sunderland	RederiA/B Mercurius (H.Selander *Mgr.*)	248·0 P29'B46'F26' BK9"	35·3	17·6	Stockholm Swedish *WB*	C.2Cy.27"&56¼"–42" (*s*) NB93*refitted*01 156NHP Black,Hawthorn&Co.Gts.		V †
29911 LXFA	— Ⓟ Steel&Iron (*ex*KongDag) Wireless 1*Dk*2*trB*	989 943 555					1883	MotalaCo. Gothenburg	DetBergenske Dampskibsselskab	207·0 H51*t*	29·7	21·5	Bergen Norwegian *WB*	T.3Cy.19",32"&52"–33" NB02 154NHP NE*built*00 *fitted*21 AkersMek.Værks.Oslo		
29912 OUIZ	— (*ex*Falkenstein,*ex*Diana) 2*Dks*	791 629 473					1901	Maats. Fyenoord Rotterdam	Dampskslsk. af 1925(Ludvig Christensen, *Mgr.*)	201·2 Q73'F24'	30·2	13·6	Kolding Danish *WB*	T.3Cy.15",25"&40"–36" 96NHP Maats.Fyenoord,Rot.		G
29913 DOGX	— 1*Dk*	662 517 365					1912	Akt.Ges. "Weser" Bremen	Dampschifffahrts Ges."Neptun"	180·1 P45'B50 F22	28·2	12·9	Bremen German *WB*	T.3Cy.13",21"&34½"–23⁷⁄₁₆" 58NHP A.G."Weser,"Bremen		G
29914 162 IBVU	**Mercurio** (*ex*VirginiaDespatch-35, *ex*LakeFernwood) 1*Dk*	1979 — 1185			...		1918	American S.B.Co. Lorain,O.	Soc.Anon.Sbarchi, Imbarchi eTrasporti	260·9 251·0 P25'B64'F23' FK	43·5	18·1 20·0	Rome Italian *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	I †
29915 5924 SFMR	**Mercurius** *Mchy.Aft* 1*Dk*	*539* *402* *272*					1917	A/B Götaverken Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	165·4 P51'F23'	27·3	11·0	Karlstad Swedish *WB*	T.3Cy.13⅝",22¼"&37⅝"–23⅝" 68NHP A/B Gotaverken,Got.		V
29916 161979	**Mercury** Ⓟ Pad *CruiserStern* 2*Dks*	621 421 235					1934	Fairfield Co.Ld. Glasgow	London,Midland& ScottishRly.	223·8	30·1	9·5	Glasgow British	T.3Cy.22½",35"&56"–54" 230NHP FairfieldCo.Ld.Glasgow		BT till 1,39
※ 29917 231354 WGEP	**Mercury Sun** *OilEng.* GyC. *ss*Phl.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinalframing–bracketless system*	8893 8361 5398	✠100A1 ~~4,37~~ ~~9,36~~ 2,38 DBS~~9,36~~ ✠LMC9,36 9,37 *CarryingPetroleum in bulk*	Phl	*e*†	CL ~~1,36~~ N2,38	1931 12mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP*	MotorTankship Corporation *CellDBuE*76'379*t* *DTf*20'692	480·5 *Aft*B77'B38'F48' FK *tFPT*186*tAPT*84*t*	66·0	36·8	Phildlphia Utd.States *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91⁵⁄₁₆" 690NHP 2WTDB*225lb*&*200lb*(*Uppr*) SunSB&DD.Co.Chester,Pa	37 ″ 0	
※ 29918 148680 MNKV	**Merel** *ss*Lon.No.2–34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern*	1088 841 467	✠100A1 *withfreeboard* 4,37 ~~4,36~~ ~~BS4,36~~ ✠LMC3,34 Lloyd'sRMC ~~[illegible]~~ 5,38	Shl Lon BS4,37	*p*	CL ~~2,34~~ 4,37	1925 9mo *Lloyd*	Ayrshire Dkyd.Co.Ld Irvine '*sA&CP*	GeneralSteamNav. Co.Ld. *CellDB*212'302*tFPT*	245·8 B64' FK 36*tAPT*25*t*	36·1	12·5	London British *5BHptCem* (*Coll to Sh dk* 4 ,, *2nd* ,,)	T.3Cy.22",35"&57"–39" (*s*) 200lb 298NHP 2SB,6*cf*,GS138,HS5416 Bow,McLachln&CoLd.Psy	14 ″ 6 s ″ 2 14 ″ 5½	
29919 Broken up IQTK	**Mergellina** Ⓟ 1*Dk*	354 273 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·2	24·7	11·0	Naples Italian	T.3Cy.11⅝",18¹⁄₁₆"&30"–21⅝" 42NHP Cant.Nav.Riuniti,Ancona		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29920 6888 SFMU	**Mergus** (*ex*StigGorthon,*ex*Stig, *ex*Thelma) 1*Dk*	1368 1227 807					1906	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Brubor (R.Brunkman, *Mgr.*)	257·3 P14*t*H39*t*F27*t*	38·1	15·1	Hlsngborg Swedish *WB*	T.3Cy.19½″,31″&51″–36″ 156NHP LaxevaagsMsk.&Jrns.Bgn		V
29921 218981 KODQ	**Mericos H. Whittier** (*ex*Hulaco) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	TideWater AssociatedOilCo.	435·6 P122′B58′F45′	56·2	31·7	S.Frncisco Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
29922 TUGK	**Merignac** 1*Dk*	767 487 384					1929	Atel.&Ch. de la Seine Maritime LeTrait,S.I.	Worms&Cie.	188·3 P119′F33′	29·6	11·6	Havre French *WB*	T.3Cy.15″,25″&43½″–27$\frac{3}{16}$″ 97NHP Worms&Co.LeTrait		V
29923 245 ESGN	**Merilind** WoodAux4MstSr (*ex*Sandö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	359 310 266					1919	Wasa FartygsA/B Varf, Wasa	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	138·7	28·9	11·8	Käsmu Estonian	Oil Engines 3Cy. A/S HeraMotorfabrik, Copenhagen		V
29924 2603 OHOC	**Merilintu** WoodAux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	450 374 312					1920	J.Hedlund Wiborg	TopiasKolkka	159·1	33·3	11·8	Wiborg Finnish	Oil Engines 2S.C.SA 2Cy.15″–16″ 79NHP J&CGBolindersCoLdSkm		
29925 145974 GBCK	**Meriones** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7557 6426 4739					1922	Palmers' Co Ld. Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.,*Mgrs.*)	459·7 P53′B162′F62′	58·4	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmers'Co.Ld.Newcastle		BT till ~~7,37~~ ~~1,38~~ 12,38
29926 649 ESCH	**Merisaar** (*ex*AnnaGoich) *ss*Tri.2ndNo.3–12,25 *ss*Tln.No.2–34 1*Dk*(*Stl*)&*deep framing*	2136 1979 1288	✠100A1 2,37 ✠LMC MS6,34 BS~~6,34~~7,37	Rot	*s*	N2,37	1900 7mo *Lloyd's A&CP*	Stabilmnto Tecnico Trieste	A/S Merilaid&Co. *CellD*	290·0 P33′B76′F35′ FK *Ba*84′*uE*20′*f*108′6	42·1	19·5	Tallinn Estonian 5*BHCem* 20*tAPT*50*t*	T.3Cy.20″,32″&54″–39″ (*s*) 180lb 200NHP 2SB,6*cf*,GS100,HS3121 StabilimentoTecnico,Tri.	21 ″ 10 s3 ″ 2¼ 18 ″ 9½	
29927 PUQK	**Merity** (*ex*Gerfrid,*ex*Teenkai) 2*Dks*&*deep framing*	4742 4395 2958			…		1895	D&WHen- derson&Co. Glasgow	Cia.Commercio e Navegação	410·0 P44′B110′F47′ BK9″	48·1	26·2	R.Janeiro Brazilian *WB*	T.3Cy.27″,46″&76″–60″ 532NHP D.&W.Henderson&Co.Gls	29 ″ 2	
29928 161841 MBXT	**Merkland** E.S.D. Wireless D.F. *CruiserStern* 2*Dks*	1363 1131 630					1934	Barclay, Curle&Co.Ld. Glasgow	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	262·2	40·2	15·9	Leith British *WB*	T.3Cy.15″,25″&41″–33″ 97NHP Barclay,Curle&Co.Ld.Gls.		C
29929 157848 VSRV	**Merkur** Ⓟ (*ex*RioBravo–34) TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. *ss*Syd.No.3–8,35 2*Dks*	5952 4013 3642	100A– *withfreeboard* ~~5,37~~ ~~11,36~~ 11,37 DBS1,38 LMC OS10,36 9,36 ~~DBS1,36 1,37~~ ✠Lloyd'sRMC ~~12,36~~ ~~5,37~~ ~~12,37~~ 4,38	Mel		~~3,35~~ 5,37	1924	Frd.Krupp Akt.Ges. Kiel *CellDB*346′	Burns,Philp&Co. Ld. 990*t* *Tanks in way*	393·1 410·8(O.L.) P&B279′F84′ FK *of tunnels*191*tFPT*	51·9	25·3	Singapore British 7*BHptCem* 87*tAPT*43*t*	Oil Engines 4S.C.SA 12Cy.25$\frac{9}{16}$″–39⅜″ 762NHP 2DB71lb Frd.KruppA.G.Kiel	27 ″ 8 s6 ″ 5¼ 21 ″ 8	
29930 1056 ESUV	— (*ex*Yssel–36) *ss*Rot.No.3–3,25 *Welldeck* *ss*Rot.No.2–34 1*Dk*(*Stl*)	1291 1170 780	✠ … 12,36 ✠	Cpn	*o*		1913 1mo	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang *CellDBa*	235·0 Q87′B56′F28′ FK 69′*uE*17′*f*102′327*t*	35·6	15·4	Tallinn Estonian 4*BHCem* *APT*22*t*	T.3Cy.17″,28″&46″–36″ 147NHP 1SB,3*cf*,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6	
29931 PKOG	**Merkus** *OilEng.* *Mchy.Aft* 1*Dk*	865 647 596					1937	NVSchpsw Gebr.Pot. Bolnes	N.V.Koninkl. Paketv.Maats.	188·4 P44′B21′F29′	33·1	13·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.13¾″–26¾″ 110NHP WerkspoorN.V.Ams.		
29932 153918 VJGN	**Mernoo** *ss*Mel.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	2417 2023 1408	✠100A1 ~~12,36~~1,38 BS~~4,36~~ ✠LMC4,35 4,37	Mel	*s*	CL ~~3,35~~ 1,38	1926 9mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	MelbourneS.S.Co. Ld. *CellD*	285·3 296·0(O.L.) P26′B168′F29′ FK *B*242′604*t* *FPT*97*t*	42·7	20·4	Melbourne British 4*BHCem* *APT*139*t*	T.3Cy.22″,35″&58″–39″ (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 GeorgeClark,Ld.Sld.	22 ″ 6 s2 ″ 0¼ 20 ″ 7½	
29933 161065 GSQL	**Meroë** (*ex*Lafian–36) *ss*Liv,No,2-37 ~~*ss*Liv.No.1–32~~ D.F. 2*Dks*(*Stl–Wthr dk* teak s) *Ref.Mchy.*	3832 3478 2270	✠100A1 *withfreeboard* 8,37~~12,35~~ ✠LMC8,37 ~~MS7,32~~ ~~BS4,3~~ Lloyd'sRMC~~9,36~~ ~~5,37~~1,38	Liv	*v*	CL 12,35	1928 10mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow	MossHutchison Line,Ld. *CellDBa&uE*	331·2 P27′F28′ FK 105′*f*164′638*tFPT*	48·2	27·9	Liverpool British 6*BHptCem* 60*tAPT*13*t*	T.3Cy.22″,37¼″&63″–45″ (*s*) 210lb 359NHP 3SB,9*cf*,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s9 ″ 7 20 ″ 10	
29934 FOEF	**Mérope** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB* D.F. *CarryingPetroleum in bulk*	7011 — 3989					1923	Soc.Pro- vençale de Const.Nav. LaCiotat	CieAfricaine d'Armement	426·0 P102′B27′F40′	56·7	32·7	Havre French *WB*	T.3Cy.28″,46″&76″–52″ 416NHP Soc.Provençale deConst. Nav.LaCiotat		V
29935 PJBN	**Merope** *CruiserStern* Wireless 2*Dks*	1175 954 650					1918	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	West-Indische Scheeps.Maats.	256·2	36·7	13·6	Curaçao Dutch *WB*	T.3Cy.18½″,30″&48″–36″ 138NHP H.&J.Suyver,Amsterdam		V
29936 236 SVNE	**Meropi** (*ex*Tregurno) *ss*Nwc 2ndNo.3–3,36 1*Dk*(*ptStl*&*ptIrn*)2*trB*	4181 3971 2650	✠100A1 ~~11,26~~10,37 ✠LMC MS11,35 BS4,37	Shi Ant	*x*	CL ~~2,36~~ ~~9,37~~ 2,38	1911 6mo *Lloyd's A&CP*	JReadhead &Sons,Ld. SouthShields	A.Pappas *CellDBa*	363·0 P31′B225′F32′ FK 119′*uE*24′*f*158′922	51·1	26·1	Syra Greek 6*BHCem* *tAPT*62*t*	T.3Cy.26$\frac{3}{16}$″,42″&69″–48″(*r*) 180lb 382NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl	27 ″ 8 s3 ″ 9½ 24 ″ 2¼	
29937 226810 KLHB	**Merrimac** *OilEng.* 1*Dk*	386 332 215					1927	New Jersey D.D.&Trnsp. Co. Elizabeth- port,N.J.	MerrimacChemical Transptn.Co.	140·8	25·0	13·5	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.13½″–17″ 107NHP NE *fitted*27 StandardGasEngine& PowerCo Newark,N.J		R
29938 219656 KUFF	**Merrimack** (*ex*LakeFloris–33) *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	2606 2225 1612			…		1920	McDougall DuluthCo. Duluth,Minn	Merchants& MinersTranspn. Co.	251·0 P25′B64′F20′ FK	43·6	26·2	Baltimore Utd.States *WB*	T.3Cy.21″,35″&59⅝″–42″ 386NHP McDougallDuluthCo.	28 ″ 2	R †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	[illegible]
29939 FOQV	**Mers el Kebir** (*ex*Patria-36, *ex*Lyderhorn-32) *ss*Ant.No.3-2,30 *ss*Osl.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	1895 1667 1064	✠[illegible] [illegible]4,38 ~~[illegible] ✠LMC11,35~~	Msl Rot	*r*	CL 10,36	1917 4mo	American S.B.Co. Cleveland,O. A&CP	Scotto,Ambrosino PuglieseFils&Co. *CellDB*222'478*t*	251·2 P27'B64'F26' FK *FPT*67*tAPT*77*t*	43·7	18·1	Oran French *4BHCem*	T.3Cy.20",$33\frac{7}{16}$"&54"-40"(*s*) 180lb 272NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O	20 ″ 2	
29940 122953 MCKR	**Mersey** *ss*Goo.2ndNo.3-5,31 *ss*Goo.No.1-35 1*Dk*(*Irn-pt ws*)&*deep framing*	1037 884 438	✠100A1 3,38~~5,36~~ BS~~1,37~~ 3,38 ✠LMC11,35	Goo	*p*	OG 5,36	1906 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	LondonMidland&ScottishRly. (Associated HumberLines, *Mgrs.*) *CellDBa*63'*uE*15	255·0 P38'B90'F32' FK '*f*109' 175*t FPT*12*t*	36·1	16·4	Goole British *4BHCem* *APT*17*t*	T.3Cy.$23\frac{3}{4}$",38"&62"-42" (*r*) 180lb 342NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 5 s 2 · 6 15 · $4\frac{1}{2}$	
29941 TCCF	**Mersin** Ⓟ (*ex*Antioch, *ex*MichailSidoroff,*ex*Emperor NicolasII) TwinSc Wireless 1*Dk*&*Spar dk*& *deep framing*	1186 853 659			…		1896	W.Dobson &Co. Newcastle	Denizyollari Idaresi	238·0 P63'B52 F57' 19·4 FK	32·0	12·2	Istanbul Turkish *WB*	T.6Cy.14",$22\frac{1}{2}$"&37"-27" NB22 167NHP N.E.MarineEng.CoLdNwc	20 ″ 0	
※ 29942 149770 GMZK	**Mersington Court** (*ex*Giovanna Florio) *ss*Shl.No.3-5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5141 4900 3217	✠100A1 *Shelter dk withfreeboard* 8,37~~9,36~~ ~~[illegible]~~ BS8,37 ✠LMC5,35 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Bry Lon	*x*	CL 4,35	1920 10mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd'sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDBa*125'*uE*21'*f*	375·0 F32'*onShelter dk* FK 163'1040*tAPT*130*t*	51·2	31·7	London British *ptCem* *4BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP 3SB,*9cf*,GS156,HS5901 N.E.MarineEng.CoLdNwc	34 ″ 1 s 9 · $2\frac{1}{2}$ 25 · $1\frac{1}{2}$	
29943 149142 MPVY	**Merstone** Ⓟ Pad 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0 *Promenade dk*130'	25·1	8·7	Portsmth British	C.2Cy.27"&51"-54" 159NHP A.&J.Inglis,Ld.Glasgow		BT till ~~11,37~~ 10,38
※ 29944 5748 SITA	**Mertainen** (*ex*Strathlyon) *ss*Got.2nd.No.3-4,32 *ss*Lkr.No.1-36 D.F. 1*Dk*(*Stl*)&*Spa dk* (*Stl*)&*deep framing*	*4531* *4123* *2530*	✠100A1 *Spar dk* 9,37~~9,36~~ ✠LMC MS9,36 BS1,37	Lkr	*x*	CL ~~9,36~~ 9,37	1907 11mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd'sA&CP*	TrafikA/B Grängesberg-Oxelösund(M. Waldenström*Mgr*) *WB*=*CellDBa*122'*uE*&*B*4	376·2 25·4 P37'B92'F33' FK 2'*f*168'1091*t*	52·2	17·4	Stockholm Swedish *6BHCem* *DTf*24'613*tAPT*113*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP 3SB(Spt)*9cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0 s 5 · 3 23 · 0	
29945 220683	**Merton E. Farr** *Mchy.Aft* 1*Dk*	8349 — 6387					1920	Detroit S.B.Co. Wyandotte, Mich.	ConsolidatedS.S. Co.(G.A.Tomlinson,*Mgr.*)	587·1 F54'	60·0	27·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R
29946 PFYU	**Merula** TwinSc *OilEng.* *ss*HKg.No.1-36 *Mchy.Aft* D.F. 1*Dk*(*Stl*)2nd*dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	~~8237~~ ~~7467~~ ~~4770~~ 8228 7467 4776	✠100A1 ~~5,37~~~~7,36~~12,37 ✠LMC CS7,36 DBS~~7,36~~5,37 ~~10,36~~5,37 *Carrying Petroleum in bulk*	HKg Rot	*c*†	CL ~~3,35~~ 5,37	1932 4mo	NV.Nederl Schps.Maats. Amsterdam *Lloyd'sA&CP*	N.V.Petroleum Maats. "LaCorona" *CellDBuE*64'221*t*	~~450·8~~ 451·2 P103'B35'F43' FK *DTf*32'365*t*	62·0	~~34·1~~ 34·2	TheHague Dutch 14*BH* *FPT*226*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 · $7\frac{3}{4}$ 27 · $6\frac{3}{4}$	
※ 29947 145647 GDZT	**Mervyn** ~~*ss*Cff.No.2-33~~ *ss*Bry.No.3-6,37 1*Dk*(*Stl*) *Cargo battens not fitted*	3402 3039 2066	✠100A1 6,37~~8,35~~ ~~BS6,36~~ 6,37 ✠LMC~~1,33~~ MS3,37	Cff Bry	*v*	CL ~~12,34~~ 6,37	1924 7mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP* *Intermediate BH in after hold dispensed with*	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld.*Mgrs.*) *CellDBa&uE*117'	337·4 349·0(O.L.) P27'B106'F28' FK *f*152'821*tFPT*134*t*	48·0	22·5	Newport British *Cem* 5*BH only* *APT*189*t*	T.3Cy.24",40"&66"-42" (*s*) 180lb *120lb* 322NHP 2SB,*6cf*,GS132,HS5188 G.Clark,Ld.Sunderland	25 ″ 0 s 3 · $9\frac{1}{2}$ 21 · $5\frac{1}{2}$	
29948 PFYW	**Merwede** (*ex*Koningsdiep) *Mchy.Aft* 1*Dk* Now "Marsworth," *see No.* 39174 *in Supplement*	355 360 181					1925	J.Smit Vierverlaten	H.J.Krans	130·8 P38'F21'	23·2	11·5	Rottrdam Dutch *WB*	T.3Cy.10",16"&27"-$19\frac{1}{2}$" 32NHP Botje,Ensing&Co.Grningn		V
29949 LELQ	**Meryl** (*ex*Grado) 1*Dk*	485 368 253					1918	Johs.Berg Delfzijl	Dampskslsk. MarnaA/S (Sigurd Owren,*Mgr.*)	160·4 P68*t*H39*t*F6*t*	25·9	10·7	Oslo Norwegian *WB*	T.3Cy.$12\frac{2}{5}$",$19\frac{9}{10}$"&$31\frac{1}{2}$"-$21\frac{3}{5}$" 46NHP Johs.Berg.Delfzijl		V
29950 33605 JXPB	**Meshima Maru** Wireless 2*Dks*	336 246 197					1928	Namura Gennosuke Osaka	KyushuShosen K.K.	135·0	22·0	13·0	Osaka Japanese	T.3Cy.		
29951 150 IQUE	**Messapia** (*ex*Saffi-34) 1*Dk*&*Spar dk* Sunk in port 7,37	1308 1065 759					1905	Schiffsw.v. HenryKoch Lübeck	A.Lauro	241·3 230·8 P15'B67'F30'	33·7	17·4	Naples Italian *WB*	T.3Cy.17",$28\frac{5}{8}$"&$45\frac{1}{4}$"-$32\frac{1}{2}$" 116NHP J.F.Ahrens,Altona		GI
29952 840 SZNJ	**Messarya Nomikos** (*ex*Tärnö-35, *ex*Skandia,*ex*Finse,*ex*Geneva) *Well deck* 1*Dk*&*Web frames*	985 — 559					1895	Bergens Mek.Værks. Bergen	Petros M.Nomikos, Ld.	212·9 Q107*t*B55*t*H14*t* F27*t*	31·6	12·7	Piræus Greek *WB*	T.3Cy.$15\frac{1}{2}$",25"&42"-30" 96NHP BergensMek VærksBergen	15 ″ 3	
29953	**Messina** E.S.D. 1*Dk* *CruiserStern*	2147 1625 1105					1937	Neptunwerft Rostock G.m.b.H. Rostock	Rob.M.Sloman, Jr.	303·2 P24'F27'	43·6	16·1	Hamburg German *WB*	C.4Cy.(2)$16\frac{3}{4}$"&(2)$35\frac{7}{16}$"-$37\frac{5}{8}$"&LPturbine with DRgearing&hydraulic coupling 348NHP Christiansen&Meyer, Harburg		
29954 17 IBAW	— Ⓟ TwinSc (*Ferry*) *OilEng.* 1*Dk*	1343 — 507					1923	R.Arsenale diMarina Taranto	ItalianState Railways	308·0	39·0	13·0	Messina Italian *WB*	Oil Engines 4S.C.SA 16Cy.17"-$26\frac{7}{16}$" 450NHP FrancoTosi,Legnano		I
29955 UOVT	**Mestkom** TwinSc *OilEng.* Wireless 1*Dk*	925 753 668					1930	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6 P56'F25'	34·0	11·8	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$" 214NHP KolomenskieStatesEng. Works,Kolomna		
29956 161932 MPWV	**Meta** Wireless 1*Dk*	1575 1329 924					1930	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*)	252·3 P15'B90'Q43'F24'	40·0	16·5	Glasgow British *WB*	T.3Cy.18",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		C
29957 UOUB	**Metallist** TwinSc 1*Dk*	968 — 434					1929	Nicolaieff StateSB.Wks 'Andre Marti' Nicolaieff	U.S.S.R.	230·3 F13'P31'	34·2	12·1	Mariupol Russian	T6Cy$12\frac{5}{16}$",$19\frac{11}{16}$"&$31\frac{1}{8}$-$21\frac{5}{8}$" 95NHP NicolaieffStateS.B.Wks. "AndreMarti,"Nicolaieff		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29958 212604 KDAY	**Metapan** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&2*ptDks* Sub.Sig.	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	379·2 B160'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld.Bel		C
29959 TCEJ	**Mete** (*ex*Tjömö–33,*ex*Torlak Skogland,*ex*Scarlet *ss*Ham.No.3–9,23 Tower,*ex*Nigretia) *ss*Abg.No.1–28 1*Dk*(*Stl*)	3258 3010 2041	✠ — 10,33 ✠	PNl	*r*		1910 4mo	A.Rodger &Co. Pt.Glasgow	KalkavanZade Riza veMahdumu Ismail(Vapur Sirketi) *Cell DBa&uE125'f149t* 735*tAPT*56*t*	334·0 P29'B90'F36'	48·0	22·3 FK	Istanbul Turkish 5*BHCem*	T.3Cy.24",40"&65"–42" 300NHP 2SB,6*cf*,GS112,HS4674 A.Rodger&Co.Glasgow	24 ″ 9	I †
29960 LCTO	**Meteor** Ⓟ TwinSc D.F. 3*Dks*	3717 1972 1883					1904	Blohm& Voss Hamburg	DetBergenske Dampskibsselskab	346·2 H183*t*B633*t*	44·2	26·4 18·4	Bergen Norwegian *WB*	T.6Cy.16½",25⅗"&45⅘"–31½" 235NHP Blohm&Voss,Hamburg		N
29961 1294 IBBW	— TwinSc *OilEng.* *ss*Mfl.No.3–2,37 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	1685 1334 965	✠100A1 ~~2,37~~12,37 ✠LMC DBS~~2,37~~2,38 *Carrying Petroleum in bulk*	Mfl CS2,37 ~~5,36~~12,37	*p*	CL 1,37	1925 4mo *Lloyd*	N.Odero fu A.&Co. SestriPnente '*sA&CP*	"LaColumbia"Soc. Mar.perTrasporto diPetrolio e Derivati *Cell DBuE*39'47*tFPT* 54*tAPT*55*t*	242·7 P62'F23'	39·3	16·7 FK	Genoa Italian 10*BHCem*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 214NHP Mchfbk.Augsbrg~~2DB140lb~~ NurnbergA/G,Augsburg 2DB(P)*85lb*(C)*140lb*	18 ″ 5 s1 ″ 8¾ 16 ″ 10	
29962 DIDO	**Methan** *OilEng.* *Mchy.Aft* 1*Dk*	471 355 297					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski ReedereiG.m.b.H.	164·8 P46'F21'	26·4	10·1	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$"–16$\frac{15}{16}$" 91NHP MtrnwrkeMannheim,Ham		G
29963 220386 KDBM	**Meton** *Carrying Petroleum in bulk* Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing*	7027 — 4408			...		1920	Moore S.B.Co. Oakland,Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	425·8 P106'B40'F41'	57·0	33·1 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72¼"–48" 352NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
※ 29964 OYKC	**Mette** (*ex*Jelling–37,*ex*Frumentia) *ss*Abg.2ndNo.3–5,33 1*Dk*(*Stl*)&*deep framing* &*Shltr dk*(*Stl*)	1909 1728 1172	✠100A1 *Shelter dk* *withfreeboard* 3,37 ~~BS8,36~~	Cpn 4,38 ✠LMC~~5,33~~	*s*	CL ~~2,36~~ 3,38	1906 10mo	Howaldts- werke Kiel *Intermediate bulkhead in fore hold dispensed with WB = Cell DBa 88'uE20'f124'551tAPT150t* A&CP	Dampskslsk. af 1937 A/S(Ove Skou,*Mgr.*)	285·6	42·0	18·5 26·0 FK	Copnhagn Danish *Cem* 4*BHonly*	T.3Cy.20⅞",33$\frac{1}{16}$"&55⅛"–35½" 185lb (*s*) 206NHP 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel	20 ″ 7 s ″ 11¼ 19 ″ 9½	
29965 ONVC	**Meuse** (*ex*Zuiderzee) 1*Dk*	726 *524* *308*					1916	Avan Duij- vendijk Papendrecht	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	180·8	28·3	12·4	Antwerp Belgian	T.3Cy.15",25"&40"–27" 83NHP Verschure&Co.Ams.		V
29966 220524 KDCU	**Mevania** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks*&*Web frames* *Longitudinal framing*	6886 — 4289			...		1920	Moore S.B.Co. Oakland,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	425·8 P106'B40'F41'	57·0	33·1 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 879NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
29967 203971 WACK	**Mexican** TwinSc *ss*Bos.2ndNo.3–12,32 D.F. *Fitted for oil fuel* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) *Orlop dk*(*Stl*)*in No.1 hold*	~~7066~~ ~~6080~~ ~~4442~~ 7061 6683 4435	✠ ... 4,34 ✠	SFo			1907 4mo	UnionIron WorksCo. SanFrancisco	American- HawaiianS.S.Co. *WB = CellDBa* 137'*uE*&*B*61'*f*204'	472·3 1789*t Side tanks in*	57·2	32·3 FK *Coll*	NewYork Utd.States *ptCem* *BH to Sh dk* 7 „ „ *U* „ *boiler room*	T.6Cy.24½",42"&65"–45" 821NHP 4SB,16*cf*,GS260,HS11600 UnionIronWorksCo.S.Fo. 35'266*tFPT*156*tAPT*83*t*	35 ″ 0	R †
29968 LIZD	**Mexico** TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	3056 2738 1857					1920	Akt.Naks- kovSkibs. Nakskov	Skibs A/S Mexico (HansHannevig)	301·1 P78'B43'F53'	44·1	26·5	Horten Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–28¾" 452NHP A/SHolebyMotorfabrik, Holeby		N
29969 Wrecked XCMX	— Ⓟ 7,37 *ss*S.Fo.No.2–21 *Fitted for oil fuel* 2*Dks*(*Stl*)	2559 — 1659	✠ 1,27 ✠	NYk	*l*		1913 11mo	W.Hamil- ton&Co.Ld. Pt.Glasgow *Intermediate BH in fore hold dispensed with WB = CellDBa 80'uE&B44' f134'532tFPT44tAPT10t*	MexicanGovern- ment(operated by TransportesMar- itimos y Vias Fluviales S.C.M.de R.L.)	310·5 P39'B104'F36'	43·2	19·8 FK	Progreso Mexican *ptCem* 4*BHonly*	T.3Cy.22",36"&59"–39" 313NHP 2SB,6*cf*, HS4760 D.Rowan&Co.Glasgow	22 ″ 2	
29970	— Ⓟ TwinSc *Well deck* 1*Dk*(*Stl*)	709 — 294	✠ 12,12 ✠	Dun			1912 12mo	Caledon SB.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q73'B78'F26' *WB = FPT*57*t APT*23*t*	40·1	10·7 FK	Bns.Aires Argentine 5*BHCem*	T8Cy(2)12",(2)20"&(4)24" –24" 182NHP 2SB,4*cf*,GS78,HS2892 FD CaledonS.B.&E.Co.Ld.Dun	11 ″ 6	
29971 13662 JMXD	**Mexico Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3–11,34 2*Dks*(*UptIrn ptStl,MStl*) &*deep framing* *Lower dk*(*Stl*)*in fore hold*	5785 4959 3560	✠100A1 1,38~~11,36~~ ✠LMC	Osa ~~11,36~~ 1,38	*z*	CL S1,36 P11,36	1910 10mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	OsakaShosenK.K. *WB = Cell DBa 131' uE&B79' f137'1070tFPT122tAPT39t*	400·0 P34'B152'F44'	51·0	32·4 29·8 FK	Osaka Japanese 7*BHCem*	T.6Cy.19¼",32"&54"–48" (*s*) 200lb 578NHP 3SB,9*cf*,GS198,HS8344 MitsuBishiD.&E.Wks.Nag	32 ″ 6 s 6 ″ 10½ 26 ″ 0	
29972 FNSS	**Mexique** Ⓟ (*ex*Lafayette) QuadSc *Fitted for oil fuel* 4*Dks*&*Shelter dk* D.F. GyC.	12220 8679 5904					1915	Ch.&Atel. deProvence Marseilles	Cie.Générale Transatlantique	546·5 P59'B295'F59'	64·2	34·8	St.Nazaire French *WB*	C.8Cy.26¾"&48"–39⅜" Ch.&Atel.deProvence,Msl &2LP Turbines Ch.del'Atlantique,St.N.		V
29973 216397 KJRJ	**Mexoil** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	1370 1090 760			...		1918	Alabama- NewOrleans TransptnCo Violet,La.	GreatLakes TransportCorp.	242·5 P72'F21'	36·9	19·7 FK	NewYork Utd.States *WB*	C.4Cy.16"&32"–24" NE&B21 194NHP StatenIs.S.B.Co. Pt.Rchmd.N.Y.	19 ″ 0	R †
※ 29974 FOVP	**Mexphalte** (*ex*Paquita) TwinSc *ss*Bkn.No.2–37 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing* *at bottom&at deck*	2578 1794 954	✠100A1 2,37 ✠LMC12,36 *Carrying Petroleum in bulk or* *Carrying Asphalt only & limited to centre tanks* *Fitted for oil fuel* 11,28 *F.P. above* 150°F.	Bkn	*t*	CL P12,36 SN 12,35	1928 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Soc.Anon. Française des PétrolesShell *Wing tanks*128'1254*tFPT* 148*tAPT*98*t*	302·5 P87'*Trunk*176'	49·6	15·0 FK	Algiers French 9*BHptCem* *ptAsp*	T.6Cy.13",21"&35"–24" (*s*) 180lb 234NHP 2SB,4*cf*,HS4038 G.Clark,Ld.Sunderland	15 ″ 0 s1 ″ 11¼ 13 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
29975 204640 KFST	**Michael Gallagher** (exEdwinN.Ohl) Mchy.Aft 1Dk	5141 — 3818					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line Inc.	420·0	54·2	29·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
29976 116723	**Michael J. Bartelme** (exSirHenryBessemer) Mchy.Aft 1Dk2trB	3850 — 2709					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	413·2	48·0	24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"-42" NB06 282NHP GlobeIW.Co.Cleveland,O		
29977 12 SVUW	**Michael J. Goulandris** (exLinaL.D.-37, ssShl.No.3-10,33 exHallgyn) 1Dk(Stl)&Shelterdk(Stl) D.F.	6669 6315 4164	✠100A1 Shelterdk withfreeboard 3,37 ✠LMC MS10,33 BS12,34 Fitted for oil fuel 9,21 F.P. above 150° F.	Ant	a†	CL 3,37	1921 10mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	TheHeirs of the late MichaelJ. Goulandris (GoulandrisBros. Mgrs.) Intermediate BH in forehold dispensed with CellDB 360'1156t	MT15'606t FPT 105t		FK	Andros Greek ptCem 1BHtoShdk 5 „ „ U „ APT231t	T.3Cy.27",44½"&75"-54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
29978 OZEC	**Michael Jebsen** Ⓟ 2Dks	2318 2061 1343					1927	Howaldtswerke A.G. Kiel	RhederiM.Jebsen A/S (J.F.C.Jebsen Mgr.)	281·2 P22'B81'F38'	41·9	21·9	Aabenraa Danish WB	T3Cy.20",32$\frac{5}{16}$"&54$\frac{5}{16}$"-37$\frac{7}{16}$" 180NHP HowaldtswerkeA.G.Kiel		G
29979 89 SVCC	**Michael L. Embiricos** (exWarMalayan) ssNwc.No3-3,29 ssBly.No.1-32 1Dk(Stl)	5202 4755 3130	✠100A1 9,36 ~~BS9,36~~ ✠LMC3,32 3,38	Npt	y	CL 5,35	1918 6mo Lloyd's A&CP	Caird&Co. Ld. Greenock	S.G.Embiricos CellDB	400·3 P50'B113'F39' 345'1122t FPT123t	52·3	28·5 FK	Andros Greek 7BHptCem APT90t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Caird&Co.Ld.Greenock	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
29980 21726 WMEE	**Michael Tracy** (exCoteBlanche) Mchy.Aft Sub.Sig. 1Dk	2351 1855 1483			...		1919	Gt.Lakes Eng Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·4 P115'F26'	43·7	25·1 FK	NewYork Utd.States WB	T.3Cy.21",34½"&57"-42" 284NHP Gt.LakesEngWrksDetroit	27 ″ 6	R †
29981 262 SVKZ	**Michalakis** (exBarracoo-33) ssApl.No.3-11,33 ssAlx.No.1-37 2Dks(Stl)	5234 4755 3155	✠100A1 ~~9,36~~10,37 ~~BS[illegible]~~ ✠LMC~~[illegible]~~ 5,37 MS10,37	Ant Alx	y	CL ~~1,35~~ 9,37	1919 12mo Lloyd's A&CP	R.Thompson&Sons,Ld. Sunderland	N.Eustathiou&Co. CellDB	400·3 P49'B113'F39' 340'1057t FPT137t	52·3	28·5 FK	Syra Greek 7BHCem APT213t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.CoLd.Sld	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
29982 281 SVGL	**Michalios** (exJulia-35, exNordsee,exEstremadura, exSantaUrsula) 1Dk&Spar dk	3742 3396 2196					1908	Akt.Ges. "Neptun" Rostock	XilasBros.	351·8 P24'B216'F43' 23·4	50·2	15·4	Syra Greek WB	T.3Cy22$\frac{1}{16}$",36⅝"&60½"-41⅝" 231NHP A.G."Neptun,"Rostock		G
29933 103 SVJB	**Michalis** (exOakfield-33) ssCff.No.3-2,25 ssAnt.No.2-33 Cargo battens not fitted	3646 3422 2289	✠100A1 10,36 BS11,35 ✠LMC6,33	Cff	w	CL 10,36	1912 3mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepoo	L.M.Fatsis Cell	360·0 P25'B221'F36' DBa&uE 142'f158'	51·0	22·7 FK	Chios Greek 5BHCem 991tAPT87t	T.3Cy.25½",40½"&67"-45" 180lb *120lb* (r) 317NHP 2SB.6cf,GS101,HS4769 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 s3 ″ 2½ 22 ″ 2	
	Note "Presidente Terra," see No. 33700 in Supplement															
29984 17381	**Michi Maru** 1Dk	1384 1224 736					1914	Tochigi Zosensho, Koyaki	TochikiShoji K.K.	245·0	34·0	20·5	Kobe Japanese WB	T.3Cy.19",31"&50½"-36" 151NHP OkamatoKosakusho,Osaka		
29985 203206 KFLN	**Michigan** Mchy.Aft D.F. 1Dk	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo Mgrs)	530·0	56·2	32·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" Great 257NHP LakesEng.Works,Detroit		R
29986 FNSZ	— ssHav.No.3-10,34 1Dk(Stl)&Shelter dk(Stl) D.F.	6419 6152 4023	✠100A1 Shelter dk withfreeboard 8,37 ~~11,30~~ BS8,37 ~~BS12,[illegible]~~ ✠LMC10,34	NOs Hav	a†	CL N11,36	1920 4mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland CellDB366'1361t DTa27'1028t FPT154t APT88t	Cie.Générale Transatlantique	412·5 F36'onShelter dk Collision BHtoShdk	55·5	34·4 FK	Havre French Cem 6 „ „ U „	T.3Cy.27",45"&75"-54" (s) 180lb 564NHP 4SB,12cf,GS260,HS9760 J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9½ 28 ″ 6	
29987 218750 KEGS	— (exWestHartland) Fitted for oil fuel 2Dks	5594 — 3476					1919	Columbia RiverSBCor Portland,Or.	StatesSteamship Co.	410·0 P44'B115'F46'	54·2	27·6	Portlnd Or Utd.States WB	DR Geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
29938 127752	— (exCharlesM.Warner) Mchy.Aft 1Dk2trB	3812 — 2733					1903	Chicago S.B.Co. Chicago	GreatLakesDredge &DockCo.	370·0 F44'	48·0	24·0	Duluth Utd.States WB	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		
29989 221467	— TwinSc (exI.L.I.105-36, OilEng. exInterwaterways ssClv.No.3-4,35 LineIncorporated105-32) 1Dk(Stl) Mchy.Aft	1040 956 797	✠ A1 Self-propelled Barge 3,38 ~~4,37~~ LMC4,35 LMC(M)4,37 For service between New York via Erie& Welland Canals Port Huron & Montreal Carrying liquid caustic soda in deep tanks in Nos. 2,4&6holds	NYk		3,36	1921 7mo	McDougall DuluthS.BCo Duluth,Minn. A&CP	MichiganAtlantic Corporation Side tanks f12'23t FPT30t	254·0	36·0	14·0 FK	NewYork Utd.States 5BHCem APT13t	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NDB35-100lb NE4,27 FairbanksMorseCo.Beloit. Wis.	14 ″ 0	
29990 144084 MKSL	**Mickleton** 3Mst ssBwg.No.3-6,34 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	777 541 364	✠100A1 ~~10,36~~12,37 ~~BS[illegible]~~ ✠LMC6,34 6,37	Shl Gmh	j	CL ~~5,34~~ 12,37	1921 8mo Lloyd's A&CP	Cook,Welton&Gemmell Ld. Beverley	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) CellDB	180·4 187·1(O.L.) Q101'B11'F28' f99155tFPT 52t	30·1	11·7 FK	Hull British 3BHCem APT34t	T.3Cy.14½",24"&40"-27" (s) 180lb 109NHP 2SB,4pf,GS64,HS1950 C.D.Holmes&Co.Ld.Hull	14 ″ 0 s3 ″ 11½ 13 ″ 7½	
29991 PJBP	**Midas** (exEllaHalm) TwinSc Wireless 1Dk	962 804 535					1925	F.Schichau Elbing	West-Indische Scheeps.Maats.	221·1 Q66'B53'F23'	33·7	13·5	Curaçao Dutch WB	T6Cy.11"18$\frac{1}{16}$"&29$\frac{1}{16}$"-19$\frac{7}{16}$" 75NHP F.Schichau,Elbing		V
29992 148093 MNBJ	**Middlesbro'** ssMdb.No.3-6,37 ~~ssMdb.No.2-33~~ 1Dk(Stl) Well deck	989 725 403	✠100A1 6,37 2,36 ~~BS2,36~~ ✠LMC~~6,33~~ 5,37	Mdb	n	CL ~~2,36~~ 5,37	1924 10mo Lloyd's A&CP	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. CellDBuE19'f115'158t DTa at sides of tunnel31'105t	225·2 Q96'B13'F29'	32·2	14·3 FK	Newcastle British 4BHCem	T.3Cy.19",31"&50"-33" (s) 180lb 185NHP 2SB,6cf,GS110,HS3262 ShieldsEng.Co.Ld.N.Shl.	16 ″ 6 s1 ″ 7½ 15 ″ 0½	
29993 145237 GDQB	**Middlesex** ssFal.No.3-1,33 2Dks(Stl)&Shelterdk(Stl) D.F. Ref.Mchy. CruiserStern ssLiv.No.1-37	8703 8185 5460	✠100A1 Shelter dk withfreeboard 2,38 ~~7,36~~ ✠LMC2,37 ~~[illegible]~~ ~~BS[illegible]~~ ✠Lloyd'sRMC~~[illegible]~~ 2,33 BS1,33 Fitted for oil fuel 4,25 F.P. above 150° F.	Lon Gls	d†	CL ~~12,34~~ 1,38	1920 9mo Lloyd's A&CP	Swan,Hunter& Wigham Richardson, Ld.Newcastle	FederalStm.Nav. Co.Ld. CellDB	460·0 B268'F50'on Shelter dk Collision 386'1446t FPT115t	62·8	35·2 FK	London British ptCem BH to Sh dk 6 „ „ U „ APT23t	2SteamTurbinesDRgeared to 1 Sc. Shaft 180lb (s) 1252NH 5SB,20cf,GS401,HS16575FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	37 ″ 9 s7 ″ 10½ 30 ″ 0½	
29994 210644 KGGO	— Mchy.Aft 1Dk	4727 4109 2780					1912	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	369·0 P80'B17'F33'	50·1	28·0	Prtlnd,Me. Utd.States WB	T.3Cy.23½",38½"&67"-45" 301NHP NewYorkSBCo.CamdnNJ		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29995 92899 KJRK	Broken up **Middletown** TwinSc 1Dk&Saloon dk Web frames	1483 — 1008					1896	Neafie& LevyCo. Philadelphia	NewEnglandS.S. Co.	243·3	45·6	14·0	Hartfd Con Utd. States *WB*	C.4Cy.20"&40"–28" 158NHP Neafie&LevyS.&E.B.Co.		
29996 116061 CYJL	Broken up **Midland King** Iron&Steel 1*Dk2trB*	3965 3959 2450					1903	Collingw'd S.B.Co. CollngwdOnt	~~CanadaSteamship Lines,Ld.~~	366·5	48·0	28·0	MidlndOnt British *WB*	T.3Cy.20",33½"&55"–40" Bertram 191NHP Eng.WorksCo.Toronto		
29997 116669 VGMP	**Midland Prince** (*Self-Unloader*) D.F GyC.	6339 6098 4244					1907	Collingw'd S.B.Co. CollngwdOnt	CanadaSteamship Lines,Ld.	474·0	55·0	27·0	MidlndOnt British *WB*	T.3Cy.23",38½"&63"–42" 257NHP CollingwoodS.B.Co.		R
29998 LELR	**Midnatsol** Ⓟ 1*Dk&Awng dk2trB*	978 860 505					1910	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	202·8 H118*t*	31·1	19·8	Bergen Norwegian *WB*	T.3Cy.19",30"&52"–33" 155NHP BergensMekVærksBergen		
29999 25492 JBED	**Midori Maru** (*ex*CapeTown Maru-36) *ss*Yka.No.3-6,34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5827 5590 4228	✠ ... 2,38 *Awng dk* *withfreeboard* ✠~~[illegible]~~ *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Nag	*y*	OG 10,35	1919 9mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	TochikiShojiK.K. *CellDB*334'1118*t*	385·0 FK *Coll* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *ptCem* *BH toAw dk* 5 ,, ,, *U dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154.HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 ~~9 ″ 1¾~~ ~~27 ″ 1~~	
※ 30000 PFZL	**Midsland** *ss*Rot.No.3-10,34 *Well deck* 1*Dk*(*Stl*)	1089 758 608	✠100A1 3,37 BS~~9,34~~ 10,37 ✠LMC10,34	Rot	*n*	OG 12,35	1915 10mo	Maats. Fyenoord Rotterdam A&CP *W*	Scheepv.en SteenkolenMaats. *B=Cell DBa* 58' *u*	224·8 Q72'B55'F22' FK *E*19'*f*98' 301*t FPT*	33·2	14·3	Rottrdam Dutch 4*BHCem* 17*tAPT*12*t*	T.3Cy.17½",29"&46"–36" (*r*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 1 s 1 ″ 0½ 14 ″ 2¾	
30001 220920	**Midway** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk*	978 — 586					1920	Pacific Cst. S.B.Co. BayPoint,Cal	TideWater AssociatedOilCo.	193·5	38·0	15·1	S.Frncisco Utd. States	C.2Cy.16"&34"–24" TheHallideCo. 53NHP Spokane,Wash.		
※ 30002 31569 JTLB	**Midzuho Maru** Ⓟ TwinSc (*ex*InfantaIsabel) *ss*Nag.No.3-3,27 *ss*Kob.No.2-35 3*Dks*(*Stl-Uws*)&*Shadedk*(*Stl-ws*) 4*thdkinNo.*1*hold*	8506 7277 5195	✠100A1 *Shadedk* 3,37 ✠LMC3,37	Kob	*c*†	CL S2,35 P2,37	1912 9mo *Lloyd's*A&CP	Russell& Co. PortGlasgow	OsakaShosenK.K. *C* *ellDBa*133' *u E&B*	459·5 F45' FK 77'*f*176' 1169*t FPT*	58·2	36·8	Osaka Japanese 7*BHCem* 98*tAPT*77*t*	Q.8Cy.24½",35",50"&72"–51" 215lb (*s*) 1134NHP 3D&2SB30*cf*GS572HS20610 D.Rowan&Co.Glasgow	39 ″ 6 s13 ″ 10¾ 26 ″ 1	
30003 EAFY	**Mieres** (*ex*CeferinoBallesteros, *ex*Rosario, *ss*Bbo.2ndNo.3-12,21 *ex*KendalCastle) *ss*Bbo.No.2-31 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl*)	2884 2116 1747	✠ ... 5,34 ✠	Bbo	*t*		1896 5mo	W.Pickers- gill&Sons Sunderland	Soc.Anon.Fabrica deMieres *CellDB*	310·0 P27'Q42' *ptAwng dk*241' FK *a*96'*uE&B*44' *f*120'	42·9	19·2	Gijon Spanish 6*BHCem* 647*tAPT*38*t*	T.3Cy.21½",36"&60"–42" NDB13 245NHP 2SB,6*pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9	
30004 143 YLDT	**Miervaldis** (*ex*Kingsdon, *ex*St.Edmund) *Well deck* 1*Dk&deep framing*	1236 1017 719			...		1904	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Stahl&Co. (D.Thomsons, *Mgr.*)	234·6 Q89'B46'F30' FK	36·1	14·9	Riga Latvian *WB*	T.3Cy.19¼",31"&51"–36" 167NHP ClydeS.B.&E.Co.Ld. P.Gls	17 ″ 3	C †
30005 PFZO	**Mies** *ss*Rot.No.1-36 *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	309 227 222	✠100A1 ~~9,37~~~~12,36~~12,37 3,38 ✠LMC12,36	Rot ~~Kel Abn~~	*d*	~~N12,36~~ 3,38	1933 2mo *Lloyd's*A&CP	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	N.V.Motorschip "Mies"(J.Vermaas Scheepvaartbedrijf N.V.) *Cell*	131·9 Q26'F16' FK *DBf*28' 28*t FPT*1	23·5	8·8	Rottrdam Dutch 3*BHCem* 0*tAPT*4*t*	Oil Engines 4S.C.SA 4Cy.11"–17 1/16" 47NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6 s ″ 11½ 8 ″ 7½	
30006 22394 JEGC	**Mifuku Maru** Wireless 1*Dk*	1206 1025 661					1918	Matsuo Magohashi Koyaki	Tsurumaru Hirotaro	200·0	33·0	20·0	Kobe Japanese *WB*	T.3Cy.14½",24½"&40"–30" Matsuo 88NHP Magohashi,Nagasaki		
30007 498 IQVM	**Migliarino** WoodAuxBkn (*ex*SailingVessel) *OilEng* 1*Dk2trB* (*See Sailing Ship Register*)	391 — 312					1920	Flli Picchiotti Viareggio	L.G.Tomei	139·4	30·1	14·9	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.8 11/16"–14 9/16" 39NHP *Emade*32*fitted*35 Akt.Burmeistr&Wain,Cpn		I
30008 EAHE	**Miguel** (*ex*Eros) Ex "Inha," see No. 38603 in Supplement *ss*Bbo.2ndNo.3-12,25 D.F. *ss*Bbo.No.2-33 1*Dk*(*Irn*)&*deep framing*	2690 2400 1705	✠100A1 2,36 BS3,36 ✠LMC12,33	Mdb	*t*	6,35	1899 11mo	R.Thomp- son&Sons Sunderland A&CP	P.M.deViguera y Cia *CellDBa*	313·0 P29'B94'F34' FK 98'*uE*22' *f*128'662*t*	44·2	20·6	Bilbao Spanish 5*BHCem* *APT*55*t*	T.3Cy.22",36½"&60"–42" (*s*) 180lb *80lb* NDB13 253NHP 2SB,6*pf*,GS97,HS3910 N.E.MarineCo.Ld.Sld.	23 ″ 0 s 3 ″ 5¼ 19 ″ 9	
30009 147287 GKXJ	**Miguel de Larrinaga** 2*Dks*	5231 4855 3197					1924	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	388·4 P29'F36'	53·0	29·8	Liverpool British *WB*	T3Cy25⅝",43 3/16"&70 9/16"–47¼" 345NHP F.Schichau,Elbing		C
30010 30369 JMSE	**Mihara Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	KobeWrks. Mitsubishi ZosenKaisha, Ld. Kobe	SetsuyoShosen K.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¼"–27" 195NHP Vickers,Ld.Barrow		
30011 29918 JQPB	**Miho Maru** (*ex*TagonouraMaru-37)(*SalvageVessel*) Wireless 1*Dk*	632 509 316					1924	Yokohama DockCo. Yokohama	NipponSalvageCo. Ld.	175·0 P25'B62'F27'	28·0	15·5	Tokio Japanese *WB*	T.3Cy.13",21"&36¾"–27" 70NHP YokohamaDockCo.Yka.		
30012 15870 JCPG	— Ⓟ Wireless 1*Dk*	515 457 283					1913	OsakaIron Works Osaka	ChishimaKisen K.K.	163·4	25·9	14·4 *WB*	Kobe Japanese	T.3Cy.12",20"&34"–22" 54NHP OsakaIronWorks,Osaka		
30013 19215 JBID	**Miikesan Maru** *ss*Kob.No.3-11,29 *ss*Kob.No.1-34 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3179 2757 1961	✠ ... 5,35 ✠	Kob	*t*		1916 6mo	OsakaIron Works,Ld. Innoshima *CellD*	SugayaK.K. *Ba&uE*101'/138'47	305·0 P19'B82'F32' FK 4*t DTa*25'534*t FPT*	43·7	27·2	Kobe Japanese 5*BHCem* 79*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
30014 PGBP	**Mijdrecht** *OilEng.* *ss*Rot.No.1-35 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way of mchy.* D.F. *space&Webframes Longitudinal* *framing at bottom & at deck*	7493 6720 4398	✠100A1 ~~9,37~~ ~~12,36~~ 2,38 ✠LMO CS4,35 DBS~~12,36~~2,38 12,36 *CarryingPetroleum in bulk*	Rot ~~Yka~~	*b*†	CL ~~3,36~~ 2,38	1931 2mo *Lloyd's*A&CP	NVRotter- damDroogd. Maats. Rotterdam	N.V.Maats.Motor- schip"Mijdrecht" (N.V.Phs.Van Ommeren'sSheepv. Bedrijf,*Mgrs.*)	440·3 P110'F44' FK *CellDBuE*32'59*t*	58·7	35·0	Rottrdam Dutch 12*BH* *DTf*25'243*t*	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 652NHP 2DB*142lb* Harland&Wolff,Ld.Gls. *FPT*220*tAPT*136*t*	34 ″ 11 s 7 ″ 9¾ 27 ″ 3½	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où vois. si ce n'est dans le L.R. Durée, Cert. B. of Trade
30015 PKQR	**Mijer** *OilEng.* 1*Dk*	1873 1716 1128					1914	Wrf.voorh. Rijkee&Co. Rotterdam	**Koninkl.Paketv. Maats.**	278·2 P34'F30'	41·2	16·8	**Batavia** Dutch *WB*	Oil Engines4S.C.SA 6Cy.22"-39⅝" 280NHP NedFb.v.Wrk&Spoor,Ams		V
30016 Stranded2,37 JTFH	**Mikado Maru** (*ex*Allemannia) **Iron** 2*Dks3trB*	1850 1720 1142			...		1881	Dobie&Co. Glasgow	**AkaiNaosaburo**	288·0 Q46'B35'F32'	33·3	23·5	**Hamadera** Japanese *WB*	C.2Cy.34"&62"-42" 208NHP J.Howden&Co.Glasgow		
30017 28556 JUEB	**Mikage Maru** Ⓟ (*ex*Iran,*ex*Paroo) 1*Dk&Spar dk&deep framing*	2761 2231 1685			...		1897	Russell& Co. PortGlasgow	**MukoKisenK.K.**	315·6 B92' FK 22·1 P36'*Shade dk a*24' F35'*Shade dk f*28'	40·1	14·6	**Mikage** Japanese *WB*	T.3Cy.25",40"&64"-45" 291NHP Hutson&Son,Glasgow	24 " 6	
30018 40713 JGJJ	**Mikage Maru No. 2** *OilEng.* 1*Dk*	617 — 401					1935	Mihara S.B.Yd Osaka	**MukoKisenK.K.**	170·0	28·0	14·9	**Mikage** Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20⅞" 118NHP HanshinTekkosho,Kobe		
30019 33188 JAYC	**Mikage Maru No. 3** (*ex*Mifune Maru) 1*Dk*	3111 2775 1843					1928	KobeSteel Works Harima	**MukoKisenK.K.**	330·5 P25'B93'F35'	46·7	25·0	**Mikage** Japanese *WB*	T.3Cy.22",37"&61"-42" 241NHP KobeSteelWorks,Kobe		C
30020 29806 JPLA	**Mikage Maru No. 5** (*ex*Kratos) 1*Dk&deep framing*	3532 3216 2190			...		1904	W.Gray& Co.Ld. WHartlepool	**MukoKisenK.K.**	340·0 P27'B100'F32' FK	49·1	22·8	**Mikage** Japanese *WB*	T.3Cy.25$\frac{3}{16}$",40⅝"&67"-45" 335NHP Cen.Mar.Eng.Wrks.WHpl	25 " 3	C †
30021 31738 JHMB	**Mikage Maru No. 8** (*ex*Shakespear) 1*Dk*	3392 3133 2567			...		1912	J L Thomp- son&Sons,Ld Sunderland	**MukoKisenK.K.**	342·0 P39'B94'F34' FK	49·1	22·9	**Mikage** Japanese *WB*	T.3Cy.24",40"&65"-42" 294NHP Blair&Co.Ld.Stockton	25 " 4	C †
30022	**Mikage Maru No. 18** *Fitted for oil fuel* *Cruiser Stern* 1*Dk*	4250					1936	Mitsubishi JukogyoK.K Kobe	**MukoKisenK.K.**	360·0 P25'B105'F32' *WB*	50·0	29·0	**Mikage- Chyo** Japanese	1 DR gearedSteamTurbine 383NHP		
30023 33636 JQNB	**Mikasa Maru** Ⓟ 2*Dks*	3143 2700 1877					1928	Yokohama DockCo. Yokohama	**NipponYusenK.K.**	325·0 P29'B87'F38'	46·0	27·0	**Tokio** Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
30024 UNIA	**Mikhail Frunze** Sub.Sig. 1*Dk*	2357 1911 1231			...		1928	Sevastopol MarineWks. Sevastopol	**U.S.S.R.**	277·3 P14'B58'F26' FK	43·2	20·3	**Leningrad** Russian *WB*	T.3Cy.17¾",29¼"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 192NHP BalticS.&E.Wks.Leningrd	22 " 8	
30025 UNIH	**Mikoyan** Sub.Sig. 1*Dk(Stl)*	2332 2013 1296	✠ 8,33 ✠	Len	*s*		1929 12mo	BalticS.B. &Eng.Works Leningrad	**U.S.S.R.**	284·8 P18'B75'F32' FK *CellDB*228'554*t FPT*	43·1	20·5	**Vladvostk** Russian 4*BHptCem* 51*tAPT*85*t*	T.3Cy.17$\frac{11}{16}$",29⅝"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP 2SB,4*cf*,GS64,HS2690 BalticS.B.&E.Works,Len.	22 " 7	
30026 22280 JEXB	**Mikuni Maru** Ⓟ Wireless 2*Dks*	982 840 561					1918	Kawasaki Zosensho Kobe	**KitaNipponKisen K.K.**	194·0	32·0	19·0	**Amino** Japanese	T.3Cy.15",25"&42"-30" 97NHP KawasakiZosensho,Kobe		
※ 30027 27178 JMYD	**Milan Maru** *ss*Nag.No.3-11,34 2*Dks(Stl)*	5467 4996 3409	✠100A1 1,38 ~~12,36~~ ✠LMC~~12,36~~ 1,38	Kob	*z*	CL 11,35	1920 7mo	AsanoS.B. Co. Tsurumi A&CP	**IshiharaSangyo KaiunK.K.**	400·0 P33'B124'F41' FK *CellDB*339'941*t*	53·2	29·4	**Fuchu** Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 " 0 s6 " 5¼ 25 " 9	
30028 429 IBCW	**Milano** Ⓟ **TwinSc** **D.F.** 2*Dks3trB*	4028 — 2225					1913	Cant.Nav. Rinniti Spezia	**"Tirrenia"Soc. Anon.di Nav.**	361·6	44·7	24·4	**Naples** Italian *WB*	T.6Cy.21¼",34½"&59$\frac{7}{16}$"-41⅜" Soc.Esercizio 454NHP Bacini,RivaTrigoso		I
※ 30029 130164 VJGP	**Mildura** (*ex*Enoggera) *ss*Syd.No.3-9,33 1*Dk(Stl)&Shelter dk(Stl)* *ss*Syd.No.1-37 *&Web frames* *Longitudinal framing*	3478 3015 2003	✠100A1 *Shelter dk* *with freeboard* ~~9,37~~ 1,38 ✠LMC ~~MS12,32~~	Syd ~~Mel~~ MS1,37 BS~~6,36~~6,37	*v*	CL 1,37	1920 12mo	H.M.Dock- yard Newcastle, N.S.W. A&CP	**Australasian UnitedStm.Nav. Co.Ld.** *CellDB*277'884*t*	331·0 340·8(O.L.) FK *Collision BH to S dk* *FPT*118*t APT*204*t*	47·7	26·1	**Melbourne** British *Cem* 4 " " *U* "	T.3Cy.25",41"&68"-45" (*s*) 190lb 519NHP 3 Water Tube Boilers FD HS8289 H.M.Dockyard,Nwc.NSW	26 " 1 s 2 " 4½ 23 " 11	
※ 30030 132561 MDPC	**Mile End** *ss*Shl.2ndNo.3-9,36 1*Dk(Stl)* *Cargo battens not fitted*	859 664 442	✠100A1 9,37 ~~11,36~~ ✠LMC9,36 BS9,37	Shl		CL ~~9,36~~ 9,37	1911 7mo *Lloyd'sA&CP* *WB = CellDBa*48'*uE*12'*f*65'171*tD*	W.Dobson &Co.Ld. Newcastle	**CommercialGasCo.**	165·6 B44'F18' FK *Tank in Engine Room Stbd* 17'*Port*21'123*tFPT*23*tAPT*18*t*	38·0	14·5	**London** British 4*BHCem*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 165NHP 1SB,4*cf*,GS81,HS2851 MacColl&Pollock,Ld.Sld.	15 " 4 s 1 " 4½ 14 " 2	
30031	**Milena** **WoodAux4MstSr** (*ex Sailing Vessel* *OilEng.* Burkeland-35) *Mchy.Aft* 1*Dk2trB* *(See Sailing Ship Register)*	757 — 583					1918	Bagdad S.B. Milton,Fla.	**Industria Aveirense de Pesca, Ltda.**	176·4	35·9	16·4	**Aveiro** Portuguese	Oil Engines 2S.C.SA 4Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 68NHP *Emade&fitted*36 Atlas-DieselA/B,Skm		
※ 30032 161390 GTJL	**Mill Hill** (*ex*Peebles-36, *ex*Gracechurch-33) *ss*Sld.No.1-34 1*Dk(Stl)* **D.F.** *CruiserStern*	4318 4025 2594	✠100A1 ~~7,37~~ 6,36 3,38 BS~~6,36~~ 7,37 ✠LMC~~6,36~~ MS3,38	Ams ~~Hul~~ Bkn	*x*	CL ~~6,36~~ 3,38	1930 4mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	**MillHillS.S.Co.Ld. (CountiesShip ManagementCo. Ld.***Mgrs.***)**	370·4 384·7(O.L.) P30'B230'F34' FK *CellDB*317'913*tFPT*134*tAPT*161*t*	52·9	24·9	**Newcastle** British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB(Spt)9*cf*,GS187,HS6105 G.Clark,Ld.Sunderland	27 " 2 ~~s1 " 8~~ ~~18 " 0~~ s3 " 7½ 23 " 9½	
30033 CBTM	**Millabu** (*ex*Atacama-33, **TwinMsts** *ex*StadHaarlem) *ss*Vpo.No.3-12,34 2*Dks(Stl)*	3201 2811 1870	✠100A1 2,37 BS2,37 ✠LMC5,34 *Fitted for oil*	Vpo *fuel*11	*u* ,22	CL 2,37 *F.P. a*	1922 11mo *Lloyd'sA&CP* *bove* 1	W.Gray& Co (1918)Ld. WHartlepool 50° F.	**Cia.Carbonifera y de Fundicion "Schwager"**	310·1 P23'Ba23'B84' FK Bf23'F32' *Cell DB* 265'758*t FPT*	46·5	23·7	**Valparaiso** Chilian 6*BHptCem* 120*tAPT*60*t*	T.3Cy.25",41"&68"-45" (*r*) 200lb 414NHP 3SB,6*cf*,GS132,HS5727 FD Cen.Mar.Eng.Wks.W.Hpl	26 " 3 s4 " 3 22 " 4	
※ 30034 140536 GPSM	**Millais** *ss*Cff.No.3-7,30 *ss*Liv.No.1-34 *Ref.Mchy.* 3*Dks(Stl)&Shelter dk(Stl)* **D.F.**	7300 6744 4457	✠100A1 *Shelter dk* *with freeboard* 10,37 ~~11,36~~ ✠LMC MS1,34 ~~✠Lloyd'sRMC3,37~~	Bry Liv BS~~7,36~~11,36	*b*†	CL 11,36	1917 5mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	~~Lamport&Holt Line,Ld.~~ Blue StarLine,Ld.	434·9 B115'F25'*on Shelter dk* FK *CellDB*377'1095*t FPT*	55·3	35·2	**Liverpool** British 7*BHCem* 84*tAPT*25*t*	Q4Cy27",38½",54½"&78½"-54" 215lb (*s*) 808NHP 3DB(Spt)&1AuxSB,21*cf*, GS420,HS15803 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 2½ 29 " 3	
30035 TCCG	**Millet** Ⓟ (*ex*Teheran, **IronBn** *ex*Pelion) *ss*Msl.No.3-5,95 1*Dk(Irn)&Spar dk 3trB*	1728 1352 1089	✠ 5,95 ✠	Msl	*r*		1883 2mo	A.McMil- lan&Son Dumbarton	**Barzilay& Benjamin**	259·8 P24'B28'F29' 23·0 BK8'	36·7	15·5	**Istanbul** Turkish 6*BHCem*	C.2Cy.36½"&63"-48" 2DB,4*pf*,GS168 229NHP Denny&Co.Dumbarton		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 30036 207579 WKCI	**Millinocket** ssBal.2ndNo.3-6,34 1Dk(Stl)2trB&Web framing Longitudinal framing	3274 2716 2078	✠100A1 1,38 ~~3,37~~ ✠LMC2,38 ~~MS3,34~~ ~~BS3,37~~ Fitted for oil fuel 12,22	Bal	u	CL 3,37 F.P. above 150° F.	1910 6mo	Maryland SteelCo. Sparro'Pt Md A&CP	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.) Cell DBa82'uE18'f134'485tFPT102tAPT46t	317·3 P26'B93'F36' FK	44·2	23·8	New York Utd.States 5BHCem	T.3Cy.21⅞",37½"&60"-42"(s) 180lb 277NHP 2SB,6cf,GS144,HS4580 MarylandStl.Co.Sparr'.Pt.	26 ″ 6 s4 ″ 3½ 22 ″ 4½	
30037 131370 MDPX	**Millisle** (exGowerCoast-32, exVolhynia) 3Mst Welldeck Mchy.Aft 1Dk	617 420 255				...	1911	R.William-son&Son Workington	JohnKelly,Ld. (W.Clint,Mgr.)	175·0 Q105'B9'F22' BK7″	27·1	11·1	Belfast British WB	T.3Cy.14",24"&40"-27" 110NHP Ross&Duncan,Glasgow	13 ″ 4	C †
30038 PKNO	**Milo** OilEng. Mchy.Aft 1Dk	322 280 247					1919	A Pannevis Alphen a/d Rijn	Nederl.Ind.Tank-stoombootMaats.	135·9	24·6	10·4	Batavia Dutch WB	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 88NHP KromhoutMotoren Fabriek,Amsterdam		C
※ 30039 6796 SGMN	**Milos** (exBrynmead,exIzaston, exWilliam Broadley) ~~ssGot.2ndNo.3-3,24~~ ~~ssGot.No.2-32~~ D.F. 1Dk(Irn)2trB&deep framing3Dk rule ssShl.3rdNo.3-4,37	3058 2831 1844	✠100A1 4,37 ~~11,35~~ ~~BS2,36~~ ✠LMC~~6,32~~ 4,37	Lkr Shl	u	CL ~~11,35~~ 3,37	1898 8mo	BlythS.B. Co.Ld. Blyth Lloyd'sA&CP	RederiA/B Helsingborg(O. Hillerström,Mgr.) CellDBa&uE130'f130' 701tAPT49t	325·1 P27'B74'F34' FK	47·0	22·4	Hlsngborg Swedish 5BHCem	T3Cy24$\frac{3}{16}$",40¼"&65"-42"(s) 160lb NDB17 280NHP 2SB,1rf,2cf,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 1½ 20 ″ 11	
30040 DHQZ	— (exMain,exMaria,exRegina) 1Dk&Spar dk	2702 2447 1666					1906	Flensburgr Schiffsb.Ges. Flensburg	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	290·3 P27'B72'F34'	44·0	23·8	Hamburg German WB	T.3Cy.20$\frac{1}{16}$",33½"&55⅞"-37½" 192NHP FlensburgerSchiffsb.Ges.		G
30041 678 SZLK	— Ⓟ (exMoschanthiTogia-33,exYacht Catania) Wireless 2Dks	598 — 239				...	1895	D&WHen-derson&Co. Glasgow	HellenicCoast LinesCo.Ld.	203·0	26·7	15·3	Piræus Greek	T.4Cy.18",28½"&(2)32"-27" 126NHP D.&W.Hendersn&Co.Gls.		
30042 DIDP	**Milwaukee** Ⓟ TwinSc Ref.Mchy. Sub.Sig OilEng. D.F. GyC. CruiserStern 4Dks	16754 — 9415					1929	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	546·6 B213'F52'	72·4	42·2	Hamburg German WB	Oil Engines 2S.C.DA 24Cy.19$\frac{11}{16}$"-25¼" 3250NHP Blohm&Voss,Hamburg		G
30043 93265	— 2Dks	3327 — 2424					1902	Chicago S.B.Co. Chicago	GreatLakes Transit Corporation	325·0	44·0	28·0	Buffalo Utd.States WB	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.Chicago		
30044 LELT	**Mimer** 1Dk	1143 999 681					1905	Bergens Mek.Værks Bergen	RederiA/SMimer (S.A.Larsen& E.Thorvildsen)	228·8 P21tH48tF30t	35·2	15·8	Oslo Norwegian WB	T.3Cy.16½",26"&44"-30" 106NHP BergensMekVærksBergen		N
30045 5530 SFMW	— 1Dk	975 734 374					1913	Lindhol-mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	221·5 P133'H150tF55'	36·1	13·1	Stockholm Swedish WB	T.3Cy.19¼",32"&52"-33" 155NHP LindholmensV.A.Got.		V
30046 DIDQ	**Mimi Horn** Ⓟ OilEng. D.F. Sub.Sig. 2Dks	4007 3340 2411					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German WB	Oil Engines 2S.C.SA 5Cy.26¾"-47¼" 623NHP F.Schichau,Elbing		G
30047	**Mimina** (exTrawlerMontenotte) 1Dk	355 303 102	✠ 9,24 ✠	Sav			1919 8mo	Foundat'n Co. Savannah,Ga	Perez y Cia.	150·0 Q79'F26' BK7″ FPT6t	25·0	14·7	Havana Cuban 4BHCem APT8t	T3Cy.12¾",21½"&35"-24" 89NHP 1SB,3pf,GS53,HS1700 CanadianAllis-Chalmers Ld.Rochfield,P.Q	14 ″ 8	
30048	**Mimis Chandris** (exOueme-36, exIngo) ssMsl.No.3-7,24 Well deck ssMsl.No.2-32 1Dk(Stl-ws) ~~2Dks(StlU-ws)~~	3989 3389 2417	✠ 7,37 ✠~~LMC10,36~~ Carrying vegetable oil in forward deep tank	Msl	w	CL 9,36	1912 3mo	Akt.Ges. "Neptun" Rostock Lloyd'sA&CP	J.D.Chandris Cell DBa97'uE&B42'f164'940tDTf21'918tFPT80tAPT8t	361·5 P&B234'F45' FK	50·0	23·7	Piræus Greek 7BHCem	T.3Cy.29$\frac{9}{16}$",41"&68⅞"-47¼" 200lb (s) 470NHP 3SB,9cf,GS148,HS6387 FD A.G."Neptun," Rostock	26 ″ 0 ~~s 3 ″ 2¾~~ ~~23 ″ 0¼~~	
30049 LELU	**Mimona** 1Dk	1147 980 660					1919	Trndhjms Mek.Værks Trondheim	SkibsA/S Mimona (K.Andersen&Co. A/S,Mgrs.)	226·3 P35tH51tF28t	36·5	15·7	Frdrkstad Norwegian WB	T.3Cy.17",27½"&46"-30" 117NHP Trondhjem M.V.Trndheim		N
30050 835 SVBS	**Mimosa** (exMichael-33, exKirnwood) ssNwc.No.3-9,20 ssCff.No.1-25 1Dk(ptIrn&ptStl)2trBdeep framing & Web frames	3071 2849 1950	✠ 5,30 ✠	Hul	v		1905 7mo	R.Craggs &Sons,Ld. Middlesbro'	SociétéCommerciale et d'ArmementSoc.Anon. CellDBa102'uE26'f 140'695tAPT92t	330·1 P30'B166'F32' FK	47·0	22·2	Piræus Greek 5BHCem	T.3Cy.23½",39"&64"-42" 273NHP 2SB,6rf,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 4	
30051 FNYO	**Min** Ⓟ (exJava) Fitted for oil fuel D.F. 2Dks(Stl)&3rd dk in Nos. 1,2&4 holds	7997 7102 4176	✠ 1,17 ✠	Veg	e†		1913 7mo	Bremer Vulkan Vegesack	Cie. des Messageries Maritimes CellDBa142'uE37'f191'1559t FPT161tAPT28t	484·0 P&B385'F78' FK	62·5	29·8	Dunkirk French 9BHCem	Q.4Cy.28¾",41¼"60¼"&87⅜"-55⅛"&LPTurbine 4SB,12cf,GS269,HS12916FD BremerVulkan,Vegesack	32 ″ 6	V †
30052	**Min Ho** (exBeulah-35) ssOsa.2ndNo.3-2,35 Well deck 1Dk(Irn)&deep framing Mchy.Aft	932 685 491	✠100A1 3,37 BS3,37 ✠LMC3,36	Kob	l	CL 2,35	1908 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow Lloyd'sA&CP	~~FanShienHo~~ V.K.Song CellDBuE24'f134'227tFPT51tAPT8t	210·9 32·3 Q122'B9'F27' FK&BK1½″	30·5	13·2	Tsingtao Chinese 3BHCem	T.3Cy.17",28"&46"-33" (s) 180lb 151NHP 2SB,4cf,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6	
	Now "Hsin Tseangtah," see No. 38455 in Supplement															
30053 ~~792~~ ~~SVRH~~	**Mina** (exIllingworth-34) ssNwc.No.3-8,34 2Dks(Stl)	6067 5709 3709	✠100A1 6,37 ~~11,36~~ ~~BS1,36~~ 5,37 ✠LMC8,34	Rot	a†	CL ~~11,36~~ 6,37	1922 1mo	Richardsn, Duck&CoLd. Stockton Lloyd'sA&CP CellDBa133'uE27'	~~A.Vestarhis~~ A.Lauro Intermediate 'tween dkBHin after f185'1374tDTa34'	430·4 P37'B185'F40' FK hold dispensed with 1030t FPT139t AP	55·8	29·2	Italian Cem 6BHto Udk 1 ,, ,,2nd ,, T204t	Q4Cy25½"36½",52½"&76"-54" 220lb (s) 629NHP 3SB,12cf,GS216,HS8875 Blair&Co.Ld.Stockton	31 ″ 10 s 6 ″ 0¾ 26 ″ 1	
	Now "Aida Lauro," see No. 37133 in Supplement															
30054 577 ESBN	— (exDolly,exShenstone, exMelroseAbbey, exSouthwood, exSantaCroce, exSouthwood) ssApl.2ndNo.3-7,24 ssPir.No.1-29 1Dk(Irn) & Web frames Well deck	1173 989 668	✠ 10,33 ✠	Cpn	n		1899 11mo	W.Dobson &Co. Newcastle	J.Michelmann& J.Adamson&Co. CellDBa50'uE&B27'f100'311tFPT81tAPT26t	212·3 P18'Q44'B46'F24' FK	35·0	14·1	Parnu Estonian 4BHCem	T.3Cy.18½",30"&49"-33" 148NHP 1SB,4pf,GS60,HS2364 N.E.MarineEngCoLd.Nwc	16 ″ 5	V †

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	
30055 Broken up	**Mina Carrio** (*ex*Zabalari,*ex*Carolina E DePérez, *ss*Shl.No.3-2,09 *ex*Suningdale) *ss*Bcl.No.2-18 1*Dk*(*ptStl ptIrn*)& *Web frames* &*pt Awng dk*(*Irn*)	2696 1853 1659	✠ 10,22 ✠	Cdz	*s*		1896 10mo	Ropner& Son Stockton	 *CellDBa*	300·3|43·0|22·0 P29'B66'F32' *on pt Awng dk* *pt Awng dk*225*t* FK 104'*uE*22'*f*114'506*t*	 5*BHCem* *APT*66*t*	T.3Cy.21½",35"&59"-39" NDB13 225NHP 2SB,6cf,GS78,HS3503 T.Richardson&Sns,Ld.Hpl	19 ″ 8	
30056 235 SVIH	**Mina L. Cambanis** (*ex*Somerton-35) *ss*Cff.No.3-9,34 1*Dk*(*Stl*)	5227 4792 3139	✠100A1 9,36 ~~BCl,34~~ ✠LMC9,34 5,37	Bal	*y*	CL 8,35	1920 2mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA*&*CP*	TheHeirs of the lateL Z.Cambanis *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 345'1047*t FPT*132*t*	Andros Greek 7*BHCem* *APT*218*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11¼ 25 ″ 3¾	
30057 EADC	**Mina Piquera** (*ex*CaboSanta Maria,*ex*Segundo, *Fitted for oil fuel* *ex*Pleiades) 2*Dks*	3754 — 2943					1900	Maryland SteelCo. Sparro'Pt.Md	JoaquinVelasco	331·5|47·2|25·4 P26'B71'F42'	Gijon Spanish *WB*	T.3Cy.21",35"&56"-42" NB20 203NHP MarylandSteelCo.		
30058 40097 JWGJ	**Minato Maru** *OilEng.* Wireless 1*Dk*	665 — 339					1934	OsakaIron Works,Ld. Osaka	KyodoGyogyoK.K.	177·1|30·8|15·4	Tokio Japanese	Oil Engines		C
30059 40033 JFMJ	**Minatogawa Maru** *OilEng.* 1*Dk*	479 — 340					1934	KasadoDk. K.K. Suitake Minami	KobeSanbashiK.K.	161·5|28·5|13·0	Kobe Japanese	Oil Engines		
30060 1025 JINE	— IronSp 2*Dks*	430 374 249					1887	Kawasaki DockyardCo. Ld. Kobe	TosaDomeiKisen K.K.	157·0|19·5|15·6	Kochi Japanese	T.3Cy.13⅝",21 3/16"&33⅝"-23" NE&B19 57NHP InurTekkosho.Kobe		
30061 1042 IBEW	**Mincio** D.F. 1*Dk*	5404 4560 3184					1921	Soc.Anon. Cantieri Cerusa Voltri	UnioneSoc.Anon. diNav.	394·2|51·9|27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"-48" 337NHP G.Fossati&Co.Sestri Ponente		CI
30062 DODX	**Minden** Ⓟ Sub.Sig. D.F. 2*Dks*	4165 3784 2547					1921	Vulcan- Werke Stettin	Norddeutscher Lloyd	360·7|51·0|26·0 P44'B110'F41'	Bremen German *WB*	T.3Cy.22⅝",36⅝"&61⅝"-47½" 260NHP Vulcan-Werke,Stettin		G
30063 118008	— Ⓟ TwinSc (*ex*OldBidston-33, *ex*Bidston-33) 1*Dk*	533 444 197			...		1903	London- derryS.&E. Co.Ld. Londonderry	~~BlackpoolPleasure~~ ~~Steamers,Ld.~~ BlackpoolSteam NavCo.Ld.	150·0|41·0|10·9 *Promenade dk*134' FK	Liverpool British *WB*	T8Cy(2)15",(2)23"&(4)28" -18" 183NHP Cen.Mar.Eng.Wrks WHpl	11 ″ 5	BT till 10,37
30064 DCCK	**Mineral** (*ex*Rhenus26) 1*Dk*	551 523 309						....	Ivers-Linie,Kom- manditGes.(Paul- sen&Ivers,*Mgrs.*)	188·5|23·1|13·1	Kiel German *WB*	C.2Cy.13"&28"-12" 22NHP P.Smit,Jr.Rotterdam		G
30065 LDOU	**Minerva** TwinSc *OilEng* 2*Dks*	5883 5373 3600					1930	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S"Corona" (H.M.Wrangell& Co.A/S)	402·1|56·2|29·2 P94*t*H278*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP Akt.Burmeistr&Wain,Cpn		N
30066 OHDD	— Iron (*ex*Prestonic,*ex*Smyrna,*ex*Eriksholm, *ex*MagnusBroms, 1*Dk*& *Web frames* *ex*Yrsa,*ex*Syria) *Well deck* D.F.	2039 — 1117			...		1889	R.Dixon& Co. Middlesbro'	ArthurAndersson	274·8|38·2|19·0 P29'Q72'B122'F32' BK9'	Mariehmn Finnish *WB*	T.3Cy.21¼",34"&56"-39" 188NHP G.Clark,Sunderland	12 ″ 9	V †
30067 103 IQWH	— 1*Dk*	1905 1637 1093					1918	Cant.Nav. Riuniti Palermo	Soc.Anon.Sbarchi, Imbarchi e Trasporti	255·9|38·1|23·6 P26'B59'F21'	Rome Italian	T.3Cy.18⅛",20½"&40⅛"-27⅝" 89NHP Cant.NavaleRiuniti, Palermo		CI
30068	**Ming-Shan** (*ex*Gran-38,*ex*Kamiji Maru) 1*Dk* Now "Gran," see No. 38323 in Supplement	1983 1806 1152			...		1919	Teikoku S.S.Co.Ld. Toba	SanPehStm.Nav. Co.Ld.	270·0|39·0|23·9 P16'B65'F31' FK	Shanghai Chinese *WB*	T.3Cy.20",33"&55"-39" 254NHP KobeSteelWks.Ld.Kobe	23 ″ 11	
30069	**Ming-Shin** (*ex*LuenHo-35, TwinSc *ex*Li-Mao) 1*Dk*& *Spar dk*3*trB* *Promenade dk*& *Shade dk*	2868 2270 1735					1905	Atel.&Ch. deFrance Dunkirk	NingShinS.S.Co. Ld.	278·2|42·9|24·8	Shanghai Chinese *WB*	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
※ 30070 ~~[illegible]~~ ~~MQZT~~	**Minhla** *ss*Ist.2ndNo.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*)2*trB* Now "Lina," see No.39053 in Supplement	1300 966 630	✠100A1 8,36 BS5,37 ✠LMC MS12,33 ~~BS10,34~~ *CarryingPetr* *Fitted for oil*	Varna *oleum* *fuel* 3,	*n* *in* 09	CL 8,34 *bulk* F.P.	1909 3mo *Lloyd* *above*	Armstrong Whitworth &Co.Ld. Newcastle '*sA*&*CP* 150° F.	~~LetcoShippingCo.~~ ~~Ld.~~ Navigazione e CommercioSoc. Anon.Italiana	200·0|34·0|17·5 P26'B32'F30' FK *W*	Italian 10*BHCem* *B*= *CellDB*	T.3Cy.17",28"&46 1/16"-30" 180lb (*r*) 136NHP 2SB,4cf,GS62,HS2230 WllsndSlpwy.Co.Ld.Nwc. *uB*21'25*t FPT*38*t APT*4*t*	18 ″ 6 s1 ″ 10¼ 16 ″ 9¾	
※ 30071 LDOI	**Minister Wedel** *OilEng.* *ss*Bkn.No.1-35 *Mchy.Aft* D.F. 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing-bracketless system*	6833 5985 4022	✠100A1 9,37 ~~3,37~~ ~~DBB1,36~~ ✠LMC8,34 *CarryingPetr* DBS5,37	Rot *oleum*	*a*† *in*	CL ~~3,37~~ N9,37 *bulk*	1930 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA*&*CP*	RederiA/SNorsk Transatlantic (KarlBruusgaard, *Mgr.*) *CellDBuE*35'157	416·2|58·0|32·8 P112'B32'F56' FK *Trunk in wells* *tDTf*35'538*tFPT*1	Oslo Norwegian 11*BHptCem* 51*tAPT*276*t*	Oil Engines 2S.C.SA 4Cy.22 1/16"-85" 598NHP 2DB150*lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
30072 LOEF	**Ministro Frers** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	8868 7856 4601					1926	Ch&Atel. delaGironde Bordeaux	ArgentineGovern- ment(Yacimientos Petroliferos Fiscales)	480·0|63·4|33·5 P108'B36'F36'	Bns.Aires Argentine *WB*	T.3Cy.29",49"&80"-54" 470NHP Ch.&Atel.delaGirondeBdx		
30073 LOEG	**Ministro Lobos** (*ex*Danville) *Fitted for oil fuel* 2*Dks*& *Web frames* *Mchy.Aft* *Longitudinal framing* *CarryingPetroleum in bulk*	4310 3808 2520			...		1920	Baltimore D.D.&SB.Co. Baltimore, Md.	ArgentineGovern- ment(Yacimientos Petroliferos Fiscales)	340·1|49·2|27·1 P92'B35'F31' FK	Bns.Aires Argentine *WB*	DR geared Steam Turbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	
30074 PKOH	**Minjak** *OilEng.* Wireless 2*Dks*	966 826 647					1937	N.V.Int. Scheepsbw. Maats."De Maas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	203·9|34·1|15·1 P68'B21'F26'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.13¾"-26¾" 110NHP WerkspoorN.V.Ams.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	3 Register'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Partic'lars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
30075 Wrecked 5,37 128795 VLCJ	**Minmi** ssN.S.W.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Wireless	1508 1056 761	~~✠100A1~~ 5,36 ~~[illegible]~~ ✠~~[illegible]~~	Syd	*p*	OG 5,36	1927 7mo *Lloyd*'*sA&CP*	D&WHendersn&Co Ld. Glasgow	J.&A.Brown&AbermainSeaham Collieries,Ld. *CellDBuE17'*	250·0 B17'Q137'F26' *f159' 316t MT8'12*	37·1 37·5	15·3 FK	Newcastle N.S.W. British 4*BHCem* *0t FPT74tA*	T.3Cy.19½",32½"&53"-42" 185lb (*s*) 241NHP 2SB,*6cf*,GS124,HS4272 D&W.Hendersn&CoLdGls *PT63t*	17 ″ 4 s 5 ″ 2½ 16 ″ 3½	
30076 746 ESBO	**Minna** (*ex*Copthorne) ssTln.No.3-6,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1365 1222 810	✠100A1 6,36 BS5,37 ✠LMC6,36	Tln	*o*	CL ~~7,35~~ 7,37	1923 4mo *Lloyd*'*sA&CP*	J.Lewis&Sons,Ld. Aberdeen	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*) *CellD*	234·2 P16'Q67'B58'F23' *B192' 381t FPT40t*	35·5	16·7 FK	Käsmu Estonian 4*BHCem* *APT36t*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 179NHP 2SB,*6pf*,GS104,HS3236 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
30077 DMAL	**Minna Cords** Sub.Sig. 1*Dk*	951 830 552					1921	Atlas WerkeA.G. Bremen	Aug.Cords	223·9 P29'B63'F23'	32·8	14·1	Rostock German *WB*	T.3Cy.15⅓",25⅗"&41$\frac{7}{10}$"-25⅜" 89NHP AtlasWerkeA.G.Bremen		G
30078 218741 KIVB	**Minnequa,** Now "Mormacstar," see No. 30210 in Supplement *Fitted for oil fuel* GyC. 2*Dks*&*Web frames* Sub.Sig. E.S.D. D.F.	4941 3082			…		1919	American Internation'l S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore andMcCormack Co. Inc.*Mgrs.*)	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
30079 210534 WACL	**Minnesotan** ssS.Fo.No.3-1,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk in No.1 hold & Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	5205 4750 3146	✠ … 11 34 ✠	SFo	*a*1		1912 9mo *Inte*	Maryland SteelCo. Sparro'PtMd *rmediate 'tween de* *CellD*	American-HawaiianS.S.Co. *ck BH in* *No. 2 hold dispensed with* *Ba122'uE&B54' f1*	407·7 *Coll* *66'1234t DT*	53·7	28·1 FK	NewYork Utd.States *Cem* *BH to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd* ,,	Q.4Cy.25½",37½",53½"&78"-54" 665NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt. *only* *f30'866t FPT125tAPT52t*	31 ″ 6	R †
30080 137396 GPWD	**Minnie de Larrinaga** ssMch.No.3-2,27 ssCff.No.2-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5046 4642 3200	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~7,36~~ ✠LMC MS7,35 ~~BS1,36~~ MBS2,37 DBS9,37	Bry	*z* ~~Amk~~	CL 7,36	1914 9mo *Lloyd*'*sA&CP* 1*Intermedi*	Russell&Co. PortGlasgow *ateBH&1'tween dk* *WB=CellDBa*	LarrinagaS.S. Co.Ld. *BH dispensed with* *135' uE&B51' f179'*	420·0 1 ,, ,, *Shel* *1340t DTa*	54·0	25·8	Liverpool British *Cem* 4*BH to U dk*	T.3Cy.26",43$\frac{7}{16}$"&70"-48"(*r*) 180lb ~~80lb~~ *60lb* 451NHP 2DB,*12cf*,GS194,HS8104 Rankin&Blackmore,Grk. *ter dk&1BH to 2nd dk only* *42'1060tFPT73tAPT32t*	28 ″ 5 s 3 ″ 6¾ 25 ″ 1	
30081 137239 VJTG	**Minnipa** Ⓟ *OilEng* *Ref.Mchy.* ssAdl.No.2-35 2*Dks*(*Stl-Weather dk*-teak s)	1977 1581 986	✠100A1 *withfreeboard* 10,37~~10,36~~ DBS12,36 ✠LMC11,34	Mel	*r*	CL 10,36	1927 5mo *Lloyd* *sA&CP*	Akt.Burmeistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld. *CellDB188'293tF*	253·1 266·3(O.L.) F29' *PT57tAPT69t* (*Co*	39·9	22·0 FK&BK¾"	P.Adelaide British 5*BH* *ll* ,, *to W dk*)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	24 ″ 3 s 9 ″ 1 15 ″ 8	
30082 147193 MLJN	**Minorca** (*ex*Aughton,*ex*Lysland) ssLth.No.3-7,34 *Well deck* 1*Dk*(*Stl*)	1123 854 594	✠100A1 10,37~~8,36~~ ~~BS8,36~~ ✠LMC7,34 10,37	Lth	*n*	CL 7,35	1921 5mo *Lloyd*'*sA&CP*	OuseS.B. Co.Ld. Goole	Leith,Hull&Hamburg SteamPacket Co.Ld.(J.Currie& Co.*Mgrs.*) *C*	220·0 230·0(O.L.) Q77'B54'F23' *ellDB178'223tFPT*	35·1	13·8 FK	Leith British 4*BHCem* *41tAPT72t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 160NHP 2SB,*4pf*,GS73,HS2520 Earle'sCo.Ld.Hull	15 ″ 10 s 1 ″ 2 14 ″ 10	
30083 UOWY	**Minsk** (*ex*Murla-32,*ex*BaronOgilvy, *ex*Forst) 2*Dks*	5949 5428 3686					1918	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	450·0 P&B377'F52'	58·2	27·0	Odessa Russian *WB*	Q.4Cy.28½",40",57½"&82½"-54" B*made*16 500NHP FlensburgerSchiffsb.Ges.		
30084 OUJC	— 1*Dk*	1229 1055 708					1911	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·4 P157'F26'	37·2	15·1	Middelfart Danish *WB*	3Cy.25"-36" Akt.Burmeistr&Wain,Cpn		V
30085 147709 MLZJ	**Minster** TwinSc *CruiserStern* 1*Dk*	707 625 278					1924	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"-24" 165NHP D&WHendersn&CoLd.Gls		
30086 107453	**Minto** Ⓟ CompSternPad *Mchy.Aft*	829 — 522					1898	T.J.Bulger Nakusp,B.C.	CanadianPacific RailwayCo.	161·7	30·1	5·1	Vancouver British	H.S.2Cy.16"-72" NB28 17RHP BertramIronWorks,Tto.		
30087 162563 GNBC	**Miocene** (*ex*Eocene) Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	2153 1875 1175					1911	American S.B.Co. Cleveland,O.	LotcoShippingCo., Ld.	250·0 P92'F52'	43·1	20·7	London British *WB*	T.3Cy.19",31"&54"-42" 189NHP AmericanS.B.Co.Clevelnd		V
30088 1598 IBDW	**Mira**(*ex*Gabon-35,*ex*Milanese, *ex*Merchant) 1*Dk&Spar dk&deep framing*	3615 3423 2277			…		1908	C.Connell &Co.Ld. Glasgow	TitoCampanella Soc.diNav.	363·0 349·3 P31'B102'F34'	46·0	27·1 18·1 FK	Genoa Italian *WB*	T.3Cy.21",35"&58"-48" 292NHP Dunsmuir&JacksonLd.Gls	29 ″ 6	I †
30089 7637 SFNG	— (*ex*AlfredHage) 1*Dk*	*1540* *1242* *851*					1904	Helsingörs Jernsk&Msk Elsinore	RederiA/B Wallonia(MorganWedlin, *Mgr.*)	246·6 P17'Q73'B106'F28'	37·4	15·8	Hlsngborg Swedish *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		G
30090 LELV	— Ⓟ 2*Dks&Awng dk3trB*	1152 1078 690	✠ 6,91 ✠	Gls	*l*		1891 6mo	A&J Inglis Glasgow	DetBergenske Dampskibsselskab	221·7 H74*t* len07	30·1	15·1 22·5 BK7"	Bergen Norwegian *WB*	T.3Cy.20",32"&52"-36" 188NHP 2SB,*6rf*,GS214,HS3200 A.&J.Inglis,Glasgow	23 ″ 2	
30091 319 OHCH	— Ⓟ (*ex*Virgo) ssHfs.3rdNo.3-5,35 Wireless D.F. 1*Dk*(*Irn*)&*Awng dk*	820 — 445	✠100A1 *Awng dk* *withfreeboard* 5,37 ~~5,36~~ BS5,37 ~~BS5,36~~ ✠LMC5,35	Hfs	*j*	CL 4,35	1898 12mo *Lloyd* *sA&CP*	Grangmth Dockyard Co. Grangmouth	FinskaÅngfAktieb *C*	179·4 *ell DBuE&B 40'32t*	28·3	18·8 BK7"	Helsingfrs Finnish 4*BHCem* *APT27t*	T.3Cy.15",25¼"&40$\frac{7}{16}$"-30" 160lb (*s*) 101NHP 2SB,*4pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s 7 ″ 6¾ 14 ″ 2¾	
30092 CSHK	**Mira-Terra** (*ex*Porto, *ex*Westminster Bridge,*ex*Poeldiep) ~~ssBgs.No.3-11,25~~ ~~ssLis.No.2-33~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) ssLis.No.3-2,37	504 367 255	100A1 4,38 ~~2,37~~ ~~BS5,37~~ 4,38 LMC~~5,33~~ 3,37	Lis	*h*	~~2,37~~ 3,38	1919 *Lloyd*'*sA&CP*	Gebr.Boot Leiderdorp	Soc.Geral deCommercioIndustria e Transportes,Ltda.	163·8 Q57'B11'F22' *CellDBf92'116t*	25·8	10·4 FK	Lisbon Portuguese 3*BHCem* *FPT23t*	T.3Cy.13",21"&34"-24" (*s*) 178lb 90NHP 1SB,*3cf*,GS45,HS1860 KoninklijkNederl. Grossmederij Leiden	12 ″ 10 s ″ 10¾ 12 ″ 0	
30093 PFZY	**Mirach** 1*Dk*	3530 3263 2139					1917	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4 P24'B214'F34'	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25",41"&68"-45" 810NHP RotterdamDroogd.Maats		V

1 Numero l'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
30094 EAHD	**Miraflores** (*ex*Salazar, *ex*WarSirocco) *ss*Bbo.No.3-3,31 *ss*Bbo.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3209 2866 1918	✠100A1 4,37 ~~BS4,36~~ ✠NB01*refitted*5,35	Cdz BS5,37 ✠LMC3,35	*u*	CL 12,35	1919 1mo *Lloyd's A&CP*	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Nav. Vascongada *CellD*	331·1|46·8|23·2 P33'B100'F28' FK *B284'699tFPT110t*	Bilbao Spanish *7BHptCem* *APT121t*	T.3Cy.25",41"&68"-45" (*s*) 160lb 302NHP 2SB,*6cf*,GS113,HS4404 Richardsons,Westgarth &Co.Ld.Hpl.	25 " 6 s 3 " 11¼ 21 " 9	
30095 145415 VPLP	— *ss*N.Os.No.3-6,35 *Ref.Mchy.* 1*Dk*(*Stl-ws*)&*Shelter dk* (*Stl-ws*)*2nd dk in holds*	2158 1909 1201	✠100A1 *Shelter dk* *with freeboard* 12,37 ~~2,37~~ MS7,34 ✠Lloyd'sRMC~~1,37~~ 12,37 for temp. 50° F. *Fitted for oil fuel 5,21 F.P. above 150° F.*	NOs Bal ✠LMC BS~~6,36~~12,37	*r*	CL ~~5,35~~ N12,37	1921 5mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Lianrumney,Ld. (StandardFruit& S.S.Co *Mgrs.*) *CellDB196'357t*	270·7|39·0|14·7 FK *Collision BH to S dk* *DTa16'140t FPT*	Kingstn,J. British *ptCem* 3 „ „ *U* „ *36tAPT28t*	T.4Cy.20½",33"&(2)37"-30" 190lb *125lb* (*s*) 305NHP 2SB,*6cf*,GS137,HS5250 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	25 " 0 s 5 " 3 20 " 1	
30096 PFZZ	**Miralda** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8003 7237 4746	✠100A1 ~~12,36~~12,37 *Carrying Petroleum in bulk*	Rot Ams ✠LMC7,36	*c*†	CL	1936 7mo *Lloyd's A&CP*	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats."La Corona" *CellDBuE64'* *DT*	462·9|59·3|33·8 P90'B43'F48' FK 157*t* *f25' 264tFPT135t*	TheHague Dutch *15BH* *APT83t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Werkspoor,N.V.Ams.	34 " 0 s 6 " 9 27 " 5¼	
30097	**Miramar** (*ex*CargoShipper, *ex*Kwiek,*ex*Gebroeders *OilEng.* BodewesX) *ss*Yar.No.3-7,25 *ss*B.As.No.1-29 *Mchy.Aft* 1*Dk*(*Stl*)	301 274 240	8,29	BAs			1919	Gebr.G&H Bodewes Martenshoek	Gourinski&Co. Fonda&Ranucci	136·0|24·5|11·2 P26' FK	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.12"-14" NE21 54NHP Vickers,Petters,Ld.Ips.	11 " 6	V †
30098 LELW	**Miranda** 1*Dk*	1328 1144 754					1920	Huiskens& vanDijk Dordrecht	D/S A/S Miranda (F.Walter Johannesen,*Mgr.*)	237·0|37·2|16·0 P53*t*H88*t*	Bergen Norwegian *WB*	T.3Cy.16½",29"&46"-36" 127NHP Huiskens&vanDijk		N
30099 PUCU	— Ⓟ **TwinSc** *Mchy.Aft* Wireless 1*Dk*	*1108* *810* *505*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1|36·1|11·3 Q79'B62'F39'	R.Janeiro Brazilian	T.6Cy.11",18"&30"-18" 76NHP Aitchison,Blair&Co.Gls.		
30100 CSBH	**Mirandella** (*ex*FernãoVeloso, *ex*Khalif) *ss*Lis.2ndNo.3-5,27 *ss*Lis.No.2-35 *Well deck* 2*Dks*(*Stl-U dkws*)	5179 4765 3805	100A1 5,37 ~~8,36~~ ~~BS1,36~~ BS~~1,37~~9,37	Ant Ham LMC1,35		CL N1,35	1906 *Lloyd's A&CP* *Intermediate*	Bremer Vulkan Vegesack	Soc.Geral deCom- mercio,Industria e Transportes,Ltda. *'tween dkBHinfwd* *CellDB356'1204t*	409·3|52·7|28·0 P&B260'F50' FK *hold dispensed with* *DTf24' 620t FPT*	Lisbon Portuguese *Asp* *6BHtoU dk* 1 „ „*2nd* „ *82tAPT14t*	Q4Cy25½"34¾"50½"&73"-54" 227lb (*s*) 605NHP 4SB,*12cf*,GS206,HS8640 FD BremerVulkan,Vegesack	30 " 10 s 5 " 1½ 26 " 0	
30101 160406 GNMQ	**Mirani** *ss*Syd.No.2-36 Wireless *Well deck* 1*Dk*(*Stl-ws*)	739 509 381	✠100A1 3,36 BS9,37	Syd ✠LMC3,36	*k*	CL 3,36	1928 4mo *Lloyd's A&CP*	Grangm'th Dkyd.Co.Ld. Gr'ngemouth	Burns,Philp (SouthSea)Co.Ld. *CellDBa&uE44'*	180·0|31·1|11·3 Q46'B55'F29' FK *f84' 188t FPT15t*	London British *4BHCem* *APT20t*	T.3Cy.12⅝",21"&34"-24" (*s*) 200lb *100lb* 62RHP 1SB,*3cf*,HS1995 McKie&Baxter,Ld.Gls.	13 " 6 s " 9½ 13 " 0¾	
30102 912 ICMA	**Mirella** (*ex*Vallarsa-35, *ex*WarProphet) D.F. 1*Dk*	5340 4737 3177				...	1918	C.Connell &Co.Ld. Glasgow	I.N.S.A.(Industrie NavaliSoc.Anon.)	405·1|52·2|28·5 400·2 P49'B113'F39' FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 490NHP D.Rowan&Co.Glasgow	31 " 0	I †
30103 143680 MKPN	**Miriam Thomas** *ss*Bkn.No.3-3,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	430 276 179	✠100A1 4,37 ~~1,37~~ MS3,34	Bkn ✠LMC BS~~7,36~~11,37	*f*	CL 1,37	1920 10mo *Lloyd's A&CP*	ColbyBros. Ld. Lowestoft	CarriersShipping Co.Ld. (O.H. Thomas,*Mgr.*)	142·4|24·1|10·6 Q81'B9'F19' BK7"	Liverpool British *3BHCem* *FPT28t*	C.2Cy.17"&36"-27" (*s*) 130lb 77RHP 1SB,*3cf*,GS44,HS1468 ShieldsE&DD.CoLd.N.Shl	11 " 6 s 4 " 2 11 " 11	
30104 LCTP	**Mirlo** *ss*Osl.No.3-3,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7455 6887 4415	✠100A1 ~~4,37~~ ~~7,36~~ 2,38 ~~BS5,36~~ BS4,37 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,22 F.P. above 150° F.*	Fal Nap ✠LMC3,34	*b*†	CL ~~N3,34~~ N4,37	1922 1mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Wilh.Wilhelmsen *CellDBuE&B50'152t*	441·0|57·5|34·1 P95'B32'F45' FK *DTf43'448t*	Tönsberg Norwegian *18BHptCem* (*11 to U dk* *7* „ *2nd* „)	T.3Cy.28",46"&77"-51" (*s*) 180lb 574NHP 3SB,*9cf*,GS204,HS8331 FD Armstrong,Whitworth& Co.Ld.Nwc. *FPT135tAPT42t*	41 " 5	
30105 UNGS	**Mironich** (*ex*MikhailTomsky-36) Sub.Sig. 1*Dk*	2274 1925 1261				...	1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7|42·9|20·5 P14'B68'F24' FK	Leningrad Russian *WB*	T.3Cy.17¾",29¼"&$48\frac{7}{16}$"- $35\frac{7}{8}$" 192NHP BalticS.B.&Eng.WrksLen	22 " 8	
30106 7407 SFOA	**Mirrabooka** Ⓟ **TwinSc** *OilEng.* D.F. *ss*Got.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*)*in forwd.holds* *Cruiser Stern*	*5739* *4834* *3305*	✠100A1 *with freeboard* ~~5,37~~ ~~12,36~~11,37 ~~DBS2,37~~ 2,38	Got ✠LMC CS6,36 ~~6,36~~12,36	*b*†	OG P12,36 S6,35	1928 1mo *Lloyd's A&CP*	A/BGöta- verken Gothenburg	Rederiaktieb. Transpacific (G.Carlsson,*Mgr.*) *CellDB378'1561t* *in way of tunnels72*	448·8|57·1|23·5 457·0(O.L.) F105' FK *Tanks* *9tFPT83tAPT61t*	Gothenbrg Swedish *7BHptCem* (*Coll to Sh dk* *6* „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.29½"-$59\frac{1}{16}$" 978NHP DB*85lb* A/B Götaverken,Got.	30 " 10 s 4 " 2 26 " 10	
30107 147509 GDFL	**Mirror** **TwinSc** (*CableVessel*) *ss*Fal.No.3-11,35 D.F. 2*Dks*(*Stl*)&*U dk*(*ptStl-* E.S.D. *CruiserStern* *ptteak s*)	1850 1671 656	✠100A1 *with freeboard* 1,38 ~~11,36~~ MS11,35 *Fitted for oil fuel 7,23 F.P. above 150° F.*	Fal Bom ✠LMC BS~~1,37~~12,37	*q*	CL 4,35	1923 7mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	EasternTelegraph Co.Ld. *CellDBa32'uE21'f* *Tanks at sides*	259·2|37·2|22·9 B89' FK *117'230tDTf6'27t* *of tunnels19'29tFP*	London British *5BHptCem* *T9tAPT44t*	T.6Cy.15",24½"&40"-30" (*s*) 180lb 320NHP 3SB,*9cf*,GS139,HS5382 FD J.Brown&CoLd Clydebank	25 " 0 s 7 " 3 18 " 1	
30108 118659 GBXK	**Mirupanu** (*ex*Leafield-32) *ss*Gls.No.3-5,19 *ss*Gls.No.2-27 1*Dk*(*ptIrn&ptStl*)&*deep framing*	2539 2388 1616	✠ — 6,32 ✠	Ard	*t*		1905 6mo	WoodSkin- ner&Co.Ld. Newcastle	MirupanuS.S.Co. Ld. *CellDBa80'uE30'*	313·3|45·0|20·5 P26'B96'F27' FK *f136'688tFPT109t*	Glasgow British *5BHCem* *APT108t*	T3Cy.23",37½"&61½"-39" NDB24 266NHP 2SB,*6cf*,GS122,HS4230 N.E.MarineEngCoLd.Nwc	23 " 0	V †
30109 LDHO	**Mirva** (*ex*Akabahra-36,*ex*Fager-33) 1*Dk*	1151 976 661					1916	Trndhjms Mek.Værks. Trondheim	A/S A.Salvesens Rederi (A.Salvesen,*Mgr.*)	226·2|36·5|15·7 P37*t*H53*t*F29*t*	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" 115NHP TrondhjemsM.V.Trondhm		N
30110 PGAB	**Mirza** (*ex*Descubridor-35, **TwinSc** *ex*Mirza-35) *OilEng.* *ss*Rot.No.1-34 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7991 7148 ~~4484~~	✠100A1 5,37 ~~7,36~~ ~~DBS1,35 5,37~~ 7,36 *Carrying Petroleum in bulk*	Rot DBS2,38 ✠LMC CS3,34		CL ~~11,34~~ N5,37	1929 12mo *Lloyd's A&CP*	Atel.&Ch. dela Seine Maritime LeTrait,S.I	N.V.Petroleum Maats."LaCorona" *CellDBu*	423·3|65·2|33·0 P95'B36'F49' FK *E61'272tDT f28'3*	TheHague Dutch *14BH* *05tFPT210t*	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam *APT87t*	33 " 0 s6 " 2 27 " 1½	
30111 145453 GFBK	**Mirzapore** D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *CruiserStern* *Longitudinal framing*	6715 6261 4135	✠ 8,21 ✠	Nwc	*a*†		1921 8mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB335'* *1442tDTa31'1080t*	412·2|55·8|34·7 P42'F36'*on Shelter dk* FK *FPT112tAPT247t*	Newcastle British *Cem* *6BHtoSh dk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft 600NHP 3SB,*9cf*,GS190,HS7890 C.A.Parsons&Co.Ld.Nwc.	38 " 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 30112 29706 JPTA	**Misaki Maru** (*ex*Australcrag, *ex*Strathleven) *ss*Kob.2ndNo.3-3,33 *ss*Kob.No,1-36 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	4422 4107 3277	✠100A1 *Spar dk* 5,37 ~~3,26~~ ✠LMC~~3,36~~ 5,37	Kob	*x*	CL 3,36	1907 10mo *Lloyd*	W.Hamilton&Co.Ld Pt.Glasgow *'sCP*	MatsuokaKisen K.K. *CellDBa*122'*u*	376·3|52·3|17·4 25·4 P27'B92'F40' FK 42'*E&Bf*168'1091*t*	**Fuchu** Japanese 6*BHCem* *APT*113*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 366NHP 3SB,*9cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0	
30113 19574 JBRG	**Misaki Maru No. 2** 1*Dk*	765 651 543					1917	Hakodate DockCo. Hakodate	WadaGonjiro	180·0|29·0|16·5 P19'B43'F28'	**Hakodate** Japanese *WB*	T.3Cy.14½",24½"&40"–30" 88NHP OsakaIronWrksLd.Osaka		
30114 444 IKHA	**Miseno** (*ex*Arnaldo-36, TwinSc *ex*GianCarlo-32, *ss*Nwc.2ndNo.3-6,20 *ex*Grampus) 1*Dk*(*Stl*)	1313 983 794	✠ 5,27 ✠	Nwc			1902 6mo	W.Simons &Co.Ld. Renfrew	MarioVolpicelli fu Raffaele	228·9|36·6|14·8 218·2 Q71'RFD53'F28' *Trunk*116' FK *FPT*69*t*	**Naples** Italian 4*BHCem* *APT*12*t*	T.6Cy.13½",24½"&39"–24" 164NHP 2SB,*6cf*,GS104,HS2670 W.Simons&Co.Ld.Rnf.	15 ″ 7	I †
30115 200861 WQDK	**Missouri** Ⓟ *Mchy.Aft* 2*Dks*&*Awngdk*	2434 — 1484					1904	Chicago S.B.Co. Chicago	SandProducts Corp.	225·0|40·1|24·5	**Milwaukee** Utd. States	T.3Cy.20",33"&54"–36" 175NHP ChicagoS.B.Co.Chicago		
30116 222236 WACM	**Missourian** TwinSc *OilEng.* *ss*Bos.No.2-30 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*in forward holds*	5908 5469 3650	✠ ... 3,34 ✠	SFo			1922 6mo	Merchant S.B.Corp. Chester,Pa. *CellDB*380'1	American-HawaiianS.S.Co. 493*tDTf*28'874*t F*	445·1|59·8|36·4 FK *Coll* *PT*231*tAPT*185*t*	**NewYork** Utd. States 8*BHptCem* *BH to Sh dk* 6 „ „ *U* „ 1 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP W.Cramp&SnsS&EBCPhl. *only*	39 ″ 0	R †
30117 164634 GYVZ	**Mr. Therm** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	2974 2268 1747	✠100A1 5,37 ✠LMC5,36	Sld	*t*	CL 5,37	1936 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	TheGasLight and CokeCompany (Stephenson Clarke &Associated Companies,Ld.)	318·4|45·7|20·0 329·0(O.L.) Q188'F32' FK *CellDB*262'1065*t*	**London** British 5*BHCem* *Midship dk*	T.3Cy.19½",32"&54"–39" (*s*) 200lb 259NHP 2SB,*6cf*,GS82,HS3732 FD N.E.MarineEng.CoLd.Sld. *Tank*55*tFPT*240*tAPT*50*t*	22 ″ 2 s 7 ″ 3¾ 19 ″ 10½	
30118 145403 MLPW	**Mistley** *Mchy.Aft.* 1*Dk*	487 326 202					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)	144·0|25·2|11·1 Q83'B9'F19'	**Harwich** British *WB*	T.3Cy.12",20"&34"–23" 55NHP Allen,Sons&CoLd.Bedford		C
30119 Broken up ~~[illegible]~~ ~~KOTP~~	**Mitchell** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5510 4971 3387			...		1920	Merchant S.B.Corp. Harriman,Pa.	~~UnitedStates Maritime Commission~~ Douglas&Ramsey	400·7|54·2|30·4 P36'B124'F43' FK	~~Philadelphia~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
30120 FOVM	**Mitidja** (*ex*Mundale,*ex*Luristan) D.F. 1*Dk*&*Spar dk*&*deep framing*	3351 3086 2098			...		1906	W.Hamilton&Co.Ld. Port Glasgow	LesCargos Algériens,Soc. Anon.	358·0|45·2|16·3 24·3 P25'B86'F41' FK	**Dunkirk** French *WB*	T.3Cy.25",41"&67"–45" 364NHP D.Rowan&Co.Glasgow	26 ″ 10	V †
30121 28097 JMVD	**Mito Maru** TwinSc *ss*Yka.No.3-4.36 2*Dks*(*Stl*)	7061 6450 4358	✠100A1 ~~4,37~~ ~~4,36~~ 3,38 ✠LMC10,35 BS~~4,37~~3,38 *Carrying oil*	Yka *fuel F.*	*b*† *P.*	CL ~~s3,34~~ ~~P3,33~~ s4,37 *above* 1	1921 2mo *Lloyd* 50° F.	Yokohama DockCo. Yokohama *'sA&CP* *in DB & forwa*	NipponYusenK.K. *rd DT CellD*	445·0|58·0|34·0 P35'B135'F35' FK *B*392'1334*t DTa*42'	**Tokio** Japanese 7*BHptCem* 1337*t DTf*2	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka. 7'1002*tFPT*73*tAPT*58*t*	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
30122 LELX	**Mitra** *ss*Ham.No.1-35 *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* Wireless *Rudder electrically welded* D.F. *Strengthened for Navigation in Ice*	1121 889 545	✠100A1 10,37 ~~1,37~~ ✠LMC11,35 BS10,37 *CarryingPetr* *Fitted for oil*	Osl *oleum* *fuel* 10	*n* *in* ,31	CL 10,35 *bulk* *F.P. a*	1931 10mo *Lloyd* *bove* 1	Deutsche WerftAG Bet Finkenwrder Hamburg *'sA&CP* 50° F.	Dampskslsk. MarnaA/S(Sigurd Owren,*Mgr.*) *Intermediate bulkh* *centre tanks* *CellDB*148'299*t*	228·9|36·2|13·3 P78'F27' FK *eads in* *electrically welded* *DTf*20'37*tFPT*72*t*	**Oslo** Norwegian 11*BH* *APT*32*t*	T.3Cy.17$\frac{5}{16}$",27$\frac{9}{16}$"&45$\frac{11}{16}$"–27$\frac{9}{16}$" (*s*) 213lb FD 194NHP 2SB(Spt),*4cf*,GS73,HS3054 A Borsig,Berlin-Tegel	15 ″ 9	
30123 39506 JCDI	**Mitsu Maru** *OilEng.* 1*Dk*	331 — 245					1934	Matsuura Ryoichi Higashino	KitaKyushu ShosenK.K.	119·2|23·1|12·6	**Fukuoka** Japanese	Oil Engines		
30124 22663 JEZI	**Mitsu Maru No. 1** 1*Dk*	972 — 553					1918	Shindo Teizo Osaka	ArataTakichi	190·0|31·0|18·5	**Tokio** Japanese	T.3Cy13",21¾"&36"–27" 67NHP ShindoTekkosho,Osaka		
30125 14179 JDBD	**Mitsuki Maru** (*ex*SaintBede) *ss*Hak.No.3-9,11 *ss*Kob.No.2-19 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3894 3333 2853	✠ 6,24 ✠	Kob	*w*		1899 3mo	W.Pickersgill&Sons Sunderland *W*	SakaiKisenK.K. *B = CellDBa*110	350·0|46·2|17·6 25·6 P31'B100'F33' FK *uE&B*38'*f*144'815*t*	**Tokio** Japanese 6*BHCem* *APT*48*t*	T.3Cy.23½",39"&66"–45" NDB22 320NHP 2SB,*6cf*,GS97,HS3998 G.Clark,Ld.Sunderland	28 ″ 1	C †
30126 DIDR	**Mittelmeer** *OilEng* D.F. *ss*Ham.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6370 5783 3658	✠100A1 5,37 ~~8,26~~ ✠LMC CS10,35 DBS~~8,36~~5,37 ~~8,36~~5,37 *CarryingPetr*	Ham *oleum*	*in*	CL 9,35 *bulk*	1927 6mo *Lloyd*	Akt.Ges. "Weser" Bremen *'sA&CP* *Cel*	JohnT.Essberger *lDB&uE*64'142*tD*	412·8|55·1|~~32·8~~ 430·9(O.L.) |32·9 P123'B23'F41' FK *Tf*25'164*t FPT*171	**Hamburg** German 18*BHptCem* 6 „ *to 2nd dk* *tAPT*151*t*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP 2WaterTubeDB*200lb* Akt.Ges."Weser"Bremen	32 ″ 9	
* 30127	**Mitwo** (*ex*Prospector-35, *ex*Canadian *ss*Mtl.No.3-11,33 Prospector-34), 2*Dks*(*Stl*) Now "Shing Hwah," see No. 40054 in Supplement	5492 4894 3380	✠100A1 4,36 BS4,36 ✠LMC4,35	Kob	*y*	CL 3,36	1920 6mo *Lloyd*	JCoughlan &Sons,Ld. Vancouver, B.C. *'sA&CP*	V.K.Song *CellD*	400·0|52·4|28·8 P49'B113'F40' FK *B*334'1026*t FPT*14	Chinese 6*BHCem* 9*tAPT*31*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD D.Rowan&Co.Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
* 30128 139159 GVSV	**Mixol** *ss*Gib.No.3-11,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	1977 1584 1053	✠100A1 4,37 ✠LMC11,35 *CarryingPetr* *Fitted for oil*	Ply *oleum* *fuel*10	*in* ,16	CL 7,35 *bulk* *F.P. a*	1916 10mo *Lloyd* *bove* 1	CaledonS. B &E.Co.Ld Dundee *'sA&CP* 50° F. *Ce*	TheAdmiralty *llDB uE&B* 61'66*t*	270·0|38·7|21·9 P97'B25'F57' FK *DT f* 33' 157*tFPT*	**London** British 14*BH pt Asp* (9 „ *to U dk* 5 „ „ 2nd „) 46*tAPT*59*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 362NHP 2SB(FD)&1AuxSB,*8cf*, HS6370 CaledonSB.&E.Co.Ld.Dun	23 ″ 4 s 2 ″ 6 21 ″ 0	
30129 32655 JUPB	**Miyadono Maru** (*ex*Argalia, *ex*WarKestrel) *ss*Kob.No.3-10,31 2*Dks*(*Stl*) *Fitted for oil fuel*	5190 4776 3199	✠ ... 1,36 ✠	Kob	*y*		1918 7mo	Craig,Taylor&Co.Ld. Stockton	TatsuumaKisen K.K. *CellDB*	400·1|52·3|28·5 P49'B113'F40' FK 336'1077*t FPT* 121*t*	**Nishinomiya** Japanese 7*BHptCem* *APT*179*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, et ce n'est dans le L.R. Durée Cert. B.of Trade
30130 17079 JFDA	**Miyako Maru** Ⓟ Wireless 2*Dks*	971 761 569					1914	OsakaIron Works Osaka	OsakaShosenK.K.	189·9|32·0|18·5 P22'B69'F31'	Osaka Japanese *WB*	T.3Cy.15",25"&42"-30" 96NHP OsakaIronWorks,Osaka		
30131 24358 JARA	**Miyaura Maru** *Well deck* 1*Dk*	1856 1334 1092			...		1919	Mitsubishi ZosenKaisha Ld.Nagasaki	KinkaiYusenK.K.	250·0|37·7|20·5 P&B132'F33' FK	Tokio Japanese *WB*	T.3Cy.17½",28½"&48"-36" 188NHP Mitsubishi ZosenKaishaLd	20 ″ 6	
30132 27312 JIZB	**Miye Maru** 2*Dks*	2914 2673 1761			...		1920	TobaShipyard Toba	KinkaiYusenK.K.	305·0|43·7|27·2 P23'B92'F33' FK	Tokio Japanese *WB*	T.3Cy.28",38"&64"-48" 352NHP TanakaEng.Co.Osaka	27 ″ 3	
30133 9363 JPXB	**Miyo Maru** (*ex*Helios) Wireless 1*Dk*	1450 1259 891					1897	Wood, Skinner&Co. Newcastle	KwonanKisenK.K.	236·9|35·1|20·7 B30'F28'	Tokio Japanese *WB*	T.3Cy.18⅞",30"&49"-33" 138NHP N.E.Marine EngCoLdNwc		
30134 5628 SFNK	**Mjölner** 1*Dk*	*976* *736* *376*					1914	LindholmensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	225·0|36·0|13·2 P130'H118tF55'	Stockholm Swedish *WB*	T.3Cy.18",29⅝"&48⅝"-29½" 98NHP *Emade*88*refitted*32 W.LindbergsA/B,Skm.		V
30135 OXMS	— Ⓟ (*Icebreaker*) Wireless D.F. 1*Dk*	503 412 202					1890	Helsingörs Skibsbyggri Elsinore	DeDanskeStatsbaner	140·0|33·3|14·7 Q28tB29tF13t	Helsingör Danish *WB*	C.2Cy.29½"&55½"-32" 144NHP HelsingörsMaskinbyggeri		
30136 OZOD	— Ⓟ Wireless 1*Dk*	302 241 121					1930	Svendborg Skibsv.Af 1926A/S Svendborg	A/S Sydfyenske Dampskibsselskab	141·1|27·3| 9·4	Nakskov Danish *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)24$\frac{7}{16}$"-24$\frac{7}{16}$" 49NHP Christiansen&Meyer, Harburg		V
30137 OPCE	**Moanda** *OilEng.* 1*Dk&Shelter dk.3rd dk in No.1hold* *CruiserStern*	4621 3993 3634	✠100A1 *withfreeboard* 2,38 ~~12,37~~ ✠LMC12,37 ~~(*ClassContemplated*)~~ *Carrying palm oil in deep tanks*	Ant	*z*	CL 2,36	1937 12mo *Lloyd's A&CP*	Soc.Anon Jhn.Cockerill Hoboken	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*)	387·6|54·0|24·7 409·9(O.L.) ~~P34~~ F36' FK *CellDB*338'1167t *MT*31'1490t *FPT*15t *APT*220t	Antwerp Belgian 7*BH* *ptCem.ptAsp* (*CollBHtoShelter dk,6Lto2nd dk*)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP 2DB-*75lb* SocAn.J.Cockerill,Seraing	27 ″ 2 s2 ″ 7¾ 24 ″ 8¼	
30138 OPCI	**Mobeka** *OilEng.* D.F.E.S.D. 1*Dk&Shelter dk* *CruiserStern*	~~5300~~ ~~4500~~ ~~3000~~ 5277 — 2953	✠100A1 *withfreeboard* 8,37 ~~(*ClassContemplated*)~~ *Carrying vegetable oil in deep tanks* ✠LMC8,37	Ham	*a*†	CL	1937 8mo *Lloyd's A&CP*	Flensburger Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal) S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*)	~~434·5|55·8|25·2~~ 426·5|55·7|25·0 449·4(O.L.) FK *CellDB*345'1435t *MTs*15'1629t *FPT*97t *APT*65t	Antwerp Belgian 7*BH* ~~*WB*~~ *ptCemptAsp* (*CollBHtoShltr dk,6BHto2nd dk*)	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{7}{16}$" 972NHP DB*70lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 10 s2 ″ 10 25 ″ 2¼	
✻ 30139 220436 KDCE	**Mobile City** ssBal.No.3-4,32 ssBal.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~12,36~~ BS5,37 ~~[illegible]~~ ✠LMC11,35 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Bal	*z*	CL ~~1,35~~ N9,37	1920 9mo	Chickasaw S.B.&CarCo Chickasaw, Ala. A&CP	IsthmianS.S.Co.	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK *CellDB*331'1508t *FPT*187t	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*173t	T.3Cy.24⅝",41½"&72"-48" 210lb FD (*s*) 587NHP 3SB(Spt)9*cf*,GS181,HS8919 Hooven,Owens,Rentschler Co.Hamilton,O	34 ″ 11 s7 ″ 10½ 27 ″ 2¾	
✻ 30140 235840 WOPY	**Mobilgas** *Mchy.Aft* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *CruiserStern*	9860 9102 6129	✠100A1 ~~7,37~~ 2,37 3,38 BS2,38 ✠LMC2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,37 *F.P. above* 150°F.	Phl ~~Mob~~ NYk	*f*†	CL	1937 2mo *Lloyd's A&CP*	SunS.B.& DryDockCo. Chester,Pa.	Socony-Vacuum OilCo.Inc.	486·3|68·3|36·9 501·6(O.L.) P105'B34'F49' FK *CellDBu mchy*73'96t*D Tf*22' 650t *FPT*466t	NewYork Utd.States 15*BH* *APT*121t	2steam turbinesDRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt)&1AuxWTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
✻ 30141 235790 WOPX	**Mobiloil** 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC.	9860 9102 6129	✠100A1 8,37 ~~1,37~~ ✠LMC1,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,37 *F.P. above* 150°F.	Phl Gal		CL	1937 1mo *Lloyd's A&CP*	SunS.B.& DryDockCo. Chester,Pa.	Socony-Vacuum OilCo.Inc.	486·3|68·3|36·9 P105'B34'F49' FK *CellDBu mchy space*73'96t*D Tf*22'650t*FPT*466t	NewYork Utd.States 15*BH* *APT*121t	2steam turbinesDRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt)&1AuxWTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
30142 CSBI	**Moçambique** Ⓟ TwinSc (*ex*Bruxellesville-33) ssLis.2ndNo.3-10,32 2*Dks*(*Stl*) *Weather dk* (*Stl-teak s*)	6052 — 3770	~~3,38~~ *withfreeboard* ~~[illegible]~~ ~~[illegible]~~	Lis	*z*	CL P10,36 SN 10,36	1908 *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	Cia.Nacional de Navegação	400·8|52·2|32·6 P51'F73' FK *CellDB*358'983t *FPT*58t *APT*42t	Lisbon Portuguese 6*BHCem* (*Coll to W dk* 5 ,, *2nd*,,)	T.6Cy.22",36"&60"-48" (*s*) 190lb FD 770NHP 5SB,*15cf*,GS289,HS11809 A.Stephen&Sons,Ld.Gls	35 ″ 3 ~~11 ″ 1~~ ~~24 ″ 6~~	
30143 146272 GFDZ	**Modasa** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl-Uteak s*) D.F. *CruiserStern*	9070 7268 5636	✠ 1,25 ✠ Lloyd'sRMC ~~9,37~~ 1,38	Mdb	*d*†		1921 6mo	Swan,Hunter& Wigham Richardson. Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	465·0|58·3|33·5 P44'B175'F53' FK *CellDB* 403'1354t *tanks between tunnels* 114'253t *FPT*164t *APT*71t	Glasgow British 9*BHCem*	4SteamTurbinesDRgeared to 2 Sc. Shafts HS13812 FD 1065NHP 4SB&1AuxSB*18cf*,GS342 Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 0	BT till ~~7,37~~ 5,38
✻ 30144 148922 GMVZ	**Modavia** *OilEng.* ssGls.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.E.S.D. 4*th dk*(*Stl*)*in Nos.* 2 & 3 *holds*	4858 4403 2859	✠100A1 *withfreeboard* 11,37 ~~11,36~~ ✠LMC CS3,36 DBS~~3,37~~3,36 ~~11,36~~11, 37 ✠Lloyd'sRMC ~~[illegible]~~ 11,37	Gls	*z*	CL 12,35	1927 4mo *Lloyd's A&CP*	Vickers, Ld. Barrow	DonaldsonLineLd. (DonaldsonBros. Ld. *Mgrs.*)	387·0|53·7|27·5 399·5(O.L.) F42' FK *CellDB*312'1025t *FPT*110t *APT*65t	Glasgow British 6*BHptCem* (*Coll toSh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 2DB-*120lb* Vickers,Ld.Barrow	30 ″ 0 s 3 ″ 5½ 26 ″ 7½	
30145 5360 SFNM	**Mode** Sub.Sig. 2*Dks*	*1227* *980* *555*					1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	246·9|37·1|14·0 21·6	Stockholm Swedish *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
30146 3236 OHHR	**Modesta** ssSld.No.3-9,29 ssRot.No.2-37 ~~ssHls.No.1-33~~ 1*Dk*(*Stl*) ~~*Cargo battens not fitted*~~	3830 — 2271	✠100A1 10,37 ~~1,37~~ ✠LMC10,37 ~~[illegible]~~ ~~[illegible]~~	Bry Rot	*w*	CL ~~3,35~~ 10,37	1917 1mo *Lloyd's A&CP*	J.Priestman&Co. Sunderland	J.W.Paulin *Intermediate BH in after hold dispensed with*	346·5|50·8|23·5 P29'B100'F34' FK *CellDB*340'900t*APT*105t	Wiborg Finnish *Cem* 5*BHonly*	T.3Cy.24½",40½"&67"-45" 180lb (*s*) 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEngCo.Ld Sld.	26 ″ 0 s 4 ″ 8½ 21 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 30147 PGAJ	**Modjokerto** *OilEng.* *ss*Rot.No.3–7,34 3*Dks* D.F. *CruiserStern* *Carrying vegetable oil in aftermost deep tank*	7080 ~~8800~~ 6441 ~~6657~~ 4490	✠100A1 *Shelter dk withfreeboard* 8,37 ~~10,36~~ ✠NE8,34 ✠LMC8,34 DBS~~7,36~~ 8,37 *Carrying oil F.P. above 150° F.in forward deep tanks DTs a*47'1736*t MT*24'1179*tFPT*200*tAPT*47*t*	Rot		OG 10,36	1922 7mo Lloyd	WearShip-yard of W. Gray&Co. (1918),Ld. Sunderland 'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*398'1568*t* ~~*DTa*27'1202*t*~~	480·1 F40'*onShelter dk* len34 FK *CollisionBHtoWdk*	57·4	38·4 30·3	Rottrdam Dutch *ptCem* 7 ,, ,, 2nd ,,	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞"–29$\frac{15}{16}$" 1835NHP 2NDB(WTB)34–225lb 2DB–225lb N.V.Wilton'sMachinefbr &Scheepswrf,Rot.	~~41 ″ 2~~ ~~s12 ″ 2½~~ ~~29 ″ 6~~ 33 ″ 1 s4 ″ 10 28 ″ 5¼	
30148 162402 MBTP	**Moelfre Rose** *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *SpecialSurveys to date from* 4,34	631 428 277	✠100A1 4,37 ✠LMC3,34	Sld	*i*	CL 9,36	1931 7mo Lloyd	NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld 'sA&CP	RichardHughes& Co.(Liverpool)Ld. *CellDB*105'144*t*	175·4 Q101'B11'F25' FK *FPT*54*t APT*4*t*	27·1	11·1	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 88RHP 1SB,3*cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls.	13 ″ 0 s3 ″ 10 12 ″ 9¼	
30149 PGAO	**Moena** *ss*Ams.No.3–7,36 3*Dks*(*Stl*)	9286 8711 5730	✠100A1 ~~9,37~~ ~~1,37~~ 4,38 ✠NB8,27 ✠LMC7,36 BS6,37	Ams	*e*†	CL 6,36	1923 5mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland sA&CP	Stoomv.Maats. Nederland *CellDBa*152'*uE* *f*183'1642*t*	480·5 P48'B31'F49' FK 44'*uB*41' *DTa*39' 1752*t FPT*	60·4	37·4	Amstrdam Dutch 3*BHCem* 147*tAPT*39*t*	T.3Cy.32",52"&88"–54" (*s*) 190lb 1053NHP 5SB(Spt),15*cf*,GS330, HS17500FD Armstrong,Whitworth &Co.Ld.Nwc.	40 ″ 3 s10 ″ 2 30 ″ 5	
※ 30150 OPLD	**Moero** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Carrying vegetable oil in deep tanks*	~~5300~~ ~~4500~~ ~~3000~~ 5277 — 2953	✠100A1 *withfreeboard* 6,37 ~~(*ClassContemplated*)~~ ✠LMC6,37	Kel	*a*†	CL	1937 6mo Lloyd	Flensburgr Schiffsb.Ges. Flensburg sA&CP	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*) *CellDB*345'1435*t*	~~434·5~~ 426·5 449·4(O.L.) FK (*CollBHtoShltr dk*,6*BHto2nd dk*) *MTs*45'1629*tFPT*197*tAPT*65*t*	~~55·8~~ 55·7	~~25·2~~ 25·0	Antwerp Belgian 7*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 972NHP DB70lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 10 s2 ″ 10 25 ″ 2¼	
30151 PKHJ	**Moesi** *OilEng.* *Mchy.Aft* 1*Dk*	913 632 573					1930	Rotterdam Droogd.Maat Scheidam	Koninkl.Paketv. Maats.	203·3 Q134'B24'F28'	34·2	11·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
30152 EGBO	**Mogador** (*ex*JosePerez) Iron *ss*Cdz.4thNo.3–10,30 *ss*Cdz.No.1–35 1*Dk*	466 357 282	✠100A1 2,37 ~~10,35~~ BS3,37 ✠LMC5,35 ✠NB91*refitted*18	Cdz	*h*	2,37	1879 11mo	R.Chambers,jun. Dumbarton A&CP	Cia.Trasatlantica	166·0 P35'B31'F31' BK7" ND14	24·1	13·1	Barcelona Spanish 4*BHCem*	C.2Cy.20"&35"–27" 75lb 49NHP 1SB,2*cf*,GS43,HS800 M.Paul&Co.Dumbarton	13 ″ 10 s1 ″ 10½ 12 ″ 11	
30153	**Mogy** (*ex*Gaasterland–35, *ex*CastellPelesch) 1*Dk&Shelter dk*	3464 3192 2128					1912	Akt.Ges. "Neptun" Rostock	Cia.Commercio e Navegação	365·9 F36'	50·5	21·6	R.Janeiro Brazilian *WB*	T.3Cy.23⅝",38$\frac{3}{16}$"&62"–41$\frac{3}{16}$" 247NHP A.G."Neptun,"Rostock		G
30154 ~~162378~~ ~~MKCX~~ 77 SUBS	**Mohamed Ali El-Kebir** TwinSc (*ex*Teno–35) Ⓟ *ss*Grk.No.3–5,35 2*Dks*(*Stl–U*teak s) *Well deck* 3*rd dk*(*Stl*)*inNos.*1&2*holds* D.F. E.S.D.	7290 4991 3901	✠100A1 ~~5,37~~ ~~12,36~~ 2,38 BS~~12,36~~ 2,38 ✠LMC5,35 *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Alx	*b*†	CL ~~S5,35~~ P5,37 S2,38	1922 12mo Lloyd	Scotts'S.B &E.Co.Ld. Greenock 'sA&CP	PharaonicMail Line,S.A.E *CellDB*365'885*t FPT*47*tAPT*73*t*	422·8 P&B293'F87' FK	56·2	30·4	Alexandria Egyptian 8*BHCem*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb FD 1469NHP 6SB(Spt),18*cf*,GS385, HS17832 Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s4 ″ 11¾ 28 ″ 3	
30155 92698 WRCE	**Mohawk** *Now* "*Vermont*," *see No.* 40618 *in Supplement* 1*Dk*2*trB*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0	43·0	16·8	N.Lndn,Cn Utd.States	T.3Cy.21",34"&56"–42" NB00 203NHP Del.Riv.I.S.B.&E.Works		
30156 216586 KLHD	— *OilEng.* *Carrying Petroleum in bulk*	369 — 274					1918	Merrill, StevensCo Jacksonville, Fla.	GulfOilCorporation	145·0	23·3	12·0	Pt.Arthur, Tex. Utd.States	Oil Engines 4S.C.SA 6Cy.12"–14" NE23 84NHP StandardMotorConst.Co. JerseyCity,N.J.		
30157 Broken up 92705 WRCM	**Mohegan** 1*Dk*2*trB*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0	43·0	16·8	N.Lndn,Cn Utd.States	T.3Cy.21",34"&56"–42" 203NHP Del.Riv.I.S.B.&E.Works		
30158 14570[illegible] MKXV	**Moidart** (*ex*Hillglen) *ss*Nwc.No.2-37 *ss*Gmh.No.3–1,29 *Well deck* ~~*ss*Gmh.No.1–33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1262 1028 757	✠100A1 ~~8,37~~ ~~8,36~~ 11,37 ~~BS8,36~~ ✠LMC~~8,36~~ 8,37	Gmh ~~Nwc~~ Bly	*o*	CL ~~8,36~~ 11,37	1922 1mo Lloyd	Campbeltn S.B.Co.Ld. Campbeltwn 'sA&CP	WesternNav.CoLd. (Wm.S.Scott&Co. *Mgrs.*) *CellDB*190'395*t*	229·7 Q79'B48'F27' FK	35·8	15·5	Cardiff British 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"–33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s1 ″ 4¼ 16 ″ 5	
30159 LIZB	**Moira** *Electrically welded* *Mchy.Aft* 1*Dk* *Longitudinal framing in double bottom* Wireless D.F. *CruiserStern*	1560 1307 744	✠100A1 2,38 ~~3,36~~ ✠LMC5,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,35 *F.P. above* 150°F.	Rot Bkn	*q*	CL 3,36	1935 5mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	Dampskibsselsk. MarnaA/S(Sigurd Owren,*Mgr.*) *CellDBuE&B*40'*f*130' *in way of cargo*	248·4 259·0(O.L.) P70'F29' FK *Trunk*142' 415*t DTf*14'23*t Wing tanks* *tanks*130'275*t FPT*54*tAPT*31*t*	42·1	16·3	Oslo Norwegian 10*BHptCem*	C.2Cy.17"&34"–28" & LP turbine with DR gearing & hydraulic coupling (*s*) 210lb FD 223NHP 2SB(Spt)6*cf*,GS103,HS3574 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s1 ″ 3½ 16 ″ 9¾	
30160 221302 KDSH	**Mojave** (*ex*Hambro) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6900 — 4255					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P128'B50'F44'	56·2	33·5	NewYork Utd.States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
30161 28982 JIRA	**Moji Maru** Ⓟ 2*Dks*	3831 3397 2297					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0 P33'B74'F40'	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 275NHP YokohamaDockCo.Yka.		
30162 41364 JHPJ	— *OilEng.* 1*Dk*	318 — 183					1936	Tochigi ZosenshoK.K Wakamatsu	TochikiShojiK.K.	139·9	24·0	12·5	Kobe Japanese	Oil Engines		
30163 LCZM	**Moldanger** *OilEng.* *Ref.Mchy.* D.F. 1*Dk&Shelter dk*	6827 6013 4232					1933	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P257*t*H502*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"–47¼" 1842NHP AlgemeineElec.Ges.Berlin		N
30164 Broken up 145973 GDVZ	**Moldavia** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl–Uptws*)*Shelter &Shade dks*(*Stl–*teak s) D.F. *Fitted for oil fuel*	16556 12022 10065	✠ 10,25 ✠Lloyd'sRMC~~12,36~~ 9,37	Lon	*k*†		1922 9mo	Cammell Laird&Co.Ld. Birkenhead	P.&O.Stm.Nav.Co. *CellDB*488'2111*t* *Tanks'tween Tunnels*23'101*tFPT*128*tAPT*122*t*	552·4 F27'*on Shade dk* FK	71·7	38·4	Liverpool British 10*BHCem*	6SteamTurbinesDRgeared to2Sc.Shafts 2602NHP 3DB&4SB,40*cf*,GS770, HS32422 CammellLaird&CoLd.Bkn	42 ″ 3	BT till ~~4,37~~ 1,38

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
30165 UOUE	**Moldaviya** Ⓟ OilEng. Wireless 2Dks CruiserStern	1190 953 612					1928	Schiffsw(v.J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4 P&B126'F22'	33·3	18·4	Odessa Russian WB	Oil Engines 4S.C.SA 8Cy.18$\frac{1}{16}$"–29$\frac{1}{16}$" 286NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
30166 UOUX	**Molot** TwinSc OilEng. Wireless 1Dk Mchy.Aft	949 758 472					1928	Odessa StateSBYard AndreMarti Odessa	U.S.S.R.	232·1 P55'F25'	34·0	11·8	Vladvostk Russian WB	Oil Engines 4S.C.SA 12Cy.13$\frac{13}{32}$"–19$\frac{5}{16}$" 222NHP StateEngineWorks, Kolominska		
30167 UOBC	**Molotov** Sub.Sig. 1Dk	2332 2013 1296			...		1930	BalticS.B.&Eng.Wrks. Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK	43·1	20·5	Leningrad Russian WB	T.3Cy.17¾",29½"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
30168 143449 GCYJ	**Molton** ssCff.No.3–6,35 1Dk(Stl) Cargo battens not fitted Now "Transit," see No.40393 in Supplement	3091 2864 1873	✠100A1 9,36 BS~~9,36~~ 10,37	Cff ✠LMC6,35	u	CL 9,36	1919 10mo	RopnerS.B&Repairing Co(Stockt'n)Ld. Stockton Lloyd'sA&CP	W.J.Tatem,Ld. CellD	331·5 P33'B98'F29' FK B276'728tFPT111t	46·7	23·2	London British 5BHCem APT139t	T.3Cy.25",41"&68"–45" (s) 180lb 359NHP 3SB,9cf,GS153,HS5829 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
※ 30169 152022 VJGB	**Momba** OilEng. ssSyd.No.2–34 1Dk(Stl) Cargo battens not fitted CruiserStern	3021 2735 1758	✠100A1 1,38 ~~2,37~~ DBS~~2,37~~ 1,38	Syd ✠LMC	u 1,38 CS~~1,37~~ 8,36	CL ~~1,35~~ 1,38	1926 3mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld. Cel	331·8 P34'B159'F34' FK lDB286'778tFPT6	46·6	23·1	Melbourne British 6BHptCem 7tAPT120t	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{32}$"–51$\frac{3}{16}$" 473NHP DB100lb Burmeister&Wain,Cpn.	25 ″ 6 s 3 ″ 4½ 22 ″ 3½	
30170 40424 JIXH	**Momo Maru** OilEng. 1Dk	443 — 253					1935	Ohara Zosen TekkoshoKK Osaka	UwajimaUnyuK.K	148·9	26·5	14·0	Uwajima Japanese	Oil Engines		
30171 33181 JAVC	**Momoha Maru** (exGoldenway, exTerrific,exCosmos, Volga,exWarIsland) ssKob.No.3–6,31 1Dk(Stl) 2ndDk(Stl)in Nos.2&4holds	3098 2856 1842	✠ ... 4,36	Kob ✠	u		1918 9mo	Craig,Taylor&Co.Ld. Stockton	TatsuumaKisen K.K. CellDB	331·1 P33'B98'F29' FK 280' 687t FPT 109t	46·8	23·2	Nishinomiya Japanese 7BHptCem APT112t	T.3Cy.25",41"&68"–45" 359NHP 3SB,9cf,GS155,HS5841 Blair&Co.Ld.Stockton	25 ″ 6	C †
30172	**Mon Village** (exOxford, exYvetot,exMenuisier) TwinSc Mchy.Aft 1Dk	1065 — 588					1919	ChantAug.Normand Havre	Herran,Decia&Muller	219·4 P59'F19'	34·2	12·3	Montevideo Uruguayan WB	T.6Cy.12⅝",19$\frac{7}{16}$"&31½"–16½" 80NHP At.&Ch.de laLoire,StDenis		
30173 4091 SGON	**Mona** (exBratland,exWermland) ssHpl.No.2–11 1Dk(Stl)&deep framing &pt Awning dk(Stl)	2326 1609 1363	✠ 2,11	Hpl ✠	s		1902 7mo	W.Gray&Co.Ld. W Hartlepool	RederiA/B Alfa (AllanBörjesson, Mgr.) CellDBa	279·6 Q107' FK pt Awng dk175' 84'uE30'f112' 521t	42·6	16·4	Hlsngborg Swedish 4BHCem APT115t	T.3Cy.21",33"&56"–36" 194NHP 2SB,4pf,GS72,HS3014 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0	V †
30174 124188 GFBY	— Ⓟ TwinSc (exHazel) ssBkn.2ndNo.3–1,32 D.F. ssI.M.No.1–36 2Dks(UStl–ws)&Web frames Wireless	1219 853 500	✠ A1 with freeboard 4,38 ~~3,37~~ ~~BS1,37~~ For Irish Channel purposes	Bkn BS11,37 ✠LMC1,36		OG S2,36 P3,37	1907 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	Isle of ManSteam PacketCo.Ld. CellDBuE30'	260·8 270·0(O.L.) P53'B121'F42' FK 37tDTa10'10tFPT	36·1	15·2	DouglasIM British 5BHCem 8tAPT26t	T.8Cy.(2)18",(2)28½"& (4)33"–27" (s) 180lb 463NHP 4SB,12cf,GS252,HS8126 FD FairfieldCo.Ld.Glasgow	16 ″ 0 s 3 ″ 6½ 12 ″ 10	BT till 3,38
30175 120522 GFPN	**Mona's Isle** Ⓟ (exOnward) TrpSc D.F. 2Dks&Awng dk	1688 1162 698					1905	W.Denny&Bros. Dumbarton	Isle ofManSteam PacketCo.Ld.	311·2	40·1	15·8	DouglasIM British WB	3 Steam Turbines Denny&Co.Dumbarton		BT till ~~6,37~~ 12,37
※ 30176 145308 GWSG	**Mona's Queen** Ⓟ TwinSc Sub.Sig. 2Dks&Shelter dk E.S.D. D.F.	2756 1717 1112	✠ A1 with freeboard 4,38 ~~4,37~~ ~~LS3,37~~ For Irish Channel service Fitted for oil fuel 6,34 F.P. above 150° F.	Bkn LS4,38 ✠LMC6,34		OG 4,38	1934 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	Isle ofManSteam PacketCo.Ld. CellDB	337·6 350·0(O.L.) Promenade dk249' FK&BK1¼" uE46'71tDTsf136t	48·1	17·2	DouglasIM British 10BHCem APT73t	4SteamTurbinesSR geared to 2 Sc. Shafts 230lb 1393NHP 3WTB,HS13590 FD CammellLaird&Co.Ld Bkn	18 ″ 0 s 6 ″ 1 12 ″ 3	BT till ~~4,37~~ 3,38
30177	**Monagas** TwinSc ssCco.No.2–34 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2650 1890 1514	✠100A1 ~~[illegible]~~ 9,36 1,38 BS~~[illegible]~~ 1,38 Carrying Petroleum in bulk Fitted for oil fuel 8,27 F.P. above 150°F.	Cco Mob ✠LMC12,34	t	CL 4,37	1927 8mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MeneGrandeOilCo. C.A. CellDB	305·4 316·8(O.L.) P69'F33'B22' FK Trunk181' uE&B42'107tFPT	50·2	16·3	Maracaibo Venezuelan 11BHptCem 194tAPT85t	T.6Cy.13½",23"&37"–27" (s) 180lb 212NHP 2SB,6cf,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
30178 GQKS	**Monarch** TwinSc (CableVessel) Wireless D.F. 1Dk&Awng dk E.S.D.	1150 1049 476			...		1916	Swan,Hunter&Wigham Richardson, Ld Newcastle	ThePostmaster-General	222·7 FK	32·2	19·1	London British WB	T.6Cy.12½",20"&33"–24" 146NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	22 ″ 0	
30179 82358 MNFD	— Ⓟ Pad	315 274 129					1888	R.&H. Green, London	Cosens&Co.Ld.	210·0	22·2	9·0	Weymouth British	D.2Cy.41"–48" 179NHP J.Penn&Son,London		BT till 10,37
※ 30180 162650 GZKD	**Monarch of Bermuda** Ⓟ Quad Sc ssN.Yk.No.1–36 E.S.D. 3Dks(Stl-Weather dk teak s) Sub.Sig. 4th dk(Stl)in holds GyC. 5thDk(Stl)except in boiler spaces D.F. (Topsides–Special quality steel) Ref.Mchy. Rudder electrically welded CruiserStern	22424 13088 12870	✠100A1 with freeboard 6,37 ~~12,36~~ MS6,35 ✠Lloyd'sRMC~~12,36~~ 12,37 6,37 Fitted for oil fuel 11,31 F.P. above 150° F.	NYk ✠LMC BS9,36	m†	CL P/6,35 S/6,35 Pa12,35 Sa12,35	1931 11mo	Vickers-Armstrongs, Ld. Newcastle Lloyd'sA&CP	Furness,Withy& Co.Ld. CellDB430'1938t'tween dk tanks a59'496t Tanks in way of tunnel s477tMTs57' 947tDTsf40'831tFPT1	553·2 B354'F94' FK Upper bridge385'	76·7	39·0	London British 12BHptCem Coll.,to W dk Turbines by Motors by 13tAPT126t	2 Steam Turbines connected to Electric Motors & Sc. Shafts (s) 4411NHP 400lb HS42200 FD 8 Water Tube Boilers (Spt) Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s 16 ″ 5½ 27 ″ 0½	
30181 SFUA	**Monark** (exHelgöy,exFreda) Now "Hildur," see No. 38502 in Supplement 1Dk	1816 1597 1068					1914	Fredrkstad Mek.Værks Fredrikstad	RederiA/BMonark (Arnold de Champs)	264·6 P22'B71'F29'	42·1	17·7	Stockholm Swedish WB	T.3Cy.20½",33"&56"–36" 188NH FredrikstadM.V.Fidstad.		N
30182 218508 KJRO	**Monasses** Fitted for oil fuel Ref.Mchy. 1Dk&Shelter dk Sub.Sig. &Web frames Longitudinal framing	5983 5657 3695			...		1919	MooreS.B.Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34'F39' on Shelter dk FK	53·0	32·0	S.Frncisco Utd. States WB	2SteamTurbinesDRgeared to 1 Sc.Shaft 637NHP MidwestEngineCo. Indianapolis	34 ″ 6	R †

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30183 841 IBMW	**Monbaldo** (exSori) D.F. 2Dks&Shltr dk	6214 — 4043					1918	Soc.EsercizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon.	389·5	51·5	26·6	Genoa Italian	T.3Cy.26",42½"&69$\frac{7}{10}$"-48" 337NHP Soc.EsercizioBacini R.Trig		I
※ 30184 2146~~329~~ IBNW	**Moncalieri** (exWarLinnet) ssTri.No.3-3,31 ssGen.No.1-36 D.F. 2Dks(Stl) Cargo battens not fitted in 'tween dks	5723 4819 3533	✠100A1 ~~7,37~~ ~~3,37~~ 2,38 ~~BS7,36~~ ✠LMC8,35 7,37 Adapted for oil fuel 9,29 F.P. above 150° F.	Gen	y	CL 8,35	1918 12mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav.	408·7 400·1 P49'B113'F40' FK CellDB336'1015tFPT128tAPT207t	52·3	28·4	Genoa ~~Trieste~~ Italian 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 10½ 25 ″ 4¾	
※ 30185 ~~TTLM~~ TKDM	**Moncousu** (exNestor) ssNts.2ndNo.3-2,37 1Dk(Stl)Platformdk(Stl)for light Well deck cargoesinNos.2&3holds	1345 — 823	✠100A1 1,38 ~~2,37~~ ✠LMC2,37 BS1,38	Nts	o	CL ~~11,35~~ 1,38	1912 8mo	Mackay Bros. Alloa Lloyd'sA&CP	Chargeurs de l'Ouest CellDBa58'uE	235·2 Q86'B56'F29' FK 17'f94'357tFPT64t	36·0	16·3	Nantes French 4BHCem APT36t	T.3Cy.18",29"&48"-35" (s) 180lb *100lb* 153NHP 1SB,3cf,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 6 s 1 ″ 5½ 17 ″ 2	
30186 TTKO	**Mondara** ssBel.No.3-1,33 Mchy.Aft 1Dk(Stl) Well deck	359 255 147	✠[illegible] 9,37 ~~,36~~ ✠~~LMC~~ ~~MS1,33~~ ~~BS9,36~~	Bou	e	CL 8,35	1921 2mo	J.&D. Morris,Ld. Newcastle Lloyd'sA&CP	P.LeLouarn& F.Ollivier	135·2 Q44'B8'F18' FK FPT	23·6	10·0	Paimpol French 3BHCem 25tAPT12t	C.2Cy.17"&34"-24" (s) 130lb 48RHP 1SB,2pf,GS36,HS1180 G.T.Grey&Co.Ld.S.Shl.	11 ″ 0 ~~s ″ 9½~~ ~~10 ″ 4~~	
30187 149459	**Mondoc** Mchy.Aft 1Dk	1926 1637 1147					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
30188 1371 IBRW	**Monfiore** (exWestHesseltine) Fitted for oil fuel D.F. 2Dks	5498 5075 3370					1920	J.F.Duthie &Co. Seattle,Wash	Nav.AltaItaliaSoc. Anon.	423·7 410·3 P44'B115'F47'	54·2	26·6 27·7	Genoa Italian WB	T.3Cy.24½",41½"&72"-48" O'NeilIron 359NHP Works,Buffalo,N.Y.		IR
30189 1405 ICJR	**Mongioia** (exTerni,exCrispi) D.F. 1Dk&Awng dk	6113 — 3795					1924	Flli. Orlando&Co. Leghorn	Nav.AltaItaliaSoc. Anon.	394·2	51·7	35·1	Genoa Italian WB	T.3Cy.27",44"&73"-48" Emade18fitted30 369NHP D.Rowan&Co.Glasgow.		I
30190 UOGH	**Mongol** (exLakeFablus) Fitted for oil fuel 1Dk2trB	2606 2237 1612		...			1919	Detroit S.B.Co. Wyandotte	U.S.S.R.	251·8 P25'B64'F23' FK	43·3	26·1	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
30191 145517 GFBJ	**Mongolia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks(Stl-Uptws) D.F. Shelter&Shadedks(Stl-teak s) E.S.D.	16600 11948 10120	✠ 8,24 ✠ ✠Lloyd'sRMC~~3,37~~ 8,37	Syd	l †		1923 4mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co. CellDB476'2273t Tank at after end of tunnels44t Tanks (cr. & sides) fore end of tunnels205tFPT136tAPT200t	551·6 Prom dk368'F54' onShade dk FK 10	72·0	38·5	Newcastle British Cem BHtoShl dk	6SteamTurbinesDRgeared to 2Sc.Shafts HS32490 2567NHP 3D&4SB,40cf,GS900, ArmstrongWhitworth &Co.Ld.Nwc.	42 ″ 3	BT till 3,38
※ 30192 7450 SMTA	— (exClayton, exPelica) ssLkr.2ndNo.3-5,35 1Dk(Stl)&deep framing Cargo battens not fitted	*2111* *1929* *1238*	✠100A1 6,37 ~~6,36~~ ~~BS6,36~~ ✠LMC5,35 6,37	Hpl	s	CL ~~3,35~~ 6,37	1909 6mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd'sA&CP	RederiA/B Arild (J.A.Thore,*Mgr.*) CellDBa94'	286·0 P21 B72'F27' FK uE&B38'f114'557t	43·3	18·7	Arild Swedish 5BHCem APT133t	T.3Cy.21",35"&58"-39" (s) 180lb *90lb* 233NHP 2SB,6pf,GS108,HS3637 G.Clark,Ld.Sunderland	21 ″ 0 s2 ″ 11¼ 18 ″ 3	
30193 RACE	**Mongoughai** Ⓟ (exPronto) Wireless 1Dk&Spar dk	993 883 593					1891	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	202·5 B58'	30·3	18·5	Vladvostk Russian WB	T.3Cy.15",27½"&43"-27" Bmade12, fitted— 96NHP FlensburgerSchiffsb.Ges.		
30194 93395 KJRP	**Monhegan** Ⓟ **Wood** 1Dk2trB	387 — 212					1903	Cobb, Butler&Co. Rockland,Me	Providence,Fall River&Newport SteamboatCo.	128·0	26·7	11·2	Providnce, R.I. Utd.States	T.3Cy.13½",22¾"&36"-24" 64NHP		
30195 PGBC	**Monica** OilEng. ssRot.No.1-36 Mchy.Aft 1Dk(Stl) CruiserStern	325 260 126	✠100A1 3,38 ~~2,37~~ ~~[illegible]~~ ✠LMC1,36 CarryingPetroleum in bulk DBS4,38✠LMC(M)4,38	Ams Rot	f	~~2,37~~ N3,38	1932 9mo	J.Koster Hzn.Schpsw. "DeGideon" Groningen Lloyd'sA&CP	N.V.Tank KustvaartMaats.	137·9 P49'F20' Trunk70' FK FPT65tAPT10t	25·4	9·8	Rottrdam Dutch 8BHptCem	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 71NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 2 s ″ 4¾ 9 ″ 11	
30196 FOEG	**Monique** Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk D.F. Longitudinal framing 2Dks	7011 — 3989					1922	Ch.&Atel. de laGironde Bordeaux	Cie.Auxiliaire de Navigation	425·0 P100'B27'F41'	56·7	33·0	Havre French WB	T.3Cy.28",46"&76"-52" 416NHP Soc.ProvençaledeConst. Nav.LaCiotat		V
30197 FNWW	**Monique Schiaffino** Fitted for oil fuel 2Dks	3236 2880 1917					1929	HowaldtswerkeA.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·6 P24'F41'	48·1	23·7	Algiers French WB	T.3Cy.22⅞",37⅜"&60¼"-39⅜" 227NHP HowaldtswerkeA.G.Kiel		V
30198 149956 GNLC	**Monkleigh** ssCff.No.2-35 1Dk(Stl)&Shelter dk(Stl)	5203 4810 3105	✠100A1 withfreeboard ~~7,37~~ ~~3,37~~ 4,38 ✠LMC MS2,35 ~~BS1,36~~ 3,38 ~~7,37~~	Bry	a†	CL ~~1,35~~ 7,37	1927 12mo	R.Thompson&Sons,Ld Sunderland Lloyd'sA&CP CellDBa&	TatemStm.Nav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*) uE138'f201'1391t	420·7 434·5 (O.L.) F34' FK FPT210tAPT147t	55·3	25·7	London British 7BHCem (Coll toSh dk 6 ,, 2nd,,)	T.3Cy.27",45"&75"-51" (s) 180lb 570NHP 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 3 ″ 7¾ 24 ″ 11	
※ 30199 147484 MLKY	**Monkstone** ssNwc.No.3-5,36 Well deck 1Dk(Stl) Mchy.Aft	867 591 425	✠100A1 5,36 ✠LMC MS9,35 BS10,36	Nwc	k	CL 5,36	1923 5mo	HansenSB &ShipRepng. Co.Ld. Bideford Lloyd'sA&CP	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) CellDB 126'239tFWTan	190·0 Q120'BonQ14'F26' FK kin break7'14tFPT	30·1	12·5	London British 3BHCem 53tAPT30t	T.3Cy.15",25"&41"-27" (s) 180lb 84RHP 2SB,4cf,GS60,HS1824 LythamSB&ECoLdLythm	14 ″ 6 s 4 ″ 6 14 ″ 1¾	
※ 30200 145345 MKYF	**Monksville** (exSlievenamon) ssApl.No.3-10,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	499 347 234	✠100A1 ~~10,37~~ ~~12,34~~ 2,38 ~~Lan~~ Bkn BS8,37 ✠LMC MS10,34 ~~BS9,36~~ ✠NB18refitted21	Sws	g	CL ~~10,34~~ 10,37	1921 8mo	JIThornycroft&Co.Ld. Southampton Lloyd'sA&CP	JohnS.Monks,Ld.	155·7 Q86'B11'F25' FK FPT	26·2	11·4	Liverpool British 3BHCem 48tAPT20t	T.3Cy.13⅝",22"&35"-27" (s) 180lb 95NHP 1SB,3cf,GS51,HS1832 JIThornycroft&CoLd Sou.	12 ″ 6 s 3 ″ 8 12 ″ 6	
30201																

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Nav're. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
❋ 30202 147248 MLWJ	**Monkton Combe** (exGoldcrest-34, exGlynconwy) ssBrs.No.3-11,36 Mchy.Aft 1Dk(Stl) Well deck	486 309 196	✠100A1 11,36 ✠LMC MS11,36 BS~~[illegible]~~ 6,37	Brs	g	CL 10,36	1924 4mo Lloyd	GooleS.B. &RepgCo.Ld Goole 'sA&CP	AldShippingCo. Ld. CellD	156·2 Q86'B11'F23' FK Bf89'115tFPT37t	25·6	9·8	Bristol British 3BHCem APT25t	T.3Cy.13",21"&35"-24" (s) 180lb 84RHP 1SB,3cf,GS51,HS1566 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s4 ″ 6¾ 11 ″ 9½	
30203 217318	**Monmouth** 2Dks	4756 4287 2963			...		1918	Standard S.B.Corp. Shooter's Island,N.Y	UnitedStates Maritime Commission	377·0 P25'B106'F34' FK	52·2	26·8	NewYork Utd.States WB	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp.	29 ″ 0	
30204 92022 KJRQ	— Ⓟ IronTwinSc 2Dks	1440 — 931					1888	W.Cramp &SonsCo. Philadelphia	CentralRailroad Co.ofNewJersey	260·5	35·1	14·0	NewYork Utd.States	T.6Cy.19",30"&50"-30" NB05 274NHP W.Cramp&SonsCo.Phl.		
30205 146113 MKZV	**Monmouth Coast** (exGrania-33) ssBkn.No.3-5,36 Well deck Mchy.Aft 1Dk(Stl) Wireless D.F. E.S.D.	878 618 396	✠100A1 5,37 ~~5,36~~ ✠LMC5,36 BS5,37	Bkn	l	CL 4,35	1924 3mo Lloyd	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP	CoastLines,Ld. CellDBuB32'	200·4 Q128'F28' BK7' f102'166tFPT122t	30·6	13·2	Liverpool British 3BH APT44t	T.3Cy.17½",27½"&45"-33" 180lb (s) 155NHP 2SB,4cf,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s4 ″ 1¼ 15 ″ 2½	
❋ 30206 147816 ZMCD	**Monowai** Ⓟ (exRazmak) TwinSc ssSyd.No.2-33 D.F. Ref.Mchy. 3Dks(Stl)	10852 7510 4925	✠100A1 with freeboard 2,36 BS10,36 ~~BS9,36~~ ✠LMC3,33 ✠Lloyd'sRMC~~9,36~~6,37 Fitted for oil fuel 2,25 F.P. above 150° F.	Syd	g†	CL ~~P8,33~~ ~~s2,34~~ 5,37	1925 2mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	UnionS.S.Co.of NewZealand,Ld. CellDB429'129§t Tanks at sides	500·4 P&B396'F73' FK of tunnels436tFPT	63·2	34·0	Wllington, N.Z. British 10BHCem 57tAPT102t	Q.8Cy.30½"44"63"&89"-54"& L.P.TurbineswithDRgearing & hydraulic coupling 215lb (s) 2255NHP 4D&2SB,40cf,HS29610 FD Harland&Wolff,Ld.Bel.	37 ″ 6 s11 ″ 7¼ 26 ″ 1	
30207 219388	**Monroe** Fitted for oil fuel 2Dks& Webframes	5628 5044 3477			...		1920	Newburgh ShipyardInc. Newburgh, N.Y.	UnitedStates Maritime Commission	400·5 P36'B124'F44' FK	54·2	31·0	NewYork Utd.States WB	2SteamTurbinesDRgeared to 1Sc.Shaft 676NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
30208 93382	**Monroe C. Smith** Mchy.Aft 1Dk2trB	4281 — 3016					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0 F48'	50·0	28·0	Oswego,NY Utd.States WB	T.3Cy.22",35"&58"-40" 177NHP AmericanS.B.Co.Cld.O.		
30209 1168 IBWW	**Monrosa** (exIndiano,exIndus) Fitted for oil fuel D.F. 2Dks	6703 5092 4216			...		1920	J.Coughlan &Sons,Ld. Vancouver, B.C.	Nav.AltaItalia Soc.Anon.	428·0 410·5 P44'B241'F47' FK	54·3	27·3	Genoa Italian WB	T.3Cy.27",44"&73"-48" 420NHP Vickers,Ld.Barrow-in-Furness	29 ″ 9	I †
30210 139635 MBQL	**Mons** (exSouthminster, exWoolacombe, exLorient) ssLwt.No.3-6,31 ssLwt.No.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	641 455 359	✠100A1 4,37 ✠NB4,19 ✠LMC6,35 BS~~5,36~~8,37 ✠NEmade91 refitted19	Bly	j	CL N5,36	1919 4mo Lloyd	Dibles, Ld. Southampton 'sA&CP	ConsolidatedFisheries,Ld.(SirJohn D.Marsden,Bart. Mgr.) CellD	178·0 185·6(O.L.) Q102'B11'F21' FK Bf112'196tFPT75t	29·0	11·1	Grimsby British 3BHptCem APT26t	T.3Cy.13⅝",19½"&33"-24"(s) 160lb 76NHP 2SB,4pf,GS60,HS1476 J.Penn&Sons,Ld.London	13 ″ 3 s3 ″ 8⅝ 12 ″ 8½	
30211 FOLH	**Monselet** ssRot.No.2-37 ~~ssNts.No.1-34~~ D.F. 1Dk(Stl) Cargo battens not fitted	3372 2929 1984	✠100A1 ~~2,37~~ 3,36 12,37 BS~~3,37~~ ✠LMC~~5,34~~ 3,38 MS4,37	Rou Rot	v	CL 3,37	1929 1mo Lloyd	R.Thompson&Sons,Ld Sunderland 'sA&CP	Chargeurs de l'Ouest CellDBa&uE128'	340·0 358·5(O.L.) P32'B94'F26' FK f147'788tFPT102t	47·5	21·9	Nantes French 6BHCem APT212t	T.3Cy 21",35"&57"-39" (s) 180lb 247NHP 3SB,6cf,GS105,HS4170 N.E.MarineEng.CoLd.Sld.	24 ″ 2 s3 ″ 11⅝ 20 ″ 4½	
30212 879 IBXW	**Monstella** (exFert,exWarGazelle) D.F. 2Dks	5311 4791 3153					1918	W.Doxford &Sons,Ld. Sunderland	Nav.AltaItalia Soc.Anon.	400·0 P49'B112'F39'	52·3	28·5	Genoa Italian WB	T.3Cy.27",44"&73"-48" 369NHP W.Doxford&Sons,Ld.Sld.		I
30213 DOIX	**Monsun** (exAdige) 1Dk&Shelter dk CruiserStern	6590 6234 4008			...		1920	Monmouth S.B.Co.Ld. Chepstow	~~KauffahrteiA.G.~~ Kauffahrtei Seereed.Adolf Wiards&Co.	411·9 F39'on Shelter dk FK	55·5	34·3	Hamburg German WB	2SteamTurbinesDRgeared to 1 Sc.Shaft 677NHP MetropolitanVickers E.Co.Ld.Manchester	38 ″ 0	G †
❋ 30214 FNBO	**Mont Agel** ssMsl.No.1-37 ssMsl.No.3-12,32 2Dks(Stl) Longitudinal framing in DB & at dks	4572 4090 2887	✠100A1 ~~9,37~~ ~~8,36~~ 2,38 ✠LMC3,37 Fitted for oil fuel 6,20 F.P. above 150° F.	Msl	x	CL 2,37	1920 6mo Lloyd	Greenock Dkyd.Co.Ld. Greenock 'sA&CP	Soc.Gén.deTransp. Mar.àVap.	377·0 P37'B105'F41' FK CellDB324'1102t	52·2	26·0	Marseilles French 6BHptCem APT128t	T.3Cy.25",41"&68"-48" (s) 180lb 354NHP 3SB,9cf,GS173,HS5550 Rankin&BlackmoreLdGrk	28 ″ 6 s5 ″ 3¾ 23 ″ 5	
❋ 30215 FNBR	**Mont Everest** (exMountEverest, exWarDrake) ssMsl.No.3-1,31 ssMsl.No.1-35 2Dks(Stl)	5120 — 3119	✠100A1 ~~7,37~~ ~~1,37~~ 12,37 BS~~1,37~~ ✠LMC1,35 12,37	Msl	y	CL ~~1,37~~ N11,37	1918 8mo Lloyd	D&WHendersn&Co.Ld Glasgow 'sA&CP	Soc.Gén.deTransp. Mar.àVap. Cell	400·6 P49'B113'F39' FK DB345'1132tFPT1	52·3	28·5	Marseilles French 7BHptCem 17tAPT177t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
30216 OTRV	**Mont Liban** (exVilledeLattaquié-37 Now "Elli," see No. 30513 in Supplement exMelford,exKilmelford) 1Dk	611 485 257					1919	Smith's DockCo.Ld. Middlesbro'	ComptoirMaritime deSyrieF.Eddé & Co.	170·6 B27'F29'	29·8	15·6	Beirut French WB	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		
30217 147791	**Mont Louis** Mchy.Aft 1Dk	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	252·6 Q100'F35'	43·4	17·8	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
30218 EGBS	**Mont-Seny** Comp 1Dk	840 677 513					1921	Astilleros deTarragona Tarragona	S.A.Fabrica de Mieres	198·4 B39'F28'	30·4	16·4	Gijon Spanish	T.3Cy.12",20"&32"-24" Alexander 50NHP Hermanos,Barcelona		V
❋ 30219 FNBV	**Mont Viso** ssMsl.No.3-3,34 Well deck 2Dks(Stl)	4531 4191 2828	✠100A1 ~~9,37~~ ~~11,36~~ 2,38 BS~~1,36~~ ✠LMC3,34 2,37 Fitted for oil fuel 7,21 F.P. above 150° F.	Msl	y	CL ~~11,35~~ 2,38	1921 7mo Lloyd	Sir Raylton Dixon&Co.Ld Middlesbro' 'sA&CP	Soc.Gén.deTransp. Mar.àVap. CellDB	369·9 P&B240'F40' FK 321' 1044t FPT86t	53·3	26·0	Marseilles French 6BHCem APT67t	T.3Cy.25",41"&68"-45" (s) 180lb 364NHP 3SB,9cf,GS158,HS6015 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 6 s3 ″ 11½ 24 ″ 9½	
30220 FOXX	**Montaigne** (exLivonier) ssRot.No.3-8,32 2Dks(Stl) ssBdx.No.1-33	2770 2443 1634	✠100A1 2,38 ~~12,34~~ ✠LMC2,38 ~~[illegible]6,32~~ ~~BS[illegible]~~	Bdx	t	CL ~~12,36~~ 1,38	1920 7mo CP	Pusey& JonesCo. Wilmington, Del.	Etabl.Maurel& Prom CellDB244'644t	293·4 314·9(O.L.) P37'B79'F29' FK DTa12'43tFPT64t	44·1	22·0	Bordeaux French 6BHCem APT99t	T.3Cy.19½",31½"&54½"-36" 200lb (r) 305NH 2SB,6cf,GS118,HS4842 FD Pusey&Jones,Ld.Wmn.	25 ″ 0 s3 ″ 11½ 21 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30221 115690 MDMT	**Montalto** (*ex*ThePrincess) 3Mst *ss*Gmh.2ndNo.3-9,27 *ss*Bel.No.2-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	623 428 250	✠100A1 10,36 BS~~10,35~~ 4,38	Bel ✠LMC1,36	*i*	CL 10,36	1902 6mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	Wm.M.Barkley& Sons,Ld.(W.Clint, *Mgr.*)	181·3 Q100'B9'F34' BK7½" *DBf*96' 139*t FPT*59*tAPT*9*t*	27·2	11·0	Belfast British 3*BHCem*	C.2Cy.20½"&44"-30" (*s*) 120lb 80RHP 1SB,3*pf*,GS62,HS1542 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 6¾ 13 ″ 9	
30222 DJNF	**Montan** *OilEng.* *CruiserStern* 1*Dk*	1275 963 692					1934	Frd.Krupp Germaniawft A.G Kiel	ErnstKomrowski ReedereiG.m.b.H.	231·4 Q97'B46'F26'	36·2	13·9	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16 5/16"-26⅜" 222NHP Fr.KruppGermaniawftAG		G
✻ 30223 LCTS	**Montana** Now “Ketty Brøvig,” see No. 38887 in Supplement *ss*Osl.No.3-11,30 *ss*Osl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7031 6375 4411	✠100A1 5,37 ~~7,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 1,18 F.P. above 150° F.*	NYk BS1,37 ✠LMC3,35	*a*†	CL 7,36	1918 1mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP* *CellDBuE&B*55' 142*tDTf*38' 518*tAPT*53*t*	Wilh.Wilhelmsen	425·0 440·0(O.L.) P101'B28'F45' FK	57·0	33·1	Tönsberg Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 7 ″ 2 26 ″ 0¼	
30224 214901 WACN	**Montanan** (*ex*SantaPaula) *Fitted for oil fuel* *ss*Bos.No.3-8,29 *ss*Bos.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold only. Web frames* D.F. *Longitudinal framing*	4898 4353 2866	✠ … 9,35	SFo ✠	*z*		1917 4mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDB*346'1209*tDTf*32' 826*t FPT*71*tAPT*16*t*	404·6 F*onShelter dk*31' FK	53·9	34·2	NewYork Utd.States 6*BHCem*	Q.4Cy25½"37"52½"&76"-54" 631NHP 3SB,12*cf*,GS214,HS8881 FD WCramp&SnsS&EBC.Phl	28 ″ 9	R †
30225 FNNJ	**Montauban** *Well deck* 1*Dk*	4191 — 2545			…		1920	ForthS.B. &E.Co.Ld. (ForthShip- yards),Alloa	Cie.Delmas Vieljeux	364·4 P18'Q128'B68'F29' FK	52·8	24·3	La Rochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth &Co.Ld.Newcastle	26 ″ 8	V †
30226 92294	**Montauk** Ⓟ IronPad (*ex*ForestCity,*ex*KingEdward, *ex*Montauk)	418 — 241					1891	Harlan& Hollings- worthCo. Wlmgtn,Del.	Clow&Nicholson Transptn.Co.Inc.	175·0	31·0	9·0	Duluth, Min. Utd.States	1Cy.38"-108" 115NHP Harlan&HollingsworthCo.		
✻ 30227 145903 GFTJ	**Montcalm** Ⓟ TwinSc *ss*Liv.No.3-12,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* D.F. *CruiserStern*	16418 12156 9789	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠NE3,29 *Fitted for oil fuel 12,21 F.P. above 150° F.*	Liv 2,37 ✠LMC6,32 BS~~2,37~~4,38	*j*†	CL s1,36 P1,37	1921 12mo	J.Brown& Co.Ld. Glasgow *Lloyd'sA&CP* *CellDB*474'2358*tDTf*37'1074*tFPT*181*tAPT*160*t* *FW tanks at sides of tunnel*40'524*t*	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd*Mgrs*)	549·5 B&F490'*on Shltrdk* *Upper*B265' FK	70·2	40·2	Liverpool British *ptCem* 12*BHtoS dk*	6SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*r*) (No.4Blr-222lb) 2390NHP 10SB(7Spt),30*cf*, FD HS28442 Harland&Wolff.Ld.Bel.	43 ″ 3 s15 ″ 6¼ 28 ″ 1	BT till 1,38
30228 117069 CGSM	— Ⓟ TwinSc Wireless 2*Dks*(*Stl-Mpt ws*) D.F. *CruiserStern*	1432 973 586	✠ 6,08	Qbc ✠	*q*		1904 11mo	Napier& Miller,Ld. Glasgow *WB* = *Cell DBa*42'*uE&B*56'*f*80'240*tFPT*67*tAPT*48*t*	CanadianGovern- ment(Dept.of Marine)	245·0 P&B168'F42' BK9"	40·6	15·7	Ottawa British 5*BHCem*	T.6Cy.23½",38"&64"-42" WaterTubeBoilers 840NHP 4B,GS349,HS12800 Fleming&Ferguson,LdPsy	18 ″ 0	
✻ 30229 145964 GFTL	**Montclare** Ⓟ TwinSc *ss*Liv.No.3-1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* D.F. *CruiserStern*	16314 12156 9724	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~11,30~~ ✠NE3,30 *Fitted for oil fuel 8,22 F.P. above 150° F.*	Liv ✠LMC1,34 BS~~11,36~~11,37	*j*†	CL 10,35	1922 8mo	J.Brown& Co.Ld. Glasgow *Lloyd'sA&CP* *CellDB*475'2358*tDTf*37'1074*t FWTanks at sides of tunnel* 37'524*tFPT*181*tAPT*160*t*	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.*Mgrs.*)	549·5 B&F490'*onShelter dk Upper*B265' FK	70·2	40·2	Liverpool British *ptCem* 12*BHtoS dk*	6SteamTurbinesSRgeared to 2Sc. Shafts (*r*) 215lb(222lb-Nos.3,4&8 Blrs.) FD 2524NHP 10SB(7Spt),30*cf*,HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s15 ″ 7¾ 28 ″ 1	BT till ~~11,37~~ 11,38
30230 2023 IBYW	**Monte Bianco** (*ex*Nimrod) Now “Antonietta Costa,” see No. 37103 in Supplement *ss*Tri.No.3-9,31 *ss*Gen.No.1-35 D.F. 2*Dks*(*Stl*)	6880 5446 4277	✠100A1 8,36 MS6,35	Nap ✠LMC BS9,36	*a*†	CL 8,36	1913 10mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	G.Costa fu Andrea *CellDBa*151'*uE*25'*f*191'1355*tAPT*29*t*	451·6 435·0 P38'B279'F44' FK	54·5	27·8	Genoa Italian 7*BHCem*	T.3Cy.27½",45"&75"-48" 180lb 529NHP 3SB,9*cf*,GS177,HS7688 FD J.G.Kincaid&Co.Grk.	30 ″ 6 s4 ″ 11¾ 25 ″ 8½	
30231 56 IBZW	**Monte Gargano** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1073					1931	Cantieri RiunitiDell' Adriatico Monfalcone	“Adriatica” Soc.Anon.diNav.	267·3 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17 1/16"-29⅛" 654NHP SocAn.“Fiat”S.G.M.Turin		I
30232 DIDS	**Monte Olivia** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. D.F. GyC. *CruiserStern*	13750 10262 7841					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6 B246'	65·8	37·9	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝"-27 9/16" Blohm&Voss,Hamburg		G
30233 DIDT	**Monte Pascoal** Ⓟ TwinSc *OilEng.* Sub.Sig 4*Dks7trB* D.F. GyC. *CruiserStern*	13870 10278 7762					1930	Blohm& VossK.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3 F247'	65·7	37·8	Hamburg German *WB*	4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24¾"-27 9/16" 1435NHP Blohm&Voss,Hamburg		G
✻ 30234 258 IBJX	**Monte Piana** *ss*Rot.No.2-34 *OilEng.* D.F. 2*Dks*(*Stl*)	5890 4431 3715	✠100A1 ~~2,37~~10,37 DBS~~12,36~~10,37	Gen ✠LMC CS9,34 ~~3,36~~12,36	*y*	CL 1,36	1926 7mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP* *CellDB*334'1116*tDTa*52'1000*tFPT*94*tAPT*86*t*	Nav.Gen. Gerolimich&Comp. Soc.inAzioni	416·8 P34'B261'F44' FK	53·2	24·7	Trieste Italian 8*BHptCem* 1 „ *to2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100lb StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7¼ 24 ″ 5	
30235 DIDU	**Monte Rosa** Ⓟ TwinSc *OilEng.* Sub.Sig. 4*Dks7trB* D.F. GyC. *Cruiser Stern*	13882 10278 7788					1930	Blohm& Voss,K.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3 B299'	65·7	37·8	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24¾"-27 9/16" 1438NHP Blohm&Voss,Hamburg		G
30236 1646 IBMX	**Monte Santo** D.F. 1*Dk&Shelter dk*	5850 5610 3699			…		1920	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa diNav “Garibaldi”	399·7 F38'*onShelter dk* FK	52·9	32·8	Genoa Italian *WB*	T.3Cy.27",45"&75"-51" 572NHP Richardsons,Westgarth& Co.Ld.Sld.	35 ″ 5	I †
30237 DIDV	**Monte Sarmiento** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks* D.F. GyC. *Cruiser Stern*	13625 10262 8018					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6 B247'	65·8	37·9	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23⅝"-27 9/16" Blohm&Voss,Hamburg		G
30238 Wrecked 8,37 EAPH	**Monte Toro** Ⓟ Iron (*ex*Bocognano) Wireless	851 — 398					1884	Claparède &Co. Rouen	Cia.Tras- mediterranea	216·5 H—F21'	29·0	17·6	Mahon Spanish	C.2Cy.33½"&59½"-35½" NB97 176NHP Claparède&Co.Rouen		V

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30239 221100 KDPR	**Montebello** Fitted for oil fuel Mchy.Aft 2Dks&Shelter dk D.F. CarryingPetroleum in bulk Longitudinal framing	8272 6010 5107					1921	South Wes- ternS.B.Co. SanPedro Cal	UnionOilCo.of California	440·4	58·2	32·8	LosAngeles Cal. Utd.States WB	Q.4Cy.24",34",51"&74"–54" 402NHP LlewellynIronWorks, LosAngeles		R
30240 243 IQXU	— (exOpus,exNaworth,exKillour) 1Dk	570 472 249			...		1918	Smith's DockCo.Ld. Middlesbro'	Nav.Carlo Martinolich S.a.g.l.	179·6 B50' FK	30·1	15·7	Trieste Italian WB	T.3Cy.16",26"&44"–26" 94NHP N.E.MarineEngCoLd.Nwc	16 " 6	I †
30241 1439 IBAX	**Montello** Fitted for oil fuel D.F. 3Dks	6117 4095 3616			...		1927	Cantieri delTirreno RivaTrigoso	Nav.AltaItalia Soc.Anon.	384·0 B114'F33' FK	54·5	33·6	Genoa Italian WB	T3Cy.26",42½"&69½"–48½" 516NHP Cant.delTirreno,R.Trgoso	36 " 1	I †
30242 139 IBEX	**Montenegro** Ⓟ 2Dks3trB	2622 2067 1545					1898	G.Ansaldo &Co. SestriPuente	"Tirrenia"Soc. Anon. diNav.	321·3 Q42'B114'F37'	39·2	22·3	Palermo Italian WB	T.3Cy.22½",37"&59"–40" 220NHP G.Ansaldo& Co.Smprdrna.		I
30243 140408 GVSW	**Montenol** ssMlt.No.3–5,30 ssGmh.No.1–35 2Dks(Stl)&Web frames Longitudinal framing	2646 2223 1061	✠100A1 2,38 ~~1,37~~ BS2,38 [illegible] ✠LMC10,35 For Government Service CarryingPetroleum in bulk Fitted for oil fuel 11,17 F.P. above 150° F.	Ply		CL 12,36	1917 11mo Lloyd'sA&CP	W.Gray &Co.Ld. WHartlepool	TheAdmiralty CellDBuE&B68'146t DTf24'91tFPT49t APT32t	320·0 P46'B107'F39' FK	41·5	23·1	London British 16BHptCem (10 ,, toU dk 6 ,, ,, 2nd,,)	T.3Cy.26",42½"&70"–45" (s) 200lb 545NHP 3SB,9cf,HS8466 FD Cen.Mar.Eng.Wrks.WHpl	25 " 6 s3 " 4 22 " 4½	
30244 98 IKAC	**Monteponi** (exAntonioLandi–36, exVinci–35,exArzic–33,exMerwede, exLövestein) 1Dk	747 542 416					1917	J.Meyer's S.B.Co. Leeuwen	Soc.di.Monteponi	189·9	28·2	12·5	Savona Italian WB	T.3Cy.14",22½"&36"–24" 68NHP Gebr.Stork&Co.Hengelo		I
30245 231480 WHEX	**Monterey** Ⓟ TwinSc ssS.Fo.No.1–35 Ref.Mchy. 4Dks(Stl)5th dk(Stl) in D.F. forward hold&Web frames E.S.D. GyC. CruiserStern	18017 —— 10304	100A1 withfreeboard ~~5,37~~ ~~8,36~~ 3,38 BS3,38 LMC MS11,35 ~~[illegible]~~ Fitted for oil fuel 4,32 F.P. above 150° F.	SFo		CL P2,38 S5,37	1932 4mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicS.S.Co. (MatsonNav.Co. Mgrs.) CellDB514'3308t Tanks in way of tunnels 1081tFPT178t APT161t	604·0 B410'F60' FK	79·3	30·5	S.Frncisco Utd.States 11BHAsp	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 12 WaterTubeBoilers(Spt) 400lb (s) HS53520 FD BethlehemS.B.Corp.Ld.	44 " 6 s16 " 6½ 28 " 2	
30246 FODS	**Montesquieu** (exDominic–32, exClausHorn,exNord ssMsl.No.3–3,37 Friesland) 2Dks(Stl) Sub.Sig. D.F.	3325 2905 2061	100A1 withfreeboard 9,37 ~~3,37~~ LMC3,37	Msl Ant	t	CL 2,37	1922	Frd.Krupp Akt.Ges. Kiel	Etabl.Maurel& Prom CellDB248'569tFPT57tAPT18t	288·4 F33' FK Coll	46·8	26·3	Bordeaux French 5BHCem BH to W dk	T.3Cy.23⅝",38 5/16"&62"–41 5/16" 200lb (s) 338NHP 2SB,6cf,GS114,HS4740 FD Frd.Krupp,A.G.Kiel	28 " 10 s8 " 11½ 20 " 1	
30247 DJSC	**Montevideo** OilEng. Sub.Sig. 1Dk CruiserStern	6075 5132 3447					1936	Howaldts- werkeA.G. Hamburg	Hamburg-Süd- Amerik.Damsf- schifffahrtsGes.	446·4 P31'B&F403' UpperF31'	61·3	23·8	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.25 9/16"–47¼" 906NHP HowaldtswerkeA.G.Kiel		G
30248 EAHF	— Ⓟ ssBcl.3rdNo.3–2,29 D.F. 2Dks(Stl–ws)3trB	5205 4220 3226	✠ 1,31 ✠	Bcl	z		1889 8mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica	410·5 P42'B164'F48' BK11" Cell DB356'689t	48·2	29·4	Barcelona Spanish 6BHCem	Q.4Cy32",46½",64½"&92" 748NHP 3DB,18cf,GS351,HS9630 FD Denny&Co.Dumbarton	32 " 3	
30249 31553 JIAB	**Montevideo Maru** Ⓟ TwinSc ssKob.No.3–5,37 OilEng. Ref.Mchy. ~~ssKob.No.2–34~~ GyC. 3Dks(Stl–Weather dk–ws)	7267 6088 4378	✠100A1 withfreeboard 2,38 ~~5,37~~ ✠LMC CS9,37 DBS5,37 2,38 1,37 ✠Lloyd'sRMC ~~[illegible]~~ 2,38 ~~10,37~~	Kob	b†	CL ~~5,35~~ 2,38	1926 8mo Lloyd'sA&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaShosenK.K. CellDB353'1368t Tanks at sides of tunnel 719t FPT 117tAPT46t	430·0 F47'B63' FK	56·0	36·0	Osaka Japanese 7BHptCem	Oil Engines 2S.C.SA 12Cy.23⅝"–41⅜" 1164NHP DB100lb MitsubishiZosenKaisha,Ld	36 " 0 s11 " 2⅜ 25 " 2⅜	
30250 PGBE	**Montferland** ssAms.No.3–10,33 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) 3trB inNo.1hold CruiserStern	6790 6215 4099	✠100A1 Shelter dk withfreeboard 4,37 ~~6,36~~ ✠LMC MS3,33 BS~~3,3~~ 2,37 ✠Lloyd'sRMC~~3,37~~ 9,37 Fitted for oil fuel 8,21 F.P. above 150° F.	Ams Ham	c†	CL ~~3,35~~ 3,38	1921 8mo Lloyd'sA&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	N.V.tot.Voortzet- ting van denKon- inklijkenHolland- schenLloyd CellDB402'1544tDTa28'608tFPT71tAPT36t	459·8 477·2(O.L.) FK Collision	60·4	27·6	Amstrdam Dutch ptCem BH to Sh dk 6 ,, ,, U ,, Turbines by	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 1066NHP 5SB(Spt),15cf,GS327, FD HS13300 Swan,Hunter&Wigham- Richardson,Ld.Nwc. Met.VickersElecCoLdMch	30 " 6 s4 " 5½ 26 " 2½	
30251 220795 KDJZ	**Montgomery City** Fitted for oil fuel GyC. 2Dks3trB	5686 — 3450					1920	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P57'B&F350'	56·2	26·5	NewYork Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30252	**Monticello** Ⓟ TwinSc (exAgamemnon,exKaiserWilhelmII) Sub.Sig. 4Dks&Shade dk5trB	19361 13596 6353					1902	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission	684·3 F89' Promenade dk	72·3	40·2	NewYork Utd.States WB	Q.16Cy.37⅜",49⅜",74⅘"& 112½"–71" 4243NHP A.G."Vulcan,"Stettin		
30253 131499 VJGS	**Montoro** Ⓟ ssSyd.2ndNo.3–10,34 Ref.Mchy. 2Dks(StlU–ws) 3rd dk in fore hold	4088 3141 2521	✠100A1 ~~8,37~~ ~~2,27~~ 1,38 BS~~2,36~~ 10,37 ✠LMC4,34	Syd	w	CL 3,36	1911 12mo Lloyd'sA&CP	ClydeS.B. &E.Co.Ld. PortGlasgow WB	Burns,Philp&Co. Ld. =CellDBa84'uE&B61'f167'746tFPT68tAPT20t	360·6 373·5(O.L.) P41'B158'F48' FK	47·2	23·8	SydnyNSW British 6BHCem	T.3Cy.27",43"&72"–48" (r) 180lb 661NHP 4SB,12cf,GS252,HS11156 FD ClydeS.B &E.Co.Ld.P.Gl.	26 " 3 s3 " 5½ 22 " 11½	
30254 208367 KJRT	**Montoso** ssMob.2ndNo.3–10,36 2Dks(Stl)	3110 2890 1920	✠100A1 11,37 ~~10,36~~ BS10,37 ✠LMC10,36	Mob NOs	u	CL 9,36	1911 3mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.Mgrs) WB=CellDBa95'uE&B41'f147'845tFPT85tAPT43t	335·0 348·5(O.L.) FK	46·8	22·7	NewYork Utd.States Cem 4BH to U dk 1 ,, ,, 2nd,,	T.3Cy.21½",36"&63"–42" (s) 190lb 309NHP 3SB,9cf,GS184,HS5040 NewportNewsSB&DDCo.	25 " 0	
30255 143621 GCNJ	**Montreal City** (exPinar delRio–33) ssN.Yk.No.3–12,32 ssBrs.No.1–37 1Dk(Stl)&2nd dk(Stl) D.F. in holds	3066 2829 1831	✠100A1 8,38 ~~2,37~~ BS6,37 ✠LMC MS2,37 [illegible] Fitted for oil fuel 3,20 F.P. above 150° F.	Brs	u	CL ~~7,36~~ 2,38	1920 3mo Lloyd'sA&CP	N.ofIre- landSBCo.Ld Londonderry	BristolCityLine of Steamships,Ld.(C. Hill&Sons,Mgrs.) CellDB280'750tFPT104tAPT134t	331·1 P33'B100'F40' FK	46·7	23·2	Bristol British 6BHCem	T.3Cy.24½",41"&68"–45" (s) 180lb 120lb 378NHP 2SB,6cf,GS190,HS5112 FD Buckley&Taylor,Ld. Oldham	25 " 6 s3 " 11½ 21 " 9	
30256 28910 JHED	**Montreal Maru** ssKob.No.3–1,34 2Dks(Stl)&Awng dk(Stl)	6577 6157 4129	✠100A1 Awng dk withfreeboard 1,38 ~~6,36~~ ~~5,37~~ [illegible] Fitted for oil fuel 12,22 F.P. above 150° F. ✠LMC1,38	Gal Kob	z	~~[illegible]~~ ~~N6,36~~ CL N4,37	1922 12mo	Kawasaki DkydCo.Ld. Kobe A&CP	KawasakiKisen K.K. CellDB342'1234tDTa35'807tFPT104tAPT36t	405·0 F33'onAwng dk FK Collision	53·0	37·0	Kobe Japanese ptCem BH to A dk 5 ,, ,, U ,,	T.3Cy.28",46½"&78"–54" (s) 200lb 578NHP 3SB(Spt)9cf,GS190,HS7800 KawasakiDkydCoLdKobe	37 " 0 s8 " 10½ 28 " 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30257 152843 VGCY	**Montrolite** TwinSc *OilEng.* ssN.Yk.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~9,36~~ ✠LMC ~~DBS9,37~~ ~~4,37~~ *CarryingPetr*	StJ NNs DBS4,38 CS4,34 ~~7,35~~4,38 *oleum*	*f*† *in*	CL ~~7,35~~ N4,38 *bulk*	1926 2mo *Lloyd*	Frd.Krupp Akt.Ges. Kiel *'sA&CP*	ImperialOilShip- pingCo.Ld.(H.J. Rahlves, *Mgr.*) *CellDBuE*45'175*t* *DTf*37'321*t*	510·9 B34'F42' FK *DTa*18'133*t* 20 *FPT*292*t APT*205*t*	68·2	37·9	Montreal British 21*BHptCem* *ptAsp* *BH to Sh dk* 1 ,, ,, *U* ,,	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 905NHP 2WaterTube ~~DB150lb~~ *200lb* Frd.KruppA.G.Kiel	38 ″ 0 s9 ″ 1¼ 29 ″ 2½	
30258 145919 GFTK	**Montrose** Ⓟ TwinSc ssLiv.No.3-5,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*) *in holds* *Ref.Mchy.* *CruiserStern* D.F.	16402 12209 9824	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~4,36~~ ✠NE1,31 MS5,34 *Fitted for oil*	Liv ✠LMC BS~~4,34~~5,37 *fuel*3,	*j*† 22	CL ~~4,34~~ P4,37 SN4,37 *F.P. a*	1922 3mo *Lloyd* *bove* 1	Fairfield Co.Ld. Glasgow *'sA&CP* 50° F.	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd *Mgrs*) *CellDB*475 2361*t* 524*t D*	548·7 B&F 489' *on Shelter* *dk Upper* B235' FK 1 *FW Tanks at sides* *Tf*37'1075*tFPT* 18	70·2	40·3	Liverpool British *ptCem* 2*BHtoSh dk* *of tunnel* 40' 1*tAPT*160*t*	6Steam TurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb (220lb-Nos.1,2,3,8,9 &10Blrs) FD 2532NHP 10SB(7Spt), *30cf*, GS646, HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s15″7¼ 28 ″ 1	BT till ~~4,37~~ 4,38
30259 7895 SDCT	— (*ex*Mildburg-33, ssGot.No.3-4,33 *ex*Ophelia) 1*Dk*(*Stl*) *NewBottom*33 Cargo *battens not fitted*	*1784* *1531* *1011*	100A1 2,37 ~~BS6,36~~	Shl LMC~~5,33~~ 5,37		CL ~~10,34~~ 7,37	1922 *Lloyd*	Nuscke& Co.A.G. Stettin *'sCP*	RederiA/B Monark (Arnold de Champs, *Mgr.*) *CellDBa&uE*	264·3 267·5 FK P26'B77'F29' 1l2'*f*103'447*tAPT*	42·2	17·6	Stockholm Swedish 4*BHCem* 30*t*	T.3Cy.19$\frac{5}{16}$",30$\frac{15}{16}$"&51$\frac{3}{16}$"- 35$\frac{7}{16}$" 200lb (*s*) 200NHP 2SB,*6cf*,GS98,HS3350 Waggon.u.Maschb.A.G. Görlitz	20 ″ 0 s2 ″ 8¼ 17 ″ 7	
30260 145435 GFBC	**Mooltan** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl*-*ptws*)& *Sh dk*(*Stl*-ws)&*U Sh dk*(*Stl*-ws *pt* teak) *CruiserStern* 3*rd dk*(*Stl in No.1 hold*) D.F. E.S.D. Sub.Sig. *Fitted for oil fuel*	20952 17305 12823	✠ 2,27 ✠Lloyd'sRM	Lon ✠ C~~3,37~~ 2,38	*n*† ~~7,37~~	 ~~11,37~~	1923 9mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. *CellDB*527'2615 '*tween tunnels*150*t*	600·8 B351'&F111' *on U* *Sh dk* FK&BK2" *tTanks* *Collision* *FPT*182*t APT*254*t*	73·4	48·6	Belfast British *ptAsp ptCem* *BH to U Sdk* 10 ,, ,, *Sh* ,,	Q.8Cy.33",47",67½"&97"-60" & electric drive from LP turbines 2878NHP 6DB&2SB,*56cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till ~~4,37~~ 3,38
30261 156004 VJNZ	**Moonta** Ⓟ *OilEng.* ssAdl.No.1-35 *CruiserStern* 2*Dks*(*Stl*)	2693 2066 1538	✠100A1 *withfreeboard* 11,37 ~~11,36~~ ~~DBS11,35~~	Mel DBS4,38 ✠LMC5,35	*t*	CL ~~11,34~~ 11,37	1931 9mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*223'220*tF*	288·2 298·3(O.L.) B140'F33' FK *PT*56*tAPT*68*t* *Co*	43·7	22·9	P.Adelaide British 5*BHptCem* *ll BHtoWdk*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 3 s 9 ″ 9 15 ″ 8¼	
30262 162108 GYSR	**Moorby** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4992 4624 3092	✠100A1 *withfreeboard* 11,37 ~~11,36~~ 2,38	Bkn ~~Lon~~ Hul ✠LMC4,36	*a*†	CL	1936 4mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	RopnerShipping Co.Ld. *CellDB*346'1174*t*	423·7 FK (*MT*1236*tAPT*191*t*	54·2	26·1	Cardiff British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
30263 To be Broken up ~~133106~~ ~~GFDX~~	**Moorcot** (*ex*ClanMackellar-37) ssGls.No.3-11,25 ssGrk.No.2-34 ~~D.F.~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6387 4609 4038	✠~~100A1~~ *Shelter dk* *withfreeboard* 1,37 ~~BS4,36~~ ~~4,37~~	Grk ✠~~LMC3,34~~	*z*	CL 7,34	1913 3mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	~~McGowen&Gross,~~ ~~Ld.~~ *Intermediate B* *intermedi* *in fore ho*	410·2 FK *H in after hold &* *ate 'tween dk BH* *ld dispensed with* *Cell DBa*143'*uE*	52·0	27·9	Glasgow British *Cem* 1*BHtoSh dk* 4 ,, ,, *U* ,, 1 ,, ,, 2*nd*,, &*B*41' *f*176'	T.3Cy.28",46½"&78"-54" (*r*) 200lb ~~180lb~~ 601NHP 3SB,*9cf*,GS187,HS8340 FD Earle'sCo.Ld.Hull *only* 1190*tDTa*37'910*tAPT*92*t*	39 ″ 0 ~~s11 ″ 0½~~ ~~28 ″ 2~~	
30264 PGBH	**Moordrecht** *OilEng.* ssRot.No.1-35 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way* *Mchy.Aft* *of Mchy. space& Web frames* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	7493 6720 4398	✠100A1 6,37 ~~10,36~~ ~~DBS10,36~~ ✠LMC(M)10,36 *CarryingPetr*	Rot DBS6,37 ✠LMC1,35 *oleum*	*b*† *in*	CL 2,36 *bulk*	1930 11mo *Lloyd*	Rotterdam DroogdMaat. Rotterdam *'sA&CP*	N.V.MaatsMotor- schip"Moor- drecht"(N.V.Phs. vanOmmerens Scheepv.Bedrijf, *Mgrs.*) *CellDBuE*32' 59*t D*	440·3 P110'F44' FK *Tf*25'243*tFPT*220*t*	58·7	35·0	Rottrdam Dutch 12*BH* *APT*136*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	34″11 s7 ″ 9¾ 27 ″ 3½	
30265 137275 MKLD	**Moorlands** (*ex*Wearside) ssMdb.No.3-5,33 ssHpl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	420 289 163	✠100A1 ~~3,37~~10,37 BS~~4,36~~4,37	Gms Lth ✠LMC MS11,36	*f*	CL 6,36	1921 1mo *Lloyd*	J.Crichton &Co.Ld. Connah's Quay *'sA&CP*	M.Taylor	142·8 149·9(O.L.) Q86'B9'F24' FK *FPT*44*t*	24·1	10·8	Methil British 3*BHCem* *APT*28*t*	C.2Cy.17"&36"-24" (*s*) 130lb 48RHP 1SB,*3pf*,GS48,HS1490 J.Crichton&Co.Ld. Saltney,nr.Chester	12 ″ 0 s 3 ″ 0½ 11 ″ 7½	
30266 164833 MMCM	**Moortoft** (*ex*Frisco-36) *Mchy.Aft* 1*Dk*	875 634 488					1927	Porsgrund Mek. Værks Porsgrunn	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	202·0 Q113*t*B21*t*H39*t* F27*t*	32·1	12·1	Middlsbro' British *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
30267 161091 GSXD	**Mopan** *Ref.Mchy.* D.F. E.S.D. Sub.Sig. 4*Dks*	5389 4678 3298					1929	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·1 P43'B158'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLd.Bkn		C
30268 9195 JKBE	**Moppo Maru** Ⓟ 2*Dks*	739 655 438					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetsuyoShosen K.K.	186·2 B42'	27·1	18·1	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"-30" 83NHP Kawasaki DkydCoLdKobe		
30269 147663 MBYL	**Morar** (*ex*Herbert-34, *ex*Cramlington-32, ~~ssNwc.No.2-32~~ *ex*Forestash) 1*Dk*(*Stl*) *Cargo battens not fitted* ssGmh.No.3-11,36	1507 1279 845	✠100A1 ~~11,36~~~~10,35~~ 2,38 ~~BS11,36~~ BS2,38	Npt ~~Gmh~~ Bly ✠LMC~~5,32~~ 11,36	*p*	CL 10,35	1924 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd *'sA&CP*	WesternNav.Co. Ld.(Wm.S.Scott& Co. *Mgrs.*) *CellD*	240·0 P17'B58'F22' FK *B*203' 417*t FPT*82*t*	37·2	17·7	Newcastle British 4*BHptCem* *APT*29*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,*4cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
30270 149449 MNXQ	**Moray Firth** ssShl.No.2-36 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	541 346 255	✠100A1 11,37 ~~10,36~~ 11,37 ~~BS6,36~~	Shl ✠LMC MS10,36	*h*	CL 10,36	1927 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	FirthShippingCo. Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*) *Cell*	160·2 Q113'B9'F23' FK *DB*95'121*tFPT*42*t*	26·6	9·9	Newcastle British 3*BHCem* *APT*19*t*	T.3Cy.12",21"&34"-24" (*s*) 200lb 63RHP 1SB,*2pf*,GS38,HS1407 J.Lewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11″11¾	
30271 HRBI	**Morazan** Ⓟ (*ex*Manco) ssN.Os.No.1-37 ssN.Os.2ndNo.3-8,33 1*Dk*(*Stl*-ws)*Main dk*(*Stl*) *forward&pt Main dk*(*Stl*)*aft* 2*nd trB in after hold* 3*rd trB in holds* &*deep framing*	*2984* *2178* *1835*	✠100A1 8,37 ~~1,37~~ MS1,37 ~~MS8,33~~ DBS8,37 *Fitted for oil*	NOs BS4,33 ✠LMC ~~BS4,36~~ ~~MBS1,37~~ *fuel*12,	*u* 21	OG N3,35 *F.P. a*	1908 2mo *Lloyd* *bove* 1	Scotts'S.B. &Eng.Co.Ld. Greenock *'sA&CP* 50° F.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	300·3 P&B191'F40' FK *Cell DBa* 90' *uE*26	45·2	21·1	LaCeiba Honduran 7*BHCem* *f* 114'495*tD*	T.3Cy.23",38"&64"-42" (*s*) 180lb *100lb* 381NHP 2SB,*6cf*,GS126,HS5728 FD Scotts'S.B.&E.Co.Ld.Grk. *Ta*22'302*tFPT*63*tAPT*18*t*	23 ″ 6 s 3 ″ 0½ 20 ″ 11	
30272 2054 ICAE	**Morea** (*ex*Padilla-35, *ex*LakeCrescent) 1*Dk*	1968 — 1156			...		1918	Chicago S.B.Co. Chicago	MarinoQuerci	261·3 247·2 P25'B64'F22' FK	43·5	18·3	Genoa Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCo.ClevelndO	20 ″ 4	I †
30273 DHRC	— Sub.Sig. 2*Dks*	1927 1669 1093					1922	Schiffs-u. Dockbauw Flender A.G.Siems Lübeck	DeutscheLevante- LinieHamburg, A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	287·7 H71'F33'	41·7	17·5	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅛"-37⅜" 191NHP A.G."Neptun,"Rostock		G

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
30274 LEMK	**Mörejarl** Ⓟ (exMörejarl I, exIndustry,exTay&Tyne) 2Dks	733 702 422			...		1909	Dundee S.B.Co.Ld. Dundee	MöreFylkes Ruteselskap	180·1 BK7'	26·2	19·9	Molde Norwegian WB	T.3Cy.16½",27"&44"–30" 110NHP Cooper&Greig,Dundee	20 ″ 9	
❊ 30275 130169 GSMT	**Moreton Bay** Ⓟ TwinSc Ref.Mchy. ssNwc.No.3–8,34 D.F. 2Dks(Stl)&Shelter dk(Stl–ws) E.S.D. 3rd dk(Stl) in forward holds	14193 11883 8584	✠100A1 Shelter dk withfreeboard 9,37 ~~12,36~~ BS1,38 ~~BS12,36~~ ✠LMC8,34 ✠Lloyd'sRMC ~~4,37~~ ~~5,37~~ 1,38 Fitted for oil fuel 11,21 F.P. above 150° F.	Lon	i†	CL S10,35 PN2,36	1921 11mo	Vickers, Ld. Barrow Lloyd'sA&CP	Aberdeen&CommonwealthLine, Ld. (G.Thompson& Co.Ld.Mgrs.) CellDB458'2228t tanks between tunnels51' 195t FPT128t	530·6 B208'F78' on Shtrdk FK MT24'1016t	68·3	39·9	London British ptCem 9BHtoSh dk APT142t	4SteamTurbinesDRgeared to 2 Sc. Shafts (r) 220lb 1977NHP 3D(Spt)&2SB(Spt),32cf, GS663,HS25923 FD Vickers,Ld.Barrow	43 ″ 6 s10 ″ 8½ 33 ″ 2	BT till ~~7,37~~ 8,38
❊ 30276 LDRH	**Morgenen** OilEng. ssAvn.No.1–35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing Progressive Survey of oil tanks	7093 6665 4288	✠100A1 ~~5,34~~ ~~7,36~~ 11,37 ✠LMC CS5,35 11,37 DBS11,37 Carrying Petroleum in bulk	Bry Rot	b†	CL 7,36	1930 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	A/S Tanktransport (ThorvaldBerg, Mgr.) CellDBuE65' DTf41'458t	442·7 P110'B31'F42' FK 236t FPT113t APT116t	58·8	33·0	Tönsberg Norwegian 16BHptCem (11 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.26⅝"–49⅝" 727NHP 2DB150lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 0	
30277 131571 VJGT	**Morinda** Ⓟ ssSyd.No.3–10,26 ssSyd.No.2–34 Ref.Mchy. Welldeck 1Dk(Stl-ws)	2025 1243 1146	✠100A1 ~~8,37~~ ~~2,37~~ 1,38 ~~BS1,37~~ ✠LMC4,34 12,37	Syd	q	CL 2,37	1913 8mo	Greenock& Grngemouth. Dkyrd.Co.Ld Grngemouth Lloyd'sA&CP	Burns,Philp&Co. Ld. WB = CellD	260·0 271·6(O.L.) P&B165'F39' FK	38·1	16·3	SydnyNSW British 4BHCem Ba50'uE20'	T.3Cy.20",33½"&55"–36" (s) 180lb 100lb 231NHP 2SB,6cf,GS107,HS4012 Dunsmuir&JacksonLdGls f142' 327t FPT21t APT30t	18 ″ 9 s 1 ″ 2½ 17 ″ 11½	
30278 27691 JOKD	**Morioka Maru** ssYka.No.3–9,32 ssYka.No.1–36 2Dks(Stl)	4469 3936 3096	✠100A1 10,37 ~~9,36~~ ✠LMC9,36 BS10,37	Yka Kob	x	CL 9,36	1920 9mo	Uraga DockCo.Ld. Uraga A&CP	NipponYusenK.K. CellD	360·0 P20'B94'F42' FK B291'919t FPT114t	51·2	28·5	Tokio Japanese 6BHCem APT46t	T.3Cy.22",36½"&61"–48" (s) 200lb 341NHP 2SB,6cf,GS119,HS4658 FD UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5½ 23 ″ 8	
❊ 30279 143608 MJTZ	**Morion** (exJessieSummerfield) K ssIrv.No.3–3,32 ~~ssGls.No.1–36~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	423 314 162	✠100A1 4,38 ~~3,36~~ ~~11,37~~ ~~BS3,37~~ ✠LMC3,36 3,38	Gls ~~Ayr~~ Irv	f	CL ~~2,38~~ 4,38	1919 12mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	Wm.Robertson	143·2 149·0(O.L.) P48'B10'F23' BK7' FPT	25·1 26·3	12·0	Glasgow British 3BHCem 36t APT4t	C.2Cy.18"&36"–27" (s) 130lb 54RHP 1SB,3pf,GS53,HS1827 AilsaS.B.Co.Ld.Troon	12 ″ 9 s ″ 10 12 ″ 6	
30280 TSQO	**Morlaix** (exEdmondTroppey, exFedalah,exOran) Mchy.Aft 1Dk(Stl)	419 — 145	✠ 5,11 ✠	Goo			1911 5mo	GooleS.B. &RepgCo.Ld Goole	Soc.Havraise de Transp.&deTransit	175·0 B18'F25' FK FPT	28·1	9·8	Havre French 3BHCem 50t APT16t	T.3Cy.13½",21"&35"–24" 85NHP 1SB,3pf,GS51,HS1600 Richardsons,Westgarth& Co.Ld.Mdb.	10 ″ 0	V †
❊ 30281 FOTJ	**Moron** ssAnt.No.1–34 1Dk(Stl)&Shelter dk(Stl)	4128 3746 2439	✠100A1 withfreeboard 7,37 ~~8,36~~ ~~BS8,36~~ ✠LMC6,34 10,37	Ant	y	CL 8,36	1930 5mo	Napier& Miller,Ld. Glasgow Lloyd'sA&CP	Cie.deNavigation d'Orbigny CellDBa&uE153' f181' 947t	394·5 F34' FK FPT74t APT124t	53·0	22·7	LaRochlle French 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.24",41"&68"–48" (s) 210lb 496NHP 2SB(FD)&1AuxSB,9cf, GS165,HS7577 D.Rowan&Co.Ld.Gls.	25 ″ 0 s 2 ″ 2¾ 22 ″ 11¾	
30282 93151 KFTB	**Morris S. Tremaine** (exMaryC. Elphicke) Mchy.Aft 1Dk2trB	4904 — 3879					1901	Chicago S.B.Co. Chicago	AutomotiveTrades S.S.Co.	430·0 WB	50·2	24·4	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"–40" 259NHP ChicagoS.B.Co.		R
❊ 30283 145510 GPMR	**Mortlake** (exRuckinge–36, exCourcelles, ssBry.No.3–2,36 exMarjorieS.) 1Dk(Stl) D.F. Cargo battens not fitted	1742 1562 979	✠100A1 withfreeboard ~~8,37~~ ~~12,36~~ 12,37 BS4,37 ✠LMC2,36	Bry ~~Rot~~ Bkn	p	CL ~~1,36~~ 8,37	1923 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.Mgrs.) CellDB217'434t	253·0 P15'F23' FK Tank in way of mainmast 62t FPT	37·2	22·0	Cardiff British 4BHCem 38t APT44t	T.3Cy.20",33"&54"–36" (s) 180lb 214NHP 2SB,6cf,GS113,HS3640 Swan,Hunter&Wigham Richardson,Ld.	24 ″ 2 s 6 ″ 3½ 18 ″ 1	
30284 124012 VJTP	**Moruya** (exStuart, TwinSc exMoruya) Mchy.Aft 2Dks	530 476 251					1906	Caledonian Eng.&S.B.Co Preston	~~Cam&Sons,Ld~~ ~~Pty.Ld.~~(Mellers' Ld,Mgrs.)	150·7	25·6	14·4	~~SydnyNSW~~ British WB	C.4Cy.13½"&28"–20" 64RHP CaledonianE.&S.B.Co.Prs.		
30285 482 SVIU	**Moscha D. Kydoniefs** (exLadyCharlotte–36, ssShl.No.3–3,28 exNoelle,exBronze ~~ssCff.No.1–32~~ Wings) 1Dk(Stl)&Shelterdk(Stl) ssAms.No.2–37	3874 3673 2400	✠100A1 Shelter dk withfreeboard 5,37 ~~2,36~~ BS5,37 ~~BS2,36~~ ✠LMC ~~2,34~~ 2,36	Cff Ams	x	CL ~~1,35~~ N5,37	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	D.A.Kydoniefs CellDBa125'uE&B42' f163'1182t	375·2 FK	51·9	23·7	Andros Greek 6BHCem APT143t	T.3Cy.25",41"&69"–48" (s) 180lb 371NHP 3SB,9cf,GS160,HS5895 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 6¾ 23 ″ 9	
30286 204 SVFA	**Moscha L. Goulandris** (exRidderkerk–33, ssRot.No.3–2,33 exKieldrecht,exWarRonch) 2Dks(Stl) ssPir.No.1–37	5199 4702 3174	100A1 10,37 ~~8,36~~ ~~BS8,36~~ ~~LMC8,34~~ 10,37 MS4,37 Fitted for oil fuel 10,19 F.P. above 150° F.	Bry Hul	y	CL 8,36	1918	CaledonSB &E.Co.Ld. Dundee Lloyd'sA&CP	GoulandrisBros. CellDB342'1016t FPT112t	400·1 412·9(O.L.) P49'B113'F38' FK	52·2	28·5	Andros Greek 7BHptCem	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,9cf,GS189,HS7668 FD CaledonSB&ECo.Ld.Dun. APT165t	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
30287 867 SZKJ	**Moschanthi** (exCleoV–37, exCleo,exExpressI,exHeerenveen) 1Dk	311 272 108					1901	J.&K.Smit Krimpen a/dLek	ToyiasS.S.Co. (AlcibiadesToyias, Mgr.)	169·7	23·0	11·0	Piræus Greek	T.3Cy.11¼",16⅝"&27⅛"–18⅛" 31NHP Löhnis&Co.Rotterdam		
30288 DOFA	**Mosel** Ⓟ 4Mst 2Dks D.F. E.S.D. Sub.Sig.	8428 7632 5280					1927	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	508·5 P26'B&F472' UpperF29'	63·7	30·2	Bremen German WB	T3Cy.33¼",52⅔"&86⅝"–57 1/16" & 1 low pressure turbine 1000NHP A.G."Weser,"Bremen		G
30289 220594 KJRW	**Mosella** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing	6034 — 4425					1920	Moore S.B.Co. Oakland,Cal.	UnitedStates Maritime Commission	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30290 LEMF	**Mosken** Ⓟ 2Dks	410 356 218					1924	Trosvik Mek.Værks Brevik	A/SVesteraalens Dampskibsselskap	140·5 WB	23·1	16·2	Stokmarknes Norwegian	T.3Cy.12½",20¼"&33"–21" TrondhjemsM.V. 50NHP Trondheim		
30291 UOWE	**Moskva** (exMossoviet–34) TwinSc OilEng. 1Dk Carrying oil in bulk Longitudinal framing	6086 5476 3167					1931	StatesS.B. Yard"61 Kommunar" Nicolaieff	U.S.S.R.	409·1 P105'B26'F36'	54·5	32·2	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅛" 776NHP SulzerBros.Ludwigshafen		V

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30292 LJBP	**Mosli** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleuminbulk*	8291 7624 5003					1935	Eriksbergs M.V.Aktieb. Gothenburg	TorreyMosvold	476·8 P93'B28'F38'	61·1	34·5	Farsund Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 641NHP EriksbergM.V.Aktieb.Got		N
30293 LDVN	**Mosna** (*ex*Fiorella–33,*ex*Lauwerzee) 1*Dk*	1385 1190 769					1923	N.V.Shps. v/hWd.a.van Duijvendijk Papendrecht	A/SFarsundShippingCo.(J.M.Johannesen,*Mgr*.)	238·3 P54*t*H84*t*F25*t*	36·6	16·7	Farsund Norwegian *WB*	T.3Cy.17$\frac{1}{2}$",29"&46"–36" 127NHP N.V.Mchfbk.Holland Hardinxveld		N
30294 EAAS	**Mosquitera** (*ex*AnaMaria,*ex*Juan Antonio,*ex*ChowTai) 2*Dks*	1717 1640 1184					1896	Fairfield Co.Ld. Glasgow	Cia.Naviera "Amaya"S.A.	288·3 P10'B22'F42'	37·8	20·0	Bilbao Spanish *WB*	T.3Cy.22",36"&57"–42" 211NHP FairfieldCo.Ld.Glasgow		
❊ 30295 161157 MPTR	**Moss Rose** *ss*Cff.No.1–35 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	739 512 343	✠100A1 3,38 ~~1,37~~ ~~BS7,36~~ ✠LMC2,35 8,37	Nwc	*j*	OG 11,36	1930 5mo	NVSchpsw deMerwede Hardinxveld *Lloyd*'*s*A&CP	RichardHughes&Co.(Liverpool)Ld.	180·0 Q105'B13'F24' FK *Cell DB*108' 156*t FPT*63*tAPT*7*t*	28·1	12·6	Liverpool British 3*BHCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 89RHP 2SB,4*pf*,GS62,HS2100 Earle'sCo.Ld.Hull	14 ″ 6 s4 ″ 5$\frac{1}{4}$ 14 ″ 1$\frac{3}{4}$	
30296	**Mossoviet** D.F. E.S.D. 1*Dk* GyC. *CruiserStern*	2900					1935	Akt.Burmeistr&Wain Copenhagen	U.S.S.R.	321·5 P21'B95'F35'	48·0	20·3	Leningrad Russian *WB*	T.3Cy.22$\frac{7}{16}$",36$\frac{7}{16}$"&61"–39" 232NHP HelsingörsJernsk.&Mskb. Els.		
❊ 30297 129445 GDWY	**Mostyn** (*ex*Dalveen) *ss*Shl.2ndNo.3–3,35 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1859 1503 1004	✠100A1 ~~6,37~~ ~~0,35~~ ~~11,37~~ 3,38 MS4,35 ✠LMC ~~BS9,35~~ BS3,38 ~~12,36~~	Cff Bkn	*q*	CL ~~9,35~~ ~~6,37~~ 11,37	1909 11mo	Richardsn, Duck&Co. Stockton *Lloyd*'*s*A&CP	MervynS ShppgCo Ld.(Martyn,Martyn &Co.Ld.*Mgrs*)	260·2 P18'Q82'B50'F24' FK *Cell DBuE*20'*f*106'357*t DTa* 80'487*t FPT*67*tAPT*50*t*	40·0	17·7	NwprtMon British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 209NHP 2SB,6*cf*,GS99,HS3477 Blair&Co.Ld.Stockton	20 ″ 1 s1 ″ 11$\frac{1}{4}$ 18 ″ 3$\frac{3}{4}$	
❊ 30298 LIYG	**Mosvold** TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system*	9108 8551 5573	✠100A1 3,37 ✠LMC2,35 *CarryingPetroleum in bulk*	Rot	*d*†	CL 8,36	1935 2mo	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Herbjörn (S.Herlofson&Co. A/S,*Mgrs*)	471·8 487·7(O.L.) P101'B29'F44' FK *Cell DBuE*71'361*tDTf*43'629*tAPT*150*t*	64·4	34·9	Oslo Norwegian 16*BH* (12 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 807NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
	Now "Herbrand," *see No.* 38481 *in Supplement*															
❊ 30299 23 IBRX	**Motia** (*ex*Sicania,*ex*WarDirk) *ss*Nap.No.2–36 *ss*Nap.No.3–5,28 *Well deck* ~~*ss*Npt.No.1–32~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 1798 1398	✠100A1 ~~5,37~~ ~~10,35~~ 12,37 BS3,37 ✠LMC2,36	Gen ~~Mes~~	*s*	CL 6,36	1918 11mo	CaledonSB &E.Co.Ld. Dundee *Lloyd*'*s*AP	GiuseppeD'Ali&C.	298·0 285·0 FK P28'Q75'B58'F32' *CellDB*228' 579*t FPT*100*t APT*209*t*	42·0	19·0	Trapani Italian 7*BHptCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 410NHP 2SB,8*cf*,GS148,HS5882 FD CaledonS.B.&ECo.Ld.Dun	21 ″ 2 s2 ″ 1$\frac{1}{4}$ 19 ″ 3	
30300 TUQX	**Moto-Gaz** TwinSc *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	361 321 224					1927	Soc.Anon. desChant. Généraux Sete	Raffinerie du Midi etSociétéImmobilièreIndustrielle duMidiRéunies	157·9 F24'	22·0	11·6	Arzew French	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"–12$\frac{3}{16}$" 197NHP D.Goedkoop,Jr.Ams.		V
❊ 30301 HPGM	**Motocarline** TwinSc ~~*ss*~~Ant.No.3-4,37 *OilEng.* *Mchy.Aft* ~~*ss*Ant.No.2–33~~ Sub.Sig. 1*Dk*(*Stl*)&*ShelterDk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing CruiserStern* *Progressive survey of oil tanks*	8917 8481 4676	✠100A1 *Shelter dk withfreeboard* ~~4,37~~ ~~8,36~~ 4,38 DES4,38 ✠LMC CS~~11,33~~ 4,38 ~~[illegible]~~ ~~9,35~~ 5,37 *CarryingPetroleum in bulk*	Ant		CL ~~8,36~~ 4,38	1925 8mo	Frd.Krupp Act.Ges. Kiel *Lloyd*'*s*A&CP	PanamaTransport Co.(~~American PetroleumCo. S.A.Belge,*Mgrs*.~~)	468·7 B33'F39' FK *CellDBuE*73'160*tDTf*36'315*t DTa*19' 111*t FPT*186*tAPT*106*t*	63·2	35·2	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–51$\frac{3}{16}$" 905NHP DB*70lb* 2 Water Tube DB *200lb* Frd.KruppA.G.Kiel	35 ″ 6 s8 ″ 8$\frac{1}{4}$ 27 ″ 2	
❊ 30302 EADE	**Motomar** (*ex*Cabo Tortosa–32, *ex*Hemland) TwinSc *OilEng.* *ss*Gen.No.3–2,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in forward holds*	5724 5239 3477	✠100A1 *Shelter dk withfreeboard* 5,36 ✠LMC CS4,35 1,35 ✠NE10,30 DBS5,36	NYk	*y*	OG 5,36	1921 11mo	Aktieb. Götaverken Gothenburg *Lloyd*'*s*A&CP	Cia.Espanola de Nav.MaritimaS.A.	392·9 F36'*onShelter dk* FK *CellDB*307'1121*tTanks at sides* *oftunnels*33'181*tFPT*133*tAPT*42*t*	53·9	30·2	Seville Spanish *ptCem* *Coll BHto Sh dk* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.22$\frac{13}{16}$"–33$\frac{1}{16}$" 610NHP DB*100lb* MaschinenfbrkAugsburg-NürnbergA.G.Augsburg	33 ″ 4 s8 ″ 5$\frac{1}{2}$ 25 ″ 0$\frac{3}{4}$	
30303 150894	**Motor Princess** Ⓟ WoodTwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1243 301 779			...		1923	Yarrows, Ld. EsquimaltBC	CanadianPacific RailwayCo.	165·0	43·5	9·0	Vict'riaBC British	Oil Engines 4S.C.SA 12Cy.16$\frac{1}{2}$"–24" 318NHP McIntoshSeymour, Auburn,N.Y.	11 ″ 5	
30304 864 SZNM	**Motorina** IronTwinSc (*ex*Mazorca–36,*ex*Ekvator, *ex*Tancarville) *OilEng* *ss*Phl.3rdNo.3–12,24 *Mchy.Aft* *ss*Osl.No.2–32 1*Dk*(*Irn*)&*Spar dk*(*Irn*)& *CarryingPetroleum in bulk Web frames*	2239 — 1056	✠ *Spar dk* 5,33	Osl	*s*		1889 7mo	Craig,Taylor&Co. Stockton	Soc.Anon.HellèniqueMaritime "Transpetrol" (A.Romano&A. H.Behar,*Mgrs*.) *DBa*14'&*u*	292·5 B32' 25·6 FK *E*&*B*20'55*tAPT*16*t*	37·2	18·4	Piræus Greek 12*BHptCem*	Oil Engines 2S.C.SA 8Cy.20$\frac{1}{2}$"–29$\frac{1}{2}$" 588NHP NDB20 NE*fitted*20 J&CGBolindersCoLd.Skm	26 ″ 8	I †
30305 FNFK	**Motrix** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	6587 — 3641					1922	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports(Cie.de Nav.Mixte, *Mgrs*.)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French	T.3Cy.27$\frac{1}{5}$",44$\frac{1}{2}$"&75"–51" 400NHP Ch.&Atel.deSt.Nazaire		V
❊ 30306 780 SVHT	**Mount Athos** (*ex*Pentowy–32, *ex*Iossifoglu) *ss*Bry.No.3–2,26 *ss*Pir.No.2–34 1*Dk*(*Stl*)	3578 3276 2182	✠100A1 7,37 ~~2,36~~ BS3,37 ✠LMC11,34	Ams Rot	*w*	CL N2,36	1913 3mo	R.Thompson&Sons,Ld Sunderland *Lloyd*'*s*A&CP	Rethymnis&Kulukundis,(Hellas) Ld.&C.Scarvellis *CellDBa*108'*uE*23	350·0 P35'B210'F36' FK '*f*150'952*tFPT*105*tAPT*144*t*	50·0	22·5	Piræus Greek 6*BHCem*	T.3Cy.24$\frac{1}{2}$",40"&66"–45"(*s*) 180lb *90lb* 331NHP NDB25*refitted*37 2SB,6*cf*,GS130,HS5300 N.E.MarineEng.Co.Ld.Sld.	25 ″ 0 s2 ″ 11$\frac{1}{4}$ 22 ″ 3$\frac{1}{2}$	
30307 287 SVSZ	**Mount Atlas** (*ex*Megna–35) *ss*Fal.No.3–9,28 *ss*Ams.No.2-37 ~~*ss*Cal.No.1–32~~ 2*Dks*(*Stl*)	5647 5356 3591	✠100A1 3,37 ~~8,36~~ ~~BS12,35~~ ✠LMC~~8,32~~ 2,37	Pir Ams	*a*†	CL ~~12,35~~ 3,37	1916 9mo	Russell& Co. PortGlasgow *Lloyd*'*s*A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs*.) 1*intermediateBH*	423·5 P38'B123'F50' FK *and* 1'*tween dk BHdispensed with* *CellDB*360' 1181*t* ~~*DTa*86'1118*t*~~*APT*31*t*	56·0	28·7	Syra Greek *Cem* 5 *BHto Udk* 1 *BH to* 2*nd dk only*	T.3Cy.27",45"&74"–51" (*s*) 180lb 556NHP 3SB,9*cf*,GS186,HS8301 FD D.Rowan&Co.Glasgow	31 ″ 4 s6 ″ 0$\frac{3}{4}$ 25 ″ 6	
30308 216217 WQCN	**Mount Baker** (*ex*MountShasta) Wood *OilEng.* 2*Dks*	2904 — 2429					1918	Supple-BallinSBCor. Portland,Or.	RedSalmon CanningCo.	285·5	44·8	24·1	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12$\frac{15}{16}$"–18" 262NHP NDB23 WintonEng.Co.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Ref. Trade.
30309 361 SVJZ	**Mount Cynthos** (exZeriba-33, exVillaAda, ssGen.No.3-11,25 exFratelliBianchi, ssPir.No.2-34 exWarLeopard) 2Dks(Stl)	5188 4749 3150	✠100A1 12,36 BS~~[illegible]~~ ✠LMC4,34 8,37	Off	y	CL 12,36	1918 7mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Kulukundis~~Bros.~~ ShippingCo.S.A. CellDB	400·4 P49'B113'F39' FK 347'1120tFPT115t	52·3	28·4	Syra Greek 7BHptCem APT170t	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,9cf,GS190,HS7668 Wrkman,Clark&Co.LdBel	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¼	
30310 218391 KIMT	**Mount Evans** Sub.Sig. Fitted for oil fuel WellDeck 2Dks	6267 5248 3903					1919	Columbia RiverS.B. Corp. Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	PortlndOr Utd.States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
30311 772 SVHH	**Mount Helikon** (exJagersfontein-32, ssAms.No.3-4,30 exKaiyeiMaru) ssPir.No.1-34 2Dks(Stl)	5525 5183 3483	✠100A1 10,37 ~~10,36~~ BS~~[illegible]~~ ✠LMC12,34 10,37	Bry Ams	z	CL ~~10,35~~ 10,37	1918 8mo	OsakaIron Works,Ld. Osaka A&CP	Kulukundis~~Bros.~~ ShippingCo.S.A. CellDB360' 982tFPT	407·3 P40'B137'F46' FK	51·1	30·1	Piræus Greek 7BHCem 106tAPT26t	T.3Cy.27",45"&75"-51" (s) 180lb 553NHP 3SB,9cf,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka	32 ″ 7 s6 ″ 6 26 ″ 3¼	
30312 278 SVCB	**Mount Hymettus** 2TwinMsts (exUnion-34) ssAnt.No.3-4,34 2Dks(Stl) ssRou.No.1-38	5820 5344 3558	✠100A1 ~~2,37~~ 4,38 ~~BS~~ ✠LMC~~11~~ 4,38 4,38	Ams Bly	a†	~~2,37~~ 4,38	1921 3mo Lloyd	Atel.&Ch. deSt.Nazaire, Penhoët St.Nazaire 'sA&CP	J.A.Cosmetto& Kulukundis~~Bros.~~ ShippingCo.S.A.	425·8 P38'B135'F49' FK CellDB344'1601t DTa30'940t	57·4	29·0	Syra Greek 7BHCem FPT121t A	T.3Cy.27 1/16",44½"&74½"-51" 178lb (s) 560NHP 3SB,9cf,GS203,HS8350 FD Atel.&Ch.deSt.Nazaire, PT46t Penhoët	32 ″ 0 s7 ″ 7½ 24 ″ 7½	
30313 775 SVHB	**Mount Ida** (exBallena-33) ssBly.No.3-1,33 ssRou.No.1-37 2Dks(Stl) Now "Mendoza," see No. 39159 in Supplement	5210 4774 3216	✠100A1 1,37 ✠LMC BS5,37 MS1,37	Ams	y	CL 3,36	1920 2mo Lloyd	W. Dobson &Co. Newcastle 'sA&CP	J.A.Cosmetto& KulukundisBros.	400·1 P49'B113'F39' FK	52·3	28·4	Piræus Greek 7BHCem CellDB344'	T.3Cy.27",44"&73"-48" (s) 180lb 452NHP 3SB,9cf,GS190,HS7668 N.E.MarineEng.CoLdNwc 1073tFPT130tAPT198t	31 ″ 0 s5 ″ 11¼ 25 ″ 3¼	
30314 290 SVRP	**Mount Ithome** (exMaidenhead-36, exNewquay) ssShl.No.3-4,27 ssBly.No.2-36 1Dk(ptIrn ptStl)	4207 4009 2658	✠100A1 12,36 BS4,37 ✠LMC3,36	Rot	r	CL 5,35	1914 2mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	Rethymnis&Kulu- kundis(Hellas) Ld.&C.Scarvellis CellD	369·9 P33'B226'F34' FK Ba114'uE26'f166'	51·1	25·3	Syra Greek 6BHCem 964tAPT60t	T.3Cy.24½",42"&69"-48"(r) 180lb 386NHP 2SB,6cf,GS133,HS6329 J.Readhead&SonsLd.SShl	27 ″ 8 s3 ″ 10¼ 24 ″ 1½	
30315	**Mount Kassion** TwinSc (exDocteurPierreBenoit-37) D.F. 2Dks&Shelter dk	7914 7815 4973			...		1918	Uraga DockCo.Ld. Uraga	Kulukundis~~Bros.~~ ShippingCo.S.A.	445·0 FK	58·0	40·0	Piræus Greek WB	T.6Cy.22",36½"&61"-48" 703NHP UragaDockCo.Ld.Uraga	40 ″ 0	V †
30316 272 SVHO	**Mount Kitheron** (exBellglade-32, exChevington) ~~ssHam.No.3-8,26~~ ssAms.2ndNo.3-10,37 ~~ssRot.No.2-34~~ 1Dk(ptIrn ptStl)	3876 3657 2447	✠100A1 ~~2,37~~10,37 10,37 ✠LMC MS~~7,35~~ BS~~2,37~~2,38	Ams	x	CL ~~2,37~~ 10,37	1912 2mo Lloyd	JReadhead &Sons,Ld SouthShields 'sA&CP	Kulukundis~~Bros.~~ ShippingCo.S.A. CellDBa114'u	367·3 P32'B224'F34' FK E&B39'f163'1060t	53·9	22·8	Syra Greek 6BHCem APT110t	T.3Cy.26",42"&69"-48" (r) 180lb 372NHP 2SB,6cf,GS134,HS5940 J.Readhead&Sons,Ld.	25 ″ 2 s3 ″ 4 22 ″ 1¼	
30317 SVUQ	**Mount Kyllene** (exHamptonHill-37, exComeric-36) ssBel.No.3-8,31 ssBly.No.1-36 1Dk(Stl)&Shelter dk(Stl) CruiserStern Abandoned at sea after breaking in two 4,38	5313 4918 3170	✠~~100A1~~ Shelter dk withfreeboard 4,38 ~~2,37~~~~11,37~~ ~~BS2,37~~ ~~BS~~ ✠~~LMC~~ Fitted for oil fuel 9,19 F.P. above 150° F.	Rot ~~Cpn~~Ams	a†	CL ~~1,37~~ N3,38	1919 9mo Lloyd	W.Doxford &Sons,Ld. Sunderland sA&CP	~~KulukundisBros.&~~ ~~C.N.Pateras~~ Kulu- kundisShipping Co.S.A.&others CellDB366'1334tDT	412·6 FonShelterdk36' FK a26'1019tFPT148t	55·5	26·4	Piræus Greek 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,) APT292t	T.3Cy.~~27~~",45"&75"-54" (s) ~~180lb~~ 26 619NHP 3SB,12cf,GS219,HS9525 FD W.Doxford&Sons,Ld.Sld.	29 ″ 0 s3 ″ 5¼ 25 ″ 9¼	
30318 SVRO	**Mount Lycabettus** (exTurkestan-35, ssBly.No.3-12,35 exWarFlower) 1Dk(Stl)	4292 3975 2648	✠100A1 4,38 ~~12,36~~ BS~~11,36~~ ✠LMC12,35 12,37	Ams Rot	x	CL ~~10,35~~ 4,38	1917 11mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' sA&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. Mgrs.) CellDB	364·8 P40'B94'F40' FK 319' 980t FPT110t	51·1	26·1	Syra Greek 7BHCem APT90t	T.3Cy.23½",41"&68"-45"(s) 180lb 468NHP 3SB,9cf,GS168,HS7215 FD Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s5 ″ 0¼ 23 ″ 6	
30319 216215 KJEU	**Mount McKinley** Ⓟ (exSantaAna-36, ssS.Fo.No.3-5,30 exElSalvador,exSanta ssN.Yk.No.1-35 Luisa) 2Dks(Stl)&Shelter dk(Stl) D.F.	~~4904~~ ~~4186~~ ~~2902~~ 4932 4196 2950	✠100A1 Shelter dk withfreeboard 3,38 ~~3,37~~ ✠LMC MS11,35 BS~~3,37~~2,38 Fitted for oil fuel 5,18 F.P. above 150° F.	Sea	y	CL ~~11,35~~ 3,38	1918 5mo	WCramp& SonsS&EBCo Philadelphia A&CP	AlaskaS.S.Co.Inc. Cell	360·2 F40'onShelter dk FK DB294'870tFPT70	51·6	22·8 30·8	NewYork Utd.States 7BHCem tAPT71t	Q.4Cy.25½",37",52½"&76"- 54" (s) 223lb 633NHP 4SB,12cf,GS215,HS8923 FD W.Cramp&SnsS&EBCPhl	33 ″ 6 s9 ″ 2½ 24 ″ 6	
30320 277 SVCH	**Mount Myrto** (exAlsaceII-34, exAlsace) ssAnt.No.3-12,25 ssDnk.No.2-34 2Dks(Stl) Cargo battens not fitted in holds	5403 4854 3288	✠100A1 1,37 BS~~1,37~~ ✠LMC4,34 1,38	Ams	y	CL ~~10,34~~ 1,38	1919 11mo Lloyd	Canadian Vickers,Ld. Montreal,PQ. 'sA&CP	J.A.Cosmetto& Kulukundis~~Bros.~~ ShippingCo.S.A.	400·3 P39'B120'F43' FK CellDB333' 1025tFPT149tA	52·4	28·0	Syra Greek 6BHptCem PT133t	T.3Cy.25",41"&68"-45 (s) 180lb 397NHP 3SB,9cf,GS207,HS6930 CanadianVickersLd.Mtl.	31 ″ 1 s6 ″ 0 25 ″ 4½	
30321 767 SVHG	**Mount Olympus** (exToba-32) ssRot.No.3-8,32 1Dk(Stl)&Shelter dk(Stl, ssRou.No.1-36	5166 4824 3136	✠100A1 Shelter dk withfreeboard 4,38~~10,37~~ BS1,38 ✠LMC12,36 Fitted for oil fuel 7,20 F.P. above 150° F.	Sws ~~Gla~~Ams	a†	CL ~~11,36~~ 4,38	1920 6mo	Harima Dockyd.Co O Harima A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. Mgrs.) CellDB366' 1453tDTa39'936	425·2 FK Collision tFPT153tAPT72t	54·0	26·6	Piræus Greek ptCem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.28",47"&79"-51" (s) 200lb 600NHP 2SB&1AuxB,11cf, FD GS194,HS8270 KobeSteelWorks.Ld.Kobe	29 ″ 0 s3 ″ 7 25 ″ 7½	
30322 774 SYHL	**Mount Ossa** (exGrelbank-32, exWarLegate) ssFal.No.3-12,32 ~~ssRou.No.1-37~~ 1Dk(Stl) Now "Heinrich Schulte," see No. 38472 in Supplement	5188 — 3155	✠100A1 8,37 ~~2,37~~ ✠LMC BS~~5,36~~ MS1,37 6,37	Ams Lon	y	CL ~~2,37~~ 8,37	1918 6mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	~~J.A.Cosmetto&~~ ~~KulukundisBros.~~ ~~ShippingCo.S.A.~~ "Atlas"Reederei A.G. CellDB344'1	400·3 P49'B112'F38' FK	52·3	28·5	Piræus Greek 7BHptCem 136tDTa28'	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls 1200tFPT118tAPT185t	31 ″ 0 s6 ″ 0 25 ″ 3	
30323 271 SVHK	**Mount Othrys** (exNewton-33) ssGrk.No.3-5,33 ssAms.No.1-37 1Dk(Stl) &Shelter dk(Stl) Straight frames & bevelled bilge	4817 4447 2956	✠100A1 Shelter dk withfreeboard 11,37 ~~3,37~~ BS~~3,37~~ ✠LMC~~3,33~~ 4,38 3,37	Ams Ant	a†	CL N3,37	1919 5mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellDB343'	~~KulukundisBros.~~ M.Marcou 1571tDTa25'858t	412·6 F40'onShelter dk FK FPT91tAPT126t	55·8	34·4	Syra Greek ptCem 6BHtoSh dk 2 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 ″ 7 s3 ″ 4 25 ″ 6¼	
30324 SVUN	**Mount Parnassus** Ⓟ (exCanadianScottish-37) Ref.Mchy. 2Dks	5334 4864 3242					1921	Wallace S.B.&D.D. Co.Ld. PrinceRupert	Kulukundis~~Bros.~~ ShippingCo.S.A.	399·9 P49'B113'F40'	52·2	28·5	Piræus Greek WB	T.3Cy.27",44"&73"-48" 369NHP JohnInglisCo.Ld.Toronto		C
30325	**Mount Parnes** (exAmericanEagle-37, ssOsl.No.3-5,29 exThekla, ~~ssOsl.No.1-32~~ exHampholm, 1Dk(Stl)2trB exThordis) ssNYk.No.2-37	4371 — 2759	✠100A1 ~~4,37~~9,36 9,37 BS2,38 ✠LMC~~9,34~~ ✠NE~~8,25~~ MS4,37 Fitted for oil fuel 3,17 F.P. above 150° F.	Gal ~~NYk~~Ams	x	CL ~~3,36~~ 9,37	1917 3mo	Moore& ScottIrnWks Oakland,Cal A&CP	~~TheseusS.S.Co.~~ ~~S.A.~~ Kulukundis ShippingCo.S.A. CellDB283' 1061t~~DTa21'647t~~	376·2 P33'B70'F40' FK FPT96tAP	52·6	25·8	Piræus Greek 6BHptAsp T132t	T.3Cy.24",41"&68"-45" (r) 200lb 493NHP 3SB,9cf, HS7509 FD N.E.MarineEng.CoLdNwc	28 ″ 0 s5 ″ 6¼ 22 ″ 8	
30325* 273 SVHN	**Mount Pelion** (exCommissairePierreLecocq-33, exWarPrince) 3Dks	5655 — 4124			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	~~KulukundisBros.~~ E.G.Culucundis &S.C.Costomeni	385·5	51·3	33·5	Syra Greek WB	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30326 785 SVAV	**Mount Pentelikon** (*ex*Illinois-34, *ex*Farnworth) ssHav.No.3-11,29 ssNpt.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*37	5896 5639 3691	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~12,36~~ MS11,34	Rot Bry ✠LMC BS12,36	*y*	CL 12,35	1917 6mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd*'*sA&CP* *CellDBa*134	Kulukundis~~Bros.~~ ShippingCo.S.A. '*uE*26'*f*176'1122*t*	400·3 413·5(O.L.) F35' *FPT*114*tAPT*141*t*	51·6	32·9 FK (	Piræus Greek 6*BHCem* *Coll to Sh dk* 5 „ 2nd„)	T.3Cy.27",44½"&74"-48" 180lb (*s*) 440NHP 3SB,9*cf*,GS192,HS7171 Blair&Co.Ld.Stockton	35 ″ 6 s9 ″ 8¾ 25 ″ 11½	
30327 78 SVHP	**Mount Pera** (*ex*Grelisle-33, *ex*War Painter) ssFai.No.3-2,33 ssPir.No.1-36 1*Dk*(*Stl*)	5214 — 3178	✠100A1 11,37 ~~8,36~~ BS8,37	Pir Bry ✠LMC8,36	*y*	CL ~~10,35~~ N11,37	1918 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*	J.A.Cosmetto& Kulukundis~~Bros.~~ ShippingCo.S.A. *CellDB*343'1122*tD*	400·0 P49'B113'F40' *Ta*28'1166*t FPT*11	52·4	28·4 FK	Piræus Greek 7*BHptCem* 3*tAPT*166*t*	T.3Cy.~~27"~~ 26⅞",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD CammellLaird&Co.LdBkn	31 ″ 0 s5 ″ 11¾ 25 ″ 3¼	
30328 885 SVUY	**Mount Pindus** (*ex*Zinal-37) ssShl No.3-10,35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5729 5467 3569	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~4,37~~ MS10,35	Rot Rio ✠LMC BS~~12,36~~ 12,37	*y*	CL N4,37	1920 8mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Kulukundis~~Bros.~~ ShippingCo.S.A. *CellDB*346'121	400·2 8*t FPT*70*t APT*35*t*	54·8	21·5 29·9 FK	Piræus Greek *Cem* 4*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44½"&73"-48" (*s*) 180lb ~~100lb~~ 581NHP 3SB,9*cf*,GS193,HS9146 FD Blair&Co.Ld.Stockton	32 ″ 4 s7 ″ 9¼ 24 ″ 9	
30329 283 SVSW	**Mount Prionas** (*ex*Dunclutha-35) ssBly.2ndNo.3-6,35 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing*	3986 3745 2546	✠100A1 *Spar dk* ~~10,37~~ ~~10,36~~ 4,38 ~~BS6,36~~	Cff ~~Bmn~~ Rot BS6,37 ✠LMC6,35	*w*	CL ~~10,36~~ 4,38	1910 4mo	Russell&Co. PortGlasgow *Lloyd*'*sA&CP*	AtlanticosS.S.Co.Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *CellDBa*	360·0 P29'B90'F40' 120'*uE*22'*f*154'920	49·2	25·5 FK	Syra Greek 6*BHCem* *tAPT*36*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~130lb~~ NDB22 355NHP 2SB,8*cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s4 ″ 11½ 23 ″ 3	
30330 759 SVMZ	**Mount Rhodope** (*ex*Boutry-34) ssLon.No.3-1,34 2*Dks*(*Stl*)	5182 4760 3192	✠100A1 ~~2,37~~ 11,37 ~~BS5,36~~ 5,37	Hul Avn ✠LMC1,34	*y*	CL ~~2,37~~ 11,37	1919 6mo	Irvine'sSB&D.D.Co.Ld. WHartlepool *Lloyd*'*sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDB*	400·0 P49'B113'F38' 347'1126*t FPT*117*t*	52·3	28·5 FK	Piræus Greek 7*BHptCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons,Westgarth&Co.Ld.Hpl.	31 ″ 0 s5 ″ 11¼ 25 ″ 3¾	
30331 268 SVHR	**Mount Taurus** (*ex*Proteus-32, *ex*BrattonCastle) ssBkn.No.3-4,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in fore hold Bevelled bilge* *Longitudinal framing*	6696 6227 4154	✠100A1 *Shelter dk* *withfreeboard* 11,36 MS4,33	Ams ✠LMC BS~~10,36~~ 11,37	*a*†	CL ~~8,35~~ 11,37	1920 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP* *CellDBa*123'*uB*	AtlanticosS.S.Co.Ld.&TrampShippingDevelopement Co.Ld.(KulukundisShippingCo.S.A.*Mgrs.*) 24'*f*162'1457*t DT*	412·2 P55'F36' *on Shelter dk* *a*31'1062*tFPT*142*t*	55·8	34·4 FK	Syra Greek *Cem* 6*BHtoSh dk* 2 „ „ *U* „ *APT*206*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc.	38 ″ 1 s9 ″ 8¾ 28 ″ 6¼	
30332 215449 KDCZ	**Mount Vernon** Ⓟ TwinSc (*ex*KronprinzessinCecilie) Sub.Sig. 5*Dks*&*Shade dk*	18372 13574 7564					1906	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission	685·4 F87'	72·2	40·5	S.Frncisco Utd.States *WB*	Q.16Cy$37\frac{2}{5}$",$49\frac{1}{5}$",$74\frac{4}{5}$"&$112\frac{1}{5}$"-$70\frac{9}{10}$" 4240NHP A.G."Vulcan,"Stettin		
30332* 124239 GFML	**Mountstewart** Ⓟ (*ex*Pladda-36) Wireless 2*Dks*	1099 1023 457					1907	Scotts'S.B.&E.Co.Ld. Greenock	Belfast,Mersey&ManchesterS.S.Co.Ld.(W.M.May, *Mgr.*)	252·3 P&B151'F50'	35·7	17·0	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP Scotts'S.B.&E.Co.Ld.Grk.		C
30333 123266 GRCN	**Mourino** *Ref.Mchy.* 1*Dk*	2165 1554 1256					1906	Earle'sCo.Ld. Hull	Ellerman'sWilson Line,Ld.	300·0 P187'F32'	41·5	18·4	Hull British *WB*	T.3Cy.21",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		C
30334 FOUT	**Mousse le Moyec** D.F. 1*Dk*	2038 — 1184					1921	Constructn Navales Lorient	E.Marcesche&Co.	266·7	39·3	19·6	Lorient French	DR geared Steam Turbine Brégnet.Paris		V
30335 OSDW	**Mouzinho** Ⓟ TwinSc (*ex*MariaCristina, *ex*Guglielmo Peirce, *ex*Corcovado, *ex*Sueh, *ex*Corcovado) ssNap.2ndNo.3-11,27 ssLis.No.~~1-32~~ 2-35 2*Dks*(*Stl-U dk* teak s)& Sub.Sig. *Web frames* *Ref.Mchy.*	8374 5830 5194	100A1 4,38 ~~1,35~~ BS4,38 ~~MS10,31~~	Lis LMC8,35 ~~BS11,36~~		CL ~~1,35~~ 3,38	1907	Frd.Krupp Akt.Ges. Kiel	Cia.Colonial de Nav.	448·3 P&B293'F79' *CellDB*389'1331*t*	55·2	28·0 FK	Loanda Portuguese 9*BHptCem* *pt Asp* *APT*18*t*	Q.8Cy.21⅝",31⅛",45¼"&65⅜"-47¼" 213lb (*s*) 889NHP 2D&1SB,15*cf*,GS308, HS12863 FD Frd.KruppA.G.Kiel	31 ″ 0 s5 ″ 6¾ 25 ″ 11	
30336 147941 GKYW	**Moveria** *OilEng.* ssGls.No.3-9,37 ~~ssGls.No.2-33~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy* 4*th dk in No.*2 *hold* E.S.D.	4867 4370 2873	✠100A1 *withfreeboard* ~~9,37~~ ~~2,36~~ 5,38 ✠LMC DBS~~9,36~~ 5,38 ✠Lloyd'sRMC 5,38 ~~9,37~~	Gls 9,37 CS~~9,36~~ ~~9,36~~ 5,37	*z*	CL ~~N10,34~~ 4,37 ~~1,37~~ 5,37	1925 1mo	Vickers,Ld. Barrow *Lloyd*'*sA&CP*	DonaldsonLine,Ld.(DonaldsonBros.Ld.*Mgrs.*) *CellDB*308'946*t FP*	385·6 B78' 783*tAPT*45*t*	51·6	28·6 FK (	Glasgow British 6*BHptCem* *Coll to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 3DB*120lb* Vickers,Ld.Barrow	31 ″ 0 s3 ″ 9 27 ″ 4¼	
30337 DORN	**Möwe** Wireless 1*Dk* *CruiserStern*	1310 855 613					1936	Nordseewerke Emden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	244·7 P49'B&F188' *Upper*F21'	38·4	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LPturbine withDR gearing & hydraulic coupling DeutscheSchiff-u 115NHP Mschb.A.G.Weser,Bmn.		G
30338 3 DANC	— 1*Dk*	300 221 148					1912	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	128·7 P44'F19'	22·7	10·7	Stettin German *WB*	C.2Cy.$15\frac{7}{10}$"&$27\frac{3}{5}$"-$15\frac{7}{10}$" 25NHP StettinerOderwerke		G
30339 147374 EIGY	**Moyalla** ssBkn.No.2-34 1*Dk*(*Stl*)	642 489 245	✠100A1 6,37 ~~4,36~~ BS~~4,36~~ 6,37	Bkn ✠LMC4,34	*k*	CL ~~3,34~~ 6,37	1927 5mo	CaledonS.B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP* *CellDBa&u*	LimerickS.S.Co.Ld.(S.J.K.Roycroft, *Mgr.*)	190·2 200·7(O.L.) P29'B70'F65' FK&BK1¼" *E*42'*f*80'165*tFPT*	30·6	10·9	Limerick British 4*BHCem* 40*tAPT*20*t*	T.3Cy.16½",27"&44"-30" (*s*) 185lb 147NHP 2SB,4*cf*,GS70,HS2691 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 8½ 12 ″ 10½	
30340 127478 MLJQ	**Moygannon** 3Mst ssBwg.No.3-4,32 ssBel.No.1-36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	498 330 193	✠100A1 3,36 BS~~3,37~~ 1,38	Bel ✠LMC3,36	*h*	CL 2,36	1921 10mo	Dublin Shipbuilders,Ld. Dublin *Lloyd*'*sA&CP*	Newry&Kilkeel S.S.Co.Ld.(J.Fisher&Sons,Ld. *Mgrs.*) *CellD*	164·9 Q97 B10'F25' *Bf*93'108*t FPT* 34*t*	25·7 27·2	9·5 BK7¼"	Newry British 3*BHCem* *APT*26*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,3*cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge	11 ″ 11 s4 ″ 2 12 ″ 4½	
30341 107454	**Moyie** Ⓟ CompSternPad *Mchy.Aft*	835 — 526					1898	JM.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	161·7	30·1	5·1	Vancouver British	H.S.2Cy.16"-72" NB29 17RHP BertramIronWorks,Tto.		
30342 124668 GFNJ	**Moyle** ssShl.2ndNo.3-2,32 ssSws.No.1-36 1*Dk*(*Stl*)&*deepframing*	1761 1325 749	✠100A1 ~~1,37~~ 3,38 r MS7,36	Shl ✠LMC BS~~10,36~~ 12,37	*q*	OG ~~8,35~~ 3,38	1907 11mo	AilsaS.B.Co.Ld. Troon *Lloyd*'*sA&CP*	ShamrockShppg.Co.Ld. *CellDBuE*24'*f*96'258	275·2 P21'Q84'B54'F32' *tDTa*80'382*t FPT*	36·1	18·6 FK	London British 5*BHCem* 71*tAPT*37*t*	T.3Cy.17",31"&51"-36" (*s*) 180lb 216NHP 2SB,6*cf*,GS107,HS3976 AilsaS.B.Co.Ld.Troon	19 ″ 0 s1 ″ 9½ 17 ″ 6	
30343 161562	**Moyra** ssHfx.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1396 1197 759	✠100A1 *withfreeboard* 4,37 ~~4,35~~ BS~~4,36~~ 4,37	Hfx StJ ✠LMC4,35	*q*	CL ~~5,34~~ 4,37	1931 5mo	SwanHunter&Wigham Richardson, LdSunderlnd *Lloyd*'*sA&CP*	MoiraShippingCo.Ld. *CellDB*206'466*t*	248·0 *FPT*57*tAPT*39*t*	39·5	14·9 FK (	HalifaxNS British 4*BHptCem* *Coll to Sh dk* 3 „ 2*nd*„)	T.3Cy.15½",25"&40"-33" (*s*) 180lb 124NHP 2SB(Spt),4*cf*,GS68,HS2238 Swan,Hunter&Wigham Richardson,Ld.Sld.	16 ″ 10 s ″ 3¼ 16 ″ 8¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, &c. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le N. est dans le L.R. Durée Cert. B. of Trade
30344	**Mr. Therm**—*see No.* 30117															
30345 UOBY	**Msta** (*ex*Kollgrim-33,*ex*Skrymer) ssOsl.No.3-5,33 1*Dk*(*Stl*)	1984 1752 1139	✠ ... 1,35 ✠	Osl	*r*		1921 3mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	U.S.S.R. *CellD*	271·7 P32'B75'F32' FK *B229'460t FPT49t*	41·6	19·4	Leningrad Russian 4*BHCem* *APT75t*	T.3Cy.20",33"&54"–39" 221NHP 2SB,6*cf*,GS105,HS3719 J.G.Kincaid&Co.Ld.Grk.	21 " 6	
30346 DHRE	**Muansa** 2*Dks*	5472 4916 3387					1911	Bremer Vulkan Vegesack	DeutscheOst- AfrikaLinie	419·8 P&B334'F58'	54·5	28·2	Hamburg German *WB*	Q.4.Cy27"34½"50⅝"&72⅞"–53⅛" 387NHP BremerVulkan,Vegesack		G
30347 UNJP	**Mudyug** (P) TwinSc Wireless *CruiserStern* 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian *WB*	T6Cy.8$\frac{13}{16}$",13¾"&22$\frac{1}{16}$"–15¾" 42NHP StatesS.B.Yard"Marti"		
30348 LJEU	**Mui Hock** D.F. *Cruiser Stern* 1*Dk*	2144 1794 1305					1936	Nylands Verksted Oslo	A/S ArneSveen's Rederi(Arne Sveen,*Mgr.*)	283·6 P28'B165'F25'	44·2	18·8	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)31½"–31½" 92NHP NylandsVerksted,Oslo		N
30349 OZGE	**Muinam** (P) TwinSc3Mst *OilEng.* ssH.Kg.No.1-34 D.F. 1*Dk*&*Shade dk*	3113 2290 1739	✠100A1 ~~2,382,37~~ ✠LMC CS11,34 DBS~~10,36~~ 11,36 11,37	HKg		CL 10,36	1931 6mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP*	A/S DetÖstasia- tiskeKompagni	330·2 B101'F64' *on Shade dk* FK *CollBH* *CellDB*282'685*t*	48·9	19·2	Copnhagn Danish 7*BHptCem* *to Shade dk* *DTf*21'534*t*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" DB*100lb* 449NHP Akt.Burmeistr&Wain,Cpn *FPT50tAPT84t*	21 " 6 s 3 " 6½ 18 " 3½	
30350 FOOL	**Muirton** (*ex*Silene) ssMsl.No.3-9,32 2*Dks*(*Stl*) Now "Nicole Schiaffino," *see No.* 39424 *in Supplement*	4974 4079 3112	✠100A1 9,36 BS1,36 ✠LMC9,32 *Fitted for carrying oil* *Carrying vegetable oil*	Msl	*y*	CL 8,36 4,29 *F.* *in forward*	1920 11mo *Lloyd* *P. above 150° F in DT* *deep tanks*	Palmers' Co.Ld. Newcastle '*sA&CP*	Cie. de Navigation Fraissinet *CellDB*327'848*t*	386·1 P36'B113'Ba21' B*f*21'F42' FK *DTsf53'1800tFPT*	52·6	26·3	Marseilles French 8*BHptCem* 97*tAPT20t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld. Newcastle	28 " 6 s 5 " 8½ 23 " 1	
30351 146298 GFTM	**Mulbera** (P) TwinSc *Ref.Mchy.* 2*Dks*(*Stl–Uteaks*) D.F. *CruiserStern*	9100 7289 5521	✠ 12,25 ✠ Lloyd'sRMC~~12,37~~ 3,38	Mdb	*d*†		1922 6mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*400'1447*t* *Tanks'tweentunnels*96'243*tFPT*92*t*	466·3 P50'B175'F44' FK	60·1	33·3	Glasgow British 9*BHptCem* *APT*104*t*	6 Steam Turbines DR geared to2 Sc. Shafts FD 1068NHP 5SB,20*cf*,GS375,HS15712 A.Stephen&Sons,Ld.Gls.	36 " 0	BT till ~~6,37~~ 4,38
30352 137236 VJNK	**Mulcra** *OilEng.* ssAdl.No.2-34 Wireless *CruiserStern* 1*Dk*(*Stl*)	1168 791 604	✠100A1 3,36 ✠LMC,CS6,34 5,36	Adl	*n*	CL 12,35	1925 9mo *Lloyd*	Svendborg Skbs.&Msk. Svendborg '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	215·7 P27'Q56'B58'F26' FK *B180'247t FPT38t*	34·2	13·6	P.Adelaide British 4*BHptCem* *APT56t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn	15 " 6 s " 9½ 14 " 10¾	
30353 1298 IQYM	**Multedo** (*ex*Albarosa,*ex*Gin, Iron *ex*Ussa,*ex*Coln) 1*Dk*&*Spar dk3trB*	1130 1118 659					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina& C.	230·3	30·7	19·7	Genoa Italian *WB*	C.2Cy.24$\frac{9}{10}$"&49½"–31½" NB09 112NHP A.G."Vulcan,"Stettin		I
30354 128799 VLJL	**Mulubinba** Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	1262 903 479	✠100A1 *withfreeboard* ~~9,37~~ ~~4,37~~ ✠LMC4,37 3,38	Lth Syd		CL	1937 4mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP* *Side tanks a 53tDT f14'*	Newcastle&Hun- terRiverS.S.Co.Ld	223·7 231·7(O.L.) FK&BK1½" 99*tFPT34tAPT26t*	39·2	14·6	Newcastle N.S.W. British 5*BHCem* (*Coll to Sh dk* 4 " 2 ")	T.3Cy.16½",28½"&48"–33" 235lb (*s*) 265NHP GS154, HS4200 FD 2 Water Tube Boilers (Spt) N.E.MarineEngCoLd.Nwc	16 " 0 s " 2 16 " 0½	
30355	**Munaires** ssMch.No.3-6,30 2*Dks*(*Stl*) Now "Pleiades," *see No.* 39651 *in Supplement*	4620 4138 2866	✠100A1 10,32 BS5,33 ✠LMC6,30 *Fitted for oil fuel* 1,18	Phl	*x*	CL N10,32 *F.P. above* 1	1918 1mo 50° F.	NwprtNws S.B.&D.D.Co Newprt News A&CP	C.M.Proios *CellDB*	370·0 P27'B104'F22' FK 302'1033*t FPT* 138*t*	53·1	27·0	Greek 6*BHCem* *APT*271*t*	T.3Cy.24½",41½"&72"–48' 190lb (*s*) 471NHP 2SB,8*cf*, ,HS6564 FD NewportNewsSB&DD.Co	30 " 0	
30356 35839 JFIC	**Munakata Maru** D.F. *CruiserStern* 1*Dk*	3302 2677 1878					1930	Uraga DockCo.Ld. Uraga	NipponSeitetsu K.K.	320·7 P145'F31'	46·5	25·0	Yawata Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP UragaDockCo.Ld.Uraga		
30357 22668 JSPB	— (P) Wireless 1*Dk*	980 856 571					1918	Nobuki Zosensho Osaka	KitaNipponKisen K.K.	200·0	32·0	18·0	Amagasaki Japanese	T.3Cy.13½",22½"&37½"–28" 75NHP TakedaInosuke,Osaka		
30358 218054 KELM	**Munami** (*ex*LakeFernando) *Fitted for oil fuel* 1*Dk2trB*	2594 2240 1610			...		1919	Buffalo D.Dk.Co. Buffalo,N.Y	~~Chas.R.McCor-~~ ~~mickLumberCo.~~ McCormickS.S.Co	251·0 P25'B64'F23' FK	43·6	26·1	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	~~28~~ " 2	R †
30359 221839 KDWH	**Munargo** (P) ssN.Yk.No.2-29 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. *Fitted for oil fuel*	6336 — 3659	✠ ... 6,35 ✠	NYk	*b*†		1921 12mo	NewYork S.B.Corp. Camden,N.J.	~~MunargoS.S.Corp.~~ ~~(MunsonS.S.Line,~~ ~~Mgrs.)~~ MunargoLineCo. *CellDB*340'1264*t*	413·8 P43'B162'F49' *on Shelter dk* FK *Collision BH to S dk* *FPT141tAPT66t*	57·8	22·8	NewYork Utd.States *ptCem* 7 " " *U* "	2SteamTurbinesDRgeared to 1 Sc. Shaft 1280NHP FD 5SB,20*cf*,GS367,HS17575 NewYorkSBCor.Cmdn,NJ	34 " 6	R †
30360 215991 WKCO	**Munbeaver** (*ex*Sudbury) ssMob.No.3-4,31 2*Dks*(*Stl*) Now "Capo Alga," *see No.* 37668 *in Supplement*	4835 4306 2980	✠ ~~1,38~~ ✠LMC ~~BS~~ ~~BS6,34~~ *WaterTube Boilers* *Fitted for oil fuel* 3,18	NOs	*y*	CL 8,34 *F.P. above* 1	1918 3mo 50° F.	Chester S.B.Co. Chester,Pa. A&CP	MunsonS.S.Line	384·8 P29'B104'F36' FK *CellDB*320'1157*t*	51·2	27·7	NewYork Utd.States 6*BHptCem* *FPT98tAP*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 3WTB(Spt) 488NHP HS7989 WestinghouseMachineCo. *T109t* Pittsburgh,Pa.	30 " 6	
30361 149674 GNRN	**Muncaster Castle** TwinSc *OilEng.* ssH.Kg.No.2-36 ~~ssN.Yk.No.1-32~~ D.F. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5853 5328 3625	✠100A1 ~~10,27~~ ~~2,36~~ ~~12,36~~ 1,38 ~~✠LMC CS1,34~~ DBS~~10,36~~ 1,38 1,34 *Fitted for carrying oil* ✠LMC CS8,37 ~~7,36~~ 8,37	Kob Bal	*a*†	CL 12,36 5,28 *F.*	1928 5mo *Lloyd* *P. above 150° F. in deep tanks*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*)	428·0 P28'B275'F39' FK *Cell DB* 375'1376*t* *way of tunnels*	56·1	28·9	Liverpool British 7*BH* *Tanks in* 107*tMTs*37'	Oil Engines 4S.C.SA 12Cy.28¾"–59$\frac{1}{16}$" 953NHP DB *135lb* N.E.MarineEngCo.LdNwc 1224*tFPT*136*tAPT*56*t*	31 " 9 s 5 " 0½ 26 " 11	
30362																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
30363 DORP	**München** Ⓟ D.F. *OilEng.* E.S.D. *CruiserStern* 3*Dks*	5619 4422 3313					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1|56·3|23·1 P21'F39'	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" 1360NHP BremerVulkan,Vegesack		G
30364 218006 KEMN	**Muncove** (*ex*Covedale) *OilEng.* *Mchy.Aft* 1*Dk*	2437 — 1480					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MunsonS.S.Line	253·4|43·7|24·5 P115'F25'	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" NE23 283NHP Macintosh&SeymourCorp.		R
✻ 30365 152024 VJGW	**Mundalla** (*ex*Mundoo) *OilEng.* *ss*Syd.No.2-34 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	3018 2735 1757	✠100A1 2,38 ~~1,37~~ ✠LMC CS1,34 DBS~~1,37~~ 2,38	Syd 1,37~~8,36~~	*u*	CL 1,37	1926 3mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen *'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	331·8|46·6|23·1 P34'B159'F34' FK *B*286' 778*t* *FPT*67*t*	Melbourne British 6*BHptCem* *APT*120*t*	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s3 ″ 4½ 22 ″ 3½	
✻ 30366 ~~214916~~ ~~WNCB~~	**Mundelta** *ss*Bal.No.3-11,29 2*Dks*(*Stl*)	4747 4440 2955	✠100A1 6,33 ✠LMC3,38 ~~MB3,29~~ ~~BS6,31~~ *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	NOs	*x*	CL ~~6,33~~ 2,38	1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	G.E.Marden (Wheelock&Co Ld.*Mgrs*) *'Tween dk bulk & after hol*	370·0|53·2|27·0 P27'B104'F22' FK *heads in forward ds dispensed with* *Cell*	British *Cem* 4*BH to Udk* 2 „ 2*nd* „ *DB*302'1050	T.3Cy.24½",41½"&72"-48" 190lb (*s*) 471NHP 2SB,8*cf*,HS6564 FD NewportNewsSB&DD.Co. *only* *'FPT*152*tAPT*317*t*	30 ″ 0	
✻ 30367 221063 WADZ	**Mundixie** (*ex*Redman) *ss*Bos.No.3-2,37 ~~*ss*Bos.No.3-2,27~~ 1*Dk*(*Stl*)2*ndtrB* *in fore & after holds & Web frames*	3286 2890 1965	✠100A1 ~~2,37~~ 10,37 ✠LMC2,37 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Bos Phl	*v*	CL ~~1,37~~ 10,37	1921 6mo	NewYork HarborD.D Corp. PJeffersnNY	RedmanS.S.Corp. (MunsonS.S.Line, *Mgrs.*) *CellDB*251'844*t M*	324·0|46·2|25·0 P30'B90'F35' FK *T*20' 396*t* *FPT*111*t*	Wilmgton (Del.) Utd.States 6*BHptCem* *APT*71*t*	T.3Cy.22",37½"&60"-42" (*r*) 200lb HS5852 380NHP 2 Water Tube Boilers FD EllicottMachineCorp.Bal.	28 ″ 6	
30368 144220 GDMT	**Mundra** TwinSc *ss*Mdb.No.3-1,33 *Ref.Mchy.* *ss*Cal.No.1-36 2*Dks*(*Stl*)	7297 6820 4476	✠100A1 ~~7,37~~ ~~10,36~~ 10,37 BS11,37 ✠LMC10,36 ✠Lloyd'sRMC~~10,36~~ ~~4,37~~ 2,38	Cal	*c*†	CL P10,37 S10,36	1920 9mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cel*	450·2|58·1|32·8 P44'B149'F41' FK *lDB*381'1550*t FPT*	Glasgow British 7*BHCem* 120*tAPT*67*t*	T.6Cy.21",35½"&61"-45" (*s*) 215lb 832NHP 4SB,16*cf*,GS300,HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 10 27 ″ 11¾	
✻ 30369 141905 GCCG	**Muneric** *ss*Phl.No.3-7,33 2*Dks*(*Stl*) *Cargo battens not fitted*	5229 4855 3267	✠100A1 12,36 ✠LMC MS7,33 BS~~1,37~~1,38	Phl	*y*	CL ~~12,36~~ 10,37	1919 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.*) *CellDB*	~~400·4~~|52·3|~~28·4~~ 400·5| |28·5 P49'B113'F39' FK 347'1120*t* *FPT*115*t*	London British 7*BHptCem* *APT*170*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel.	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
30370 21880	**Muneyoshi Maru** WoodAux 3MstSr 1*Dk*	326 286 234					1917	Toba Zosensho Toba	KosugiMasaji	122·6|26·0|14·4	Fushiki Japanese	C.2Cy.11"&23¼"-15" 17NHP YoritaTekkosho,Osaka		
✻ 30371 137221 VLDG	**Mungana** (*ex*Eurelia) *ss*Syd.No.1-38 *ss*Syd.No.3-2,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	3351 3008 1921	✠100A1 *Shelter dk withfreeboard* 1,38 ~~11,36~~ ✠LMC7,36 BS7,37	NSW Syd	*v*	CL ~~11,35~~ 1,38	1920 10mo	N.S.W. Govt.Dkyd. Newcastle, N.S.W. A&CP	Australasian UnitedSteamNav. Co.Ld, *CellDB*277'884*t*	331·0|47·9|23·5 FK *Coll* *FPT*118*tAPT*204*t*	Melbourne British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"-45" (*s*) 190lb HS8289 FD 519NHP 3 Water Tube Boilers GovernmentDockyard, Newcastle,N.S.W.	26 ″ 1 s2 ″ 5 23 ″ 10¾	
30372 220732 KDHU	**Munger T. Ball**(*ex*Chilsco-35, *ex*Lilmae) *Fitted for oil fuel* D.F. GyC. 2*Dks*& *Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	5104 4522 3126				...	1920	TerryS.B. Corp. Savannah,Ga	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*)	391·9|51·2|30·0 P99'B34'F44' FK	Baltimore Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
30373 7778 SIVA	**Munin** *CruiserStern* D.F. Sub.Sig 1*Dk*&*Shelter dk*2*trB*	*1367* *1021* *667*					1931	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	263·4|37·2|13·9	Stockholm Swedish *WB*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 124NHP A.Borsig,Berlin-Tegel		V
30374 LEMJ	— 1*Dk*	1285 1162 766					1899	Schiffsw. v. H.Koch Lübeck	A/S Inger (JacobKjödeA/S, *Mgrs.*)	241·0|35·2|17·4 H66*t*F34*t*	Bergen Norwegian *WB*	T3Cy.16⅝",27$\frac{15}{16}$"&44½"-32½" 113NHP J.F.Ahrens,Ottensen		N
30375	**Munindies** *ss*Mob.No.3-2,30 2*Dks*(*Stl*) *Now* "Elena R," *see No.* 38005 *in Supplement*	4576 4138 2845	✠100A1 9,33 BS1,34 ✠LMC2,30 *Fitted for oil fuel*12,17 *F.P. above* 150° F.	NYk	*x*	CL N9,33	1917 12mo	NwprtNws S B.&D.D.Co. NewprtNews A&CP	A.Roussos&Co. *CellDB*	370·0|53·2|27·0 P27'B104'F22' FK 302'1033*tFPT* 138*t*	Greek 6*BHCem* *APT*271*t*	T.3Cy.24½"41½"&72"-48"(*s*) 190lb 471NHP 2SB,8*cf*, HS6564 FD NewportNewsSB.&DD.Co	30 ″ 0	
30376 121218 KFNQ	**Munising** (*ex*F.M.Osborne) D.F. *Mchy.Aft* 1*Dk*2*trB*	3838 — 2970					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	380·0|50·0|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.CoCleveland		R
30377 217829 WNCF	**Munisla** (*ex*Glorieta) *Fitted for oil fuel* 1*Dk* *Now* "Neptuno," *see No.* 39401 *in Supplement*	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.		289·0|44·1|19·2 P26'B148'F32'	Utd.States *WB*	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
30378 5655 SFOK	**Munkfors** *Mchy.Aft* 1*Dk*	*322* *251* *192*					1914	P.Larsson Thorskog	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	125·7|22·5|9·6 P30'H20*t*F13'B26'	Uddeholm Swedish *WB*	C.2Cy.13"&20"-16" 13NHP ThorskogsM.V.Thorskog		V
✻ 30379 157618 VLDM	**Munmorah** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1273 920 671	✠100A1 ~~1,37~~ 1,38 ✠LMC10,34	Syd	*o*	CL 1,38	1934 10mo *Lloyd*	H.Robb, Ld. Leith *'sA&CP*	WallarahCoalCo. Ld. *CellDBuE*24'*f*139'	231·4|36·7|14·1 Q142'F37' FK&BK1½" 348*tMT*7'103*tFPT*	SydnyNSW British 5*BHCem* 126*tAPT*22*t*	T.3Cy.16½",27"&46"-30" 200lb (*s*) 163NHP 2SB,6*cf*,GS79,HS2900 Plenty&Son,Ld.Newbury	16 ″ 0 s4 ″ 9 15 ″ 5½	
30380 217604 WVOI	**Munmotor** (*ex*Courtois) *OilEng.* *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works, Ecorse,Mich.	MunsonS.S.Line	253·5|43·5|27·5 P115'F25'	Norfolk, Va. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" NE22 283NHP McIntosh&Seymour, Auburn,N.Y.		R
✻ 30381 217725 WBCP	**Munmystic** (*ex*Mystic) *ss*Phl.No.3-11,32 2*Dks*(*Stl*) *Now* "Iberville," *see No.* 38614 *in Supplement*	5685 5062 3413	✠100A1 6,34 BS11,37 ✠LMC MS10,32 ~~BS6,37~~ *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	NOs	*z*	CL ~~1,33~~ 11,37	1919 4mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	~~MunsonS.S.Line~~ WatermanS.S. Corp. *CellDB*	400·7|54·2|30·1 P36'B123'F43' FK 338' 1387*tFPT*147*t*	Mobile ~~NewYork~~ Utd.States 6*BHptCem* *APT*180*t*	2SteamTurbinesDRgeared to1Sc.Shaft 200lb (*s*) GS272,HS8703 524NHP 3WaterTubeBoilers ~~(*Spt*)~~ WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	32 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30382 214012 WNCH	**Munplacé** ssN.Os.No.3-3,28 ssN.Os.No.2-36 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3235 2732 2013	✠100A1 5,37 ~~9,36~~ ✠LMC BS~~6~~6,37 MS9,36 *Fitted for oil fuel*12,19 *F.P. above* 150° F.	NOs	*u*	CL 2,36	1916 5mo A&CP	Maryland SteelCo.of BaltimoreCo Sparro'PtMd	MunsonS.S.Line	327·2 P35'B98'F38' FK *CellDBa*90'*u* E20'*f*146'694*tFPT*	46·2	22·9	NewYork Utd.States 5*BHCem* 78*tAPT*296*t*	T.3Cy.24½",41"&68"-48" (*s*) 200lb 449NHP 2SB,8*cf*,GS144,HS6397 FD MarylandStl.Co.Sparr'.Pt.	25 " 6	
30383 214467 WNCI	**Munrio** ssN.Yk.No.3-6,29 ssGal.No.1-34 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* Now "Szent Gellért," see No. 40103 in Supplement	3378 3102 2106	✠100A1 6,34 ✠LMC BS7,33 MS6,34 *Fitted for oil fuel*10,16 *F.P. above* 150° F.	Gal	*v*	CL 7,33	1916 10mo A&CP	Bethlehm SteelCo. Sparrow's Pt.	MunsonS.S.Line	333·6 P37'B101'F38' FK *CellDB*278'830*tFPT*86*t*	48·2	25·1	NewYork Utd.States 5*BHCem* *APT*219*t*	T.3Cy.24½",41"&68"-48"(*s*) 200lb 449NHP 2SB,8*cf*,GS143,HS6397 FD BethlehemStl.CoSprw'sPt	27 " 6	
30384 214087 WNCJ	**Munsomo** ssN.Os.No.3-7,28 ssBal.No.1-33 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* Now "Capo Orso," see No. 37659 in Supplement	2948 2732 1855	✠ 1,38 ✠LMC *Fitted for oil fuel*1,20 *F.P. above* 150° F.	Bal	*u*	CL 7,32	1916 5mo A&CP	Maryland SteelCo.of Baltimore County Sparro'PtMd	MunsonS.S.Line *forward hold dispensed with*	327·2 P35'B98'F39' FK *'Tween dk BH in*	46·2	22·9	NewYork Utd.States *Cem* *4BH to Udk* *1 BH to 2nd dk only* *Cell DB*278'768*tFPT*78*tAPT*296*t*	T.3Cy.24½",41"&68"-48" (*s*) 200lb 449NHP 2SB,8*cf*,GS144,HS6397 FD MarylandStl.Co.Sparr'.Pt.	25 " 6	
30385 DOED	**Münster** Ⓟ (*ex*Nord-Friesland, *ex*Louisiane) Now "Corrientes," see No. 37676 in Supplement Sub.Sig. 1*Dk*&*Shelter dk* D.F. *CruiserStern*	4565 4221 2783				...	1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-SüdamerDampfschifff.-Ges.	362·6 F68' *on shelter dk* FK	52·2	31·0	Bremen German *WB*	T.3Cy.26",43"&73"-48" 538NHP Richardsons,Westgarth&Co.Ld.Sld.	24 " 9	G †
30386 166226 ~~[illegible]~~ EILY	**Munster** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	4302 1969 2310	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ~~(*ClassContemplated*)~~ *For Irish Channel Service*	Bel		OG	~~1937~~ 1938 3mo *Lloyd's*A&CP	Harland& Wolff,Ld. Belfast	~~British&Irish SteamPacketCo. (1936)Ld.~~ CoastLines,Ld *Cell*	353·0 367·0(O.L.) P59'B186'F43' FK *Forward*B22' *DB*258'614*tDTf*10'3*tAPT*52*t*	50·2	14·6	Dublin ~~Liverpool~~ British *SBHptCem*	Oil Engines 2S.C.SA 20Cy.19 11/16"-35 7/16" 1347NHP DB50lb Harland&Wolff,Ld.Bel.	19 " 0 s3 " 11½ 15 " 1½	
30387 DIDW	**Münsterland** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* Sub.Sig.	6408 5592 3878					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 P&B314'F60'	58·3	26·9	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅜"-20⅜" 856NHP *Emade*16*fitted*21 Mchfb.Augsburg-NürnbergA.G.Augsburg		G
30388 219265 KOPJ	**Muntropic** (*ex*TerreHaute) *Fitted for oil fuel* Now "Ioannis Fafalios," see No. 33607 in Supplement	5670 5063 3424				...	1919	Merchant S.B.Corp. Chester,Pa.	MunsonS.S.Line	400·7 P36'B123'F43' FK	54·2	30·1	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" E*fitted*29 359NHP Hoovers,Owens&Rentschler	32 " 9	R †
30389 151513 VJLN	**Murada** (*ex*Erriba) ssSyd.No.3-3,34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) ssSyd.No.1-37 &*Webframes* *Longitudinal framing*	3345 3013 1919	✠100A1 *Shelter dk withfreeboard* ~~3,37~~ ~~9,36~~ 3,38 ✠LMC 3,38	Syd	*v*	CL ~~9,35~~ 3,37	1921 6mo A&CP	Commonwealth Govt. Dockyard Williamstwn Victoria	Australasian UnitedSteamNav. Co.Ld. *CellDB*277'882*t*	331·0 FK *Collision* *FPT*118*tAPT*204*t*	47·9	23·6	Melbourne British *Cem* *BH to Sh dk* 4 " " *U* "	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 " 1 s2 " 4½ 23 " 11	
30390 28083 JTVH	**Murasaki Maru** Ⓟ TwinSc 2*Dks*	1597 1172 833					1921	OsakaIron Works Osaka	OsakaShosenK.K.	230·0 F42'	38·0	21·0	Osaka Japanese *WB*	T.6Cy.14¾",24½"&40"-30" Osaka 176NHP TekkoshoK.K.Osaka		
30391 PGBM	**Murena** TwinSc *OilEng.* ssRot.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8252 7476 4782	✠100A1 9,37 ~~12,36~~ ✠LMC CS4,36 DBS~~6,35~~12,36 12,36 *Carrying Petroleum in bulk*	Rot Pal	*c*†	CL ~~6,35~~ 9,37	1931 12mo *Lloyd's*A&CP	NV Burgerhout'sM.&S. Rotterdam	N.V.Petroleum Maats"LaCorona" *CellDBuE*69'22	450·8 467·8(O.L.) P103'B35'F43' FK 2*tDTf*32'355*tFPT*	62·0	34·1	TheHague Dutch 14*BH* 225*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24 1/8"-43 5/16" 714NHP 2DB150*lb* N.V.Burgerhout'sM.&S.	34 " 0 s6 " 7½ 27 " 6½	
30392 7231 SEMA	**Murjek** *OilEng.* D.F. ssGot.No.3-4,38 ~~ssGot.No.2-34~~ 2*Dks*(*Stl*)	5070 4394 2870	✠100A1 ~~10,36~~4,38 ✠LMC DBS~~7~~7,37 3,37	Mmo Got 3,38		OG ~~2,36~~ 3,38	1925 10mo *Lloyd's*A&CP	A/B Götaverken Gothenburg	Trafikaktieb. Grängesberg-Oxelösund(M. Waldenström *Mgr*) *CellDB*335'1288*t DT*	392·2 P39'B115'F41' FK *f*39'1190*tFPT*125	52·6	26·6	Stockholm Swedish 7*BHptCem* (*1 to 2nd dk*) *tAPT*301*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB85*lb* A/B Götaverken,Got.	30 " 0 s5 " 10½ 24 " 4	
30393 31571 JNBH	**Muro Maru** Ⓟ TwinSc *OilEng.* *CruiserStern*	1607 1052 749					1926	Mitsubishi S.B.&Eng.Co Ld. Kobe	OsakaShosenK.K.	230·0 F149'	37·0	20·0	Osaka Japanese *Wb*	Oil Engines 4S.C.SA 12Cy.18½"-27" 386NHP MitsubishiZosenKaishaLd		
30394 26035 JAKD	**Muroran Maru** ssYka.No.3-6,30 ssYka.No.1-34 2*Dks*(*Stl*)	5374 4826 3251	✠100A1 3,37 BS 6,37 ✠LMC7,34	Kob	*z*	OG 5,36	1919 11mo A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	NipponYusenK.K. *CellDB*35	400·0 P39'B121'F43' FK 0'1075*tFPT*85*tAP*	54·5	30·0	Tokio Japanese 6*BHCem* *T*87*t*	T.3Cy.26½",44½"&75"-48" 200lb (*s*) 495NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha,Ld	29 " 11 s5 " 8½ 24 " 7	
30395 28094	**Muroto Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	1254 977 557					1922	OsakaIron Works,Ld. Innoshima	TosaShosenK.K.	215·0 P&B150'F40'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.14½",23⅝"&39"-30" 146NHP OsakaIronWorks,Ld.		
30396 162295 MKMY	**Murrayfield** (*ex*Yolande-35,*ex*Ferdiborg-34,*ex*Ruth) ssOsl.No.3-3,21 ssGot.No.2-29 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	576 405 292	✠ 4,34 ✠ ✠NE&B12,05*fitted*08	Got	*h*		1908 3mo	W.Walker Maryport	BorderShipping Co.Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*)	160·5 Q92'B9'F28' FK *DBf*88'120*tFPT*	28·1	11·0	Aberdeen British 3*BHCem* 40*tAPT*4*t*	T.3Cy.13½",21½"&34½"-27" 78RHP NDB05*fitted*08 1SB,3*pf*,GS50,HS1414 Hutson&SonsLd.Glasgow	13 "	C †
30397 PUBR	**Murtinho** Ⓟ TwinSc *Mchy.Aft* Wireless 1*Dk*	*1106* *809* *511*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1 Q79'B62'F39'	36·1	11·3	R.Janeiro Brazilian *WB*	T.6Cy.11",18"&30"-18" 76NHP Aitchison,Blair&Co.Gls.		
30398 HPCF	**Musa** *Ref.Mchy* *Fitted for oil fuel* E.S.D. 4*Dks*	5833 5016 2974					1930	Workman, Clark(1928) Ld. Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·4 P39'B123'F36'	56·3	30·9	Panama Pnamanian *WB*	1SteamTurbineconnected to ElectricMotor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
30399 41270 JIFK	**Musashino Maru** *OilEng.* *Mchy.Aft*	311 — 187					1935	Namura,G. Shipbldg.Yd. Osaka	TokioMunicipal Office	135·9	27·0	12·0	Tokio Japanese	Oil Engines 4S.C.SA 6Cy.13"-20⅞" 99NHP KobeSteelWorksLd.Kobe		
30400 140637 GCBT	**Musician** (*ex*SaintBede) ssBkn.No.3-7,32 ssLiv.No.1-37 2*Dks*(*Stl*)	4663 4293 2886	✠100A1 2,38 ~~3,37~~ ✠LMC BS~~[illegible]~~5,37 MS3,37	Liv	*y*	CL 2,37	1919 7mo *Lloyd's*A&CP	Lithgows, Ld. PortGlasgow	CharenteS.S.Co. Ld(T.&J.Harrison *Mgrs.*) *C*	384·9 P49'B118'F38' FK *ellDB*331'985*tFPT*	52·0	26·7	Liverpool British 7*BHCem* 182*tAPT*20*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 " 3 s5 " 6½ 24 " 0	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	Built. By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30401 212984 WBCR	**Muskogee** (*ex*Triton) *Fitted for oil fuel* GyC. *Carrying Petroleum in bulk* *Mchy Aft* 2*Dks*	7034 6647 4435					1913	F.Schichau Danzig	ArdmoreS.S.Co. Inc.(C.D.Mallory& Co.Inc.*Mgrs.*)	451·0|58·0|31·3 P104′B31′F36′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$25\frac{9}{16}$″,$43\frac{5}{16}$″&$70\frac{7}{8}$″–$47\frac{1}{4}$″ 344NHP 3SB P.Schichau,Elbing		R
30402 217072 KJSA	**Mustang** (*ex*CentralAmerican) *ss*Gal.No.2–27 *Mchy.Aft* 1*Dk*(*Stl*) *Fitted for oil fuel*	357 303 169	✠ ... 9,36 ✠	Gal	*f*		1918 10mo	Texas S.S.Co. Bath,Me.	HumbleOil& RefiningCo. *DTf*18′	124·6|30·0|12·3 BK6″ 58*tFPT*18*tAPT*17*t*	Houston, Texas Utd.States 4*BHCem*	C.2Cy.16″&34″–24″ 114NHP 1SB,3*cf*,HS2055 StatenIslandS.B.Co.N.Y.	13 ″ 2	
30403 28496	**Mutsu Maru** Ⓟ 1*Dk*	520 419 256					1923	Mitsubishi Zosen Kaisha,Ld. Nagasaki	KitaKyushu ShosenK.K.	160·0|27·0|15·5 F25′	Fukuoka Japanese	T.3Cy.12″,20″&33″–24″ 53NHP MitsubishiZosen Kaisha,Ld.Nag.		
30404 24117	**Mutsuura Maru** WoodAux 3MstSr *OilEng.* 1*Dk*	467 375 233					1918	KanaiSaji Kanazawa	KanaiSaji	138·1|28·7|15·9	Aomori Japanese	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$″–18″ 96NHP TsukishimaHatsudoki, Tokio		
30405 VLJD	**Mygreta** TwinSc (*ex*YungPing~~-36)~~ -37) *OilEng.* 2*Dks*	1389 704 902					1930	Kiousin SB&EngWks Shanghai	JohnBurke,Ld.	220·0|34·7|10·5 B64′F22′	Brisbane British *WB*	Oil Engines 4S.C.SA 14Cy.11″–$16\frac{9}{16}$″ 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
	o.v "Polynésien" *see No.* 39703 *in Supplement*													
30406 OHKC	**Myllykoski** (*ex*Willem-René–33, *ex*Tervaete,*ex*AdelineHugoStinnes3) 1*Dk*	*2702 — 1615					1909	Bremer Vulkan Vegesack	A/B Mare(Th. Kramer,*Mgr.*)	327·2|45·2|19·7 P19′B77′F26′	Åbo Finnish *WB*	T3Cy$23\frac{13}{16}$″,$39\frac{3}{16}$″&64″–$43\frac{5}{16}$″ 270NHP BremerVulkan,Vegesack		V
❋ 30407 164483 MBSS	**Myriam** (*ex*Nikitas-Roussos–35, *ex*Myriam–34) *ss*Rou.No.3–10,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *ss*Pir.No.1–37	7012 6366 4402	✠100A1 12,37 ~~1,36~~ BS5,38 ✠LMC~~10,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Pir MS12,37	*a*†	CL ~~12,34~~ 11,37	1921 2mo	SirJ.Laing &Sons,Ld. Sunderland	BritishCommercial InvestorsCo.Ld.	425·0|57·0|33·1 P101′B28′F41′ FK *CellD BuE&B*55′142*tDTf*38′518*tAPT*53*t*	London British 15*BHptCem* (9 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ $2\frac{1}{4}$ 27 ″ 1	
❋ 30408 163302 GLZY	**Myriel** 3Mst (*ex*Wieldrecht) ~~*ss*Rot.No.3–4,25~~ *ss*Ams.2ndNo.3–9,37 ~~*ss*Ist.No.2–33~~ 1*Dk*(*Stl*)&*Web frames*	3560 2909 2113	✠100A1 *Trunk dk* 9,37 ~~7,36~~ ✠NB11,27 ✠LMC9,32 ~~MS2,35~~ ~~BS7,36~~ *Carrying Petroleum in bulk*	Rot Ams	*u*	OG ~~7,36~~ 8,37	1913 11mo	Rotterdam Droogd.Maat Rotterdam A&CP	EuxineShipping Co.Ld.	331·7|47·3|22·6 P73′F33′ FK	London British 15*BH ptAsp APT*80*t*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *160lb* $62\frac{1}{4}$″ 325NHP 2SB,6*cf*,GS126,HS4612 FD RotterdamDroogd.Maats.	24 ″ 0 s 2 ″ $11\frac{1}{4}$ 21 ″ 3	
30409 162321 GPZV	**Myrmidon** Ⓟ TwinSc D.F. *OilEng.* *Longitudinal* 2*Dks* *framing at Upper and Bridge dks*	6278 — 3848					1930	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgs.*)	432·5|56·3|26·3 P43′B260′F50′	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{7}{16}$″–$51\frac{3}{16}$″ 685NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~5,37~~ 4,38
30410 228960 KJSB	**Myron C. Taylor** *Mchy.Aft* GyC. 1*Dk*	7945 — 6337					1929	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0|60·8|28·0	D'luth,Min Utd.States *WB*	T.3Cy.$24\frac{1}{2}$″,41″&65″–42″ 610NHP Gt.LakesEng.Works,Det.		R
❋ 30411 148885 GLQB	**Myrtlebank** TwinSc *OilEng.* *ss*Cff.No.2–34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	5150 4764 3111	✠100A1 *withfreeboard* 6,37 ~~7,36~~ ~~DBS7,36~~ ✠LMC8,34 ✠LMC(M)7,36 *Carrying vegetable oil in deep tank*	Mch Auk DBS6,37	*a*†	CL 1,36	1925 12mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co.*Mgs*) *CellDB*357′1121*t*	420·2|53·9|26·5 FK *Tanks between tunnels* 115′251*t DTf*32′1067*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$″–$37\frac{13}{16}$″ 717NHP DB*110lb* Harland&Wolff,Ld.Gls. *FPT*106*tAPT*132*t*	29 ″ 2 s 3 ″ $7\frac{3}{4}$ 25 ″ 8	
❋ 30412 FOTS	**Myson** *ss*Ant.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4564 4248 2727	✠100A1 *withfreeboard* 4,38 ~~1,37~~ ~~BS7,36~~ ✠LMC5,35	Ant BS10,37	*z*	CL 10,36	1927 10mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	Cie.deNavigation d'Orbigny *CellDB*353′1001*t*	400·0|53·0|25·1 F35′ FK *FPT*108*tAPT*155*t*	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.Eng.WrksWHpl	27 ″ 6 s2 ″ $11\frac{3}{4}$ 24 ″ $9\frac{1}{4}$	
❋ 30413 LDGX	**Mytilus** *ss*Rot.No.3–11,34 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5693 5276 3421	✠100A1 ~~4,37~~ ~~8,36~~ 12,37 ~~MS5,34~~ ✠LMC4,37 ~~BS8,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Rot ~~Got~~	*z*	CL 8,36	1916 8mo *Lloyd'sA&CP*	Swan,Hunter&Wigbam Richardson, Ld.Newcastle	A/S Mytilus (J.P.Jensen) *CellDBuE&B*78′	412·0|53·5|31·3 P109′B26′F46′ FK	Arendal Norwegian 16*BHCem* (12 *to Udk* 4 ,,2*nd*,,) 245*tDTf*32′	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7557 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. 315*tFPT*80*tAPT*135*t*	31 ″ 0 s 6 ″ 7 24 ″ $7\frac{3}{4}$	

₊ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Grément, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au pard. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Oh.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30414	**N. 3** Should be "No. 3," for full particulars Oil Eng. 39437 in Supplement Wireless D.F. *Mchy.Aft* *CruiserStern*	1100	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1937	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	196·8 P75'F25'	36·1	17·0	Vladvostk Russian	Oil Engines 4S.C.SA 7Cy.14⅜"–19½" MitsubishiJukogyoK.K. Yka.		
30415 156510 CGSN	**N. B. McLean** Ⓟ TwinSc *(Icebreaker)* GyC. *2Dks(Stl)3rdDk(Stl)* D.F. *clear of Machinery space* *Fitted for oil fuel* *CruiserStern*	3254 2907 1171	✠ ... 12,38 ✠	Qbc			1930 8mo	Halifax Shipyards,Ld Halifax,N.S.	Canadian Government (Dept.of Marine) *CellDB164'476t* *DT's a29'299tDTf19'96tFPT78tAPT200t*	260·0 F68' FK	60·3	28·7	Ottawa British *7BHCem* *1 ,, to2nd dk*	T.6Cy.27½",43"&70"–42" 1033NHP 6SB,*18cf*,GS414,HS16440 CollingwoodShipyards,Ld. Collingwood,Ont.	31 ″ 0	
30416 OZHC	**N. C. Monberg** *Mchy.Aft* D.F. *1Dk*	2301 1645 1329					1928	Akt.Burmeistr&Wain Copenhagen	DetDanske KulkompagniA/S	275·8 Q169'F28'	41·3	19·0	Copnhagn Danish *WB*	T.3Cy.20½",33"&54"–36" 175NHP Akt.Burmeistr&Wain,Cpn		V
30417 205250 KGNY	**N. F. Leopold** (*ex*W.R.Woodford) D.F. GyC. *Mchy Aft* *1Dk*	6929 — 5245					1908	WestBay CityS.B.Co. BayCityMch.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	532·0 *WB*	56·0	27·3	Cleveland, Ohio Utd.States	T.3Cy.28½",38"&63"–42" 257NHP DetroitS.B.Co.DetroitMch.		R
30418 OUJI	**N. J. Ohlsen** *1Dk*	819 641 474					1924	H.C.Christensens Staalskibs.Værft Marstal	A/S H.C.Christensens Damp.&Seilskibsrederi (Alfr. Petersen, *Mgr.*)	205·2 P21'Q50'B54'F24'	32·7	12·4	Marstal Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		V
30419 LCUO	**N. T. Nielsen-Alonso** TwinSc (*ex*Polcevera,*ex*Custodian) 4Mst D.F. ~~*ss*Rot.2ndNo.3–12,24~~ ~~*ss*Osl.No.2–23~~ *3Dks(Stl)deep framing&Web frames* *ss*Sfj.3rdNo.3–10,37	9348 7284 5553	✠100A1 ~~8,36~~10,37 4,37 ~~Pr. BS~~ *Carrying Whale oil in bulk or oil fuel in bulk* *F P.above150°F. except in Nos. 10&11 tanks* *Fitted for oil fuel 7,30 F.P. above 150° F.*	Ams Sfj 10,37 ~~LMC~~	*d*†	CL 8,36	1900 2mo *Lloyd*	C.Connell &Co. Glasgow *'sA&CP*	Hvalfangerselsk PolarisA/S(Melsom&Melsom, *Mgrs.*) *CellDBa159'uE&B59'f209'1610tFPT145tAPT55t*	481·7 FK	57·2	31·9 39 4	Larvik Norwegian *16BHCem* *8 ,, to 3rd dk*	T.3Cy.21",35"&58"–48" (*s*) 180lb NSB(*s*)7,28 690NHP 21 ~~20~~Pr.B–*60lb* 6Pr.B–*43lb* 2D&2SB *18cf*GS378HS13137 Dunsmuir&Jackson,Gls.	42 ″ 4 s 11 ″ 2½ 31 ″ 5	
❊ 30420 PGCG	**Naaldwijk** *ss*Rot.No.3–5,33 Sub.Sig. *1Dk(Stl)* *Cargo battens not fitted*	2041 1764 1158	✠100A1 5,37~~5,36~~ MS3,35	Rot ✠LMC BS3,37	*r*	OG 5,36	1921 4mo *Lloyd*	NVSchpsw Baanhoek Sliedrecht *'sA&CP*	N.V.StoomMaats. "Wijklijn" (Erhardt&Dekkers, *Mgrs.*) *CellDB225' 477tFPT60tAPT90t*	267·1 P30'B64'F30' FK	42·1	18·4	Rottrdam Dutch *4BHAsp*	T.3Cy.19¹¹⁄₁₆",32¼"&52"–36³⁄₁₆" 180*lb* *100lb* (*s*) 207NHP 2SB,*6cf*,GS100,HS3588 Penn&Bauduin,Dordrecht	20 ″ 6 s2 ″ 7 18 ″ 0¾	
30421 219257 KONV	**Nabesna** (*ex*LakeFilbert) *Fitted for oil fuel* *1Dk2trB*	2451 2203 1513			...		1919	Toledo S.B.Co. Toledo,O.	PortlandS.S.Co. (H.Lueddenmann, *Mgr.*)	251·0 P25'B64'F23' FK	43·6	25·8	Prtlnd,Or. Utd.States *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
30422 31563 JNAH	**Nachi Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* *2Dks*	1607 1052 757					1926	Mitsubishi ZosenKaisha Ld. Kobe	OsakaShosenK.K.	230·0 F222'	37·0	20·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.18½"–27" 386NHP MitsubishiZosenKaishaLd		
30423 37153 JKEC	**Nachisan Maru** Ⓟ *OilEng.* *ss*Kob.No.1–36 Now "Natisan Maru," see No. 39467 in Supplement *2Dks(Stl)* *CruiserStern*	4306 3559 2546	✠100A1 *withfreeboard* 4,37~~4,36~~ ✠LMC CS4,36 DBS~~4,36~~4,37	Kob ~~4,37~~4,37		CL N10,35	1931 12mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Tama *'sA&CP*	MitsuiBussan Kaisha,Ld. *CellDB290'725tFPT56tAPT212t*	339·5 P32'B105'F26' FK	49·0	30·0	Kobe Japanese *7BHCem*	Oil Engines 4S.C.SA 8Cy.21⅝"–39⅜" 362NHP DB*100lb* MitsuiBussanKaisha,Ld Tama	30 ″ 0½ s6 ″ 11¾ 23 ″ 4½	
❊ 30424 589 SVQR	**Nadin** (*ex*Nadine–34,*ex*Dragon–33, *ex*Eastwood) *ss*Pir.2ndNo.3–9,30 *ss*Pir.No.1–35 *1Dk(ptIrn&ptStl)2trB&* *deep framing 3Dk rule*	*3582* *3378* *2335*	✠100A1 10,37~~3,37~~ BS7,36 10,37	Dnz Ams ✠LMC5,35	*v*	CL ~~4,35~~ 10,37	1904 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	Soc.Commerciale et d'Armément S.A. *CellDBa111'uE&B40'f146'952t DTf21' 666tAPT30t*	340·0 P25'B113'F32' FK	48·0	24·8	Piræus Greek *7BHCem*	T.3Cy.24½",40"&65"–42" (*s*) 180lb NDB22 296NHP 2SB,*6cf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4 s4 ″ 10 22 ″ 8½	
30425 SFPI	**Nadja** Now "Pia," see No. 39723 in Supplement *CruiserStern* *Mchy.Aft* *1Dk*	*659* *508* *334*					1916	Eriksbergs M.V.Aktieb. Gothenburg	Rederi A/B Nadja (S.Brunnström)	181·1 P56'F22'H54t	28·9	11·7	Hlsngborg Swedish *WB*	T.3Cy.14⅛",22⁷⁄₁₆"&36⅝"–24" 65NHP EriksbergM.V Aktieb.Got		V
❊ 30426 217130 WPOU	**Naeco** (*ex*CharlesM.Everest–33) *ss*Phl.No.3–12,33 *Mchy.Aft* *3Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	5373 4911 3238	✠100A1 11,37~~4,37~~ BS4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,18 F.P. above 150° F.*	Mob Bal ✠LMC12,33	*z*	CL 4,37	1918 12mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	Chas.Kurz&Co. Inc. (Pennsylvania ShippingCo. *Mgrs*) *CellDBuE&B67' in Bunkers13'* *245tDTf32'336tFPT106tAPT105t*	411·6 428·0(O.L.) P114'B29'F41' FK	53·4	31·2	Wilmgton (Del.) Utd.States *18BHptCem* *(14 to Udk* *4 ,, 2nd ,,)*	T.3Cy.27",45"&74"–48" (*s*) 180lb *180lb* 528NHP 2SB,*8cf*,GS360,HS7788 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s5 ″ 8½ 25 ″ 6½	
❊ 30427 137 SWVS	**Naftilos** (*ex*Leamington, *ex*Tynemede, *ss*Pir.2ndNo.3–11,32 *ex*BlueJacket) *1Dk(ptIrn ptStl)2trB* *deep framing&Web frames*	*3531* *3297* *2271*	✠100A1 11,36 BS11,36	Pir ✠LMC11,32	*w*	CL 6,36	1904 8mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	D.J.Goulandris *CellDBa110'uE23'f140'800tAPT117t*	336·0 P38'B100'F35' FK	49·2	24·2	Andros Greek *6BHCem*	T.3Cy.24",40"&65"–42" (*s*) 180lb 300NHP 2SB,*6cf*,GS131,HS4665 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s4 ″ 7 22 ″ 6½	
30428 KZAM	**Naga** TwinSc *OilEng* *Mchy.Aft* Wireless *1Dk(Stl)* *CruiserStern*	624 — 297	✠ ... 8,33 ✠	Man			1929 3mo	HongK'ng &Whampoa DockCo.Ld. HongKong	ManilaRailroadCo. *CellDBuE18'30tDTf9'64t FPT11tAPT24t*	155·4 P44'F24' FK	35·1	12·5	Manila Utd.States *3BHAsp*	Oil Engines 4S.C.SA 12Cy.9⅞"–15¾" 113NHP MotorenWerke,Mannheim	13 ″ 6	
30429 19305 JCII	**Nagano Maru** *2Dks*	3824 3468 2308			...		1917	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	345·0 P33'B74'F40' FK	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
❊ 30430 135708 GQVC	**Nagara** TwinSc *ss*Liv.No.3–8,31 *ss*Liv.No.1–35 *2Dks(Stl)&Awngdk(Stl-ws)* *Ref.Mchy.* D.F. *CruiserStern*	8791 5796 5372	✠100A1 *Awng dk* *withfreeboard* 10,37~~1,36~~ ~~BS~~ ✠Lloyd'sRMC 4,38	Liv BS10,37 ✠LMC9,35 10,37	*c*†	CL ~~RN9,34~~ ~~9,34~~ 10,37	1919 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	RoyalMailLines, Ld. *CollisionBH to Awng dk* *CellDB372'919tFPT86tAPT139t*	430·0 *B211' onAwng dk* *F44'onAwng dk* FK	61·3	27·8	S'thamptn British *Cem* *6BH to Udk*	Q8Cy24⅝",33½",47"&68"–48" 215lb (*s*) 1094NHP 5SB(*Spt*),*20cf*,GS415, FD HS16770 Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 5 s8 ″ 3½ 30 ″ 4½	
❊ 30431 7514 SEIN	— TwinSc *OilEng.* D.F. *ss*Got.No.1–33 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in forward holds*	*6525* *5567* *3980*	✠100A1 *withfreeboard* 11,36 ✠LMC DBS~~...~~1,35 *Carrying vegetable oil in No.5 double bottom tank and in tanks in way of tunnels*	Got 8,37 CS7 2,34	*c*†	CL ~~11,34~~ 11,37	1929 4mo *Lloyd*	AB.Götaverken Gothenburg *'sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr.*) *CellDB369'1335t*	437·0 455·8(O.L.) FK	57·0	28·5	Gothenbrg Swedish *7BHptCem* *(Coll to Sh dk* *6 to 2nd ,,)* *689tAPT59t*	Oil Engines 4S.C.SA. 12Cy.24¹³⁄₁₆"–66¹³⁄₁₆" 700NHP DB*85lb* AB.Götaverken,Got.	31 ″ 6 s4 ″ 2½ 27 ″ 5½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
30432 39666 JBNH	**Nagara Maru** Ⓟ OilEng. Ref.Mchy. 2Dks CruiserStern Rudder electrically welded	7149 6369 4247	✠100A1 10,37 ~~10,36~~ DBS10,37 ~~DBS10,36~~ ✠LMC8,34 ✠Lloyd'sRMC2,38 ~~10,37~~ Carrying cargo oil F.P. above 150° F. in deep tanks	Kob	c†	CL 9,35	1934 8mo Lloyd	Yokohama DockCo.Ld. Yokohama 'sA&CP	NipponYusenK.K. CellDB354'1615t	449·6 P23'B173'F41' FK DTs a42' 1341t Wing tanks in way of	62·3	34·4	Tokio Japanese 8BH tunnel 94t F	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47$\frac{1}{4}$" 1851NHP DB100lb YokohamaDockCoLd.Yka PT72t APT68t	34 " 5	
30433 20587 JEQB	**Nagaragawa Maru** Ⓟ Wireless 1Dk	983 834 587					1917	Nagata Sanjuro Osaka	KusakabeKisen K.K.	190·0	32·0	18·5	Amagasaki Japanese	T.3Cy.14$\frac{3}{8}$",22$\frac{11}{16}$"&36$\frac{5}{8}$"–21$\frac{1}{2}$" 62NHP		
30434 29052 JAXA	**Nagasaki Maru** Ⓟ TwinSc ssKob.No.3-11,34 D.F. 2Dks(Stl–pt ws)&Awng dk(Stl–teaks)	5268 4220 2206	✠100A1 Awng dk withfreeboard 12,37 ~~11,36~~ ✠LMC ~~11,36~~ 12,37	Kob	z	CL ~~P11,35~~ S9,36 P11,37	1922 9mo Lloyd	W.Denny &Bros.Ld. Dumbarton 'sA&CP	NipponYusenK.K. CellDB302'286t	395·0 F56' on Awng dk FK Collision FPT23t APT45t	54·2	29·0	Tokio Japanese Cem BH to Aw dk 7 " " U "	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1852NHP 10SB,30cf,GS680,HS23600 W.Denny&Bros.Ld.	32 " 0 s 11 " 6$\frac{1}{2}$ 20 " 9	
30435 14967 JEKI	**Nagasaki Maru No. 2** 1Dk	603 — 346					1912	MitsuBishi JukogyoK.K Nagasaki	HamaguchiKisen GoshiKaisha	181·0 Q73'F20'	22·5	17·5	Nagasaki Japanese WB	T.3Cy.12",20"&33"–24" 53NHP MitsuBishiD.&E.Wks.Nag		
30436	**Nagata Maru** CruiserStern 1Dk	3000					1936	Mitsubishi JukogyoK.K Yokohama	KinkaiYusenK.K.	305·4 P24'B80'F29'	45·3	26·2	Tokio Japanese WB	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$" –43$\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
30437 40020 JFGJ	— OilEng. 1Dk	479 — 340					1934	KasadoDk. K.K. Suitake-minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
30438 18224 JFBI	**Nagata Maru No. 28** 1Dk Carrying oil in bulk	664 596 311					1915	Nagata Sanjuro Osaka	NipponSekiyaK.K.	182·0	29·5	15·3	Nishinomiya Japanese	T.3Cy.12",19$\frac{1}{2}$",&32$\frac{5}{8}$"–22" 50NHP NagataSanjuro,Osaka		
30439 22878 JEYD	**Nagato Maru** ssYka.No.3-7,30 ssYka.No.1-34 2Dks(Stl)&Awng dk(Stl)	5901 5586 4325	✠100A1 Awng dk withfreeboard ~~9,36~~ 10,37 BS10,37 ~~BS9,36~~ ✠LMC11,34	Yka Osa	y	OG ~~N11,34~~ 10,37	1918 7mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	NipponYusenK.K. CellDB334'111	385·0 FK Collision 8tFPT126tAPT98t	51·0	36·0	Tokio Japanese Cem BH to Aw dk 5 " " U "	T.3Cy 26",43$\frac{1}{2}$"&72"–48" (s) 200lb FD 444NHP 2SB(Spt)6cf,GS126,HS580 KawasakiDkydCoLdKobe	36 " 0 s 9 " 1$\frac{3}{4}$ 27 " 1	
30440 144267 GFSK	**Nagina** ssCal.No.3-5,33 ssCal.No.1-36 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	6551 6161 4090	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~10,36~~ 8,37 ✠LMC10,36 BS12,37 Carrying oil fuel F.P. above 150° F in DB & DT	Cal ~~Hpt~~ Bom	b†	CL 10,36	1921 4mo Lloyd	W.Gray& Co.(1918)Ld. Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB385'	433·0 451·0(O.L.) FK Collision 1443tDTa27'778t	57·4	30·2	Glasgow British ptCem BH to Sh dk 6 " " U "	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (s) 769NHP 4SB,12cf,GS247,HS10000FL Cen.Mar.Eng.Wrks.W Hpl	32 " 10 s 4 " 7$\frac{1}{2}$ 28 " 6	
30441 36560 JJWC	**Nagisan Maru** OilEng. Mchy.Aft 1Dk	4391 3672 2602					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76'B20'F28'	50·0	29·0	Kobe Japanese WB	OilEngines4S.C.SA 8Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 361NH MitsuiBussanKaishaLd.		C
30442 ~~[illegible]~~ ~~SVBW~~	Seized during Spanish hostilities **Nagos** (exCorbrae-34, exHillingdon) ssSld.No.3-9,25 Well deck ssPir.No.2-34 1Dk(Stl) Cargo battens not fitted	*1926* *1489* *1085*	✠~~100A1~~ 7,35 ~~MS9,34~~ ✠~~LMC~~ ~~[illegible]~~	Pir	q	CL 11,33	1912 8mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	~~J.G.Livanos~~ CellDBa73'u E&B35'f110'439t	267·0 P28'Q71'B51'F28' FK side tanks in ER12'	38·0	17·6	~~Chios~~ ~~Greek~~ 4BHCem 156tFPT11	T.3Cy.20$\frac{1}{2}$",33"&54"–39" (s) 180lb 199NHP 2SB,6pf,GS97,HS3090 G.Clark,Ld.Sunderland 9tAPT106t	19 " 10 s 2 " 0 18 " 0	
30443 37699 JJDE	**Nagoya Maru** Ⓟ 2Dks(Stl)	6050 5281 3730	✠ 9,37 ~~[illegible]~~ ✠~~LMC8,35~~	Yka	a†	CL 7,35	1932 8mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	NanyoKaiunK.K. CellDB348'1203t Tank in ER36t FPT94t	406·8 P31'B138'F40' FK	55·5	32·5	Fuchu Japanese 7BHCem APT133t	T.3Cy.25$\frac{1}{2}$",41$\frac{1}{2}$"&69"–51"& L.P.Turbine with DR gearing & hydraulic coupling 225lb 100lb (s) 691NHP 3SB(Spt),9cf,HS8934 FL MitsubishiZosenKaisha Ld.Nag	32 " 6 ~~s 6 " 7$\frac{1}{2}$~~ ~~26 " 6~~	
30444 144054 GDBW	**Nagpore** D.F. 2Dks(Stl)	5283 4793 3226	✠ 11,22 ✠	Bom	y		1920 6mo	Earle'sCo. Ld. Hull	P.&O.Stm.Nav.Co. CellDB340'1023t FPT	400·4 P49'B113'F39' FK	52·2	28·5	Hull British 7BHCem 132tAPT69t	T.3Cy.27",44"&73"–48" 517NHP 3SB,9cf,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Mdb.	31 " 0	
30445	**Nagu** (exBradesk-36) D.F. 1Dk	3352 3080 2039					1927	Napier& Miller,Ld. Glasgow	J.W.Paulin	340·2 P35'B104'F34'	48·7	23·2	Wiborg Finnish WB	T.3Cy.21$\frac{1}{2}$",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
30446 CBNA	**Naguilan** (exJongeMariá, exDelfia, exLaSambre) Fitted for oil fuel 1Dk&Shelter dk	1872 1550 993			...		1920	H.&C. Grayson,Ld. Garston, Liverpool	Haverbeck& Skalweit	264·8 FK	41·3	18·8	Valdivia Chilian WB	T.3Cy.21",34"&56"–36" 252NHP McKie&Baxter,Ld.Gls.	28 " 10	G †
30447 157928 ZSQM	**Nahoon** Mchy.Aft 1Dk	788 529 363	✠100A1 ~~5,37~~ ~~11,36~~ 11,37 ✠LMC1,36	PNl CTn	k	CL 10,37	1936 1mo Lloyd	Scott& Sons Bowling 'sA&CP	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. Mgrs.) Cell	190·0 195·5(O.L.) Q106'B13'F34 FK DB 112' 191t FPT	30·9	11·6	PortNatal British 3BHCem 63t APT46t	T.3Cy.15",25$\frac{1}{2}$"&41"–30" (s) 200lb 100lb 127NHP 1SB,3cf,GS63,HS2224 Aitchison,BlairLd. Clydebank	13 " 9 s 4 " 3$\frac{1}{2}$ 13 " 6$\frac{1}{4}$	
30448 165384 GZKS	**Nailsea Belle** (exHellenic-36) ssGot.2ndNo.3-11,31 ssBkn.No.1-36 D.F. 2Dks(Stl)&deep framing &Shelterdk(Stl) No 40 "St. Usk," see No. 40071 in Supplement	5472 5268 3506	✠100A1 Shelter dk withfreeboard 1,37 ✠LMC MS1,36 BS1,37	Ant	y	CL 1,37	1909 2mo Lloyd	Hawthorn, Leslie&CoLd Newcastle 'sA&CP	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.Mgrs.) CellDBa	380·2 FK 119'uE&B64'f150'	52·0	25·7 33·2	London British 6BHCem 972tAPT30t	T.3Cy.27$\frac{13}{16}$",46"&76"–48" 180lb (s) 492NHP 2SB(FD)&1Aux.SB,10cf, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	36 " 0 s 9 " 9$\frac{1}{2}$ 26 " 4$\frac{3}{4}$	
30449 162113 GYYM	**Nailsea Court** 1Dk&Shelter dk D.F. CruiserStern	4946 4461 2914					1936	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.Mgrs.)	420·3 F28'	56·0	25·4	Cardiff British WB	C.4Cy.(2)10$\frac{9}{16}$"&(2)19$\frac{5}{8}$"– 13" SRgeared &LPTurbine DRgeared to Sc.Shaft 255NHP White'sMarEngCoLdNwc		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
30450 140310 GQPN	**Nailsea Lass** (*ex*Specialist–36, *ex*Santille) *ss*Liv.No.3–5,30 D.F. *ss*Shl.No.2–37 ~~*ss*Liv.No.1–35~~ 2*Dks*(*Ubrn,2nd dk Stl*)	4289 ~~4287~~ 3871 ~~2695~~ 2667	✠100A1 ~~10,36~~10,37 ~~MS1,35~~	Liv Shl ✠LMC10,37 ~~BS3,36~~	*r*	CL ~~10,36~~ 9,37	1917 6mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP*	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	370·3|50·4|25·8 P83'B182'F38' FK *CellDB*316'890*t*	Liverpool British 6*BHCem* *APT*31*t*	T.3Cy.28",46"&75"–48" (*r*) 180lb 484NHP 2SB,*8cf*,GS186,HS6642 FD J Readhead&Sons,Ld.	28 ″ 2 s 4 ″ 5½ 24 ″ 0	
⁕ 30451 143506 GDQT	**Nailsea Manor** (*ex*NailseaCourt–36, *ex*H.H.Asquith–32) *ss*Shl.No.3–6,33 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*) Now "Danybryn," *see No.*37865 *in Supplement*	4226 3879 2515	✠100A1 *Shelter dk* *withfreeboard* 11,36 MS7,33	Ant ✠LMC BS4,36	*y*	CL 3,36	1920 6mo *Lloyd*	RopnerSB. &RepairngCo (Stocktn)Ld. Stockton '*sA&CP*	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *CellDB*341'1099*t*	390·0|52·5|24·7 P34'F36' *on* FK *Shelter dk* *Coll* *FPT*135*t* *APT*166*t*	Cardiff British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" (*s*) 180lb 475NHP 3SB&1AuxSB,*12cf*,GS228, HS8647 Blair&Co.Ld.Stockton	27 ″ 3 s2 ″ 10¼ 24 ″ 7¼	
30452 162118 GZKW	**Nailsea Meadow** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	4962 4461 2943					1937	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.)	420·3|56·0|25·4 F28'	Cardiff British *WB*	C.4Cy.(2)10½"&(2)20"–18" SR geared&LP turbine DR gearedtoSc.Shaft 255NHP White'sMarEngCoLdNwc		
30453	**Nailsea Moor** (*ex*DavidLloyd George–22) *ss*Npt.No.3–7,30 D.F. 1*Dk*(*Stl*) Now "[illegible]," *see No.*40078 *in Supplement*	4107 3742 2480	✠ … 1,35	HKg ✠	*r*		1917 7mo	Craig,Tay- lor&Co.Ld. Stockton	~~NailseaS.S.Co.Ld.~~ ~~(E.R.Management~~ ~~Co.Ld.*Mgrs.*)~~ *CellDB*	370·1|51·4|24·0 P52'B&F285' FK 319'1134*t* *FPT*106*t*	 Swedish 6*BHCem* *APT*184*t*	T3Cy26",42½"&69½"–45" GS162HS6830 400NHP 2SB&1Aux.SB,*6cf*&*2pf* N.E.MarineEng.Co.Ld.Sld	26 ″ 6	C †
Broken up 30454 [illegible] GRMY	**Nailsea Tower** (*ex*Chinkoa–37, *ex*Arabistan) *ss*Cal.No.3–11,26 *ss*Cal.No.2–34 ~~D.F.~~ 2*Dks*(*Stl*)	5222 4828 3295	✠~~100A1~~ 2,37 ~~BS9,34~~	Mdb ✠~~LMC9,34~~		CL N8,34	1913 8mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	~~NailseaS.S.Co.Ld.~~ ~~(E.R.Management~~ ~~Co.Ld.*Mgrs.*)~~ *CellDBa*l	400·2|53·6|27·2 P30'B124'F39' FK 32'*uE*26'*f*176'1184*t*	Glasgow British 6*BHCem* *APT*33*t*	T.3Cy.28",46"&77"–48" (*s*) 180lb 588NHP 3SB,*12cf*,GS213,HS8813 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 5 ″ 9½ 24 ″ 0	
To be Broken up 30455 [illegible] GQLN	**Nailsea Vale** (*ex*ClanMacbeth–37) *ss*Gls.No.3–4,26 ~~D.F.~~ *ss*Grk.No.2–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5015 4225 3095	✠~~100A1~~ 8,36 ~~MS3,34~~	Gls ✠~~LMC~~ ~~BS11,35~~ ~~1,37~~	*y*	CL 12,34	1913 5mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	~~NailseaS.S.Co.Ld.~~ ~~(E.R.Management~~ ~~Co.Ld.*Mgrs.*)~~ *Cell DBa*121'*u E&B*	385·0|51·7|27·4 P38'B119'F44' FK 39'*f*172'1157*tFPT*	Glasgow British 6*BHCem* 85*tAPT*42*t*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 394NHP 3SB,*9cf*,GS178,HS6436 Richardsons,Westgarth& Co.Ld.W.Hpl.	29 ″ 11 s 5 ″ 4½ 24 ″ 9	
⁕ 30456 132476 VJGY	**Nairana** Ⓟ **TwinSc** *ss*Mel.No.3–9,29 *ss*Mel.No.2–37 ~~*ss*Mel.No.1–33~~ 2*Dks*(1*ptStl–ws*)& *Shelter dk*(*Stl*–teak s)	3042 1459 1228	✠100A1 *Shelter dk* *withfreeboard* ~~9,37 11,36~~8,38 ~~BS7,36~~	Mel MS10,36 BS8,37 ✠LMC[illegible]	*u*	CL P7,36 SN 12,36	1917 9mo *Lloyd*	W.Denny &Bros. Dumbarton '*sA&CP*	Tasmanian SteamersPty,Ld. *CellDBa*30'48*t*	315·8|45·6|23·6 329·8(O.L.) F60' FK&BK2' *uEf*98'143*tFPT*38*t*	Melbourne British 5*BHptCem* *ptAsp* *APT*59*t*	4SteamTurbinesSRgeared to 2 Screw Shafts (*s* 200lb HS20604 1490NHP 6 Water Tube Boilers FD Denny&Co.Dumbarton	24 ″ 9 s10 ″ 3 14 ″ 11¼	
⁕ 30457 148867 GLNM	**Nairnbank** **TwinSc** *OilEng.* *ss*Shl.No.2–33 1*Dk*(*Stl*)&*Shelter dk* (*Stl–ws*)	5156 4768 3117	✠100A1 *withfreeboard* 1,37 ~~DBS1,37~~ *Carrying veg*	Nap DBS2,38 ✠LMC12,33 ✠LMC(M)2,36 *etable*	*a*† *oil*	CL 1,37 *in deep*	1925 7mo *Lloyd* *tank*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellD* 115'	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *B*357'1121*t Tanks* 251*t DTf*32'1067*t*	420·1|53·9|26·5 FK *between tunnels* (*FPT*106*tAPT*132*t*	Glasgow British 7*BHptCem* *Coll to Shdk* 6 „ 2*nd* „	Oil Engines 4S.C.SA 12Cy.24⅜"–37⅜" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.)	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
30458 900 ESDA	**Naissaar** (*ex*FordCastle–33) *ss*Tln.2ndNo.3–7,37 ~~*ss*Sld.No.3–7,24~~ ~~*ss*Tln.No.2–33~~ *Well deck* 1*Dk*(*Stl*)	1893 1600 1080	✠100A1 7,37~~1,36~~ ~~BS5,36~~	Cff Tln ✠~~LMC5,35~~ 7,37	*y*	CL N1,36	1911 12mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	A/S Merilaid&Co. *Cell DBa*&*uE* 102'	268·0|37·9|17·6 277·5(O.L.) P24'Q82'B51'F31' FK *f*104'383*tFPT*105*t*	Tallinn Estonian 4*BHCem* *APT*100*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
30459 DOSA	**Najade** Ⓟ **TwinSc** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1246 954 653					1936	Neptun- werftRostock G.m.b.H. Rostock	Dampfschifffahrts Ges."Neptun"	246·4|34·8|14·1 P120'F31'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16$\frac{9}{16}$" 146NH Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
30460 OZFC	**Najaden** (*ex*Örkild,*ex*Boscia) 1*Dk*&*Awng dk*	1963 1782 1178					1906	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	281·7|42·1|17·9	Esbjerg Danish *WB*	T.3Cy.20",32"&53"–36" 192NHP HelsingörsJernsk.&Msk.		V
⁕ 30461 39727 JRWJ	**Nako Maru** Ⓟ *OilEng.* *Ref.Mchy.* D.F. 2*Dks* *CruiserStern* *Rudder electrically welded*	7145 6377 4271	✠100A1 1,38 ~~1,37~~ ~~DBS1,37~~ ✠Lloyd'sRMC~~1,37~~ *Carrying car*	Kob DBS1,38 ✠LMC10,34 ~~5,37~~ ~~9,37~~2,38 *go oil*	*c*† *F.P. abo*	CL 11,35 *ve* 150	1934 10mo *Lloyd* ° *F.in deep tan*	Uraga DockCo.Ld. Uraga '*sA&CP*	NipponYusenK.K. *CellDB*354'1615*t* *DTsa*42'1341 *ks*	449·7|62·3|34·4 P23'B173'F41' FK *t wing tanks in way*	Tokio Japanese 8*BH* *of tunnel* 94*t*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* YokohamaDockCoLd.Yka *FPT*72*tAPT*68*t*	34 ″ 5	
30462 142257 GCTZ	**Naldera** Ⓟ **TwinSc** *Ref.Mchy* *CruiserStern* D.F. 4*Dks*&*Hurricane dk*	16113 13558 ~~8909~~ 8873	Lloyd'sRMC~~4,37~~ ~~8,37~~ 3,38				1918	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	580·9|67·2|44·4	Greenock British *WB*	Q.8Cy32½"46½"69"&96"–60" 1430NHP Caird&Co.Ld.Greenock		BT till ~~1,38~~ 1,39
⁕ 30463 146303 GFTS	**Nalgora** *ss*Cal.No.3–10,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6579 6193 4101	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~12,36~~ BS10,36	Mdb ✠LMC10,34	*b*†	CL 9,35	1922 5mo *Lloyd*	W.Gray& Co.(1918),Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*382'	433·0|57·4|30·2 FK *Collisio* 1443*tDTa*27'778*t*	Glasgow British *ptCem* *nBHtoShdk* 6 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb FD 770NHP 4SB,*12cf*,GS247,HS10000 Cen.Mar.E.WrksLd.WHpl	32 ″ 10 s4 ″ 7½ 28 ″ 6½	
⁕ 30464 137478 GPST	**Nalon** (*ex*Murillo–33) **TwinSc** *ss*Liv.No.3–2,29 *ss*Bry.No.2–37 ~~*ss*Liv.No.1–33~~ *Ref.Mchy* 3*Dks*(*Stl–ws*)& D.F. *Shelter dk*(*Stl–ws*)	7206 6704 4432	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~2,37~~ ~~BS6,36~~ ✠Lloyd'sRMC~~2,37~~ 4,38 ~~1,38~~	Lon Bry BS7,37 ✠LMC3,32 MS2,37 ~~5,37~~ ~~10,37~~ ~~1,37~~	*b*†	CL s12,35 P2,37	1915 9mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	RoyalMailLines, Ld. *CellDBa*137' *uE&B*	440·0|56·2|35·6 455·1(O.L.) F48'*onShelter dk* FK 95'*f*153'1286*tFPT*	Liverpool British 8*BHptCem* 64*tAPT*58*t*	Q8Cy20½",29½",42"&61"–48" 215lb (*s*) 810NHP 3DB,*18cf*,GS372,HS15270 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 0 28 ″ 4	
⁕ 30465 137224 VJTT	**Nalpa** (*ex*Solholm) *ss*Syd.No.3–1,34 *Well deck* *Mchy. Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Buranda," *see No.*37427 *in Supplement*	685 532 365	100A1 7,37 ~~12,36~~ BS1,37	Syd LMC1,34	*j*	CL 12,36	1918	Wortel- boer&Co. Delfzijl	~~TheAdelaide~~ ~~SteamshipCo.Ld.~~ Australasian UnitedS.Nav. Co.Ld. *CellD*	180·8|28·7|12·6 30·2 190·6(O.L.) Q88'B11'F24' FK *B*115' 151*t FPT*25*t*	P.Adelaide British 3*BHCem* *APT*3*t*	T3Cy.14⅝",23⅝"&38⅝"–26$\frac{1}{16}$" 180lb (*s*) 84RHP 2SB,*4cf*,GS66,HS2002 Wortelboer&Co.Delfzijl	14 ″ 4 s ″ 10½ 13 ″ 7	
30466 153790 VSRS	**Nam Yong** (*ex*Kapelle) 1*Dk*	1345 1160 769					1917	Gebr. Jonker Kinderdijk	HeapEng.MohS.S. Co.Ld.	240·0|36·2|16·7 P30'B60'F24'	Singapore British *WB*	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		V
30467	**Namasket** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinalframing*	6062 — 3772					1920	Pacific CoastS.B.Co. BayPoint,Cal	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	402·5|53·0|32·0 P34'F38'	~~S.Francisco~~ ~~Unit.States~~ British *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville.N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30468 157636 VLJK	**Nambucca** WoodTwinSc Wireless *Mchy.Aft* 1*Dk*	489 333 185					1936	E.Wright Tuncurry, N.S.W.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	153·0	35·1	8·7	SydnyNSW British	C.4Cy.(2)12″&(2)24″–18″ 48RHP E&B*made*14*refitted*36 Campbell&CalderwoodPsy		
30469 31166 JMXE	**Namikiri Maru** 2*Dks*	589 490 367					1925	Amagasaki ZosenbuG.K. Osaka	Amagasaki KisenbuGomei Kaisha	173·0	25·0	16·5	Osaka Japanese	T.3Cy.		
30470 D.F.	**Naminoue Maru** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	4600 3770 2830					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaShosenK.K.	351·1 F43′	51·5	32·0	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{1}{16}$″–47¼″ 750NHP MitsuiBussanKaisha,Ld. Tama		
30471	**Nampeg** (*ex*SoonAnn, *ex*Wilhelm) Iron 1*Dk*2*trB*&*Hur.dk*	*783* *520* *588*					1882	H.F.Ulrichs Vegesack	ShunOnS.S.Co.	180·3 Q52′B128′	27·0	14·3	Portuguese *WB*	C.2Cy.21″&37¼″–25½″ 58NHP O.Henniges&Co.Berlin		
30472 LEMO	**Namsos** Ⓟ 1*Dk*&*Awngdk*	506 467 287					1904	Trndhjms Mek.Værks. Trondheim	IndherredsAktie-Dampskselskap	164·2 H37*t* len10	23·1	16·6	Steinkjer Norwegian *WB*	T.3Cy.15″,25″&41″–26″ 86NHP TrondhjemsM.V.Trondhm		
30473 10822 JBIE	**Nan Yang Maru** Ⓟ TwinSc Sunk to block Whangpoo River,8,37 3*Dks*	3310 1517 1968					1907	Kawasaki Dockyard Co Ld.,Kobe	NisshinKisenK.K.	320·0	43·4	13·8	Tokio Japanese	T.6Cy.17″,28″&46″–33″ 243NHP KawasakiDkydCoLdKobe		
30474 140034	**Nanaimolite** (*ex*Toedjoe, *ex*MonitorNo.17) *CruiserStern* 2*Dks*	513 398 168					1915	Wm.Gray &Co.Ld. WHartlepool	ImperialOilShippingCo.Ld.(H.J. Rahlves,*Mgr.*)	170·0	31·2	12·3	Nnaimo BC British *WB*	T.3Cy.11½″,18¼″&30″–16″ 97RHP Cen.Mar.Eng.CoLd.WHpl		
30475 23297 JJXC	**Nanbo Maru No.2** WoodAux3Mst Bkn Wireless 1*Dk*	525 483 342					1918	Nanyo Boyeki Toba	OginunoKaisho K.K.	141·0	34·0	16·8	Fushiki Japanese	C.2Cy.14½″&29$\frac{1}{16}$″–21″ 32NHP TakahashiTekkoshoOsaka		
30476 FNWZ	**Nancéen** (*ex*Athen–36, *ex*Sandö) D.F. 1*Dk*&*Shelter dk*	2895 2614 1706					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement,*Mgrs.*)	330·5 P99*t*H147*t*F17*t*	48·9	20·5	Dunkirk French *WB*	T.3Cy.25″,40½″&66″–45″ 292NHP G.Clark,Ld.Sld.		NV
30477 146657 GDYR	**Nanchang** 2*Dks*	2489 2051 1488					1922	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72′F42′	44·2	19·6	London British *WB*	T.3Cy.18″,29″&47″–39″ 138NHP Scott'sS.B.&E.Co.Ld.Grk		
30478 OUJJ	**Nancy** 1*Dk*	1153 929 678					1921	Schiffb.Ges Unterweser Wesermünde-L.	J.Lauritzen	231·5 P21′B56′F28′	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)13⅗″&(2)28¾″–28¾″ NE28 108NHP Christiansen&Meyer,Ham.		G
30479 3940 SFPO	— 3Mst (*ex*JohJeansson) *ss*Got.2ndNo.3–7,26 *Mchy.Aft* *ss*Got.No.2–35 *Welldeck* 1*Dk*(*Irn*) *Cargo battens not fitted*	*654* *472* *320*	✠100A1 5,37 ~~5,36~~ ✠LMO MS6,35 BS~~5,36~~ 5,37	Got	*i*	5,36	1901 10mo	IrvineS.B. &E.Co.Ld. Irvine *Lloyd*'*sA&CP*	RederiA/BKlippan (A.Blidberg,*Mgr.*) *Cell*	180·0 Q88′B22′F26′ FK *DBf*112′200*t FPT*	29·1	11·2	Gothenbrg Swedish 3*BHCem* 42*tAPT*4*t*	T.3Cy.15¼″,25″&40″–27″(*s*) 160lb ~~65lb~~ 96NHP 1SB,*3pf*,GS60,HS1630 McKie&Baxter,Glasgow	13 ″ 6 s ″6¼ 13 ″ 2	
30480 136082 GWYT	**Nancy Moller** (*ex*Rowena–34, *ex*Norfolk) 1*Dk*2*trL*	3916 3537 2409					1907	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	343·5 P18*t*H101*t*F57*t*	49·0	24·3	Shanghai British *WB*	T.3Cy.24″,40″&66″–45″ 292NHP N.E.MarineEng.Co.Ld.Sld		
30481 38116 JKME	**Nankai Maru** TwinSc *OilEng.* *Ref.Mchy.* 3*Dks*(*Stl*) *CruiserStern*	8416 7813 5114	✠100A1 *withfreeboard* 12,36 DBS12,37 ~~DBS12,36~~ ✠LMC1,33 ✠Lloyd'sRMC~~12,36~~4,37 4,38 ~~12,37~~ 8,37 *Carrying cargo oil F.P. above*150° *F. in deep tanks*	Kob	*ll*†	CL ~~12,34~~ 12,37	1933 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd*'*sA&CP*	OsakaShosenK.K. *CellDB*373′1316*t* *tunnels* 1063*t*	446·8 F40′ FK *Tanks in way of* *MTs*36′1185*tFPT*	60·5	40·7	Osaka Japanese 8*BH* (*Coll to Wdk* 7 ,, *2nd* ,,) 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.28⅜″–49$\frac{3}{16}$″ 1678NHP DB*100lb* MitsubishiZosenKaisha, Ld.Nag.	40 ″ 9 s13 ″0¼ 28 ″ 2¼	
30482 29427 JCLE	— Ⓟ TwinSc 1*Dk*	544 321 206					1923	Mitsubishi K.K. Kobe	Government of Japan(Dept.of Railways)	140·0	30·2	12·5	Tokio Japanese	SR gearedSteamTurbines		
30483 131857 GBKM	**Nankin** Ⓟ TwinSc *ss*H.Kg.2ndNo.3–7,32 D.F. *Ref.Mchy.* 3*Dks*(*Stl–U* teak s) *ss*Yka.No.1–36	7131 5872 4420	✠100A1 ~~7,37~~ ~~7,36~~12,37 Yka 12,36 ~~BS12,35~~ ✠LMC~~6,32~~ Lloyd'sRMC~~11,36~~~~4,37~~ 11,37	HKg	*l*†	CL ~~S2,35~~ P12,35 S6,37	1912 6mo	Caird&Co. Ld. Greenock *Lloyd*'*sA&CP*	Eastern&AustralianS.S.Co.Ld. *WB=Cell*	449·7 466·0(O.L.) P84′B149′F85′ FK&BK2″ *DBa*110′*f* 189′832*t*	52·0	30·6	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19″,27″,38¼″&54″–48″ 215lb *215lb* (*s*) 628NHP 2DB,*12cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 ″ 6 s 6 ″ 6¾ 27 ″ 5¾	
30484 7119 SKLA	**Nanking** TwinSc *OilEng.* D.F. *ss*Lkr.No.3–9,35 1*Dk*(*Stl*)*Shelter dk*(*Stl–ws*) 2*nd dk*(*Stl*)*inNos.*1,2,3&4*holds*	*5931* *5366* *3486*	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~4,36~~1,38 DBS7,37 ~~DBS9,35~~ ✠LMC9,35	Got	*a*†	CL ~~P8,34~~ S9,35 P7,37	1924 6mo	Aktieb. Götaverken Gothenburg *Lloyd*'*sA&CP*	A/BSvenska Ostasiatiska Kompaniet(G. Borin,*Mgr.*) *CellDB*371′128	426·5 443·7(O.L.) FK *Collision* 3*tTank at sides of T*	56·1	27·7	Gothenbrg Swedish 7*BHptCem* *BH to Sh dk* *unnel*31′155*t*	Oil Engines 4S.C.SA 12Cy.29⅛″–43$\frac{5}{16}$″ 988NHP DB*100lb* Aktieb.Götaverken,Got. *FPT*93*tAPT*75*t*	30 ″ 8 s4 ″ 0¼ 26 ″ 10½	
30485 17083 JCGD	**Nanking Maru** 2*Dks*&*Web frames* *Longitudinal framing*	3006 2779 1863			...		1914	OsakaIron Works Osaka	KitaNipponKisen K.K.	305·3 P19′B82′F32′ FK	42·2	24·8	Fuchu Japanese *WB*	T.3Cy.22″,37″&61″–42″ 288NHP OsakaIronWorks,Osaka	27 ″ 3	
30486 168 JHIA	**Nankoh Maru** (*ex*Wigmore, *ex*Ardgrange) *ss*Nag.No.3–5,30 *ss*Kob.No.1–34 2*Dks*(*Stl*)	4714 4319 2950	✠ ... 9,35 ✠	Kob	*y*	CL 8,34	1916 11mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	IshiharaGoshi Kaisha(Ishihara SangyoKaiunK.K. *Mgrs.*)	385·0 P34′B111′F47′ FK *CellDB*334′1029*t*	52·0	26·5	Dairen Japanese 6*BHCem* *APT*20*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 491NHP 3SB,*9cf*,GS147,HS7404 FD ClydeS.B.&E.Co.Ld.P.Gl.	29 ″ 0	C †
30487 29703 JHMA	**Nankwa Maru** (*ex*Visigoth) *ss*Osa.2ndNo.3–7,32 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4065 3781 2549	✠ ... 10,34 ✠	Yka	*w*		1906 4mo	A.McMillan&Son,Ld. Dumbarton	Kotani Mokunosuke *CellDBa*	360·8 P11′B112′F32′ FK 106′*uE*20′*f*120′947*t*	50·0	16·9 24·8	Kobe Japanese 6*BHCem* *APT*32*t*	T.3Cy.23″,38½″&64″–45″ 314NHP 2SB,*6cf*,GS90,HS4054 Dunsmuir&Jackson,LdGls	27 ″ 4	C +

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
* 30488 28019 JFFD	**Nanman Maru** (exKunaMaru-34, exFujiMaru) ssKob.No.3–7,32 2Dks(Stl)&Awng dk(Stl) ssKob.No.1–37	6550 6157 3990	✠100A1 Awng dk with freeboard 7,37 ~~7,36~~ ~~BS7,36~~ ✠LMC ~~6,34~~ 7,37 Fitted for oil fuel 6,21 F.P. above 150° F. Adapted for carrying oil 1,29 F.P. above 150° F. in DTs forward	Kob	2	CL 7,36	1921 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP Cell DB342'1234t DTa 35'808t DTs f26'622t FPT104t APT36t	YamashitaKisen K.K.	405·0 F33' on Awng dk FK	53·0	37·0	~~Kobe~~ Tokio Japanese pt Cem CollBHto Awng dk 5 ,, ,, U ,,	T.3Cy.28",46½"&78"–54" (s) 200lb FD 578NHP 3SB(Spt)9cf,GS190,HS7800 KawasakiDkyd.Co.Ld.	37 ″ 0 s9 ″ 3½ 28 ″ 0	
30489 152102 GKRC	**Nanning** 2Dks	2486 2049 1486					1923	TaikooDk- yd&EngCo.of HongK'ngLd	ChinaNav.Co.Ld.	295·8 B72'F42'	44·2	19·6	London British WB	T.3Cy.18",29"&47"–39" 138NHP TaikooDkyd&ECoLdHKg		
30490	— Pad 2Dks	569 280 348					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	H.2Cy.18"&38"–72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
30491 30141 JYAA	**Nanrei Maru** Ⓟ 2Dks	2085 1715 1259					1924	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	274·5 P44'B84'F32'	41·5	22·8	Tokio Japanese	T.3Cy.22",37"&61"–42" 240NHP YokohamaDock,K.K.		
30492 PGCU	**Nansenville** Oil Eng. Ref.Mchy. 1Dk&Shelter dk D.F. CruiserStern	5887 5224 ~~3529~~ 3526					1931	Kockums M.V.Aktieb Malmö	N.V.totVoort- zetting v.d. Koninklijke HollandscheLloyd	432·3 P143tH495tF26t	59·7	25·5	Amstrdam Dutch WB	Oil Engines 2S.C.DA 6Cy.27 9/16"–47¼" 1592NHP KockumsM.V.Akt.Malmö		N
* 30493 32316 JIIB	**Nanshin Maru** (exKohkiMaru, exHemisphere, ssKob.No.3–8,26 exThurlandCastle, ssKob.No.2–33 exCorinthic) 1Dk(Stl)	4806 4404 2970	✠100A1 ~~2,37~~ 12,37 ✠LMC ~~12,37~~ 12,37	Nag Kob	y	CL ~~12,34~~ 12,37	1914 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP CellDBa132'u	IshiharaSangyo KaiunK.K.	385·0 P38'B126'F37' FK E26'f167'961t FPT 68t APT154t	52·0	27·0	Fuchu Japanese 6BHCem	T.3Cy.25½",42"&70"–48" (s) 180lb 395NHP 3SB,9cf,GS163,HS6435 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6	
30494 FOVT	**Nantaise** (exVaux) ssNwc.No.3–12,32 ssRot.No.1–36 Welldeck 1Dk(Stl) Mchy.Aft	1798 1384 961	✠100A1 2,38 ~~10,36~~ ✠LMC10,36 BS2,38	Rot	q	CL 10,36	1920 3mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP Cell DB215' 503t MT10' 224t FPT140t APT56t	SociétéNavale Caennaise(G. Lamy&Cie. Mgrs.)	260·0 Q154'F30' FK	37·5	17·5	Caen French 5BHCem	T.3Cy.20½",33"&54"–39" (s) 180lb 201NHP 2SB,6pf,GS87,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8 s6 ″ 5 18 ″ 4	
30495 Broken up	**Nantasket** Fitted for oil fuel 2Dks	5268 — 3268			...		1918	Bethlehem S.B.Corp.Ld. Quincy,Mass.	~~UnitedStates Maritime Commission~~	389·7 P50'B114'F42' FK	54·8	30·3	~~Boston Utd.States~~ WB	DR geared Steam Turbine 474NHP BethlehemS.B.Corp.Ld.	32 ″ 6	
30496 130350 KJSF	— Ⓟ Iron (exNewburgh) 3Dks	1033 — 741					1887	Neafie& Levy Philadelphia	Nantasket-Boston SteamboatCo.	200·0	32·0	11·0	Boston Utd.States	C.2Cy.26"&45"–36" 101NHP Neafie&Levy,Philadelphia		
30497 9902	**Nanto Maru** (exLadyMitchell, Iron exSchwalbe) 1Dk2trB	959 796 578					1882	J.C.Teck- lenborg Weser- münde-G.	ShoKunishiro	210·0 B46'F19' WB	32·0	15·0	Kobe Japanese	C.2Cy.23"&47⅝"–31½" NB12 105NHP F.Schichau,Elbing		
30498 219247 KJKG	**Nantucket** (exFargo-33) Fitted for oil fuel D.F. 3Dks	2606 2261 1612			...		1920	M'Dougall DuluthCo. Duluth,Minn	Merchnts&Miners TransportationCo.	251·0 P25'B64'F20' FK	43·7	25·8	Baltimore Utd.States WB	T.3Cy.21",35"&59⅝"–42" 231NHP McDougallDuluthCo.	28 ″ 2	R †
30499 224501	— Ⓟ (exNobska) Wireless 2Dks	1082 — 428					1925	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4	36·1	13·1	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"–24" 88NHP BathIronWorks,Bath,Me.		
30500 28495 JCFD	**Nanyo Maru** TwinSc (CableVessel) D.F. GyC. 2Dks	3605 3236 1844					1923	OsakaIron Works Osaka	Govt.ofJapan (Department of Communication)	344·6	44·0	30·3	Nagasaki Japanese WB	T.6Cy.17",28½"&48"–36" 276NHP		
30501 JLAG	**Nanzan Maru**	462 — 207					1910	.... Kobe	Minamimanshu TetsudoK.K.	160·6	30·1	10·4	Dairen Japanese	C.		
30502 207420	**Napa Valley** Ⓟ Fitted for oil fuel 1Dk	2189 — 1289					1910	UnionIron Works S.Francisco	SouthernPacific GoldenGateFer- ries,Ld.	231·2	45·7	15·3	S.Frncisco Utd.States	T.4Cy.25",41"&(2)48"–30" 253NHP UnitedEng.Wrks,S.Frisco		
* 30503 149781 GMSY	**Napier Star** (exNapierstar) TwinSc ssNwc.No.2–34 Ref.Mchy. 3Dks&Shelter dk5th dk D.F. E.S.D. in No.6hold CruiserStern	10116 9136 6187	✠100A1 with freeboard 2,38 ~~12,36~~ ✠LMC ~~BS2,36~~ MS12,34 ✠Lloyd'sRMC ~~12,36~~ 2,38 Fitted for oil fuel 3,27 F.P. above 150° F.	~~Lon~~ Nwc BS2,38		CL P8,36 S2,38	1927 3mo	Lithgow's Ld. PortGlasgow Lloyd'sA&CP	BlueStarLine,Ld. Duct keel forward of machinery space140' CellDB403'1414tFPT148t APT116t	513·3 530·5(O.L.) F44' FK len34	67·3	36·6	London British 8BHptCem (Coll to Sh dk 7 ,,2nd,,)	4 Steam Turbines SR (r) geared to 2 Sc. Shafts 200lb HS22896 1582NHP 2D&2SB,24cf,GS420, ParsonsMarineSteam TurbineCo.Ld.Nwc.	39 ″ 9 s10 ″ 0½ 30 ″ 0	
* 30504 25473 JNBD	**Naples Maru** ssNag.No.3–5,32 2Dks(Stl)&Awng dk(Stl) ssKob.No.1–37	5825 5586 4225	✠100A1 Awng dk with freeboard 6,37 ~~5,36~~ ✠LMC ~~5,36~~ 6,37 Fitted for oil fuel 2,23 F.P. above 150° F	Nag Kob	y	OG 5,35	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	KokusaiKisenK.K. CollisionBH to Awng dk CellDB 334'1118tFPT126t	385·0 FK	51·0	36·0	Kobe Japanese ptCem 5BH to U dk APT93t	T.3Cy.26",43½"&72"–48" (s) 200lb FD 437NHP 2SB(Spt)&1AuxSB,8cf, GS154 HS5636 KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 3½ 27 ″ 1	
30505 EGCO	**Naranco** 1Dk	850 684 633					1920	Astilleros deGijon Gijon	Cia.Naviera Gijonesa	201·8 B43'F30'	29·8	13·9	Gijon Spanish	T.3Cy.12",20"&32"–24" 50NHP AlexanderHermanos, S.enC.Barcelona		
30506 136384 VLGP	**Narani** WoodTwinScK Mchy.Aft 1Dk Wireless	381 308 180					1914	E.Wright CapeHawke, N.S.W.	Illawarra&South CoastSteamNav. Co.Ld.(A.L.Miller, Mgr.)	148·6 B53'F35'	33·2	8·7	SydnyNSW British WB	C.4Cy.12"&24"–18" 48RHP Campbell&Calderw'd,Gls.		
* 30507 139108 GNXQ	**Narbada** (exLeitrim) TwinSc ssLiv.No.3–3,28 ssDdn.No.2–36 2Dks(Stl)&Shelter dk CruiserStern (Stl–ws) Cargo battens not fitted in Shelter 'tween dks	8988 8310 5460	✠100A1 Shelter dk with freeboard 1,38 ~~10,36~~ BS ~~1,37~~ ✠LMC2,36 1,38	Ddn	d†	CL ~~2,35~~ 10,37	1915 10mo	Sir Raylton Dixon&Co.Ld Middlesbro' Lloyd'sA&CP Cell DBa112'u E&B85'	Indo-PacificShpg. Co.Ld.	470·0 B188'F49' on Shelter dk FK f196'1396t FPT83t	60·2	36·3	London British 7BHCem APT125t	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (s) 1030NHP 5SB,20cf,GS371,HS14710FD Richardsons,Westgarth& Co.Ld.Hpl.	39 ″ 4 s9 ″ 2¼ 30 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30508 220890 KDIG	**Narbo** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	LykesBros.– RipleyS.S.Co.Inc.	402·6 P34'F36'	53·0	32·2	N.Orleans Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
30509 220954	**Narcissus** Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·6 P34'F36'	53·0	32·2	S.Frncisco Utd.States WB	2 Steam Turbines DR gearedto 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
30510 141920 GCLF	**Nardana** TwinSc ssFal.No.3–9,31 ssShl.No.1–35 D.F. 2Dks(Stl)&Shelter dk(Stl)	7974 7611 4784	✠100A1 Shelter dk withfreeboard ~~4,37~~10,36 8,38 ~~BS6,36~~ ✠LMC4,35 BS~~4,37~~2,38	Bom ~~Fal~~ Npt	c†	CL ~~1,34~~ 4,37	1919 9mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB386'1460t DTa39'914t	449·5 P31'F43'onShelter dk FK FPT125tAPT80t	58·2	37·1	Glasgow British Cem 8BHtoSh dk	T.6Cy.26½",44"&73"–48" (s) 2LPTurbines withDRgearing&hydraulic couplings 200lb *110lb* NDB20 1356NHP 3DB,24cf,GS440,HS17352 FD Barclay,Curle&Co.Ld.Gls	40 ″ 0 s11 ″ 0½ 29 ″ 2½	
30511 144349 GBQY	**Narenta** Fitted for oil fuel D.F. Ref.Mchy. 3Dks CruiserStern	8265 7758 5145	✠Lloyd'sRMC~~5,37~~ 3,38 ~~12,37 8,37~~				1919	Workman, Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2 P35'F44'	58·3	37·1	London British WB	2 Steam Turbines DR geared to 1 Sc.Shaft Wrkman,Clark&Co.LdBel		C
30512 261 IBDY	— Ⓟ Wireless OilEng. Sub.Sig. CruiserStern 2Dks	1362 — 615					1934	Cant.Nav. Riuniti Ancona	"Adriatica"Soc. Soc.Anon.diNav.	236·8 P10'B131'F33'	35·6	18·6	Venice Italian WB	Oil Engines 2S.C.SA 8Cy.17$\frac{11}{16}$"–28$\frac{7}{16}$" 437NHP SocAn"Fiat"S.G.M.Turin		I
30513 146333 GJTZ	**Naringa** ssCal.No.3–4,35 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6607 6197 4118	✠100A1 Shelter dk withfreeboard 8,37 ~~8,36~~ ~~BS6,36~~ ✠~~LMC4,35~~ 7,37	Cal	b†	CL 8,36	1923 5mo	WearShipyard of W. Gray&Co. (1918)Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB382'	FK 1476tDTa27'764t	57·4	30·2	Glasgow British ptCem CollisionBHtoSh dk 6 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (s) 770NHP 4SB,12cf,GS247,HS10,000 FD Cen.Mar.Eng.Wrks W.Hpl	32 ″ 10 s4 ″ 7½ 28 ″ 6¼	
30514 317 HSAR	**Naris** ssBgk.No.1–34 1Dk(Stl)&Shade dk(Teak) Cargo battens not fitted	799 729 450	✠ A1 withfreeboard 5,37~~9,36~~ ~~BS9,36~~ ✠LMC1,34 For Coasting Service between Bangkok&Bandon Fitted for oil fuel 7,29 F.P. above 150° F.	Bgk BS11,37	1	CL ~~9,36~~ ~~5,37~~ 11,37	1929 7mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	SiamSteamNav. Co.Ld. Cell	165·8 FK DBuE12' 20t FPT	35·1	15·7	Bangkok Siamese 4BHAsp 18tAPT18t	T.3Cy.13",21"&35"–18" (s) 190lb 100NHP 2SB,4cf, HS2112 HongKong&Whampoa DockCo.Ld.HongKong	9 ″ 0 s2 ″ 0½ 7 ″ 0½	
30515 143562 GCNT	**Nariva** TwinSc ssBry.No.3–12,32 Ref.Mchy. 3Dks(Stl)&Shelter dk D.F. ssLiv.No.1–37 (Stl–ws) CruiserStern	8714 7434 5341	✠100A1 Shelter dk withfreeboard 12,37~~6,36~~ ~~MS12,32~~ ✠Lloyd'sRMC~~2,37~~ 7,37 3,38 ~~12,37 9,37~~	Liv MS1,37 ✠LMC BS~~10,36~~ 9,37	c†	CL P3,35 S12,35	1920 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	RoyalMailLines, Ld. CellDB386'1221t	430·4 B227'F37'onShelter dk FK FPT120tAPT65t	61·3	36·1	S'thamptn British Cem 4BHtoSh dk 3 ,, ,, U ,,	Q8Cy.23½",33",47"&67"–51" 215lb (s) 1095NHP 5SB(Spt),20cf,GS412, HS16812 FD A.Stephens&Sons,Gls.	38 ″ 6 s8 ″ 1¼ 30 ″ 7½	
30516 50 SWGO	**Narkissos** (exCentury) 2Dks	*4313* *4056* *2748*					1906	Nthmblnd S.B.Co.Ld. Newcastle	G.N.Stathatos	360·0 P27'B95'F36'	47·9	28·1	Ithaca Greek WB	T.3Cy.25",41"&69"–48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		C
30517 142496 GCVB	**Narkunda** Ⓟ TwinSc Ref.Mchy. 4Dks D.F. CruiserStern	16632 14035 ~~9464~~ 9429	Lloyd'sRMC~~2,37~~ 6,37 5,38~~1,38~~ ~~10,37~~				1920	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co	581·4	69·4	44·5	Belfast British WB	Q.8Cy.33"47"67½"&97"–60" 1428NHP Harland&Wolff,Ld.Bel.		BT till ~~7,37~~ 6,38
30518 164603 GYSS	**Narragansett** E.S.D. GyC. D.F. Mchy.Aft OilEng. 1Dk. 2nd dk clear of cargo tanks Rudder electrically welded CruiserStern Longitudinal framing	10339 9592 5940	✠100A1 6,37~~12,36~~ 2,38 ✠LMC4,36 CarryingPetroleum in bulk	Fal Mdb	f†	CL	1936 4mo	Frd.Krupp Germaniawft A.G. Kiel Lloyd'sA&CP	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) CellDBuE86'184tD	490·4 P107'B39'F35' FK Tf16'540tFPT370t	69·9	36·9	London British 16BHptCem ptAsp APT214t	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" 912NHP 3DB200lb Fr.KruppGermaniawftAG	37 ″ 0 s7 ″ 4¼ 29 ″ 11¼	
30519 39738 JBQH	**Naruto Maru** Ⓟ OilEng. Ref.Mchy. 2Dks CruiserStern Rudder electrically welded	7149 6369 4245	✠100A1 2,38~~1,37~~ DBS2,38 ✠~~LMC12,34~~ ✠Lloyd'sRMC~~1,37 5,37~~ 2,38 ~~9,37~~ Carrying cargo oil F.P. above 150° F. in deep tanks	Kob	c†	CL 12,35.	1934 12mo	Yokohama DockCo.Ld. Yokohama Lloyd'sA&CP	NipponYusenK.K. CellDB354'1652tD Wing tanks in way of tunnel 94t FPT	449·7 P23'B173'F41' FK Tsa42'1341t	62·3	34·4	Tokio Japanese 8BH 72t APT68t	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" DB100lb 1851NHP YokohamaDockCoLd.Yka	34 ″ 5	
30520 15172 JTNH	— Ⓟ TwinSc (exKurenaiMaru,exMeiShun)	1288 701 699					1900	S.C.Farnham&Co.Ld. Shanghai	OsakaShosenK.K.	238·0	30·0	12·8	Osaka Japanese WB	T.6Cy.11$\frac{7}{16}$",18$\frac{1}{16}$"&30$\frac{1}{16}$"–21" 82NHP S.C.Farnham&Co.Ld.Shi.		
30521 165903 GZYB	**Narva** 3Mst Mchy.Aft E.S.D. CruiserStern 1Dk	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0 P15'Q42'B110'F26'	40·5	16·3	Glasgow British WB	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		
30522 5615 SFXN	**Narvik** ssGot.No.3–1,27 ssGot.No.2–35 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	*4251* *3842* *1997*	✠100A1 Shelter dk withfreeboard 12,37 ~~1,37~~ MS2,35 ✠LMC	Got ~~Rot~~ BS~~11,36~~ 12,37	y	CL ~~1,37~~ N12,37	1914 6mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	Trafik A/B Grängesberg- Oxelösund(M.Waldenström,*Mgr.*) Cell DBa including tunnel tanks 134'uE21' f including low tank in forehold 147'1811tD Ta15'440t DTf21'260tFPT 76tAPT191t	385·0 FK	53·7	23·6	Stockholm Swedish 7BHCem	T.3Cy.26½",43"&72"–48"& LP Turbine with DR gearing&hydraulic coupling 180lb (s) 509NHP 3SB(Spt)9cf,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s2 ″ 6½ 23 ″ 9¼	
30523 129922 GPLS	**Nascopie** Ⓟ ssHfx 2ndNo.3–11,35 GyC. 1Dk(Stl)&Shelter dk(Stl–ws) D.F.	2521 1591 1503	✠100A1 Shelter dk withfreeboard 6,37~~6,36~~ ✠LMC6,36	Hfx BS6,37	l	CL 10,34	1912 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Hudson'sBayCo. WB=CellDBa56'uE&R59'f119'415t FPT 75tAPT55t	285·5 FK	43·8	20·2	London British 5BHCem	T.3Cy.21½",35½"&58"–42" 180lb *100lb* (r) 339NHP 2SB,6cf,GS121,HS5322 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 9 s6 ″ 2 23 ″ 11¾	
30524 20390 JLME	**Nase Maru** 1Dk	1219 — 841					1917	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	220·0 P23'B34'F24'	33·6	18·5	Osaka Japanese WB	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
30525 221319 KDSM	**Nashaba** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing	6062 — 3776					1921	Pacific CoastS.B. Co. BayPoint,Cal	LykesBros.– RipleyS.S.Co.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Tex. Utd.States WB	DR Geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, d'ont est dans le L.R. Duree Cert. B of Trade
30526 140619 GBPX	**Nasmyth** ssGls.No.3–2,32 ssLiv.No.1–36 D.F. 1Dk(Stl) & Shelter dk(Stl) Straight frames & bevelled bilge Cargo battens not fitted in 'tween decks	6509 6230 4015	✠100A1 Shelter dk with freeboard 11,37 ~~5,36~~ ✠LMC MS1,36 BS~~5,36~~ 12,37	Liv Bul	a†	CL ~~4,35~~ 11,37	1919 5mo Lloyd	Harland & Wolff,Ld. Belfast 'sA&CP CellDB343'	Lamport&Holt Line,Ld. 1571t DTa 25'858t	412·6|55·8|34·4 F40' on Shelter dk FK FPT91t APT126t	Liverpool British ptCem 6BH to Sh dk 2 „ „ U „	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0 28 ″ 8½	
30527 86267	**Nassau** (exGlencairn,exGranvilleA. Richardson,exGeorgeJ.Gould) Mchy.Aft 2Dks	2098 1945 1265					1893	UnionDry DockCo. Buffalo,N.Y.	NassauShipCo.	266·0|41·0|22·4	Chicago Utd.States WB	T.3Cy.18",30"&48"–42" 118NHP KingIronWorks,Buffalo		
30528 37133 JKCC	**Nasusan Maru** OilEng. Mchy.Aft 1Dk	4399 3671 2591					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5|50·0|29·0 P76'B20'F28'	Kobe Japanese WB	Oil Engines 4S.C.SA 8Cy.21 5/8"–39 3/8" 362NHP MitsuiBussanKaisha,Ld. Tama		C
30529 DHHA	**Natal** (exEupatoria–36) D.F. Sub.Sig. 2Dks	3172 2781 1854					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	337·7|48·3|20·9 F43	Hamburg German WB	T.3Cy.23½",38¼"&62"–41 7/10" 247NHP A.G."Neptun,"Rostock		G
❋ 30530 145330 GCNS	**Natia** TwinSc ssLiv No.3–5,33 D.F. 3Dks(Stl) & Shelter dk Ref.Mchy. ssLiv.No.1–37 (Stl–ws) Cruiser Stern	8715 7434 5328	✠100A1 Shelter dk with freeboard 2,38 ~~8,36~~ BS9,37 ~~BS9,36~~ ✠LMC~~1,33~~ MS6,37 ✠Lloyd'sRMC3,~~37~~,~~37~~ 4,38 ~~2,38~~ ~~11,37~~,~~37~~	Liv	c†	CL 8,36	1920 12mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	RoyalMailLines, Ld. CellDB386'1221t	430·4|61·3|36·1 B227'F37' on Shelter dk FK FPT120t APT65t	Sthamptn British Cem 4BH to S dk 3 „ „ U „	Q.8Cy.23½",33",47"&67"–51" 215lb (s) 1095NHP 5SB(Spt),20cf,GS412, FD HS16812 A.Stephen&Sons,Ld.Gls.	38 ″ 6 s 8 ″ 1½ 30 ″ 7½	
30531 144 IQZW	**Naty** (exAlba–33,exHammonia, exMathilde) Iron 1Dk2trB	1122 874 658					1882	Germania-werft Kiel	~~ArturoZappalà fu Ignazio~~ AlessandroAiello	233·1|33·2|15·4 Q77tB87tF36t	Catania Italian WB	C.2Cy.30"&53"–36" NB06 140NHP MärkischeAct.Ges.Berlin		I
30532 127281 KJSJ	**Naugatuck** Ⓟ (exAllanJoy, exCapeCharles) 1Dk	1308 648 739					1898	Delaware RiverCo. Chester,Pa.	SoundS.S.Lines, Inc.	220·7|37·2|14·0	NewYork Utd.States	T.3Cy.19",31"&50"–28" 132NHP DelawareRiverCo.Chester		
30533 DHRF	**Naumburg** (exHamburg) Well deck D.F. 2Dks	5878 5423 3607			..		1920	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·6|58·2|27·0 P&B378'F53' FK	Hamburg German WB	T3Cy31¼"50 13/16"&84 1/16"–53 13/16" & L.P. Turbine with D.R. gearing & hydraulic coupling 902NHP FlensburgerSchiffsb.Ges.	29 ″ 6	G †
30534 228531 WODS	**Naushon** Ⓟ TwinSc 2Dks	1978 — 936					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	250·0|45·0|16·0	N.Bedford, Mass. Utd.States	T.8Cy.18",30"&34"–21" 106NHP BethlehemSBCorp.Ld. Quincy,Mass.		
30535 SVET	**Nausicaa** ssRou.No.3–6,34 Mchy.Aft 2Dks(Stl) & Web frames Longitudinal framing Now "Burlington," see No. 37372 in Supplement	5005 4575 2886	✠100A1 3,37 BS2,37 ✠LMC6,34 Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.	Rou	y	CL 5,34	1922 5mo Lloyd	NofIreland S.B.Co.Ld. Londonderry 'sA&CP	Mme.M.K.Venizelos(K.E.Venizelos, Mgr.) CellDBuE&B70' 198tDTf46'585t	388·0|52·7|29·0 P106'B27'F61' FK (FPT53t APT25t	Piræus Greek 14BH ptCem 12 „ to U dk 2 „ „ 2nd „	T.3Cy.26",43"&72"–48" (s) 180lb 495NHP 3SB,9cf,GS177,HS7272 FD J.G.Kincaid&Co.Ld.Grk.)	29 ″ 3 s 4 ″ 4½ 25 ″ 1	
30536 455 ESCA	**Nautic** (exMabay,exT.L.Church) ssTln.No.3–5,33 ssTln.No.1–36 1Dk(Stl)	2050 1810 1167	✠100A1 7,37 ~~5,36~~ ✠LMC5,36 ~~BS5,37~~ 4,38	Tln Sld	r	CL 2,36	1920 5mo Lloyd	Dominion S.B.&Repair Co.Ld. TorontoOnt. 'sA&CP	A/S EestiLaewandus CellL	251·0|43·6|20·7 P24'B68'F21' FK B220' 556t FPT55t	Tallinn Estonian 4BH Cem APT100t	T.3Cy.20½",33"&54"–36" (s) 180lb 216NHP 2SB,6cf,GS116,HS3700 DominionSB&RepairCoLd	23 ″ 1 s 3 ″ 1½ 20 ″ 1½	
30537 1508 IBEY	**Nautilus** (exOberschlesien) TwinSc Oil Eng. Mchy.Aft D.F. 2Dks Carrying Petroleum in bulk	2070 1814 1298					1921	Frd.Krupp Akt.Ges. Kiel	NautilusSoc.Anon. diNav.	276·0|40·5|23·5 B30'F42'	Genoa Italian WB	Oil Engines 4S.C.SA 12Cy.17¾"–16 11/16" 371NHP Maschfbk.Augsburg-NürnbergA.G.Augsburg		I
30538 DCCN	**Naval** (exRhenus–27) 1Dk	547 522 310					1910	Jonker& Stans HendrikIdo Ambacht	Ivers-Linie, KommanditGes. (Paulsen&Ivers, Mgrs.)	187·4|23·1|13·2	Kiel German WB	C.2Cy.13"&28"–12" 23NHP Alblasserdam.Msch.Fab.		G
30539 LCTU	**Navarra** Fitted for oil fuel 1Dk	2118 1878 1251					1920	Osbourne, Graham&Co. LdSunderlnd	Dampsk.intsk. "Garonne"(Fearnley&Eger, Mgrs.)	285·0|43·5|19·1 P73tH92tF20t	Oslo Norwegian WB	T.3Cy.21",35"&58"–39" 210NHP G.Clark,Ld.Sunderland		N
30540 EAPK	— Ⓟ Torpedoed & Beached 2,37 ssBcl.No.3–3,22 ssBcl.No.2–30 2Dks(MStl) & Awng dk(ptStl)	1693 — 920	✠, —— 6,36 ✠	Val	q		1908 11mo	R.Thompson&Sons,Ld. Sunderland	Hijo deRamon A. Ramos WB=CellDB	250·0|35·0|16·0 BK9" a67 uE&B33' f 100'	Seville Spanish 6BH Cem 260t APT8t	T.3Cy.18½",30"&49"–33" 153NHP 1SB,3cf,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4	
30541 135702 GQVB	**Navasota** TwinSc ssRot.No.3–11,30 ssNwc.No.1–34 Ref.Mchy. 3Dks(Stl) & Awng dk(Stl–ws) D.F. Cruiser Stern	8795 7621 5402	✠100A1 Awng dk with freeboard 10,37 ~~7,36~~ BS10,37 ~~BS9,36~~ ✠LMC8,34 ✠Lloyd'sRMC~~4,37~~ ~~7,37~~ 3,38 ~~4,38~~ ~~10,37~~	Liv	c†	CL 1,36	1917 12mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	RoyalMailLines, Ld. CellD	430·0|61·3|35·9 B on Awng dk 211' F on Awng dk 44' FK B372' 919t FPT86t	S'thamptn British 7BH Cem APT139t	Q8Cy.24⅝",33½"47"&68"–48" 215lb (s) 1094NHP 5SB(Spt),20cf,GS415, FD HS16770 Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4½	
❋ 30542 EADH	**Navemar** (exCaboMayor–32, exFrogner) ssMsl.No.3–2,33 2Dks(Stl) & Shelter dk(Stl) Cruiser Stern	5473 4937 3291	✠100A1 Shelter dk with freeboard 8,36 BS1,36 ✠LMC2,33 Fitted for oil fuel 10,21 F.P. above 150°F.	NYk	z	CL 5,34	1921 10mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	Cia.Espanola de Nav.MaritimaS.A. CellD	407·1|53·8|27·9 FK Collision B350'947t APT22t	Seville Spanish ptCem BH to Sh dk 6 „ „ U „ FPT110t	T.3Cy.27",44"&74"–51" (s) 180lb 548NHP 3SB,9cf,GS183,HS8112 FD Armstrong,Whitworth& Co.Ld.Nwc.	30 ″ 6 s3 ″ 10½ 26 ″ 10½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross.—Under deck.—Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom—Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30543 123158 MCKZ	**Naviedale** (*ex*Grovehill-32, *ex*Wheatear) **3Mst** *ss*Bwg.2ndNo.3-1,30 *ss*Shl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	383 236 146	✠100A1 8,37 ~~4,37~~ BS3,37	Abn ✠LMC4,34	*f*	OG 4,35	1906 5mo	AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP*	G.Couper&Co.Ld.	142·2 Q84'B10'F22' BK7″ *Cell DBf*74'82*t FPT*19*t APT*4*t*	23·6	9·4	Aberdeen British 3*BHptCem*	C.2Cy.18″&40″-27″ (*s*) 130lb 87RHP 1SB,3*pf*,GS48,HS1594 Muir&Houston,Ld.Gls.	11 ″ 10 s4 ″ 0¾ 12 ″ 3½	
30544 777 OHXY	**Navigator** (*ex*TowerDale-35, *ex*Bompata-35) *ss*Drt.No.3-2,35 *Ref.Mchy.* 2*Dks*(*Stl-U pt* ws) D.F.	5656 — 3212	✠100A1 ~~8,37~~ ~~4,37~~ 3,38 ✠NE5,35 MS5,35	Abo ~~Hfs~~ ✠LMC BS~~4,37~~ 3,38	*z*	CL ~~11,35~~ 8,37	1921 4mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	A/B Finland-AmerikaLinjen O/Y	410·4 P41'B157'F47' FK *CellDBa*104' *uE&B*77' *f*172'1125*tFPT*91*tAPT*36*t*	54·3	27·9	Helsingfrs Finnish 7*BHCem*	T.3Cy.22½″,37″&63″-45″ 200lb (*s*) 477NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 ″ 8 s 6 ″ 2¾ 24 ″ 7½	
30545 137429 GQJM	**Nawab** *ss*Cal.No.3-7,27 *ss*Cal.No.2-36 2*Dks*(*Stl-U*teak s)	5430 4923 3424	✠100A1 9,37 ~~9,36~~ BS~~1,37~~ 4,38	Cal ✠LMC2,36	*z*	CL ~~9,35~~ 9,37	1915 3mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	AsiaticStm.Nav. Co.Ld.	404·4 P41'B137'F45' FK *WB=CellDBa*120' *uE&B*46'*f*187'1113*tDTa*22'184*t FPT*124*tAPT*30*t*	52·8	28·7	Liverpool British 7*BHCem*	T.3Cy.25″,42″&70″-48″ (*r*) 200lb *100lb* 472NHP 2SB,8*cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 ″ 3 s6 ″ 1¼ 25 ″ 7	
30546 1211 IBIY	**Nazario Sauro** Ⓟ **TwinSc** 2*Dks&Awng dk* D.F.	8150 — 4491					1921	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	LloydTriestino Soc.Anon.diNav.	447·1 B184' 36·0	52·7	27·7	Genoa Italian *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		I
30547 TCCL	**Nazim** (*ex*Taxiarchis,*ex*Dominic) *ss*Ham.2ndNo.3-12,20 *ss*Cpl.No.2-29 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	3112 2884 1879	✠ —— 4,33 ✠	Ist	*u*		1895 10mo	Barclay, Curle&Co.Ld Glasgow	KalkavanZade Riza veMahdumu Ismail(Vapur Sirketi)	322·0 25·6 FK *CellDBa*125'*f*138'598*tAPT*40*t*	42·3	16·9	Istanbul Turkish 5*BHCem*	T.3Cy.23½″,39″&64″-42″ NDB11 277NHP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0	I †
30548 LCVS	**Nea** (*ex*RagnvaldJarl-36) 1*Dk*	1877 1652 1091					1921	Trndhjms Mek.Værks. Trondheim	Skibs.A/S Nea (OttoGrundtvig)	265·5 P76*t*H96*t*	42·2	17·9	Trondheim Norwegian *WB*	T.3Cy.20½″,33″&56″-36″ 188NHP TrondhjemsM.VTrndheim		N
30549 95 SVQD	**Nea Tyhi** (*ex*Maid ofSyra, *ex*Horncap) *ss*Crk.No.3-7,34 1*Dk*(*Stl*) *Well deck*	*3451* *3177* *2130*	100A1 *withfreeboard* 11,37 ~~4,37~~ MS12,33	Rot Npt LMC BS~~12,36~~ 12,37	*w*	CL N4,37	1912	Schiffsw.v. HenryKoch Lübeck *Lloyd's A&CP*	S.&D.Fafalios	361·4 P&B288'F42' FK *Intermediate bulkhead in fore and after hold dispensed with CellDB*319'811*tFPT*142*t APT*62*t*	50·7	21·4	Chios Greek *Cem* *4BHonly*	T.3Cy.25⅜″,41¾″&68⅞″-43⅜″ 200lb (*s*) 385NHP 2SB,6*cf*,GS113,HS4993 FD OttensenerMaschf.Altona	23 ″ 11 s 2 ″ 7¾ 21 ″ 6	
30550 142569 GBRX	**Neath Abbey** (*ex*BaronHerries-34, *ex*Trevelyan) *ss*Gls.No.3-4,33 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	2500 2258 1456	✠100A1 1,37 ✠NB8,27 BS1,37	Rot ✠LMC4,33		CL 1,37	1919 7mo	C.Hill& Sons Bristol *Lloyd's A&CP*	AbbeyLine,Ld. (FrederickJones& Sons,*Mgrs.*)	303·0 P33'B80'F33' FK *CellDB*252'670*tFPT*70*tAPT*180*t*	43·0	20·8	Cardiff British 6*BHptCem*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb *100lb* 270NHP 2SB,6*cf*,GS115,HS4604 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
30551 144628 GBQZ	**Nebraska** *Fitted for oil fuel* 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	8263 7756 5163	✠Lloyd'sRMC~~7,37~~ ~~6,37~~ 3,38 ~~10,37~~ No. 3 hold not included.				1920	Workman Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2 P35'F43'	58·3	37·1	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLd Bel		C
30552 215616 WACE	**Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) *ss*S.Fo.No.3-6,27 D.F. *ss*S.Fo.No.1-32 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6572 6163 4100	... 3,34	SFo			1912	Bremer Vulkan Vegesack	American-HawaiianS.S.Co.	471·1 FK *CellDB*398'1550*t FPT*188*t APT*36*t*	59·1	28·9	NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 ,, *2nd*,,)	T.3Cy.32¼″,52¾″&86⅝″-55⅛″ 745NHP 4SB,*12cf*,GS225,HS10120 BremerVulkan,Vegesack	31 ″ 8	R †
30553 210392 KJSK	**Necanicum** **Wood** *Fitted for oil fuel* *Mchy.aft* 1*Dk*	752 — 565					1912	Hammond LumberCo. Fairhaven, Cal.	R.E.Brook	178·5	39·0	13·3	S.Frncisco Utd.States	C.2Cy.14″&32″-24″ 42NHP UnitedEng.Co. Alameda,Cal.		
30554 TCCK	**Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm) 2*Dks&Web frames*	2626 2379 1590				...	1891	J.C.Teck-lenborgA.G. Weser-münde-G.	Barzilay& Benjamin	314·9 P24'B72'F36'	40·2	24·1	Istanbul Turkish *WB*	T.3Cy.23½″,35½″&64¼″-42″ NB22 268NHP Mschfb.Buckau,Magdebrg	26 ″ 6	V †
30555 DOHE	**Neckar** Ⓟ **4Mst** D.F. Sub.Sig. 2*Dks* E.S.D.	8417 7632 5274					1927	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	508·5 P26'F472' *upper*F29'	63·7	30·2	Bremen German *WB*	T3Cy.34¼″,52¾″&86⅝″-57 1/16″ &1LPTurbine 1000NHP A.G."Weser,"Bremen		G
30556	**Nederland** OilEng. *Mchy.Aft* GyC. *CruiserStern* For full particulars see No. 39406 in Supplement	8000 7400 4750	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1937	N.V. Wilton-Fijenoord Schiedam	StandardOilCo.of California	460·0	59·0	34·0	Utd.States	Oil Engines 2S.C.SA 7Cy.26¾″-47¼″ N.V.Wilton-FijenoordSch.		
30557 4306 SFQE	**Nedjan** (*ex*Pallas,*ex*Wellpark) *ss*Hbg.3rdNo.3-2,32 *ss*Sbg.No.1-37 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	*841* *657* *483*	✠100A1 2,33 ~~3,37~~ BS~~7,36~~ 10,37	Sbg ✠LMC MS3,37	*l*	OG 7,36	1893 11mo	Scott&Co. Greenock *Lloyd's A&CP*	Rederiaktieb Ostkusten (O.Jönsson,*Mgr.*)	212·7 Q109'B16'F21' BK7½″ *DBa*48'*f*46'148*t APT*14*t*	31·2	14·0	Smrshamn Swedish 4*BHCem*	T.3Cy.16″,26″,&44″-33″ (*s*) 160lb *75lb* NDB07 112NHP 1SB,3*cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s5 ″ 0 14 ″ 5¼	
30558 64 SVKA	**Nedon** (*ex*Heathfield-33, *ex*Briarwood,*ex*WarMallow) 1*Dk*	*5263* *4805* *3198*					1919	Ropner& Sons,Ld. Stockton	A.D.Callinicos	400·3 P49'B113'F40'	52·3	28·4	Ithaca Greek *WB*	T.3Cy.27″,44″&73″-48″ 490NHP Blair&Co.Ld.Stockton		C
30559 130435	**Neebing** (*ex*Coalhurst,*ex*JohnB. Ketchum2nd) *Mchy.Aft* 1*Dk*2*trB* Salvage Vessel—Transferred to No. 18204	1109 806 763					1892	Craig S.B.Co. Toledo,O.		193·0	40·5	12·3	Montreal British	C.2Cy.22″&42″-32″ 77RHP DryDockEng.Works,Det.		
30560	**Nefzas** (*ex*Aulne)	1212 — 419					1897	R.Craggs &Sons Middlesbro'	Boccara,Scala-brino&Cie.	220·6 Q111'	33·0	17·8	Bizerta French	T.3Cy.16 15/16″,28 5/16″&46 1/16″ -29⅞″ 116NHP McColl&Pollock,Ld. Sunderland		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30561 136978 KFNR	**Negaunee** (exE.N.Saunders) D.F. *Mchy.Aft* 1*Dk*2*trB*	3644 — 2828					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	380·0|50·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 218NHP AmericanS.B.CoCleveland		R
30562 KZEN	**Negros** (exFriuli,exPrinz Hohenlohe) TrpSc *Fitted for oil fuel* 2*Dks*&*Awng dk*	1962 675 796			...		1908	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	270·0|39·1|17·1 *Prom dk*190' 25·1 FK	Manila Utd.States *WB*	12Cy(3)16¼",(3)27"&(6)30"–24" 565NHP GourlayBros.&Co. (Dundee)Ld.Dun.	26 ″ 1	
30563 Broken up	**Neil Macleod** (exSalvadora) Iron 1*Dk*&*Awng dk*3*trB*	1076 698 639			...		1875	W.Doxford &Sons Sunderland		210·4|31·0|15·3 BK8"	*WB*	C.2Cy.27"&50"–33" NB84 106NHP G.Clark,Sunderland		
30564 790 SVRE	**Neion** (exMontGenèvre–34,exMount Berwyn,exWarPuma) 2*Dks*	5154 — 3143					1918	Swan,Hunter&Wigham Richardson, LdNewcastle	A.D.Callinicos	400·0|52·0|28·4 P49'B113'F39'	Piræus Greek *WB*	T.3Cy.27",44"&73"–48" 517NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
30565 40161 JYAH	**Nekka Maru** Ⓟ TwinSc D.F. 3*Dks* *CruiserStern*	6784 5175 3911	✠100A1 *withfreeboard* 3,38 ~~4,37~~ ✠LMC~~4,37~~ 3,38	Kob		CL 4,37	1935 3mo	Mitsubishi Jukogyo KK. Nagasaki *Lloyd*'*sA&CP*	OsakaShosenK.K. *CellDB*367' 949*t tank in way of tun*	427·0|56·1|33·1 F52' FK *ank* *nels* 15'22*t FPT*32*t*	Osaka Japanese 7*BHCem* *APT*119*t*	4SteamTurbinesDRgeared to2 Sc.Shafts (*s*) 1225NHP 225lb HS15078 FD 6SB(Spt),18*cf*,GS384, MitsubishiJukogyoK.K	33 ″ 3 s13 ″ 4½ 20 ″ 3½	
30566 137510 GPSW	**Nela** (exMolière–33) TwinSc ssBry.No.2–35 ssLiv.No.3–12,28 ~~ssLon.No.1–32~~ *Ref.Mchy.* D.F. — 3*Dks*(*Stl–ws*)& *Shelter dk*(*Stl–ws*)	7213 6704 4436	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~4,36~~ ✠LMC MS~~4,31~~1,38 BS~~4,36~~4,37 ✠Lloyd'sRMC~~4,37~~7,37 1,38 ~~10,37~~	Bry Liv	b†	CL S12,35 P4,36	1916 3mo	Russell& Co. PortGlasgow *Lloyd*'*sA&CP*	RoyalMailLines, Ld. *Cell*	440·0|56·2|35·6 F48'*onShelter dk* FK *DB*385'1286*t FPT*	Liverpool British 8*BHptCem* 64*tAPT*58*t*	Q.8Cy.20½",29½",42"&61"–48" 215lb (*s*) 885NHP 3DB&1AuxB,21*cf*,GS430, HS17001 D.Rowan&Co.Glasgow	38 ″ 11 s11 ″ 0 28 ″ 4	
30567 131326 GRQB	**Neleus** Ⓟ D.F. 2*Dks*	6479 5543 4093					1911	Workman, Clark&Co.Ld Belfast	ChinaMutualStm.Nav.Co.Ld.(A.Holt&Co.*Mgrs.*)	443·0|52·7|32·0 P50'B162'F54'	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 534NHP Wrkman,Clark&CoLdBel.		BT till ~~6,37~~ 3,38
30568 784 SVHU	**Nellie** (exTideway–33,exVologda, exMottisfont) ssRot.No.3–9,26 ssBly.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4826 4464 2884	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~3,37~~ BS11,36 ✠LMC8,35	Ams Alx	*y*	CL 3,37	1913 12mo	JLThompson&Sons.Ld Sunderland *Lloyd*'*sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *Cell DBa*136'*u E&B*	388·7|54·1|26·0 FK 46'*f*163'1270*tFPT*1	Piræus Greek 6*BHCem* 15*tAPT*238*t*	T.3Cy.27½",44½"&74"–48" 180lb (*s*) 455NHP 3SB,9*cf*,GS195.HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s3 ″ 2½ 25 ″ 6	
~~30569~~ Stranded & Sunk 7,37	*OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	530					1937	Ch.Nav. Jos.Boel& FilsS.A. Tamise	Armement Alexander	167·3|26·7|11·5 P27'Q57'F20'	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy. Carels&VandenKerchove, Ghent		
30570 135326 GQRX	**Nellore** Ⓟ TwinSc ssSyd.No.3–9,30 ssYka.No.1–34 *Ref.Mchy.* 3*Dks*(*Stl*–*U* teaks) D.F.	6942 5872 4292	✠100A1 ~~8,36~~ 10,37 BS5,37 ~~BS4,36~~ ✠LMC4,34 ✠Lloyd'sRMC~~10,36~~ 12,37 ~~5,37~~	HKg	*b*†	CL SN8,36 PN 10,36	1913 6mo	Caird&Co. Ld. Greenock *Lloyd*'*sA&CP*	Eastern& AustralianS.S.Co. Ld. *WB*=*Cell*	450·0|52·2|30·6 P84'B149'F84' FK&BK2" *DBa*110'*f*189 832*t*	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19",27",38¼"&54"–48" 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,15*cf*, GS292,HS11478 Caird&Co.Ld.Greenock	33 ″ 6 s6 ″ 6¾ 27 ″ 5½	
30571	**Nelson** (exHorus–34, exUlrikka,exUto) 1*Dk*&*Spar dk*	*1437* *1344* *811*					1896	Nylands Værksted Oslo	S.Christofidi	231·5|35·0|19·3 H56*t* *WB*	Famagusta Cyprian	T.3Cy.16½",27"&44"–30" 106NHP NylandsVærksted,Oslo		N
30572 220053 KUSR	**Nemaha** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6501 5630 4016					1920	G.A.Fuller Co. Wilmington. N.C.	LykesBros.-RipleyS.S.Co.Inc.	395·3|55·1|31·4 P45'B110'F38'*on Shelter dk* FK	Houston Tex. Utd.States *WB*	T.3Cy25",41½"&72"–48" 590NHP TheO'NeilIronWorks, Buffalo,N.Y.	34 ″ 11	R †
30573 YTCZ	**Nemanja** (exHoosac,exTrojan Prince,exWarPerch) ssRot.No.3–4,31 ssRot.No.1–36 2*Dks*(*Stl*)	*5226* *4769* *3179*	100A1 ~~3,37~~ ~~10,36~~3,38 BS5,37 MS7,35 LMC	Rot ~~Nwc~~ Hul	*y*	CL 10,36	1918	Bartram& Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Jugoslavenski Lloyd a.d. *CellDB*	400·3|52·3|28·5 413·0(O.L.) P49'B113'F40' FK 340'1156*tFPT*114*t*	Dubrovnik Yugoslav 6*BHptCem* *APT*186*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11½ 25 ″ 3	
30574 60 SVPP	**Nemea** (exSilarus) ssNpt.No.3–12,31 ssNag.No.1–36 2*Dks*(*Stl*)	*5101* *4814* *3237*	✠100A1 4,37 BS~~4,37~~ 4,38 ✠LMC4,36	Hul	*y*	CL N4,37	1919 11mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	G.N.Stathatos *CellDB*	400·0|52·2|28·5 413·0(O.L.) P49'B113'F39' FK 340'1069*tFPT*133*t*	Ithaca Greek 7*BHptCem* *APT*70*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
30575 253 ESAO	**Nemrac** (exCarmen,exSailing Vessel,exDora, exCounty of Inverness) Iron ssTln.4thNo.3–6,29 ssTln.No.1–33 1*Dk*(*ptStl*)2*trB* *Cargo battens not fitted*	1796 1592 1070	✠100A1 4,35 3,38 ~~BS4,37~~ ✠LMC~~4,34~~ ✠NB06*refitted*20 ✠NES7*refitted*20	Tln	*r*	CL 4,35	1877 1mo	Barclay, Curle&Co.Ld Glasgow A&CP	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*)	266·6|38·8|23·6 P28'F38' BK9½" ND02 ~~DT?20'100t~~	Käsmu Estonian 4*BHCem* *APT*22*t*	T3Cy12¼" ~~18½~~ 19¼"&32"–22½"(*s*) 180lb *100lb* NDB20 49NHP 1SB,2*pf*,GS37,HS1247 C.D.Holmes&Co.Ld.Hull	25 ″ 0 s4 ″ 3¾ 21 ″ 6	
30576 EGCR	**Nemrod** ssBbo.2ndNo.3–2,29 ssBbo.No.~~1–32~~2–38 1*Dk*(*Stl*)&*Awng dk*	423 — 212	✠100A1 *Awng dk* *withfreeboard* 3,38 ~~12,35~~ ~~BS5,37~~ ✠LMC~~2,35~~3,38	Bbo	*f*	CL ~~12,34~~ 3,38	1904 10mo	Cia.Euskalduna de Const Bilbao *Lloyd*'*sA&CP*	Cia.delVap. "Nemrod" (P.Chalbaud) *WB*=*CellDBa*26'	140·0|25·0|15·3 FK *uE*18'*f*49'102*tFPT*	Bilbao Spanish 4*BHCem* 18*tAPT*10*t*	T.3Cy.12½",18"&32"–23" (*s*) 180lb *100lb* NDB13 65NHP 1SB,2*cf*,GS33,HS1166 Wilton'sEngCoRotterdam	17 ″ 6 s5 ″ 7½ 12 ″ 2½	
30577 65 IRAK	**Nennella** (exJarlot–33) ssMsl.2ndNo.3–6,30 Wireless 1*Dk*(*Stl*)&*deep framing*	1017 732 605	✠ ... 5,34 ✠	Msl	*m*		1906 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	G.Malinconico *CellDBa*46'*uE*&	217·0|35·2|12·5 210·3 Q66'B60'F23' FK *B*31'*f*98' 304*t FPT*	Torre del Greco Italian 4*BHCem* 12*tAPT*20*t*	T.3Cy.17",27"&45"–33" 135NHP 1SB,3*cf*,GS61,HS2193 ClydeSB.&Eng.CoLd.P.Gl	14 ″ 8	I †
30578 TUHP	**Neo Hébridais** (exIno, exFeijenoord) Wireless 1*Dk*	797 — 403					1918	J.Meyers S.B.Co. Leeuwen	Soc.duTourde Côtes	181·4|28·0|12·4 Q51'B54'F22'	Nouméa French *WB*	T.3Cy.15¾",25½"&39½"–23½" Gebrs.Storck 75NHP &Co.'sMchfab.Hengelo		C
30579 149917 MNWV	**Nephrite** (exBurstow) ssTrn.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	927 627 493	✠100A1 1,37 ✠LMC MS6,35 BS~~1,37~~ 3,38	Irv	*l*	CL 1,37	1927 10mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'*sA&CP*	Wm.Robertson *CellDBuB*	199·7|30·9|12·7 Q139'F23' FK 17'*f*133'223*t FPT*	Glasgow British 3*BHCem* 42*tAPT*35*t*	T.3Cy.15¾",27"&44½"–30"(*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&Sons,Ld.Abn.	14 ″ 9 s4 ″ 4½ 14 ″ 6½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30580 DNMI	**Neptun** Ⓟ TwinSc ssBmn.No.2-35 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing* E.S.D. D.F. GyC.	7250 6293 3640	✠100A1 *CableVessel* *Cylindrical tanks* 8,37 ~~9,36~~ *Carrying Petroleum in bulk* BS8,37 ✠LMC9,[illegible]	Bmn Ham		9,36	1926 4mo	Blohm& Voss Hamburg Lloyd'sA&CP	Norddeutsche SeekabelwerkeA.G *CellDBuE&B&Bunker* *118'f210'940t*	434·4|57·3|32·3 473·0(O.L.) P143'F78' FK *DTf39'344tFPT6*	Nordnhm German 10*BHptCem* *ptAsp* *2tAPT92t*	T.6Cy.21¼",34¼"&$59\frac{1}{16}$"-39⅜" 213lb (*s*) 603NHP 3SB(Spt),9*cf*,GS177, HS8235 FD Blohm&Voss,Hamburg	35 " 1	
30581 TCCJ	— (*ex*Karolos-33, ssGls.No.3-6,10 *ex*Anglier,*ex*Tugela) ssCff.No.1-14 1*Dk(Stl)2trB&deep framing3Dk rule*	*3308* *3114* *2148*	✠ 6,20 ✠	Hul	*v*		1900 4mo	A.Rodger &Co PortGlasgow	SadikZadeRusen OgullariVapur- culuk *CellDBa&uE122'f136'774t*	326·2|48·1|23·7 P29'B80'F30' FK	Istanbul Turkish 6*BHCem* *APT120t*	T.3Cy.24",40"&65"-42" 281NHP 2SB,6*cf*,GS109,HS4313 A.Rodger&Co.Pt.Glasgow	26 " 4	V †
30582 DDUA	— Wireless 1*Dk*	1594 1266 943					1928	Flensbrgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	263·0|40·0|15·5 P16'Q83'B106'F32'	Flensburg German *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&48"-$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
30583 LCNU	— *Ref.Mchy.* Wireless 2*Dks*	1574 1477 905					1930	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	240·5|35·7|21·7 H84*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
30584 DOHS	— 1*Dk*	727 573 410					1912	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	196·9|28·2|13·0 P45'B50'F22' len.36	Bremen German *WB*	T.3Cy.13",21"&34½"-$23\frac{7}{10}$" 58NHP A.G."Weser,"Bremen		G
30585 628 ESFI	— Wood *OilEng.* 1*Dk*	621 523 448					1930	M.&G. Hohensee Kabli	J.Dicks&Co.Ld.	163·6|34·7|14·7	Pärnu Estonian	Oil Engines 2S.C.SA 4Cy.$16\frac{9}{16}$"-18⅞" 193NHP J&CGBolindersCoLdSkm		V
* 30586 159415 VPGV	**Neptuna** Ⓟ (*ex*Neptun-35, TwinSc *ex*RioPanuco-34) ssSyd.No.3-6,36 D.F. Sub.Sig. *OilEng.* 2*Dks*	5952 4013 3607	100A1 *withfreeboard* ~~8,37~~ 2,37 2,38 LMC CS8,36 DBS~~8,36~~10,37 9,35	Syd ~~HK~~ Mel		P8,37 CL S8,37	1924	Frd.Krupp Akt.Ges. Kiel	Burns,Philp&Co. Ld. *CellDB346'990t* *Tanks in way*	393·1|51·9|25·3 410·8(O.L.) P&B279'F84' FK *of tunnels191tFPT*	HongKong British 7*BHptCem* *87tAPT43t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"-39⅜" 762NHP 2DB-*70lb* Frd.KruppA.G.Kiel	27 " 8 s 6 " 5¼ 21 " 8	
30587 150901	**Neptune** Now "William M. Connelly," *see No.* 40704 *in Supplement* GyC. *Mchy.Aft* 1*Dk2trB*	3717 2773					1901	American S.B.Co. Lorain,O.	W.E.Richey	346·0|48·0|28·0	Chicago Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		R
30588 66753 VOLD	— Wood HTLiv.77 Wireless *Salted*†	684 616 465	✠ 10,77	Liv	9		1872 12mo	A.Stephen &Sons Dundee	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*)	190·5|29·8|18·4 Q40'F33' ptF&d72	St.John's NFL British	C.2Cy.28"&50"-30" NB18*refitted*27 114NHP GourlayBros.&Co.Dun.		
* 30589 328 IBHY	**Neptunia** Ⓟ QuadSc ssTri.No.1-36 *OilEng.* *Ref.Mchy.* 3*Dks(Stl-Weather dk pt ws)* *4th dk(Stl)in Nos.1,2&3 holds* E.S.D. D.F. GyC. *CruiserStern*	19475 12855 11734	✠100A1 *withfreeboard* 9,37 ~~6,36~~ ✠LMC CS5,37 DBS7,37 4,37~~7,36~~ ✠Lloyd'sRMC11,37	Ven	*m*†	CL PaN2,37 SaN2,37 ~~Pf2,37~~ ~~Sf2,37~~ PfN9,37 SfN9,37	1932 9mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd'sA&CP	"Italia"Soc.Anon. diNav. *CellDB425'* *DT*	589·7|76·5|45·5 556·0 FK B&F449' *2350tDTs a818t* *sf52'284tFPT147t*	Trieste Italian 10*BHptCem* *APT192t*	Oil Engines 2S.C.SA 34Cy.26¾"-39⅜" 4280NHP 3DB*100lb* Cant.RiunitiDell'Adriatico	45 " 6 s10"0½ 27 " 6¼	
* 30590 149426 GMNW	**Neptunian** *OilEng.* ssNwc.No.2-33 D.F. 1*Dk(Stl)&Shelter dk(Stl)&* E.S.D. *3rd dk(Stl)in holds*	5155 4865 3208	✠100A1 *withfreeboard* 3,37 DBS3,37 ✠LMC7,33 ✠LMC(M)9,35	Lon		CL 8,35	1925 7mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Swan,Hunter& WighamRichard- son,Ld.(W.A.Sou- ter&Co.Ld.*Mgrs.*) *CellDB345'1140t* *DTf39'1033t*	400·3|55·3|27·1 FK *FPT114tAPT106t*	Newcastle British 7*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 2S.C SA 6Cy.24"-50" 598NHP DB*100lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 " 6 s 3 " 4¾ 26 " 4	
30591 1048 IRAN	**Neptunus** Aux3MstSr (*ex*NavisV.) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	392 340 292					1919	Gebr Müller Foxhol	A.Poggio	153·3|26·2|12·0 144·3 P27'H15'F12'	Genoa Italian	Oil Engines NE35 Soc.An"Fiat"S.G.M.Turin		I
* 30592 718 SVOF	**Neraida** (*ex*Amazon,*ex*Scarpa, *ex*Wilster) ssRou.2ndNo.3-1,32 ssPir.No.1-37 *Spar dk(Irn)2trB* Now "Anna S," *see No.* 37185 *in Supplement*	*2759* *2560* *1763*	✠100A1 *Spar dk* *withfreeboard* 6,37 ~~7,34~~ ~~BS5,36~~ ✠LMC~~12,31~~	Pir MS2,37 BS6,37	*u*	CL 8,36	1903 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	PetrosM.Nomikos, Ld. *Cell DBa 98'uE*	320·0|46·0|21·3 P30'B96'F30' FK *22'f140'736t FPT*	Piræus Greek 5*BHCem* *80tAPT75t*	T3Cy23",$38\frac{3}{16}$"&62½"-42"(*s*) 160lb NDB16 278NHP 2SB,6*cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23 " 7 s 3 " 8½ 20 " 1	
30593	**Nereida** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	318 262 198					1936	A.Vuijk& Zonen Capelle a/d Ysel	Bagão,Nunes& MachadoLda.	134·7|23·3|10·4 P23'F22'	Lisbon Portuguese *WB*	Oil Engines GüldnerMtrnfbrk. Aschaffenburg		G
30594 1324 IRAW	**Nereide** (*ex*Maras,*ex*Shantung) Now "Sportivo," *see No.* 40090 *in Supplement* ssSug.No.3-5,12 ssAms.No.2-20 1*Dk(Stl)&Spar dk(Stl)&deep framing*	1598 936	✠ 6,25 ✠	Rot	*q*		1900 2mo	Rickmers Akt.Ges. Bremerhaven	~~Soc.Anon.diNav.~~ ~~Neptunia~~ A.Lauro *CellDBa68'*	259·5|37·4|19·2 B64'F27' FK *uE34'f86'322tFPT*	Genoa Italian 4*BHCem* *59tAPT18t*	T3Cy$18\frac{9}{10}$"$30\frac{7}{10}$"&49½"-31½" 180NHP 2SB,6*pf*,GS91,HS3208 BremerVulkan,Vegesack	22 " 0	I †
30595 202 SWGN	**Nereus** (*ex*Boorara,*ex*Pfalz) Wrecked 8,37 3*Dks*	6694 6161 4071					1913	Bremer Vulkan Vegesack	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	472·6|59·2|36·8	Syra Greek *WB*	T.3Cy.29",49"&80"-54" NE18 470NHP N.E.Mar.Eng.Co.Ld.Nwc.	39 " 2	C
30596 PGFF	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	1298 765 726					1921	N.V.Ijsel- werf Kampen	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7|33·7|13·0 Q77'	Amstrdam Dutch *WB*	T.3Cy.$13\frac{13}{16}$",$22\frac{1}{16}$"&38"-27" 75NHP N.V.Machf.Utrecht		V
30597 DOOD	— 1*Dk*	648 513 383					1905	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8|28·1|12·6 Q54'B43'F19'	Bremen German *WB*	T.3Cy.12¼",$19\frac{1}{16}$"&31½"-21⅝" 46NHP A.G."Weser,"Bremen		G
30598 147369 VQJF	**Nerissa** Ⓟ ssN.Yk.No.2-34 *Ref.Mchy.* 2*Dks(Stl-Weather dk-ws)* *3rd dk(Stl)in holds* E.S.D. D.F. GyC. *Cruiser Stern* *Strengthened for Navigation in Ice*	5583 4243 3116	✠100A1 *withfreeboard* 6,37 ~~9,36~~ ~~BS6,36~~ ✠LMC6,35 ✠Lloyd'sRMC[illegible] 4,38 *Fitted for oil fuel* 6,26	NYk BS5,37		CL 6,36	1926 6mo	W.Hamil- ton&Co.Ld. Pt.Glasgow Lloyd'sA&CP	Bermuda&West IndiesS.S.Co.Ld. *CellDB*	349·5|54·3|30·4 364·5(O.L.) B150'F63' FK *285'692t DTF16'44tTanks in* *way of tunnel 127tFPT70tAPT106t*	Hamilton, Bermuda British 8*BHptCem* (7 *to Wr dk* 1 ,, *2nd* ,,)	T.4Cy.27",45"&(2)54"-45" 200lb (*r*) 732NHP 4SB,16*cf*,HS12012 FD D.Rowan&Co.Ld.Glasgow	33 " 0 s12"2¾ 21 " 0	

F.P. above 150° F.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
30599 DJRQ	**Nerissa** 1*Dk* *Ref.Mchy.* *CruiserStern*	992 703 454					1936	Lübecker Maschb.Ges. Lübeck	A.Kirsten	232·5 P23'B&F202' *Upper*F27'	33·3	11·8	Hamburg German *WB*	C.4Cy.(2)13"&(2)29½"–31½" HS2368 160NHP Christiansen&Meyer, Harburg		G
30599*	**Nerita** *OilEng.* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	300					1937	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Semo	145·0 P53'F13'	24·8	11·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.9⅝"–16½" 134NHP Nydqvist&HolmA/B, Trollhättan		
30600 OUJM	**Nerma** 1*Dk*	1210 999 730					1921	A/S Köge Værft Kjöge	J.Lauritzen	239·9 P26'B54'F27'	35·7	14·5	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&27⁹⁄₁₆"–27⁹⁄₁₆" NE30 96NHP Christiansen&Meyer, Harburg		N
30601	**Nero** *OilEng.* Wireless 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	~~400~~ 388 203 160					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	~~173·0~~ P38' 179·7	~~29·7~~ 29·8	~~17·0~~ 8·2	Amstrdam Dutch	Oil Engines 2S.C.SA 8Cy.10⅝"–18⅞ 151~~164~~NHP Gbr.Stork&CoNVHengelo		
30602 458 IRBI	**Nerucci** Ⓟ (*ex*Canova–33,*ex*Arpád) 1*Dk&Spar dk&deep framing*	1235 1121 714			...		1892	Wigham Richrdsn&Co Newcastle	A.Lauro	236·6 230·5 B45'F30'	33·1	20·0 12·4 FK	Naples Italian *WB*	T.3Cy.22",36"&59"–39" NDB07 236NHP Wghm.Rchrdsn&Co.Nwc.	22 〃 3	I †
30603 LJBE	**Nerva** (*ex*Gwentgate–35, *ex*Forestgate) *ss*Npt.No.2–33 1*Dk*(*Stl*)	1564 1383 920	✠ ... 4,37 ✠	Npt	q		1924 9mo	Barclay, Curle&Co.Ld. Glasgow	Rederiaktieselsk. Nerva(Hilmar Reksten,*Mgr.*)	250·6 P17'B58'F23' *CellDB*204'454t *FPT*	39·8	17·9 FK	Bergen Norwegian 4*BHCem* 72t*APT*35t	T.3Cy.18",30"&50"–33" 160NHP 2SB,6*cf*,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk.	19 〃 10	
30604 145456 GFZK	**Nestlea** *Fitted for oil fuel* 1*Dk&Shelter dk*	4274 3989 2583					1921	J.Priest- man&Co. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*)	365·0	51·5	25·2	Newcastle British *WB*	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		N
30605 135456 GPYX	**Nestor** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	14629 11857 9116					1913	Workman, Clark&Co.Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	563·2 P75'B226'F67'	68·4	40·2	Liverpool British *WB*	T.6Cy.26",44"&74"–51" 782NHP Workman,Clark&Co Ld.		BT till ~~6,36~~ 11,38
30606	— (*ex*FrankLynch–37, *OilEng.* *ex*LakeSunapee) 1*Dk*	1954 1631 1053			...		1918	ToledoS.B. Co. Toledo,O.	~~GeorgeD.Gratsos' Sons~~ GeorgeD. GratsosCo.Ld.	252·0 P21'B64'F29'	43·5	18·9 FK	Ithaca Greek *WB*	Oil Engines 4S.C.SA 6Cy.20⅞"–35⅞" 253NHP *Emade*20*fitted*23 PacificDieselEng.Co. Oakland,Cal.	21 〃 0	R †
* 30607 109 SVLP	**Nestos** (*ex*Zenada–33,*ex*Arabian Prince) *ss*Rot.No.3–11,33 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *ss*Rou.No.1–37	5764 5489 3551	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~7,36~~ ~~3,33~~ ~~BS6,36~~ ✠LMC11,33	Nwc ~~Gen~~ ~~Rou~~ Ams ~~BS5,37~~	z	CL 6,36 5,37	1919 1mo *Lloyd's A&CP*	W.Pickers- gill&Sons,Ld. Sunderland	Theofano MaritimeCo.Ld. (N.G.Livanos, *Mgr.*) *CellDB*	405·0 F35'*onShelterdk* 351'1295t *FPT*129t	52·3	31·9 FK	Chios Greek 6*BHCem* *APT*113t	T.3Cy.26",43"&73"–48" (*s*) 180lb 546NHP 3SB,9*cf*,GS187,HS8340 FD Richardsons, Westgarth & Co.Ld.Sld.	34 〃 6 s 9 〃 0½ 25 〃 8½	
30608 LEMX	**Nesttun** 1*Dk*	1271 1113 736					1917	Huiskens &VanDyk Dordrecht	Skibs-A/S Argo (BirgerJorkjend, *Mgr.*)	237·9 Q20'B59'F23'	36·6	15·9 *WB*	Tvede- strand Norwegian	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&VanDyk,Dord.		N
30609 122999 VTCW	**Netravati** Ⓟ *ss*Bom.2ndNo.3–1,34 1*Dk&Spar dk*(*Stl*–teak s) *&deep framing* *ss*Bom.No.1–38	1540 1399 699	✠100A1 *Spar dk* *withfreeboard* 3,38 ~~12,36~~ ~~BS7,36~~ ✠LMC ~~3,38~~ 3,38	Bom		CL ~~2,35~~ 2,38	1909 3mo *Lloyd's A&CP*	Greenock& Grngemouth Dockyard Co. Grngemouth	BombayS.Nav.Co. Ld.	246·8 *WB*=*FPT*58t	36·2	14·3 21·5 BK8½"	Bombay British 6*BHCem* *APT*62t	T.3Cy21¾",36"&59½"–42"(*s*) 200lb 310NHP 2DB,12*cf*,GS209,HS5410 Dunsmuir&JacksonLdGls	22 〃 6 s 8 〃 7 19 〃 11	
30610 PGGD	**Nettie** 1*Dk* *OilEng.* *Cargo battens not fitted* *Mchy.Aft* *CruiserStern*	477 366 361	✠100A1 7,37 ~~(Class Contem plated)~~ ✠LMC7,37	Rot	g	OG	1937 7mo *Lloyd's A&CP*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	N.V.Motorschip "Nettie"(J. Vermaas' Scheepvaartbedrijf N.V.,*Mgrs.*)	160·6 169·1(O.L.) Q43'F23' *CellDB*109'141t*FPT*56t*APT*12t	26·4	10·3 FK	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"~~–16"~~–17½" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 〃 10 s1 〃 1¾ 10 〃 9	
30611 2031 IANQ	**Nettuno** TwinSc *Carrying oil in bulk* *Mchy.Aft* D.F. 2*Dks* *Longitudinal framing*	5088 4482 2614					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	416·7 P59'B104'F56'	51·2	28·3	Genoa Italian	T.6Cy.28⅝",38⅝"&63⅝"–35⅞" 484NHP Cant.Nav.Riuniti,Ancona		I
30612 DOFX	**Neuenfels** TwinSc *CruiserStern* *OilEng.* Sub.Sig. E.S.D. 2*Dks*	8096 7504 4996					1925	Act.Ges. "Weser" Bremen	DeutscheDmpfs. Ges."Hansa"	469·9 P133'B143'F90'	60·5	32·5	Bremen German	Oil Engines 4S.C.SA 12Cy.27½"–55" 873NHP A.G."Weser,"Bremen		G
30613 DHRJ	**Neumark** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	7851 6613 4163					1930	Howaldts- werke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·0 P36'B&F405' *Upper*F37'	63·1	28·3	Hamburg German *WB*	4SteamTurbines SR geared to1Sc.Shaft *Emade*25 Blohm&Voss,Hamburg		G
30614 133081 GMLS	**Neuralia** Ⓟ TwinSc 3*Dks*(*UStl*–teak s)2nd*dk*(*Stl*–ws)& D.F. *Shade dk*(*Stl*–teak s)	9182 6541 5624	✠ 12,15 ✠	Bkn	e†		1912 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell* *DBa*130'*uE&B*	480·5 B149'F44'*on Sh dk* 94'*f*192'1341t*FPT*	58·1	30·8 FK	Glasgow British 8*BHCem* 64t*APT*53t	Q.8Cy.23¼",33",47"&68"–48" 1131NHP 7SB,21*cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 〃 0	BT till ~~6,37~~ ~~7,37~~ 9,38
30615 DJQJ	**Neuss** TwinSc *OilEng.* Sub.Sig. 1*Dk* *CruiserStern*	1243 1018 673					1935	Howaldts- werkeA.G. Hamburg	Schiffahrts-u. Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	241·1 B44'Q92'F31'	35·6	14·2	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.11⅝"–16⁹⁄₁₆" 289NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
30616	**Neva** (*ex*Essequibo–35) TwinSc *ss*Sou.No.3–7,35 D.F. 2*Dks*(*Stl*)&3rd *dk*(*Stl*)*except in* *Ref.Mchy.* *BoilerSpace&CrossBunker* *Fitted for oil fuel*	8489 4264 5134	✠ ... 12,35 ✠	Sou	e†		1914 11mo	Workman, Clark&Co.Ld. Belfast *CellD*	U.S.S.R. *Ba*117' *uE&B*101'	450·3 P78'B218'F71' *f*171' 1475t *FPT*	57·8	30·6 FK	Leningrad Russian 10*BHCem* 40t*APT*40t	Q8Cy22",31½",45½"&65"–45" 1055NHP 2DB&2SB,24*cf*,GS429, HS16790 FD Wrkman,Clark&Co.Ld.Bel	34 〃 0	
30617 UOVX	— *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1930	S.B.Yard AndréMarti Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c Late Name if any Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30618 7408 SFQO	**Neva** *Well deck* ssHbg.No.2-35 *Cargo battens not fitted* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1456 1112 795	✠100A1 ~~7,37~~ 7,36 5,38 ~~BS3,36~~ ✠LMC2,35 BS6,~~3,35~~,38	Shl Hbg	*p*	OG 7,36	1928 1mo	Hlsingbrgs Varfs.Aktieb Helsingborg *Lloyd*'*sA&CP*	A/B Transmarin ~~(B.Ingelsson *Mgr.*)~~ (S.Redig, *Mgr.*)	247·3|38·1|15·2 258·0(O.L.) P19'Q75'B104'F23' FK *Trunk in after well* *CellDB*211'437*tFPT*	Hlsngborg Swedish 4*BHCem* 28*tAPT*54*t*	T3Cy16¾",29½"&46⅞"-27$\frac{9}{16}$" 200lb (*s*) 145NHP 2SB,4*cf*,GS68,HS2337 HelsingbrgsVarfs.Aktieb.	17 ″ 6 s ″ 8¼ 16 ″ 11¼	
30619 217744 WTUO	**Nevada** (*ex*WinifredO'Donnell, *ex*Cape *CarryingPetroleum in bulk* Henlopen,*ex*Houma) *Fitted for oil fuel* *Mchy.Aft* D.F. *Longitudinal framing*	6915 — 4261					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany	434·8|56·2|31·8 P92'B50'F42'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.		R
30620 FNTG	— (*ex*Rovuma) 2*Dks*	5693 — 3499					1918	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2|56·2|28·3 P&B333'F58'	St.Nazaire French *WB*	Q.4Cy.24",34$\frac{7}{16}$",50⅝"&72⅛"- 53⅛" 386NHP BremerVulkan,Vegesack		V
30621 OZIC	— 2*Dks*	3766 3224 2302					1917	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	361·9|50·2|23·7	Copnhagn Danish *WB*	T.3Cy.26",45"&71"-42" 327NHP HelsingörsJernsk.&Mskb.		V
30622 213782 WOGS	— (*ex*Rogday,*ex*Nevada) D.F. 3*Dks*	1685 — 965					1915	Manitowoc S.B.&D.D.Co. Manitwc,Wis	MuskegonDock& FuelCo.	221·2|42·2|24·7 *WB*	GrandHvn, Mich. Utd.States	T.3Cy.28½",34½"&56"-36" 188NHP GtLakesEngWrks.Detroit	29 ″ 0	
30623 215545 WACP	**Nevadan** (*ex*Montpelier,*ex*Bochum) ssN.Yk.No.3-7,23 ssS.Fo.No.2-31 *Well deck* *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*lower dk in forehold*	4734 4097 2829	✠ ... 5,34 ✠	SFo	†		1912 7mo	Akt.Ges. "Neptun," Rostock	American- HawaiianS.S.Co. *CellD*	460·0|57·9|26·7 P&B382'F57' FK *Ba*140'*uE&B*72'*f*	NewYork Utd.States 9*BHCem* 194'1600*t*	T.3Cy.29$\frac{7}{16}$",47¼"&77$\frac{3}{16}$"-54" 733NHP 4SB,12*cf*,GS248,HS11207 A.G."Neptun,"Rostock	29 ″ 10	R †
30624 133102 GMLT	**Nevasa** Ⓟ TwinSc D.F. 3*Dks*(*UStl*-teak s2*nd dk* *Stl*-ws)&*Shade dk*(*Stl*-teaks)	9213 6541 5678	✠ 1,14 ✠	Lon	*e*†		1913 3mo	Barclay, Curle&Co.Ld Glasgow *WB*=C	BritishIndiaStm. Nav.Co.Ld. *ellDBa*130'*uE&B*	480·4|58·1|30·8 B149'F44'*on Sh dk* FK 94'*f*192'1341*tFPT*	Glasgow British 8*BHCem* 64*tAPT*53*t*	Q.8Cy.23¼",33",47"&68"-48" 1131NHP 7SB,21*cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0	BT till ~~7.37~~ 6.38
30625 UOBF	**Nevastroi** (*ex*Bellingham) 2*Dks*&*Web frames* *Longitudinal framing*	4837 4382 3622			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh.	U.S.S.R.	379·8|53·0|27·0 P39'B102'F42' FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&DryDock Co.Seattle	29 ″ 3	
30626 13 ~~213~~ IBJY	**Nevona** (*ex*Newona) *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	2261 1975 1242					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SocietàItaliana Petroliere d'Oriente(G. Castaldi,Ld.*Mgrs*)	257·0|43·1|22·0 250·4 | 43·1 | 22·3 F42'	Rhodes ~~Venice~~ Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP N.E.MarineEngCoLd.Nwc		CI
30627 227565 WBFY	**New Bedford** Ⓟ Wireless 2*Dks*	1116 — 451					1928	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	202·6|36·2|13·0	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"-24" 88NHP BethlehemS.B.Corp.Ld.		
30628 143625 GDPB	**New Brooklyn** *CruiserStern* ssBry.No.3-1,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*)*in fore holds*&*after main hold* *Cargo battens not fitted in Shltr'tween dks* *Straight frames*&*bevelled bilge*	6546 6222 4039	✠100A1 *Shelter dk* *with freeboard* ~~3,37~~10,37 BS7,37 ~~BS5,36~~ ✠LMC1,35 *Carrying vegetable oil in deep tanks*	NYk	†	CL 1,35	1920 3mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	ElderDempster Lines,Ld. *Cel*	412·6|55·8|34·4 429·0(O.L.) F40'*onShelter dk* FK *lDB*343'1571*tDTa*	Liverpool British *Cem* 6*BHtoSh dk* 2 ″ ″ *U* ″ 23'858*tDTs*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel. *f*70'1360*tFPT*91*tAPT*126*t*	38 ″ 0 s10 ″ 0¼ 28 ″ 3¼	
30629 140632 GBSW	**New Brunswick** ssN.Yk.No.3-7,31 ssN.Yk.No.1-35 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Cruiser Stern* *Straightframes*&*bevelledbilge*	6529 6230 4028	✠100A1 *Shelter dk* *with freeboard* 10,37 ~~10,36~~ ✠LMC ✠MS11,35 BS4,~~36~~ 6,37 *Carrying vegetable oil in deep tanks*	NYk Phl	*a*†	CL N3,36	1919 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP* *CellDB*34	ElderDempster Lines,Ld. 3'1571*tDTa*25'858	412·6|55·8|34·4 F40'*on Shelter dk* FK *tFPT*91*tAPT*126*t*	Liverpool British *ptCem* 6*BHtoSh dk* 2 ″ ″ *U* ″	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
30630 144601 GDCS	**New Columbia** ssAms.No.1-37 ssN.Yk.No.3-11,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*) *in for'd holds*& *CruiserStern* *after main hold*	6574 6222 4044	✠100A1 *Shelter dk* *with freeboard* ~~6,37~~ ~~5,36~~ 12,37 6,37 ~~BS1,36~~ ✠LMC~~5,32~~ *Fitted for oil fuel* 6,20 *F.P. above* 150° F. *Carrying vegetable oil in deep tanks*	NYk ~~Ams~~ Phl	*a*†	CL ~~3,35~~ 5,37	1920 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	ElderDempster Lines,Ld. *CellDB*343'1571*t* *DTa*23' 858*t*	412·6|55·8|34·4 F40'*onShelter dk* FK *DTsf*70'1360*tFPT*	Liverpool British *Cem* 6*BHtoSh dk* 2 ″ ″ *U* ″ 91*tAPT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0½ 28 ″ 3	
30631 204647 WFFO	**New England** OilEng. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	534 — 436					1907	ForeRiver S.B.Co. Quincy,Mass.	HarborOil TransportCo.of Connecticut,Inc.	168·0|30·1|11·5 len34	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.14"-17" 206NHP NE32 FairbanksMorse&Co. Beloit,Wis.		
Broken up 30632 130581 WRCF	**New Hampshire** Ⓟ 1*Dk*	2395 — 1505					1892	Harlan& Hollings- worthCo. Wlmgtn,Del.	NewEnglandS.S. Co.	302·7|44·0|17·5	N.LndnCn Utd.States	T.4Cy.28",45"&(2)51"-42" 337NHP Harlan&Hollingsworth Co.,Wilmington,Del.		
30633 204200 WRCN	**New Haven** 2*Dks*	2930 — 1986					1907	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	275·7|45·1|16·7	N.LndnCn Utd.States	T.3Cy.20",34"&56"-42" 203NHP DelawareRiverCo.Chester		
30634 233333 WJFA	**New Haven Socony** TwinSc *Carrying Petroleum in bulk* OilEng. *Mchy.Aft* 1*Dk* *Cruiser Stern*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)Pt.Richmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3|40·0|12·8 P54'	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&Seymour,N.Y.		R
30635 221805 KDWD	**New Jersey** ssNYk.No.1-37 ssN.Yk.No.3-8,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6414 6086 3959	✠100A1 ~~7,37~~~~10,36~~ 2,38 BS12,37 7,37 ✠LMC ~~MS4,33~~ ~~BS12,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	NYk	*a*†	CL ~~10,35~~ 6,37	1921 12mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8|56·1|32·7 P107'B35'F33' FK *B*64' 209*t FPT*229*t*	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.27⅝",45"&74"-51" (*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
❊ 30636 144053 GCMK	**New Lambton** ssSld.No.3–10,36 1Dk(Stl) D.F. Cargo battens not fitted	2709 2345 1541	✠100A1 5,37 ~~10,36~~ BS2,38 ✠LMC MS12,35 ~~BS10,36~~	Sld Nwc	*t*	CL 9,36	1924 2mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	TanfieldS.S.Co.Ld. (W.B.Nisbet, *Mgr*) *CellDB*255'755*t* *MTp*16'	308·0|44·5|20·8 P21'B60'F28' FK *s*12' 172*t* *FPT*163*t*	Newcastle British 6*BHptCem* *APT*130*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E.MarineEng.CoLd.Sld.	23 ″ 0 s3 ″ 8½ 19 ″ 6	
30637 206082 KJSP	**New London** 2*Dks*	2818 — 1893					1909	Harlan& Hollings-worthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me Utd. States	T.3Cy.21″,34″&56″–42″ 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
30638	**New Mathilde** Ⓟ (*ex*Paz, *ex*DonZoilo,*ex*Mathilde) Now 'Aeolus' see No. 37129 in Supp Wireless 1Dk&Spar dk	*1410* *1198* *842*					1906	Howaldts-werke Kiel		230·8|34·1|19·3 P20'B68'F36'	Utd. States *WB*	T.3Cy.17¼″,29¼″&44″–25″ 97NHP Howaldtswerke,Kiel		
30639 149409 VGNC	**New Northland** Ⓟ (*ex*Northland) ssQbc.No.2–34 *Ref.Mchy.* 2*Dks*(2nd*dkStl*)	3445 2249 2029	✠100A1 *withfreeboard* ~~6,37 11,36~~ 11,37 BS6,37 ~~BS6,35~~ ✠LMC5,34 Lloyd'sRMC ~~10,36~~ ~~6,37~~ 11,37 *Fitted for oil fuel* 4,26 *F.P. above* 150° F.	Hfx Mtl	*u*	CL 6,35	1926 4mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	ClarkeS.S.Co.Ld. *CellDB*215'41	287·7|47·2|22·3 B&F279' FK 3*tDTa*33'245*t* *FPT*	Quebec British 8*BHptCem* 2 „ *to2nd dk* 45*tAPT*17*t*	T.3Cy.23½″,38″&62″–42″ (*s*) 180lb 393NHP 3SB,*9cf*,GS158,HS6195 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 6 s6 ″ 10½ 18 ″ 0	
30640 220621 KDFB	**New Orleans** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6174 — 3884					1920	Doullut& WilliamsS.B. Corp.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.27½″–47¼″ 1053NHP NE29 Hooven,Owens,Rentschler&Co.Hamilton,O.		R
❊ 30641 119596 MCJR	**New Pioneer** ssMch.2ndNo.3–11,30 ssMch.No.1–35 1*Dk*(*Stl*)	722 535 320	✠100A1 ~~7,37 11,36~~ 8,37 ✠LMC MS5,35 ~~BS1,37~~ 1,38	Bkn ~~Cff~~ Mch	*k*	OG N10,35	1905 12mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	Co-operative WholesaleSociety, Ld. *WB*=*CellDBa*42'	193·0|29·6|12·4 201·7(O.L.) P19'B53'F44' BK7½″ *uE*17'*f*83'164*tFPT*	Manchestr British 4*BHCem* 35*tAPT*28*t*	T.3Cy.16″,27″&44″–30″ (*r*) 180lb 97RHP 2SB,*4pf*,GS122,HS2294 MacColl&Pollock,Ld.Sld.	14 ″ 6 s1 ″ 0½ 14 ″ 2	
30642 113441 EIKQ	**New Sevilla** TwinSc4Mst (*ex*Runic) D.F. (*Whale oil Factory*) 4*Dks* *Fitted for oil fuel* *Carrying Whale oil and/or Fuel oil in bulk*	13801 13586 9902					1900	Harland& Wolff,Ld. Belfast	SevillaWhaling Co.Ld.(Chr.Salvesen&Co. *Mgrs.*)	550·2|63·3|47·9	Dublin British *WB*	Q.8Cy.22″,31½″,46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel.	51 ″ 1 s16 ″ 4½ 35 ″ 1½	N
❊ 30643 140653 GCLW	**New Texas** ssN.Yk.No.3–11,31 ssBkn.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk in forward holds &after main hold* *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~9,36~~ BS10,37 ✠LMC ~~BS9,36~~ MS3,36 *Carrying vegetable oil in deep tank*	NYk	*a*†	CL 3,36	1919 9mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	ElderDempster Lines,Ld. *CellDB*343'1571*t*	412·6|55·8|34·4 F40'*on Shelter dk* FK *DTa*23'858*tFPT*91	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ *tAPT*126*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
❊ 30644 140658 GCLV	**New Toronto** ssN.Yk.No.3–1,32 ssCff.No.1–36 1*Dk*(*Stl*)&2*nd dk in forward holds & after main hold* *CruiserStern* *Straight frames&bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~1,37~~ ✠LMC MS2,36 ~~BS1,37~~ 7,37 *Carrying vegetable oil in deep tank*	NYk Phl	*a*†	CL N2,36	1919 10mo	Harland& Wolff,Ld. Belfast A&CP	ElderDempster Lines,Ld. *CellDB*343' 1571*t* *DTa* 23' 858*t*	412·6|55·8|34·4 F40'*on Shelter dk* FK *FPT*91*tAPT*126*t*	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
❊ 30645 107004 MGVZ	**New Verdun** (*ex*Dellside–36, *ex*Shellie–33) K ssGoo.2ndNo.3–9,29 ssLiv.No.1–33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Now 'Efford', see No. 38047 *Cargo battens not fitted*	339 267 130	✠100A1 4,37 ~~8,36~~ ✠NB12,30 ✠LMC MS10,33 ~~BS10,36~~ 4,37	Ply	*f*	~~2,35~~ 3,37	1905 11mo Lloyd	Dublin DockyardCo. Dublin 'sA&CP	~~Plymouth,Channel Islands&Brittany S.S.Co.Ld.(J.W.H. Stokes, *Mgr.*)~~ R.C.L.Pike	145·0|24·1|10·4 Q51'B12'F24' BK7½″ *DBf*13'22*tFPT*42*t*	London ~~Plymouth~~ British 3*BHCem* *APT*2*t*	C.2Cy.18″&38″–27″ (*s*) 125lb 80RHP 1SB,*2pf*,GS40,HS1474 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 6	
30646 148838 GFDK	**New Westminster City** D.F. *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4747 4432 2882					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	400·0|54·3|25·6 F41'	Bideford British *WB*	T.3Cy.25,″42″&70″–48″ 339NHP Cen.Mar.EWrks.Ld WHpl		C
30647 217618	**New Windsor** *Fitted for oil fuel* 2*Dks*&*Web frames*	5590 5042 3451			...		1919	Newburgh ShipyardsInc Newburgh, N.Y.	UnitedStates Maritime Commission	400·5|54·2|30·0 P36'B124'F44' FK	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Screw Shaft 645NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	32 ″ 10	
30648 DJNY	**New York** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *CruiserStern* 5*Dks* D.F. GyC. *Corrugated sides*	22337 15607 12301					1927	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6|72·4|42·1 79 0 B306'F97' len34	Hamburg German *WB*	8SteamTurbinesSRgeared to 2 Sc. Shafts NE&B30 Blohm&Voss,Hamburg		G
❊ 30649 213927 WBCG	— ssNYk.No.2–37 ssN.Yk.No.3–1,29 ~~ssN.Yk.No.1–32~~ *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6400 6064 4014	✠100A1 ~~3,78,36~~ 3,38 ✠LMC ~~BS5,36~~ 9,37 MS2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,16 *F. P. above* 150°F	NYk	*a*†	CL ~~9,34~~ 8,37	1916 4mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP	TheTexasCompany *CellDBu E&*	416·8|56·1|31·1 P107'B35'F33 FK *B*64'209*t* *FPT*229*t*	Wilmgton (Del.) Utd. States 16*BHCem* *APT*130*t*	T.3Cy.26¼″,44″&74″–51″ (*r*) 190lb 549NHP 3SB,*9cf*,GS191,HS7979 FD ForeRiverS.B.CorpQuincy	32 ″ 9 s6 ″ 4½ 26 ″ 7	
30650 223901 WECF	— Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks* *Cruiser Stern*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	Eastern S.S.Lines, Inc.	385·3|72·5|20·9	Portsmth, N.H. Utd. States *WB*	4 Steam Turbines SR geared to 2 Screw Shafts BathIrn.Wrks.Bath,Me.		R
30651 206239 KJSR	— 2*Dks*	2818 — 1893					1909	Harlan& Hollings-worthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me. Utd. States	T.3Cy.21″,34″&56″–42″ 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
30652														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30653 134720 GKJS	**New York City** ssBrs.No.3-12,30 ssBrs.No.1-35 D.F. 2Dks(Stl)3rdtrB inNo.3hold	2710 2499 1623	✠100A1 4,38 ~~2,37~~ ~~BS6,36~~ ✠LMC4,35 6,37	Brs	u	CL ~~4,36~~ 4,38	1917 12mo Lloyd	C.Hill& Sons Bristol 'sA&CP	BristolCityLineof Steamships,Ld. (C.Hill&Sons, Mgrs.)	311·0|42·8|23·6 P31'B&F259' FK CellDB259'554tFPT	Bristol British 5BHCem 90tAPT25t	T.3Cy.24",39"&66"-45" (s) 180lb 100lb 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	26 ″ 0 s 2 ″ 5 23 ″ 9¼	
30654 148126 VGPT	**New York News** (exBelvoir-33) ~~ssTto.No.3-37~~ ~~ssTto.No.2-32~~ ssTto.No.3-1,37 Mchy.Aft 1Dk(Stl) D.F. Cargo battens not fitted	2310 2054 1672	✠100A1 withfreeboard 11,37 ~~1,37~~ ~~BS4,36~~ ✠LMC~~12,36~~1,37 ForService on the Great Lakes & River St. Lawrence & to ~~Baltimore~~ Galveston	Tto Mtl ~~BS1,37~~		CL 1,37	1925 6mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Quebec&Ontario TransportationCo. Ld. 3W.T.B. also intermediate BH in holds (lower part W.T.) CellDB220'560t	248·1|43·7|22·9 256·0(O.L.) F42' FK FPT133tAPT8t	Montreal British ptCem	T.3Cy.17",28"&46"-36" (s) 200lb 171NHP 2SB,4cf,GS84,HS2963 McColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 6¼ 19 ″ 7½	
30655 231376 KLHF	**New York Socony** TwinSc OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	1540 1316 933					1932	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc	254·6|45·7|14·3 P65'B21'F34'	NewYork Utd.States WB	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&SeymourCorp. NewYork		R
30656 LDNP	**New Zealand** TwinSc OilEng. ssRot.No.1-34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	9311 8823 5665	✠100A1 ~~3,37~~10,37 DBS12,36 ✠LMC10,34 Carrying Petroleum in bulk	SFo	e†	CL ~~10,34~~ 10,37	1930 5mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	ErlingH.Samuelsens RederiII.A/S (E.H.Samuelsen, Mgr.) CellDBuE80'337t DTf45'623t	484·3|65·5|36·9 P114'B31'F50' FK FPT227tAPT257t	Oslo Norwegian 18BH (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.18⅞"-74" 880NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	36 ″ 9 s 8 ″ 4½ 28 ″ 7¼	
30657 163213 GYCR	**New Zealand Star** TwinSc Ref.Mchy. OilEng. Sub.Sig. D.F. 2Dks&Shelter dk E.S.D. GyC. 4th dk in Nos.2&3holds CruiserStern	10740 8839 ~~6527~~ 6524	✠100A1 withfreeboard 3,38 ~~9,36~~ ✠LMC3,35 ✠Lloyd'sRMC~~1,37~~ 3,38 ~~11,37~~	Liv Lon		CL 6,37	1935 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	BlueStarLine,Ld. Duct keel forward of mchy. space CellDB431'2293t	524·2|70·4|32·3 542·9(O.L.) B193'F72' FK FPT126tAPT172t	Belfast British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59$\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
30658 149466	**Newbrundoc** Mchy.Aft 1Dk	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	252·8|43·3|17·8	Ft William British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
30659 149773 GMWZ	**Newbury** ssShl.No.2-36 2Dks(Stl)	5102 4795 3196	✠100A1 4,37 ✠LMC3,36 BS4,37	Npt	y	CL N7,36	1927 1mo Lloyd	R.Duncan &Co. Pt.Glasgow 'sA&CP	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) Intermediate 'tween dk BH in after hold dispensed with CellDB350'1040tDTa30'860tAPT200t	404·9|53·0|27·5 418·4(O.L.) P35'B128'F41' FK	London British Cem 5BH to U dk 1 ,, ,,2nd,,	T.3Cy.27",44"&73"-48" (s) 180lb 503NHP 3SB,9cf,GS178,HS7345 FD Rankin&BlckmoreLd.Grk.	30 ″ 0 s 5 ″ 7¾ 24 ″ 7	
30660 146635 GDYQ	**Newchwang** 2Dks	2482 2051 1480					1922	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8|44·2|19·6 B72'F42'	London British WB	T.3Cy.18",29"&47"-39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		
30661 147312 GKJF	**Newfoundland** Ⓟ ssLiv.No.2-33 D.F. 2Dks(Stl)(weather dk-ws) Ref.Mchy. 3rd dk(Stl)in holds E.S.D. CruiserStern	6791 5389 3828	✠100A1 withfreeboard 3,37 BS3,38 ~~BS1,37~~ ✠LMC4,33 ✠Lloyd'sRMC~~12,36~~ 3,38 ~~6,37~~ Fitted for oil fuel 6,25 F.P. above 150° F.	Liv	a†	CL ~~3,36~~ 2,38	1925 6mo Lloyd	Vickers, Ld Barrow 'sA&CP	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB329'141t	406·1|55·4|31·8 423·7(O.L.) B145'F42' FK Duct keel forwd of ER71' DTf23'291tDTa23'357tFPT71tAPT126t	Liverpool British 8BHptCem 2 ,, to2nddk	Q.4Cy.31",43",62"&90"-57" 215lb (s) 1047NHP 5SB(Spt),20cf,GS377, FD HS16095 Vickers,Ld.Barrow	34 ″ 4 s 9 ″ 3½ 25 ″ 4¼	BT till ~~6,37~~ ~~9,37~~ ~~12,37~~ 1,38
30662 FOTT	**Newhaven** Ⓟ TrpSc D.F. 2Dks Fitted for oil fuel	1888 1520 695					1911	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthernRly. Mgrs.)	293·3|34·6|21·4	Dieppe French	3 Steam Turbines Forg.&Ch.de laMédit.Hav.		V
30663 162237 MPZR	**Newlands** (exMariaKyriakides) ssGmh.No.3-4,31 ssGmh.No.1-35 1Dk(Stl) Cargo battens not fitted	1556 1387 855	✠100A1 9,37 ~~6,36~~ BS10,36 ✠LMC8,35	Bkn Sld	p	CL ~~8,35~~ 10,37	1921 5mo Lloyd	Bow,McLachlan&Co. Ld. Paisley 'sA&CP	TulleyShippingCo. Ld. (W.Tulley&Co. Ld.Mgrs.) CellDB196'389tFPT120tAPT75t	240·2|36·1|19·1 B52'F27' FK	Hull British 4BHCem	T.3Cy.17",27"&45"-33" (s) 180lb 170NHP 2SB.4cf,GS90,HS3217 Bow,McLachln&CoLdPsy.	21 ″ 3 s 2 ″ 10 18 ″ 7	
30664 148131 MNGZ	**Newminster** ssNwc.No.2-33 1Dk(Stl)&Shelter dk(Stl)	967 791 406	✠100A1 withfreeboard 4.37 ✠LMC MS10,33, BS2,37	Nwc	o	CL 4,37	1925 7mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Tyne-TeesSteam ShippingCo.Ld. CellDBa&uE60'f104'168t	231·2|35·1|14·3 B63' FK	Newcastle British 4BHCem (Coll to Sh dk 3 ,, 2nd ,,)	T.3Cy.20",31"&53"-36" (s) 180lb 240NHP 2SB,6cf,GS135,HS4476 Hawthorn,Leslie&Co.Ld.	16 ″ 6 s ″ 6 16 ″ 2	
30665 Wrecked 1,38 LCTG	**Newsome** Fitted for oil fuel 3Dks	1605 895 944					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S Gulftrade (L.Harboe-Jensen &Co.Mgrs.)	257·5|35·6|21·6 Q24tH122tF31t	Oslo Norwegian WB	T.3Cy.22½",36½"&61"-39" 232NHP KjbnhavnsFlydk.&Skbsv.		N
30666 209388 WJCV	**Newton** 3Mst Mchy.Aft Sub.Sig. 1Dk	5001 4412 3093					1911	ForeRiver S.B.Co. Quincy,Mass.	KoppersCoalCo. (MysticS.S.Co. Mgrs.)	389·0|54·6|28·0	Boston Utd.States WB	T.3Cy.25",41"&68"-48" 320NHP ForeRiverS.B.Co.Quincy		R
30667 148123 GFMP	**Newton Ash** ssNwc.No.3-1,38 ~~ssNpt.No.2-34~~ D.F. 1Dk(Stl)&Webframes CruiserStern Corrugated sides Longitudinal framing in DB&at decks	4625 4248 2792	✠100A1 ~~11,36~~ 1,38 ✠LMC1,38 ~~MS7,33~~ ~~BS2,37~~	Cff Nwc	x	CL ~~11,36~~ 12,37	1925 3mo Lloyd	W.Pickersgill&SonsLd. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,Mgrs.) CellDB325'1064tFPT131tAPT283t	372·8|54·6|26·8 P57'B111'F36' FK	Newcastle British 6BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 346NHP 3SB(Spt)9cf,GS145,HS5466 N.E.MarineEng.CoLd.Sld.	29 ″ 3 s 5 ″ 7¼ 23 ″ 10¼	
30668 148139 GLTF	**Newton Beech** ssBkn.No.3-4,38 ~~ssNwc.No.2-34~~ D.F. 1Dk(Stl)&Webframes Longitudinal framing in DB& CruiserStern Corrugated sides at decks	4651 4248 2816	✠100A1 4,38 ~~12,36~~ ~~10,37~~ ~~BS12,36~~ ✠LMC~~9,34~~ 12,37 MS4,38	Bry Bkn	x	CL ~~12,36~~ 4,38	1925 10mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,Mgrs.) CellDB325'1064tFPT131tAPT283t	372·8|54·6|26·8 387·1(O.L.) P37'B111'F36' FK	Newcastle British 6BHptCem ptAsp	T.3Cy.24",41"&68"-45" (s) 180lb 346NHP 3SB(Spt)9cf,GS145,HS5466 N.E.MarineEng.CoLd.Sld.	29 ″ 3 s 5 ″ 7¼ 23 ″ 10¼	
30669 148107 GLDS	**Newton Elm** (exWestlea) ssN.S.W.No.2-32 D.F. 1Dk(Stl)&Shelter dk(Stl) Now "Becheville," see No, 37389 in Supplement	4228 3942 2561	✠100A1 withfreeboard 10,36 BS8,36 ✠LMC3,32	Bry	x	CL 10,36	1924 11mo Lloyd	SirJPriestman&Co. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son & Tully,Mgrs.)	365·0|51·5|25·1 FK CellDB315'950t FPT125tAPT134t	Newcastle British 6BHCem (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.24½",43"&69-48" (s) 180lb 375NHP 3SB(Spt)9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
30670 165405 GZXX	**Newton Moore** D.F. E.S.D. *1Dk* *CruiserStern* *Cargo battens not fitted*	5673 5128 ~~3678~~ 3407	✠100A1 ~~2,37~~12,37 ✠LMC2,37	Sld		CL	1937 2mo *Lloyd*	JLThompson&Sons,Ld Sunderland 'sA&CP	BespianS.S.Co.Ld. *CellDB294'1228t* ~~*CellDB294'1142t*~~ *way of t*	409·3 425·3(O.L.) P35'B122'F32' FK *Tank in* *unnel315tFPT165t*	57·6	29·1	London British *6BHCem* ~~*APT190t*~~ *APTs225t*	T.3Cy.22",37½"&68"-45" (s) 220lb FD 395NHP 3SB(Spt)9cf,GS140,HS5580 GeorgeClark(1936)Ld.Sld.	31 " 7 s 6 " 9¾ 25 " 0	
30671 149403 GCRK	**Newton Pine** (exFernlea) ssSld.No.2-35 *1Dk(Stl)&Shelterdk(Stl)*	4212 3946 2548	✠100A1 *withfreeboard* ~~2,27~~11,37 ~~BS~~ 5,37 ✠LMC1,35	Cff Bry	r	CL 2,37	1925 12mo *Lloyd*	SirJ Priestman&Co. Sunderland 'sA&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,*Mgrs.*) *CellDB315'994t*	365·0 F35' FK *FPT125tAPT247t*	51·5	25·1	Newcastle British *6BHCem* (*CoU to Sh dk* 5 ,, 2nd ,,)	T.3Cy.23½",41"&69"-48" (s) 180lb 380NHP 3SB(Spt)9cf,GS165,HS6155 Richardsons,Westgarth&Co.Ld.Sld.	27 " 6 s 2 " 10 24 " 10½	
30672 128829 ZMDG	**Ngakuta** ssWln.No.3-1,26 ssSyd.No.2-34 *1Dk(Stl)* *Cargo battens not fitted*	1775 1398 944	✠100A1 1,38 ~~1,37~~ ✠LMC1,38 ~~[illegible]~~ ~~[illegible]~~	Syd	y	CL ~~1,35~~ 1,38	1913 8mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' 'sA&CP	BlackballCoal MinesProprietary, Ld.(C.G.White, *Mgr.*) *WB=CellDBa82' u*	275·0 P24'B63'F23' FK *E20'f108'465tFPT*	39·0	17·6	Wellingtn, N.Z. British *4BHCem* *36tAPT70t*	T.3Cy.21",34"&56"-36" (s) 180lb 248NHP 2SB,6cf,GS120,HS4440 Richardsons,Westgarth &Co.Ld.Mdb.	18 " 5 s 2 " 8½ 16 " 2	
30673 102329 ZMFQ	**Ngapuhi** Ⓟ TwinSc ssAuk.No.2-09 *1Dk(Teak)*	703 486 311	✠ 5,11 ✠NB10,09✠	Auk	/		1900 6mo	Gourlay Bros.&Co. Dundee	NorthernSSCo.Ld.	190·0 B90'F24' *ptShadedk35'* FK *WB=FPT25t*	30·0	12·8	AuklndNZ British *5BHCem* *Tanka16t*	T.6Cy.18",21"&34"-24" 161NHP 1SB,3cf,GS62,HS2419 FD GourlayBros.&Co.Dundee	13 " 6	
30674 161722	**Ngaroma** *OilEng.* ssSou.No.1-35 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	503 345 245	✠100A1 12,37 ~~8,36~~ ~~10,37~~ ✠LMC8,35 ✠LMC(M)9,37	Hul	y	OG 8,36	1931 3mo *Lloyd*	N.V.IndustrieeleMaats. DeNoord Alblasserdam 'sA&CP	W.A.Wilson *CellD*	159·0 P42'Q41'F21' FK *B102'119tFPT69t*	25·7	10·0	S'thamptn British *3BHCem* *APTs20t*	Oil Engines 4S.C.SA 6Cy.11⅜"-17⅜" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 " 2 s 3 " 11½ 11 " 6½	
30675 ~~160074~~	**Ngarua**,(exMaraboo-36) Now "Loch Fisher," see No. 39033 in Supplement *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	511 307 245					1931	NVSchpsw Gebr.Pot. Bolnes	~~W.A.Wilson~~ JamesFisher&Sons.Ld.	151·6 Q96'F65'	25·6	9·8	Barrow ~~S'thamptn~~ British *WB*	Oil Engines 4S.C.SA 6Cy.11"-19⅛" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
30676 161740	**Ngatira** *OilEng.* ssGoo.No.1-35 *1Dk(Stl)* *Mchy.Aft* *CruiserStern* *Well deck* *Cargo battens not fitted*	525 351 260	✠100A1 11,37 ~~9,36~~ ✠LMC10,35 ✠LMC(M)9,37	Hul	y	OG 8,36	1931 10mo *Lloyd*	N.V.IndustrieeleMaats. DeNoord Alblasserdam 'sA&CP	W.A.Wilson *CellD*	159·3 P42'Q50'F25' FK *B102'119tFPT64t*	25·7	10·0	S'thamptn British *3BHCem* *APTs36t*	Oil Engines 4S.C.SA 6Cy.11⅜"-17⅜" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 " 2 s 3 " 8½ 11 " 9½	
30677 128651 ZMGF	**Ngatoro** ssSyd.2ndNo.3-3,36 ~~ssWln.No.3-2,24~~ Wireless ~~ssSyd.No.2-32~~ *1Dk(Stl)&deep framing* *Cargo battens not fitted*	1140 897 586	✠100A1 ~~3,37~~6,35 3,38 ~~BS3,37~~ 2,38 ✠LMC2,36	Syd ~~Mel~~	n	CL 3,37	1910 6mo *Lloyd*	A.Rodger &Co. PortGlasgow 'sA&CP	BlackballCoal MinesProprietary, Ld.(C.G.White, *Mgr.*) *CellDBa71'*	225·0 233·6(O.L.) P20'B60'F22' FK *uE15'f84'263tFPT*	33·1	15·5	Wellingtn, N.Z. British *4BHCem* *28tAPT62t*	T.3Cy.18",30"&48"-33" (s) 180lb 166NHP 2SB,4cf,GS86,HS2870 A.Rodger&Co.Glasgow	16 " 8 s 2 " 1½ 15 " 0½	
30678 XNCO	**Ngo Mei** (exKiangKing) TwinSc Now "Chin Kiang," see No. 37643 in Supplement Wireless	1077 565					1920	Kiangnan Dk&EngWks Shanghai	ChinaMerchants' Stm.Nav.Co.	196·5	31·0	9·6	Shanghai Chinese	T.6Cy.15",22"&34"-18" 98NHP		
30679 LEMY	**Ngow Hock** (exBratland-32, exDux) *1Dk*	1329 1130 709					1920	NewE.& S.B.Wks.Ld. Shanghai	A/S ArneSveen's Rederi(Arne Sveen,*Mgr.*)	242·7 P58tH94t	37·3	15·0	Oslo Norwegian	T.3Cy 18½",29"&49"-33" 138NHP NewE.&S.B.Works,Ld.		N
30680 135193 GNXP	**Niagara** Ⓟ TrpSc ssSyd.No.3-4,25 ssSyd.No.2-33 *Ref.Mchy.* *3Dks(U&2nd dkStl-ws)* *&Shelter dk*(teak s) *&Web frames*	13415 8684 7582	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS1,37 ~~BS1,36~~ ✠LMC5,32 ✠Lloyd'sRMC ~~[illegible]~~ ~~9,37~~ 4,38 *Fitted for oil fuel* 3,13 *F.P. above* 150° F.	Syd	it	CL ~~N2,35~~ s3,36 c1,37 P2,38	1913 3mo *Lloyd*	J.Brown &Co.Ld. Clydebank 'sA&CP	CanadianAustralasianLine,Ld. *WB=CellDBa 103'uE&B188'*	524·7 FK&BK2' *f166'1343tFPT120*	66·3	34·5	London British *9BHCem* *tAPT88t*	T.8Cy.(2)27½",(2)42"&(4) 47"-54" 1LPTurbine (r) 220lb FD HS31564 2DB&6SB,40cf,GS787 J.Brown&Co.Ld.Clydebnk	37 " 6 s9 " 10½ 28 " 1	
30681 130738	— *Mchy.Aft*	1760 1542 1324					1897	F.W. Wheeler&Co W.BayCity	GravelProducts Corp.	266·0	42·2	16·8	BuffaloNY Utd.States *WB*	T.3Cy.17",29"&48"-36" 138NHP F.W.Wheeler&Co.		
30682 309 HSAK	**Nibha** TwinSc ssBgk.No.3-5,37 ~~ssBgk.No.2-33~~ *1Dk(Stl)&Shadedk(Teak)* *OilEng.*	512 351 276	✠100A1 *withfreeboard* 10,37 ~~5,37~~ ✠LMC5,37 ✠NE5,37 DBS5,37 *For Coasting Service between Bangkok & Chantaboon* ~~*Fitted for oil fuel* 10,24 *F.P. above* 150° F.~~	Bgk		CL ~~4,36~~ 3,37	1924 10mo *Lloyd*	A/S. NakskovSkbs Nakskov 'sA&CP	SiamStm.Nav.Co.Ld. *CellDBu*	174·8 FK *E&B&f58'95tFPT*	29·2	7·7	Bangkok Siamese *4BHptCem* *17tAPT25t*	Oil Engines 2S.C.SA 8Cy.8¹¹⁄₁₆"-14³⁄₁₆" 105NHP DBmade28 *fitted37 100lb* Akt.Burmeister&Wain, Cpn.	10 " 0 s 2 " 0½ 8 " 0	
30683 233738 WNFA	**Nicarao** ssGal.No.3-12,32 *1Dk(Stl)&Shelter dk* ssNOs.No.1-37	1445 1391 819	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~2,36~~ 3,38 ~~BS2,36~~ ✠LMC ~~[illegible]~~ 6,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	NOs	n	CL 2,36	1920 9mo	Standard S.B.Corp. Shooter's Island,N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB197'306t*	234·3 B88' FK *FPT34tAPT36t*	34·1	20·3	NewYork Utd.States *ptCem* *2BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.19",30"&50"-33" (s) 185lb 200NHP 2SB,6cf,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 " 6 s 8 " 2 15 " 9	
30684 28054 JRPE	**Niccho Maru** *2Dks*	547 464 291					1921	Mitsui Bussan Hibi	NicchoKisen ShiryoK.K.	160·0 B43'F20'	26·0	16·0	Kobe Japanese *WB*	T.3Cy.14",22"&36"-24" 63NHP MitsuiBussan,Uno		
30685 DHRM	**Nicea** Sub.Sig. *1Dk&Awning dk*	1948 1679 1103					1922	Flenderswerft Lübeck	KarlGrammerstorf	303·8 F33' len34	41·7	17·6	Kiel German *WB*	T.3Cy.20½",34⅝"&55"-37⅝" NB34 185NHP A.G."Neptun,"Rostock		G
30686 137516 GPWF	**Niceto de Larrinaga** ssCff.No.3-7,29 ssMch.No.1-34 *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	5591 5147 3506	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~7,36~~ MS8,34 ✠LMC DBS ~~6,36~~ 5,37 MBS ~~1,37~~ 2,38	Cff Ant	it	CL ~~7,34~~ 5,37	1916 8mo *Lloyd*	Russell& Co. Pt.Glasgow 'sA&CP	LarrinagaS.S.Co. Ld. *1IntermediateBH&1'twndk BHdispensed with* *CellDB385'1468t* *DTa42'1138t*	439·8 456·5(O.L.) *FonShelter dk50'* FK *FPT104tAPT38t*	56·0	26·3	Liverpool British *Cem* *4BHtoUdk* 1 ,, ,,*Shlt*,, 1 ,, ,, *2nd* ,,	T.3Cy.26",43"&70"-48" (r) 180lb *110lb* 483NHP 2DB,12cf,GS202,HS9020 Rankin&Blackmre Ld.Grk *only*	29 " 0 s3 " 10½ 25 " 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of H. of Trade Cert.
30687 21377 JQDE	**Nichiman Maru** (*ex*AsakaMaruNo.2-34) 1*Dk*	1922 1399 1131					1917	GK Harada Shoko Osaka	OkazakiKisenK.K.	250·0 P147'F34'	37·7	20·5	Kobe Japanese *WB*	T.3Cy.17",28½"&48½"-36" 139NHP G.K.HaradaShoko,Osaka		
30688 32887 JUCB	**Nichiyei Maru** (*ex*Emperor of Havana,*ex*CanadianSailor) 1*Dk*	2012 1784 1154			...		1919	Pt.Arthur S.B.Co. P.Arthur,Ont	NisseiKaiunK.K.	251·0 P25'B64'F30'	43·8	20·7 FK	Tokio Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP PortArthurS.B.Co.	23 ″ 0	
30689 22534 [illegible]	— (*ex*BanyeiMaruNo.8-34) 1*Dk* Now "Yumihari Maru No. 2," see No. 40864 in Supplement	1186 1007 893					1918	NittaCo. Osaka	OkazakiKisenK.K.	220·0	33·5	18·5	Kobe Japanese *WB*	T.3Cy.15½",25⅝"&42½"-32" 101NHP YoshidaTekkosho,Osaka		
30690 38753 JRBT	**Nichiyo Maru** *ss*Yka.No.1-37 *OilEng.* 2*Dks*(*Stl*)	7509 6070 ~~5529~~ 5513	✠100A1 9,37 ~~9,36~~ DBS~~9,36~~ 9,37 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Kob Yka ✠~~LMC3,34~~ ✠LMC CS9,37 9,37	*b*†	CL 9,36	1934 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki Lloyd's*A&CP*	~~ToyoKisenK.K.~~ ToyoKaiunK.K. *'Tween Dk BH above after deep tank BH dispensed with* *CellDB*	436·3 P30'B157'F41' 369'1405*t* *FPT*263*t*	58·5	32·8 FK	Tokio Japanese *ptCem* 6*BH to Udk* 1 ,, ,, 2*nd* ,, *APTs*227*tD*	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" DB120lb 839NHP MitsubishiZosenKaisha, Ld.Nag. *Ta*36'1145*t*	32 ″ 10	
30691 LEMZ	**Nicholas Cuneo** 1*Dk&Spar dk*	1051 916 606					1907	Framnes Mek.Værks Sandefjord	L.A.Larssen	216·0 H99*t*	30·1	20·1	Flekkefjrd Norwegian *WB*	T.3Cy.18",29"&48"-33" 132NHP AkersMek.Værks.Oslo		N
30692 5963 SFQR	**Nicke** (*ex*Agricola,*ex*Böllsta, *ex*Agricola) 1*Dk*	*1170* *978* *635*					1918	Eriksbergs M.V.Aktieb. Gothenburg	NyaÅngfartygs A/B Heimdal (J.E.Manne,*Mgr.*)	226·7 P21'B52'F25'	36·5	14·6	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½-30" 108NHP KockumsM.V.Akt.Malmö		V
30693 240 SVEU	**Nicolaos Athanassulis** (*ex*Portugalete) *ss*Bla.No.3-11,13 *ss*Pir.No.1-19 1*Dk*(*Stl*)2*trB&Web frames* Now "Panaghiotis," see No 39079 in Supplement	3575 2619 2266	✠ 7,23	Bdx ✠	*v*		1901 6mo	J.Priest- man&Co. Sunderland	Heirs of G.N.Athanassulis *WB*=	339·7 P31'B92'F34' *DBa*116' *f*132' 911*t*	48·0	26·0 FK	Piræus Greek 6*BHCem* *APT*118*t*	T.3Cy.24",38"&64-42" NDB13 276NHP 2SB,6*cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	
*30694 700 SVPY	**Nicolaos Filinis** (*ex*Glenaster, *ex*Seabank, *ex*Dowgate) *ss*Bry.2ndNo.3-11,29 *ss*Anc.No.1-34 1*Dk*(*pt Irn&pt Stl*)2*trB & Web frames*3*Dk rule*	*3111* *2875* *1986*	✠100A1 5,37 ~~12,34~~ BS1,37	Pla Rot ✠LMC2,34	*u*	CL 1,37	1904 9mo	Richardsn, Duck&Co. Stockton Lloyd's*A&CP*	M.N.Filinis *CellDBa*108'	325·0 P26'B164'F29' *uE&B*40' *f*138'740*t*	47·0	22·4 FK	Piræus Greek 5*BHCem* *APT*84*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb 280NHP 2SB,6*cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 3¼ 21 ″ 9¼	
30695 246 SVPG	**Nicolaos G. Culucundis** (*ex*Maid ofSparta, *ex*LordByron) *ss*Shl.No.3-2,30 *ss*Syr.No.1-34 1*Dk*(*Stl*)	*3201* *2981* *1930*	✠100A1 3,37 ✠NB2,17 ✠NE10,31	Bry ✠LMC3,34 BS~~5,36~~ 6,37	*v*	CL 2,37	1917 2mo	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *CellD*	339·8 P28'B105'F39' *B*294' 789*t* *FPT*69*t*	47·0	23·8 FK	Syra Greek 6*BHCem* *APT*179*t*	T.3Cy 20½",33"&54"-39" (*s*) 160lb *100lb* 224NHP 2SB.6*cf*.GS106.HS4005 Earle'sS.B.&E.Co.Ld.Hull	26 ″ 3 s 4 ″ 4¾ 22 ″ 1½	
*30696 504 SVUP	**Nicolaos M. Embiricos** (*ex*LangtonGrange-37, *ex*Segura-35, *ex*WarPansy) *ss*Npt.No.3-12,31 *ss*Ams.No.1-37 1*Dk*(*Stl*)	*5295* *4812* *3239*	✠100A1 ~~11,37 1,37~~ 3,38 BS~~9,36~~ 11,37	Ams Rot ✠LMC MS1,37	*y*	CL 12,36	1919 2mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's*A&CP*	J.A.Coulouthros& N.N.Embiricos *CellDB*	400·1 P49'B113'F40' 335'1058*t* *FPT*132*t*	52·4	28·4 FK	Andros Greek 7*BHptCem* *APT*213*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb ~~*100lb*~~ *100lb* 455NHP 2SB,8*cf*,GS153,HS6334 FD Blair&Co.Ld.Stockton NDB25*refitted*37	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
30697 845 SVOA	**Nicolaos Michalos** (*ex*Akropolis-35,*ex*Hermion) 1*Dk&Shelter dk*	4342 4096 2726					1913	W.Doxford &Sons,Ld. Sunderland	MichalinosMari- time&Commercial Co.Ld.	389·8 P102*t*H125*t*	54·1	24·6	Piræus Greek *WB*	T.3Cy 26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
30698 504 SZLS	**Nicolaos Nomicos** (*ex*Boubis, *ex*Solli, *ex*Constance, *ex*Köln) *ss*Nwc.2ndNo.3-8,19 *ss*Pir.No.2-28 1*Dk*(*Stl*)2*nd dk*(*Stl*)*forward*	625 607 355	— 9,32	Pir	*i*		1899	Bremer Vulcan Vegesack	L.N.Nomicos	172·2 B46'	27·0	16·3 FK	Piræus Greek 4*BHCem*	T.3Cy.12$\frac{13}{16}$",21¾"&34¾"-24" 70NHP 1SB,2*pf*,GS42,HS1178 BremerVulkan,Vegesack	17 ″ 1	
30699 225 SVFQ	**Nicolaos Piangos** (*ex*Oaklands Grange-34) 1*Dk*	*4499* *4275* *2851*					1912	Nthmblnd S.B.Co.Ld. Newcastle	M.N.Piangos& Partners	385·0 P35'B119'F37'	52·0	27·1	Andros Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NH Westgarth&Co.Ld.Sld		C
30700 91 SVLR	**Nicolas** (*ex*Copenhagen) *ss*Pir.2ndNo.3-8,35 2*Dks*(1*pt Irn&pt Stl*&1*Stl*)	*4540* *4282* *2910*	✠100A1 ~~5,37~~ ~~9,36~~ 8,37 MS9,34	Rot Ams ✠LMC BS~~9,36~~ 9,37	*y*	CL 9,36	1910 8mo	Russell& Co. Pt.Glasgow Lloyd's*A&CP*	B.S.Rossolimos *CellDBa*124'*uE*22' *f*169'1029*tD*	385·0 P34'B111'F51' *Ta*30'784*tAPT*19*t*	52·0	26·5 FK	Argostoli Greek *Cem* 5*BH to Udk* 1 ,, ,,2*nd* ,,	T.3Cy.26",42"&68"-48" (*s*) 180lb *100lb* 417NHP 3SB,9*cf*,GS189,HS7394 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
30701 94 SVPR	**Nicolas Angelos** (*ex*RiverOrontes) 2*Dks*	*4351* *4056* *2809*					1912	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	J.Angelos	375·8 P36'B100'F41'	52·2	25·5	Chios Greek *WB*	T.3Cy.25",41"&68"-48" 320NH J.G.Kincaid&Co.Ld.Grk.		C
*30702 SVBB	**Nicolas Pateras** (*ex*PenteAdelfi-35, *ex*MariaM.Diacaki-34, *ex*Port de laPallice, *ex*Bayford,*ex*Brantford) *ss*Pir.2ndNo.3-2,35 1*Dk*(*Stl*)	*4362* *3953* *2602*	✠100A1 11,36 BS~~1,36~~ 6,37	Cff ✠LMC2,35	*x*	11,35	1910 4mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's*A&CP*	C.N.&E.N.Pateras *CellDBa*	365·0 P24'B91'F32' 119'*uE&B*43' *f*159'	51·4	25·9 FK	Chios Greek 6*BHCem* 927*tAPT*48*t*	T.3Cy.25",40"&67"-45" (*s*) 180lb 335NHP 3SB,9*cf*,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld	28 ″ 4 s 5 ″ 3½ 23 ″ 3	
30703 OZEB	**Nicoline Mærsk** **TwinSc3Mst** *OilEng.* **D.F.** 2*Dks*	4194 3813 2532					1925	Odense Staalskibsv. Odense	D/S A/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*)	374·8	52·2	24·5	Odense Danish *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 449NHP Akt.Burmeistr&Wain,Cpn		V
30704 1277 IBLY	**Nicolò Odero** *Fitted for oil fuel* **D.F.** 1*Dk*	6003 4499 3668					1925	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	393·7 P&B265'F39'	51·5	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{11}{16}$"-48" 336NHP N.Odero fuA.Genoa		I
*30705 258 SVKH	**Nicos** (*ex*Ionia,*ex*ConstantinosXII) *ss*Sld.No.3-4,27 *ss*Ant.No.2-36 1*Dk*(*Stl*) Now "Alex," see No. 37171 in Supplement	3892 — 2351	✠100A1 4,37	Ant ✠LMC10,36	*x*	CL 4,37	1914 1mo	J.Priest- man&Co. Sunderland Lloyd's*A&CP* *CellD*	A.Gripaios *Ba*127'*uE & B*42'*f*	380·0 393·6(O.L.) P37'B238'F41' 165'1529*t* *FPT*154*t*	51·5	22·1 FK	Piræus Greek 6*BHCem* *APT*217*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 380NHP 3SB,9*cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 1½ 22 ″ 6¾	
30706 160242 GSVY	**Nicoya** **E.S.D.** **D.F.** Sub.Sig. *Ref.Mchy.* 2*Dks&*2*ptDks*	5364 4655 3315					1929	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·5 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exigé. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15
30707 LENA	**Nidareid** (*ex*Stottpool) *Mchy.Aft* 2*Dks*	1321 1140 734					1924	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	KrogstadsDmpskrederiA/S(Geo. Hansen,*Mgr.*)	256·3 P96*t*H37*t*F39*t*	38·2	15·4	Oslo Norwegian *WB*	T.3Cy.16",27"&44"-30" 106NHP ShieldsEng.Co.Ld.N.Shl.		N
30708 OHDV	**Nidarholm** (*ex*Meandros) *ss*Got.No.1-37 *ss*Abg.No.3-4,33 1*Dk*(*Stl*) *Cargo battens not fitted*	2588 2232 1468	✠100A1 6,37 ~~12,30~~ ✠LMC6,37 ~~MS11,32~~	Abg Got ~~BS4,34~~	*t*	CL N12,36	1920 11mo *Lloyd*	JIThornycroft&Co.Ld Southampton '*s*A&CP	A/BHelsingfors S.S.Co.Ld (A/B Nielsen&Thorden O/Y,*Mgrs.*) *CellDB*250' 664*t FPT*114*t APT*105*t*	299·9 P28'B83'F28'	43·8	21·8 FK	Helsingfrs Finnish 5*BHCem*	T.3Cy.21",34"&57"-36" (*s*) 180lb 240NHP 2SB,6*cf*,GS110,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3½ 20 ″ 4	
30709 Broken up OYMD	**Nidaros** Ⓟ Wireless *Well deck* *Ref.Mchy.*	1024 703 610					1890	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	219·4 len04	29·1	15·4	Esbjerg Danish	T.3Cy.18",30"&48"-36" 138NHP Lobnitz&Co.,Renfrew		V
30710 DOAC	**Niedersachsen** (*ex*Hermina, *ex*Rebecca) *Oil.Eng.* 1*Dk*	334 297 239					1917	Pattje& Zonen Waterhuizen	M.S.Niedersachsen-Reederei	134·1	27·2	10·9	Bremen German *WB*	Oil Engines 2S.C.SA 4Cy.10⅓"-14⅛" 73NHP NE*made*23*fitted*30 Grossmotorsnw.Hamburg-Mannheim,Ham.		G
30711 OZBE	**Niel Mærsk** TwinSc *OilEng.* *ss*H.Kg.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNo.*1*hold* *CruiserStern*	5086 4622 3168	✠100A1 *withfreeboard* ~~7,27~~ ~~2,37~~ 2,38 ✠LMC CS8,35 DBS2,37 4,36 *Fitted for carrying oil F.P.above* 150°*F.in deep tanks* 1,31	HKg Shl	*a*†	CL 4,36	1931 1mo *Lloyd*	Odense Staalskibsvft Odense '*s*A&CP	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Moller, Copenhagen*Mgr.*) *CellDB*371'1266*t tanks in way of tunnels*25*t DTa*17'534*t MT*27'1068*t FPT*148*t APT*246*t*	418·9 437·4(O.L.) F38'	54·7	25·4 FK	Svendborg Danish 8*BH* (*Coll to Sh dk* 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/32"-51 3/16" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
30712 OZJC	**Niels R. Finsen** 1*Dk*	1855 1643 1133					1904	J.Smit,Czn Alblasserdm	A/S DetDansk NorskeDampskibsslsk. (R.A. Robbert,*Mgr.*)	275·5 P21'B166'F33'	41·1	17·8	Copnhagn Danish *WB*	T.3Cy.20½",33"&54"-36" 175NHP Maats deSchelde,Flushing		V
30713 DODL	**Nienburg** Ⓟ Sub.Sig. 2*Dks*	4154 3784 2537					1922	Vulcan Werke,A.G. Stettin	Norddeutscher Lloyd	360·7 P44'B110'F38'	51·0	26·0	Bremen German *WB*	T.3Cy.22⅝",36⅝"&61⅝"-47½" 260NHP VulcanWerkeA.G.Stettin		G
30714	**Nieuw Amsterdam** Ⓟ TwinSc D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	36000	100A1 *withfreeboard* (*ClassContemplated*)				1937	NV Rotterdam Droogd. Maats. Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	713·7	88·3	50·0	Rottrdam Dutch	2 steam turbinesSRgeared Kon.Maats."DeSchelde"	55 ″ 3 s14 ″ 11½ 31 ″ 6	
30715 PKFO	**Nieuw Holland** TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	11066 8624 6789	✠Lloyd'sRMC ~~3,37~~ ~~4,37~~ 3,38				1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	540·5 P25'B243'F44'	62·7	32·3	Batavia Dutch *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Gebr.Stork&Co.Hengelo		V
30716 PKFR	**Nieuw Zeeland** TwinSc *Fitted for oil fuel* D.F. *Ref Mchy.* 2*Dks*	11069 8612 6809	2,38 ~~12,37~~ ✠Lloyd'sRMC ~~12,36~~ ~~6,37~~				1928	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	540·0 P27'B245'F45'	62·5	33·4	Batavia Dutch *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Maats.Fyenoord,Rot.		V
30717 PGGH	**Nieuwendam** (*ex*Schelde, *ex*Rijnveer,*ex*Nereus) TwinSc *OilEng.*	337 237 169					1919	Gebr.v.d. Windt Vlaardingen	N.V.Maats.voor Zwavelzuurbereiding v/h.G.T. Ketjen&Co.	132·4	23·2	9·2	Amstrdam Dutch	Oil Engines 2S.C.SA 6Cy.10 13/16"-13¾" 123NHP N.V. Kromhout NE29 Motorenf.Amsterdam		G
30718 PGHB	**Nieuwland** *ss*Rot.No.1-37 *ss*Rot.No 3-2,33 *Well deck* 1*Dk*(*Stl*)	1075 694 568	✠100A1 5,37 ~~4,36~~ ~~BS4,36~~ ✠LMC~~2,33~~ ~~5,37~~ 5,37	Rot	*m*	OG ~~1,34~~ 5,37	1920 9mo *Lloyd*	N.V.Schps. J Smit&Zoon Albl'sserdam '*s*A&CP	Scheepvaarten SteenkolenMaats. *CellDBa*58'*uE*19'*f*88'272*tFPT*28*tAPT*10*t*	217·0 Q71'B54'F22'	32·8	13·7 FK	Rottrdam Dutch 4*BHCem*	T3Cy.17¾",29½"&47¼"-35 7/16" 180lb (*s*) 175NHP 2SB,4*cf*,GS84,HS3121 Gebr.Stork&Co.Hengelo	14 ″ 6 s ″ 9½ 13 ″ 11	
30719 139037 GJZF	**Nigaristan** (*ex*Diyatalawa, *ex*Rappenfels) *ss*Shl.2ndNo.3-10,34 2*Dks*(*Stl*-*U*teak s) D.F.	5993 5556 3752	100A1 6,37 ~~4,36~~ ~~BS12,35~~ ~~5,37~~ LMC10,34 *Fitted for oil fuel* 7,23 *F.P.above* 150° F. MBS3,38 DBS6,37	Bry Loh	*a*†	OG 3,35	1912	Bremer Vulkan Vegesack A&CP	F.C.Strick&Co.Ld. *BHin forward hold dispensed with* *CellDBa*137'*uE*25'*f*186'1261*t 'tween dk tanks a*34'459*t f*41'520*tFPT*66*tAPT*47*t*	421·7 P60'B126'F56'	56·2	29·7 FK	London British *Cem* 6*BHonly*	T.3Cy.29½",46⅞"&75⅝"-53 1/16" 192lb *121lb* (*s*) 521NHP 3SB(Spt),9*cf*,GS148, HS6943 FD BremerVulkan,Vegesack	32 ″ 4 s 6 ″ 6 26 ″ 0½	
30720 161277 GYRB	**Nigerian** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Rudder electrically welded*	5423 4447 3201	✠100A1 *withfreeboard* 5,38 ~~9,36~~ ✠LMC2,36 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 9,37 *F.P.above* 50°F.	Bmn Ham		CL	1936 2mo *Lloyd*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*s*A&CP	UnitedAfricaCo. Ld. *Cell DB*337' 1058*tDTa*25'830*t FPT*226*tAPT*205*t*	417·5 433·0(O.L.) F43'	57·7	23·6 FK	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd dk*)	T3Cy21⅝",35 7/16"&57 1/16"-39⅜" &LP Turbine withDRgearing & hydraulic coupling 220lb (*s*) FD 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 ″ 8 s1 ″ 11½ 23 ″ 10½	
30721 37467 JKNC	**Nihonkai Maru** Ⓟ *OilEng.* 2*Dks*	2681 2013 1613					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	299·2 P22'B82'F36'	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"-55⅛" 268NHP MitsuiBussanKaisha,Ld. Tama		
30722 8740 JUQB	**Niigata Maru** *ss*Kob.No.1-07 1*Dk*(*ptIrn*&*ptStl*)*deep framing* &*Web frames M dk*(*Stl*)*in forehold* &(*Irn*)*in Mchy space*	2069 1781 1161	✠ 2,07 ✠	Kob	*s*		1903 7mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K. *WB=CellDBa*110'*uE*&*B*52'*f*72' 514*t DTa*26'255*tFPT*70*tAPT*82*t*	282·7 P26'B82'F32'	38·3	20·6 FK	Tokio Japanese 5*BHCem*	T.3Cy.21",35"&58"-36" 245NHP 2SB,4*cf*,GS75,HS3270 MitsuBishiD.&E.Wks.Nag	23 ″ 3	
30723 1628	**Niihama Maru** (*ex*ShinkochiMaru, *ex*Romulus) *ss*Dun.No.2-96 1*Dk* *Floors,Beams,Keelsons*&*Stringers*(*Irn*)	441 309 264	✠ 5,98 ✠	Dun	*e*		1888 3mo	Oswald, Mordaunt& Co. Southampton	SumitomoBesshi KozanK.K.	166·0 Q100'F19' len93	21·4	11·1 BK7'	Niihama Japanese 7*BHCem*	T.3Cy.12½",19"&31½"-24" 60NHP 1SB,2*cf*,GS48,HS1078 OswaldMordaunt&Co.Sou.	12 ″ 0	
30724 205 ESFV	**Niit** WoodAux3MstSr (*ex*Elisabeth-36,*ex*Elizabete, *ex*Greif) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	301 272 224					1921	F.Dawartz Tönning	J.Rand	126·8 P13'H20'	25·5	13·8	Tallinn Estonian	Oil Engines 2S.C.SA 2Cy.16"-19½" 57NHP Möller&Bindseil,Marne		

New "Inez," see No. 35616 in Supplement

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30725 15189 JCCB	**Niitaka Maru** Ⓟ (exErny) 1Dk&Spar dk	2478 2385 1544			...		1904	Russell& Co. Pt.Glasgow	KitaNipponKisen	294·0 B82'	40·3	17·6 25·3 FK	Fuchu Japanese WB	T.3Cy.24",40"&65"-42" 295NHP J.G.Kincaid&Co.Grk.	27 " 9	
30726 PGKO	**Nijkerk** Ⓟ (exCassio,exPangani) ssAms.No.3-7,33 D.F. 2Dks(Stl)	5766 5244 3619	100A1 3,37 BS3,37	Rot LMC7,33	a†	CL ~~8,35~~ 3,38	1915	Blohm& Voss Hamburg	Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. Holland Afrika Lijn N.V. *Mgrs.*)	420·0 435·5(O.L.) P&B335'F51' Upp.B124' *Intermediate BH in forehold dispensed with 6 BH only* *CellDB FPT*	56·3	27·9 FK	TheHague Dutch	Q.4Cy.24",$34\frac{5}{8}$",50"&$72\frac{13}{16}$"- 54" 228lb (s) 603NHP 4SB,*12cf*,GS196,HS8611 FD Blohm&Voss,Hamburg	30 " 2 s4 " $2\frac{3}{4}$ 26 " $2\frac{1}{4}$	
30727 PGKW	**Nijverdal** Now "Al Racou," see No. 37128 in Supplement *OilEng.* *Mchy.Aft* 2*Dks* *CruiserStern*	673 446 370					1930	N.V. Industrieele DeNoord Alblasserdam	N.V.Scheepv. Maats."Nijverdal"	171·7 P109'F23'	27·2	11·6	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"-$22\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.,Köln-Deutz		V
30728 7478 SEGA	**Nike** TwinSc *OilEng.* ssGot.No.2-37 ~~ssGot.No.1-33~~ D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	9827 8949 5514	✠100A1 ~~7,37~~ ~~7,36~~ 3,38 ✠LMC DBS~~7,36~~ 7,37 *CarryingPetroleum in bulk*	Cff Liv 7,37 CS~~7,33~~ ~~3,36~~ 1,38	e†	CL ~~P1,36~~ s7,36 P3,38	1928 11mo *Lloyd's A&CP*	A/B Göta- verken Gothenburg	RederiA/B Trans- oil(R.Sörman, *Mgr.*) *CellD BuE71'304t*	489·8 496·1(O.L.) P103'F39' *DT f 33'624t FPT196t APT310t*	64·1	36·9 FK	Gothenbrg Swedish 10*BHptCem*	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 724NHP 2DB*150lb* Aktieb.Götaverken,Got.	37 " 0 s8"$10\frac{1}{2}$ 28 " $4\frac{3}{4}$	
30729 SZLQ	**Niki** (exSlinger) Now "Lingfield," see No. 39007 in Supplement *Mchy.Aft* 1*Dk*	963 843 358			...		1917	Lobnitz& Co.Ld. Renfrew	PetrosM.Nomikos, Ld.	195·7 F20'	35·7	14·4 FK	Andros Greek WB	T.3Cy.17",27"&43"-27" 151NHP Lobnitz&Co.Ld.Renfrew	15 " 6	C †
30730 Wrecked 4.37 22766 JQXE	**Nikka Maru** (exShimizuMaru-34, exShoshoMaruNo.3) 1*Dk*	1269 1050 854					1918	K.K. Yoshiura Zosensho Yoshiura	TshimaruKaiun GoshiKaisha	228·0	33·0	18·7	Kobe Japanese WB	T3Cy.$14\frac{1}{2}$",$24\frac{5}{16}$"&$40\frac{1}{16}$"-30" 88NHP K.K.TakaoTekkosho, Kobe		
30731 9673 JKFE	**Nikkai Maru** *OilEng.* 2*Dks*	300 — 177					1905	T.Hyogo- dani Osaka	Amagasaki KisenbuGomei Kaisha	141·8	18·7	13·4	Osaka Japanese	Oil Engines NE33 NipponHatsudokiK.K.		
30732 23827 JREE	**Nikkio Maru** (exYachiyoMaru-34) 1*Dk*	1402 1162 817					1918	Shinki Dockyard Osaka	OkazakiKisenK.K.	235·0	35·0	19·0	Kobe Japanese WB	T.3Cy.$15\frac{3}{4}$",26"&42"-30" 97NHP YoshidaTomegoro,Osaka		
30733 8908 JNLD	**Nikko Maru** Ⓟ 2*Dks*&*Webframes*	5058 4007 3040			...		1903	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	428·1 P73'B177'F48'	48·8	26·7 FK	Tokio Japanese WB	T.3Cy.31",51"&85"-54" 785NHP MitsuBishiD.&EWks.Nag	30 " 6	
30734 33994 JCOC	— (exTaikooWanYi) *Fitted for oil fuel* 1*Dk*	3098 2842 1828			...		1919	SirRaylton Dixon&CoLd Middlesbro'	OkazakiKisenK.K.	331·0 P33'B98'F29'	46·5	25·5 FK	Kobe Japanese WB	T.3Cy.25",41"&68"-45" (s) 412NHP Blair&Co.Ld.Stockton	25 " 6	C †
30735 YTDC	**Niko Matkovic** (exCatherine Schiaffino,exMalgache, exSolstad) Wireless 1*Dk*&*Spar dk*	1425 1399 870					1906	Frammes Mek.Værks Sandefjord	E.Matkovic	234·2 H89tF34t	33·6	20·0	Bakar Yugoslav WB	T.3Cy.18",29"&48"-33" 132NHP FredrikstadM.V.Frdstad.		G
30736 106 SVJC	**Nikoklis** (exNikoklisMoraitis, exLingedijk) ssSyr.No.3-8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3576 3292 2162	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~8,36~~ 12,37 BS3,37	Cff ~~Hul~~ Ant ✠LMC8,34	w	CL ~~8,36~~ 11,37	1921 5mo *Lloyd's CP*	NVBurger -houtsM.&F. Rotterdam	N.G.Moraitis *CellDB308'1052t*	360·2 373·8(O.L.) *FPT63t APT73t*	50·3	21·8 FK *Collision*	Andros Greek *Asp* *Collision BH to Sdk* 5 „ „ *U* „	T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$66\frac{15}{16}$"- $45\frac{1}{4}$" 180lb (s) 345NHP 3SB,*9cf*,GS150,HS5565 BurgerhoutsMachFab.Rot	24 " 6 s2 " $1\frac{3}{4}$ 22 " 7	
30737 YTDA	**Nikola Pàsić** ssRot.No.2-34 2*Dks*(*Stl*)	4753 4452 3012	✠100A1 8,37 ~~8,36~~ BS~~11,36~~ 1,38	Rot ✠LMC10,34	y	CL ~~9,34~~ 8,37	1927 5mo *Lloyd's A&CP*	W.Hamil- ton&Co.Ld PortGlasgow	Dubrovacka PlovidbaA.D. *CellD*	390·6 P34'B112'F44' *B336'1282t APT19t*	52·0	26·3 FK	Dubrovnik Yugoslav 7*BHptCem* 2 „ *to 2nd dk*	T.3Cy.26",42"&70"-48" (s) 180lb 467NHP 3SB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 " 3 s 5 " $5\frac{3}{4}$ 24 " 0	
30738	**Nikolai Ejof** TwinSc (exDominia-37) ssLon.No.2-34 ~~(CableVessel)~~ 3*Dks* & *4th dk* D.F. GyC. *in fore hold* E.S.D. *Cargo battens not fitted*	9180 6697 5460	✠100A1 *withfreeboard* 4,37 ~~12,36~~ MS3,35 *Fitted for oil fuel 6,26*	Lon Ams ✠LMC BS1,37	d†	CL 12,36 *F.P. above 150°F.*	1926 6mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, LdNewcastle	U.S.S.R. *CellDB401'2472t* ~~*side tanks a640t*~~	~~488·0~~ 486·8 B145' ~~*side tanks f947t*~~ *FPT281t APT208t*	59·0	37·4 FK	Vladvostk Russian *ptCem* 8*BH* (4 „ *to Udk* 4 „ „ *2nd* „)	T.6Cy.24",$40\frac{1}{2}$"&66"-45"(s) 200lb 932NHP 5SB,*18cf*,HS14197 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	40 " 9 s13 " 6 27 " $8\frac{3}{4}$	
30739 UOWC	**Nikolai Janson** (exSoyuz TwinSc MetallistovS.S.S.R.-34) *OilEng* *Carrying oil in bulk* 2*Dks* *Mchy.Aft* *Longitudinal framing*	7602 6742 4078					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98'B47'F58'	56·0	32·4	Tuapse Russian WB	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"-$41\frac{11}{16}$" 776NHP StatesS.B.Yd."Marti" Nicolaieff		
30739* YTCY	**Nikolina Matkovic** (exAntoine Schiaffino-32, ssShl.No.3-7,20 exMogador, ssAlg.No.2-29 exGibraltar) Now "[illegible]," see No. 38751 in Supplement 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2089 1971 1245	— 9,33	Alg			1905	Howaldts- werke Kiel	E.Matkovic *CellD*	261·5 F33' *on Shelter dk* *Collision* *B220'554t APT 15t*	38·3	24·3 BK$7\frac{7}{8}$"	Bakar Yugoslav *Cem* *Collision BH to Shdk* 3 „ „ *U*	T.3Cy.$20\frac{1}{2}$",$32\frac{7}{16}$"&$51\frac{9}{16}$"- $35\frac{7}{16}$" 192NHP 2SB,*4cf*,GS100,HS3240 Howaldtswerke,Kiel	26 " 9	G †
30740 224 SVPV	**Nikos T.** (exSutherland-34, exGasconier) ssHul.No.3-11,31 ssMes.No.1-36 1*Dk*(*Stl*)	5175 4723 3149	✠100A1 11,37 ~~11,36~~ BS8,37	Alx Rou ✠LMC6,36	y	CL 11,36	1919 5mo *Lloyd's A&CP*	Vickers, Ld. Barrow	E.M.Tricoglu *CellDB345' 1123t D*	400·0 P49'B113'F49' *Ta28' 1031t FPT121t APT180t*	52·4	28·5 FK	Andros Greek 7*BHptCem*	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 " 0 s 5"$11\frac{3}{4}$ 25 " 3	
30741 7298 SDHA	**Nils Gorthon** (exEifel,exHertha) D.F. 1*Dk*	1787 1467 1013					1921	Howaldts- werke Kiel	RederiA/B Gylfe (Joh.Gorthon, *Mgr.*)	260·9 P13'Q75'B115'F31'	40·9	17·5	Hlsngborg Swedish WB	T.3Cy.$20\frac{1}{10}$",$32\frac{3}{10}$"&$51\frac{1}{20}$"- $35\frac{1}{20}$" 149NHP Howaldtswerke,Kiel		V
30742 146662 GCJT	**Nils Moller** (exInvergoil-36) ssBel.No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern* *Fitted for oil fuel*	6647 6190 4174	✠ — 9,36	Bel ✠	a†		1922 11mo	Harland& Wolff,Ld. Belfast	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBuE&B*	412·6 F40'*on Shelter dk*	55·8	34·4 FK	Shanghai British 8*BHCem* 84'440t	T.3Cy.27",44"&73"-48" 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 " 0	
30743 TCCM	**Nilufer** (exL'Ancre,exMichail) 2*Dks*	609 — 268					1904	F.Schichau Elbing	MustafaCemal ve AhmetFerit	189·3	27·3	17·0	Istanbul Turkish WB	T.3Cy.$21\frac{7}{10}$",$34\frac{7}{10}$"&$49\frac{3}{5}$"- $21\frac{3}{10}$" 114NHP F.Schichau,Elbing		
30744 155313 VLCW	**Nimbin** *OilEng.* *Ref.Mchy.* Wireless 1*Dk*	1052 667 516					1927	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	215·0 Q102'B23'F32'	35·1	11·9	SydnyNSW British WB	Oil Engines 4S.C.SA 6Cy.$19\frac{1}{16}$"-$35\frac{3}{8}$" 235NHP Akt Burmeistr&Wain,Cpn		C

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela si ce n'est dans le L.R.
30745 930 IBPY	**Nina** (*ex*WarAlgoma) 1*Dk*	2212 1853 1304					1919	PolsonIron WorksCo.Ld. Toronto	Soc.Anon.Ilva	251·0 P25'B68'F20'	43·5	22·9	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		CI
30746 OHBC	— (*ex*FredrikLarssen,*ex*MarthaRuss) 1*Dk* D.F.	2055 1706 1180					1899	Akt.Ges. "Neptun" Rostock	LovisaAngfartygs A/B.(A/B R.Nordstrom&Co.O/Y, *Mgrs.*)	280·0 P22'B58'F28'	40·4	18·3	Lovisa Finnish *WB*	T.3Cy.19⅝",32¼"&53½"-35⅜" 168NHP A.G."Neptun,"Hamburg		G
30747 LENB	— (*ex*Eidsvoid,*ex*Holmen) 1*Dk*	1371 1190 799					1917	NV.Boele's Sch.Mschfbk. Slikkerveer	Rederi A/S Nina (ErlingMortensen)	240·2 P68tH62t	36·2	16·8	Oslo Norwegian *WB*	T.3Cy.18",30"&48"-36" 138NHP MaschenfabriekBolnes		N
30748 LCLY	**Nina Borthen** *OilEng.* *ss*Nag.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6123 5412 3560	✠100A1 ~~7,37 4,36~~ 4,38 ~~DBS11,36~~ *CarryingPetroleum in bulk* DBS11,37	LAn ~~Pnt~~ Ams ✠LMC CS7,35 ~~7,35~~9,37	z	CL ~~7,34~~ ~~9,37~~ 4,38	1930 8mo *Lloyd*'s*A&CP*	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	A/S Motortank (H.Borthen&Co. A/S*Mgrs.*) *CellDBuE*56'171t	396·2 P97'629'F36' FK *Trunk*238' *DTf*34'347t*FPT*15	55·1	32·3	Oslo Norwegian 14*BHptCem* (9 *to U' dk* 5 „ *2nd* „) 5t*APT*121t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
30749 116235 KLAR	**Nine** (*ex*Ten-35,*ex*Scranton) *Mchy.Aft* *Ref.Mchy.* 1*Dk*&*Spar dk*	2016 1854 1595					1888	Cleveland S.B.Co. Cleveland,O.	Terminals& Transpn.Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*)	260·0 H—F29'	39·2	21·6	DuluthMin Utd.States *WB*	T.3Cy.19",30"&52"-40" 171NHP ClevelandS.B.Co.Clevelnd		R
30750 XNFA	**Ning Ching** (*ex*Imataca,*ex*Harriet) 1*Dk*	1693 — 984					1915	Laxevaags Msk.&Jrnskb Bergen	NingpoShaohsing S.N.Co.Ld.	246·2 P44tQ108tB129t H67tF41t	37·9	15·8	Shanghai Chinese *WB*	T.3Cy.18⅝",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn.		
30751 155908 MBZD	**Ning Kwang** TwinSc *OilEng.* *Carrying oil in bulk* 1*Dk*	351 303 136					1930	NewE.& S.B.Wks.Ld. Shanghai	AsiaticPetroleum Co.(NorthChina) Ld.	162·0	27·0	9·8	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"-14¾" 196NHP KromhoutEng.Wrks.Ams.		C
30752	**Ning Shao** TwinSc 3*Dks*	3074 — 1920					1905	Foochow Arsenal Foochow	NingpoShaohsing S.N.Co.Ld.	280·0	48·0	18·0	Shanghai Chinese *WB*	T.6Cy.20½",30½"&46"-28" E*made*05B*made*04 112NHP FoochowArsenal,Foochow		
30753 153585 GKNV	**Ninghai** 2*Dks*	2484 2049 1482					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	ChinaNav.Co.Ld.	295·8 B72'F44'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"-39" 138NHP TaikooDkyd.&Eng.Co.Ld.		
30754	**Ninghsiang** WoodTwinScSr *ex*MikumaMaru,*ex*KyodoMaruNo.6) 2*Dks*	359 305 213					1903	T.Haruki Tokushima	NinghsiangS.N. Co.Ld.	147·4	20·6	13·8	Ningpo Chinese	T.6Cy.8½",13¾"&22½"-18" 42NHP S.Ono,Osaka		
30755 XNBU	**Ningshin** (*ex*Taishan) TwinSc 1*Dk*&*Awngdk*	3439 — 2099			...		1913	Hong K'ng &Whampoa DockCo.Ld. HongKong	NingShinS.S.Co. Ld.	280·0 FK	53·1	10·0	Shanghai Chinese *WB*	T.6Cy.21",33½"&54"-27" 424NHP HongKong&Whampoa DockCo.Ld.HongKong	12 ″ 0	
30756 1889 IBTS	**Nino Padre** (*ex*Lepanto-34, *ex*Elvaston) *ss*Tri.No.3-4,31 D.F. 1*Dk*(*Stl*)	4171 3795 2527	✠ ... 6,35 ✠	Rot	*w*		1913 2mo	JLThompson&SonsLd. Sunderland	GiuseppeGavarone	366·8 351·7 P25'B145'F32' FK *CellDBa*121'	50·8 50·9	24·9 25·9	Genoa Italian 6*BHCem* *uE&B*42'*f*1	T.3Cy.25",42"&68"-48" 350NHP 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld 46'1045t*FPT*96t*APT*74t	28 ″ 5	I †
30757 1166 ICMO	**Ninuccia** (*ex*Valrossa,*ex*Bampton) D.F. 1*Dk*	4583 4194 2803					1910	Richardsn, Duck&Co. Stockton	GiuseppeGavarone	395·4 380·0 P35'B117'F38'	50·1	24·4 26·2	Genoa Italian *WB*	T.3Cy.25",42"&68"-45" 310NHP Blair&Co.Ld.Stockton		CI
30758 HPFQ	**Niobe** *ss*Ham.No.3-9,33 *ss*Ham.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	7352 6654 4279	100A1 *Shelter dk* *withfreeboard* 1,38 ~~4,37~~ ~~BS4,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1915 *F.P. above* 150° F.	Ham BS1,38 LMC4,36	*d*†	CL ~~4,36~~ 1,38	1915	G.Seebeck A.G. Weser-münde-G.	PanamaTransportCo. ~~(Waried-Tankschiff RhedereiG.m.b.H. *Mgrs.*)~~ *CellD*	476·9 494·7(o.l.) FK *Collision* *BuE*46'107t*uB*25' 111t*uOF Bunker*26'	62·3	29·0	Panama Pnamanian *BH to Sh dk* 16 „ „ *U* „ 117t*DTf*52'	Q.4Cy23½"33$\frac{9}{16}$"48$\frac{7}{16}$"&70$\frac{1}{16}$"-51$\frac{5}{16}$" (*s*) 474NHP 215lb HS7980 FD 3SB&1AuxSB,*11cf*,GS194, G.Seebeck A.G. 792t*FPT*190t*APT*61t	28 ″ 9 s3 ″ 2¼ 25 ″ 9½	
30759 FOPU	— *ss*Rot.No.1-37 *ss*Shl.No.3-7,32 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 7,37 ~~3,35~~ ~~BS9,36~~	Shl Rot ✠LMC~~7,32~~ 7,37	*g*	CL ~~3,25~~ 7,37	1920 8mo *Lloyd*'s*A&CP*	BlythS.B. &D.D.Co.Ld. Blyth	SociétéNavale Caennaise (G. Lamy&Cie.*Mgrs.*) *CellDB*180'381t*D*	260·3 P22'Q100'B54'F24' FK *Ta*36'118t*FPT*114t	37·3	16·4	Caen French 4*BHCem* *APT*110t	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,6*cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 6¾ 17 ″ 2	
30760 OUJO	— 1*Dk*	1153 929 678					1920	Schiffb.Ges "Unterweser" m.b.H.Wesermünde-L.	J.Lauritzen	231·5	34·6	14·1	Esbjerg Danish *WB*	C.4Cy(2)12⅝"&(2)27½"-27½" NE28 141NHP A/B Lindholmen-Motala, Motala		G
30761 DOLY	— 1*Dk*	658 520 363					1909	J.C.TecklenborgA.G. Weser-münde-G.	Dampfschiffahrts Ges.Neptun	179·8 Q51'B45'F21'	28·1	12·6	Bremen German *WB*	T.3Cy.13",21$\frac{1}{16}$"&34$\frac{7}{16}$"-23½" 58NHP J.C.TecklenborgA.G.Wsm		G
30762	**Niord** (*ex*Beran-37, *ex*Doravore-32,*ex*Stemshest) 4Mst Now "Reias," *see No.* 39950 *in Supplement* 1*Dk*	1127 98 658					1918	Akers Mek.Værks. Oslo	RederiA/B Niord (Th.Ahrenberg)	226·5 F4tP41t	36·5	15·8	Gothenbrg Swedish *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
30763 47 SFQW	— Ⓟ IronTwinSc 1*Dk*	579 *340* *391*					18$\frac{55}{88}$	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	175·1 P117'H52tF44'	27·2	11·8	Stockholm Swedish	C.4Cy.19"&37"-21" NB03 104NHP W.LindbergsM.V.Skm.		
30764 219321	**Nipmuc** 2*Dks*	5969 4985 4477					1919	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P60'B114'F47'	54·2	27·0	Portsmth, N.H. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
30765	**Nippo Maru** *CruiserStern*	3850					1936	Kawasaki DkydCo.Ld. Kobe	OkazakiKisenK.K.	352·0	50·0	27·0	Japanese	2 steam turbinesDR geared to 1 Sc.Shaft 500NHP KawasakiDkydCoLdKobe		C
30766 41703 JHZJ	**Nippon Maru** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	9974 — 5849					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	499·1	64·9	37·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP KawasakiDkydCoLdKobe		C
30767 36212 JFLC	— SteelTwin4MstBk (*TrainingShip*) *OilEng.* 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan (EducationalDept)	260·0 P213'F38'	42·5	25·7	Tokio Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokio		
30768 48 SWGL	**Niritos** (*ex*Islemoor,*ex*Maymead, *ex*Maylands) *ss*Pir.2ndNo.3-9,33 *ss*Rot.No.1-38 1*Dk*(*Irn*)2*trB*&*deep* *framing*3*Dkrule*	*3854* *3610* *2452*	✠100A1 2,38 DBS2,38 MBS6,37	Liv Rot ✠LMO MS6,37	*w*	CL ~~6,35~~ ~~6,37~~ 12,37	1907 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	G.C.Dracoulis *CellDBa*111'*u*	345·0 359·9(O.L.) P27'B92'F32' FK *E&B*42'*f*150' 1035*t*	50·1	25·0	Ithaca Greek 6*BHCem* *APT*42*t*	T.3Cy.25½",40½"&67"-45"(*s*) 180lb *120lb* 316NHP 2SB,*6cf*,GS117,HS4705 DB*made*08*refitted*38 CenMarEngWrks,WHpl	27 ″ 7 s5 ″ 0¾ 22 ″ 8¾	
30769 146257 GFJD	**Nirpura** *ss*Bom.No.3-6,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Fal.No.1-37	5961 5570 3647	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ 2,37 3,38 ~~MS6,33~~ *Carrying oil*	Fal ~~Mdr~~ Cal MS2,37 ✠LMC BS~~10,36~~9,37 *fuelF.*	*b*† *P.*	CL ~~1,37~~ 9,37 *above*1	1921 6mo *Lloyd* 50° F.	W.Gray& Co.(1918),Ld W Hartlepool '*sA&CP* *in pt DB*	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1532*t*	450·0 FK *Collision* *FPT*128*tAPT*29*t*	56·0	27·0	Glasgow British *Cem* *BH to Sh.dk* 6 „ „ *U* „	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,*12cf*,GS235,HS10124 CenMarEngWksLd.WHpl	29 ″ 8 s4 ″ 1½ 25 ″ 8¾	
30770 136329 GRYW	**Nirvana** *ss*Cal.No.3-4,36 ~~*Ref.Mchy*~~. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6044 5612 3765	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~12,36~~ ~~Lloyd's RMC12,36~~	Cal BS6,37 ✠LMC5,36 ~~6,37~~	*b*†	CL ~~4,36~~ N3,38 ~~11,34~~	1914 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB = CellDBa* 155'*uE&B*49'	450·5 FK *f*201'1812*tFPT*11	56·0	27·0	Glasgow British 7*BHCem* 3*tAPT*30*t*	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,*12cf*,GS231,HS10126 Cen.Mar.Eng.Wrks.WHpl	29 ″ 8 s4 ″ 2 25 ″ 8¼	
30771 274 IBTY	**Nirvo** (*ex*IrishMonarch) D.F. 2*Dks*	4234 4030 2676					1906	Napier& Miller Glasgow	NivoseSoc.diNav. (A.Scinicariello, *Mgr.*)	385·4 P37'B104'F38'	48·7	27·2	Naples Italian *WB*	T.3Cy.27",44"&73"-48" 369NH D.Rowan&Co.Glasgow		CI
30772 39589 JXNH	**Nishiki Maru** *OilEng.*	1848 — 1035					1934	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	242·7	39·4	19·0	Osaka Japanese	Oil Engines		
30773 27977 JNZD	**Nishiyama Maru** *ss*Kob.No.3-5,33 1*Dk*(*Stl*)2*nd dk*(*Stl*) *except in No.*2*hold* *Now "Nisiyama Maru," see No.* 39463 *in Supplement*	3017 2603 1824	✠100A1 1,37 BS1,37	Osa ✠LMC5,36	*u*	CL 12,36	1921 2mo	MatsuoIrn Wrks.&Dkyd Nagasaki A&CP	ItayaShosen KaishaLd. *Cell*	311·0 P21'B78'F41' FK *DB*264'622*tFPT*83	44·2	27·0	Tokio Japanese 5*BHCem* *tAPT*79*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 300NHP 2SB&1AuxSB,*8pf*,GS145, HS5167 MatsuoIronWorks&Dkyd.	27 ″ 0 s4 ″ 6¼ 22 ″ 8	
30774 218836 KEVM	**Nishmaha** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6076 5500 3729					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	LykesBros.-Ripley S.S.Co.Inc.	401·4 P34'F38'	53·2	31·9	Houston, Texas Utd.States *WB*	T.3Cy.24½",41⅞"&72$\frac{3}{16}$"-48" 360NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
30775 3744 SFRD Broken up	**Nissan** (*ex*BassRock) *ss*Got.No.3-5,04 *ss*Got.No.2-12 *Well deck* 1*Dk*(*Irn*)	*517* *344* *226*	✠ 5,17	Got ✠	*g*		1892 5mo	AilsaS.B. Co. Troon	HallandsÅngbåls A/B(HarryTrapp, *Mgr.*) *WB*	162·9 P15'Q73'B12'F14' BK7" = *DBa*33'36*t FPT*	26·1	11·5	Gothenbrg Swedish 4*BHCem* 22*tAPT*12*t*	T.3Cy.14$\frac{1}{16}$",23⅛"&36"-27" 81NHP 1SB,*3pf*,GS54,HS1425 Dunsmuir&Jackson,Gls.	12 ″ 1	V †
30776 6233 SFRE	**Nisse** (*ex*Torgöt) *ss*Ham.No.1-37 *ss*Ham.No.3-10,32 *Well deck* 1*Dk*(*Stl*)	*837* *611* *455*	✠100A1 8,37 ~~4,36~~ ~~MS1,32~~	Ham ✠LMC3,36 BS~~1,37~~2,38	*k*	OG 4,36	1919 10mo *Lloyd*	E.J.Smit &Zoon Westerbroek '*sA&CP*	SvenskaHamburg Linien A/B(J. Malmros,*Mgr.*) *C*	191·0 Q65'B49'F24' FK *ellDB*152'223*tFPT*	32·3	12·4	Trelleborg Swedish 4*BHCem* 39*tAPT*18*t*	T.3Cy.15",23¼"&39⅜"-23⅝" 180lb (*s*) 106NHP 2SB,*4cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8¾ 13 ″ 10¾	
30777 16332 JIFD	**Nissei Maru** (*ex*Auguste) 1*Dk*2*trB*&*deepframing*	2876 2624 1766			...		1900	A.Rodger &Co. Pt.Glasgow	OkazakiKisenK.K.	320·2 P29'B88'F32' FK	46·1	21·3	Kobe Japanese *WB*	T.3Cy.22½",37"&59¼"-42" 249NHP A.Rodger&Co.P.Glasgow	23 ″ 9	
30778	— *OilEng.* *Mchy.Aft*	440					1935	Ohara ZosenTek- kosho Osaka	ShintoKosanK.K.	149·0	26·5	14·0	Japanese	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{11}{16}$" 98NHP HanshinTekkosho		
30779 42336 JGFL	**Nisshin Maru** (*Whale oil Factory*) *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* E.S.D. GyC. *CarryingWhale oil in bulk* *Longitudinal framing-bracketless system*	16764 15337 13350					1936	Kawasaki Dkyd.Co.Ld. Kobe	Hayashikane ShotenK.K.	537·0 B130'F110'	74·0	48·8	Tokio Japanese *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1561NHP KawasakiDkydCoLdKobe		C
30780 19221 JPWE	— (*ex*KibiMaru) Wireless 1*Dk*	1179 1109 821					1916	Harima S.B.Co.Ld. Harima	OkazakiKisenK.K.	223·0 P21'B43'F32'	33·0	17·9	Kobe Japanese *WB*	T.3Cy.14½",24$\frac{5}{16}$"&40"-30" B*made*08*refitted*16 88NHP T.Okamoto,Osaka		
30781 28723 JAQB	**Nisshin Maru No. 3** (*ex*Catalina) *ss*Shl.No.3-9,17 *ss*Kob.No.2-25 2*Dks*(*Stl*)&*deepframing*	*2705* *2516* *1660*	✠ —— 3,31	Kob ✠	*u*		1904 9mo	Armstrong Whitworth &Co.Ld. Newcastle	MatsuokaKisen K.K. *CellD*	318·0 P21'B87'F33' FK	43·7	23·3	Fuchu Japanese 6*BHCem* *Ba*86'*uE*22'	T.3Cy.25",41"&68"-45" 360NHP 3SB,*9cf*,GS165,HS5900 WllsndSlipwyCo.Ld.Nwc. *f*118'439*tFPT*60*tAPT*20*t*	25 ″ 10	
30782 31363 JGVB	**Nissho Maru** (*ex*LakeFarrar) *Fitted for oil fuel* 1*Dk*2*trB*	2827 2607 1739			...		1919	Superior S.B.Co. Superior,Wis.	OkazakiKisenK.K.	251·0 P25'B64'F20' FK	43·7	25·8	Kobe Japanese *WB*	T.3Cy.21",35"&59"&42" 352NHP SuperiorS B.Co.Superior	28 ″ 3	C †
30783 38324 JWVH	**Nissho Maru No. 1** *OilEng.* 1*Dk*	387 — 296					1893	Hayashi Frajiro	MarushoKaiun K.K.	154·5	21·0	16·2	Osaka Japanese	Oil Engines		
30784 8995 JJWE	**Nissho Maru No. 2** TwinSc (*ex*TokushimaMaru-34) 2*Dks*	342 265 206					1904	Kawasaki Dkyd.Co.Ld. Kobe	MarushoKaiun K.K.	131·5	21·3	13·4	Osaka Japanese	C.4Cy.11"&24"-20" 43NHP KawasakiDkydCoLd Kobe		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30785 33561 JIZC	**Nissho Maru No. 3** (*ex*Tsunehiko Maru-34) 1*Dk*	676 583 388					1928	Akai Tsunekichi Osaka	MarushoKaiun K.K.	180·0 B44'F31'	27·0	16·0	Nishino-miya Japanese	T.3Cy.		
30786 40156 JYFH	**Nissho Maru No. 5** *OilEng.* 1*Dk*	783 — 434					1935	Ohara Zosen Tekkosho Osaka	MarushoKaiun K.K.	180·4	31·2	15·6	Osaka Japanese	Oil Engines		
30787 9358 JKEE	**Nissho Maru No. 6** (*ex*KaiunMaru-35, *ex*Walker) *ss*Qns.No.3-4,04 1*Dk*(*Irn*) *Well deck*	642 533 362	✠ 12,04	Qns ✠	*j*		1890 3mo	Wood, Skinner&Co. Newcastle	MarushoKaiun K.K.	185·0 P19'Q70'B7'F19' FK *Cell DB*138' 195*t FPT*	30·0	11·9	Tokio Japanese 5*BHCem* 40*t APT*22*t*	T.3Cy.16",26"&43"-30" NDB04 103NHP 1SB,3*pf*,GS50,HS1503 N.E.MarineEng.CoLdNwc	14 " 3	
30788 19238 JDQC	**Nissho Maru No. 8** (*ex*MisakiMaru) 1*Dk*	1174 1009 791					1916	Harima S.B.Co.Ld. Harima	MarushoKaiun K.K.	223·0	33·0	18·0	Kobe Japanese *WB*	T.3Cy.14 3/16",24⅝"&40 1/16"-30" 88NHP OkamotoTozaburo,Osaka		
30789 22483 JENF	**Nissho Maru No. 11** WoodAuxSr (*ex*KikuMaru-35) 1*Dk*	300 275 217					1918	Kurata Fukusei Jinsha	MarushoKaiun K.K.	113·8	25·6	13·8	Nanao Japanese	C.2Cy.11 1/16"&22 1/16"-12" 14NHP HantaRyotoro,Osaka		
30790	**Nissho Maru No. 12**	1250					1936	Ohara Zosen Tekkosho Osaka	MarushoKaiun K.K.	220·0	34·0	19·0	Japanese	T.3Cy.15¾",26"&43 1/16"-31⅞" 105NHP OharaZosenTekkosho,Osa.		
30791 2014 ICLS	**Nita** (*ex*Verbania-35,*ex*Madioen-35) D.F. 3*Dks*	6813 6443 4248					1913	Bonn& Mees Rotterdam	Soc.Anon Giuseppe Bozzo Armamenti e TrasportiMarittimi (A.Lauro,*Mgr.*)	446·0 430·0 P44'	54·2	26·4	Genoa Italian *WB*	T.3Cy.28½",47"&81"-52" 470NHP Maats.deSchelde,Flushing		I
30792 257 SVGG	**Nitsa** (*ex*SagamaRiver-33) 1*Dk*	*4732* *4373* *2989*					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	KassosSteam NavigationCo.Ld. (PnevmaticosRethymnisYannaghas *Mgrs.*)	385·0 P36'B126'F38'	52·0	27·1	Syra Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
30793 26772 JHNB	**Nitto Maru** 1*Dk*	2186 1888 1278					1920	Fujinagata S.B.Co. Osaka	OsakaShosenK.K.	272·0 P17'B64'F33'	40·0	24·1	Osaka Japanese *WB*	T.3Cy.22",36¾"&60"-40" Schipp. 226NHP Mattsch.Amsterdam		
30794 440 JNWG	— (*ex*SaishuMaru-33) 2*Dks*	471 407 263					1914	Aizawa Iwakichi Osaka	KanagawaYoshihide	150·3 B26'F20'	21·7	16·5	Jinsen Japanese	T.3Cy.11⅞",18⅜"&30"-22" 42NHP OharaGisuke,Osaka		
30795 20371 JBYB	**Nittsu Maru** (*ex*AnseMaru, *ex*AtsutaMaruNo.2) 1*Dk*	2178 1885 1280					1917	Ishikawa-jimaS.B &E. Co.Ld. Tokio	OkazakiKisenK.K.	268·0 P13'B58'F27'	40·7	23·5	Tokio Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP IshikawajimaS.B&E.CoLd		C
30796 TVYN	**Nivernais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	389 343 185					1933	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9 Q42'B24'F25'	23·4	11·8	Rouen French	Oil Engines 4S.C.SA 6Cy.11½"-18⅞" 81NHP Atel.&Ch.deFrance,Dnk.		V
30797 DOHC	**Nixe** 1*Dk*	698 517 394					1910	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0 Q51'B45'F22'	28·1	12·9	Bremen German *WB*	T.3Cy.13½",21 1/16"&34½"-23½" 59NHP A.G."Weser,"Bremen		G
30798 137416 GQJN	**Nizam** *ss*Cal.No.3-5,27 *ss*Cal.No.2-35 2*Dks*(*Stl-U*teak s)	5322 4922 3334	✠100A1 5,37 ~~6,36~~ BS~~8,36~~ 8,37 ✠LMC7,35	Cal		CL 6,36	1914 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow 'sA&CP 120'	AsiaticStm.Nav. Co.Ld. *WB=Cell DBa* *uE&*	404·0 P41'B137'F45' FK B46'*f*187' 111 3*t DTa*22'184*t FPT*	52·8	28·7	Liverpool British 7*BHCem* 124*t APT*30*t*	T.3Cy.25",42"&70"-48" (*r*) 200lb *100lb* 472NHP 2SB,8*cf*,GS150,HS6714 FD Dunsmuir&Jackson,LdGls	31 " 3 s 6 " 1½ 25 " 7	
30799 Broken up	**Nizina** (*ex*Ketchikan,*ex*Eureka) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB*	2373 — 1679					1899	Cleveland S.B.Co. Lorain,O.		237·5	42·0	23·4	*WB*	T.3Cy.18½",31½"&51"-36" 156NHP ClevelandS.B.Co.Cleveld		
30800 DHRR	**Njassa** Ⓟ Sub.Sig. *Ref.Mchy.* D.F. GyC. 2*Dks*&*Shelter dk*3*trB*	8754 5867 5081					1924	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	433·5	58·2	37·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
* 30801 YTDB	**Njegos** (*ex*NormanIsles,*ex*Suruga) *ss*Spt.No.3-9,31 *ss*Spt.No.1-36 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	4376 3997 2728	✠100A1 *Spar dk* 2,38 ~~2,37~~ ✠LMC9,36 BS12,37	Shl Ant	*y*	CL ~~5,35~~ N2,38	1908 2mo *Lloyd*	A.McMil- lan&Son,Ld Dumbarton 'sA&CP	Jugoslavenski Lloyd a.d.	375·3 25·4 P33'B210'F34' FK *Cell DBa* 112' *u*	52·0	17·5	Dubrovnik Yugoslav 6*BHCem*	T.3Cy.25",41"&67"-48" (*s*) 180lb 370NHP 2SB,6*cf*,GS112,HS4928 FD ClydeS.B.&E.Co.Ld.P.Gl. *E&B*42'*f*174'1048*t APT*38*t*	28 " 0 s 4 " 0 24 " 2⅛	
30802 228957 KLHG	**No-Nox** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	983 808 592					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	GulfOilCorporation	199·7	38·0	14·2	Pt.Arthur, Tex. Utd. States	Oil Engines 2S.C.SA 12Cy.12"-17" 302NHP StandardEngineConst.Co. JerseyCity,N.J.		
30803 25108 JINB	**Noborikawa Maru** 1*Dk*	2182 1902 1296					1922	Uraga DockCo. Uraga	HokkaidoTanko KisenK.K.	268·0 P20'B58'F26'	40·7	23·6	Kobe Japanese	T.3Cy.		
30804 219053 KJTB	**Nockum** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Ref.Mchy.* *Longitudinal framing*	6024 5535 4291			...		1919	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34'F39'*on Shelter dk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 637NHP MidwestEngineCo. Indianapolis	34 " 6	R †
30805 99728 GSJD	**Noemijulia** (*ex*Noemi,*ex*Barlby) *ss*Sld.2ndNo.3-6,20 *ss*Cpl.No.2-29 1*Dk*(*ptIrn ptStl*)&*ptAwng dk*(*Irn*) &*Web frames*	2499 1749 1634	✠ — 6,33	Pir ✠	*s*		1895 11mo	Ropner& Son Stockton	NoemijuliaS.S. Co.Ld.	290·0 P27'Q117' FK *ptAwng dk*173' *Cell DBa*100'*uE*24'	43·0	16·6	London British 5*BHCem* *f*108'482*t*	T.3Cy.22½",36½"&60"-39" 224NHP (2)NDB15 2SB,6*cf*,GS93,HS3358 Blair&Co.Ld.Stockton	19 " 9	V †
30806 UOWQ	**Nogin** *OilEng.* 2*Dks*	2109 1819 1055					1930	Sevastopol MarineWks. Sevastopol	U.S.S.R.	270·1 P31'B62'F28'	39·8	22·5	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 358NHP KominternWks.Kharkov		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30807 40112 JWFJ	**Nojima Maru** *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *CruiserStern*	7189 6451 4317	✠100A1 2,37 ✠LMC2,35 ✠Lloyd'sRMC~~3,37~~ ~~7,37~~ 11,37 *Carrying cargo oil F.P. above* 150° *F. in deep tanks*	Kob	*c*†	CL 6,36	1935 2mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki *Lloyd's*A&CP	NipponYusenK.K. *CellDB*354'1379*t* *wing tanks in way*	449·6 P23'B171'F41' FK *DTs a*42'1527*t* *of tunnel* 82*t FPT*81*tAPT*78*t*	62·3	34·4	Tokio Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{3}{16}$"–47¼" 1851NHP DB*100lb* MitsubishiJukogyoKaisha, Ld.	34 ″ 5	
	Now "Nozima Maru," see No. 39458 in Supplement															
30808 520 SZLT	**Nokol** (*ex*Avissos–34, *ex*AmvrosiosN.) IronTwinSc 1*Dk*	303 — 166					1885	Stablimen-toTecnico Trieste	E.Nasos&Th. Antippas	176·0	27·4	7·5	Piræus Greek	C.4Cy.11¼"&21"–18" 31NHP StabilimentoTecnico,Tri.		
30809 148301 GSPF	**Nolisement** ssYka.No.2–37 ~~ssNwc.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5084 4738 3147	✠100A1 *withfreeboard* 8,37 ~~8,36~~ ✠LMC3,37 *Fitted for oil fuel* 6,33 *F.P. above* 150°F.	Bry Yka	*a*†	CL ~~N4,34~~ 7,37	1928 8mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd's*A&CP	NolisementS.S.Co. Ld.(Morel,Ld.) *CellDB*362'1397*t*	412·6 F40' FK *FPT*100*tAPT*153*t*	55·3	26·1	Cardiff British 7*BHCem* (*Coll to Sh dk* 6 „*2nd*„)	Q.4Cy.23".32½",47"&68"–48" 225lb *150lb* (*s*) 442NHP 3SB(Spt)9*cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3¼ 25 ″ 5½	
30810 Wrecked 11,37 GKPR	**Nollington Court** (*ex*Conistone) ssBry.No.3–3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6097 5853 3773	✠~~100A1~~ *Shelter dk* *withfreeboard* 3,36 ~~BS3,37~~ ✠~~LMC3,36~~	Bry	*y*	CL 2,36	1924 5mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd's*A&CP	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs*) *CellDB*349'1245*t*	400·0 F35'*onShelter dk* FK *Collision* *FPT*124*t APT*174*t*	53·0	32·7	London British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" (*s*) 180lb 425NHP 3SB,9*cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s 9 ″ 8 25 ″ 8¾	
30811 34442 JDXE	**Nonai Maru** *OilEng.* ssHak.No.3–3,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	374 241 153	✠100A1 *Coasting Service Japan* 1,38 ~~3,37~~ ✠LMC3,35 ✠LMC(M)3,37 *Carrying Petroleum in bulk*	Yka	*e*	CL ~~3,36~~ 1,38	1929 10mo	Mitsui Bussan Kaisha Tama *Lloyd's*A&CP	TeikokuSenpaku K.K.(TheRising SunPetroleum Co.Ld.)	139·4 P51'F31' *Trunk& Harbour dk between* P&F FK *DTf*15*tFPT*8*tAPT*5*t*	24·0	10·5	Yokohama Japanese 9*BHptCem*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP KromhoutMot.Fab.Ams.	10 ″ 6	
30812 149766 VJNL	**Noora** (*ex*Ornais) ssSyd No.3–9,36 Wireless 1*Dk*(*Stl*) *Well dk* *Cargo battens not fitted*	1072 733 507	✠100A1 ~~3,37~~ ~~9,36~~10,37 BS10,37 ✠LMC9,36	Syd	*m*	CL ~~4,35~~ N4,37	1924 5mo	BlythS.B& D.D.Co.Ld. Blyth *Lloyd's*A&CP	TheAdelaide SteamshipCo.Ld. *CellDB*184'289*t*	215·0 221·0(O.L.) P16'Q52'B52'F19' FK *FPT*31*tAPT*30*t*	33·1	13·0	P.Adelaide British 4*BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb 135NHP 2SB.4*cf*.GS71,HS2348 MacColl&Pollock,Ld.Sld.	14 ″ 10 s 1 ″ 1¾ 14 ″ 1	
30813 141486 VGWB	**Nootka** (*ex*EmperorofPortMcNicoll, *ex*CanadianAdventurer) 1*Dk & platform dk in forwd hold*	2069 1650 1201		...			1919	Pt.Arthur S.B.Co. PtArthurOnt	CanadianPacific RailwayCo.	251·3 P26'B64'F25' FK	43·9	20·3	Vict'riaBC British *WB*	T.3Cy.20",33"&54"–40" 256NHP PortArthurS.B.Co.	23 ″ 0	
30814 5568 SFRI	**Nora** (*ex*Langdon) Iron *Well deck* 1*Dk*2*tr*B	*1265* *956* *718*		...			1882	J.Read-head&Co. S.Shields	K.A.Andersson	236·0 Q90'B40'H88*t*F31' FK	32·0	15·9	Karlskrna Swedish *WB*	C.2Cy.30"&57"–36" 147NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
30815 338 ESBS	— 1*Dk*	1186 1061 699					1902	Hasseldal-ensJrnskbsb Grimstad	M.G.Martinson	231·4 Q127*t*B52*t*F25*t*	34·0	13·7	Pärnu Estonian *WB*	T.3Cy.16",25"&42"–30" 97NHP BergenMek.Værks.Bergen		N
30816	**Nora Mærsk** *OilEng* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. 3*rd dk in Nos.* 1, 3 & 4 *holds* *CruiserStern* *Rudder electrically welded* (DAMAGED BY FIRE 7,36—NOW TRADING)	6271 5234 3889	✠ 7,36 ✠	HKg	*c*†		1934 8mo	Odense Staalskibsvft vedAPMöller Odense	*CellDB*371'1446*t* *MT*s65'1658*t*	458·0 F52' FK *DTa*19'540*t* *FPTs*240*tAPTs*173*t*	58·2	26·7	Japanese 8*BH* (*Coll to Sh dk* 7 „*2nd*„)	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1026NHP Akt.Burmeistr&Wain,Cpn.	29 ″ 11	
30817 LIXO	**Noravind** TwinSc (*ex*Nordanvik–34) *OilEng.* ssGot.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	8234 7529 4864	✠100A1 ~~3,37~~11,37 ✠LMC CS10,35 DBS~~8,36~~11,37 ~~10,35~~11,36 *Carrying Petroleum in bulk*	Fal Sba	*c*†	CL ~~9,35~~ 11,37	1930 12mo	Götaver-kenA/B Gothenburg *Lloyd's*A&CP	Skibsaktiesels-kapet"Noravind" (A.Jahre) *CellDBuE*65'278*t*	451·1 P96'F36' FK *DTf*29'467*tFPT*113*tAPT*241*t*	59·3	35·9	Sandefjord Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB*180lb* GötaverkenA/B,Got.	35 ″ 6 s 9 ″ 8¾ 26 ″ 0	
30818 LDQT HPHI	**Norbris** *OilEng.* ssSfj.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7619 7247 4570	✠100A1 ~~7,37~~ ~~9,36~~ 3,38 ~~DBS8,36~~ ✠LMC4,35 *Carrying Petroleum in bulk* DBS8,37	Rot ~~Fal~~	*c*†	CL 9,36	1930 11mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	TankerCorpor-ation (JohanRas-mussen&Co.*Mgrs.*) *DTf*41'523*t*	460·5 P109'B30'F60' FK *Cell DBuE*85'327*t* *FPT*199*tAPT*146*t*	59·5	34·1	Panama Pnamanian 16*BHptCem* (10 *to U dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	~~34 ″ 0~~ 34 ″ 1 s6 ″ 8 27 ″ 7¼	
30819 LJJV	**Norbryn** (*ex*PacificCommerce–37, *ex*DominionMiller) *OilEng.* ssRot.No.1–38 ssLon.No.3–5,34 D.F E.S.D. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	*5089* *4713* *3143*	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~2,37~~ ✠LMC3,38 ~~✠LMC CS5,34~~ DBS~~2,37~~3,38 ~~11,36~~ *Adapted for carrying oil fuel in fore peak* (5,31) *F.P. above* 150° F.	Shl Rot	*a*†	CL ~~3,35~~ 2,38	1922 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	A/SViking (Lundegaard& Sonner,*Mgrs.*) *CellDB*364'1299*t*	420·0 FK *Collision* *MT*26'1007*t*	54·0	25·0	Farsund Norwegian *ptCem* *BH to Sh dk* 6 „ „ *U* „ *DTa*33'943*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"–91¼" 640NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. *FPT*105*tAPT*127*t*	29 ″ 0 s 3 ″ 7¾ 25 ″ 7	
30820 DHRS	**Norburg** (*ex*Pera,*ex*Hornsund) Sub.Sig. 1*Dk*	2392 2058 1418					1922	Schiffsw.v. H.KochA.G Lübeck	FlensburgerDampfercompagnie HaraldSchuldt&Co.	295·6 P15'Q39'B181'F36'	42·6	19·8	Hamburg German *WB*	T.3Cy.21¼",33⅞"&55"–39⅜" 190NHP A.BorsigG.m.b.H.Berlin		G
30821 OYIZ	**Norco** (*ex*Katland–33,*ex*Speed, *ex*Kannik) 1*Dk*	1330 1164 776					1917	Gebr. Jonker Kinderdijk	A/S D/S Concordia (A.E.Sorenson, *Mgr.*)	239·4 P58*t*H63*t*F29*t*	36·2	16·8	Svendborg Danish *WB*	T.3Cy 17½",29"&46"–36" 128NHP Alblasserdam.Msch.Fab.		N
30822 208718 KFYB	— WoodTwinSc (*ex*Tillamook) *PetrolMotor* Wireless 1*Dk*	615 — 479					1911	Kruse& Banks N.Bend,Or.	KetchikanCold StorageCo.	119·0	28·4	11·0	Ketchikan Utd.States	Petrol Motor 4S.C.SA 6Cy.14"–18" 92NHP StandardGasEng.Co.S.Fo.		
30823 DHZH	**Nord** (*ex*WalterLeonhardt–36,*ex*ChristelSalling,*ex*HansCords, *ex*GustavBoldt) 1*Dk*	1305 1072 815					1904	Akt.Ges. "Neptun" Rostock	Schulte&Bruns	239·3 P14'Q60'B108'F27'	35·8	15·2	Emden German *WB*	T.3Cy.16½",25⅝"&41¾"–31½" 98NHP A.G."Neptun,"Rostock		G
30824																

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Dte de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où cote n'est dans le L. Durée Cert. B of Trade
30825 8019 SDNM	**Nord** (*ex*Sigurd I-35,*ex*SigurdHund, *ex*Tron,*ex*Nystrand,*ex*Signemin) 1*Dk*	512 386 256					1919	J.Th.Wilmink&Co. Gideon	RederiA/BNordö (W.Grosche, *Mgr.*)	152·4 P93*t*H5*t*F24*t*	26·3	12·2	Öregrund Swedish *WB*	T3Cy11½"17$\frac{7}{16}$"&29¼"–19$\frac{7}{16}$" D.H.Landeweer& 89NHP Zoon,Martenshoek		V
30826 LCUC	**Nordanger** TwinSc *Mchy.Aft* *OilEng.* D.F. 2*Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9297 8510 5500		...			1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41' FK	60·2	38·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy 26¾"–47¼" 806NHP Werkspoor,Amsterdam		N †
30827 OYOA	**Nordbo** TwinSc *OilEng.* *ss*Cpn.No.3–9,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4472 4132 2732	✠100A1 *with freeboard* 1,38 ~~3,37~~ ✠LMC ~~CS9,36~~ DBS~~4,36~~5,37 ~~9,36~~3,37	LAn Sab	*y*	CL PN5,35 S8,36	1923 11mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) 1076*t MT*30'1158*t*	380·0 FK *CellDB*334' *FPT*97*t APT*119*t*	53·9	25·3	Copnhagn Danish 7*BHptCem* (2 *to Sh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 0½ 25 " 8	
30828 OYAE	**Nordborg** *ss*Abg.No.1–34 D.F. 1*Dk*(*Stl*)	1998 1764 1198	✠100A1 6,37 ~~4,36~~ BS~~4,36~~ ✠LMC5,34 6,37	Cpn Els	*r*	OG ~~5,34~~ 6,37	1930 4mo *Lloyd's A&CP*	W.Gray&Co.Ld. WHartlepool	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*) *CellDB*240'	280·0 P22'B85'F27' FK 515*t APT*75*t*	40·1	19·2	Copnhagn Danish 4*BHCem*	T.3Cy.20",31½"&53"–36" 180lb (*s*) 194NHP 2SB,4*cf*,GS79,HS3134 Cen.Mar.EWrks.LdWHpl.	21 " 4 s 2 " 11 18 " 7½	
30829 OXGE	**Nordbornholm** Ⓟ Wireless D.F. 2*Dks*	376 208 221					1929	Frdkshvns Værft.& FlydedokA/S Frederikshvn	Östbornholmske Dampskibsselskab (E.SonneHansen, *Mgr.*)	136·9 P94'F35'	25·1	9·3	Nexö Danish *WB*	T.3Cy 12",20"&33"–24" 53NHP BergensMekVærksBergen		V
30830 OZVD	**Nordby** (*ex*Florentine-32, *ex*KronprinsFrederik) 1*Dk&ptAwng dk*	1675 1074 1023					1901	Hellerup Skibsv.&Msk Hellerup	SteamShipCo. Samsö,Ld.(G. Schiönnemann, *Mgr.*)	250·8 P26'Q70'	36·0	14·4	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP DanskMaskinfabrik,Cpn.		V
30831 DJSI	**Nordcoke** E.S.D. 1*Dk* Sub.Sig. *CruiserStern* *Strengthened for navigation in ice* *Rudder electrically welded*	2491 1925 1299	✠100A1 ~~5,37~~~~12,36~~ 3,38 ✠LMC12,36	Lbc Ham	*s*	OG	1936 12mo *Lloyd's A&CP*	Lübecker Maschb.Ges. Lübeck	Norddeutsche Kohlen-u.Cokes- WerkeA.G. *Intermediate BH in forward hold dispensed with* *Cell DB* 208'696*t* *Tanks at sides of tunnel* 142*t* *side tanks in mchy.space* 229*t FPT*101*t APT*123*t*	297·0 311·0(O.L.) P14'B64'F30' FK *Trunk in wells*	44·5	17·9	Hamburg German 4*BHCem*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$" –43$\frac{5}{16}$" 214lb (*s*) 308NHP 2SB(Spt)6*cf*,GS120,HS4924 LübeckerMaschb.Ges.	20 " 6	
30832 LDSD	**Norden** *OilEng.* *ss*Ham.No.1–35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in mchy space* *Mchy Aft* *CruiserStern* D.F. *Rudder electrically welded*	8440 7743 5155	✠100A1 ~~6,37~~ ~~9,36~~ 2,38 ~~DBS9,35~~ ✠LMC9,35 *Carrying Petroleum in bulk* DBS6,37	Sba Fal	*c*†	CL ~~8,35~~ 2,38	1931 3mo *Lloyd's A&CP*	Deutsche WerftAGBet. Finkenwrder Hamburg	H.Kuhnle *CellDBuE*65'206*t DTf*36'664*t FPT*186*t APT*160*t*	465·2 P107'F42' FK	59·7	35·4	Bergen Norwegian 11*BH*	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1175NHP 2DB*170lb* 1DB 1DB(*f.s.*)*100lb* Maschinenfbrk.Augsburg- Nürnberg,A.G.Augsburg	35 " 0 ~~s 9 " 2½~~ ~~26 " 1~~ s7 " 11 27 " 1	
30833 OZMH	— TwinSc *OilEng.* 1*Dk&Shelter dk* D.F. *CruiserStern*	4700 4091 2778	✠100A1 *with freeboard* 1,38 ~~5,37~~ ✠LMC5,37 *Carrying cargo oil F.P. above* 150°F. *in midship deep tank*	Cpn Phl	*a*†	CL	1937 5mo *Lloyd's A&CP*	Nakskov Skibs.A/S Nakskov	A/S D/S "Norden" (P.BrownJr.&Co. *Mgrs.*) *CellDB*356'1161*t HT*30'1204*t* *Tanks in way of tunnel* 97*t FPT*177*t APT*180*t*	401·4 429·9(O.L.) F39' FK (*CollBH to Shelter dk*,6	57·3	24·9	Copnhagn Danish 7*BH* *BH to 2nd dk*)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 808NHP DB*100lb* Akt. Burmeistr&Wain,Cpn	27 " 6 s2 " 9½ 24 " 10½	
30834 DHRU	— (*ex*Hessle) *ss*Kel.2ndNo.3–12,31 1*Dk*(*Stl*)&*deep framing*	962 746 448	✠ ——— 3,37 ✠	Kel	*m*		1907 7mo	W.Pickersgill&Sons Sunderland	Aug.BoltenWm Miller'sNachf. *Cell DBa* 44' *uE*	215·0 P21'B62'F25' FK 18'*f*99'232*t FPT*19*t*	32·2	13·1	Hamburg German 4*BHCem* *APT*23*t*	T.3Cy.17$\frac{5}{16}$",28½"&46"–33" 137NHP 2SB,4*pf*,GS65,HS2181 G.Clark,Ld.Sunderland	15 " 3	
30835 5601 SFRW	— 1*Dk*	520 376 259					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	152·5 Q48'B38'H62*t*F18'	27·7	11·5	Stockholm Swedish *WB*	T.3Cy.13",22"&36"–24" 63NHP OskarshamnsM.V.Aktieb.		V
30836 DNPK	**Nordenham** (*ex*Miami-33, *ex*Pionier) *Ref.Mchy.* 4*Dks* D.F. E.S.D. Sub.Sig	4592 4128 2751					1914	J.C.TecklenborgA.G. Wesermünde-G.	"Midgard" DeutscheSeeverkehrs-A.G.	386·7 B155'F53'	49·1	30·0	Nordenhm German	T.3Cy.28",45½"&74"–53" 400NHP J.C.TecklenborgAG.Wsm		C
30837 DODO	**Norderney** (*ex*Raimund-36, *ex*Altair) Sub.Sig. 1*Dk&Shelter dk*	3667 3279 2206					1922	Nordsee- werkeA.G. Emden	Norddeutscher Lloyd	369·7 B25'F37'	50·8	21·8	Bremen German *WB*	T.3Cy.24",38⅝"&63"–43$\frac{5}{16}$" F.Wilhelms- 262NHP Hütte,Mülheim a/dRuhr		G
30838 DNLR	— TwinSc D.F. GyC. Sub.Sig. 1*Dk*	1487 1031 655					1915	Howaldtswerke Kiel	Nordd.Seekabel- werkeA.G.	233·2 Q74'	34·6	16·4	Nordenhm German *WB*	T.6Cy.11½",19¼"&31½"–18$\frac{1}{16}$" 42NHP Howaldtswerke,Kiel		G
30839 DHRV	— 1*Dk*	884 752 547					1902	Akt.Ges. "Neptun" Rostock	ErnstRuss	214·0 B49'F31'	30·6	14·3	Hamburg German *WB*	T.3Cy16$\frac{7}{16}$",24⅝"&41⅞"–28$\frac{11}{16}$" 92NHP A.G."Neptun,"Rostock		G
30840 OXDE	**Nordfarer** TwinSc *OilEng.* D.F. *ss*Cpn.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4605 4126 2785	✠100A1 *with freeboard* 1,37 DBS~~7,36~~ ✠LMC10,32 5,37	Cpn	*z*	CL SN7,36 P7,36	1929 5mo *Lloyd's A&CP*	A/S Nakskov.Skibsv. Nakskov	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*338'1137*t DTf*30'1150*t*	384·7 F39' FK *FPT*110*t APT*153*t*	54·4	24·6	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"–39⅜" 543NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 4 s 2 " 10½ 24 " 7½	
30841 DRCT	**Nordfels** (*ex*JohannaLehmann, *ex*Towneley) *ss*Ham.No.2–12 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1214 964 735	✠ 11,16 ✠	Shl	*o*		1904 10mo	WoodSkinner&Co.Ld. Newcastle	EgonOldendorff *CellDBa*63'*uE*	235·0 Q123'B10'F25' FK &B33'*f*99'358*t FPT*144*t APT*71*t*	33·6	15·1	Lübeck German 4*BHCem*	T.3Cy.18½",30"&49"–33" 156NHP 1SB,4*cf*,GS66,HS2507 N.E.MarineEng.CoLdNwc	17 " 3	G †
30842 LENM	**Nordfjord I** Ⓟ 2*Dks*	635 579 345					1915	Helsingörs Jernsk&Msk. Elsinore	Fylkesbaatane i SognogFjordane	168·0 H51*t*	26·3	20·3	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–30" 106NHP Helsingörs Jernsk.&Mskb.		
30843 LCUD	**Nordhav** (*ex*Capsa,*ex*WarKhan) *ss*Sng.No.3–6,31 *ss*Yka.No.1–34 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5574 4703 3478	✠100A1 ~~3,37~~11,37 BS~~7,36~~ ✠LMC5,34 11,37 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 3,19 *F.P. above* 150° F.	Bom Sng	*z*	CL 3,37	1919 3mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	Skibs.A/SNordhav (T.Lodding)	400·0 P50'B121'F39' FK *Middle line Bulkhead* *CellDBuE*&*B*59'	52·4	28·5	Oslo Norwegian 11*BHptCem* *not oil-tight* 251*t*/50'67*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
*30844 OYSE	**Nordhavet** TwinSc *OilEng.* *ss*Shl.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4617 4194 2782	✠100A1 *withfreeboard* ~~7,37~~ ~~6,36~~ 12,37 ✠LMC CS6,35 DBS~~5,36~~9,37 ~~10,35~~ ~~10,36~~ 7,37	Gen ~~Gal~~ StN	*z*	CL ~~6,35~~ 12,37	1930 10mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen *'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) *CellDB*338'1192*t* *MT*30'1160*t*	385·6 F40' *FPT*104*t APT*178*t*	54·9	24·8 FK	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11 24 ″ 7¼	
30845 OZNA	**Nordhval** TwinSc *OilEng.* *ss*Cpn.No.3-9,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4473 4132 2737	✠100A1 *withfreeboard* ~~2,37~~ ~~9,36~~ 1,38 ✠LMC CS8,36 DBS~~8,36~~ 8,36 8,37	Cpn ~~Sab~~Sng	*y*	CL s8,36 P1,38	1924 6mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen *'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) *CellDB*334'1076*t* *MT*30'1158*t*	380·0 *FPT*97*t APT*119*t*	53·9	25·3 FK	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0¼ 25 ″ 2½	
30846 6822 SFTD	**Nordia** (*ex*Zeeburg) 1*Dk*	*1316* *1105* *740*					1921	NVScheeps-werf "Juliana" Papendrecht	RederiA/B Höganäs(C. Norrthon, *Mgr.*)	236·3 P21'B67'F27'	36·4	16·0 F	Höganäs Swedish *WB*	T.3Cy.17½",29"&46"-36" N.V.H.Versteeg& 127NHP Zonen,YzergieterijenMsch Hardinxveld		V
30847 5642 SGPN	**Nordic** *ss*Got.No.3-5,26 D.F. *ss*Got.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4280* *3874* *2596*	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~11,36~~ 1,38 BS~~11,36~~ ✠LMC7,35 8,37	Got Vcr	*y*	CL ~~11,36~~ 8,37	1914 9mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland *'sA&CP*	Rederiaktieb. Transatlantic(G. Carlsson, *Mgr.*)	385·0 *WB = Cell DBa*134'	53·7	23·6 FK	Gothenbrg Swedish 6*BHCem* *uE&B*45' *f*	T.3Cy.27",45"&74"-48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS197, HS7906 Blair&Co.Ld.Stockton 164'1176*tFPT*76*tAPT*77*t*	26 ″ 1 s2 ″ 6½ 23 ″ 9¼	
*30848 OXYE	**Nordkap** TwinSc *OilEng.* *ss*NYk.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4553 4126 2759	✠100A1 *withfreeboard* ~~9,37~~ ~~12,36~~ 2,38 ✠LMC CS5,36 DBS~~9,36~~ 10,37 ~~9,36~~ 1,37	N Yk	*z*	CL s2,36 P9,37	1930 11mo *Lloyd*	A/S Nak-skovSkibs. Nakskov *'sA&CP* *CellDB*347'	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) 1123*t MT*30'1150*t*	384·7 399·0(O.L.) F39' *FPT*110*tAPT*153*t*	54·4	24·6 FK	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 ,, *2nd dk*)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 10½ 24 ″ 7¼	
30849 DRCO	— (*ex*Desia,*ex*Mietzing) 1*Dk*2*trB*	494 384 265					1891	J.W.Kla-witter Danzig	Egon Oldendorff	172·2 Q46'B45'F21'	25·1	11·0	Lübeck German *WB*	T.3Cy.13",21¾"&35½-25½" NB24 64NHP J.W.Klawitter,Danzig		G
*30850 7562 SEVN	**Nordland** (*ex*Manhem) *OilEng* D.F. *ss*Got.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1937* *1567* *963*	✠100A1 *withfreeboard* 7,37 ~~12,36~~ ✠LMC CS4,34 DBS~~7,36~~ 7,37 4,36 *Carrying vegetable oil*	Cpn Got	*t*	CL ~~12,34~~ 4,38 *in No.4*	1929 9mo *Lloyd* *DB tank*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP*	Ångf Aktieb. Tirfing(T.E.J: son Broström, *Mgr.*) (SvenskaOrient Linien) *CellD*	289·2 305·2(O.L.) F26 *B*246'646*tAPT*25*t*	43·0	16·6 FK	Gothenbrg Swedish 5*BHptCem* (*Coll to Sh dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb,Got	19 ″ 0 s ″ 4½ 18 ″ 9	
30851 DAQN	— Ⓟ *Ref.Mchy.* 2*Dks* *Cruiser Stern*	1902 1526 1089					1924	Akt.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel, *Mgr.*)	247·8 F29'	36·9	22·7	Stettin German *WB*	T.3Cy19$\frac{11}{16}$"31½"&51$\frac{3}{16}$"-39⅜" 164NHP A.G."Vulcan,"Stettin		G
30852 LENO	— Ⓟ 1*Dk*&*Awng dk*	725 695 444					1898	Trond-hjemsM.V. Trondheim	A/S Vesteraalens Dampskibsselskab	175·9 H30*t*	27·6	17·8 *WB*	Stokmark-næs Norwegian	T.3Cy.13½",23"&27"-27" TrondhjemsM.V. 38NHP Trondheim		N
30853 DRCA	— (*ex*Sundsvall) 1*Dk*	663 490 415					1889	Helsingörs Skibsbyggeri Elsinore	Egon Oldendorff	191·0 Q62'B53'F23'	27·6	12·2	Lübeck German *WB*	C.2Cy.25"&47"-30" 101NHP HelsingörsMaskinbyggeri		G
30854 OZZA	**Nordlys** *ss*Els.No.3-6,29 *ss*Cpn.No.2-38 ~~*ss*Els.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3726 3439 2304	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~2,37~~ ✠LMC6,36 BS1,38	N Yk Cpn	*x*	CL ~~1,37~~ 12,37	1916 6mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen *'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) *CellD*	362·0 *B*321'1030*tFPT*78*t*	51·5	23·4 FK	Copnhagn Danish 6*BHCem* *APT*82*t*	T.3Cy.25½",42"&70"-45" (*s*) 180lb 364NHP 3SB(Spt),*9cf*,GS124, HS5700 Akt.Burmeistr&Wain,Cpn	26 ″ 0 s2 ″ 5½ 23 ″ 8¾	
30855 DHRY	**Nordmark** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	7750 6611 4142					1930	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·4 P36'B&F433' F*on*B40'	63·2	28·3	Hamburg German *WB*	4 Steam Turbines geared to 1 Sc. Shaft E*made*25*refitted*30 Blohm&Voss,Hamburg		G
30856 DRCL	— (*ex*Carolvore, *ex*Reynoldston, *ex*Woensdrecht, *ex*Constance Catharina) *Well deck* *ss*Lbc.2ndNo.3-6,32 *ss*Lbc.No.1-36 1*Dk*(*Stl*)&*deep framing*	1060 889 626	✠100A1 2,37 BS2,37 ✠LMC2,36	Kel	*o*	CL 1,37	1907 1mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam *'sA&CP*	EgonOldendorff *CellDBa*58'*u*	229·2 Q100'B79'F24' *E*17'*f*102'343*tFPT*	34·6	13·6 FK	Lübeck German 4*BHCem* 40*tAPT*9*t*	T.3Cy.17½",28"&46"-36" (*s*) 160lb 146NHP 2SB,*4cf*,GS79,HS2468 RotterdamDroogd.Maats.	16 ″ 0	
30857 LJDO	**Nordnes** (*ex*Aurora-36) *OilEng.* *ss*Got.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	*4037* *3501* *2290*	✠100A1 *withfreeboard* ~~6,36~~12,37 ✠LMC CS6,36 DBS7,34 6,36	Got Bkn	*y*	CL 6,36	1932 12mo *Lloyd*	Götaver-kenA/B Gothenburg *'sA&CP*	H.Kuhnle *IntermediateBH in after* *CellDB*321'	382·1 407·1(O.L.) F38 *hold dispensed with* 1612*t WBtank on S*	55·1	22·4 FK (*Coll*	Bergen Norwegian *ptCem* *BH to Sh dk* 4 ,, ,,*2nd*,,) *helter dk* 28'	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-66$\frac{15}{16}$" 350NHP DB*100lb* GotaverkenA/B,Got. 272*tFPT*100*tAPT*119*t*	27 ″ 6 s2 ″ 10 24 ″ 10½	
30858 LENR	**Nordnorge** Ⓟ 2*Dks*	991 847 566					1924	Trndhjms Mek.Værks. Trondheim	A/S Ofotens Dampskibsselskap	201·6 H142*t* len36	29·7	19·6	Narvik Norwegian *WB*	T.3Cy.17½",28"&47"-30" 121NHP TrondhjemsM.V.Trondhm		N
30859 6263 SFTE	**Nordöst** (*ex*Lifland) 1*Dk*	*1035* *807* *537*					1918	DeHaan& Oerlemans, Heusden	RederiA/B Nord & Ostersjöfart(Axel Nordström, *Mgr.*)	215·0 P12'Q51'B57'F25'	34·3	15·5	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuijpers,Rot.		V
*30860 OXXB	**Nordpol** TwinSc *OilEng.* *ss*Cpn.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4480 4132 2733	✠100A1 *withfreeboard* ~~7,37~~ 7,36 2,38 ✠LMC CS10,34 DBS9,~~37~~ ~~7,34~~8,36 10,37	SFo ~~Shi~~ Ham	*y*	CL P2,38 SN2,38	1926 2mo *Lloyd*	Burmeister &Wain Copenhagen *'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) *CellDB*334'1076*t*	380·0 F35' *Tanks between tun*	53·9	25·4 FK	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *nels*47*tDT f*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Burmeister&Wain,Cpn. 30'1158*tFPT*97*tAPT*119*t*	28 ″ 0 s 3 ″ 0¼ 25 ″ 2½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 [illegible]
30861 DJMO	**Nordsee** ssHam.No.2-38 (exPass of ssBwg.2ndNo.3-3,29 Brander-34, ~~ssLon.No.1-32~~ exIsla,exThistle) 1Dk(Stl-pt ws) Mchy.Aft Wireless	654 541 269	✠100A1 1,38 ~~1,37~~ BS~~10,36~~ 1,38 LMC~~10,36~~ MS1,37 Carrying fuel or other oils in bulk F.P. above 150° F.	Ham		CL N10,35	1903 8mo Lloyd's A&CP	GarstonG. Dk.&S.B. Co.Ld. Garston	~~AtlanticTank RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H., Mgrs.)~~ JohnT.Essberger	169·7|26·1|15·3 176·2(O.L.) 11·3 B13'F26' BK7' Middle line BH not oiltight	Hamburg German 6BHCem APT4t	C.2Cy.19⅝"&43¼"-30" (s) 150lb 151NHP NB20refitted29 1SB,3cf,GS55,HS2476 FD Hutson&Sons,Ld.Gls.	12 ″ 6	
30862 DRBW	**Nordstern** (exLühe,exAlbatross) 1Dk	870 704 452					1893	Stettiner Act.Ges. Grabow a/O	EgonOldendorff	213·4|30·1|14·8 P148'H55tF24'	Lübeck German WB	T.3Cy.17",27½"&43½"-31½" 106NHP Stettiner,A.G.Stettin		G
30863 8034 SEDT	**Nordstjernan** TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5294 4171 2897	✠100A1 with freeboard ~~1,38~~ ~~4,37~~ ✠LMC8,35 ✠Lloyd'sRMC~~3,37~~ 4,38 No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Mmo ~~Lkr~~ Got	a†	OG S1,38	1935 8mo Lloyd's A&CP	Götaverken A/B, Gothenburg	RederiA/B Nordstjernan(A. A.Johnson, Mgr.) Cell DB307'1448t Tanks in way of tunnels 309t FPT 76t APT52t	420·7|55·9|23·9 410·0(O.L.) F80' FK	Stockholm Swedish 7BH (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.24 7/16"-51 3/16" 945NHP DB85lb GotaverkenA/B,Got.	28 ″ 0 s2 ″ 10½ 25 ″ 3½	
30864 581 OHBD	— ⓟ Iron (exNordstern,exNordstjernan) Wireless 1Dk&Shelter dk	770 410 398					1871	MotalaCo. Norrköping	Ångf.-Aktieb.Bore (Th.Kramer Mgr.)	193·7|27·4|13·1 H43t 19·7 Shelter dk259t	Åbo Finnish WB	T.3Cy.18½",30"&48½"-35" NE&B89 140NHP MotalaM.V.Motala		V
30865 LJNB	**Nordstjernen** ⓟ E.S.D. Ref.Mchy. D.F. CruiserStern 3Dks&Promenade dk	~~1920~~ 1063					1937	Fredrkstad Mek VrksA/S Fredrikstad	DetBergenske Dampskibsselskab	~~245·0|38·5~~|13·7 250·9|38·8|	Bergen Norwegian WB	C.4Cy.(2)~~15¾"~~ 15¾"&(2)37½"-34 7/16" 140NHP FredrikstadM.V.A/S		
30866 LDEY	**Nordvangen** ssN.Os.No.2-37 ~~ssN.Os.No.1-33~~ 1Dk(Stl) Cargo battens not fitted	2400 1999 1386	✠100A1 9,37 ~~9,36~~ ~~BS9,36~~ ✠LMC~~1,33~~ ~~MS~~ Fitted for oil fuel 9,36 F.P. above 150° F.	Mob NOs 8,37	s	CL ~~6,30~~ 8,37	1929 4mo Lloyd's A&CP	Internatnl. SB.&E.Co.Ld Danzig	Skibsaktieselskap. Karaibien(Gorrissen&Co.Akties. Mgrs.) Intermediate BH in forehold dispensed with Cell DB246'610t FPT61t APT63t	291·2|45·7|18·5 P28'B80'F32' FK	Oslo Norwegian 4BHptCem	C.4Cy.(2)16½"&(2)35 7/16"-35 7/16" 206lb (s) 215NHP 2SB.6cf,GS75,HS3380 FD InternationalSB.&E.CoLd	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
30867 LCUE	**Nordvard** OilEng. D.F. 1Dk&Shelter dk	4111 3718 2356					1925	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S	377·6|54·0|22·9 P113tH246tF35t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 439NHP KockumsM.V.Akt.Malmö		N
30868 DHSA	**Nordwest** (exNorden,exAgnes) 1Dk&Spar dk	707 675 434					1890	Rostocker Act.Ges. Rostock	Aug.Bolten Wm.Miller'sNchf.	180·9|27·3|17·3 H57'	Hamburg German WB	C.2Cy.22½"&40½"-27½" 71NHP RostockerA.G.Rostock		G
30869 HPGG	**Nore** OilEng. ssSfj.No.1-35 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	7619 7247 4570	✠100A1 ~~7,37~~ ~~9,36~~ 1,38 ✠LMC CS2,35 DBS~~9,36~~ 1,38 ~~6,36~~ 7,37 Carrying Petroleum in bulk	Rot ~~Ams~~	c†	CL ~~6,35~~ 7,37	1930 10mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	TankerCorporation(JohanRasmussen&Co.Mgrs) Cell DBuE85'327t DTf41'523t FPT199t APT146t	460·5|59·5|34·1 P109'B30'F60' FK	Panama Pnamanian 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WilsndSlpwy.Co.Ld.Nwc.	~~34 ″ 0~~ 34¼ ″ 1 s6 ″ 8 27 ″ 8½	
30870 LCUF	**Norefjord** (exNorefos) Fitted for oil fuel D.F. 1Dk	3082 2820 1917					1920	WoodSkinner&Co.Ld. Newcastle	A/S DenNorske Amerikalinje	331·7|46·7|23·1 P94tH162t	Oslo Norwegian WB	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		N
30871 LDST	**Noreg** TwinSc Progressive survey of oil tanks OilEng. ssGot.No.1-35 D.F. 2Dks(Stl)&Web frames Mchy.Aft CruiserStern Longitudinal framing–bracketless system Special Surveys to date from 11,31	7605 7068 4504	✠100A1 2,38 ~~1,37~~ ✠LMC CS5,35 DBS~~5,35~~ 9,37 5,35 Carrying Petroleum in bulk	Hav Fal	b†	CL ~~5,35~~ 2,38	1931 7mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S Corona (H.M.Wrangell&Co.A/S,Mgrs.) Cell DBuE68'310t DTf45'518t FPT92t APT144t	452·5|59·2|33·9 P100'B28'F42' FK	Haugesnd Norwegian 16BHptCem (11 to U dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 2DB180lb 625NHP Akt.Burmeistr&Wain,Cpn	34 ″ 0	
30872 7510 SFTG	— 1Dk&deep framing	1431 1231 794			...		1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fri (Jac.H.Käll,Mgr.)	247·7|36·3|16·5 P18'B64'F28' FK	Gothenbrg Swedish WB	T.3Cy.17½",29"&48"-33" 145NHP LaxevaagsMsk&Jrns.Bgn	19 ″ 0	N †
30873 LDQR	**Norfold** OilEng. ssSfj.No.1-34 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6370 5996 3830	✠100A1 ~~4,37~~ 10,37 ✠LMC CS2,35 DBS~~9,36~~ 7,37 9,36 Carrying Petroleum in bulk	Cff Phl	a†	CL 4,37	1930 11mo Lloyd's A&CP	Barclay, Curle&Co.Ld. Glasgow	HvalfangerA/S Vestfold(Johan Rasmussen&Co. Mgrs.) Cell DBuE81'305t DTf38'498t FPT113t APT129t	421·0|58·5|32·3 436·5(O.L.) P105'B28'F38' FK	Sandefjord Norwegian 15BH 5 „ to2nddk	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
30874 144675 GDKY	**Norfolk** (exSauerland) TwinSc ssGls.No.3-2,34 Ref.Mchy. 3Dks(Stl)4thDk(Stl) D.F. in No.1hold	10948 7657 6810	100A1 with freeboard ~~8,37~~ ~~4,37~~ 2,38 LMC MS3,33 BS~~4,37~~ 2,38 ✠Lloyd'sRMC~~4,37~~ 2,38 Fitted for oil fuel 4,24 F.P. above 150° F.	Lon ~~Gls~~ Liv		OG 8,35	1918	Bremer Vulkan Vegesack	FederalSteam Nav.Co.Ld. Cell DB477'2084t FPT111t APT121t	520·7|64·2|38·1 533·0(O.L.) P70'B254'F44' FK	London British 8BHptCem ptAsp	T.6Cy.28⅝",46⅞"&75⅝"-51¼" & L P Turbines with DR gearing & hydraulic couplings 199lb (s) 1270NHP 5SB,15cf,GS337,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s9 ″ 8½ 31 ″ 10	
30875 214564 KJTF	— 3Dks	2453 — 1759					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	253·0|43·5|21·5	NewYork Utd.States	T.3Cy.17",29½"&50½"-36" 153NHP Gt.LakesEngWks,Detroit		R
30876 145516 CYLZ	— (exGlenbuckie) Mchy.Aft 1Dk	1901 1572 1118					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British WB	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
30877 28048 JCNA	**Norfolk Maru** ssNag.No.2-37 ssKob.No.3-1.28 ~~ssKob.No.1-32~~ 2Dks(Stl)&Awng dk(Stl)	6576 6157 4020	✠100A1 Awng dk with freeboard 5,37 ~~2,35~~ 5,37 ✠LMC~~3,36~~ Fitted for oil fuel 9,21 F.P. above 150° F.	Yka Nag	2	OG ~~3,36~~ 5,37	1921 9mo A&CP	Kawasaki Dockyard Co Ld.Kobe	KawasakiKisen K.K. Cell DB342'1234t DTa35'807t FPT104t APT36t	405·0|53·0|37·0 F33'onAwng dk FK	Kobe Japanese ptCem Collision BH to A dk 5 „ „ U „	T.3Cy.28",46½"&78"-54" (s) 200lb IHP7800 578NHP 3SB(Spt),9cf,GS190, FD KawasakiDockyardCo.Ld.	37 ″ 0 s9 ″ 3½ 28 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
30878 1394 IBZY	**Norge** (*ex*PortChalmers, *ex*Whakarua) **TwinSc** *ss*Gen.2ndNo.3-6,31 *ss*Gen.No.1-36 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing* D.F. &*Shelter dk*(*Stl-ws*) *Lower dk beams in No.3 hold*	6511 6272 4108	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~2,37~~ MS2,35 Lloyd'sRMC~~2,37~~ ~~3,37~~ 2,38	Gen ✠LMC BS~~8,36~~ 8,37	*c*†	CL ~~P2,35~~ S5,36 P2,38	1907 7mo *Lloyd's* A&CP	Workman, Clark&Co.Ld Belfast	A.Zanchi	450·3	55·3	30·4 FK *Ce*	Genoa Italian 7*BHCem* *llDBa* 121'*u*	T.6Cy.20½",33½"&56"-45"(*s*) 200lb 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkman,Clark&Co.LdBel *E&B*67'*f*204'1345*tAPT*80*t*	33 ″ 4 s5 ″ 5½ 28 ″ 1	
30879 8086 SKYN	**Norik** **WoodAux3MstSr** (*ex*Noorik-36,*ex*Annas-34, *OilEng.* *ex*AnnaKirstine) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 297 247					1919	H.C. Poulsen Rudkjöbing	LennartPettersson	134·2 P22'	30·3	12·9	Stockevck Swedish	Oil Engines 4S.C.DA 4Cy.$11\frac{3}{16}$"-$16\frac{9}{16}$" 106NHP A/S Dansk DieselMotorCo.Holeby		V
30880 8053 SDFO	**Norita** (*ex*Harpefjell-35,*ex*Gorm-34, *ex*Snefond) 1*Dk*	*1516* *1309* *872*					1924	LarvikSlip &Verksted Larvik	RederiA/B Höganäs(Carl Northon,*Mgr.*)	242·7 P20'B53'F30'	39·4	16·9	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlip&VerkstedA/S		N
30881 HPGH	**Norlys** *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk in mchy.space* *CruiserStern* *Rudder electrically welded*	9892 9190 5901	✠100A1 ~~6,37~~ ~~9,36~~ 3,38 *CarryingPetr*	Ham Yks ✠LMC9,36 *oleum*	*e*† *in*	CL *bulk*	1936 9mo *Lloyd's* A&CP	Deutsche WerftAGBet Finkenwrder Hamburg	TankerCorporation(Johan Rasmussen&Co. *Mgrs.*) *CellDBuE*75' 225*t*	492·9 510·7(O.L.) P114'F69' *DTf*43'713*t FPT*16	66·1	36·4 FK	Panama Pnamanian 12*BHptCem* 4*t APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" ~~1167NHP~~ 3DB*170lb*1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 28 ″ 4¾	
30882 LDPY	**Norma** **TwinSc** *OilEng.* 1*Dk*&*Shelter dk*&*port 3rd dk*	4487 3931 2712					1930	Akers Mek.Værks. Oslo	A/S J.Ludwig Mowinckels Rederi (DenNorske SydamerikaLinje)	390·5 P99*t*H343*t*F114*t*	54·7	23·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-$43\frac{5}{16}$" 625NHP AkersMek.Værks,Oslo		N
30883 640 OHDE	— Ⓟ (*ex*Brüssel) Wireless D.F. 1*Dk*&*Spar dk*	1537 — 899					1907	Fredrkstad Mek.Værks Fredrikstad	FinskaÅngf. Aktiebolaget	241·6 B67'F27'	35·1	20·5	Helsingfrs Finnish *WB*	T.3Cy.18",19½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
30884 6664 SFTI	— (*ex*Tico) 1*Dk*	*1287* *1119* *707*					1920	Stavanger Stöberi&Dok Stavanger	RederiA/B Höganäs(C.Norrthon, *Mgr.*)	240·9 P21'B60'F24'	37·2	15·8	Höganäs Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		V
30885 154621 VGQX	**Normac** Ⓟ (*ex*JamesR.Elliot) *OilEng.* 2*Dks*	462 — 341					1902	JenksShipbuildingCo. P Huron,Mch	OwenSoundTransportationCo.Ld.	117·2	25·1	11·7	OwenS'nd British	Oil Engines 2S.C.SA 5Cy.12"-15" NE31 126NHP FairbanksMorse&Co. Beloit,Wis.		R
30886 148846	**Norman B. Macpherson** *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36'	43·2	17·9 *WB*	S Cathrnes Ont. British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
30887 203543	**Norman B. Ream** *Mchy.Aft* GyC. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Clevelnd		R
30888 212648 WPCJ	**Norman Bridge** *ss*N.Yk.No.3-7,25 *ss*N.Yk.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	4323 4021 2673	✠100A1 7,37 ~~12,26~~ BS~~12,36~~ 12,37 *CarryingPetr* *Fitted for oil*	NOs ✠LMC12,33 *oleum* *fuel* 4	*w* *in* ,13	CL ~~6,36~~ N7,37 *bulk* *F.P.*	1913 4mo *Lloyd's* A&CP *above* 150° F.	Swan,Hunter&Wigham Richardson, Ld Newcastle	StandardOilCo.of NewJersey *WB = Cell DBuE* *FPT*81*tA*	P88'B25'F41' &*B*53'213*t* *PT*27*tDTf*48'244*t*	50·3	28·6 FK (	Wilmgton (Del.) Utd.States 15*BHCem* 9 *to Upr dk* 6 „ 2*nd* „	T.3Cy.23½",39"&66"-45"(*r*) 180lb 341NHP 2SB,*6cf*,GS224,HS4473 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.)	28 ″ 9 s6 ″ 3½ 22 ″ 10	
30889 165905 GZRX	**Norman Monarch** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4718 4225 2686					1937	CaledonS. B.&E.Co.Ld. Dundee	MonarchSteamshipCo.Ld. (Raeburn&Vérel, Ld.*Mgrs.*)	~~432·7~~ F42' 432·6	56·7	23·8	Glasgow British *WB*	T.3Cy.23½",39½"&66"-45" 292NHP J.G.Kincaid&Co.Ld.Grk.		
30890 146255	**Norman P. Clement** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	252·2 F34'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
30891 132859 MDRB	**Norman Queen** (*ex*Anglesey Coast-37,*ex*Enda) *ss*Mch.2ndNo.3-8,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	863 593 428	✠100A1 1,37	Mch ✠LMC8,36	*l*	CL 8,36	1911 12mo *Lloyd's* A&CP	Dublin DockyardCo. Dublin	KyleShippingCo. Ld.(MonroeBros *Mgrs.* *CellD*	200·2 Q115'B9'F34' *Ba*64'*f*53'159*tFPT*	30·6 *32·3*	12·5 BK7"	London British 3*BHCem* 64*tAPT*15*t*	C.2Cy.22"&46"-30" (*s*) 135lb *90lb* 87RHP 1SB,*3cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s4 ″ 5 14 ″ 11¾	

Now "Kylecroft," see No. 38870 in Supplement

1	2 3	4	5	6		7*	8	9	10	11			12	13	14	15
30892 143398 GNWZ	**Norman Star** (*ex*Normanstar) *ss*Nwc.No.3-2,32 *ss*Nwc.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*) &*Awng dk*(*Stl-ptws*) *CruiserStern*	6817 6047 4340	✠100A1 *Awng dk* *with freeboard* ~~3,35~~ ~~1,37~~ MS1,36 ✠Lloyd'sRMC~~2,37~~ ~~5,37~~ 4,38 ~~2,38~~ ~~9,37~~ *Fitted for oil*	Nwc Lon BS1,38 ✠LMC ~~BS1,37~~ *fuel* 11	*a*† ,20	CL 1,36 *Interm* ~~7,37~~ *F.P. a*	1919 10mo *Lloyd's* A&CP *ediate* *bove* 150° F.	Dunlop, Brmnr&CoLd Pt.Glasgow '*tween dk BH*	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*) *in forehold dispe* *CellDB*364'1002*t*	415·6 B130'F56'*on* *Awngdk* *Collisio* *nsed with* *FPT*70*tAPT*45*t*	56·2	25·5 33·6 FK	London British *Cem* *n BHtoA dk* 1 „ „ 2*nd*,, 5 „ „ *U* „	T.3Cy.26",44"&75"-48" (*s*) &LP Turbine withDR gearing&hydraulic coupling 200lb 701NHP 3SB,*12cf*,GS185,HS9486 FD DunlopBremnr&CoLdPGl	37 ″ 0 s9 ″ 0½ 28 ″ 2¼	
30893 FOYI	**Normand** (*ex*WilliamGriffiths, *ex*Elwick) *ss*Shl.No.3-12,29 D.F. *ss*Shl.No.1-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1764 1358 947	✠100A1 12,37 ~~1,37~~ ✠NB6,23 BS~~7,36~~ 10,37	Cff Npt ✠LMC6,34	*q*	~~1,37~~ 12,37	1917 7mo A&CP	BlythS.B. &D.D.Co.Ld Blyth	Etablissements Odon deLubersac *Cell*	255·3 Q132'*Bon*Q14'F30' *DB* 212' 386*t FPT*	38·4	17·4 FK	Rouen French 4*BHCem* 90*tAPT*86*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 290NHP 2SB,*6cf*,GS126,HS5112 MacColl&Pollock,Ld.Sld.	19 ″ 6 s5 ″ 9¼ 17 ″ 11	
30894 6055 SFTM	**Normandia** 1*Dk*	*1155* *972* *646*					1918	Eriksbergs M.V.Aktieb. Gothenburg	Förn.Ångf. Aktieb.Götha(F. Sternhagen,*Mgr.*)	224·6 P21'B51'H115*t*F24'	36·6	14·3	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"-30" 108NHP KockumsM.V.Akt.Malmö		V
30895 FNSK	**Normandie** Ⓟ **QuadSc** *Fitted for oil fuel* 7*Dks* D.F. GyC.	83423 42681 36985					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	981·4	117·9	57·6	Havre French *WB*	Steam Turbines connected to Elec.Motors&Sc.Shafts Soc.Gén.Const.Elec.&Méc. AlsThom,Belfort		V

1 Numéro d'Ordre Numéro Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30896 OYEH	**Normandiet** *OilEng.* D.F. *2Dks* *CruiserStern*	3161 2575 1825					1935	Nakskov Skibs.A/S Nakskov	A/SDetDansk FranskeDamps- skibs.(A.N. Petersen,*Mgr.*)	345·6	50·2	20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19½"–35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		C
30897 131800 GBKX	**Normannia** Ⓟ TwinSc *CruiserStern* Wireless Sub.Sig. *2Dks*	1567 955 676					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3 P16'B160'F48'	36·1	15·3	S'thamptn British *WB*	2 sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		6T till ~~5,37~~ 6,38
30898 FOPH	**Normanville** (*ex*Hillglade, *ex*Inston) *ss*Hav.No.3–11,32 D.F. *1Dk(Stl)* *Well deck*	1803 1360 1018	✠ ... 5,37 ✠	Hav	*q*		1921 1mo	C.Rennold- son&Co. SouthShields	Worms&Cie.	270·2 Q102'PonQ22'B56' F26' FK *CellD B234'536t FPT46t*	38·2	16·7	Havre French *4BHCem* *APT8t*	T.3Cy.20",33"&54"–36" 235NHP 2SB,*6cf*,GS116,HS4164 MacColl&Pollock,Ld.Sld.	18 ″ 10	
30899 7716 SFTO	**Norna** (*ex*Gerona) 4Mst *1Dk*	*1022* *894* *587*					1914	Akers Mek.Værks. Oslo	RederiA/B Esperia (O.F.Ahlmark&Co. EftgA/B,*Mgrs.*)	221·5 P20'B59'F29'	34·9	14·8	Karlstad Swedish *WB*	T.3Cy.16½",27"&45"–33" 116NH AkersMek.Værks.Oslo		V
30900 7329 SEJD	**Nornan** (*ex*Garm-34, *ex*Hamburg, *ss*Ham.No.3–4,12 *ex*Hebburn) *1Dk(Irn)&deep framing* *Well deck*	*1062* *824* *606*	✠ 4,16 ✠	Gms			1900 9mo	WoodSkin- ner&Co.Ld. Newcastle	RederiA/B Nornan (OssianAhrenberg. *Mgr.*)	220·0 Q112'B10'F25' FK *CellDBa52'uE&B33'f94'285tFPT*	33·2	14·4	Gothenbrg Swedish *4BHCem* *42tAPT63t*	T.3Cy.17½",28"&46"–33" 133NHP 1SB,*4pf*,GS58,HS2160 N.E.MarineEngCoLd.Nwc	16 ″ 6	V †
30901 LDNF	**Norne** *OilEng.* *ss*Got.No.2–38 ~~*ss*Kob.No.1–34~~ D.F. *1Dk(Stl)*	3971 3644 2452	✠100A1 ~~6,37~~ ~~8,36~~ 4,38 ✠LMC DBS~~8,36~~ ~~8,37~~ 4,38	NYk Got 4,38 CS~~12,34~~ ~~4,35~~8,37	*w*	CL ~~12,35~~ 3,38	1930 3mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's A&CP*	H.Kuhnle *Intermediate bulkhead in after hold dispensed with* *CellDB*	350·7 P31'B115'F31' FK 304' 1051t FPT84t	50·8	25·6	Bergen Norwegian *5BH pt Cem* *APTs136t*	Oil Engines 4S.C.SA 6Cy.24 3/8"–51 3/16" 355NHP DB~~85lb~~ 60lb EriksbergsMVAktieb.Got	28 ″ 0	
30902 FODG	**Noroit** *CarryingPetroleuminbulk* *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* Wireless	453 340 176					1934	NVSchpsw enMachfbrk. 'DeBiesbosch' Dordrecht	CiternaMaritime S.A.	157·9 P50'F28'	24·6	11·5	Rouen French *WB*	Oil Engines 2S.C.SA 5Cy.11 7/16"–15⅜" 122NHP SulzerBros.Winterthur		V
30903 134014 VGYJ	**Noronic** Ⓟ *ss*Tto.No.3–6,32 *2Dks(Stl)&Promenade dk* *Mchy.Aft* *(Stl–ws)&Webframes* D.F. *Longitudinal framing*	6905 3558 3935	✠100A– *For Service on the Great Lakes* 6,36 BS~~10,35~~ ✠LMC10,32 1,37	Clv		6,34	1913 11mo	Western DD&SBCoLd P.Arthur,Ont	CanadaSteamship Lines,Ld. *WB=CellDBuE&*	362·0 FK *B116'f205'1524t* *DTf25'148tFPT*	52·0	24·8	Pt.Arthur, Ont. British *7BH* *54tAPT34t*	T4Cy.29½",47½"&(2)58"–42" 200lb (s) FD 805NHP 4SB&1AuxSB,*14cf*,GS308, HS13128 AmericanSBCoClevelndO.	28 ″ 9 s10 ″ 6¼ 18 ″ 5	
30904 7593 SFTR	**Norrköping** *ss*Skm.No.1–34 *1Dk(Stl)* *Strengthened for Navigation in Ice*	*454* *291* *162*	✠100A1 *withfreeboard* 6,37 ~~6,36~~ BS~~7,36~~ ✠LMC7,34 6,37	Skm	*g*	CL 6,36	1930 1mo	Hlsingbrgs Varfs&Svets- ningsAktieb. Helsingborg *Lloyd's A&CP*	Rederiaktieb.Nor- den(G.Aberg, *Mgr.*) *CellDBuE*	142·6 Q44'B19'F34 BK6½" *18'f28'60tFPT11t*	26·9	12·0	Nrrköping Swedish *4BHCem* *APT11t*	T.3Cy12 3/16",20 21/32"&32¼"–24" 200lb (s) 84NHP 1SB,*2cf*,GS52,HS1620 FD Helsingborgs Varfs& SvetsningsA.B	12 ″ 8 s1 ″ 11 11 ″ 6½	
Now "Fårösund," see No. 38169 in Supplement																
30905 520 SFTU	**Norrland** Ⓟ *1Dk&Shelter dk*	*328* *201* *162*					1888	Bergsunds Mek.Verks. Stockholm	RederiA/BStaffan (J.Haag,*Mgr.*)	135·6 H53t 18·1	22·5	11·1	Gävle Swedish	T.3Cy.12¼",19½"&31¼"–23½" 47NHP Bergsund M.V.Stockholm		
30906 3702 SFUD	**Norrtelje** Ⓟ Sp *1Dk*	414 164 259					1900	Lindbergs Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb.(O.F. Ekebohm,*Mgr.*)	145·0 B68'H78t	26·6	7·5	Vaxholm Swedish	T3Cy15 5/16",25 5/16"&41⅜"–25⅝" 86NHP LindbergsMek.Verks.Skm		
30907 6125 SLVA	**Norruna** (*ex*Astur,*ex*Aquila) *1Dk*	*2705* *2382* *1602*					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Höganäs(C. Norrthon,*Mgr.*)	309·7 P31'B62'F33'	47·2	23·0	Höganäs Swedish *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft SvenskaTurb. Akt Ljungström,Finspong		V
30908 HPGN	**Norseman** Ⓟ TwinSc3Mst (*ex*Selandia-36) *OilEng* D.F. *ss*Cpn.2ndNo.3–2,36 *1Dk(Stl)&Awng dk(Stl*–teaks)	4950 4272 3163	✠100A1 *Awng dk* *withfreeboard* ~~6,37~~ ~~11,36~~ 1,38 ✠LMC DBS2,~~36~~6,37	Cpn ~~Rot~~ Sng CS2,36 ~~6,36~~6,37	*x*	CL ~~P2,35~~ S6,36 P5,37	1912 2mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	RederiA/S Norse- man(OddGodager, *Mgr.*) *Cell DBa60' uE*	370·4 *P25'F32'on Awg dk* *Baft54'fore77'* FK *39'f225'1050t FPT*	53·2	27·1	Panama Pnamanian *6BH* *88tAPT84t*	Oil Engines 4S.C.SA 16Cy.20⅞"–28⅜" 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s6 ″ 2 24 ″ 8	
30909 147561 GBVS	**—** TwinSc *CableVessel* *ss*Fal.No.3–2,37 E S.D. *2Dks(Stl)&Upper dk* *(ptStl*–pt teak s) *CruiserStern*	1844 1671 651	✠100A1 *withfreeboard* 2,37 ✠LMC2,37 *Fitted for oil fuel 11,23 F.P. above 150° F.*	Fal	*q*	CL 2,37	1923 11mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	WesternTelegraph Co.Ld.	259·5 B89' FK *CellD Ba32' uE21'f117'230tDTf6'27t* *Tanks at sides of tunnels19'29tFPT9t*	37·2	22·9	London British *5BHptCem* *APT44t*	T.6Cy.15",24½"&40"–30" (s) 180lb 320NHP 3SB,*9cf*,GS139,HS5451 FD J.Brown&Co.Ld.Glasgow	25 ″ 0 s7 ″ 3 18 ″ 0½	
30910 LFMA	**Norskehavet** (*ex*Sigrun, *ex*Lyngenfjord, *ss*N.Yk.No.3–7,16 *ex*Keramiai) *ss*Bgn.No.2–25 *Ref.Mchy.* *2Dks(Stl)&deep framing*	5153 4699 3150	✠ 8,29 ✠	Bom	*y*		1903 6mo	Napier& Miller,Ld. Glasgow	Skibs A/S " Ringulv "(Olav Ringdal,*Mgr.*) *CellDBa129'uE27'f161'* *1154tDTa40'1022tFPT105t*	390·0 P111tH199tF69t FK	52·0	26·9	Oslo Norwegian *6BHCem* *APT56t*	T.3Cy.27",43"&72"–51" 405NHP 3SB,*9cf*,GS165,HS6303 D.Rowan&Co.Glasgow	29 ″ 11	N †
Now "Ringulv," see No. 39906 in Supplement																
30911 2489 LOHR	**Norte** (*ex*Poljana-34) *ss*Bgn.No.3–12,32 *1Dk(Stl)&Shelter dk(Stl)* *ss*B.As.No.1–37	3822 ~~2577~~ ~~2301~~ 3681 — 2009	✠100A1 *Shelter dk* *withfreeboard* 9,37~~12,35~~ ~~BS1,37~~ ✠LMC~~12,32~~ 1,37 *Fitted for oil fuel 6,20 F.P. above 150° F.*	BAs	*x*	CL 11,35	1920 6mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Cia.Argentina de Nav.Mihanovich Lda. *CellDB*	360·7 *F33'on Shelter dk* FK *Collision* *313'1076tMT23'721tFPT92tAPT88t*	52·2	23·5	Bns.Aires Argentine *ptCem* *BH to Sh dk* *6 " " U "*	T.3Cy.25",41"&69"–48" (s) 180lb 388NHP 3SB,*9cf*,GS190,HS6408 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0 s2 ″ 5½ 23 ″ 8½	
30912 EAHM	**—** (*ex*Alcazar,*ex*Eva) *ss*Phl.2ndNo.3–3,13 *1Dk(Stl)2trB&Web* *frames&ptAwng dk(Irn)*	2825 — 1938	✠ 12,18 ✠	Bry	*u*		1893 5mo	Ropner& Son Stockton	DomingoMumbru	321·1 P29'Q110' BK10" *ptAwng dk183'* ptND06 *CellDB266'613t*	39·4	20·8	Barcelona Spanish *5BHCem*	T.3Cy.22½",37"&61"–42" NDB16 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton	24 ″ 0	
30913 211076 WTBA	**North American** Ⓟ D.F. GyC. *2Dks&3Shade dks*	2317 — 1262					1913	Gt.Lakes Eng.Works Ecorse,Mich	Chicago,Duluth& GeorgianBay TransitCo.	259·0	47·1	18·3	MichgnCy. Ind. Utd.States	Q.4Cy 17½",25",36"&52"–36" 162NHP GtLakesEngWrks,Detroit		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
30914 148058 GFXN	**North Cornwall** *ss*Shl.No.3-5,37 ~~ssShl.No.2-32~~ D.F. 1*Dk*(*Stl*)	4304 4030 2660	✠100A1 5,~~378,36~~ 2,38 7,36 ✠LMC MS~~4,32~~ BS~~3,36~~ 5,37	Nwc ~~Shl~~ Gls	*x*	CL 7,36	1924 3mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NorthShippingCo. Ld.(H.Roberts& Son, *Mgrs.*)	380·8 P34'B229'F37' FK *CellDB*316'980*t*	52·2	25·3	Newcastle British 6*BHCem* *APT*127*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb *100lb* 388NHP 2SB,6*cf*,GS133,HS6430 JReadhead&Sons,Ld.S.Shl	27 ″ 9 s3 ″ 11¾ 23 ″ 11¼	
30915 148096 GKSC	**North Devon** *ss*Shl.No.3-9,37 ~~ssShl.No.2-32~~ D.F. 1*Dk*(*Stl*)	3658 3396 2239	✠100A1 9,37~~9,36~~ MS9,37 ✠LMC MBS5,37 DBS9,37	Bry Shl	*w*	CL ~~9,36~~ 8,37	1924 10mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NorthShippingCo. Ld.(H.Roberts& Son, *Mgrs.*) *CellDB*	360·0 374·5(O.L.) P32'B225'F36' FK *a&uE*140'*f*156'895*t*	50·0	23·1	Newcastle British 6*BHCem* *APT*125*t*	T.3Cy.23",42"&69"-45" (*r*) 180lb *120lb* 371NHP 2SB,6*cf*,GS120,HS6044 JReadhead&Sons,Ld.S.Shl	25 ″ 6 s 3 ″ 0½ 22 ″ 7¾	
30916 219647 KUDZ	**North Haven** (*ex*PerryL. Smithers-34, *ex*EasternGale) *Fitted for oil fuel* 2*Dks*	4653 3927 2981				...	1919	Uraga DockCo.Ld. Uraga	NorthlandTrans-portationCo.	360·1 P21'B91'F35' *WB* FK	51·2	25·9	Juneau Utd.States	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	R †
30917 222653 KFEW	**North King** (*ex*Houston, *ex*Liebenfels) *ss*Sea.No.3-4,35 2*Dks*(*Stl-U* teak s)& D.F. GyC. *Web frames*	5064 4198 3386	✠100A1 ~~6,37~~ ~~4,35~~3,38 ~~BS3,37~~ ✠LMC4,35 3,38 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Sea	*y*	CL ~~4,35~~ 3,38	1903 6mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	PacificAmerican Fisheries,Inc. *CellDBa*103' *uE&B*50'	375·7 P49'B111'F52' BK11" *f*109' 914*t* *FPT*50*t*	50·7	27·3	Bellinghm Utd.States 7*BHCem* *APT*26*t*	Q.4Cy.23¼",33⅞",50"&72 13/16"-53⅛"(*s*) 220lb 502NHP 3SB,9*cf*,GS149,HS6426 FD BremerVulkan,Vegesack	30 ″ 0 s 5 ″ 5 25 ″ 6½	
30918 218585 KIPG	**North Pacific** (*ex*Iniskin-37, *ex*Doylestown-36) *Fitted for oil fuel* 1*Dk*	2632 1963 1610					1919	AlbinaEng &Mach.Wrks Portland,Or.	NorthlandTrans-portationCo.	289·0 P26'B148'F32'	44·1	19·2	Seattle Utd.States *WB*	T.3Cy.22",36½"&60"-42" 233NHP AlbinaEng.&Mach.Works, Portland,Or.		R
30919 216822 WJEI	**North Sea** Ⓟ (*ex*Admiral Peoples-35,*ex*Mary Weems,*ex*Plainfield) *ss*Phl.No 3-12,24 *ss*S.Fo.No.2-33 1*Dk*(*Stl*)*Platform dk*(*Stl*)*in holds* D.F. *Fitted for oil fuel*	3133 2375 1903	✠ ... 4,35 ✠	SFo	*t*		1918 9mo	Bethlehem S.B.Corp.Ld Elizabeth-port,N.J.	NorthlandTrans-portationCo. *CellD*	299·4 P&B229'F40' FK *B*240' 572*t* *FPT*40*t*	45·0	22·8	Juneau Utd.States 6*BHCem* *APT*70*t*	T.3Cy.22 11/16",35"&58 5/16"-42" 341NHP 2SB,8*cf*,GS133,HS5256 BethlehemSBCorp.Ld.N.J	25 ″ 3	R †
30920 146296 VGNK	**North Voyageur** Ⓟ (*ex*Nayarit, *ex*Sinaloa,*ex*Ivy) *ss*Mtl.No.3-8,30 *ss*Qbc.No.1-34 Wireless *Well deck* 1*Dk*(*Stl-ws*) 2*nd dk*(*Stl*)*in Nos.*1&3*holds* Now "Esperos," *see No.* 38026 *in Supplement*	1461 827 850	✠ A1 *withfreeboard* 5,37 ~~5,36~~ BS4,37 ✠LMC9,34 *For Service in the Gulf of St. Lawrence and to Newfoundland from May to October inclusive* *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Mtl Qbc		CL ~~4,35~~ 5,37	1918 4mo *Lloyd*	BlythS.B. &D.D.Co.Ld Blyth '*sA&CP*	ClarkeS.S.Co.Ld. *CellDBuB*11'*f*11'	255·2 P&B197'F33' FK 27*tDTf*34*tFPT*14*t*	35·0	16·2	Quebec British 8*BHptCem* *APT*20*t*	T.4Cy.22",35"&(2)40"-30" 180lb (*s*) 237NHP 1SB,3*cf*,GS77,HS3447 Richardsons,Westgarth &Co.Ld.Hpl.	18 ″ 0	
30921 216514 WLER	**North Wind** (*ex*NosaDuke-33, *ex*Mineola-32) *Fitted for oil fuel* 2*Dks*	2448 — 1465				...	1918	NewYork S.B.Corp. Camden,N.J.	NorthlandTrans-portationCo.	298·6 P35'B70'F28' FK	40·0	22·9	Ketchikan Utd.States *WB*	T.3Cy.19¾",31½"&54¼"-36" 262NHP NewYorkSBCorp.Camden	26 ″ 0	R †
30922 144976 GWNS	**Northern Coast** (*ex*LadyValentia) *ss*Liv.No.3-9,34 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* E.S.D.	1211 987 556	✠100A1 *Shelter dk* *withfreeboard* 6,37~~4,36~~ ✠LMC MS7,34 BS~~1,37~~12,37	Bkn	*p*	CL ~~9,34~~ 6,37	1921 11mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP* *CellD*	CoastLines,Ld. *Bu E*37'*f* 144' 351*t*	240·1 FK *FPT*74*t* *APT*25*t*	36·1	14·6	Liverpool British *Cem* *Collision BHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.18",30"&50"-36" (*s*) 180lb 204NHP 2SB(Spt)6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 ~~s ″ 4¾~~ ~~16 ″ 8¾~~ s ″ 2 16″11½	
30923 147573 MLSF	**Northern Firth** (*ex*Stanhope-37, *ex*Sandhill-34,*ex* LondonTrader,*ex* Estoril,*ex*Tekelderdiep) *ss*Mdb.No.3-12,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	499 378 244	100A1 ~~9,37 12,36~~2,38 BS12,37	Mdb ~~Bly~~ Shl LMC9,36		CL 2,35	1920	Gebr.Boot Liederdorp	NorthernCoasters, Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*)	163·3 Q57'B13'F23' FK *CellDB*88'140*t*	25·6	10·8	London British 3*BHCem* *FPT*37*t*	T.2Cy.12⅝",20½"&33⅞"-23⅝" 180lb (*s*) 57RHP 1SB,3*pf*,GS50,HS1856 Koninkl.Nederl. Grofsmederij,Leiden	12 ″ 11 s ″ 11¾ 12 ″ 0	
30924 161222 GSXT	**Northern Prince** Ⓟ TwinSc *OilEng.* *ss*N.Yk.No.1-33 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk pt ws*) GyC. D.F. *CruiserStern*	10917 9379 6500	✠100A1 *withfreeboard* 9,36 ✠LMC CS5,33 DBS~~6,36~~10,37 12,35 ✠Lloyd'sRMC~~3,37~~ ~~10,37~~ 5,38 *Carrying vegetable oil in deep tanks*	NYk		CL ~~P9,34~~ SN3,35 P11,37	1929 4mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP* *Duct keel fwd. of mchy. space* *CellDB*417'1739*t* *Tanks in way of tunnels* 224*t* *FPT*	PrinceLineLd. (FurnessWithy& Co.Ld.*Mgrs.*)	496·2 514·5(O.L.) F47' FK	64·9	25·9	London British 9*BHptCem* (6 *to W dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. 120*tAPT*213*t*	41 ″ 0 s15″0¾ 26 ″ 6	
30925 170017 VOCG	**Northern Ranger** Ⓟ Wireless D.F. E.S.D. 2*Dks* *Strengthened for Navigation in Ice*	1365 1065 740	✠100A1 5,37~~4,36~~ ✠LMC4,36	Psy NFL		CL 4,37	1936 4mo *Lloyd*	Fleming& Ferguson,Ld. Paisley '*sA&CP*	Government of Newfoundland (Newfoundland Railways,Steam-shipDept.)	220·4 F32' FK *CellDB*170'246*t* *FPT*42*t*	36·1	19·7	SJhnsNFL British 7*BHCem* *APT*34*t*	T.3Cy.17",27½"&45"-30" 200lb (*s*) 175NHP 2SB,4*cf*,GS110,HS3330 Fleming&Fergusn,Ld.Psy.	22 ″ 0 s 3 ″ 6 18 ″ 10¼	
30926 230490 WHBW	**Northern Sun** *Oil Eng.* *Mchy.Aft* *ss*Phl.No.1-35 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	8865 8329 5394	✠100A1 ~~4,37~~ ~~9,36~~10,37 DBS2,38 ~~DBS2,36~~ ✠LMC3,34 ✠LMC(M)9,36 *Carrying Petroleum in bulk*	Phl	*e*†	CL 9,36	1931 2mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP* *CellDBuE*	MotorTankship Corporation 76'340*tDTf*20'692*t*	480·6 B38'F48' *after Bridge*77' FK *FPT*186*tAPT*84*t*	66·0	36·8	Phldlphia Utd.States 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2WTDB*225lb&200lb* (*upper*) SunS.B.&DryDockCo.	37 ″ 0	
30927 217399 KEKC	**Northern Sword** (*ex*Norma-32) *Fitted for oil fuel* 1*Dk*	2648 2325 1513				...	1918	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wilmgtn,Del	SwordS.S.LineInc.	299·6 P24'B96'F39' FK	45·0	22·6	NewYork Utd.States *WB*	T.3Cy.21½",35½"&58¼"-42" 220NHP BethlehemS.B.Corp.Ld.	25 ″ 3	R †
30928 135610 MNFX	**Northgate** *ss*Bly.No.3-3,38 ~~ssMdb.No.2-31~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	425 328 155	✠100A1 3,38~~7,36~~ ~~BS7,36~~ ✠LMC~~1,34~~ 2,38 2,38	Nwc Bly	*f*	CL ~~7,36~~ 3,38	1925 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	BristolSand& GravelCoLd(F.E. Peters,*Mgr.*)	144·9 Q43'B15'F29' FK *DTf*13'89*tFPT*28*t*	25·2	11·7	Stockton British 4*BHCem* *APT*16*t*	C.2Cy.17"&36"-27" (*s*) 130lb 77RHP 1SB,3*cf*,GS44,HS1468 ShieldsE&DDCoLd.N.Shls	12 ″ 7 s1 ″ 0¼ 11 ″ 8½	
30929 148183	**Northholm** (*ex*RobertH. Merrick) 3Mst *Mchy.Aft* 1*Dk* *Well deck*	447 362 229				...	1924	J.Towers (Shipblding) Co.Ld Bristol	FrankWaterhouse &Co.ofCanadaLd.	150·2 Q48'B9'F22' FK	25·2	11·9	Vancouver British *WB*	T.3Cy.13",21"&35"-24" 81RHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 0	
30930 208377 KJTG	**Northland** Ⓟ 2*Dks*	2055 — 1205					1911	Harlan& Hollings-worthCor. Wlmgtn,Del	Norfolk&Wash-ingtonSteamboat Co.	291·2	51·0	18·0	Washngtn D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 240NHP Harlan&Hollingsw'rthCor		

Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée Cert. H. of Trade
30931 210059 WMDG	**Northland** Ⓟ TwinSc (exW.B.Foshay) OilEng. Wireless 2Dks Ref.Mchy. CruiserStern	1255 — 754					1929	Lake Washington Shipyard Houghton	NorthlandTransportationCo.	186·0 B117'F25'	35·0		Ketchikan Utd.States	Oil Engines 4S.C.SA 16Cy.14½"–18" 328NHP WashingtonIronWorks, Seattle		R
30932 160612 GSRC	**Northmoor** OilEng. ssBly.No.2-37 ~~ssBly.No.1-34~~ 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4392 4070 2649	✠100A1 withfreeboard 9,37 ~~2,37~~ ✠LMC9,37	NYk Bly DBS4,37	y	CL ~~2,35~~ 9,37	1928 11mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	MoorLine.Ld. (RuncimanShippingCo.Ld.Mgrs) Cell DB317'1011tMT26'988tFPT140tAPT220	375·0 F30' FK	52·6	25·7	London British 7BHptCem (ColltoSh dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 3Cy.21¼"–85" 417NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
30933 148077	**Northton** Mchy.Aft 1Dk	2227 2008 1354			...		1924	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	248·0 F42' FK	43·0	22·8	Toronto British WB	T.3Cy.20½",33"&54"–36" 213NHP N.E.MarineEng.CoLdNwc	25 ″ 0	R †
30934 130112 GBSJ	**Northumberland** TwinSc4Mst ssFal.No.3-11,26 Ref.Mchy. ssFal.No 2-34 D.F. 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl)inNo.1hold CruiserStern	11555 10786 7229	✠100A1 Shelter dk withfreeboard ~~6,37~~ 12,37 MS11,34 ✠Lloyd'sRMC~~11,36~~ ~~5,37~~ 12,37 Fitted for oil fuel 11,26 F.P. above 150° F.	Gls ~~Sws~~ Lon BS12,37 ✠LMC ~~SS11,34~~	g†	CL P6.35 S5,36	1915 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	FederalSteam Nav.Co.Ld. WB	530·5 550·4(O.L.) 39·8 B209'F84'on Shelter dk FK = Cell DBa124'uE&B107'f226'1750tFPT104tAPT112t	63·0	31·9	London British 9BHCem	4SteamTurbinesSR geared to 2 Sc.Shafts (s) 190lb 1670NHP 6SB,24cf,GS440,HS17688FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 8 s 11 ″ 1½ 31 ″ 9	
30935 96937 VGDL	— Ⓟ TwinSc Wireless 1Dk	1255 975 542					1891	Wigham Richrdsn&Co Newcastle	Niagara,St.Catharines&Toronto Nav.Co.Ld(CanadianNationalRlys.)	220·0 H171'	33·1	20·4	Charletwn British	T.6Cy.17½",27½"&46"–33" 243NHP WighmRchardsn&Co.Nwc		
30936 130856	— Ⓟ Now "Norfolk," see No. 39429 in Supplement	1012 — 585					1900	Neafie& Levy Philadelphia	J.A.Cheatham	190·0	41·0	11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"–30" 111NHP Neafie&Levy		
30937 3300 SGOA	**Northumbria** Ⓟ (exBalder) ssGot.2ndNo.3-6,25 Wireless D.F. ssGot.No.2-34 Well deck 1Dk(Stl-pt ws) Ref.Mchy. lower dk forehold	1396 869 752	✠100A1 4,37 BS~~9,36~~ 6,37	Got ✠LMC8,33	o	OG 4,36	1898 9mo	Blackwood &Gordon PortGlasgow A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDBa33'uE&B54'f115'261tFPT26tAPT28t	246·2 256·4(O.L.) P175'F48' FK	34·1	14·0	Gothenbrg Swedish 6BHCem	T.3Cy.21⅔",33"&54"–39' (s) 170lb 65lb 212NHP 2SB(Spt)6cf,GS129,HS3555 Blackwood&Gordon, P.Gl.	16 ″ 6 s ″ 9½ 15 ″ 10¼	
30938 155177 WCCW	**Northwestern** Ⓟ Steel&Iron (exOrizaba) Fitted for oil fuel D.F. 2Dks&Hur dk	3094 2413 1949					1889	Delaware RiverCo. Chester,Pa.	AlaskaS.S.Co.Inc.	336·2	43·2	22·0	NewYork Utd.States	T.3Cy.28",44"&70"–48" NB10 339NHP DelawareRiverCo. Chester		
30939 164832 MMBN	**Northwood** Mchy.Aft 1Dk CruiserStern	1146 777 652	✠100A1 withfreeboard 9,37 ~~2,37~~	Shl Rot ✠LMC10,36	n	CL N9,37	1936 10mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	JosephConstantine SteamshipLine,Ld. CellDB144'350tFPT90tAPT69t	217·4 Q150'F27' FK	34·0	13·6	Middlsbro' British 3BHptCem ptAsp	T.3Cy.13",21"&36"–27" (s) 200lb 125lb 101NHP 1SB(Spt),3cf,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 5 ″ 11½ 15 ″ 2	
30940 LCUI	**Norviken** Ⓟ ssHKg.No.3-11,37 ~~ssH.Kg.No.2-34~~ Upper dk(ptStl–teaks) 2nd dk(Stl)	2924 2652 1779	✠100A1 withfreeboard 11,37 ~~11,36~~ ~~BS11,36~~ ✠LMC~~11,34~~ 11,37	HKg	t	CL ~~11,36~~ 11,37	1925 12mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	Wallem&Co.A/S (H.J.Wallem, Mgr.) CellDB250'502tFPT88tAPT105t	295·0 305·0(O.L.) B72'F31' FK	45·7	26·0	Bergen Norwegian Cem 4 BHto2nd dk 1 ,, ,, U ,,	T.3Cy.~~20½~~ 20",34"&56"–36" (s) 180lb 244NHP 2SB,6cf,GS132,HS4302 Rankin&Blckmore,Ld.Grk	28 ″ 3 s 9 ″ 8½ 18 ″ 9½	
30941 ~~HPGO~~ HPGC	**Norvinn** OilEng. ssSfj.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6322 5996 3830	✠100A1 ~~3,37 10,36~~ 10,37 3,38 ✠LMC CS6,34 DBS~~9,36~~ 10,37- 9,36 CarryingPetroleum in bulk	Fal ~~Ams~~ Rot	a†	CL ~~2,35~~ 10,37	1930 11mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	TankerCorporation(JohanRasmussen&Co.Mgrs) CellDBuE81'305tDTf38'498tFPT113tAPT129t	421·0 P105'B28'F38' FK	58·5	32·3	Panama Pnamanian 15BH 5 ,, to 2nd dk	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 ″ 3 s5 ″ 11½ 26 ″ 6½	
30942 220631 KJTJ	**Norwalk** Fitted for oil fuel 2Dks	2157 — 1310					1920	Pusey& JonesCo. Wlmgtn,Del.	EasternS.S.Lines, Inc.	250·8 WB	42·6	25·6	Newport News Utd. States	T.3Cy.19",32"&56"–36" 188NHP Pusey&JonesCo.		
30943 207247	**Norway** Mchy.Aft GyC. 1Dk	6673 — 5314					1910	ToledoS.B. Co. Toledo,Ohio	GreatLakesSS.Co. Inc.	504·0 F50' WB	58·0	25·6	Oswego N.Y. Utd.States	Q 4Cy.20",29",42"&61"–42" 241NHP ToledoS.B.Co.Toledo,Ohio		R
30944 26216 JNWD	**Norway Maru** ssKob.No.3-8,31 ssKob.No.1-36 2Dks(Stl)& Awng dk(Stl)	5832 5552 4229	✠100A1 Awng dk withfreeboard ~~11,37~~ Fitted for oil fuel 1,23 F.P. above 150° F.	Kob 11,37 ✠LMC~~10,36~~	y	OG 10,36	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. CellDB334'1116tFPT126tAPT93t	385·0 FK Collision	51·0	36·0	Kobe Japanese Cem BH to Awdk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB, FD 8cf,GS154,HS5742 KawasakiDockyardCo.Ld	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
30945 14584 GDMC	**Norwegian** ssGrk.No.3-9,34 2Dks(Stl)& D.F. E.S.D. Shelter dk(Stl)	6366 4476 4008	✠100A1 Shelter dk withfreeboard 7,37 ~~8,36~~ ~~BS8,36~~	Sws BS7,37 ✠LMC9,54	z	CL ~~7,34~~ 7,37	1921 8mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	DonaldsonLine,Ld.(DonaldsonBros. Ld.Mgrs.) CellDB332'920t DTa26'654t	400·2 B141'on Shelter dk FK2' FPT105tAPT31t	52·4	35·0	Liverpool British Cem 6 BH to S dk 1 ,, ,, U ,,	Q.4Cy.23½",34",49"&70"–51" 215lb (s) 644NHP 4SB,12cf,GS239,HS10210FD CaledonSB.&E.Co.Ld.Dun	37 ″ 7 s 8 ″ 8½ 29 ″ 1	
30946 UOLX	**Nosak** (exTroud, TwinSc exSergeiWitte) 1Dk	348 320 225					1890	Edwards& Symes London	U.S.S.R.	182·7	27·6	7·2	Rostoff Russian	C.4Cy.12"&24"–20" Bmade04,fitted— 43NHP Wilson&Co.London		
30947 39735 JRPJ	**Noshiro Maru** OilEng. D.F. 2Dks Ref.Mchy. CruiserStern Now "Nosiro Maru," see No.39451 in Supplement	7189 6451 4318	✠100A1 12,36 DBS12,36 ✠Lloyd'sRMC~~12,36~~ 5,37 Carrying cargo oil F.P. above 150° F. in deep tanks	Kob ✠LMC11,34	c†	CL 4,36	1934 11mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki Lloyd'sA&CP	NipponYusenK.K. CellDB354'1379t Wing tanks in way	449·6 P23'B171'F41' FK DTsa42'1527t of tunnel 82tFPT81tAPT78t	62·3	34·4	Tokio Japanese 8BHptCem	Oil Engines 2S.C.DA 7Cy.27 9/16"–47¼" 1851NHP DB100lb MitsubishiJukogyoKaisha Ld.Nag.	34 ″ 5	
30948 29822 JPUA	— Ⓟ (exNordhav, exBygdönes,exGeneralMorrison) 1Dk	2333 1973 1390				...	1919	Dominion S.B.Co.Ld. Toronto	KawasakiKisen K.K.	251·1 P25'B64'F20' FK	43·6	21·5	Kobe Japanese WB	T.3Cy.20",33"&54"–40" 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30949 145553 MKTW	**Noss Head** K ssLth.No.3-11,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	438 282 171	✠100A1 ~~4,37~~ 11,37 BS4,37 ✠LMC11,33	Lth	*f*	CL ~~2,36~~ 11,37	1921 10mo	A.Hall&Co Ld. Aberdeen Lloyd's*A&CP*	A.F.Henry& MacGregor,Ld.	150·9 154·5(O.L.) Q85'B12'F19' FK *CellDBf*92'106*t*	24·1	9·3	Leith British 3*BHCem* *FPT*32*t*	T.3Cy.13",21½"&35"-24" (*s*) 180lb 82RHP 1SB,3*pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4 s 4 ″ 2 11 ″ 4½	
30950 39723 JROJ	**Noto Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7190 6451 4320	✠100A1 12,37 ~~11,36~~ DBS12,37 ~~DBS11,36~~ ✠LMC10,34 ✠Lloyd'sRMC3,37 ~~8,37~~ 12,37 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Kob	*c*†	CL 11,35	1934 10mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki Lloyd's*A&CP*	NipponYusenK.K.	449·6 P23'B171'F41' FK *CellDB*354'1379*t* *DTs a* 42'1527*t* *Wing tanks in way of tunnel* 82*t FPT*	62·3	34·4	Tokio Japanese 8*BHptCem* 81*tAPT*78*t*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1851NHP DB*100lb* MitsubishiJukogyo Kaisha,Ld.Nag.	34 ″ 5	
30951 21031 JQDB	**Notoro Maru** Ⓟ Wireless 1*Dk*	1213 — 845					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24'	33·6	18·5	Amagasaki Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIrnWrks,Ld.Osaka		
30952 LCAA	**Notos** (*ex*KnutJarl-33,*ex*Laura Mærsk,*ex*Laura) *ss*Rot.2ndNo.3-3,24 *ss*Osl.No 1-28 1*Dk*(*Irn*)&*deep framing*	2712 2541 1697	✠ 6,33 ✠	Nwc	*u*		1898 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Dampsk.A/S Notos (Valdemar SkoglandA/S)	324·0 P9'B160'F33' FK *CellDB a&uE*124'*f*136'675*t*	46·0	20·5	Haugesnd Norwegian 5*BHCem* *APT*47*t*	T.3Cy.24",38"&64"-42" NDB16 267NHP 2SB,6*cf*,GS89,HS4030 T.Richardsn&Sns.Ld.Hpl.	23 ″ 0	N †
30953 OHKW	**Notraco** (*ex*NotracoI,*ex*Flosshilde, *ex*Grenland,*ex*Björn, *ss*Bly.No.2-95 *ex*Pierre 1*Dk*(*Irn*),*Beams,Stringer* André.*ex*Shearwater) &*DblBtmIrn*	991 749 559	✠ 11,01 ✠NB10,00✠	Bgn	*m*		1888 7mo	H.S. Edwards &Sons Newcastle	Rederi&Speditions A/B Nordstjernan	212·5 Q77'B51'F28' FK *CellDB*192'290*t FPT*	31·2	14·0	Helsingfrs Finnish 4*BHCem* 36*tAPT*30*t*	T.3Cy.16",16½"&44"-33" NDB00 108NHP 1SB,3*pf*,GS58,HS1500 E.Scott&Co.Newcastle	16 ″ 3	G †
30954 FOPY	**Notre Dame du Chatelet** (*ex*Oceaan) Aux3MstSr Wireless 1*Dk* *OilEng.* (*See Sailing Ship Register*)	483 415 344					1921	N.V.Schps. Geb.Bodewes Martenshoek	M.A.Glatre	148·8 P31'F12'	27·2	12·8	St.Malo French	Oil Engines 2S.C.SA 4Cy.13⅓"-13¾" 123NHP D.Goedkoop,Jr.Ams.		V
30955 PGKA	**Nottingham** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 ~~7,37~~ ~~2,37~~ 9,37 3,38 ✠LMC12,34	Rot Hrl	*f*	OG ~~N1,36~~ ~~N7,37~~ 9,37	1934 12mo	NVRotter-damDroogd. Maats. Rotterdam Lloyd's*A&CP*	Internationale KustvaartMaats.	153·3 P34'F16' FK *CellDB*97' 148*t FPT*	25·2	8·5	Rottrdam Dutch 3*BHCem* 25*tAPT*23*t*	Oil Engines 2S.C.SA 5Cy 10$\frac{13}{16}$"-18⅞" 102NHP Gebr.Stork&Co.N.V. Hengelo	11 ″ 0 s 1 ″ 1 9 ″ 11¾	
30956 OHXJ	**Notung** (*ex*Viola-35, Iron *ex*Jessie,*ex* *ss*Hbg.4thNo.3-2,34 Middlesbrough) 1*Dk*(*Irn*)&*Web frames* *Well deck* *ss*Hfs.No.1-38 *Cargo battens not fitted*	1133 — 629	✠100A1 ~~5,37~~ ~~5,35~~ 4,38 ~~BS4,36~~ ✠LMC4,38 ~~MBS5,37~~ ~~DBS11,37~~	Got ~~Opn~~ Hfs	*o*	CL ~~11,33~~ 5,37	1882 2mo	R.Dixon& Co. Middlesbro Lloyd's*A&CP*	RederiA/BNotung (ErnstSohn,*Mgr.*)	240·2 Q85'B53'F27' *DBa*63'*f*98'365*t*	34·8	15·5	Helsingfrs Finnish 4*BHCem*	C.2Cy.27"&50½"-33" 80lb *100lb* NDB29 112NHP 1SB,3*pf*,GS50,HS1841 Blair&Co Ld.Stockton	16 ″ 6 s 1 ″ 4¾ 15 ″ 10¼	
30957 HPFZ	**Noumea** Ⓟ TwinSc3Mst (*ex*Jutlandia-34) *OilEng.* 2*Dks*&*Awng dk* *Now "Dan," see No. 37871 in Supplement*	4874 4239 3121					1912	Barclay, Curle&Co.Ld Glasgow	CarrisoInc.(Flood Bros.*Mgrs.*)	370·4 P25'F34' B(*aft*)25'(*fore*)78'	53·2	27·1	Panama Pnamanian *WB*	Oil Engines 4S.C.SA 16Cy.20⅞"-28¾" 468NHP Barclay, Curle&Co.Ld.Gls.		C
30958 LCUK	**Nova** Ⓟ Wireless D.F. 2*Dks*	1382 1314 810					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskap	231·4 H51*t*	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		
30959 147363 GJFY	**Nova Scotia** Ⓟ *ss*Liv.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk* (ws) D.F. 3*rd dk* (*Stl*) *in holds* E.S.D. *CruiserStern*	6796 5889 3841	✠100A1 *withfreeboard* 3,38 ~~4,37~~ ~~12,37~~ BS3,38 ~~BS4,37~~ ✠LMC4,34 ✠Lloyds'RMC1,~~37~~ ~~6,37~~ 1,38 *Fitted for oil fuel 5,26 F.P. above 150° F.*	Liv	*a*†	CL ~~5,36~~ 3,38	1926 5mo	Vickers Ld. Barrow Lloyd's*A&CP*	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel forward*	406·1 B145'F42' FK *of engine room* 71' *CellDB*329'1041*tDTf*23'291*t*	55·4	31·8	Liverpool British 8*BHptCem* 2 ,, *to2nddk* *DTa*23' 357*t*	Q4Cy.31",43",62"&90"-57" 215lb (*s*) 1047NHP 5SB(Spt),20*cf*,GS377, HS16095 FD Vickers,Ld.Barrow *FPT*71*tAPT*126*t*	34 ″ 4 s 9 ″ 3½ 25 ″ 4¼	BT till ~~5,37~~ 4,38
30960 149465	**Novadoc** *Mchy.Aft* 1*Dk*	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100'F35'	43·3	17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
30961 LDIC	**Novasli** (*ex*Maplewood,*ex*Ronalee) *ss*Stv.No 3-5,32 D.F. *ss*Sld.No.1-37 1*Dk*(*Stl*)	3204 3015 1973	✠100A1 ~~8,37~~ ~~3,37~~ 3,38 ✠LMC3,37 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Sld ~~Rot~~ Phl	*v*	CL 3,37	1920 6mo	R.Thompson &Sons,Ld Sunderland Lloyd's*A&CP*	SkibsA/SNovasli (JensSamuelsen, *Mgr.*)	342·2 354·0(O.L.) P31'B100'F36' FK *CellDB*290'740*t*	48·0	21·9	Farsund Norwegian 6*BHptCem* *APT*121*t*	T.3Cy.24",38"&64"-42" 180lb 293NHP 2SB,6*cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 s 3 ″ 10 20 ″ 9	
30962 36627	**Novillo** (*ex*Berville-37, TwinSc *ex*Bucheron) *Mchy.Aft* 1*Dk*	682 — 330					1920	Ch.&Atel. delaGironde Bordeaux	Cia.Argentina de Nav.Mihanovich Ltda.	219·4 P75'F29'	34·2	12·3	Bns.Aires Argentine *WB*	T.6Cy.12",19½"&31½"-16½" 80NHP Atel.&Ch. de laLoire,St.Denis		
30963 UOJG	**Novorossisk** Ⓟ (*ex*Hedwige, *ex*Rossiji) *ss*Oda.No.3-5,14 1*Dk*(*Stl*)&*Web frames*&*Awng dk* Wireless	1351 1170 733	✠ 9,19 ✠				1896 7mo	W.Dobson &Co. Newcastle	U.S.S.R.	239·6 P42'B53'F37' FK *Cell DBa*59'*u E&B*	32·1	20·2	Odessa Russian 33'*f*94'238*t*	T.3Cy.17",28"&48"-42" NB14 149NHP WllsndSlpwy.Co.Ld.Nwc.	22 ″ 4	
30964 141897 GRZQ	**Nowshera** TwinSc *ss*Cal.No.3-1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7920 7576 4875	100A1 *Shelter dk* *withfreeboard* 12,37 ~~2,37~~ LMC MS1,35 BS~~7,36~~ 8,37	Mdb	*c*†	CL 1,35	1919	Workman, Clark&Co.Ld Belfast Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld.	450·0 P31'F43' *on Shelter dk* FK *CellDB*392'1495*t* *FPT*120*tAPT*70*t*	58·4	37·1	Glasgow British *ptCem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP 3DB,24*cf*,GS440,HS17079 Wrkman,Clark&Co.LdBel	40 ″ 0 s 10 ″ 11¾ 29 ″ 3¾	
30965 220755 KJLP	**Noyo** (*ex*Griffdu-35) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1484 1200 828					1920	J.F.Duthie &Co. Seattle, Wash	UnionLumberCo.	219·9 P66'B15'F20'	40·1	18·5	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&56"-36" 188NHP HendricksManufacturing Co.Seattle		C
30966	**Ntra. Sra. Del Rosario** (*See No.* 30969)															
30967 123992 GVTQ	**Nucula** (*ex*SoyoMaru,*ex*Hermione) *ss*Auk.2ndNo.3-6,33 *Mchy.Aft* 2*Dks*(*Stl*) &*Web frames*	4614 4255 2807	✠100A1 2,37 BS5,36 ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,07 F.P. above 150° F.*	Auk	*x*	CL 5,36	1906 9mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's*A&CP*	TheAdmiralty	370·0 P95'B25'F38' FK *CellDBuB*33'71*t* *DTf* 40' 376*t FPT*	48·5	28·7	London British 13*BHCem* 52*tAPT*22*t*	T.3Cy.25",42"&70"-48" (*r*) 180lb 410NHP 3SB,9*cf*,GS195,HS6870 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 3 s 6 ″ 2¼ 24 ″ 4	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
30968 EAHL	**Nuestra Señora del Carmen** (exBegoñaNo.4,exDiciembre) *Turret deck* *2Dks3trB*	3482 2867 2223					1895	W.Doxford &Sons,Ld. Sunderland	Cia.delVapor CarmenS.L.	341·0 F33'	45·6	23·1	Bilbao Spanish	T.3Cy.26",42"&68"-42" NB06 300NHP W.Doxford&Sons,Ld.Sld.		
30969 KZAJ	**Ntra. Sra. Del Rosario** *Fitted for oil fuel* Wireless *2Dks*	430 — 225					1929	KwongTak CheongS.B. E.&D.CoLd. HongKong	Genato&Co.Ld.	168·0 B30'F24'	28·0	12·0	Manila P.I. Utd. States *WB*	T.3Cy.13",21"&35"-24" 60NHP W.McNeil&Co.Ld.Gls.		
30970 LJKU	**Nueva Granada** TwinSc *OilEng.* *1Dk2nd dk in mchy. space* *Longitudinal framing at bottom & deck in centre tanks* D.F. E.S.D. *Rudder electrically welded* *Mchy.Aft* *CruiserStern*	9968 8921 5782	✠100A1 10,37~~1,37~~ ✠LMC4,37 *Carrying Petroleum in bulk*	Ham	*e*†	CL	1937 4mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	TheTexasCo. (Norway)A/S ~~H.C.Mathiesen, Mgr.)~~ (H.C. Mathiesen,*Mgr.*) *CellDBuE38'55t*	503·8 522·0(O.L.) P122'B38'F60' FK *DTf36' 338t FPT*	67·4	34·3	Oslo Norwegian *17BHptCem* *160tAPT99t*	Oil Engines 2S.C.SA 16Cy.20¼"-35$\frac{7}{16}$" 1170NHP 2DB*171lb*,2DB(WTB)*171lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 " 2 s6 " 9¼ 27 " 7¾	
30971 126984	**Nugget** (exMungret-34, exSligo) 3Mst ssBwg.2ndNo.3-9,36 *Mchy.Aft* *1Dk(Stl)* *Well deck* ~~*Cargo battens not fitted*~~	515 373 205	✠100A1 ~~9,36~~10,37 ✠LMC9,36 BS10,37	Bwg Irv	*i*	CL 3,36	1913 1mo *Lloyd*	Dublin DykrdCo.Ld. Dublin 'sA&CP	Wm.Robertson	175·7 Q96'B7'F30' BK7' *CellDBf94'118tFPT*	27·4	10·3	Glasgow British *3BHCem* *41tAPT31t*	T.3Cy.15",25½&41"-30" (*s*) 180lb ~~100lb~~ NDB20 85RHP 1SB,*3cf*,GS55,HS2077 MacColl&Co.Ld.Belfast	12 " 10 s4 " 3 12 " 11	
30972 EAFR	**Numa** (exEnriqueBallesteros, exMar-Negro, exSollube, exInchdune) ssBbo.2ndNo.3-12,17 *1Dk(ptStl&ptIrn) & Webframes2trB* *Well deck*	*2692* *2244* *1939*	✠ 5,23	Bcl	*t*		1891 7mo	Irvine&Co. W Hartlepool	Soc.Anon.Fabrica deMieres	314·0 P31'Q96'B130'F33'	40·6	20·7	Gijon Spanish *WB*	T.3Cy.23",37½"&61½"-39" NDB13 248NHP 2SB,*6cf*,GS95,HS3925 T.Richardson&Sons,Hpl.	23 " 8	
30973 116993	**No. 14** (exLurcher) *2Dks*	396 396 269					1903	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Marine)	121·3	24·7	19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
30974 116994	**No. 15** (exAnticosti) *2Dks*	396 396 269					1904	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Marine)	121·3	24·7	19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
30975	**No. 50** (exOlga) *OilEng.* *1Dk*	700 647 408					1893	……………… Austria	U.S.S.R.	170·8	32·2	13·5	Odessa Russian	Oil Engines		
30976 79 IBBZ	**Numidia** ssTri.No.3-5,26 ssFiu.No.2-34 D.F. *2Dks(Stl)*	5339 4639 3397	✠100A1 5,38 ~~2,37~~ ~~10,37~~ BS~~11,36~~ ✠LMC6,34 12,37	Gen Pla	*y*	CL ~~4,35~~ 10,37	1913 7mo *Lloyd*	Cantiere SanRocco Trieste 'sA&CP	NumidiaS.S.Co. (D.Tripcovich) *CellDBa132' nE20' f171' 1104t*	395·3 P32'B113'F43' FK *DTa 38' 957t FPT*	52·7 50·5	26·9	Trieste Italian *7BHCem* *167tAPT33t*	T.3Cy.26",42"&72"-48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEng CoLdNwc	29 " 8 s5 " 9 24 " 2	
30977 7055 SIXA	**Nuolja** TwinSc *OilEng.* D.F. ssGot No 3-1,37 *1Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted*	6872 6423 3681	✠100A1 *Shelter dk with freeboard* 3,38 ~~4,37~~ ✠LMC CS1,37 DBS~~7,36~~ 7,37 10,36	Got Ant	*z*	OG 2,35	1923 12mo *Lloyd*	A.B.Götaverken Gothenburg 'sA&CP *CellDBuE45'*	Trafikaktieb. Grängesberg-Oxelösund (G.Dillner,*Mgr.*) *f197' 1282t MT37'*	418·8 F36'*onShltrdk* FK *Collision ,, toShdk* *1511t Tanks at sides of tunnels84'*	55·1	33·6	Stockholm Swedish *8BHptCem*	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" DB*100lb* 629NHP A.B.Götaverken,Got. *1011tFPT190tAPT50t*	37 " 6 s9 " 1½ 28 " 6½	
30978 1044 IRKY	**Nuraghe** Ferro-Concrete TwinSc (exMarengo,exEnricoG.) *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* *1Dk*	633 546 314					1921	Soc.Navi Ital.Cemento Armato Lavagna	Cap.Glauco Tabacco Soc.Anon. Italiana	154·2 P46'F21'	28·5	16·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-10$\frac{5}{8}$" 103NHP *Emade20fitted30* AnsaldoSanGiorgio,Turin		I
30979 LENX	**Nurgis** (exOranjepolder) *1Dk*	700 525 296					1919	J.Meyer's S.B.Co. Leeuwen	D/S A/S Nurgis (KarlM.Thuestad)	181·4 Q43tH45tF23t	28·3	12·7	Haugesnd Norwegian *WB*	T.3Cy.15½",25½"&39½"-23½" 76NHP Gebr.Stork&Co.Hengelo		V
30980 EAGT	**Nuria R.** (exMariaElisa,exRufina, exAlgorteño, exRoumania) ssBbo.2ndNo.3-4,20 ssBbo.No.2-28 *Well deck* *1Dk(Irn)&Web frames*	2733 1863 1700	✠ … 3,34 ✠	Bcl			1893 9mo	W.Gray& Co.Ld. W Hartlepool	Hijo de Ramon A.Ramos *CellD*	290·0 P27'Q84'B119' F31' *Ba&uE114'f108'46*	38·1	20·0	Barcelona Spanish *5BHCem* *9tAPT35t*	T.3Cy.23",36½"&62"-39" 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	22 " 6	
30981 147485 GJTR	**Nurjehan** ssCal.No.3-7,35 *2Dks(Stl-Uteaks)*	5424 4970 3379	✠100A1 8,37 ~~6,36~~ BS~~12,36~~ ✠LMC8,35 12,37	Cal	*z*	CL ~~3,35~~ 8,37	1923 5mo *Lloyd*	C.Connell &Co.Ld. Glasgow 'sA&CP	AsiaticStm.Nav. Co.Ld. *CellDB347'1110t*	405·0 P38'B137'F45' FK *DTa33'905tFPT124tAPT30t*	52·9	29·0	London British *7BHCem*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,*8cf*,GS150,HS6732 FD Dunsmuir&JacksonLd.Gls	31 " 4 s5 " 11 25 " 7½	
30982 147528 GJTS	**Nurmahal** ssCal.No.3-4,36 *3Dks(Stl-U teaks)*	5419 4970 3380	✠100A1 8,37~~4,36~~ ✠LMC6,36 BS3,37	Cal	*z*	CL ~~4,35~~ 8,37	1923 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow 'sA&CP	AsiaticStm.Nav. Co.Ld. *CellDB347'1110t*	405·2 P38'B137'F45' FK *DTa33' 905t FPT*	52·9	29·0	London British *7BHCem* *124tAPT30t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,*8cf*,GS150,HS6732 FD Dunsmuir&JacksonLdGls	31 " 4 s5 " 11 25 " 7½	
30983 DORJ	**Nürnberg** Ⓟ *OilEng.* D.F. E.S.D *CruiserStern 3Dks*	5635 4422 3825					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21'B28' *upper*F39'	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP BremerVulkan,Vegesack		G
30984 DAPA	— Ⓟ (exHela) Wireless *1Dk*	748 498 440					1920	Vulcan-WerkeA.G. Stettin	Rud.Christ.Gribel	183·7 P20'Q55'B44'F21'	29·2	11·5	Stettin German *WB*	T.3Cy.13⅝",21$\frac{7}{16}$"&35⅝"-25⅝" Vulcan- 62NHP WerkeA.G.Stettin		G
30985 161525 GSWV	**Nurtureton** ssRot.No.3-9,32 ssAnt.No.1-37 *1Dk(Stl)*	6272 5804 3730	✠100A1 ~~1,37~~ ~~2,37~~ 12,37 ✠LMC2,37	Ant ~~Shl~~ Cff	*a*†	CL N3,35	1929 6mo *Lloyd*	ShortBros. Ld. Sunderland 'sA&CP	CarltonS.S.Co.Ld. (R.Chapman&Son *Mgrs.*) *CellDB*	423·0 469·0(O.L.) P36'B138'F45' FK 352'2020t *FPT350t*	58·3	29·8	Newcastle British *7BHCem* *APT378t*	Q.4Cy.22",33",48"&70"-48" 240lb *220lb* FD (*s*) 520NHP 3SB(Spt)*9cf*,GS169,HS7193 J.Dickinson&Sons,Ld.Sld.	33 " 1 s6 " 7½ 26 " 8½	
30986 143169 MJPG	**Nutfield** (exBermondsey) ssShl.No.3-10,31 ssShl.No.1-36 *1Dk(Stl)* *Cargo battens not fitted*	1561 1346 825	✠100A1 ~~11,36~~ 5,38 ✠LMC MS11,36 BS~~4,36~~ 8,37	Shl	*p*	CL 11,36	1919 4mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin 'sA&CP	E.T.Lindley *CellDB171'310tD*	240·1 B52'F22' FK *Ta29' 131t FPT80t*	36·3	19·1	London British *6BHCem* *APT88t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 " 3 s2 " 9½ 18 " 8	
30987 160209 GNTX	**Nyanza** ssLiv.No.2-37 ~~ssArn.No.1-33~~ D.F. *1Dk(Stl)*	4974 4606 3126	✠100A1 ~~7,37~~ ~~5,36~~ 1,38 ~~BS7,36~~ ✠LMC~~3,33~~ 7,37	Syd ~~Liv~~ Rot	*y*	CL 3,37	1928 7mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow 'sA&CP	Steamship "Mombassa" Co.Ld. (Maclay&McIntyre,Ld.*Mgrs.*)	402·7 416·2(O.L.) P45'B125'F47' FK *CellDB345'* *1179tFPT*	52·2	27·3	Glasgow British *6BHptCem* *81tAPT209t*	T.3Cy.25",41"&68"-51" (*s*) 180lb FD 431NHP 3SB(Spt)*9cf*,GS150,HS6111 D&W.Hendersn&CoLdGls	29 " 10 s5 " 7½ 24 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30988 CSBJ	**Nyassa** Ⓟ (*ex*Trás-os-Montes,*ex*Bülow) **TwinSc** *ss*Lis.2ndNo.3-6,31 *ss*Lis.No.1-35 3*Dks*(*StlU*-ws)4*th dk*(*Stl*) Sub Sig. *Ref.Mchy. in forward holds*	8980 5671 5358	100A- 7,37~~7,36~~ BS~~7,36~~ 10,37	Lis LMC4,35		OG ~~S3,34~~ P12,35 S7,37	1906	J.C.Tecklenborg A.G. Wesermünde-G.	Cia.Nacional de Nav. *CellDB*389'1340*t*	462·4 P80'F93' FK *DTs a*42'466*t FPT*	57·9	34·6	Lisbon Portuguese 9*BHCem* 100*tAPT*54*t*	Q8Cy24",34$\frac{13}{16}$",50"&72"-51" 220lb (*s*) 1170NHP 3DB&1SB,*21cf*,GS416, FD HS17100 J.C.TecklenborgA.G.Wsm	39 ″ 0 s9 ″ 5 30 ″ 0½	
30989 OXGS	**Nyborg** Ⓟ **TwinSc** (*TrainFerry*) *OilEng.* D.F. *CruiserStern* 1*Dk*	2255 2027 1219					1931	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	336·3	56·6	17·6	Nyborg Danish *WB*	Oil Engines 4S.C.SA 16Cy.17$\frac{11}{16}$"-33$\frac{7}{16}$" 482NHP Akt.Burmeistr&Wain,Cpn		
30990 LCUM	**Nyhaug** *OilEng.* 1*Dk*	4044 3617 2307					1925	A/S Nakskov Skibsvft. Nakskov	A/S Atlas (Chr.Haaland, *Mgr.*)	350·7 P90*t*H283*t*	51·5	24·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{8}$"-51$\frac{3}{16}$" 354NHP Akt.Burmeistr&Wain,Cpn		N
30991 LCUN	**Nyholm** **TwinSc** *OilEng.* *ss*Cco.No.2-34 *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Progressive Survey of oil tanks*	5843 5045 3294	✠100A1 7,37~~10,36~~ ✠LMC DBS~~5,36~~6,37 *Carrying Petroleum in bulk*	Bkn Rot CS10,35 3,~~35~~5,36	*z*	CL ~~S5,36~~ P10,36 S7,37	1927 11mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDB*	390·8 P99'B32'F57' *Trunk*202' FK *uE*65'212*tFPT*250	55·2	31·0	Haugesnd Norwegian 10*BH* *tAPTs*463*t*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 542NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	
30992 LDSL	**Nyholt** **TwinSc** *OilEng.* *ss*Osl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8087 7425 4807	✠100A1 4,38~~1,37~~ ~~DBS4,35~~ *Carrying Petroleum in bulk* DBS5,37	Rot Fal ✠LMC4,35 ✠LMC(M)3,37	*c*†	CL ~~4,35~~ 3,38	1931 4mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDBuE*58'209*tD*	460·7 P101'B44'F45' *Tf*35'712*tFPT*197*t*	60·3	34·4	Haugesnd Norwegian 16*BH* (11 *to U dk* 5 ,, 2*nd* ,,) *APTs*163*t*	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 6 ″ 9¾ 27 ″ 7¾	
30993 LCKF	**Nyhorn** **TwinSc** *OilEng.* *ss*Els.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*) *in No.*1 *hold* "*Platform dk in No.*2 *hold for fruit cargoes*"	4494 4070 2732	✠100A1 *withfreeboard* 11,36 ✠LMC(M)5,36 ✠LMC CS1,34 DBS2,37 ✠Lloyd'sRMC~~12,36~~ 2,38~~7,37~~ for temp. 30° F.	Rot	*y*	CL PN 12,34 SN4,36	1929 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S "Atlas"(Chr. Haaland, *Mgr.*) *CellDB*329'1393*t* *of tunnels*94*t*	381·2 F36' FK *Tanks in way* (*FPT*105*t APT*146*t*	53·7	25·3	Haugesnd Norwegian 6*BH* *Coll to Sh dk* 5 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 1 s 3 ″ 0¼ 25 ″ 3¼	
30994 5063 SKPA	**Nyland** *Turret deck* D.F. 1*Dk*	*3325* *2773* *2041*					1909	WDoxford &Sons,Ld. Sunderland	Ångf.Aktieb. Tirfing(T.E.J.: son Broström, *Mgr.*)	326·9 P37'B42'F29'	48·6	21·7	Gothenbrg Swedish *WB*	T.3Cy.24½",40"&66"-42" 282NHP W.Doxford&Sons,Ld.Sld.		V
30995 809 SVOV	**Nymphe** (*ex*Inkum) *ss*Pir.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4504* *4202* *2795*	✠100A1 *Shelter dk withfreeboard* 6,37~~6,36~~ MS7,33	Pir Nag ✠LMC BS~~3,37~~4,38	*y*	CL 11,35	1921 6mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	Cephalonian MaritimeCo.Ld. (N.D.Lykiardopulo, *Mgr*) *CellDB* *DTa*49'1021*t*	400·3 FK 342'1079*t Collisio* *FPT*102*tAPT*47*t*	52·0	24·9	Piræus Greek *Cem* *nBH to S dk* 7 ,, ,, *U* ,,	T.3Cy.26",42"&70"-48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0¾ 24 ″ 7½	
30996 7574 SFUW	**Nynäs** *Carrying Petroleum in bulk OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*301* *221* *132*					1929	Nya Varvsaktb.Öresund Landskrona	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	135·1 P38'F23'	24·0	10·8	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.10"-16½" 105NHP A/B AtlasDiesel,Skm.		V
30997 124984	**Nyounghla** **TwinSc** *Mchy.Aft* 1*Dk*	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld.	160·0	31·1	8·1	Rangoon British	T.6Cy.9",14½"&24"-15" 58RHP BairdBros.NorthShields		
30998 141873 MGYW	**Nyroca** (*ex*Philotis-35) *ss*Cff.No.3-3,30 *ss*Bkn.No.2-37 ~~*ss*Gls.No.1-34~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	786 595 ~~322~~ 306	✠100A1 *Shelter dk withfreeboard* 7,37~~10,35~~ ~~MS6,34~~	Liv Bkn ✠LMC6,37 ~~BS5,36~~	*l*	CL ~~10,35~~ 7,37	1918 1mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	British& ContinentalS.S.Co. Ld. ~~*CellDBuB*4~~	200·4 19·1 FK ~~0'*f*100'196*t*~~*FPT*81*t* *CellDBuB*40'*f*140'242*t*	30·7	12·1	Liverpool British 3*BHCem* *APT*13*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 143NHP 2SB,*4pf*,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 ″ 4 s ″ 2 14 ″ 4	
30999 HAAN	**Nyugat** (*ex*Treglisson-34) *ss*Fal.No.3-8,25 *ss*Bry.No.2-34 1*Dk*(*ptIrn ptStl*)2*trB*	*4323* *4042* *2737*	✠100A1 2,36 MS2,34	Hul ✠LMC BS~~12,36~~ 12,37	*x*	CL ~~2,36~~ 12,37	1912 11mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NeptunSeaNav. Co.Ld.(B.Burger, *Mgr.*) *CellDBa*1	369·8 P33'B226'F34' FK 19'*uE*23' *f* 162'987*t*	51·1	26·1	Budapest Hungarian 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb ~~90lb~~ 70lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
31000 6518 SFEA	**O. A. Brodin** (exErato-35, exO.A.Brodin) ssGot.No.3-10,27 ssGot.No.2-36 1Dk(Stl)	1923 1646 1098	100A1 ~~6,37 11,36~~ 1,38 ✠NE10,27 BS6,37	Skm ~~Shl~~ Rot LMC5,36	r	OG 11,36 —	1920 Lloyd	E.Brodins Varfs. Aktiebolag Gefle 'sA&CP	RederiA/B Kare (E.O.Brodin, Mgr). CellDBa	266·1|42·8|18·4 P27'B55'F23' FK 110'uB&f112'494t	Stockholm Swedish 4BHCem APT38t	C.4Cy.(2)16¼"&(2)35$\frac{1}{16}$"- 35$\frac{1}{16}$" 213lb (s) 176NHP 2SB(Spt)4cf,GS54, FD HS1076 A/B Lindholmens-Motala, Got.	20 " 6 s 2 " 8½ 17 " 11½	
31001 LCBD	**O. B. Sörensen** TwinSc OilEng. D.F. ssFal.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing bracketless system CruiserStern	7919 7338 4598	✠100A1 12,37~~1,37~~ ✠LMC CS10,35 DBS~~10,36~~6,37 9,35 Carrying Petroleum in bulk	Shi HKg	c†	CL ~~10,34~~ 12,37	1931 9mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP CellDBuE65	SmithSörensens TankrederiA/S (S.H.Smith Sörensen, Mgr.) ' 242t DTf36'540t	462·0|59·7|34·3 P105'B39'F41' FK FPT148t APT241t	Arendal Norwegian 16BHptCem (10 to U dk 6 " 2nd ")	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$"-39⅜" 778NHP 2DB170lb KockumsM.V.Akt.Malmö	34 " 7	
31002 200203 KDUZ	**O. S. McFarland** (exM.A.Reeb, exKensington) Mchy.Aft 1Dk2trB	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	ColumbiaTrans- portationCo.(John T.Kelly, Mgr.)	370·8|50·2|24·2	Wilmgton (Del.) Utd. States WB	T.3Cy.20",32½"&55"-40" 191NHP CraigS.B.Co.Toledo,O.		
31003 123023	**O-we-ra** Ⓟ (exSouthWind-36, exO-we-ra, ssN.Yk.No.3-5,27 exJosephine, A.S.N.Yk.-10,29 exAlcedo,exOwera,exO-we-ra) Fitted for oil fuel 1Dk	429 347 157	✠ —— 2,34 Yacht ✠	NYk			1907 2mo	Ramage& Ferguson,Ld. Leith	StraitsShipping& ContractingCo.Ld.	168·2|25·2|13·9 F30' BK9"	London British 5BHCem	T.3Cy.15",24"&39"-24" 78RHP 1SB,3cf,GS60,HS1659 Ramage&Fergusn,Ld.Lth.		
31004 130642	**O'Connor Dick** (exRestigouche) 1Dk	470 446 319					1900	.... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne, Mgr.)	156·0|33·0|10·2	Ottawa British	T.3Cy11$\frac{1}{16}$"16$\frac{1}{32}$"&27$\frac{1}{16}$"-18" 60RHP		
31005 115636 MCPQ	**Oak** 3Mst ssBel.2ndNo.3-8,31 Mchy.Aft Well deck ssBel.No.1-35 Cargo battens not fitted 1Dk(Irn)	318 228 124	✠100A1 8,35 BS~~5,37~~ 3,38	Bel ✠LMC5,34	f	CL 4,37	1906 10mo Lloyd	J Fullerton &Co. Paisley 'sA&CP	Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld. Mgrs.)	142·5|23·3|10·1 Q79'B7'F23' BK6" WB=	Newry British 3BHCem FPT43t	O.2Cy.16¼"&34$\frac{7}{16}$"-24" (s) ~~120lb~~ 130lb 47RHP 1SB,2pf,GS40,HS1300 RenfrewBros.&Co.Irvine	11 " 2 s 4 " 2 11 " 5	
❋ 31006 148895 GLQD	**Oakbank** TwinSc OilEng ssShl.No.3-12,36 ~~ssMdb.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl-ws)	5154 4768 3118	✠100A1 withfreeboard ~~7,37~~ 12,36 2,38 ~~DBS4,36~~ DBS~~5,37~~5,38 Carrying vegetable oil in deep tank	Shl ~~NNs~~ Ddn ✠LMC12,36	a†	CL 11,36	1926 3mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP CellD	BankLine,Ld.(A. Weir&Co. Mgrs.) B357' 1121t Tanks 115'251tDT	420·3|53·9|26·5 FK (between tunnels f32'1067t FPT106t	Glasgow British 7BHptCem Coll to Sh dk 6 " 2nd ") APT132t	Oil Engines 4S.C.SA 12Cy.24⅛"-37⅛" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 " 2 s 3 " 7½ 25 " 8	
❋ 31007 165350 GZDZ	**Oakdene** D.F. 1Dk CruiserStern	4255 3905 2613	✠100A1 ~~8,37~~11,36 3,38	Hpl ~~Rot~~Cff ✠LMC12,36	y	CL	1936 12mo Lloyd	W.Gray& &Co.Ld. WHartlepool 'sA&CP Cell	OakdeneShipping Co.Ld.(DeneShip- managementCo. Ld.)	385·5|53·2|24·6 397·0(O.L.) P51'B237'F31' FK DB331'995tFPT11	London British 6BHCem 6tAPT104t	T.3Cy.21",33½"&58"-42" (s) 200lb 289NHP 2SB(Spt)6cf,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 " 10 s3 " 2½ 23 " 10½	
31008 213624 WBCK	**Oakey L. Alexander** (exNevadan, exFranklin) ssN.Yk.No.3-7,27 ssBos.No.2-35 Sub.Sig. 1Dk(Stl)&Webframes D.F. Cargo battens not fitted	5285 4711 3325	✠100A1 ~~6,37~~10,36 11,37 BS~~5,36~~ 6,37	NNs Bos ✠LMC6,35	y	CL ~~5,34~~ 6,37	1915 9mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. CellDBa104' uE	368·6|55·2|30·5 P27'B72'F31' FK	Wilmgton (Del.) Utd. States 7BHCem &B43' f173'	T.3Cy.25",41½"&70"-46"(r) 195lb 462NHP 3SB,9cf,GS150,HS6624 FD NewYorkSB.CoCamdnNJ 1832tFPT220tAPT201t	34 " 5 s7 " 10 27 " 0	
31009 120849 GBJM	**Oakgrove** (exNeedwood) ssP.Gl.2ndNo.3-1,30 D.F. 1Dk(Stl)&Webframes	1985 1758 1243	✠ —— 3,35 ✠	Lth	r		1906 1mo	Osbourne, Graham&Co. Sunderland	GroveLine(Glas- gow)Ld.(David Alexander&Sons, Mgrs.) Cell	279·5|40·1|18·1 P25'B64'F28' FK DBa&uE110'f110'	Glasgow British 4BHCem 458tAPT29t	T.3Cy.20½",33"&54"-39" 194NHP 2SB,6pf,GS86,HS2940 N.E.MarineEng.CoLd.Sld.	20 " 6	C †
31010 DIEA	**Oakland** Ⓟ Ref.Mchy. E.S.D. D.F. OilEng. Sub.Sig. Cruiser Stern 2Dks	6757 5498 4027					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	433·5|59·1|27·1 P28'B&F394'	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1580NHP AllgemeineElekGesBerlin		G
31011 219689 KUGG	**Oakman** (exClemenceC.Morse, exBoshbish) Fitted for oil fuel 1Dk&Shelter dk Sub.Sig. Longitudinal framing	6061 5559 3759			...		1920	Virginia S.B.Corp. Alexandria, Va.	LykesBros.- RipleyS.S.Co.Inc.	402·6|53·2|32·0 P34'F38'onShltrdk FK	Lake Charles,La Utd. States WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	34 " 6	R †
31012 220362 KDAZ	**Oakmar** (exWilliamCampion, exEasternExporter) Fitted for oil fuel D.F. 2Dks&Awng dk	5766 5507 3573			...		1920	Mitsui Bussan Kaisha,Ld. TamaDykd.	CalmarS.S.Corp.	385·0|51·0|33·7 FK	NewYork Utd. States WB	T.3Cy.26",43½"&72"-48" 554NHP MitsuiBussanKaisha,Ld Uno	30 " 0	R †
31013 105188 MKNF	**Oakover** (exEendracht) Now "Dixley," see No. 37863 in Supplement 1Dk	347 252 162					1914	J.Th.Wil- mink Gideon	~~R.Hocken~~ Harris &DixonS.S.Co.Ld. (J.E.P.Hocken, Mgr.)	132·3|23·1|10·8 Q&B72'F11'	London British WB	T3Cy11⅜",17$\frac{7}{16}$"&29½"-17$\frac{7}{16}$" D.H.Landweer 60RHP &Zn.Martenshoek		V
31014 219463 KOVN	**Oakspring** (exE.A.Morse) Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing Now "Stylianos Chandris," see No. 40144 in Supplement	6059 5550 3743			...		1919	Virginia S.B.Corp. Alexandria, Va.	UnitedStates- Maritime Commission	402·6|53·2|32·0 P34'F38'onShltrdk	NewYork Utd. States WB	T.3Cy.25",41½"&72"-48" 359NHP IngersollRandCo.Phillips- burg,N.J.	34 " 6	R †
31015 147857 ~~MLNR~~	**Oakton** Mchy.Aft Well deck 1Dk	1727 1374 1001			...		1923	A.McMil- lan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld. (R.A. Carter, Mgr.)	250·2|43·2|15·5 Q92'F36' FK	Montreal British WB	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 " 6	R †
31016 220758 KDIN	**Oakwood** (exColinH.Livingstone) Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing	6071 — 3781			...		1920	Virginia S.B.Corp. Alexandria, Va.	LykesBros.- RipleyS.S.Co.Inc.	402·6|53·2|32·0 P34'F38'	Houston, Tex. Utd. States WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R †
❋ 31017 148117 GJQB	**Oakworth** ssLiv.No.3-10,37 OilEng. D.F. ~~ssNwc.No.2-34~~ 1Dk(Stl)	4968 4592 3042	✠100A1 ~~7,36~~10,37 DBS~~2,36~~ 4,37 ~~✠LMC(4)5,36~~	Nwc Liv 4,37 ✠LMC~~2,34~~	y	CL ~~6,34~~ 6,37	1925 2mo Lloyd	A.McMil- lan&Son,Ld Dumbarton 'sA&CP	DalglieshStm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.) CellDB	400·1|53·2|26·9 P36'B120'F34' FK 356'1301t FPT146t	Newcastle British 8BHptCem APT163t	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" DB100lb 489NHP Harland&Wolff,Ld Gls.	29 " 7 s 5 " 8½ 24 " 2½	
31018	**Oaxaca** (exPelargonium) Fitted for oil fuel Well deck Wireless 1Dk2nd dk in Nos. 1 & 3 holds Now "Sofia," see No. 4[illegible]176 in Supplement	1494 853 956	(Reclassification contemplated)		...		1918	W.Hamil- ton&Co.Ld. PortGlasgow	J.D.Gentry	254·7|35·1|17·3 P&B166'F58' FK	WB	T.4Cy.21",35"&(2)39"-30" 326NHP J.G.Kincaid&Co.Ld.Grk.	18 " 0	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31019 UOYP	**Ob** (*ex*Wassenaar-34) 1*Dk*	2198 1780 1261					1917	WerfGusto Schiedam	U.S.S.R.	267·0|42·3|18·2 P28'B73'F28'	Leningrad Russian	T.3Cy.20",32"&52"-39" 169NHP WerfGusto,Schiedam		
31020 PGLF	**Oberon** Ⓟ (*ex*Ussa) 1*Dk& Shelter dk*	1996 1667 1046					1911	ClydeS.B. &E.Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·3|43·2|17·0	Amstrdam Dutch *WB*	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.PtGls		V
31021 304 YMCF	**Oberpräsident Delbrück** Sub.Sig. 1*Dk*	1011 829 620					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3|34·3|13·8 Q75'B62'F28'	Danzig *WB*	T.3Cy.15",24¾"&40⅛"-28" 85NHP Schömer&Jensen,Tönning		G
31022 PGLI	**Obor** OilEng. Now "Bedale H," see No. 37378 in Supplement *Mchy.Aft* 1*Dk* *CruiserStern*	480 348 177	✠100A1 4,37 ~~3,37~~ ✠LMC1,37 *CarryingPetr*	Rot *oleum*	*g* *in*	*bulk*	1937 1mo *Lloyd*	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer *'sA&CP*	N.V.Tankreederij OBO,Rotterdam (Nederlandsch Bevrachtings- kantoorN.V.*Mgrs*)	166·6|25·9| 9·8 175·5(O.L.) Q61'F23'*Trunk*82' FK *FPT*	Rottrdam Dutch 8*BHptCem* 100*tAPT*19*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{1}{16}$" 94NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 4 s " 5 10 " 0¼	
31023 149665 GNJM	**Observer** *ss*Liv.No.2-36 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 ~~6,37~~ ~~7,36~~ 3,38 ✠LMC MS7,36 BS~~11,36~~ 3,38	Liv	*a*†	CL ~~4,34~~ 6,37	1928 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*361'117	420·0|54·5|30·4 434·1(O.L.) P37'B139'F44' FK 0*tDTa*32'911*tFPT*	Liverpool British 8*BHptCem* 1 „ *to2nddk* 63*tAPT*26*t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NH 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 " 7 s 6 " 4 26 " 6¼	
31024 145709 MLBZ	**Obsidian** (*ex*RiverEly) *ss*Bwg.No.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	811 577 404	✠100A1 12,36 ✠LMC MS9,34 BS~~6,36~~ 7,37	Bwg	*k*	CL 11,36	1922 5mo *Lloyd*	London& MontroseS.B. &RprgCo.Ld. Montrose *'sA&CP*	Wm.Robertson *Cell*	189·2|30·3|12·5 Q109'B11'F24' FK *DBf*119' 171*t FPT*	Glasgow British 3*BHCem* 60*tAPT*5*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,*3cf*,GS59,HS2102 W.Beardmore&Co.Ld.Gls.	14 " 7 s 4 " 2¼ 14 " 2½	
31025 356 IRLE	**Occident,** Now "Giuseppina," see No. 38327 in Supplement 1*Dk*	735 610 487					1889 6mo	Flensburgr Schiffsb.Ges. Flensburg	Ing.TitoTappani &AgostinoCanepa	191·3|30·8|13·3 Q64'B52'F26'	Naples Italian *WB*	T.3Cy.14",23"&40½"-27" 85NHP FlensburgerSchiffsb.Ges.		I
31026 220025 KUSJ	**Occidental** *ss*Mob.No.3-12,31 *ss*NYk.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6403 6071 3987	✠100A1 ~~10,37~~ ~~1,37~~ 3,38 BS5,37 ~~BS6,36~~ ✠LMC11,35 *CarryingPetr* *Fitted for oil*	NYk *oleum* *fuel* 5,	*a*† *in* 20	CL ~~11,35~~ 2,38 *bulk* *F.P. a*	1920 5mo A&CP *bove* 1	TexasS.S. Co. Bath,Me. 50° F.	TheTexasCompany *CellDBuE&*	416·8|56·1|31·1 P107'B35'F33' FK *B*64'209*t FPT* 229*t*	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.26¼",44"&74"-51" 200lb HS9969 (*s*) 556NHP 3 Water Tube Boilers (Spt) H.S.TroutCo.Buffalo, NY.	32 " 10 s 6 " 3 26 " 10	
31027 164266 GYMP	**Ocean Coast** TwinSc E.S.D. Wireless D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	1173 845 657					1935	Henry Robb,Ld. Leith	CoastLinesLd.	251·9|38·2|12·7 B37'F27'	Liverpool British *WB*	Oil Engines 2S.C.SA 10Cy.13⅜"-22$\frac{7}{16}$" 312NHP BritishAuxiliariesLd.Gls.		C
31028 DHSB	**Oceana** Ⓟ (*ex*Neptunia, TwinSc *ex*PeerGynt,*ex*Avaré, *ex*SierraSalvada) 3*Dks* D.F. E.S.D. GyC. Sub.Sig.	8791 6822 4982					1913	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	439·5|56·0|35·4 B210'F103'	Hamburg German *WB*	T.6Cy.24⅜",40½"&66⅛"-47¼" 600NHP BremerVulkan,Vegesack		G
31029 340 IBJK	**Oceania** Ⓟ QuadSc *OilEng.* 3*Dks*(*Stl-Weather dk-pt* ws) 4*th dk*(*Stl*)*inNos.*1,2,*&*3*holds* E.S.D. GyC. *Ref.Mchy.* *CruiserStern* *ss*Tri.No.1-37	19507 12836 11752	✠100A1 *withfreeboard* 1,38 ✠LMC CS3,38 DBS9,37 12,36 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 5,38	Ven	*m*†	CL ~~7,36~~ P*a*8,37 S*a*8,37 P*f*7,36 S*f*7,36	1933 7mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone *'sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*425'2350*t* *DT*	589·7|76·7|45·5 556·0 B&F449' FK *DTs a*64' 818*t* *s f*52'284*tFPT*147*t*	Trieste Italian 10*BHptCem* *APT*192*t*	Oil Engines 2S.C.SA 32Cy.29½"-41¾" 4883NHP 3DB*100lb* Soc.An"Fiat"S.G.M.Turin	45 " 6 s 10 " 0½ 27 " 6¼	
31030	**Ochotsk** (*ex*Apex) Wood *OilEng.* Wireless 2*Dks*	789 705 454					1918	National S.B.Co. Seattle,Wash	U.S.S.R.	146·8|36·8|20·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12½"-13⅜" 91NHP AtlasImperialEngCo.SFo		
31031 UPFW	**Ochta** (*ex*Breitenburg-35,*ex*Olympia, *ex*Justin,*ex*Mirfak,*ex*Ed.Munch) Wireless 1*Dk*	1357 1179 794					1918	NVBoele's Scheepsw. Slikkerveer	U.S.S.R.	239·0|36·2|16·7 P36'B59'F25'	Leningrad Russian *WB*	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sScheepswBolnes		G
31032 DONW	**Ockenfels** Sub.Sig. 2*Dks*	7574 7041 4679					1921	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	468·5|58·5|32·4 P80'B128'F59'	Bremen German *WB*	T.3Cy.31½",50⅓"&82$\frac{7}{10}$"-55$\frac{3}{20}$"&1 LP Turbine 665NHP J.C.TecklenborgA.G.Wsm		G
31033 207175 WADO	**Octorara** Ⓟ D.F. *Mchy.Aft* 2*Dks&*2*ShadeDks*	4329 — 2652					1910	Detroit S.B.Co. Wyandotte	GreatLakesTran- sitCorporation	340·0|45·2|28·0	Erie,Pa. Utd.States	Q.4Cy.22",31½"45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
31034 204455	**Odanah** GyC. *Mchy.Aft* 1*Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*) *WB*	420·0|52·0|28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB.Co.Cleveland		R
31035 LEOE	**Odda** (*ex*Tormod) *Well deck* 1*Dk*	835 676 470				…	1921	E.J.Smit& Zoon Westerbroek	Skibs A/S Kjörr- efjord(J.Fröy- land,*Mgr.*)	206·6|32·1|13·3 Q66*t*H47*t*F24*t* FK	Tvdestrnd Norwegian *WB*	T.3Cy.15",23½"&39⅜"-23⅝" 105NHP EJSmit&Zoon,Hoogezand	15 " 5	N †
31036 4611 SFVR	**Oddevold** (*ex*Odensvold, Iron *ex*Cairngowan) *ss*Sbg.4thNo.3-6,34 *Well deck* 1*Dk*(*Irn*)*& Web frames* *Cargo battens not fitted*	*1186* *879* *644*	✠100A1 5,37 ~~6,35~~ BS~~5,36~~ 5,37 ✠LMC6,34	Hbg Got	*n*	OG ~~6,34~~ 5,37	1883 6mo	S.P.Austin &Son Sunderland A&CP	J.Schander(Ingolf Schander,*Mgr.*) *WB*	225·4|34·0|14·4 Q76'B57'F23' FK =*CellDBa*52' *f*90'	Elleholm Swedish 4*BHCem* 323*tAPT*36*t*	C.2Cy.26¼"&53$\frac{9}{16}$"-33" 80lb *100lb* NDB12 124NHP 1SB,*4pf*,GS60,HS1970 Blair&Co.Ld.Stockton	17 " 6 s 1 " 5¼ 16 " 3	
31037 ~~LDLH~~ OFBJ	**Oddvar II** (*ex*Bracciano, *ex*Città diLecce,*ex*WarWizard) 1*Dk*	2032 — 1163					1918	TheCol- lingwoodS.B. Co.Ld.Col- lingwd,Ont.	~~A/S Oddvar (Chr.Trondsen)~~ A/B Oddvar (C.A.Solberg)	251·4|43·7|18·0 P55*t*H158*t*F6*t*	~~Sarpsborg~~ ~~Norwegian~~ Kotka *WB* Finnish	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		C
31038 OYOD	**Odense** Ⓟ *OilEng.* Wireless *ss*Cpn.No.3-5,36 1*Dk*(*Stl*)	555 438 251	✠100A1 ~~6,37~~ ~~5,36~~ 3,38 ✠LMC CS10,36 DBS~~8,36~~ 7,37 ~~10,36~~ 3,38	Cpn	*k*	OG ~~5,36~~ 4,37	1924 10mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore *'sA&CP*	DetForenede DampskibsSelsk. *CellDBa*	181·0|31·3|12·3 P37'B69'F25' FK *&u E*66'68*t FPT*28*t*	Odense Danish 4*BHptCem* *APT*5*t*	Oil Engines 4S.C.SA 6Cy.15¾"-29½" DB*50lb* 143NHP HolebyDieselmotorFbk. Holeby	13 " 6 s 1 " 2 12 " 6½	
31039 DOCN	**Oder** Ⓟ 4Mst D.F. E.S.D. Sub.Sig. 3*Dks*	8516 7769 5329					1927	Akt.Ges. "Vulcan" Hamburg	Norddeutscher Lloyd	510·0|63·6|30·8 P26'B&F461' *Upper*F30'	Bremen German *WB*	T.3Cy34¼",52¾"&86⅝"-57$\frac{1}{16}$" 1 LP Turbine 1000NHP A.G."Vulcan,"Hamburg		G

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré, Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
31040 125491 MCXP	**Oder** ssLth.2ndNo.3–3,34 *Well deck* 1*Dk*(*Stl*)	965 690 550	✠100A1 ~~1,37~~ 12,37 BS4,37 ✠LMC3,34	Lth	*m*	~~2,36~~ 11,37	1909 3mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Leith,Hull&Ham- burgStm.Pkt.Co. Ld.(J.Currie&Co. *Mgrs.*) *WB=CellDBa*40'*uE*18'*f*90'	215·0 225·0(O.L.) P&B122'F68' FK	31·5	13·8	Leith British 5*BHCem* 230t*APT*89t	T.3Cy.16½",27"&44"–30" (*s*) 180lb 98RHP 2SB,4*cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth.	14 ″ 8 s ″ 3 14 ″ 6½	
31041 DAPY	**Oderstrom** (*ex*Gunther–33, *ex*Corsurf,*ex*Surf) *Well deck* Wireless 1*Dk*&*Webframes*	1511 1236 884			...		1896	S.P.Austin &Son Sunderland	C.Feuerloh G.m.b.H.	251·6 P28'Q68'B48'F28' FK	35·2	16·7	Stettin German *WB*	T.3Cy.20",32½"&53"–36" 180NHP J.Dickinson&Sons,Ld.Sld.	19 ″ 6	G †
31042 DHSC	**Odin** *Mchy.Aft* Sub.Sig. D.F. *CruiserStern* 2*Dks*	5806 4944 2898					1928	Verein Sthl Nordseewrke Emden	Seereederei "Frigga"A.G.	432·5	59·0	23·0	Hamburg German *WB*	C.4Cy.(2)22"&(2)47¼"–47¼" 252NHP A.BorsigG.m.b.H.Berlin		G
31043 OXOS	— Ⓟ **TwinSc** (*Ferry*) Wireless D.F. 1*Dk*	1581 1395 626					1910	Akt.Bur- meistr&Wain Copenhagen	DeDanskeStats- baner	290·0	48·5	17·2	Korsör Danish *WB*	T.6Cy.17",28"&45"–24" 198NHP Akt.Burmeistr&Wain,Cpn		
31044 DAKU	— Ⓟ **TwinSc** Wireless Sub.Sig. 2*Dks*3*trB*	1137 1074 466					1902	Oderwerke Act.Ges. Stettin	StettinerDmpfsch. Ges.J.F.Braeun- lich,G.m.b.H.	236·5 B12'H–	33·9	20·8	Stettin German *WB*	T.6Cy.18",28"&46"–28" 224NHP OderwerkeAct.Ges.Stettin		G
31045 OYPD	— Ⓟ Wireless 1*Dk*	632 433 319					1910	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede DampskibsSelsk.	184·8 P115'F24'	31·1	12·5	Copnhagn Danish *WB*	T.3Cy.16½",27"&48"–30" 126NHP KjbnhavensFlydk&Skbsv		V
31046 5026 SFVW	— Ⓟ **TwinSc** (*ex*NorraFinland) 1*Dk*	*625* *342* *353*					1885	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·0 P110'H61tF37'	26·5	11·2	Stockholm Swedish	C.4Cy.20"&34"–21" NB11 88NHP MotalaCo.Motala		
31047 SMZC	— (*ex*Odinn–36) ssRjk.No.2–34 E.S.D. 1*Dk*(*Stl–ws*)& Wireless D.F. 2nd*Dkforward*&*aft*	512 451 176	✠ ... 12,36 ✠	Rjk			1926 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	SwedishGovern- ment(Kungl- Tullverket) *CellDB*	169·4 F27'len27 BK7' *f*35'33t*DTsf*40t&	27·7	16·3	Swedish 4*BHCem* 17t*FPT*10t	T.3Cy.16½",27"&44"–30" 160NHP 2SB,4*cf*,GS80,H2960 KjbnhavensFlydk.&Skbsv	15 ″ 9	
31048 220880 KDID	**Oduna** (*ex*Medon) *Fitted for oil fuel* 2*Dks*	3474 2991 2071			...		1920	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B79'F84' FK	46·0	24·4	NewYork Utd. States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
31049 67 SVAP	**Odysseus** (*ex*Ellin–36) ssBly.No.3–4,33 1*Dk*(*Stl*)&*Shelterdk*(*Irn*)&*Webframes* *Longitudinalframing*	*4577* *4035* *2780*	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~BS7,36~~ ✠LMC4,33	Npt BS8,37	*y*	CL 4,37	1913 3mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	P.A.Yannoulatos	390·0 405·5(O.L.) FK *CellDBa*117'*uE*	52·0	23·9	Cephlonia Greek 6*BHCem* &*B*40'*f*171'	T.3Cy.25½",42½"&72"–48" 180lb ~~100lb~~ (*s*) 386NHP 2SB,8*cf*,GS162,HS5869 J.Dickinson&Sons.Ld.Sld. 1332t*FPT*143t*APT*320t	26 ″ 2 s 2 ″ 6½ 23 ″ 9½	
31050 PGLU	— (*ex*Star,*ex*Rudolf) Sub.Sig. 1*Dk*	1057 831 606					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	215·8 P23'B59'H49'F26'	34·2	14·1	Amstrdam Dutch *WB*	T.3Cy.17$\frac{7}{16}$",28$\frac{15}{16}$"&47$\frac{3}{16}$"– 33⅜" 129NHP Frd.KruppA.G.Kiel		V
31051 LOFF	**Oeste** (*ex*Neptun) *Fittedforoilfuel* *Mchy.Aft* 1*Dk* Sub.Sig. Wireless	1228 — 555					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0 P&B59'F8'	37·5	12·8	Bns.Aires Argentine *WB*	T.3Cy.17¾",28½"&45¾"–29½" 110NHP OttensenerMaschf.Altona		G
31052 GCYD	**Offham** (*ex*Pentyne–33) Now "Lucijana," see No. 39009 ssBry.No.2,35 1*Dk*(*Stl*)	4062 3847 2481	✠100A1 3,36 ✠LMC MS3,36 BS7,36	Cff	*x*	CL 3,36	1928 3mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Constants (SouthWales),Ld. (M.Constant *Mgr*) *Cell*	370·0 P29'B224'F34' FK *DB*318' 1126t*FPT*	51·4	25·1	London British 6*BHCem* 77t*APT*189t	T.3Cy.25",41"&68"–45" (*s*) 180lb 371NHP 3SB,9*cf*,GS178,HS6201 D.Rowan&Co.Gls.	27 ″ 6 s 3 ″ 8½ 24 ″ 0	
31053 LEOF	**Ofoten** Ⓟ (*ex*Namsos, **Iron** *ex*Katzjarloff) 1*Dk*&*ptAwngdk*	320 302 176					1871	Pattison& Atkinson Newcastle	SaltenDampskslsk A/S(J.Sannes, *Mgr.*)	125·4 P109tH18tF30t len95	20·1	16·6	Bodö Norwegian *WB*	C.2Cy.17"&31"–20" NB95 36NHP Pattison&Atkinson.Nwc.		
31054 2075 ICBM	**Ogaden** (*ex*Naxos–36,*ex*SaxonPrince, *ex*Glenaffric) ssHfs.2ndNo.3–11,30 D.F. 2*Dks*(*Stl*)&*deep framing*	4553 — 2763	✠ — 12,35 ✠	Lkr	*x*		1905 3mo	C.Connell &Co.Ld. Glasgow	IgnazioMessina &C. *CellDBa*1	391·4 376·9 P39'B112'F46' FK 10'*uE*&*B*42'*f*173'	49·7	26·6	Genoa Italian 6*BHCem* 976t*APT*32t	T.3Cy.25½",42"&68"–48" 423NHP 2SB,6*cf*,GS118,HS6044 FD Dunsmuir&JacksonLd.Gls	28 ″ 10	I †
31055 10089 JOGD	**Ogasawara Maru** **TwinSc** (*CableVessel*) Wireless D.F. 2*Dks*	1404 1282 600					1906	MitsuBishi Dkyd&EWks Nagasaki	Govnmt. ofJapan (Department of Communications)	243·2 B73'	34·0	22·3	Tokio Japanese	T.6Cy.14½",24"&40"–30" 176NHP MitsuBishiD.&E.Wks.Nag		
31056 41328 JJDK	**Ogashima Maru** *OilEng.* Wireless 2*Dks* *Mchy.Aft*	1398 1140 891					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	241·6 P62'B25'F24'	37·0	19·7	Funakawa Minato Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14½"–23⅝" 183NHP MitsubishiJukogyoK.K. Yks.		
31057 218408 KINB	**Ogontz** *Fitted for oil fuel* 2*Dks*&*Webframes*	5028 4740 3127			...		1919	American International S.B Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31058 32369 JRSB	**Ogura Maru No. 1** (*ex*OguraMaru–38) *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks*	7270 6829 5004					1929	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F44'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP MitsubishiZosenKaishaLd.		C
31059 36353 JFVC	**Ogura Maru No. 2** *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7311 6829 5049					1930	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F45'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP MitsubishiZosenKaishaLd.		C
31060 35313 JQLB	**Oha Maru** *Fittedforoilfuel* Wireless 1*Dk*	989 849 574					1928	KobeSteel Works Harima	KitaKabafuto SekiyuK.K.	220·4 P20'B56'F28'	34·0	17·0	Tokio Japanese *WB*	T.3Cy.15½",26"&42½"–32" 102NHP KobeSteelWorks,Harima		
31061 26811 JOHD	**Ohio Maru** ssKob.No.3–11,32 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5873 5590 4254	✠ ... 4,35 ✠	Kob	*y*		1920 5mo	Kawasaki DockyardCo. Ld. Kobe	HakuyoKisen.K.K *CellDB*334'1118t	385·0 FK *Collision* *FPT*126t*APT*93t	51·0	36·0	Hashidate Japanese *Cem* *BHtoAwdk* 5 ″ ″ *U* ″	T.3Cy.26",43½"&72"–48" 437NHP 2SB&AuxSB.8*cf*,GS154, HS5636 KawasakiDockyardCo.Ld.	36 ″ 0	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31062 219551 KUBL	**Ohioan** (*ex*Willsolo-37, *ex*GoldenWall-34, *Fitted for oil fuel* *ex*Pawlet) *1Dk2trB&Shelter dk* D.F. *Longitudinal framing*	6078 5563 3776					1919	GMStandiferCnst.Corp. Vancouver, Wash.	American-HawaiianS.S.Co.	401·4 P48'B81'F37'	53·2	31·9	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"-41" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
* 31063 29849 JYGA	**Ohkuni Maru** (*ex*DaikokuMaru, *ex*Araluen, *ss*Kob.3rdNo.3-2,37 *ex*Scharzfels) *1Dk(Stl)&Spar dk(Stl-pt teaks)&Web frames*	5633 5336 3559	✠100A1 *Spar dk* 3,38 ~~2,37~~ ✠LMC~~2,37~~ 3,38	Kob	*z*	CL N2,37	1901 7mo	Wigham Richrdsn&Co Ld Newcastle *Lloyd's A&CP*	NaigaiKisenK.K. *CellDBa142'u*	420·0 P60'B96'F48' *E27'f177'1115t AP*	55·1	20·5 28·6 BK11"	Amagasaki Japanese 6*BHCem* *T40t*	Q.4Cy.24",34",51"&74"-54" 210lb (*r*) 494NHP 3SB,*9cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc	31 ″ 4	
31064 1665 JNZH	**Oigawa Maru** Ⓟ TwinSc *2Dks*	570 554 338					1897	Shirato Takahisa Osaka	SetsuyoShosen K.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
31065 168 OHBF	**Oihonna** Ⓟ Wireless *ss*Abo.3rdNo.3-5,34 *1Dk(Stl-ws)&Awng dk&Web frames*	1096 — 563	✠100A1 *Awng dk with freeboard* 5,37 ~~5,36~~ ~~BS5,36~~ ✠LMC5,34	Hfs Skm BS5,37	*l*	CL ~~4,34~~ 5,37	1898 5mo	Gourlay, Bros.&Co. Dundee *Lloyd's A&CP*	FinskaÅngfAktieb *WB = CellDBuE&B53'64tFP*	200·0	31·2	13·6 21·1 BK6½"	Helsingfrs Finnish 5*BHCem* *T7tAPT35t*	T.4Cy.21",33"&(2)38"-33" 170lb (*s*) 240NHP 2SB,*6rf*,GS116,HS3688 FD GourlayBros.&Co.Dundee	23 ″ 4 s 8 ″ 5 15 ″ 8	
31066 145529 GBSM	**Oilfield** *ss*Rot.No.3-4,37 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* Now "English Tanker," see No. 33037 in Supplement	5387 4407 3063	✠100A1 4,37 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,23 F.P. above 150° F.*	Rot	*x*	CL 3,37	1923 6mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's A&CP*	Mid-Atlantic ShippingCo.Ld *CellDBuE27'55tD*	365·2 P93'B36'F40' FK *Tf34'279tFPT122t*	51·3	30·7	Newcastle British 10*BHptCem* *APT22t*	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 220lb 467NHP 2SB,*6cf*,HS5368 FD WllsndSlpwy&ECoLdNwc	30 ″ 9 s 4 ″ 3 26 ″ 8¼	
31067 160604 GSNY	**Oilpioneer** *OilEng.* *ss*Nwc.No.2-36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5666 5214 3419	✠100A1 10,37 ~~10,36~~ DBS~~10,36~~ ✠LMC10,36 10,37 *Carrying Petroleum in bulk*	Nwc Rot	*z*	CL 10,36	1928 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE57' 170tDTf39'427*t	410·0 P89'B28'F39' FK *tFPT76tAPT103t*	53·5	31·0	London British 15*BHptCem* (10 ,, *to Udk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 7Cy.23⅝"-47¼" 676NHP 2DB*150lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
* 31068 160629 GSNZ	**Oilreliance** *ss*Liv.No.2-36 *OilEng.* ~~*ss*Nwc.No.1-33~~ *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5666 5214 3427	✠100A1 ~~8,36~~ 12,37 DBS~~10,36~~ ~~✠LMC6,33~~ 12,37 ~~✠LMC(M)9,35~~ *Carrying Petroleum in bulk*	Bkn Rot 8,36	*z*	CL 7,36	1929 1mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE57'170t DTf39'427t*	410·0 424·0(O.L.) P89'B28'F39' FK *FPT76tAPT103t*	53·5	31·0	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 7Cy.23⅝"-47¼" 676NH NDB(s)30*150lb*DB(P) *150lb* Swan,Hunter&Wigham Richardson,Ld.Nwc	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
* 31069 149955 GMLB	**Oiltrader** *ss*Rot.No.2-36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5550 5180 3261	✠100A1 ~~5,37~~ ~~7,36~~ 8,37 ✠LMC MS7,36 BS~~11,36~~11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,27 F.P. above 150°F.*	Rot	*z*	CL ~~1,36~~ 8,37	1927 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE&B62'186tDTf30'122tFPT77t*	410·0 P106'B26'F39' FK	53·5	30·9	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,) *APT282t*	T.3Cy.25½",42"&70"-48" (*s*) 200lb 482NHP 3SB,*9cf*, ,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
31070 FOJR	**Oiseau des Iles** Aux3MstSr *OilEng.* Wireless *Mchy.Aft* *1Dk(Stl*-teak s) (*See Sailing Ship Register*)	398 287 178	✠100A1 8,35 ✠LMC8,35 ✠LMC(M)1,38	Nts		CL	1935 8mo	S.A.des AnciensCh. Dubigeon Nantes *Lloyd's A&CP*	Cie.Française des Phosphates de l'Océanie	146·4 P44'F35' FK & ballast keel8½" *CellDB51'66t*	27·9	9·6	Papeete French 4*BHCem* *APT21t*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 123NHP Atel.&Ch. de la Loire, St.Denis	12 ″ 6	
31071 10335 JKSE	**Oita Maru** Ⓟ *2Dks*	711 636 403					1907	OsakaIron Works Osaka	OsakaShosenK.K.	186·8	26·3	18·1	Osaka Japanese	T.3Cy.13⅜",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
31072 YQSO	**Oituz** (*ex*Leros,*ex*Hornsund) *1Dk&Shelter dk*	2686 — 1699					1905	Akt.Ges. "Neptun" Rostock	RoumanianState MaritimeService	291·3	44·0	23·7	Cnstantza Roumanian *WB*	T.3Cy.20½"35$\frac{7}{16}$"&55⅞"-37⅜" 192NHP A.G."Neptun,"Rostock		V
31073 UOBW	**Oka** (*ex*Balaton-33,*ex*Nordafrika, *ex*WalterFischer, *ss*N.Ns.No.3-9,29 *ex*Calicorock) *1Dk(Stl)*	2274 2024 1345	✠ — 12,33 ✠	Kel	*r*		1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R. *CellD*	254·9 P25'B64'F23' FK *B208'539t FPT59t*	43·0	22·3	Leningrad Russian 4*BHCem* *APT39t*	T.3Cy.20½",33"&54"-40" 260NHP 2SB,*4cf*,GS88,HS3780 ToledoS.B.Co.Toledo,O.	24 ″ 2	G †
31074 122378	**Okanagan** WoodPad *1Dk*	1078 731 679					1907	J.M.Bulger Okanagan Landing,B.C.	CanadianPacific RailwayCo.	193·2	32·3	7·7	Vancouver British	H.2Cy.22"-96" 32RHP PolsonI.W.Co.Ld.Toronto		
* 31075 618 SVKK	**Okeania** (*ex*Candidate, 2TwinMsts *ex*Crown of Castile, *ss*Pir.2ndNo.3-9,32 *ex*Ormiston) *2Dks(Stl)&deep framing* *ss*Pir.No.1-37	*4843* *4591* *3147*	✠100A1 10,37 ~~9,36~~ BS~~7,36~~ ✠LMC~~9,32~~ 10,37 MS10,36	Rot Pir	*z*	CL 9,36	1907 4mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	I.Carivalis (MichalinosMaritime&Commercial Co.Ld.*Mgrs.*) *CellDBa1*	400·0 P34'B173'F42' FK *28'u E&B43'*	52·0	27·1	Piræus Greek 6*BHCem*	T.3Cy.26",42"&70"-54" (*s*) 180lb 481NHP 3SB,*9cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls. *f185'1113tFPT99tAPT34t*	29 ″ 9 s 5 ″ 3¾ 24 ″ 7	
31076 SVUG	**Okeanis** (*ex*L'Ida-36,*ex*Sitra-32, *ex*Dalrazan) *ss*Liv.No.3-6,23 *ss*Bkn.No.2-32 *1Dk(Stl)&Shelter dk* *(ptIrn ptStl)&Web frames* *Longitudinal framing* Wrecked 12.37	3396 3035 2102	✠ ... 10,35 ✠	Rou	*w*		1910 9mo	Richardsn, Duck&Co. Stockton	G.N.Louloudis *CellDBa117'*	361·4 P22'F40'*on Shltrdk* FK *uE25' f157'*	48·6	21·8	Andros Greek 7*BHCem*	T.3Cy.25",41"&67"-45" 359NHP 2SB,*6cf*,GS134,HS5983 Blair&Co.Ld.Stockton *825tDTf18'530tAPT183t*	24 ″ 0	V †
31077 37548 JFWE	**Okesa Maru** *OilEng.* *1Dk*	488 319 271					1932	Mitsubishi ZosenshoK.K Kobe	SadoKisenK.K.	160·0	27·0	12·7	Ryotsu Japanese	Oil Engines		
31078 UOIP	**Okhotsk** (*ex*Henner-32,*ex*Wigbert) Sub.Sig. *2Dks*	3367 2984 1927					1912	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	342·8 P&B227'F43'	48·1	22·4	Vladvostk Russian *WB*	T3Cy.24",41$\frac{3}{16}$"&68$\frac{9}{16}$"-45½" 324NHP J.Frerichs&Co.A.G.Ostlz.		
31079 33587 JFDF	**Oki Maru** *CruiserStern* *2Dks*	499 393 222					1928	Fujinagata Dockyard Osaka	SaigoCho	150·0 F9'	26·0	15·5	Saigo,Oki Japanese	T.3Cy.12",20"&33"-24" 53NHP FujinagataDckyrd.Osaka		
31080	**Oki Maru No. 2** Ⓟ *OilEng.*	500					1936	Mitsubishi JukogyoK.K Kobe	OkinokuniSaigo-cho	155·1	26·0	13·8	Japanese	Oil Engines 4S.C.SA 6Cy.13¾"-20½" 111NHP MitsubishiJukogyoK.K.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. & Dans Cert. Ref Trade
31081 1601 JOND	**Okinawa Maru** TwinSc *(CableVessel)* D.F. *1Dk&Spar dk&Webframes*	2187 1962 1030			...		1896	Lobnitz& Co. Renfrew	Govnmt.ofJapan (Department of Communications)	296·5|40·0|13·5 B94' 24·4 BK8'	Yokohama Japanese *WB*	T.6Cy.18 5/16",30 1/16"&48"-36" 313NHP Lobnitz&Co.Renfrew	24 ″ 7	
31082 22004 JQGE	**Okinoyama Maru** (*ex*SakaiMaruNo.3) *1Dk*	984 843 608					1917	OsakaIron Works Osaka	OkinoyamaTanko K.K.	193·7|31·2|18·5 *WB*	Nishino- miya Japanese	T.3Cy.14",23½"&40"-30" Okamoto 88NHP Kosakusho,Osaka		
31083 36031 JORH	**Okinoyama Maru No. 3** *OilEng.* *Mchy.Aft* *1Dk*	871 703 609					1930	Osaka Iron Works Osaka	OkinoyamaTanko K.K.	180·0|31·0|18·0 P42'F26' *WB*	Nishino- miya Japanese	Oil Engines 4S.C.SA 6Cy.11 7/16"-16½" 76NHP KobeSteelWorks,Kobe		
31084 37468 JOUH	**Okinoyama Maru No. 5** *OilEng.* *Mchy.Aft* *1Dk*	1544 1267 840					1932	OsakaIron Works,Ld. Osaka	OkinoyamaTanko K.K.	251·0|39·0|19·0 P59'B15'F30' *WB*	Nishino- miya Japanese	Oil Engines 4S.C.SA 6Cy.18¾"-29½" 190NHP KobeSteelWorks,Kobe		
31085 219832 KUMM	**Oklahoman** (*ex*GoldenHarvest-37, *ex*WestCalera) *Fitted for oil fuel* D.F. *2Dks*	5508 — 3411					1920	Western Pipe&Steel Co. SFrncisco	American- HawaiianS.S.Co.	410·5|54·0|27·1 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
31086 UOIW	**Ola** (*ex*Vegesack-33) Wireless Sub.Sig. *2Dks*	1566 1388 933					1920	Bremer Vulkan Vegesack	U.S.S.R.	237·7|36·0|19·5 B38'F31'	Vladvostk Russian *WB*	T3Cy.16 5/16",26¾"&44¾"-29½" 106NHP BremerVulkan,Vegesack		
31087 OZMC	**Olaf** *ss*Cpn.No.1-38 *ss*Els.3rdNo.3-5,33 *1Dk(Irn)&deepframing*	1920 1716 1181	✠100A1 4,38 ~~9,36~~ ~~BS9,36~~ 8,37 ✠LMC~~10,36~~ 8,37	Cpn	*r*	OG ~~9,36~~ 4,38	1897 3mo	W.Gray& Co.Ld. WHartlepool A&CP	DetForenedeDamp -skibsSelskab *WB=CellDB*	280·5|39·7|18·6 290·7(O.L.) P29'B69'F25' FK *a&uE108'f118'517t*	Copnhagn Danish *4BHCem* *APT38t*	T.3Cy.21",33"&56"-36" (*s*) 160lb 198NHP NDB01 *refitted20* 2SB,*4rf*,GS63,HS3110 Cen.Mar.Eng.WrksWHpl	21 ″ 0 s 3 ″ 0½ 18 ″ 2	
31088 LCVZ	**Olaf Bergh** (*ex*Rigi) *2Dks*	5811 5572 3637			...		1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Eie'sRederiA/S (Bergh&Helland, *Mgrs.*)	400·0|53·0|32·8 F38'*onShelter dk* FK	Bergen Norwegian *WB*	T.3Cy.27",45"&75"-51" 569NHP Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5	N †
31089 LJGK	**Olaf Fostenes** *OilEng.* *Ref.Mchy.* *1Dk, 2nd dk for fruit cargo,* *3rd dk in forward holds sparred* D.F. *CruiserStern* *for fruit cargo*	2994 2610 1757	✠100A1 *withfreeboard* ~~5,36~~ 11,37 ✠LMC11,36 ✠Lloyd's RMC~~4,37~~ 11,37 5,38 for temp. 33° F	Els ~~Fal~~ Hav	*u*	CL	1936 11mo *Lloyd'sA&CP*	Helsingörs Jernsk&Msk. Elsinore	LarsFostenes RederiA/S(Lars Fostenes,*Mgr.*) *CellDB262'535t t* *of tunnel25'*	322·5|45·8|26·7 335·7(O.L.) F44' FK *anks at sides* (*Co* *81tFPT19tAPT87t*	Haugesnd Norwegian *6BHptCem* *ll to Wthr dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 606NHP DB*70lb* Akt.Burmeistr&Wain,Cpn	28 ″ 10 s 8 ″ 9 20 ″ 3½	
31090 233732 WOFF	**Olancho** TwinSc *ss*Mob.No.3-12,32 *ss*Mob.No.1-37 *1Dk(Stl)&Shelter dk(Stl-ws)*	2493 1374 1536	✠100A1 *Shelter dk* *withfreeboard* ~~3,37~~ ~~3,37~~ 11,37 ✠LMC3,37 BS3,38 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Mob NOs	*s*	CL 9,37	1921 2mo	Newburgh Shipyd.Inc Newburgh, N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB256'491t*	301·3|42·3|22·6 FK *FPT22tAPT34t*	NewYork Utd.States *Asp* *3BHtoSh dk* 2 ,, ,, *U* ,,	T.6Cy.18",30½"&48"-33" (*s*) 185lb 492NHP 3SB,*9cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J.	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
31091 7777 SHLR	**Oland** Ⓟ *CruiserStern* *1Dk*	429 235 198					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	Kungl.General- poststyrelsen	119·9|28·1|12·6	Stockholm Swedish *WB*	T.3Cy.14⅝" 23 11/16"&38¾"-27" 79NH OskarshamnsM.V.Aktieb.		
31092 144067 MKDY	**Olavus** *ss*Nwc.No.3-6,34 Wireless *1Dk(Stl)* *Cruiser Stern* *Cargo battens not fitted*	1294 1088 759	✠100A1 ~~3,37~~ 10,37 BS2,37 ✠LMC6,34	Rot Cff	*o*	CL 2,37	1920 9mo *Lloyd'sA&CP*	C.Ren- noldson&Co. SouthShields	SirEricOhlson, Bart.(OhlsonS.S. Co.)	230·0|36·7|15·8 241·0(O.L.) P20'B65'F28' FK *CellDB196'393t*	Hull British *4BHCem* *APT50t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 199NHP 2SB,*6pf*,GS98,HS3672 ShieldsEng.&D.D.Co.Ld.	18 ″ 0 s 2 ″ 1 16 ″ 1	
31093 DOGS	**Olbers** Sub.Sig. *OilEng.* Wireless *CruiserStern* *1Dk*	1236 955 594					1925	Deutsche WerkeA.G. Kiel	Dampfschiffahrts Ges.Neptun	233·6|36·1|14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"-37 7/16" 224NHP DeutscheWerkeA.G.Kiel		G
31094 403 IBIZ	**Olbia** Ⓟ TwinSc *OilEng.* *2Dks*	3514 — 2043					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	314·5|43·8|21·1	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35⅜" 1167NHP CantOff.Savoia,Crnigliano		I
31095 142670 GSBP	**Olcades** (*ex*BritishBeacon-36) *ss*Pts.No.3-10,30 *Mchy.Aft* *ss*Fal.No 1-35 D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	6891 6297 4065	✠100A1 11,37 ~~11,36~~ BS~~4,37~~ 4,38 ✠LMC2,35 *CarryingPetroleum in bulk* *Fittedforoilfuel* 10,18 *F.P. above* 150°F.	Sld Bom	*a*†	CL 2,35	1918 10mo *Lloyd'sA&CP*	Workman, Clark&Co.Ld Belfast	TheAdmiralty *CellDBuB34'107t D*	430·1|57·0|33·0 P99'B33'F56' FK *Tf43'640tFPT164t*	London British *19BHCem* (14 ,, *to U dk* 5 ,, *2nd* ,,) *APT60t*	T.3Cy.27",45"&75"-54" (*s*) 190lb 634NHP 3SB,*12cf*,GS235,HS9666 FD Wrkman,Clark&Co.LdBel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
31096 144292 MJTP	**Old Charlton** *ss*Shl.No.3-5,32 Sub.Sig. *ss*Shl.No.1-36 *Cargo battens not fitted* *1Dk(Stl)*	1562 1334 831	✠100A1 ~~7,37~~ ~~8,36~~ 2,38 ✠LMC8,36 BS7,37	Shl	*p*	CL ~~7,36~~ 7,37	1919 12mo *Lloyd'sA&CP*	Dublin Dkyd.Co.Ld. Dublin	SouthMetro- politanGasCo. *CellDB171'306*	240·1|36·4|19·2 B52'F23' FK *t DTa29' 118tFPT*	London British *4BHCem* *80tAPT38t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
31097 DHSF	**Oldenburg** Ⓟ Sub.Sig. *2Dks* D.F. GyC.	8537 7488 4908					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	471·1|58·2|32·4 P64'B170'F46'	Hamburg German *WB*	T.3Cy.32 5/16",52 13/16"&86⅝"-55" &low pressure turbine 769NHP FlensburgerSchiffsb.Ges.		G
31098 DNPL	— (*ex*Greenbrier-33,*ex*Pungo) Sub.Sig. *Ref.Mchy.* D.F. E.S.D. *4Dks*	4595 4128 2750					1914	J.C.Teck- lenborgA.G. Weser- münde-G	"Midgard" DeutscheSeever- kehrs-A.G.	386·7|49·2|30·0 B155'F53'	Nordnham German *WB*	T.3Cy.28 5/16",45 5/16"&74"-53½" NB22 400NHP J.C.TecklenborgAG.Wsm		C
31099 DNBB	— Sub.Sig. *Ref.Mchy.* *1Dk* D.F. E.S.D. *CruiserStern*	2312 1715 1223					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	287·9|45·8|18·1 P16'B262'F34'	Oldenburg German *WB*	C.4Cy.(2)16 5/16"&(2)35 7/16"- 35 7/16"&LPturbine withDR gearing & hydraulic coupling HS4090 304NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		G
31100 221113 KDQG	**Oldham** *OilEng.* Sub.Sig. *2Dks* GyC. *Longitudinal framing*	6201 — 3848					1921	Doullut& Williams S.B Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31101 LDGM	**Ole Wegger** (*ex*SanLorenzo) (*WhaleOilfactory*) *Fitted for oil fuel* D.F. 2*Dks&Shelterdk&Webframes* *Mchy.Aft* *Longitudinal framing*	12201 9127 7272			...		1914	Swan,Hunter&Wigham Richardson, LdNewcastle	A/S Örnen (A/S ThorDahl, *Mgrs.*)	527·1|66·6|42·1 H415*t* FK	Sandefjord Norwegian *WB*	Q.4Cy.28½",41",58"&84"-54" 787NHP WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0	N †
31102 218904 KOBN	**Olean** (*ex*Alameda) *ss*N.Ns.No.3-1,32 *ss*Bal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. GyC. *Longitudinal framing*	7118 6382 5317	100A1 8,37 ~~11,36~~ BS11,36 LMC12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*1919 *F.P. above* 150° F.	NYk Mob		CL ~~12,35~~ 8,37	1919	W.Cramp& SonsS&EBCo Philadelphia	Socony-Vacuum OilCo.Inc. *CellDBuE&B*61'234*t* *FPT*246*t* *APT*49*t*	430·0|58·2|31·5 P116'B36'F49' FK	NewYork Utd.States 15*BHptCem* (10 ,, *to Udk* 5 ,, ,, 2*nd*,,)	T.3Cy.27⅜",45½"&76"-51" 190lb (*r*) 565NHP 3SB,9*cf*,GS186,HS8095 FD WCramp&SonsS.&E.B.Co.	33 ″ 4 s 6 ″ 6 27 ″ 1	
31103 146640 GBJT	**Oleander** *ss*Sld.No.3-10,34 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *&Webframes* *Longitudinal framing*	7045 6494 4289	✠100A1 2,38 ~~1,37~~ ✠LMC MS10,34 BS~~10,36~~10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,22 *F.P. above* 150° F.	Sld	*a*†	CL ~~N1,37~~ N2,38	1922 10mo	H.M.Dockyard Pembroke *Lloyd's A&CP*	TheAdmiralty *CellDBuB*41'104*t* *DTf*40'689*t* *FPT*58*t* *APT*43*t*	430·2|57·1|33·7 P109'B32'F52' FK	London British 18*BHCem* (10 *to Udk* 8 ,, 2*nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 644NHP 4SB,12*cf*,GS253,HS10224 FD H.M.Dockyard,Chatham	33 ″ 6 s 6 ″ 3¾ 27 ″ 5	
31104 1014 ESUD	**Olev** (*ex*Regis-35) *ss*Tln.2ndNo.3-6,35 *Well deck* 1*Dk*(*Stl*)*&deepframing* *Cargo battens not fitted*	1377 1180 806	✠100A1 3,37 BS~~7,36~~ 7,37 ✠LMC4,35	Bdx	*o*	CL ~~8,37~~ 1,38	1909 9mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	TallinnShipping Co.Ld. *Cell DBa*63'*uE&B*33' *f*103'375*tFPT*62*tAPT*52*t*	235·1|36·1|15·5 Q81'B48'F24' FK	Tallinn Estonian 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb 100*lb* 170NHP 1SB,4*cf*,GS66,HS2634 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 1 ″ 6½ 16 ″ 3	
31105 OUJV	**Olga** *ss*Svb.2ndNo.3-2,37 1*Dk*(*Stl*)	803 675 465	✠100A1 2,37 ✠LMC2,37	Svb	*l*	OG 6,36	1911 7mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's A&CP*	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB=CellDBa*47'*uE*23'*f*90'213*tFPT*24*tAPT*21*t*	207·8|30·9|13·3 P29'B60'F26' FK	Copnhagn Danish 4*BHCem*	T.3Cy.13",21"&35"-27" (*s*) 180lb 82NHP 2SB,4*cf*,GS44,HS1428 N.E.MarineEng.Co Ld.Sld.	15 ″ 5 s1 ″ 6¼ 14 ″ 0	
31106 DHSG	— **Iron** (*ex*Duesternbrook) 1*Dk*2*trB*	584 496 331					1882	G.Howaldt Kiel	MathiesReed.A.G.	175·6|25·3|15·8 B40'	Hamburg German *WB*	C.2Cy.20"&37½"-27" NB25 61NHP Gebr.Howaldt,Kiel		G
31107 209 SVNK	**Olga E.Embiricos** (*ex*Bellview-33) *ss*Hul.No.3-4,35 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	*4677* *4297* *2794*	✠100A1 *Shelter dk withfreeboard* ~~9,37~~ ~~7,36~~ 3,38 ~~BS4,36~~ BS4,37 ✠LMC5,34 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Hul ~~Npt~~Rot	*z*	CL ~~4,35~~ N3,38	1922 1mo	J Readhead &Sons,Ld. SouthShields *Lloyd's A&CP*	C.E.Embiricos *CellDBa*128'*uE*28 *f*168'1080*t* *Coll BHto Sh dk* 5 ,, ,, *U* ,, *DTa*58'1010*t* *FPT*72*tAPT*153*t*	400·3|52·1|25·9 415·0(O.L.) FK	Andros Greek *ptCem*	T.3Cy.25½",44"&73"-48" (*r*) 180lb 455NHP 3SB,9*cf*,GS190,HS7749 JReadhead&Sons,Ld.S.Shl	28 ″ 6 s 3 ″ 2½ 25 ″ 6¾	
31108 121226	**Olga S.** (~~*ex*Olga-36,*ex* MorayCoast-35, *ex*PrincessHelena)~~ *Now "Casper," see No. 37626 in Supplement* 1*Dk*	687 617 331					1905	CaledonS. B.&E.Co.Ld. Dundee	CapeLines,Ld. ~~(P.H.Humphreys, *Mgr.*)~~	210·5|31·1|14·3 P&B123'F55'	London British *WB*	T.3Cy.17",28"&45"-33" 116NHP CaledonSB.&E.Co.Ld.Dun		G
31108* DHSH	**Olga Siemers** Sub.Sig. 1*Dk*	3347 2534 1927					1923	Nordsee-werkeA.G. Emden	G.J.H.Siemers& Co.	332·7|46·6|20·6 P28'B87'F32'	Hamburg German *WB*	T.3Cy.24⅜",38$\frac{1}{16}$"&62"-41⅜" Ottensener 246NHP Mch.G.m.b.H.Altona		G
31109 YTDE	**Olga Topić** (*ex*Trevose-35) *ss*Cff.No.3-2,31 *ss*Fal.No.1-35 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	*4375* *4131* *2742*	✠100A1 *Shelter dk withfreeboard* ~~6,37~~ ~~6,36~~ 3,38 ~~BS6,36~~ BS7,37 ✠LMC6,35	Rot ~~Pla~~	*y*	CL N6,36	1918 5mo	J Readhead &Sons,Ld. SouthShields *Lloyd's A&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić, *Mgr.*) *CellDBa*131'*uE*23' *f*175'1003*t* *APT*50*t*	400·2|52·1|25·2 FK	Susak Yugoslav 5*BHCem*	T.3Cy.26",43"&71"-48" (*r*) 180lb 90*lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.S.Shl	26 ″ 10 s 2 ″ 10¾ 24 ″ 2½	
31110 142604 GLDF	**Oligarch** (*ex*BritishLantern-37) *ss*Pts.No.3-6,31 *ss*Fal.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. *Longitudinal framing*	6897 6297 4067	✠100A1 7,37 ~~6,36~~ ✠LMC MS7,35 BS~~3,37~~3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Sld Nwc	*a*†	CL 7,35	1918 8mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	TheAdmiralty *CellDBuB*35'107*tDTf*43'640*tFPT*164*tAPT*6[illegible]*t*	430·1|57·0|33·0 P99'B33'F56' FK	London British 19*BHptCem* (14*BHtoUdk* 5 ,,2*nd*,,)	T.3Cy.27⅛",45"&75"-54" (*s*) 190lb 634NHP 3SB,12*cf*,GS237,HS9666 FD WorkmanClark&CoLdBel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
31111 384 IBOZ	**Olimpia** (*ex*WrayCastle-32,*ex*Paria, *ex*RickmerRickmers) *ss*N.Yk.No.2-28 D.F. 2*Dks*(*Stl*)	6040 5577 3795	~~ ~~ 11,33	Nwc	*a*†		1920 7mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro	435·0|55·6|29·2 419·0 P57'B136'F47' FK *CellDB*367'1293*t* *FPT*100*t*	Naples Italian 7*BHAsp*	T.3Cy.29½",46$\frac{1}{16}$"&75$\frac{9}{16}$"-53$\frac{15}{16}$" 580NHP 3SB,9*cf*,GS180,HS8070 A.G."Weser,"Bremen	31 ″ 9	I †
31112	**Olimpo** **TwinSc** *OilEng.*	790 — 553					1884	A&J.Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	286·1|34·2|12·1	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18⅞" 194NHP NE19 J&CGBolindersCoLdSkm		
31113	**Olinda** (*ex*Kennemerland-34,*ex*Cara) *ss*Ams.2ndNo.3-1,30 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	4053 3758 2521	✠ ... 3,35 ✠	Ams	*x*		1905 12mo	W.Hamilton&Co.Ld. PortGlasgow	Cia.Carbonifera RioGrandense *Cell DBa*122' *uE*24 *f*146'843*tFPT*127*tAPT*30*t*	359·9|50·3|17·0 P31'B105'F31'25·0 FK	R Janeiro Brazilian 6*BHCem*	T.3Cy.25",41"&67"-45" 364NHP 2SB,6*pf*,GS119,HS4906 D.Rowan&Co.Glasgow	27 ″ 6	
31114 213401	— (*ex*OlindaU.O.-32,*ex*Olinda) *OilEng.* *Carrying oil in bulk* 1*Dk*	419 — 267					1915	UnionIron WorksCo. SanFrancisco	UnionOilCo.of California	134·9|26·1|14·1	L.Angeles Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.13"-18" 66NHP WesternMach.Co.L.An.		
31115 DHSJ	**Oliva** D.F. Sub.Sig. 2*Dks*	7885 7384 4874					1921	Bremer Vulkan Vegesack	Aktiengesellschaft fürSeechiffahrt	468·8|58·3|32·7 P55'B102'F41'	Hamburg German *WB*	T.3Cy.32$\frac{3}{10}$",52⅘"&86$\frac{3}{10}$"-55$\frac{1}{10}$" 550NHP BremerVulkan,Vegesack		G
31116 DHSI	— Wireless D.F. 1*Dk*	1308 1041 721					1922	Nüske& Co. Stettin	ArgoReederei RichardAdler&Co.	242·1|37·0|14·0 Q71'B108'F40'	Bremen German *WB*	T.3Cy.17¼",27⅝"&45$\frac{11}{16}$"-27⅝" 108NHP A.Borsig,Berlin		G
31117 115639 MCXD	**Olive** **3Mst** *ss*Bel.2ndNo.3-1,32 *ss*Bel.No.1-36 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	328 241 122	✠100A1 11,36 ✠LMC MS3,36 BS~~2,37~~ 2,38	Bel	*f*	CL 2,36	1907 9mo	J Fullerton &Co. Paisley *Lloyd's A&CP*	FrontierTownS.S. Co.Ld.(J.Fisher &Sons,Ld.*Mgrs.*)	142·5|23·4|10·2 24·3 Q80'B7'F25' BK6" *WB*=*FPT*43*t*	Newry British 3*BHCem*	C.2Cy.15"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 0¾ 11 ″ 5¼	
31118 148889 GLQC	**Olivebank** **TwinSc** *OilEng.* *ss*Shl.No.2-33 1*Dk*(*Stl*)*&Shelter dk*(*Stl-ws*)	5154 4768 3117	✠100A1 *withfreeboard* 10,37 ~~7,36~~ DBS9,37 ✠LMC5,33 ✠LMC(M)2,35 *Carrying vegetable oil in deep tank* *Carrying oil F.P. above* 150° F. *in Fore Peak*	Shi ~~Syd~~Liv	*a*†	CL P10,37 S4,37	1926 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB* 357'1121*tTanks between tunnels*115'251*tDTf*32'1067*tFPT*106*tAPT*132*t*	420·4|53·9|26·5 435·0(O.L.) FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy 24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB110*lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
31119 160236 GSVX	**Olivegrove** *ss*Npt.No.2-37 ~~*ss*Hul.No.1-32~~ D.F. 1*Dk*(*Stl*)	4060 3853 2512	✠100A1 10,37 ~~10,36~~ ~~BS4,37~~ ✠LMC~~3,33~~ 4,37	Hul Npt	*x*	CL ~~10,34~~ 10,37	1929 1mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	GroveLine(Glasgow)Ld.(David Alexander&Sons, *Mgrs.*)	375·0|52·5|23·8 P34'B225'F41' FK *CellDB*323'982*t* *APT*161*t*	Glasgow British 6*BHptCem*	T.3Cy.24",40"&68"-45" (*s*) 200lb 378NHP 3SB,9*cf*,GS173,HS6132 D.Rowan&Co.Ld.Glasgow	26 ″ 4 s 3 ″ 4½ 23 ″ 2¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
31120 216512 WDDA	**Oliver Olson** (*ex*SanPedro-37, *ex*PointBonita) *Fitted for oil fuel* 1*Dk*	2235 1945 1360			…		1918	AlbinaEng &MachWrks Portland,Or.	Oliver J.Olson&Co.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
31121 148745 MNQC	**Olivine** (*ex*Horley) *ss*Irv.No.3-1,38 ~~*ss*Irv.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* ~~*Cargo battens not fitted*~~	929 627 494	✠100A1 1,38 ~~2,36~~ ~~BS1,37~~ ✠LMC~~1,36~~ 1,38	PGl Irv	*l*	CL 2,36	1926 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	Wm.Robertson *CellDBu*	199·8 Q140'F23' FK *B17'f133'223tFPT*	30·9	12·7	Glasgow British 3*BHCem* *42tAPT35t*	T.3Cy.15¾",27"&44½"-30"(*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&SonsLd.Abn.	14 ″ 9 s4 ″ 4½ 14 ″ 6¼	
31122 LIYC	**Oljaren** TwinSc *ss*Got.No.2-12,37 *OilEng.* *Mchy.Aft* ~~*ss*Got.No.3-2,33~~ D.F. 1*Dk*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing*	5482 4759 3248	✠100A1 12,37 ✠LMC12,37 DBS12,37 *Carrying Petroleum in bulk*	Rot Got	*y*	OG s12,37 PN12,37	1922 6mo	Aktieb. Götaverken Gothenburg *Lloyd'sA&CP*	Johs.Hansens TankrederiA/S (JohsHansen*Mgr*) *CellDBu*	389·7 P103'F43' FK *E59' 232t FPT173t*	54·9	29·7	Arendal Norwegian 11*BHptAsp* *APT458t*	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{5}{16}$" 629NHP 3DB-80*lb* (*Stbd.Upr.*DBnew35) Aktieb.Götaverken,Got.	30 ″ 0 s4 ″ 11½ 25 ″ 2¾	
31123 LDHL	**Olli** (*ex*Sylvi-37,*ex*Gullaug-33, *ex*Wargön) *Mchy.Aft* Wireless 1*Dk*	559 419 290					1919	Götaverken A/B Gothenburg	BergThorsen	166·9 P72*t*H17*t*F25*t*	27·3	11·3	Arendal Norwegian *WB*	T.3Cy.12⅝",20½"&33$\frac{1}{16}$"-24" 54NHP GötaverkenA/B,Got.		V
31124 146149 GJBN	**Olna** *ss*Sld.No.1-37 *ss*Mch.No.3-3,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7023 6452 4361	✠100A1 ~~9,36~~ 11,37 11,37 ✠LMC ~~MS3,37~~ BS3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,21 F.P. above 150° F.*	Mch Sld	*a*†	CL 1,36	1921 10mo	H.M.Dock-yard Devonport *Lloyd'sA&CF*	TheAdmiralty *CellDBuB41' 104tDTf40'6*	430·0 P101'B36'F53' FK *89tFPT58tAPT43t*	57·0	33·7	London British 18*BHptCem* (10 *to U dk* 8 „ *2nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb FD 644NHP 4SB,12*cf*,GS253,HS10224 H.M.Dockyard,Devonport	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
31125 220692 KDDS	**Olney** (*ex*WalterMiller-35, *ex*Stockton) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7294 6780 4532			…		1920	MooreS.B. Co. Oakland,Cal.	Chas.Kurz&Co. Inc.(Pennsylvania Shipping Co.*Mgrs*)	425·8 P106'B40'F41' FK	57·0	33·1	Wilmgton (Del.) Utd.States *WB*	T3Cy.24¾",41⅜"&72⅝"-48" 363NHP LlewellynIronWorks, LosAngeles	33 ″ 0	R †
31126 92 INWR	**Olona** (*ex*Gina-37,*ex*Helios, *ex*Barraclough) *Well deck* 1*Dk*2*trB*	1579 — 943			…		1889	Ramage& Ferguson Leith	Mangiarotti& Ferraro	260·1 P32'Q72'B100'F31' BK9½'	37·1	17·1	Genoa Italian *WB*	T.3Cy.19",30"&51"-39" 165NHP Ramage&Ferguson,Leith	19 ″ 5	I †
31127 338 OHBH	**Olovsborg** (*ex*Anglo-Egyptian) *ss*Nwc.No.3-9,25 *ss*Got.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	5758 — 3279	✠100A1 *Shelter dk withfreeboard* 5,36 ✠LMC MS9,34 BS12,36	Got	*a*†	CL N5,36	1912 12mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	J.A.Zachariassen &Co. *CellDBa131'uE&B*	425·0 FK *44'f175' 1446t FPT*	56·3	36·3	Nystad Finnish 7*BHCem* *106tAPT33t*	Q4Cy25½"36½"52½"&76"-54" 220lb FD (*s*) 601NHP 3SB(Spt)9*cf*,GS174,HS828 N.E.MarineEngCoLd Nwc	30 ″ 7 s3 ″ 11½ 26 ″ 10½	
31128 YPAY	**Oltenia** *Mchy.Aft* *ss*Shl.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	6394 5905 3845	✠100A1 ~~7,37~~ ~~7,36~~ 1,38 ✠LMC7,36 BS7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,28 F.P. above 150° F.*	Shl Lon	*a*†	CL ~~7,36~~ 1,38	1928 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	SteauaRomana Soc.Anon. *CellDB uE&B82'211t*	423·7 P112'B34'F41' FK *DTf38'684t FPT182tAPT145t*	55·3	32·4	Constantza Roumanian 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Q.4Cy.25½",36½",52¾"&75"-48" 220lb 120*lb* (*s*) 533NHP 3SB(Spt),9*cf*, , FD HS7152 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 ~~s 6 ″ 1~~ ~~26 ″ 10½~~	
31129 1658 IBFL	**Olterra** (*ex*BatonRouge,*ex*Osage) *ss*Rou.No.3-6,25 *ss*Nwc.No.1-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	4995 4536 2950	✠ … 8,33 ✠	Gen			1913 6mo	Palmers' Co.Ld. Newcastle	A.Zanchi *CellDB uE31'50t FPT*	394·4 380·0 P95'B32'F36' FK 12*B* *180tAPT76t* 2*B*	52·7	29·0	Genoa Italian *Cem* *H to Upr dk* *H to 2nd dk*	Q.4Cy.20¼",29¼",42¼"&61"-45" 332NHP 2SB,6*cf*,GS102,HS4446 Palmers'Co.Ld.Newcastle	29 ″ 3	I †
31130 YQAO	**Oltul** (*ex*Dansborg-33) *ss*Cpn.No.3-6,33 1*Dk*(*Stl*)	4308 3958 2599	✠100A1 2,37 ~~BS8,37~~ ✠LMC~~6,33~~ 2,37 *Fitted for oil fuel 10,20 F.P. above 150° F.*	Ant	*x*	CL ~~1,37~~ 11,37	1920 10mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd'sA&CP*	A.Vlasov *CellDBa123'uE23f*	380·2 P38'B244'F37' FK *173' 1132tFPT136t*	51·0	24·8	Braila Roumanian 6*BHptCem* *APT154t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 100*lb* 397NHP 3SB,9*cf*,GS179,HS6507 Blair&Co.Ld Stockton	27 ″ 3	
31131 OZNC	**Oluf Mærsk** *ss*Cpn.No.3-11,28 D.F. *ss*Cpn.No.2-37 ~~*ss*Abg.No.1-33~~ 1*Dk*(*Stl*)	1950 1764 1146	✠100A1 7,37 ~~10,36~~ BS12,37 ✠LMC MS~~5,3~~7,37 ~~BS10,34~~	Rot Cpn	*r*	CL ~~11,35~~ 6,37	1916 9mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	A/S Dampsksslsk af1912(A.P. Möller,Cpn.*Mgr.*) *Cell*	281·3 292·5(O.L.) P22'B74'F31' FK *DB252' 535t FPT*	40·2	18·9	Kalundbrg Danish 4*BHCem* *78tAPT82t*	T.3Cy.20$\frac{1}{16}$",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 180lb FD (*s*) 208NHP 2SB(Spt),4*cf*,GS74,HS3000 NedFb.v.Wrk&Spoor,Ams	21 ″ 4 s3 ″ 0½ 18 ″ 6	
31132 140449 GLDB	**Olwen** (*ex*BritishLight-37) *ss*Pts.No.3-6,30 *ss*Shl.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6470 5854 3885	✠100A1 ~~5,37~~ ~~3,36~~ 1,38 ✠LMC MS11,34 BS12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,17 F.P. above 150°F.*	Shl Cff	*a*†	CL 11,34	1917 12mo	Palmers' Co Ld. Newcastle *Lloyd'sA&CP*	TheAdmiralty *CellDBu E&B80'176t*	419·7 P104'B25'F49' FK *DTf56'534tFPT102t*	54·3	32·4	London British 16*BHptCem* (13 *to U dk*) 3 „ *2nd* „) *APT36t*	T.3Cy.28",46"&76"-51" (*s*) 180lb 180*lb* 586NHP 3SB,9*cf*,GS198,HS8760 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s5 ″ 11½ 26 ″ 11½	
31133 HPGI	**Olymp** Ⓟ (*ex*Falstria-36) TwinSc Now "Matros," see No.39239 in Supplement *OilEng.* *ss*Cpn.No.3-8,27 *ss*H.Kg.No.2-36 2*Dks*(*Stl*)	4358 3923 2771	✠100A1 9,37 ~~2,37~~ ✠LMC CS9,36 DBS2,37 9,36	Bal Got	*w*	CL 9,36	1915 3mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	~~A/S"Olymp"~~ ~~(EinarLange)~~ Y.Hvistendahl *CellDBa88'uE*	365·3 381·8(O.L.) P22'B91'F36' FK *42'f174'770t*	50·1	26·5	Panama Pnamanian 1*BH to U dk* 5 „ *2nd* „	Oil Engines 4S.C.SA 12Cy.22"-29$\frac{1}{8}$" 567NHP DB80*lb* Burmeister&Wain,Ld.Gls. *FPT49tAPT50t*	29 ″ 2 s 5 ″ 11¼ 23 ″ 7	
31134 OXRE	**Olympia** TwinSc *OilEng.* *ss*N.Yk.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4488 4127 2734	✠100A1 *withfreeboard* 10,37 ~~4,37~~ ✠LMC CS2,36 DBS~~7,37~~7,37 ~~4,36~~7,36	NYk	*z*	CL P1,35 S5,35	1930 10mo	Akt.Naks-kovSkibsvft. Nakskov *Lloyd'sA&CP*	Dampskslsk. OrientA/S (*CollBHtoShltr dk5BHto2nd dk*) *CellDB339'1124t*	384·7 400·1(O.L.) F39' FK *Tanks in way of tunnels 100tFPT110tAPT153t*	54·4	24·6	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.21⅝"-29⅝" 541NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11½ 24 ″ 6	
31135 33085 JQAB	**Olympia Maru** *OilEng.* *ss*Kob.No.2-35 2*Dks*(*Stl*)	5612 5210 3515	✠100A1 7,37 ~~2,37~~ ✠LMC CS4,35 DBS~~5,35~~7,37 2,37	Kob	*z*	CL 4,35	1927 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	MitsubishiShoji Kaisha,Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB347'1215t*	405·0 P58'B110'F41' FK *DTa28' 735t FPT126tAPT33t*	55·0	32·0	Tokio Japanese *ptCem* 4*BH to U dk* 2 „ „ *2nd* „	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB100*lb* MitsubishiZosenKaishaLd	32 ″ 0 s 6 ″ 6½ 25 ″ 7½	
31136 213095 KMWB	**Olympic** (*ex*Dayton, *ss*N.Yk.No.3-1,20 *ex*Harport) *Fitted for oil fuel* 1*Dk*(*ptIrn-ptStl*)&*deep framing* *Carrying Petroleum in bulk*	5335 5134 3352	✠ 11,25 ✠	NYk	*x*		1907 11mo	JReadhead &Sons SouthShields	OlympicSteamship Co.Ld. *CellDBa*	370·0 FK *27' uE25' f56' 277t*	50·1	32·1	L'sAngeles Utd.States 13*BHCem* *APT133t*	T.3Cy.26",42"&70"-45" 374NHP 2SB,6*rf*,GS122,HS6004 J.Readhead&Sons,S.Shl.	35 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	6 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
31137 215651 KDIV	**Olympic** (*ex*Lakeshore) *Fitted for oil fuel* 1*Dk*	1877 1631 1128			...		1917	ToledoS.B. Co. Toledo,O	E.K.WoodLumber Co.Inc.	251·0|43·8|18·9 P21'B64'F30' FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.		R †
31138 208278 KMVZ	— (*ex*Sioux) (*Ferry*) 2*Dks*	1303 — 886					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	174·6|38·6|22·8	Seattle Utd.States	T.4Cy.14",22"&(2)26½"-20" SeattleConst.& 60NHP D.D.Co.Seattle,Wash.		
* 31139 OPXA	**Olympier** Ⓟ *ss*Ant.No.3-3,33 D.F. 2*Dks*(*Stl*)	*5266* *4792* *3227*	✠100A1 3,36 MS3,33	Ant ✠LMC BS~~3,36~~ 4,37	*y*	CL ~~12,34~~ 7,37	1920 7mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow '*sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*) *CellDB*342'920*tD*	400·5|52·2|28·7 P37'B120'F45' *Intermediate* FK *'tweendk BHinafter* *hold dispensed with* *Ta*30'850*t FPT*122*t*	Antwerp Belgian *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *APT*104*t*	T.3Cy.26½",44$\frac{13}{16}$"&73"-51" 200lb (*s*) 574NHP 3SB,9*cf*,GS179,HS8523 FD Dunsmuir&JacksonLd,Gls *only*	31 ″ 0 s 5″11¾ 25 ″ 3	
* 31140 234 SVHX	**Olympos** (*ex*MountHymettus-34, *ex*Greldon-32, *ss*Sld.No.3-12,32 *ex*WarKinsman) 1*Dk*(*Stl*) *ss*Ams.No.1-37	*5216* *4760* *3241*	✠100A1 ~~10,37 4,36~~ 3,38	Lon ~~Ams~~ Bry ✠LMC2,37	*y*	CL N2,37	1918 4mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	J.A.Coulouthros& N.N.Embiricos *CellDB*345'1132*tD*	400·6|52·3|28·5 P49'B113'F38' FK *Ta*28'1120*tFPT*114	Andros Greek 7*BHCem* *tAPT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB.9*cf*,GS190,HS7020 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5″11½ 25 ″ 3½	
31141 509 SZLU	— **TwinSc** (*ex*PinelopiK.-36,*ex*Margo,*ex*Sarlos, *ex*Christophore) 1*Dk*	852 — 536					1904	Smith's DockCo.Ld. North Shields	Soc.Anon.Gen- erale deCiments	217·0|32·1|13·6	Piræus Greek *WB*	T.6Cy.11",18"&30"-21" 84NHP MacColl&Pollock,Ld.Sld.		
* 31142 136413 VJGZ	**Omana** *ss*Syd.No.3-1,27 *ss*Wln.No.2-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2550 2248 1513	✠100A1 7,37 ~~8,36~~ BS~~7,36~~ 7,37	Auk Ddn ✠LMC8,34	*t*	CL 8,36	1915 1mo *Lloyd*	Osbourne, Graham&Co. Sunderland '*sA&CP* *Inter*	UnionS.S.Co.of NewZealand,Ld. *mediateBH infore* *W*	303·0|46·2|20·2 P21'B76'F26' FK *hold dispensed with* *B=CellDB a*98'*uE*	Sydney, N.S.W. British *Cem* 4*BHonly* *&B*36' *f*126'	T.3Cy.22⅜",37"&61"-39" (*s*) 180lb 282NHP 2SB,6*cf*,GS134,HS4750 G.Clark,Ld.Sunderland 680*tFPT*40*tAPT*120*t*	22 ″ 6 s 3 ″ 5¾ 19 ″ 3	
31143 7475 SFWG	**Omberg** (*ex*Vilsund,*ex*Sigvald) 1*Dk*	*1257* *946* *692*					1920	Akt.P.Ph. Stuhrs Maskin-og SkibsAalborg	Ångf.A/B Helge (J.E.Manne,*Mgr.*)	236·7|36·1|13·4 P14'Q71'B94'F29'	Gothenbrg Swedish *WB*	T.3Cy.16",25"&42½"-30" 99NHP A/S Frichs,Aarhus		V
31144 PKEV	**Ombilin** *Mchy.Aft* 1*Dk*	5658 4532 3195					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	420·4|54·2|24·3 F42'	Batavia Dutch *WB*	T.3Cy.24½",40½"&67"&48" 311NHP NedFb.v.Wrk&Spoor,Ams		V
31145 15278 JCPA	**Omi Maru** Ⓟ 1*Dk& Shelter dk*	3393 2973 2041			...		1912	Napier& Miller,Ld. Glasgow	NipponYusenK.K.	345·5|46·3|25·5 P37'F42' *on Shelter dk* FK	Tokio Japanese *WB*	T.3Cy.24½",41"&68"-48" 456NHP Dunsmuir&Jackson,LdGls	28 ″ 0	
31146 22706	**Omine Maru** **Wood** 1*Dk*	744 624 541					1918	Osaka Zosensho Osaka	Takahama Yohochi	193·4|29·9|16·4	Nagoya Japanese	C.2Cy.18¼"&39"-27" Kwansai 65NHP DengyoK.K.,Osaka		
31147 104 SVJT	**Omonia** (*ex*Keyingham-33) *ss*Rot.No.1-38 *ss*Pir.2ndNo.3-3,34 1*Dk*(*ptIrn&ptStl*)2*trB deep framing* *& Web frames* 3*Dk rule* *Cargo battens not fitted*	*3699* *3444* *2335*	✠100A1 ~~7,37 4,36~~ 4,38 ~~BS2,37~~	Pir Rot ✠LMC~~8,35~~ 4,38	*w*	CL ~~6,35~~ 4,38	1908 1mo *Lloyd*	JLThomp- son& Sons,Ld Sunderland *sA&CP*	E.Xenios& ChristoforidesBros *CellDB*	346·5|50·8|22·9 P23'B92'F32' FK *a*119'*uE&B*40'*f*146'	Chios Greek 6*BHCem* 880*tAPT*94*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb *115lb* 329NHP NDB06*refitted*31 2SB,8*cf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
31148 FOEJ	**Omphale** *Fitted for oil fuel* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk*	6477 — 3488					1922	Ch.&Atel. deSt.Nazaire Penhöet	Cie.Auxiliaire de Navigation	422·5|57·5|29·0 P117'B33'F50'	Havre French *WB*	T.3Cy.27",44½"&75"-51" 402NHP Ch.&Atel.deSt.Nazaire		V
* 31149 42630 JGRL	**Omurosan Maru** (*ex*OmurosanMaru-38) *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9205 8098 5288	✠100A1 2,38 ~~1,37~~ DBS1,38 *CarryingPetr*	Tama ✠LMC1,37 *oleum*	*e*† *in*	CL 1,38 *bulk*	1937 1mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Tama '*sA&CP*	MitsuiBussan Kaisha,Ld. *CellDBuE*93'283*t*	491·4|65·0|36·0 512·0(O.L.) P150'F42' FK *DTsf*57'316*tFPT*1	Kobe Japanese 12*BHptCem* 00*tAPT*71*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1231NHP 3DB*200lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 0	
31150 127007 VPBR	**On Lee** Ⓟ **TwinSc** 1*Dk*	1026 417 622					1909	HongKong &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co. Ld.	168·0|34·0|10·4	HongKong British	C.4Cy.15"&31"-22" 80RHP HongKong&Whampoa DockCo.Ld.HongKong		
31151 ~~751~~ ~~SVGU~~	**Onassi Pinelopi** (*ex*Canadian Spinner-33) *ss*Vcr.No.3-4,32 *ss*Rot.No 1-37 2*Dks*(*Stl*)	*5404* *4863* *3331*	✠100A1 6,37 ~~12,35~~ BS7,36	Ant Rot ✠LMC~~4,32~~ MS6,37	*y*	CL ~~10,34~~ 5,37	1919 12mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	A.S.Onassis *CellD*	400·0|52·4|28·5 P49'B113'F39' FK *B*333'1025*t FPT*14	 Pnamanian 6*BHptCem* 9*tAPT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s 5″11¾ 25 ″ 4	
* 31152 752 SVRD	**Onassi Socratis** (*ex*Canadian Miller-33) *ss*Bly.No.3-11,33 2*Dks*(*Stl*)	*5439* *4910* *3336*	✠100A1 8,36 BS~~10,35~~ 2,37	Rot ✠LMC5,33	*y*	CL 8,36	1919 9mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	A.S.Onassis *CellD*	400·3|52·3|28·5 P49'B113'F39' FK *B*333'1025*t FPT*14	Piræus Greek 6*BHptCem* 9*tAPT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 1 s 5″11¾ 25 ″ 3½	
31153 29085 JMPE	**Ondo Maru** Ⓟ *OilEng.* 2*Dks*	688 558 362					1923	Mitsubishi ZosenKaisha Ld.Kobe	SetsuyoShosen K.K.	170·0|28·0|18·2 *Promenade dk*144'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾"-27" 194NHP Vickers,Ld.Barrow		
31154 UOAP	**Onega** 1*Dk*	1603 1250 928					1924	Bergens Mek.Værks. Bergen	U.S.S.R.	244·4|37·7|15·7 P42*t*Q104*t*B145*t* H85*t*F30*t*	Archangel Russian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		
31155 21798 KEZJ	**Oneida** (*ex*LakeGilboa) *Fitted for oil fuel* 1*Dk*2*trB*	2664 2283 1654			...		1919	Detroit S.B.Co. Wyandotte	Agwilines.Inc. (Clyde-Mallory Lines,*Mgrs.*)	251·0|43·6|26·1 P25'B64'F23' FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
* 31156 220779 KDJO	— *ss*Phl.No.3-6,34 D.F. GyC. 1*Dk*(*Stl*)	2309 1849 1440	✠100A1 9,37 ~~6,34~~ *Fitted for oil fuel* 11,20	Phl NYk ~~✠LMC6,34~~ ✠LMC9,37	*r*	CL ~~6,34~~ 9,37 *F.P. a*	1920 11mo A&CP *bove* 1	Detroit S.B.Co. Wyandotte 50° F.	FordMotorCo. *CellDB*204'531	251·0|43·6|22·2 P27'B64'F26' FK *tFPT*58*tAPT*89*t*	Dearborn Utd.States 4*BHptCem*	T.3Cy.20",33"&54"-40" (*r*) 185lb FD 265NHP 2SB(Spt),4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	

1 Numéro d'Ordre — Numéro Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R.
31157 125733 MCWL	**Oneida** ssSld.2ndNo.3–4,35 *Well deck* 1*Dk*(*ptStl*–ws) *Mchy.Aft*	675 496 270	✠100A1 ~~5,37 5,36~~ 2,38 ~~BS5,36~~ ✠LMC4,35 BS5,37 2,38 *Carrying Petroleum in bulk*	Bel	i	CL ~~2,35~~ 5,37	1908 10mo *Lloyd*'s*A&CP*	Greenock& Grangem'th DockyardCo. Grngemouth	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *WB*	165·0 Q63'B15'F26' FK =*Cell D Bu E & B*46'	32·5	12·1	London British 9*BH pt Cem* *pt Asp* 58*t FPT*25*t*	T.3Cy.14",23"&37"–24" (*s*) 180lb 70RHP 1SB,3*cf*,GS57,HS2083 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 s ″ 9¼ 12 ″ 1¾	
31158 240	**Onjo Maru** 2*Dks*	372 — 211					1913	.... Osaka	ChosenSotokufu	130·0	24·2	15·5	Jinsen, Korea Japanese			
31159 25224 JRGE	**Ono Maru No. 14** Wireless 1*Dk*	1275 1095 727					1918	Ono Seikichi Osaka	OnoShojiGomei Kaisha	220·0	32·0	20·0	Mikage Japanese	T.3Cy.14½",24½"&39½"–30" OnoTekko 86NHP Zosensho,Osaka		
31160 28082 JNRA	**Ono Maru No. 18** Ⓟ Wireless 1*Dk*	1370 1110 773					1921	Ono Seikichi Osaka	OnoShojiGomei Kaisha	225·0 P21'B54'F23'	34·0	20·0	Fuchu Japanese *WB*	T.3Cy.16",27"&45"–36" 121NHP OnoTekko Zosensho,Osaka		
31161 220782 KDJR	**Onondaga** ssPhl.No.3–11,34 D.F. GyC. 1*Dk*(*Stl*)	2310 1949 1440	✠100A1 ~~7,37 8,36~~ 5,38 BS~~11,36~~ ✠LMC11,34 7,37 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Phl NNs	r	CL ~~10,34~~ ~~7,37~~ 2,38	1920 8mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. *Cell DB*204'5	251·0 P27'B64'F26' FK 31*t FPT*58*t APT*89*t*	43·6	22·2	Dearborn Utd.States 4*BH pt Cem*	T.3Cy.20⁵⁄₁₆",32"&54"–40"(*r*) 185lb FD 265NHP 2SB(Spt),4*cf*,GS88,HS3940 DetroitS.B.Co Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
31162 9447 JBUC	**Onshu Maru** Ⓟ (*ex*BjörnstjerneBjörnson) Wireless 1*Dk & Spar dk*	1185 1084 696					1904	Nylands Værksted Oslo	KitaNipponKisen K.K.	229·1 H76*t*	32·6	12·7 19·0	Fuchu Japanese *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		
31163 153112	**Ontadoc** (*ex*Sirius,*ex*R.L.Ireland) *Mchy.Aft* 1*Dk2trB*	4467 4266 3082					1903	Chicago S.B.Co. Chicago	PatersonSteam- ships,Ld. *WB*	423·8	50·2	23·9	FtWilliam Ont. British	T.3Cy.22⁵⁄₁₆",35"&58"-40" 213NHP ChicagoS.B.Co.		R
31164 201165 WMCZ	**Ontario** Sub.Sig. D.F. 4*Dks*	3099 — 1952					1904	NewYork S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo	292·2	42·2	15·9 24·0	Baltimore Utd.States	T.3Cy.28",45"&72"–54" 381NHP NewYorkS.B.Co.CmdnNJ		
31165 125983 VGTW	**Ontario No. 1** Ⓟ TwinSc (*Car ferry*)	5146 — 3229					1907	Canadian S.B.Co. Toronto	OntarioCarFerry Co.Ld.	317·0	54·2	36·0	Montreal British	T.6Cy.20½",32½"&54"–36" 350NHP CanadianS.B.Co.Toronto		
31166 137978 VGTX	**Ontario No. 2** Ⓟ TwinSc (*Car ferry*) 2*Dks*	5568 4812 3376					1915	PolsonIron WorksCo.Ld. Toronto	OntarioCarFerry Co.Ld.	307·5	54·0	20·2	Montreal British *WB*	T.6Cy.20¼",33"&54"–36" 350NHP PolsonI.W.Co.Ld.Toronto		
31167 152788 VGTZ	**Ontariolite** TwinSc *OilEng.* *Cruiser Stern* ssHfx.No.2–33 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Mchy.Aft* *Longitudinal framing*	8889 8499 4284	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~3,37~~ ✠LMC CS6,35 DBS~~3,37~~1,38 9,36 *Carrying Petroleum in bulk*	StJ Hfx		CL 9,36	1925 12mo *Lloyd*'s*A&CP*	Frd.Krupp A.G. Kiel	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,*Mgr.*) *Cell D Bu E*64'135*t* *DTa*21'108*t*	470·0 489·6(O.L.) B33'F39' FK *DTf*36'315*t* *FPT*186*t* *APT*106*t*	63·2	35·3	Montreal British 18*BH pt Cem* *pt Asp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.25⁵⁄₁₆"–51³⁄₁₆" 905NHP 2WaterTubeDB200lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 8 27 ″ 2¼	
31168	**Onto** (*ex*Reval–37,*ex*Ailsa–36, *ex*Papendrecht) 1*Dk*	1340 1152 771					1918	H.teVeld- huis Papendrecht	O/YFinskaInsjö A/B(Fred.Nichols &Son,*Mgrs.*)	237·6 P24'B62'F22'	36·5	15·9	Helsingfrs Finnish *WB*	T.3Cy.18",29"&48"–30" 126NHP Ca.Kuypers,Rotterdam		C
31169 189501	**Onyx** *Well deck* ssGls.2ndNo.3–2,35 *Now "Porthlagra," see No. 39680 in Supplement* *Cargo battens not fitted* 1*Dk*(*ptStl*)	592 416 241	✠100A1 8,37 ~~5,36~~ ✠LMC MS2,35 BS~~8,34~~ 8,37	Bly Bwg	i	CL ~~5,36~~ 8,37	1910 6mo *Lloyd*'s*A&CP*	Scott& Sons Bowling	PorthShippingCo. Ld.(R.P.Care& Co.Ld.*Mgrs.*) *WB*=*Cell*	175·1 182·2(O.L.) Q96'B11'F32' BK7¾" *DBf*103'153*tFPT*	28·1	10·8	Glasgow British 3*BHCem* 35*tAPT*4*t*	T.3Cy.15",25½"&41"–30"(*s*) 170lb 85RHP 2SB,4*pf*,GS65,HS1852 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 6 13 ″ 2	
31170 137226 VJNM	**Oorama** 3Mst ssSyd.No.3–1,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1051 721 589	✠100A1 ~~9,36~~ 11,37 ~~BS9,36~~ ✠LMC~~1,34~~ 11,37	Syd	m	OG N4,35	1921 12mo *Lloyd*'s*A&CP*	J.Fullerton &Co. Paisley	TheAdelaide SteamshipCo.Ld. *CellD*	210·4 Q115'B11'F26' FK *Bf*128'196*tFPT*70*t*	33·2	12·9	P.Adelaide British 3*BHCem* *APT*35*t*	T.3Cy.17",27½"&45"–33"(*s*) 180lb 156NHP 2SB,4*cf*,GS82,HS2800 Ross&Duncan,Govan	15 ″ 3 s 4 ″ 9¼ 14 ″ 7½	
31171 PGNC	**Oost-Vlaanderen** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	421 292 286					1931	J.Smit& Zoon Foxhol	N.V.Scheepsvaart Maats.Limburg (T.denHartigh, *Mgr.*)	148·8 P43'F17'	25·5	9·2	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–17¾" 47NHP Motorenfbr "Deutz" A.G. Köln-Deutz		V
31172 153801 VTCX	**Oostcappelle** ssBom.No.1–37 ssBom.No.3–1,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	751 519 348	✠100A1 12,37 ~~3,37~~ ~~BS3,37~~ ✠LMC~~1,34~~ 12,37	Bom	j	OG ~~7,34~~ 12,37	1921 7mo A&CP	NVScheep. v.d.Windt Vlaardingen	ThobanDevji, PadamsiShivji &MeghjiGopalji *Cell D Ba*35'	180·2 Q52'B51'F22' FK *uE*17'/81'171*tFPT*	28·2	12·4	Bombay British 4*BHCem* 24*tAPT*15*t*	T3Cy15½",24⅝"&40⁵⁄₁₆"–27⁵⁄₁₆" 185lb (*s*) 143NHP 2SB,4*cf*,GS72,HS2873 Scheepswf.&Mach.deKlop, Sliedrecht	14 ″ 6 s ″ 8½ 13 ″ 11½	
31173 PGNH	**Oostzee** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	336 239 159					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·5 P39'F14'	22·9	9·6	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10⅝"–15¾" 68NHP MtrnWerkeMannheimAG		V
31174 PGNQ	**Ootmarsum** ssRot.No.1–38 ssRot.No.3–5,33 D.F. 1*Dk*(*Stl*)	3684 3315 2209	✠100A1 4,38 ~~8,36~~ BS~~8,36~~ ✠LMC~~5,33~~ 4,38 MS1,38 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Rot	w	OG 8,36	1920 5mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee" (Vinke &Co.*Mgrs.*) *Intermediate BH in after hold dispensed with* *CellD*	360·2 P30'B229'F27' FK *B*304'950*t FPT*74*t*	48·2	22·8	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	T3Cy25½"40"&67⁵⁄₁₆"–45"(*s*) 180lb FD 426NHP 3SB(Spt)6*cf*,GS132,HS6312 Kon.Maats.deSchelde, Flushing	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
31175 PKEA	**Op ten Noort** TwinSc *CruiserStern* *Fitted for oil fuel* 3*Dks*	6076 — 3566					1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	424·5 F45'	55·2	22·2	Batavia Dutch	C.8Cy.(4)22"&(4)47½"–47½" 616NHP Werkspoor,Amsterdam		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31176 162907 GJMC	**Opawa** TwinSc OilEng. ssFal.No.1-35 2Dks(Stl)3rddk(Stl)in forward holds E.S.D. Rudder electrically welded D.F. Ref.Mchy. CruiserStern	10354 9313 6235	✠100A1 7,37 ~~1,37~~ ✠LMC DBS~~6,35~~7,37 ✠Lloyd'sRMC~~1,37~~ ~~7,37~~ 1,38	Liv Gls CS6,35 6,35	*f*†	CL 1,37	1931 4mo	A.Stephen &Sons,Ld. Glasgow Lloyd's A&CP	NewZealand ShippingCo.Ld. Duct keel fwd. of mchy. space CellDB343'1392tTanks in way of tunnels 1005t DT sf41' 294t FPT88t APT94t	471·0 P66'B234'F81' FK	67·3	36·8	Plymouth British 8BHvtCem	Oil Engines 2S.C.SA 18Cy.26¾"-47¼" 2243NHP 3DB100lb A.Stephen&Sons,Ld.Gls.	40″0 s 7″10 3″5½	
31177 DJPZ	**Ophelia** CruiserStern 1Dk	1436 1260 799					1935	Lübecker Maschb.Ges. Lübeck	A.Kirsten	268·8 P216'F29'	39·4	14·6	Hamburg German WB	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"-31½" 93NHP OttensenerMch.G.m.b.H. Altona		G
31178 FOEK	**Ophélie** Fitted for oil fuel Mchy.Aft 2Dks D.F. CarryingPetroleum in bulk	6477 — 3488					1922	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Auxiliaire de Navigation	421·6 P117'B33'F50'	57·5	29·0	Havre French WB	T.3Cy.$27\frac{5}{32}$",44½"&$74\frac{13}{16}$"-51" 398NHP Cb.&Atel.deSt.Nazaire		V
31179 PKGF	**Ophir** TwinSc Ref.Mchy. OilEng. CruiserStern 2Dks	4115 3802 2142					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	370·4 P29'B143'F40'	51·7	19·8	Batavia Dutch WB	Oil Engines 4S.C.SA 16Cy.27½"-47¼" 1175NHP WerkspoorN.V.Ams.		V
31180 LEOR	— 1Dk	1005 784 621					1906	Bergens Mek.Værks. Bergen	A/S D/S Ophir (RasmusF.Olsen)	225·1 Q115tB50tH6tF31t	32·1	13·2	Bergen Norwegian WB	T.3Cy.16",25"&43"-30" 101NHP BergensMekVærks Bergen		N
31181 EGES	— ssBbo.No.3-7,26 Well deck Mchy.Aft ssBcl.No.2-35 1Dk(Stl)	577 372 217	✠100A1 8,35 LMC8,35 CarryingPetroleum in bulk NO LATER SURVEY REPORTED	Bcl	*h*	CL 7,35	1919 11mo	Echevarrieta y Larrinaga Cadiz Lloyd's A&CP	Cia.Arrendataria delMonopolia de PetroleosS.A. CellD Bf92' 136t FPT43t APT7t	164·0 Q94'B11'F25' BK7"	26·2	10·3	Bilbao Spanish 7BHCem	T.3Cy.12",20"&32"-24" (s) 165lb 75NHP 1SB,2cf,HS1505 AlexanderBros.Bcl.	12″10 s 4″3½ 13″0	
31182 124102 MCST	— ssLiv.2ndNo.3-8,33 Well deck Mchy.Aft ssLiv.No.1-38 1Dk(Stl-pt teaks)	469 350 172	✠100A1 4,38 ~~1,36~~ BS7,37 ~~MS8,33~~ 3,38	Liv ✠LMC BS~~12,35~~	*g*	CL ~~1,36~~ 3,38	1907 12mo	AilsaS.B. Co.Ld. Ayr Lloyd's A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) WB=CellDB f79' 112t FPT 48tAPT7t	155·1 Q50'B10'F29' BK7"	26·2	10·5	Liverpool British 3BHCem	C.2Cy.18"&40"-27" (s) 130lb 94RHP 1SB,3pf,GS51,HS1752 Ross&Duncan,Glasgow	13″1 s ″11¼ 12″9	
31183 149684 GSLR	**Oporto** ssHul.No.2-36 1Dk(Stl)2ndDk(Stl)in fore holds CruiserStern	2352 1540 1437	✠100A1 ~~9,37~~ ~~1,37~~ 3,38 BS8,37	Liv ✠LMC7,36	*r*	CL ~~7,34~~ 9,37	1928 7mo	Ramage& Ferguson,Ld. Leith Lloyd's A&CP	EllermanLines,Ld. (Ellerman&PapayanniLinesLd. Mgrs.)	270·6 P&B178'F51' FK CellDB231' 453tAPT13t	40·2	18·4	Liverpool British 6BHptCem	T.3Cy.17½",30"&52"-36" (s) 220lb 269NHP 2SB,6cf,GS107,HS4026 FD Ramage&Fergusn,Ld.Lth.	20″6 s 1″2 19″6¼	
31184 DHSL	**Optima** Wireless D.F. Mchy.Aft 1Dk CruiserStern	1249 1040 653					1925	Flender Act.Ges. Lübeck	ArgoReederei RichardAdler&Co.	238·6 P&B196'F24'	37·7	14·7	Bremen German WB	T.3Cy.$17\frac{11}{16}$",$28\frac{9}{16}$"&$45\frac{11}{16}$"-$30\frac{11}{16}$" 116NHP OttensenerMch.G.m.b.H. Altona		G
31185	**Optimist** (exDelphin-32, exNavyVesselDelphin) OilEng. Mchy.Aft 1Dk	305 250 152					1906	G.Howaldt Kiel	"Tille"Compania NavieraS.A. (H.W.Stock,Mgr.)	131·8 Q24'F21'	27·1	12·7	Callao Peruvian WB	Oil Engines 4S.C.SA 6Cy.11"-$16\frac{9}{16}$" 70NHP NE31 Bohn&KählerA.G.Kiel		C
31186 LEOS	**Ora 2** Wood Wrecked by Ice 4,38 (exOra-37) 1Dk	1096 823 571					1924	O.B.Sören-sen&Co. Arendal	D/S A/S Ora(O.B. Sörensen&Co.)	192·5 Q69tH57tF30t	35·4	19·9	Arendal Norwegian	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		N
31187 HRBO	**Oradell** ssNOs.No3-3,36 2Dks(Stl-Uws) 3rdtrB in holds	*1645* *1381* *839*	✠100A1 ~~6,37~~ ~~12,36~~ 3,38 MS3,36 Fitted for oil fuel 2,24 F.P. above 150° F.	NNs ~~Bal~~ ✠LMC BS~~12,36~~ 11,37	*q*	CL ~~11,34~~ 3,38	1924 2mo	Swan,Hunter& Wigham Richardson, Ld Newcastle Lloyd's A&CP	StandardFruit& S.S.Co.	254·9 F26' FK CellDB210'281t FPT 12tAPT18t	35·6	21·5	LaCeiba Honduran 4BHptCem	T.3Cy.20",33"&56"-39" (s) 200lb 305NHP 2SB,6cf,HS4600 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23″6 s 3″9 20″0	
31188 146024 GFRQ	**Orama** Ⓟ TwinSc ssLon.No.3-10,36 ~~ssLon.No.2-33~~ Ref.Mchy. 3Dks(Stl-Weather dk teaks) Sub.Sig. 4th dk(Stl)in fore holds & 3 D.F. after holds, 5th dk in No.1 hold E.S.D. CruiserStern	19840 12211 ~~11840~~ 11751	✠100A1 withfreeboard 2,38 ~~10,37~~ MS11,35 ✠Lloyd'sRMC~~1,37~~ ~~5,37~~ 2,38 ~~10,37~~ Fitted for oil fuel 10,24 F.P. above 150° F.	Lon BS5,37 ✠LMC ~~BS5,36~~	*o*†	CL s9,36 PN1,37	1924 10mo	Vickers,Ld Barrow Lloyd's A&CP	OrientStm.Nav. Co.Ld. Duct keel in Nos.2,3&4 holds CellDB510'2050tDT at sides of ER in way of tunnels 1254tFPT85tAPT152t	632·0 658·3(O.L.) B349' UpperB300' F74' FK Collision BH to W dk	75·2	32·9	Barrow British 12BHptCem	6SteamTurbinesSR geared to 2 Sc. Shafts (s) 215lb HS47232 3856NHP 6DB&4SB(Spt),64cf, GS3072 FD Vickers,Ld.Barrow	37″6 s7″4¾ 30″5¼	BT till 1,38
31189 140300 GVTT	**Orangeleaf** TwinSc ssPly.No.3-1,30 ssPly.No.2-37 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5928 5295 2315	✠100A1 4,37 BS2,38 CarryingPetroleum in bulk Fitted for oil fuel 6,17 F.P. above 150° F.	Ply ✠LMC4,37		CL 3,37	1917 4mo	JLThompson&Sons,Ld Sunderland Lloyd's A&CP	TheAdmiralty	405·0 P36'B32'F89' FK CellDBuE&B87' 384t DT f48' 214t FPT67tAPT174t	54·5	32·6	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1086NHP 6SB,18cf,HS16860 FD G.Clark,Ld.Sunderland	35″2 s6″9¼ 28″7½	
31190 147441 GJST	**Orangemoor** ssBly.No.3-4,36 1Dk(Stl)&Shelter dk(Stl)	5775 5544 3657	✠100A1 Shelter dk withfreeboard 11,37 ~~2,37~~ BS~~4,37~~ 6,38	Syd Rot ✠LMC4,36	*y*	CL 4,36	1923 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	MoorLine,Ld.~~(W.~~ (RuncimanShippingCo.Ld.Mgrs.) CellDBa145'u E23'f 166'1217tAPT74t	399·6 F38' on Shelter dk FK Collision BH to Sh dk 5 " " U "	53·0	32·8	London British Cem	T.3Cy.27",45"&75"-48" (s) 180lb 503NHP 3SB(2Spt),9cf,GS153, HS7095 FD N.E.MarineEngCoLd.Nwc	35″5 s9″4¼ 26″4	
31191 218874	**Orani** Fitted for oil fuel 1Dk2trB&Shelter dk Longitudinal framing	6040 5600 4506					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·4 P34'F38'	53·1	32·0	Seattle Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
31192 6163 SDFN	**Orania** ssHbg.No.3-5,31 ssNYk.No.1-36 1Dk(Stl)	*1854* *1621* *1084*	✠100A1 3,36 BS5,37	NYk ✠LMC2,36	*r*	OG 3,36	1919 8mo	Lindholmens V.A. Gothenburg A&CP	RederiA/B Fredrika(E.Högberg, Mgr.)	262·0 P26'B151'F24' FK Cell DB223'470t APT41t	42·7	18·1	Stockholm Swedish 4BHCem	T.3Cy.20½",33"&55"-36" (s) 175lb FD 216NHP 2SB(Spt),4cf,GS66,HS2850 LindholmensV.A.Got.	20″6 s1″8¾ 18″11	
31193 LEOT	— (exAvilesino) 1Dk	1182 1000 696					1919	MossVerft Moss	D/S A/S Ora(O.B. Sörensen&Co. Mgrs.)	226·3 P40tH59tF32t	36·6	15·7	Arendal Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP MossVerft,Moss		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
31194 PGOJ	**Oranje Nassau** Ⓟ ssAms.2ndNo.3-4,35 2*Dks*(*Stl-U*teaks)3*trB* D.F. *Well deck*	3701 2576 2174	✠100A1 ~~3,37~~ ~~12,36~~ 3,38 ✠LMC MS1,35 BS~~5,3~~ 5,37	Ams	*v*	OG ~~11,34~~ NS,38	1911 6mo	Kon.Maats deSchelde Flushing A&CP	Koninkl.Nederl. Stoomb.Maats.	337·6|44·2|23·3 P&B218'F66' FK&BK2"	Amstrdam Dutch	T.3Cy.25",41½"&68"-51"(*s*) 180lb 501NHP 3SB,9*cf*,GS186,HS7827 FD Maats.deSchelde,Flushing	26 ″ 0 s2 ″ 9½ 23 ″ 6	
									WB=CellDBa76'f135'326tAPT20t					
							Intermediate bulkheads in fore & after holds dispensed with—4BH only Asp							
31195 PGOH	— Ⓟ **TwinSc** ssRot.2ndNo.3-5,33 Sub.Sig. 3*Dks*(*Stl-Uptws*) ssRot.No.1-37	2885 2405 1133	✠ A- *withfreeboard* ~~2,37~~10,36 5,38 ✠NB9,32 ✠LMC MS2,~~33~~6,31 BS2,~~37~~ 1,38	Rot		OG 9,35	1909 11mo	Fairfield Co.Ld. Glasgow	Stoomv.Maats. "Zeeland"	350·0|42·7|16·4 23·9 F60' FK	Flushing Dutch *8BHAsp*	T8Cy.(2)28",(2)43½",(4)49"-33" 200lb (*s*) 1130NHP 4DB.24*cf*,GS534,HS19440 FD FairfieldCo.Ld.Glasgow	25 ″ 0 s11 ″ 11¾ 13 ″ 4	
									WB=CellDBuE12'23tAPT56t					
			For Channel Service Flushing & Harwich *also European Summer Cruising*											
31196 PGOO	**Oranjepolder** ssRot.No.2-37 ~~ssRot.No.1-33~~ 1*Dk*(*Stl*) *Ref.Mchy.*	856 610 443	✠100A1 *withfreeboard* ~~12,36~~12,37 ~~BS12,36~~ ✠LMC~~12,33~~ 12,37	Rot	*m*	CL ~~12,36~~ 12,37	1929 11mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	N.V.Stoomv. Maats. "Westpolder"	210·2|32·2|12· Q66'B&F144' FK	Rottrdam Dutch *4BHCem*	T.3Cy.17½",28$\frac{1}{16}$"&46$\frac{1}{16}$"-36" 180lb (*s*) 175NHP 2SB,4*cf*,GS166,HS3180 Penn en Bauduin,Dordrcht	14 ″ 0 s ″ 2 13 ″ 10½	
									CellDB167'219tFPT36tAPT10t					
31197 149907 GNFD	**Oranjestad** **TwinSc** ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)	2396 1743 1242	✠100A1 *withfreeboard* 8,37 ~~12,36~~ BS12,36 ✠LMC8,35	Cco	*l*	s8,37 CL P8,37	1927 9mo	Harland& Wolff,Ld Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*)	305·7|50·2|14·3 P67'F34' FK *Trunk dk204'*	London British *7BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
			Carrying Petroleum in bulk *Fitted for oil fuel 9,27 F.P. above 150° F.*						*Wing tanks f286t a356t FPT60t APT75t*					
31198 105311 MQSJ	**Oranmore** (*ex*Northford, *ex*BeaconRock) ssBel.3rdNo.3-9,31 ssBel.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	495 352 194	✠100A1 4,38 ~~6,36~~ ✠NB3,15 ✠LMC MS7,36 BS~~1,37~~ 3,38	Bel	*h*	5,36	1895 6mo	AilsaS.B. Co. Troon A&CP	JohnKellyLd.(W. Clint,*Mgr.*)	170·0|25·9|11·7 Q93'B10'F28' BK7"	Belfast British *3BHCem*	C.2Cy.19"&42$\frac{1}{16}$"-30" (*s*) 115lb 69RHP 1SB,3*pf*,GS56,HS1492 Muir&Houston,Glasgow	12 ″ 10 s4 ″ 4½ 13 ″ 0	
										DBf11'34tFPT14tAPT8t				
31199 ~~YTFN~~	**Orao** (*ex*Pontbriand-35, *ex*Pennyworth-35, ssNwc.No.3-1,30 *ex*Gogovale) ssQbc.No.1-34 E.S.D. 2*Dks*(*Stl*)	5388 *4986* *3418*	✠100A1 12,36 ✠NE3,19 ✠LMC11,34 BS~~5,34~~5,37	Bry	*z*	CL 12,36	1916 10mo	Greenock& Grngemouth Dkyrd Co.Ld. Greenock *Lloyd's A&CP*	Soc.Anon.Cooperativa diNav. "Garibaldi"	410·2|53·5|28·4 425·0(O.L.) P35'B171'F41' FK	 Italian *Cem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s5 ″ 9½ 25 ″ 5	
								'Tween dk BH in after hold dispensed with 6BH to Udk 1 ,, 2nd ,, only						
								CellDBa&uE147'f189'1163tDTa33' 985tAPT49t						
	Now "XXIV Maggio," see No. 40360 in Supplement													
31200 121193 VJVD	**Orara** Ⓟ Wireless *Ref.Mchy.* 2*Dks*	1297 1141 629					1907	Scott of Kinghorn,Ld. Kinghorn	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	240·3|33·9|19·9	SydnyNSW British *WB*	T.3Cy.22½",37"&60"-36" 216NHP Scott of Kinghorn,Ld.Kgn		
31201 162906 GJKX	**Orari** **TwinSc** *OilEng.* ssLiv.No.1-35 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in forward holds* *Ref.Mchy.* *Rudder electrically welded* *CruiserStern*	10350 9313 6236	✠100A1 ~~9,37~~ ~~3,37~~4,38 ✠LMC CS4,35 DBS~~3,37~~4,38 ~~10,35~~7,37 ✠Lloyd'sRMC~~3,37~~ 4,38	Liv	*f*†	CL 3,36	1931 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	NewZealand ShippingCo.Ld.	471·0|67·3|36·8 P66'B234'F81' FK	Plymouth British *8BHptCem*	Oil Engines 2S.C.SA 18Cy.26¾"-47¼" 2243NHP 3DB*100lb* SulzerBros.Winterthur	40 ″ 0 s7 ″ 10½ 32 ″ 5	
									Duct keel forward of mchy. space *CellDB343'1392tTanks in way of tunnels1005tDTsf41'294tFPT88tAPT94t*					
31202 913 IBHK	**Orata** (*ex*EmanueleAccame-37, *ex*Reliance,*ex*KnightCompanion) D.F. 3*Dks*	7987 — 5976	✠ 1,13 ✠	Liv	*c*†		1910 8mo	C.Connell &Co.Ld. Glasgow	"Polena"Società di Navigazione	484·0|58·0|40·0 B167' FK	Genoa Italian *WB*	T.3Cy.26½",44"&74"-48" 538NHP D.Rowan&Co.Glasgow	42 ″ 10	I †
31203 1481 IBRZ	**Orazio** Ⓟ **TwinSc** *OilEng.* ssGen.No.2-36 ~~ssGen.No.1-32~~ 3*Dks*(*Stl*)&*Shadedk*(*Stl*-teaks) 4*th dk*(*Stl*)*inNo.3hold* *Ref.Mchy.* D.F. *CruiserStern*	11669 9464 6779	✠100A1 *withfreeboard* 6,37 ~~9,35~~ ~~3,37~~ 1,38 ✠LMC CS10,36 DBS~~10,36~~10,37 ~~10,36~~3,37 ✠Lloyd'sRMC~~3,37~~ ~~6,37~~ 10,37 "F" dk. chambers for temp. 32° F.	Gen	*f*†	CL 7,36	1927 10mo	Cantieri ed Officine Meridionali Baia *Lloyd's A&CP*	"Italia"Soc.Anon. di Nav.	506·1|61·8|40·6 482·8 FK	Genoa Italian *9BHptCem*	Oil Engines 4S.C.SA 16Cy.29½"-51$\frac{3}{16}$" 1312NHP 2NDB28*100lb* StabilimentoTecnico,Tri.	36 ″ 1 s9 ″ 1½ 27 ″ 1½	
									CellDB404'1586tDTa161t Tanks in way of tunnels500tFPT119tAPT137t					
31204 137467 GLTQ	**Orbita** Ⓟ **TrpSc** ssBel.No.3-4,27 ssLiv.No.2-35 2*Dks*(*Stl*)&*Awngdk*(*Stl-ptws*)*Shade dk*(*Stl*)3*rddk*(*Stl*)*inNos.1,2&3holds* *Ref.Mchy.* D.F.	15495 12425 ~~9489~~ 9484	✠100A1 *withfreeboard* BS9,37 ~~9,37~~ 4,38 ✠LMC MS12,34 ~~BS9,36~~	Liv	*k*†	CL C9,37 S3,37 PN3,37	1915 4mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	PacificStmNavCo.	550·3|67·3|43·0 569·2(O.L.) FK&BK2"	Liverpool British *10BHCem*	T.8Cy.(2)26½",(2)42"&(4) 47½"-51" 215lb 1LPTurbine 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35 ″ 10½	BT till ~~9,37~~ 9,38
			Fitted for oil fuel4,27 F.P. above 150° F.					*CellDBa145'uE&B142'f188'1898tFPT211tAPT125t*		*Tanks at sides of tunnels1288t*				
31205 165501 GZSR	**Orcades** Ⓟ **TwinSc** D.F. E.S.D. GyC.2*Dks*3*rd dk in holds* *Ref.Mchy.* *CruiserStern*	~~23400~~ 23456 13096 14039	✠100A1 *withfreeboard* 5,38 ~~7,37~~10,37 BS10,37 *Fitted for oil fuel 7,37 F.P. above 150° F.* ✠LMC1,37 ✠Lloyd'sRMC~~7,37~~1,38	Brw Lon		CL	1937 7mo	Vickers-Armstrongs, Ld. Barrow *Lloyd's A&CP*	OrientSteamNav. Co.Ld.	639·3|82·2|33·6 664·5(O.L.)LowerB& F624'B&P4'(Upper B325'UpperF81' FK	London British *11BHptCem* (2,,*to2nddk*)	6Steam Turbines SR geared to 2 Sc. Shafts 450lb HS37030 (*s*) 4012NHP 4WTB(Spt)& 2AuxWTB(Spt) FD VickersArmstrongsLd.Brw.	38 ″ 0 s8 ″ 3½ 30 ″ 2	BT till 7,38
								Duct keel forward of mchy space [illegible] *Tanks in way of tunnels96'820t Wingtanks in E.R.63'37tDTs1200tFPT11*[illegible]*tAPT195t*						
31206 161920 MPVR	**Orchy** 2*Dks*	1090 909 429					1930	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	246·3|36·1|15·8 P&B144'F43'	Glasgow British *WB*	T.3Cy.17",28½",&48"-36" 138NHP AilsaS.B.Co.Ld.Troon		C
31207 TCCN	Sunk by Collision 10,37 **Ordu** (*ex*Tidjaret,*ex*Torgout, **Iron** *ex*Messoud, 3rdSurveyLiv.8,92 *ex*MarieLouise,*ex*Valetta, 1*Dk*2*trB* *ex*Julia,*ex*EssereDjidid, *Well deck* *ex*Barnesmore)	1518 — 918	✠ 2,95	Liv	Lv		1880 5mo	T.Royden &Sons Liverpool	KaptanZadéYekta	259·5|33·9|17·9 Q89'B55'F33' FK	Istanbul Turkish *WB*	C.2Cy.28"&56"-39" NB12 163NHP J.Jack&Sons,Liverpool	20 ″ 8	
31208 135539 GLTS	**Orduña** Ⓟ **TrpSc** ssSou.No.3-12,25 ssLiv.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awngdk*(*Stl-ptws*)&*Shadedk*(*Stl*)3*rddk*(*Stl*)*in Nos.1,2&3holds* D.F.	15507 12425 ~~9571~~ 9565	✠100A1 *Awng dk* *withfreeboard* BS2,38 7,37 1,37 ✠LMC MS10,32 ~~BS1,37~~	Liv		CL ~~9,34~~ P&S 7.37 C1,38	1914 2mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	PacificStmNavCo.	550·3|67·3|43·0 FK&BK2'	Liverpool British *10BHCem*	T.8Cy.(2)26½",(2)42"&(4) 47½"-51"&1LPTurbine 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35 ″ 10½	BT till 1,38
			Fitted for oil fuel 12,26 F.P. above 150° F.						*Tanks at sides of tunnels 1288t* *CellDBa145'uE&B142'f188'1898tFPT211tAPT125t*					
31209 FNRW	**Orégon** Ⓟ **TwinSc** *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4|61·2|27·5	Havre French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝"-35½" 1950NHP BremerVulkan,Vegesack		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in R. Date of R. of Trade Cert.
31210 219755 KUJZ	**Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *Fitted for oil fuel* *ex*Quabbin) 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* **D.F.** *CarryingPetroleum in bulk*	7017 6514 4357			...		1919	MooreS.B. Co. Oakland,Cal.	TheTexas Company	425·8 P106'B40'F41'	57·0	31·2 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
31211 220105 KUTD	— (*ex*Oakridge, *Fitted for oil fuel* *ex*AnnaE.Morse) 1*Dk*&*Shelter dk* **D.F.** *Longitudinal framing*	6057 5559 3785			...		1920	Virginia S.B.Corp. Alexandria, Va.	BulkCarriers Corporation	402·6 P34' F38'*on Shelter dk*	53·2	32·0	Portlnd,Or Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.	34 ″ 6	R †
31212 OZOC	— **TwinSc** *OilEng.* **D.F.** 1*Dk*&*Shelter dk*	4774 4363 2900					1916	Akt.Bur-meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	407·8	54·2	34·4	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{16}$"-$35\frac{3}{16}$" 622NHP Akt.Burmeistr&Wain,Cpn		V
31213 215742 KLHH	— **WoodTwinSc** *OilEng.* *Mchy.Aft* 2*Dks*	1849 — 1357					1917	Alaska PacificNavCo Seattle	Independent NavigationCo.	215·0 P61'F41'	41·9	20·5	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.16"-24" 300NHP NE18*refitted*24 M'Intosh&SeymourCorp., Auburn,N.Y.		
31214 214322 KJTO	— **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	989 — 628					1916	A.Petersen Aberdeen, Wash.	WilsonBros.&Co.	200·1	41·0	14·7	S.Frncisco Utd.States	T.3Cy.13",21"&36"-24" Moore&Scott 64NHP IronWorks,Oakland,Cal.		
❊ 31215 LGNX	**Oregon Express** **TwinSc** *OilEng.* *Ref Mchy.* 2*Dks*(*Stl–Weather dk* ws) **D.F.** 3*rd dk in forward holds* *CruiserStern*	3642 2956 2176	✠100A1 *withfreeboard* 9,37 ~~8,37~~ ✠LMC10,33 ✠Lloyd'sRMC~~4,37~~ ~~8,37~~ 3,38 for temp. 31° F.	Rot	*v*	CL P9,36 SN3,37	1933 10mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	SkibsA/S"Eks-press"(S.Herlofson &Co.A/S,*Mgrs.*) *CellDBu*	338·4 334·4 351·8(O.L.) F131' *E&f*158'446*tDT's a*	47·2	27·1 FK	Oslo Norwegian 5*BH* (2*to Wthr dk* 3 ,, 2*nd* ,,) 688*tFPT*35*t*	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 724NHP GotaverkenA/B,Got *APT*60*t*	30 ″ 6 s 9 ″ $7\frac{1}{4}$ 21 ″ 3	
❊ 31216 26823 JOPD	**Oregon Maru** *ss*Kob.No.3-8,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 4,36 ✠LMC~~5,36~~ 10,37 *Fitted for oil*	Kob *fuel* 9.20	*y*	OG ~~5,35~~ N9,37 *F.P. a*	1920 9mo *bove* 1	Kawasaki Dkyd.Co.Ld Kobe A&CP 50° F.	Kawasaki KisenK.K. *CellDB*327'1126	385·0 *tFPT* 127*t APT*94*t*	51·0	36·0 FK *Collision*	Kobe Japanese *ptCem* *BHtoAw dk* 5 ,, ,, *U* ,,	T.3Cy.26",$43\frac{1}{2}$"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s 9 ″ $3\frac{1}{2}$ 27 ″ 1	
31217 214725 WACR	**Oregonian** (*ex*SantaRosa) *Fitted for oil fuel* *ss*Bos.No.3-11,28 **D.F.** *ss*S.Fo.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Web frames*3*rd dk*(*Stl*)*inNo.*1*hold only* *Longitudinal framing*	4862 4353 2871	✠ ... 5,34 ✠	SFo	*z*		1917 1mo	WCramp& SonsS&EBCo Philadelphia *CellDB*350'	American- HawaiianS.S.Co. 1229*tDTf*32' 826*t*	404·6 *FonShelter dk*31' *FPT*71*tAPT*16*t*	53·9	34·2 FK *Co*	NewYork Utd.States *Cem* *llBHtoSh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd* ,,	Q.4Cy.$25\frac{1}{2}$"37"$52\frac{1}{2}$"&76"-54" 631NHP 3SB.12*cf*,GS214,HS8881 WCramp&SnsS&EBCoPhl *only*	28 ″ 9	R †
31218 OYDS	**Orehoved** Ⓟ (*RailwayFerry*) (*Screws fore&aft*) 1*Dk*	789 717 322					1916	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	222·9	34·5	14·1	Masnedö Danish *WB*	C.2Cy.19"&38"-20"(*forwd*) C.2Cy.19"&38"-20"(*aft*) 108NHP HelsingörsJernsk.&Mskb.		
31219 DOOH	**Orest** 1*Dk*2*trB*	652 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0 Q44'B43'F18'	28·1	12·7	Bremen German *WB*	T.3Cy.13",$20\frac{1}{2}$"&$33\frac{1}{16}$"-$21\frac{5}{8}$" 51NHP A.G."Weser."Bremen		G
31220 103 IBUZ	**Oreste** (*ex*Moorby) *ss*Rot.2ndNo.3-4,22 **D.F.** 1*Dk*(*ptStlptIrn*)& *Webframes&ptAwng dk*(*Irn*)	2679 1839 1661	✠ 8,27 ✠	Shl	*s*		1896 7mo	Ropner& Son Stockton	M.Scuderi	307·1 300·0 P27'Q48' *ptAwng dk*225' *CellDBa*104'*uE*24'	43·1 43·0	16·4 16·4 FK	Catania Italian 5*BHCem* *f*116'515*t*	T.3Cy.$22\frac{1}{2}$",$37\frac{1}{2}$"&$59\frac{7}{16}$"-39" 2NDB18 230NHP 2SB,5*cf*,1*rf*,GS93,HS3358 Blair&Co.Ld.Stockton	19 ″ 8	I †
31221 149592 GFPQ	**Orestes** Ⓟ **TwinSc** **D.F.** *OilEng* *Ref.Mchy.* 2*Dks*	7748 6591 4744					1926	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P50'B168'F62'	58·4	32·6	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.$29\frac{3}{16}$"-59" 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~7,37~~ 6,38
31222 PGOV	— *Fitted for oil fuel* *CruiserStern* 3*Dks*	2667 2314 1509					1918	Wrf.voorh. Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	347·2	48·2	18·3	Amsterdm Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		V
31223 4398 SHMI	**Oresund** Ⓟ Wireless 1*Dk*2*trB*	*606* *437* *215*					1905	Kockums M.V.Aktieb Malmö	SvenskaRederi-aktieb.Oresund (E.Hain,*Mgr.*)	179·5 H150*t*F18*t*	30·0	13·8	Malmö Swedish *WB*	T3Cy$16\frac{15}{16}$",$27\frac{1}{8}$"&$47\frac{1}{4}$"-$27\frac{9}{16}$" 117NHP KockumsM.V.Akt.Malmö		G
❊ 31224 166465 ~~LCWI~~	**Orfor** (*ex*Romsdalshorn-37) *ss*Bgn.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	~~6583~~ ~~6299~~ ~~4121~~ 6578 6273 4087	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~12,37 BS~~4,37~~ ✠LMC1,34 12,37	Rot Kob	*z*	CL 4,37	1921 8mo *Lloyd*	W.Doxford &Sons.Ld. Sunderland '*sA&CP* *Inter*	~~SteamshipCo.~~ ~~CosmopoliteLd.A/S~~ ~~(JohanGran,*Mgr.*)~~ H.M.Thomson *mediateBH in fore* *CellDB*364'1180*t*	420·0 *hold dispensed with* *FPT*105*t APT*127*t*	54·0	34·3 FK	London British *Cem* 1*BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",$44\frac{1}{2}$"&75"-54" (*s*) 180lb 577NHP 3SB,9*cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ $11\frac{1}{2}$ 28 ″ 4	
❊ 31225 146026 GNRC	**Orford** Ⓟ **TwinSc** *ss*Lon.No.2-36 3*Dks*(*Stl–Weather dkTeak*s) *Ref.Mchy.* 4*th dk*(*Stl*)*in fore holds & in* **D.F.** *Nos.*5&6*holds* 5*th dk inNo.*1*hold* **E.S.D.** *CruiserStern*	20043 12120 12022	✠100A1 *withfreeboard* BS11,37 2,38 ✠LMC MS9,34 ~~BS11,36~~ ✠Lloyd'sRMC~~2,37~~ ~~6,37~~ 2,38 ~~10,37~~ *Fitted for oil*	Lon *fuel*3,28	*o*†	CL ~~S5,34~~ P2,37 S6,37 *F.P. a*	1928 3mo *Lloyd* *bove* 1	Vickers, Ld. Barrow '*sA&CP* *Duct keel f* *CellDB*5 50° F.	OrientStm.Nav. Co.Ld. 12'2098*tDTs at sid*	632·2 659·2(O.L.) B361'F78' *Upper*B299' *wd. of Mchy. space* *es of Engine room &*	75·4	33·1 FK *CollB*	Barrow British 13*BHptCem* *H to Wthr dk* *in way of tu*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 6DB&2SB,24*cf*, 3825NHP 215*lb* GS2030,HS46530 FD Vickers,Ld.Barrow *nnels*658*tFPT*97*tAPT*172*t*	37 ″ 6 s 7 ″ 8 30 ″ 2	BT till ~~7,37~~ 6,38
31226 LCUS	**Oria** 1*Dk*	2127 1891 1256					1920	Osbourne, Graham& Co.Ld. Sunderland	D/S A/S Garonne (Fearnley&Eger, *Mgrs.*)	285·0 P68*t*H94*t*F20*t*	43·6	19·1	Oslo Norwegian *WB*	T.3Cy.20",35"&58"-39" 210NHP G.Clark,Ld.Sunderland		N
❊ 31227 21385 JCOD	**Oridono Maru** *ss*Kob.No.3-10,28 *ss*Kob.No.2-37 ~~*ss*Kob.No.1-33~~ 2*Dks*(*Stl*)	5278 4851 3284	✠100A1 4,37 ~~3,36~~ ✠LMC~~3,36~~ 4,37 *Fitted for oil*	Kob *fuel*4,23	*z*	3,36 *F.P. a*	1917 12mo *Lloyd* *bove* 1	Mitsubishi ZosenKaisha Ld. Kobe '*sA&CP* 50° F.	TatsuumaKisen K.K. *CellDb*	400·0 P38'B121'F40' 350' 996*t FPT* 132*t*	54·5	30·0 FK	Nishino-miya Japanese 6*BHCem* *APT*89*t*	T.3Cy.$27\frac{3}{16}$",43"&72"-48" 180lb (*s*) 510NHP 3SB,9*cf*,GS183,HS7618 FD MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0 s5 ″ $6\frac{3}{4}$ 24 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
31228 OHWQ	**Orient** (exBrage-34, exNatal) ssCpn.No.3-10,25 ssGot.No.2-34 D.F. 1Dk(Stl)&Awng dk(Stl)	4160 3962 2525	✠100A1 Awng dk withfreeboard 9,37 ~~1,37~~ BS9,37 ~~BS9,36~~ ✠LMC8,34 ✠NE&B2,09 refitted6,14	Hfs Rot	w	CL ~~8,35~~ 9,37	1914 6mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	A/B Orient (Thr. Kramer)	360·0|51·3|27·7 P34'B96'F32' FK on Awng dk CellDBa117'uE23'f155'	Abo Finnish 6BHCem 970tAPT45t	T.3Cy.21½",36½"&62"-42"(s) 200lb 326NHP 3SB,9cf,GS175,HS5551 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s5 ″ 7 24 ″ 7	
31229 230323 KGOX	**Oriente** Ⓟ TwinSc Fitted for oil fuel D.F. E.S.D. 3Dks Ref.Mchy. GyC. CruiserStern	11520 — 6449					1930	NwprtNws S.B.&D.D.Co. Newprt.News	NewYork&Cuba MailS.S.Co.	508·0|70·9|39·0	NewYork Utd.States WB	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElec.Co. Schenectady		R
31230	— (exVolscian) ssGms.2ndNo.3-9,24 Well deck Mchy.Aft 1Dk(Stl)	570 433 230	✠ 8,27 ✠NB7,22✠	Gms	i		1898 8mo	RWilliamson&Son Workington	Cia.Naviera de CubaS.A.	179·7|27·9|12·1 Q94'B11'F23' BK7½" FPT	Havana Cuban 3BHCem 55tAPT40t	T3.Cy.15$\frac{7}{16}$",25½"&41"-30" NDB20 85NHP 1SB,3cf,HS1800 Ross&Duncan,Glasgow	13 ″ 4	
31231 DIED	**Orinoco** Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. Sub.Sig 3Dks CruiserStern	9660 5683 5478					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	458·5|60·9|34·1	Hamburg German WB	Oil Engines 2S.C.SA 16Cy.27$\frac{9}{16}$"-47¼" 2100NHP Bremer Vulkan, Vegesack		G
31232 146067 MKSQ	**Oriole** 3Mst ssLon.No.3-7,34 Mchy.Aft 1Dk(Stl) Well deck	488 316 217	✠100A1 6,37 ~~3,36~~ ~~BS8,36~~ ✠LMC7,34 6,37	Lon	g	CL ~~7,34~~ 6,37	1921 8mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	GeneralStm.Nav. Co.Ld. CellDB95'114t	160·2|25·2|9·7 Q92'B11'F24' FK FPT33tAPT12t	London British 3BHptAsp ptCem	T.3Cy.12½",21"&34"-24"(s) 180lb 66RHP 1SB,3pf,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s3 ″ 8½ 11 ″ 8	
31233 164493 GYKL	**Orion** Ⓟ TwinSc Ref.Mchy. D.F. 2Dks,3rd dk in holds E.S.D. GyC. CruiserStern	23371 13151 14098	✠100A1 withfreeboard ~~9,37~~ ~~4,37~~ 4,38 BS9,36 ~~BS7,36~~ ✠LMC7,35 ✠Lloyd'sRMC~~12,36~~ ~~9,37~~ 12,37 Fitted for oil fuel 7,35 F.P. above 150°F.	Lon		CL SN8,36	1935 7mo Lloyd	Vickers-Armstrongs, Ld. Barrow 'sA&CP	OrientS.Nav.Co.Ld	640·3|82·2|33·7 665·0(O.L.) LowerB&F622' B&F499' FK UprF81' UprB325' Duct keel fwd of mchy.space CellDB504'2209t Tanks in way of tunnels96'515t Wing tanks in engine room63'637tDTf44'205tFPT113tAPT195t	London British 11BHptCem (9 to W dk 2 ,, 2nd ,,)	6SteamTurbinesSRgeared to 2 Sc. Shafts 450lb (s) 4912NHP 4WTB&2AuxWTB(Spt) HS37030 FD VickersArmstrngsLd.Brw	38 ″ 0 s8 ″ 3½ 30 ″ 2	BT till ~~6,37~~ ~~9,37~~ 4,38
31234 LJBS	— Mchy.Aft OilEng. CruiserStern 2Dks Longitudinal framing-bracketless system D.F. Rudder electrically welded	8064 7423 4751	✠100A1 12,36 ✠LMC1,36 Carrying Petroleum in bulk	Yka	c†	CL	1936 1mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	SmithSörensens TankrederiA/S (S.H.Smith Sörensen, Mgr.)	461·6|59·8|34·6 P102'B37'F41' FK CellDBuE69'186tDTf36'535tFPT147tAPT168t	Arendal Norwegian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1162NHP 2DB171lb Kockums M.V.Akt.Malmö	34 ″ 7 s7 ″ 5 27 ″ 4½	
31235 481 SVIT	— (exHighland Prince-36, exGlenshiel) ssHul.2ndNo.3-1,35 1Dk(Stl)&Spar dk(Stl) Sub.Sig. &deep framing	4798 4549 3054	✠100A1 Spar dk 9,37 ~~12,36~~ ✠LMC MS6,34 BS2,37	Ant Rot	y	CL ~~9,35~~ 9,37	1909 8mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	P.Lyras	400·0|52·0|26·9 P37'B120'F44' FK CellDBa118'uE&B50'f180'1067tDTa34'	Piræus Greek 6BHCem 878tAPT29t	T.3Cy.27",43"&72"-48"(s) 180lb 100lb 513NHP 3SB,9cf,GS149,HS7680 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s5 ″ 8½ 24 ″ 1	
31236 769 OHXW	— D.F. 2Dks Strengthened for Navigation in Ice	2408 2149 1342	✠100A1 withfreeboard ~~6,37~~ ~~10,35~~ 4,38 ~~BS1,37~~ ✠LMC10,35 11,37	Hfs	s	OG 4,38	1935 10mo Lloyd	Sandvikns, Skeppd&M.V Helsingfors 'sA&CP	FinskaÅngfAktieb	270·0|41·0|25·4 F27' FK CellDB237'446tFPT34tAPT26t	Helsingfrs Finnish 1BHCem (Coll to W dk 3 ,, 2nd ,,)	T.3Cy.22",32"&54"-36" 213lb (s) 255NHP 2SB(Spt)6cf,GS132,HS4520 SandvikensSkeppd.&M.V.	28 ″ 0 s8 ″ 2½ 19 ″ 10½	
31237 OZPC	— ssCpn.No.3-10,32 ssAbg.No.1-36 1Dk(Stl)	2405 2212 1475	✠100A1 1,38 ~~3,37~~ ✠LMC12,36 BS1,38	NYk Els	t	CL 3,37	1919 10mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP	A/S D/S Orion (C.P.Jensen, Mgr)	303·0|43·0|20·8 P33'B81'F32' FK CellDB260'670tFPT	Copnhagn Danish 5BHCem 70tAPT87t	T.3Cy.22",36"&59"-39"(s) 180lb 263NHP 2SB,6cf,GS124,HS4432 N.E.MarineEng.CoLdNwc	23 ″ 0 s3 ″ 4½ 19 ″ 10	
31238 7256 SGYN	— (exWilliam-35, exRubens) ssOsc.No.3-10,36 1Dk(Stl) Cargo battens not fitted	2016 1682 1169	✠100A1 ~~10,37~~ ~~10,36~~ 5,38 ✠LMC10,36 BS10,37	Osc	r	CL 10,36	1924 10mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	RederiA/B Iris (C.Abrahamsen, Mgr.)	277·5|40·2|18·1 288·8(O.L.) P22'B59'F23' FK CellDB238'555tFPT	Stockholm Swedish 4BHCem 46tAPT68t	T.3Cy.20",33"&54"-36"(s) 180lb 245NHP 2SB,6cf,GS92,HS3632 FD N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s3 ″ 0½ 17 ″ 8½	
31239 PGPA	— 1Dk&Spar dk	1722 1465 994					1914	A.Vuijk& Zonen Capellea/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V.	296·9|43·2|16·1 26·5	Amstrdam Dutch	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
31240 DHSM	— (exJo, exKristofa, exSoesterberg) Well deck 1Dk(Stl)	477 372 260	✠ 9,22 ✠	Rot	g		1917 6mo	E.J.Smit &Zoon Hoogezand	Atlantic-Rhederei G.m.b.H.	155·3|26·1|12·4 Q53'B28'F21' FK CellDBa34'uE11'f54'110tFPT	Hamburg German 4BHCem 18tAPT11t	T.3Cy.12¾",19$\frac{5}{16}$"&32$\frac{11}{16}$"-17$\frac{11}{16}$" 72NHP 1SB,2cf,GS41,HS1399 E J.Smit&Zoon,Hoogeznd.	13 ″ 0	G †
31241 1045 IRPC	**Orione** (exLido) 1Dk	1144 968 684					1921	N.Odero A.&Co. Genoa	Soc.Anon.Ilva	208·3|32·0|19·4 B77'	Genoa Italian WB	T.3Cy.15$\frac{5}{16}$",24⅝"&39⅝"-25⅝" 75NHP N.OderoA.&Co.Genoa		CI
31242 665 IRPO	— Aux4MstSr (exVeronica, exMarga, exAbdon, exSamsö) OilEng. 1Dk (See Sailing Ship Register)	391 — 321					1914	Frdrkshvn Skibs&Flydk. Fredrikshavn	GalileoChini	151·5|30·0|11·0 135·0	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{1}{16}$" 192NHP J&CGBolinder'sCoLdSkm.		I
31243 HRBN	**Oriskany** ssN.Os.No.3-1,36 2Dks(Stl-Uws)3trBin holds	1644 1381 838	✠100A1 ~~10,37~~ ~~10,36~~ ~~2,38~~ ~~NOs~~ 3,38 ✠LMC MS11,35 BS~~10,36~~ 12,37 Fitted for oil fuel 3,24 F.P. above 150° F.	Mob	q	CL ~~7,35~~ 3,38	1924 3mo Lloyd	Swan,Hunter& Wigham Richardson, LdNewcastle sA&CP	StandardFruit& S.S.Co.	254·9|35·6|21·5 264·8(O.L.) F26' FK CellDB210'281tFPT12t	LaCeiba Honduran 4BHptCem APT18t	T.3Cy.20",33"&56"-39"(s) 200lb 305NHP 2SB,6cf,HS4600 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6 s3 ″ 9 19 ″ 11	
31244 225291 KFZI	**Oritani** ssPhl.No.3-9,33 Wireless 1Dk(Stl)& Awng dk(Stl-ws)3trB ssN.Os.No.1-37	1362 1184 768	✠100A1 Awng dk withfreeboard ~~3,37~~ ~~1,37~~ 2,38 ~~BS2,36~~ ✠LMC1,37 Fitted for oil fuel 2,21 F.P. above 150° F.	NOs	o	CL ~~1,37~~ 2,38	1921 2mo	ToddShipyardsCorp. (TeboPlant) BrooklynNY A&CP	AmericanScantic LineInc. (Moore andMcCormackCo. Inc. Mgrs.)	227·3|33·7|21·3 FK Collision CellDB165'177tDTf17'242tFPT18tAPT22t	NewYork Utd.States ptCem BHtoAwdk 4 ,, ,, U ,,	T.3Cy.19",32"&52"-36"(s) 180lb 245NHP 2SB,6cf,GS220,HS3780 FD WhiteFuelOilEng.Co.N.Y.	23 ″ 7 s7 ″ 3 16 ″ 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
31245 216294 WECX	**Orizaba** Ⓟ TwinSc *Fitted for oil fuel* E.S.D. 3*Dks*&*Shelter dk* *Ref.Mchy.*	6937 5678 3420			...		1918	WCramp&SonsS&EBCo Philadelphia A&CP	NewYork and Cuba MailS.S.Co.	423·0|60·0|15·7 B & F *on* 32·0 *Shelter dk*316' FK	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2Sc.Shafts 1908NHP W.Cramp&SonsS&EBCo.	35 // 0	R †
31246 LCAS	**Orkanger** *Mchy.Aft* *Oil Eng.* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8029 7221 4814					1928	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Westfal-Larsen&Co.A/S	458·0|59·8|34·8 P491*t*H271*t*F14*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59⅛" 652NHP Schneider&Cie.Creusot		N
31247 145715 GFDN	**Orkla** (*ex*ElaineLlewellyn) *ss*Gmh.No.3-5,35 1*Dk*(*Stl*) *Cargo battens not fitted*	2177 1719 1340	✠100A1 3,37 BS~~4,36~~ 6,37 ✠LMC5,35	Cff	*r*	CL N1,35	1922 11mo	J.Lewis&Sons,Ld. Aberdeen *Lloyd'sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	280·1|40·7|18·8 P18'Q84'B67'F23' FK B235'500*t* *FPT*48*t*	Leith British 4*BHCem* *APT*68*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 230NHP 2SB,6*pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 // 0 s 2 // 3 19 // 0	
31248 ~~128244~~ ~~MCXG~~	**Orkney Coast** (*ex*Princess Thyra) 3Mst *Mchy.Aft* 1*Dk* Now "Wilpas" see No. 40721 in Supplement	781 621 311					1909	Russell&Co. PortGlasgow	~~CoastLines,Ld.~~	210·0|31·5|13·2 P&B115'F60'	~~Liverpool~~ ~~British~~ Finnish *WB*	T.3Cy.17",28"&45"-33" 116NHP Dunsmuir&JacksonLdGls.		C
31249 DHSN	**Orla** Sub.Sig. Wireless D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6|37·6|14·8 P&B187'F26'	Bremen German *WB*	T.3Cy.17¾",28¾"&47"-33½" 129NHP Frd.KruppA.G.Kiel		G
31250 LDDX	**Örland** (*ex*Amberstone, *ex*Phoenicier, *ex*LakeWorth) 3Mst *ss*Bgn.No.3-5,30 *ss*Shl.No.1-35 1*Dk*(*Stl*)	1899 1621 1102	✠100A1 ~~9,27 5,36~~ 5,38 BS5,38 ✠LMC MS5,35 ~~[illegible]~~	Shl Bgn	*r*	CL 4,35	1917 10mo	Chicago S.B.Co. Chicago A&CP	A/S Auctor (J.A.Haarberg, *Mgr.*) *CellDBa&u*	251·3|43·6|18·2 261·0(O.L.) P25'B64'F25' FK *E*104'*f*96'528*t* *FPT*	Bergen Norwegian 4*BHCem* 67*t* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanSBCo.ClevelndO	20 // 3 s 2 // 7 17 // 10	
31251 DHSO	**Orlanda** Sub.Sig. Wireless D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6|37·6|14·8 P&B187'F26'	Bremen German *WB*	T.3Cy.17¾",28¾"&47"-33½" 129NHP Frd.KruppA.G.Kiel		G
31252 145413 MKNL	**Orlock Head** *ss*Bel.No.3-7,33 1*Dk*(*Stl*)2*trB in holds* *ss*Bel.No.1-37	1563 1331 841	✠100A1 ~~5,37 4,36~~ 3,38 5,37 ✠LMC MS~~7,33~~ BS~~7,36~~ 9,37	Bel	*p*	CL ~~3,35~~ 3,38	1921 3mo	Dublin Dckyd.Co.Ld Dublin *Lloyd'sA&CP*	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellD*	240·0|36·3|19·3 P15'B54'F23' FK *B*198' 328*t* *FPT*49*t*	Belfast British 4*BHCem* *APT*68*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 // 3 s 2 // 8½ 18 // 9	
31253 LCUU	**Orm Jarl** 1*Dk*	1849 1614 1093					1922	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskap	265·3|42·1|17·9 P81*t*H89*t*	Trondheim Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" NE35 49NHP TrondhjemsMek.Verkst. Trondheim		N
31254 136305 GRYM	**Ormara** *ss*Cal.No.3-7,27 *ss*Cal.No.2-35 2*Dks*(*Stl*)	4742 4406 2978	✠100A1 6,37 ~~7,36~~ BS~~9,36~~ 9,37 ✠LMC8,35	Cal Bom	*y*	CL 7,36	1914 7mo	W.Gray&Co.Ld. W.Hartlepool *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*119'*uE*&*B*48'	380·0|51·5|27·5 391·5(O.L.) P36'B121'F53' FK *f*169'1308*t* *APT*40*t*	Glasgow British 6*BHCem*	T.3Cy.28",46"&77"-48" (*s*) 180lb 588NHP 3SB,9*cf*,GS192,HS8832 FD Cen.Mar.Eng.WrksWHpl.	30 // 0 s 5 // 6½ 24 // 8¾	
31255 146703 MLJR	**Ormer** (*ex*Gauja, *ex*Westerplatte) TwinSc *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1357 1062 683					1915	Howaldtswerke Kiel	Anglo-Saxon PetroleumCo.Ld.	234·5|34·7|16·4 Q57'B24'F41'	London British *WB*	T6Cy11⅘",19³⁄₁₀"&31½"-18⅒" 86NHP Howaldtswerke,Kiel		V
31256 225292 KFZJ	**Ormes** *ss*N.Yk.No.3-5,33 *ss*N.Os.No.1-36 Wireless 1*Dk*(*Stl*)& *Awng dk*(*Stl*-ws)3*trB*	1362 1185 768	✠100A1 *Awng dk withfreeboard* BS2,38 2,38 ~~10,36~~ ✠LMC10,36 *Fitted for oil fuel*12,20 *F.P. above* 150° F.	NOs	*o*	CL ~~1,36~~ 2,38	1920 12mo A&CP	ToddShipyardsCorp. (TeboPlant) BrooklynNY	AmericanScantic Line,Inc.(Moore& McCormackCo.Inc. *Mgrs.*) *CellDB* 165'177*t* *DT* *f*17'2	227·6|33·7|23·7 FK *Collision* 42*t* *FPT*18*t* *APT*22*t*	NewYork Utd.States *ptCem* *BH to Aw dk* 4 " " *Up* "	T.3Cy.19",32"&52"-36" (*s*) 180lb 245NHP 2SB,6*cf*,GS200,HS3780 FD WhiteFuelOilEngineering Co.NewYork	23 // 7 s7 // 3 16 // 9	
31257 215702 KLHI	**Ormidale** (*ex*AstmahcoIII, *ex*LakeMohonk,*ex*MotorI) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	2063 1797 1434			...		1917	Manitowoc S.B.Co. Manitowoc	GravelMotorship Corpn.	250·5|43·5|20·4 P44'B32'F28' FK	Buffalo NY Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16½"-24" 317NHP NE21 McIntosh&Seymour, Auburn,N.Y.	23 // 0	
31258 136654 GFNW	**Orminster** (*ex*ClanKeith-37, *ex*Hilarius, *ex*ClanKeith, *ex*Etonian) ~~*ss*Rot.No.3-5,26~~ ~~*ss*Grk.No.2-34~~ 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) D.F. *ss*Rot.2ndNo.3-2,38	5712 4089 3428	✠100A1 *Shelter dk withfreeboard* 2,38 ~~2,37~~ ✠LMC MS~~3,34~~2,38 BS~~7,36~~6,37	Bkn Rot	*y*	CL ~~4,36~~ N2,38	1914 3mo	Bartram&Sons,Ld. Sunderland *Lloyd'sA&CP*	MinsterS.S.Co.Ld. *CellDBa*133'*uE*23	385·0|52·0|25·1 FK *f*168'908*t* *FPT*130*t*	London British 6*BHCem* *APT*104*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 401NHP 3SB,9*cf*,GS180,HS6483 J.Dickinson&Sons,Ld.Sld.	35 // 8 s 9 // 7¾ 26 // 3	
31259 146682 VJKC	**Ormiston** Ⓟ (*ex*Famaka) *ss*Syd.No.3-2,35 *Ref.Mchy.* 2*Dks*(*Stl*-*U*teak s)3*rd dk* (*Stl*)*inNos.*1&2*holds*	5832 4416 3453	✠100A1 ~~5,37~~ ~~10,36~~ 9,37 BS~~9,37~~ ✠LMC1,35 Lloyd'sRMC1,37 ~~[illegible]~~ 2,38 *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Syd ~~Mel~~	*z*	CL 5,35	1922 12mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	EasternTraders, Ld. *CellDB*340'953*t*	390·8|55·2|28·1 406·0(O.L.) P46'B154'F46' FK *FPT*69*t* *APT*138*t*	Melbourne British 7*BHptCem*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 215lb 694NHP 4SB(Spt),12*cf*,GS231, FD HS9191 A.Stephen&Sons,Ld.Gls.	30 // 6 s 5 // 7 25 // 4½	
31260 141866 GLYC	**Ormonde** Ⓟ TwinSc *ss*Brw.No.3-11,29 *ss*Lon.No.1-33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-teak s)3*rd dk*(*ptStl*)	14982 11796 8851	✠100A1 *Shelter dk withfreeboard* 8,37 ~~3,37~~ ✠NE11,29 ✠LMC MS12,32 BS~~8,36~~8,37 ✠Lloyd'sRMC~~3,37~~ ~~8,37~~ ~~2,32~~ 3,38 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Lon	*k*†	CL ~~P7,34~~ s3,36 PN8,37	1917 10mo	J.Brown&Co.Ld. Clydebank *Lloyd'sA&CP*	OrientS.Nav.CoLd *CellDB* 464' 2048*t* *Engin*	580·5|66·7|40·5 598·7(O.L.) B303'F59' *on Shelter dk* FK&BK2¼" *Side tanks in* *e space* 128*t* *FPT* 82*t* *APT*130*t*	Glasgow British 12*BHCem*	4SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*s*) 4DB&2SB,40*cf*,GS755, FD HS33361 2120NHP Vickers-Armstrongs,Ld. Brw.	44 // 0 s 14 // 6½ 29 // 10	BT till ~~11,37~~ 7,38
31261 FNZG	**Orne** (*ex*WarWeasel) 1*Dk*	2139 1818 1283					1919	British American S.B.Co. Welland,Ont.	"Calédonickel" Soc.Anon.	251·0|43·7|20·7	Nouméa French *WB*	DR geared Steam Turbine BritishWestinghouse Electric&Mfg.Co.Mch		V

1 Numero d'Ordre. Numero Officiel. ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres de ... dans le L.R. Durée Cert. Ref. Trade
31262 535 ESHF	**Orne** WoodAux4Mst OilEng. Mchy.Aft 1Dk2trB (See Sailing Ship Register)	583 519 466					1921	A.B.Karl-shamnsSkpps Karlshamn	M.&A.Utow	150·0 Q28'	32·0	17·5	Tallinn Estonian	Oil Engines 2Cy J&CGBolindersCoLd.Skm		V
31263 OXPD	**Orneborg** ssAbg.No.3-8.32 ssAbg.No.1-37 1Dk(Stl)	1775 1582 1055	✠100A1 10,37 ~~2,37~~ BS~~2,36~~5,37	Abg Cpn ✠LMC MS2,37	r	CL 2,37	1919 4mo	Wilton's E.&SlpwyCo Rotterdam A&CP	A/SDampskibsskb "Dannebrog" (C.K.Hansen Mgr)	269·8 P24'B65'F27' FK CellDB225'481t	39·0	18·3	Copnhagn Danish 4BHCem APT40t	T.3Cy.19",32"&51"-36" (s) 180lb 187NHP 2SB,6cf,GS100,HS3120 Wilton'sE.&SlpwyCo.Rot	20 " 10 s 2 " 9½ 18 " 3	
31264 7625 SHWN	**Örnen** Ⓟ Wireless 1Dk	809 390 382					1909	Akt.Bur-meistr&Wain Copenhagen	StockholmsRederi A/B Svea(Eman. Högberg, Mgr.)	190·9	32·2	11·5	Stockholm Swedish WB	T.3Cy.16½",27"&45"-24" 99NHP Akt.Burmeistr&WainCpn		V
Broken up 31265 3185 SHMO	— Ⓟ TwinSc exMalmö) 1Dk	595 366 281					1897	Schiffsw. vonH.Koch Lübeck	HallandsÅngbåts A/B HarryTrapp, Mgr.)	171·5 P90'H44tF30'	26·2	11·8	Gothenbrg Swedish	C.4Cy.18¼"&35½"-19¾" 94NHP I.F.Ahrens,Altona		V
31266 UOFN	**Orochen** Ⓟ (exEasternCross, exKirishimaMaruNo.6) Sub.Sig. Ref.Mchy. 2Dks	4584 3980 2638				...	1917	Uraga DockCo.Ld. Uraga	U.S.S.R.	350·9 P30'B118'F33' FK	51·3	25·9	Vladvostk Russian WB	T.3Cy.24¼",40½"&67"-48" 378NHP UragaDockCo Ld Uraga	28 " 5	
31267 LHHA	**Orone** (exGrena-34) 1Dk&Shelter dk	6371 5586 3487					1912	W.Doxford &Sons,Ld. Sunderland	SteamshipCo.Cos-mopoliteLd.A/S (JohanGran, Mgr.)	439·5 P94'H313tF71'	57·0	26·3	Bergen Norwegian WB	T.3Cy.25",41"&70"-48" 340NHP W.Doxford&Sons,Ld.Sld.		N
❋ 31268 147948 GJRZ	**Oronsay** Ⓟ TwinSc ssLon.No.3-4,37 ~~ssLon.No.2-33~~ 3Dks(Stl) Wthr dk(teaks) Ref.Mchy. 4th dk(Stl) in f&a holds D.F. E.S.D. 5th dk in No.1 hold CruiserStern	20043 11625 11285	✠100A1 withfreeboard ~~12,36~~4,38 ~~MS3,33~~ ✠Lloyd'sRMC ~~4,38,37~~ BS4,37 4,38 ~~12,33~~ Fitted for oil fuel 1,25 F.P. above 150° F.	Lon ✠LMC8,36 ~~BS8,36~~	p†	CL ~~5,34~~ ~~S6,35~~ P8,37 S4,38	1925 1mo Lloyd	J.Brown& Co.Ld. Glasgow 'sA&CP	OrientSteamNav. Co.Ld.	633·6 658·5(O.L.) B344'UpperB300' F71' FK&BK1" Coll Duct keel in way of Nos.2,3&4 holds CellDB533'2311tDT at sides of ER in way of tunnels1290t	75·2	33·0	Glasgow British 12BHCem ,, to W dk	6 Steam Turbines SR (s) geared to 2 Sc. Shafts 215lb 3811NHP 6D&4SB,48cf,HS49224 FD J.Brown&Co.Ld.Glasgow FPT116tAPT192t	37 " 6 s 7 " 5¾ 30 " 4¾	BT till ~~5,37~~ 8,38
❋ 31269 146027 GBXM	**Orontes** Ⓟ TwinSc ssLon.No.1-33 3Dks(Stl-Weatherdkteaks) 4thdk(Stl) inforeholds & in D.F. Nos.5&6holds 5thdkinNo.1hold E.S.D. Ref.Mchy. CruiserStern	20097 12114 12048	✠100A1 withfreeboard 4,37 ~~1,37~~ ~~BS4,36~~ ✠Lloyd'sRMC ~~1,37,37~~ 5,38 Fitted for oil fuel 7,29 F.P. above 150° F.	Lon BS4,37 ~~BS1,37~~ ✠LMC6,32	o†	CL 12,35	1929 7mo Lloyd	Vickers- Armstrong, Ld. Barrow 'sA&CP	OrientSteamNav. Co.Ld.	638·2 663·7(O.L.) B361' UpperB299' F78' FK Duct keel fwd. of mchy. space CellDB511'2109tDTs at sides of ER & in way of tunnels 658t	75·3	33·1	Barrow British 13BHptCem Coll ,,to W dk	6SteamTurbinesSRgeared to 2 Sc. Shafts 3825NHP 215lb HS46530 (s) 6D&2SB,42cf,GS2030, FD Vickers-ArmstrongLdBrw FPT97tAPT172t	37 " 6 s 7 " 8 30 " 2	BT till ~~9,37~~ 9,38
❋ 31270 143667 GDLP	**Oropesa** Ⓟ TwinSc ssLiv.No.3-2,37 2Dks(Stl)&Shelter dk(Stl-teaks) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds D.F. CruiserStern	14118 11915 ~~8626~~ 8577	✠100A1 Shelter dk withfreeboard ~~8,37~~ ~~2,37~~ 5,38 Fitted for oil fuel 10,24 F.P above 150° F.	Liv BS12,37 ✠LMC2,37		CL 1,37	1920 9mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP	PacificStmNavCo. CellDB	530·0 B250'F91'on FK Shelter dk 444'2049t FPT133t	66·3	41·2	Liverpool British Cem 10BHto S dk APT279t	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 190lb 1647NHP 4DB(Spt),32cf,GS644, HS25000 CammellLaird&Co.Ld.	45 " 0 s13 " 5½ 31 " 9½	BT till ~~1,38~~ 8,38
❋ 31271 163 SVKP	**Oropos** (exMaidofSparta,exMinna Horn,exHornhöhe, ssNwc.No 3-4,27 exMadeleine ssAnt.No.2-36 Rickmers) 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed37 2nd dk(Stl)inNo.1hold	~~3475~~ ~~3156~~ ~~2103~~	100A1 Shelter dk withfreeboard 5,37~~8,36~~ BS~~5,36~~9,37	Ant Rot LMC MS8,36	w	CL ~~6,36~~ 5,37	1913	Rickmers Akt.Ges. Weser- münde-G.	M.A.Embiricos CellD	362·4 B320'942tFPT160t	50·1	21·5 29·0 FK	Andros Greek 6BHAsp APT40t	T.3Cy.25",41"&68"-45" (s) 180lb 379NHP 2SB,6cf,GS118,HS5140 FD N.E.MarineEng.Co Ld.Sld	31 " 4 s 7 " 10½ 23 " 8½	
31272 DOBM	**Orotava** Ⓟ D.F. E.S.D. Sub.Sig. 2Dks	3344 2676 1963					1927	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	319·5 Q18'B102'F34'	46·8	23·0	Bremen German WB	T.3Cy.23⅝",38 3/16"&63"-45¼" 266NHP Frd.KruppA.G.Kiel		G
31273 HRAV	— Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks	2558 2158 1454					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	300·2 B92'F32'	44·2	22·2	Tela Honduran WB	T.3Cy.20½",35"&59"-42" 226NHP A.Stephen&Sons,Gls.		C
❋ 31274 147202 GBFY	**Oroya** TwinSc ssLiv.No.1-27 2Dks(Stl)&Shelter dk (Stl-ws)3rddk(Stl)inNos.1,2&3holds D.F. Ref.Mchy. CruiserStern	12257 10761 7380	✠100A1 Shelter dk withfreeboard 8,30 BS5,30 Fitted for oil fuel 3,23 F.P above 150° F.	Liv ✠LMC5,27	h†	CL s8,29 P9,31	1923 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	PacificStm.NavCo. Cell DB456'1707t Tanks at sides of	525·3 B217'F55'on Shelter dk FK&BK2" MT30'698t 10B tunnel 231tFPT152	62·8	32·1	Liverpool British ptCemptAsp H all to S dk tAPT190t	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 215lb 1323NHP 4DB,24cf,GS517,HS21480 Harland&Wolff,Ld.Bel.	43 " 9 s11 " 4½ 32 " 11¾	
31275 PGPH	**Orpheus** Fitted for oil-fuel 2Dks	1030 794 464					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	216·4	34·6	13·4	Amstrdam Dutch WB	T.3Cy.17½",29"&76"-36" 346NHP Verschure&Co.Amstrdam		V
31276 148852 MNFG	**Orsa** 1Dk	1478 1229 900					1925	New Water -wayS.B.Co. Schiedam	ClydesdaleShip-ownersCo.Ld. (Glen&Co. Mgrs.)	250·0 P14'Q63'B84'F28'	37·1	16·3	Glasgow British WB	T.3Cy.18",30"&49"-36" 144NHP NewWaterwayS.B.Co.		C
31277 IRQG	**Orsolina Bottiglieri** Now "Pelagosa"; see No.33676 in Supplement (exLodoletta) Well deck 1Dk&Webframes Longitudinal framing at side&dk	669 497 426				...	1921	MarcoU. Martinolich Lussinpiccolo	M.Bottiglieri fuG.	168·0 Q57'B41'F23' FK	29·5	14·0	Torre del Greco Italian WB	T3Cy10⅝"16 13/16"&27 5/16"-19 11/16" 52NHP Vereinigte Maschinefabrik,Prague	14 " 9	I †
31278 100264 GQFV	**Ortinashell** (exOweenee, TwinSc Now a Depot Ship exSailingVessel) OilEng. ssSuz.3rdNo.3-4,29 Mchy.Aft ssSuz.No.1-33 1Dk(ptStl-ptws)2trB&Webframes	2603 2302 1561	✠~~100A1~~ 4,36 ✠NE9,19 ~~[illegible]~~ Carrying homogeneous cargo of Petroleum in bulk	Suz ~~✠LMC5,33~~	w	4,36	1891 10mo Lloyd	Richardsn, Duck&Co. Stockton 'sA&CP	~~Anglo-Saxon~~ ~~PetroleumCo.Ld.~~ ShellCompany of Egypt,Ld. DB	309·0 P45'F36' BK10½" uE52'68tAPT86t	42·0	24·6	London British Cem 6BHtoU dk 2 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 16Cy.14½"-15" 330NHP NDB6,17-100lb Vickers,Ld.Barrow	26 " 6 s 4 " 4 23 " 1	
31279 144191 MJXF	**Ortolan** (exBeaulyFirth) ssLon.No.3-8,32 ssLon.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	489 316 202	✠100A1 2,37 BS3,38	Lon ✠LMC2,37	g	CL 12,35	1920 3mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	GeneralStm.Nav. Co.Ld. CellDBf95'114t	160·1 Q92'B11'F23' FK FPT33tAPT14t	25·2	9·7	London British 3BHptCem ptAsp	T.3Cy.12½",21"&34"-24" (s) 180lb 65RHP 1SB,3pf,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 " 9 s 3 " 8 11 " 9	
31280 LCBS	**Ortri** (exAlfredNobel-34) 1Dk&Shelter Dk Longitudinal framing	4775 4425 2614					1912	Armstrong Whitworth &Co.Ld. Newcastle	SteamshipCo. CosmopoliteLd. A/S(JohanGran, Mgr.)	400·0	52·2	24·9	Bergen Norwegian WB	T.3Cy.25½",42"&70"-48" 339NHP N.E.MarineEngCoLdNwc		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R of Trade Cert
31281 LFOA	**Ortwo** (exStrinda–34) 1Dk&Shelter dk	6369 5586 3484					1912	W.Doxford &Sons,Ld. Sunderland	SteamshipCo. CosmopoliteLd. A/S(JohanGran, Mgr.)	439·5|57·0|26·3 P94'H512tF71'	Bergen Norwegian WB	T.3Cy 25",41"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		N
31282 146699 VJKD	**Orungal** Ⓟ (exFezara) ssSyd.No.3–2,35 2Dks(Stl U–teak s) Ref.Mchy. 3rdDk(Stl)inNos.1&2holds	5826 4416 3448	✠100A1 ~~5,37~~ ~~3,37~~ 2,38 ~~BS12,36~~ ✠LMC1,35 ✠Lloyd'sRMC~~4,37~~1,38 Fitted for oil fuel 2,23 F.P. above 150° F.	Syd BS1,38	z	CL 3,37	1923 2mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	EasternTradersLd	390·6|55·2|28·1 405·6(O.L.) P46'B154'F46' FK CellD B340' 953t FPT69t	Melbourne British 7BHptCem APT138t	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 215lb 694NHP 4SB(Spt),12cf,GS231, FD HS9191 A.Stephen&Sons,Ld.Gls.	30 ″ 6 s5 ″ 7 25 ″ 4½	
31283 7441 SFWK	**Orvar** (exKlosterfos,exHildePodeus) 1Dk	1596 1333 929					1908	Nordsee-werke Emden	RederiA/B Orvar (Fänges&Påhls-sonsRederier, Mgrs.)	266·1|39·6|15·3 Q114tH71tF41t	Hlsngborg Swedish WB	T.3Cy.20½",33½"&53"–33½" 163NHP OttensenerMaschOttensen		V
31284 ~~HAFX~~ HPFX	**Orville Harden** TwinSc ssHam.No.1–37 OilEng. 1Dk(Stl)2nd dk(Stl) clear of cargo tanks 3rd dk(Stl) aft of cargo tanks Mchy.Aft E.S.D. Web frames CruiserStern Longitudinal framing D.F. GyC. Rudder electrically welded	12421 ~~11740~~ ~~7086~~ 11191 — 6904	✠100A1 9,37 ~~11,36~~ Carrying Petroleum in bulk ✠LMC CS9,37 DBS9,37 11,36	Bmn Ham		CL ~~2,36~~ 9,37	1933 3mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	PanamaTrans-portCo.~~(Waried Tankschiff RhedereiG.m.b.H. Mgrs.)~~	522·0|70·4|38·7 542·0(O.L.) AftB55'B40'F39' FK CellDBuE78'135t 2312tFPT291t	Panama Pnamanian 16BHptCem DTsf53' APT250t	Oil Engines 2S.C.SA 12Cy.23⅝"–43$\frac{5}{16}$" 1162NHP 2DB(a)200lb 2DB(f)100lb Soc.An."Fiat"S.G.M. Turin	38 ″ 9 s8 ″ 6½ 30 ″ 5¼	
31285 LCUV	**Orwell** (exKnightTemplar) ssBkn.No.3–2,19 ssGls.No.1–23 D.F. 2Dks&deep framing (Whale Oil factory)	7920 6956 5025	✠ 4,28 ✠	Osl	c†		1905 11mo	C.Connell &Co.Ld. Glasgow	A/S Tönsbergs Hvalfangeri	470·0|58·0|31·8 P38'B169'F51' FK CellDBa160'uE&B 52' f202' 1700t FPT129tAPT53t	Tonsberg Norwegian 11BHCem (8 ,, to U dk 3 ,, ,,2nd,,)	T.3Cy.27",46"&76"–51" 596NHP 3SB,9cf,GS148,HS8613 D.Rowan&Co.Glasgow	34 ″ 10	N †
31285*	**Oryoku Maru** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks CruiserStern	7000					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	420·0|57·1|33·3 F51'	Osaka Japanese WB	4Steam turbinesDRgeared to 2 Sc. Shafts 1083NHP MitsubishiJukogyoK.K. Nag.		
31286 218231 KJTQ	**Osage** (exLakeFannin) Fitted for oil fuel 1Dk2trB	2649 2273 1637			...		1919	American S.B.Co. Cleveland,O.	Agwilines,Inc. (Clyde-Mallory Lines, Mgrs.)	251·0|43·6|26·2 P25'B64'F23' FK	NewYork Utd.States WB	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCo.ClevelndO	28 ″ 2	R †
31287 136733 MKGD	— TwinSc (exFerol) ssShl.2ndNo.3–3,38 OilEng. Mchy.Aft ~~ssNwc.No.3–10,33~~ 1Dk(Stl)&Web frames	1010 786 435	100A1 3,38 ~~1,37~~ DB 3,38 Carrying Petroleum in bulk	Nwc Shl LMC CS3,38 3,38		CL ~~11,34~~ 3,38	1914 Lloyd	H.M. Dockyard Devonport 'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe, Mgr.) DBuE&B38'74t D	200·0|34·2|15·4 P45'F40' FK Tf20' 166tFPT34t Middle lineBH not oil tight	London British 11BHptCem APT79t	Oil Engines 2S.C.SA 8Cy.16$\frac{9}{16}$"–18⅞" 401NHP NDB20–100lb NE15refitted1,30 J&CGBolinders,Skm	16 ″ 3 s1 ″ 4¾ 15 ″ 0¼	
31288 28976 JIQA	**Osaka Maru** Ⓟ 2Dks	3741 3397 2192					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0|50·0|29·0 P33'B74'F40'	Tokio Japanese WB	T.3Cy.23",38"&64"–48" 275NHP YokohamaDockCo.Yka.		
31289 5553 SFWO	**Osbur** (exNautic) ssRot.No 3–1,27 ssGot.No.2–35 Cargo battens not fitted 1Dk(Stl)	1370 1155 780	✠100A1 4,38 ~~4,37~~ BS~~4,36~~ 4,37	Got Hbg ✠LMC4,35	p	OG 4,37	1914 2mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	RederiA/B Walhall (C.W.Winck, Mgr.) CellDBa73'	233·2|37·7|16·3 245·9(O.L.) P16'B58'F26' FK uE15'f90'345tFPT	Hlsngborg Swedish 4BHCem 14tAPT62t	T3Cy.18⅛",28¾"&48$\frac{13}{16}$"–31½" 185lb (s) 155NHP 2SB,4cf,GS62,HS2490 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 1 16 ″ 8	
31290 5629 SFBO	**Oscar** (exJohanSanne–36) ssGot.No.3–3,27 ssGot.No.2–35 1Dk(Stl) Cargo battens not fitted	1368 1154 782	✠100A1 5,37 ~~6,35~~ BS~~6,36~~ 5,37	Got Osc ✠LMC6,35	p	OG ~~5,34~~ 5,37	1914 9mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	NyaAngfartygs A/BHeimdal(J.E. Manne, Mgr.) CellDBa69'uE19'	233·1|37·8|16·3 P18'B63'F26' FK Bf93'364t FPT44t	Gothenbrg Swedish 4BHCem APT59t	T.3Cy18⅛",28¾"&48$\frac{13}{16}$"–31½" 185lb (s) 156NHP 2SB,4cf,GS75,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 3 16 ″ 6	
31291 7140 SFWU	**Oscar Gorthon** ssGot.No.3–4,37 ~~ssGot.No.2–32~~ Well deck 1Dk(Stl) Cargo battens not fitted	1323 991 704	✠100A1 10,37 ~~4,36~~ MS~~5,32~~ 4,37	Mmo Got ✠LMC BS~~10,36~~ 10,37	p	OG 4,36	1924 8mo Lloyd	Howaldts-werke Kiel 'sA&CP Cell	RederiA/B Gylfe (J.Gorthôn, Mgr.) DB203' 429t FPT	236·1|37·1|14·0 249·9(O.L.) P20'Q71'B101'F23' 33tAPT48t FK	Hlsngborg Swedish 4BHCem	T.3Cy.16$\frac{9}{16}$",27$\frac{3}{16}$"&43$\frac{5}{16}$"–29½" 185lb (s) 128NHP 2SB,4cf,GS61,HS2174 Howaldtswerke,Kiel	16 ″ 0 s ″ 5½ 15 ″ 9	
31292 216528 [illegible]	**Oscar J. Lingeman** (exLake Catherine) 1Dk Now "Aetna," see No. 37150 in Supplement	2016 1631 1193			...		1918	ToledoS.B. Co Toledo,O.	Mid-West Transptn.Co.Inc.	252·0|43·5|18·9 P21'B64'F30' FK	Detroit Utd.States WB	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
31293 4081 ~~SHVA~~ OFCI	**Oscar Midling** (exBertha, exAinsdale) ~~ssOsc.3rdNo.3–5,25~~ ssSkm.4thNo.3–11,37 ~~ssOsc.No.2–34~~ Well deck 1Dk(Irn)2trB Cargo battens not fitted	2237 1715 1371	✠100A – 11,37 ~~2,36~~ BS1,37	MVo Skm ✠LMC~~9,34~~ MS11,37	~~s~~	CL ~~8,34~~ 10,37	1889 9mo	JReadhead &Sons S.Shields	Laivanvarustus O/YOuluRederi A/B.	290·5|39·0|18·9 P28'Q82'B118'F33' BK10" Cell	Oulu Finnish 6BHCem DB250'534t	T3Cy19½"37½"&61½"–39"(r) 160lb 100lb NDB07 234NHP 2SB,4rf,2cf,GS107,HS3490 JReadhead&Sons,S.Shl.	21 ″ 5 s1 ″ 7½ 20 ″ 8	
31294 40024 JFHJ	**Oshima Maru** OilEng. Mchy.Aft 1Dk	970 — 702					1934	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	210·6|34·0|14·8 F22'	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.8$\frac{11}{16}$"–14$\frac{9}{16}$" 78NHP MitsuiBussanKaisha,Ld. Tama		
31295 34500 JDOC	— Wireless 2Dks	339 246 194					1929	Namura Gemrosuke Osaka	KyushuShosen K.K.	135·0|22·0|13·0 F24'	Osaka Japanese	T.3Cy.12",20"&33"–20" 49NHP FujiokaIronWorks,Osaka		
31296 DIEE	**Osiris** Ⓟ TwinSc OilEng. D.F. 2Dks Now "Babitonga," see No. 37422 in Supplement	4422 3883 2600					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2|51·8|25·9 P303'F41'	Hamburg German	Oil Engines 4S.C.SA 12Cy.24⅘"–37⅘" 717NHP Allgem.Electr.Ges.Berlin		G
31297 DHSP	**Oskar-Friedrich** (exFinnland) Mchy.Aft 1Dk	483 389 246					1921	Ostseewrft Schff&Masch A.G. Stettin	L.F.Mathies&Co.	170·4|28·1|11·0 P122'F20'	Hamburg German WB	T3Cy11⅘"18$\frac{9}{10}$"&30$\frac{7}{10}$"–19$\frac{11}{16}$" 41NHP Christiansen&Meyer,Ham.		G
31298 217206 KJTS	**Oskawa** Sub.Sig. Fitted for oil fuel Ref.Mchy. 1Dk&Shelter dk&Web frames Longitudinal framing	6100 5657 4539			...		1918	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5|53·0|32·0 P34'F39'onShltrdk FK	S.Frncisco Utd.States WB	DR Geared Steam Turbine 657NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 6	R †
31299 125977 VGWK	**Osler** (exE.B.Osler) Mchy.Aft 1Dk	6787 6493 4361					1908	Canadian S.B.Co.Ld. BridgebrgOn	CanadaS.S.Lines, Ld.	491·3|56·0|26·5	Toronto British WB	Q.4Cy.19",28",40"&58"–42" 218NHP CanadianS.B.Co.Ld.Tto.		R

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Bd of Trade
31300 OYBV	**Oslo** (*ex*Danhild–34,*ex*Hekla) *ss*Cpn.No.3–5,33 D.F. *ss*Abg.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	1412 1183 815	✠100A1 8,37 ~~5,36~~ ~~BS5,36~~ ✠LMC~~5,36~~ 8,37	Cpn Abg	*o*	OG ~~7,35~~ 8,37	1920 10mo *Lloyd*	Akt. Kalundborg Skibsv. Kalundborg '*sA&CP*	D/S PacificA/S (L.R.Schmith, *Mgr.*)	233·3|37·1|16·6 242·0(O.L.) P12'B50'F29' FK *CellDB*196'409*t FPT*	Copnhagn Danish 4*BH Cem* 63*t APT*28*t*	T3Cy.16$\frac{5}{16}$",25$\frac{5}{8}$"&47$\frac{1}{2}$"–29$\frac{1}{2}$" 185lb (*s*) 134NHP 2SB(Spt),4*cf*,GS67,HS2086 Steen&Kaufmann, Elmshorn	18 ″ 8 s 2 ″ 0 16 ″ 10	
31301 LEPD	— Ⓟ *Ref.Mchy.* 2*Dks*	881 772 474					1929	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	188·1|31·6|20·3 H109*t*	Arendal Norwegian *WB*	C.4Cy.(2)14$\frac{3}{4}$"&(2)31$\frac{1}{2}$" –31$\frac{1}{2}$" 93NHP NylandsVærksted,Oslo		N
31302 623 SFXD	— Ⓟ Iron (*ex*OscarDickson) 1*Dk*	*313* *156* *147*					1877	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thorburn,*Mgr.*)	141·4|21·4| 9·7 P83'H31*t*F34'	Uddevalla Swedish *WB*	C.2Cy.23"&40"–24" NB03 65NHP MotalaCo.Gothenburg		
⁕ 31303 5489 SFXE	**Osman** (*ex*Avesta) *ss*Hbg.No.3–4,26 *ss*Mmo.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	*1316* *1153* *738*	✠100A1 9,37 ~~4,35~~ BS5,36 ✠LMC4,35	Mmo Bkn	*o*	OG 4,35	1913 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	RederiA/B Wanadis(C.W. Winck, *Mgr.*) *CellDBa*60'	237·0|37·7|16·3 247·7(O.L.) P22'B57'F24' FK *uE*29'*f*94'366*t FPT*	Hlsngborg Swedish 4*BH Cem* 44*t APT*93*t*	T3Cy.18$\frac{1}{8}$",28$\frac{3}{4}$"&48$\frac{13}{16}$"–31$\frac{1}{2}$" 185lb (*s*) 153NHP 2SB,4*cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 ″ 7	
31304 4186 SFXG	**Osmed** (*ex*Mineral) 1*Dk*	*1526* *1259* *894*					1903	SirRaylton Dixon&CoLd Middlesbro'	RederiA/B Nordkap(HelgeW. Winck,*Mgr.*)	243·6|36·9|17·3 P27'B66'H69*t*F21'	Hlsngborg Swedish *WB*	T.3Cy.18",29"&48"–33" Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		V
⁕ 31305 ~~ESRL~~ ESRZ	**Osmussaar** (*ex*Duddingston–36, *ex*Magdalena) *ss*Lth.2ndNo.3–6,33 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* *ss*Tln.No 1–37	2229 2005 1324	✠100A1 7,~~37 2,37~~ 1,38 BS~~4,36~~ ✠LMC~~5,32~~ 7,37 MS2,37	Rot ~~Tln~~ Sws	*s*	CL 1,37	1909 4mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	A/SMerilaid&Co. *Intermediate bulkhead in fore*	287·0|44·0|18·9 298·2(O.L.) P26'B78'F29' FK *hold dispensed with* *CellDBa*90'	Tallinn Estonian *Cem* 4*BH only* *uE & B*32' *f*	T.3Cy.21",35"&57"–39" (*s*) 160lb ~~90lb~~ 209NHP 2SB,6*cf*,GS80,HS3248 N.E.MarineEng.CoLd.Sld. 120'605*t FPT*68*t APT*94*t*	21 ″ 1 s 3 ″ 0½ 18 ″ 3	
31306 DOQP	**Osnabrück** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	5095 4005 2983	✠Lloyd'sRMC~~5,37 6,37~~ 12,37 for temp. 32° F.				1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	415·1|54·5|21·9 P21'Q378'	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1165NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
31307 6176 SFXI	**Osric** (*ex*Rymmen,*ex*MotalaStröm) 1*Dk*	*1418* *1202* *782*					1919	Limhamns Skeppsv.A.B. Limhamn	RederiA/BWalhall (C.W.Winck,*Mgr*)	251·7|38·0|18·5 P21'B62'F27'	Hlsngborg Swedish *WB*	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{2}$"&48"–31$\frac{1}{2}$" 130NHP LimhamnsSkeppsvarvA.B		V
31308 DIEF	**Ossag** *Carrying Petroleum in bulk* *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks*	2793 2331 1515					1921	Deutsche Werft.A.G. Hamburg	TankdampferGes. "Ossag"m.b.H.	309·7|45·5|22·5 P90'B31'F36'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 359NHP AlgemeineElec.Ges.Berlin		G
⁕ 31309 5143 SFXK	**Ossian** (*ex*Valpen,*ex*Harald, *ex*Brunsnis, *ss*Hbg.3rdNo.3–11,30 *ex*Mediterraneo) *ss*Hbg.No.1–35 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	*1564* *1293* *884*	✠100A – ~~5,36~~10,37 ✠LMC MS9,35 BS~~1,36~~ 11,36	Skm Hbg		CL 5,36	1892 4mo	Osbourne, Graham&Co. Sunderland	RederiA/B Alfa (A.Börjesson, *Mgr.*)	260·0|37·0|16·5 P27'Q76'B106'F35' FK *CellDB*214'385*t*	Hlsngborg Swedish 4*BH Cem* *APT*53*t*	T.3Cy.20",32$\frac{1}{2}$"&53"–36"(*r*) 160lb 174NHP 2SB,6*pf*,GS86,HS2705 G.ClarkLd.Sunderland	18 ″ 9 s ″ 11 18 ″ 0	
⁕ 31310 130193 MJSP	— (*ex*Paignton) *ss*Cff.No.3–9,32 *ss*Gls.No.1–37 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1514 1328 823	✠100A1 4,38 ~~2,37~~ ~~DBS3,36~~ ✠LMC ~~MBS3,36~~ MS2,37 ~~BS3,37~~ DBS2,38 MBS4,38	Gls	*p*	CL 2,36	1919 10mo *Lloyd*	Murdoch& Murray,Ld. PortGlasgow '*sA&CP*	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*) *CellD*	240·2|36·1|19·1 248·7(O.L.) B52'F23' FK *B*198' 298*t FPT*58*t*	Leith British 4*BH Cem* *APT*84*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb *100lb* NDB21 172NHP 2SB,6*cf*,GS97,HS2886 Rankin&Blackmre,Ld.Grk	21 ″ 3 s 2 ″ 9½ 18 ″ 7	
31311 DHSQ	**Ostara** (*ex*Wido,*ex*Matar) Wireless 1*Dk*2*trB*	1281 1114 729					1919	NVSchpsb Th.Nederlof Sliedrecht	ArgoReederei RichardAdler&Co.	238·9|36·8|15·8 P23'B60'F23'	Bremen German *WB*	T.3Cy.17$\frac{1}{2}$",29"&46"–36" 127NHP J.A.v.d Schuyt,Papndrcht		G
31312 OZFD	**Östbornholm** Ⓟ Wireless D.F. 1*Dk*	315 182 175					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S DetÖstbornholmskeDampsk. (E.SonneHansen, *Mgr.*)	133·2|24·1| 9·0 P89'F32'	Nexö Danish *WB*	T.3Cy.13",21"&34"–21" 53NHP KjbnhavnsFlydk.&Skbsv.		V
⁕ 31313 ONHA	**Ostende** (*ex*Ehrenfels) *ss*Ant.No.3–1,34 2*Dks*(*Stl–Upt* teak s) &*Web frames*	*4438* *4184* *2718*	✠100A1 1,38 ~~9,36~~ BS10,37 ✠LMC MS2,34 ~~BS10,36~~	Ant	*y*	CL ~~2,35~~ 1,38	1903 9mo *Lloyd*	Swan,Hunter&Wigham RichardsnLd. Newcastle '*sA&CP*	ArmementDeppe *CellDBa*111'*uE*25	375·1|50·5|27·4 P46'B119'F51' BK10" '*f*171' 816*t DTf*31'	Antwerp Belgian 7*BH Cem* 780*t*	Q.4Cy.23",32",48"&72"–54" 213lb *120lb* (*r*) 476NHP 3SB,9*rf*,GS147,HS6108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 2 s 5 ″ 6½ 25 ″ 5½	
31314 5907 SHNI	**Osterklint** (*ex*Vesterskov, *ex*Vesterby) 1*Dk*	*648* *505* *327*					1917	Eriksbergs M.V.Aktieb. Gothenburg	A/B Bungenäs Kalkbrott(E. Lilljequist,*Mgr.*)	179·8|28·9|11·6 P53'H28*t*F21'	Malmö Swedish	T.3Cy.14",22"&36$\frac{1}{2}$"–24" 65NHP EriksbergM.V.Aktieb.Got		V
⁕ 31315 LDRA	**Osthav** *OilEng.* *ss*Ham.No.1–35 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in mchy space* *Rudder electrically welded* D.F. *CruiserStern* *SpecialSurveys to date from* 1,32	8417 7743 5060	✠100A1 ~~8,37~~10,37 ✠LMC CS12,35 DBS12,35 ~~9,36~~ 3,37 *CarryingPetroleum in bulk*	Shi Fal	*c*†	CL 3,37	1931 8mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg '*sA&CP*	SkibsA/S"Östhav" (T.Lodding) *CellDBuE*65'206*tD*	465·2|59·7|35·4 P106'F42' FK *Tf*36'664*t FPT*186*t*	Oslo Norwegian 11*BH* *APT*160*t*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–35$\frac{7}{16}$" 1175NHP 3DB*170lb* 1DB(*f.s.*)*100lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 0	
31316 DHBN	**Ostland** (*ex*Asta–37, *ex*GustavVigeland,*ex*ChristianHorn, *ex*Proximus) 1*Dk*	2152 1764 1291					1920	Schiffsw. v. H.KochA.G. Lübeck	LübeckLinieA.G.	286·6|42·7|17·6 P14'Q92'B122'F32'	Lübeck German *WB*	T.3Cy.20$\frac{5}{8}$",33$\frac{1}{2}$"&43$\frac{3}{4}$"–36$\frac{5}{8}$" B*made*16 114NHP Ottensener,Machf. G.m.b.H.Altona		G
31317 DORM	**Ostmark** TwinSc (*AeroplaneServiceShip*) *OilEng.* Wireless D.F. 1*Dk* GyC.	1280 909 417					1936	Howaldtswerke A.G. Kiel	Deutsche LufthansaA.G.	242·8|37·0|15·5 B&F165'	Bremen German *WB*	Oil Engines 2S.C.SA 20Cy.11$\frac{13}{16}$"–16$\frac{15}{16}$" 488NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
31318 DABU	**Ostpreussen** (*ex*Merak) D.F. E.S.D. 1*Dk*	3030 2754 1790			...		1920	NVBoele's Schps.&Mchf Bolnes	Kohlen-Import-u. PoseidonSchiffahrts-A.G.	324·8|47·3|21·9 P26'B206'F29' FK	Königsbrg German *WB*	T.3Cy.22$\frac{1}{16}$",37"&60"–39" 267NHP N.V.Boele'sSchp.&Machf.	24 ″ 2	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31319 DAKJ	**Ostpreussen** Ⓟ (*ex*Sachsen-35, *ex*OberbürgermeisterHaken) *Ref.Mchy.* 1*Dk2trB* Sub.Sig. Wireless	1328 864 773					1895	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	219·9 P134'F28'	32·4	15·6	Stettin German *WB*	T.3Cy.20",32"&52"-33" 155NHP FlensburgerSchiffs.Ges.		G
31320 FNCC	**Ostrevent** D.F. 1*Dk*	1737 — 916					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	ConsortiumCommercialdeTransportsMaritimes (UnionIndustrielle &Mar.Soc.Française d'Arm.*Mgrs*)	250·6 P156'	37·8	16·3	Rouen French	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		V
31321 552 OHFE	**Ostrobotnia** Wireless D.F. 1*Dk*	1335 — 795					1921	Mask&Bro-bygnA/B Helsingfors	FinskaÅngfartygsA/B	217·0 P23'B62'F29'	34·5	14·0	Helsingfrs Finnish *WB*	T.3Cy.15⅝",25⅝"&41⅓"-27½" Mask.& 89NHP Brob.A/B Helsingfors		N
31322 DJOH	**Ostsee** (*ex*Palanga-35,*ex*Bugsee, (*ex*Newtownards) *ss*Sld.No.3-6,20 *Well deck* 1*Dk*(*Stl*)	804 603 392	✠ 7,27 ✠	Sld	*k*		1912 4mo	J.Crown& Sons,Ld. Sunderland	W.Schuchmann *CellDBa*46'*uE*&	199·1 P21'Q44'B46'F21' *B*29' *f*84'224*tFPT*	29·9	12·1	Brmrhavn German FK 4*BHCem* 49*tAPT*41*t*	T.3Cy.17",28"&46"-30" 138NHP 1SB,3*cf*,GS58,HS2400 N.E.MarineEng.Co.Ld.Sld	14 ″ 3	G †
31323 DHSR	— (*ex*OstermoorII,*ex*Eider) Sub.Sig.	302 257 157					1888	Government Yard Danzig	JohnT.Essberger	112·2	24·2	12·4	Hamburg German	C.2Cy.13¾"&24⅘"-17¾" 22NHP GovernmentYard,Danzig		C
31324 10210 JOQB	**Osumi Maru** Ⓟ Wireless 2*Dks*	1284 1263 711					1906	OsakaIron Works Osaka	KinkaiYusenK.K.	235·0	31·5	21·6	Tokio Japanese *WB*	T.3Cy.17½",28"&46"-33" 122NHP OsakaIronWorks,Osaka		
* 31325 6051 SJRA	**Oswal** (*ex*Noorköping,*ex*Edmond- Gustave, *ss*Got.3rdNo.3-10,34 *ex*Greylands) 1*Dk*(*Irn*)2*trB*& *Web frame* Now "[illegible]," see No. 40105 in Supplement	*2576* *2385* *1551*	✠100A1 7,37 ~~5,36~~ MS10,34	Got Rot ✠LMC BS10,36	*t*	~~CL~~ ~~10,34~~ 7,37	1896 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Wanadis(C.W. Winck,*Mgr.*) *Cell*	314·0 P27'B70'F31' FK *DBa&uE*128' *f*126'	44·0	20·8	Hlsngborg Swedish *BHCem* 684*tAPT*40*t*	T.3Cy.23",36½"&62"-39" (*s*) 160lb *80lb* 244NHP 2SB,4*rf*,2*cf*,GS83,HS3720 Cen.Mar.Eng.Wrks.W Hpl	23 ″ 3 s3 ″ 10¾ 19 ″ 6	
31326 PUQH	**Oswaldo Aranha** TwinSc (*ex*Jacuhy) *ss*Rio.2ndNo.3-5,34 1*Dk*(*Stl*) Now "Jacuhy," see No. 38752 in Supplement	*1951* *1599* *1182*	✠ A1 *withfreeboard* 12,35 BS12,35 ✠LMC5,34 *Brazilian Coasting*	Rio	*r*	CL 11,35	1912 5mo	Mackie& Thomson,Ld. Glasgow *Lloyd*'*sA&CP*	Cia.Commercio e Navegação *CellDBa*86'*uE*14'	276·7 P27'B61'F22' FK *f* 114'569*tFPT*126*t*	45·2	15·4	R.Janeiro Brazilian 6*BHCem* *APT*127*t*	T.6Cy.15",25"&40"-27" (*s*) 180lb *140lb* 208NHP 2SB,6*cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6 s 2 ″ 9½ 15 ″ 0	
31327 223672 KLHK	**Oswego Socony** TwinSc *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* 1*Dk* *New middle body electrically welded* 1936	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		
* 31328 164512 GYMG	**Oswestry Grange** (*ex*Rhodesian Prince-37,*ex*ArgentineTransport-36) 1*Dk*& *Shelter dk* *CruiserStern*	4684 4238 2825	✠100A1 *withfreeboard* 4,37 ✠LMC8,35	Sws	*z*	CL	1935 8mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd*'*sA&CP*	HoulderLineLd. (HoulderBros.& Co.Ld.*Mgrs.*) *CellDB*351'1082*t*	406·8 421·1(o.l.) F35' FK *FPT*201*tAPT*118*t*	55·2	24·2	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.22½",36"&65"-45" (*s*) 220lb 362NHP 2SB,6*cf*,GS107,HS4642 FD D.Rowan&Co.Ld.Gls.	26 ″ 6 s 2 ″ 8¾ 23 ″ 11¾	
* 31329 5402 SFXM	**Oswin** (*ex*Thai) *ss*Sbg.2ndNo.3-4,37 1*Dk*(*Stl*) *Cargo battens not fitted*	*1320* *1157* *915*	✠100A1 4,37 ✠LMC4,37	Sbg	*o*	OG 4,37	1913 2mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	RederiA/B Walhall (C.W. Winck,*Mgr.*) *CellDBa*60'*u*	237·5 P22'B57'F24' FK *E* 29'*f* 94'323*tFPT*	37·7	16·3	Hlsngborg Swedish 4*BHCem* 44*tAPT*93*t*	T.3Cy.18⅛",28¾"&48 13/16"-31½" 185lb (*s*) 153NHP 2SB,4*cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2 16 ″ 7	
* 31330 149569 GCWT	**Otaio** TwinSc *OilEng.* *ss*Fal.No.1-35 *Ref.Mchy* 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* D.F. E.S.D. *forward holds* *Rudder electrically welded CruiserStern*	10298 9271 6300	✠100A1 2,38 ~~12,36~~ ~~DBS1,37~~ ✠~~Lloyd'sRMC12,36~~ DBS10,37	Liv Fal ✠LMC1,35 2,38	*f*†	CL ~~P12,33~~ s7,36 7,37	1930 12mo	Vickers- Armstrongs, Ld. Barrow *Lloyd*'*sA&CP*	NewZealand ShippingCo.Ld. *Duct keel forward of mchy space* *CellDB*312'1291*tTanks in way of tunnels* 877*t DTs*	472·0 P66'B234'F81' FK	67·2	35·7	Plymouth British 9*BHptCem* 3 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.27 9/16"-82 11/16" 1884NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. *f*41'299*tFPT*87*tAPT*93*t*	40 ″ 0 s 7 ″ 10½ 32 ″ 3	
31331 3752 JEVB	**Otaru Maru** Ⓟ (*ex*Gaute) Foundered 2,37 Wireless 1*Dk*(*Stl*)& *Spar dk*(*Stl-ws*) & *deep framing*	1464 1345 906	✠ 11,05 ✠	Yka	*d*		1905 7mo	Fevigs Jernskibsbyg Fevig	KinkaiYusenK.K. *W*	235·0 B64' *B*=*CellDBa*61'*uE*	35·2	14·6 21·8 FK	Tokio Japanese 4*BHCem* 19'*f* 88'304*t*	T.3Cy.16½",28"&48"-33" 175NHP 1SB,3*cf*,GS59,HS2417 Richardsons,Westgarth& *APT*15*t* Co.Ld.Mdb.	22 ″ 9	
* 31332 OHHC	**Otava** (*ex*Simone) *ss*Hfs.2ndNo.3-10,29 *ss*Hfs.No.1-34 Wireless 1*Dk*(*Irn*)& *deep framing* D.F. *Cargo battens not fitted*	1290 1062 690	✠100A1 7,37 ~~6,36~~ ~~MS6,34~~	Abo Hfs ✠LMC4,38 ~~BS4,36~~ ~~7,37~~	*o*	CL ~~6,34~~ 6,37	1904 5mo	WoodSkinner&Co.Ld. Newcastle *Lloyd*'*sA&CP*	HelsinginLloyd O/Y(H.Janhonen, *Mgr.*) *CellDBa&u*	232·0 P22'B59'F29' FK *E*86'*f*90'359*tFPT*6	35·0	16·6	Helsingfrs Finnish 4*BHCem* 2*tAPT*25*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb *100lb* NDB20 138NHP 1SB(Spt),3*cf*,GS51,HS2067 N.E.MarineEng.CoLdNwc	18 ″ 10 s 2 ″ 3½ 16 ″ 8	
31333 149887 ZSNF	**Otavi** (*ex*Lita) 1*Dk*	737 573 367					1919	Framnæs Mek.Værks. Sandefjord	Thesen'sS.S.Co. Ld.(MitchellCotts &Co.(South Africa),Ld.*Mgrs.*)	184·2 P33*t*H50*t*	30·2	13·0	CapeTown British *WB*	T.3Cy.14",23"&38"-27" NE&B24 101NHP MossVærft.A/S,Moss		C
* 31334 5597 SFXR	**Othem** *ss*Mmo.No.3-5,26 *ss*Hbg.No.2-34 1*Dk*(*Stl*)	*688* *564* *365*	✠100A1 ~~6,37~~ ~~6,36~~ 4,38 ~~BS5,36~~ BS ~~4,37~~4,38	Osc Skm ✠LMC4,34	*k*	CL 6,36	1914 7mo	Framnæs Mek.Værks Sandefjord *Lloyd*'*sA&CP* *WB*=	Rederiaktiebolaget Volo (G.Myrsten,*Mgr.*) *CellDBa*44'*u E*20'	184·0 P17'B53'F30' FK *f* 66' 155*t FPT* 27*t*	30·0	12·9	Slite Swedish 4*BHCem* *APT*37*t*	T.3Cy.13½",22"&37½"-28" 180lb (*s*) 95NHP 2SB,4*pf*,GS53,HS1666 AkersMek.Værks.Oslo	14 ″ 11 s 1 ″ 4¾ 13 ″ 8	
31335 219814 KULX	**Otho** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4839 4374 2976					1920	ToddD.D. &Const. Corp. Tacoma, Wash.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	380·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
* 31336 148655 GLKT	**Otokia** TwinSc *OilEng.* *Mchy.Aft* *ss*Yka.No.3-3,36 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* Now "Panam," see No. 39687 in Supplement	7277 6621 4330	✠100A1 3,37 DBS3,37 ✠LMC11,35 *CarryingPetroleum in bulk*	Yka	*b*†	OG 11,35	1925 9mo	Livingstne &Cooper,Ld. Hessle *Lloyd*'*sA&CP*	Summers&Co.Ld. *CellDBuE*66'270*t DTf*45'811*t FPT*170*tAPT*102*t*	438·7 P113'B32'F46' FK	57·2	33·5	Shanghai British 19*BHptCem* 11 „ *toU dk*	Oil Engines 2S.C.SA 8Cy.23 11/16"-41¾" 776NHP 2DB*180lb* SulzerBros.Winterthur	33 ″ 9 s 6 ″ 2¾ 27 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où sont ... Durée Cert. Ref. Trade
31337	**Otoño** (exSailingVessel) OilEng. 1Dk	305 — 177			...		1912	Bow,Mc-Lachlan&Co.Ld. Paisley	H.J.Miller&Co.	128·4	29·2	10·0 BK6'	M.Video Uruguayan	Oil Engines 2S.C.SA NE19 138NHP 4Cy.14"–18½" A.MietzCorp.NewYork	10 ″ 3	
※ 31338 41367 JHLJ	**Otowasan Maru** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft GyC. CruiserStern Longitudinal framing	9205 8098 ~~6294~~ 5300	✠100A1 4,37~~4,36~~ ✠LMC4,36 Carrying Petroleum in bulk	Tama	e†	CL 4,37	1936 4mo Lloyd	Mitsui Bussan Kaisha,Ld. Tama 'sA&CP	MitsuiBussan Kaisha,Ld. CellDBuE93'283t	488·0 P150'F42' FK DTsf57'316t FPT	65·0	36·0	Kobe Japanese 11BHptCem 100tAPT71t	Oil Engines 2S.C.DA 6Cy.24 7/16"–55½" 1231NHP 3DB200lb MitsuiBussanKaisha,Ld. Tama	36 ″ 0	
※ 31339 146025 GFKV	**Otranto** Ⓟ TwinSc ssLon.No.3–3,38 ~~ssLon.No.2–34~~ Ref.Mchy. 3Dks(Stl–Wthr dk teak s) Sub.Sig. 4th dk(Stl)in foreholds&3after D.F. E.S.D. holds 5th dk in No.1hold CruiserStern	20026 12228 11979	✠100A1 withfreeboard 3,38 MS9,36 ✠LMC BS11,37 ✠Lloyd'sRMC~~2,37,1,3~~ 3,38 ~~11,37~~ Fitted for oil fuel 12,25 F.P. above 150° F.	Lon	p†	CL ~~P4,34~~ ~~S8,34~~ 7,37	1925 12mo Lloyd	Vickers,Ld. Barrow 'sA&CP CellDB	OrientS.Nav.Co.Ld — 511'2093t DT at sides of Engine Room & in way of Tunnels	632·0 658·6(O.L.) B342'UpperB312' F73' FK Duct keel in Nos.2,3 & 4 holds	75·2	32·9	Barrow British 12BHptCem Coll,,to Wdk	6SteamTurbinesSRgeared to 2 Sc. Shafts (s) 215lb 3722NHP 6DB(Spt)&2SB(Spt),56cf, GS2688,HS44234 FD Vickers,Ld.Barrow 660tFPT85tAPT152t	37 ″ 6 s 7 ″ 4 30 ″ 6	BT till ~~10,37~~ 7,38
31340 215813 WQCJ	**Otsego** (exPrinzEitelFriedrich) 2Dks	4638 3609 2595					1902	Reiherst'g Schiffsw. Hamburg	Libby,McNeill& Libby	370·9 P&B246'F45'	45·3	26·7	S.Frncisco Utd.States WB	Q.4Cy.22½",32¼",47¼"&68"–47¼" NB21 184NHP Reiherst Maschinenf.Ham		R
31341 LCNB	**Ottar Jarl** (exPrinkipo) Wireless 2Dks	1459 1236 825					1921	Schiffs-u. Dockbauw. FlenderA.-G. Siems b/Lübeck	DetNordenfjeldske Dampskslsk.A/S	228·2 B58tH89t	34·5	20·0	Tr'ndheim Norwegian WB	T.3Cy.15¾",26"&43½"–27½" 99NHP VulcanWerke,Hamburg		N
31342 155285	**Ottawalite** Mchy.Aft 1Dk(Stl) CarryingPetroleum in bulk Fitted for oil fuel Longitudinal framing at bottom & at deck	715 627 343	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilShippingCo.Ld.(H.J. Rahlves,Mgr.)	175·0 FK Centre line bulkhead CellDBuE1	35·2	12·9	Montreal British 7BHptCem ptAsp non-oiltight 8'24tAPT3t	T.3Cy.13½",22"&37"–27" 106NHP 1SB,3cf, HS2028 N.E.MarineEngCo.LdNwc	13 ″ 0	
※ 31343 139240 MPGQ	**Otterburn** (exJordaens) ssBly.No.2–34 Welldeck 1Dk(Stl) Now "Lakeland," see No. 39015 in Supplement	1543 1131 861	✠100A1 3,37 ✠LMC MS6,34 BS7,36	Cff	p	CL 2,36	1925 4mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	Smith,Hogg&Co. Ld. CellDBa81'uE	240·2 Q181'F27' FK 16'f92'418tFPT46t	37·1	15·9	W.Hartlpl British 4BHCem APT101t	T.3Cy.18",30"&49"–33" (s) 180lb 175NHP 2SB,4cf,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s4 ″ 10½ 17 ″ 0½	
31344 149879 MNVZ	**Otterhound** ssRot.No.2–35 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing at bottom & at deck, Bracketless	860 654 409	✠100A1 ~~6,27~~ ~~3,37~~ 11,37 ✠LMC MS10,35 BS~~8,35~~6,37 Carrying Petroleum in bulk Fitted for oil fuel 8,27 F.P. above 150° F.	Rot ~~Nwc~~	l	CL 11,37	1927 8mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	CoastalTankers, Ld. Cell	190·5 198·0(O.L.) FK P79'F25' Trunk86' DBuE19' 30tFPT	32·5	14·6	London British 8BHptCem ptAsp 65tAPT30t	T.3Cy.16",27"&44"–30" (s) 180lb 148NHP 1SB,3cf,GS54,HS2186 FD Richardsons,Westgarth& Co.Ld.Mdb.	15 ″ 0 s1 ″ 0½ 14 ″ 2	
31345 139239 GMRV	**Otterpool** ssCff.No.2–35 D.F. 1Dk(Stl)	4867 4637 2999	✠100A1 ~~7,37~~ ~~1,37~~ 2,38 BS~~5,36~~ 5,37 ✠LMC5,35	Shl ~~Sws~~ Sws	y	CL ~~7,34~~ 7,37	1926 7mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	PoolShippngCo.Ld (SirR.Ropner&Co. Ld.Mgrs.) CellDB	390·0 P30'B220'F40' FK 345'1041tFPT180t	55·0	26·5	W.Hartlpl British 6BHCem APT179t	T.3Cy.25½",43"&71"–48" (s) 180lb 150lb 439NHP 3SB(Spt)9cf,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s4 ″ 5½ 24 ″ 6½	
※ 31346 727 OHEA	**Otto** (exVera–32) ssHfs.No.1–37 ssEls.2ndNo.3–5,32 Wireless 1Dk(Irn)&deepframing Cargo battens not fitted	1343 1086 735	✠100A1 ~~4,36~~ 2,36 4,38 BS~~6,36~~ ✠LMC~~5,36~~ 6,37 MS1,37	Hfs ~~Hul~~	o	CL 11,36	1907 1mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP	HelsinginLloyd O/Y(H.Janhonen, Mgr.) CellDBa&	232·2 P22'B59'F29' FK uE86'f90'349tFPT	35·1	16·5	Helsingfrs Finnish 4BHCem 62tAPT23t	T.3Cy.17½",29"&48 5/16"–33" 180lb 100lb (s) 139NHP NDB22 1SB(Spt),3cf,GS51,HS2069 N.E.MarineEngCoLd.Nwc	18 ″ 10 s2 ″ 3½ 16 ″ 8	
31347 DJPV	**Otto Alfred Müller** 3Mst Sub.Sig. E.S.D. 1Dk CruiserStern	1589 1361 738					1935	Flensburgr Schiffsb.Ges. Flensburg	O.A.Müller	258·9 P&B212'F22'	41·4	16·0	Hamburg German WB	C.4Cy.(2)14 3/16"&(2)31½"–31½"&LP Turbine withDR gearing&hydraulic coupling 200NHP OttensenerMch.G.m.b.H. Altona		C
31348 DMAJ	**Otto Cords**	906 772 494					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·5 P&B177'F25'	33·8	12·0	Rostock German WB	T3Cy.14⅝",24 3/16"&38⅝"–26¾" 77NHP A.G."Neptun,"Rostock		G
31349 OHDW	**Otto H.** (exHelgaFerdinand, exGoslar,exSprogö,exTertia) 1Dk	2158 1504 1217					1897	Flensburgr Schiffsb.Ges. Flensburg	BjörneborgShippingCo.(Werner Hacklin,Mgr.)	274·0 P18'Q86' ptAwngdk170'	39·7	16·5	Björnebrg Finnish WB	T.3Cy.19",31½"&52"–40" 170NHP FlensburgerSchiffsb.Ges.		G
31350 203658 WADF	**Otto M. Reiss** (exLynfordE. Geer–34,exJamesS.Dunham) Mchy.Aft D.F. 1Dk	4510 — 3358					1906	W.BayCity S.B.Co. West BayCityMich	ReissS.S.Co.	420·0 WB	52·0	24·3	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Clevland		R
31351 OXXE	**Otto Petersen** D.F. 1Dk	2832 2471 1699					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Vendila (Svendsen& Christensen Mgrs)	326·8 P23'B216'F30'	48·3	19·8	Copnhagn Danish WB	C4Cy(2)18¼"&(2)39½"–39½" 164NHP HelsingörsJernsk.&Mskb.		C
31352 UPEW	**Otto Schmidt** (exPskov–35, exBellatrix–34) 1Dk	3549 3260 2162					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P25'B114'F34'	48·8	23·3	Leningrad Russian WB	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroogd.Maats.		
31353 LEPH	**Otto Sinding** Now "Varegg," see No. 40625 in Supplement 1Dk	948 738 572					1910	Laxevaags Msk.&Jrnskb Bergen	A/S D/S OttoSinding(V.Torkildsen)	214·3 Q109tB51tF29t	32·2	12·8	Bergen Norwegian WB	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk.&Jrns.Bgn		N
31354 PGPN	**Oud Beijerland** OilEng. Mchy.Aft 1Dk CruiserStern	402 — 240					1930	NVIndust. Maats. "DeNoord" Alblasserdam	N.V.Scheepv. Maats.OudBeyerland(T.den Hartigh,Mgr.)	148·9 P41'F17'	25·3	9·2	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–18" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V

	1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
*	31355	**Oudewater** For full particulars see No. 39551 in Supplement OilEng. D.F. *Mchy.Aft* *CruiserStern*	375 307 195	100A1 *withfreeboard* (*ClassContemplated*)				1937	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Stoom.Maats. Nederlandsche Lloyd	198·3	29·7	8·1	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy.13¾"-23⅝" Gbr.Stork&CoNVHengelo	11 ″ 0 s ″ 2 10 ″ 11	
	31356 FNIG	**Oued Fes** (*ex*Paz,*ex*Bath, *ex*Andromeda) 2*Dks*	2633 2313 1530					1913	Stettiner Oderwerke Stettin	Cie.deNav.Paquet	330·2 B77'F37'	46·2	18·9	Marseilles French	T.3Cy.23⅜",39⅖"&63"-43$\frac{3}{16}$" 261NHP StettinerOderwerke		V
	31357 FNHQ	**Oued Grou** (*ex*Peter) Wireless 1*Dk*	792 — 440					1921	D.W.Kre-merSohn Elmshorn	Cie.deNav.Paquet	195·5 Q63'B56'F26'	30·8	12·4	Marseilles French *WB*	T.3Cy.14½",23⅛"&37⅜"-25½" 72NHP Steen&KaufmannElmshrn		V
	31358 FNHR	**Oued Mellah** (*ex*CapeSt.Lucia, *ex*Junon) Sunk by Aircraft 10,37 *ss*Msl.No.3-10,30 *ss*Msl.No.1-35 2*Dks*(*Stl*)	2413 2149 1501	✠~~100A1~~ 4,37 ~~BS3,36~~ ~~5,37~~	Msl ✠~~LMC8,35~~	*s*	CL N4,36	1918 12mo Lloyd	Jos.T.El-tringham & Co.Ld.Wil-lingtonQuay '*sA&CP*	Cie.deNav.Paquet *CellDB*	290·0 P24'B90'F31' FK *a*83'*uE*18'*f*128'600*t*	43·9	21·8	Marseilles French 5*BHCem* *APT*39*t*	T.3Cy.21",34½"&57"-39" (*s*) 180℔ *100℔* 232NHP 2SB,*6cf*,GS110,HS3750 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s 3 ″ 2 20 ″ 0	
	31359 FNHS	**Oued Sebou II** Ⓟ 2*Dks*	2448 2087 1360					1925	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	279·2 B41'	42·1	21·5	Marseilles French *WB*	T.3Cy.21$\frac{3}{10}$",34⅗"&55½"-37⅖" 188NHP Forg.&Ch.de laMédit.Msl.		V
	31360 FNHT	**Oued Tiflet** (*ex*KäteMartha) Wireless 1*Dk*	1194 — 689					1914	Nüscke& Co. Stettin	Cie.deNav.Paquet	234·1 P10'Q61'B57'F26'	35·4	14·0	Marseilles French *WB*	T.3Cy.16",26½"&43½"-27½" 99NHP Christiansen&Meyer,Har.		V
	31361 FNHU	**Oued Yquem** (*ex*Noordzee) Wireless 1*Dk*	1370 1103 723					1920	N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	Cie.deNav.Paquet	238·8 P22'B63'F21'	36·7	15·8	Marseilles French *WB*	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
	31362 ~~FNHV~~	**Oued Zem** (*ex*Aug.Borremans) ~~Stranded 1,37-Refloated~~ Now "Mostaganem," see No. 39210 in Supplement 1*Dk*	1942 — 1173					1921	T vanDuij-vendijks Lekkerkerk	Cie.deNav.Paquet	265·2 P24'B77'F30'	42·3	18·6	Marseilles French *WB*	T.3Cy.19",31"&52"-36" N.V.Versteeg's 162NHP Mschf.Hardinxveld		V
	31363 FNHW	**Ouergha** (*ex*Bretta) *ss*Msl.No.3-7,37 ~~*ss*Osl.No.3-2,25~~ ~~*ss*Msl.No.2-33~~ 1*Dk*(*Stl*)	1956 1702 1117	100A1 ~~7,37 12,36~~ 4,38 BS~~2,36~~ 4,37	Msl LMC~~3,33~~ MS7,37		OG ~~N9,35~~ 10,37	1920 Lloyd	N.V.Schps. "DeMaas" Slikkerveer '*sA&CP*	Cie.deNav.Paquet *CellDBa*83'*uE*17'	269·1 P28'B74'F27' FK *f*102'531*tFPT*104	42·1	18·1	Marseilles French 4*BH* *tAPT*85*t*	T.3Cy.19$\frac{11}{16}$",31½"&52"-35½" 180℔ (*s*) 209NHP 2SB,*6cf*,GS110,HS3710 BurgerhoutsMchSchp.Rot	20 ″ 6 s 2 ″ 9 17 ″ 11½	
*	31364 CSKT	**Ourem** (*ex*Sorcerer-33,*ex*Kildary) *ss*Nwc.No.3-4,33 1*Dk*(*Stl*) *Cargo battens not fitted*	644 493 321	100A1 2.36 BS~~2,36~~ 6,37	Lis LMC4,33		CL 2,36	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	C.A.Moreira& Cia.Ltda.	175·0 B52' FK *CellDBuE*26'20*t*	30·0	15·7	Oporto Portuguese 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200℔ 116NHP 1SB,*3cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7 15 ″ 0½	
	31365 128876 MDQP	**Ouse** *ss*Goo.2ndNo.3-5,37 ~~*ss*Goo.No.3-2,24~~ ~~*ss*Goo.No.2-33~~ 1*Dk*(*Stl*)	1004 832 419	✠100A1 ~~5,37 1,36~~ 4,38 ~~BS4,36~~ BS5,38	Ham Goo ✠LMC~~2,33~~ 5,37	*o*	OG 1,36	1911 11mo Lloyd	W.Dobson &Co. Newcastle '*sA&CP*	London,Midland& ScottishRly. (AssociatedHum-berLines,*Mgrs.*) *WB = Cell D Ba*58'*u*	240·2 249·3(O.L.) P38'B88'F35 FK *E*15'*f*91'182*tFPT*	34·2	15·4	Goole British 5*BHCem* 14*tAPT*31*t*	T.3Cy.22¼",36"&61"-39" (*s*) 180℔ 331NHP 2SB,*6cf*,GS124,HS4948 WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0¼ 14 ″ 9¼	
*	31366 160762 GTFM	**Ousebridge** *ss*Bkn.No.1-32 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	5601 5232 3533	✠100A1 9,37 ~~2,37~~ BS~~2,37~~ 8,37	Shl Pld ✠LMC8,32	*z*	CL 9,34	1929 9mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	North ofEngland S.S.Co.Ld.(Crosby Son &Co.Ld.*Mgrs*) *CellDBa&uE*1	406·1 P33'B260'F39' FK 36'*f*188'1365*tFPT*	56·1	28·6	W.Hartlpl British 6*BHptCem* 88*tAPT*117*t*	T.3Cy.27$\frac{7}{16}$",44"&73"-48"(*s*) 180℔ 477NHP 3SB,*9cf*,GS161,HS6728 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 2 s 4 ″ 11 26 ″ 5½	
*	31367 146227 MKXQ	**Ousel** *ss*Mch.No.3-3,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	1533 1248 651	✠100A1 *Shelter dk* *withfreeboard* 5,38 ~~4,37~~ ~~BS4,37~~ ✠Lloyd'sRMC~~5,36 5,37~~ 5,38 for temp. 20° F.	Bkn Mch BS5,38 ✠LMC3,34	*r*	CL 4,37	1922 1mo Lloyd	Ferguson Bros.(Port Glasgow)Ld PortGlasgow '*sA&CP*	British&Conti-nentalS.S.Co.Ld. *CellDB*221'369*t*	271·3 F28'*onShelter* FK *dk* *Collisio* *FPT*37*tAPT*28*t*	39·1	16·6	Liverpool British *Cem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.20¾",34"&57"-39" (*s*) 185℔ 273NHP 2SB,*6cf*,GS105,HS3904 FD FergusonBros.(Pt.Gl.)Ld.	18 ″ 9 s ″ 5¾ 18 ″ 6	
	31368 128752 ZSLJ	**Outeniqua** Ⓟ Stranded 11,37—Refloated *ss*C.Tn.No.3-10,27 *ss*C.Tn.No.2-36 2*Dks*(2*nd dkStl*)	994 942 489	✠~~100A1~~ 5,37 ~~9,36~~ ~~BS4,37~~	PNl CTn ✠~~LMC[illegible]~~	*l*	OG N3,36	1915 2mo Lloyd	Porsgrund Mek.Værks. Porsgrunn '*sA&CP*	Thesen'sS.S.Co.Ld. (MitchellCotts&Co (SouthAfrica)Ld. *Mgrs.*) *CellD*	195·8 207·3(O.L.) FK *Ba*42'*f*86'141*tFPT*	30·1	21·2	CapeTown British 4*BHCem* 23*tAPT*24*t*	T.3Cy.14",23"&38"-27" (*s*) 180℔ 109NHP 2SB,*4cf*,GS80,HS2060 PorsgrundMek.Værks.	22 ″ 6 ~~s 6 ″ 1¼~~ ~~16 ″ 10~~	
	31369 131393 MDQJ	**Overton** *ss*Nwc.2ndNo.3-3,36 *Well deck* 1*Dk*(*ptStl*) *Mchy.Aft*	426 286 185	✠100A1 3,36 BS7,37	Nwc ✠LMC3,36	*f*	CL 7,35	1911 10mo Lloyd	JTEltring-ham&Co.Ld. South Shields '*sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark)	143·5 *25·2* FK Q81 B9'F25' *FPT*	24·4	10·5	Liverpool British 3*BHCem* 24*tAPT*23*t*	C.2Cy.17½"&36"-24" (*s*) 130℔ 74RHP 1SB,*3cf*,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s 3 ″ 8½ 11 ″ 8	
*	31370 145740 GCVJ	**Ovington Court** (*ex*Amblestone) *ss*Bkn.No.3-3,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6095 5853 3772	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~11,36~~ ~~BS10,36~~	Bry Bkn 4,38 BS~~9,37~~ ✠LMC11,35	*y*	CL ~~10,35~~ 4,38	1924 3mo Lloyd	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs*) *CellDB*349'1245*t*	400·0 F35'*onShelter* FK *dk* *Collisio* *FPT*124*t APT*174*t*	53·0	32·7	London British *Cem* *n BHto S dk* 5 „ „ *U* „	T.3Cy.26",43"&71"-48" (*s*) 180℔ 425NHP 3SB,*9cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s 9 ″ 8 25 ″ 8¾	
	31371	**O-we-ra** *See No.* 31003															
*	31372 135928 MGBN	**Oxbird** K *ss*Hul.No.3-2,35 *Mchy.Aft* 1*Dk*	310 221 111	✠100A1 10,36 BS~~3,37~~ 2,38	Shl ✠LMC2,35		CL 10,36	1916 3mo Lloyd	Crabtree& Co.Ld. Gt.Yarmouth '*sA&CP*	R.&W.Paul,Ld.	135·0 *24·3* FK Q47'F18' *FPT*2	23·2	9·5	Ipswich British 3*BHCem* 9*tAPT*17*t*	C.2Cy.17$\frac{3}{16}$"&36$\frac{3}{16}$"-24" (*s*) 130℔ 53RHP 1SB,*2pf*,GS38,HS1370 Crabtree&Co.Ld.Gt.Yar.	10 ″ 7 s ″ 6½ 10 ″ 1	
*	31373 7018 SLDA	**Oxelösund** TwinSc *OilEng.* *ss*Lkr.No.3-9,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cargo battens not fitted* *CruiserStern*	*5613* 5223 2824	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ 11,37 DBS~~8,36~~6,37	Got ✠LMC CS9,35 ~~9,35~~ 1,37	*y*	OG ~~S7,34~~ ~~P1,35~~ 11,37	1923 8mo	Aktieb. Götaverken Gothenburg A&CP	TrafikAktieb. Grängesberg-Ox-elösund(M.Wald-enström,*Mgr.*) *CellDBuE*32'*f*105' *DTa*103'1225*t*	393·7 399·0(O.L.) F40'*onShelter* FK *dk* *Collisio* 651*tDTf*68'730*t* *FPT*58*tAPT*150*t*	53·4	30·9	Stockholm Swedish *ptCem* *nBHtoSdk* 6 „ „ *U* „	Oil Engines 4 S.C.SA 12Cy.23$\frac{3}{16}$"-35$\frac{7}{16}$" 629NHP DB*100℔* Aktieb.Götaverken,Got.	34 ″ 1 s 8 ″ 1 26 ″ 2¼	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. Roy. Trade
31374 145515 CYMB	**Oxford** (*ex*Glenorvie) *Mcky.Aft* 1*Dk*	1893 1577 1125					1923	Swan,Hunter&Wigham Richardson, LdSunderlnd	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP McColl&PollockLd.Sld.		C
31375 131454 GLZF	**Oxfordshire** Ⓟ TwinSc4Mst *ss*Liv.2ndNo 3-10,06 ~~*ss*Bkn.No.3-10,24~~ ~~*ss*Liv.No.2-33~~ D.F. Sub.Sig. 3*Dks*(*Stl*-*Uws*) &*Webframes*	8646 6620 5439	✠100A1 ~~10,37~~10,36 BS ~~1,37~~ 2,38 ✠LMC12,35 *Fitted for oil fuel* 12,19*F.P.*	Bkn	*d*†	CL S8,35 PN8,35	1912 9mo *Lloyd*'*sA&CP* *above* 150° F.	Harland& Wolff,Ld. Belfast	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB a*123'*uE&B*	474·7 P52'B250'F78' FK 70'*f*218'1313*tFPT*	55·3	32·1	Liverpool British 8*BHCem* 92*tAPT*52*t*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) 906NHP 2D&2SB24*cf*GS394HS16014 Harland&Wolff,Ld.Bel.	35 ʺ 4 S 7 ʺ 7 28 ʺ 2	BT till ~~10,37~~ 1,38
31376 139035 MFWS	**Oxshott** *ss*Shl.No.3-9,27 *ss*Shl.No.2-35 *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1241 1022 761	✠100A1 4,38 ~~2,37~~ BS ~~1,37~~ 4,38 ✠LMC7,36	Shl	*o*	CL 7,35	1915 5mo *Lloyd*'*sA&CP*	Campbeltn S.B.Co. Campbelt'wn	HudsonS.S.Co.Ld. *WB*=*CellDB*	230·0 Q79'B48'F24' FK *a*56'*uE&B*33'*f*102'	35·8	15·6	London British 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"-33"(*r*) 180lb 139NHP 2SB,4*cf*,GS72,HS2324 Rankin&BlackmoreLdGrk	17 ʺ 7 S 1 ʺ 4½ 16 ʺ 5	
31377 [illegible] [illegible]	**Oyama Maru** (*ex*Tsurugisan Maru, 1*Dk*; *Spar dk*; *deep framing* Now "M[illegible]aru Maru," No. 30227 in Supplement	3857 [illegible] 2371			...		1899	Sunderlnd S.B.Co.Ld. Sunderland	FujiShosenK.K.	356·0 P38'B92'F46' 26·5 FK	45·2	18·7	Kobe Japanese *WB*	T.3Cy.24",40"&64"-42" 292NHP N.E.MarineEng Co.Ld.Sld	29 ʺ 4	
31378 133114 GRYS	**Ozarda** *ss*Cal.No.3-11,27 *ss*Cal.No.2-35 2*Dks*(*Stl*)	4791 4465 3038	✠100A1 7,37 ~~8,36~~ BS ~~8,36~~ 8,37 ✠LMC8,35	Cal	*y*	CL 8,36	1913 4mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. W Hartlepool	BritishIndiaStm. Nav.Co.Ld. *CellDBa*119' *uE*26'	380·0 P25'B124'F40' FK *f*169'1070*tAPT*44*t*	51·5	27·5	Glasgow British 6*BHCem*	T.3Cy.28",46"&77"-48" (*s*) 180lb 603NHP 3SB,12*pf*,GS213,HS9174 FD Cen.Mar.Eng.Wrks.WHpl	30 ʺ 0 S 5 ʺ 7½ 24 ʺ 7	
31379 218922 KJTV	**Ozark** (*ex*LakeSavus) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 ʺ 5	R †
31379* 217839	**Ozette** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6078 5734 4490					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·5 P34'B81'F38'	53·0	32·0	Seattle Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft HallidayMachineryCo. Spokane,Wash.		

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31380	**P. Aboitiz** *OilEng.* 1*Dk*	321 271 187			...		1928	HongKong &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina,Inc.	134·0|27·1|10·5 B21'F27' FK	Cebu,P.I. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.11"–19$\frac{1}{16}$" 70NHP Motorenfab.DeutzA.G. Köln-Deutz	11 ″ 2	
31381 3805	**P. E. Crowley** (*ex*Buffalo) *Mchy.Aft* 2*Dks*	4077 — 3398					1899	UnionD.D. Co. Buffalo,N.Y.	Gt.LakesTransit Corpn.	381·7|50·5|28·0	BuffaloNY Utd.States *WB*	Q4Cy20½"29¼"43½"&63"–42" 257NHP ClevelandS.B.Co.Clevelnd		
31382 LEPJ	**P. G. Halvorsen** 1*Dk*	1101 984 663					1912	Bergens Mek.Værks. Bergen	A/S Thv.HalvorsensRederi (A/S Thv.Halvorsen, *Mgrs.*)	226·3|36·5|15·9 H56*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"–30" 116NHP BergensMekVærksBergen		N
31383 FOSC	**P. L. M. 12** *ss*Shl.No.1-37 *ss*Msl.No.3-9,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~6,37~~ ~~5,36~~ 11,37 ~~BS12,36~~ ✠LMC~~9,33~~ 11,37	Msl ~~Rot~~ Shl	*w*	CL 5,36	1921 1mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks*243'770*t FPT*280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,*8cf*, GS173,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 4 ″ 9¾ 22 ″ 8	
* 31384 FOSD	**P. L. M. 13** *ss*Msl.No.3-4,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 5,37 ~~5,36~~ ✠LMC MS5,33 BS~~11,36~~ 11,37	Msl Dnk	*w*	CL ~~7,34~~ N5,37	1921 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks* 243' 770*t FPT*280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy25",41"&68$\frac{7}{16}$"–45"(*s*) 180lb 430NHP 2SB(FD)&1AuxSB,*8cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
31385 FOSE	**P. L. M. 14** *ss*Shl.No.1-37 *ss*Msl.No.3-6,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 7,37 ~~10,36~~ ~~BS10,36~~ ✠LMC10,33 7,37	Rot Shl	*w*	CL 12,35	1921 6mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks* 243' 770*t FPT* 280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1Aux.SB,*8cf*, GS164,HS6609 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
* 31386 FOSF	**P. L. M. 15** *ss*Msl.No.3-10,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 5,37 ~~10,36~~ BS~~1,36~~ 2,37 ✠LMC11,33	Msl Cff	*w*	CL 1,35	1921 10mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks* 243' 770*t FPT* 280*t APT*190*t*	345·0|49·5|25·0 358·3(O.L.) P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1Aux.SB,*8cf*, GS164,HS6609 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
* 31387 FOSG	**P. L. M. 16** *ss*Msl.No.3-12,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 2,38 ~~3,37~~ ~~BS1,36~~ ✠LMC2,34 BS ~~6,37~~ 3,38	Rot Shl	*w*	CL 4,36	1921 12mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks* 243'770*t FPT*280*t APT*190*t*	345·0|49·5|25·0 P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,*8cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
* 31388 FOSH	**P. L. M. 17** *ss*Msl.No 3-3,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 11,37 ~~4,37~~ BS~~6,36~~ 6,37 ✠LMC4,34	Cff	*w*	CL 4,36	1922 2mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topside tanks* 243'770*t FPT*280*t APT*190*t*	345·0|49·5|25·0 358·4(O.L.) P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,*8cf*, GS168,HS5380 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
* 31389 FOSI	**P. L. M. 20** *ss*Shl.No.1-37 *ss*Rot.No.3-10,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 ~~4,37~~ 11,37 ✠LMC 11,37 ~~MS12,32~~ ~~BS7,36~~	Rot Shl	*z*	CL 4,37	1920 12mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*78' *f*263'1224*t Topside tanks* 302'1353*tDTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 414·0(O.L.) P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB,*9cf*,GS308,HS7905 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31390 FOSJ	**P. L. M. 21** *ss*Msl.No.3-3,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks*	5417 5121 2741	✠100A1 3,37 ✠LMC MS3,33 BS~~8,36~~ 8,37	Rot	*z*	CL 3,36	1921 2mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*78' *f*253'1224*tTopside tanks* 302'1353*tDTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 414·0(O.L.) P127'B30'F40' FK	Rouen French 7*BHCem*	Q4Cy23¼",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB,*9cf*,GS174,HS7905 FD N.E.MarineEngCo.LdNwc	31 ″ 0 s6 ″ 2 25 ″ 1	
* 31391 FOSK	**P. L. M. 22** *ss*Shl.No.1-37 *ss*Rot.No.3-8,33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 9,37 ~~1,37~~ ✠LMC MS~~8,33~~ 9,37 BS~~6,36~~ 4,37	Ant Shl	*z*	CL 2,36	1921 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*78'*f*263'1224*tTopside tanks*302'1353*tDTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q4Cy~~23¼~~",32½",47"&68"–48" 220lb 23$\frac{5}{16}$" (*s*) 529NHP 3SB,*9cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31392 FOSL	**P. L. M. 23** *ss*Msl.No.3-7,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 8,37 ~~11,36~~ ✠LMC MS6,33 BS~~3,36~~ 3,37	Rot	*z*	CL 11,36	1921 6mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*78'*f*263'1224*t Topside tanks* 302'1353*t DTf* 14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB,*9cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
31393 FOSM	**P. L. M. 24** *ss*Msl.No.3-1,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2672	✠100A1 ~~5,37~~ ~~6,36~~ 5,38 ✠LMC MS2,34 ~~BS8,35~~ BS10,37 ~~10,36~~	Rot	*z*	CL ~~8,34~~ 5,37	1921 12mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*tTopside tanks*323'1519*tDTf*14'373*t FPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,*9cf*,GS189,HS7980 FD Richardsons, Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
* 31394 FOSN	**P. L. M. 25** *ss*Shl.No.3-11,34 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 3,37 ✠LMC MS7,34 BS2,37	Rot	*z*	CL N3,37	1922 3mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*tTopside tanks*323'1519*tDTf*14'373*tFPT*120*tAPT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,*9cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
* 31395 FOSO	**P. L. M. 26** *ss*Shl.No.3-3,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 2,38 ~~2,37~~ ~~10,37~~ ✠LMC MS4,34 BS~~3,36~~ ~~2,37~~ 2,38	Shl ~~Rot~~ Ant	*z*	CL ~~3,35~~ 2,38	1922 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*t Topside tanks*323'1519*tDTf*14'373*t FPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,*9cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
* 31396 FOSP	**P. L. M. 27** *ss*Msl.No.3-5,35 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 ~~6,37~~ ~~7,36~~ 2,38 BS~~12,36~~ 12,37 ✠LMC11,34	Dnk ~~Hpl~~ Rot	*z*	CL ~~7,34~~ 5,37	1922 7mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*t Topside tanks* 323'1519*tDTf*14'373*tFPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,*9cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31397 5771 SFYD	**P. L. Påhlsson** (*ex*Harriet, *ex*Eldsborg,*ex*Harald) 4Mst 1*Dk*	*1481* *1277* *847*					1916	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Vidar (Fänges& PåhlssonsRederier *Mgrs.*)	242·6 P32'B63'F19'	39·4	16·8	Hlsngborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NH FredrikstadM.V.Frdstad.		V
31398 OZCA	**P. Madsen** 1*Dk*	1804 1619 1071					1924	A/S Aalborg Skbsv. Aalburg	A/S Dampskslsk. Vendila(Svendsen &Christensen, *Mgrs.*)	276·8 P18'B169'F33'	42·1	17·8	Copnhagn Danish *WB*	T.3Cy.21",33"&55"–36" 181NHP A/SFrichsAarhus		C
31399 684 SVOW	**P. Margaronis** (*ex*Socrates) 2*Dks*	*4979* *4731* *3173*					1913	Russell& Co. Pt.Glasgow	D.P.Margaronis	405·3 P37'B119'F46'	52·2	27·4	Piræus Greek *WB*	T 3Cy.26",42"&70"–48" 339NH Rankin&Blackmore,Grk.		C
31400 OXSE	**P. N. Damm** D.F. 1*Dk*	2832 2471 1699					1929	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskslsk. Vendila(Svendsen &Christensen)	326·8 P22'B217'F31'	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)18$\frac{1}{16}$"&(2)39⅝"–39⅜" 162NH HelsingörsJernsk&Mskb.		C
31401 1935 IRRB	**Pace** (*ex*Sous-34,*ex*Donator, *ex*Westfalia) 1*Dk*2*trB*	1026 826 618					1899	Akt.Ges. "Neptun" Rostock	G.B.Ferrari	237·4 228·2 Q17*t*B104*t*H6*t*F20*t*	34·1	12·8	Genoa Italian *WB*	T.3Cy.14⅝",24¼"&38¾"–23⅝" 72NHP A.G."Neptun,"Rostock		I
31402 149654 GNJY	**Pacheco** *OilEng.* *ss*Liv.No.2–36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* ~~7,36~~ 1,38 ✠LMO CS5,35 8,35	Liv Fal	*r*	CL ~~3,34~~ 6,37	1927 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*220'329*t* *FPT*17*t* *APT*38*t*	270·1 B70' FK	39·1	15·6	Liverpool British 5*BHptCem* (*Coll toSh dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.24$\frac{11}{16}$"–51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6¾	
❊ 31403 213769 KDZV	**Pacific** *ss*Bal.No.3–2,27 *ss*Bal.No.2–35 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6034 5394 4380	✠100A1 12,37 ~~2,37~~ BS~~1,37~~ ✠LMO7,35 6,37 *Fitted for oil fuel* 11,15 *F.P. above* 150° F.	Phl NYk	*z*	CL N2,37	1915 11mo	Union Iron WorksCo. SanFrancisco A&CP W	*B=CellDBa*100'*u* *of tunnel* 30' 223*t*	400·0 418·0(O.L.) P57'B73'F40' FK *E* 28' *f* 188' 1236*t* *DTf* 30'405*t* *FPT*	56·2	29·4	NewYork Utd.States *BHAsp* *DT at sides* 80*tAPT*200*t*	1DR gearedSteamTurbine 210lb (*s*) 498NHP 3SB(Spt),HS7704 GeneralElectricCo. Schenectady,N.Y	32 " 0 s6 " 0½ 25 " 4½	
❊ 31404 — 5657 SFZN	**TwinSc3Mst** *OilEng.* *ss*Got.No.3–9,27 *ss*Got.No.2–36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3731* *3350* *2231*	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~6,36~~ DBS10,37 ~~[illegible]~~ ✠LMC6,36	Got Skm	*w*	OG 5,36	1914 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *DBa*69'*uE*	360·0 *WB=Cell* FK 37'*f*212'1138*t* *FPT*	51·6	22·1	Stockholm Swedish 6*BHptAsp* 74*tAPT*53*t*	Oil Engines 4S.C.SA 12Cy.21¼"–28¾" 528NHP DB*80lb* AktBurmeistr&Wain,Cpn	25 " 6 s 2 " 4½ 23 " 4	
31405 — 147081 GJTQ	*ss*Shl.No.3–9,36 D.F. 1*Dk*(*Stl*)	2816 2525 1701	✠100A1 9,37 ~~4,37~~ LMC9,36 BS9,37	Hpl	*u*	CL 4,37	1923 5mo *Lloyd*	Murdoch& Murray,Ld. Pt.Glasgow '*sA&CP*	SirW.H.Cockerline *CellD*	324·0 P28'B88'F34' FK *B* 273' 646*t* *FPT*70*t*	44·2	23·1	Hull British 6*BHCem* *APT*57*t*	T.3Cy.21",33"&57"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS121,HS4698 ClydeS.B.&E.Co.Ld.P Gl.	25 " 6 s 3 " 11½ 21 " 10	
31406 — OZIB	**TwinSc** (*CableVessel*) Wireless 1*Dk*&*Spar dk*	1570 934 728					1903	Akt.Burmeistr&Wain Copenhagen	DetStoreNordiske TelegrafSelskab	264·6	35·8	21·5	Copnhagn Danish *WB*	T.6Cy.16½",27"&45"–27" 210NHP AktBurmeistr&Wain,Cpn		V
❊ 31407 164258 MBRB	**Pacific Coast** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* Wireless *CruiserStern* D.F. E.S.D.	1210 872 664	✠100A1 *withfreeboard* 12,37 ~~3,37~~ ✠LMC5,35	Liv	*q*	OG ~~P3,37~~ PN 12,37	1935 5mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*196'347*t*	251·7 261·5(O.L.) B37'F32' FK *FPT*116*tAPT*56*t*	38·1	13·1	Liverpool British 4*BHCem* (*Coll toSh dk* 3 „2*nd*„)	Oil Engines 2S.C.SA 10Cy.13¾"–22$\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	15 " 3 s " 2 15 " 2¾	
31408 149949 GBPY	**Pacific Enterprise** **TwinSc** *OilEng.* *ss*Gls.No.2–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	6722 ~~6029~~ ~~4125~~ 6736 6022 4093	✠100A1 *withfreeboard* 11,37 ~~11,36~~ ✠LMO CS3,36 DBS~~3,37~~ 3,38 ~~3,36~~ 11,36 ✠Lloyd'sRMC~~11,36~~ 3,38	Gls	*c*†	CL 11,36	1927 12mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *CellDB*380'	Norfolk&N.AmericanStmShpgCo.Ld (Furness,Withy& Co.Ld.*Mgrs.*) 1480*t* *MT* 28' 908*t*	435·9 454·5(O.L.) F40' FK *Duct keel fwd.of Mchy.space*163' *Tanks at sides of*	60·2	29·0	London British 8*BHptCem* (*Coll toSh dk* 7 „2*nd*„) *tunnels* 299*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	32 " 1 s4 " 5 27 " 11½	
31409 160468 GBJC	**Pacific Exporter** **TwinSc** *ss*Gls.No.2–36 *OilEng.* ~~*ss*Gls.No.1–32~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	~~6723~~ ~~6023~~ ~~4125~~ 6734 6023 4091	✠100A1 *withfreeboard* ~~2,37~~ 3,36 2,38 5,37 ✠LMO CS~~2,35~~ DBS~~10,36~~ 10,37 ~~6,36~~ 1,37 ✠Lloyd'sRMC~~2,37~~ 10,37	Vcr Gls	*c*†	CL ~~P2,37~~ SN2,37 PN2,38	1928 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *CellDB*380'	Norfolk&N.AmericanStmShpgCo.Ld (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel forward* 1480*t* *MT* 28' 908*t*	435·9 454·5(O.L.) F40' FK *ofMchy.space*163' *Tanks at sides of*	60·2	29·0	London British 8*BHptCem* (*Coll to Sh dk* 7 „ 2*nd* „) *tunnels* 299*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 946NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	32 " 1 s4 " 5 27 " 11½	
❊ 31410 160412 GFBS	**Pacific Grove** **TwinSc** *OilEng.* *ss*Gls No.2–36 ~~*ss*Gls.No.1–33~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	7114 ~~6388~~ ~~4316~~ 7117 6388 4290	✠100A1 *withfreeboard* 11,37 ~~7,35~~ 10,37 ✠LMO CS~~7,35~~ DBS~~6,36~~ 6,37 11,36 ✠Lloyd'sRMC~~11,36~~ 5,38 ~~[illegible]~~ ~~6,37~~	Gls	*d*†	CL 10,36	1928 4mo *Lloyd*	Deutsche WrkeKielAG Kiel '*sA&CP* *Cell DB* 397'	Furness,Withy& Co.Ld. *Duct keel forward of Machinery space* 1322*t* *Tanks in way* 320*tDTf*28'910*tFPT*168*tAPT*167*t*	450·4 470·2(O.L.) FK F39' 8*BH* (*CollBH&AP* *of tunnels*	60·8	29·7	London British *ptCemptAsp* *BHto Sh dk* 5„ „ 2*nd*„ 1„ „ 3*rd*„)	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1014NHP 2DB *100lb* DeutscheWerkeA.G.Kiel	32 " 6 s4 " 7¾ 28 " 2¼	
31411 KJTZ	**Pacific Hemlock** (*ex*WestHelix) Now "Vermont," *see No.* 40609 *Fitted for oil fuel* 2*Dks*	5651 5272 3517					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
31412 26831 JPED	**Pacific Maru** ~~*ss*Nag.No.3–7,32~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *ss*Kob.No.3–7,37 ~~*ss*Kob.No.1–[illegible]~~	5873 5590 4257	✠100A1 *Awng dk* *withfreeboard* 7,37 ~~9,35~~ 7,37 ~~BS11,36~~ ✠LMC~~9,36~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Kob	*y*	CL 9,35	1920 11mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	TamaiShosenK.K. *CellDB*327'1126*t*	385·0 FK *Collision* *FPT*127*tAPT* 94*t*	51·0	36·0	Hashidate Japanese *ptCem* *BH to Aw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48"(*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 " 0 s 9 " 1¾ 27 " 1	
31413 217981 KJUB	**Pacific Oak** (*ex*WestHembrie) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5622 5303 3499					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
31414 220199 KJUC	**Pacific Pine** (*ex*WestNorranus) *Fitted for oil fuel* 2*Dks* Now "Maine," *see No.* 9176 *in Supplement*	5435 — 3392					1920	S.Western S.B.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
31415 160361 GMPX	**Pacific Pioneer** TwinSc OilEng. ssGls.No.2-36 ~~ssGls.No.1-32~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	6734 ~~6723~~ 6023 ~~4126~~ 4093	✠100A1 *withfreeboard* ~~4,36 4.35~~10,37 ✠LMC CS4,37 DBS~~4,37~~4,38 11,36 ✠Lloyd'sRMC4,37 ~~8,37~~ 4,38	Gls SFo	*c*†	CL ~~3,36~~ s3,36 PN 10,37	1928 2mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld. *Mgrs.*)	435·9 454·5(O.L.) F40' FK	60·2	29·0	London British 8*BHptCem* (*Collto Sh dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 1 s 4 ″ 5 27 ″ 11¾	
									*Duct keel forward of Mchy.space*163' *CellDB*380'1480*tMT*28' 908*t Tanks at sides of tunnels* 299*tFPT*154*tAPT*147*t*							
31416 160376 GDQY	**Pacific President** TwinSc OilEng. ssGls.No.2-36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	~~7114~~ ~~6388~~ ~~4310~~ 7113 6388 4288	✠100A1 *withfreeboard* 5,37~~9,36~~ ✠LMC CS~~7,33~~ 2,38 DBS~~2,36~~5,37 9,36 ✠Lloyd'sRMC~~9,36 6,37~~ 2,38	Gls	*d*†	CL ~~P7,34~~ s6,36 P5,37	1928 3mo	Deutsche WrkeKielAG Kiel *Lloyd'sA&CP*	Furness,Withy&Co.Ld.	450·4 F39' FK	60·8	29·7	London British 8*BHptCem* *ptAsp* (*CollBH&AP BH to Sh dk* 5 ,, ,, *2nd* ,, 1 ,, ,, *3rd* ,,)	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1014NHP 2DB–*100lb* DeutscheWerkeKielA.G.	32 ″ 6 s 4 ″ 7¾ 28 ″ 2¼	
									Duct keel forward of Mchy. space 174' *CellDB* 397'1322*tTanks in way of tunnels* 320*t DTf*28'910*tFPT* 168*tAPT*167*t*							
31417 161291 GDYL	**Pacific Ranger** TwinSc OilEng. ssGls.No.2-37 ~~ssGls.No.1-33~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D. *CruiserStern*	~~6866~~ ~~6114~~ ~~4186~~ 6865 6114 4158	✠100A1 *withfreeboard* ~~4,37~~ ~~12.36~~5,38 ✠LMC CS5,38 DBS12,37 12,36 ✠Lloyd'sRMC~~12,36~~ ~~8,37~~ 5,38 ~~12,37~~ *Carrying Linseed oil in deep tank*	Gls	*c*†	CL ~~4,35~~ P4.37 s4,38	1929 9mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Furness,Withy&Co.Ld.	436·4 454·2(O.L.) F40' FK	60·3	29·2	London British 8*BH* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB–*100lb* Akt.Burmeistr&Wain,Cpn	32 ″ 0 s 4 ″ 4¾ 27 ″ 10½	
									Duct keel fwd. of Mchy.space *Cell DB*380' 1423*t MDT*28'906*t Tanks in way of tunnels* 325*t FPT*152*t APT*128*t*							
31418 216333 KJUD	**Pacific Redwood** (*ex*Westmount) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5683 5082 3557			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	UnitedStates Maritime Commission	409·5 P44'B115'F47' FK	54·2	27·4	NewYork Utd.States *WB*	T3.Cy.26",43"&73"–48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
31419 149888 GJZD	**Pacific Reliance** TwinSc OilEng. ssGls.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	6717 6022 ~~4121~~ 4093	✠100A1 *withfreeboard* 1,38 ~~1,37~~ ✠LMC CS9,36 DBS1,37 3,36 ✠Lloyd'sRMC~~9,36~~ ~~5,37~~ 1,38	Gls	*c*†	CL s5,35 P1,37	1927 9mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld. *Mgrs.*)	435·9 454·6(O.L.) F40' FK	60·2	29·0	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 1 s 4 ″ 5 27 ″ 11¼	
									*Duct keel fwd. of Mchy.space*163' *CellDB*380'1480*tMT*28' 908*t Tanks at sides of tunnels* 299*tFPT*154*tAPT*147*t*							
31420 147593 GKBV	**Pacific Shipper** OilEng. ssGls.No.3-10,36 ~~ssGls.No.2-31~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*inNos.*1&2*holds* E.S.D.	6304 5298 3850	✠100A1 *withfreeboard* ~~7,37~~ ~~1,36~~12,37 ✠LMC CS7,37 DBS7,37 7,37 ✠Lloyd'sRMC~~7,37~~ ~~12,37~~ 5,38	Gls	*b*†	CL ~~1,36~~ N11,37	1924 3mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	Furness,Withy&Co.Ld.	420·0 F41' FK	58·0	28·1	London British 8*BHptCem* (*Collto Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"–91¼" 640NHP 2DB–~~125lb~~ KDB(*stb*)37 W.Doxford&Sons,Ld.Sld.	30 ″ 11 s 3 ″ 11¼ 27 ″ 1¾	
									Duct keel forward of boiler space 128' *CellDB*358'1284*t DTa*16'614*t DTf*22'996*tFPT*120*t APT*126*t*							
31421 220634 KJUF	**Pacific Spruce** (*ex*WestCanon) *Fitted for oil fuel* 2*Dks*	5509 — 3426					1920	Western Pipe&Steel Co.SFrncisco	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP JoshuaHendyCo.S.Fo.		R
31422 229252 WQDL	**Pacific Sun** OilEng. GyC. ssPhl.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	9097 8521 5522	✠100A1 ~~5,37~~~~10,36~~ 10,37 DBS10,37 ✠LMC6,34 ✠LMC(M)9,35 *Carrying Petroleum in bulk*	Phl	*e*†	CL 10,36	1929 12mo	SunS.B. &D.D.Co. Chester,Pa. *Lloyd'sA&CP*	MotorTankship Corp.	480·6 P79'F48' FK	66·0	36·8	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–$91\frac{5}{16}$" 690NHP 2WaterTubeDB*200lb* SunS.B.&D.D.Co.	37 ″ 0	
									*CellDBuE*76'*f*40'488*tFPT*186*t APT*84*t*							
31423 147652 GKPB	**Pacific Trader** Now "Braganza," *see No.* 37420 *in Supplement* OilEng. ssGls.No.2-32 ~~*Ref.Mchy.*~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*inNos.*1&2*holds* E.S.D.	6327 5298 3935	✠100A1 *withfreeboard* 5,36 DBS12,35 ✠LMC8,32 ~~✠Lloyd'sRMC12,35 5,37~~	Gls	*b*†	CL 4,36	1924 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	Furness,Withy&Co.Ld.	420·0 436·6(O.L.) F41' FK	58·0	28·1	London British 8*BHptCem* (*Collto Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"–91¼" 640NHP 2DB–*125lb* W.Doxford&Sons,Ld.Sld	30 ″ 11 s 3 ″ 11¼ 27 ″ 1¾	
									Duct keel forward of boiler space 128' *CellDB*358'1284*t DTa* 16'614*t DTf*22'996*tFPT*120*tAPT*126*t*							
31424 220335 KDAV	**Paco** (*ex*E.J.Nicklos-37, *ex*Dartford) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	5187 4620 3686			...		1920	TerryS.B. Co. Savannah,Ga	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	391·9 P99'B34'F44' FK	51·2	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 562NHP Hooven,Owens,RentschlerCo.Hamilton,O.	30 ″ 2	R †
31425 17 IRRK	**Padenna** (*ex*Houthulst-32,*ex*Altona, *ex*HermanSauber) 1*Dk*	1589 1239 971					1904	Schiffsw.v. H.KochA.G. Lübeck	Marittima RavennateSoc. Anon.	282·0 P15'Q68'B63'F24'	36·7	16·2	Ravenna Italian *WB*	T.3Cy.20½",33½"&53⅜"–33½" 163NHP J.F.Ahrens,Altona		I
31426 219936 KUQG	**Padnsay** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4838 4374 2977					1920	ToddD.D. &Const.Co. Tacoma	AmericanWest AfricanLine,Inc. (BarbersSS.Lines,Inc. *Mgrs.*)	380·4 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&71¼"–48" 352NHP Hooven,Owens,RentschlerCo.Hamilton.O.		R
31427	**Padova** (*ex*JosephMagne) D.F. Sub.Sig. 1*Dk* See also "BIZKAYA," No. 21408	4579 3960 2648					1923	Atel.&Ch. delaGironde Harfleur	Soc.Anon.CooperativadiNav. "Garibaldi"	360·9 P231'F28'	48·9	26·7	Genoa Italian *WB*	T.3Cy.$24\frac{1}{16}$",39"&65"–44⅛" 280NHP Schneider&Co.Havre		C
31428 CSGN	**Pádua** (*ex*Teeco-34) ssLis.No.3-9,37 ~~ssBrs.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	665 ~~522~~ ~~359~~ 525 359	100A1 9,37~~11.36~~ ~~BS11,36~~ ✠LMC~~1,34~~ ~~9,37~~ 9,37	Lis	*j*	CL 11,36	1925 8mo	Nordd. UnionWerke AG Tönning *Lloyd'sA&CP*	EmprezaMaritima doNorte,Lda.	174·3 Q38'B80'F23' FK	~~29·2~~ [29·6]	12·7	Oporto Portuguese 3*BH Asp*	T3Cy$14\frac{3}{16}$"$22\frac{13}{16}$"&$37\frac{7}{16}$"–23⅝" 192lb (*s*) 98NHP 2SB,4*cf*,GS61,HS1798 Waggon&MschAG Görlitz	14 ″ 11 s ″ 10¼ 14 ″ 2	
									CellDBuE&*B*57'*f*90'214*tFPT*34*tAPT*6*t*							
31429	**Paez** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2649* *1890* *1511*	✠100A1 7,37~~10,36~~ BS7,37 ✠LMC MS1,35 ~~BS10,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Cco	*t*	CL ~~10,36~~ s10,36 P6,37	1927 9mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	MeneGrandeOil Co.C.A.	305·3 P69'B22'F33' FK *Trunk*181'	50·2	16·3	Maracaibo Venezuelan 11*BHptCem*	T.6Cy.13½",23"&37"–27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
									CellDBuE&*B*42' 107*t FPT*194*t APT*85*t*							
31430 55 ICAI	**Paganini** Ⓟ OilEng. ssTri.No.2-36 2*Dks*(*Stl*)	2427 1838 1421	✠100A1 7,37 ~~12,36~~1,38 ✠LMC CS12,36 DBS~~8,36~~ 2,37 ~~12,36~~ 7,37	Fiu Gen	*s*	CL ~~6,36~~ 7,37	1928 10mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	"Tirrenia"Soc. Anon.diNav.	294·0 281·3 FK P29'B84'F36'	40·1	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
									*CellDB*213'404*tFPT*58*tAPT*57*t*							

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. R. of Trade
31431 123881 ICNY	**Pagao** (exFormia-35, exVolsinio) *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. *Carrying Petroleum in bulk*	6101 4548 3618					1922	G.Ansaldo &Co.S.A. Ital SestriP'nente	"Polena" Società diNavigazione	393·2	51·7	28·4	Genoa ~~Naples~~ Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		I
31432 SVJG	**Pagasitikos** (exSicily-33) Now "François," see No. 38162 in Supplement *Longitudinal framing* 1*Dk&Shelter dk*	3457 3209 2146					1914	Richardsn, Duck&Co.Ld. Stockton	M.A.Embiricos	380·5 P22'F40' *on Shelter dk*	48·0	22·4	Andros Greek *WB*	T.Cy 26",42"&70½"-45" 352NHP Blair&Co.Ld.Stockton		C
31433 220710	**Pagasset** *Fitted for oil fuel* Now "Colabee," see No. 37660 in Supplement 2*Dks*	5527 4985 3965					1920	Atlantic Corp. Prtsmth,N.H	AmericanRango Lines,Inc.	410·5 P44'B115'F47' *WB*	54·2	27·0	Portsmth N.H. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH		
31434 PKGD	**Pahud** 2*Dks*	2069 1570 1180					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)18 11/16"&(2)39 5/16"-39 5/16" 193NHP Maats.Fyenoord,Rot.		V
31435 7156 SINA	**Pajala** TwinSc *OilEng.* ssGot.No.3-1,38 ~~ssGot.No.2-36~~ D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	6873 6423 3655	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~6,36~~ ✠LMC ~~CS5,35~~ 1,38 DBS6,~~36~~6,37 ~~3,36~~11,36	Ham Got	z	OG ~~P10,35~~ ~~84,37~~ 12,37	1924 10mo	A.B.Göta-verken Gothenburg *Lloyd'sA&CP* *CellDBuE*	TrafikaktiebGrängesberg-Oxelösund (M.Waldenström, *Mgr.*) 45'*f*197'1282*t*MT37'1511*t Tanks at sides of tunnels*	418·8 429·2(O.L.) F36'*on Shelter dk* FK *Coll*	55·1	33·6	Stockholm Swedish 8*BHptCem* *BH to Sh dk*	Oil Engines 4S.C.SA 12Cy.23 5/16"-35 7/16" DB*100lb* 629NHP A.B.Götaverken,Got. 84'1011*t*FPT190*t*APT90*t*	37 " 6 s 9 " 1½ 28 " 6¼	
* 31436 131769 GBMK	**Pakeha** TwinSc ssGls.2ndNo.3-1,36 *Ref.Mchy.* E.S.D. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	7909 7390 5029	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~~~3,37~~ 3,38 BS2,38 ~~BS3,37~~ ✠LMC12,34 ✠Lloyd'sRMC ~~3,37~~ ~~9,37~~ 3,38	Nwc ~~Lon~~ Gls	e†	CL ~~P12,34~~ s1,36 P9,37	1910 8mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	ShawSavill& AlbionCo.Ld. *WB*=*Cell DBa*133'*uE&B*90'*f*193'1390*t*	477·5 493·5(O.L.) B181'F50'*on Shlrdk* FK&BK2"	63·1	31·3	S'thamptn British 9*BHCem*	Q8Cy22",31½",46"&65½"-48" 215lb (*s*) 854NHP 2D&2SB*24cf*GS309HS14950 Harland&Wolff,Ld.Bel.	34 " 4 s5 " 7 29 " 0¼	
* 31437	**Pakpanang** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	310 210 157	✠100A1 *withfreeboard* 4,38 ✠LMC2,35 *For service in the Gulf of Siam*	Bgk	f	CL 4,38	1935 2mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	SiamStm.Nav.Co. Ld.	141·2 Q42'B26'F21' FK *FPT*14*t*	26·6	8·4	Bangkok Siamese 5*BH* *APT*7*t*	Oil Engines 2S.C.SA 8Cy.8 11/16"-14 9/16" 105NHP Akt.Burmeistr&Wain,Cpn	9 " 0 s1 " 8¾ 7 " 6¾	
31438 145526 ZMBT	**Pakura** Ⓟ (exSunnyhill, exMaja), *OilEng.* ssLyt.No.3-12,34 Wireless *Well deck* 1*Dk*(*Stl*)	719 538 364	✠ ... 4,37 ✠NE12,34✠ (*Reclassification contemplated*)	Lyt	j		1922 10mo	NVScheep. v.d.Windt Vlaardingen	Richardson&Co. Ld. *CellDBa*35'*uE*17'*f*81'171*tFPT*24*tAPT*45*t*	180·1 Q52'B51'F22' FK	28·2 *29·7*	12·5	NapierN.Z. British 4*BHCem*	Oil Engines 2S.C.SA 6Cy.13 5/8"-22 7/16" 188NHP Atlas-DieselA/B.Skm.	14 " 6	
31439 149643 GNJW	**Palacio** *OilEng.* Wireless D.F. ssLiv.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 4,37 ✠LMC OS5,35 ~~2,36~~7,36	Ant	r	CL 4,37	1927 10mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	MacAndrews&Co. Ld. *CellDB*220'329*t FPT*17*tAPT*38*t*	270·1 B70' FK	39·1	15·6	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4,,*2nd*,,)	Oil Engines 4S.C.SA 6Cy.24 1/16"-51 3/16" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6¾	
31440 133154 MLKC	**Paladin** Ⓟ TwinScK (exPaladinII., exPaladin) (*Tender*) 1*Dk*	332 310 128					1913	Murdoch& Murray,Ld Pt.Glasgow	AnchorLineLd.	140·3	30·1	11·6	Glasgow British *WB*	C.4Cy.18"&40"-27" 138NHP Ross&Duncan,Glasgow		BT till 2,38
31441 40096 JWEJ	**Palao Maru** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	4495 3457 2665					1934	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	362·4 P80'B122'F40'	50·8	27·9	Tokio Japanese *WB*	T.3Cy.25½",41½"&69"-51"& LP Turbine 340NHP MitsubishiJukogyoKaisha,Ld.Nag.		C
31442 DIEI	**Palatia** *OilEng.* D.F. Sub.Sig. 1*Dk* *CruiserStern*	3979 3373 2280					1928	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23 5/8"-35 7/16" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
31443 184 ICAL	**Palatino** Ⓟ (exBaron Bruck) TwinSc *Fitted for oil fuel* 1*Dk&Awng dk*	1965 1631 813			...		1913	Cantiere SanRocco Trieste	"Adriatica" Soc. Anon.diNav.	278·0 FK	38·2	23·1	Venice Italian *WB*	T.8Cy.(2)22",(2)32½"&(4)38"-33" 600NHP StabilimentoTecnico,Tri.	25 " 11	I †
31444 KZDQ	**Palawan** TwinSc *OilEng.* ssMan.No.2-36 Wireless *Mchy.Aft* 1*Dk*(*Stl*)	562 478 309	✠100A1 9,37 ~~5,36~~ ~~DBS5,36~~ LMC5,36 ✠NE9,37 DBS9,37	Man	i	CL ~~11,35~~ 9,37	1927 12mo	Hong K'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	M/S "Palawan," Inc. *Cell DBuE*26'20*t DTf*11'36*tFPT*32*tAPT*8*t*	171·3 F20' FK	29·2	12·3	Manila Utd.States 5*BHCem*	Oil Engines 2S.C.SA 10Cy.9 13/16"-16 9/16" 169NHP DB*100lb* A.B.Atlas-Diesel, Stockholm	13 " 3 s1 " 9¼ 11 " 7½	
31445 PKQS	**Palehleh** 1*Dk*	1208 1013 638					1921	Haar-lemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·5 P31'F31'	38·3	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"-32½" 105NHP N.V.WerfHubertina,Hrlm		V
31446 PGQE	**Palembang** *Fitted for oil fuel* 3*Dks*	7071 6689 4488					1921	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	445·8	54·3	34·2	Rotterdam Dutch *WB*	T.3Cy.29",48"&82½"-54" &L.P.Turbine 500NHP Maats.deSchelde,Flushing		V
31447 959 CBPL	**Palena** Ⓟ 3Mst 2*Dks&Shadedk*	2640 — 1581			...		1896	J.Reid& Co.(Lim.) Glasgow	CompañiaSud Americana de Vap.	350·0 F27' BK10½"	42·1	19·5	Valparaiso Chilian *WB*	T.3Cy.28",45"&74"-54" 500NHP Dunsmuir&Jackson,Gls.	23 " 0	
31448 DHSX	**Palermo** Wireless D.F. 2*Dks*	1461 1263 828					1922	F.Schichau Elbing	Rob.M.Sloman,jr.	253·2 P&B197'P28'	38·1	16·6	Hamburg German *WB*	T.3Cy.19 11/16",31 5/8"&51 3/16"-29 9/16" 143NHP F.Schichau,Elbing		G
31449 301 IBHC	**Palestina** Ⓟ TwinSc (exAmazzonia-35, exAquileia-33, exInnsbruck) ssGen.No.3-8,29 ~~ssTri.No.1-33~~ 2*Dks*(*Stl*-*Uws*) D.F. &*Shelter dk*(*Stl*-ws) ssTri.No.2-36	7039 5441 4086	✠100A1 *Shelter dk* *withfreeboard* ~~1,37~~ ~~12,37~~ 4,38 MS3,36 ✠LMC BS2,37 *Fitted for oil fuel* 10,24	Tri ~~Gen~~	a†	CL ~~1,36~~ ~~11,37~~ 12,37 *F.P.*	1916 11mo *above*	Cantiere SanRoccoSA Trieste *Lloyd'sAP* 150° F.	"Adriatica" Soc. Anon.diNav. *CellDB*345'979*tAPT*46*t*	411·1 400·0 B190'F83'*on Shelter dk* FK *Coll*	53·1 54·0	24·8	Venice ~~Trieste~~ Italian *Cem BH to Sh dk* 6 ,, ,, *U* ,,	T.6Cy.25½",40½"&66"-48" 180lb (*r*) 853NHP 5SB,*15cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	28 " 6 s2 " 11½ 26 " 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31450 165351 GZGJ	**Palestinian Prince** *Ref.Mchy.* D.F. 1*Dk*& *Shelter dk* *CruiserStern*	1960 1446 1035	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ✠Lloyd'sRMO~~11,36~~ 1,38	PGl Mch ✠LMO12,36		CL	1936 12mo *Lloyd*	Wm.Hamilton&Co.Ld. PortGlasgow *'sA&CP*	**PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)** *CellDB*227'506*t*	296·3 B90'F27' FK *FPT*77*tAPT*63*t*	44·2	16·4	London British 5*BHptAsp* (*Coll to Sh dk* 4 „ 2*nd* „)	T.3Cy.19",31"&55"-36" (*s*) 220lb FD 319NHP 2SB(Spt)6*cf*,GS121,HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4¾ 18 ″ 10¾	
31451 PKQT	**Palima** 1*Dk*	1179 1009 629					1922	Haarlemsche Shpb Mij. Haarlem	**Koninkl.Paketv. Maats.**	231·3 P31'F31'	38·2	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"-32½" N.V.Werf 106NHP Hubertina,Haarlem		V
31452 278 IRSI	**Pallade** (*ex*BiancaBianchi, *ex*Brenda) 1*Dk*& *Web frames*	1131 921 645			...		1899	Strand SlipwayCo Sunderland	~~**A.Pollio**~~ A.Lauro	226·4 220·0 FK P17'Q46'B46'F23	35·0	14·2	Naples Italian *WB*	T.3Cy.18½",30"&49"-33" 147NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 7	I †
31453 FOEL	**Pallas** *Fitted for oil fuel* D.F. 2*Dks*& *Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	5260 4435 3055			...		1925	Atel.&Ch. Maritimes duSudOuest Bordeaux	**Cie.Auxiliaire de Navigation**	389·9 P92'B24'F38' FK	53·0	27·9	Havre French *WB*	T.3Cy.27",44"&73"-48" 518NHP J.G.Kincaid&Co.Ld.Grk.	30 ″ 9	V †
31454 571 OHCR	— *ss*Hfs.No.1-37 *ss*Hfs.No.3-5,33 1*Dk*(*Stl*)&*ptAwngdk*(*Stl*) Wireless D.F.	1424 945 783	✠100A1 *ptAwngdk* *withfreeboard* 7,37~~5,36~~ ~~BS5,36~~	Hfs 7,37 ✠LMO~~5,33~~	*o*	CL ~~5,34~~ 6,37	1921 7mo *Lloyd*	N.V.Mach &Schpsw. vanP.Smit,Jr Rotterdam *'sAP*	**FinskaÅngfAktieb** *CellD*	~~230·4~~ 240·7 P24'Q61'*ptAwng dk*145' FK *B*186'269*t* *FPT*15*t*	34·3	14·7	Helsingfrs Finnish 4*BHCem* *APT*12*t*	T.3Cy.17⅝",27 3⁄16"&46 1⁄16"-31½" 180lb (*s*) 148NHP 2SB(Spt),4*cf*,GS73,HS2530 N.V.Machf.&Schps.van P.Smit,Jr.	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
31455 DOIU	— 1*Dk*	627 498 370					1904	Act.Ges. "Weser" Bremen	**Dampfschifffahrts Ges.Neptun**	179·8 Q54'B43'F19'	27·3	12·8	Bremen German *WB*	T.3Cy.13",20 7⁄16"&33 1⁄16"-21⅝" 51NHP A.G."Weser,"Bremen		G
31456 LEPK	— 2*Dks*	556 537 298					1922	Danziger Werft Danzig	**DetBergenske Dampskibsselskap**	154·0 H14*t*	24·2	17·5	Bergen Norwegian *WB*	T.3Cy.12⅜",20½"&32¼"-22⅜" 50NHP DanzigerWerft,Danzig		
31457 127480 MNXD	**Palm** *ss*Bel.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	344 246 122	✠100A1 10,35 MS10,35	Bel ✠LMO BS~~3,37~~ 3,38	*f*	CL 10,35	1927 9mo *Lloyd*	J.Fullerton&Co. Paisley *'sA&CP*	**Newry&KilkeelSS. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)**	142·7 Q81'B7'F24' BK6" *FPT*	23·6	10·3	Newry British 3*BHCem* 54*tAPT*38*t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1 11 ″ 7	
31458 1467 ICAP	**Palma** (*ex*Dorsoduro,*ex*LakeFrecks) 1*Dk*2*trB*	2715 2249 1640			...		1919	American S.B.Co. Lorain,O.	**PeninsulareSoc. Italiana diCabotaggio**	251·0 P25'B64'F23' FK	43·6	26·2	Genoa Italian *WB*	T.3Cy.20",33"&54"-40" 184NHP AmericanS.B.Co.Lorain,O	28 ″ 2	I †
31459 1584 IBJJ	**Palmaiola** (*ex*Dina,*ex*Ignazio, *ex*WarWitch) 1*Dk*	1880 1662 1079					1918	The CollingwoodS.B. Co.Ld. CollingwoodOnt.	**Soc.Anon.Ilva**	249·3 P24'B64'F23'	43·8	17·7	Genoa Italian *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		CI
31460 143639 MJYX	**Palmella** *ss*Hul.No.3-6,33 *Well deck* 1*Dk*(*Stl*) Wireless *CruiserStern*	1568 1249 978	✠100A1 4,37 MS9,32	Hul ✠LMO BS~~1,37~~ 12,37	*q*	CL 12,35	1920 5mo *Lloyd*	Ramage&Ferguson,Ld. Leith *'sA&CP*	**EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)**	245·9 P&B156'F59' FK *CellDB*213'377*t*	38·2	16·9	Liverpool British 5*BHCem* *APT*9*t*	T.3Cy.16½",28¼"&48½"-33" 210lb (*s*) 210NHP 2SB,4*cf*,GS75,HS3062 FD Ramage&Ferguson,Ld.	19 ″ 0 s 1 ″ 3 17 ″ 11	
31461 140428 MJSM	**Palmston** (*ex*LaPlata) Sp *ss*Bly.2ndNo.3-7,30 *ss*Bly.No 1-35 *Mchy.Aft* 1*Dk*(*Stl*)	430 352 195	✠ A- ~~5,27~~ ~~7,35~~ 5,38 BS 3,38 *Coasting Great Britain & Ireland (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg.*	Bly ~~Sou~~ Lth ✠LMO7,35		CL ~~N7,35~~ 4,38	1907 8mo	J.Fullerton&Co. Paisley	~~**CoastLines,Ld.**~~ JamesMitchell&Co.Ld.	160·0 166·5(O.L.) F16' FK *MDT*16'138*t*	31·1	9·1	Leith British 3*BHCem* *FPT*32*t*	C.2Cy.15"&32"-22" (*s*) 130lb 59RHP 1SB,2*pf*,GS37,HS1148 C.Houston&Co.Glasgow	9 ″ 10 s 1 ″ 11 8 ″ 0	
31462	**Palo Seco** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	483 420 299					1936	Atlas-WerkeA.G. Bremen	**Cia.Bananera**	142·3	36·4	11·3	Puntarenas Costa Rican	Oil Engines 4S.C.SA 16Cy.9 1⁄16"-13¾" 127NHP MtrnWerkeMannheimAG		G
31463 2722 PKQU	**Paloh** (*ex*Hamm) 3Mst *OilEng.* *ss*Bat.No.3-8,33 *Mchy.Aft* 1*Dk*	452 363 319	... 11,37	Bat ~~LMC8,33~~ ~~LMC(M)11,35~~	*h*	11,35	1920	Frd.Krupp Akt.Ges. Kiel	~~**E.F.Buyn&Co.**~~ Koninklijke PaketvaartMaats	155·8 P37'F21' BK7" *CellDB*21'40*tFP*	29·6	12·5	Batavia Dutch 3*BHCem* *T*13*tAPT*8*t*	Oil Engines 4S.C.SA 6Cy.10¼"-14 3⁄16" 61NHP Mtrfb.Augsburg-Nürnberg,Augsburg	13 ″ 5	
31464 PKQV	**Palopo** 1*Dk*	1178 1010 629					1921	N.V.Werf Conrad Haarlem	**Koninklijke Paketv.Maats.**	230·1 P31'F27'	38·3	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25⅝"&43"-32¾" 107NHP Gebr.Stork&Co.Hengelo		V
31465 DNAT	**Palos** (*ex*Fulda) Wireless 1*Dk*	997 799 463					1923	Hamburgr ElbeSchiffsw. Hamburg	**Oldenburg-Portug.Dampfsch. Rhed.**	221·0 P&B195'F31'	34·5	13·5	Hamburg German *WB*	T3Cy17¾",28 11⁄20"&47 3⁄16"-31½" Gütehoffnungshütte,Oberhausen 126NHP		G
31466 86662 KFNT	**Pam Schneider** (*ex*RobertJ.Paisley,*ex*RobertR.Paisley, *ex*GeorgeL.Craig) 1*Dk*2*trB* D.F. *Mchy.Aft*	3762 — 3130					1903	CraigS.B.Co. Toledo,O.	**SchneiderTransportationCo. (ClevelandCliffs IronCo.*Mgrs.*)**	370·8 F50'	50·2	24·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.21 9⁄16",35"&58"-40" 213NHP CraigS.B.Co.Toledo,Ohio		R
31467 135349 MKTQ	**Pamela** *ss*Bng.No.3-12,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	408 283 147	✠100A1 11,35 BS~~3,37~~ 3,38	Bng ✠LMO12,34	*g*	CL 2,36	1921 9mo *Lloyd*	Scott&Sons Bowling *'sA&CP*	AngleseyShippingCo.(R.J.Lewis,*Mgr.*) *Cell*	150·3 Q53'B11'F32' BK7" *DBf*77'85*t* *FPT*32*t*	25·1	9·2	Beaumaris British 3*BHCem* *APT*26*t*	T.3Cy.13",21"&34"-24" (*s*) 180lb 59RHP 1SB,3*cf*,GS51,HS1431 Aitchison,Blair,LdClybnk	11 ″ 4 s ″ 5½ 11 ″ 6	
31468 2125 ~~320~~ IBKF	**Pamia** (*ex*Sebeto-35,*ex*Cariddi, *ex*Artena) D.F. 2*Dks*4*trB*	6245 5919 3682					1921	Cant.Offic. Savoia Cornigliano	**"Polena"Società diNavigazione**	394·5	51·5	34·9	Genoa Italian *WB*	DR gearedSteamTurbines G.Ansaldo&Cia.Smprdrna.		I
31469	**Pamiat Lenina** (*ex*Kiscinev, *ex*Jakut) *ss*Yka.No.1-15 1*Dk*(*Stl*)&*Awng dk* (*ptStl*-teak s)	2372 2067 1453	✠ 12,21	SFo ✠	*s*		1910 3mo	Akt.Burmeistr&Wain Copenhagen	**U.S.S.R.** *CellDBa*84'*u*	280·9 B *onAwg dk*78' FK *E*18'*f*117'457*tFPT*	41·3	23·8	Vladvostk Russian 4*BHCem* 27*tAPT*26*t*	T.3Cy.20",33"&55"-36" 214NHP 2SB,6*cf*,GS95,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
31470 LOBV	**Pampa** (exRioBueno) Ref.Mchy.	2167 1782 1264					1923	Danziger Werft Danzig	ArgentineGovernment	261·0	37·9	22·1	Bns.Aires Argentine	T.3Cy.22″,35″&59″–42″ 226NHP DanzigerWerft,Danzig		
31471 218	**Pampacruz** OilEng. ssB.As.No.2-37 ~~ssB.As.No.1-33~~ Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	901 541 263	✠100A1 9,37 ~~7,36~~ ✠LMC ~~CS6,33~~ 4,38 ~~5,33,34~~ Carrying Petroleum in bulk	BAs	l 2,38	CL 6,36	1929 4mo	Rotterdam Droogd.Maat (New WaterwayS.B.Co.) Schiedam Lloyd's A&CP	Cia.Nav.Pampacruz,S.A. CellDBf15' 12tside tanks100'366tFPT 14tAPT47t	198·5 Q61'F27' FK Trunk110'	31·1	12·4	Bns.Aires Argentine 8BHCem	Oil Engines 4S.C.SA 6Cy.18¾″-35 7/16″ 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
31472 2127 ~~386~~ IBNF	**Pampano** (exCuma-35,exFerento) Fitted for oil fuel D.F. 1Dk&Awng dk	6232 5909 3715					1924	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	391·6	51·6	35·0	Genoa ~~Naples~~ Italian WB	Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		I
31473	**Pamyat Kirova** (exHaugland, exAndros,exArdova) 1Dk2trB&Webframes	3153 2909 1952			...		1896	BlythS.B. Co.Ld. Blyth	U.S.S.R.	325·2 P88tH47tF56t FK	47·1	20·5	Archangel Russian WB	T.3Cy.24″,40″&65″–42″ NDB13 281NHP Blair&Co.Ld.Stockton	24 ″ 10	
31474 LEPL	**Pan** 1Dk	1309 1156 746			...		1922	Sölvesb'rgs Skeppsvarf Sölvesborg	AugustKjerland &Co.A/S	240·2 P22'B59'F20' FK	36·8	16·3	Bergen Norwegian WB	T.3Cy.17½″,29″&48″–30″ 158NHP SölvesborgsSkeppsvarf.	18 ″ 6	N †
31475 221930 KDWZ	**Pan America** Ⓟ TwinSc (exPalmettoState) Fitted for oil fuel Ref.Mchy. D.F. GyC. 4Dks E.S.D. Longitudinal framing Cruiser Stern	13712 — 8054					1922	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	MunsonS.S.Line	517·0	72·2	27·8	NewYork Utd.States WB	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
* 31476 235699 WOPO	**Pan-American** 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. Mchy.Aft GyC. CruiserStern Longitudinal framing–bracketless system	9862 9103 6131	✠100A1 ~~4,37~~ ~~1,36~~ 9,37 BS9,37 ✠LMC11,36 Carrying Petroleum in bulk Fitted for oil fuel 11,36 F.P. above 150° F.	Phl		CL	1936 11mo	SunS.B.& DryDock.Co Chester,Pa. Lloyd's A&CP	PanAmerican Petroleum& TransportCo. CellDBu mchy. space73'96tD Tf22'650tFPT466t APT121t	486·3 P105'B34'F49' FK	68·3	36·9	NewYork Utd.States 15BH	2steam turbinesDRgeared to1 sc. shaft (s) 1104NHP 450lb HS11164 FD 2WTB(Spt)&1Aux.WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
31477 218903 KOBM	**Pan American** (exWillpolo-33, exYaphank) Fitted for oil fuel D.F. 2Dks Now "Atlas," see No. 37138 in Supplement	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.Mgrs.)	386·8 P40'B110'F40'	52·2	27·4	Wilmgton (Del.) Utd.States WB	T.3Cy.27″,40″&70″–48″ 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
* 31478 235570 WOLW	**Pan-Amoco** 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. GyC. Mchy.Aft CruiserStern Longitudinal framing-bracketless system	9862 9038 6131	✠100A1 ~~6,37~~ ~~5,37~~ 4,38 BS8,37 ✠LMC10,36 Carrying Petroleum in bulk Fitted for oil fuel 10,36 F.P. above 150° F.	Phl		CL	1936 10mo	SunS.B.& DryDockCo. Chester,Pa. Lloyd's A&CP	PanAmerican Petroleum& TransportCo. CellDBu mchy. space73'96tD Tf22'650tFPT466t APT121t	486·3 P105'B34'F49' FK	68·3	36·9	NewYork Utd.States 15BH	2 steam turbinesDRgeared to 1 sc. shaft (s) 1104NHP 450lb HS11164 FD 2WTB(Spt)&1AuxWTB DeLavalSteam TurbineCo.Trenton,N.J	37 ″ 0	
31479 LCOU	**Pan Aruba** OilEng. D.F. ssBgn.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing Progressive Survey of oil tanks	9231 8809 5625	✠100A1 ~~6,37~~ ~~9,36~~ 12,37 ✠LMC CS2,36 DBS10,36 ~~7,36~~ 6,37 Carrying Petroleum in bulk	Fal ~~Ams~~ Rot	e†	CL ~~4,34~~ 6,37	1931 2mo	Swan,Hunter&Wigham Richardson Ld.Newcastle Lloyd's A&CP	SkibsA/S "Aruba" (LeifHöegh,Mgr.) CellDBuE86'285t DTf45'623t FPT227tAPT174t	484·4 P114'B31'F50' FK	65·5	36·8	Oslo Norwegian 18BHptCem (13 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2DB120lb WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
31480 218731 KITX	**Pan Atlantic** (exWillfaro-33, exRichmondBoro) Fitted for oil fuel D.F. 2Dks Now "XXI Aprile," see No. 40858 in Supplement	4810 — 3036					1919	Standard S.B.Corp. Shooter's Island,N.Y.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.Mgrs.)	386·8 P36'B110'F39'	52·2	27·4	Wilmgton (Del.) Utd. States WB	T.3Cy.24″,40″&70″–48″ 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
* 31481 LCFE	**Pan Europe** OilEng. ssRot.No.1-35 Mchy.Aft 1Dk(Stl)&Webframes D.F. Longitudinal framing Progressive Survey of oil tanks	9468 8968 5719	✠100A1 ~~4,37~~ 10,37 ✠LMC CS1,36 DBS ~~6,35~~ 10,37 ~~1,36~~ 12,37 Carrying Petroleum in bulk	Ams Rot	e†	CL ~~6,35~~ 10,37	1931 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	SkibsA/S Abaco (LeifHöegh,Mgr.) CellDBuE86'335tD Tf38'595tFPT230tAPT198t	484·4 P113'B31'F50' FK	65·5	37·4	Oslo Norwegian 16BHptCem	Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2DB120lb WallsendSlpwy&E.Co.Ld	37 ″ 3	
31482 235721 WOPW	**Pan-Florida** E.S.D. D.F. Fitted for oil fuel Mchy.Aft CruiserStern 1Dk GyC. CarryingPetroleum in bulk Longitudinal framing–bracketless system "Arcform"	7237 6674 4481					1936	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0 P85'B33'F36'	66·8	34·2	NewYork Utd.States WB	2 steam turbinesDR geared to 1 Sc.Shaft 500NHP AllisChalmers,Milwaukee		R
* 31483 7785 SIWN	**Pan Gothia** TwinSc OilEng. ssGot.No.1-36 Mchy.Aft 1Dk(Stl) D.F. CruiserStern	*10409* *9599* *6225*	✠100A1 ~~3,37~~ ~~10,36~~ 2,38 ✠LMC CS3,36 DBS ~~2,35~~ 5,37 ~~7,36~~ 11,37 Carrying Petroleum in bulk	Bkn ~~Rot~~ Got	e†	CL ~~3,36~~ 2,38	1931 12mo	GötaverkenA/B Gothenburg Lloyd's A&CP	Rederi A/B Pagota (T.Soot-Tisell, Mgr.) CellDBuE71'301tD Tf33'624t FPT196tAPT311t	504·4 507·7(O.L.) P103'F39' FK	64·2	38·6	Kungsbacka ~~Stockholm~~ Swedish 10BHptCem	Oil Engines 4S.C.SA 12Cy.24 1/16″–47¼″ 711NHP 2DB150lb GotaverkenA/B,Got.	38 ″ 2 s 9 ″ 4 29 ″ 1¼	
31484 219393 KOSL	**Pan Kraft** (exNewYork-37, exWestKader) Fitted for oil fuel 2Dks	5644 — 3541					1919	Western Pipe&Steel Co.SFrucisco	WatermanS.S. Corp.	410·5 P46'B112'F46'	54·2	27·2	Mobile Utd.States WB	T.3Cy.24 1/16″,41½″&73 1/16″-48″ Joshua 370NHP HendyCo.S.Francisco		R
31484* 235603 WOMG	**Pan-Maine** Mchy.Aft D.F. Fitted for oil fuel E.S.D. CruiserStern 1Dk GyC. CarryingPetroleum in bulk Longitudinal framing-bracketless system "Arcform"	7237 6674 4481					1936	Federal S.B.&D.D. Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0 P85'B33'F36'	66·8	34·2	NewYork Utd.States WB	2 steam turbinesDR geared to 1Sc.Shaft 500NHP AllisChalmers,Milwaukee		R
* 31485 LDRU	**Pan Norway** OilEng. ssRot.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing Progressive Survey of oil tanks	9231 8809 5624	✠100A1 ~~4,37~~ 10,37 ✠LMC CS6,35 DBS ~~5,33~~ 4,37 ~~5,35~~ 3,37 Carrying Petroleum in bulk	Fal	e†	CL 8,36	1931 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	SkibsA/SArnstein (P.Holm,Mgr.) CellDBuE86'285tD Tf45'623tFPT227t APT174t	484·4 P114'B31'F50' FK	65·5	36·8	Oslo Norwegian 18BHptCem (13toUprdk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2DB120lb WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
31486 217373 KJJS	**Pan Royal** (exExford-33, exWestCarnifax) Fitted for oil fuel 2Dks	5627 — 3461					1918	S.Western S.B.Co. SanPedro,Cal	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.Mgrs.)	410·5	54·3	27·2	Wilmgton (Del.) Utd.States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP LlewellynIronWorks, LosAngeles		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31487 LCBG	**Pan Scandia** *OilEng.* *ss*Stv.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* D.F. *Progressive Survey of oil tanks*	9816 9270 5937	✠100A1 ~~6,37~~12,36 12,37 ~~DBS8,35~~ *CarryingPetr* DBS7,37	Ams Rot ✠LMC8,35 *oleum*	*f*† Mmo *in*	CL ~~N7,35~~ 12,37 *bulk*	1931 6mo *Lloyd*	Swan,Hunter&Wigham Richardson,LdNewcastle '*sA&CP*	SkibsA/S Astrea (LeifHöegh,*Mgr.*)	491·3 P113'B31'F50' FK *CellDBuE*86'338*t*	67·0	37·4	Oslo Norwegian 16*BHptCem* *DTf*38'579*t*	Oil Engines 2S.C.SA 6Cy.31"–48" 1007NHP 2DB*120lb* WallsendSlpwy&E.Co.Ld. *FPT*244*tAPT*194*t*	37 ″ 3	
31488 210 SVGZ	**Panachrandos** (*ex*Hartfield–33) *ss*Rot.No.3–9,27 *ss*Pir.No.2–36 1*Dk*(*Stl*)	*4661* *4360* *2882*	✠100A1 1,38~~8,36~~ BS1,38	Pir Hul ✠LMC8,36	*y*	CL ~~12,35~~ 1,38	1915 4mo *Lloyd*	Bartram&Sons,Ld. Sunderland '*sA&CP*	B.&J.Koutsoukos *CellDB* *a*140'*uE&B* 43'*f*	400·0 P29'B244'F37' FK 172' 1034*tFPT*170*t*	52·1	25·7	Andros Greek 6*BHCem* *APT*172*t*	T.3Cy.27½",45"&75"–48"(*s*) 180lb *120lb* NDB27 461NHP 3SB,*9cf*,GS195,HS7638 J.Dickinson&Sons,Ld.Sld	28 ″ 2 s 4 ″ 1½ 24 ″ 3¾	
31489 SVCE	**Panaghis** *ss*Nts.No.3–4,32 *ss*Rot.No.1–36 1*Dk*(*Stl*)	5187 4767 3199	✠100A1 5,38~~12,36~~ MS9,36 *Fitted for oil*	Cff Rot ✠LMC BS3,37 *fuel* 4, 20	*y*	CL 12,36 *F.P. a*	1920 3mo *Lloyd* *bove* 1	W.Doxford&Sons,Ld. Sunderland '*sA&CP* 50° F.	N.D.Lykiardopulo *CellDB*	400·0 P49'B113'F38' FK 340'1098*t FPT*133*t*	52·4	28·5	Argostoli Greek 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
31490 713 SVFL	**Panagiotis Th. Coumantaros** (*ex*Dryden–33) *ss*Gls.No.3–12,24 *ss*Bry.No.2–33 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	*5839* *5413* *3699*	✠100A1 9,36 MS6,33	Qbc ✠LMC BS3,37	*a*†	CL 7,36	1912 10mo *Lloyd*	W.Hamilton&Co.Ld. Pt.Glasgow '*sA&CP*	CoumantarosBros. (Th.&N.Coumantaros,Ld.*Mgrs.*) *I*	424·4 P36'B145'F50' FK *ntermediateBHin* *after hold omitted* *CellDBa&uE*148'*f*	53·0	29·9	Piræus Greek *Cem* 6*BH to Udk* 1 „ „ *to*2*nd* „ 179'1064*t F*	T.3Cy.27½",45"&75"–51" (*s*) 180lb 536NHP 4SB(Spt),*12cf*,GS231, HS9640 D.Rowan&Co.Glasgow *only* *PT*64*tAPT*40*t*	32 ″ 6 s 6 ″ 4½ 26 ″ 3¾	
31491 OZQA	**Panama** **TwinSc4Mst** *OilEng.* *ss*Cpn.No.3–11,27 *ss*Cpn.No.2-37 ~~*ss*Cpn.No.1–33~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6650 4778 4247	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ ~~5,35~~ 11,37 DBS~~11,35~~4,37	Cpn 7,37 ✠LMC CS~~7,35~~ 7,37	*a*†	CL ~~P2,34~~ ~~s10,36~~ 4,37	1915 3mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasiatiskeKompagni *WB=C*	410·0 427·1(O.L.) FK *ellDBa*126'*uE&B*4	55·2	27·5	Copnhagn Danish 7*BHptCem* 2'*f*194'1198*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB*80lb* 717NHP AktBurmeistr&Wain,Cpn *FPT*90*tAPT*72*t*	38 ″ 6 s10 ″ 10¾ 28 ″ 1	
31492 219683 KJJN	**Panama City** (*ex*Exbrook–33, *ex*Ossa) *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4846 4274 3003					1920	ToddD.D.&Const.Corp. Tacoma, Wsh	Pan-AtlanticS.S.Corp.(Waterman S.S.Corp.*Mgrs.*)	380·2 P52'B102'F41'	53·1	27·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
31493 13084 JKPB	**Panama Maru** Ⓟ **TwinSc** *ss*Osa.2ndNo.3–9,34 2*Dks*(*UptIrnptStl MStl*)&*deep framing* *Lower dk*(*Stl*)*in fore hold*	5288 4881 3230	✠100A1 ~~11,36~~12,37 ~~BS11,36~~	Kob Tama ✠LMC~~10,35~~ 12,37	*z*	CL 11,36	1910 4mo *Lloyd*	MitsuBishiDkyd&EWks Nagasaki '*sA&CP*	~~MiyajiShotenK.K.~~ Kuribayashi Shosen K.K. *WB= CellDBa* *f*137'1070*t*	400·0 P34'B152'F44' FK 131'*uE&B*79' *FPT*122*tAPT*39*t*	51·0	32·4 29·8	Tokio ~~Osaka~~ Japanese *Cem* 6*BHtoUdk* 1 „ „ 2*nd*„	T.6Cy.19¼",32"&54$\frac{3}{16}$"–48" 200lb (*s*) 536NHP 3SB,*9cf*,GS175,HS7376 FD MitsuBishiD.&E.Wks.Nag	32 ″ 6 s6 ″ 10½ 26 ″ 0	
31494 211629 WACS	**Panaman** *ss*Bos.No.3–12,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.* 1 *hold & Web frames* *Longitudinal framing* *Fitted for oil fuel*	~~5195~~ ~~4745~~ ~~3150~~ 5238 — 3155	✠ … 7,35	SFo ✠	*a*†		1913 9mo	MarylandSteelCo. Sparrow's Point,Md.	American-HawaiianS.S.Co. *Intermediate'tween in No.* 2 *WB=CellDB*	407·7 FK *dk BH* Coll *hold dispensed with* *a*122'*uE&B*54' *f*16	53·7	28·1	NewYork Utd.States *Cem* *BH to Sh dk* 5 „ „ *U* „ 1 „ „ 2*nd* „ 6' 1234*t FP*	Q4Cy25½",37",53½"&78"–54" 666NHP 3SB*12cf*,GS205,HS9519 FD MarylandSteelCo. *only* *T*125*t APT*52*t*	31 ″ 6	R †
31495 KZBG	**Panay** Ⓟ (*ex*Waterford) **TwinSc** *ss*Liv.No.3–7,21 2*Dks*(*UStl*) *Fitted for oil fuel*	1871 — 1041	✠ 2,24	Cff ✠			1912 4mo	Swan,Hunter&Wigham Richardson,Ld Newcastle	Cia.Maritima (FernandezHermanos,Inc.,*Mgrs.*)	275·2 P78'B88'F85' FK	38·2	16·5	Manila Utd.States 6*BHCem* *FPT*12*t*	Q.8Cy.16",23",33"&48"–33" 438NHP 4SB,*12cf*,GS235,HS8280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6	
31496 830 SVCZ	**Pancration** (*ex*DéputéCharlesNortier–35) 1*Dk*	2171 — 1011					1920	GovernmentYard Brest	DemetriosN.Koufos	266·7 P19'B54'F23'	39·4	23·0	Piræus Greek *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49$\frac{1}{5}$"–37$\frac{4}{5}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
31497 245 SVQN	**Pandias** (*ex*LouisL.-D.,*ex*Port D'Alger,*ex*Baygola, *ex*Angola) ~~*ss*Cff.No.3–6,24~~ ~~*ss*Ven.No.2–32~~ *ss*Ams.2ndNo.3-6,37 2*Dks*(*Stl*)	4981 4711 3172	✠100A1 6,37~~7,35~~ MS~~8,31~~	NNs Ams 6,37 ✠LMC BS~~10,36~~10,37	*y*	CL N7,35	1912 3mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDB a*123' *uE&B*	403·5 P45'B126'F38' FK 36' *f*182'1054*tFPT*	52·2	27·3	Syra Greek 6*BHCem* 96*tAPT*218*t*	T.3Cy.25",41"&67"–51" (*s*) 175lb 435NHP 3SB,*9cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ 8½ 24 ″ 3½	
31498 149610 GMWF	**Pandion** 2*Dks*	1944 1695 999					1926	BurntislndS.B.Co.Ld. Burntisland	British&ContinentalS.S.Co.Ld.	291·2	43·2	19·1	Liverpool British *WB*	T.3Cy.20½",34½"&57"–42" 211NHP D.Rowan&Co.Ld.Gls.		C
31499 154025 VSPC	**Pangkor** **TwinSc** *Fitted for oil fuel* 2*Dks*	1208 897 687					1929	TaikooD.&E.Co.of H.K.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	Singapore British	T.6Cy.11",19"&31½"–20" 88NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
31500 220487 KJUK	**Panoil** (*ex*Crudoil) **TwinSc** *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	1370 1090 760				…	1919	NationalS.B.Co. Violet,La.	GreatLakes TransportCorp.	242·5 P72'F21' FK	36·9	19·7	NewYork Utd.States *WB*	C.4Cy.16¾"&32"–24" NE&B21 194NHP StatenIslandS.B.Co.N.Y.	19 ″ 0	R †
31501 170 IBHL	**Panormus** (*ex*Boheme–37,*ex*Veniero, *ex*Monginevro) D.F. 1*Dk*2*trB&deep framing &Shelter dk*	5191 3659 3199				…	1908	Cant.Nav.Riuniti Palermo	Transmediterranea,Soc.An. di Navigazione	382·1 FK	50·7	23·4	Palermo Italian *WB*	T.3Cy.25",41"&67"–48" 390NHP G.Clark,Ld.Sunderland	34 ″ 2	I †
31502 139910 GDKN	**Panos** (*ex*AvonValley–37, *ex*Homecliffe–34) *ss*Shl.No.3–7,33 D.F. 1*Dk*(*Stl*) *ss*Rot.No.1-38	4914 4498 3011	✠100A1 2,38~~3,37~~ ~~BS3,37~~	Cff Rot ✠LMC~~5,35~~ 2,38	*y*	CL 3,37	1920 7mo *Lloyd*	JReadhead&Sons,Ld. S.Shields '*sA&CP*	UnitedMerchants ShippingCo.Ld. *CellD*	385·5 P36'B119'F41' FK *B*334'1100*tFPT*94*t*	53·6	27·1	London British 6*BHCem* *APT*147*t*	T.3Cy.26½",44"&73"–48"(*r*) 180lb 433NHP 3SB,*9cf*,GS180,HS7110 J.Readhead&SonsLd.S.Shl	29 ″ 8 s 5 ″ 5¼ 24 ″ 6	
31503 99 SVQO	**Pantelis** (*ex*Glenbridge) *ss*Ant.2ndNo.3–6,36 1*Dk*(*Stl*)	*3845* *3595* *2431*	✠100A1 1,38~~6,36~~ ~~BS4,36~~ 1,38	Ant Bel ✠LMC11,34	*w*	CL ~~10,34~~ 1,38	1911 8mo *Lloyd*	IrvinesS.B&D.D.Co.Ld. WHartlepool '*sA&CP*	C.P.Laimos&J.C. Ponticos *CellD*	350·0 P31'B101'F34' FK *Ba*113'*uE*23'*f*156'	51·1	23·9	Chios Greek 6*BHCem* 808*tFPT*85*t*	T.3Cy.25",40"&67"–45" (*s*) 180lb 340NHP 2SB,*6cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl. *APT*117*t*	26 ″ 3 s 4 ″ 5 22 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
31504 19 IRTS	**Pantelleria** Ⓟ 1*Dk*	408 240 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	153·0 P27'B61'F26'	24·0	10·7	Trapani Italian *WB*	T.3Cy.13″,22″&36″–24″ 63NHP W.V.V.Lidgerwood,Gls.		CI
31505 DHSY	**Panther** *Ref.Mchy.* D.F. 2*Dks*	2171 1560 987					1930	Bremer Vulkan Vegesack	Afrikanische FruchtCie.A.G. (Reederei F.Laeisz G.m.b.H.*Mgrs.*)	319·1 P19'B&F275' *Upper*F40' len34	45·5	15·4	Hamburg German *WB*	T.3Cy.22½″,37½″&61½″–41⅜″ HS5975 394NHP BremerVulkan,Vegesack		G
31506 214668 WECY	**Panuco** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	3570 3148 2151			...		1917	SeattleCon &D.D.Co. Seattle,Wash	NewYork andCuba MailS.S.Co.	351·0 P44'B90'F38' FK	47·9	24·7	NewYork Utd.States *WB*	T.3Cy.24″,40″&70″–48″ 472NHP SeattleCon&DDCoSeattle	27 ″ 3	R †
31507	**Pao-hua** Iron 1*Dk&Shade dk*	714 — 496					1885	S.C.Farn- ham&Co. Shanghai	PaoHuaS.S.Co. (PingAnS.S.Co. *Mgrs.*)	191·8	22·3	8·8 15·2	Shanghai Chinese	C.4Cy.12″&21″–18″ 32NHP S.C.Farnham&Co.Shanghi		
31508 689 IRUE	**Paola Giovanna** WoodAux (*ex*CharlesDanielou-33, 3MstSr *ex*SailingVesselLézard-Vert, *OilEng.* *ex*Denise) 1*Dk* (*See Sailing Ship Register*)	363 327 307					1918	Ch.&Atel. deSt.Malo St.Malo	AngeloGuidi fù Pasquale	142·0	29·3	13·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.11½″–12$\frac{3}{16}$″ 49NHP *Emade&fitted*30 J.&CG.BolindersM.V.A/B		I
31509 1520 IRUW	**Paola Z. Podestà** Iron (*ex*Umeälf,*ex*Nerissa) 1*Dk*2*trB*	863 557 504					1882	Flensburgr Schiffsb.Ges. Flensburg	~~Ligure-SiculaSoc. diNav.~~ A.Lauro	199·6 P&B122'F22'	30·2	15·0	Naples ~~Genoa~~ Italian *WB*	C.2Cy.28″&51″–30″ 119NHP FlensburgerSchiffsb.Ges.		I
31510 1966 IRUJ	**Paola e Virginia** (*ex*LeScorff-34) Now "Vittoria Beraldo," see No. 40608 in Supplement *Well deck* *Mchy.Aft* 1*Dk*	707 467 336			...		1907	Scott& Sons Bowling	A.Benato& C.Pestalozza	186·9 180·0 Q114'B13'F27' FK	27·9	11·1	Genoa Italian *WB*	T.3Cy.15″,25″&40″–27″ 99NHP RenfrewBros.&Co.Irvine	13 ″ 3	I †
31511 ICDA	**Paolina** (*ex*CommercialGuide-36, *ex*Nyanza,*ex*Esslingen) *Well deck* *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&3*rd dk in No.*1*hold*	4894 — 3063	✠ 2,16 ✠	Ham	*z*		1911 1mo	Blohm& Voss Hamburg	I.N.C.S.A. (ImpreseNaviga- zioneCommerciale Soc.Anon.) *Cell*	~~406·7~~ P&B347'F47' 422·4 FK *DBa*126' *uE&B*50'	55·2	~~25·6~~ 25·3	Rome Italian 8*BHCem* *f*185'1178*t*	T.3Cy.27¼″,43¾″&74¾″–54″ 619NHP 3SB,9*cf*,GS194,HS8945 FD Blohm&Voss,Hamburg	28 ″ 1	RI †
31512 155917 MQDT	**Paowo** TwinSc *ss*Shi.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)	2517 1159 1494	✠ A1 *For River Service* 3,37 ✠LMC MS4,35 BS3,37 *Draught not to exceed 9 feet* *Carrying vegetable oil in deep tanks*	Shi		OG 3,37	1930 11mo *Lloyd's* A&CP	Shanghai Dck&E.CoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·6 *Shade dk&* *Promenade dk* FK *MTs*32'452*t*	48·1	9·7	Shanghai British 6*BHAsp* *FPT*50*t*	T.6Cy.13¼″,22″&35″–18″ (*s*) 200lb 214NHP 2SB,6*cf*,GS102,HS3632 FD ShanghaiDck.&E.Co.Ld.	10 ″ 0	
※ 31513 86 SVCJ	**Papalemos** (*ex*Stroma,*ex*Leucadia) *ss*Ams.2ndNo.3-4,36 1*Dk*(*ptIrn ptStl*)&*Web frames* *Longitudinal framing*	*3748* *3469* *2376*	✠100A1 1,37 ✠LMC4,36 BS8,37	Grk	*w*	CL 3,36	1910 7mo *Lloyd's* A&CP	TyneI.S.B. Co.Ld. Newcastle	G.A.Georgilis *CellD*	348·5 P30'B102'F39' FK *Ba*111' *uE*23' *f*155'	50·0	23·5	Chios Greek 6*BHCem* 801*tAPT*95*t*	T.3Cy.24″,40″&66″–45″ 180lb *100lb* NDB25 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10	
31514 226583 WNBS	**Papoose** (*ex*Silvanus) *ss*Gal.No.3-6,27 *Mchy.Aft* *ss*Gal.No.2-35 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5939 5293 3636	✠100A1 ~~4,37~~ ~~10,36~~1,38 ~~BS5,36~~ ✠LMC5,35 BS ~~4,37~~1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Gal	*z*	CL ~~10,36~~ N4,37	1921 8mo A&CP	S.Western S.B.Co. SanPedroCal	PetroleumNav.Co. *CellDBuE&B*81'232*t* *DTf*32'328*t*	412·0 P110'B33'F57' FK *FPT*98*tAPT*103*t*	53·3	31·0	Houston, Tex. Utd.States 15*BHptAsp* (11 *to U dk* 4 ,, 2*nd* ,,)	T3Cy.27$\frac{3}{16}$″,45″&74″–48″ (*s*) 180lb 556NHP 3SB,9*cf*,HS8451, FD Hooven,Owens,Rent- schler Co.Hamilton,O.	31 ″ 0 s 5 ″ 7 25 ″ 8	
31515 LCUZ	**Para** (*ex*SanPaulo) TwinSc *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk* *CruiserStern*	3986 3532 2398					1921	N.V.v/h Rijkee&Co. Rotterdam	A/S J.Ludwig MowinckelsRederi (DenNorskeSyd- AmerikaLinje)	376·4 P104*t*H325*t*F23*t*	51·5	22·7	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$″–39⅜″ 564NHP Werkspoor,Amsterdam		N
31516 PUBS	**—** Ⓟ TwinSc *ss*Rio.No.2-15 2*Dks*(*UStl teaks*)&*deep framing lower dk in Nos.*1&2*holds*	*3351* *2687* *2097*	✠ 5,20 ✠	Rio	*v*		1907 7mo	Workman, Clark&Co.Ld Belfast *WB*	LloydBrasileiro = *Cell DBa*88' *uE*	340·2 F67' FK&BK1¾″ 36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18″,30″&49″–42″ 534NHP 3DB,12*cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
31517	**Paraguaná** *ss*NYk.No.3-4,37 Now "Motatan," see No. 39230 in ~~ssCop.No.2-35~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*1977* *1540* *1111*	✠100A1 ~~3,36 10,35 9,37~~ 11,37 ✠LMC10,35 4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	Gal	*s*	CL 10,35 4,37	1925 1mo *Lloyd's* A&CP	Palmers' Co.Ld. Newcastle	StandardOilCo. of Venezuela *CellDBuE*	280·0 P69'B22'F31' FK *&B*43'83*t FPT*149*t*	47·2	16·2	Maracaibo Venezuelan 10*BHptCem* *APT*58*t*	T.3Cy.19″,30″&49″–36″ (*s*) 180lb 186NHP 2SB,4*cf*,HS3279 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 1½ 14 ″ 7½	
31518	**Paraguassu** Ⓟ TwinSc 1*Dk*	*370* *248* *143*			...		1926	G.Brown& Co. Greenock	Cia.deNavagacao Bahiana	150·0 P49' FK&BK½″	28·2	9·0	Bahia Brazilian *WB*	T.6Cy.10½″,16″&27″–18″ 95NHP McKie&Baxter,Glasgow	9 ″ 6	
31519 PUBT	**Paraguay** Ⓟ TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	931 718 514					1926	Deutsche WerftA.G. Hamburg	LloydBrasileiro	236·4 B65'F24'	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11$\frac{7}{16}$″–16$\frac{15}{16}$″ 206NHP Maschfab.Augsburg- Nürnberg,Augsburg		
※ 31520 LDGN	**Paraguayo** TwinSc4Mst (*ex*SudAfricano) *OilEng.* *ss*Bal.No.2-36 ~~*ss*Bal.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold*	4639 4119 2772	✠100A1 *withfreeboard* ~~6,36~~10,37 ✠LMC CS10,37 DBS~~2,37~~2,36 11,36	Bal	*z*	CL 6,36	1928 10mo *Lloyd's* A&CF	Akt.Bur- meistr&Wain Copenhagen	A/S Ivarans Rederi(S.Holter- Sörensen,*Mgr.*) *CellDB*334'1062*t*	381·8 FK *FPT*112*tAPT*156*t*	53·8	25·1	Oslo Norwegian 6*BH* (*ColltoShdk* 5,,2*nd*,,)	Oil Engines 4S.C.SA 12Cy.21⅝″–59$\frac{1}{16}$″ 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s2 ″ 11½ 25 ″ 11	
※ 31521 829 SVJA	**Paralos** (*ex*Nicolas Pateras-35, *ex*Paralos) *ss*Pir.2ndNo.3-1,33 *Spar dk*(*Stl*)2*trB&deep framing*	3435 2985 1898	✠100A1 *Spar dk* *withfreeboard* 12,36 ✠LMC MS1,32 BS~~2,36~~4,37	Sld	*v*	CL 1,35	1906 11mo *Lloyd's* A&CP	J.Priest- man&Co. Sunderland	C.A.Petroutsis	332·0 P29'B184'F33' FK *DBa*106'*f*135'1024*t*	49·5	23·6	Piræus Greek 5*BHCem* *APT*142*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *140lb* 316NHP NDB17*refitted*26 2SB,8*pf*,GS142,HS4850 G.Clark,Ld.Sunderland	24 ″ 8 s 3 ″ 0½ 21 ″ 10	
31522 FOMR	**Paramé** (*ex*SierraNegra, *ex*WarTorpedo) D.F. *Well deck* 1*Dk*	2423 — 1263			...		1918	W.Gray& Co.Ld. WHartlepool	Soc.Marit. Nationale	285·9 P28'Q69'B66'F32' FK	41·9	18·9	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 417NHP Cen.Mar.Eng.Wrks.WHpl	21 ″ 2	V †
31523 DHTA	**Paraná** (*ex*EdmundSiemers) *Well deck* Sub.Sig. *Ref.Mchy.* 2*Dks&*3*rd dk in No.*1*hold*	6038 5520 3699			...		1921	Vulcan- Werke Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	450·0 P&B366'F59' FK	58·2	26·8	Hamburg German *WB*	T3Cy.31½″,52⅝″&84½″–59½″ 820NHP Vulcan-Werke,Hamburg	29 ″ 6	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 31524 CXAS	**Parana** (exGaboon-33) ssHam.No.3-7,27 ssB.As.No.2-36 Ref.Mchy. 2Dks(StlU-ws)	3286 2971 1737	✠100A1 12,37 ~~10,36~~ ✠LMC MS9,35 Fitted for oil fuel 11,33 3F.P. above 150° F.	BAs BS12,37 ~~BS10,36~~	v	CL ~~9,36~~ 12,37	1915 3mo	TyneI.S.B. Co.Ld. Newcastle	Cia.Uruguaya deNav.Lda. Cell DB a96'u	337·0 P36'B108'F41' FK E25'f149'741t FPT	48·5	22·6	M.Video Uruguayan 6BHCem 129tAPT93t	T.3Cy.25",41"&68"-45" (s) 180lb 429NHP 2SB(FD)&1AuxSB,6cf, 2pf,GS152,HS6484 N.E.MarineEngCo.LdNwc	25 ″ 0 s4 ″ 0¾ 21 ″ 2	
31525 PKQW	**Parigi** 1Dk	1172 1005 630					1922	N.V.Werf Conrad Haarlem	KoninklijkePaket- vaartMaats.	230·0 P31'B65'F27'	38·2	14·5	Batavia Dutch WB	T3Cy15¾",25⅝"&43 5/16"-32 11/16" 108NHP Gebr.Stork&Co.Hengelo		V
31526	**Parinas** (exSjömand-33) ssBoa.No.3-3,35 Mchy.Aft 1Dk(Stl)&Web frames CarryingPetroleum in bulk	2820 2260 1566	✠100A1 1,37 ✠NE7,27 BS~~2,36~~1,37	Tal LMC3,35	t	CL 2,35	1921 10mo	JIThorny- croft&Co.Ld. Southampton Lloyd'sA&CP	Peruvian Navy — CellDBuE&	300·8 P38'B36'F33' FK B51' f34'154tFPT	43·7	22·3	Callao Peruvian 11BHptCem 59tAPT107t	T.3Cy.20",34½"&58"-39" 220lb FD 293NHP 2SB(Spt)6cf,GS120,HS3990 NylandsVerksted,Oslo	24 ″ 5	
31527 FNTQ	**Paris** Ⓟ QuadSc Ref Mchy. D.F. GyC.	34569 — 15333					1921	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Gén.Trans- atlantique	735·4	85·3	59·1	Havre French	4 Steam Turbines Chant.dePenhoet,St.N.		V
31528 LOGA	— Ⓟ Pad Fitted for oil fuel 3Dks	2311 — 1207					1896	A.&J. Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	292·0 Hurricanedk235'	36·0	29·5	Bns.Aires Argentine	T.3Cy.30",49"&75"-84" 516NHP A.&J.Inglis,Glasgow		
31529 105658 GBJZ	— Ⓟ TwinSc 2Dks&Awng dk D.F. Sub.Sig. CruiserStern	1790 1649 709					1913	W.Denny &Bros. Dumbarton	SouthernRailway	293·5	35·6	15·2	Newhaven British WB	4SteamTurbinesSR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till ~~11,37~~ 11,38
31530 LCVC	— Ⓟ 1Dk	1753 1263 1024					1922	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	255·7 P69tH169tB205t F30t	39·7	16·9	Oslo Norwegian WB	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
31531 OUJX	— 1Dk	1509 1161 900					1927	Akt.Bur- meistr&Wain Copenhagen	Dampskibsselsk. "Pacific"(L.R. Schmith,Mgr.)	250·1 P16'Q20'B104' F34'	38·7	15·5	Copnhagn Danish WB	T.3Cy.18",29"&48"-33" 132NHP Akt.Burmeistr&Wain,Cpn		C
31532 ~~140802~~ ~~GDRP~~	**Paris City** D.F. 2Dks	6343 6057 3959					1920	Craig,Tay- lor&Co.Ld. Stockton	~~ReardonSmith~~ ~~LineLd.~~ ~~(SirW.R.Smith&~~ ~~Sons,Ld.Mgrs.)~~	412·2 F35'	55·0	33·5	~~Bideford~~ ~~British~~ Greek WB	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
	Now "Gerassimos Vergottis," see No. 33346 in Supplement															
31533 150774	**Park City** Ⓟ Wood 1Dk	391 — 208					1898	Mather& Wood,Pt. Jefferson,NY	Bridgeport&Port JeffersonStmboat Co.(G.M.Tooker, Mgr.)	143·5	28·0	9·9	Bridgeprt, Conn. Utd.States	C.2Cy.20"&42"-24" NB10 72NHP PacificIronWorks, Bridgeport,Conn.		
31534 OZTA	**Parkeston** Ⓟ TwinSc OilEng. ssEls.No.3-3,37~~ssEls.No.2-33~~ Ref.Mchy. 2Dks(Weather dkStl-ws) D.F. 3rd dk in holds	2762 1519 1572	✠100A1 withfreeboard ~~5,37~~ ~~3,37~~ 2,38 ✠LMC DBS~~6,36~~6,37	Els Lon 6,37 CS~~2,33~~ ~~9,36~~6,37	u	OG 2,37	1925 8mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	DetForenede DampskibsSelsk. CellDB234'372t	306·3 323·7(O.L.) F39' FK FPT56tAPT70t	44·2	25·9	Esbjerg Danish 6BHptCem 2 ,, to2nd dk	Oil Engines 4S.C.SA 12Cy 21⅝"-35 7/16" 545NHP DB75lb Akt.Burmeistr&Wain,Cpn	28 ″ 6 s 11 ″ 0¼ 17 ″ 10	
* 31535 PGRB	**Parkhaven** ssAnt.No.3-5,33 1Dk(Stl)&Shelter dk(Stl)	4803 4631 2984	✠100A1 Shelter dk withfreeboard 12,36 ✠LMC MS1,33	Ant BS~~5,36~~7,37	x	CL ~~4,34~~ 10,37	1920 11mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	N.V.Gebr.van Uden'sScheepv. en Agent.Maats. CellDB313'960t	360·0 FK Collision FPT100tAPT87t	52·0	31·5	Rottrdam Dutch Cem BHto Sh dk 5 ,, ,, U ,,	T.3Cy.25",41"&69"-48" (s) 180lb 401NHP 3SB,9cf,GS174,HS6678 N.E.MarineEngCoLd Nwc	34 ″ 0 s8 ″ 11¾ 25 ″ 3	
31536 163198 GWCS	**Parknasilla** ssBel.No.1-36 Mchy.Aft Well deck 1Dk(Stl) Wireless CruiserStern	846 582 448	✠100A1 ~~9,36~~10,37 ✠LMC9,36	Bel	k	CL 8,36	1932 11mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellDB123'193tF	195·9 Q111'B11'F30' FK PT72tAPT9t	30·4	12·1	Belfast British 3BHptCem ptAsp	T.3Cy.14½",25"&41"-30" 200lb (s) 131NHP 1SB,3pf,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 0 s 4 ″ 5¾ 13 ″ 11¼	
31537 160738 MBFV	**Parkwood** ssShl.No.1-37 Mchy.Aft 1Dk(Stl) Well deck CruiserStern	1049 720 585	✠100A1 withfreeboard 7,37~~2,36~~ ✠LMC~~7,33~~ 7,37	Shl	m	CL ~~1,34~~ 7,37	1933 7mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	JosephConstantine S.S.Line,Ld. Cell	199·9 207·1(O.L.) Q134'B11'F26' FK DBf132'332t FPT	33·2	13·6	Middlsbro' British 3BHCem 95tAPT71t	T.3Cy.13½",23"&38"-27" 200lb 125lb 105NHP 1SB(Spt),3cf,GS40,HS1906 N.E.MarineEng.CoLd.Sld	16 ″ 4 s 5 ″ 11¾ 15 ″ 2	
31538 PUBU	**Parnahyba** (exAlrich) 4Mst 2Dks(Stl)&Shelter dk(Stl)	6692 6278 4126	✠ 9,16 ✠	Bmn	c†		1913 3mo	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro CellDBa149'uE	460·5 FonShelter dk46' FK 34'f195'1541tFPT	59·1	28·8	R.Janeiro Brazilian 7BHCem 220tAPT15t	Q.4Cy.26 3/16",38⅜",56⅜"&81⅛" -54" 670NHP 4SB,12cf,GS222,HS9416 FlensburgerSchiffsb.Ges.	31 ″ 6	V †
* 31539 1027 ESUM	**Pärnu** (exCorness-35,exWestgarth) ssTln.2ndNo.3-9,35 Sub.Sig. 1Dk(Stl)&deep framing Cargo battens not fitted	1578 1320 857	✠100A1 6,37 ~~3,36~~ ✠LMC MS9,35	Bry Tln BS~~4,36~~ 6,37	p	CL ~~3,36~~ 5,37	1909 10mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	G.Orav&others CellDBa85'uE&	245·0 B48'F24' FK B31' f85'345t FPT	36·2	18·8	Tallinn Estonian 4BHCem 75tAPT85t	T.3Cy.18",30"&50"-36" (r) 180lb 192NHP 2SB,6pf,GS105,HS3376 Richardsons,Westgarth& Co.Ld.Mdb.	20 ″ 9 s2 ″ 10 18 ″ 1	
31540 623 SZLZ	**Paros** Ⓟ (exBubulina-33, Iron exPelops) Wireless 2Dks	990 — 539					1883	T.Royden &Sons Liverpool	HellenicCoast LinesCo.Ld.	230·8	30·2	15·5	Piræus Greek	C.2Cy.32"&62"-42" 208NHP J.Jack&Co.Liverpool		
* 31541 149975 GCXV	**Parracombe** ssNwc.No.2-37~~ssNwc.No 1-32~~ 1Dk(Stl)&Shelter dk(Stl)	4698 4390 2844	✠100A1 withfreeboard 9,37 ~~11,34~~ ✠LMC9,37 ~~MS4,32~~	Syd Nwc ~~BS9,34~~	z	CL ~~N5,34~~ 9,37	1928 1mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	PymanBros.Ld. CellDB353' 1261tFPT	406·5 425·0(O.L.) FK 178tAPT105t	54·2	25·1	London British 6BHCem (Collto Shdk 5 ,,2nd,,)	T 3Cy.25½",44"&73"-48" (s) 180lb 476NHP 3SB(Spt)&1AuxSB,11cf, GS205,HS8371 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9¾	
31542 7477 SMLA	**Parrakoola** Ⓟ TwinSc OilEng. ssGot.No.2-37 ~~ssGot.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in forward holds D.F. CruiserStern	5752 4834 3314	✠100A1 withfreeboard ~~7,37~~ ~~7,36~~ ~~12,37~~ 5,38 ✠LMC DBS~~8,36~~10,37	Got CS1,37 ~~9,35~~4,36	b†	OG 12,36	1928 10mo	A/B Göta- verken Gothenburg Lloyd'sA&CP tanks in	Rederiaktieb. Transpacific(G. Carlsson,Mgr.) CellDB373'1561t way of tunnels729	448·3 457·0(O.L.) F103' FK tFPT83tAPT61t	57·1	23·5	Gothenbrg Swedish 7BHptCem (Coll toSh dk 6 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy 29⅛"-59 1/16" 978NHP DB85lb A/B Götaverken,Got.	30 ″ 10 s 4 ″ 2 26 ″ 10	

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total / Sous le Pont / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, et ce n'est dans le L.R. Durée Cert.Lof Trade
31543 309 IRVO	**Partenope** Ⓟ (*ex*St.Elian, *ex*Hörnum) TwinSc 1*Dk*	553 — 300					1919	J.C.Tecklenborg A.G. Wesermünde-G.	Soc.Partenopea Anon. di Nav.	193·3 F58'	24·0	10·7	Naples Italian *WB*	T6Cy.12",$19\frac{7}{16}$"&$30\frac{7}{16}$"–$17\frac{7}{16}$" 79NHP J C.Tecklenborg A.G.Wsm		I
31544 137847 GQWV	**Parthenia** (*ex*Kirkholm) ssGls.No.3–8,30 *Ref.Mchy.* ssGls.No.1–35 D.F. 2*Dks*(*Stl*) *Platform dk*(*Stl*) *in No.2hold*	4855 4504 3062	✠100A1 1,38 ~~1,37~~ BS1,38 ~~BS1,37~~ ✠LMC2,35 ✠Lloyd'sRMC ~~1,37~~ 1,38 ~~1,37~~ *Carrying oil fuel F.P. above 150°F. in DB* *Fitted for oil fuel 5,21 F.P. above 150° F.*	Gls	*y*	CL 1,37	1917 6mo *Lloyd*	Russell&Co. Pt.Glasgow '*sA&CP*	DonaldsonLine,Ld (DonaldsonBrs.Ld. *Mgrs.*) *after hold*	399·7 P46'B119'F46' FK *'Tween dk BH in after hold dispensed with* *CellD B*351' 1163*t*	51·9	26·9	Glasgow British *Cem* *5BH to U dk* *1 „ „ 2nd dk only*	T.3Cy.26⅝",44"&72"–48" (*s*) 180lb 488NHP 3SB,9*cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow *DTa*30'769*tAPT*22*t*	29 ″ 6 s 5 ″ 5½ 24 ″ 8	
31545 15 SVJF	**Parthenon** (*ex*P.L.M.7,*ex*Ambatielos,*ex*Fameliaris) ssAlx.No.1-37 ssAlx.2ndNo.3–4,33 1*Dk*(*Stl*)&*deep framing*	3189 — 2030	✠100A1 ~~10,36~~10,37 ✠LMC6,37 ~~MS12,33~~ ~~BS7,36~~	Rot Hul	*u*	CL ~~10,36~~ 7,37	1908 7mo *Lloyd*	W.Gray&Co.Ld. W Hartlepool '*sA&CP*	PithisBros.&Co.&G.Corakis(PithisBros.&Co.*Mgrs.*) *CellDBa*	331·0 P23'B90'F82' FK &*uE*130'*uB*18'*f*142'	47·7	22·5	Chios Greek *5BHCem* 829*tAPT*97*t*	T.3Cy.24",38"&64"–42" (*s*) 170lb *100lb* NDB20 277NHP 2SB,6*rf*,GS100,HS4114 Cen.Mar.Eng.Wks.W.Hpl	25 ″ 0 s 4 ″ 3 21 ″ 0	
31546 153808 VTCZ	**Parvati** Ⓟ ssBom.No.2–35 2*Dks*(*U dk Stl*–teak s)	1548 1422 629	✠100A1 8,37 ~~9,36~~ ~~BS9,36~~ 8,37 ✠LMC10,35	Bom	*q*	CL 9,36	1927 11mo *Lloyd*	Grngem'th Dockyard Co. Grngemouth '*sA&CP*	BombaySteam Nav.Co.Ld.	250·0 250·0(O.L.) F34' FK *FPT*55*tAPT*75*t*	38·0	21·9	Bombay British *6BHptCem ptAsp 1 to 2nd dk*	T.3Cy.21½",37"&62"–42" (*s*) 200lb 461NHP 3SB,9*cf*,GS180,HS7512 FD McKie&Baxter,LdGlasgw	23 ″ 3 s 3 ″ 9 20 ″ 0	
31547 216303	**Pasadena** 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6002 5551 4494			…		1918	Moore&Scott Iron Works, Oakland, Cal	UnitedStates Maritime Commission	402·5 P34'F38'*on Shltrdk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 618NHP W.&A.Fletcher Co.Hoboken,N.J.	34 ″ 6	
31548 DNAO	**Pasajes** Sub.Sig. 1*Dk*	1996 1234 1230					1923	Schiffsw(v.J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204'Q22'F31'	38·4	15·3	Oldenburg German *WB*	T.3Cy.$22\frac{1}{16}$",35"&56⅛"–33½" Ottensener 182NHP Mch.G.m.b.H.Altona		G
31549 FOOT	**Pascal Paoli** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*5*trB* *CruiserStern*	3200					1931	Ch.&Atel.deProvence S.A. Port deBouc	Cie.deNavigation Fraissinet	313·3 P37'B153'F39'	47·6	26·9	Marseilles French *WB*	2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel&Ch.deBretagneS.A.		V
31550 14 ICAT	**Pascoli** (*ex*Szeged) ssFiu.2ndNo.3–9,27 ssFiu.No.1–32 D.F. 1*Dk*(*Stl*)&*Spardk*(*Irn*) &*deep framing*	2939 2631 1862	✠ … 7,35 *Spar dk* ✠	Fiu	*u*		1902 5mo	W.Dobson &Co. Newcastle	"Tirrenia"Soc. Anon.diNav. *CellDBa*118'*uE*&	331·8 324·8 P40'B110'F35' FK *B*38'*f*132'612*tFPT*	43·2 44·8	21·1 22·0	Fiume Italian *6BHCem* 33*tAPT*15*t*	T.3Cy.21½",37½"&63"–42" 2NDB25 294NHP 2SB,6*rf*,GS116,HS4630 NEMarineEng.CoLd.Nwc	24 ″ 9	I †
31551 143375 GQJW	**Pasha** ssCal.No.3–3,32 ssCal.No.1–36 2*Dks*(*Stl*)	5307 4827 3196	✠100A1 1,38 ~~9,36~~ BS9,37 ✠LMC9,36	Cal	*y*	CL N9,36	1919 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	AsiaticStm.Nav.Co.Ld. *CellDB*	400·3 P49'B113'F40' FK 345'1025*tFPT*130*t*	52·4	28·4	London British *7BHptCem* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham RichardsonLd.Nwc	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
31552 PKQX	**Pasir** 1*Dk*	1187 1006 631					1922	N.V.Schps."DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	231·7 P39'B62'F27'	38·2	14·6	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" Alblasserdam 106NHP Msch.Fab.Alblasserdam		V
31553	**Paso de Martin Garcia** TwinSc (*ex*Amalita,*ex*Cogolin,*ex*Paso de MartinGarcia) *Mchy.Aft* 1*Dk*	752 603 429			…		1909	JIThornycroft&Co.Ld. Woolston	H.J.Miller&Co.	221·3 FK	33·2	10·7	Asunción Paraguayan *WB*	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
31554	**Paso de Obligado** TwinSc (*ex*Collobrières,*ex*Paso deObligado) *Mchy.Aft* 1*Dk*	764 — 439					1908	JIThornycroft&Co.Ld. Woolston	MarcelinoJ.Paz	221·3 FK	33·2	10·7	Bns.Aires Argentine	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd Lon	11 ″ 6	
31555 163387 GPYR	**Pass of Balmaha** Wireless D.F. ssShl.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Rudder electrically welded*	758 554 346	✠100A1 ~~9,37~~ ~~5,37~~ 4,38 ~~BS5,37~~ ✠LMC9,37 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel 9,33*	Lon ~~Cff~~ Shl	*k*	CL ~~11,36~~ 10,37	1933 9mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld.(J.W.Cook&Co.Ld. *Mgrs.*) *CellDBu*	192·2 201·1(O.L.) P60'F24' FK *Trunk*106'	30·4 *31·7*	13·9	London British *9BHptCem* *E*22' 17*t DT*	T.3Cy.15",25½"&41"–30" (*s*) 190lb 139NHP 1SB,3*cf*,HS2100 FD D.Rowan&Co.Ld.Gls. *f*16'137*t FPT*28*tAPT*23*t*	14 ″ 1 s 1 ″ 0½ 13 ″ 1½	
31556 160603 GLJT	**Pass of Leny** ssHul.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	795 543 350	✠100A1 12,37 ~~11,37~~ BS11,37 ✠LMO MS5,36 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel5,36*	Cff ~~Shl~~ Bry	*k*	CL 8,35	1928 11mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*20'	185·8 P75'F24' FK *Trunk*86' 18*tDTf*11'40*tFPT*	30·6	13·7	London British *9BHptAsp* 39*tAPT*25*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB(Spt),4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13 ″ 10 s ″ 10½ 13 ″ 2¼	
31557 149702 GLRS	**Pass of Melfort** ssLon.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	757 518 324	✠100A1 ~~8,37~~ ~~5,38~~ ~~1,38~~ BS9,37 ✠LMC10,33 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel5,37*	Hul ~~Nwc~~ Cff	*j*	CL ~~12,36~~ 2,38	1926 8mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*22'	181·8 192·5(O.L.) P74'F23' FK *Trunk*84' 19*tDTf*11'39*tFPT*	29·7	13·5	London British *9BHptAsp* 22*tAPT*27*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 125NHP 1SB(Spt),4*cf*,GS71,HS2534 J.G.Kincaid&Co.Ld.Grk.	13 ″ 7 s ″ 10½ 12 ″ 11¾	
31558 229873 WFFP	**Passaic Sun** *Carrying Petroleum in bulk* OilEng. *Mchy.Aft* 1*Dk*	533 468 306					1930	SunS.B.&D.D.Co. Chester,Pa.	SunOilCo.	189·3 P35'F16'	31·1	11·2	Phildlphia Utd.States	Oil Engines 4S.C.SA 8Cy.11"–14" 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
31559 DOIW	**Passat** (*ex*Sile) Now "Jantje Fritzen," see No. 33768 in Supplement 1*Dk*&*Shelter dk* *CruiserStern*	6582 6257 4066			…		1920	Monmouth S.B.Co.Ld. Chepstow	Lexzau,Scharbau &Co.	412·4 F41'*on Shelter dk* FK	55·8	34·5	Emden German *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 678NHP BritishWestinghouseCo. Mch.	38 ″ 0	G †
31560 212653 KDBD	**Pastores** Ⓟ TwinSc Sub.Sig. E.S.D. D.F. *Fitted for oil fuel* GyC. *Ref.Mchy.* 2*Dks*&2*pt dks*	7242 5888 3843					1912	Workman,Clark&Co.Ld Belfast	UnitedFruitS.S.Corp.(UnitedFruit Co.*Mgrs.*)	470·4 P48'B245'F47'	55·3	30·8	NewYork Utd.States *WB*	Q.8Cy.23½",33½",47½"&68"–45" 620NHP Wrkman,Clark&Co.Ld Bel		C
31561 384 ICAS	**Pasubio** (*ex*Trade–35,*ex*Tivat–34, *ex*MaidofCrete,*ex*MimiHorn) D.F. 1*Dk*&*Shelter dk*	2216 — 1372					1903	Akt.Ges."Neptun" Rostock	E.Milano&Co.	313·8 301·7 P13'B174'F30'	43·2	18·9	Trieste Italian *WB*	T.3Cy.$20\frac{5}{16}$",35¾"&$55\frac{1}{16}$"–35¾" 180NHP A.G."Neptun,"Rostock		IV

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B.of Trade Cert.
31562 226976 WPBQ	**Pat Doheny** (*ex*Sunoco) *Mchy.Aft* 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	7053 6401 4387			…		1921	SunS.B. Co. Chester,Pa.	~~RichfieldOilCo.of California~~ RichfieldOilCorp	430·2 P133'B36'F40' FK	59·2	33·4	L.Angeles Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
31563	**Patagones** Aux3MstSr (*ex*Annemarie,*ex*Tom-August, *OilEng.* *ex*Eyfjord) 1*Dk* (*See Sailing Ship Register*)	380 — 279					1917	Gebr.G.H. Bodewes Martenshoek	BorzoneBoggiano yCia.	140·9	25·4	11·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 2Cy.16$\frac{11}{20}$"–18$\frac{13}{20}$" E*made*18*fitted*21 97NHP J&CGBolindersCoLd Skm.		V
31564 971	**Patagonia** ssP.Ar.No.3–12,16 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	351 210 175	✠ 12,16	PAr	*d*		1903 9mo	Langeveld enVanVliet Neder-Hardinxveld	Soc.Anon.ComercialBraun&Blanchard	130·5 Q51'F18' FK *WB=FPT*27*t*	22·1	9·9	Magllanes Chilian 3*BHCem* *APT*11*t*	C.2Cy.13½"&31"–21" NB24 49NHP MacColl&Pollock,Sld.	10 ″ 6	
31565 135331	**Patdoris** (*ex*Yorkminster, *ex*Ardgarth) *Mchy.Aft* 1*Dk*	770 578 350					1913	G.Brown& Co. Greenock	J.F.Sowards	200·2 *WB*	29·1	12·8	Kingston, Ont. British	T.3Cy.16",26"&44"–33" 96RHP Ross&Duncan,Glasgow		C
31566 149873 GJSW	**Patella** *Mchy.Aft* *Oil Eng.* *CruiserStern* ssNwc.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom&at decks*	7468 6789 4328	✠100A1 ~~5,37~~ ~~7,36~~12,37 ✠LMC CS7,36 DBS~~7,36~~5,37 ~~7,36~~12,37 *CarryingPetroleum in bulk*	Nwc ~~Sng~~ HKg		CL ~~5,34~~ 5,37	1927 8mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*73'291*tD*	440·4 P99'B41'F63' FK *Tf*32'369*tFPT*199*t*	59·3	32·7	London British 15*BHptCem* *APT*70*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 602NHP 2DB180lb N.E.MarineEngCoLd.Nwc	32 ″ 9 s 6 ″ 2¾ 26 ″ 9½	
31567 136469 VLFT	**Paterson** Wood *Mchy.Aft* 1*Dk*	446 365 226					1920	T.F.Morrison,Sinclair &Co. Blmain NSW	H.R.Lancey ShippingCo.Ld.	148·8 F28'	32·7	11·3	SydnyNSW British	T.3Cy.12",19"&32"–18" 51RHP Chapman&Co.Ld.Sydney		
31568 203407	**Pathfinder** (*ex*SamuelMather) *Mchy.Aft* GyC. 1*Dk*	6751 — 5408					1906	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0 *WB*	60·2	32·2	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
31569 145920 GDCY	**Patia** *Ref.Mchy.* 2*Dks&*2*pt dks* D.F. Sub.Sig.	5355 4658 3297					1922	Cammell Laird& CoLd. Birkenhead	Elders&Fyffes,Ld.	400·0 P42'B157'F44' *WB*	51·1	30·3	Liverpool British	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
31570 344 SVAU	**Patra** (*ex*Orion–32,*ex*Hillcrag) ssPir.2ndNo.3–4,22 1*Dk*(*Stl*)*&Spar dk*(*Irn*) *&deep framing* Now "Styliani," see No. 40099 in	*3256* *3029* *2081*	✠ 6,27 ✠	Ven	*v*		1896 8mo	R.Thompson&Sons Sunderland	Mme.ElenaConstantinides&G.Tzamkiranis(Ant.D.Constantinides,*Mgr.*) *CellD*	328·1 P29'B70'F35' 23·3 FK *Ba*106'*uE*22 *f*130'7	47·1	15·9	Piræus Greek 6*BHCem* 14*tAPT*50*t*	T.3Cy.24".39"&64"–42" NDB18 275NHP 2SB,6*pf*,GS100,HS4274 G.Clark,Ld.Sunderland	25 ″ 10	G T
31571 PKFQ	**Patras**	2065 1564 1181					1926	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv.Maats.	300·3 *WB*	46·3	14·6	Batavia Dutch	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 195NHP RotterdamDroogd.Maats.		V
31572 FOHH	**Patria** Ⓟ TwinSc D.F. 7*Dks*	11885 9189 6744					1913	Forg.&Ch. delaMédit LaSeyne	Cie.Générale de Nav.àVap.Cyp.Fabre(FabreLine)	487·2 B236'F69' *WB*	59·2	40·1	Marseilles French	T6Cy30⅔"49$\frac{19}{32}$"&79$\frac{9}{16}$"–51$\frac{3}{16}$" 900NHP Forg.&Ch.de la Médit.Msl.		V
31573 DMBB	— (*ex*ScottishRover, ssRot.2ndNo.3–5,26 *ex*Westborough, ssKel.No.2–34 *ex*Beechley) 1*Dk*(*Irn*)2*tr B&deep* *framing&Web frames*3*Dk rule*	3845 3590 2415	✠100A1 4,37 ✠LMC MS6,34 BS4,37	Bmn	,,	CL 4,37	1901 10mo	W.Gray &Co.Ld. WHartlepool *Lloyd'sA&CP*	E.Behnke ("Orion" SchiffahrtsG.m.b.H. *Mgrs.*) *Cell*	338·6 P28'B88'F31' FK *DBa&uE* 133'*f*144'	49·5	25·6	Rostock German 6*BHCem* 912*tAPT*71*t*	T3Cy.25½"40½"&67"–45"(*s*) 160lb 297NHP 2SB,6*cf*,GS113,HS4404 Cen.Mar.Eng.Wrks.WHpl	28 ″ 3	
31574 1049 ICAZ	— Aux5MstSr (*ex*SusanneVinnen) *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1848 1579 1430					1922	Frd.Krupp Akt.Ges. Kiel	Soc.Anon.NazarioSauro	286·4 261.5 Q82'F55'	44·3	19·1	Genoa Italian	Oil Engines 4S.C.SA 4Cy.15¾"–21⅜" 97NHP Frd.KruppA.G.Kiel		I
31575 5733 SFYI	— Sub.Sig. 1*Dk*	*1188* *754* *604*					1915	Göteborgs NyaV.Aktieb Gothenburg	FörnyadeÅngf.Aktieb.Göta(F.Sternhagen,*Mgr.*)	213·0 P120'H128*t*F33' *WB*	34·2	13·1	Gothenbrg Swedish	T.3Cy.18½",29½"&47⅝"–29½" 123NHP GöteborgsN.V.AktiebGot		V
* 31576 620 OHCV	— ssHfs.No.3–2,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* Wireless D.F.	696 512 296	✠100A1 ~~5,37~~ ~~9,36~~ 12,37 BS~~5,36~~ ✠LMC2,35 8,37	Hfs ~~Cpn~~	*j*	OG 9,36	1923 6mo	NVScheep. DeMerwede Hardinxveld *Lloyd'sA&CP*	FinskaÅngfartygs A/B *CellDB*103' 146*t FPT*	180·3 Q117'F24' FK	28·1	12·4	Helsingfrs Finnish 3*BHCem* 63*tAPT*7*t*	T.3Cy.15",25$\frac{13}{16}$"&40$\frac{3}{16}$"–27" 180lb (*s*) 116NHP 2SB,4*cf*,GS64,HS2050 N.V.Mchfbk."Holland," Hardinxveld	14 ″ 6 s4 ″ 5¼ 14 ″ 2¼	
31577 DIEJ	**Patricia** *OilEng* Sub.Sig. 1*Dk* D.F. *CruiserStern*	3979 3373 2280					1929	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 P15'B&F351' *WB*	53·7	22·6	Hamburg German	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
* 31578 8030 SECT	— Ⓟ (*ex*PatrisII–35) ssPir.No.2–34 2*Dks*(*Stl*) *Wthr dk*(teak s) D.F.	*3902* *2801* *2166*	✠100A1 *withfreeboard* 3,37 ✠LMC MS8,34 BS~~3,37~~ 3,38 *Fitted for oil fuel*1,26	Got	,,	CL N5,36 *F.P. above*	1926 1mo 150° F.	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Rederi A/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*282'574*tD*	345·0 352·2(O.L.) B167'F58 FK *Ta*20' 157*t FPT*46*t*	47·5	23·9	Gothenbrg Swedish 8*BHptCem* (6*to Wthr dk* 2 ,, 2*nd* ,,) *APT*25*t*	T.3Cy.24",40½"&68"–45"(*s*) 210lb 527NHP 2SB(FD)&1AuxSB,10*cf*, GS199,HS8475 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 3 s 6 ″ 6¾ 20 ″ 0½	
31579 128412 MDGQ	**Patricia II** TwinSc (*ex Yt.*MirandaII, ssOws.No.1–14 *ex*Miranda) 2*Dks*(*U-Teak*) Sub.Sig. E.S.D. Wireless D.F.	793 — 364	✠ 10,18	Shl			1910 1mo	JIThornycroft&Co.Ld. Southampton	Corporation of the TrinityHouse	206·5 BK8" *DTa*15'33*t*	31·8	16·4	Portsmth British 4*BHCem* *APT*8*t*	T.6Cy.14½",23½"&38"–24" 206NHP 2SB.6*cf*,GS131,HS3920 J.I.Thornycroft&Co.Ld.		
31580 140539 GQNZ	**Patrician** (*ex*SaintJerome) ssRot No.3–5,3 ssLiv.No.1–35 2*Dks*(*Stl*,	5742 5356 3636	✠100A1 8,37 ~~8,36~~ ✠LMC MS4,35 BS~~11,36~~ 11,37	Liv Mdb	*a*†	CL 8,36 *One inter*	1917 10mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP* *mediate BH*	Charente S.S.CoLd (T.&J.Harrison, *Mgrs.*) *and one 'tween dk* *CellDB*360	423·0 437·2(O.L.) P38'B123'F53' FK *BH dispensed with* 1181*t DTa*36' 1109*t*	56·0	28·7	Liverpool British *Cem* 5*BH to Udk* 1 ,, ,, 2*nd*,, *APT*31*t*	T.3Cy.27",45"&74"–51" (*r*) 180lb 561NHP 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s 6 ″ 0¾ 25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
31581 219903 KUPM	**Patrick Henry** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *2nd dk&Web frames* *Longitudinal framing*	7743 7203 4914			...		1920	ThePusey &JonesCo. Gloucester City,N.J.	LykesBros.–RipleyS.S.Co.Inc.	439·6 P41'B134'F46'*on Shelter dk* FK	60·2	33·7	N.Orleans Utd.States *WB*	Q4Cy25½",37",52½"&76"–54" 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8	R †
31582 159767 VRVL	**Patris** Ⓟ (*ex*CorteII–36) 2*Dks*	1706 1355 626					1911	Swan,Hunter&Wigham Richardson, Ld.Newcastle	HandrisS.S.Co.Ld.	280·0 P45'F57'	37·0	23·6	Malta British *WB*	T.4Cy.29",45"&(2)52"–45" 362NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
31583 147218 GCXF	**Patroclus** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	11314 8572 6910					1923	Scott's S.B &E.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	498·8 P57'B195'F60'	62·3	34·9	Liverpool British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Scott'sS.B.&E.Co.Ld.Grk.		BT till ~~10,37~~ 10,38
31584 224220 KLHL	**Patterson** Wood *OilEng.* 2*Dks*	604 — 416					1882	U.S.Navy Yard Brooklyn,NY	NorthernWhaling &TradingCo.	168·1	23·3	18·8	S.Frncisco Utd.States	Oil Engines 2S.C.SA 4Cy.16½"–19" NE19 192NHP J&CG BolindersCoLd.Skm		
31585 133570 MJFZ	**Pattersonian** (*ex*Blaydonian) K *ss*Shl.No.3–9,27 *Mchy.Aft* *ss*Shl.No.2–36 1*Dk(ptStl)*	315 230 119	✠100A1 1,38 ~~8,36~~ MS8,36 ✠LMC BS~~4,37~~ 5,38	Shl	*e*	OG 8,36	1915 3mo	J.P.Renoldson&Sns Ld.S.Shields *Lloyd'sA&CP*	Smith,Patterson& Co.Ld. *CellDBf*77'90*tFPT*37*tAPT*17*t*	135·3 Q55'F18' FK	23·6	9·1	Newcastle British 3*BHCem*	C.2Cy.17"&36"–24" (*s*) 130lb 75RHP 1SB,3*pf*,GS44,HS1296 J.P.Rennldsn&SnsLd.SShl	11 ″ 3 s ″ 9½ 10 ″ 7	
31586 149843 ZMDN	**Paua** *OilEng.* *ss*Wln.No.2–35 *Mchy.Aft* Wireless 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	1260 793 472	✠100A1 8,37 ~~9,36~~ DBS~~9,36~~ ✠LMC8,35 8,37 ✠LMC(M)8,37 *Carrying Petroleum in bulk*	Wln		CL 9,36	1927 6mo	Harland&Wolff,Ld. Glasgow *Lloyd'sA&CP*	ShellCompany of NewZealand,Ld. *CellDBa*48'*f*20'99*t FPT*29*t APT*27*t*	205·5 P67'F41' FK	36·6	15·1	Wellingtn British 9*BHptCem*	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 225NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 10½ 14 ″ 3½	
31587 153506	**Paul Beau** (*ex*MingShun, *ex*PaulBeau) TwinSc Now "Macau," see No. 39223 in Supplement 2*Dks&Shade dk*	1665 1144 1054					1903	CieFrançaise deNav. Nantes	~~TungOnS.S.Co.Ld.~~ TaiSangS.S.CoLd	222·2 H—	38·1	12·3	HongKong British	T.6Cy.14$\frac{21}{32}$",21$\frac{21}{32}$"&35$\frac{7}{16}$"–21$\frac{21}{32}$" 118NHP Cie.FrançaisedeNav.Lyons		
31588 306 YMCG	**Paul Beneke** Ⓟ Pad 1*Dk*	343 206 137					1906	J.W.Klawitter Danzig	"Weichsel"DanzigerDampfschifff. &SeebadA.G.	142·7 P34'B30'H40'	24·8	8·8	Danzig	C.2Cy.21½"&39½"–39½" 96NHP J.W.Klawitter,Danzig		
31589 233483 WJFT	**Paul Dana** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	374 — 254					1934	I.S.Bushey &Sons,Inc. Brooklyn NY	DieselTankerM.J. Derby,Inc.	135·4	26·0	11·3	NewYork Utd.States	Oil Engines 2S.C.SA 5Cy.14"–17" 172NHP FairbanksMorse&Co. Beloit,Wis.		
31590 FNXS	**Paul Emile Javary** *OilEng.* 1*Dk&2nd dk in Nos.1&4holds*	2471 1952 1452			...		1926	Atel.&Ch. deFrance Dunkirk	Soc.Anon.de Géranceet d'Armement	288·2 P29'B63'F38' FK	45·6	19·6	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"–49$\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0	V †
31591 216222 KJIO	**Paul H. Harwood** *Fitted for oil fuel* *Mchy.Aft* GyC. 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6610 6444 4080			...		1918	Bethlehem S.B.Corp.Ld. S.Francisco	StandardOilCo. ofNewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	DR Geared Steam Turbine 606NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
* 31592 DJRS	**Paul Harneit** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Rudder electrically welded*	10391 9632 5776	✠100A1 ~~2,37~~12,37 ✠LMC7,36 *Carrying Petroleum in bulk*	Ham		CL	1936 7mo	F Schichau G.m.b.H. Danzig *Lloyd'sA&CP*	Deutsch-AmerikanischePetroleum Ges. ~~(WariedTankschiffRhedereiG.m.b.H.*Mgrs.*)~~ *CellDBuE*84'171*t DTf*16'539*t FPT*369*t APTs*214*t*	488·4 506·3(O.L.) P107'B39'F35' FK	70·0	36·9	Hamburg German 16*BHptCem*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–47¼" 909NHP 2DB*199lb* DB(*fwd.*)*213lb* FSchichauG.m.b.H.Elbing	37 ″ 0	
31593 DHTC	**Paul L.-M. Russ** *Mchy.Aft* Wireless 1*Dk*	1170 1006 622					1923	Stettiner Oderwerke Stettin	ErnstRuss	230·9 P&B181'F27'	36·4	14·6	Hamburg German *WB*	T.3Cy.17$\frac{5}{16}$",28⅝"&43⅝"–31½" 105NHP StettinerOderwerke		G
31594 215528 WLCH	**Paul Luckenbach** (*ex*Poznan, *ex*Suwanee,*ex*Mark) *Fitted for oil fuel* D.F. GyC. 3*Dks*	6606 6183 4125					1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc.	471·1	59·2	28·9	NewYork Utd.States *WB*	T.3Cy.32$\frac{3}{16}$",52⅝"&86⅝"–55$\frac{1}{16}$" 2NB–22 566NHP BremerVulkan,Vegesack		R
31595 221455 KDTE	**Paul Shoup** (*ex*Playa) *ss*S.Fo.No.3–8,33 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* *ss*S.Fo.No.1–37	6817 6058 4245	✠100A1 ~~5,37~~ ~~4,36~~11,37 ✠LMC5,37 ~~MS8,33~~ ~~BS8,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	SFo	*a*†	CL ~~3,34~~ N5,37	1921 7mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *CellDBuE&B*60'236*tDTf*43'750*t FPT*228*tAPT*178*t*	424·4 P128'B25'F41' FK	58·2	32·9	S.Frncisco Utd.States 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27",45"&~~76"~~ 75¼"–51" (*r*) 210lb *110lb* 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkS.B.Corp. Camden,N.J.	33 ″ 0 s 7 ″ 9½ 25 ″ 6	
31596 3682 PGRN	**Paula** TwinSc *OilEng.* *ss*Sng.No.2–35 *Mchy.Aft* E.S.D. 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	*2770* *1831* *1319*	✠100A1 7,37 ~~10,36~~ ✠LMC CS10,35 DBS~~10,36~~7,37 ~~10,36~~10,36 *Carrying Petroleum in bulk*	Sng Bat	*t*	CL SN9,36 P9,36	1927 11mo	Harland&Wolff,Ld. Glasgow *Lloyd'sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBuE*55'*f*20'159*t FPT*38*tAPT*88*t*	305·3 P86'F51' FK *Trunk*168'	50·2	15·1	TheHague Dutch 12*BHCem*	Oil Engines 4S.C.SA 12Cy.19$\frac{1}{16}$"–27$\frac{9}{16}$" 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5½	
31597 OXRH	— D.F. 1*Dk* Wireless *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0 P&B218'F38'	39·7	15·3	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" & LP Turbine HS2519 192NHP HelsingörsJernsk.&Mskb.		G
31598 YLFQ	**Paula Faulbaums** (*ex*Jorunn–34, *ex*Tolosa,*ex*Antares) 1*Dk*	1855 1705 1111					1908	Osbourne Graham&Co. Sunderland	MaxFaulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*)	279·0 H66*t*F37*t*	40·1	18·2	Riga Latvian *WB*	T.3Cy.20½",33"&54–36" 175NHP G.Clark,Ld.Sunderland		N
* 31599 214449 WKCL	**Paulsboro** *ss*N.Yk.No.3–4,28 *ss*N.Yk.No.2–36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6699 6209 4171	✠100A1 12,37 ~~1,37~~ ~~10,37~~ BS10,37 ~~BS1,37~~ ✠LMC2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,16 F.P.above 150° F.*	Mob	*b*†	CL N2,36	1916 9mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*64'197*tDTf*50'880*tFPT*97*tAPT*74*t*	435·0 P106'B50'F42' FK	56·0	33·4	NewYork Utd.States 15*BHptAsp* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.~~27"~~ 27½",47"&78"–48" (*s*) 215lb 563NHP 3SB,*9cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6 s6 ″ 10½ 26 ″ 10½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31600 YTCR	**Pavla** (*ex*Mosor-34,*ex*Cheliff, *ex*Mercur) 1*Dk*2*trB*	1419 973 864					1895	Flensburgr Schiffsb.Ges. Flensburg	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*)	239·0 Q72'B113'F26'	34·0	14·4	Susak Yugoslav *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		
31601 UPIM	**Pavlin Vinogradov** (*ex*Chapaev-35,*ex*Tiba-35) *ss*Rot.No.1-33 1*Dk*(*Stl*)	2864 2611 1734	✠ 3,35 ✠	Rot	*u*		1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	U.S.S.R. *CellD*	310·6 P23'B94'F25' *B*269' 687*t* *FPT*60*t*	45·9	22·6 FK	Archangel Russian 5*BHCem* *APT*101*t*	T.3Cy.24",37"&63"-39⅜" 335NHP 2SB,6*cf*,GS110,HS4736 FD N.V.Mch.&Scheepswerf van.P.Smit,Jr.Rot.	25 " 0	
31602 FPBJ	**Pavon** *ss*Ant.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4128 3746 2439	✠100A1 *withfreeboard* 8,37~~8,36~~ BS~~5,36~~ ✠LMC7,34 8,37	Ant	*y*	CL 8,36	1930 8mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	Cie.deNavigation d'Orbigny *CellDBa&uE* 153'*f*181'947*t*	394·5 F34' *FPT*74*tAPT*124*t*	53·0	22·7 FK (	LaRochlle French 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.24",41"&68"-48" (*s*) 210lb 501NHP 2SB(FD)&1AuxB,9*cf*, GS177,HS7700 J.G.Kincaid&Co.Ld.Grk.	25 " 0 s2 " 2¾ 22 " 11¾	
31603 203925 KJUT	**Pawnee** *Fitted for oil fuel* 2*Dks*	1907 — 1382					1907	Harlan& Hollings- worthCo. Wlmgtn,Del.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	250·5	40·0	25·0	NewYork Utd.States	T.3Cy.19",30"&50"-30" 137NHP Harlan&HollingsworthCo.		R
31604 DOOB	**Pax** 1*Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	159·1 Q44'B38'F21'	26·1	11·9	Bremen German *WB*	O.2Cy.17⅜"&31½"-21⅝" NB19 38NHP A.G."Weser,"Bremen		G
31604* YTPR	**Pcela** (*ex*IniziativaG.-34,*ex*Iniziativa, *ex*Heatherlea,*ex*Overveen) *Mchy.Aft* 1*Dk*	311 239 162					1918	Gebr.E&M Coops Hoogezand	MarinFeric	129·8	22·6	10·5	Split Yugoslav *WB*	C.2Cy.12"&24"-15¾" 19NHP Botje,Ensing&Co.Grningn		IV
31605 106026 MQVZ	**Pearl** 3Mst *ss*Bwg.3rdNo.3-12,28 *ss*Gls.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	678 473 277	✠100A1 ~~6,371,37~~ 3,38 ✠NB9,20 ✠LMC1,37 BS1,38	Gls Npt Ayr	*i*	CL ~~11,35~~ 5,37	1896 8mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson *WB*	185·0 Q92'B11'F36' BK7½" =*CellDBf*108'153*t*	29·1	10·8	Glasgow British 3*BHCem* *FPT*25*t*	T.3Cy.16",26"&42"-33" (*s*) 160lb 90RHP 1SB,3*pf*,GS58,HS1600 Muir&Houston(Lim.),Gls.	13 " 0 s " 8 13 " 2½	
31606 140269 GVVR	**Pearleaf** TwinSc *ss*Ply.No.3-8,29 D.F. *ss*HKg.No.2-37 ~~*ss*H.Kg.No.1-33~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5911 5283 2711	✠100A1 12,37~~8,36~~ ~~BS8,36~~ ✠LMC~~10,33~~ 12,37 *CarryingPetr* *Fitted for oil*	HKg *oleum* *fuel* 3,	 *in* 17	CL F11,37 S2,36 *bulk* *F.P. a*	1917 3mo *Lloyd* *bove* 1	W.Gray& Co.Ld. W Hartlepool '*sA&CP* 50° F.	TheAdmiralty *CellDBuE*	404·8 426·0(O.L.) P36'B32'F85' &*B*87'383*tDTf*48'19	54·5	32·6 FK	London British 20*BHptCem* 6*tDTa*19'62	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1089NHP 6SB,18*cf*,HS16932 FD Cen.Mar.Eng.Wrks.WHpl *tFPT*70*tAPT*90*t*	35 " 2 ~~s 6 " 9¾~~ ~~28 " 7½~~ S6 " 8½ 28 " 8½	
31607 147460 GJSX	**Pearlmoor** *ss*Bly.No.3-5,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4581 4283 2817	✠100A1 *withfreeboard* 11,37~~11,36~~ BS~~12,35~~ ✠LMC 5,37	Shl ~~Gls~~ Bry MS5,36	*z*	CL 4,36	1923 4mo *Lloyd*	J Readhead &Sons,Ld. South Shields '*sA&CP*	MoorLine,Ld. ((RuncimanShip- (pingCo.Ld *Mgrs*) *CellDB*352'1160*t*	400·3 415·0(O.L.) *APT*153*t*	52·1	25·8 FK (	London British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.27",44"&73"-48" (*r*) 180lb FD 513NHP 3SB(Spt)9*cf*,GS146,HS7570 J.Readhead&SonsLd.S.Shl	28 " 6 s 3 " 2¾ 25 " 6	
⁕ 31608 147656 GKCL	**Pearlstone** *ss*Rot.No.3-3,37 (*ex*Ovingdean ~~*ss*Npt.No.2-33~~ Grange-36, 1*Dk*(*Stl*) *ex*Zapala-35)	4895 4598 3088	✠100A1 ~~9,37~~~~4,36~~ 11,37 ~~BS3,36~~ ✠LMC~~1,33~~ BS ~~3,37~~3,38 MS8,36 *Fitted for oil*	Npt ~~Gls~~ Ams *fuel* 5,	*y* 24	CL ~~7,36~~ 11,37 *F.P. a*	1924 5mo *Lloyd* *bove* 1	Lithgows Ld. Pt. Glasgow '*sA&CP* 50°F.	CampdenHillS.S. Co.Ld(.Navigation &CoalTradeCoLd. *Mgrs*) *CellDB*341'1032*t*	400·0 412·0(O.L.) P33'B114'F41	52·0	27·3 FK	London British 6*BHptCem* *APT*142*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb ~~100lb~~ FD 440NHP 2SB,6*cf*,GS123,HS5862 Rankin&BlackmoreLdGrk	29 " 9 s 5 " 9¼ 24 " 3	
31609 148661 MNKB	**Pebble** (*ex*Kempton) *ss*Bwg.No.3-5,37 ~~*ss*Gls.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	597 421 303	✠100A1 5,37~~10,36~~ ~~BS7,36~~ ✠LMC~~8,34~~ 5,37	Brs Bwg	*i*	CL 10,36	1925 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wm.Robertson *CellD*	170·0 Q96'B11'F21' *Bf*103'150*tFPT*47*t*	27·4	11·2 FK	Glasgow British 3*BHCem* *APT*23*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 98RHP 1SB,3*cf*,GS60,HS1752 W.Beardmore&Co.Ld.Gls.	13 " 4 s 3 " 9¼ 13 " 2¾	
31610 128961 GZRZ	**Peckham** (*ex*IoannisVatis-37, *ex*BaronJedburgh) 1*Dk*&*Shelter dk*	4434 4099 2838					1912	A.Rodger &Co. Port Glasgow	AlphaS.S.Co.Ld.	410·0	54·3	24·8	London British *WB*	T.3Cy.26",44"&74"-48" 379NHP D.Rowan&Co.Glasgow		C
31611 149829 GJRX	**Pecten** *OilEng.* *Mchy.Aft* *ss*Sng.No.2-35 D.F. E.S.D. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7468 6789 4330	✠100A1 9,37~~1,37~~ ✠LMC DBS~~3,36~~10,37 *CarryingPetr*	Rot Sng CS3,36 ~~3,36~~1,37 *oleum*	 *in*	CL 8,35 *bulk*	1927 5mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*73'291*tD*	440·4 P99'B41'F63' *Tf*32'369*tFPT*199*t*	59·3	32·7 FK	London British 15*BHptCem* *APT*70*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59$\frac{1}{16}$" 602NHP 2DB 180*lb* N.E.MarineEngCoLdNwc.	32 " 9 s 6 " 2¾ 26 " 9½	
⁕ 31612 161840 MBJW	**Peder Bogen** *ss*Sfj.No.2-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *Longitudinal framing* D.F.	9741 9145 7363	✠100A1 *Shelter dk* *withfreeboard* 10,36 ~~BS10,36~~ ✠LMC10,33 *CarryingPetr* *Adapted*	Rot BS11,37 *oleum* *for oil*	*e*† *in* *fu*	CL 10,36 *bulk* *el* 7,28	1925 6mo *Lloyd* *F.P.a*	NVSchpsw "Dordrecht" Dordrecht '*sA&CP* *bove* 150° F.	SouthGeorgiaCo. Ld.(Chr.Salvesen, *Mgrs.*) *CellDBuE&B*86' 340*tDTf*36'398*t*	480·9 B26'F49' *FPT*285*t* *APT*187*t*	62·3	37·1 FK *C*	Leith British 17*BHCem* *oll ,, to Sh dk* 9 ,, ,, 2*nd* ,,	T.3Cy.28",46"&77"-54" (*s*) 190lb 655NHP 3SB,9*cf*,GS195,HS9885 FD Maats.Fyenoord,Rot.	40 " 0 s10 " 6¾ 29 " 8½	
31613	**Pedrinhas** 1*Dk*(*Stl*)	*3666* *3323* *2219*					1935	Lithgows Ld. PortGlasgow	Cia.deCabotagem dePernambuco	350·7 P40'B106'F38'	50·2	23·3	Prnmbuco Brazilian *WB*	T.3Cy.21½",37"&62"-42" 250NHP D.Rowan&Co.Ld.Gls.		C
31614	**Pedro II** (*ex*Commandante Iron Freitas-31,*ex*Itapeva,*ex*Cavour)	965 — 626					1881	Scott&Co. Greenock	Sociedade AnonymaBitar Irmãos	225·7	32·6	13·9	Para Brazilian	C.2Cy.23"&50"-30" NB97 114NHP Scott&Co.Greenock		
31615 5519 SGEA	**Pedro Christophersen** Twin Sc3Mst *Oil Eng.* *ss*Hbg.No.3-3,26 *ss*Got.No.2-34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3725* *3354* *2232*	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ 3,36 ✠LMC11,34 1,38 ✠LMC(M)10,36	Got ~~Skm.~~	*x*	OG ~~P10,34~~ SN3,36 P1,38	1913 8mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *a*69'*uE*	360·0 H252*t* *WB*=*CellDB* 37'*f*212'1138*tFPT*	51·6	22·2 FK	Stockholm Swedish 6*BHAsp* 74*tAPT*53*t*	Oil Engines 4S.C.SA 16Cy.19$\frac{1}{16}$"-26" 604NHP NDB34-100*lb* Akt.Burmeistr&Wain,Cpn	25 " 6 s 2 " 4¼ 23 " 4	
⁕ 31616 161594 GYTN	**Peebles** *OilEng.* D.F. 1*Dk* & *Shelter dk* *CruiserStern*	4982 4627 3068	✠100A1 *withfreeboard* ~~10,37~~3,37 ✠LMC5,36 1,38	Bkn ~~Cf~~ Npt	*a*†	CL	1936 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	B.J.Sutherland &Co.Ld. *CellDB*346'1174*t*	423·6 439·2(O.L.) *MT*1236*tAPT*191*t*	54·2	26·1 FK (	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA. 3Cy.20½"-81⅞" 388NHP 2DB-120*lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6	
31617 104233 GPMJ	**Peel Castle** Ⓟ TwinSc (*ex*DukeofYork) Wireless 2*Dks*	1474 1112 596					1894	W.Denny &Bros. Dumbarton	Isle ofManSteam PacketCo.Ld.	310·2 P76'B126'F70'	37·0	16·0	DouglasIM British *WB*	T.6Cy.23",35½"&53"-33" NB11 323NHP Denny&Co.Dumbarton		BT till 10,37

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Greement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
31618 1138 ESRT	**Peet** (*ex*Moorfoot-37) *ss*Gmh.No.3-6,26 *ss*Gmh.No.2-34 *Welldeck* 1*Dk(Stl)* *Cargo battens not fitted in Nos.2&5holds*	2179 1628 1191	✠100A1 1,37 MS4,35 ✠LMC BS~~8,36~~ 8,37	Gmh	r	CL 1,37	1913 12mo Lloyd	Greenock &Grangemth DkyrdCo.Ld. Grngemouth 'sA&CP	K.Jurnas *CellDBa68'uE*	272·2|42·7|17·6 Q152'BonQ48'F28' FK 20'*f*116'426*t FPT*8	Pärnu Estonian 4*BHCem* 9*tAPT*20*tD*	T.3Cy.21",35"&57"-39" (*s*) 180lb 250NHP 2SB,6*cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk. *eeptanks*10'25*t*	19 ″ 9 s 6 ″ 2½ 18 ″ 0	
✻ 31619 292 SVOY	**Pegasos** (*ex*Harlow-32) *ss*Hul.No.3-7,27 *ss*Pir.No.2-36 *Well deck* 1*Dk(ptIrn ptStl)* *Cargo battens not fitted*	*1795* *1341* *881*	✠100A1 4,37 2,36 ✠LMC2,36 BS5,37	Pir Nwc	p	CL 2,36	1915 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	G.N.Louloudis *CellDBa&uE*	245·1|37·0|18·0 Q95'B58'F24' FK 96'*f*96'384*t FPT*47*t*	Andros Greek 4*BHCem* *APT*133*t*	T.3Cy.19",30½"&51"-36" (*r*) 180lb ~~400lb~~ 202NHP 2SB,6*cf*,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 ″ 0 s1 ″ 8 18 ″ 6	
✻ 31620 7639 SHUN	**Pegasus** *OilEng.* *ss*Yka.No.1-35 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing-bracketless system* *Mchy.Aft* *CruiserStern*	9583 8853 5702	✠100A1 ~~6,37~~1,36 1,38 DBS~~1,36~~ ✠LMC12,34 6,37 *Carrying Pe*	SFo Sng *troleu*	e† *m in*	CL ~~5,35~~ 1,38 *bulk*	1930 5mo Lloyd	W.Doxford &Sons.Ld. Sunderland 'sA&CP	Rederiaktieb. Transoil(R. Sörman,*Mgr.*) *CellDBuE70'25*	492·3|65·0|36·6 481·2 P101'B35'F39' FK 3*tDTf*47'498*tFPT*	Gothenbrg Swedish 16*BHptCem* 240*tAPT*75*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	36 ″ 9 s 8 ″ 2½ 28 ″ 10	
31621 81801	— (*ex*WilliamH.Gratwick) *Mchy.Aft* GyC. 1*Dk2trB*	4776 — 3352					1902	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
✻ 31622 154061 VPFC	— (*ex*Vesta) *ss*Tri.No.3-6,31 *ss*Msl.No.1-35 D.F. *Mchy.Aft* 2*Dks&Web frames*	3597 3178 2128	✠100A1 9,36 MS3,35 ✠LMC BS~~2,37~~3,38 *Carrying Petr* *Fitted for oil*	Ist *oleum* *fuel*4,	r in 13	CL 10,35 *bulk* *F.P.a*	1913 4mo Lloyd *bove* 1	NewYork S.B.Co. Camden,N.J. 'sA&CP 50° F.	StandardTrans- portationCo.Ld. *CellDBuE&B* *&bunker*106'21	330·5|46·2|25·6 P116'B30'F43' FK 0*tFPT*82*tAPT*52*t*	HongKong British 15*BHptCem* (12 *to U dk* 3 „ 2*nd* „)	T.3Cy.21",35"&58"-42" 200lb (*r*) 318NHP 2SB4*cf*,GS160,HS5762 NewYorkSBCo.CamdnNJ	27 ″ 0 s4 ″ 0½ 23 ″ 1¾	
Foundered 4,38 31623 148067 GKPT	**Pegaway** *ss*Shl.No.3-6,37 ~~*ss*Shl.No.2-33~~ 1*Dk(Stl)* *Cargo battens not fitted*	1826 1558 1073	✠~~100A1~~ 6,37~~10,35~~ ~~BS12,36~~ ~~✠LMC8,33~~ ~~6,37~~	Shl	q	CL ~~10,35~~ 6,37	1924 5mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	HillStm.Shppg.Co. Ld.(Witherington &Everett,*Mgrs.*) *CellD*	260·0|39·2|18·9 P21'B47'F23' FK B221'458*t FPT*88*t*	Newcastle British 4*BHCem* *APT*84*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 201NHP 2SB,4*cf*,GS83,HS3154 Smith'sDockCo.Ld.Mdb.	21 ″ 0 ~~s 2 ″ 0½~~ ~~18 ″ 6~~	
31624 OHWJ	**Peggy Thorden** (*ex*Nervion-34, *ex*HansFischer,*ex*ErikLarsen) 1*Dk*	1784 1540 1003					1921	Nüscke& Co.A.G. Stettin	Rederi A/B Peggy Thorden(Gust.B. Thorden,*Mgr.*)	280·9|42·2|17· P26'B67'F30'	Helsingfrs Finnish *WB*	T3Cy.20 7/16",32¼"&51⅛"-35⅜" Waggon-u. 157NHP MaschinenbauA.G.Görlitz		N
31625 2024 IJME	**Pegli** (*ex*Altero-36,*ex*Wedgwood) *Well deck* 1*Dk*	1593 — 912			…		1910	R.Thomp- son&Sons,Ld. Sunderland	IgnazioMessina& C.	275·6|38·0|15·6 265·0 *Pon*Q18'Q108'B54' F24' FK	Genoa Italian *WB*	T.3Cy.21½",36"&59"-39" 246NHP N.E.MarineEngCo.Ld.Sld.	18 ″ 2	I †
31626 144260 GFYS	**Pegu** Ⓟ D.F. E.S.D. 2*Dks* *Fitted for oil fuel*	8183 6754 5160					1921	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	466·0|59·2|30·5	Glasgow British *WB*	T.3Cy.29½",50"&84"-60" 546NHP W.Denny&Bros.Ld.Dum.		C BT till ~~6,37~~ 3,38
✻ 31627 XNGK	**Pei An** (*ex*Tarcoola-33) *ss*Syd.2ndNo.3-12,26 *ss*Shi.No.2-35 1*Dk(Irn)deep framing&Shade dk(Irn)* *Cargo battens not fitted*	2874 — 1652	✠100A1 *Shade dk* ~~5,36~~10,37 BS~~5,36~~ ✠LMC1,35 10,37	HKg Kob	u	CL 5,36	1902 2mo Lloyd	TyneI.S.B. Co.Ld. Newcastle 'sA&CP	NorthChinaS.S.Co. Ld. *CellDBa&uE*114'	326·0|45·4|21·8 FK *f*128'661*tFPT*144*t*	Tientsin Chinese 7*BHCem* *APT*162*t*	T.3Cy.23",38"&61"-42" (*s*) 180lb 277NHP 2SB,6*cf*,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc.	23 ″ 0 s2 ″ 0 21 ″ 2	
31628 Sunk to block Yangtsze Kiang River 12,37 XNAK	**Pei Chin** (*ex*HuaMing,*ex*Anghin, *ex*DorotheaRickmers) 1*Dk&Spar dk*	1613 — 1001					1903	Rickmers Act.Ges. Bremerhaven	ChihliShantung Line,Ld.	253·2|37·4|19·6 P164'F35'	Tientsin Chinese *WB*	T3Cy.18⅞",30 11/16"&49 3/16"-31½" 136NHP Gebr.Sachsenberg,Rosslau		
31629	**Pei Ching**	441 — 272					1911	Nicolas Tsu Shanghai	ChihliShantung Line,Ld.	135·0|24·0|10·5	Tientsin Chinese	C.2Cy.15"&32"-24" 42NHP		
31630 XNAJ	**Pei Fu** (*ex*Macaria,*ex*Tioga, *ex*DonNeil,*ex*ClaraJebsen) 1*Dk&Spar dk*	1975 — 1221					1902	Chant.Nav. Anversois Antwerp	NorthChinaS.S.Co. Ld.	259·6|36·6|16·2 B63'F30' 20·7	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP N.E.MarineEngCoLdNwc		
31631	**Pei Hai** (*ex*ChuyuMaru, *ex*Southgrove,*ex*Hero) *ss*Brs.No.3-11,00 *Well deck* 1*Dk(Irn)*	749 — 439	✠ 4,08	CTn			1890 9mo	R.Dixon& Co. Middlesbro'	DongAnS.S.Co. (HweiTungS.S.Co. *Mgrs.*)	200·0|30·1|13·4 Q72'B53'F25' FK	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-30" 106NHP Blair&Co.Ld.Stockton		
31632 XNAH	**Pei Hua** (*ex*Hellas) Wireless 1*Dk*	1379 1237 846					1905	WoodSkin- ner&Co.Ld. Newcastle	NorthChinaS.S.Co. Ld.	260·0|38·0|15·3 P19*t*H75*t*F27*t*	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP G.Clark,Ld.Sunderland		
31633 XNAS	**Pei Kong** (*ex*BanyeiMaruNo.17) Wireless 1*Dk*	1015 — 629					1919	NittaCo. Osaka	NorthChinaS.S.Co. Ld.	210·0|31·0|17·6 P16'B48'F26'	Tientsin Chinese *WB*	T.3Cy.23¼",38"&61"-42" 241NHP HamadaIronWorks,Kobe		
31634	**Pei-Ming** 2*Dks*	*651* *580* *367*					1922	Huh Hsing E.&S.B.Wks. Shanghai	ChihliShantung Line,Ld.	152·1|27·4|15·9	Tientsin Chinese *WB*	T.3Cy.14⅝",24¼"&39"-24" 75NHP HuhHsingE.&SB.Wks.Shi		
✻ 31635 1734	**Pei Ping** (*ex*DušanSilni-35, *ex*CapeSt.Martin, *ss*Spt.2ndNo.3-8,33 *ex*Rotenfels) 1*Dk(Stl)&Spar dk(Stl-* *pt teaks)&Web frames*	5698 5403 3646	✠100A1 *Spar dk* 7,37 ~~6,36~~ BS~~6,36~~ ✠LMC6,35 7,37	Kob	n†	CL 6,36	1906 11mo Lloyd	J.C.Teck- lenborgA.G. Weser- münde-G. 'sA&CP	ChangShuChang *CellDBa*1	421·0|55·1|20·3 28·3 P58'B125'F51' FK&BK2" 36'*uE*29'*f*181'1049	Tsingtao Chinese 6*BHonly* *Cem* *FPT*85*t*	Q.4Cy.24",34⅝",50⅝"&74"- 53 1/16" 213lb (*s*) 504NHP 3SB,9*cf*,GS156,HS6456 FD J.C.TecklenborgA.G.Wsm	31 ″ 2 s 6 ″ 5¾ 25 ″ 0¼	
31636	— (*ex*YukiMaru-34,*ex*SengaMaru)	711 — 419					1905	OsakaIron WorksLd. Osaka	NorthChinaS.S.Co. Ld.	180·0|27·0|19·0	Tientsin Chinese			
✻ 31637 LDQZ	**Peik** *OilEng.* *ss*Nwc.No.1-34 *Mchy Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6099 5412 3592	✠100A1 4,38 ✠LMC5,34 *Carrying Petr* DBS5,37	Bgn Rot *oleum*	z *in*	CL 4,38 *bulk*	1930 9mo Lloyd	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle 'sA&CP	~~G.B.Bull~~ Bulls ~~Tank~~rederi A/S *CellDBuE56'* *DTf*34'347*t*	396·2|55·1|32·3 409·2(O.L.) P97'B29'F36' *Trunk*238' FK 192*t* *FPT*135*tAPT*121*t*	Sandefjord Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 2DB-*180lb* 583NHP Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s5 ″ 5¼ 26 ″ 8¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Ll. Date of
✻ 31638 7779 SIVN	**Peiping** TwinSc *OilEng.* *ss*Got.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F. 3*rd dk*(*Stl*)*except in mchy.space&aftermost hold*	*6390* 5564 3835	✠100A1 *withfreeboard* ~~9,37~~ ~~4,37~~ 3,38 ✠LMC CS10,36 DBS~~7,36~~ 9,37 [illegible],37 *Carrying vegetable oil in deep tank, in No.4 double bottom tank & in after peak*	Cpn Got	*c* †	CL 4,36	1931 10mo *Lloyd*	Götaver-kenA/B Gothenburg '*sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*) *CellDB* 368′ 1369*t*	437·1|57·0|28·5 FK *Tanks in way of tunnels*93*t* *MT*28′892*tAPT*59*t*	Gothenbrg Swedish 8*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „ 1 „ 3*rd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–66$\frac{15}{16}$" DB*85lb* 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2¼ 27 ″ 6	
31639 147304 GJRM	**Peisander** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6225 5382 3884					1925	CaledonS. B.&E.Co Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·8|54·7|30·1 P40′B122′F45′	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 951NHP Akt.Burmeistr&Wain,Cpn		BT till ~~9,37~~ 6,38
31640 17072 JFPD	**Peking Maru** 2*Dks*&*Web frames* *Longitudinal framing*	3011 2738 1857			…		1914	OsakaIron Works Osaka	OsakaShosenK.K.	305·3|42·4|24·8 P19′B82′F32′ FK	Osaka Japanese *Wb*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWorks,Osaka	27 ″ 3	C †
31641 LCAQ	**Pelagos** (*ex*Athenic) TwinSc4Mst *Fitted for oil fuel* D.F. 4*Dks* (*Whale oil factory*)	12083 7320 7027					1901	Harland& Wolff,Ld. Belfast	Hvalfangerslsk. PelagosA/S(Bruun &vonderLippe)	500·3|63·3|29·0 H485*t* 45·0	Tönsberg Norwegian *WB*	Q.8Cy.22",31½",46"&68"–48" 641NHP Harland&Wolff,Ld.Bel.		N
✻ 31642 113159 VJVL	**Pelaw Main** TwinSc *ss*Syd.2ndNo.3-12,33 *Well deck* 1*Dk*(*Stl*)&*deep framing* Wireless *Cargo battens not fitted* *ss*Syd.No.1-37	1221 961 584	✠100A1 ~~4,37~~ ~~5,36~~ 12,37 ~~BS7,36~~ ✠LMC~~12,33~~ 2,38	Syd	*o*	5,36	1909 11mo *Lloyd*	Hall,Rus-sell&Co.Ld Aberdeen '*sA&CP*	J.&A.Brown& AbermainSeaham Collieries,Ld. *CellDBa*59′*uE*	235·1|34·6|15·9 *35·8* BK8″ Q143′F24′ 17′*f*96′288*tFPT*21*t*	Newcastle N.S.W. British 4*BHCem* *APT*39*t*	T.6Cy.16",26"&43"–27" (*r*) 180lb ~~90lb~~ 239NHP 2SB,6*cf*,GS121,HS4102 Hall,Russell&Co.Ld.Abn.	17 ″ 0 s 5 ″ 2¼ 16 ″ 5¼	
✻ 31643 149650 GNJX	**Pelayo** *OilEng.* *ss*Ant.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1346 1055 530	✠100A1 *Shelter dk withfreeboard* ~~6,37~~ ~~2,37~~ ~~9,37~~ 4,38 ✠LMC CS~~1,36~~ 5,36	Liv ~~Ant~~ Lon	*r*	CL 1,36	1927 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*220′329*t*	270·1|39·1|15·6 282·3(O.L.) B70′ FK *FPT*17*tAPT*38*t*	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4 „2*nd*„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
31644 130388	**Pelee** Ⓟ 2*Dks*	461 231 219					1914	Collingw'd S.B.Co.Ld. Collingwood	~~Windsor&Pelee IslandS.S.Co.Ld.~~ R.Harris	141·2|24·1|10·0 *WB*	Amherst-burg,Ont. British	T.3Cy.12½",21"&34"–21" 58RHP CollingwoodS.B.Co.Ld.		
31645 YQSP	**Peles** (*ex*Adolf vonBaeyer-33) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5700 4402 3410					1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 F49′	Constntza Roumanian *WB*	T.3Cy.25¼",41"&66⅜"–49¼" &LPturbine 431NHP Marinewerft,Wilhelmshvn		V
✻ 31646 216 SZGL	**Peleus** (*ex*Egglestone) *ss*Ant.No.2-36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	*4695* *4389* *2840*	✠100A1 *withfreeboard* ~~4,37~~ ~~1,37~~ 4,38 ✠LMC2,36 BS~~4,37~~ 4,38	Rot ~~Ant~~ Pir	*z*	CL ~~2,36~~ 4,37	1928 3mo *Lloyd*	W.Gray& Co.Ld. Hartlepool '*sA&CP*	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDB*353′1261*t*	400·2|54·2|25·1 FK *FPT*178*tAPT*105*t*	Syra Greek 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26½"44"&73"–48" (*s*) 180lb 476NHP 3SB&1AuxSB,11*cf*,GS205, HS8371 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11½ 24 ″ 9¾	
31647 DJNP	**Pelikan** *OilEng.* *Ref.Mchy.* *Mchy.Aft* 2*Dks* D.F. *CruiserStern*	3264 2791 1933					1934	Bremen Vulkan Vegesack	Afrikanische Frucht-Compagnie AG (Reed.F.Laeisz G.m.b.H.*Mgrs.*)	352·8|44·8|24·0 B41′F44′	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–35$\frac{7}{16}$" 975NHP BremenVulkan,Vegesack		G
31648 2791 SFZR	**Pelle** (*ex*August) 1*Dk*	633 477 427					1890	W.Lind-bergsAktieb. Stockholm	SölvesborgsVarvs. &RederiA/B(Th. Carlsson,*Mgr.*)	177·5|28·3|13·7 Q62′B41′H17*t*F21′	Sölvesborg Swedish *WB*	T.3Cy.14½",23½"&33"–25¼" 46NHP W.LindbergsM.V.Skm.		V
31649	**Pellerin de Latouche** Ⓟ Twin Sc (*ex*General Gallieni,*ex*Marienbad) *ss*Msl.No.1-18 2*Dks*(*StlU*–ws &*Awng dk*(*Stl*–teak s) D.F. 3*rd dk*(*Stl*)*inNos.*1,2,3&5*holds*	8217 — 3833	✠ 2,23 ✠	Sng	†		1913 7mo	Cantiere SanRocco Trieste	*CellDBa*85′*uE*	452·4|56·3|29·3 53·9 FK &*B* 162′ *f* 143′ 1142*t*	9*BHCem* *FPT*61*t*	Q.8Cy.26",37",53"&76"–51" 1290NHP 3SB,24*cf*,GS474,HS18880 StabilimentoTecnico,Tri	39 ″ 11	
31650 1756 ICBD	**Pellice** (*ex*AnsaldoOttavo) *Mchy.Aft* *OilEng.* D.F. 2*Dks*	5360 4487 2933					1920	G.Ansaldo &Co.S.A.Ital. SestriP'nente	Soc.Commerciale diNav.	378·5|51·5|28·3 P122′B30′F35′	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"–49$\frac{3}{16}$" 606NHP NE28 Soc.An.FiatS.G.M.Turin		I
✻ 31651 165370 GZDV	**Pellicula** *Mchy.Aft* *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6254 5520 3625	✠100A1 3,38~~12,36~~ ✠LMC12,36 *Carrying Petroleum in bulk*	Bkn Sng	*a*†	CL	1936 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61′140*t*	430·1|54·4|30·7 P87′B37′F65′ FK *DTf*25′263*t FPT*10	London British 16*BH* 6*tAPT*61*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55⅛" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 6½ 25 ″ 8¾	
✻ 31652 147657 VLDW	**Pelton Bank** (*ex*Dewstone-34) *ss*Syd.No.3-1.37~~*ss*Nwc.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Wireless	1375 1032 794	✠100A1 8,37~~12,35~~ ✠LMC1,37 ✠NE&B*made*9,19*refitted*7,24 BS1,38	Syd	*o*	CL 12,36	1924 7mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdNewcastle '*sA&CP*	McIlwraith, McEacharn,Ld. *CellD*	235·1|36·1|15·3 *37·7* FK Q145′F25′ *B*198′380*t FPT*102*t*	SydnyNSW British 4*BHptCem* *APT*82*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 120NHP 2SB,4*cf*,GS49,HS1800 FD Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s 5 ″ 3¼ 16 ″ 4½	
31653 Broken up 25351 WEFX	**Pemberton** Ⓟ (*ex*Uncatena) Pad 2*Dks*	831 — 523					1902	ThePusey &JonesCo. WlmngtnDel	Nantasket-Boston SteamboatCo.	178·0|31·0|12·0	Bostn,Mas Utd.States	B.1Cy.42"–120" 149NHP Pusey&JonesCo.Wlmngtn		
✻ 31654 164296 GYXJ	**Pembroke Coast** TwinSc *Mchy.Aft* *OilEng.* Wireless D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	625 504 319	✠100A1 *withfreeboard* 7,37~~12,36~~ ✠LMC7,36	Bkn	*m*	OG	1936 7mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	CoastLines,Ld. *CellDB* FP	201·9|34·2|10·8 *35·8* FK F24′ *T*70*tAPT*25*t*	Liverpool British 3*BHptCem* (*Coll to Sh dk* 2 „2*nd*„)	Oil Engines 2S.C.SA 8Cy.13⅜"–22⅞" 250NHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s ″ 2 13 ″ 5	
31655 UOQS	**Penai** Ⓟ (*ex*Kubsojus) Wireless 1*Dk*	548 418 272					1891	Blohm& Voss, Hamburg	U.S.S.R.	169·3|26·8|14·0 P63′B31′F29′	Odessa Russian	C.2Cy.18$\frac{9}{16}$"&34¾"–24" NB13 44NHP Blohm&Voss,Hamburg		
31656 16104 JDRD	**Penang Maru** 2*Dks*	5214 4744 3230			…		1913	Russell& Co. Pt.Glasgow	NipponYusenK.K.	405·0|52·2|27·4 P37′B119′F46′ FK	Tokio Japanese *Wb*	T.3Cy.26",42"&70"–48" 488NHP Rankin&Blackmore,Grk.	30 ″ 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B of Trade
31657 137213 GFQJ	**Pencarrow** ssCff No.1-38 ssBos.No.3–2,33 D.F. 1*Dk*(*Stl*)	4841 4415 2955	✠100A1 ~~1,33~~ ~~12,36~~ 5,38 ✠LMC MS~~1,36~~ 12,35 ~~BS5,36~~ BS~~,34~~5,38	Bmn ~~Cff~~ S	*y*	CL 4,38	1921 7mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. W Hartlepool *'sA&CP*	ChellowNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa134'uE28'f169'1012tFPT73tAPT152t*	390·0 402·0(O.L.) P40'B122'F38' FK	52·0	26·8	Falmouth British 6*BHCem*	T.3Cy.25½",42"&70"–48" (s) 180lb 402NHP 3SB,*9cf*,GS166,HS6656 Richardsons,Westgarth&Co.Ld.Hpl	29 " 6 s 5 " 5½ 24 " 3	
31658 TURT	**Penchâteau** (*ex*Rapallo, *ex*Heenvliet) 1*Dk*	995 — 538					1920	DeHaan& Oerlemans Heusden	Cie.Nantaise de Nav.àVap.	216·4 P19'Q51'F26'	34·5	13·0	Nantes French *WB*	T.3Cy.15¾",25⅝"&41⅛"–27⅝" 90NHP NV BurgerhoutsSchps.Rot		V
31659 146381 GJTN	**Pendeen** ssCff.No.3–12,35 D.F. 1*Dk*(*Stl*)	4174 3819 ~~3481~~ 2508	✠100A1 4,38 ~~1,37~~ ~~12,37~~ BS~~1,37~~ 12,37 ✠LMC12,35	Cff ~~Bry~~ Rot	*x*	CL ~~11,35~~ ~~12,37~~ 4,38	1923 5mo *Lloyd*	Irvine'sS.B &D.D.Co.Ld. W Hartlepool *'sA&CP*	ChellowNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa135'uE29'f148'1037tFPT112tAPT162t*	375·0 P39'B229'F40' FK	51·2	24·7	Falmouth British 6*BHCem*	T.3Cy.26",42"&70 3/16"–48" (s) 180lb 396NHP 3SB,*9cf*,GS179,HS6494 Blair&Co.Ld.Stockton	27 " 3 s 3 " 7½ 23 " 10¼	
31660 PGRY	**Pendopo** ssSba.No.1–34 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *CruiserStern* *Rudder electrically welded* *Longitudinal framing–bracketless system*	5209 4534 2665	✠100A1 6,37 ~~9,36~~ BS~~9,36~~ 6,37 ✠LMC5,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,30 *F.P. above* 150° F.	Sba Sng	*y*	CL 12,35	1930 7mo *Lloyd*	C.van der Giessen& Zonen'sSchp. Krimpen *'sA&CP*	N.V.Nederlandsche Koloniale TankvaartMaats. *CellDBuE&B81'253tDTf45'396tFPT112tAPT44t*	385·8 P105'F48' FK	56·1	26·9	TheHague Dutch 14*BHptCem* *ptAsp* (11 *to U dk* 3 " 2*nd* ")	T.3Cy.25",42"&73"–48" (s) 225lb 548NHP 3SB,*9cf*,HS7665 FD N.E.MarineEng.CoLdNwc	27 " 0 s 4 " 11 22 " 3	
31661 HPFW	**Penelope** TwinSc ssHam.No.3-12,37 *OilEng.* ~~ssKel.No.2-36~~ Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. E.S.D. GyC. *Longitudinal framing* *CruiserStern*	~~8917~~ ~~8454~~ ~~4824~~ 8436 — 5065	✠100A1 *Shelter dk* *withfreeboard* 12,37 ~~1,37~~ ✠LMC CS~~5,33~~ 12,37 DBS~~1,37~~ 12,37 ~~3,36~~ 12,37 *CarryingPetroleum in bulk*	Ham		CL ~~3,36~~ 11,37	1925 9mo *Lloyd*	Howaldtswerke Kiel *'sA&CP*	PanamaTransportCo. ~~(Waried TankschiffRhedereiG.m.b.H. *Mgrs.*)~~ *Cell DBuE70'160tDTf36'275tDTa21'96tFPT182tAPT119t*	470·1 489·1(O.L.) B34'F39' FK	63·2	35·3	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB*70lb* 2WaterTubeDB–*200lb* SulzerBros.Ld.Winterthur	35 " 6 s 8 " 6½ 27 " 8	
31662 803 SVHV	— (*ex*NewGeorgia–33) ssDrt No.3–7,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames&bevelled bilge* *CruiserStern*	6559 6230 4056	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~7,36~~ ~~BS10,35~~ ✠LMC7,~~33~~ ~~11,36~~ 12,37	Bry Bkn	*a*†	CL ~~N5,35~~ 12,37	1919 8mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	NausicaaShipping Co.Ld. *CellDB34'1571tDTa25'858tFPT91tAPT126t*	412·6 433·3(O.L.) FK	55·8	34·4	Piræus Greek 8*BHCem* (*Coll to S dk* 7 " 2*nd* ")	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s 10 " 8½ 27 " 7	
31663 304 IRXK	— (*ex*Thornley) 1*Dk*	1160 — 698					1907	BlythS.B. Co.Ld. Blyth	A.Lauro	235·0 Q121'B11'F24'	36·0	14·4	Naples Italian *WB*	T.3Cy.19",31"&51"–36" Richardsons, 156NHP Westgarth&Co.Ld.		I
31664 FOMF	**Penerf** D.F. 2*Dks*(*Stl*)	2151 1934 1278	✠ ... 11,33 ✠	Rou			1930 8mo	Napier& Miller,Ld. Glasgow	Cie.Nantaise de Nav.àVap. *CellDB237'475tFPT45tAPT78t*	278·6 P25'B76'F29' FK	42·6	20·7	Nantes French 6*BHCem*	T.3Cy.20",33"&54"–33" 241NHP 2SB,6*cf*,GS94,HS3630 McKie&Baxter,Glasgow	22 " 6	V †
31665 151046 CYMD	**Penetang** (*ex*WalterB.Reynolds) *Mchy.Aft*	1824 1558 983					1925	TheCollingwood S.B.Co.Ld Collingwood	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15¼",26"&44"–26" Hewes& 95RHP Phillips,Newark,N.J.		C
31666 133349 GQPT	**Pengreep** ssCff.No.3–10,26 ssShl.No.2–36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4806 4432 3007	✠100A1 ~~9,37~~ ~~8,36~~ ~~10,37~~ 2,38 ✠LMC MS2,35 ~~BS3,36~~ BS2,38 ~~2,37~~	Cff ~~Ant~~	*y*	CL ~~7,35~~ ~~2,37~~ 10,37	1914 5mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool *'sA&CP* *WB*	ChellowNav.Co. Ld.(F.C.Perman, *Mgr.*) =*CellDBa134'uE28'f169'1002tFPT73tAPT152t*	390·0 402·0(O.L.) P38'B121'F38' FK	52·0	26·9	Falmouth British 6*BHCem*	T.3Cy.25½",42"&70"–48" (s) 180lb 402NHP 3SB,*9cf*,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 " 6 s 5 " 5½ 24 " 3	
31667 146388 GCMB	**Penhale** ssRot.No.3–12,35 D.F. 1*Dk*(*Stl*)	4071 3722 2451	✠100A1 11,37 ~~4,37~~ BS8,37 ✠LMC MS2,36 ~~BS6,36~~	Cff Bry	*w*	CL 4,37	1924 1mo *Lloyd*	J.Priestman&Co. Sunderland *'sA&CP*	ChellowNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDB315'992tFPT113tAPT115t*	365·0 377·5(O.L.) P31'B102'F31' FK	51·5	23·8	Falmouth British 6*BHCem*	T.3Cy.24",40"&66"–45" (s) 180lb 317NHP 3SB,*9cf*,GS147,HS4905 G.Clark,Ld.Sunderland	26 " 1 s 4 " 10½ 21 " 4½	
31668 148274 GDZR	**Pennington Court** (*ex*Rochdale) ssShl.No.3–2,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6098 5853 3774	✠100A1 *Shelter dk* *withfreeboard* ~~2,36~~ ✠LMC ~~BS2,36~~ MS6,36	Bry ~~Lon~~ Cff BS6,37	*y*	CL ~~11,36~~ N2,38	1924 7mo *Lloyd*	Richardson Duck&Co.Ld. Stockton *'sA&CP*	CourtLineLd. (Haldin& Philipps,Ld.*Mgrs*) *CellDB349'1245tFPT124tAPT174t*	400·0 F35'*onShelter dk* FK *CollisionBHtoShdk*	53·0	32·7	London British *Cem* 5 " *U* "	T.3Cy.26",43"&71"–48" (s) 180lb 425NHP 3SB,*9cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 " 2 s 9 " 7¾ 25 " 9	
31669 DJNX	**Pennland** Ⓟ TrpSc (*ex*Pittsburgh) *Fitted for oil fuel* Sub.Sig. 4*Dks* *Ref.Mchy.* D.F. *CruiserStern*	16082 12842 9513					1922	Harland & Wolff,Ld. Belfast	RedStarLinie G.m.b.H.	574·4 P54'B313'F92'	67·8	40·9	Hamburg German *WB*	T.8Cy.(2)28"(2)44"&(4) 49½"–54"&1 Steam Turbine Harland&Wolff,Ld.Bel.		G
31670 219855 KUNF	**Pennmar** (*ex*GeorgeAllen, *ex*EasternOcean) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	5868 4159 3636			...		1920	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·3 FK	51·2	36·0	NewYork Utd.States *WB*	T.3Cy.26"43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 " 0	R †
31671 229044 WMDS	**Pennsylvania** Ⓟ TwinSc *Fitted for oil fuel* 5*Dks* *Ref.Mchy.* D.F. GyC. *CruiserStern*	18200 — 9702					1929	NwprtNws S.B.&D.D.Co NewprtNews	AmericanLine SteamshipCorp.	586·4 B315'F61'	80·3	20·5 52·0	NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		R
31672 215286 WKCV	— *Mchy.Aft* ssN.Yk.No.3–7,35 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6390 6064 3945	✠100A1 11,37 ~~3,32~~ ~~BS6,36~~ ✠LMC7,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	NYk BS5,37	*a*†	CL 3,37	1917 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	TheTexasCo. *CellDBuE&B64'209tFPT229tAPT130t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44"&74"–51" (r) 190lb 549NHP 3SB,*9cf*, HS7979 FD ForeRiverS.B.Cor.Quincy	32 " 9 s 6 " 4½ 26 " 7¼	
31673 220024 KUSG	— (*ex*WestNomentum) *Fitted for oil fuel* 2*Dks*	5595 3510					1920	S.Western S.B.Co. SanPedro,Cal	Weyerhaeuser S.S.Co.	410·5 P46'B112'F46'	54·3	27·2	Tacoma Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
31674 150849 KJUX	— Ⓟ TwinSc 1*Dk*&*Shadedk*	1352 — 857					1900	Delaware RiverCo. Chester,Pa.	NewYork,Philadelphia&Norfolk R.R.Co.	244·3	40·0	14·8	Cape Charles Utd.States	T.8Cy.18",29"&(2)33"–28" 230NHP DelawareRiverCo.Chester		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31675 222747 KFFC	**Pennsylvania Sun** *ss*Phl.No.3-7,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. GyC. *Web frames* *Longitudinal framing*	8862 8562 5535	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~3,37~~ MS7,36 *Carrying Petr* *Fitted for oil*	Phl ✠LMO BS~~11,36~~ *oleum* *fuel* 3,	*e*† 11,37 *in* 23	CL ~~N7,36~~ 11,37 *bulk* *F.P. a*	1923 3mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP *CellDB* 50° F.	SunOilCo. *uE&B84' f40'448t*	480·5 *F44' on Shelter dk* FK *FPT186tAPT84t*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* (10 *to S dk* 8 „ *U* „)	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 819NHP 4SB,*12cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 1 28 ″ 2½	
31676 211297 WACT	**Pennsylvanian** *ss*S.Fo.No.3-7,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.1 hold*& *Web frames* *Longitudinal framing* *Fitted for oil fuel*	~~5155~~ ~~4758~~ ~~3145~~ 5191 4758 3129	✠ ... 12,34	SFo ✠	*a*†		1913 6mo	Maryland SteelCo. Sparro'Pt.Md	American-HawaiianS.S.Co. *Intermedi* *No.* 2 *CellDBa*	407·7 FK *Coll* *ate'tween dk BH in* *hold dispensed with* *122'uE&B54'f166'1*	53·7	28·1	NewYork Utd.States *Cem* *BH to Sh dk* 5 „ „ *Upr* „ 1 „ „ *2nd* „ *234tDTf*30	Q.4Cy 25½"37"53½"&78"-54" 704NHP 3SB&1AuxSB,14*cf*,GS241, HS10618 MarylandStl.Co.Sparr.'Pt. *only* *'866tFPT125tAPT52t*	31 ″ 6	R †
31677 150705 KGQR	**Penobscot** 3Mst *Mchy.Aft* 2*Dks* D.F.	3943 — 2821					1895	F.W. Wheeler&Co. W.BayCity, Mich.	NicholsonUniversalS.S.Co.	454·0 len06	44·5	22·5	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35½"&59"-44" 231NHP F.W.Wheeler&Co.West BayCity,Mich.		
❋ 31678 133334 GQPR	**Penolver** *ss*Cff.No 3-11,25 D.F. *ss*Cff.No.2-34 1*Dk*(*Stl*)	3721 3474 2338	✠100A1 12,36 MS12,37 ~~DBS1,36~~	Bry BS4,37 ✠LMO ~~MBS5,36~~	*w*	CL ~~12,36~~ 11,37	1912 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP* *W*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *B= Cell DBa&uE*	350·0 P23'B101'F34' FK *138'f154'927tFPT*	50·0	23·6	Falmouth British 6*BHCem* *80tAPT97t*	T.3Cy.25¼",40½"&67"-45"(*s*) 180lb *100lb* NDB29 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 7½ 21 ″ 6	
31679 101755 MQTK	**Penrhyn** *ss*Bng.3rdNo.3-12,33 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*) *Now* "Lancaster City," *see No.* 3903 *in Supplement*	355 253 127	✠100A1 10,36 ✠NB4,21 MS12,33	Bkn ✠LMO BS9,36	*f*	CL 12,36	1895 8mo	Scott& Sons Bowling A&CP	~~Rt.Hon.Baron~~ ~~Penrhyn(T.J.W.~~ ~~Humphreys,*Mgr.*)~~ R.Gardner	145·0 Q54'B10'F24' BK7" *WB=CellDBf67'*	24·0	9·0	Lancaster British 3*BHCem* *72tFPT30t*	C.2Cy.18⅝"&40"-27" (*s*) 120lb 64RHP 1SB,*2pf*,GS45,HS1578 Ross&Duncan,Gls.	11 ″ 2 s ″ 6½ 11 ″ 3¼	
❋ 31680 161104 GTBD	**Penrith Castle** TwinSc *OilEng.* *ss*Kob.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in aftermost hold* *Longitudinal framing at bottom & at decks*	6369 5728 3807	✠100A1 *withfreeboard* 4,37 ~~9,36~~ ~~DBS9,36~~ 9,37 *Fitted for carr*	NYk HKg 12,37 ✠LMO CS~~6,34~~ ~~9,36~~ 9,36 *ying oil* 7,	*d*†	CL ~~S5,34~~ P2,38 S4,37 29 *F.P*	1929 7mo *Lloyd* *.above*	Cammell Laird&Co.Ld. Birkenhead *'sA&CP* 150°F. *in DTs*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB393'1519t* *DTsf27'850t&*	464·6 481·0(O.L.) F42' FK (*DTa19'516t* *19'606t tank betwee*	60·3	25·8	Liverpool British 7*BHptCem* *Coll to Sh dk* 6 „ *2nd* „) *n tunnels 93t*	Oil Engines 4S.C.SA 12Cy 28¾"-59$\frac{1}{16}$" 953NHP 2DB*125lb* N.E.MarineEngCoLd.Nwc *FPT149tAPT59t*	31 ″ 6 s 4 ″ 3¾ 27 ″ 4½	
31681 160949 GSNP	**Penrose** *ss*Cff.No.2-37 ~~*ss*Hul.No.1-32~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4393 4075 2630	✠100A1 *withfreeboard* 11,37 ~~5,36~~ BS~~5,36~~ 11,37	Avn Cff ✠LMC~~5,32~~ 5,36	*z*	CL ~~11,35~~ 11,37	1928 8mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP* *CellDBa&*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *uE152'f178'1111t*	400·4 412·2(O.L.) F39' FK (*FPT120tAPT198t*	53·0	25·3	Falmouth British 6*BHCem* *Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43"&72"-48" (*s*) 180lb 413NHP 3SB,*9cf*,GS178,HS6687 J.Dickinson&Sons,Ld.Sld.	27 ″ 10 s 3 ″ 3 24 ″ 10	
31682 1993 IRXR	**Pensiero** (*ex*Phocée-34,*ex*Sansonnet) 1*Dk*	333 — 139					1919	Forg.&Ch. de la Médit. LaSeyne	Giuseppe Agrifoglio	140·4 131·2	23·8	11·4 13·0	Genoa Italian	C.2Cy.17$\frac{7}{10}$"&35⅕"-23⅗" 50NHP Forg.&Ch.delaMédit,Msl.		I
❋ 31683 143999 GQPS	**Pensilva** (*ex*Brynymor) *ss*Shl.No.1-33 D.F. 1*Dk*(*Stl*)	4258 3894 2635	✠100A1 5,37 ~~7,36~~ ~~MBS11,35~~ ~~6,37~~	Shl Cff ✠LMC6,34 ~~DBS7,36~~ BS5,37	*x*	CL ~~11,35~~ 12,37	1929 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cel*	370·9 382·3(O.L.) P29'B233'F32' FK *lDB322'1133tFPT*	51·4	25·1	Swansea British 6*BHptCem* *96tAPT175t*	T.3Cy.23",39"&65"-45" (*s*) 200lb *120lb* 331NHP 2SB,*6cf*,GS129,HS5190 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7¼ 24 ″ 1½	
31684 1264 ICBE	**Pensilvania** (*ex*Pennsilvania, *ex*DeSoto, *Fitted for oil fuel* *ex*Phoebus) 2*Dks*(*Stl–U ptws*)& *Web frames & Shelter dk*(*Stl–pt ws*) D.F. *Carrying Petroleum in bulk*	6861 5455 3816	✠ 10,05	Ham ✠	*a*†		1903 1mo	DJ.Dunlop &Co. Pt.Glasgow	DittaL.Pittaluga Vapori *CellDBuE42'24*	437·1 418·7 FK *7tDTf14'150tFPT*	53·2	30·7 29·0	Genoa Italian 13*BHCem* *87tAPT150t*	T.3Cy.28",48"&78"-54" 597NHP 3DB,*18cf*,GS315,HS11006 D.J.Dunlop&Co.P.Gl.	32 ″ 6	I †
31685 96663	**Pentecost Mitchell** (*ex*H.B.Hawgood) *Mchy.Aft* 1*Dk*2*trB*	4044 — 2917					1903	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	414·0 F48'	50·0	28·0	D'luth Min Utd.States *WB*	T.3Cy.22",35"&58"-40" NB26 213NHP AmericanSB.Co.Cleveland		
❋ 31686	**Penteola** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	545 393 212	✠100A1 ~~9,37~~ ~~3,37~~ 1,38 *Carrying Petr*	Lis ✠LMC3,36 *oleum*	*h* *in*	CL *bulk*	1936 3mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	Companhia "Shell"	165·9 Q46'PonQ46'F24' FK *FPTs43t*	28·1	11·6	Lisbon Portuguese 12*BHptCem* *APT28t*	Oil Engines 4S.C.SA 12Cy.11$\frac{13}{16}$"-18⅞" 162NHP DB*180lb* WerkspoorN.V.Ams.	12 ″ 3 s 1 ″ 1½ 11 ″ 3¼	
31687 FOLC	**Penthièvre** (*ex*Crucy,*ex*Cybèle) *Fitted for oil fuel* D.F. 1*Dk*	2382 2098 1360					1922	Anciens Chantiers Dubigeon Nantes	Cie.Nantaise de Nav.àVap.	288·1 P22'B64'F37'	42·6	20·2	Nantes French *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"- 37¾" 148NHP Ch.&Atel.delaLoire,Nts.		V
❋ 31688 137842 GQTZ	**Pentridge Hill** (*ex*African Prince-36,*ex* *ss*Liv.No.3-9,29 Glennevis) *ss*Grk.No.1-35 2*Dks*(*Stl*)	5119 4800 3245	✠100A1 9,37 ~~7,36~~ BS~~11,36~~ 1,38	Nwc ✠LMC11,35	*y*	CL ~~11,35~~ 9,37	1917 5mo *Lloyd*	Ayrshire Dckyd.Co.Ld Irvine *'sA&CP* *'Twee* *Ce*	DorsetS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) *n deck BH in after* *llDB344'981tDTa*	400·7 P35'B119'F46' FK *hold dispensed with* *33'867tAPT19t*	53·4	27·3	London British *Cem* 5 *BH to U dk* 1 „ „ *2nd* „	T.3Cy.27",43"&72"-48" (*s*) 180lb *100lb* 510NHP 3SB,*9cf*,GS119,HS7647 FD Dunsmuir&JacksonLd.Gls *only*	29 ″ 7 s 5 ″ 8 24 ″ 1	
31689	**Penybryn** (*ex*AtlanticCity-36) *Fitted for oil fuel* D.F. 2*Dks*	*6236* *5972* *3902*					1920	RopnerS.B &Reprng.Co. (Stockton) Ld. Stockton	HoSienChing	411·7 F36'	54·5	33·6	Chinese *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
31690 EEGZ	**Pepin** (*ex*Castro-Alen-36) 1*Dk*&*deep framing*	1360 1192 770			...		1901	Grngem'th &Greenock DockyardCo. Greenock	Cia.deNav.Vasco Asturiana(R.Caso de losCobos,*Mgr.*)	239·7 B68'F25' FK	36·7	16·4	Gijon Spanish *WB*	T.3Cy.19",30½"&50"-36" 157NHP Dunsmuir&JacksonLd.Gls	18 ″ 5	
31691 13 IRYK	**Peppino C.** (*ex*Pecine-35, Iron3Mst *ex*Cameo, *ss*Gls.3rdNo.3-8,21 *ex*Strathadder) *ss*Fiu.No.2-31 *Mchy.Aft* 1*Dk*(*Irn*)	391 283 209	✠ 1,35 ✠NB12,96✠	Ssk	*g*		1883 5mo	J.Fullerton&Co. Paisley	SalvatoreAmato	165·9 160·2 Q85'B7'F25' BK6"	23·2	10·9	Molfetta Italian 4*BHCem* *FPT45t*	C.2Cy.19½"&36"-27" 54NHP 1SB,*2pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6	I †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres
31692 77 IBJN	**Peppino Palomba** (*ex*Giorgakis-35, *ex*FlorentiaS.-34, *ex*Dorothea, *ex*EricCalvert, *ex*Silsden, *ex*Homewood) *ss*Goo.2ndNo.3-11,23 *ss*Msl.No.1-28 1*Dk*(*ptStl&ptIrn*)& *Web frames&ptAwng dk*(*Irn*)	2034 1469 1245	✠ 1,33 ✠	Cff	*r*		1897 12mo	R.Craggs &Sons Middlesbro'	GiuseppePalomba fu Michele	280·3|40·5|17·6 271·0 17·4 P26'Q74' *ptAwng dk*171' FK *DBa*88'*f*102'	Torre del Greco Italian 4*BHCem* 391*tAPT*51*t*	T.3Cy.20",32½"&53"-36" NDB16 176NHP 2SB,4*pf*,GS74,HS2758 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 " 9	I †
31693 202939 WRCP	**Pequonnock** 2*Dks*	2930 — 1986					1906	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	275·7|45·1|16·7	N.LndnCn Utd.States	T.3Cy.20",34"&56"-42" 208NHP DelawareRiverCo.Chester		
31694 120296 VPKV	**Perak** 2*Dks*	1188 808 519					1906	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	239·8|35·2|13·8	Singapore British	T.3Cy.20",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
31695 YTDH	**Perast** (*ex*Anderton,*ex*Coquetmede, *ex*Thornhill) ~~*ss*Ssk.No.3-8,33~~ 1*Dk*(*ptStl&ptIrn*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted* *ss*Shl.2ndNo.3-1,38	3871 2597 2410	✠100A1 1,38~~12,36~~ ~~BS11,36~~ ✠LMC~~3,33~~ 1,38	Cff Shl	*u*	CL ~~11,34~~ 12,37	1911 9mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	Jugoslavenska Komercijalna Plovidba d.d. *CellDBa*112'*uE*	355·5|51·0|23·9 P32'B102'F32' FK 25'*f*152'1051*tFPT*	Split Yugoslav 6*BHCem* 110*tAPT*77*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb *100lb* NDB28 339NHP 2SB,8*pf*,GS145,HS5381 G.Clark,Ld.Sunderland	26 " 3 s 4 " 4½ 22 " 1	
31696 211025	**Percival Roberts, Jr.** *ss*Cgo.No.3-5,31 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing*	7593 7290 5862	✠100A- 10,34 ✠LMC MS5,32 BS4,37 *For Service on the Great Lakes*	Clv			1913 4mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *WB=CellDBu*	580·0|58·0|32·0 F51' FK *E&B55' f & in Hopp*	D'luth,Min Utd.States 4*BH* *er side tanks*	T.3Cy.24",39"&65"-42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 FD AmericanSB.Co.Cleveland 479'8549*tFPT*259*tAPT*59*t*	32 " 0 s10 " 10¼ 21 " 4½	
31697 131309 MDKY	**Perdita** *ss*Bkn.2ndNo.3-5,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	543 394 211	✠100A1 5,36 ✠LMC5,36 BS6,37	Bkn	*i*	CL 5,36	1910 12mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	S.Wales&Liver- poolS.S.Co.Ld.(R. Gilchrist&Co.*Mgs*) *WB=C*	175·0|26·1|10·7 Q97'B13'F28' FK *ellDBf*93'123*tFPT*	Liverpool British 3*BHCem* 41*tAPT*3*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *80lb* 97RHP 1SB,3*cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld.	13 " 0 s4 " 2½ 12 " 10½	
31698 227030	**Pere Marquette 12** TwinSc (*CarFerry*) 1*Dk*2*trB*	2767 — 1123					1927	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	400·0|53·0|22·0	Pt.Huron, Mich. Utd.States	C.6Cy.26½"&(2)40"-36" 320NHP ManitowocS.B.Corp. Manitowoc,Wis.		
31699 200611	**Pere Marquette 14** TwinSc *Two Screws forward & two aft* (*Car Ferry*) 1*Dk*	2531 — 1655					1904	DetroitS.B Co. Wyandotte	PereMarquette RailwayCo.	327·6|52·1|21·0	Detroit, Mich. Utd.States	C.4Cy.28"&52"-36" 279NHP DetroitS.B.Co.Detroit		
31700 150906 WDCC	**Pere Marquette 17** Ⓟ TwinSc (*CarFerry*) D.F. 1*Dk&Shadedk*3*trB*	2775 — 1685					1901	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|17·7 *WB*	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31701 208305 WDCD	**Pere Marquette 18** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*3*trB*	2777 — 1660					1910	Chicago S.B.Co. Chicago	PereMarquette RailwayCo.	338·0|56·0|20·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31702 200459 WDCB	**Pere Marquette 19** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	2626 — 1548					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|19·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31703 200531 WDCE	**Pere Marquette 20** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	2626 — 1495					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0|56·0|19·5	Manito- woc,Wis. Utd.States	T.6Cy.19",31"&52"-36" 324NHP AmericanSB.Co.Cleveland		
31704 223796 WDCF	**Pere Marquette 21** TwinSc (*CarFerry*) D.F. 2*Dks*	2992 — 1511					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0|56·0|21·0	Manito- woc,Wis. Utd.States	T.6Cy.20½",34"&56"-36" 376NHP ManitowocS.B.Corp.Wis.		
31705 224122 WDCG	**Pere Marquette 22** TwinSc (*CarFerry*) D.F. 2*Dks*	2985 — 1501					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0|56·0|21·0	Manito- woc,Wis. Utd.States	T.3Cy.20½",34"&56"-36" 376NHP ManitowocS.B.Corp.Wis.		
31706 145550 MKRN	**Peregrine** (*ex*Arbonne) *ss*Lon.No.3-9,33 *Well deck* 1*Dk*(*Stl*)	933 640 470	✠100A1 6,37 ~~5,36~~ ~~BS10,36~~ ✠LMC9,33 6,37	Lon	*l*	OG ~~4,35~~ 5,37	1921 6mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBa*39'*uE*19	210·0|31·7|12·3 Q115'F26' FK *f*105'205*t FPT*17*t*	London British 4*BHCem* *APT*13*t*	T.3Cy17¾",28⅜"&46"-33"(*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Lth.	14 " 5 s 4 " 7½ 13 " 8½	
31707	**Pereira** (*ex*Polana-36) *ss*Got.No.3-1,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	744 577 307	✠100A1 *Shelter dk with freeboard* ~~6,37~~ ~~1,37~~ 2,38 BS6,37 ~~BS6,36~~ ✠LMC1,36 *Fitted for oil fuel* 1,36 *F.P. above* 150° F.	Crs Boa		OG 1,36	1918 3mo	Aktieb. LödöseVarf Lödöse	ElliotShipping& LandCo.Inc. (HansElliot,*Mgr.*) *Ce*	202·9|32·8|18·2 205·9 11·2 FK *llDB*161'220*t FPT*	Panama Pnamanian 4*BHCem* 24*tAPT*8*t*	C.2Cy.15 5/16"&36"-24" (*s*) 130lb *130lb* 75NHP 1SB,2*cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	13 " 2 s " 2 13 " 2¾	
31708	**Perekop** (*ex*Dampen-35) 1*Dk*	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	U.S.S.R.	295·7|43·6|20·6 P87*t*H127*t*	Odessa Russian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
31709 134945 MKYW	**Perelle** (*ex*Stainburn) *ss*Apl.No.3-6,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	659 442 265	✠100A1 2,38~~2,37~~ ~~BS9,36~~ ✠LMC6,35 2,38	Shl	*i*	CL ~~12,36~~ 2,38	1922 4mo *Lloyd*	Wm.Adam &Co.atOlder- fleetShipyard LarneHarbr. '*sA&CP*	O.Dorey&SonsLd. *CellDB*	177·0|28·1|10·9 Q100'B9'F28' BK7½" *f*103'145*t FPT*38*t*	Guernsey British 3*BHCem* *APT*4*t*	T.3Cy.14 3/16",27"&44"-30"(*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS2026 Campbll&CalderwdLdPsy	13 " 3 s4 " 0¾ 13 " 7½	
31710 142 OAPP	**Perene** (*ex*Marie) *Fitted for oil fuel* 1*Dk&Spar dk*	2155 1763 1169					1905	Howaldts- werke Kiel	Cia.Peruana de Vap.yDique del Callao	284·1|39·1|19·8 P21'B75'F36'	Callao Peruvian *WB*	T.3Cy20 1/16"32 3/16"&51⅜"-35⅝" 158NHP Howaldtswerke,Kiel		V
31711 LJFV	**Pericles** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	8324 7636 4991	✠100A1 ~~6,37~~ ~~1,37~~ 2,38 ✠LMC9,36 *Carrying Petroleum in bulk*	Fal Rot	*c*†	CL	1936 9mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	D/S A/S Eikland (I.M.Skaugen, *Mgr.*) *CellDBuE*77'209	463·7|59·2|35·9 P103'B38'F59' FK *t DTf*22'375*t FPT*	Oslo Norwegian 10*BHptCem* 95*tAPT*52*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 " 6 s 7 " 10½ 27 " 11	
31712	**Perija** TwinSc *ss*Cco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	*2647* *1888* *1506*	✠100A1 12,37~~2,37~~ ~~BS2,37~~ ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F. BS12,37	Cco Mob	*t*	CL 12,37	1927 10mo *Lloyd*	Palmers' CoLd. Newcastle '*sA&CP*	MeneGrandeOilCo. C.A. *CellDBuE&*	305·0|50·2|16·3 317·1(O.L.) P69'B22'F33' FK *Trunk*181' *B*42'107*tFPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27"(*s*) 180lb 212NHP 2SB,6*cf*, .HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 " 6 s 2 " 0¾ 14 " 8	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not L.R. Date of B.of Trade Cert.
✻ 31713 120736 VJKF	**Period** 4Mst *ss*Syd.2ndNo.3–9,31 *ss*Syd.No.1–35 *Spar dk(Stl)&deep framing Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	2791 2499 1753	✠100A1 11,37 ~~1,36~~ BS~~11,36~~ LMC12,35 11,37	Syd	*u*	CL 12,35	1907 4mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	AustralianSteamshipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.) *WB = Cell* *DBa*106'*uE&B*	330·3 339·8(O.L.) B58'F39' 35'/135'657t *Topsi*	45·3	22·6 FK	Melbourne British 5*BHCem* *detanks* P&S	T.3Cy.24",40"&66"–42" (*s*) 180lb 307NHP 3SB,*6cf*,GS133,HS4761 Richardsons,Westgarth&Co.Ld.Mdb. 219'554t*FPT*82t*APT*132t	25 ″ 0 s 5 ″ 4 19 ″ 10¼	
✻ 31714 189 ICBH	**Perla** Ⓟ *ss*Tri.No.2–34 2*Dks*(*Stl*) *Ref.Mchy.* D.F.	5741 5061 3612	✠100A1 ~~2,37~~10,37 ~~BS6,36~~ ✠LMC4,34 ✠Lloyd'sRMC~~2,37~~ ~~6,34~~ 2,38 ~~10,37~~	Tri BS6,37	*y*	CL ~~5,35~~ N2,38	1926 1mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow '*sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*338'1233t ~~*DTa*33'906t*F*~~	404·3 390·1 B125'F35' *PT*122t*APT*60t	54·0 54·0	28·7 29·6 FK	Venice Italian 7*BHCem* 1 ,, *to 2nd dk*	T.3Cy 25",41"&68"–45" (*s*) 200lb 468NHP 3SB(Spt),*3cf*,GS148, FD HS6960 ClydeS.B.&E.Co.Ld.	32 ″ 0 s 6 ″ 7⅛ 25 ″ 7½	
31715 174022	— (*ex*DonaRamona,*ex*Pluto) 1*Dk*	346 — 183					1903	Farnham, Boyd&Co. Shanghai	BicolNav.Co.	125·5	26·2	11·9	Manila,P.I. Utd.States	C.2Cy.16"&32"–18" 36NHP FarnhamBoyd&Co.Shi.		
✻ 31716 HPBL	**Permian** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing* *Special Surveys to date from 2,34*	8955 8326 5747	✠100A1 9,37 ~~1,37~~ DBS9,37 ✠LMC6,31 *CarryingPetr*	NNs Phl *oleum*	*d*† *in*	CL N1,37 *bulk*	1931 6mo *Lloyd*	Scotts'S.B. &E.Co Ld Greenock '*sA&CP* *Cel*	AtlanticOilShppng Co. *lDBuE*65'221t *DT*	471·1 P103'F41' *f*34' 454t *FPT*218t	63·3	36·7 FK	Panama Pnamanian 16*BH* (11 *to U dk* 5 ,, *2nd* ,,) *APT*111t	4Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"–24" 4S.C.SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent	36 ″ 9 s8 ″ 10½ 28 ″ 1¼	
✻ 31717 PGSB	**Perna** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7984 7229 4748	✠100A1 10,37 ~~2,37~~ ✠LMC3,35 *CarryingPetr*	Pal Ams *oleum*	*c*† *in*	CL *bulk*	1935 3mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*64'205t	462·8 P93'B47'F51' *DTf*25' 272t *FPT*1	59·3	33·8 FK	TheHague Dutch 15*BH* 39t*APT*85t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
31718 DIEK	**Pernambuco** (*ex*Skåneland) *OilEng.* Sub.Sig. 1*Dk&Shltr dk*	4121 3734 2462			...		1925	Kockums M.V.Aktieb. Malmö	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	373·0 F39'	53·9	22·6 FK	Hamburg German *WB*	OilEngines 4S.C.SA 6Cy.$27\frac{9}{16}$"–55⅛" 438NHP KockumsM.V.Akt.Malmö	26 ″ 7	G †
31719 CTBT	**Pero-da Nhaya** (*ex*Nina d'AstyIV., *ex*Otaris.*ex*City of Manchester) *Mchy.Aft* 1*Dk*	307 222 94			...		1898	Mackie& Thomson Glasgow	Cia.deMoçambique	140·0 Q61'F23'	23·4	12·0 BK7½"	Beira Portuguese *WB*	T.3Cy.13½",21½"&35½"–27" 71NHP Muir&Houston,Ld.Gls.	11 ″ 2	
31720 CSBO	**Pero de Alenquer** (*ex*Coimbra, *ex*Antares) 1*Dk*	2593 2299 1538					1913	Akt.Ges. "Neptun" Rostock	Cia.deNavegacão "Carregadores Açoreanos"	329·9 F40'	46·1	18·3 *Wl*	Ponta Delgada Portuguese	T.3Cy.23⅘",38½"&63"–$43\frac{3}{10}$" 260NHP A.G."Neptun"Rostock		V
31721 125 SVJH	**Perrakis L. Cambanis** (*ex*Grelarlie, *ss*Pir.2ndNo.3–3,36 *ex*Rachel) D.F. 1*Dk*(*Stl*)	3584 3389 2244	✠100A1 6,37 ~~3,36~~ ✠LMC MS11,35 BS~~3,36~~ 6,37	Pir Ams	*w*	CL ~~1,35~~ 6,37	1910 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	TheHeirs of the lateL.Z.Cambanis *CellDBa*119'*uE*25	362·2 P27'B225'F41' '*f*158'1017t*APT*73t	51·1	21·6 K	Andros Greek 6*BHCem*	T.3Cy.25",40½"&67"–45" (*s*) 180lb 344NHP 3SB,*9cf*,GS152,HS5528 Cen.Mar.Eng.Wks.WHpl	24 ″ 0 s 3 ″ 0½ 21 ″ 2	
31722 1040 ICBK	**Perseo** 3Mst *Mchy.Aft* D.F. 1*Dk*	4857 4445 2909					1921	Cant.Nav. Riuniti Ancona	Soc.Ligure di Armamento	394·2 P&B270'F34'	52·0	27·6	Genoa Italian *Wl*	T.3Cy.26",42½"&70"–48" 339NHP Cant.Nav.Riuniti,Ancona		CI
✻ 31723 HPFT	**Persephone** TwinSc *ss*Ham.No.3–11,37 *OilEng.* *Mchy.Aft* ~~*ss*Ham.No.2–32~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern & Web frames* GyC. *Longitudinal framing*	~~8921~~ ~~8172~~ ~~4952~~ 8426 — 5055	✠100A1 *Shelter dk* *with freeboard* ~~4,37~~ ~~1,37~~ 11,37 11,37 ✠LMC CS~~5,31~~ DBS~~2,37~~11,37 6,34 *CarryingPetr*	Ham ~~NYk~~ *oleum*	*c*† *in*	CL ~~S6,34~~ P1,37 SN 11,37 *bulk*	1925 5mo	Frd.Krupp Act.Ges. Kiel *CellDBuE*	PanamaTransport Co.~~(Waried Tankschiff RhedereiG.m.b.H. *Mgrs.*)~~ 73'160t*DTf*36'315t	468·7 489·6(O.L.) B33'F39' 18*BH*(13*to Udk*)*pt* *DTa*19'111t*FPT*18	63·2	35·2	Panama Pnamanian *Cem pt Asp* 5t*APT*106t	Oil Engines 2S.C.SA 3Cy.$25\frac{9}{16}$"–$51\frac{3}{16}$" 905NHP 2 Water Tube DB*200lb* 3DB*70lb* Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 1¾	
31724 147194 GDFY	**Perseus** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	10286 9295 6336					1923	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld. (A.Holt&Co. *Mgrs.*)	490·5 P50'B173'F54'	62·3	39·6	Liverpool British *WB*	DR geared SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Wallsend		BT till ~~8,37~~ 7,38
✻ 31725 101 SVJX	— (*ex*Patagonier–32, *ss*Ant.No.3–12,29 *ex*WarBittern) *ss*Ant.No.1–34 2*Dks*(*Stl*)	5172 4737 3078	✠100A1 10,37 ~~3,37~~ BS~~8,36~~ ✠LMC1,34 10,37	Ams Rot	*y*	CL N9,36	1918 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	A.Andreatos ~~(Lykiardopulo &Co.Ld.*Mgrs.*)~~ *CellDB*	400·4 P49'B113'F40' 245'1123t*FPT*122t	52·3	28·4 FK	Argostoli Greek 7*BHptCem* *APT*181t	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 0 25 ″ 3	
31726 202475	— (*ex*FrankJ.Hecker) *Mchy.Aft* GyC. 1*Dk*	4978 — 3770					1905	Gt.Lakes Eng.Works StClair,Mch.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"–40" 228NHP GreatLakesEng.Works		R
31727 PGSF	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	1307 778 729					1922	N.V. "Ijselwerf" Gorinchem	Koninkl.Nederl. Stoomb.Maats. N.V.	217·9 Q77'	33·7	13·0	Amstrdam Dutch *WB*	T.3Cy.13¾",$22\frac{1}{16}$"&38"–27" N.V.Maschfbk 75NHP Utrecht,Utrecht		V
31728 DOOE	— 1*Dk*	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q52'B44'F19'	28·1	12·8	Bremen German *WB*	T3Cy.13½"$21\frac{1}{16}$"&$34\frac{7}{16}$"–23⅜" 57NHP A.G."Weser,"Bremen		G
31729 Now a Hulk 1180 ICDO	**Perseveranza** Ferro-Concrete TwinSc5Mst *Mchy.Aft* 1*Dk* *OilEng.* *Carrying Petroleum in bulk*	2452 — 1879					1922	Soc.Navi. ItalianeCem-entoArmato Lavagna	QuintinoViglienzoni	256·9 P52'F43'	45·9	23·4	Genoa Italian *WB*	Oil Engines 4S.C.SA 8Cy.12⅕"–14⅕" 116NHP FrancoTosi,Legnano		
31730 1281 IRZA	**Persia** *Fitted for oil fuel* *Mchy.Aft* *Well deck* 1*Dk*	804 635 455			...		1921	N.V.WedC. Boele&Zonen Slikkerveer	Soc.Anon.Ilva	200·0 Q122'B11'F23'	30·2	12·9 FK	Genoa Italian *WB*	T.3Cy.15",25"&40"–27" 109NHP Verschure&Co Amsterdam	15 ″ 0	I †
31731 1223 ICBQ	**Persiano** (*ex*Kura) *ss*Gen.3rdNo.3–7,26 *Mchy.Aft* *ss*Gen.No.1–32 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	2474 2310 1510	✠ ... 9,35 *Spar dk* ✠NB11,09✠	Gen	*s*	12,31	1889 8mo	Armstrong Mitchell& Co.(Lim.) Newcastle	Soc.Armatrice Italiana *DBuB*18'	304·9 B24'F28' 55t *FPT*67t *Deep T*	37·8	20·2 28·6 FK	Genoa Italian 11*BHCem* *ankf*24'190t	T.3Cy.22½",36½"&60"–39" 234NHP 2SB,*6cf*,GS102,HS3640 WllsndSlpwyCo.Ld.Nwc.	27 ″ 9	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
31732 OOZA	**Persier** Ⓟ (*ex*WarBuffalo) ssAnt.No.3–8,30 D.F. ssAnt.No.1–35 2*Dks*(*Stl*)	*5382* *4792* *3293*	✠100A1 6,37 ~~2,37~~ ✠LMO MS1,35 BS~~5,36~~ 6,37	Ant	*y*	CL ~~2,37~~ 6,37	1918 6mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInterna- tionale,*Mgrs.*)	400·2 P49'B113'F39' FK *CellDB*344'11	52·3	28·5	Antwerp Belgian 7*BHptCem* 25*tFPT*115*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc *APT*175*t*	31 " 0 s 5 " 11¾ 25 " 3	
31733 123346 GQXB	**Perth** Ⓟ ssDun.No.3–4,27 *Well deck* ssDun.No.2–35 E.S.D. 2*Dks*(*Stl*)	2259 1370 1157	✠100A1 4,38 ~~[illegible]~~ BS4,38 ~~[illegible]~~ ✠LMC5,35 *Carrying fuel or other oils F.P. above 150° F. in deep tank*	Dun	*s*	CL 1,36	1915 7mo *Lloyd* *& No.*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* 5*DBtank*	Dundee,Perth& LondonShppg.Co. *CellDBa*50'*uE*	280·2 291·0(O.L.) P&B167'F45' FK&BK½" 24' *f*108'259*t MT*14	40·2	19·8	Dundee British 5*BHCem* '111*tFPT*44	T.3Cy.24½",39"&64"–42" (*r*) 180lb 345NHP 3SB,*10cf*,GS195,HS6100 CaledonSB.&E.Co.Ld.Dun *tAPT*39*t*	19 " 0 s 1 " 3½ 17 " 10½	BT till 11,37
31734 164087 GYWK	**Perthshire** **TwinSc** D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	10496 9637 6121	✠100A1 *withfreeboard* ~~[illegible]~~ 4,38 ✠LMC7,36 ✠Lloyd'sRMC~~12,36~~ 5,38 ~~[illegible]~~ *Fitted for oil fuel* 7,36 *F.P. above* 150° F.	Gls		CL P N12,36	1936 7mo *Lloyd*	Greenock Dockyard Co.Ld. Greenock '*sA&CP*	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *Duct keel forward of mchy. space* *CellDB*	477·1 ~~498·5~~(O.L.) P33'B119'F69' FK 405' 1391*t FPT*84*t*	66·2	40·2	Glasgow British 8*BHptCem* (1,,*to*2*nddk*) *APT*132*t*	T.6Cy.26",42"&73"–48"&2 LPturbines withDRgear- ing&hydraulic coupling 220lb (*s*) 1585NHP 6SB(Spt),*24cf*,GS468, FD HS20142 N.E.MarineEng.CoLdNwc	43 " 0 s 13 " 5½ 30 " 0	
31735 33 IRZG	**Pertusola** (*ex*Angela, *ex*Trevose) **Iron** *Welldeck* 1*Dk*2*trB*	1504 1239 925			...		1882	JReadhead &Co. S.Shields	Ing.G.B.Bibolini	265·4 259·5 Q136'B26'F32' BK9"	35·9	~~18·2~~ 17·5	Spezia Italian *WB*	C.2Cy.30"&58"–36" 161NHP J.Readhead&Co.S.Shields	18 " 6	I †
31736 OZAB	**Peru** **TwinSc4Mst** *OilEng.* ssCpn.No.3–8,29 D.F. ssCpn.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6962 5045 4436	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~1,37~~ ✠LMO CS~~8,33~~8,37 DBS~~[illegible]~~11,37 ~~7,35~~7,36	Cpn	*a*†	CL 1.37	1916 8mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	DetÖstasiatiske Kompagni *Cell*	425·3 442·0(O.L.) FK *DB*378'1266*t FPT*	55·2	27·5	Copnhagn Danish 7*BHptCem* 93*tAPT*73*t*	Oil Engines 4S.C.SA 12Cy.24½⅜"–37½⅜" 717NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	38 " 6 s 11 " 0½ 28 " 0	
31737 1134 CBPE	**—** Ⓟ **TwinSc** 2*Dks*&*Shadedk*	3225 2300 1702					1896	Caird&Co. Ld. Greenock	Soc.Anon. MaritimaChilena	350·0 *Promenadedk*318' *Shadedk*153'	43·1	19·4	Valparaiso Chilian *WB*	T.6Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 " 6	
31738 IBQW	**Perugia** (*ex*Kauldi–37 which also see) ssBbo.No.3–1,34 1*Dk*(*Stl*) *Cargo battens not fitted*	3153 — 1898	✠100A1 2,37 BS1,38 ✠LMO MS1,34 ~~BS2,37~~	Gen	*u*	CL 4,36	1922 3mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	Soc.Anon.Cooper- ativa diNav. "Garibaldi" *CellDB*	331·2 P33'B98'F29' FK 284'734*tFPT*122*tA*	46·7	22·7	Genoa Italian 5*BHCem* *PT*48*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 365NHP 3SB,*9cf*,GS167,HS6030 G.Clark,Ld.Sunderland	25 " 6 s 3 " 11½ 21 " 9	
31739 Wrecked - FNZK	**Pervenche** (*ex*Saturn) **Iron** 1*Dk*	369 — 202					1883	Stettiner Act.Ges. Stettin	LouisPons	137·2 Q29*t*B33*t*F17*t*	22·9	11·5	Nouméa French *WB*	C.2Cy.17¾"&30¾"–20½" NB02 36NHP StettinerA.G.Stettin		
31740 UOEH	**Pervi Krabolov** (*ex*TaiyoMaru, *ex*ClanOgilvy) ssKob.2ndNo.3–5,22 2*Dks*(1*Stl*& *UIrn*–ws)&*Webframes*	2658 2354 1620	✠ 5,25 ✠	Osa	*t*		1896 9mo	A.Stephen &Sons Glasgow	U.S.S.R. *Cell DBa*84'*uE*&*B*	312·5 P30'B102'F37' BK10" 42'*f*132' 569*t FPT*	40·2	26·0	Vladvostk Russian 6*BHCem* 95*tAPT*22*t*	T.3Cy.23",38"&63"–42" 313NHP 2SB,*6rf*,GS95,HS4040 A.Stephen&Sons,Glasgow	26 " 2	
31741 406 IRZP	**Pescara** (*ex*Stanislas–33,*ex*Ucayali, *ex*Paris) ssGmh.2ndNo.3–12,23 ssNap.No.2–33 *Well deck* 1*Dk*(*Irn*–ws)&*deepframing*	1048 812 626	✠ — 3,37 ✠	Ven	*n*		1898 2mo	Wood, Skinner&Co Newcastle	Soc.Anon. Navigazione e Trasporti *CellDBa*52'	239·8 230·0 Q121'B10'F25' FK *uE*21'*f*88'200*tFPT*	32·2	14·2	Naples Italian 4*BHCem* 37*tAPT*25*t*	T.3Cy.21",34"&56"–36" NDB11 186NHP 1SB,*3pf*,GS71,HS2224 N.E.MarineEng.CoLdNwc	16 " 7	I †
31742 141934 GCBS	**Peshawur** **TwinSc** ssNpt.No.3–1,32 ssNpt.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	7934 7611 4935	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~3,37~~ 1,38 BS1,38 ~~BS2,37~~ ✠LMC1,36 ✠Lloyd'sRMC~~2,37~~ ~~3,37~~ 1,38	Npt Liv	*c*†	CL ~~7,34~~ 1,38	1919 12mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	P.&O.Stm.Nav.Co. *CellDB*386'1275*t*	449·5 P31'F43'*onShltrdk* FK *FPT*125*tAPT*80*t*	58·2	37·1	Glasgow British *Cem* 8*BHtoShdk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1162NHP 2D&2SB*24cf*GS440HS17604 Barclay,Curle&Co,Ld.Gls.	40 " 0 s11 " 1½ 29 " 3	
31743 TTPQ	**Pessac** **3Mst** 1*Dk*	775 501 141					1907	Forg.&Ch. de laMédit. Havre	Worms&Co.	197·7 P&B128'F35'	27·8	11·9	Havre French *WB*	T.3Cy.15",23⅝"&37"–27⅝" 72NHP Forg.&Ch.de laMédit.Hav.		V
31744 UOJF	**Pestel** Ⓟ (*ex*VelikyKniazAlexei) 2*Dks*(1*Stl*)&*Awng dk*	1850 1104 1079	✠ 8,90 ✠	Nwc	*r*		1890 8mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	298·2 BK8"	37·0	25·0	Odessa Russian 4*BHCem*	T.3Cy.30",46"&73"–48" NB04 457NHP 4SB,*12pf*,GS234,HS6772 Hwthrn,Leslie&C.Ld.Nwc.		
31745 164 SVBQ	**Petalli** (*ex*AdmiralCochrane) ssPir.No.3–9,30 ssBla.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*37	*6565* *6294* ~~*4120*~~ *4173*	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~2,36~~ ✠LMC MS9,34 BS~~9,36~~ 10,37	Ant ~~Hull~~Rot	*z*	CL N2,37	1917 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	M.A.Embiricos *CellDB*358'1151*t* *DTa*26'486*t*	420·0 FK *FPT*109*tAPT*123*t*	54·0	~~34·4~~ 26·4	Andros Greek 7*BHCem*	T.3Cy.27",45"&74"–54" (*s*) 180lb 572NHP 3SB,*9cf*,GS189,HS8556 FD N.E.MarineEngCoLd.Nwc	37 " 0 s8 " 11¼ 28 " 4	
31746 TFZ	**Petar** (*ex*Aegaeon–36,*ex*Rijswijk–32) ssPir.2ndNo.3–6,36 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	*1806* *1502* *1136*	✠100A1 3,38 ~~6,36~~ ✠LMC6,36 BS2,38	Pir Pla	*q*	OG ~~8,34~~ 2,38	1910 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*) *Cell*	256·5 P18'B65'F31' FK *DBa*72'*uE*18'*f*106'	39·0	18·7	Susak Yugoslav 4*BHCem* 418*tAPT*59*t*	T.3Cy.19",32"&51"–36" (*r*) 180lb *100lb* 183NHP 2SB,*6cf*,GS94,HS3001 Maats.Fyenoord,Rot.	20 " 9 s 2 " 9 18 " 2	
31747 232139 KDCY	**Peten** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D. Now "Ja[illegible]" see No. 38770 in *Supplement*	6968 — 3152					1933	NwprtNws S B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States *WB*	2SteamTurbinesconnect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y		R
31748 DRAW	**Peter** (*ex*Laardermeer, *ex*Weesperkarspel) **3Mst** *OilEng.* *Mchy.Aft* 1*Dk*	405 360 306					1918	Gebr.G&H Bodewes Martenshoek	Warnholtz, Schmidt&Co.	145·3 Q29'	25·5	12·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"–17½" NE24 47NHP GasmotorenFabrik "Deutz,"Köln-Deutz		G
31749 203677	**Peter A. B. Widener** *Mchy.Aft* GyC. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Clevelnd		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31750 161572 VGSW	**Peter G. Campbell** TwinSc (*ex*Barge–35) *OilEng.* *ElectricallyWelded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing* *CruiserStern*	836 781 649					1933	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Tankers,Ld. (A.R.Roberts, *Mgr.*)	178·9|34·1|14·9	Toronto British	Oil Engines 2S.C.SA 16Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 391NHP NE35 SulzerBros.Winterthur		C
Sunk by Collision 3.38 31751 142690 MJKS	**Peter Hawksfield** (*ex*Ralph 3Mst Harrison,*ex*Plodder) *ss*Goo.No.3–10,30 *ss*Goo.No.1–34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	959 682 500	✠~~100A1~~ 4,37 ~~MS8,34~~ ✠~~LMC~~ ~~BS4,37~~ ~~DBS10,36~~	Hpl	*l*	CL 10,36	1918 10mo *Lloyd*'*sA&CP*	Dundee S.B.Co.Ld. Dundee	P.Hawksfield& Son,Ld. *Ce*	200·1|32·1|13·0 Q118'B13'F25' FK *llDBf*120'214*tFPT*	Dover British 3*BHCem* 73*tAPT*59*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb *100lb* 95RHP 1SB,3*cf*,GS55,HS2101 W.Beardmore&Co.Ld.Gls.	15 ″ 1 ~~s 4 ″ $10\frac{1}{2}$~~ ~~14 ″ $7\frac{3}{4}$~~	
31752 219741 KUJP	**Peter Helms** (*ex*Hutchinson) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	3326 3005 2025					1920	MobileS.B. Co. Mobile,Ala.	McCormick SteamshipCo.	324·0|46·2|25·0 P41'B90'F34'	S.Frncisco Utd.States *WB*	T.3Cy.22",$37\frac{1}{2}$"&60"–42" 233NHP EllicottMachineCorp.Bal.		R
31753 HPFP	**Peter Hurll** TwinSc *OilEng.* *Mchy.Aft* *ss*Bmn.No.1–34 GyC. 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *CruiserStern* *Longitudinal framing-bracketless system*	~~11952~~ ~~11429~~ ~~6697~~ 10871 — 6637	✠100A1 7,37~~9,36~~ DBS7,37 ✠LMC2,34 ~~DBS(WTB)1,35~~ *CarryingPetroleum in bulk*	Ams Bmn		CL ~~SN2,34~~ ~~P2,31~~ 6,37	1930 11mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle *CellD*	PanamaTransportCo.(~~Waried Tankschiff Rhederi G.m.b.H.~~ ~~*Mgrs.*)~~ *BuE*107'253*t* *DTs*	521·2|70·2|38·7 *AfterBridge*55' B40'F42' FK *f*48'1957*tFPT*264*t*	Panama Pnamanian 17*BHptCem* 4 „ *to*2*nddk* *APT*213*t*	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$51\frac{3}{16}$" 1496NHP 2WaterTubeDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 7 30 ″ $4\frac{3}{4}$	
31754 220276 KUZT	**Peter Kerr** (*ex*EasternSailor) *Fitted for oil fuel* 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6476 6086 4083			...		1920	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	415·0|55·7|31·9 P32'B148'F45'*on Shelter dk* FK	Portland, Or. Utd.States *WB*	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWks.Ld.Osaka	34 ″ 8	R †
31755 OZRE	**Peter Mærsk** 3Mst *OilEng.* *ss*Cpn.No.1–35 *Ref.Mchy.* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNos.*1&4*holds*	5476 4624 3434	✠100A1 *withfreeboard* 3,38 ~~2,36~~ ✠LMC10,35 ✠Lloyd'sRMC~~3,37~~ ~~7,37~~ 12,37 Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above 150° F. in deep tanks*	HKg	*b*†	CL ~~8,35~~ 3,38	1932 3mo *Lloyd*'*sA&CP*	Odense Staalskibsvft vedAPMöller Odense	A/S D/S Svendborg ogA/S D/S af1912 (A.P.Möller, Copenhagen,*Mgr.*) *CellDB*386'	441·4|57·0|25·8 462·2(O.L.) F42' FK 1597*tMTs*63'2402*t* *Tanks in way of tunnel*	Copenhagn Danish 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.DA 9Cy.$17\frac{3}{4}$"–$47\frac{5}{16}$" 983NHP NDB35 *100lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28 ″ 11 s 3 ″ $4\frac{1}{2}$ 25 ″ 9	
31756 207471 WADG	**Peter Reiss** D.F. *Mchy.Aft* 1*Dk*	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	ReissS.S.Co.	512·0|54·0|30·0 F44' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.$23\frac{1}{2}$",38"&63"–42" American 257NHP ShipbuildingCo.Cleveland		R
31757 226565	**Peter Stuyvesant** Ⓟ *Fitted for oil fuel* 1*Dk*	1721 — 633					1927	ThePusey &JonesCo. Wlmgtn,Del.	HudsonRiverDay Line	260·5|60·0|15·8	Wilmgton (Del.) Utd.States	T.4Cy.25",40"&(2)47"–36" 265NHP Pusey&JonesCo.Wlmngtn		
31758 DDTV	**Peter Vith** (*ex*Gemma) 1*Dk*	1598 1263 946					1928	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith, G.m.b.H.	262·7|40·3|15·3 P16'Q93'B108'F32'	Flensburg German *WB*	T3Cy.$15\frac{3}{8}$"$25\frac{9}{16}$"&$44\frac{1}{16}$"–$29\frac{1}{2}$" 104NHP FlensburgerSchiffsb.Ges.		G
31759 YMDH	**Peter von Danzig** (*ex*Laura, *ex*Isebek,*ex*Havfru,*ex*Rannveig, *ex*Gudrun) 1*Dk*	860 741 492					1916	SchiffsGes. Unterweser Weser-münde-L.	F.G.Reinhold	212·9|31·4|13·2 P31'B60'F21'	Danzig *WB*	T.3Cy.$14\frac{1}{2}$",22"&$35\frac{3}{4}$"–$23\frac{1}{2}$" 62NHP Christiansen& Meyer,Harburg		N
31759* LJML	**Peter Wessel** Ⓟ TwinSc (*Ferry*) *OilEng.* Wireless D.F. 2*Dks*&*Shelter dk* *Cruiser Stern*	~~1300~~ 1415 990 700					1937	A/S Aalbrg Værft Aalborg	Norsk-Dansk TuristfartA/S	~~217·5|42·7|18·2~~ 223·2|42·9|15·8	Larvik Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 439NHP Atlas-DieselA/B,Skm.		
31760 202368 KFLO	**Peter White** D.F. *Mchy.Aft* 1*Dk*	6184 — 4931					1905	Gt.Lakes Eng.Works Ecorse,Mich.	PresqueIsleTransptn.Co(Cleveland-CliffsIronCo.*Mgs.*)	504·0|54·2|31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"–42" 257NHP GreatLakesEng.Wks.Det.		R
31761 148561 GJWL	**Peterston** *ss*Npt.No.3-12,37 ~~*ss*Bry.No.2–33~~ D.F. E.S.D. 1*Dk*(*Stl*)	4680 4277 2797	✠100A1 12,37~~11,36~~ ~~BS9,36~~ ✠~~LMC9,33~~ 8,37 8,37	Bry Npt	*y*	CL ~~4,37~~ N8,37	1925 2mo *Lloyd*'*sA&CP*	Bartram& Sons,Ld. Sunderland	LlangorseS.S.Co. Ld.(E.Thomas, Radcliffe&Co. *Mgrs.*) *CellDB*	385·4|52·0|26·0 400·0(O.L.) P39'B&F306' FK 342'1110*t FPT*116*t*	London British 7*BHCem* *APT*174*t*	T.3Cy.26",$44\frac{1}{2}$"&73"–48" (*s*) 180lb *180lb* 451NHP 3SB(Spt)9*cf*,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s 3 ″ $1\frac{1}{2}$ 24 ″ $10\frac{1}{4}$	
31762 142854 GCKN	**Peterton** *ss*Shl.No.3–4,32 *ss*Nwc.No.1–36 1*Dk*(*Stl*)	5221 4796 3189	✠100A1 ~~5,37~~ ~~6,36~~ 4,38 4,38 ✠LMC6,36 ~~BS6,37~~	Nwc ~~Rot~~	*y*	CL ~~7,35~~ 4,38	1919 12mo *Lloyd*'*sA&CP*	Richardsn Duck&Co.Ld. Stockton	R.Chapman&Son *CellDB*	400·1|52·4|28·4 P49'B113'F40' FK 336'1058*t FPT*168*t*	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.$25\frac{7}{16}$",44"&73"–48"(*s*) 180lb NDE38–*100lb* 397NHP 2SB(Spt)6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0 25 ″ $3\frac{1}{4}$	
31763 FNSA	**Petite Terre** (*ex*Donator–33) *Fitted for oil fuel* *Ref.Mchy.* D.F. 1*Dk*	1699 1393 976					1930	Bergens Mek.Værks. A/SBergen	Cie.Générale d'Armement Maritime	256·8|39·2|18·2 P57*t*H114*t*F6*t*	Havre French	T.3Cy.$21\frac{1}{2}$",37"&60"–39" 225NHP BergensMek.Værks,A/S		V
31764 YTMK	**Petka** Ⓟ *ss*Tri.2ndNo.3–3,26 *Well deck* *ss*Spt.No.2–34 1*Dk*(*Stl*)	546 308 341	✠100A1 2,38~~11,36~~ ✠NB11,13✠LMC11,34 BS~~10,36~~2,38	Spt		OG ~~11,36~~ 1,38	1896 4mo *Lloyd*'*sA&CP*	Howaldts-werke Kiel	Dubrovacka Plovidba A.D *WB*=	174·1|25·8|11·5 P&B103'F42' BK7" *DBa*40'*f*23'*uECell*	Dubrovnik Yugoslav 4*BHCem* *DB*16'69*t*	T.3Cy.$16\frac{7}{8}$",$27\frac{1}{2}$"&$43\frac{1}{4}$"–$24\frac{3}{4}$" 180lb (*s*) 133NHP 1SB,3*cf*,GS58,HS2009 FD Howaldtswerke,Kiel	11 ″ 11 s ″ $2\frac{1}{2}$ 12 ″ 4	
31765 36	**Petr Starostin** (*ex*AdelfiF.&S. Theofani,*ex*Andreas *ss*Shl.No.3–9,06 Moussouris,*ex*Stenies, *ss*Liv.No.1–11 *ex*Ratcliff) 1*Dk*(*Irn*)& *Well deck* *Web frames*	869 684 539	✠ 10,19 ✠	Pir	*k*		1892 12mo	Short Bros. Sunderland	U.S.S.R.	170·0|36·0|13·7 Q63'B36'F24' FK *CellDB*126'355*tFPT*	Odessa Russian 4*BHCem* 86*tAPT*45*t*	T.3Cy.18",29"&47"–33" NDB11 130NHP 1SB,2*pf*&1*cf*,GS50,HS2000 J.Dickinson,Sunderland	16 ″ 0	
31766	**Petracto** (*ex*MinistroSalaberry) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	353 — 191					1916	Montaldo & Cia. SanFernando	CiaTransportadora dePetroleosS.A.	164·0|29·5|10·0	Bns.Aires Argentine	Oil Engines 2S.C.SA 6Cy.10"–$12\frac{1}{2}$" 105NHP NE26 FairbanksMorse&Co. Beloit,Wis.		
31767 492 SVUD	**Petrakis Nomikos** (*ex*Apache–36, *ex*Belridge–35) *ss*Shl.No.3–12,25 *Mchy.Aft* *ss*Osl.No.2–34 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7020 6374 4420	✠100A1 6,37~~7,36~~ BS6,37 ~~BS7,36~~ ✠LMC4,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,14 *F.P.* *above* 150° F. ✠NB37 (*pds.f.&s.a.*)	Rot	*a*†	CL ~~N7,36~~ 3,37	1914 6mo	SirJ.Laing &Sons,Ld. Sunderland A&CP	PetrosM.Nomikos, Ld. *CellDBuE*& *B*55'142*tD*	425·1|57·0|33·1 P101'B28'F40' FK *Tf*38'511*tAPT*53*t*	Piræus Greek 15*BHptCem* (9 *to Upr dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"–54" (*s*) 180lb 592~~555~~NHP 4SB~~(Spt)~~,12*cf*,GS196, HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ $1\frac{3}{4}$ 27 ″ $0\frac{1}{2}$	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
31768 26 ICBS	**Petrarca** (*ex*SzentIstván) ssFiu.2ndNo.3-1,36 ~~ssFiu.No.3-1,24~~ D.F. ~~ssFiu.No.2-32~~ *2Dks(UptStl&ptIrn)2nddk(Stl)*	3329 2836 1974	✠100A1 5,37 ~~12,35~~ ✠LMC1,36 ~~MS1,32~~ BS12,[illegible]	Lon Fiu	v	CL 10,36	1910 11mo Lloyd	ClydeS.B. &Eng.Co.Ld. PortGlasgow 'sA&CP	"Tirrenia"Soc. Anon.diNav. *CellDBa127'uE&*	356·4 ~~[illegible]~~|43·6|22·8 344·7 45·5 22·8 P40'B116'F39' FK *B57'f129'726tFPT*	Fiume Italian 6*BHCem* 40t*APT*14t	T.3Cy.23",39½"&64¾"-48"(s) 200lb 372NHP 3SB,9cf,GS177,HS5070 FD ClydeS.B.&EngCo.Ld.PGl	25 ″ 2 s4 ″ 0½ 21 ″ 3	
31769 145095 MKJC	**Petrel** ssLon.No.3-1,33 *1Dk(Stl)&* *Mchy.Aft* *Shelter dk(Stl-ws)* ssLon.No.1-37	1354 986 633	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~2,35~~ MS5,37 ✠LMC ~~MS1,33~~ BS9,~~36~~8,37 *Fitted for oil fuel 11,20 F.P. above 150° F.*	Lon	p	CL ~~10,34~~ 6,37	1920 11mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	GeneralStm.Nav. Co.Ld. *CellDBf161'218*	250·2|37·2|14·2 B17' FK *tFPT20tAPT16t* *DTf21'300t*	London British 5*BHCem* (2 " *toSh dk* 3 " " *2nddk*)	T.3Cy.22",35"&57"-39" (s) 180lb 258NHP 2SB,6cf,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6½	
31770 142383 GVWB	**Petrella** ssLon.No.3-5,31 ssPts.No.1-35 Wireless *1Dk(Stl)* *Mchy.Aft* *Well deck*	480 360 162	✠100A1 10,36 BS9,37 ✠LMC9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,18 F.P. above 150° F.*	Mlt	h	CL 7,34	1918 4mo Lloyd	Dunlop, Bremner&Co. LdPGlasgow 'sA&CP	TheAdmiralty	155·0|28·1|11·2 164·0(O.L.) Q63'B15'F24' FK *DTa15tFPT*	London British 11*BHptCem* 37t*APT*8t	T.3Cy.14",23"&38"-24" (s) 180lb 72RHP 2SB,4cf,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8¼ 11 ″ 5	
31771 142308 GVWC	**Petrobus** ssPts.No.2-38 ssLon.No.3-12,29 Wireless ~~ssLon.No.1-34~~ *Mchy.Aft* *Well deck* *1Dk(Stl)*	475 360 163	✠100A1 3,38 ~~12,30~~ 3,38 ~~BS1,37~~ ✠LMC~~10,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 2,18 F.P. above 150° F.*	Pts	n	CL 12,36	1918 2mo Lloyd	Dunlop, Bremner&Co. LdPGlasgow 'sA&CP	TheAdmiralty	155·0|28·1|11·2 164·2(O.L.) Q63'B15'F24' FK *DTa11'15tFPT*	London British 11*BHptCem* 37t*APT*8t	T.3Cy.14",23"&38"-24" (s) 180lb 72RHP 2SB,4cf,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8½ 11 ″ 5	
31772 LJMK	**Petrofina** *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* *CarryingPetroleum in bulk*	10095 9342 6127					1937	Götaver- kenA/B Gothenburg	RederiA/S Tank Express(Sigurd Herlofson&Co.A/S, *Mgrs.*)	~~493·1|64·5|38·7~~ P95'B37'F71' 496·1|64·4|	Moss Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1025NHP GötaverkenA/B,Got.		
31773 698 SVQZ	**Petroil** (*ex*QueenMaeve,*ex*Oswego, *ex*Gargoyle, ssMch.2ndNo.3-3,28 *ex*Pennoil) ssPir.No.~~1-33~~ 2-37 *2Dks(Stl)&Web frames*	4634 4310 2637	✠100A1 7,~~37~~ ~~3,36~~ 1,38 ✠LMC3,36 BS7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,24 F.P. above 150° F*	Pir Ams	x	CL 3,36	1903 1mo Lloyd	Grngem'th &Greenock DockyardCo. Greenock 'sA&CP	Soc.Anon.Hellén- iqueMaritime "Transpetrol" (A.Romano& A.H.Behar*Mgrs*)	365·1|50·1|27·5 P28'B78'F39' FK	Piræus Greek 10*BHCem* *CellDBuE&*	T.3Cy.26⅝",41 7/16"&70"-48" 180lb (r) 426NHP 3SB,9cf,GS205,HS7365 D.Rowan&Co.Glasgow *B68'217tFPT320tAPT80t*	30 ″ 3 s5 ″ 11½ 24 ″ 5	
31774 OZSC	**Petrolea** Wireless *CarryingPetroleum in bulk* *Mchy.Aft* *1Dk*	480 385 233					1904	Kjöbnhvns Flydk.&Skbs Copenhagen	DetDanske PetroleumsA/S(C. FromHolm,*Mgr.*)	155·9|27·9|12·0 P62'F19'	Nyborg Danish *WB*	T.3Cy.13",20½"&33½"-21" 51NHP KjbnhavnsFlydk.&Skbsv		V
31775 142452 GVWF	**Petronel** ssPts.No.3-1,31 Wireless ssPts.No.1-35 *1Dk(Stl)* *Mchy.Aft* *Well deck*	475 360 162	✠100A1 3,38 ~~4,37~~ BS3,38 ~~BS4,37~~ ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	Pts	t	CL 3,37	1918 6mo Lloyd	Dunlop, Bremner&Co. LdPGlasgow 'sA&CP	TheAdmiralty	155·0|28·1|11·2 164·3(O.L.) Q63'B15'F25' FK *DTa11'15tFPT*	London British 11*BHptCem* 37t*APT*8t	T.3Cy.14",23"&38"-24" (s) 180lb 72RHP 2SB,4cf,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 1 s ″ 8½ 11 ″ 6	
31776 3673 PGSI	**Petronella** TwinSc *OilEng* E.S.D. ssSba.No.2-36 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	2770 1831 1321	✠100A1 8,37 ~~11,36~~ ✠LMC CS2,36 DBS~~11,36~~ 8,37 1,35 *Carrying Petroleum in bulk*	Sba	t	CL 2,36	1927 10mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	Nederl.Indische Tankstoomboot Maats. *CellDBuE*	305·3|50·2|15·1 P86'F51' FK *Trunk*168' 55'*f*20' 159t *FPT*	TheHague Dutch 12*BHptCem* 38t*APT*88t	Oil Engines 4S.C.SA 12Cy.19 11/16"-27 9/16" 452NHP DB150lb Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5½	
31777 FNNU	**Petrophalt** (*ex*Ebano-33) ssLaR.No.2-38 ~~ssRou.No.1-34~~ *1Dk(Stl)* *Mchy.Aft*	2623 1860 1472	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ 3,38 ~~BS4,37~~ ~~BS11,36~~ ✠LMC~~12,33~~ 3,38 *Carrying liquid asphalt or oil fuel F.P. above 150° F. in portable tanks* *Fitted for oil fuel 10,30 F.P. above 150° F.*	Rou LaR	t	CL 11,36	1930 10mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	Soc.Auxiliaire de Transports *CellDBuPumpRo*	290·2|47·2|17·7 P73' *Trunk*178' F39' FK *om10'27tDTf18'26*	Rouen French 6*BHptCem* *8tFPT64tA*	T.3Cy.18¼",28½"&48¼"-28" 180lb (s) 229NHP 2SB,6cf,HS3880 FD Harland&Wolff,Ld.Bel. *PT29t*	19 ″ 6 s3 ″ 8½ 15 ″ 11¼	
31778 Broken up SZMC	**Petros** (*ex*Mabel) Iron *1Dk&Web frames*	725 640 424			...		1870	Denton, Gray&Co. WHartlepool	J.Christofides	199·1|29·1|16·5 Q90'F32' BK7"	Piræus Greek *WB*	C.4Cy.13"&32"-30" NB98 82NHP BlythDryDkCo.Ld.Blyth	17 ″ 9	
31779 587 SZMD	— Ⓟ (*ex*Ionio,*ex*Zaton, *ex*Veneto,*ex*Hungaria) *1Dk2trB* *Well deck* Wireless	634 — 347			...		1892	Howaldts- werke Kiel	EpirotikiS.S.Nav. Co.George Potamianos	179·0|25·0|12·0 Q21'B93'F36' BK7"	Piræus Greek *WB*	T.3Cy.17¾",27½"&43⅝"-24½" NB04 118NHP Howaldtswerke,Kiel	14 ″ 1	
31780 205 SVBJ	**Petros J. Goulandris** (*ex*Schouwen-33) *Fitted for oil fuel* *2Dks*	4693 4078 2789					1923	A.F.Smul- ders Schiedam	GoulandrisBros.	376·0|51·8|25·1 P38'B22'F33'	Andros Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP A.F.Smulders,Schiedam		V
31781 738 SVKM	**Petros Nomikos** (*ex*Amasis-33, *ex*Glenrazan) ssLiv.No.3-8,26 ssPir.No.2-35 *1Dk(Stl)&Shelter dk* *(ptIrn ptStl)&Web frames* *Longitudinal framing*	4044 3719 2561	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~1,36~~ BS2,37 ✠LMC10,35	Stn Pir	x	CL N1,36	1913 9mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	PetrosM.Nomikos, Ld. *CellDBa115'uE24'f16*	370·4|51·9|24·3 P22'F36'*onShelter* *dk* FK *7'1038tDTf18'636t*	Piræus Greek 7*BHCem* *APT*140t	T.3Cy.25",41"&68"-48" (s) 180lb 374NHP 3SB,9cf,GS177,HS6116 G.Clark,Ld.Sunderland	26 ″ 9 s2 ″ 9½ 24 ″ 1	
31782 UPLM	**Petrovski** (*ex*Minnewater-35, *ex*Ysseldjik) ssRot.No.3-5,34 *1Dk(Stl)&Shelter dk(Stl)*	3771 3403 2279	✠ ... 11,36 ✠	Rot	w		1921 8mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellDB310'933*	359·4|50·3|22·0 FK *Coll* *tFPT81tAPT116t*	Odessa Russian *Cem* *BH to Sh dk* 5 " " *U* "	T.3Cy.25",41"&67"-45" 342NHP 3SB,9cf,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
31783 180 OHDR	**Petsamo** (*ex*CambrianIdylle, *ex*Júnin) ssCpn.2ndNo.3-11,31 ssHfs.No.1-36 D.F. E.S.D. *2Dks(Stl)&deep framing* *&Shelter dk(Stl)*	4596 — 2599	✠100A1 *Shelter dk* *withfreeboard* ~~5,36~~ 10,37 ✠LMC5,36 BS4,37	Hfs	y	CL 5,36	1907 9mo Lloyd	W.Beard- more&Co.Ld. Glasgow 'sA&CP	SuomenKalastus O/Y-Finska FiskeriA/B. *CellDBa102'uE&*	391·5|50·2|25·7 FK&BK2" *B63'f167'925tFPT*	Hangö Finnish 7*BHCem* 69t*APT*52t	T.3Cy.25½",42"&70"-51"(s) 190lb 463NHP 3SB,12cf,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s3 ″ 4 25 ″ 6	
31784 LIZJ	**Petter** TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* *2Dks* *Longitudinal framing-bracketless system*	9109 8551 5543	✠100A1 ~~3,37~~ 10,37 Fal ✠LMC6,35 *Carrying Petroleum in bulk*	Cpn	d†	CL	1935 6mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	A/S Jensen's RederiIII(J.P. Jensen,*Mgr.*) *CellDBuE71'361tD*	471·8|64·4|34·9 P101'B29'F44' FK *Tf43'629tAPT150t*	Arendal Norwegian 16*BH* (12 *to U dk* 4 " *2nd* ")	Oil Engines 2S.C.SA 12Cy.19 11/16"-35 7/16" 807NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 ″ 0	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31785 163512 MBXM	**Petworth** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	972 702 518	✠100A1 8,37 ~~10,36~~ ✠LMC8,34	Sld	*l*	CL 9,36	1934 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*17'*f*141	205·0|33·0|13·1 212·0(O.L.) Q119'B11'F20' FK *t*279*tMT*125*tFPT*	London British 4*BHCem* 80*tAPT*19*t*	T.3Cy.14½",25"&41"–30" 200lb *100lb* (*s*) 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Glasgow	15 ″ 1 s 4 ″ 7¼ 14 ″ 6	
31786 495 ~~63~~ IBAN	**Peuceta** (*ex*AnnaMadre–37, *ex*Gartmore–35, *ss*Gls.2ndNo-3-2,27 *ex*Cahiracon,*ex*Cid, *ss*Gls.No.1-32 *ex*Dee) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Webframes*	1926 — 1197	✠ … 3,36 ✠ ✠NB10,28	Gls	*r*		1902 4mo	Craig, Taylor&Co. Stockton	~~Società~~ ~~Armamento~~ ~~Pugliese~~ A.Lauro *Cell*	291·9|39·3|12·8 282·0 20·2 B74'F34' FK *DBa*82'*uE*18'*f*116'	~~Bari~~Naples Italian 5*BHCem* 351*t*	T.3Cy.21¾",37"&61"–42" 265NHP 2SB,6*cf*,GS107,HS4102 N.E.MarineEng.Co.Ld.Sld	22 ″ 7	I †
31787 145306 MBXC	**Peveril** *ss*Bkn.No.2–37 ~~*ss*Bkn.No.1–33~~ 1*Dk*(*ptStl*–teak s)	798 723 320	✠100A1 *withfreeboard* ~~3,37~~10,37 3,37 ~~BS4,36~~ ✠~~LMC5,33~~ BS3,38	I.M. Bkn		OG ~~5,34~~ 9,37	1929 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa&u*	205·1|34·7|15·2 213·3(O.L.) B69'F39' BK7" *E*61'*f*50'141*tFPT*	DouglasIM British 7*BHCem* 43*tAPT*28*t*	T.3Cy.16½",27"&45"–27" (*r*) 200lb 208NHP 2SB,6*cf*,GS131,HS4340 CammellLaird&CoLd.Bkn	16 ″ 0 s4 ″ 6½ 12 ″ 3	
31788 131910 MKQL	**Phaeacian** 3Mst *Mchy.Aft* 1*Dk*	480 326 220					1920	MistleyS.B &Rpg.Co. Mistley	F.W.Horlock's OceanTransportCo. Ld.(M.F.Horlock, *Mgr.*)	144·1|25·2|11·1 P81'B9'F19'	Harwich British *WB*	T.3Cy.12",20"&34"–23" 55NHP W H.Allen,Sns&Co.Bedfrd	12 ″ 0	C
*31789 795 SVDF	**Phæax** (*ex*Oldekerk–34,*ex*Sesostris) *ss*Ham.No.3–10,25 *ss*Rot.No.2–34 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1 *hold*	7188 6608 4530	100A1 *Shelterdk* *withfreeboard* 5,37 ~~4,36~~ BS11,36 LMC12,34 *Carrying vegetable oil in bulk inDT*	Bkn Npt	*l*†	CL 4,36	1915	Flensburgr Schiffsb.Ges Flensburg	PhæaxShipping Co.Ld.	470·9|60·9|28·5 F54'*onShelter* FK *dk Collision* *CellDBa*158'*uE*27'*f*	Piræus Greek *Cem* *BHto Sh dk* 8 „ „ *U* „ 219'1632*tD*	T.3Cy.28",50¾"&84"–54" (*s*) 185lb 695NH 4SB,12*cf*,GS240,HS9908 FI FlensburgerSchiffsb.Ges. *Tf*36'1160*tFPT*55*tAPT*15*t*	31 ″ 4 s5 ″ 2¼ 26 ″ 4½	
31790 DOHQ	**Phædra** 2*Dks*	619 612 372					1898	G.Seebeck Act.Ges. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·6|27·1|16·4 H42'	Bremen German *WB*	T.3Cy.14¾",17¾"&38⅜"–23⅝" 72NHP G.SeebeckA.G.Bremerhvn		G
*31791 ~~91~~ ~~SVAW~~	**Phaethon** (*ex*Greleden, *ex*Atherstone) *ss*Shl.No.3–8,25 *ss*Bry.No.2–34 1*Dk*(*Stl*) “Chang Fu,” *see No.* 37645 *in Supplement*	*4168* *3786* *2570*	✠100A1 5,37 ~~7,36~~ ✠LMC MS11,33 BS~~1,36~~5,37	Pir Lgn	*x*	CL ~~6,36~~ 5,37	1913 7mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton *sA&CP*	~~LivanosBros.~~ DingYaoDung *Cell*	370·0|51·4|24·1 P52'B&F289' FK *DBa*127'*uE&B*40' *F*152'1152*t FPT*98	Chinese 6*BHCem* *tAPT*207*t*	T3Cy.26",42½"&69½"–45"(*s*) 180lb *80lb* 371NH 2SB,6*cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6 s2 ″ 11¾ 23 ″ 9	
31792 125500 MDCT	**Pharos** TwinSc 2*Dks*(*UptStl*–ws) Wireless D.F.	921 625 393	✠ 3,13 ✠	Lth	*m*		1909 12mo	W.Beard- more&Co.Ld Glasgow	Commissioners of NorthernLight- houses *WB=CellD*	206·4|31·2|15·0 P&B127'F30' FK *Ba*33'*f*69'93*t FPT*	Leith British 6*BHCem* 28*tAPT*54*t*	T.6Cy.15",24"&38"–24" NB34 142NHP W.Beardmore&Co.Ld.Gls.	15″11	
31793 161338 VJNP	**Phasianella** TwinSc *ss*Sng.No.2–38 ~~*ss*Sng.No.1–33~~ Wireless *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	866 539 393	✠100A1 3,38 ~~2,37~~ DBS3,38 ✠LMC2,37 *CarryingPetroleum in bulk*	Sab Sng	*k*	CL ~~7,34~~ 3,38	1929 12mo *Lloyd*	Bow,Mc- Lachlan& Co.Ld. Paisley '*sA&CP*	ShellCo.of Australia,Ld.	180·3|34·6|11·2 P53'F36' FK *Trunk*91' *FPT*33*t*	Melbourne British 10*BHptCem* *APT*73*t*	Oil Engines 2S.C.SA 8Cy.$16\frac{3}{16}$"–18⅞" 386NHP DB*160lb* KromhoutMot.Fab.Ams.	12 ″ 0 s ″ 4¼ 11 ″ 9¼	
31794 145896 GBWY	**Phemius** Ⓟ *Fitted for oil fuel* D.F. 2*Dks& lower dk inNo.*1*hold*	7406 6327 4617					1921	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	459·1|56·2|32·5 P54'B165'F62'	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
31795 FNCE	**Phenix** (*ex*HenriDesmarais–35, *ex*Oriflamme) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB*&*Webframes* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	5907 4681 3337				…	1920	Lithgows Ld. PortGlasgow	Courtage& Transports,S.A.	400·5|51·2|30·8 P111'B30'F39' FK	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP D.Rowan&Co.Ld.Glasgow	31 ″ 0	V †
*31796 135459 GMKL	**Phidias** *ss*Liv.No.3–10,26 *ss*Gls.No.2–34 D.F. 2*Dks*(*Stl*)	5623 5281 3565	✠100A1 ~~10,36~~10,37 ✠LMC MS10,34 BS~~11,36~~ 10,37	Gls Liv	*z*	CL ~~12,35~~ 10,37	1913 5mo *Lloyd*	A.McMil- lan&Son,Ld Dumbarton '*sA&CP*	Lamport&Holt Line,Ld. '*Tween* *hold* *WB=CellDB*	415·5|56·0|28·1 P44'B123'F46' FK *dk BH in No.*3 { 6*B* *dispensed with* { 1*B* *a*133'*uE&B*43'*f*18	Liverpool British *Cem* *H to Upr dk* *H to 2nd dk* 6'1056*t DTa*	T.3Cy.27",44"&73"–48" (*s*) 180lb 480NHP 3SB(Spt)9*cf*,GS189,HS8502 D.Rowan&Co.Glasgow *only* 35'1048*tFPT*121*tAPT*41*t*	30 ″ 9 s5 ″ 10½ 25 ″ 1	
31797 DAUG	**Phila** (*ex*HollandschDiep) 1*Dk*	1368 1138 727					1918	Verschure &Co. Amsterdam	FranzL.Nimtz	238·1|36·7|15·8 P27'B58'F16'	Stettin German *WB*	T.3Cy.17",28¾"&46"–36" 127NHP Verschure&Co.Amsterdam		V
31798 224508 WCDG	**Philip D. Block** D.F. GyC. *Mchy.Aft* 1*Dk*	7931 — 6210					1925	American S.B.Co. Lorain,O.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	586·0|60·0|28·0	Chicago Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		
31799 201928	**Philip Minch** *Mchy.Aft* 1*Dk*	5865 — 4471					1905	American S.B.Co. Lorain,O.	KinsmanTransCo. (Geo.M.Stein- brenner,*Mgr.*)	480·0|52·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.Co.Cleveland		R
*31800 143084 VGNL	**Philip T. Dodge** (*ex*CläreHugo Stinnes1) *ss*Shl.2ndNo.3–4,34 Sub.Sig. 1*Dk*(*Stl*)	5047 4457 3691	100A1 *withfreeboard* 3,38 ~~3,37~~ BS~~3,37~~3,38 LMC6,36	Mob Rot	*x*	CL ~~12,36~~ 2,38	1910 *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *Cell*	AtlanticTransptn. Co.Ld.(A.H.Camp- bell,*Mgr.*) *DB*332'1240*tTank*	384·0|51·7|26·8 P24'B71'F29' FK *on dkf*89*t a*46*tFPT*	StJohnNB British 6*BHCem* 164*tAPT*60*t*	T.3Cy.$24\frac{1}{16}$",$39\frac{7}{16}$"&64"–43½" 200lb (*s*) 257NHP 2SB.6*cf*,GS134,HS5220 FD BremerVulkan,Vegesack	29 ″ 6 s 6 ″ 7½ 23 ″ 1¾	
31801 145969 GCYS	**Philoctetes** Ⓟ TwinSc2Twin D.F. Msts *Ref.Mchy.* 3*Dks*	11431 8197 7212					1922	Scotts'S.B. &E.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co. *Mgrs.*)	511·9|63·2|41·1 F73'	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc Shafts Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~9,37~~ 9,38
31802 139135 GXBT	**Philol** *ss*Lon.No.3–8,29 *ss*Ply.No.2–37 ~~*ss*Pts.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	1178 863 570	✠100A1 9,37 ~~3,36~~ 9,37 ✠LMC MS~~11,32~~ ~~BS3,36~~5,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Ply BS3,38	*n*	OG ~~2,35~~ 8,37	1916 8mo *Lloyd*	TyneIron S.B.Co.Ld. Newcastle '*sA&CP*	TheAdmiralty	210·0|34·8|15·6 P44'F40' FK *Cell DBuE&B*43'63*t DTf*30'253*t FPT* *Middle line Bulkhead not oil-tight*	London British 13*BHptCem* 36*tAPT*30*t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLd Nwc	16 ″ 6 s 1 ″ 6 15 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement. etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
✻ 31803 164675 GYPV	**Philomel** Cruiser Stern D.F. 1Dk& Shelter dk 3rd dk in Nos. 1&2 holds Hatch covers& webs dispensed with at No. 2 hatchway or 3rd dk	2115 1774 1253	✠100A1 with freeboard 3,38 ~~4,37~~ ✠LMC2,36	Sld Gls	t	CL	1936 2mo Lloyd's A&CP	CaledonS. B.&E.Co.Ld Dundee	GeneralStm.Nav. Co.Ld. CellDB252'504t Tanks at sides of tunnel62t	302·2|45·3|16·9 F26' FK FPT49tAPT70t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.21",33"&60"–36"& exhaust turbine driving steam compressor (s) 220lb FD 429NHP 2SB(Spt) 6cf,GS112,HS6020 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s ″ 7 19 ″ 3¼	
31804 PGSQ	**Phobos** OilEng. D.F. ssAms.No.2–35 Mchy.Aft CruiserStern 1Dk(Stl) Sub.Sig. Longitudinal framing at bottom and at deck	7412 6767 4235	✠100A1 ~~7,31~~ ~~9,36~~ 3,38 ~~DBS9,36~~ 7,37 ✠LMC12,35 Carrying Petroleum in bulk	Rot		CL ~~4,34~~ 7,37	1926 12mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats. CellDBuE69'320t	440·4|59·4|32·7 P99'B34'F58' FK DTf32' 280tFPT	TheHague Dutch 15BHCem 160tAPT66t	Oil Engines 4S.C.SA 6Cy.32¼"–59" 602NHP 2DB180lb Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 7½	
31805 HPFS	**Phoebus** TwinSc Carrying Petroleum in bulk OilEng. Mchy.Aft E.S.D. 2Dks3trB D.F. Sub.Sig. Longitudinal framing	9202 7884 5205					1923	Howaldts- werke Kiel	PanamaTrans- portCo. ~~(Waried Tankschiff Rhed G.m.b.H. Mgrs.)~~	498·9|64·1|31·7 B45'	Panama Panamanian	Oil Engines 2S.C.SA 8Cy.26¾"–43$\frac{5}{16}$" 1000NHP Gebr.Sulzer,Ludwigshafen	32 ″ 0 s 5 ″ 4½ 26 ″ 10½	G
31806 DOOF	**Phœbus** 1Dk	657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. Neptun	180·0|28·1|12·8 Q50'B45'F22'	Bremen German WB	T.3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
31807 DIEN	**Phoenicia** OilEng. D.F. Sub.Sig. 1Dk	4124 3413 2234					1928	Howaldts- werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3|53·7|22·6 P15'B&F351'	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅜" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
31808 216824 WJEO	**Phoenix** Fitted for oil fuel Mchy.Aft 1Dk Fitted with cylindrical tanks for carrying Petroleum	5731 4550 3511			...		1918	ChesterS.B Co.Ld. Chester,Pa.	AmericanTankers Corp.	400·8|54·3|31·4 P99'B27'F50' FK	Bostn,Mas Utd.States WB	T.3Cy.24½",42½"&72"–48" NE20 359NHP HardyTyneMfgCo.Boston Mass	32 ″ 9	R †
31809 DOBK	**—** D.F. Sub.Sig. 1Dk	999 828 580					1913	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	236·0|32·5|13·7 P&B144'F27'	Bremen German WB	T.3Cy.21⅗",35⅗"&57$\frac{1}{16}$"–39⅗" 205NHP StettinerOderwerke		G
31810	**—** Wood (exPhönix-36,exDonau, OilEng. exGunlög) 1Dk Mchy.Aft	390 314 260					1920	Västerviks NyaVarvs A/B Västervik	P.V.Felce	135·4|26·4|12·6	Maracaibo Venezuelan	Oil Engines 2S.C.SA 4Cy.15"–16½" 159NHP J&CGBolinder'sCoLdSkm		
31811 OUKA	**Phönix** (exToreador) 2Dks	895 760 431					1921	G.Seebeck Akt.Ges. Weser- münde-G	D/S A/S Phönix (H.Andersen)	247·9|33·8|11·5	Esbjerg Danish WB	T.3Cy.17⅓",28"&45$\frac{5}{16}$"–31½" 123NHP G.SeebeckA.G.Wsm.		G
31812 PGSU	**Phrontis** Ⓟ TwinSc OilEng. D.F. 2Dks	6181 5289 3835					1925	CaledonSB &E.Co.Ld. Dundee	Nederlandsche Stoomv.Maats. "Oceaan"	429·5|54·8|29·1 P44'B224'F48'	Amstrdam Dutch WB	Oil Engines 4S.C.SA 16Cy.24½"–43$\frac{5}{16}$" 952NHP Akt.Burmeistr&Wain,Cpn		C
31813 DIEO	**Phrygia** Cruiser Stern OilEng. D.F. 2Dks	4137 3406 2219					1928	Howaldts- werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3|53·7|22·6 P15'B&F351'	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅜" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
31814 TTQM	**Phuoc Kien** Iron 2Dks	318 — 102					1881	Scott&Co. Greenock	Cie.Saïgonnaise de Nav.&deTransp.	135·7|19·9|17·2 Erections39t	Saigon French	C.2Cy.15"&27"–15" 24NHP Scott&Co.Greenock		
31815 217623 KJFP	**Phyllis Soto** (exChetopa-37) Fitted for oil fuel 1Dk2trB in fore& after holds& Web frames Now "Ljubica Matkovic" Supplement	3252 3005 1989			...		1919	Submarine BoatCorp. Newark,N.J.	P.S.Soto	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States WB	DR GearedSteamTurbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
✻ 31816 164882 GYNR	**Phylwood** Mchy.Aft CruiserStern 1Dk Wireless Cargo battens not fitted	1013 708 567	✠100A1 9,37 ~~10,36~~ ✠LMC11,35	Bly	m	CL	1935 11mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	W.France,Fenwick &Co.Ld. CellDBuE21'	217·0|34·0|12·5 Q139'B13'F27' FK f136' 321t FPT93t	Shoreham British 3BHptCem APT36t	T.3Cy.15",25"&42"–30" (s) 200lb 100lb FD 150NHP 1SB(Spt),3cf,GS50,HS2262 N.E.MarineEng.CoLd.Sld	14 ″ 4 s 4 ″ 1 13 ″ 11	
31817 695 ISAB	**Pia** (exChariton-33, Aux3MstSr exAdri) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	385 312 302					1918	A.deJong Vlaardingen	FrancescoTomei	155·1|26·4|11·6 P25'F18'	Viareggio Italian WB	Oil Engines 4S.C.SA 3Cy.11¼"–16½" 37NHP NE26 N.V.Momoram,Rot.		I
31818 132766 GBYP	**Piako** Ref.Mchy. 2Dks& Shelter dk D.F. CruiserStern	8283 7747 5114	Lloyd'sRMC~~2,37~~ ~~7,32~~ 12,37				1920	A.Stephen &Sons,Ld. Glasgow	NewZealand ShippingCo.Ld.	450·0|58·2|37·2	Plymouth British WB	2 Steam Turbines DR geared to 1 Sc.Shaft A.Stephen&Sons,Ld.		C
31819 130510 KJVE	**Piankatank** IronTwinSc (exNeuse) 1Dk	899 — 611					1890	Harlan& Hollings- worthCorp. Wlmgtn,Del.	NewCastle TerminalCo.	200·0|31·0|11·0	Baltimore Utd.States	T.6Cy.12",20"&30"–20" NB05 81NHP Harlan&Hollingsworth Corp.Wilmington,Del.		
31820 PUQN	**Piauhy** (exGuarany) Wireless 1Dk& Awng dk	1022 901 644					1902	Off.e.Cant. Ligur.Ancon. Ancona	Cia.Commercio e Navegação	209·9|32·1|18·3	R.Janeiro Brazilian	T.3Cy.15⅜",23¼"&39½"–19⅝" Emade93fitted02 68NHP G.Ansaldo&Co.Smprdrena		
✻ 31821 414 ~~170~~ ICDU	**Piave** Ⓟ (exPiaveII,exPiave) ssGen.No.3–3,34 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl)	7565 6695 4735	✠100A1 Shelter dk with freeboard 12,37 ~~3,37~~ ✠LMC12,37 ~~MC9,36~~ ~~DS11,36~~ ✠Lloyd'sRMC~~3,37~~ ~~12,37~~ ~~4,36~~ Fitted for oil fuel2,30F.P. above 150° F.	Tri ~~Gen~~	b†	CL 10,35	1921 5mo	Cantiere SanRoccoSA Trieste A&CP	LloydTriestino Soc.Anon.diNav. CellDB398'1630t	464·2|57·4|22·0 32·4 B108' on Shelter dk FK Collision FPT56tAPT63t	Trieste Italian Cem BH to Sh dk 6 „ „ U „	T.3Cy.32",51½"&83"–54" (s) 180lb 681NHP 4SB(Spt),12cf,GS239, FD HS9851 StabilimentoTecnico,Tri.	35 ″ 0 s 8 ″ 7½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31822 PULB	**Piave** (exHamiltonian) *Fitted for oil fuel* 2*Dks* *Longitudinal framing* *Carrying petroleum in bulk*	2347 2066 1277					1912	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	257·0|42·5|23·4	R.Janeiro Brazilian *WB*	T.3Cy.18",29"&48"–40" 146NHP AmericanS.B.Co.Clv.		
31823 144421 MJWY	**Picardy** ssLon.No.3–7,31 *Well deck* ssYar.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)	320 209 133	✠100A1 ~~5,36~~ 11,37 ✠NB7,20 ✠LMC5,36 BS9,37	Yar		N5,36	1920 3mo	Crabtree& Co.Ld. Gt.Yarmouth Lloyd'sA&CP	GreatYarmouth ShippingCo.Ld.	130·0|23·2| 9·5 Q51'B9'F16' FK *FPT*	Yarmouth British 3*BHCem* 21*tAPT*28*t*	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP 1SB,2*pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
31824 DHTE	**Pickhuben** Wireless D.F. 1*Dk*	999 836 529					1923	Union Giesserei Königsberg	H.M.Gehrckens	230·7|35·6|13·4 P&B174'F23'	Hamburg German *WB*	T.3Cy.18½",29⅛"&47¼"–29½" 121NHP UnionGiesserei,Königsbrg		G
31825 158625	**Pictou County** (exFritzöe–35) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	707 522 445					1920	A/SNes Mek.Værks. NesTonsberg	PictouCounty ShippingCo.Ld.	179·8|29·7|12·8 P56'F28'	Montreal British *WB*	Oil Engines 4S.C.SA 6Cy.18⅞"–29½" 207NHP Akt.Burmeistr&Wain,Cpn		
31826 2040 IBLL	**Piemonte** (exMinnedosa–35) TrpSc ssGls.No.3–12,30 *Ref.Mchy.* 4*Dks*(*Stl*)&*Awng dk* (*Stl*–teak s)*pt5th dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	15209 — 9018	✠ 12,30 ✠	Gls	*i*†		1918 8mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	546·1|67·2|41·8 520·0 FK&BK2" *Cell DB*445'2053*t FPT*	Genoa Italian 10*BHCem* *to Awng dk* 106*tAPT*57*t*	T.8Cy.(2)27½",(2)41½"&(4) 47"–51"&1L.P.Turbine 5DB,30*cf*,GS590,HS24730 Harland&Wolff,Ld.Bel.	45 ″ 9	I †
31827 449 ICBV	**Pier Luigi** (exSanFrancesco di Paola–32,exAlexandra) 2*Dks*	2571 1904 1611					1895	Lobnitz Co. Renfrew	A.Lauro	306·2|40·1|19·7 296·8 P29'Q86'H120' F31'	Naples Italian	T.3Cy.19½",32"&51"–39" 162NHP Lobnitz&Co.Renfrew		I
31828 218 ICCA	**Piero Foscari** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	3423 — 1934					1928	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	329·3|44·5|20·9	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–32¼" 438NHP FiatSanGiorgio,Turin		I
31829 FOKL	**Pierre-Claude** (exAsta–35) *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	1787 1442 951					1934	Akt.Bur- meistr&Wain Copenhagen	CiedeNav.fruitière (Cie.Auxiliaire de Nav.*Mgrs.*)	294·5|42·7|15·4	Nantes French *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		VG
31830 FOYD	**Pierre L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	Louis-Dreyfus& Cie.	446·9|57·1|25·7 F43' 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"–47¼" 793NHP Cie.deConstr.Mecaniques Sulzer.St.Denis		V
31831 FOBH	**Pierre Loti** Ⓟ TwinSc (exEmperorNicholasI) ssMsl.No.2–21 *Ref.Mchy.* 2*Dks*(*Stl*–ws)&*Shade dk* (*Stl*–ws)*3rd dk in Nos.* 1, 2 & 3 *holds* D.F.	5114 3686 3012	✠ 6,25 ✠	Msl	*y*		1913 12mo	J.Brown& Co.Ld. Clydebank	Soc.desServices Contractuels des Messageries Maritimes	381·1|51·8|27·7 FK&BK2" *Cell DBa*91'*u E*59'*f*154'504*tFPT*	Marseilles French 6*BHCem* 27*tAPT*45*t*	T.6Cy.22",36"&58"–48" 788NHP 4SB(FD)&1AuxSB,18*cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	30 ″ 6	V †
31832	**Pietrina** IronAuxTwinScBkn (exSailing *OilEng.* Vessel,exCharlotte) ssBkn.No.3–1,04 ssB.As.No.1–08 (*See Sailing Ship Register*) 2*Dks*	1214 — 1075	✠ 5,08	NYk			1890 6mo	J.Lange Vegesack	H.J.Miller&Co.	221·3|34·2|20·6 P44'F30' BK9½"	M.Video Uruguayan	Oil Engines 2S.C.SA 8Cy.14⅙"–15" 284NHP E*made&fitted*–21 A/S Tuxham,Copenhagen	22 ″ 1	
31833 1344 ICBX	**Pietro Campanella** (exChanda) D.F. 2*Dks&deep framing*	6140 5879 3802			…		1906	Barclay, Curle&Co.Ld. Glasgow	TitoCampanella Soc.diNav.	430·2|54·3|32·0 P40'B85'F44' FK	Genoa Italian *WB*	T.3Cy.33",53½"&86"–60" 784NHP Barclay,Curle&Co.Ld.Gls.	34 ″ 10	I †
31834 246 ISCN	**Pietro Querini** (exSenator–32) 1*Dk*	1004 877 573					1906	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·0|33·1|15·3 P11*t*B48*t*F30*t*	Venice Italian *WB*	T.3Cy.17",28$\frac{3}{10}$"&47"–33" 127NHP StavangerStöberi&Dok		I
31835 PKEM	**Pijnacker Hordijk** *Fitted for oil fuel* 3*Dks*	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|40·8|22·7 B95'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
31836 127453 GQSN	**Pikepool** 1*Dk*	3683 3397 2271					1909	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	346·5|51·0|23·3 P23'B99'F36'	W.Hartlpl British *WB*	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		C
31837 CBPI	**Pilar** (exRisöy,exLondonQueen) ssLon.No.3–3,23 ssMag.No.2–30 *Well deck* Wireless 1*Dk*(*Stl*)	599 441 273	✠ … 1,34 ✠	Mag			1910 12mo	VanVliet &Co. Hardinxveld	Soc.Anon. ComercialBraun &Blanchard	169·5|28·1|11·7 Q84'B14'F25' FK *DBa*30'33*tFPT*45*t*	Magal- lanes Chilian 4*BHCem* *APT*14*t*	T.3Cy.14",23"&39"–27" NDB24 75NHP 1SB,3*cf*,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb.	12 ″ 7	
*31838 142675 GPWN	**Pilar de Larrinaga** (exWar Nymph) ssMch.No.3–10,36 2*Dks*(*Stl*)	7046 6542 4517	✠100A1 2,38 ~~4,37~~ ✠LMC10,36 BS10,37	Ant Li	*b*†	CL 9,36	1918 1mo	Mitsubishi Zosen Kaisha Ld. Nagasaki Lloyd'sA&CP	LarrinagaS.S.Co. Ld.	445·0|58·1|31·3 P35'B138'F35' FK *CellDB*392'1316*tDT a*42'1226*t*	Liverpool British 7*BHCem* *APT*26*t*	T.3Cy.25¼",47"&79"–51" (*s*) 200lb 524NHP 3SB,9*cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd	34 ″ 0 s 7 ″ 5¾ 26 ″ 8¾	
*31839 135891 GQSR	**Pilcot** (exSeapool–36) ssShl.No.3–2,32 ssBry.No.1–36 D.F. 1*Dk*(*pt Irn pt Stl*)	4549 4260 2828	✠100A1 1,38 ~~4,37~~ ✠LMC8,36 BS8,37	Nwc	*y*	CL ~~3,35~~ 1,37	1913 10mo	Ropner& Sons,Ld. Stockton Lloyd'sA&CP	McCowen&Gross, Ld.	379·0|56·0|24·4 P30'B221'F39' FK *CellDBa*127'*u E*24'*f*167'1046*tFPT*157*tAPT*192*t*	W.Hartlpl British 6*BHCem*	T.3Cy.26",42"&70"–48" (*s*) 180lb ~~106lb 60lb~~ 380NHP 3SB,9*cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 9½ 23 ″ 1¾	
31840 DGWE	**Pillau** (exEdmundHalm–35) Wireless D.F. E.S.D. 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	Kohlen-Import undPoseidonSchiff- fahrtAkt.Ges.	242·1|37·0|14·0 Q75'B105'F33'	Königsbrg German *WB*	T3Cy.17⅛",26¾"&43$\frac{5}{16}$"–27⅝" Christiansen 99NHP &Meyer,Harburg		G
*31841 SPED	**Pilsudski** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. GyC. 2*Dks3rd dk forward &* *CruiserStern* *in No.* 3 *hold aft* *Strengthened for Navigation in Ice*	14294 8344 8168	✠100A1 *with freeboard* 4,38 ~~2,37~~ ✠LMC8,35 ~~✠Lloyd'sRMC11,36~~	~~Got~~ NYk ~~NYk~~		CL	1935 8mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd'sA&CP	Gdynia-America Shipping Lines,Ld.	498·8|70·8|32·4 525·7(O.L.) B&F485'*UprB*280' FK *CellDB*384'1147*tDTa*207*t tanks in way of tunnels* 180*tFPT*130*t*	Gdynia Polish 9*BHCem* *APT*182*t*	Oil Engines 2S.C.SA 18Cy.28⅜"–49$\frac{3}{16}$" 2516NHP 2DB100lb Cant.RiunitiDell'Adriatico Trieste	37 ″ 7 s 13 ″ 0 24 ″ 9	

1 Numéro d'Ordre Numéro Officiel Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rel.Trade.
31842 144315 GMDJ	**Pilton** ssCff.No.3-5,35 1Dk(Stl) *Cargo battens not fitted*	3063 2832 1848	✠100A1 8,37 ~~11,36~~ BS~~5,36~~ 8,37	Cff Bry ✠LMC5,35	u	CL 11,36	1920 1mo	TyneI.S.B. Co.Ld. Newcastle Lloyd'sA&CP	W.J.Tatem,Ld. CellD	331·1 P33'B101'F29' FK B284'734t FPT110t	46·8	23·1	London British 5BHptCem APT123t	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS155,HS5829 N.E.MarineEng.CoLdNwc	25 " 6 s 3 " 11½ 21 " 9	
* 31843 485 SVIX	**Pindos** (exIndianic-36) ssGot.2ndNo.3-8,31 ssGls.No.1-36 D.F. 2Dks(Stl)&deepframing &Shelterdk(Stl)	~~4360~~ ~~[illegible]~~ ~~[illegible]~~	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~5,36~~ 10,37	Gls ~~Gl~~ Rot BS4,37 ✠LMC5,36	y	CL ~~11,34~~ ~~4,37~~ 9,37	1908 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	~~A.Lusi~~ "Pindos" S.S.Co.Ld. CellDB	380·4 393·7(O.L.) FK a119'uE&B64'f150'	52·0	33·2 25·7	Argostoli Greek 6BHCem 972tAPT30t	T.3Cy.27½",46"&76"-48" (s) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,10cf, Hwthrn,Leslie&C.Ld.Nwc.	36 " 0 s 9 " 9¾ 26 " 4½	
* 31844 115640 MDGK	**Pine** ssBel.No.3-7,37 3Mst *Well deck* ssBel.2ndNo.3-6,32 *Mchy.Aft* ~~ssBel.No.1-32~~ ~~SUNK BY COLLISION 11,36~~ 1Dk(Irn) ~~NOW REFLOATED~~	328 241 122	✠100A1 5,38 ~~7,36~~ ~~10,37~~ ~~(Reclassification Contemplated)~~	Bel ✠LMC7,37	f	CL 5,37	1907 11mo	J Fullerton &Co. Paisley Lloyd'sA&CP	~~FrontierTownS.S.~~ ~~Co.Ld.~~ ~~(J.Fisher&Sons,~~ ~~Ld.Mgrs.)~~ ~~S.Gray~~ Stewart&Partners	142·7 Q80'B7'F25' BK6" WB=	23·4	10·2	Newry British 3BHCem FPT43t	C.2Cy.15½"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS40,HS1300 RenfrewBros.&Co.Irvine	11 " 2½ s4 " 0¾ 11 " 5¼	
31845 211352	**Pine Ridge** (exCharles TwinSc Heiden-34) (*Self-Unloader*)	717 — 446					1913	Gt.Lakes Eng.Works Astabula,O.	PineRidge Transpn.Co.	160·0	35·0	14·0	Detroit Mich. Utd.States	C.4Cy 13"&27"-18" 52NHP Gt.LakesEng.Wks.Detroit		R
31845* 150847	**Pinebay** (exRouvray, TwinSc exMineur) *Mchy.Aft* 1Dk	1222 829 657					1919	Ch.&Atel. deSt.Nazaire Gd.Quévilly	TreeLineNav.Co. Ld. (J.D.Calvin *Mgr.*)	218·0 P74'F30'	34·2	13·2	Montreal British WB	C.4Cy.16"&30"-17" 77RHP Ch.&Atel.deSt.Nazaire		V
31846	**Pinero** Ⓟ (exPrinceton, TwinSc exSagamore) *OilEng.*	458 — 311					1901	Neafie& Levy Philadelphia	Isle of PinesS.S.Co.	155·5	32·0	7·4	Nueva Gerona Cuban	Oil Engines 4S.C.SA 12Cy.9"-12½" NE26 95NHP NewLondonS.&E.B.Co. NewLondon,Conn.		
* 31847 161418 GCZM	**Pinewood** ssShl.No 2-38 ~~ssSld.No.1-35~~ D.F. *Mchy.Aft* 1Dk(Stl) *Well deck* *Cargo battens not fitted*	2466 1885 1382	✠100A1 ~~7,37~~ 4,38 ~~1,36~~ BS~~6,36~~ 7,37	Sld Shl ✠LMC~~1,35~~ MS4,38	s	CL ~~5,30~~ 11,37	1930 5mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	W.FranceFenwick &Co.Ld. CellDB232'5	285·8 Q165'F32' FK 43tMT8'271tFPT1	42·4	19·5	London British 5BHCem 91tAPT47t	T.3Cy.18½",31"&52"-39" (s) 200lb 204NHP 2SB(Spt),6cf,GS88,HS3280 N.E.MarineEngCoLd.Nwc	21 " 0 s6 " 10½ 19 " 0¾	
31848	**Ping An** Ⓟ (exCanadianBritisher-36) *Ref.Mchy.* 2Dks	5370 4879 3244					1921	Prince RupertD.D. &Eng.Co. PrinceRupert	FanShienHo	400·0 P49'B113'F40'	52·0	28·5	Tsingtao Chinese WB	T.3Cy.27",44"&73"-48" 369NHP J.Inglis&Sons,Ld.Toronto		C
31849 XNGC	**Ping Tsi** (exSagamiMaru-32, exMazagan) ssYka.No.1-05 2Dks(UStl-ws)& deepframing	1832 1499 1074	✠ 10,06	Kob ✠	r		1902 6mo	Grngem'th &Greenock DockyardCo. Grngemouth	ChihliShantung Line,Ld. WB=CellDBa66'	270·3 P29'B82'F28' FK uE&B38'f112'410t	37·0	18·5	Tientsin Chinese 4BHCem APT68t	T.3Cy.21",35"&57"-39" 243NHP 2SB,6cf,GS114,HS4045 Cooper&Greig,Dundee	20 " 6	
31850 151717 GDDY	**Ping Wo** TwinSc ssShi.No.3-7,37 2Dks	3105 2383 1848	A1 7,37 *For Service on the Yangtsze River*	Shi LMC7,37		OG 4,37	1922	NewEng.& S.B.Wrks,Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	290·0	46·2	20·6	Shanghai British	T.6Cy.14½",24"&39½"-30" 2SB 190lb FD ~~172NHP~~ NewEng.&S.B.Works.Ld.		
31851	**Pingo** (exCorumba) Pad 1Dk&Shade dk	586 — 234					1906	W.Denny& Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Aires Argentine	T.3Cy.16¼",26½"&43"-54" 136NHP Denny&Co.Dumbarton		
* 31852 CSBL	**Pinhel** (exNelda,exEllawood) ssLis.No.3-10,27 ssLis.No.2-36 1Dk(ptIrn pt Stl)	3186 2895 1993	✠100A1 ~~5,36~~ 11,37 BS~~3,37~~ 3,38	Lis ✠LMC2,36	v	CL 2,36	1915 4mo	Ropner& Sons,Ld. Stockton Lloyd'sA&CP	Soc.Geral deCom- mercioIndustria eTransportes, Ltda. CellDBa	335·5 P31'B&F261' FK 110'uE22'f145'799t	48·1	23·3	Lisbon Portuguese 5BHCem APT86t	T.3Cy.24",40"&65"-42" (s) 180lb 301NHP 2SB,6cf,GS123,HS4690 Blair&Co.Ld.Stockton	24 " 10 s 2 " 5⅜ 22 " 6	
31853 109433 MCJM	**Pink Rose** (exPansy-37) ~~3Mst~~ ssLiv.No.3-9,10 *Well deck* 1Dk(Stl) *Mchy.Aft*	596 395 270	✠ 2,16 ✠NE90fitted98	Liv			1898 6mo	Grangm'th DockyardCo. Grangmouth	RichardHughes& Co.(Liverpool)Ld.	175·0 Q90'B12'F33' BK8" FPT	26·3	11·6	Liverpool British 3BHCem 45tAPT5t	T.3Cy.13",21½"&34"-27" NB25 60RHP 1SB,2pf,GS36,HS1394 Muir&Houston,Ld.Gls.	12 " 6	C †
* 31854 130105 GQJB	**Pinna** (exPolshannon,exTandem, exBirkenfels) ssSng.2ndNo.3-10,34 2Dks(Stl-U teak s)	6121 5365 3944	✠100A1 ~~6,37~~ ~~6,36~~ 2,38 BS~~6,36~~ 6,37 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 6,22 F.P. above 150° F.*	Sng ✠LMC10,34	u†	CL ~~12,33~~ 5,37	1910 7mo A&CP	J.C.Teck- lenborgA.G. Weser- münde-G.	Anglo-Saxon PetroleumCo.Ld. CellD Ba141'uE24'f183'	421·0 P60'B124'F51' FK 1225t'tween dk tanks a42'451t/40'496tFPT86tAPT60t	55·1	28·7	London British 10BHCem (7 to U dk 3 ,, 2nd ,,)	Q.4Cy.24 1/64",34 31/32",50 55/64"& 74 1/32"-53 13/16" (r) 517NHP 213lb *100lb* 3SB,9cf,GS161,HS6780 FD J.C.TecklenborgA.G.Wsm	31 " 3 s 6 " 4¼ 25 " 1¼	
31855 DHTG	**Pinnau** Wireless Sub Sig *Mchy.Aft* 1Dk	1200 992 617					1922	Werft Nobiskrug Rendsburg	BugsierReederei& BergungsA.G.	250·0 P&B191'F28'	37·5	12·9	Hamburg German WB	T.3Cy.17¾",28½"&45¼"-29½" 110NHP OttensenerMch.Altona		G
* 31856 149656 GNJZ	**Pinto** *OilEng.* ssLiv.No.2-36 Wireless D.F. 1Dk(Stl)&Shelter dk(Stl)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~3,37~~ ✠LMC CS2,35 ~~1,36~~ 4,37	Liv	r	CL ~~3,37~~ 9,37	1928 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	MacAndrews&Co. Ld. CellDB220'329t	270·1 282·3(O.L.) B70' FK FPT17tAPT38t	39·1	15·6	Liverpool British 5BHptCem (Coll to Sh dk 4 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24⅝"-51 3/16" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6½	
* 31857 146214 GJTF	**Pinzon** *OilEng.* Wireless ssLon.No.3-8,34 *Mchy.Aft* 1Dk(Stl)&Shelter dk(Stl) D.F.	1365 1093 634	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~11,36~~ ✠LMC CS8,34 3,35	Hul Ant	p	CL ~~5,34~~ 7,37	1922 1mo	W.Beard- more&Co.Ld. Glasgow Lloyd'sA&CP	MacAndrews&Co. Ld. CellDB188'355t	240·7 FK Collision FPT60tAPT35t	38·2	15·7	London British Cem BH to S dk 3 ,, ,, U ,,	Oil Engines 4S.C.SA 6Cy.24 7/16"-38⅝" 347NHP W.Beardmore&Co.Ld.Gls	18 " 0 s " 4 17 " 9½	
31858 203941 KFMK	**Pioneer** (exJ.H.Bartow) D.F. *Mchy.Aft* 1Dk	6316 — 5021					1907	Detroit S.B.Co. Wyandotte	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo.*Mgs.*)	504·0 WB	54·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
31859	— (exKiowa) ssN.Yk.No.3-5,20 *Mchy.Aft* ssN.Os.No.2-29 D.F. 2Dks(Stl)&Webframes *Longitudinal framing Fitted for oil fuel* *Carrying Petroleum in bulk*	5075 4470 3026	✠ ... 4,34	Mob ✠			1913 7mo	Howaldts- werke Kiel	StandardOilCo. ofVenezuela CellDBuE&B7 DT/B1'480t	385·7 P115'B22'F37' FK 1'221t FPT169tAPT66t (	52·4	28·5	Cristobal Colon. Venezuelan 13BHCem 10 to Upr dk 3 ,, 2nd ,,)	Q.4Cy19½",28",41"&59"-41⅝" 320NHP 2SB,6cf,GS100,HS4512 Howaldtswerke,Kiel	28 " 8	
* 31860 LCLU	**Pioner** (exGrosholm, TwinSc exDanedronning) *OilEng.* *Mchy.Aft* ssOsl.No.3-3,33 D.F. 2Dks(Stl)	1767 1511 1015	✠100A1 11,34 ✠NE5,25 DBS11,34 *Carrying whale oil in bulk*	CTn ✠LMC3,33 Pr.BS12,33	l	OG 12,32	1920 7mo	Akt.Rödby HavnsJern- skibsværft RödbyHavn	A/SPioner(A.W. Nordström&Kr. Gjölberg) CellD	257·2 P44'B50'F42' BK9" B204'273tFPT63t	40·2	22·1	Oslo Norwegian 8BHptCem 4 ,, to U dk APT50t	Oil Engines 2S.C.SA 8Cy.14 3/16"-20⅛" 282NH DB(S)150lb 8Pr.D-60lb NDB(P)made95refitted30- Aktiebt.AtlasDiesel,Skm.	23 " 8 s2 " 4½ 22 " 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
31861 UOUY	**Pioner** TwinSc *Mchy.Aft* *OilEng.* Wireless 1*Dk*	967 769 472					1929	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6|33·9|11·8 P55′F25′	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$″–19$\frac{1}{16}$″ 214NHP StateEngWks.Kolomnska		
* 31862 ORWA	**Pionier** Ⓟ *ss*Ant.No.3–6,31 *ss*Ant.No.1–35 D.F. 2*Dks*(*Stl*)	5226 4737 3227	✠100A1 ~~5,37~~ ~~12,35~~ 11,37 MS12,35 ✠LMC ~~BS3,36~~ 5,37	Ant	*y*	CL ~~11,35~~ 5,37	1919 10mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	CieMaritimeBelge (LloydRoyal) Soc.Anon. (Agence MaritimeInternationale, *Mgrs.*)	400·2|50·0|28·5 P49′B113′F40′ FK *CellDB*340′ 1120*t* *FPT*123*t*	Antwerp Belgian 8*BHCem* *APT*175*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s5 ″ 11¼ 25 ″ 3½	
31863 DJML	— *OilEng.* *Ref.Mchy.* D.F. 3*Dks* *CruiserStern*	3264 2791 1933					1933	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	352·8|44·8|24·0 F44′	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–35$\frac{7}{16}$″ 975NHP BremerVulkan,Vegesack		G
31864 DAAA	— Iron *Welldeck* 1*Dk*	433 323 249			...		1873	Reiherst'g Schiffsw. Hamburg	Rob.Kleyenstüber &Co.	160·1|23·0|12·8 Q80′B20′F24′	Königsbrg German	C.2Cy.19″&34⅓″–26″ NB99 50NHP Reiherst.Maschinenf.Ham.		G †
31865	**Pionier I** (*ex*Njord-35, TwinSc *ex*Sunkist) *OilEng.* 1*Dk* *Now "Dido," see No. 37859 in Supplement*	546 398 265					1918	Sandvikns Skeppd.&MV Helsingfors	"Pionier" Towarzystwo Okretowe Sp.zO.O. (Witalis Milanowski, *Mgr.*)	181·8|27·8|12·2 H50′F47′	Gdynia Polish *WB*	Oil Engines 2S.C.SA 4Cy.16½″–18$\frac{9}{16}$″ 192NHP J&CG BolindersCoLd.Skm		G
31866 218409 KIMZ	**Pipestone County** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5102 4740 3126			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·6 P39′B122′F43′ FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31867 PUQO	**Pirangy** (*ex*Ancona,*ex*Haimon, *ex*Antonina) Sub.Sig. 1*Dk*&*Spar dk*2*tr*B	3810 3369 2355					1898	Blohm& Voss Hamburg	CiaCommercio e Navegaçâo	361·1|44·8|25·8 P44′B117′F44′	R.Janeiro Brazilian *WB*	T.3Cy.24½″,40½″&70″–48″ 339NHP Blohm&Voss,Hamburg		
* 31868 PUMI	**Piratiny** (*ex*Carla-33) *ss*Ant.No.3–10,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk* *withfreeboard* 10,36 BS10,36 ✠LMC5,33	Rio	*x*	CL 9,35	1921 6mo	Cant.Nav. Triestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense *CellDB*319′	362·0|49·9|25·5 FK *Coll* 957*tAPT*110*t*	R.Janeiro Brazilian *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24¾″,41″&68″–45″(*s*) 180lb 383NHP 2SB,6*cf*,GS128,HS5243 FD UnitedMach.Factories,Ld. Smichov	35 ″ 2 s 8 ″ 0 27 ″ 7	
31869 566 ESCE	**Piret** (*ex*ReineElisabeth, *ex*PrincesseElisabeth) 1*Dk*	2598 2445 1546					1902	Soc.Anon. Jhn.Cockerill Hoboken	TallinnShipping Co.Ld.	288·1|45·0|21·6 B24′F33′	Tallinn Estonian *WB*	T.3Cy.22½″,36″&57½″–43¼″ 211NHP Soc.An.JCockerill,Seraing		G
31870	**Piriapolis** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern*	~~5650~~ 7340 5403 4350	100A1 *withfreeboard* (*ClassContemplated*)				1937	Soc.Anon. Jhn.Cockerill Hoboken	Cie.Maritime Belge(LloydRoyal S.A.)(AgenceMaritimeInternationaleS.A.*Mgrs.*)	~~435·9|59·1|27·2~~ F47′ |61·4|39·2 459·3|	Antwerp Belgian	Oil Engines 2S.C.DA 5Cy.24½″–55⅛″ SocAn.J.Cockerill,Seraing		
31871	**Pistchevaia Industria** (*ex*ArcticQueen-35,*ex*Vasari) *Ref.Mchy.* E.S.D. 2*Dks*&*Shelter dk*	10078 6212 5327					1909	SirRaylton Dixon&CoLd Middlesbro'	U.S.S.R.	486·0|59·3|27·4 B203′F48′	Russian *WB*	Q4Cy26½″,37½″,53″&77″–57″ 448NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
31872 DHTH	**Piteå** 1*Dk*	962 793 570					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	224·2|33·0|13·5 Q67′B108′F24′	Hamburg German *WB*	T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernskb.&Msk.		G
31873 464 SFYR	— Iron 1*Dk*&*Shelterdk*	638 352 420					1873	Bergsunds Mek.Verks. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	171·0|25·2|13·0 H47*t* 20·2	Stockholm Swedish	C.2Cy.24⅜″&33⅛″–25¼″ NE&B96 34NHP W.LindbergsAktieb.Skm.		
31874 DHTI	**Piteälf** (*ex*Prutan,*ex*Adler) 3Mst *Mchy.Aft* 1*Dk*	342 277 122					1912	C.Lühring Hammel- warden	MathiesReed,A.G.	151·5|24·7|9·3 Q48′B46′F21′	Hamburg German *WB*	T.3Cy.11¼″,17⅞″&28¾″–21¼″ 38NHP G.SeebeckA.G.Wsm.		G
31875 208690	**Pittsburgh** TwinSc *Mchy.Aft* 1*Dk*	1270 — 620					1911	Buffalo DryDockCo. Buffalo,N.Y.	PittsburghCoalCo	134·0|40·0|21·7	Erie,Pa. Utd.States	2Cy.18″–20″ 22NHP AmericanSBCo.ClevelndO		
31876 146694 MLJT	**Pitwines** (*ex*Wandle-32) *ss*Sld.No.3–7,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	932 669 535	✠100A1 8,37 ~~8,36~~ ~~BS8,36~~ ✠LMC7,35 8,37	Shl Nwc	*l*	CL ~~8,36~~ 8,37	1923 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBu*	209·3|31·4|13·3 Q115′B15′F24′ FK *E*18′*f*131′374*tFPT*	London British 4*BHptCem* 112*tAPT*10*t*	T.3Cy.16″,26″&43″–27″ (*s*) 180lb 121NHP 1SB,3*cf*,GS57,HS2130 N.E.MarineEng.CoLdNwc	16 ″ 3 s 5 ″ 1¼ 15 ″ 1	
* 31877 146688 GJTK	**Pizarro** *OilEng.* *ss*Ant.No.3–9,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1367 1097 637	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~6,36~~ ✠LMC CS7,35 7,35	Lon	*p*	CL 6,36	1923 1mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*188′355*t*	241·1|38·2|15·7 FK *Collision* *FPT*60*tAPT*35′	London British *Cem* *BHtoSh dk* 3 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$″–38⅜″ 347NHP W.Beardmore&Co.Ld.Gls	18 ″ 0 s ″ 4 17 ″ 9½	
31878 PKEB	**Plancius** TwinSc *Fitted for oil fuel* *CruiserStern* 3*Dks*	5955 3838 3530					1923	Nederl. Schps.Maats. Amsterdam	Koninklijke PaketvaartMaats.	420·3|55·2|22·2 B335′F46′	Batavia Dutch *WB*	Q.8Cy.22¾″,32½″,47″&68″– 43¼″ 303NHP Werkspoor,Amsterdam		V
* 31879 DHTJ	**Planet** *ss*Ham.No.3–2,34 Sub.Sig. 2*Dks*(*Stl*) *Well deck* 3*rd dk*(*Stl*)*inNo.1hold*	5821 5402 3554	✠100A1 *withfreeboard* 9,37 ~~1,37~~ BS4,37 ✠LMC2,34	Ham	*b*†	CL 1,37	1922 12mo	J.C.Teck- lenborgA.G. Weser- münde-G AP	ReedereiF.Laeisz G.m.b.H. *CellD*	450·8|57·2|27·0 468·2(O.L.) P&B381′F51′ FK *B*361′1237*tFPT*36*t*	Hamburg German 9*BHCem* *APT*30*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 199lb HS11016 762NHP 4SB(Spt),12*cf*,GS237 FD J.C.TecklenborgA.G.Wsm	29 ″ 7 s 4 ″ 6½ 25 ″ 4½ —	
31880 149645 GNJL	**Planter** *ss*Liv.No.2–36 2*Dks*(*Stl*)	5887 5481 3683	✠100A1 8,37 ~~11,36~~ ✠LMC6,36 BS9,37	Liv	*a*†	CL 10,36	1927 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*361′1170*t*	420·0|54·5|30·4 434·6(O.L.) P37′B139′F44′ FK *DTa* 32′ 911*t FPT*	Liverpool British 8*BHptCem* 1 ,, *to* 2*nd dk* 63*tAPT*26*t*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 D.Rowan&Co.Ld.Gls.	32 ″ 7 s 6 ″ 4 26 ″ 6¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
31881 108792 MCYC	**Plasma** ssIrv.3rdNo.3–1,36 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	325 228 129	✠100A1 12,36 ✠NB10,32 ✠LMC1,36	Bwg	*e*	CL 1,36	1899 2mo	Crmichael, MacLean&Co Greenock A&CP	Wm.Robertson	135·4 Q46'B9'F22' BK8" *WB*	23·0	10·0	Glasgow British 3*BHCem* =*FPT*22*t*	C.2Cy.16"&32"–22" (*s*) 120lb 42RHP 1SB,2*pf*,GS32,HS862 Muir&Houston,Ld.Gls.	11 ″ 0 s ″10½ 10 ″ 10	
31882 373	**Platacruz** *OilEng.* ssB.As.No.2-37 ~~ssB.As.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	901 541 263	✠100A1 3,38 ~~12,36~~ ✠LMC ~~CS3,34~~ ~~3,36~~ 3,38 *Carrying Petroleum in bulk*	BAs	*l*	CL 3,38 ~~1,35~~ 3,38	1929 2mo	Rotterdam Droogd.Maat (NewWater- wayS.B.Co.) Schiedam *Lloyd's A&CP*	Cia.Nav.Platacruz S.A. *Cell DBf*15'12*t* *side tanks*100' 366*t FPT*14*t APT*47*t*	198·5 Q61'F27' FK *Trunk*110'	31·1	12·4	Bns.Aires Argentine 8*BHCem*	Oil Engines 4S.C.SA 6Cy.18½"–35$\frac{7}{16}$" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
31883 HPCG	**Platano** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* E.S.D.	6012 5151 2784					1930	Cammell Laird&Co.Ld. Birkenhead	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·3 P37'B125'F38'	56·2	30·5	Panama Pnamanian *WB*	Steam Turbine connected to Electric Motor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
31884 7281 SFYU	**Plato** (*ex*Helios) *Well deck* 1*Dk*	819 617 443			...		1898	Wood, Skinner&Co. Ld.Newcastle	RederiA/BHenckel (H.TrolleHenckel, *Mgr.*)	221·5 Q93'B16'H56*t*F22' len01 FK	29·1	11·9	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"–27" 93NHP N.E.MarineCo.Ld.Nwc.	14 ″ 0	G †
31885	— *OilEng.* Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	400					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	173·0 P38'	29·7	17·0	Curacao Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{1}{16}$"–18⅞" 164NHP Gbr.Stork&CoNVHengelo		
31886 FOTW	**Platon** ssAnt.No.3–9,37 ~~ssAnt.No.2-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4550 4222 2730	✠100A1 *withfreeboard* 9,37 ~~9,36~~ ✠LMC6,37 ~~MS5,33~~ ~~BS3,36~~	Ant	*z*	CL ~~7,34~~ 9,37	1925 7mo	WearShip- yard(ofW. Gray&CoLd) Sunderland *Lloyd's A&CP*	Cie.deNav. d'Orbigny *CellDB*353' 1001*t*	400·0 F35' FK *FPT*108*t APT*155*t*	53·0	25·1	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",43"&71"–48" (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″11½ 24 ″ 9½	
31887 233334 WIFZ	**Plattsburgh Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern*	1242 — 779					1934	United Dry DocksInc. (StatenIslnd. Plnt)Pt Rich- mond,N.Y.	Socony VacuumOil Co.Inc.	251·3 P72'	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13½"–18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
31888 YTFR	**Plavnik** (*ex*Matignon–36, *ex*Schleswig-Holstein) *Fitted for oil fuel* Sub.Sig. 1*Dk*	2711 2158 1649	(*Classification Contemplated*)				1922	Schiffsw(v. J.&Sch.)A.G Hamburg	BrodarskoAkcion- arskoDrustvo "Oceania"	329·1 P&B198'F38'	45·3	18·2	Susak Yugoslav *WB*	T.3Cy.22$\frac{13}{16}$",37"&60"–39⅜" Hannoverische 226NHP Masch.A.G.Hannover		V
31889 144891 MKBQ	**Plawsworth** ssNwc.No.3–11,33 1*Dk*(*Stl*) *Cargo battens not fitted*	1489 1322 802	✠100A1 4,37 ✠LMC MS11,33 ~~BS5,36~~ 5,37	Bly	*p*	CL 5,36	1920 7mo	OuseS.B. Co.Ld. Hook,Goole *Lloyd's A&CP*	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *Cell*	240·2 248·4(O.L.) B52'F23' FK *B* 198' 303*t FPT*79*t*	36·1	19·1	Newcastle British 4*BHCem* *APT*54*t*	T.3Cy.17½",30"&50"–33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10 18 ″ 7	
31890 LDLM	**Pleasantville** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	4549 4203 2749					1929	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Mande- ville(A.F.Klave- ness&CoA/S*Mgs.*)	391·4 P73*t*H260*t*F14*t*	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¾"–43$\frac{5}{16}$" 730NHP Akt.Burmeistr&Wain,Cpn		N
31891 152084 GFLQ	**Pleiodon** ssH.Kg.No.2–32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now used for storage purposes–* *under Modified Survey*	5878 5310 3409	✠100A1 9,33 ~~BS5,36~~ 5,37 ✠LMC5,32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Sng	*z*	CL 5,35	1922 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DB uE&B*81'23	412·0 P110'B33'F57' FK 6*t DTf*32'333*t FPT*	53·3	31·0	London British 16*BHpt Asr* (12 *to U dk* 4 „ 2*nd* „) 100*t APT*99*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS191,HS7662 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s5 ″ 7½ 25 ″ 7½	
31892 UNYT	**Plekhanov** (*ex*Aristea) ssShl.No.3–12,11 1*Dk*(*ptIrn*&*ptStl*)2*trB*&*deep framing*	3344 3023 2025	✠ 8,19 ✠	Msl	*v*		1900 9mo	Osbourne, Graham&Co. Sunderland	U.S.S.R. *Cell DBa* 104'*uE&B*40	319·5 P31'B102'F35' FK '*f*132'765*t FPT*120	47·9	23·5	Odessa Russian 6*BHCem* *t APT*138*t*	T.3Cy.24",40"&65"–42" 270NHP 2SB,6*pf*,GS122,HS4103 G.Clark,Ld.Sunderland	26 ″ 2	
31893 164627 MLLV	**Plover** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	352 257 166	✠100A1 2,37 ✠LMC5,36	Lon	*g*	OG 2,37	1936 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld. *CellDB*	163·4 P47'F63' FK *uE*14'*f*46'63*t FPT*3	26·7	9·5	London British 3*BHCem* 5*t APT*12*t*	Oil Engines 2S.C.SA 4Cy.13⅝"–22$\frac{7}{16}$" 125NHP BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 9½ 10 ″ 4½	
31894 219584 KJVG	**Plow City** *Fitted for oil fuel* 1*Dk*2*nd tr B in fore&after* *holds&Web frames*	3282 3005 2026			...		1920	Submarine BoatCorp. Newark,N.J.	PlowCityS.S.Co. (AmericanRange Lines,Inc.*Mgrs.*)	324·0 P30'B90'F35' FK	46·2	25·0	Wilmgton (Del.) Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
31895 140263 GVWL	**Plumleaf** TwinSc ssLon.No.3–9,29 D.F. ssMlt.No.1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5916 5277 2467	✠100A1 4,37 BS4,37 ✠LMC3,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Mlt		CL 3,37	1917 2mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	TheAdmiralty *CellDBuE&B*87' 393	405·5 425·2(O.L.) P36'B32'F84' FK *t DTf*48'214*t FPT*	54·5	32·5	London British 20*BHptCem* 67*t APT*174*t*	T.6Cy.26",42½"&70"–45"(*s*) 200lb 1104NHP 6SB,18*cf*,HS17274 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	35 ″ 2 s 6 ″ 9 28 ″ 7½	
31896 EAPN	**Plus Ultra** Ⓟ ssBcl.No.1–31 2*Dks*(*Stl–weather dk* ws) 3*rd dk in holds*	4312 3140 2584	✠100A1 *withfreeboard* BS5,38 11,35 LMC12,35 ✠NB(2*aft*)*made*15*refitted*5,28 No later survey reported *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Cdz	*u*	CL 11,35	1928 5mo	Union Naval de Levante Valencia *Lloyd's A&CP*	Cia.Trasmediter- ranea *CellDB*255'518*t FPT*	311·9 F38' FK	47·7	26·8	Valencia Spanish 6*BHCem* 50*t APT*30*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 574NHP 3SB,9*cf*,GS239,HS9344 FD Cia.Euskalduna diConst. Bilbao	29 ″ 0 s9 ″ 1½ 20 ″ 3	
31897 OHGE	**Pluto** (*ex*Bolivia,*ex*Yankalilla, *ex*LadyLewis) 1*Dk*&*Shelter dk*	3496 3261 2344					1907	Richardsn Duck&Co. Stockton	Rederi A/B Pluto (EmanuelErikson, *Mgr.*)	352·5	49·2	23·6	Mariehmn Finnish *WB*	T.3Cy.25",42½"&69"–48" 330NHP N.E.MarineEngCoLd.Sld.		V
31898 LDEX	— (*ex*Röværr) Wireless 1*Dk*	1598 1179 932					1918	Laxevaags Msk.&Jernsk Bergen	A/S D/S Facto B.StoltNielsen& Sönner A/S, *Mgrs.*)	246·0 P39*t*Q109*t*B125*t* H68*t*F40*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
31899 DOKV	— Sub.Sig. Wireless *CruiserStern* 1*Dk*	1412 1097 659					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges.Neptun	240·8 P166'F26'	38·8	15·3	Bremen German *WB*	T.3Cy19$\frac{1}{16}$",31½"&53¼"–35$\frac{7}{16}$" 168NHP FlensburgerSchiffsb.Ges.		G

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
31900 PGTK	**Pluto** 2*Dks*	1156 890 709					1905	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	229·7 Q70'B63'F32'	32·0	15·8	Amstrdam Dutch *WB*	T.3Cy.17½",28"&45"–36" 121NHP Maats.Fyenoord,Rot.		V
31901 FNOX	**Pluviose** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *Carrying Petroleum in bulk*	9561 8443 5528					1931	Ch.&Atel. deSt.Nazaire (Penhoët)SA Gd.Quevelly	Pétrotankers Soc.Anon.	467·4 P105'F39'	61·8	36·5	Rouen French *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)47¼"–47¼" 256NHP Forg.&Ch.de la Médit.S.A.		V
31902 213670 WCCL	**Plymouth** *ss*N.Yk.No.3-5,27 D.F. *ss*Bos.No.1-31 1*Dk*(*Stl*)&*Web frames*	5266 4737 3354	✠ ... 8,35 ✠	Bos			1915 10mo	NewYork S.B.Co. Camden,N.J.	NewEngland& SouthernS.S.Co. *WB=Cell DBa 104' uE&B43'f173'1832tFPT220tAPT201t*	368·6 P27'B72'F31' FK	55·2	30·5	Boston Utd.States 7*BHCem*	T.3Cy.25",41½"&70"–46" 462NHP 3SB,9*cf*,GS150,HS6624 FD NewYorkSBCo.Camdn NJ	34 " 5	R †
31903 150502 WRCH Broken up	— **Steel&IronPad** 1*Dk*&*Saloons*&*Web frames*	3770 — 2280					1890	Delaware RiverCo. Chester,Pa.	~~NewEngland S.S. Co.~~	352·0	50·4	18·8	FallRiver, Mass. Utd.States	T.4Cy47"&75"&(2)81½"–99" NB05 1320NHP W.&A.Fletcher,NewYork		
31904 93331	— Ⓟ **Pad** (*ex*Middlesex) Now "Manhattan," see No. 39186 in Supplement	1197 — 764					1902	Neafie& Levy Philadelphia	MarineOperating Corp.	200·0	36·0	11·5	NewarkNJ Utd.States	C.2Cy.24"&53"–84" 224NHP		
* 31905 656 LOHL	**Poblador** (*ex*Trivia-33,*ex*Vallejo) *ss*H.Kg.No.3-7,31 *ss*BAs.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3243 — 1660	✠100A1 9,37 ~~8,36~~ BS9,37 ✠LMC MS6,35 ~~BS12,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 9,20 F.P. above 150° F.*	BAs	*x*	CL ~~N8,34~~ 8,37	1918 11mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	EstrellaMaritima S.A.deNavegacion y Comercio *Cell DB u E&B 75' 115t FPT123tAPT97t*	376·6 P103'B28'F43' FK	51·2	29·0	Bns.Aires Argentine 17*BHptCem* (15 *to Udk* 2 ,, 2*nd* ,,)	T.3Cy.26",43"&72"–48" (*s*) 180lb 498NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 " 2 ~~s 4 " 10¼~~ ~~24 " 6~~	
31906 PUBX	**Poconé** Ⓟ (*ex*Coburg) Sub.Sig. 2*Dks*	6750 5024 4201					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286'F68'	54·5	27·8	R.Janeiro Brazilian *WB*	Q4Cy.24",34½",50⅛"&72⅝"–53⅞" 387NHP BremerVulkan,Vegesack		V
* 31907 PGTO	**Poelau-Bras** Ⓟ *ss*Ams.No.2-37 *OilEng.* *Ref.Mchy.* ~~*ss*Ams.No.1-33~~ D.F. 3*Dks*(*Stl*-*U*teaks) 4*th dk*(*Stl*) *in No.1 hold*	9278 7981 5659	✠100A1 ~~5,37~~ ~~7,36~~ 10,37 ~~Sh~~ 10,37 ✠LMC CS~~11,34~~ DBS~~3,36~~7,37 7-~~35~~6,36 *Carrying vegetable oil in deep tank*	Ams	e†	CL 12,35	1929 7mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland *Cell DB421'1715t DTa 29' 965t FPT 94tAPT44t*	495·3 P43'B176'F57' FK	61·3	33·0	Amstrdam Dutch 8*BHptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 " 10 s 8 " 1¾ 29 " 1¼	
31908 PGTS	**Poelau Laut** Ⓟ **3Mst** *ss*Ams.No.2-37 *OilEng.* ~~*ss*Ams.No.1-32~~ *Ref.Mchy.* 3*Dks*(*Stl*-*U*teaks) D.F. 4*th dk*(*Stl*)*in No.1 hold*	9272 7983 5660	✠100A1 5,37 ~~10,36~~ DBS~~10,36~~ ~~✠LMC10,32~~ 9,37 ✠LMC CS5,37 5,37 ~~6,35~~	Ham Ams	e†	CL N11,35	1929 1mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland *Cell DB421'1715t DTa29'965tFPT94tAPT44t*	494·0 P43'B179'F62' FK	61·2	33·0	Amstrdam Dutch 8*BHptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 " 10 s 8 " 2 29 " 0¾	
* 31909 PGTX	**Poelau Roebiah** Ⓟ *ss*Ams.No.2-36 *OilEng.* *Ref Mchy.* ~~*ss*Ams.No.1-32~~ D.F. 3*Dks*(*Stl*-*U*teaks) 4*th dk*(*Stl*)*in No.1 hold*	9251 7953 5657	✠100A1 ~~5,37~~ ~~6,36~~ 12,37 5,37 ✠LMC CS~~11,33~~ DBS~~12,37~~ 11,36 ~~9,35~~ *Carrying vegetable oil in deep tank*	Ams	e†	CL 6,36	1928 12mo	Rotterdam Droogd Maat Rotterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland *Cell DB421'1715t DTa29'965t FPT94tAPT44t*	495·2 P43'B176'F57' FK	61·1	33·0	Amstrdam Dutch 8*BHptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP DB(*f*)100lb DB(*a*)72lb SulzerBros.Winterthur	36 " 10 s 8 " 1¾ 29 " 1	
* 31910 PGUB	**Poelau Tello** Ⓟ *OilEng.* *Ref.Mchy.* *ss*Ams.No.1-34 D.F. 3*Dks*(*Stl*-*U*teaks) 4*th dk*(*Stl*)*in No.1 hold*	9272 7981 5661	✠100A1 ~~8,37~~ 11,37 ✠LMC CS3,35 DBS~~9,36~~ 11,37 1,36 *Carrying vegetable oil in deep tank*	Ham Ams	e†	CL ~~8,34~~ 11,37	1929 12mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland *Cell DB 421' 1715t DTa 29' 965t FPT94tAPT44t*	495·3 P43'B176'F57' FK	61·3	33·0	Amstrdam Dutch 8*BHptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 " 10 s 8 " 1¾ 29 " 1¼	
31911 PGUF	**Poeldiep** (*ex*Mira-Mar) *Mchy.Aft* 1*Dk*	752 533 362					1920	Van der Kuy&Van derReeWerf. "Maasdijk" Schiedam	H.vanKrieken& Co.N.V.	180·7 Q104'B11'F21'	28·3	12·6	Rottrdam Dutch *WB*	T.3Cy.15",24"&40"–24" 78NHP Van derKuy&Van derRee Werf."Maasdijk"		N
31912 EAPL	**Poeta Arolas** Ⓟ 2*Dks*	3254 3120 1868					1919	Cia.Euskal-duna deConst Bilbao	Cia.Trasmediterranea	316·0	44·1	26·7	Barcelona Spanish *WB*	T.3Cy.25",41"&68"–45" 310NHP J.G.Kincaid& Co.Ld.Grk.		V
31913	**Poggioreale** (*ex*MegMerrilies **3Mst** -37,*ex*NellJess) *ss*Liv.2ndNo.3-11,21 *Well deck* *ss*Liv.No.2-29 *Mchy.Aft* 1*Dk*(*Irn*)	*464* *368* *179*	✠ ... 7,34 ✠NB3,28 ✠	Liv	*h*		1896 1mo	S.Mc-Knight&Co. Ayr	E.Milano&Co.	168·0 Q82'B14'F24' FK *DBf88'100t*	26·6	11·0	Trieste Italian 3*BHCem* *FPT45t*	C.2Cy.21"&42"–30" NDB14 70RHP 1SB,3*pf*,GS51,HS1555 Hutson&Son,Glasgow	13 " 5	I †
31914 826 ESCW	**Pohjarand** (*ex*Duben-33, **Iron** *ex*Volos,*ex*Nordsee,*ex*Ferdinand) Wireless 1*Dk*&*Awng dk*	558 529 381					1883	Gebr. Howaldt Kiel	O.-ü"Kalandus"	161·7 H36'	23·6	17·9	Tallinn Estonian *WB*	C.2Cy.17¾"&35½"–23½" NB97 51NHP Gebr.Howaldt,Kiel		G
31915 218467 KQOE	**Point Ancha** (*ex*Delight) *Fitted for oil fuel* GyC. 2*Dks* *Longitudinal framing*	4727 — 2978					1919	ToddD.D. &Con.Co. TacomaWsh.	GulfPacificMail LineLd.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	379·7 P39'B102'F41'	53·1	26·7	S.Frncisco Utd.States *WB*	T.3Cy.25",$41\frac{13}{16}$"&72"–48 358NHP SeattleConst.&DryDock Co.Seattle,Wash.		R
31916 217791 WFOI	**Point Brava** (*ex*ManhattanIsland, *ex*Osakis) *Fitted for oil fuel* 2*Dks*	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. StatenIsland		R
31917 216213 KJEI	**Point Breeze** (*ex*JohnM.Connelly) *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4756 4449 2914			...		1918	Pennsyl-vaniaS.B.Co. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9 P95'B34'F31' FK	51·0	29·5	Phildlphia Utd.States *WB*	Oil Engines connected to Electric Motor & Sc.Shaft 4S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-RandCo.N.York		R †
31918 217890 WNEO	**Point Caleta** (*ex*Dio) *Fitted for oil fuel* 2*Dks*	4823 — 3038					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt,Ld.	381·0 P40'B110'F40'	52·0	30·0	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"–48" 339NHP DowneyS.B.Corp. StatenIsland		R

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Ferme assigné maintenant expiré, Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où cote, si ce n'est dans le L. R. Durée Cert. B. of Trade.
31919 217381 KEBD	**Point Chico** (*ex*Abron) *Fitted for oil fuel* *2Dks*	4905 — 3087					1918	Downey S.B.Corp. StatenIsland	Swayne&Hoyt,Ld.	381·1 P40'B110'F40'	52·0	30·0	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"-48" DowneyS.B.Corp. 339NHP StatenIsland		R
31920 22011 KUTJ	**Point Clear** (*ex*S.A.Perkins-33, *ex*Pallas) *Fitted for oil fuel* GyC. *2Dks* *Longitudinal framing*	4339 4374 2978					1920	ToddDry Dock&Const Corpn. Tacoma,Wsh.	Swayne&Hoyt,Ld.	380·5 P39'B102'F41'	53·1	27·0	S.Frncisco Utd.States *WB*	T.3Cy.24",40½"&70"-48" 340NH ToddD.D.&Const. Corp.Tacoma,Wash.		R
* 31921 223501 KJSM	**Point Estero** *ss*Sea.No.1-36 (*ex*NelsonTraveler-36, *ss*S.Fo.No.3-4,33 *ex*Commercial *2Dks(Stl)&Web frames* Traveler,*ex*Red *Longitudinal framing* Hook)	4743 — 2946	✠100A1 5,37 ~~5,36~~ ~~MS1,33~~ ✠LMC5,37 ~~BS6,36~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Sea	*y*	CL N10,35	1920 8mo	ToddD.D. &Const.Corp. TacomaWash CP	Swayne&Hoyt,Ld. *CellDB*328'1069t	380·3 395·4(O.L.) P38'B102'F42' FK *MT*24'666t*FPT*91t	53·1	27·0	S.Frncisco Utd.States 6*BHptCem* *APT*318t	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB.9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 ″ 4 s 5 ″ 10 23 ″ 9	
31922 218189 KJWK	**Point Judith** (*ex*Remus-34) *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	4810 — 3004					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	379·1 P39'B102'F42'	53·1	27·0	S.Frncisco Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NH Skinner&EddyCorpn. Seattle		R
31923 218369 KEFR	**Point Lobos** (*ex*Ossining-33) *Fitted for oil fuel* Sub.Sig. GyC. *2Dks* *Longitudinal framing*	4802 — 3019					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	GulfPacificMail Line,Ld.(Inc.) (Swayne&Hoyt, Ld.*Mgrs.*)	380·1 P39'B102'F42'	53·1	27·0	S.Frncisco Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP Skinner&EddyCorpn. Seattle		R
31924 [illegible] KJVJ	**Point Loma** Now "Dorothy Philips," see No. 37362 in Supplement *Fitted for oil fuel* *1Dk*	2119 1146 1289			...		1918	AlbinaEng &Mach.Wrks Portland,Or.	Lawrence-Philips S.S.Co.	251·0 P27'B64'F26' FK	43·5	18·1	L.Angeles Utd. States *WB*	T.3Cy.20",33"&54"-40" 279NHP AlbinaEngine&Machine Works,Inc.Portland,Or.	19 ″ 11	R †
31925 218186 KIJJ	**Point Palmas** (*ex*Sabotawan) *Fitted for oil fuel* *2Dks*	4869 — 3048					1919	Downey S.B.Corp. ArlingtonNY	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp.		R
31926 21830[illegible] KIMR	**Point Salinas** (*ex*Dochet) *Fitted for oil fuel* *2Dks*	4886 — 3071					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne& Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.24",44"&70"-48" 339NHP DowneyS.B.Corp.		R
31927 219521 KOZN	**Point San Pablo** (*ex*Minooka) *Fitted for oil fuel* D.F. *1Dk*	3280 2868 2002			...		1920	MobileS.B. Co. Mobile,Ala.	McCormickS.S.Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
31928 22040[illegible] KDCO	**Point San Pedro** (*ex*Houston) *Fitted for oil fuel* D.F. *1Dk*	3280 3005 2002			...		1920	MobileS.B. Co. Mobile,Ala.	McCormickS.S.Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
* 31929 22[illegible]0 KJFH	**Point Vincente** *ss*Sea.No.1-36 (*ex*CharlesNelson-36, *ss*S.Fo.No.3-11,32 *ex*Commercial *2Dks(Stl)&Web frames* Spirit,*ex* *Longitudinal framing* Hoboken)	4744 — 2948	✠100A1 7,37 ~~2,36~~ BS~~2,37~~ 2,38 ✠LMC2,36 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Sea	*y*	CL 3,35	1920 9mo	ToddD.D. &Const Corp. TacomaWash	Swayne&Hoyt,Ld. *CellDB*328'1069t	380·4 395·7(O.L.) P38'B102'F42' FK *MT*24'666t*FPT*91t	53·1	27·0	S.Frncisco Utd.States 6*BHptCem* *APT*318t	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB.9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 ″ 4 s 5 ″ 10 23 ″ 9	
31930 144245 MKPL	**Point of Ayr** (*ex*SolwayFirth) *ss*Bkn.No.3-6,33 *ss*Lan No.1-37 *Mchy.Aft* *Well deck* *1Dk(Stl)*	329 216 130	✠100A1 ~~2,37~~ ~~1,37~~ ~~9,37~~ 3,38 ✠LMC1,37 BS3,38	Lan Bkn	*d*	CL ~~10,34~~ ~~6,37~~ N9,37	1921 3mo *Lloyd's*	J.Cran& SomervilleLd Leith *A&CP*	Point ofAyr Collieries,Ld.(T. D.Roberts,*Mgr.*)	130·2 137·2(O.L.) Q48'B8'F22' FK *FPT*33t	22·6	9·6	Liverpool British 3*BH Asp* *APT*16t	O.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 ″ 6 s ″ 6 10 ″ 2	
31931 FNNN	**Poitiers** *Well deck* *1Dk*	4185 — 2546			...		1921	TyneI.S.B. Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·4 P18'Q128'B68'F29' FK	52·8	24·5	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
31932 UPLB	**Pokrovski** (*ex*Hagno-35) *1Dk*	3588 3263 2160					1919	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	361·4 P31'B214'F36'	49·9	22·1	Odessa Russian *WB*	T.3Cy.25"41"&68"-45" 310NHP RotterdamDroogd.Maats		
* 31933 106869 GFMT	**Polar Chief** (*ex*Anglo-Norse, 4Mst *ex*ReyAlfonso, *ss*Osl.3rdNo.3-8,34 *ex*Crenella, *ex*Montcalm) *2Dks(Stl)&deep framing* D.F. *&Udk(Irn)*	7166 6912 5512	✠100A1 *withfreeboard* ~~10,36~~10,37 LMC8,34 ✠NSB(P)*made*00*refitted*27 Pr.BS10,36 BS~~10,36~~7,37 *Fitted for oil fuel* 11,16 *F.P. above* 150° F. ~~*Carrying Whale oil in bulk*~~ *Carrying oil fuel in bulk in holds part tween dks & D.B.; F.P. above*150°F.	Ams Got	*a*†	CL 8,36	1897 8mo	Palmers' Co.Ld. Newcastle A&CP	FalklandWhaling Co.Ld. *Cell DBa*103'*uE&B*58'	445·0 FK *f*201'1179t*FPT*190t	52·2	27·6	Jersey British 7*BHCem* *APT*84t	T.3Cy30"50 5/16"&81½"-54"(*s*) 180lb 793NH 3DB&2SB,~~24~~*f*,GS450, HS15839 NSB(*s*)*made*12*refitted*28 20Pr.B-*60lb* Palmers'Co Ld.Newcastle	38 ″ 1 s11 ″ 11¾ 26 ″ 4	
31934 216036 Broken up	**Polar Sea** *2Dks&Web frames* *Ref.Mchy.* *Longitudinal framing*	4111 3629 2500			...		1918	Baltimore D.D.&S.B.Co. Baltimore		339·3 P47'B75'F30' FK	49·1	26·5	 Utd.States *WB*	DRGearedSteamTurbine 344NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa	28 ″ 8	
31935 212916 WOCX	**Polarine** (*ex*Ems) *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* D.F. *2Dks* *Longitudinal framing*	4046 — 2389					1914	G.Seebeck Akt.Ges. Weser- münde-G.	Polarine Fisheries, Inc.	354·6 P88'B33'F34'	50·0	26·7	S.Frncisco Utd.States *WB*	T.3Cy.23⅜",38⅛"&59"-43 3/16" 230NHP G.SeebeckA.G.Weser- münde-G.		R
31936 7457 SFTA	**Polaris** (*ex*Amleth *ex*Hallingdal, *ex*Sifnos, *ss*Skm.3rdNo.3-2,28 *ex*Trevaylor) *ss*Osc.No.2-35 D.F. *1Dk(Irn)2trBinNos.1,3&4holds* *Well deck* *Cargo battens not fitted*	*2163* *1830* *1274*	✠100A1 11,37 ~~12,33~~ BS~~2,37~~ ✠LMC4,36 4,38	Osc	*s*	CL 9,35	1890 7mo	J.Read- head&Sons S.Shields A&CP	RederiA/B Iris (C.Abrahamsen, *Mgr.*)	290·4 P28'Q82'B118'F33 BK10' *CellDB*250'545t	40·0	19·8	Stockholm Swedish 6*BHCem* *APT*41t	T3Cy.23",37½"&61½"-39"(*r*) 160lb 234NHP 2SB,5*rf*1*cf*,GS104,HS3490 J.Readhead&Sons,S.Shl.	22 ″ 6 s1 ″ 11½ 21 ″ 4½	
31937 OHHT	— Ⓟ (*ex*Preussen-33,*ex*PrinzessinSophie Charlotte) *1Dk* *Ref.Mchy.* D.F. Sub.Sig.	1615 963 868					1912	Stettiner Oderwerke Stettin	FinskaAngfartygs A/B	240·9 P150'F28'	34·6	15·3	Helsingfrs Finnish *WB*	T3Cy18 5/16"29½"&47 5/16"-35½" 134NHP StettinerOderwerke		G

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist' Tonnage Gross — Under deck — Net	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R.
31938 647 ESBZ	**Polaris** (*ex*Gusten,*ex*Kolsdal, *ex*JulieLynn) 1*Dk*(*Stl*) *Well deck*	661 538 381			...		1909	Dundee S.B.Co.Ld. Dundee	J.Rang	175·6 P13'Q39'B48'F21' FK	29·1	11·8	Tallinn Estonian *WB*	T.3Cy.15",25"&40"-27" 95NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 0	V †
31939 PGUK	**—** *OilEng.* *Mchy.Aft*	322 204 166					1936	Scheepsw. 'Waterhuizn.' J.Pattje Waterhuizen	W.SchuitemaOzn	123·5 P36'Q49'F13'	24·3	8·1	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.12"-17$\frac{1}{16}$" 55NHP N.V.Motorenf."De Industrie"Alphen a/dRijn		V
31940 LCWQ	**Polarland** Wireless 1*Dk*	1591 1188 932					1923	Laxevaags Msk.&Jrnskb Bergen	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*)	246·0 P59*t*Q108*t*B124*t* H76*t*	37·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.18$\frac{3}{8}$",29"&49$\frac{1}{4}$"-33" 139NHP LaxevaagsMsk&Jrns.Bgn.		N
31941 LEPY	**Polarlys** Ⓟ 2*Dks*	1069 919 579					1912	Akt.Bur- meistr&Wain Copenhagen	DetBergenske Dampskibsselskab	208·5 H122*t*	31·6	19·8	Bergen Norwegian *WB*	T.3Cy.18½",30"&50"-30" 137NHP Akt.Burmeistr&Wain,Cpn		
* 31942 LCTY	**Polartank** *OilEng.* *ss*Sfj.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6356 5996 3872	✠100A1 3,38 ~~3,37~~ 10,37 ✠LMC CS10,34 DBS~~11,36~~10,37 ~~11,36~~10,37 *CarryingPetr*	Ham Rot *oleum*	*a*† *in*	CL 3,38 *bulk*	1930 11mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Hvalfangerslsk. PolarisA/S (Melsom&Melsom, *Mgrs.*) *CellDBuE*81'305*t D*	421·0 P105'B28'F38' FK *Tf*38'498*tFPT*113*t*	58·5	32·3	Larvik Norwegian 15*BH* (5 *to* 2*nddk*) *APT*129*t*	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"-91$\frac{5}{16}$" 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls	32 ″ 3	
31943 4679 SLRA	**Polcirkeln** *Mchy.Aft* 1*Dk* *Turret deck*	*1920* *1490* *741*					1907	Lindhol- mensV.A. Gothenburg	TrafikA/BGränges berg-Oxelösund (M.Waldenström, *Mgr.*)	291·6 P52'H83*t*	39·9	19·7	Stockholm Swedish *WB*	T.3Cy.21½",35½"&58½"-36' 206NHP LindholmensV.A.Got.		V
31944 161823 GFMD	**Pole Star** TwinSc WirelessD.F. 1*Dk*(*ptStl*-teak s) 2*nd dk clear of mchy.space* *CruiserStern*	750 554 328	✠ ... 1,35 ✠	Lth			1930 12mo	W.Beard- more&Co.Ld. Dalmuir	Commissioners of NorthernLight- houses *Cell DBa*36'*f*58'76 *of tunnels*15*t D*	195·7 Q64'B53'F27' FK *t Tanks in way* *Ta*17'21*t DTf*7'11*t*	31·1	14·5	Leith British 8*BHptCem* *APT*15*t*	T.6Cy.15",24"&38"-24" HS4170 215NHP 2SB&1AuxB,8*cf*,GS135, W.Beardmore&Co.Ld.	15 ″ 3	
31945 141 SVDN	**Polemis** (*ex*Kingswear) *ss*Pir.2ndNo.3-7,34 *Mchy.Aft* Wireless 1*Dk*(*ptIrnptStl*)&*deep framing* *Cargo battens not fitted*	*1457* *1220* *828*	✠100A1 2,37 BS10,36 ✠LMC7,34	Pir	*p*	CL 2,37	1909 4mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP* *Cell*	J.D.Paleocrassas *DBuE*&*B*36'52*t f*	245·3 P71'B12'F22' FK 168'414*t FPT*135*t*	36·5	16·6	Andros Greek 4*BHCem* *APT*63*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 185NH 2SB,6*cf*,GS92,HS3064 N.E.MarineEng.CoLdNw	18 ″ 1 s2 ″ 4½ 16 ″ 7	
* 31946 144055 MKFC	**Polgarth** (*ex*Kempton-37, *ex*Mayrix-34) *ss*Hul.No.3-10,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	794 554 375	✠100A1 1,37 BS10,37 ✠LMC MS10,33 ~~BS7,36~~	Bly	*k*	CL 6,35	1920 9mo *Lloyd*	Cochrane& Sons,Ld. Selby '*sA&CP*	PolgarthS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*) *CellDB*	185·1 Q105'B11'F25' FK *f*116'175*t FPT*58*t*	31·0	11·7	Liverpool British 4*BHCem* *APT*27*t*	T.3Cy.14½",25"&40"-27" (*s*) 180lb 111NH 2SB,4*pf*,GS62,HS2000 Earle'sS.B.&E.Co.Ld.Hul	14 ″ 0 s3 ″ 11½ 13 ″ 9	
* 31947 133262 MFTR	**Polglen** (*ex*Arleia) 3Mst *ss*Wrk.No.3-2,26 *Mchy.Aft* *ss*Nwc.No.2-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	795 545 368	✠100A1 ~~8,36~~11,37 ✠LMC MS5,34	Bly BS~~11,36~~ 12,37	*k*	CL 8,36	1915 2mo *Lloyd*	R.William son&Son Workington *sA&CP*	BrunswickS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*)	186·3 Q116'B9'F25' FK *CellDBf*110'160*t*	29·4	12·4	Liverpool British 3*BHCem* *FPT*45*t*	T.3Cy.14½",25½"&41"-30" 180lb (*s*) 85RH 1SB,3*pf*,GS55,HS1952 Ross&Duncan,Glasgow	14 ″ 7 5 ″ 1½ 14 ″ 1	
* 31948 144784 MKGL	**Polgrange** (*ex*Edenwood, *ex*Ardshean) *ss*Hul.No.3-6,33 *Mchy.Aft* *ss*Lon.No.1-36 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	804 548 378	✠100A1 2,38 ~~2,37~~ ✠LMC 9,37 ~~MS8,32~~	Hul ~~BS3,36~~	*k*	CL ~~2,37~~ 1,38	1920 10mo *Lloyd*	R.William- son&Son Workington '*sA&CP*	BrunswickS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*)	186·5 191·8((O.L.) Q116'B9'F24' FK *CellDBf*112'162*t*	29·4	12·4	Liverpool British 3*BHCem* *FPT*40*t*	T 3Cy.14",24"&39"-27" (*s*) 180lb *60lb* 76RHP 1SB,3*pf*,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s4 ″ 10½ 14 ″ 4	
Sunk 4,37 31949 239 SVGA	**Poli** (*ex*Thraki,*ex*JohannaBlumberg, *ex*Crest,*ex*Dorotea, *ss*Syr.3rdNo.3-3,31 *ex*Crest) 1*Dk*(*Irn*)2*trB* & *deep framing*	2861 2667 1814	✠ —— 6,36 ✠	Pir	*u*		1897 11mo	Wood Skinner&Co Newcastle	E.Vintiadis *Cell DBa*	320·0 P29'B96'F36' FK 100'*uE*24'*f*132'698	46·0	21·4	Syra Greek 6*BHCem* *APT*62*t*	T.3Cy.23",37½'&61½"-39" 240NH 2SB,6*cf*,GS87,HS3660 Blair&Co.Ld.Stockton	23 ″ 9	
31950 393 SZMF	**Policos** Ⓟ (*ex Yacht* North *ss*Cff.2ndNo.3-2,20 Star.*ex*Cherokee, 2*Dks* *ex*Sybarite,*ex*Venetia) Wireless	875 — 347	✠ 10,22 ✠	Pir			1893 5mo	Nav.Const. &Armament Co.Ld. Barrow	HellenicShipping &CommercialCo. Ld.	233·5 BK8"	29·1	18·9	Piræus Greek 6*BHCem*	T.3Cy.21½",34"&56"-34" 223NHP 2SB,6*cf*,GS138,HS3950 Nav.Cnst&ArmamntCoLd	20 ″ 1	
31951 379 ISDX	**Polinice** (*ex*Tempo) *Well deck* Sub.Sig. 1*Dk*	1373 1046 738			...		1911	S.P.Austin &Son,Ld. Sunderland	A.Lauro	248·9 240·0 Q133'F27' FK	35·0	15·6	Naples Italian *WB*	T.3Cy.20",33"&54"-36" 210NHP G.Clark,Ld.Sunderland	17 ″ 9	I †
31952 337 ISEA	**Polinnia** (*ex*Kirkwood) *Well deck* 1*Dk*	1592 1211 928			...		1911	R.Thomp- son&Sons,Ld. Sunderland	A.Lauro	271·6 265·0 *Pon*Q18' Q108'B54'F24' FK	38·0	15·8	Naples Italian *WB*	T.3Cy.21½",36"&59"-39" 246NHP N.E.MarineEng.CoLd.Sld	18 ″ 2	I †
31953 147482 GJQN	**Politician** (*ex*LondonMerchant-35) *ss*Bkn.No.3-8,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in* D.F. *Shelter 'tween dks*	7939 7372 ~~5032~~ 5048	✠100A1 *Shelter dk* *with freeboard* ~~2,37~~ ~~11,36~~ 5,38 ~~BS10,36~~ ✠LMC8,35 *Fitted for oil*	Rot ~~Liv~~ Gls BS12,37 *fuel* 5,	*c*† 23	CL 8,35 *F.P. a*	1923 5mo *Lloyd* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees *sA&CP* 50° F.	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Duct keel in Blr.sp* *CellDB*366'1568*t*	450·4 471·7(O.L.) F42'*onShelterdk* FK *Collisio* *ace & forward*154' *DTf*33'967*tDTa*33'	58·1	38·3	Liverpool British *ptCem* *n BH to S dk* 6 „ „ *U* „ 797*t FPT*68*t*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Gls. *APT*82*t*	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
31954 952 ICCF	**Pollenzo** D.F. 1*Dk*&*Shelterdk* *CruiserStern*	6470 6198 3997			...		1920	Furness S.B.Co.Ld. Middlesbro'	CorradoSoc.Anon. diNav.	412·4 F40'*onShelter dk* FK	55·6	34·4	Genoa Italian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	I †
31955 827 ISED	**Polluce** Ctr *Mchy.Aft* 1*Dk*2*trB*	1049 823 610					1917	N.Odero &Co. Genoa	Soc.Anon.Ilva	204·7 P52'F20' ...	32·2	16·8	Genoa Italian *WB*	T.3Cy.15$\frac{1}{10}$",24$\frac{2}{5}$"&39$\frac{3}{10}$"- 25½" 79NHP N.Odero&Co.Genoa		CI
* 31956 7471 SGRN	**Pollux** TwinSc *OilEng.* *ss*Rot.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	8741 *7979* *4874*	✠100A1 3,38 ~~3,37~~ ✠LMC CS3,37 ~~DBS12,36~~ 4,36 *CarryingPetr* DBS12,37	Rot *oleum*	*d*† *in*	CL ~~4,36~~ 3,38 *bulk*	1928 9mo *Lloyd*	Kockums M.V.Aktieb Malmö '*sA&CP* *CellDBuE*6	TrelleborgsÅngf. NyaAktieb. (J.Malmros,*Mgr.*)	482·7 486·7(O.L.) P97'B36'F40' FK 0'249*t DTf*38'298*t*	61·9	36·1	Trelleborg Swedish 17*BHptCem* (12 *to U dk* 5 „ 2*nd*„) *FPT*152*tAPT*190*t*	Oil Engines 4S.C.SA 12Cy.22$\frac{7}{16}$"-39$\frac{3}{8}$" 584NHP 2DB*170lb*-1DB(*aft*)~~100lb~~ KockumsM.V.Akt.Malmö	36 ″ 3 s8 ″ 2 28 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
31957 DDTG	**Pollux** (*ex*Kurt,*ex*Sliedrecht) 1*Dk*	3161 2849 1958					1905	R.Craggs&Sons,Ld. Middlesbro'	HeinrichSchmidt G.m.b.H.	329·7 P30'B82'F36'	47·0	22·3	Flensburg German *WB*	T.3Cy.22½",37½"&62"-42" 249NHP RotterdamDryDk.Co.Rot.		G
31958 LDEU	— (*ex*Gulfaxe) 1*Dk*	1676 1168 1028					1921	Helsingörs Jernsk&Msk. Helsingör	DetBergenske Dampskibsselskap	249·3 P37*t*Q104*t*B241*t* F31*t*H54*t*	38·2	15·4	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		N
31959 OHGL	— *ss*Hfs.3rdNo.3–3,35 Wireless 1*Dk*(*Stl*)&*deep framing*& D.F. *pt Awng dk*(*Stl–pt*ws)	1284 1230 724	✠100A1 *pt Awng dk* *withfreeboard* 6,37 ~~10,36~~ ~~[illegible]~~ ✠LMC3,35 BS6,37	Abo Rot	*n*	OG N10,36	1898 6mo	Campbel-townS.B.Co. Campbelt'wn A&CP	*WB=CellD*	230·2 Q79' FK *pt Awng dk*151' *Ba*53'*uE*&*B*38'*f*94'	32·7	15·0	Helsingfrs Finnish 4*BHCem* 267*tAPT*80*t*	T.3Cy.16¼",27½"&45"-33" 160lb *100lb* 114NHP NDB14 1SB,3*rf*,GS68,HS1668 J.G.Kincaid&Co.Greenock	17 ″ 4 s 7 ″ 2½ 17 ″ 3	
31960 794 ESEA	— (*ex*Theodor) 1*Dk*&*Web frames*	923 733 527					1890	Howaldts-werke Kiel	J.Rang	205·8 Q62'B52'F26'	30·7	13·8	Tallinn Estonian *WB*	T.3Cy.14¼",22¼"&36¾"-23¾" 66NHP Howaldtswerke,Kiel		V
31961 DOOG	— 1*Dk*&*pt Awng dk*	518 289 319					1896	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0 F16' *pt Awng dk*133'	24·1	9·6	Bremen German *WB*	C.2Cy.16 5/16"&30 11/16"-20½" 36NHP A.G."Weser,"Bremen		G
31962 OUKC	**Polly** *ss*Svb.2ndNo.3–5,36 1*Dk*(*Stl*)	803 675 466	✠100A1 5,37 ~~5,36~~ ✠LMC5,36 BS9,37	Svb Abg	*l*	OG 4,36	1911 8mo *Lloyd*	Antwerp Eng.Co.Ld Hoboken '*sA&CP*	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *WB=CellDBa*47	208·0 P29'B60'F26' FK *uE*23'*f*90'213*tFPT*	31·3	13·1	Copnhagn Danish 4*BHCem* 24*tAPT*21*t*	T.3Cy.13",21"&35"-27" (*s*) 180lb 82NHP 2SB,4*cf*,GS44,HS1428 N.E.MarineEng.CoLd.Sld.	15 ″ 5 s1 ″ 6½ 14 ″ 0	
31963 139337 GBNJ	**Polo** *ss*Hul.No.3–9,31 *ss*Hul.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	1950 1638 970	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~5,36~~ ✠LMC5,36 4,38 BS4,37	Hul	*s*	CL ~~7,35~~ 3,38	1919 5mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdSundrland '*sA&CP*	Ellerman'sWilson Line,Ld. *Collision* *Cell*	290·0 FK *BH to Shelter dk* *DB* 248' 501*t FPT*	42·5	18·8	Hull British *pt Cem* 5*BH to Udk* 31*tAPT*39*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth&Co.Ld.Sld.	21 ″ 2 s1 ″ 1 20 ″ 2½	
31964 SPEB	**Polonia** Ⓟ (*ex*Kursk) TwinSc *ss*Pir.2ndNo.3–12,35 D.F. GyC. 3*Dks*(*U Stl*–teaks) Sub.Sig. 2nd *dk*(*Stl*–ws)	7500 5896 4519 —	✠100A1 ~~9,37~~ ~~2,37~~ 12,37 BS~~2,37~~ ✠LMC12,35 12,37	Pir	*c*†	CL 6,36	1910 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	Gdynia-America ShippingLines,Ld. *CellDBa*106'*uE*	450·0 P75'B203'F84' FK *Shade dk* 40' 47'*f* 184' 897*t FPT*	56·2	31·3	Gdynia Polish 7*BHCem* 57*tAPT*29*t*	Q.8Cy23¼",33",47"&68"-48" 215lb (*s*) 1020NHP 6SB,18*cf*,GS363, FD HS15114 Barclay,Curle&Co.Ld.Gls.	34 ″ 0 s 9 ″ 1½ 25 ″ 1	
31965 218068 KIGL	**Polybius** *Fitted for oil fuel* Sub.Sig. 2*Dks*3*trB*&*Shelter dk*	7041 6748 5359					1919	Skinner& EddyCorp. Seattle	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
31966 140569 GRJZ	**Polycarp** *ss*Liv.No.3–12,30 *ss*Bkn.No.1–35 2*Dks*(*Stl*)	3577 3235 2249	✠100A1 11,37 ~~1,37~~ BS~~12,36~~ ✠LMC8,35 11,37	Ant	*v*	OG 6,35	1918 4mo	Barclay, Curle&Co.Ld Glasgow A&CP	*CellDB*	340·7 P42'B88'F41' FK6*BE* 288'720*t FPT*60*t A*	46·8	25·6	Liverpool British *pt Asp pt Cem* *PT*25*t*	T.3Cy.22½",39"&67"-45" (*r*) 215lb 403NHP 3SB,9*cf*,GS188,HS6759 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 11½ 23 ″ 4½	
31967 PGUR	**Polydorus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5922 — 3636					1924	Scotts'S.B. &E.Co.Ld. Greenock	Nederlandsche Stoom.Maats. "Oceaan"	429·9 P42'B123'F45'	54·8	30·1	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		C
31968 LCUG	**Polykarp** TwinSc (*ex*FannyHöegh–36) *OilEng.* *Mchy.Aft.* *CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	6405 5554 3840					1931	Eriksbergs M.V.Aktieb Gothenburg	Kristiansands TankrederiA/S (EinarRasmussen, *Mgr.*)	408·6 P223*t*H505*t*F76*t*	55·3	32·4	Xiansand Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.21 21/32"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
❊ 31969 23 SWXS	**Polyktor** *ss*Pir.No.3–5,27 *ss*Pir.No.2–36 1*Dk*(*pt Stl pt Irn*)	4077 3805 2484	✠100A1 ~~10,36~~ 10,37 ✠LMC10,36 BS11,37	Pir Ant	*x*	CL ~~3,36~~ 10,37	1914 2mo *Lloyd*	W.Pickers-gill&Sons,Ld. Sunderland '*sA&CP*	G.C.Dracoulis *WB=Cell* *D*	380·0 P31'B221'F37' FK *Ba*131'*uE*&*B*44'*f* 163' 1444*t FPT*135*t*	52·4	22·3	Ithaca Greek 6*BHCem* *APT*231*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *80lb* 357NHP 2SB,8*cf*,GS154,HS5774 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 4¾ 22 ″ 3½	
❊ 31970 90 SYPX	**Polymnia** (*ex*Kintyre,*ex*Wyncote, *ex*Den of Ruthven) *ss*Ven.2ndNo.3–12,32 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ss*Rot.No.1–37 &*deep framing* ~~*Cargo battens not fitted*~~ Now "Sydney," see No. 4015 in Supplement	4937 4636 3116	✠100A1 *Spar dk* 2,37 ~~10,36~~ ✠LMC MS~~2,32~~M BS10,36 10,36 DBS5,37	Gen Rot	*y*	CL 4,36	1907 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	E.M.Michalit-sianos *CellDBa*130'*u*	400·0 27·8 P41'B112'F44' FK *E*&*B*46'*f*172' 1032*t*	52·0	19·3	Argostoli Greek 6*BHCem* *APT*37*t*	T.3Cy.27½",44"&71½"-48" 180lb *180lb* (*s*) 470NHP 2SB,8*cf*,GS147,HS6556 D.Rowan&Co.Glasgow	30 ″ 6 s 5 ″ 11 24 ″ 10	
31971 PGUS	**Polyphemus** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6269 — 3856					1930	Scotts'S.B. &E.Co.Ld. Greenock	Nederlandsche Stoom.Maats. "Oceaan"	430·5 P42'B252'F45'	56·3	26·3	Amstrdam Dutch *WB*	Oil Engines 4S.C.SA 12Cy.24 7/16"–51 3/16" 687NHP Scotts'SB&ECoLdGrk.		C
❊ 31972 148484 GTDP	**Polzella** *ss*Brs.No.1–32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4751 4417 2868	✠100A1 *withfreeboard* 5,37 ~~7,36~~ ~~BS8,35~~ ✠LMC~~8,35~~ 9,37	Shl Syd	*z*	CL ~~5,34~~ 9,37	1929 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	EclipseShipping& TradingCo.Ld. (J. J.Thomas&Co. *Mgrs.*) *CellDB*353'1181*t*	400·1 413·2(O.L.) FK (*C* *FPT*178*tAPT*146*t*	54·2	25·1	Penzance British 6*BHCem* *oll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",43"&71"-48" (*s*) 180lb 440NHP 3SB,9*cf*,GS190,HS7614 Cen.Mar.EWrks.Ld WHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9½	
31973 1119 ESRM	**Pomaron** (*ex*Copeman,*ex*Avontown, *ex*Citrine) *ss*Sld.2ndNo.3–6,19 *ss*Apl.No.1–25 1*Dk*(*Stl*)&*Webframes*	1840 1566 1103	✠ 10,28 ✠NB6,14✠	Cff	*q*		1899 12mo	A.Rodger &Co. Pt.Glasgow	Usaldusühing Jacobson jaKo. (Chas.Strubin& Co.Ld.*Mgrs.*) *CellDBa*	259·9 Q97'B62'F29' FK 76'*f*112'377*tFPT*66	37·4	16·9	Pärnu Estonian 4*BHCem* *tAPT*31*t*	T.3Cy.17¼",31"&51"-36" NDB14 167NHP 1SB,4*pf*,GS77,HS2672 Muir&Houston,Ld.Gls.	19 ″ 5	V †
❊ 31974 165432 GZLD	**Pomella** *OilEng.* D.F. E.S.D. 1*Dk* 2nd *dk clear of* *Mchy.Aft* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & deck in centre tanks*	6766 6056 3311	✠100A1 3,37 ✠LMC3,37 *CarryingPetr*	Bkn *oleum*	*a*† *in*	CL *bulk*	1937 3mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	AngloSaxon-PetroleumCo.Ld. *CellDBuE*68'152*t* *DTf*24'	456·9 457·3(O.L.) P94'B37'F64' FK 320*tFPT*104*tAPT*	57·5	31·9	London British 14*BH* *s*168*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 5 ″ 8½ 26 ″ 6½	
31975 TUCM	**Pomerol** *ss*Hav.No.1–35 *Well deck* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *in No.1hold*	1167 — 439	✠ [illegible] 6,38 ~~[illegible]~~ ✠ ~~[illegible]~~	Hav	*o*	CL 3,37	1930 7mo *Lloyd*	D&WHen-dersn&Co.Ld. Glasgow '*sA&CP*	Worms etCie. *CellD*	237·3 P&B186'F31' FK *B*192' 275*t FPT*16*t*	34·1	14·7	Havre French 5*BHCem* *APT*51*t*	T.3Cy.18",30"&50"-36" (*s*) 200lb *125lb* FD 188NHP 1SB(Spt),3*cf*,GS63,HS2495 D&WHendersn&CoLdGls.	16 ″ 9 ~~[illegible]~~ ~~[illegible]~~	
31976 DAYJ	**Pommern** D.F. Sub.Sig. *CruiserStern* 1*Dk*	2180 1697 1269					1935	Stettiner Oderwrke AG Stettin	R.C.Gribel	295·2 P17'Q101'B118' F26'	42·7	16·8	Stettin German *WB*	T.3Cy.20 1/16",32 11/16"&55⅛" –35 7/16" 182NHP StettinerOderwerkeA.G.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31977 220334 KDAT	**Pomona** *Fitted for oil fuel* D.F. GyC. 1*Dk& Shelter dk* *Longitudinal framing*	7583 — 4819					1920	Bethlehem S.B.Corp.Ld. S.Francisco, Cal.	WeyerhaeuserS.S. Co.	440·0	56·0	35·2	Tacoma, Wash. Utd.States *WB*	T.3Cy.27½",47"&76"–48" 400NHP BethlehemS.B.Corp.Ld.		R
31978 457 IBIK	**—** **TwinSc** (*ex*Edmondo–36,*ex*Primula–32) *OilEng.* *Well deck* *Mchy.Aft* *ss*Gen.No.1–26 D.F. 1*Dk*(*Stl& Web frames*) *Longitudinal framing*	2198 1758 1303	✠ 9,30 ✠	Rot	*s*		1921 7mo	G.&A.Flli. Migliardi Savona	~~AntoninoPollio~~ A.Lauro	290·0 P32'Q125'F35' FK *Cell DBf*170'575*tFPT*130*tAPT*65*t*	41·4	19·1	Naples Italian 4*BHCem*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$"–26⅜" 335NHP 2DB FrancoTosi,Legnano	21″11	CI †
31979 UNJO	**Pomorie** Ⓟ **TwinSc** Wireless 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian *WB*	T6Cy.8$\frac{11}{16}$",13¾"&22$\frac{7}{16}$"–15¾" 42NHP StatesS.B.Yard"Marti"		
❊ 31980 150831 WFCB	**Ponce** Ⓟ *ss*NYk.3rdNo.3–6,37 ~~*ss*N.Yk.2ndNo.3–1,24~~ *Ref.Mchy.* ~~*ss*N.Ns.No.2–33~~ 1*Dk& Spar dk*(*Stl*–ws) *& Web frames*	3506 3051 2192	✠100A1 *Spar dk* 1,38 ~~7,35~~ ✠NB4,19 *Fitted for oil fuel* 4,19 *F.P. above* 150° F. Lloyd'sRMC12,37for temp.18°F.	NYk MS2,37 ✠LMC1,~~33~~ BS~~1,37~~2,38	*u*	CL ~~1,35~~ N1,38	1899 9mo A&CP	Harlan& Hollings- worthCo. Wlmgtn,Del.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa*86'*uE&*	317·0 P49'B116'F33' FK *B*60'*f*124'543*tFPT*	42·0	20·1 27·8	NewYork Utd.States 6*BHCem* 128*tAPT*68*t*	T.3Cy.24",38"&60½"–42" (*r*) 180lb ~~180lb~~ NDB19 303NHP 2SB,6*cf*,GS104,HS5230 FD Harlan&HollingswrthCo. Wilmington,Del.		
31981 141839	**Ponoka** (*ex*Lehigh) **Iron** *Mchy.Aft* 2*Dks*	1506 1217 888					1880/1920 *Rebuilt at* Levis,Quebec, by George Hall Coal Co. of Canada, Ld. Montreal	Detroit DryDockCo Wyandotte	CenturyCoalCo. Ld.	247·9	35·6	15·3	Montreal British *WB*	C.2Cy.26"&54"–36" E*made*97 NB00 146NHP H.G.Trout,Buffalo		
31982 TVPY	**Pontet-Canet** (*ex*Viola) 1*Dk*	1176 — 678					1912	Flensburgr Schiffsb.Ges. Flensburg	Worms&Cie.	226·7 P&B177'F31'	33·2	14·8	Havre French	T.3Cy.15",25⅝"&44$\frac{1}{10}$"–29½" 92NHP FlensburgerSchiffsb.Ges.		V
31983 215048 KFML	**Pontiac** D.F. *Mchy.Aft* 1*Dk*	8200 — 6367					1917	Gt.Lakes Eng.Works. Ecorse.Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo*Mgrs*)	580·0 F54'	60·0	27·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",40"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
31984 ICBL	**Pontinia** (*ex*Planet–34) **Iron** 1*Dk*2*trB*	715 549 416					1881	Rostocker Act.Ges. Rostock	RaffaeleRomano	194·5 186·1 Q60'B48'F26'	26·3 25·7	15·2 15·6 *WB*	Naples Italian *Tpd*98	T.3Cy.12½",21"&34½"–24" NB98 58NHP Hels.Jerns.&Mask.Els.		I
31985 DJPT	**Pontos** *OilEng.* *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	3410 2920 2032					1935	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	366·0 F44'B44'	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–35$\frac{7}{16}$" 975NHP BremerVulkan,Vegesack		G
❊ 31986 147719 GBYT	**Pontypridd** *ss*Bry.No.3–3,37 D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)	4458 4182 2736	✠100A1 *Shelter dk* *with freeboard* 10,37~~3,37~~ ✠LMC3,37	Bry Bkn	*y*	CL 5,36	1924 8mo Lloyd's*A&CP*	Nthmblnd. S.B.Co.Ld. Newcastle	PontypriddSteam- shipCo.Ld. (Morel,Ld.) *CellDB*351'1296*t*	399·6 F36' *on Shelter dk* FK *Collision BH to Sh dk* *FPT*86*tAPT*127*t*	52·9	24·8	London British *Cem* 5 „ „ *U* „	T.3Cy.25½",42"&70"–48" (*s*) 180lb 422NHP 3SB(Spt),9*cf*,GS192, HS7248 Blair&Co.Ld.Stockton	27″5 s2″11½ 24″8¾	
31987 149664 GNKB	**Ponzano** *OilEng.* Wireless D.F. *ss*Ant.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *with freeboard* 9,37 ~~12,36~~ ✠LMC CS12,36 6,35	Ant Lon	*r*	CL 11,36	1928 3mo Lloyd's*A&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*220'329*t*	270·1 B70' FK *FPT*17*tAPT*38*t*	39·1	15·6	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4 „2*nd*„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17″6 s″2 17″6¾	
❊ 31988 145417 MKTN	**Pool Fisher** (*ex*M.J.Craig–35) *ss*Bel.No.3–9,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *ss*Bkn.No.1–37 *Cargo battens not fitted*	605 404 271	✠100A1 ~~6,37~~ ~~3,35~~ 3,38 ✠LMC6,37 ~~MS10,32~~ ~~BS12,36~~	Bel Bkn Brw	*i*	CL ~~2,35~~ ~~6,37~~ 3,38	1921 6mo Lloyd's*A&CP*	TawShip- yards,Ld. Barnstaple	JamesFisher& Sons,Ld. *CellD*	174·5 182·7(O.L.) FK Q100'B11'F26' *Bf*94'144*t FPT*45*t*	28·6 29·6	10·9	Barrow British 3*BHCem* *APT*22*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 57RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13″0 s4″3½ 12″10¾	
❊ 31989 151547 ZMBL	**Poolta** *ss*Wln.No.3–4,33 *ss*Wln.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	1675 1378 933	✠100A1 ~~4,37~~ ~~3,36~~ 3,38 ~~BS3,36~~ ✠LMC~~4,33~~ BS3,38 4,37	Lyt Wln	*p*	OG ~~3,34~~ 4,37	1921 8mo	Burger- hout'sMach. &Scheeps. Rotterdam	UnionS.S.Co.of NewZealand,Ld. *CellDB*201'518*tF*	240·6 251·0(O.L.) P23'B57'F23' *PT*59*t APT*45*t* FK	41·0	17·1	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.16⅞",29½"&47¼"–35½" 180lb (*s*) 177NHP 2SB,4*cf*,GS80,HS3164 Burgerhout'sMach&Schps	19″4 s2″6 17″0	
31990 131557 VJVP	**Poonbar** **TwinSc** Wireless 1*Dk*	909 650 421					1913	Murdoch& Murray,Ld. PortGlasgow	Nelson&Robertson ~~Ld.~~Proprietary, Ld.	200·4 Q96'F31'	34·1	12·2	SydnyNSW ~~British~~ *WB*	T.6Cy.11",18"&30"–22" 90RHP W.V.V.Lidgerwood,Gls.		C
❊ 31991 669 SVEV	**Popi** (*ex*WestMarsh,*ex*Cairnisla) *ss*Pir.3rdNo.3–9,33 1*Dk*(*Irn*)*& deep framing*	*1594* *1437* *981*	✠100A1 10,36 BS~~4,36~~ ✠LMC9,33 7,37	Cff	*q*	CL 10,36	1896 3mo A&CP	Short Bros. Sunderland	M.N.Vernicos *Cell D Ba*80'*u E*	259·0 P20'B62'F26' FK *& B*34'*f*98'393*tFPT*	36·8	18·1	Piræus Greek 4*BHCem* 64*tAPT*51*t*	T.3Cy.19",31"&51"–36" (*s*) 160lb *100lb* NDB12 157NHP 1SB,4*cf*,GS65,HS2357 Black,Hwthrn&Co.Ld.Gts	20″4 s2″8¾ 17″8¾	
31992 127479 MNXF	**Poplar** *ss*Bel.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	343 246 122	✠100A1 8,35 BS~~8,36~~ ✠LMC8,35 9,37	Bel	*f*	CL ~~10,34~~ 10,37	1927 7mo Lloyd's*A&CP*	J Fullerton &Co. Paisley	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·7 Q81'B7'F24' BK6" *FPT*54*t*	23·6	10·3	Newry British 3*BHCem* *APT*45*t*	T.3Cy.12",20"&32"–24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11″4 s4″0¾ 11″7	
31993 150833	**Poplarbay** **TwinSc3Mst** (*ex*Biessard,*ex*Peintre) 1*Dk* *Now* "Translake," *see No.* 40366 *in Supplement*	1263 840 664					1921	SocAnciens Etab.Henri Satre,Arles	Tankeroil,Ld.	219·4 P66'F30'	34·3	12·7	Montreal British *WB*	T.6Cy.12½",19"&31"–17" 99RHP LaChaliassière,St.Etienne		V
31994 5285 SJTA	**Porjus** (*ex*Hampshire) *ss*Got.2ndNo.3–5,31 D.F. *ss*Got.No.1–36 1*Dk*(*pt Irn& pt Stl*)*& deep framing* *Cargo battens not fitted*	*2965* *2580* *1755*	✠100A1 ~~11,37 1,37~~ 1,38 MS1,36 ✠LMC DBS~~10,36~~ MBS~~1,37~~ 10,37 1,38	Hpl Mdb	*t*	CL 1,37	1906 11mo Lloyd's*A&CP WB*=	S.P.Austin &Son,Ld. Sunderland	Trafikaktieb. Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) *Cell DBa*104'*uE&*	313·8 P23'B86'F31' FK *B*38'*f*130'832*tFPT*	46·5	20·6	Stockholm Swedish 5*BHCem* 102*tAPT*81*t*	T.3Cy.23",38"&62"–42" (*s*) 160lb *90lb* 266NHP 2SB(Spt),6*pf*,GS117, HS4237 G.Clark,Ld.Sunderland	23″0 s3″6 19″9	
31995	**—** *OilEng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	600					1937	Lübecker Flender- WerkeA.G. LübeckSiems	Afrikanische Frucht-Cie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	199·3 P59'F25'	31·2	11·7	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.15$\frac{3}{16}$"–22$\frac{13}{16}$" 179NHP DeutscheWerkeKielA.G.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et ce n'est dans le L.R. Durée Cert. Réf. Trade
31996 LCZA	**Porsanger** D.F. 1*Dk*	4267 3923 2613			...		1918	Canadian Vickers,Ld. Montreal	Westfal-Larsen& Co.A/S	380·7 P44'B102'F42' FK	49·2	26·8	Bergen Norwegian *WB*	T.3Cy.25",41"&67"–45" 333NHP CanadianVickers,Ld.Mtl.	30 ″ 0	N †
❋ 31997 143949 GCNR	**Port Adelaide** TwinSc ssHul.No.3–9,31 ssLon.No.1–35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	8422 7799 5350	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~4,37~~ BS4,37 ✠LMC10,35	Lon Liv	*e*†	CL N10,35	1919 12mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*	481·2 499·0(O.L.) F55'*on Shelter dk* FK *Collision* 413'1342*t APT*91*t*	62·3	33·0	London British *Cem* *BHto Sh dk* 7*BHto U* ,,	6 Steam Turbines DR geared to 2 Sc.Shafts 200lb (*s*) 967NHP 4SB(Spt),*16cf*,GS316, FD HS13060 Hwthrn.Leslie&C.Ld.Nwc	35 ″ 8 s 5 ″ 9¼ 30 ″ 2¼	
31998 160615 GSTN	**Port Alma** TwinSc *OilEng.* D.F. ssLon.No.2–37 ~~ssLon.No.1–32~~ GyC. 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* *Cruiser Stern* (*Stl–ws*)	8400 7276 5210	✠100A1 *withfreeboard* ~~6,36~~12,37 12,37 ✠LMC CS~~1,34~~ DBS~~6,36~~ 9,35 ~~1,35~~ 8,37	Liv Lon	*e*†	CL 9,35	1928 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. (*Duct keel fwd of* *CellDB*	477·3 495·0(O.L.) F52' FK *mchy.space* 157' (C 403'1569*t APT*104*t*	63·2	31·0	London British 8*BHptCem* *oll to Sh dk* 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–91¼" 1374NHP 3DB*100lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 5 ″ 4 29 ″ 7¼	
31999 LEQD	**Port Antonio** Wireless 2*Dks*	1266 1101 717					1913	Sörlandets Skibsbyg Fevig	A/SGulftrade (L.Harboe-Jensen&Co.*Mgrs.*)	235·0	33·7	20·0	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
❋ 32000 146606 GFSR	**Port Auckland** TwinSc ssLiv.No.3–6,34 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F *Shelter dk*(*Stl*)	8789 7697 5515	✠100A1 *Shelter dk* *withfreeboard* ~~7,3712,36~~12,37 BS~~1,37~~ ✠LMC6,34 12,37	Liv Lon	*e*†	CL ~~S6,34~~ ~~PN1,35~~ SN7,37 P7,37	1922 8mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*404'	480·8 499·0(O.L.) F *onShelter dk*56' FK *Collisio* 1446*t APT*80*t*	62·4	32·9	London British *Cem* *nBH to S dk* 7 ,, ,, *U* ,,	T.6Cy.22½",38"&63½"–48"&2 LP Turbines withDR gearing&hydraulic coupling(*s*) 200lb FD 1070NHP 4SB,*16cf*,GS316,HS12900 Wrkman,Clark&Co.LdBel.	35 ″ 7 s 5 ″ 9½ 30 ″ 0½	
❋ 32001 143202 GRSV	**Port Bowen** TwinSc ssLon.No.3–6,31 ssHul.No.1–35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8267 7712 5110	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~~~9,36~~3,38 BS~~9,36~~ ✠LMC7,35 11,37	Cff ~~Lon~~ ~~Hul~~ Liv	*e*†	CL 9,36	1919 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*410'1462*t*	480·7 500·5(O.L.) F *on Shelter dk* 56' FK *Collision* *APT*80*t*	62·4	32·9	London British *Cem* *BH to Sh dk* 7 ,, ,, *U* ,,	6 Steam Turbines DR geared to 2 Sc.Shafts 210lb (*s*) 1001NHP 4SB(Spt),*16cf*,GS322, FD HS12800 Wrkman,Clark&Co.LdBel.	35 ″ 8 s 5 ″ 9½ 30 ″ 2	
❋ 32002 147563 GJZK	**Port Brisbane** TwinSc ssLon.No.3–1,36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl–ws*) *Cruiser Stern*	8739 7681 5474	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~1,37~~ ✠LMC MS1,36 BS~~7,36~~ 6,37	Liv ~~Bry~~ Gls	*e*†	CL PN1,36 SN7,36	1923 12mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*	480·7 499·2(O.L.) F*onShelter dk*56 FK *Collisio* 414'1478*t APT*80*t*	62·4	32·9	London British *Cem* *nBHtoShdk* 7 ,, ,, *U* ,,	T.6Cy.22½",38"&63½"–48"&2 LP Turbines withDR gearing & hydraulic coupling 200lb (*s*) 1067NHP 4SB,*16cf*,GS315,HS12900FD Wrkman,Clark&Co.LdBel.	35 ″ 8 s 5 ″ 9½ 30 ″ 1½	
❋ 32003 146580 GFSQ	**Port Campbell** TwinSc ssLiv.No.3–10,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F.	8751 7697 5500	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~2,37~~ 3,38 BS~~2,37~~ ✠LMC3,34 3,38	Lon ~~Liv~~	*e*†	CL ~~10,34~~ N8,37	1922 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*404'	480·8 F56'*onShelter dk* FK *Collisio* 1446*t APT*80*t*	62·4	32·9	London British *Cem* *nBHtoShdk* 7 ,, ,, *U* ,,	T.6Cy.22½",38"&63½"–48"&2 LP Turbines withDR gearing & hydraulic coupling 200*lb* (*s*) 1040NHP 4SB,*16cf*,GS316,HS12900FD Wrkman,Clark&Co.LdBel.	35 ″ 8 s 5 ″ 9½ 30 ″ 1½	
❋ 32004 143790 GRSW	**Port Caroline** TwinSc ssHul.No.3–6.31 ssNwc.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8263 7712 5108	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~1,37~~ ✠LMC MS1,36 BS~~8,36~~ 7,37	Nwc Lon	*e*†	CL P1,36 S8,36	1919 11mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld. *CellDB*	480·7 500·6(O.L.) F56'*on Shltr dk* FK *Collision* 410'1462*t APT*80*t*	62·4	32·9	London British *Cem* *BH to Sh dk* 7 ,, ,, *U* ,,	6 Steam Turbines DR geared to 2 Sc. Shafts 210lb (*s*) 1001NHP 4SB(Spt),*16cf*,GS322, FD HS12800 Wrkman,Clark&CoLdBel.	35 ″ 8 s 5 ″ 9½ 30 ″ 1½	
❋ 32005 163429 GWQR	**Port Chalmers** TwinSc *OilEng.* 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* GyC. (*Stl–ws*) D.F. *CruiserStern* E.S.D.	8535 7696 5204	✠100A1 *withfreeboard* ~~8,37~~ ~~4,37~~ ✠LMC12,33 9,37	Lon Fal		CL 10,36	1933 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. (*Duct keel fwd* *CellDB*410'1950*t* *Wing ta*	488·8 506·8(O.L.) F45' FK *of mchy.space*149'(*FPT*88*t APT*119*t* *nks in mchy.space* 4	65·3	31·6	London British 8*BHptCem* *Coll to Shdk* 7 ,, 2nd ,,) 86*t Tanks at*	Oil Engines 2S.C.SA 8Cy.25 7/16"–97⅔" 1570NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls. *sides of tunnels* 182*t*	35 ″ 3 s 5 ″ 7 29 ″ 10½	
❋ 32006 140446 GRSP	**Port Darwin** TwinSc ssNwc.No.3–9,29 ssHul.No.1–33 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl–ws*) *Cargo battens not fitted in Shelter 'tween dks*	8063 7501 5077	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~10,36~~ ✠LMC MS8,33 ~~BS6,36~~ BS4,35	Bry Cff	*e*†	CL ~~SN9,34~~ ~~P9,34~~ 6,37	1918 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld	480·4 500·5(O.L.) F *on Shelter dk* 56' FK *CellDB*420'1490*t*	60·3	32·3	London British 8*BHCem* *APT*75*t*	T.6Cy.22½",38"&63½"–45"&2 LP Turbines withDR gearing & hydraulic coupling 200lb (*s*) 986NHP 4SB,*16cf*,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 ″ 1 s 5 ″ 10½ 29 ″ 5½	
❋ 32007 142397 GRSQ	**Port Denison** TwinSc ssLon.No.3–4,30 ssLiv.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *Ref.Mchy.* D.F.	8043 7501 5052	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~1,37~~ 1,38 BS~~9,36~~ ✠LMC10,33 1,38	Bry Lon	*e*†	CL ~~10,35~~ 7,37	1918 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	~~Commonwealth& DominionLine,Ld. (PortLine)~~ PortLine,Ld C	480·4 FK *ellDB*421'1490*t AP*	60·3	32·3	London British 8*BHCem* *T*75*t*	T.6Cy.22½",38"&63½"–45"& 2LP TurbineswithDRgearing & hydraulic coupling 200lb (*s*) 984NHP 4SB,*16cf*,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 ″ 1 s 5 ″ 10½ 29 ″ 6	
❋ 32008 148599 GLCJ	**Port Dunedin** TwinSc *OilEng* ssNwc.No.3–2,38 ~~ssLon.No.2–33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *Ref.Mchy.* D.F. E.S.D. *Cruiser Stern*	7441 6744 4540	✠100A1 *withfreeboard* 2,38 ~~2,37~~ 2,38 ✠LMC CS~~3,34~~ DBS~~8,36~~ 2,38 ~~5,33~~ 7,37	Liv Nwc	*e*†	CL ~~2,37~~ N1,38	1925 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. (*Duct keel fwd.of m* *CellDB*388'1244*t*	466·9 484·4(O.L.) F53' FK *chy.space*151' (*APT*98*t*	59·8	31·3	London British 8*BHptCem* *Coll to Sh dk* 7 ,, 2nd ,,	Oil Engines 2S.C.SA 8Cy.21¼"–85 1/16" 1112NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld.)	35 ″ 2 s 5 ″ 5 29 ″ 11½	
❋ 32009 160590 GSTP	**Port Fairy** TwinSc E.S.D. *OilEng.* ~~E.S.D.~~ ssLon.No.2–37 ~~ssLon.No.1–32~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *Ref.Mchy.* GyC. *CruiserStern*	8337 7276 5170	✠100A1 *withfreeboard* ~~9,37~~ ~~7,36~~1,38 8,37 ✠LMC CS~~5,35~~ DBS~~11,36~~ 1,38 12,35	Liv Lon	*e*†	CL ~~S2,34~~ P12,35 S8,37	1928 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. *Duct keel fwd* *CellDB*	477·3 495·0(O.L.) F52' FK *of mchy.space* 157' 403'1569*t APT*104*t*	63·2	31·0	London British 8*BHptCem* (*CollToShdk* 7 ,, 2nd,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–91¼" 1374NHP 3DB*100lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 5 ″ 4 29 ″ 7¼	
32010																

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
* 32011 149807 GMZW	**Port Fremantle** TwinSc *OilEng.* *Ref.Mchy.* ssNwc.No.2-35 D.F. E.S.D. GyC. 2*Dks*(*Stl*)& *CruiserStern* - *Shelter dk*(*Stl*-ws)	8489 7291 5241	✠100A1 *withfreeboard* ~~4,37~~ ~~7,36~~ ~~9,37~~ 3,38 ✠LMC CS12,36 DBS~~12,36~~3,38 ~~3,34~~5,37	Liv ~~Lon~~	*e*†	CL 7,36	1927 4mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	PortLine,Ld ~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ *Duct keel fwd.of m* *CellDB*405'	477·4 494·7(O.L.) F52' FK *chy.space*154' (1658*tAPT*100*t*	63·4	31·0	London British 8*BHptCem* *Collto Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.$22\frac{3}{16}$"-91¼" 1281NHP DB*125lb* DB*100lb* W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4¾ 29 " 6¾	
* 32012 149874 GNCV	**Port Gisborne** TwinSc *OilEng.* ssGls.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. E.S.D. *Shelter dk*(*Stl*-ws) *CruiserStern*	8390 7284 5217	✠100A1 *withfreeboard* ~~5,37~~ 1,37 ~~10,37~~ 3,38 ✠LMC CS3,36 DBS~~1,37~~3,38 2,35	Lon ~~Ham.~~	*e*†	CL 1,37	1927 8mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	PortLine,Ld. *Duct keel fwd. of* *CellDB*	477·2 496·2(O.L.) F52' FK *mchy space*157' (403'1569*t APT*104*t*	63·3	31·0	London British 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.$22\frac{3}{16}$"-91¼" 1281NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4 29 " 7¼	
* 32013 146697 GJPQ	**Port Hardy** TwinSc ssNwc.No.3-10,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.* D.F.E.S.D. *CruiserStern*	8897 7776 5528	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ 4,38 ~~11,37~~ ~~BS1,35~~ ✠LMC10,34 BS ~~5,37~~4,38	Nwc Liv	*e*†	CL ~~10,34~~ N11,37	1923 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	PortLine,Ld. *CollisionBH&*	481·2 F55'*onShltr dk* FK *afterpeakBHtoSdk* *CellDB*399'1375*t*	62·3	33·0	London British *Cem* 6*BH to U dk* *APT*92*t*	T6Cy.22½",38"&63½"-48"(*s*) &2LPTurbines withDR gear&hydraulic coupling 200lb 1038NHP 4SB,*16cf*,GS316,HS12820FD Hwthrn,Leslie&CoLd.Nwc	35 " 8 s 5 " 9¼ 30 " 2¼	
* 32014 148631 GLBZ	**Port Hobart** TwinSc *OilEng.* ssNwc.No.3-10,37 ~~ssLiv.No.2-32~~ 2*Dks*(*Stl*)&*Shelter* *Ref.Mchy.* *dk*(*Stl*-ws) D.F. *Cruiser Stern*	7448 6779 4493	✠100A1 *withfreeboard* ~~10,37~~ ~~7,36~~ 2,38 10,37 ✠LMC CS~~2,34~~ DBS~~10,35~~ ~~9,36~~10,37 10,37	Gls ~~Nwc~~ Lon	*e*†	CL ~~7,34~~ N9,37	1925 7mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	PortLine,Ld. *DuctKeelfd of* *CellDB*388'1343*t*	466·9 F52' *mchy.space*151' (*APT*98*t*	59·7	31·3	London British 8*BHptCem* *Coll to Sh dk* 7 „ „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.21¼"-$85\frac{1}{16}$" 1112NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld.	35 " 2 s 5 " 5 29 " 11½	
* 32015 146641 GJMB	**Port Hunter** TwinSc ssGls.No.3-12,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8802 7790 5531	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~3,37~~ ✠LMC MS8,34 BS~~3,37~~2,38 *Fitted for oil fuel* 10,30 *F.P.above* 150° F.	Lon Gls	*e*†	CL P3,37 SN3,37	1922 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. *Collisio* *CellD*	481·2 500·0(O.L.) F55'*on Shelter dk* FK *B*401'1189*tAPT*92*t*	62·3	33·0	London British *Cem* *nBHtoShdk* 7 „ „ *U* „	6 Steam Turbines DR geared to 2 Sc. Shafts (*s* 200lb HS13060 967NHP 4SB(Spt),*16cf*,GS316 FD Hwthrn,Leslie&CoLd.Nwc	35 " 8 s 5 " 9¼ 30 " 2¼	
* 32016 149842 GNCT	**Port Huon** TwinSc *OilEng.* E.S.D. ssGls.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl*-ws) *CruiserStern*	8432 7284 5235	✠100A1 *withfreeboard* ~~7,37~~ ~~2,37~~ ~~12,37~~ 5,38 ✠LMC CS11,35 DBS~~10,36~~ 9,37 10,36	Liv Lon	*e*†	CL 11,35	1927 6mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	PortLine,Ld. *Duct keel forward* *mchy.* *CellDB*	477·2 496·5(O.L.) F52' FK *of* (*space*157' 403'1569*tAPT*104*t*	63·3	31·0	London British 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP 2DB*100lb* WllsndSlpwy.Co.Ld.Nwc.	34 " 9 s 5 " 4 29 " 7¼	
* 32017 165383 GZKR	**Port Jackson** TwinSc *OilEng.* *Ref.Mchy.* GyC. 2*Dks*&*Shelter dk* D.F. E.S.D. *CruiserStern*	9687 7669 5826	✠100A1 *withfreeboard* ~~11,37~~4,38 ✠LMC1,37 ✠Lloyd'sRMC1,37	Nwc ~~Liv~~Lon		CL	1937 1mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	PortLine,Ld. *Duct keel fwd. of* *CellDB*421'2196*t* *Wing tanks in*	500·6 521·2(O.L.) P27'B231'F93' FK *mchy. space* (*FPT*71*tAPT*120*t* *mchy. space 'tween*	68·2	29·8	London British 8*BHptCem* *Coll to Sh dk* 7 „2*nd*„) *dks*455*t Tan*	Oil Engines 2S.C.SA 8Cy.$28\frac{9}{16}$"-$88\frac{9}{16}$" 2025NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls. *ks at sides of tunnels*182*t*	33 " 5 s 5 " 1¾ 28 " 5½	
32018 132046 GRSK	**Port Melbourne** TwinSc (*ex*Star of Victoria) ~~ssLon.No.3-4,26~~ ssNwc.2ndNo.3-12,37 ~~ssNwc.No.2-33~~ 2*Dks*(*Stl*) *Ref.Mchy.* &*Shelter dk*(*Stl*-ws) D.F. GyC.	9142 8338 5812	✠100A1 *Shelter dk* *withfreeboard* 5,38 ~~1,37~~ ~~12,37~~ 12,37 ~~BS6,36~~ ✠LMC~~3,34~~	Bry ~~Nwc~~ Hul	*f*†	CL ~~S1,35~~ ~~P11,35~~ 11,37	1914 1 mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	~~Commonwealth&~~ ~~Dominion Line,Ld.~~ ~~(PortLine)~~ PortLine,Ld. *CellDBa*117'	501·3 F57' *on Shelter dk* FK *uE&B*98'*f*199'1645*t*	63·3	33·6	London British 9*BHCem* *APT*70*t*	T.6Cy.24",40½"&68"-48"(*s*) & 2 L.P.Turbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2DB&1SB.*20cf*,GS367 FD Wrkman,Clark&Co.Ld Bel	36 " 6 s 6 " 3¼ 30 " 6½	
* 32019 165587 GBGY	**Port Montreal** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk* E.S.D. *CruiserStern* D.F.	5882 5320 3458	✠100A1 *withfreeboard* 12,37 ~~10,37~~ ~~(*ClassContemplated*)~~ ✠LMC10,37 ✠Lloyd'sRMC~~10,37~~4,38	Sld Syd		CL	1937 10mo	Wm.Dox- ford&Sons Ld Sunderland *Lloyd'sA&CP*	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. (*Co* *CellDB*356'1385*t*	~~440·8~~ 438·9 F43' FK *llBHtoShelter dk*,6*B* *MT*43'1200*tFPT*14	~~59·0~~ 58·9	~~25·8~~ 25·7	London British 7*BHptCem* *Hto2nd dk*) 8*tAPT*187*t*	Oil Engines 2S.C.SA 4Cy.26⅜"-$91\frac{5}{16}$" 861NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	29 " 8 s3 " 6¾ 26 " 4	
* 32020 143058 GRST	**Port Nicholson** TwinSc ssLon No.3-2,31 ssGls.No.1-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8402 7799 5338	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~11,36~~ ✠LMC MS12,34 BS~~6,36~~ 7,37	Hul ~~Nwc~~ Liv	*e*†	CL ~~S6,34~~ ~~P11,36~~ SN7,37 P7,37	1919 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. *Collision*	481·2 F *on Shelter dk*55' FK *BH to Shelter dk* *CellDB*413'1342*t*	62·3	33·0	London British *Cem* 7*BH to U dk* *APT*91*t*	4SteamTurbinesSRgeared to 2Sc. Shafts (*s*) 200lb HS13060 967NHP 4SB(Spt),*16cf*,GS316 FD Hwthrn,Leslie&C.Ld.Nwc	35 " 8 s 5 " 9¼ 30 " 1	
32021 215342 WDDG	**Port Orford** Wood (*ex*HoraceX.Baxter-37) *Mchy.Aft* *Fitted for oil fuel* Wireless	1293 — 700					1917	Kruse& Banks, NorthBend, Or.	Geo.W.Gorman *Mgrs.*)	214·0	42·0	17·0	S.Frncisco Utd.States	T.3Cy.14",23"&40"-30" 88NHP MainSt.I.Wks.S.Fo.		
* 32022 166332 GBGZ	**Port Saint John** *OilEng.* 2*Dks*&*Shelter dk* *Ref.Mchy.*D.F. E.S.D. *CruiserStern*	5668 5108 3306	✠100A1 *withfreeboard* 2,38 ~~1,38~~ ~~(*ClassContemplated*)~~ ✠LMC12,37 ✠Lloyd'sRMC1,38	Sld Hfx		CL 1,38	~~1937~~ 1938 1mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd'sA&CP*	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. (*C* *CellDB*325'13	448·4 465·1(O.L.) F41' FK *ollBHtoShelter dk*,6 27*tMT*45'1235*tFPT*	59·0	25·2	London British 7*BHptCem* *BHto2nd dk*) 75*tAPT*173*t*	Oil Engines 2S.C.SA 4Cy.26⅜"-$91\frac{5}{16}$" 861NHP 2DB-*120lb* Richardsons,Westgarth&. Co.Ld.Hpl. ~~Co.Ld.Mdb~~	29 " 7 s3 " 7 26 " 2¾	
* 32023 FOQG	**Port Saint Louis** (*ex*FossBeck-37, *ex*Freshmoor-36) *OilEng.* Wireless ssShl.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* *Rudder electrically welded*	1090 885 516	✠100A1 ~~3,37~~12,37 DBS~~3,37~~ ✠LMC3,36 8,37 *CarryingPetroleum in bulk*	Rot Msl	*n*	CL 3,36	1928 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	"Soflumar"(Soc. d'Armement Fluvialet Maritime) *CellDBuE*33'32*t*	210·5 219·0(O.L.) P75'F27'*Trunk in* *well* FK *DTf*14'68*tFPT*19*t*	34·3	17·4	Havre French 12*BHptCem* *APT*24*t*	Oil Engines 2S.C.SA 3Cy.15¾"-51¼" 230NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	17 " 9 s1 " 10¼ 16 " 0¾	
32024 70 SUCU	**Port Sudan** (*ex*Alisa-37, *ex*Mosel-35) 1*Dk*	909 759 526					1911	Schiffsw.v. HenryKoch Lübeck	Soc.Misr.deNavi- gationMaritime	213·5 P&B128'F60'	32·9	14·9	Alexndria Egyptian *WB*	T.3Cy.17",27⅛"&42⅞"-32½" 105NHP OttensenerMchFabAltona		G
32025 136660 GRSF	**Port Sydney** TwinSc (*ex*Star of England) ~~ssLon.No.3-9,26~~ ssLiv.2ndNo.3-10,37 ~~ssGls.No.2-34~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws)	9130 8338 5796	✠100A1 *Shelter dk* *withfreeboard* ~~12,36~~12,37 ~~BS6,36~~ ✠LMC~~10,33~~ 10,37	Gls ~~Liv~~ Npt	*f*†	CL ~~S12,36~~ ~~P3,35~~ 10,37	1914 4mo	Workman, Clark& Co.Ld Belfast *Lloyd'sA&CP*	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. *CellDBa*117'*u*	501·3 P57' *on Shelter dk* FK *E&B*98' *f*199'1645*t*	63·3	33·6	London British 9*BHCem* *APT*70*t*	T.6Cy.24",40½"&68"-48"(*s*) &2LPTurbines withDR gear&hydraulic coupling 200lb HS14650 1201NHP 2D&1SB,*20cf*,GS367, FD Wrkman,Clark&CoLd.Bel	36 " 6 s 6 " 3¼ 30 " 6½	

Numéro l'Ordre Numéro Officiel Signaux	Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel Total Sous le Pont Net	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice	Construit. Quand. Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
32026 157794 ZMLZ	**Port Tauranga** TwinSc OilEng. Wireless 1Dk Mchy.Aft CruiserStern Longitudinal framing at deck Cargo battens not fitted	1525 1166 738	✠100A1 withfreeboard ~~2,37 1,37~~ 3,38	Lth ~~Syd~~ Auk ✠LMC1,37	p	OG	1937 1mo Lloyd	Henry Robb,Ld. Leith 'sA&CP	A.F.Watchlin IntermediateBHin CellDBuE12'f152'	242·7|45·1|13·4 P75'F37' FK hold dispensed with 388t FPT 87t APT	Auklnd NZ British 3BHptCem 120t	Oil Engines 2S.C.SA 8Cy.13⅝"-22 7/16" 250NHP DB120lb AtlasDieselA/B,Skm.	15 ″ 6 s 3 ″ 0½ 12 ″ 7	
32027 164519 GYMN	**Port Townsville** TwinSc OilEng. D.F. 2Dks&Shelter dk GyC. (3rd dk omitted in No.1 hold) Ref.Mchy. 4th dk in forward holds CruiserStern	8661 7759 5228	✠100A1 withfreeboard ~~3,37~~ ~~4,37~~ 2,38	Lon ~~Liv~~ Gls ✠LMC8,35		CL	1935 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	PortLine,Ld. Duct keel fwd. CellDB421'2256t Wing tanks in	496·4|65·2|31·0 516·5 (O.L.) F45' FK of mchy.space (FPT72t APT135t mchy. space 'tween	London British 8BHptCem Coll to Sh dk 7 „ 2nd „) dks566t Tanks at sides of tunnels186t	Oil Engines 2S.C.SA 16Cy.28⅜"-49 7/16" 2237NHP ~~1???~~ 2DB~~160lb~~ 100lb WallsendSlpwy&E.Co.Ld.	35 ″ 3 s 5 ″ 7½ 29 ″ 9½	
32028 160675 ZMJN	**Port Waikato** OilEng. ssAuk.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	668 448 342	✠100A1 12,36 DBS~~12,36~~ 1,38	Ddn ✠LMC12,36	j	CL ~~11,35~~ 1,38	1929 11mo Lloyd	H.Robb, Ld. Leith 'sA&CP	A.F,Watchlin CellDB114'195t	180·2|29·0|10·8 30·6 FK Q105'B11'F24' FPT80tAPT28t	Auklnd NZ British 3BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.16"-20" 180NHP DB made28refitted29 120lb FairbanksMorse&Co.Cgo.	13 ″ 3 s 4 ″ 2½ 13 ″ 2	
32029 147589 GJZL	**Port Wellington** TwinSc ssNwc.No.3-10,36 2Dks(Stl)&Shelter dk D.F. GyC. Ref.Mchy. (Stl-ws) CruiserStern	8301 7263 5181	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~3,37~~ 2,38 BS~~10,36~~ 2,38	Liv ~~Gls~~ Hul ✠LMC10,35	d†	CL P3,36 s2,38	1924 2mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	~~Commonwealth&~~ ~~DominionLine,Ld.~~ ~~(PortLine)~~ PortLine,Ld. CellDB402'	470·1|60·4|32·3 489·0(O.L.) F55'on Shelter dk FK Collision 1331tAPT84t	London British Cem BH to Sh dk 7 „ „ U „	T.6Cy.22½",38"&63½"-48" &2L.P. Turbines withD.R gearing & hydraulic coupling 200lb (s) 1067NHP 4SB,16cf,GS315HS12900 FD Wrkman,Clark&Co.Ld.Bel	35 ″ 0 s 5 ″ 8 29 ″ 7½	
32030 139627 ZMFY	**Port Whangarei** TwinSc OilEng. (exMarion ssHam.2ndNo.3-3,26 Sleigh-32, ssAuk.No.2-34 exMars,exMarieKothe, 1Dk(Stl) exNewston,exFavoritaDoñaCatalina)	508 351 286	100A1 1,38 ~~9,35~~ DBS~~11,35~~ 1,38	Auk LMC11,35		OG 10,35	1906 Lloyd	G.Seebeck Akt.Ges. Bremerhaven 'sA&CP	A.F.Watchlin	145·3|29·7|11·3 31·2 BK7' P15'B37'F19' CellDBf42'	Auklnd NZ British 4BHCem 75tAPT40t	Oil Engines 2S.C.SA 10Cy.10½"-12½" 194NHP NDB20refitted32 NE32 100lb Fairbanks,Morse&Co. Beloit,Wis.	11 ″ 10 s ″ 10½ 11 ″ 9½	
32031 163561 GYCW	**Port Wyndham** TwinSc OilEng. Ref.Mchy 2Dks&Shelter dk D.F. E.S.D. GyC. 4th dk in No.3 hold CruiserStern	8580 7731 5233	✠100A1 withfreeboard ~~5,37~~ ~~2,37~~ ~~11,37~~ ~~9,37~~ 4,38	~~Gls~~ Lon ~~Liv~~ ~~Syd~~ ✠LMC1,35		CL 4,38	1935 1mo Lloyd	J.Brown& Co.Ld. Clydebank 'sA&CP	PortLine,Ld. Duct keel forward CellDB416'2042t Wing tanks	494·5|65·2|30·6 F45' FK of mchy.space149' (FPT76tAPT130t in mchy. space 481t	London British 8BHptCem Coll to Sh dk 7 „2nd„) Tanks at sides of tunnels150t	Oil Engines 2S.C.SA 8Cy.27 9/16"-88 9/16" 1882NHP 2DB100lb J.Brown&Co.Ld.Clydebnk	35 ″ 3 s 5 ″ 6¾ 29 ″ 10½	
32032 FOQK	**Port-de-Bouc** TwinSc (exAnneliese Fitted for oil fuel Essberger-35,exAmrum-35) 1Dk Mchy.Aft Carrying Petroleum in bulk	1743 1445 891					1916	Howaldtswerke Kiel	"Soflumar"(Soc. d'ArmementFluvialetMaritime)	255·2|38·5|18·3 Q98'F39'	Rouen French	T6Cy.14⅝",23¼"&38½"-19 7/16" 130NHP Howaldtswerke,Kiel		VG
32033 DOHH	**Porta** Ⓟ D.F. Sub.Sig. 2Dks	4162 3786 2545					1921	Vulcan Werke A.G. Stettin	Norddeutscher Lloyd	360·7|51·0|26·0 P44'B98'F41'	Bremen German WB	T.3Cy.22⅝",36⅝"&61⅝"-47¼" 260NHP VulcanWerkeA.G.Stettin		G
32034 163211 GWSZ	**Portavogie** Wireless Mchy.Aft CruiserStern 1Dk	869 597 460					1934	J.Lewis& Sons,Ld. Aberdeen	LadyMaryKelly (W.Clint,Mgr.)	197·7|30·7|12·1 Q112'B11'F30'	Belfast British WB	T.3Cy.14½",25"&41"-30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
32035 123347 MGZR	**Portelet** (exLochee-36) ssDun.No.3-2,31 ssDun.No.1-34 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1064 770 548	✠100A1 ~~2,37~~ ~~6,36~~ 11,37 BS~~10,35~~ BS~~2,37~~3,38	Shl Sws ✠LMC10,34	m	CL 2,37	1918 2mo Lloyd	C.Hill& Sons Bristol 'sA&CP	O. Dorey&Sons,Ld. Cell	212·2|33·9|13·3 219·9(O.L.) Q116'B15'F34' FK DBf112' 222tFPT	Guernsey British 3BHCem 47tAPT13t	T.3Cy.18",29"&49"-33" (s) 180lb 176NHP 2SB,6cf,GS82,HS3060 Richardsons,Westgarth& Co.Ld.Sld	15 ″ 6 s 4 ″ 8¾ 14 ″ 11½	
32036 145750 MLWN	**Porthcarrack** ssApl.No.3-2,37 Mchy.Aft 1Dk(Stl) Well deck	406 290 194	✠100A1 1,38 ~~2,37~~ ~~10,37~~ BS1,38	Apl Shl ✠LMC1,37	f	CL ~~N1,37~~ ~~10,37~~ 1,38	1924 3mo Lloyd	King's LynnSlipway Co.Ld. King'sLynn 'sA&CP	~~DeansgateS.S.Co.~~ ~~Ld.(R.P.Care,~~ ~~Mgr.)~~ C.W.Dalling	141·2|24·2|11·5 Q85'B9'F22' FK FPT	Cardiff British 3BHCem 50tAPT26t	T.3Cy.12",21½"&34"-24" (s) 180lb 74RHP 1SB,2pf,GS35,HS1340 Gt.CentrlCo-op.Eng.&Ship RepairingCo.Ld.Gms.	12 ″ 1 s 3 ″ 0 11 ″ 8½	
32037 118061 MGMS	**Porthleven** (exSt.AbbsHead, exTaunton) ssSld.2ndNo.3-4,29 Well deck ~~ssDun.No.1-34~~ Mchy.Aft ssLan.No.2-37 1Dk(Stl) Cargo battens not fitted in hold above lower side stringer	342 232 143	✠100A1 ~~10,37~~ ~~1,37~~ 2,38 ~~MS5,34~~	Bkn ~~Lon~~ ✠LMC 10,37 ~~BS6,36~~	e	CL N12,36	1903 11mo Lloyd	GarstonG. Dk&SBCoLd Garston 'sA&CP	~~W.J.Ireland~~ RibbleShippingCo. Ld.(W.J.Ireland, Mgr.)	136·3|23·9| 9·9 Q78'B9'F20' FK FPT	Montrose British 3BHCem 17tAPT4t	C.2Cy.~~16½"~~ 17"&37"-24" (s) 130lb 55RHP 1SB,2pf,GS42,HS1461 McKie&Baxter,Glasgow	10 ″ 9 s 4 ″ 2 10 ″ 9	
32038 145721 MLJV	**Porthmeor** ssFal.No.3-12,34 Well deck Mchy.Aft 1Dk(Stl)	449 296 188	✠100A1 5,37 ~~11,35~~ MS11,34	Bry Liv ✠LMC BS~~9,36~~ 11,37	g	CL ~~11,34~~ 5,37	1923 2mo Lloyd	TawShipyard.Ld. Barnstaple 'sA&CP	RichardEngland S.S.Co.Ld.(R.P. Care&Co.Ld. Mgrs.)	142·2|25·6|11·4 26.5 FK Q84'B9'F17' FPT49t	Cardiff British 3BHCem APT17t	T.3Cy.12",20"&32"-24" (s) 180lb 52RHP 1SB,3cf,GS47,HS1372 AitchisonBlairLdClydbnk	12 ″ 6 s 4 ″ 3½ 12 ″ 4½	
32039 FOBI	**Porthos** Ⓟ TwinSc Ref.Mchy. D.F. GyC. 4Dks	12692 10722 7530					1914	Ch.&Atel. delaGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	510·8|61·6|42·1	Marseilles French WB	T.6Cy.28½",46⅔"&78 7/16"-53½" 904NHP Schneider&Co.LeCreusot		V
32040 118120 VOLN	**Portia** Ⓟ ssNFL.2ndNo.3-4,29 ssNFL.No.1-33 1Dk&Webframes& Wireless Awng dk(Stl-ws)	978 914 599	✠100A1 Awng dk withfreeboard 8,36 ~~BS8,36~~	NFL 5,37 ✠LMC~~6,35~~	m	CL 7,36	1904 8mo Lloyd	Murdoch & Murray Pt.Glasgow 'sA&CP	Government of Newfoundland (Newfoundland Railway-Steamship Dept.)	204·8|31·2|13·0 218·1(O.L.) 20·5 F23' BK7½' CellDBa39'uE17'f77'	SJhnsNFL British 4BHCem 141tFPT31t	T.3Cy.18½",30"&50"-33" (r) 175lb 80lb 197NHP 1SB,3cf,GS59,HS2924 FD D.Rowan&Co.Glasgow APT23t	22 ″ 8 s 7 ″ 4½ 16 ″ 3	
32041 DHTL	— 1Dk	968 843 566					1911	Schiffsw.v. HenryKoch Lübeck	A.Kirsten	225·6|33·1|14·9 P&B177'F28'	Hamburg German WB	T3Cy18 1/16",29 1/16"&46¼"-32½" 122NHP OttensenerMaschf.Altona		G
32042 147311 MNFS	— 3Mst ssBkn.No.3-5,37 ~~ssLiv.No.2-33~~ Mchy.Aft Well deck 1Dk(Stl)	801 565 318	✠100A1 ~~5,37~~ ~~12,36~~ 5,38 BS~~12,36~~ 5,38	Bkn ✠LMC~~4,33~~ MS5,37	k	CL 12,36	1925 4mo Lloyd	J.Duthie TorryS.B.Co. Aberdeen 'sA&CP	SouthWales& LiverpoolS.S.Co. Ld.(R.Gilchrist& Co.Mgrs.)	190·5|32·1|11·7 200·0(O.L.) Q127'BonQ13'F27' FK CellDBf94'154tFPT69t	Liverpool British 3BHCem ~~APT~~ APT15t	T.3Cy.18",30"&50"-33" (s) 190lb 186NHP 2SB,4cf,GS84,HS3210 A.Hall&Co.Ld.Aberdeen	14 ″ 1 s 3 ″ 11½ 13 ″ 10½	

1	2 3	4		6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32043 DIEP	**Portland** Ⓟ *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. E.S.D. 2*Dks*	7132 5799 4189					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·3	61·2	26·5	Hamburg German *WB*	Oil Engines 2S.C.SA 7Cy.$27\frac{9}{16}$"–47¼" 920NHP BremerVulkan,Vegesack		G
32044 217502 KEML	— (*ex*Jacox–37) *Fitted for oil fuel* 1*Dk*	2648 1963 1621					1919	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.22",37"&60"–42" 313NHP EllicottMachineCorpn, Baltimore,Md.		R
32045	**Portman** TwinSc *OilEng.* *Mchy.Aft* 2*Dks*	*335* *275* —					1926	JI.Thornycroft&Co.Ld. Southampton	ArgentineEstates of Bovril,Ld.	140·1 F17'	34·1	7·2	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.$11\frac{13}{16}$"–$12\frac{3}{16}$" 98NHP Kromhout,Amsterdam		
32046 219283 KOPZ	**Portmar** (*ex*Centaurus) *ss*Bal.No.3–3,32 D.F. *ss*Bal.No.1–36 2*Dks*(*Stl*)	5551 5138 3418	✠100A1 10,37 ~~4,37~~ BS4,38 ✠LMC ~~BS3,37 5,37~~ MS6,36 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	*z*	CL N5,35	1919 12mo	Northwest SteelCo. Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold & intermediate 'tween dk BH's in fore hold & aft hold dispensed with* *CellDB*355'1139t *MT*29'745t *FPT*132t *APT*143t	409·8 P44'B115'F47' FK	54·2	27·7	NewYork Utd.States *ptCem* 5*BH to U dk* 1 „ „ 2nd „	T.3Cy.24½",41½"&72"–48" 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8780 FD Hooven,Owens&Rentschler Co.Hamilton,O.	30 ″ 2 s 6 ″ 5 24 ″ 0	
32047 DNAU	**Porto** (*ex*Neckar,*ex*Magdalena Fischer,*ex*GeorgZelck) 1*Dk*	2185 1480 1296					1921	Ostseewrft Sch.&Masch. A.G. Stettin	Oldenburg-Portug. Dampfsch.Rhed.	263·5 P26'Q75'F&B169'	41·0	16·9	Oldenburg German *WB*	T.3Cy.$21\frac{5}{16}$",33⅞"&55⅛"–40" 192NHP A.BorsigG.m.b.H.Berlin		G
32048 DJSA	**Porto Alegre** *OilEng.* 1*Dk* E.S.D. D.F. *CruiserStern*	6105 5173 3629					1936	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	440·9 P28'B&F400' UpperF33'	61·3	23·4	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–47¼" 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
✻ 32049 PUMG	— (*ex*Gilda–33) *ss*Ant.No.3–9,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk withfreeboard* 10,36 ✠LMC MS5,33 BS~~1,36~~ 6,37	Rio	*x*	CL 1,36	1921 5mo	Cantiere NavTriestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense *CellD*	362·0 FK *Coll* B319'957t*APT*110t	49·9	25·5	R.Janeiro Brazilian *Cem* *BH to S dk* 5 „ „ *U* „	T.3Cy.24¾",41"&68"–45" (*s*) 180lb 383NHP NDB13*refitted*26 2SB,6*cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov	35 ″ 2 s 8 ″ 0 27 ″ 7	
32050 1744 ISEM	**Porto di Roma** TwinSc (*ex*Tiber–33,*ex*François,*ex*Helvetia) *Mchy.Aft* 1*Dk*	470 417 219					1905	Howaldtswerke Kiel	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	195·8	30·5	8·9	Genoa Italian	T.6Cy.9¼",14¾"&24⅜"–13¾" NB26 44NHP Howaldtswerke,Kiel		I
32051 1468 ISEV	**Porto San Paolo** (*ex*LillyB, *ex*Victoria,*ex*Marguerite,*ex*Parana, *ex*Vulcano) *Mchy.Aft*	374 292 199					1886	W.Denny &Bros. Dumbarton	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	142·3 Q54'F21'	28·0	8·7	Genoa Italian	C.2Cy.13½"&24"–24" NB06 24NHP Denny&Co.Dumbarton		I
32052 PUYE	**Porto-Seguro** Ⓟ TwinSc Wireless 1*Dk*&*Promenade dk*(*Teak*)	*395* *252* *205*	✠ 9,13 ✠	PGl			1910 9mo	Murdoch& Murray PortGlasgow	Cia deNav. Bahiana	150·3 F38' ~~1,36~~ FK *WB*	27·5	8·0	Bahia Brazilian 4*BHCem* =*FPT*11t	T.6Cy.10",16½"&27½"–21" 95NHP 1SB,3*cf*,GS54,HS1747 Muir&Houston,Ld.Gls.	8 ″ 6	
✻ 32053 1660 ICPM	**Portofino** (*ex*BritishRose, 3Mst *ex*Roseleaf) *ss*Bom.No.3–4,29 *ss*Hav.No.1–32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed topside tanks* D.F. *Mchy.Aft*	6424 5801 3891	✠100A1 *Shelter dk withfreeboard* 3,37 ~~7,35~~ ✠LMC MS3,37 ~~MS1,32~~ BS~~10,36~~10,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Gen	*z*	CL ~~1,32~~ 3,37	1916 8mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd*'*sA&CP*	“LaRiviera”Soc. Anon.diNav. (A.Lauro,*Mgr.*) *CellDBuE&B*97' *f*52'296t	415·5 400·0 FK P109'B30'F48' *FPT*175t*APT*180t	54·1	32·4	Genoa Italian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,9*cf*,GS168,HS7035 FD N.E.MarineEngCo.LdNwc	35 ″ 0 s 7 ″ 4 27 ″ 11	
32054 FOMS	**Portrieux** (*ex*WarBuckler) D.F. *Well deck* 1*Dk*	2257 1761 1263			...		1918	Harland& Wolff,Ld. Belfast	Soc.Maritime Nationale	285·0 P29'Q68'B65'F32' FK	42·0	19·0	Havre French *WB*	T.3Cy.25",41"&68"–45" 411NHP Harland&Wolff,Ld.Bel.	21 ″ 2	V †
32055 149146 MPVZ	**Portsdown** Ⓟ Pad 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0 *Promenade dk*130'	25·1	8·7	Portsmth British	C.2Cy.27"&51"–54" 159NHP A.&J.Inglis,Ld.Gls.		BT till ~~1,38~~ 11,38
32056 ✻ 164721 MLZZ	**Portslade** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1091 782 620	✠100A1 ~~7,37~~ ~~9,36~~ 9,37 ✠LMC9,36	Sld	*m*	CL N9,37	1936 9mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*18'	210·5 218·5(O.L.) Q120'B11'F19' FK *f*142'358t*FPT*102t	33·2	14·0	London British 3*BHptCem* *APT*32t	T.3Cy.14½",24"&41"–30" (*s*) 200lb *100lb* 124NHP 1SB,3*cf*,GS42,HS1722 FD N.E.MarineEng.CoLd.Sld.	15 ″ 10 s 4 ″ 8¾ 15 ″ 0	
32057 Broken up 151589 CYJM	**Portsmouth** (*ex*Glensannox, *ex*GeorgeE.Hartnell,*ex*Barge) 1*Dk*2*trB*	3193 3003 1875					1896	Chicago S.B.Co. Chicago	~~CanadaSteamshipLines,Ld.~~	357·4	44·0	21·6	MidlndOnt British *WB*	T.3Cy.19",32"&56"–36" E&B*made–fitted*23 188NHP WorthingtonPump&Mach. Corp.Buffalo,N.Y.		
32058 OSMC	**Portugal** (*ex*Barmen, *ex*ConsulCords,*ex*MinnaBoldt) 1*Dk*	*1550* *1269* *886*					1906	Akt.Ges. “Neptun” Rostock	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	256·7 P12'Q79'B108'F29'	37·5	16·0	Antwerp Belgian *WB*	T.3Cy.17⅞",30½"&48"–$33\frac{1}{16}$" 132NHP A.G.“Neptun,”Rostock		V
32059 161517	**Portwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	HuronSteamships, Ld.	253·0	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
✻ 32060 DHTM	**Poseidon** *ss*Ham.No.3–2,34 2*Dks*(*Stl*)3*rd dk*(*Stl*)*inNo.*1*hold* Sub.Sig. *Well deck*	5864 5402 3644	✠100A1 *withfreeboard* 5,37 ~~12,36~~ ~~BS4,36~~ ✠LMC2,34 BS5,37 3,38	Ham	*b*†	CL 7,34 ~~5,37~~ 3,38	1922 10mo	J.C.Tecklenborg A.G. Wesermünde-G. AP	ReedereiF.Laeisz G.m.b.H. *CellD*	450·8 468·2(O.L.) P&B381'F51' FK B361'1236t*FPT*36t	57·2	27·0	Hamburg German 9*BHCem* *APT*30t	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 199lb FD 762NHP 4SB(Spt),12*cf*,GS237, HS11016 J.C.TecklenborgA.G.Wsm	29 ″ 7 s 4 ″ 6¼ 25 ″ 4½	
32061 DACK	— (*ex*Berk,*ex*NieuweMaas) Sub.Sig. D.F. E.S.D. 1*Dk*	3911 3549 2376					1918	N.V. Werf. Conrad Zaandam	KohlenImport u PoseidonSchiffahrtsA.G.	345·8 P29'B93'F39'	54·5	24·4	Königsbrg German *WB*	T.3Cy.$23\frac{7}{16}$",38⅜"&63"–41⅜" 255NHP Gebr.Stork&Co.Hengelo		G

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15
32062 PGUZ	**Poseidon** Ⓟ *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Cruiser Stern*	1928 — 1116					1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Konink1.Nederl. Stoomb.Maats. N.V.	295·8	43·2	17·2	Amstrdam Dutch *Wb*	T.3Cy.22",35"&59"-39" 217NHP Dunlop,Bremner&Co.Ld.		C
32063 320 OHBJ	— Ⓟ *ss*Abo.2ndNo.3-6,31 *ss*Hfs.No.1-35 Wireless 1*Dk*(*Irn*)&*ptAwng dk*	804 — 408	✠100A1 *ptAwning dk* *withfreeboard* 5,37 ~~4,36~~ ~~BS4,36~~	Hfs BS6,37 ✠LMC4,35	*j*	CL 4,36	1899 1mo *Lloyd*	Grangmth Dockyard Co. Gr'ngemouth '*sA&CP*	FinskaÅngf. Aktieb.	181·3 P&B117'F48' BK7" *CellDBuE&B*40'	28·6	12·0 19·3	Helsingfrs Finnish 4*BHCem* 32*tAPT*27*t*	T.3Cy.15",25"&40"-30" (*s*) 160lb 101NHP 2SB,4*pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s 7 ″ 3 14 ″ 7	
32064 PKNR	— *OilEng.* *ss*Sng.No.3-10,26 *ss*Sba.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)	696 484 378	✠100A1 ~~3,37~~11,37 ✠LMC DBS~~1,37~~11,37	Sng Bat CS10,34 4,36	*j*	CL 3,36	1914 9mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Nederlandsch- IndischeTank- StoombootMaats.	185·3 P54'F62' FK *DBf*46'78*tFPT*45*t*	30·5	12·2	Batavia Dutch 4*BHCem* *APT*7*t*	Oil Engines 4S.C.SA 4Cy.15¾"-27$\frac{5}{16}$" 96NHP DB120*lb* NedFb.v.Wrk&Spoor,Ams	13 ″ 3 s 1 ″ 0½ 12 ″ 4½	
32065 DEWB	— TwinSc Wireless D.F. 1*Dk*	453 392 176					1902	Bremer Vulkan Vegesack	DeutscheWissen- schaftlicheKom- missionfür Meeresforschung	150·5 H74*t*	29·8	11·9	Weser- münde-G. German	C.4Cy.14$\frac{3}{16}$"&26"-19⅝" 50NHP BremerVulkan,Vegesack		
32066 1675 ICCI	**Poseidone** (*ex*Cordelia) *Fitted for oil fuel* *ss*Npt.No.3-8,24 *ss*Gen.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6613 5720 4183	✠ … 4,36 ✠	Ven	*a*†		1912 5mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	SocietàItaliana TrasportiPetroli- feri *CellDBuB*26'78*t* *DTf*50'565*t*	432·1 420·3 P103'B25'F43' FK *FPT*61*tAPT*40*t*	54·5	32·4	Genoa Italian *Cem* 7*BH to Udk* 10 „ 2*nd* „	T.3Cy.27",45"&75"-48" 484NHP 3SB,9*cf*,GS214,HS8296 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8	I †
32067 SVRN	**Poseidonia** (*ex*Holtby-36) 1*Dk*	*3681* *3384* *2255*					1909	Ropner& Sons,Ld. Stockton	D.Georgopoulos	346·5 P23'B98'F36'	51·0	23·3	Syra Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
32068 DRAQ	**Possehl** Sub.Sig. 1*Dk*	2369 1933 1348					1921	Howaldts- werke Kiel	LübeckLinieA.G.	307·0 P24'B59'F24'	42·4	19·5	Lübeck German *WB*	T.3Cy.20$\frac{1}{16}$"&32$\frac{5}{16}$"&51$\frac{1}{16}$"- 35$\frac{7}{16}$" 155NHP Howaldtswerke,Kiel		G
32069 485 SWAS	**Possidon**(*ex*Rossano) 1*Dk*	3840 3470 2377					1909	W.Gray& Co.Ld. WHartlepool	G.N.PittasBros.& Co.	346·3 P27'B96'F32'	50·8	23·1	Piræus Greek *WB*	T.3Cy.25",40"&65"-42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
32070 UPLN	**Postishev** (*ex*Zwartewater-35, *ex*Zaandijk) *ss*Rot.No.3-1,34 1*Dk*(*Stl*)	3545 3272 2150	✠ … 8,36 ✠	Rot	*w*		1921 2mo	Rotterdam Droogd Maat. Rotterdam.	U.S.S.R. *CellD*	361·3 P25'B214'F36' FK *B*307'879*tFPT*85*t*	49·8	22·0	Odessa Russian 6*BHCem* *APT*127*t*	T.3Cy.25",41"&68"-45" 342NHP 3SB,9*cf*,GS145,HS5379 RotterdamDroogd.Maats.	24 ″ 6	
32071 IBQX	**Potenza** (*ex*MariaVictoria-37 which also see, *ex*Gydavore, *ss*Bbo.No.3-12,32 *ex*Oceania) 1*Dk*(*Stl*) *Cargo battens not fitted*	*3619* *3337* *2245*	✠ ~~—~~ 1,38 ~~NS1,33~~	Bbo ✠~~LMC~~ ~~BS2,37~~	*w*	CL N11,34	1920 6mo *Lloyd*	Campbel- townS.B.Co. Ld. Campbelt'wn '*sA&CP*	Soc.Anon.Cooper- ativadiNav. "Garibaldi"	348·6 P29'B213'F36' FK *CellDB*300'995*t*	49·9	23·6	Genoa Italian 6*BHCem* *APT*85*t*	T.3Cy.25",40"&65"-45" (*s*) 180lb 327NHP 3SB,9*cf*,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0	
32072 889 IBXB	**Potestas** (*ex*AnsaldoSan TwinSc GiorgioSecondo) *OilEng.* D.F. *Mchy.Aft* 1*Dk*	5237 4557 3063					1919	Ansaldo SanGiorgio Spezia	Soc.Anon.Indus- triaArmamento	385·8 P52'B120'F33'	51·5	27·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24⅜"-35⅜" 862NHP FiatSanGiorgio,Turin		CI
32073 UOJD	**Poti** (*ex*Batoum) Wireless 1*Dk*	1340 1080 752					1891	SirR. Dixon&Co. Middlesbro'	U.S.S.R.	240·1	34·5	15·6	Odessa Russian	T.3Cy.18½",30"&48"-21¾" 107NHP SirR.Dixon&Co.Mdb.		
32074 160672 KJVP	**Potomac** 1*Dk*	763 — 688					1894	Neafie& Levy Philadelphia	WesternShore SteamboatCo.Inc.	176·8	35·8	11·0	Baltimore Utd.States	C.2Cy.20"&36"-26" 55NHP Neafie&Levy,Philadelphia		
32075 DOQS	**Potsdam** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. Gy.C. *CruiserStern*	17528 13260 10116					1935	Blohm& Voss,K.a.A. Hamburg	~~Hanseat.Schiff-~~ ~~ahrts-undBe-~~ ~~triebs-G.m.b.H.~~ ~~(Norddeutscher~~ ~~Lloyd, *Mgrs.*)~~ Norddeutscher Lloyd	604·7 F459'BonF230'	74·2	40·7	Bremen German *WB*	Steam Turbines connected to Electric Motors & Screw Shafts Siemens-Schuckertwerke A.G.Berlin Blohm&VossK.a.A.Ham.		G
32076 220620 KDFC	**Potter** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	6174 — 3883					1920	Doullut& WilliamsS.B. Corp.Inc. N.Orleans,La	UnitedStates Maritime Commission	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 Worthington Pump&Mach Corp.Buffalo,N.Y.		R
32077	**Poty** (*ex*Bore-35,*ex*Alarich,*ex*Erken, *ex*Orion, *ss*Got.2ndNo.3-4,24 *ex*Coningsby) *ss*Got.No.2-33 1*Dk*(*Irn*)2*trB* &*Webframes*	*3366* *2304* *2045*	✠ — 2,37 ✠	Got	*v*		1897 8mo	Ropner& Son Stockton	Cia.Commercio e Navegação *CellDBa*108'*uE*	325·0 P31'B66'F32' FK &*B*38'*f*126'623*tAP*	46·0	23·2	R.Janeiro Brazilian 5*BHCem* *T*64*t*	T.3Cy.23$\frac{13}{16}$",38"&63"-42" 275NHP 2SB,6*rf*,GS105,HS3888 Blair&Co.Ld.Stockton	24 ″ 9	
32078 217910	**Poughkeepsie** *Fitted for oil fuel* 2*Dks*&*Webframes*	5588 5012 3466			…		1919	Newburgh Shpyrds,Inc. Newburgh, N.Y.	UnitedStates Maritime Commission	400·5 P36'B124'F44' FK	54·2	30·0	NewYork Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
32079 233433 WJFO	**Poughkeepsie Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern* *Electrically welded*	1235 — 772					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)PtRich- mond,N.Y.	SoconyVacuumOil Co.Inc.	251·3 P72'	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13⅝"-18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of L.R. Cert.
32080 202339	**Powell Stackhouse** *Mchy.Aft* 1*Dk*	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0	54·2	31·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
32081 2039[illegible] WOKX	**Powhatan** (*ex*E.J.Kulas–36, *ex*GeneralGarretson–35) *Mchy.Aft* GyC. 1*Dk* *Now "Charles A. Paul," see No. 37638 in Supplement*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"–42" 233NH DetroitS.B.Co.Detroit		R
❋ 32082 31 SPAB	**Poznan** *ss*Dnz.No.3–1,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2038 1576 1129	✠100A1 3,38 ~~4,37~~ BS~~12,36~~ 1,38 LMC1,36	Gdy Dnz	r	~~1,36~~ 3,38	1926 12mo	Chant.Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjua jna. *CellDB a&uE66'f107'405t Deep tanks aft34' 205t FPT77t APT22t*	269·1 P22'Q87'B50'F23' FK	39·7	17·5	Gdynia Polish 4*BHCem*	T.3Cy.18⅛",$29\frac{15}{16}$"&$49\frac{3}{16}$"–$37\frac{13}{16}$" (*s*) 185lb 186NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19″10 s1″11½ 18″1	
32083 411 ICFW	**Pozzuoli** (*ex*Salina–33) D.F. 1*Dk*&*Shelter dk*	5345 4988 3349	E&B fitted&Vessel completed after repairs1920		...		1915	Cant.Nav. Triestino Monfalcone	A.Lauro	402·9 FK	54·2	28·9	Naples Italian *WB*	T.3Cy.27",42"&68"–48" 465NHP StabilimentoTecnico,Tri.	32″0	I †
32084 157574 VTFF	**Prabhavati** TwinSc 1*Dk* *CruiserStern*	556 474 205	✠ 7,37 *withfreeboard* ✠~~LMC9,33~~ *For Coasting Service Bombay& Goa Fitted for oil fuel* 9,33 *F.P. above* 150° F.	Bom		OG	1933 9mo	Harland& Wolff,Ld. Glasgow *Lloyd's* A&CP	BombaySteam NavigationCo.Ld. *CellDBuE18'37t FPT14t APT23t*	199·7 *Shade dk* FK	34·1	10·9	Bombay British 8*BHptCem* *ptAsp*	T.6Cy.11½",20"&34"–24" (*s*) 200lb 260NHP 1DB,6*cf*,GS121,HS4563 FD Harland&Wolff,Ld.Bel.	11″6 ~~s2″11½~~ ~~8″10~~	
32085 165555 GBBF	**Pracat** (*ex*PresjednikBecher) *ss*Tri.2ndNo.3–3,28 1*Dk*(*Stl*)&*deep framing* *Now "Lake Lugano," see No. 39048 in Supplement*	2120 1924 1285	✠ 7,33 ✠	Ssk	s		1900 7mo	Craig, Taylor&Co. Stockton	Chas.Strubin&Co. Ld. *CellDBa90'uE20'f114' 493t APT42t*	289·2 P27'B76'F33' FK	43·2	20·1	London British 5*BHCem*	T.3Cy.21",35"&57"–39" 206NHP 2SB,6*cf*,GS92,HS3150 Blair&Co.Ld.Stockton	21″3	V †
❋ 32086 273 HSAD	**Prachatipok** *ss*Bgk.2ndNo.3–2,34 1*Dk*(*Stl*)&*Awng dk*(*Teak*)	968 832 603	✠100A1 *Awng dk* *withfreeboard* ~~6,37~~ ~~11,36~~ 11,37 BS~~11,36~~ 11,37 ✠LMC2,34	Bgk	l	CL 11,36	1909 11mo	Kjöbnhvns Flydk&Skbs. Copenhagen A&CP	SiamS.Nav.Co.Ld. *WB=CellDBa50'uE13'f87' 174tAPT15t*	201·5 FK	30·2	16·6	Bangkok Siamese 4*BHCem*	T.3Cy.14",23"&37"–24" (*s*) 180lb 87NHP 2SB,4*cf*,GS52,HS1540 KjbnhavnsFlydk.&Skbsv.	19″0 s6″9 12″7¾	
32087 1739 ICCQ	**Praga** Ⓟ 1*Dk*&*Spar dk* D.F. &*deep framing*	3741 2791 2225			...		1908	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	356·0 P&B246'F65' FK	44·2	22·9	Genoa Italian *WB*	T.3Cy.26",43¼"&73"–48" 495NHP LloydAustriaco,Trieste	25″10	I †
❋ 32088 161036 GNBJ	**Prague** Ⓟ TwinSc *ss*Har.No.1–34 2*Dks*(*Weather dk ptStl*–Teaks) *3rd dk forward of Machinery space* Sub.Sig. *CruiserStern*	4220 3028 1988	✠100A1 *withfreeboard* 3,37 BS2,38 ~~BS2,37~~ ✠LMC2,34 *For service between Harwich & the Hook of Holland*	Gms	w	OG ~~2,34~~ 3,38	1930 2mo	J.Brown& Co.Ld. Clydebank *Lloyd's* A&CP	London&North EasternRailway *CellDBuE42'55tMT12'120t* *DTs f48'57t DTs a22'42t FPT12tAPT42t*	350·8 366·1(O.L.) *Promenade dk&* F268' FK	50·1	26·0	Harwich British 8*BHptCem* *ptAsp*	4 Steam TurbinesSR geared to 2 Sc. Shafts 215lb (*r*) 1520NHP 5SB,20*cf*,GS430,HS15033 FD J.Brown&Co.Ld.Clydebnk	27″0 s12″2½ 15″3	BT till 3,38
32089 YPBN	**Prahova** *ss*Ant.No.1–38 *ss*Gtz.No.3–8,34 1*Dk*(*Stl*)	3609 3344 2221	✠100A1 3,38 ~~4,37~~ ~~BS4,37~~ ✠LMC~~8,34~~ 3,38	Dnz Ant	w	CL ~~6,35~~ 3,38	1922 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* A&CP	A.Vlasov *CellDB315'843t FPT89t APT89t*	360·6 P27'B223'F41' FK	51·0	22·3	Braila Rumanian 6*BHCem*	T.3Cy.24",39"&65½"–45" (*s*) 180lb 371NHP 3SB,6*cf*,GS126,HS5220 FD Armstrong,Whitworth& Co.Ld.Nwc.	24″9	
32090 UOAF	**Pravda** Sub.Sig. 1*Dk*	2513 1980 1387			...		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8 P20'B72'F32' FK	43·2	20·5	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"–$35\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22″8	
❋ 32091 YTDL	**Predsednik Kopajtić** *ss*Ssk.No.2–37 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in holds*	1798 1521 1048	✠100A1 12,37 ~~3,37~~ ✠LMC MS10,36 BS3,37	Ssk Spt	q	CL 3,37	1928 9mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd's* A&CP	Jadranska Plovidba d.d. *CellDB220'471t FPT44t APT43t*	260·4 P23'B88'F25' FK	40·2	18·2	Split Yugoslav 4*BHptCem*	T.3Cy.17",27"&45"–33" (*s*) 180lb FD 188NHP 2SB(Spt),6*cf*,GS90,HS3000 ClydeS.B.&E.Co.Ld.P.Gl.	20″3 s2″4½ 18″0½	
❋ 32092 765 SVQL	**Prekla** (*ex*Corpath–34, *ex*ErnstHugo *ss*Pir.No.3–5,34 Stinnes11) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks* *Cargo battens not fitted* *Now "Stanleigh,"*	1820 1471 943	100A1 3,37 BS9,36 LMC1,34	Pir	q	CL 3,37	1912	G.Seebeck Akt.Ges. Weser- münde-G.	T.N.Epiphaniades *CellDB224'404t Topside tanks171'358t Midship tank on deck 16'30t FPT162t APT38t*	259·7 P69'F25' FK	38·1	17·9	Piræus Greek 4*BHCem*	T.3Cy.17⅞",28⅜"&44½"–35½" 213lb (*s*) 186NHP 2SB,4*cf*,GS58,HS2776 FD G.SeebeckA.G. Wesermünde-G.	20″4 s2″5½ 18″1	
32093 1174 ICCT	**Premuda** (*ex*Tusculum, *ex*Strathdon) *ss*Liv.No.3–11,19 D.F. *ss*Gen.No.1–24 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4427 4091 2732	✠ 1,29 ✠	Rot	x		1907 7mo	W.Hamil- ton&Co.Ld. Pt.Glasgow	"Corrado"Soc. AnondiNav. *CellDBa 122'uE&B42'f168' 1091t DTf 24'613t APT113t*	376·2 P27'B92'F40' 25·4 FK	52·3	17·4	Genoa Italian 6*BHCem*	T.3Cy.25",$41\frac{3}{16}$"&68"–48" 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28″0	I †
❋ 32094 YTDM	**Preradović** (*ex*Riol) *ss*Spt.2ndNo.3–2,34 2*Dks*(*Stl*) &*Web frames*	5340 5020 3415	100A1 12,36 BS~~4,36~~4,37 LMC2,34	Ven	a†	CL ~~2,34~~ N12,37	1907	Bremer Vulkan Vegesack	Jugoslavenski Lloyd a.d. *Intermediate bulkhead in forw'd hold dispensed with* *CellDB361'1290tFPT90tAPT8t*	420·5 P&B267'F54' FK	54·5	27·9	Split Yugoslav *Cem* 6*BH only*	Q.4Cy.24",34⅝",50"&$72\frac{13}{16}$"–53½" 227lb (*s*) 519NH 3SB,9*cf*,GS162,HS6804 FD BremerVulkan,Vegesack	30″9 s5″4 25″7½	
32095 161514	**Prescodoc** *Mchy.Aft* 1*Dk*	1938 1638 1151					1929	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd	PatersonSteam- ships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
32096 138214 VGPL	**Prescott** (*ex*Glenisla,*ex*Western Star) *Mchy.Aft* 1*Dk*2*tr*B	5461 5254 4268					1903	Detroit S.B.Co. Wyandotte	CanadaSteamship Lines,Ld.	494·0 len24	50·2	24·3 *WB*	Midland, Ont. British	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
32097 221203 KDRL	**President Adams** Ⓟ TwinSc (*ex*CentennialState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10516 — 6345					1921	NewYork S.B Corp. Camden,N J	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.24",40½"&(2)54"–45" 782NHP NewYorkS.B.Corp.		R

1 Numero l'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
32098 220485 KDCM	**President Cleveland** Ⓟ TwinSc (exGoldenState) *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk* D.F. GyC. *3rd dk in holds* *Longitudinal framing*	12568 — 6670			…		1921	NwprtNws S.B.&D.D.Co. NewprtNews	DollarS.S.Lines Inc.Ld.	517·0 B189′ *on Shelter dk*	72·2	27·8 36·8 FK	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 3105NHP NewportNewsS.B.&DDCo	50 ″ 0	R †
32099 231219 KDMX	**President Coolidge** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *5Dks* D.F. E.S.D. GyC.	21936 — 13029					1931	NwprtNws S.B.&D.D.Co NewprtNews	DollarS.S.Lines, Inc.Ld.	615·6 B&F501′	81·3	28·2 52·0	S.Frncisco Utd.States *WB*	2 Steam Turbines connected to Elec. Motor & Sc. Shafts WestinghouseElec.&Mfg. Co.Phl.		R
32100 FNUZ	**Président Dal Piaz** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F.	4929 — 2640					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.Générale Transatlantique	362·5	52·8	26·5	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
❋ 32101 TUHD	**Président de Lavit** (exGlenspray, exCamm) ssBdx.No.3–10,33 *Mchy.Aft* *1Dk(Stl)* *Well deck*	313 211 131	✠100A1 4,37 BS4,37 ✠LMC10,33	Bdx	*d*	CL 6,35	1921 6mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth *'sA&CP*	GrandsMoulins de Bordeaux	129·2 133·3(O.L.) FK Q51′B9′F16′	23·2 *24·2*	9·5 *FPT21t*	Bordeaux French *3BHCem* *APT28t*	C.2Cy.16″&33″–22″ (s) 130lb 61NHP 1SB,*2pf*,GS37,HS1185 Crabtree&Co.Ld.	10 ″ 5 s ″ 9½ 9 ″ 10	
❋ 32102 LIYU	**Président de Vogüé** TwinSc *OilEng.* *Mchy.Aft* *1Dk* D.F. *CruiserStern*	9320 8649 5548	✠100A1 ~~6,37~~ ~~7,36~~ 11,37 ✠LMC5,35 *CarryingPetroleum in bulk*	Gib Boa	*d*†	CL	1935 5mo *Lloyd*	Odense Staalskibsvft vedA.P.Möller Odense *'sA&CP* C	Skibs A/S Snefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) *ellDBuE71′231tD*	480·5 P98′B37′F41′ FK *Tf34′456tFPT175t*	65·0	35·6	Stavanger Norwegian *12BH* *APT176t*	Oil Engines 4S.C.SA 14Cy.23¼″–43 5/16″ 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 3½ 28 ″ 0	
32103 FOLK	**Président Doumer** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* *4Dks* D.F. *CruiserStern*	11898 8400 6692					1933	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B182′	64·0	37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29½″–59 1/16″ 1307NHP Schneider&Cie.LeCreusot		V
32104 200493 WCCN	**President Fillmore** Ⓟ TwinSc (exMongolia) *Fitted for oil fuel* *Ref.Mchy.* *4Dks&Shelter dk* D.F. GyC.	15575 — 9391			…		1904	NewYork S.B.Co. Camden,N.J.	DollarS.S.Lines Inc.Ld.	600·0 B *on Shelter dk* 204′	65·3	23·1 39·1 FK&BK3″	S.Frncisco Utd.States *WB*	Q.8Cy.30″,43″,63″&89″–60″ 1923NHP N.Yk.S.B.Co.Camden,N.J.	43 ″ 4	R †
❋ 32105 172 OPFA	**President Francqui** *OilEng.* ssAms.No.2-35 *Mchy.Aft* *2Dks(Stl)* D.F. *Longitudinal framing at bottom, decks&topsides*	4557 4135 3152	✠100A1 9,37 ~~9,36~~ ✠LMC CS4,37 DBS~~9,36~~ 9,37 ~~4,37~~ 9,37 *CarryingPetroleum in bulk*	Ant	*x*	CL ~~4,35~~ 9,37	1928 3mo *Lloyd*	NewWaterwayS.B.Co. Schiedam *'sA&CP*	Purfina-ArmementS.A. *CellDBu*	369·0 P86′B28′F45′ FK *E44′f20′224t FPT*	53·0	28·0	Ghent Belgian *13BHptCem* *178tAPT93t*	Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 4 ″ 8 23 ″ 6	
32106 221420 KDTC	**President Garfield** Ⓟ TwinSc (exBlueHenState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern*	10495 — 6233					1921	NewYork S.B.Corp. CamdenN.J.	DollarS.S.Lines Inc.Ld.	502·1 P42′B204′F42′	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.24″,40½″&(2)54″–45″ 783NHP NYk.SB.Corp.Camden,NJ		R
32107 221633 KDUT	**President Grant** Ⓟ TwinSc (exPineTreeState) *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* *4Dks* D.F. GyC. *Longitudinal framing*	14119 — 8405					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AmericanMailLine Ld.	517·0 B228′	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32108 221844 KDWK	**President Harding** Ⓟ TwinSc (exPresidentTaft, *Fitted for oil fuel* exLoneStarState) *2DksShelter dk &Shade dk* *Ref.Mchy.* Sub.Sig. *Cruiser Stern* D.F. GyC. *Longitudinal framing*	13869 — 8171					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStatesLines Co.~~(Man.Agents, InternationalMercantileMarineCo.)~~	516·5 B186′	72·2	27·8	NewYork Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32109 220952 KDMQ	**President Harrison** Ⓟ TwinSc (exWolverineState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	10504 — 6242					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42′B204′F42′	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24″(2)40½″&(4) 54″–45″ 782NHP NewYorkS.B.Corp. Camden,N.J.		R
32110 220858 KDLB	**President Hayes** Ⓟ TwinSc (exCreoleState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42′B204′F42′	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24″,(2)40½&(4) 54″–45″ 783NHP NewYorkS.B.Corp. Camden,N.J.		R
❋ 32111 LCTQ	**President Herrenschmidt** TwinSc *OilEng.* ssFal.No.1–36 *Mchy.Aft* *1Dk(Stl)2nd dk(Stl) aft of cargo tanks* D.F. *CruiserStern* *Web frames* *Longitudinal framing*	9103 8380 5401	✠100A1 9,37 ~~3,37~~ ✠LMC CS6,36 DBS6,36 ~~6,36~~ 5,37 *CarryingPetroleum in bulk*	Fal	*d*†	CL 3,37	1932 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP* C	SkibsA/S Dalfonn (SigvalBergesen, *Mgr.*) *ellDBuE68′220tD*	477·1 P100′B38′F44′ FK *Tf36′524tFPT198*	63·0	35·9	Stavanger Norwegian *12BHptCem* *tAPT212t*	Oil Engines 4S.C.SA 14Cy.23⅝″–43 5/16″ 754NHP 2DB*160lb* Kockums M.V.Akt.Malmö	35 ″ 9	
32112 Wrecked 12,37 231008 KDMW	**President Hoover** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *5Dks* D.F. GyC. E.S.D.	21936 — 12986					1930	NwprtNws S.B.&D.D.Co. NewprtNews	DollarS.S.Lines Inc.Ld.	615·6 B&F501′	81·3	28·2 52·0	S.Frncisco Utd.States *WB*	2 Steam Turbines connected to Electric Motor & Sc. Shafts GeneralElectricCo.N.Y.		R
32113 221058 KDPA	**President Jackson** Ⓟ TwinSc exSilverState) *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk* D.F. GyC. *Longitudinal framing*	14124 — 8377			…		1921	NwprtNws S.B.&D.D.Co. NewprtNews	AmericanMail Line,Ld.	517·0 B *on Shelter dk* 189′	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.	50 ″ 0	R †
32114 221042 KDOT	**President Jefferson** Ⓟ TwinSc (exWenatchee) *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk3rd dk in holds&Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	14174 — 8443			…		1920	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222′ *on Shelter dk*	72·2	27·8 FK	Seattle Utd.States *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	41 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32115 200690 WCCM	**President Johnson** Ⓟ TwinSc (*ex*Manchuria) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks& Shelter dk* D.F.	15543 — 9487			...		1904	NewYork S.B.Co. Camden,N.J.	DollarS.S.Lines Inc.Ld.	600·0 B*on Shelter dk*204'	65·3	23·1 39·1 FK&BK3"	S.Frncisco Utd.States *WB*	Q.8Cy.30",43",63"&89"–60" 1923NHP NewYorkS.B.Co.Camden, N.J.	43 〃 4	R †
32116 221646 KDUY	**President Lincoln** Ⓟ TwinSc (*ex*HoosierState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks,Shelter dk&Shade dk* D.F. GyC. *CruiserStern* *Longitudinal framing*	12594 — 6730					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	516·5 B222'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32117 221314 KDSL	**President McKinley** Ⓟ Twin Sc (*ex*KeystoneState) D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Dks&Shelter dk&Shade dk* *CruiserStern* *Longitudinal framing*	14127 — 8400					1921	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp Ld. Quincy,Mass.		R
32118 221727 KDVR	**President Madison** Ⓟ TwinSc (*ex*BayState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Shelter dk&* D.F. GyC. *Shade dk* *CruiserStern* *Longitudinal framing*	14187 — 8341					1921	NewYork S.B.Corp. Camden,N.J.	AmericanMail Line,Ld.	516·5 B222'	72·2	27·8	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32119 220325 KDAR	**President Monroe** Ⓟ TwinSc (*ex*PanhandleState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40½"&(4)54"–45" 784NHP NewYorkSBCoCamdn,NJ		R
32120 220987 KDNV	**President Pierce** Ⓟ TwinSc (*ex*HawkeyeState) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12579 — 6663					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	DollarS.S.Lines Inc.Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32121 221054 KDOZ	**President Polk** Ⓟ TwinSc (*ex*GraniteState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10500 — 6304					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40¾"&(4)54"–45" 781NHP NewYorkS.B.Corp. Camden,N.J.		R
32122 221901 KDWS	**President Roosevelt** Ⓟ TwinSc (*ex*PeninsulaState) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. GyC. *Longitudinal framing*	13869 — 8138					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStates LinesCo.(~~*Man. Agents*, InternationalMercantileMarineCo.~~)	516·5 B222'	72·2	27·8	NewYork Utd.States	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
* 32123 4702 FOTZ	**President Sergent** *ss*Rot.No.3–5,36 *Mchy.Aft* D.F. 2*Dks*(*Stl*)	5344 4702 2927	✠100A1 2,38 ~~3,37~~ BS6,37 ✠LMC5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	StN	*x*	CL ~~5,36~~ 2,38	1923 9mo	Atel.&Ch. deFrance Dunkirk *Lloyd's* A&CP	Soc.Purfina Transports *CellDBuB*69'23	352·9 P126'B27'F35' FK 2*tDTf*400*tFPT*96*t*	52·6	31·7	Dunkirk French 14*BHptCem* 9 „ *to Udk* *APT*66*t*	T.3Cy.26",42¼"&70"–48" (*s*) 200lb 445NHP 3SB,6*cf*,GS130,HS6056 FD Atel.&Ch.deFrance,Dnk.	31 〃 6 s5 〃 0¾ 26 〃 7	
32124 221233 KDRW	**President Taft** Ⓟ TwinSc (*ex*BuckeyeState) *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12562 — 6651					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	DollarS.S.Lines Inc.Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32125 220709 KDHF	**President Van Buren** Ⓟ Twin Sc (*ex*OldNorthState) *Ref.Mchy.* *Fitted for oil fuel* 3*Dks* D.F. GyC. *Cruiser Stern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	Q.8Cy.(2)24",(2)40¾"&(4)54"–45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
32126 227753	**President Warfield** Ⓟ *Fitted for oil fuel* 1*Dk*	1814 — 706					1928	ThePusey &JonesCo Wlmgtn,Del.	BaltimoreStm. PacketCo.	320·0	56·6	16·9	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"–42" 286NHP Pusey&JonesCo.Wlmngtn		R
32127 221374 KDSV	**President Wilson** Ⓟ TwinSc (*ex*EmpireState) *Fitted for oil fuel* D.F. GyC. 2*Dks& Shelter dk* *Ref.Mchy.* *& Shade dk* *CruiserStern* *Longitudinal framing*	12597 — 6735					1921	NewYork S.B.Corp. Camden,N.J.	DollarS.S.Lines Inc.Ld.	516·5 B222'	72·2	27·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
32128 150786 KFNS	**Presque Isle** *Mchy.Aft* D.F. 1*Dk2trB*	4578 — 3486					1898	Cleveland S.B.Co. Lorain,O.	PresqueIsleTransportationCo. (Cleveland-Cliffs IronCo.*Mgrs.*)	407·0	50·0	24·7	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.17",25½",39"&60"–40" 228NHP ClevelandS.B.Co. Cleveland		R
* 32129 161155 MPTJ	**Prestatyn Rose** *ss*Bly.No.1–35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1151 866 670	✠100A1 4,37 BS~~6,36~~ 7,37 ✠LMC8,35	Sld	*n*	CL 3,37	1930 5mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's* A&CP	RichardHughes& Co.(Liverpool)Ld. *Ce*	220·0 226·2(O.L.) Q123'B12'F24' FK *ll DB*144'231*tFPT*	34·1	14·2	Liverpool British 4*BHptCem* 84*tAPT*41*t*	T.3Cy.17",27"&45"–33" (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 〃 3 s4 〃 11 15 〃 5¾	
* 32130 137258 MGDB	**Presto** (*ex*Dunelm) *ss*Nwc.No.3–5,29 *ss*Bly.No.2-38 ~~*ss*Shl.No.1-34~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	964 721 473	✠100A1 1,38 ~~10,36~~ ~~BS1,36~~ ~~2,37~~ ✠LMC~~11,33~~ 1,38	Shl Bly	*l*	CL ~~10,36~~ 1,38	1916 7mo	R.Thompson&Sons,Ld Sunderland *Lloyd's* A&CP	S.&R.Steamships Ld.(Stone&Rolfe Ld.*Mgrs.*) *Ce*	203·0 Q98'B9'F21' FK *ll DB*129'213*tFPT*	33·0	13·0	Newcastle British 3*BHCem* 42*tAPT*35*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb ~~100lb~~ 100lb 150NHP 1SB,3*pf*,GS58,HS2397 N.E.MarineEng.Co.Ld.Sld	15 〃 1 s1 〃 1 14 〃 2¼	
* 32131 140442 GVWR	**Prestol** *ss*Pts.No.3–3,30 D.F. *ss*Pts.No.1–34 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 993	✠100A1 12,37 ~~1,37~~ BS12,37 ~~BS1,37~~ ✠LMC9,34 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Pts	*t*	CL 7,35	1917 12mo	Napier&Miller,Ld. Glasgow *Lloyd's* A&CP	TheAdmiralty *CellDBuE&B*68' 148*tDTf*24'	319·7 334·7(O.L.) P46'B107'F45' FK 93*tFPT*53*tAPT*36*t*	41·6	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	T.3Cy.26",42½"&70"–45" (*s*) 200lb 557NHP 3SB,9*cf*,HS8754 FD J.G.Kincaid&Co.Ld.Grk.	25 〃 6 s3 〃 4 22 〃 4½	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
32132 YTDN	**Prestolonaslednik Petar** Ⓟ TwinSc ssSsk.No.1-35 1*Dk*(*Stl*)2nd dk clear of mchy. space & bunkers *CruiserStern*	1726 1297 793	✠100A1 *withfreeboard* 7,37~~3,37~~ BS~~3,37~~ 3,38 ✠LMC3,35	Fiu Ven	*q*	CL 3,37	1931 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Jadranska PlovidbaD.D *CellDBa&uE53'*	259·4 270·4(O.L.) P&B190'F61' FK *f60'94tDTsf32'70t*	36·2	15·5	Susak Yugoslav *7BHptCem* *APT45t*	Q.8Cy15",21¼",31"&45"-30" 225lb (*s*) 422NHP 3SB,9*cf*,GS172,HS6660 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	15 " 6 s 2 " 1¼ 13 " 8	
32133 DJSG	**Pretoria** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. *CruiserStern* 3*Dks*	16662 12077 9572					1936	Blohm& Voss,K.a.A. Hamburg	DeutscheOst-Afrika-Linie	547·8 B&F426' *Upper*B118'	72·5	31·5	Hamburg German *WB*	6Steam turbinesSR geared 4050NHP Blohm&Voss,K.a.A.Ham.		G
32134 DHTN	**Preussen** Ⓟ 4Mst *Fitted for oil fuel* Sub.Sig. D.F. GyC. 2*Dks*	8230 7488 4978					1922	Flensburgr Schiff-b.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·1 P74'B110'F46'	58·2	32·4	Hamburg German *WB*	T.3Cy.32 3/16",52⅝"&86⅝"-55" 558NHP FlensburgerSchiffsb.Ges.		G
32135 DSPO	— Ⓟ TwinSc (*Ferry*) Sub.Sig. 2*Dks* D.F. GyC.	2954 2423 1090					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichsbahnGes.Reichsbahndirektion Stettin	355·8 F69' *Promenadedk*275'	51·0	20·9	Sassnitz German *WB*	T.6Cy.23",38"&63"-36" 476NHP A.G."Vulcan,"Stettin		G
32136 DATM	— Ⓟ TwinSc *OilEng.* Sub.Sig. D.F. 2*Dks* E.S.D. GyC. *CruiserStern*	2529 1682 1348					1926	Stettiner Oderwerke Stettin	Reichsverkehrsministerimn (StettinerDampfsch. Ges.J.F.Braeunlich G.m.b.H. *Mgs.*)	296·8 B&F255' len34	38·3	19·0	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"-23⅝" 814NHP Vulcan-Werke,A.GStettin		G
32137 DOHF	**Priamus** 1*Dk*	661 518 363					1911	Akt.Ges. "Weser" Bremen	DampfschiffahrtsGes.Neptun	180·0 Q50'B45'F22'	28·2	12·8	Bremen German *WB*	T.3Cy.13",21 1/16"&34 1/16"-23⅝" 58NHP A.G."Weser,"Bremen		G
32138 1351 ISFN	**Priaruggia** 2*Dks*	1196 997 646					1925	N.Odero fu A.&Co. Genoa	~~Odero-Terni-Orlando~~ "Tigullia" Soc.Anon.di Nav,	~~209·3~~ P22'B51'F22' 197·8	33·9	19·5	Genoa Italian *WB*	T3Cy15 5/16"20½"&39 9/16"-25 9/16" 79NHP N.Odero fuA.&Co.Genoa		CI
32139 205324 KDXR	**Price McKinney** *Mchy.Aft* D.F. GyC. 1*Dk*	4671 — 3433					1908	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	432·0	54·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		R
32140 PGVF	**Prima** *OilEng.* ssRot.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	405 287 215	✠100A1 4,38 ~~3,37~~ ~~1,37~~ ✠LMC7,36	Rot	*f*	~~N7,36~~ N4,38	1932 1mo *Lloyd*	N.V.Werf Vooruit Spaarndam 'sA&CP	NVMotorscheepv. Maats.Rotterdam (H.Mulder&A.W. van derHeide, *Mgrs.*) *Cell*	152·9 P34'F20' FK *DB98'145tFPT17t*	25·2	8·5	Rottrdam Dutch *3BHptCem* *APT29t*	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 5/16" 87NHP MotorenWerkeMannheim A.G.Mannheim	10 " 11 s 1 " 1½ 9 " 11½	
32141 LCVL	**Primero** (*ex*SudArgentino, *ex*Primero) TwinSc *OilEng.* 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*)	368·5 P116tH239tF11t	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19 5/16"-35 7/16" 448NHP Akt.Burmeistr&Wain,Cpn		N
32142 LOBZ	**Primero de Mayo** Wireless	905 — 640					1893	Howaldtswerke Kiel	Argentine Government	196·8	29·5	15·1	Bns. Aires Argentine *WB*	T.3Cy.17",27½"&43"-25" NB23 93NHP		
32143 LDNI	**Primo** 1*Dk*	1840 1612 1114					1930	Smith's Dock Co.Ld. Middlesbro'	A/SPavo(Kjell Bruusgaard,*Mgr.*)	265·4 P54tH28t	43·2	18·0	Oslo Norwegian *Wb*	T.3Cy.18½",30"&50"-36" 150NHP Smith'sDockCo.Ld.Mdb		N
32144	**Primorje** Ⓟ (*ex*HaiYen,*ex*Bulga, *ex*Signal) Wireless 1*Dk&Spar dk*	1449 1262 907					1903	Howaldtswerke Kiel	U.S.S.R.	262·9 P24'B73'F34'	36·1	17·8	Vladvostk Russian *WB*	T.3Cy.18½",29½"&47½"-31½" 126NHP Howaldtswerke,Kiel		
32145 128044 MDPZ	**Primrose** 3Mst ssLiv.No.1-14 *Mchy.Aft* 1*Dk*(*Stl*)	611 419 256	✠ 1,16 ✠	Liv	*i*		1910 4mo	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld.	175·0 Q105'F32' BK6" *WB=CellDBf95'*	28·1	10·5	Liverpool British *3BHCem* *137tFPT51t*	T.3Cy.14½",24"&40"-27" 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 " 0	C †
32146 OYIB	Broken up **Primula** Ⓟ 2*Dks&Spar dk* *Ref.Mchy.* Wireless D.F.	1531 878 676					1896	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	271·5	34·1	15·9 21·9	Esbjerg Danish *WB*	T.3Cy.25",40"&64"-42" 266NHP Lobnitz&Co.Renfrew		V
32147 LEQF	— 1*Dk*	1024 803 546					1918	DeHaan& Oerlemans Heusden	SkibsA/S Boss (Wahl&Co.*Mgrs.*)	216·5 P30tQ58tH70tF22t	34·5	13·5	Oslo Norwegian *WB*	T.3Cy.18",29⅝"&48⅝"-29½" 148NHP Verschure&Co.Ams.		VN
32148 OHDF	— Wireless 1*Dk&Shelter dk*	862 796 450					1904	W.LindbergsAktieb. Stockholm	FinskaÅngfAktieb	196·2	28·2	13·0	Helsingfrs Finnish *WB*	T.3Cy.17⅝",30"&48 1/16"-29" 128NHP W.LindbergsAktieb.Skm.		G
* 32149 ~~OOXA~~ ONKB	**Prina** (*ex*Navex-37,*ex*Wellpark) ssAnt.No.3-6,31 ssAnt.No 1-36 1*Dk*(*Stl*) *Cargo battens not fitted except in No.1 hold*	1834 1691 1316	✠100A1 7,37~~8,36~~4,36 ✠LMC BS~~11,35~~ MS8,36 12,36	Ant ~~Rot~~ Brt	*r*	CL ~~N8,36~~ 7,37	1918 4mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth 'sA&CP	"Socdeco"Soc. Anon.(N.V.NederlandschBevrachtingskantoor, *Mgrs*)	280·0 P21'B68'F29' FK *CellDBa70'uE28'*	41·9	18·9	Antwerp Belgian *4BHCem* *f124'523tF*	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,6*cf*,GS112,HS3734 Dunsmuir&Jackson,LdGls *PT55tAPT46t*	20 " 9 s 2 " 10½ 18 " 1	
32150 YTDO	**Princ Andrej** ssRot.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*in way of E&B space*	*5041* *4592* *3019*	✠100A1 *withfreeboard* 7,37~~11,36~~ ✠LMC MS1,34 BS~~11,36~~ 4,38	Rot	*a*†	CL N11,36	1930 10mo *Lloyd*	Lithgows Ld. Pt.Glasgow 'sA&CP	~~DubrovackaParobrodskaPlovidba a.d.~~ Dubrovacka Plovidba A.D. *CellDB353'1297t*	415·5 F30' FK *FPT153tAPT276t*	55·0	25·5	Dubrovnik Yugoslav *7BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, 2nd,,)	T.3Cy.25",43½"&73"-48"(*s*) 210lb 530NHP 3SB,9*cf*,GS181,HS7500 FD Rankin&BlackmoreLdGrk	28 " 0 s 3 " 2¼ 25 " 0½	
32151 YTFJ	**Princ Pavle** (*ex*Valparaiso-35, *ex*Coquimbo-32, *ex*Nevesinje, *ex*Savannah,*ex*Grecian Prince,*ex*WarHind) ssVpo.No.3-6,30 ssVpo.No.1-34 2*Dks*(*Stl*)	*5263* *4843* *3214*	✠100A1 6,37~~7,36~~ BS2,37 ✠LMC6,34	Cff Rot	*y*	CL ~~1,35~~ 6,37	1918 10mo *Lloyd*	ShortBros. Ld. Sunderland 'sA&CP	A.Babarovic *CellDB*	400·0 P49'B113'F40' FK 340'1067t*FPT135t*	52·4	28·5	Milna Yugoslav *7BHptCem* *APT198t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31 " 0 s 5 " 11¼ 25 " 3¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard midship Corresponding draught ft. in	15
* 32152 OSDC	**Prince Baudouin** Ⓟ TwinSc OilEng. 2Dks 3rd dk except in Mchy.space CruiserStern	3050 2351 1904	✠100A1 withfreeboard 3,38 ~~3,37~~ ✠LMC8,34 ForService between Ostend & Dover	Ant		OG ~~4,36~~ 3,38	1934 8mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	BelgianGovernment	357·0 B220'	~~46·1~~ 49·1 46·1	21·4 FK CellDB82'	Ostend Belgian 10BHAsp 305t	Oil Engines 2S.C.SA 24Cy.22$\frac{3}{16}$"–33$\frac{1}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s 12″7½ 12 ″ 5	
* 32153 OOSB	**Prince Charles** Ⓟ TwinSc ssAnt.No.1–35 2Dks(Stl–Weather dk teak s) 3rdDk except in E&B space Rudder electrically welded CruiserStern	2938 2621 1337	✠100A1 withfreeboard 6,37 ~~9,36~~ BS6,37 ~~BS4,36~~ ✠LMC7,34 ForService between Ostend & Dover Fitted for oil fuel 10,30 F.P. above 150° F.	Ant		10,35	1930 10mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	BelgianGovernment	347·0	46·2	22·8 FK CellDB14'35t	Ostend Belgian 10BHptCem ptAsp DTf12'56t	6SteamTurbinesSRgeared to2Sc.Shafts (s) 2779NHP 6WaterTubeBoilers(Spt) 370lb HS21300 FD Soc.An.JCockerill,Seraing	24 ″ 9 s13″0¼ 12 ″ 0½	
32154 124202 VGPF	— Ⓟ (exSt.Margaret, ssGls.No.1–11 exChieftain) Fitted for oil fuel Wireless 1Dk(Stl)&Shelter dk	1344 450 767	✠ 5,12 ✠	Gls	n		1907 8mo	AilsaS.B. Co.Ld. Ayr	PrinceCharles, Ld.(Canadian NationalSteamships)	241·7 CellDBuE34'f80'	33·1	11·1 BK7½"	Prince Rupert, BC British 5BHCem 143tAPT12t	T.3Cy.21½",35"&58"–36" 257NHP 2SB.6cf,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 ″ 0	C †
32155 156892 VGFW	**Prince David** Ⓟ TwinSc Fitted for oil fuel GyC. D.F. E.S.D. 3Dks Ref.Mchy. Cruiser Stern	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceDavid,Ld.	366·4	57·1	27·4	Vancouver British WB	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
32156 133036	**Prince Edward** Ⓟ Pad 1Dk	304 — 163					1911	A&J.Inglis Ld. Glasgow	London,Midland &ScottishRailway	175·0	22·1	6·0	Glasgow British	C.D.2Cy.26"&48"–48" 133NHP A.&J.Inglis,Ld.Gls.		BT till 10,37
32157 134206 VGNR	**Prince Edward Island** Ⓟ (TrainFerry) TrpScSr (2Screws aft & 1 for'd.) 2Dks(Stl)&Web frames Promenade dk(Stl–ws)	2795 2071 1110	✠ 6,15 ✠	Nwc	v		1915 4mo	Armstrong Whitworth &Co.Ld. Newcastle WB=	CanadianGovernment(Dept.ofRailways&Canals) CellDBa42'uE&	285·3 B164'f24'463tFPT	52·2	21·3 FK	Charlottetown P.E.I. British 8BHCem 148tAPT78t	T.6Cy(a)23½",37½"&60"–39" T.3Cy.(f)21",33½"&54"–36" 1014NHP 6SB,18cf,GS383,HS16230 WallsndSlpwyCo.Ld.Nwc	24 ″ 0	
* 32158 129748 VGJP	**Prince George** Ⓟ TwinSc ssVcr.2ndNo.3–3,34 Ref.Mchy. 2Dks&Shelter dk Cruiser Stern	3372 2148 1625	✠ A1 12,37 ~~2,37~~ BS2,37 LMC3,34 Channel&Sound Service Tacoma&Skagway Fitted for oil fuel 3,12 F.P. above 150° F.	Vcr		CL ~~4,35~~ 12,37	1910 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	PrinceGeorge,Ld. WB=CellDBu	306·7 BonShltrdk170' E&B122' f50'277t	42·2	24·0 FK	Prince Rupert, BC British 7BHAsp DTa26 94tD	T.8Cy.(2)23⅝",(2)37"& (s) (4)41"–33"180lb FD 768NHP 2D&2SB18cfGS360HS13330 WllsndSlpwy.Co.Ld.Nwc. Tf38'179tFPT27tAPT26t	26 ″ 0 s10″10 15 ″ 7½	BT till 10,37
32159 156885 VGFZ	**Prince Henry** Ⓟ TwinSc GyC. E.S.D. Fitted for oil fuel Ref.Mchy. CruiserStern 3Dks Now "North Star," see No. 39420 in Supplement	6893 3990 3055					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceHenry,Ld.	366·4	57·1	27·4	Vancouver British WB	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
* 32160 129472 VGPJ	**PrinceJohn** Ⓟ (exAmethyst) 3Mst ssVcr.2ndNo.3–9,34 Well deck 1Dk(ptStl) Mchy.Aft Wireless	905 466 540	✠100A1 ptAwng dk withfreeboard 9,37 ~~11,36~~ ✠LMC9,35 ✠NB12,28 BS~~9,36~~9,37 Fitted for oil fuel 3,14 F.P. above 150° F.	Vcr	j	CL ~~9,34~~ 9,37	1910 3mo	Scott& Sons Bowling A&CP	PrinceJohn,Ld. (Canadian NationalSteamships, Mgrs.)	185·3 Q103'ptAwngdk82'	29·6	10·9 BK7¼" W	Prince Rupert,BC British 3BHCem B=CellDB	T.3Cy.17",28"&45"–33" (s) 160lb 147NHP 2SB,4cf,GS70,HS2660 Muir&Houston,Ld.Gls. f106'170tFPT42tAPT7t	13 ″ 3 s 4 ″ 3 13 ″ 9	
* 32161 ONVB	**Prince Leopold** Ⓟ TwinSc ssOst.No.1–35 2Dks(Stl–U teak s) 3rdDk except in E&B space CruiserStern	2938 2621 1337	100A1 withfreeboard 5,37 ~~6,36~~ LMC MS1,35 BS~~1,36~~11,36 For service between Ostend & Dover Fitted for oil fuel 7,30 F.P. above 150° F.	Ant	P	S12,35 N12,35	1930 7mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	BelgianGovernment	347·0 359·6(O.L.)	46·2	22·8 FK CellDB14'35t	Ostend Belgian 10BHptCem ptAsp DTf12'56t	6SteamTurbinesSRgeared to2Sc.Shafts (s) 2779NHP 6WaterTubeBoilers(Spt) 370lb HS21300 FD Soc.An.JCockerill,Seraing	24 ″ 9 s13″0¼ 12 ″ 0½	
32162 156906 VGJC	**Prince Robert** TwinSc Fitted for oil fuel D.F. GyC. 3Dks Ref.Mchy. E.S.D. CruiserStern	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	PrinceRobert,Ld.	366·4	57·1	27·4	Vancouver British WB	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
* 32163 129743 VGWP	**Prince Rupert** Ⓟ TwinSc ssVcr.2ndNo.3–5,31 ssVcr.No.1–35 Ref.Mchy. 2Dks&Shelter dk CruiserStern	3379 2151 1626	✠ A1 2,38 ~~4,37~~ BS2,38 ~~BS3,37~~ ✠LMC4,34 ForChannel& Sound Service, Tacoma&Skagway Fitted for oil fuel 5,12 F.P. above 150° F.	Vcr		CL 2,37	1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	PrinceRupert,Ld. WB=CellDBuE	306·7 BonShltrdk170' &B122'f50'277tDT	42·2	23·9 FK	Prince Rupert,BC British 7BHAsp a26'94tFP	T.8Cy.23½",37"&(2)41"–33" 180lb (s) 768NHP 2D&2SB,18cf,GS360, HS13330 FD Wllsnd.Slpwy.Co.Ld.Nwc. T27tAPT26t	26 ″ 0 s10″10 15 ″ 7½	
32164 148839 GCZT	**Prince Rupert City** Fitted for oil fuel D.F. 1Dk&Shelter dk	4749 4432 2876					1929	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	400·5 F41'	54·3	25·6	Bideford British WB	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
32165 155164	**Prince William** TwinSc (exAktion,exM10) 1Dk	409 285 180					1915	A.G.Neptun Rostock	PrinceWilliam,Ld.	177·0	24·0	10·0	Halifax NS British WB	T.6Cy.13⅜",21"&33"–18$\frac{1}{10}$" 93RHP A.G."Neptun,"Rostock		C
32166	**Prince of Wales** TwinSc Fitted for oil fuel 1Dk	400 — —					1922	Philip& Son,Ld. Dartmouth	Government of Gambia	150·0	28·5	10·0	Bathurst British	T.6Cy.9",14½"&24"–16" 46NHP Philip&Son,Ld.Dartmouth		
32167 40585 GPDW	**Princesa** TwinSc 3Dks&Shelter dk Ref.Mchy. D.F CruiserStern	8731 7484 5453					1918	A.Stephen &Sons,Ld. Glasgow	Furness-Houlder ArgentineLines, Ld.	430·2 B255'F35'	61·2	36·0	Liverpool British WB	T.6Cy.25",41½"&70"–48" 679NHP J.Brown&Co.Ld.Clydebnk		C
32168 KZBP	— OilEng. Wireless 1Dk(Teak)	409 — 273	✠ 7,35 ✠	HKg	g		1930 4mo	HongK'ng &Whampoa DockCo.Ld. HongHong	InsularNavigation Co.	154·0 F20'	28·0	11·5 FK FPT21t	Cebu,P.I. Utd. States 4BHCem APT24t	Oil Engines 4S.C.SA 6Cy 14$\frac{9}{16}$"–22$\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz	11 ″ 6	
* 32169 YTFK	**Princesa Olga** Ⓟ TwinSc (exEbro–35) ssSou.No.3–5,35 2Dks(Stl)&3rd dk(Stl) Ref.Mchy. except in Boiler space &CrossBunker	8480 5942 5174	✠100A1 4,38 ~~3,37~~ ~~BS3,37~~ ~~BS3,35~~ ✠LMC5,35 ✠Lloyd'sRMC~~11,36~~ BS4,38 4,38 ~~6,37~~ Fitted for oil fuel 8,24 F.P. above 150° F.	Ven	c†	CL ~~S3,35~~ P3,37 S4,38	1915 1mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDBa117'uE&B	450·3 P78'B218'F71' 101'f171'1475tFPT	57·8	30·6 FK	Dubrovnik Yugoslav 10BHCem 40tAPT40t	Q.8Cy.22"31½"45½"&65"–45" 215lb (s) 1055NHP 2DB&2SB,24cf,GS429, HS16790 FD Wrkman,Clark&CoLd.Bel	34 ″ 0 s 8 ″ 8¼ 25 ″ 6¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.BofTrade
32170 126948 VGPN	**Princess Adelaide** Ⓟ 1Dk(Stl)&pt2nddk(Stl) &ptAwngdk(Stl)&Promenade dk(ptStl)	3061 1186 1783	✠ 9,10 ✠	Gls			1910 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. WB=CellDB uE&B98'f	290·5 60'254tDTanks f18'	46·1	15·0 FK	Vict'riaBC British 7BHCem 55tFPT22t	T.4Cy.27",42"&(2)48½"–39" 616NHP 4SB,12cf,GS331,HS10900 FairfieldCo.Ld.Glasgow	17 ″ 0	
32171 130609 VGPQ	**Princess Alice** Ⓟ 1Dk(ptStl)&ptAwngdk (Stl–ws)&Promenadedk	3099 1146 1904	✠ 9,11 ✠	Nwc			1911 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianPacific RailwayCo. WB=CellDB	290·6 uE&B100'f54'246t	46·1	14·3 FK	Vict'riaBC British 8BHCem DTa34'163t	T.4Cy.27",42"&(2)48½"–39" 610NHP 4SB,12cf,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc. DTanks f18'56tAPT79t	17 ″ 0	
32172 126236 VGWS	**Princess Charlotte** Ⓟ TwinSc 2Dks(MptStl&LStl)Shelter dk(Stl)& Promenade dk(Stl–ptws)	3925 2457 2080	✠ 10,08 ✠	Gls	*v*		1908 10mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. WB=CellDBa26	330·0	46·7	23·7 FK	Vict'riaBC British 6BHCem 'uE&B124'f	T.8Cy.(2)24",(2)38"& (4)43"–33" 795NHP 6SB,18cf,GS362,HS13476 FairfieldCo.Ld.Glasgow 74'335tDTf20'82tAPT74t	26 ″ 0	
32173 154739 VGNF	**Princess Elaine** Ⓟ TrpSc *Fitted for oil fuel* 2Dks&Promenade dk CruiserStern	2027 1140 725			...		1928	J.Brown &Co.Ld. Glasgow	CanadianPacific RailwayCo.	291·4 B280'	48·1	13·4 FK	Vict'riaBC British WB	3 Steam Turbines SR geared to 3 Sc. Shafts 934NHP J.Brown&Co.Ld.Gls.	16 ″ 0	
32174 156463 VGFD	**Princess Elizabeth** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2Dks 3rd dk in holds CruiserStern	5251 3163 3023			...		1930	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 B&F307' UpprBdge208'	52·1	25·2 FK	Vict'riaBC British WB	Q.8Cy.16",23",33"&48"–33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
32175 149297 MNWJ	— Ⓟ Pad 1Dk	388 274 151					1927	Day,Summers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld.	195·0 *Prom.dk*122'	24·2	8·0	S'thamptn British	C.2Cy.23"&48"–51" 94RHP Day,Summers&Co.Ld.Sou		BT till 2,33
32176	**Princess Ena** 1Dk&Spar dk&deep framing	*1368* *1287* *827*	✠ 10,07 ✠	Liv	*o*		1907 10mo	Garston G.D.&SB.Co. Ld.Garston	WB=CellDB	195·1 B61' a44'uE&B48'f56'	38·2	14·8 22·6 FK	Utd.States 4BHCem 268tFPT66t	C.2Cy.20"&43"–30" 69NHP 2SB,4cf,GS78,HS2668 Crabtree&Co.Ld.Gt.Yar.	24 ″ 10	
32177 156707 VGKL	**Princess Helene** Ⓟ TwinSc ssSt.J.No.1–33 D.F. 2Dks(Stl–Uws)3rd dk(Stl) inNos.1,2,3&4holds CruiserStern	4055 2657 2022	✠100A1 *withfreeboard* 5,37 ~~5,36~~ BS5,37 ~~BS5,36~~ ✠LMC3,33 *Fitted for oil*	StJ *fuel*8,30	*w*	CL SN3,35 PN5,35 *F.P. a*	1930 8mo *Lloyd* *bove* 1	W.Denny &Bros.Ld. Dumbarton *'sA&CP* 50° F.	CanadianPacific RailwayCo. *'Tween deck* *bulkheads* *Collision bulkhe* *CellDB*126'176	320·1 330·0(O.L.) B&F256' *dispensed with* *ad&after peak bulk* *tDTf*51'120t *DTa*	50·6	24·3 FK 6	S.John,NB British *Asp* *BHto2nddk* *head to U dk* 298t*FPT*31t	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2WTB265lb DB200lb HS7400 1123NHP FD W.Denny&Bros.Ld.Dmb.	27 ″ 0 s 11 ″ 2½ 16 ″ 2	
32178 156465 VGCL	**Princess Joan** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2Dks 3rd dk in holds CruiserStern	5251 3163 3023			...		1930	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 *Upr*B208'B&F307'	52·1	25·2 FK	Vict'riaBC British WB	Q.8Cy.16",23",33"&48"–33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
32179 150908 VGPK	**Princess Kathleen** Ⓟ TwinSc *Fitted for oil fuel* GyC. 3Dks Promenade dk	5875 3559 2719			...		1925	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1	60·1	25·8 FK	Vict'riaBC British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
32180 150555 VGNM	**Princess Louise** Ⓟ *Fitted for oil fuel* 4Dks	4032 3266 2449					1921	WallaceSB &D.D.Co.Ld. Vncouvr,B.C	CanadianPacific RailwayCo.	317·2	48·1	34·6	Vict'riaBC British WB	T.4Cy.28",43"&(2)50"–39" 310NHP WallaceS.B.&D.D.Co.Ld.	27 ″ 6	
32181 133769 VGPM	**Princess Maquinna** Ⓟ 1Dk&Awng dk	1777 1308 979			...		1913	British Columbia Mar.R.Co.Ld. Victoria,B.C.	CanadianPacific RailwayCo.	232·6 Bon*Awng dk*142'	38·0	14·5 FK	Vict'riaBC British WB	T.3Cy.20",33"&54"–36" 238NHP Bow,McLachln&CoLdPsy	25 ″ 0	
32182 134672 GMQF	**Princess Margaret** Ⓟ TwinSc 2Dks(Weather dk pt Stl–ws) CruiserStern	2552 1555 1007	✠ 3,31 ✠	Dmb			1931 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTsf*16'151t *Wing tanks*	314·2 P85'B148'F56' 16'86t a12'46t *FPT*42t *A*	47·1	15·9 FK&BK1¼"	Stranraer British 11*BHAsp* *2 to 2nd dk* *PT*58t	4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 4WTBlrsGS454,HS15408 W.Denny&Bros.Ld.Dmb.	17 ″ 0	BT till ~~11,37~~ 10,38
32183 150910 VGWQ	**Princess Marguerite** Ⓟ *Fitted for oil fuel* TwinSc GyC. 3Dks Promenade dk	5875 3559 2719			...		1925	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1	60·1	25·8 FK	Vict'riaBC British WB	4SteamTurbinesSRgeared to 2 Sc.Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
32184 126950 VGPS	**Princess Mary** Ⓟ TwinSc 1Dk(Stl)&pt2nd dk(Stl) &ptAwng dk(Stl–ws) &ptProm dk(Stl–ws)	2155 1336 1346	✠ 11,12 ✠	Vcr	*p*	 *Rebuil*	1910 11mo *t* 1914	Bow,Mc-Lachlan&Co. Ld. Paisley Yarrow'sLd. Esquimault, B.C.	CanadianPacific RailwayCo. *WB=CellDBa*27'	248·4 len14 *uE&B* 65' *f*46' 218t	40·1	14·0 FK	Vict'riaBC British 6*BHCem* *DTf*14'52t	T.6Cy.16",27"&44"–30" 388NHP 2SB,6cf,GS181,HS6502 FD Bow,McLachln&CoLd.Psy	16 ″ 0	
32185 134673 GWRT	**Princess Maud** Ⓟ TwinSc D.F. E.S.D. 1Dk2nd dk Sub.Sig. *clear of machinery space* CruiserStern	2918 ~~2886~~ 1658 ~~1155~~ 1169	✠ ... 4,35 ✠	Dmb			1934 2mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTf*14'73t*MTs* *Wing tan*	319·2 51·3 P83'B152'F57' 16'152t *ks a* 12'47t *FPT*45t	49·1	15·9 FK	Stranraer British 9*BHAsp* *APT*54t	4SteamTurbinesSRgeared to 2 Sc. Shafts 1375NHP 4WTB GS148,HS15400 W.Denny&Bros.Ld.Dmb.	16 ″ 11	BT till 1,38
32186 154848 VGZY	**Princess Norah** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* 2Dks3rd dk in holds	2731 1845 1519			...		1928	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	250·1 B155'	48·1	23·0 FK	Vict'riaBC British WB	T.4Cy.24",38"&(2)45"–36" 437NHP FairfieldCo.Ld.Glasgow	25 ″ 6	
Broken up 32187 [illegible]	**Princess Patricia** Ⓟ TrpSc (*ex*Queen Alexandra) 1Dk&Promenadedk	1158 558 535			...		1902	W.Denny &Bros. Dumbarton		270·0	32·1	11·6 FK	Vict'riaBC British WB	3 Steam Turbines 412NHP ParsonsMarineSteam TurbineCo.Ld.Nwc.	11 ″ 6	
32188 115953 VGDS	**Princess Victoria** Ⓟ TwinSc 1Dk&Promenade dk	3167 2096 1538					1903	C.S.Swan& Hunter,Ld. Newcastle	CanadianPacific RailwayCo.	300·0	57·6	15·4	Vict'riaBC British WB	T.8Cy(2)26"(2)40"&(4)43½" –33" 434NHP Hwthrn,Leslie&C.Ld.Nwc		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
32189 KZPN	**Princess of Negros** TwinSc *OilEng.* *1Dk(Teak)&Webframes* *CruiserStern*	522 — 201	✠ ... 11,35 ✠	HKg	*j*		1933 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong	NegrosNav.Co.Inc. *DTa*17'11*t*	183·8 F24' *33·0* FK *DTf*9' 16*t* *APT*48*t*	31·2	10·9	Iloilo,P.I. Utd.States 5*BHCem* *FPT*17*t*	Oil Engines 2S.C.SA 12Cy.13⅜"–22$\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm.	13 " 0	
32190 OOMA	**Princesse Marie José** *ss*Ant.No.3–8,37 ~~*ss*Ant.No.2–33~~ D.F. *1Dk(Stl)&Shelter dk(Stl)*	*2477* *2293* *1466*	✠100A1 *withfreeboard* 8,37 ~~2,33~~ ✠LMC9,37 ~~MS6,33~~ ~~BS9,36~~	Ant	*u*	CL ~~4,34~~ 8,37	1925 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	"Compagnie Dens-Ocean" Soc.Anon. *CellDBa*93'*uE*21'	315·9 FK *f*142'595*t* *APT*57*t*	45·1	20·6	Antwerp Belgian 5*BHptCem* (*Coll to Sh dk* 4 ,, *2nd* ,,)	T.3Cy.22",37"&61"–42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4462 WllsndSlpwy.Co.Ld.Nwc.	22 " 10 s 1 " 6 21 " 5¾	
32191 OTIA	— Ⓟ TwinSc *Fitted for oil fuel* *3Dks* *Cruiser Stern*	1821 1254 837					1922	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	348·0 B218'	40·0	23·3	Ostend Belgian	4 Steam Turbines SR geared to 2 Sc. Shafts SocAn.J.Cockerill,Seraing		
※ 32192 212833 WOCY	**Princeton** (*ex*Sioux) *ss*Mob.No.3–4,25 *ss*N.Yk.No.2–34 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	5081 4466 3049	✠100A1 3,36 ~~BS7,35~~ BS8,37 ✠LMC5,34 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 12,12	NYk	*y*	CL ~~2,37~~ 12,37	1912 12mo	Howaldtswerke Kiel A&CP	StandardOilCo. ofNewJersey *WB=CellDBuE* 480*t*	385·8 P115'B22'F37' FK *&B74'221tDTf31'* *FPT*169*t* *APT*66*t*	52·4	28·5	Wilmgton (Del.) Utd.States 13*BHCem* (10 *to U dk* 3 ,, *2nd* ,,)	Q4Cy19½",28",41"&59"–41⅜" 213lb (*s*) 320NHP 2SB,6*cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 " 8	
32193 150876	— *Mchy.Aft* GyC. *1Dk2trB*	4473 — 3379					1900	American S.B.Co Lorain	Pittsburgh S.S.Co.	454·0 *WB*	50·0	28·5	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"–42" 257NHP AmericanSB.Co.Cleveland		
32194 YPAX	**Principele Barbu Stirbey** (*ex*ArturvonGwinner) TwinSc *ss*Shl.No.3–11,27 *Mchy.Aft* *ss*Gen.No.2–35 D.F. *2Dks(Stl)&Web frames*	*3032* *2690* *1647*	100A1 8,37 ~~9,36~~ BS~~9,36~~8,37 LMC8,35 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 11,27	Gen	*t*	CL 8,37	1912	J.Frerichs &Co.A.G. Einswarden *Lloyd's A&CP*	SteauaRomana Soc.Anon.	298·2 P71'F34' FK *APT*139*t* *Tweendk*	44·2	24·7	Constntza Roumanian 13*BHCem* 8 ,, *to 2nd dk* *tanks*74*t*	T6Cy.19$\frac{9}{16}$",30¾"&47¼"–29½" 185lb (*s*) 319NHP 2SB(Spt),6*cf*,HS4520 FD OttensenEisenwerkA/G. Altona	26 " 3	
32195 YQSM	**Principesa Maria** TwinSc (*ex*IgnazioFlorio) *Fitted for oil fuel* *2Dks*	1799 1261 625					1896	Flli. Orlando Leghorn	RoumanianState MaritimeService	289·0 P35'B72'F41'	34·5	20·1	Constntza Roumanian *WB*	T.6Cy.23¼",37⅔"&59"–36" NB08 417NHP Flli.Orlando,Leghorn		V
32196 1170 ICDC	**Principessa Giovanna** Ⓟ *Fitted for oil fuel* TwinSc *Ref.Mchy.* *3Dks* D.F.	8955 — 5082	✠Lloyd'sRMC ~~2,37~~ ~~7,37~~ 5,38 ~~12,37~~ Nos. 1 & 2 'tween dks. not included				1923	Cant.Nav. FrancoTosi Taranto	"Italia" Soc. Anon.diNav.	459·6	59·3	29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno		CI
32197 17 ISGR	**Principessa Mafalda** Ⓟ *1Dk*	459 330 270					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·6	25·4	13·2	Naples Italian	T.3Cy.20½",26$\frac{9}{16}$"&48"–27⅗" 121NHP C.&T.T.Pattison,Naples		I
32198 1196 ICDE	**Principessa Maria** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F.	8918 — ~~5213~~ 5123	✠Lloyd'sRMC ~~1,37~~ ~~6,37~~ ~~10,37~~ 3,38 Nos. 1 & 2 'tween dks. not included				1923	Cant.Nav. FrancoTosi Taranto	"Italia" Soc. Anon.diNav.	460·6	59·3	29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano		CI
32199 116578	**Prindoc** (*ex*Lupus,*ex*Gilchrist) *Mchy.Aft* *1Dk2trB*	3813 3640 2837					1901	WestBay CityS.B.Co. W.BayCity	PatersonSteamships,Ld.	364·8 *WB*	50·2	23·8	Ft.William Ont. British	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
32200 OPBA	**Prins Albert** Ⓟ TwinSc *OilEng.* *2Dks 3rd dk except in mchy space* D.F. E.S.D. *CruiserStern*	2938 2291 1884	✠100A1 *withfreeboard* 3,38 ~~10,37~~ ✠LMC10,37 ~~*(Class Contemplated)*~~ *For Service between Ostend & Dover*	Ant		OG	1937 10mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	BelgianGovernment	357·0 370·7(O.L.) FK *CellDB*72'254*t*	49·1 46·1	21·4	Ostend Belgian 10*BHAsp*	Oil Engines 2S.C.SA 24Cy.22$\frac{3}{16}$"–33$\frac{1}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 " 9 s12 " 7½ 12 " 5	
32201 OXPS	**Prins Christian** Ⓟ TwinSc *(Ferry)* Sub.Sig. D.F. *1Dk2trB*	1901 1661 745					1903	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	293·6	44·9	21·1	Copnhagn Danish *WB*	T.6Cy.19",31½"&52"–28" 286NHP HelsingörsJernsk.& Mskb.		
32202 OUKE	**Prins Knud** *ss*Cpn.No.3–1,35 *1Dk(Stl)* Wireless D.F. *Cargo battens not fitted*	1340 1126 782	✠100A1 5,37 ~~1,36~~ BS~~1,36~~ ✠LMC3,34 5,37	Cpn	*o*	OG ~~1,36~~ 4,37	1922 2mo	Kallundborg Skibsv. Kallundborg *Completed by* KjöbenhavensFlydedok&Skibsverft *Lloyd's A&CP*	A/S D/S Pacific (L.R.Schmith, *Mgr.*)	233·9 P13'B50'F29' FK *CellDB*195' 409*t* *FPT* 63*t*	37·2	15·8	Copnhagn Danish 4*BHCem* *APT*28*t*	T.3Cy.16$\frac{9}{16}$",26⅜"&42⅛"–29½" 185lb (*s*) 128NHP 2SB(Spt),4*cf*,GS68,HS2240 Steen&Kaufmann, Elmshorn	18 " 0 s 1 " 11 16 " 2	
32203 LCVM	**Prins Olav** Ⓟ ~~TripleSc~~ (*ex Yacht*Alexandra) *Cruiser Stern* *2Dks&Shelter dk &Promenade dk* *Ref.Mchy.*	2147 1467 1247					1907	A.&J. Inglis,Ld. Glasgow	DetNordenfjeldske Dampskibsselskap	~~295·3~~ F&B~~130~~190' 275·3 *WB*	40·1	21·3	Trondheim Norwegian	C.4Cy.(2)17¼"&(2)42½"–38$\frac{3}{16}$" NE&B37 187NHP FredrikstadM.V.A/S Fr.stad		N
※ 32204 ONUB	**Prinses Astrid** Ⓟ TwinSc *ss*Ost.No.1–35 *2Dks(Stl–U* teak s) *3rd dk except in E&B spaces* *Cruiser Stern*	~~2938~~ ~~2621~~ ~~1837~~ 2950 2471 1331	100A1 *withfreeboard* ~~5,37~~ ~~4,36~~ 9,37 BS~~4,36~~4,37 LMC1,35 *For service between Ostend & Dover* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Ant	s	N3,35 P4,36	1930 4mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	BelgianGovernment	347·0 359·5(O.L.) FK *CellDB*14'35*t* *DTf*12'56*t*	46·2	22·8	Ostend Belgian 10*BHptCem* *pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb 2779NHP 6WTB(Spt),HS21300 FD SocAn.J.Cockerill,Seraing	24 " 9 s13 " 0½ 12 " 0½	
※ 32205 OOTB	**PrinsesJosephineCharlotte** Ⓟ TwinSc *ss*Ant.No.1–35 *2Dks(Stl–weather dk* teak s) *3rd dk except in E & B space* *CruiserStern*	~~2938~~ ~~2621~~ ~~1837~~ 2950 2471 1331	✠100A1 *withfreeboard* 6,37 ~~9,36~~ BS3,37 ✠LMC5,34 *For Service between Ostend & Dover* *Fitted for oil fuel* 1,31 *F.P. above* 150° F.	Ant		~~6,34~~ 6,37	1931 1mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	BelgianGovernment	347·0 359·5(O.L.) FK *CellDB*14'35*t* *DTf*12'56*t*	46·2	22·8	Ostend Belgian 10*BHptCem* *pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb 2779NHP 6 WTB(Spt),HS21300 FD SocAn.J.Cockerill,Seraing	24 " 9 s13 " 0½ 12 " 0½	
32206 PGVP	**Prinses Juliana** Ⓟ TwinSc *ss*Rot.No.3–7,32 D.F. Sub.Sig. *ss*Rot.No.1–36 *3Dks(StlU–*ws)	2908 2407 1122	✠ A– *withfreeboard* ~~11,37~~ 4,38 ✠LMC5,36 *For Channel Service Flushing & Harwich; also European Summer Cruising* ~~BS5,37~~ 3,38	Rot		OG ~~7,36~~ 11,37	1920 8mo	Kon.Maats "deSchelde" Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE*12'	42·7	23·9	Flushing Dutch 11*BHAsp* 23*t* *APT*56*t*	T.8Cy.(2)28",(2)43½"&(4)49"–33" (*s*) 190lb 1130NHP 4DB,24*cf*GS534,HS19440 FD Maats.deSchelde,Flushing	25 " 0 s11 " 11¾ 13 " 4	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Total sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
32207 PZAA	**Prinses Juliana** Wireless 1*Dk*	443 281 229					1910	Wilton's E.&SlpwyCo. Rotterdam	Government of Surinam	165·0 P34'B68'F20'	25·0	9·8	Paramribo Dutch *WB*	T.3Cy.10½",17"&27"–18" NB29 31NHP Wilton'sE.&Slpwy.Co.Rot		
32208 LHQG	**Prinsesse Ragnhild** Ⓟ E.S.D. Wireless 2*Dks*	1590 1186 869					1931	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	236·1 H350*t*	37·6	21·0	Tr'ndheim Norwegian *WB*	C.4Cy.(2)15¾"&(2)37¾"–34 7/16" 139NHP FredrikstadM.V.Frdstad.		N
32209 150866 WRCI	**Priscilla** Ⓟ Pad 2*Dks&Web frames*	5292 — 2673					1893	Delaware RiverCo. Chester,Pa.	~~NewEnglandS.S. Co.~~	425·8	52·3	18·3	FallRiver, Mass. Utd.States	C.4Cy.51"&95"–132" 1727NHP W&AFletcherCo.Hob'ken		
* 32210 160295 MMBC	**Privet** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	360 257 129	✠100A1 10,36 ✠LMC10,36	Bwg	*f*	CL	1936 10mo *Lloyd's A&CP*	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·2 Q81'B7'F20' BK6" *FPT*	23·6	10·5	Newry British 3*BHCem* 54*tAPT*35*t*	T.3Cy.11¼",20"&32"–24" 205lb (*s*) 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 " 5 s 3 " 6½ 11 " 8½	
32211 1844 ISGU	**Pro Patria** (*ex*Calshot) *OilEng.* *ss*Gen.2ndNo.3–9,33 *Well deck* 1*Dk*(*ptIrn ptStl*)	545 425 276	✠ ... 2,35	Gen	*i*		1905 6mo	AilsaS.B. Co.Ld. Troon	E.Passalacqua	185·2 178·5 27·1 BK7½ P18'Q79'B16'F32 *WB*=*CellDBa*35' 50*t FPT*	26·0	12·4	Genoa Italian 4*BHCem* 50*tAPT*23*t*	Oil Engines 4S.C.SA 6Cy.12 3/16"–14 3/16" 87NHP NE*made*20*refitted*33 FrancoTosiS.A.Legnano	13 " 3	I †
32212 870 ICDF	**Probitas** (*ex*Ansaldo SanGiorgioPrimo) TwinSc *OilEng.* D.F. 1*Dk*	5084 4414 3000					1918	Ansaldo SanGiorgio Spezia	SocAnon.Industria Armamento	392·9 P52'B120'F33'	51·7	27·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24¾"–35 7/16" 862NH FiatSanGiorgio,Turin		CI
32213 408 IBBK	**Procida** (*ex*CanadianTraveller–32) *ss*Hfx.No.2–30 D.F. 2*Dks*(*Stl*)	5366 — 3267	✠ ... 3,34 ✠	Hfx			1921 3mo	Harbour Marine,Ld. Victoria,B.C.	A.Lauro *CellDB*	399·8 P49'B113'F38' FK 329'1026*t FPT*149*t*	52·2	28·5	Naples Italian 6*BHptCem* *APT*131*t*	T.3Cy.27",44"&73"–48" 521NHP 3SB.9*cf*,GS198,HS7743 JohnInglisCo.Ld.Toronto	31 " 0	I †
32214 DHTO	— D.F. 1*Dk*	1842 1574 1036					1927	Akt.Ges. "Neptun" Rostock	R.M.Sloman,jr.	287·9 P227'F33'	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"–37 7/16" 192NHP A.G."Neptun,"Rostock		G
32215 FOQM	— (*ex*Vav) Wireless 1*Dk*	1156 1003 664					1925	MossVærft Moss	Scotto,Ambrosino &PuglieseFils& Co.	226·5 P23'B56'F26'	36·5	15·7	Oran French *WB*	T.3Cy.16",25"&42"–30" 97NHP MossVærft,Moss		V
* 32216 147935 MNCJ	**Procris** *ss*Gls.No.3–2,30 Wireless *ss*Gls.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1028 796 467	✠100A1 *withfreeboard* 3,37 BS~~7,36~~ 8,37 ✠LMC2,34	Sws	*n*	CL 3,37	1924 11mo *Lloyd's A&CP*	A&J.Inglis Ld. Glasgow	Moss,Hutchison Line,Ld. *CellDBuE*24'27*tD* *FPT*84*tAP*7	220·3 228·0(O.L.) 13·6 F26' FK *Bf*28'64*t* 18*t* (*after peak B*	34·3	20·6	Glasgow British 3*BHCem* *H to 2nd dk*)	T.3Cy.16",27"&44"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS84,HS2570 A.&J.Inglis,Ld.	14 " 11 s " 2 14 " 10½	
* 32217 7797 SIZA	**Procyon** TwinSc *OilEng.* *ss*Fal.No.1–37 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *CruiserStern* *Longitudinalframing–bracketlesssystem*	8721 7968 4954	✠100A1 ~~8,37~~2,37 3,38 ✠LMC DBS11,36 *CarryingPetroleum in bulk*	Fal ~~Gal~~Rot CS2,37 ~~6,36~~2,37	*d*†	CL ~~2,37~~ 3,38	1933 3mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*) *CellDBuE*65'298*t DTf*36'536*t*	482·4 466·0 489·5(O.L.) P105'B37'F40' FK *FPT*148*t APT*253*t*	61·8	36·1	Trelleborg Swedish 16*BH* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.23⅝"–43 5/16" 865NHP 2DB171*lb* KockumsM.V.Akt.Malmö	36 " 3 s 8 " 0¼ 28 " 5	
32218 LIAE	— (*ex*Primo–33) *ss*Shl.No.3–10,27 *Well deck* 1*Dk*(*Stl*)	1249 1022 740	✠ — 10,33 ✠	Shl	*o*		1915 4mo	Cmpbltwn S.B.Co. Campbeltwn	Dampskibsselskapet"Neptun"A/S (H.Ostervold, *Mgr*) *CellDB*	229·5 Q90*t*H45*t*'F28*t* FK *a*56'*uE&B*33'*f*102'	35·8	15·6	Bergen Norwegian 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"–33" 136NHP 2SB,4*cf*,GS73,HS2228 Rankin&BlackmreLd.Grk	17 " 7	N †
32219 383 ISGZ	**Prode** (*ex*JanVanRijswijck–33, *ex*Circe) 1*Dk*	1244 — 569					1903	Sunderlnd S.B.Co.Ld Sunderland	E.Milano&Co.	238·8 230·0 Q88'B54'F18'	34·0	15·7	Trieste Italian	T.3Cy.18",30"&49"–33" NB10 138NHP J.S.Vaux&Co.Sunderland		I
32220 LEQH	**Produce** 1*Dk&Spar dk*	1170 1082 743					1905	Nylands Værksted Oslo	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	225·0 H76*t*	33·7	19·0	Haugesnd Norwegian *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		N
32221 LDFA	**Profit** (*ex*Utsire) 1*Dk*	1608 1195 910					1918	Laxevaags Msk.&Jrnskt Bergen	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	246·2 P37*t*Q108*t*B95*t* F39*t*H169*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
32222 UNDF	**Profsoyuz** (*ex*Lovat,*ex*Runo) *Mchy.Aft* Wireless 1*Dk*	771 606 405					1912	Scott& Sons Bowling	U.S.S.R.	206·6 Q92'B16'F22'	36·0	9·6	Archangel Russian	T.3Cy.13½",22"&36"–24" 63NHP W.V.V.Lidgerwood,Gls.		
32223 UNYM	**Proletari** (*ex*Christian, *ex*HaraldHorn) *ss*Stn.No.3–3,23 1*Dk*(*Stl*) Wireless *Well deck*	1123 854 596	9,26	Ham	*n*		1905	Eiderwerft Akt.Ges Tönning	U.S.S.R	221·8 P12'Q57'B60'F29' FK *CellDB*182'348*tFP*	33·6	15·4	Archangel Russian 4*BHCem* *T*42*t APT*9*t*	T.3Cy.17⅝",28¾"&46¾"–31½" 153NHP 2SB,4*cf*,GS73,HS2621 EiderwerftA.G.Tönning		
32224 164119 GZNS	**Prome** Ⓟ D.F. *Cruiser Stern* 2*Dks*	7043 5913 4334					1937	WmDenny &Bros.Ld. Dumbarton	Brit.&BurmeseSN. Co.Ld.(P.Henderson&Co.*Mgrs.*)	444·9 P32'B46'F23'	59·2	30·4	Glasgow British *WB*	3SR geared steam turbines 583NHP Wm.Denny&BrosLd.Dmb		BT till 4,38
32225 5 IBUI	**Prometeo** (*ex*Cedarpark) *ss*Fiu.No.2–30 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	4958 4438 2918	✠ ... 11,34 ✠	Gen	*x*		1922 8mo	Greenock Dockyard Co.Ld. Greenock	SocietàPetrolifera EserciziMarittimi *CellDBuE&B*75'	388·0 P99'B35'F44' FK *f*40' 160*t APT*126	52·2	26·5	Fiume Italian 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.25",41"&68 7/16"–48" 355NHP 3SB,9*cf*,GS165,HS5583 J.G.Kincaid&Co.Ld.Grk.	29 " 0	I †
32226 HPFJ	**Prometheus** TwinSc Sub Sig. *OilEng.* D.F. E.S.D. 2*Dks&trB* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	9221 7884 5183					1923	Howaldtswerke Kiel	PanamaTransportCo.~~(Waried Tankschiff Rhed. G.m.b.H.,*Mgrs.*)~~	499·0 B45'	64·1	31·7	Panama Pnamanian	Oil Engines 4S.C.SA 12Cy.25½"–43 5/16" 755NHP Frd.KruppA.G.Kiel	32 " 0 s 5 " 4½ 26 " 10½	G

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of TradeCert
32227 147335 GLXC	**Prometheus** Ⓟ TwinSc (*Special quality Steel*) *OilEng.* D.F. *2Dks(Stl-Upper dk* ws) *3rd dk(Stl) in No.1 hold* *Longitudinal framing at Bridge dk*	6095 5385 3572	✠ 9,27 ✠	Liv			1925 10mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellD*	431·2 P50'B123'F45' B356'1269t*DTf*28'	54·7	30·1 FK	Liverpool British 8*BHptCem* 865t *DTa*30'	Oil Engines 4S.C.DA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 1900NHP Akt.Burmeistr&Wain,Cpn 856t*FPT*62t*APT*70t	32 ″ 9	BT till ~~12,37~~ 8,38
32228 ~~SVKV~~	**Prometheus Maru** (exPrometheus-37,exHerakles-35) Now "Kiyo Maru," see No. 38802 in Supplement *1Dk & Shelter dk*	4355 — 2730					1912	W.Doxford &Sons,Ld. Sunderland	~~G.Yannoulatos~~	390·0	54·1	24·6	Dairen Japanese *WB*	T.3Cy.26",42"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		N
* 32229 LCVN	**Prominent** Ⓟ ssH.Kg.No.1-35 ssH.Kg.No.3-5,30 *2Dks(Stl-U*teak s)	*2232* *1786* *1377*	✠100A1 11,37 ~~9,36~~ BS~~4,37~~ 11,37 ✠LMC1,34	HKg	*r*	9,36	1918 2mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	D/S A/S Produce ~~(H.M.Wrangell&Co.A/S,Mgrs.)~~ (J.Odland,S.S.*Mgr.*)	270·6 281·5(O.L.) P26'B76'F26' *CellDB*231'442t*FPT*	40·1	19·4 FK	Haugesnd Norwegian 5*BHCem* 34t*APT*71t	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,*6cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.	21 ″ 6 s 2 ″ 9¼ 18 ″ 11¼	
32230 LEQI	**Promise** (*ex*Gitterö) 1*Dk*	1291 1099 727					1920	NV.Schps. Juliana Papendrecht	D/S A/S Produce (J.Odland,S.S.*Mgr.*)	236·3 P24'B73'F29'	36·2	15·9	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"–36" J.&A. 127NHP v.d Schuyt,Papendrecht		N
32231 216 ISHV	**Promontore** (*ex*Ville deBelfort, *ex*KibiMaruNo.5, *ex*Diorite) 1*Dk & Web frames*	998 887 580			...		1917	Hakodate DockCo. Hakodate	Nav.CarloMartinolichS.a.g.l.	224·4 B43'F24'	31·5	16·5 FK	Trieste Italian *WB*	T.3Cy.14$\frac{9}{16}$",24⅜"&40$\frac{3}{16}$"–30" 107NHP HakodateDockCo.	17 ″ 6	I †
* 32232 6278 LCVO	**Pronto** Ⓟ (*ex*Lombardia) ssH.Kg.No.3-1,32 ssH.Kg.No.1-37 1*Dk(Stl)& Shelter dk(Stl)*	2201 2034 1283	✠100A1 *Shelter dk withfreeboard* 4,37 ~~3,35~~ ~~BS5,36~~ ✠~~LMC1,32~~	HKg	*r* 4,37	OG 3,35	1920 5mo	N.V.Werf Zeeland Hansweert *Lloyd'sA&CP*	D/S A/S Produce (J.Odland,S.S.*Mgr.*) *CellDB*237'454t	271·2 285·0(O.L.) ~~Collision~~ *FPT*38t*APT*24t	41·3	15·6 FK	Haugesnd Norwegian 5*BHCem* (4*BHtoSh dk* 4*PBHto 2nd dk*)	T.3Cy.23",37"&62"–39 (*s*) 180lb *100lb* 290NHP 2SB,*6cf*,GS104,HS3900 FI Wilton'sEng.SlipwayCo. Rot.	25 ″ 6 s 6 ″ 9¼ 19 ″ 1¼	
32233 LHBB	**Prospect** Wood Now "Fonix," see No. 38161 in Supplement 1*OilEng.* *Mchy.Aft* 1*Dk* (DAMAGED BY COLLISION 4,36)	442 366 237					1919	O.K. Haabestad Fevig		145·7 Q31tH36t	30·7	14·2	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{9}{16}$" 192NHP J&CGBolindersCoLd.Skm		
* 32234 LCVP	**Prosper** Ⓟ ssH.Kg.No.3-11,29 ssH.Kg.No.2-38 ~~ssH.Kg.No.1-35~~ 2*Dks(Stl-U*teak s)	2232 1786 1377	✠100A1 2,38 ~~1,37~~ ~~BS1,37~~ ✠LMC~~1,34~~ 2,38	HKg	*r*	~~1,36~~ 2,38	1917 12mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	D/S A/S Produce ~~(H.M.Wrangell&Co.A/S,Mgrs.)~~ (J.Odland, S.S.*Mgr.*) *CellD*	270·6 281·5(O.L.) P26'B76'F26' *B*231' 442t *FPT*34t	40·1	19·4 FK	Haugesnd Norwegian 5*BHCem* *APT*71t	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,*6cf*,GS118,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s2 ″ 9¼ 18 ″ 11¼	
32235 TUNE	**Prosper Schiaffino** (*ex*Hinrich Peters,*ex*Leona) 1*Dk* Now "Lézardrieux," see No. 39019 in Supplement	934 670 535					1922	Howaldtswerke Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Co., *Mgrs.*)	194·6 P12'Q43'B53'F24'	32·9	14·0	Algiers French *WB*	T.3Cy.14⅜",23¼"&38$\frac{3}{16}$"–25⅗" 73NHP Howaldtswerke,Kiel		V
32236 ~~118129~~ ~~VOLM~~	**Prospero** ssNFL.2ndNo.3-5,29 ssNFL.No.1-33 1*Dk & Web frames & Awng dk(Stl*-ws) Wireless	978 914 599	✠ 4,38 *Awng dk withfreeboard* ~~BS2,36~~ ✠~~LMC5,33~~ ~~BS0,37~~	NFL	*m*	CL 5,33	1904 10mo	Murdoch& Murray Pt.Glasgow *Lloyd'sA&CP*	~~ProsperoS.S.Co.Ld(H.A.Masters,Mgr.)~~ *WB*	204·8 F23' = *CellDBa*39'*uE*17	31·2	13·0 20·5 BK7½"	Italian ~~4*BHCem*~~ 3*BHCem* '*f*77'141t*F*	T.3Cy.18½",30"&50"–33" (*r*) 175lb *80lb* 197NHP 1SB,*3cf*,GS59,HS2924 D.Rowan&Co.Glasgow *PT*31t*APT*33t	22 ″ 9 ~~s 7 ″ 7½~~ ~~16 ″ 1~~	
32237 128014 GQPY	**Protesilaus** Ⓟ TwinSc D.F. 3*Dks*	9577 9113 6110					1910	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	484·9	60·4	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 586NHP N.E.MarineEng.CoLdNwc		BT till ~~8,37~~ 7,38
32238 LCVQ	**Proteus** 1*Dk & Spar dk*	1678 1532 1024					1902	J.Crown Sunderland	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	260·0 H108tF37t	36·8	20·0	Haugesnd Norwegian *WB*	T.3Cy.19",31"&51"–33" 149NHP N.E.MarineEng.Co.Ld.Sld		N
32239 FOHI	**Providence** Ⓟ TwinSc D.F. 7*Dks*	11996 — 6694					1915	Forg.&Ch. de laMédit LaSeyne	Cie.Générale de Nav. à Vap. Cyp. Fabre(FabreLine)	511·8 B234'F70'	59·7	43·5	Marseilles French *WB*	T.6Cy.30⅔",49$\frac{15}{32}$"&79$\frac{9}{16}$"–51$\frac{3}{16}$" 910NHP Forg.&Ch.delaMédit.Msl.		V
32240 201723 WRCJ	Broken up — Ⓟ Pad 2*Dks* *Saloon & Promenade dks*	4365 2607 2502					1904	ForeRiver S.B.Co. QuincyMass.	~~NewEnglandS.S.Co.~~	379·4	50·0	18·6	FallRiver Mass. Utd. States	C.D.4Cy.44"&83"–108" 1193NHP ForeRiverS.B.Co.		
32241 220129 KUTV	— (*ex*LakeFurnas) *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks* Sub.Sig.	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts& Miners TransportationCo. Inc.	253·4 P32'B65'F26'	43·8	26·2	Baltimore Utd. States *WB*	T.3Cy.21",35$\frac{13}{64}$"&59"–42" 225NHP BuckeyeEngineCoSalem,O		R
32242 223673 KLHR	**Providence Socony** TwinSc *OilEng.* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1199 — 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y		
32243 FOYA	**Providencia** (*ex*Olson&Mahony) 1*Dk*	1630 — 947					1907	Harlan& Hollngswrth Wlmgtn,Del.	Cie.duBoleo	224·3	41·2	20·6	Bordeaux French	T.3Cy.19",30"&50"–36" 150NHP		
32244 ~~220625~~	**Provincetown** *Fitted for oil fuel* 2*Dks & Shelter dk* *Longitudinal framing*	6216 5702 3805			...		1920	Groton IronWorks Groton,Conn.	~~UnitedStates Maritime Commission~~	402·6 P48'F37'	53·0	33·2	~~NewYork~~ ~~Utd. States~~ *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.Fletcher 467NHP Co.Hoboken,N.J.	34 ″ 6	
* 32245 2152 ~~140~~ ICDI	**Provvidenza** (*ex*Noorderdijk-32, *ex*Gernis,*ex*Harlow) ssRot.No.3-5,25 ssGen.No.2-33 D.F. 1*Dk(Stl)2nd dk (Stl)in holds & Shelter dk(pt Irn pt Stl)*	8459 6232 5363	✠100A1 *Shelter dk withfreeboard* 10,36 BS~~7,36~~ 9,37 ✠LMC6,33	Rot	*c*†	CL 5,35	1913 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	FratelliRizzuto 1*BH in forward hold dispensed with* *CellDBa*149'*uE*	485·1 470·0 B147'*on Shelter dk* 29'*f*212'1339t *FPT*	58·0	28·5 FK	Genoa ~~Rome~~ Italian *Cem* 6*BH only* 95t*APT*258t	T.3Cy.29",49"&80"–60" (*r*) 180lb 723NHP 3SB(FD)&1AuxSB,*15cf*, GS269.HS11309 W.Doxford&Sons,Ld.Sld.	39 ″ 2	
32246 PUBY	**Prudente de Moraes** Ⓟ TwinSc (*ex*Rio deJaneiro) ssN.Yk.No.2-16 2*Dks(UStl*-teak s)*& deep framing*	*3583* *2772* *2213*	✠ 4,22 ✠	Rio	*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *CellDBa*88'	340·3 P48'B130'F48' *uE*36'*f*98'460t*FPT*	45·1	24·8 FK&BK1¼"	R.Janeiro Brazilian 6*BHCem* 50t*APT*50t	T.9Cy.18",30"&49"–42" 534NHP 3SB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel.	26 ″ 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cert. si ce n'est dans le L.R. Durée, Cert. B. of Trade
32247 217591 KELQ	**Prusa** 2Dks&Webframes *Fitted for oil fuel*	5113 4740 3102			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32248 277 SVDG	**Psara** Ⓟ (*ex*Nafcratoussa-33, Iron *ex*Chalkis,*ex*Azalea) Wireless	1012 — 514					1878	A&JInglis Glasgow	HellenicCoast LinesCo.Ld.	217·6 P46'B74'F46'	30·2	15·1	Piræus Greek	C.2Cy.30½"&67"–42" NB93 242NHP *Alt.*93A.&J.Inglis,Gls.	15 ″ 7	
32249 PNNO	**Psyche** D.F. 1*Dk&Spar dk*	2951 2776 1895			...		1904	J.Blumer &Co. Sunderland	Cie.Delmas Vieljeux	315·0 P30'B80'F34' 24·9 FK	46·0	14·0	LaRochlle French *WB*	T.3Cy.23",38"&63"–42" 283NHP N.E.MarineEngCo.Ld.Sld.	27 ″ 6	V †
32250 142859 MJWC	**Ptarmigan** (*ex*Glanton, *ex*GlantonFirth) *ss*Lon.No.3-5,32 *ss*Lon.No.1-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	499 336 204	✠100A1 ~~10,30~~11,37 ✠LMC9,36 BS10,37	Lon	*g*	CL ~~10,30~~ 11,37	1920 2mo *Lloyd*'*sA&CP*	Ardrossan DD&SBCoLd Ardrossan	GeneralStm.Nav. Co.Ld. *CellD Bf*84'108*t FPT*40*t APT*26*t*	161·4 Q95'B9'F21' BK8'	25·2	9·7	London British 3*BHCem*	T.3Cy.13",21"&34"–24" (*s*) 180lb 51RHP 1SB,3*cf*,GS49,HS1510 AitchisonBlair,Ld.Gls.	11 ″ 8 s 3 ″ 8 12 ″ 2	
❋ 32251 53 ICDK	**Puccini** Ⓟ *OilEng.* *ss*Tri.No.2-36 2*Dks*(*Stl*)	2422 1835 1419	✠100A1 ~~6,37~~ ~~3,37~~ 3,38 ✠LMC CS2,37 DBS~~10,36~~ 10,37 ~~7,35~~ 2,37	Fiu Tri	*s*	CL 9,35	1928 8mo *Lloyd*'*sA&CP*	Cant.Nav. Triestino Monfalcone	"Tirrenia"Soc. Anon.diNav. *CellDB*213'398*t FPT*58*tAPT*57*t*	294·0 281·3 FK P29'B84'F36'	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"–37⅜" 391NHP DB*100lb* Soc.An.Fiat,Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
❋ 32252 1129 CBPU	**Puchoco** *ss*Vpo.No.3-5,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2515 1876 1501	✠100A1 2,38 ~~12,35~~ BS~~6,36~~ ✠LMC5,34 6,37	Vpo	*s*	CL 12,35	1921 12mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Ld. Dublin *Intermediate BH in fore hold dispensed with 1BH only*	Cia.Carbonifera y deFundicion Schwager *CellD B*239' 663*t FPT*68*t APT*91*t*	290·0 *Pon*Q21'Q228'F32' FK	44·3	18·5	Valparaiso Chilian *Cem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Gls.	20 ″ 7 s 5 ″ 0½ 19 ″ 2	
❋ 32253 SPAN	**Puck** Wireless 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1065* *825* *503*	✠100A1 *withfreeboard* 6,37 ~~7,36~~ ✠LMC3,35	Rot	*p*	CL	1935 3mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	"ZeglugaPolska" SpolkaAkcyjna *CellDB* 192'293*tAPT*35*t*	233·1 B51'F22' FK	36·4	13·1	Gdynia Polish 5*BHptCem* (*Coll toSh dk* 4 ,,*2nd*,,)	C.2Cy.17"&34"–28" & LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 152NHP 2SB(Spt),4*cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0½	
32254 CBPD	**Pudeto** Ⓟ Damaged by Fire 9,37-Now sunk in port *ss*Vpo.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*–ws) 2*nd dk*(*Stl*)*in holds*	4316 — 2446	~~✠100A1~~ 8,37 ~~10,36~~ ~~[illegible]~~ ✠~~LMC[illegible]~~ *Fitted for oil fuel* 10.30 *F.P. above* 150° F.	Vpo	*w*	CL 9,35	1930 10mo *Lloyd*'*sA&CP*	W.Hamilton&Co. (1928)Ld. PortGlasgow	CompañiaSud Americana de Vapores *CellD B*282' 617*t FPT*59*t APT*100*t*	352·4 *ShadeDk*(*Stl*–teak s) FK	51·0	21·5	Valparaiso Chilian 6*BHptCem*	Q.4Cy.22",32",47"&68"–45" 220lb (*r*) 515NHP 3SB,9*cf*,GS193,HS7707 FD J.G.Kincaid&Co.Ld.Grk.	24 ″ 0 s 3 ″ 5½ 21 ″ 0¾	
❋ 32255 220564 KESV	**Pueblo** (*ex*City ofFreeport) *ss*Gal.No.1-37 *ss*Gal.No.3-10,33 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing*	4469 3946 2628	✠100A1 ~~6,37~~ ~~9,36~~ 12,37 ~~[illegible]~~ ✠LMC~~10,34~~ 9,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,2 *F.P. above* 150° F.	Gal	*w*	CL ~~N1,35~~ 12,37	1920 9mo A&CP	Baltimore D.D.&S.B.Co. Baltimore	PetroleumNav.Co. *CellDBuE&B*56'122*t DTf*33'590*t FPT*95*tAPT*187*t*	340·1 P92'B35'F31'	49·2	28·7	Houston, Texas Utd.States 13*BHptCem* (10 *to U dk* 3 ,,*2nd*,,)	DR gearedSteamTurbine 200lb (*r*) 390NHP 2SB,6*cf*,HS5284 FD WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	28 ″ 7 s 4 ″ 8 24 ″ 1½	
32256 32 ICDL	**Pugliola** (*ex*Argia,*ex*Ninfa, *ex*WarMajor) 1*Dk*	2074 1681 1268			...		1917	Detroit S.B.Co. Wyandotte	Ing.G.B.Bibolini	251·4 261·3 P27'B65'F28' FK	43·6 44·1	18·0 17·3	Spezia Italian *WB*	T.3Cy.20",33"&54"–40" 274NHP Detroit.S.B.Co.Detroit	20 ″ 2	I †
❋ 32257 121597 ZMFV	**Pukeko** Ⓟ TwinSc *OilEng.* *ss*Auk.No.3-12,37 ~~*ss*Auk.No.1-32~~ Wireless *Well deck* 1*Dk*(*Stl*)	742 501 388	✠100A1 12,37 ~~12,35~~ ✠NE11,30 ✠LMC12,37 DBS12,37	Auk	*j*	10,37	1928 3mo *Lloyd*'*sA&CP*	GooleS.B. &RepgCo. (1927)Ld. Goole	Richardson&Co. Ld. *CellDBa&uE*44'*f*79'170*tFPT*20*tAPT*46*t*	180·0 Q50'B51'F24' FK	29·4 *30·8*	11·8	Napier,N.Z. British 5*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.14"-17" 276NHP NDB30–*150lb* FairbanksMorse&Co. Beloit,Wis	14 ″ 0	
❋ 32258 161540 GKBL	**Pukkastan** *ss*Shl.No.2-38 ~~*ss*Avn.No.1-34~~ D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	5809 5293 3503	✠100A1 *withfreeboard* 4,38 ~~11,36~~ ✠LMC MS~~4,34~~ BS~~8,34~~ 4,38 7,37	Bkn Shl	*b*†	CL ~~3,36~~ 3,38	1929 10mo *Lloyd*'*sA&CP*	ShortBros. Ld Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *DTa*28'1170*t*	440·5 F38' FK *CellDB*380'1616*t* *FPT*154*t APT*332*t*	57·5	27·4	Newcastle British 7*BHCem* (*Coll toSh dk* 6 ,,*2nd*,,)	T.3Cy.25",42⅝"&72½"–48" 220lb *220lb* (*s*) 472NHP 2SB(Spt),8*cf*,GS158, HS6130 FD J.Dickinson&Sons,Ld.Sld.	30 ″ 0 s 4 ″ 1 26 ″ 1½	
❋ 32259 SPEC	**Pulaski** Ⓟ (*ex*Estonia, TwinSc *ex*Czar) *ss*Dnz.2ndNo.3-6,37 GyC. 3*Dks*(*UStl*–teak s,2*nd dkStl*–ws)	6345 4801 3820	✠100A1 ~~6,37~~ 2,36 10,37 9,36 ✠LMC MS~~4,32~~ BS~~2,36~~1,37	Cpn Dnz	*a*†	CL s3,35 ~~PN2,36~~ P10,37	1912 5mo *Lloyd*'*sA&CP*	Barclay, Curle&Co.Ld Glasgow	Gdynia-America ShippingLines,Ld. *CellDBa*104'*uE*46'*f*175'824*tFPT*33*t APT*22*t*	425·0 P74'B203'F73' FK	53·2	29·4	Gdynia Polish 5*BHCem*	Q8Cy.21½",30¾,44"&63"–48" 215lb (*s*) 889NHP 6SB,18*cf*,GS322,HS13302FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s8 ″ 0½ 24 ″ 5	
❋ 32260 163383 MBGS	**Pulborough** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	960 702 524	✠100A1 6,37 ~~3,36~~ ✠LMC9,33	Hpl Sld	*l*	CL ~~2,36~~ 6,37	1933 9mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	StephensonClarke &Associated Companies,Ld. *CellDBuE*17'*f*141'279*tMT*83*t FPT*80*tAPT*19*t*	205·0 Q119'B11'F20' FK	33·0	13·1	London British 4*BHCem*	T.3Cy.14½",25"&41"–30" (*s*) 200lb *100lb* 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Gls.	15 ″ 1 s 4 ″ 7½ 14 ″ 6	
32261 133509 VJVQ	**Pulganbar** Ⓟ *Ref.Mchy.* 1*Dk&Shade dk* Wireless	1160 641 474					1912	Greenock& Grngemouth DkyrdCo.Ld Grngemouth	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	225·0 F35'	35·1	12·5	SydneyNSW British	T.4Cy.21",34½"&(2)40"–33" 184NHP Dunsmuir&JacksonLd Gls		C
32262 DHTP	**Puma** *Ref.Mchy.* 2*Dks* D.F.	2171 1560 988					1930	Bremer Vulkan Vegesack	Afrikanische FruchtCie.A.G. (ReedereiF.Laeisz G.m.b.H.*Mgrs.*)	319·1 P20'B&F275' len34 *Upper*F40'	45·5	15·4	Hamburg German *WB*	T.3Cy.22⅝",37¾"&61⅝"–41⅜" HS5975 394NHP BremerVulkan,Vegesack		G
32263 143414 GQJX	**Pundit** *ss*Cal.No.3-10,31 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5305 4828 3199	✠100A1 6,37 5,36 BS~~4,37~~ ✠LMC1,36 5,38	Cal	*y*	CL ~~6,35~~ N1,37	1919 9mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	AsiaticStm.Nav. Co.Ld. *CellDB*345'1025*t FPT* 130*t APT*204*t*	400·3 P49'B113'F40' FK	52·4	28·4	London British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
32264 CSGW	**Pungue** (*ex*Morocco) *ss*Hul.2ndNo.3-2,25 *Spar dk*(*Stl*)2*trB&Web frames*	3993 3663 2550	✠ —— 9,30 ✠NB10,19✠	Mdb	*w*		1900 10mo	Furness, Withy&CoLd WHartlepool	Cia.Colonial de Nav. *CellDBa*112'*uE&B*49'*f*124'734*t APT*30*t*	339·6 P31'B107'F31' FK	47·2	26·9	Beira Portuguese 6*BHCem*	T.3Cy.25",40"&66"–45" 310NHP 2SB,6*cf*,GS132,HS4868 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32265 CBPA	**Punta Arenas** Ⓟ (*ex*Apple Branch-33) *ss*Nwc.No.3-3,33 *ss*Vpo.No.1-36 2*Dks*(*Stl*)	*4452* *4073* *2754*	✠100A1 ~~5,37~~ ~~9,36~~12,37 BS12,37 MS9,36	Vpo ~~NYk~~ ✠LMC ~~BS12,36~~	*x*	CL ~~8,36~~ 12,37	1920 2mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	Cia.ChilenadeNav. Interoceanica(H.R Samsing,*Mgr.*)	376·0 P41'B113'F39' *CellDB*321'972*tFPT*	51·7	26·5	Valparaiso Chilian 7*BHCem* 59*tAPT*63*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
32266 160460 GNVB	**Punta Gorda** TwinSc *ss*Cco.No.2-36 1*Dk*(*Stl*) *Mchy.Aft*	2395 1743 1244	✠100A1 2,38 ~~1,37~~ BS2,38 MS6,36	Cco SNs ✠LMC ~~BS1,37~~	*t*	CL s6,36 P1,37	1928 5mo *Lloyd*	Harland& Wolff Belfast *'sA&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7 P67'F34' FK *Trunk*204' *f*286*t a*356*t FPT*	50·2	14·3	London British 7*BHptCem* 60*tAPT*75*t*	T6Cy.13½",23½"&36"-27"(*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Glasgow	15 ″ 0 s 1 ″ 10¼ 13 ″ 3¾	
			CarryingPetroleum in bulk F.P. above 150° F. *Fitted for oil fuel*5,28													
32267 TUKJ	**Purfina** *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in separate tanks*	536 422 253					1928	Rotterdam Droogd.Maat Rotterdam	PurfinaCabotage S.A.	164·8 F23'	29·8	10·7	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
32268 208636	**Put-in-Bay** Ⓟ 2*Dks*	1182 — 731					1911	Detroit S.B.Co. Wyandotte	Ashley&Dustin SteamerLine	226·0	46·5	17·6	Detroit Utd.States *WB*	T.4Cy.25",40"&(2)45"-36" 243NHP DetroitS.B.Co.Detroit		
32269 Foundered 11,37 95407 MGKK	**Pylades** *ss*Nwc.2ndNo.3-5,31 *Mchy.Aft* *ss*Lth.No.1-35 *Welldeck* 1*Dk*(*Stl*)	705 515 294	✠~~100A1~~ 8,37 ~~1,37~~ ✠NB3,24 ~~BS8,36~~	Shl ~~✠LMC6,35~~	*j*	~~1,37~~ CL 8,37	1903 9mo *Lloyd*	R.William- son&Son Workington *'sA&CP*	M.Taylor	182·8 BK7" *WB=DBf*95'	27·9	12·3	Methil British 3*BHCem* 134*tFPT*50*t*	T.3Cy.15",25½"&41"-30" (*s*) 160lb 110NHP 1SB,3*cf*,GS57,HS1934 Ross&Duncan,Glasgow	14 ″ 7 s 5 ″ 2½ 14 ″ 4½	
32270 DOOC	— 1*Dk*2*trB*	651 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. "Neptun"	180·1 Q52'B43'F22'	28·2	12·8	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝" 50NHP A.G."Weser,"Bremen		G
32271 Broken up	**Pylaros** (*ex*Carmen Sylva,*ex*Hermod) IronTwinSc 1*Dk*	346 — 112					1864	Baumgarten &Burmeister Copenhagen	Heirs of G.N.Ath- anassulis	181·9 H26*t*	20·1	10·4	Argostoli Greek	T.6Cy.12",19"&30"-16" NE&B95 72NHP Howaldtswerke,Kiel		
32272 PUCP	**Pyrineus** TwinSc 1*Dk*	*1696* *1570* *1044*					1910	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		
32273 164088 MLMY	**Pyrope** *Mchy.Aft* 1*Dk* *CruiserStern*	500 315 213	✠100A1 1,37	Bwg ✠LMC7,36	*g*	CL	1936 7mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	Wm.Robertson	164·1 Q95'B9'F25' FK *CellDB*91'118*tFPT*	25·3	9·7	Glasgow British 3*BHptCem* *ptAsp* 38*tAPT*29*t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 86RHP 1SB,3*cf*,GS61,HS2000 Aitchison,BlairLd. Clydebank	11 ″ 9 s 3 ″ 11 11 ″ 8¼	
32274 137410 GPZT	**Pyrrhus** Ⓟ D.F. 2*Dks*	7418 6299 4695					1914	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·5 P53'B162'F59'	56·5	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP Wrkman,Clark&Co.Ld.Bel		BT till ~~6,37~~ ~~12,37~~ 4,38
32275 DJQK	**Python** *OilEng.* D.F. Sub.Sig. 3*Dks* *Ref.Mchy.* *CruiserStern*	3664 3141 2163					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Afrikanische Frucht-Compagnie A.G.(ReedF. LaeiszG.m.b.H. *Mgrs.*)	362·6 F49'	47·1	24·9	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-35$\frac{7}{16}$" 975NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
32276 219524 KOZL	**Quaker City** *Fitted for oil fuel* Sub.Sig. *2Dks*	4961 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd. States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
※ 32277 219112 KOJQ	**Quantico** (*ex*LakeFitch-33) *Fitted for oil fuel* D.F. *3Dks*	2713 — 1679					1919	GlobeS.B. Co. Superior,Wis.	Merchants& MinersTranspn. Co.	253·4 P24'B64'F23'	43·8	26·9	Baltimore Utd. States *WB*	T.3Cy.21",35"&59"–42" 226NHP NordbergMfg.CoM'lw'kee		R
※ 32278 CSBZ	**Quanza** Ⓟ (*ex*Portugal) TwinSc ssShl.No.3–6,34 D.F. *2Dks,3rd dk inNos.1,2&3holds* *Ref.Mchy.* *CruiserStern*	6636 4821 3948	100A1 *withfreeboard* ~~11,36~~11,37 BS~~5,35~~ LMC6,34 8,37	Lis	*a*†	11,36	1929 *Lloyd*	Blohm& Voss Hamburg '*sAP*	Cia.Nacional de Navegacao *CellDB*347'1001*t* *FPT*62*t*	418·2 P&B271'F85' FK *tanks at sides of tun*	52·6	28·6	Lisbon Portuguese 9*BHCem* *nel*19'166*t*	T.6Cy.22 13/16",38 5/16"&66½"–47¼" 213lb (*s*) FD 986NHP 3DB,*18cf*,GS343,HS14694 NB14 *fitted*29 Blohm&Voss,Hamburg	31 " 0 s 6 " 5 24 " 11	
Foundered 12,37 32279 160614 GSQN	**Quarrington Court** ssNwc.No.2–36 D.F. *2Dks(Stl)*	6900 5563 4330	✠~~100A1~~ *withfreeboard* 5,37 ~~6,36~~ ~~✠LMC~~ ~~MS2,36~~ ~~BS2,37~~	Liv Cff	*a*†	CL ~~1,36~~ 5,37	1928 11mo *Lloyd*	Nthmblnd S.B.Co(1927) LdNewcastle *Upper 'tween* '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *dk BHexcept CollB* *CellDB*369'1477*t*	420·0 434·7(O.L.) F42' FK *Hdispensed with Co* *FPT*108*tAPT*149*t*	56·5	33·8	London British *Cem* *llBHtoWdk* 6 ,, ,,2*nd* ,,	T.3Cy.27",45"&75"–51" (*r*) 180lb 569NHP 3SB,*9cf*,GS192,HS8487 FD WllsndSlpwy.Co.Ld.Nwc.	36 " 4 s 9 " 6 27 " 1¼	
※ 32280 133541 MDZY	**Quaysider** ssNwc.No.3–2,27 ssShl.No.2–36 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	616 432 301	✠100A1 6,37 ~~3,36~~ ✠LMC3,36 BS5,37	Shl Gms	*i*	CL 3,36	1913 11mo *Lloyd*	J.P.Ren- noldson&Sns. SouthShields '*sA&CP*	BritishIsles Coasters,Ld. *WB*=*Cell*	175·3 Q89'B9'F22' FK *DBf*112'140*t FPT*	28·2	11·0	Newcastle British 3*BHCem* 44*tAPT*31*t*	T.3Cy.15½",25"&41"–27" (*s*) 180lb 95RHP 1SB,*3pf*,GS55,HS1825 J.P.Rennoldsn&Sns.S.Shl.	13 " 3 s 4 " 2½ 12 " 8	
※ 32281 153450 VGQB	**Quebec** Ⓟ TwinSc ssQbc.No.2–37 ~~ssMtl.No.1–33~~ 1*Dk(Stl)2nd dk in holds*	7016 2481 4143	✠100A1 *withfreeboard* 9,37 ~~9,35~~ ~~MS10,35~~ ✠LMC~~10,32~~ *For Service between Montreal & Saguenay* *Fitted for oil fuel*5,28 *F.P. above* 150° F	Qbc MS9,37 BS5,37		CL ~~9,35~~ 9,37	1928 5mo *Lloyd*	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. '*sA&CP*	CanadaSteamship Lines,Ld. *Cell*	350·1 FK *DB*273' 519*t FPT*	70·0	18·8	Montreal British 8*BHCem* 125*tAPT*67*t*	T8Cy24"38"&(2)44"–36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656FD Richardson,Westgarth& Co.Ld.Hpl.	21 " 0 s 5 " 8½ 15 " 6	
32282 148833 GMPR	**Quebec City** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk* ~~2Dks~~	4745 4432 2877					1927	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
32283 148518 GKWS	**Queda** ssCal.No.3–6,37~~ssCal.No.2–33~~ 2*Dks(Stl)&Shelter dk(Stl)*	7766 7184 4760	✠100A1 *withfreeboard* ~~6,374,36~~ 3,38 BS~~4,36~~ ✠LMC~~4,33~~ 7,37 MS3,37	Bom ~~Cal~~	*e*†	CL ~~4,35~~ N3,38	1925 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*429' 1703*tDTa*31'976*t*	487·0 F45' FK *FPT*195*tAPT*27*t*	60·7	29·9	London British 8*BHptCem* (*Coll toSh dk* 7 ,, 2*nd* ,,)	Q.4Cy.28½",41",58½"&85" –54" (*s*) FD 225lb 933NHP 5SB,*18cf*,GS361,HS14253 Cen.Mar.E.Wks.Ld.WHpl	32 " 8 s 5 " 1½ 27 " 9½	
32284 130979	**Quedoc** (*ex*Kamaris,*ex*Mariska) *Mchy.Aft* 1*Dk*	3072 2623 1874					1890	GlobeIron WorksCo. Cleveland,O.	PatersonSteam- ships,Ld.	346·4 H—F36' len23 *WB*	40·2	22·0	Ft William Ont. British	T.3Cy.24½",38"&61"–42" 241NHP GlobeIrnWksCoCleveland		
32285 217551 KJVW	**Queen** (*ex*LakeFlovilla) *Ref.Mchy.* 1*Dk2trB*	2592 2220 1604			...		1919	Detroit S.B.Co. Wyandotte, Mich.	Terminals& Transpn.Corp. (Minnesota- AtlanticTransitCo *Mgrs.*)	251·0 P25'B64'F23' FK	43·6	26·1	D'luth,Min Utd. States *WB*	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	28 " 2	R †
※ 32286 164093 GZCL	**Queen Adelaide** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4933 4558 2993	✠100A1 *withfreeboard* 10,37~~3,37~~ ✠LMC9,36 *Carrying vegetable oil in deep tank*	Hul		CL	1936 9mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* *CellDB*360'	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*) 1393*t MT*32' 1284*t*	418·2 431·5(O.L.) F40' FK *FPT*119*tAPT*95*t*	55·2	25·5	Glasgow British 7*BHptCem* (*Collto Sh dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 " 0 s 3 " 6½ 25 " 8½	
※ 32287 164105 GZJV	**Queen Anne** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4937 4558 2993	✠100A1 *withfreeboard* 8,37 ~~3,37~~ ✠LMC1,37 *Carrying vegetable oil in deep tank*	Vcr Nwc		CL 8,37	1937 1mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *CellDB*360'	CadoganS.S.Co. Ld.(T.Dunlop& Sons,*Mgrs.*) 1393*t MT*32' 1284*t*	418·2 431·8(O.L.) F40' FK *FPT*119*tAPT*95*t*	55·2	25·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls	29 " 0 s 3 " 6½ 25 " 8½	
32288 144728 GKWP	**Queen City** (*ex*Cragness) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk* ~~2Dks~~	4814 4505 2978					1924	JLThomp- son&SonsLd. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*)	412·1 F34'	55·0	25·1	Bideford British *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
32289 20612	— *Mchy.Aft* 1*Dk*	3785 — 3367					1896 —	Cleveland S.B.Co. Cleveland	PittsburghS.S.Co.	401·4	48·0	23·7	D'luth,Min Utd. States *WB*	T.3Cy.23",38"&63"–40" 251NHP ClevelandS.B.Co.Clevelnd		
※ 32290 ~~142628~~ ~~[illegible]~~ IEWO	**Queen Eleanor** (*ex*SierraBlanca) ssGls.No.3–10,31 ssNwc.No.1–36 D.F. 2*Dks(Stl)* Now "Pelorum," *see No.* 39716 *in Supplement*	5271 4829 3204	100A1 ~~6,37~~ ~~11,36~~2,38 LMC BS~~7,36~~6,37 MS11,36	Nwc Rot	*y*	CL ~~7,34~~ ~~N6,37~~ 1,38	1918 *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	Transmediter- raneaSoc.Anon. di Nav. *CellDB*	400·3 P49'B113'F39' FK 338' 1103*tFPT*133*t*	52·3	28·4	Palermo Italian 7*BHCem* *APT*225*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 " 0 s5 " 11½ 25 " 2¾	
32291 133048	**Queen Empress** Ⓟ PadSp 2*Dks*	411 291 164					1912	Murdoch & Murray,Ld. PortGlasgow	Williamson- Buchanan Steamers(1936),Ld.	210·0	25·6	8·4	Glasgow British	C.D.2Cy.27½"&54"–54" 178NHP Rankin&Blackmore,Grk.		BT till 3,38
※ 32292 164282 GBTT	**Queen Mary** Ⓟ QuadSc D.F. GyC. E.S.D. 5*Dks,6th&7th dks* *CruiserStern* *clear of mchy. space* Sub.Sig. *8th dk forward of mchy. space* (*Topsides–special quality steel*)	81235 56152 34253	✠100A1 *withfreeboard* ~~7,37~~~~2,37~~2,38 BS~~5,37~~ ✠LMC5,36 2,38 *Fitted for oil fuel*5,36 *F.P. above* 150° F.	Sou	P 8	CL *f*N2,37 *a*N1,38 *sf*1,38 Pa1,38	1936 5mo *Lloyd*	John Brown& Co.Ld. Clydebank '*sA&CP*	CunardWhiteStar Ld. *CellDB*835'8585	975·2 B715'F93'(*Upper* *Bridge*540' FK *tDTf*33'695*tFPT*3	118·6	68·5	Liverpool British 15*BHAsp* 10*tAPT*364*t*	16 Steam Turbines SR geared to 4 Sc.Shafts 425lb (*s*) 33653NHP 24WaterTubeBoilers(Spt) HS234000 3DB(Spt) *250lb* FD JohnBrown&Co.Ld.	74 " 7 s35 " 11½ 38 " 10½	BT till ~~1,38~~ 1,39
32293 132310	— TwinSc *Mchy.Aft* 1*Dk*	636 594 338			...		1913	Lobnitz& Co.Ld. Renfrew	Governmentof Nigeria	170·7 F16' FK	34·1	12·8	Lagos British	T.6Cy.13",22"&34"–22" 137NHP Lobnitz&Co.Ld.Renfrew	13 " 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32294 161974	**Queen Mary II** Ⓟ TrpSc (*ex*QueenMary–35) 2*Dks&Shelter dk*	870 572 336					1933	W.Denny &Bros.Ld. Dumbarton	Williamson- Buchanan Steamers(1936) Ld.	252·5	35·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 9,37
❋ 32295 164101 GZDR	**Queen Maud** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4976 4627 3038	✠100A1 *withfreeboard* ~~10,37 4,37~~ 3,38	Bry ~~Sws~~ Avn ✠LMC11,36		CL	1936 11mo *Lloyd*	Wm.Dox- ford&Sons,Ld Sunderland 's*A&CP*	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*) *CellDB*346′1174*t*	422·8 439·2(O.L.) *MT*1236*tAPT*177*t*	54·2	26·1 FK (	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB120lb Wm.Doxford&SonsLd.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6	
❋ 32296 164099 GZFC	**Queen Victoria** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4937 4558 2993	✠100A1 *withfreeboard* 10,37~~4,37~~ *Carrying Veg*	Nwc Liv ✠LMC11,36 *etable*	 *Oil*	CL 4,37 *in dee*	1936 11mo *Lloyd* *ptank*	Barclay, Curle&Co.Ld. Glasgow 's*A&CP*	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*) *CellDB*360′1393*t*	418·2 F40′ *MT*32′ 1284*t* *FPT*119*tAPT*95*t*	55·2	25·5 FK (	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
❋ 32297 156189 GZKF	**Queen of Bermuda** Ⓟ QuadSc *ss*NYk.No.1–37 *Ref.Mchy.* 3*Dks*(*Stl–Weatherdk* teak s) 4*th dk*(*Stl*)*in forward holds&in* *Nos.* 5&6 *holds*, 5*th dk*(*Stl*)*in No.*2 *hold* (*Topsides–special quality steel*) Sub.Sig. *Rudder electrically welded* D.F. E.S.D. GyC. *CruiserStern*	22575 13107 12777	✠100A1 *withfreeboard* 11,37~~12,36~~ MS12,36 ✠LMO ✠Lloyd'sRMC~~6,37~~ 11,37 *Fitted for oil*	NYk BS2,37 *fuel* 2,33	*m*† P S P S	CL *a*11,35 *a*11,35 *f*5,36 *f*5,36 *F.P. a*	1933 2mo *Lloyd* *bove* 1	Vickers- Armstrongs, Ld. Barrow 's*A&CP* *CellDB inclu* *wing tanks* 50°F. *'tween*	Furness,Withy& Co.Ld. *ding tanks in way* 389′ 3036*t MTs*26′ *dk tanks a*72′ 435*t*	553·4 B&F513′ *UpperBridge*413′ *of tunnels&* 1040*tDTsf*742*t* *FPT*113*t APT*121*t*	76·7	39·0 FK	London British 13*BHptCem* *Coll*„*to Wdk* *Turbines by* *Motors by*	2SteamTurbinesconnected to Electric Motors & Sc. Shafts (*s*) 4274NHP 8 Water Tube Boilers(Spt) 400lb HS39720 FD Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s16″5¾ 27 ″ 0¾	
32298 148380 GLZV	**Queen of Kent** Ⓟ Pad *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	798 388 379					1916	AilsaS.B. Co. Troon	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	235·2	29·1	9·2	Rochester British *WB*	CD.2Cy.26½″&52″–54″ 165NHP AilsaS.B.Co.Troon		BT till 10,37
32299 108358 MCDC	**Queen of Southend** Ⓟ PadSk (*ex*YarmouthBelle) *Fitted for oil fuel* 2*Dks*	517 409 216					1898	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	240·0 *Promenade dk*156′	28·1	9·3	London British	T.3Cy.20½″,30″&43″–60″ 143NHP Denny&Co.Dumbarton		BT till 10,37
32300 160696 GTCD	**Queen of Thanet** Ⓟ Pad *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*	792 384 382					1916	W.Hamil- ton&Co.Ld. PortGlasgow	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	234·9	29·1	9·2	Rochester British *WB*	C.2Cy.26½″&52″–54″ 168NHP W.Hamilton&Co.Ld.P.Gl.		BT till 10,37
32301 ~~156060~~ ~~MKKL~~	**Queen of the Bay** Ⓟ TwinSc (*ex*Protea–36,*ex*NavalVessel) 1*Dk*	783 689 307	✠ 8,19	 ✠			1919	W.Simons &Co.Ld. Renfrew	~~J.A.Billmeir~~ ~~(J.A.Billmeir&~~ ~~Co.Ld.*Mgrs.*)~~	219·3	28·6	15·5	~~Liverpool~~ ~~British~~ French *WB*	T.6Cy.13″,21″&35″–24″ 120NHP W.Simons&Co.Ld.Rnf.		~~BT~~ till 10,37
32302 164489 GYKW	**Queen of the Channel** Ⓟ *OilEng.* TwinSc Wireless 2*Dks* *CruiserStern*	1162 563 677					1935	W.Denny &Bros.Ld. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	250·8 *Promenade dk*145′	34·1	9·2	London British *WB*	2 Oil Engines 2S.C.SA 16Cy.$14\frac{3}{16}$″–23⅝″ 560NHP W.Denny&Bros,Ld.Dmb. SulzerBros.Winterthur		BT till 10,37
32303 120511 MCFB	**Queenie** 3Mst *Mchy.Aft* *Welldeck* 1*Dk*	329 230 130			...		1905	R.William- son&Son Workington	JohnS.Monks,Ld.	135·9 Q78′B9′F20′	24·0	9·8 FK	Liverpool British *WB*	C.2Cy.18″&36″–24″ 54RHP Ross&Duncan,Glasgow	10 ″ 9	
❋ 32304 162488 GTQR	**Queensbury** *ss*Cff.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3911 3682 2425	✠100A1 *withfreeboard* 1,38~~3,37~~ BS~~3,37~~ 5,38	Cff Bry ✠LMC2,36	*y*	CL 3,37	1931 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland 's*A&CP*	AlexanderShppng. Co.Ld.(Capper Alexander&Co. *Mgrs.*) *CellDBa&uE* 125′	372·6 385·0(O.L.) F39′ *f*179′1059*tFPT*60*t*	52·3	24·4 FK (	London British 6*BH Cem* *Coll to Sh dk* 5 „ 2*nd* „) *APT*82*t*	T.3Cy.23″,39″&65″–45″ (*s*) 200lb 381NHP 2SB(FD)&1AuxB,8*cf*, GS151,HS5521 D.Rowan&Co.Ld.Gls.	26 ″ 9 s 2 ″ 7¼ 24 ″ 4¼	
32305 164633 MLKK	**Queensland** (*ex*Beijerland–36) *ss*Rot.No.2–36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	1617 1186 870	✠100A1 4,38~~4,37~~ BS~~4,37~~ 4,38	Shl ✠LMC5,36	*p*	OG ~~4,37~~ 4,38	1928 2mo *Lloyd*	Schpw.v. JanSmit,Czn. Alblasserdam 's*A&CP*	Shipping&CoalCo. Ld. *CellDBf*167′36	242·8 P60′Q79′F27′ 6*tDTf* 10′206*tFPT*	38·1	15·9 FK	London British 5*BHCem* 99*tAPT*20*t*	T3Cy.18″,$30\frac{1}{16}$″&49″–36″(*s*) 200lb 199NHP 2SB,6*cf*,GS107,HS3510 Maats.deSchelde,Flushing	18 ″ 0 s 5 ″ 1½ 17 ″ 0¼	
32306 148094 GDXK	**Queenworth** *ss*Sld.No.3–9,37 ~~*ss*Nwc.No.2–34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted* D.F. ~~*Special Surveys to date from* 7,25~~	2047 1581 1150	✠100A1 9,37 ~~11,36~~ MS~~7,34~~ 9,37	Nwc Sld ✠LMC BS~~2,36~~6,37	*r*	CL ~~11,36~~ 9,37	1925 3mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 's*A&CP*	WatergateStm. Shppg.Co.Ld.(R.S. Dalgliesh&R.J. James,*Mgrs.*)	275·0 Q165′F30′ *CellDBuE*25′*f*186′54	39·9	18·1 FK	Newcastle British 5*BHCem* 4*t MT*9′207*t*	T.3Cy.21″,35″&57″–36″ (*s*) 180lb 222NHP 2SB,6*cf*,GS98,HS3560 J.Dickinson&Sons,Ld.Sld. *FPT*135*tAPT*64*t*	20 ″ 3 s 6 ″ 1¾ 18 ″ 5¾	
❋ 32307 OTXA	**Quenast** (*ex*Dunavon) *ss*Sld.2ndNo.3–2,27 *Mchy.Aft* *ss*Ant.No.2–36 *Well deck* 1*Dk*(*ptStl*)&*deep framing*	*560* *436* *232*	✠100A1 1,38 ~~12,36~~	Ant Goo ✠LMC12,36	*h*	CL ~~12,36~~ 12,37	1903 5mo *Lloyd*	Bow,Mc- Lachlan&Co. Ld. Paisley 's*A&CP*	ArmementL. HermansS.A.	165·5 Q48′B11′F34′ *WB = CellDBf*94′	28·2	12·0 FK	Bruges Belgian 3*BHCem* 216*tFPT*62*t*	C.2Cy.20⅝″&44⅜″–30″ (*s*) 140lb 78RHP 1SB,3*pf*,GS75,HS2094 Bow,McLachln&CoLdPsy	14 ″ 5 s 1 ″ 3½ 13 ″ 4	
❋ 32308 148548 GKWT	**Querimba** *ss*Cal.No.3–4,37 ~~*ss*Cal.No.2–33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7769 7197 4772	✠100A1 *withfreeboard* ~~4,37~~ ~~5,36~~ 3,38 BS~~9,36~~ 7,37	Cal ✠LMC~~6,33~~ MS3,37	*e*†	CL N~~7,35~~ 4,37	1925 3mo *Lloyd*	W.Gray& Co.Ld. Sunderland 's*A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*428′1709*t* *DTa*31′976*tFPT*	487·0 F45′ 195*tAPT*28*t*	60·9	29·9 FK (	London British 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd*„)	Q4Cy28½″,41″,58½″&85″–54″ 225lb (*s*) 933NHP 5SB,18*cf*,GS361,HS14253 FD Cen.Mar.EngWks.W.Hpl	32 ″ 8 s 5 ″ 1¾ 27 ″ 9½	
32309 DHTQ	**Quersee** (*ex*Amrum) 1*Dk*	998 794 560					1926	Nordsee- werke Emden	W.Schuchmann	219·6 P16′Q56′B55′F26′	34·9	13·1	Hamburg German *WB*	T.3Cy.$17\frac{11}{16}$″,29½″&46″–31⅜″ F.Wilhelms- 118NHP Hütte,Mülheim,Ruhr		G
❋ 32310 149453 GNRP	**Quickstep** *ss*Shl.No.2–37 1*Dk*(*Stl*) *Cargo battens not fitted*	2722 2353 1642	✠100A1 4,38 ~~1,37~~ ~~11,37~~ BS3,38	Shl ✠LMC1,37	*t*	CL N1,37	1928 2mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' 's*A&CP*	HillSteam ShippingCo.Ld. (Witherington& Everett,*Mgrs.*)	305·0 P23′B50′F24′ *CellDB* 261′727*tFPT*106*t*	45·5	21·3 FK	Newcastle British 6*BHptCem* *APT*100*t*	T.3Cy.21″,35″&57½″–42″ (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	
32311 118734 MGMV	**Quickthorn** (*ex*Rosyth–35) *ss*Shl.No.2–37 *ss*Lth.2ndNo 3–1,29 *Mchy.Aft* ~~*ss*Lth.No.1–33~~ *Well deck* 1*Dk*(*ptStl–ptws*)	409 303 158	✠100A1 12,37~~5,36~~ ✠NB1,25 ~~BS3,36~~ 5,37	Bkn Shl ✠LMC~~8,33~~ 12,37	*y*	CL ~~5,36~~ 12,37	1903 12mo *Lloyd*	Dundee Shipbuilders' CoLdDundee 's*A&CP*	~~W.J.Ireland~~ RibbleShipping Co.Ld. (W.J. Ireland,*Mgr.*)	165·0 Q67′B11′F23′ *DBf*33′50*t FPT*	25·1 *26·6*	11·7 FK	Dundee British 3*BHCem* 24*t*	T3Cy.15½″,25¾″&41″–33″(*s*) 180lb 132NHP 1SB,3*cf*,GS56,HS2388 Cooper&Greig,Dundee	12 ″ 8 s ″ 9½ 12 ″ 0	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. Ref. Trade
✱ 32312 148693 GLQK	**Quiloa** ssCal.No.3–6,37 ~~ssBom.No.2–36~~ *2Dks(Stl)&Shelter dk(Stl)*	7765 7178 4750	✠100A1 *withfreeboard* 6,37 ~~3,36~~ ~~BS7,16~~ ✠LMC~~3,36~~ 6,37	Cal	e †	CL ~~3,36~~ 6,37	1925 10mo	W.Gray&Co.Ld. WHartlepool *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB429' 1703t* *976tFPT195t*	487·1 F45' *DTa31'* *APT27t*	60·7	29·9 FK	London British *8BHptCem* (*Coll to Sh dk* *7 „2nd „*)	Q.4Cy28½",41",58¼"&85"–54" 225lb (*s*) 933NHP 5SB,*18cf*,GS361,HS14253FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 8 s 5 ″ 1½ 27 ″ 9½	
32313 220985 KJVX	**Quinault** Wood *Fitted for oil fuel* *1Dk*	1138 1100 610					1921	G.F.Mathews(ofHoquiam,Wash) Portland,Or	Hart-Wood LumberCo.	210·0	43·1	15·4	S.Frncisco Utd.States	T.3Cy.15",23"&39"–24" 74NHP PacificMarineIronWorks, Portland,Or		
32314 DDTZ	**Quinta** Sub.Sig. *1Dk*	1599 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampschifffahrts Ges.v.1869	262·6 P16'Q92'B108' F32'	40·2	15·3	Flensburg German *WB*	T.3Cy.15 5/16",25⅝"&44"–29½" 105NHP FlensburgerSchiffsb.Ges.		G
32315 1874 ISJV	**Quinto** (*ex*Fleiss–33) *1Dk*	531 404 278					1922	Gebr. Muller Foxhol	G.B.Ferrari	188·9 P61'F18' len26	26·1	10·3	Genoa Italian *WB*	T.3Cy12",19 7/16"&32 1/16"–24⅛" 50NHP N.V.v.d.Kuy&v.d.Ree's Mchft.&Schps.Schiedam		I
32316 231645 KDCR	**Quirigua** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. *4Dks*	6982 3966 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States *WB*	2 Stm.Turbines connected toElec.Motors&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
32317 309 ~~[illegible]~~ ICAK	**Quirinale** Ⓟ (*ex*Palacky) D.F. *1Dk&Spar dk&deepframing*	3779 2794 2215			...		1907	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	356·0 P&B246'F65'	44·2	22·9 FK	Venice Italian *WB*	T.3Cy.24⅛",40½"&68"–48" 432NHP LloydAustriaco,Trieste	25 ″ 10	I †
32318 217144 WREI	**Quistconck** *Fitted for oil fuel* Sub.Sig. *2Dks&Webframes*	5144 4664 3072			...		1918	American International S.B.Corp. HogIslandPa	~~LykesBros.~~ ~~RipleyS.S.Co.Inc.~~ Lykes-Coastwise Line,Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DRgearedSteamTurbine 600NHP GeneralElectric Co.Schenectady,N.Y.	32 ″ 0	R †
32319 Broken up ~~[illegible]~~ ~~KJVY~~	**Quittacas** *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinalframing*	4767 4413 2950					1919	ToddD.D.&Const.Corp. Tacoma,Wsh.	~~UnitedStates Maritime Commission~~	379·4 P39'B102'F41'	53·1	27·0	~~Tacoma, Wash.~~ Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCrp.Seattle		R
32320 122740 VJVR	**Quorna** Ⓟ (*ex*Warrener) ssAdl.No.1–16 *1Dk(Stl)*	606 414 265	✠ 8,18 ✠	Adl	*i*		1912 9mo	J.Fullerton&Co. Paisley	TheAdelaide SteamshipCo.Ld. *WB=Cell*	175·5 B55'F28' *DBa40'26t FPT40t*	28·1	11·6 FK	Adelaide British *4BHCem* *APT28t*	T.3Cy.15",25½"&41"–30" 86RHP 1SB,*3cf*,GS62,HS2107 Ross&Duncan,Glasgow	12 ″ 3	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.of Trade Cer
32321 DHTR	**R. C. Rickmers** Sub.Sig. 2*Dks*	5198 4728 3193					1921	Nordd. Werft.m.b.H. Weser-münde-G.	RickmersRhederei, A.G.	401·5|53·2|27·5 P50'B134'F34'	Hamburg German *WB*	T.3Cy.$28\frac{1}{2}$",$45\frac{3}{16}$"&74"–$53\frac{1}{2}$" 400NHP BremerVulkan,Vegesack		G
32322 221897 KJVZ	**R. D. Leonard** *Fitted for oil fuel* *CarryingPetroleum in bulk* *Mchy.Aft* 1*Dk*	1772 — 1073					1922	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	AtlanticRefining Co.	265·9|39·2|19·6 P62'F27'	Phildlphia Utd.States *WB*	DR geared Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
32323 214951 WPCL	**R. G. Stewart** (*ex*R.W.Stewart, *ex*EdwardL.Doheny, Junior) *ss*N.Yk.No.3-8,30 *ss*N.Yk.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	~~7530~~ ~~7153~~ ~~4596~~ 9229 — 6804	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~11,36~~ 12,37 BS12,37 ~~BS11,36~~ ✠LMC9,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	NYk Gal	*d*†	CL 11,36	1917 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	StandardOilCo. ofNewJersey	467·6|62·7|32·0 36·3 FK *CellDBa*23' *uE&B*76' 463*tDTf*40'	Wilmgton (Del.) Utd.States 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. 441*tFPT*229*tAPT*131*t*	39 ″ 6 s10 ″ $3\frac{1}{2}$ 29 ″ $5\frac{3}{4}$	
32324 149845	**R. H. Carr** TwinSc *ss*Dem.No.2-36 1*Dk*	324 224 135	✠ A1 *withfreeboard* 4,36 BS8,37 ✠LMC4,36 *For River & Coast service British Guiana*	Dem		4,36	1927 6mo	J.Crichton &Co.Ld. Saltney *Lloyd'sA&CP*	Sproston'sLd.	145·3|27·6| 8·7 152·0(O.L.) F25' FK	Georget'n, Dem. British 4*BHCem* *FPT*12*t*	T.3Cy.$8\frac{1}{4}$",14"&22"–15" (*s*) 180lb 50RHP 1SB,*3cf*,GS47,HS1475 Plenty&Son,Ld.Newbury	9 ″ 0 s2 ″ 11 6 ″ 6	
32325 221590 KDUC	**R. J. Hanna** (*ex*Lubrico-35) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. GyC. *Longitudinal framing* *CarryingPetroleum in bulk*	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. ofCalifornia	425·0|57·2|33·1	S.Frncisco Utd.States	T.3Cy.$27\frac{5}{8}$",46"&78"–51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
✻ 32326 1845 IBPP	**R. L. Hague** TwinSc *OilEng.* *ss*Pal.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* 3*rd dk*(*Stl*)*aft of cargo tanks* *Web frames* D.F. GyC. *Rudder electrically welded* *CruiserStern* *Longitudinal framing*	12173 11720 7127	✠100A1 1,37 ✠LMC CS1,37 DBS~~1,37~~2,38 1,37 *CarryingPetroleum in bulk*	Pal		CL 4,35	1932 7mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sAP*	"LaColumbia"Soc. Marit. perTrasporti diPetrolio e Derivati	542·3|70·2|38·7 522·0 FK *Aft*B55'B40'F39 *Cell DBuE*78'135*t DTsf*53'2312*t*	Genoa Italian 16*BHptCem*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An"Fiat"S.G.M.Turin *FPT*291*tAPT*250*t*	38 ″ 9 s8 ″ $6\frac{1}{2}$ 30 ″ $5\frac{1}{4}$	
✻ 32327 234510 WOGQ	**R. P. Resor** *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing-bracketless system* *Part electrically welded* "*Arcform*" ~~*Rudder electrically welded*~~ D.F. E.S.D. GyC.	7451 6674 4620	100A1 ~~7,37~~ ~~5,36~~ 1,38 BS7,~~37~~ 12,37 LMC1,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,36 *F.P. above* 150° F.	NYk ~~Gal~~		CL N1,38	1936 2mo	Federal S.B &D.D.Co Kearny,N.J.	StandardOilCo. ofNewJersey	435·0|66·8|34·2 P85'B33'F36' FK *CellDB*54'146*tDTf*31'687*tFPT*155*t*	Wilmgton (Del.) Utd.States 13*BH* *APT*247*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb (*s*) 593NHP 2 W.T.B.(Spt) HS3660 FD Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
✻ 32328 214311 WPCI	**R. P. Smith** (*ex*J.M.Danziger-36) *ss*N.Yk.No.3-9,27 *ss*Gal.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6226 5699 3834	✠100A1 7,37~~10,36~~ BS7,37 ~~BS10,36~~ ✠LMC10,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150°F	Gal	*b*†	CL 4,35	1916 8mo	W Cramp& SonsS&EBCo Philadelphia A&CP	SabineTransportationCo.Inc.(M. T.Ball,*Mgr.*) *CellDB*61'235*t* *DTf*45'629*t*	430·0|58·2|33·3 P103'B36'F49' FK *FPT*246*tAPT*49*t*	Baltimore Utd.States 15*BHptCem* (7 *to U dk* 8 „ *2nd* „)	T.3Cy.27",$45\frac{1}{2}$"&76"–51"(*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS.&E.B.Co. Phl.	33 ″ 4 s6 ″ $7\frac{1}{2}$ 26 ″ $11\frac{3}{4}$	
32329 77532	**R. R. Richardson** (*ex*J.M.Jenks) GyC. 1*Dk*2*trB*	4046 — 2925					1902	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	414·0|50·0|28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"–40" NB25 213NHP AmericanSB.Co.Cleveland		
32330 214444 WSCP	**R. W. McIlvain** TwinSc (*ex*LosAlamos, *ex*BramellPoint) *OilEng.* *ss*L.An.No.3-8,29 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	3262 2994 2002	✠ … 11,33	Mob			1916 11mo	Baltimore DryDocks& ShpbldgCo. Baltimore	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*)	292·3|47·2|26·9 P76'F26' FK *FPT*73*tAPT*151*t*	Baltimore Utd.States 11*BHptCem* (7 *to U dk*) (4 „ *2nd* „)	OilEngines4S.C.SA 12Cy.22"–32" 2DB*150lb* NE20 564NHP McIntosh&SeymourCorp. Auburn,N.Y.	28 ″ 1	
✻ 32331 YTMU	**Rab** Ⓟ *ss*Spt.No 1-35 1*Dk*(*Teak*)	344 235 115	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 1,38 BS1,38 ~~BS8,36~~ ✠LMC7,35	Spt	*f*	CL ~~6,35~~ 5,37	1931 3mo	J.S.White &Co.Ld. EastCowes *Lloyd'sA&CP*	Jadranska Plovidba d.d. *Tanks in way of tunnel*	144·5|24·6|11·4 F34' BK6" 16'11*tDTf*20'31*tFP*	Susak Yugoslav 5*BHCem* *T*4*tAPT*3*t*	T.3Cy.14",$22\frac{1}{2}$"&37"–24"(*s*) 200lb (*s*) 111NHP 1SB,*3cf*,GS53,HS1723 FD J S.White&Co.Ld.Cowes	12 ″ 0 s2 ″ $4\frac{1}{2}$ 10 ″ $3\frac{1}{2}$	
32332 DNAY	**Rabat** *Fitted for oil fuel* Sub.Sig. 2*Dks*	2719 2304 1603					1929	Deutsche WerftA.G. Hamburg	Oldenbrg-Portug. Dmpfsch.-Rhed.	283·3|46·0|23·0 P21'B72'F31'	Oldenburg German *WB*	C.4Cy.(2)$18\frac{11}{16}$"&(2)$39\frac{3}{8}$"–$39\frac{3}{8}$" 194NHP DeutscheWerftA.G.Ham.		G
32333 113640 TWCD	**—** 3Mst (*ex*Vena, *ex*Algeiba, *ex*Clarence) *ss*Bel.2ndNo.3-3,28 *ss*CasablancaNo.1-32 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	565 *402* *229*	✠ 4,37 ✠NB9,18 ✠	Casa-blanca	*h*		1902 5mo	Scott& Sons Bowling	V.&S.Castella	170·4|27·2|11·4 Q91'B10'F25' BK7" *FPT*60*t*	Casablnca Moroccan 4*BHCem* *APT*32*t*	T.3Cy.14",$22\frac{1}{2}$"&37"–27" NDB18 71NHP 1SB,*3pf*,GS49,HS1293 Ross&Duncan,Glasgow	12 ″ 4	
✻ 32334 163510 VQWP	**Rabaul** TwinSc3Mst (*ex*GeorgeWashington-34) *OilEng.* *ss*Osl.No.3-6,29 D.F. *ss*Osl.No.1-33 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5618 5200 3516	✠100A1 *Awng dk* *withfreeboard* 6,36 ✠LMC CS8,34 DBS~~6,36~~7,37 6,36	Cpn	*a*†	CL ~~6,36~~ PN7,37 S7,37	1916 11mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	W.R.Carpenter& Co.Ld.	425·5|55·3|27·8 FK *Cell DB*377'1266*tFPT*90*t*	Suva,Fiji British 7*BHptCem* *APT*82*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ $0\frac{1}{4}$ 26 ″ $8\frac{3}{4}$	
32335 DOEF	**Rabe** (*ex*Hornsee) Wireless Sub.Sig.	994 879 556					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·8|33·5|14·2 P14'F30'	Bremen German *WB*	T.3Cy.15",$24\frac{4}{5}$"&$38\frac{3}{5}$"–$25\frac{1}{5}$" 74NHP F.Schichau,Elbing		G
32336 FOYB	**Rabelais** (*ex*JeanStern) 1*Dk*&2*nd dk in holds*	4999 4100 3156				…	1921	Atel.&Ch. duSud-Ouest Bordeaux	Cie. desAffrêteurs Français(Heuzey& Chastellian,*Mgrs.*)	386·4|52·4|25·0 P35'B*a*21'B*f*21' F46' FK	Rouen French *WB*	T.3Cy.$25\frac{1}{2}$",42"&70"–48" 433NHP N.E.MarineEng.CoLdNwc	28 ″ 4	V †
32337 DOFS	**Rabenfels** (*ex*SlavicPrince) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	8563 5922 5310				…	1918	Palmer's Co.Ld. Newcastle	DeutscheDampfs. Ges.Hansa	447·9|57·2|39·2 FK	Bremen German *WB*	Q.4Cy.$25\frac{1}{2}$",$36\frac{1}{2}$",$52\frac{1}{2}$"&76"–54" 667NHP Palmer'sCo.Ld.Newcastle	40 ″ 9	G †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Total. Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où cote n'est dans le L.R. Durée.Cert.B.of Trade
32338 UOAG	**Rabochi** Wrecked by ice 1,38 Sub.Sig. 1*Dk*	2513 1980 1387	...				1928	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	283·8|43·0|20·5 P20'B72'F32' FK	Leningrad Russian *WB*	T.3Cy.$17\frac{1}{16}$", 29½" & $48\frac{7}{16}$"-$35\frac{7}{16}$" 193NHP BalticS.B.&EngWrks.Len	22 ″ 8	
32339 UOVK	**Rabotnik** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	967 769 472					1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6|33·9|11·8 P55'F25'	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{3}{16}$"-$19\frac{11}{16}$" 214NHP StateEngineWorks, Kolomenski		
32340 UOVU	**Rabotnitsa** (*ex*Batrak) TwinSc *OilEng.* Wireless *Mchy.Aft* 1*Dk*	967 769 472					1930	Sevastopol MarineWorks Sevastopol	U.S.S.R.	229·6|33·9|11·8 P56'F25'	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{3}{16}$"-$19\frac{11}{16}$" 214NHP StateEngWks.Kolomenski		
32341 UOGU	**—** Aux *OilEng.* 1*Dk* (*SeeSailingShipRegister*)	414 301 158					1933	FarEast Works Vladivostok	U.S.S.R.	134·1|29·6|11·1	Vladvostk Russian	Oil Engines 4S.C.SA SormovoWks.Sormovo		
❋ 32342 147306 GCQZ	**Raby Castle** *OilEng.* ssHKg.No.3-1,37 ~~ssN.Yk.No.2-33~~ D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Longitudinal framing*	4996 4591 3078	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ ✠LMC CS7,~~35~~ 10,37 DBS8,35 ~~3,35~~ 2,37 DBS(lower) ~~3,36~~ 2,37 DBS(upper)2,38	HKg ~~NYk~~	*z*	CL N3,36	1925 4mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee *Cel*	Lancashire Shppg. Co.Ld(J.Chambers &Co. *Mgrs.*) *lDB*329'1090*tDTs*	400·1|52·4|26·6 FK *Coll* *f*41'1029*tFPT*117*t*	Liverpool British 7*BHptCem* *BH to Sh dk* *APT*54*t*	Oil Engines 4S.C.SA 8Cy.28¾"-$51\frac{3}{16}$" 638NHP 2DB*100lb* NDB(*upper*)34 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 4½ 25 ″ 10	
❋ 32343 140859 MJTB	**Race Fisher** (*ex*Orleigh-32) ssLan.No.3-1,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* ssLan.No.1-37	484 336 188	✠100A1 6,37 ~~5,36~~ ~~BS5,36~~ ✠LMC~~1,33~~ 6,37	Brw Lan	*g*	CL ~~N5,36~~ 6,37	1919 12mo *Lloyd*'*sA&CP*	R.Cock& Sons,Ld. Appledore	JamesFisher& Sons,Ld.	150·0|25·7|12·0 Q83'B9'F24' FK	Barrow British 3*BHCem* *FPT*34*t*	T.3Cy.12",22"&34"-22½" (*s*) 180lb 72RHP 1SB,2*cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9 s3 ″ 11½ 12 ″ 5¾	
32344 YTDS	**Rad** (*ex*Thistletor) ssSpt.2ndNo.3-2.35 D.F. 1*Dk*(*ptIrnptStl*)	4210 3798 2572	✠100A1 11,37 ~~11,36~~ ✠LMC2,35 ~~BS4,36~~ 4,37 DBS2,37	Rot Ant	*x*	CL ~~3,35~~ 11,37	1910 8mo *Lloyd*'*sA&CP*	Irvine'sSB &D.D.Co.Ld W Hartlepool	Plovidba "Rad" (Banaz&Rusko, *Mgrs.*) *CellDBa*130'*uE&*	370·3|51·4|24·0 P49'B&F287' FK *B*49'*f*149' 1021*tFPT*144*t*	Dubrovnik Yugoslav 6*BHCem* *APT*213*t*	T.3Cy.25",40"&68"-48" (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS130,HS5663 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6 s2 ″ 11¾ 23 ″ 9	
❋ 32345 43 SUBT	**Radames** (*ex*FernandColignon, *ex*Winslow, ssShl 2ndNo.3-5,29 *ex*Overdale, ssAlx.No.2-36 *ex*Dumbarton) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3672 3361 2260	✠100A1 *Spar dk* 3,38 ~~5,37~~ BS4,37 ✠LMC3,36	Hul Alx	*w*	CL 12,35	1903 8mo *Lloyd*'*sA&CP*	A.McMil- lan&Son,Ld. Dumbarton	A.Klat *CellD*	340·0|45·0|17·8 351·8(O.L.) 26·1 P30'B88'F36' FK *Ba*112'*uE*24'*f*144'	Alexndria Egyptian 6*BHCem* 715*tAPT*91*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *110lb* NDB25 305NHP 2SB,6*cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 9 s5 ″ 2½ 23 ″ 9½	
❋ 32346 DAXQ	**Radbod** (*ex*VictoriaW. Kunstmann-36, ssKel.2ndNo.3-5,36 *ex*CrawfordCastle,*ex*Hova) 2*Dks*(*Stl*) Sub Sig.	4354 4061 2771	✠100A1 9,37 ~~5,36~~ ✠LMC5,36 BS8,37	Kel Ham	*x*	CL N5,36	1910 11mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*) *CellDB*	378·0|49·1|26·5 P31'B94'F33' FK *a*129'*uE&B*42'*f*165'	Emden German 6*BHCem* 990*tAPT*50*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 367NHP 3SB,9*cf*,GS164,HS5796 N.E.MarineEng.CoLdNwc	29 ″ 0	
32347 210806 KLHS	**Radium** *Pet.Mot.* *Mchy.Aft* 1*Dk*	339 — 230					1912	SkinnerSB &D.D.Co. Baltimore	GulfOil Corporation	140·4|23·2|13·0	Pt.Arthur, Texas Utd.States	PetrolMotor 4S.C.SA 6Cy.12"-14" 86NHP StandardMar.Const.Co. JerseyCity,N.J.		
❋ 32348 LCKK	**Radix** (*ex*Linerton) ssOsl.No.3-3.32 ssGot.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6795 6389 4082	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~3,37~~ BS~~12,36~~ 12,37 ✠LMC12,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Cff	*a*†	CL ~~12,35~~ 12,37	1919 10mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland *CellDBuE* *Converted*	T.Mosvold &*B*84'195*t f* 35'53*t* *into a tanker* 10,21	412·1|55·3|34·2 430·0(O.L.) FK F36'*onShelter dk* *FPT*148*t APT*292*t*	Farsund Norwegian *ptCem* 10*BHtoS dk* 5 ,, ,,2*nd*,,	T.3Cy.27",45"&75"-54" (*s*) 180lb 619NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 9 ″ 3½ 28 ″ 2	
32349 147222 GCWL	**Radnorshire** Ⓟ TwinSc (*ex*Tantalus-36) *OilEng.* *Ref Mchy.* D.F. 2*Dks*	7726 6556 4809					1923	CaledonSB &E.Co.Ld. Dundee	GlenLine,Ld.	458·3|58·2|32·6 P52'B159'F64'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP Burmeister&Wain,Cpn.		BT till ~~2,38~~ 11,38
32350 FOGX	**Raffinage** (*ex*Pass ofBallater-34) ssHul.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing*	806 548 325	✠100A1 5,38 BS6,38 ✠LMC6,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,35 *F.P. above* 150°F.	Hul	*k*	CL 4,38	1928 6mo *Lloyd*'*sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	"Soflumar"(Soc. deArmement Fluv- ialetMaritime) *CellDBuE*20'	185·8|30·3|13·7 196·3(O.L.) P75'F25' *Trunk*85' FK 18*tDTf*11'40*tFPT*	Havre French 10*BHptAsp* 39*tAPT*25*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 134NHP 1SB(Spt),4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13 ″ 10 s ″ 10½ 13 ″ 2	
32351 LEQN	**Raftsund** (*ex*Bras) *Mchy.Aft* 1*Dk*	610 488 342					1919	Kaldnæs Mek.Verks. Tönsberg	A/SVesteraalens Dampskibsselskap	166·5|28·7|12·6 P81*t*H21*t*F26*t* *WB*	Stokmark- nes Norwegian	T.3Cy.12",20"&33"-24" 56NHP KaldnæsM.V.Tönsberg		N
32352 8041 SJIN	**Ragna Gorthon** D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*1848* *1552* *974*	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~ 12,37 ✠LMC9,35	Rot ~~Els~~ Bry	*s*	CL 4,36	1935 9mo *Lloyd*'*sA&CP*	A/S Aalborg Msk.ogSkibs. Aalborg *Collision BH* ~~*Cell*~~*DB*236'578*t*	RederiA/BGefion (JohGorthon *Mgr*)	282·9|43·6|17·3 FK & *after peak BH to* *FPT*51*tAPT*85*t*	Hlsngborg Swedish 4*BHCem* *shelter dk*	C.3Cy.(2)15¾"&(1)39⅜"- 37⅜"& LP turbine with SR gearing & chain drive (*s*) 220lb 241NHP 2SB,6*cf*,GS84,HS3457 FD HelsingörsJernsk.&Mskb.	19 ″ 8 s ″ 6¾ 19 ″ 2½	
❋ 32353 1445 SGAD	**Ragnar** (*ex*Ingvar,*ex*Prins Iron Oscar) ssMmo.5thNo.3-1,31 ssSbg.No.1-35 1*Dk*&*Awng dk*3*trB*	*990* *819* *430*	✠90A1 *Awng dk* *withfreeboard* 7,37 ~~7,36~~ ✠NB4,00 LMC7,35 BS7,36	Sbg	*n*	OG ~~3,34~~ 7,37	1868 12mo	Schlesnger. Davis&Co. Newcastle	K.A.Andersson	233·0|28·5|16·2 23·6 len79 *MT*39'	Krlskrona Swedish 4*BHCem* 300*t Tpd*00	T.3Cy.16¾",26"&50"-33" 150lb *100lb* NDB10 136NHP 1SB,2*f*,GS41,HS2010 NE79 LindholmensM.V.Got.	17 ″ 2 s1 ″ 6 16 ″ 3½	
32354 6206 SIYA	**Ragne** Ⓟ Wireless D.F. 2*Dks* Sub.Sig.	*1327* *634* *703*					1919	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·5|36·0|14·1	Stockholm Swedish *WB*	2SteamTurbinesSRgeared to1Sc.Shaft SvenskaTurb.Akt. Ljungström,Finspång		
❋ 32355 7488 SDTA	**Ragnhildsholm** *OilEng.* ssSkm.No.2-38 ~~ssGot.No.1-33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2818* *2467* *1547*	✠100A1 *withfreeboard* 2,38 ~~8,36~~ ✠LMC CS~~8,36~~ 2,38 DBS~~8,35~~ 11,37 ~~8,35~~ 1,36 9,35	Got Skm	*v*	CL ~~1,36~~ 7,37	1929 2mo *Lloyd*'*sA&CP*	Eriksbergs M V.Aktieb. Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*	334·2|46·9|20·2 F33' FK 289'877*tAPT*109*t* (	Gothenbrg Swedish 7*BHptCem* *Coll to Sh dk* 6 *to* 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy $24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ 6 21 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in W.S.R. classed, if not L.R. Date of B. of Trade Cert.
❋ 32356 LJGY	**Ragni** (*ex*Ebchester-36,*ex*Hillbrook, *ex*FrithjofEide) ssShl.No.3-7,32 *Well deck* ssOsl.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	1264 1025 747	✠100A1 ~~6,37~~2,36 5,38 BS6,37	Shl Osl ✠LMC2,36	*o*	CL ~~10,36~~ 4,38	1919 12mo *Lloyd*	Campbel-townSBCoLd Campbeltwn. '*sA&CP*	RederiA/BRagnito (ErlingMortensen A/S,*Mgrs.*)	229·4 Q79'B48'F27' FK *CellDB*190'395*t*	35·8	15·5	Oslo Norwegian 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 142NHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 4¼ 16 ″ 5	
32357 OHRZ	**Ragunda** (*ex*Lena) 1*Dk*&*Awng dk*	1702 — 910					1901	Hellerup Skibsværft Hellerup	Laivanvarustus O/Y OuluRederi A/B	259·9 P37*t*Q85*t*H96*t* F329*t*	36·1	14·3	Uleäborg Finnish *WB*	T.3Cy.18",29"&48"-33" 132NHP Dansk.Maskinfabr.Cpn.		N
❋ 32358 148089	**Rahane** ssMtl.No.3-12,36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in holds* *Cargo battens not fitted*	2222 2011 1350	✠100A1 *withfreeboard* 10,37 ~~12,36~~ ~~BS5,36~~ *For Service on the Great Lakes & River St. Lawrence & to St John's NF L.& Halifax N.S. April to 21st November*	Mtl Tto ✠LMC12,36 ~~MS12,36~~		CL ~~11,36~~ 10,37	1924 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*) *also 2 intermediate BH in holds (lower part WT)*	248·0 F42' FK *CellDB*220'597*tFPT*	43·0	22·8	Sarnia,Ont British 3*WTBH* 123*tAPT*10*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3260 N.E.MarineEngCoLd.Nwc	25 ″ 0 s 5 ″ 10 19 ″ 6	
❋ 32359 160593 VWBN	**Rahmani** Ⓟ ssBom.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s) D.F.	5291 4689 3291	✠100A1 *withfreeboard* 12,37~~12,36~~ BS12,37	Bom ✠LMC12,36	*a*†	CL 1,36	1928 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Bombay&Persia S.N.Co.Ld. 1 *IntermediateBH dispensed with* *CellDB*355'1191*t*	410·0 F52' FK *FPT*109*tAPT*53*t*	54·0	26·7	Bombay British *ptCem* *CollBHtoShdk* 5 ,, ,,*2nd*,,	T.3Cy.26½",44"&74"-51" (*s*) 200lb *110lb* 541NHP 3SB,*9cf*,GS185,HS7626 FD Rankin&BlackmoreLdGrk	29 ″ 3 s 3 ″ 6½ 25 ″ 11¼	
32360 UOWJ	**Raikomvod** TwinSc *OilEng.* Wireless 1*Dk*	958 — 448					1931	StatesS.B. &Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P64'F32'	33·9	11·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"-$19\frac{1}{16}$" 214NHP StateEng.WksKolomenski		
32361 LCVT	**Raila** TwinSc D.F. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5551 4809 3206					1926	A/B Gota-verken Gothenburg	RederiA/S Ruth (H.Waage,*Mgr.*)	381·0 P318*t*H346*t*F78*t*	55·2	30·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
32362 OFAU	**Raimo-Ragnar** (*ex*Laila-37, *ex*Rosegg,*ex*Röisheim) 1*Dk*	1972 — 1165					1914	Fredrkstad Mek.Værks. Fredrikstad	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*)	265·0 P50*t*B71'H90*t*F12*t*	42·1	17·9	Lovisa Finnish *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad		N
❋ 32363 161541 GKBX	**Rajahstan** ssShl.No.2-37 ~~ssShl.No.1-34~~ D.F. 1*Dk*~~(*Stl*)~~	6391 5800 3875	✠100A1 12,37~~3,37~~ ~~MS12,33~~ ~~DBS7,36~~	Nwc Shl ✠LMC12,37 ~~MBS11,36~~	*a*†	CL 7,36	1929 11mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros. *Mgrs.*) *CellDB*	425·9 P35'B128'F37' FK 375'1893*t FPT*158	57·0	29·6	Newcastle British 7*BHCem* *tAPT*325*t*	C.4Cy.(2)22"&(2)47¼"-47¼" 220lb *220lb* (*s*) 442NHP 2SB(Spt),*8cf*,GS158, FD HS6130 J.Dickinson&Sons,Ld.Sld.	33 ″ 4 s 6 ″ 11¼ 26 ″ 7¼	
❋ 32364 148597 GLMF	**Rajput** ssCal.No.2-33 2*Dks*(*Stl*-*Udk pt* teak s)	5497 5019 3398	✠100A1 8,36 BS~~9,36~~ 11,37	Bom ✠LMC~~8,33~~, MS4,38	*z*	CL 8,36	1925 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*350'1191*t*	405·0 P40'B140'F47' FK *DTa*33'900*t FPT*1	54·0	28·7	London British 8*BHptCem* 1 *to 2nd dk* 18*tAPT*31*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 441NHP 2SB,*8cf*,GS154,HS5990 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 5 ″ 10¼ 25 ″ 8½	
32365 149361 GLWV	**Rajputana** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl*-*Wthr dk pt* teak s) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk*(*Stl*) *CruiserStern in Nos.* 1, 2 & 3 *holds*	16644 13300 9455	✠ 6,28	Lon ✠	*k*†		1926 1mo	Harland& Wolff,Ld. Greenock	P.&O.Stm.Nav.Co. *CellDB*	547·7 B304'F84' FK *Coll* 461'2092*t Tanks at*	71·3	43·4	Greenock British 12*BHptCem* *BH to W dk* *sides of tunnels*	Q.8Cy.33",47",67½"&97"-60" 2478NHP 6DB,*48cf*,GS936,HS37932 Harland&Wolff,LdBelfast 278*tFPT*130*tAPT*152*t*	47 ″ 2	BT till ~~10,37~~ 2,38
❋ 32366 149753 GMSN	**Rajula** TwinSc ssSng.No.2-34 D.F. 3*Dks*(*Stl*-*Weather dk* teak s) 4*th dk*(*Stl*)*inNos.*1,2&3 *holds* *CruiserStern*	8478 6595 4702	✠100A1 *withfreeboard* ~~6,37~~ 12,3612,37 ~~BS4,36~~ *Fitted for oil fuel* 11,26	Sng BS1,38 ~~BS3,37~~ ✠LMC4,34	*e*†	CL ~~6,35~~ 5,37 *F.P. above*	1926 12mo *Lloyd* 1	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* 50° F.	BritishIndiaStm. Nav.Co.Ld. *CellDB*413'1275*t* *Tanks at sides of*	462·0 B204'F43' FK *Coll* *tunnels*82*tFPT*138*t*	61·7	30·0	London British 8*BHptCem* *BH to W dk* *APT*187*t*	T.8Cy.(2)22½"(2)37½"&(4) 46"-45" (*s*) 215lb FD 956NHP 5SB,*20cf*,GS357,HS14560 Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 7 ″ 1¾ 26 ″ 2½	
❋ 32367 PGYD	**Raket** *Now* "Koert," *see No.* 38916 *in Supplement* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	482 338 236	✠100A1 6,37~~4,36~~	Rot Ams ✠LMC4,36	*g*	CL	1936 4mo *Lloyd*	N.V.Werf JanSmitCzn. Alblasserdam *sA&CP*	R.deWinter(J.J. Onnes,*Mgr.*) *CellDB*104'150*t*	156·1 P47'F20' FK *FPT*23*tAPT*23*t*	26·4	9·6	Groningen Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$11\frac{13}{16}$"-18⅞" 81NHP WerkspoorN.V.Ams.	11 ″ 6 s 1 ″ 1 10 ″ 6	
32368 40887 JZMH	**Rakuto Maru** Ⓟ 2*Dks* *CruiserStern*	2962 2270 1723					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	297·9 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"- 13¾"SRgeared&LPTurbine DRgeared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
❋ 32369 28171 JAMA	**Rakuyo Maru** Ⓟ TwinSc ssKob.No.3-5,36 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	9419 8544 5678	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ ~~3,37~~12,37 ~~BS3,37~~ *Fitted for oil fuel* 6,21	HKg ~~Yka~~ Kob BS12,37 ✠LMC5,36	*d*†	OG ~~7,35~~ ~~3,37~~ 12,37 *F.P. above*	1921 5mo *Lloyd* 1	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP* 50° F. *FW*	NipponYusenK.K. *CellDB*389'1519*t* *Tanks in ER* 9'97*t*	460·0 F42'*onShelter dk* FK *DTa*24'549*t* *FPT*127*tAPT*47*t*	60·0	40·5	Tokio Japanese *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 1153NHP 5SB(Spt),*15cf*,GS289, FD HS12065 MitsubishiZosenKaisha Ld	40 ″ 7 s 10 ″ 6¾ 30 ″ 7	
❋ 32370 147180 GJLX	**Rallus** ssMch.No.3-9,35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	1871 1620 920	✠100A1 *Shelter dk* *withfreeboard* 3,38~~12,36~~ MS6,34	Mch Bkn ✠LMC BS~~12,34~~ 3,38	*s*	CL ~~9,35~~ 2,38	1922 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd '*sA&CP*	British&Conti- nentalS.S.Co.Ld. *CellDB*226'464*tM*	290·0 FK *T*18'129*t Collision* *FPT*31*tAPT*39*t*	42·5	17·9	Liverpool British *ptCemptAsp* *n BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan.Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 0½ 20 ″ 3¾	
32371 154862	**Ralph Budd** (*ex*Superior) *Mchy.Aft* 2*Dks*	4537 4344 3350					1905	Gt.Lakes Eng.Works Ecorse,Mich.	MidlandSteam- shipsLd.	382·0	50·0	25·9	MidlndOnt British *WB*	Q4Cy20¾",30",43½"&63"-42" GreatLakes 257NHP Eng.Works,Detroit		R
32372 149493	**Ralph Gilchrist** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia Ont British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B of Trade
32373 140870 VQWJ	**Ralum** *OilEng.* 1*Dk*	368 287 185					1914	F.Lemm Boizenburg	Burns,Philp (SouthSea)Co.Ld.	132·0|23·7|11·3 F27'	Suva,Fiji British *WB*	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE27 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
* 32374 126 YLBY	**Ramava** (*ex*Ilir,*ex*Orjen) *ss*Rga.3rdNo.3–4,36 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2141 2003 1305	✠100A1 3,38 ~~5,36~~ ~~BS7,37~~ 3,38 ✠LMC4,36	Rot Rga	*s*	~~N4,37~~ 3,38	1900 10mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	R.Pumpurs,M. Russbergs&A. Karklins (D.Thomsons, *Mgr.*) *Cell*	290·0|42·8|19·6 P33'B76'F35' FK *DBa*84'*uE*29'*f*108'	Riga Latvian 5*BHCem* 620*tAPT*50*t*	T.3Cy.20",32"&54"–39" (*s*) 180lb NDB05 200NHP 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	22 " 0 s 3 " 3½ 18 " 11	
* 32375 PGYH	**Rambon** (*ex*Tyne–36) *ss*Rot.No.3–5,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1579 1207 877	✠100A1 12,37 ~~10,36~~ BS7,37 ✠LMC5,36	Rot Ams	*p*	CL ~~10,36~~ 12,37	1922 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam A&CP	N.V.Stoomschip WillemVanDrielSr (N.V.Nederland- schBevrachting- skantoor,*Mgrs.*)	239·5|36·9|17·3 P77'F20' FK *DBuB*21' *f*145'500*tFPT*	Amsterdam Dutch 4*BHCem* 160*tAPT*18*t*	T.3Cy.~~20½~~",32¼"&55"–39⅜" 180lb 21" (*s*) 239NHP 2SB,*6cf*,GS120,HS4152 N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	20 " 0 s 2 " 7 17 " 9	
32376 140727	**Ramdas** Ⓟ TwinSc 1*Dk* *CruiserStern*	406 325 158	✠ A1 *withfreeboard* ~~11,37~~ 1,38 ✠LMC2,36 *Coasting Service Bombay & Goa*	Bom	*g*	CL N11,37	1936 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	TheIndianCo- operativeNavi- gation&Trading Co.Ld. *Cell*	170·8|29·1|10·5 *Shade dk* FK *DBuE*21'27*tFPT*7*t*	Bombay British 7*BHptCem* *ptAsp* *APT*24*t*	T.6Cy.10¾",17"&28"–21" (*s*) 180lb 172NHP 1SB,*4cf*,GS79,HS3160 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 " 0 s 3 " 0½ 8 " 3	
32377 148293 GNFR	**Ramillies** *ss*Npt.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4553 4241 2806	✠100A1 *withfreeboard* 5,38 ~~12,36~~ ✠LMC MS4,35 BS~~12,36~~ 12,37	Cff Shl	*z*	CL ~~12,34~~ 8,37	1927 8mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	BritishStm.Ship- pingCo.Ld.(J.Cory &Sons,Ld.*Mgrs.*) *CellDB*351'	398·8|53·0|24·7 412·6(O.L.) F32' FK 1051*tAPT*129*t*	Cardiff British 6*BHCem* (*Coll toSh dk* 5 *to* 2*nd* ,,)	T.3Cy25½",42¼"&70½"–48" 180lb (*s*) 424NHP 3SB(Spt)*9cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 " 1 s 2-11½ 24 " 4½	
32378 LCDP	**Ramö** (*ex*Speed–33,*ex*Asborg) 1*Dk*	2334 2105 1418					1921	Eltring- hams,Ld. Willington Quay onTyne	D/S A/S Ramö (RolfUrsin- Smith)	290·4|44·0|20·8 P57*t*H129*t*	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld.		N
32379 EABX	**Ramon Alonso R.** (*ex*Balmes, *ex*JoséGallart, *ss*Bcl.2ndNo.3–5,23 *ex*Montclair) *ss*Bcl.No.2–32 2*Dks*(*Stl*)&*deep framing*	4017 3601 3020	✠ … 5,36 ✠NB8,07 ✠	Bcl	*w*		1898 4mo	A.McMil- lan&Son,Ld. Dumbarton	Hijo deRamonA. Ramos *CellD*	370·0|46·0|25·8 P36'B100'F38' FK *Ba*118'*uE*24'*f*150'	Barcelona Spanish 6*BHCem* 742*tAPT*73*t*	T.3Cy.25⅞",42 1/16"&68"–45" 339NHP 2SB,*6cf*,GS110,HS4922 FD D.Rowan&Son,Glasgow	28 " 6	
32380 143616 GCZP	**Ramon de Larrinaga** *ss*Hul.No.3–12,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *ss*Bkn.No.1–37	5791 5325 3550	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~11,36~~ MS12,36 BS~~8,36~~ ✠LMC~~12,32~~ 8,37	Cff Ant	*b*†	CL 3,36	1920 3mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP* *CellDB*389'	LarrinagaS.S.Co. Ld. 1452*tDTa*40'1150*t*	449·9|57·9|26·6 F55'*onShelter* FK *dk* *Coll* *FPT*93*tAPT*60*t*	Liverpool British *Cem* *BH* to *Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",44"&73"–48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&Blackmre,Ld.Grk	29 " 2 s 4 " 0½ 25 " 5	
* 32381 PJCC	**Ramona** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and at trunk top*	3163 2271 1560	✠100A1 11,37 ~~4,37~~ BS4,37 ✠LMC4,36 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*4,36	Cco	*v*	CL SN4,38	1936 4mo *Lloyd*	P.SmitJr's S.B.&E.Wks. Rotterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats. *CellDB*	337·0|56·2|15·1 Q92'*Trunk*204' F39' FK *uB*14'20*t FPT*123*t*	Curaçao Dutch 9*BHptCem* *ptAsp* *APT*105*t*	T.6Cy.15⅝",25"&40 5/16"– 27 9/16" (*s*) 180lb 366NHP 2WTB HS6520 FD P.SmitJr'sSB&EWksRot	14 " 9 s 1 " 4½ 13 " 6½	
* 32382 161373 GSJZ	**Ramsay** *ss*Liv.No.1–34 D.F. E.S.D. 1*Dk*(*Stl*)	4855 4571 2993	✠100A1 ~~5,37~~ 11,36, 2,38 ~~BS5,36~~ ✠LMC6,34 ~~BS5,37~~ 4,38	Bry ~~Hul~~	*y*	CL ~~11,36~~ 2,38	1930 3mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	BoltonStm.Shppg. Co.Ld.	400·0|53·4|25·7 409·0(O.L.) P33'B254'F31' FK *CellDB*347'1315*t*	London British 6*BHCem* *APT*285*t*	T3Cy.26",44"&73"–48" (*s*) 200lb 538NHP 3SB,*9cf*,GS172,HS7842 FD D.Rowan&Co.Ld.Glasgow	28 " 0 s 3 " 10 24 " 4½	
32383 DIES	**Ramses** Ⓟ *OilEng.* *ss*Ham.No.1–30 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* *CruiserStern* *No.1 hold*	7983 6950 4899	✠ … 5,34 ✠	Ham	*e*†		1926 5mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellDB*429'2200*t*	481·5|62·7|27·0 P&B395'F59' FK *FPT*72*tAPT*28*t*	Hamburg German 8*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.27 9/16"–47¼" 1587NHP Maschfbk.Augsburg- Nürnberg,Augsburg	32 " 1	G †
32384 149653 GNJP	**Rancher** *ss*Liv.No.2–36 2*Dks*(*Stl*)	5882 5484 3696	✠100A1 8,37 ~~10,36~~ ✠LMC BS~~4,36~~5,37 MS10,36	Liv	*a*†	CL 1,35	1927 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*361'1170*t*	420·0|54·5|30·4 434·6(O.L.) P37'B139'F44' FK *DTa*32'911*t FPT*	Liverpool British 8*BHptCem* 1 *to* 2*nd dk* 63*tAPT*26*t*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 " 7 s 6 " 4 26 " 6½	
32385 148130 GLKW	**Ranchi** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* (*Stl*) *Wthr dk* (*ptteaks*) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk in*1,2&3*holds* *CruiserStern* *Fitted for oil fuel*	16738 13373 8850	✠ 2,29 ✠	Lon	*k*†		1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*469'1638*t* *Tanksat sides of tunnels*425*tFPT*120*t*	548·5|71·3|43·2 B305'F84' FK *Coll*	Newcastle British 12*BHptCem* *BHtoWr dk* *APT*180*t*	Q8Cy32½",46½",67"&96"–60" &LP Turbines withDR gearing&hydraulic coupling 6DB,48*cf*, HS36684 Hwthrn,Leslie&Co.LdNwc	47 " 0	BT till ~~8,37~~ 6,38
* 32386 PGYJ	**Randfontein** Ⓟ (*ex*Staur) *ss*Ams.No.3–9,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB&at dks* *Ref.Mchy.* *CruiserStern* D.F.	5653 4704 3495	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~8,36~~ ✠LMC ~~MS5,32~~ BS~~8,36~~ 10,37 ✠Lloyd'sRMC~~4,37~~3,38 for temp. 32° F. *Fitted for oil fuel*10,20 *F.P. above 150° F.*	Ams Ham MS7,37	*z*	CL 1,36	1920 10mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	N.V.Vereenigde Nederlandsche Scheepv.Maats. (DirectieAgentuur Maats.Holland AfrikaLijnN.V. *Mgrs.*)	409·0|53·8|27·9 F38'*onShelter dk* FK *CellDB*344'1064*t*	TheHague Dutch 6*BHptCem* *APT*28*t*	T.3Cy.27",45"&74"–51" (*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8517 FD Rankin&Blackmore,Ld. Greenock	30 " 6 s 4 " 4 26 " 4½	
32387 LEJE	**Randi** (*ex*Lillemor–36) 1*Dk*	1132 901 677					1916	Akties. MossVærft Moss	SkibsA/S Randi (Wahl&Co.*Mgrs.*)	226·2|36·6|15·7 P20'B57'F26'	Oslo Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP Akties.MossVærft.Moss		N
32388 OUKH	— Now "Faro," see No. 38166 in Supplement 1*Dk*	844 722 493					1918	Schiffsbau Ges.Unter- weser,Weser- münde-L.	J.Lauritzen	212·9|31·4|13·2	Esbjerg Danish	T.3Cy.14⅜",21⅝",35¾"–23⅝" Christiansen 85NHP &Meyer,Harburg		G
32389 LJKE	**Randsfjord** TwinSc *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	3999 3528 2369					1937	Eriksbergs M.V.Aktieb. Gothenburg	A/S DenNorske Amerikalinje	407·1|55·3|22·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.19 11/16"–35 5/16" 945NHP EriksbergM.V.Aktieb.Got		N

1 No. in Book. Official No. Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 32390 PGYO	**Randwijk**	ssRot.2ndNo.3-6,36 Sub.Sig. **D.F.** 1*Dk*(*Stl*)	2439 2222 1476	✠100A1 11,37~~12,36~~ ✠LMC BS~~2,36~~7,37 MS6,36	Gls Rot	*s*	OG ~~6,34~~ 11,37	1912 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP *Inter*	N.V.StoomMaats 'Wijklijn'(Erhardt &Dekkers,*Mgrs.*) *mediate BH in fore*	287·4 F34'P22'B74 FK *hold dispensed with* *WB=Cell*	45·2	20·9	Rottrdam Dutch *Cem* 4*BHonly* *DBa*86' *uE*	T.3Cy.22½",37"&62"-39" (*s*) 160lb *100lb* 265NHP 2SB,*6cf*,GS128,HS4296 Maats.deSchelde,Flushing 22' *f* 118' 605*t APT* 120*t*	23 ″ 1 s 3 ″ 2½ 20 ″ 1	
32391 7333 SETN	**Rane**	*CruiserStern* Wireless Sub.Sig. 1*Dk*	*1322* *1011* *608*					1927	Helsingörs Jernsk&Msk. Elsinore	StockholmsRederi- AktiebolagSvea (Eman.Högberg, *Mgr.*)	264·2 P75'	37·2	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
32392 160537 GSPB	**Ranee**	*ss*Cal.No.2-37 ~~*ss*Cal No.1-32~~ 2*Dks*(*Stl*)	5060 4634 3143	✠100A1 7,37~~4,36~~ BS~~1,37~~ ✠LMC~~10,32~~ 4,38 MS7,37	Bom Cal	*y*	CL ~~4,36~~ 7,37	1928 8mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP 'tw* *CellDB*3	AsiaticStm.Nav. Co.Ld. *Intermediate* *een dk BH in after* 43'966*t DTa*34'866	400·0 P40'B121'F41' FK *hold dispensed with* *tFPT*119*tAPT*20*t*	52·0	27·5	London British *Cem* 5*BH to U dk* 1 „ „*2nd*„	T.3Cy.24",40"&68"-45" (*s*) 200lb *100lb* 430NHP 2SB,*8cf*,GS133,HS6062 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 10 s 5 ″ 6¼ 24 ″ 6½	
✻ 32393 LDQV	**Ranella**	*ss*Rot.2ndNo.3-12,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes*	*5590* *4970* *3372*	✠100A1 2,38~~12,36~~ BS2,38 ✠LMC12,36 *CarryingPetr* *Fitted for oil*	Rot Fal *oleum* *fuel* 5,	*z* *in* 12	CL 11,36 *bulk* *F.P. a*	1912 5mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, LdNewcastle *'sA&CP* 50°F.	A/S Ranella (Th.Andersen) *WB=CellDBuE* *DTf*50'521*t*	406·4 P110'B33'F38' &B77'128*t* FK *FPT* 72*t APT* 106*t*	51·3	28·9	Arendal Norwegian 15*BHCem* 10 *to U dk* 5 „ *Mdk*	T.3Cy.26½",43"&72"-48" (*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 1½ 26 ″ 1¾	
32394 LEQS	**Ranen** Ⓟ	1*Dk*&*Awng dk*	463 419 263					1918	J.Storviks Mek.Verks. Xiansund	DetHelgelandske Dampskibsslsk.	160·2 H43*t* len27	23·1	16·0	Sandnes- sjöen Norwegian	T.3Cy.13½",22"&36"-22" 61NHP J.StorviksM.V.Xiansund		
✻ 32395 6974 SGAM	**Ranfrid** (*ex*Kamma)	*ss*Sbg.No.3-1,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*781* *532* *437*	100A1 12,36 ✠NB4,23 ✠LMC2,36 BS12,36	Sbg	*j*	OG 1,36	1923 2mo *Lloyd*	Vulcan- varftet Korsör *'sA&CP*	RederiA/B Ostersjön(A. Christensen,*Mgr.*) *CellD*	177·1 P12'Q45'B57'F23' FK *B*151' 208*t FPT*25*t*	30·0	12·2	Trelleborg Swedish 4*BHCem* *APT*10*t*	T.3Cy.13¼",23$\frac{3}{16}$"&36"-24" 170lb (*s*) 86NHP *E made*86,*refitted*23 2SB,*4cf*,GS50,HS1599 Burmeister&Wain,Cpn.	14 ″ 6 s ″ 7½ 13 ″ 11¾	
32396 157646 ZMBS	**Rangatira** Ⓟ	**TwinSc** Sub.Sig. **D.F.** *ss*Wln.No.1-35 2*Dks*(*Stl-Weather dk pt* teaks) *CruiserStern* 3*rdDk*(*Stl*)*in holds* (*Topsides-special quality steel*)	6152 4155 2629	✠100A1 *withfreeboard* 7,37~~6,36~~ ✠LMC MS11,35 BS~~6,36~~7,37 *Fitted for oil*	Wln *fuel* 8,	*a*† 31	CL 5,36 *F.P. a*	1931 8mo *Lloyd* *bove* 1	Vickers- Armstrongs, Ld. Barrow *'sA&CP* 50°F.	UnionS.S.Co.of NewZealand,Ld. *CellDB*322'719*t D* *MS*25'143	406·1 419·4(O.L.) B&F380' FK *Ta*23' *wing tanks in* *tDTs f*45'456*tFPT*	58·2	25·8	Wellingtn British 10*BHptCem* (*Coll to Wdk* 9 „*2nd*„) 17*tAPT*43*t*	2 Stm. Turbines connected to Elec.Motors & Sc.Shafts 425lb (*s*) FD 3022NHP 6WTB(Spt),HS27600 BritishThomson-Houston Co.Rugby	29 ″ 0 s 12 ″ 0½ 17 ″ 0½	
32397 64271 VOLJ	**Ranger**	**Wood** *Mchy.Aft* Wireless 2*Dks*	520 493 354					1871	A.Stephen &Son Dundee	BowringBros.Ld.	161·1 F27*t*	28·7	18·0	SJhnsNFL British	2Cy. 70RHP NB*made—fitted*25		
✻ 32398 149565 GBWX	**Rangitane** Ⓟ	**TwinSc** *OilEng.* *ss*Lon.No.1-33 **D.F. E.S.D.** 3*Dks*(*Stl-Weather dk pt* ws) **GyC.** *Ref.Mchy.* *CruiserStern*	16712 12274 ~~10294~~ 10289	✠100A1 *withfreeboard* ~~2,37~~6,36 ~~7,37~~ 11,37 ✠LMC CS10,33 DBS~~7,37~~7,37 6,35 ✠Lloyd'sRMC~~1,37~~~~6,37~~ 2,38~~11,37~~	Lon	*j*†	CL 2,35	1929 11mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP* *CellDB*	NewZealand ShippingCo.Ld. *Duct keel fwd.* 408' 1938*t Tanks in*	531·0 552·4(O.L.) P&B371'F82' *UpperBridge*216' *of mchy. space* FK *way of tunnels*1452*t*	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *DT f*45'369*t*	Oil Engines 2S.C.SA 10Cy.35$\frac{7}{16}$"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *FPT*97*tAPT*125*t*	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~6,37~~ ~~11,37~~ 6,38
✻ 32399 149564 GSZN	**Rangitata** Ⓟ	**TwinSc** *OilEng.* *ss*Lon.No.1-33 **D.F. E.S.D.** 3*Dks*(*Stl-Weather dk ptws*) *Ref.Mchy.* *CruiserStern*	16737 12276 ~~10315~~ 10310	✠100A1 *withfreeboard* ~~6,37~~ ~~2,37~~10,37 ✠LMC CS11,33 DBS~~6,36~~6,37 ~~10,36~~6,36 ✠Lloyd'sRMC~~1,37~~6,37 1,38~~10,37~~	Lon	*j*†	CL 10,35	1929 10mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	NewZealand ShippingCo.Ld. *U* *Duct keel forward* *CellDB*408'1938*t* *tunnels*1452*t*	531·0 552·4(O.L.) P&B371'F82' *pperBridge*216' FK *of machinery space* *Tanks in way of* *DTf*45'369*tFPT*97	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *tAPT*125*t*	Oil Engines 2S.C.SA 10Cy.35$\frac{7}{16}$"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~10,37~~ 7,38
✻ 32400 149561 GSXW	**Rangitiki** Ⓟ	**TwinSc** *OilEng.* *ss*Lon.No.1-33 **D.F. E.S.D.** 3*Dks*(*Stl-W dk ptws*) *Ref.Mchy.* *CruiserStern*	16698 12274 ~~10271~~ 10266	✠100A1 *withfreeboard* 9,36 ✠LMC CS1,34 DBS~~5,36~~5,37 ~~5,35~~9,36 ✠Lloyd'sRMC~~5,37~~~~9,37~~ 1,38	Lon	*j*†	CL 5,35	1929 1mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP* *C*	NewZealand ShippingCo.Ld. *Duct kee* *ellDB*408' 1937*t T*	531·0 552·4(O.L.) P&B371'F82' *UprB*216' *l fwd of mchy.space* *anks in way of tunn*	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *els*1381*t DT*	Oil Engines 2S.C.SA 10Cy.35$\frac{7}{16}$"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *f*45'369*tFPT*97*tAPT*125*t*	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~8,37~~ 5,38
32401 146997 ZMGL	**Rangitoto** Ⓟ	(*ex*Ant) 1*Dk*&*Promenade dk*	585 315 279				...	1913	Murdoch& Murray,Ld. PortGlasgow	NorthernS.S.Co. Ld.	164·5 FK	33·1	8·3	Auklnd,NZ British *WB*	T.3Cy.15",25"&40"-24" 100NHP Muir&Houston,Ld.Gls.	8 ″ 6	
32402 LEQT	**Ranheim**	*Mchy.Aft* 1*Dk*	329 232 192					1913	Akers Mek.Værks. Oslo	BjarneIsaksen	130·0 P55*t*H8*t*F16*t*	24·6	10·1	Trondheim Norwegian *WB*	T.3Cy.11",18"&29"-18" 36NHP AkersMek.Værks.Oslo		N
32403 LCFB	**Ranja**	**TwinSc** *Carrying Petroleum in bulk* *OilEng.* **D.F.** *Mchy.Aft* 1*Dk* *CruiserStern*	6355 5518 3753					1928	Akt.Göta- verken Gothenburg	RederiA/S Ruth (Hagb.Waage, *Mgr.*)	408·3 P367*t*H389*t*F81*t*	55·3	32·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Götaverken, Gothenburg		N
32404 7578 SGAO	—	(*ex*Roar) 1*Dk*	*1259* *1092* *683*					1916	Stavanger Stöberi&Dok Stavanger	RederiA/B Ranja (ErikBrodin)	233·4 P21'B60'F23'	37·1	15·8	Stockholm Swedish *WB*	T.3Cy.17½",28½"&48"-33" Stavanger 132NHP Stöberi&Dok,Stv.		V
32405 148119 GKQX	**Ranpura** Ⓟ	**TwinSc** **D.F. E.S.D.** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl*)*Wthr dk* (*pt* teaks) 4*th dk*(*Stl*)*in holds*,5*th dk in* 1,2 & 3 *holds* *CruiserStern*	16688 13368 9331	✠ 8,28 ✠	Lon	*k*†		1925 3mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*46	548·3 B305'F85' FK *CollB* 9'1638*t Tanks at sid*	71·3	43·2	Newcastle British 12*BHptCem* *H to Wthr dk* *es of tunnels*	Q.8Cy32½",46½",67"&96"-60" 2403NHP 6DB,*48cf*, HS36684 Hwthrn,Leslie&Co.LdNwc 425*tFPT*120*tAPT*180*t*	47 ″ 0	BT till ~~4,37~~ 3,38
32406 PGYN	**Ransdorp**	*Mchy.Aft* *CruiserStern* *OilEng.* *CarryingSulphuricAcid in cylindrical* 1*Dk* *tanks*	399 320 173					1934	NVNederl. Dok.Maats. Amsterdam	Maats.voor Zwavelzuur- bereiding v/h G.T.Ketjen&Co.	156·0 P45'F28'	26·9	9·7	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 7Cy.10$\frac{13}{16}$"-18⅞" 132NHP Machinefabriek.Gebr. Stork&Co.N.V.Hengelo		V

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés et ce n'est dans le L.R. Durée, Cert. B. of Trade
32407 PGYP	**Ransel** Now "Servus," see No. 40142 in Supplement *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	319 227 204					1933	Gebr.Niestern&Co. Delfzyl	J.Teerling	143·5 P30' len36	23·6	8·6	Delfzyl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{1}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
32408 PKHS	**Rantaupandjang** 1*Dk*	2542 2301 1501					1921	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F37'	46·3	20·6	Batavia Dutch *WB*	T.3Cy.21½",35½"&57½"–41½" Burgerhouts 215NHP Mchfbk.&Scheepw.Rot.		V
32409 LDLI	**Ranvik** (*ex*BritishKnight, *ex*Danubian) ~~*Fitted for oil fuel*~~ *ss*Sfj.2ndNo.3–5,37 ~~*ss*Shl.No.3–7,22~~ ~~*ss*Osl.No.2–30~~ D.F. 2*Dks*(*Stl*)&*Web frames* ~~*CarryingPetroleum in bulk*~~	5069 4762 3111	✠100A1 ~~5,37~~ ~~5,36~~ 2,38 ✠LMC5,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 8,20 F.P. above 150°F.* ~~*(Reclassification contemplated)*~~	Osl ~~Sfj~~	*y* Fa	CL 4,37	1909 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Skibsaktieselskapet"Ranvik" (A.Jahre) *CellDBuE&*	387·3 P31'B83'F37' FK *B54'199tFPT130t*	51·8	27·8	Sandefjord Norwegian 16*BHCem* (14 *to U dk* 2 " *M* ") *APT36t*	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 447NHP 3SB,9*cf*,GS192,HS7380 WllendSlpwy.Co.Ld.Nwc.	30 ″ 3 s5 ″ 3 25 ″ 2½	
❋ 32410 1072 ICDX	**Rapallo** *ss*Gen.No 3–2,34 1*Dk*(*Stl*)&*Webframes* D.F. *Mchy.Aft* *Well deck*	5812 — 3148	100A1 8,37 ~~2,37~~ BS1,37 LMC12,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,22 F.P. above 150° F.*	Pla	*y*	CL 6,36	1922	Soc.EsercizioBacini RivaTrigoso *Lloyd'sA&CP*	AziendaGenerale ItalianaPetroli *CellDBuE&B42' 140t L*	394·7 378·5 P&B237'F36' FK *Tr33'300tFPT199t*	52·0	27·3	Genoa Italian 12*BHAsp* *APT246t*	T.3Cy.26",42½"&69½"–48" 180lb *70lb* (*s*) 456NHP 2SB,6*cf*,GS132,HS6608 FD Soc.EsercizioBacini RivaTrigoso	30 ″ 3	
❋ 32411 PGYM	**Rapana** *OilEng* D.F. 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	7986 7238 4754	✠100A1 2,38 ~~2,36~~ ✠LMC4,35 *CarryingPetroleum in bulk*	Rot	*c*†	CL	1935 4mo	N.V. Wilton-Fijenoord Schiedam *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE64'15*	463·0 P93'B47'F48' FK *7tDTf25'264tFPT*	59·3	33·9	TheHague Dutch 15*BH* *135tAPT83t*	Oil Engines 4S C.SA 8Cy.25$\frac{5}{16}$"–55⅛" DB*180lb* 502NHP N.V.Wilton-Fijenoord, Schiedam	34 ″ 0 s6 ″ 9 27 ″ 5	
32412 447 ICDT	**Rapido** (*ex*Zephyros–36, *ex*Canadian Pioneer–34) *ss*Hfx.No.3–5,34 2*Dks*(*Stl*) D.F.	5363 4875 3264	✠ ... 4,37 ✠	Stv	*y*		1919 5mo	Canadian Vickers,Ld Montreal	A.Lauro *CellD*	413·1 399·7 P49'B113'F39' FK *B333'1025tFPT14*	52·4 52·5	28·5	Naples Italian 6*BHptCem* *9tAPT133t*	T.3Cy.27",44"&73"–48" 520NHP 3SB,9*cf*,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 0	I †
32413	— (*ex*Bacardi I.) *OilEng.* 2*Dks*(*Stl*)	449 439 248	7,24	Rochefort			1919 6mo	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	EmpresaNav.de CubaS.A.	184·8 FK	24·7	13·2	Havana Cuban 8*BHCem* *FPT3t*	Oil Engines 2S.C.SA 4Cy.13⅜"–21¼" 125NHP Soc.deConst.Mecanique ProcidesSulzer,Paris	14 ″ 1	
❋ 32414 140322 GVXC	**Rapidol** *ss*O.Tn.No.3–1,36 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2648 2224 1064	✠100A1 11,37 ~~1,36~~ ✠LMC1,36 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel 8,17 F.P. above 150° F.*	CTn		CL 12,35	1917 8mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	TheAdmiralty *CellDBuE&B68'* *146tDTf24*	320·0 P46'B107'F39' FK *91tFPT49tAPT32t*	41·5	23·1	London British 16*BHptCem* (10 *to U dk* 6 " *2nd* ")	T.3Cy.26",42½"&70"–45" (*s*) 200lb 545NHP 3SB,9*cf*,HS8466 FD Cen.Mar.Eng.Wrks,WHpl	25 ″ 6 s3 ″ 4 22 ″ 4½	
32415 122407 VGRK	**Rapids King** Ⓟ TwinSc Wireless 1*Dk*	1563 644 854					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	231·3	40·4	9·8	Montreal British	T.8Cy.(2)15½",(2)24"& (4)30"–22" 168NHP CanadianS.B.Co.Ld.Trnto		
32416 130418 VGLC	**Rapids Prince** Ⓟ TwinSc Wireless 1*Dk*	1314 461 673					1910	Toronto ShipyardsLd. Toronto	Canada Steamship Lines,Ld.	197·0	36·5	9·3	Montreal British	T.8Cy.(2)12½",(2)20"& (4)22"–16" 102NHP J.InglisCo.Ld.Toronto		
32417 101254	**Rapids Queen** Ⓟ TwinScSp (*ex*Brockville,*ex*Columbian) 3*Dks*	1307 738 770					1892	Delaware RiverCo. Chester,Pa.	Sincennes, McNaughton Tugs,Ld.	194·4 rbt01&09	33·3	8·8	Montreal British	T.6Cy.12½",19"&30"–15" NB09 96RHP DelawareRiverCo.		
32418 DOAT	**Rapot** Ⓟ Now "Santos," see No.40140 in Supplement D.F. Sub.Sig. 2*Dks*	5943 5428 3669					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-SüdamerDampfschifff. Ges.	393·5 P26'B138'	54·3	31·4	Bremen German *WB*	T.3Cy.28½",47"&75¾"–51" 410NHP Frd.KruppA.G.Kiel		G
❋ 32419 135699 GNZT	**Raranga** TwinSc *ss*Mdb.No.3–1,29 *ss*Liv.No.2–37 ~~*ss*Mdb.No.1–33~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	7956 7441 5010	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ ~~1,37~~ 4,38 BS3,38 MS9,37 ~~BS1,37~~ ✠LMC5,37 ✠Lloyd'sRMC10,36 4,38 ~~9,37~~ ~~1,37~~	Nwc ~~Liv~~ Gls	*e*†	CL ~~N2,35~~ s1,37 ~~P2,35~~ P4,38	1916 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*)	478·0 494·0(O.L.) B181'F51'*on Shelter dk* FK *CellDB415'1514t*	63·2	31·2	S'thamptn British 9*BHCem* *APT42t*	Q.8Cy.23",32",45"&65"–48" 220lb (*s*) 967NHP 5SB(Spt),20*cf*,GS341, HS14475 FD N.E.MarineEngCoLdNwc.	34 ″ 4 s5 ″ 6½ 29 ″ 0½	
32420 115207 ZMCS	**Rarawa** Ⓟ TwinSc *ss*Auk.No.2–11 1*Dk*(*Stl*–ws)&*Awng dk*(*Teak*)	1077 984 451	✠ 10,12 ✠	Auk	*m*		1903 7mo	Gourlay Bros.&Co. Dundee	NorthernSS.Co.Ld	210·3 FK *WB=DTa13t*	31·1	13·3 21·0	AuklndNZ British 5*BHCem* *22tFPT16t*	T.6Cy.14",23"&37"–24" 198NHP 2SB,6*cf*,GS113,HS3029 GourlayBros.&Co.Dundee	21 ″ 8	
32421 229874 WFFQ	**Raritan Sun** *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	533 468 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3 P35'F16'	31·1	11·2	Phildlphia Utd.States	Oil Engines 4S.C.SA 8Cy.11"–14" 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
32422 447 JNYG	**Rashin Maru** (*ex*Canadian Seigneur–33) *ss*Drn.No.3–6,3 2*Dks*(*Stl*) *ss*Kob.No.1–37	5455 4906 3316	✠ ... 1,38 ✠~~LMC6,36~~ ~~6,37~~	Kob	*y*	CL ~~6,36~~ 5,37	1919 8mo	Canadian Vickers,Ld. Montreal *Lloyd'sA&CP*	DairenKisenK.K.	400·6 P49'B113'F39' FK *CellDB333'* *1025tFPT149t*	52·3	28·4	Dairen Japanese 6*BHptCem* *APT133t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.	31 ″ 1 ~~s0 ″ 1½~~ ~~25 ″ 1½~~	
32423 9561 JERD	**Rashu Maru** Ⓟ TwinSc (*ex*Argun) D.F. Sub.Sig. 1*Dk&Spar dk&deepframing*	2347 1907 1297				...	1901	Akt.Ges. "Neptun" Rostock	Government of Japan(Dept.of Communications)	276·2 P32'B106'F40' 23·9 FK	41·3	14·4	Yokohama Japanese *WB*	T.6Cy.20⅞",35½"&55½"–35½" 426NHP A.G."Neptun,"Rostock	24 ″ 0	
32424 LEQW	**Rask** (*ex*Uno,*ex*Göteborg)	613 599 330					1890	A.A.W.van Reede,Czn. Papendrecht	A/S Rask(Sigv. Risanger)	167·0 H23*t*	27·2	16·6	Haugesnd Norwegian *WB*	T.3Cy.15",24"&40½"–30" A.A.W.van 90NHP Reede,Papendrecht		V
32425 13 YLCR	**Rasma** (*ex*Zemvaldis,*ex*Dickie, *ex*Baltik,*ex*Theodoros, *ex*Wieringen, 1*Dk2trB&* *ex*Burgemeesters'Jacob) *Web frames*	3204 2949 1875				...	1902	Ropner& Son Stockton	LatvianGovernment(ValtsKugu Parvalde,*Mgrs.*)	325·6 P31'B166'F36' FK	48·1	22·8	Riga Latvian *WB*	T.3Cy.24",38"&64"–42" 276NHP Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 3	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
32426 93998 ZMGJ	**Rata** TwinSc 1*Dk* Wireless *Well deck*	974 665 375			...		1929	Bow,Mc-Lachlan&Co. Ld. Paisley	AnchorShipping& FoundryCo.Ld.	209·7 Q105'B *on* Q47'F27' FK	34·4	10·8	Nelson,NZ British *WB*	T.6Cy.13½",22"&37"-24" 196NHP Bow,McLachln&CoLd.Psy	13 ″ 0	
32427 LOGC	— (*ex*VillaFranca,*ex*Fagertun) 1*Dk&Spar dk*	849 733 462					1904	Soc.Anon. Chant.Nav. Anversois Hoboken	Cia.Argentina Comercial de Nav. "CostaSud"S.A.	210·0 H104*t*	30·2	15·6	Bns.Aires Argentine *WB*	T.3Cy.17",28"&46"-30" 116NHP N.E.MarineEng.Co.Ld.Sld		N
32428 164098 MMBJ	**Rathlin** Ⓟ Wireless E.S.D. 2*Dks*	1600 1170 697					1936	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	272·5 P&B177'F43'	38·4	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,37
32429 140726 VTFM	**Ratnagiri** Ⓟ TwinSc 1*Dk* *CruiserStern*	606 488 228	✠ A1 *withfreeboard* ~~9,37~~ ~~8,36~~ 4,38 ✠LMC12,35 *For Coasting Service—Bombay to Goa* *Fitted for oil fuel*12,35 *F.P. above* 150° F.	Bom		OG 8,36	1935 12mo *Lloyd's*A&CP	CaledonS. B.&E.Co.Ld. Dundee	RatnagarSteam Nav.Co.(Seth Mafatlal Gagalbhai) *CellDBf* 68'57*t DTs a*38'29*t FPT* 20*tAPT*11*t*	213·0 *Shade dk* FK	35·1	10·8	Bombay British 8*BHptCem* *ptAsp*	T.6Cy.13½",23"&36"-21" (*s*) 200lb 259NHP 1SB,6*cf*,HS4477 FD McKie&Baxter,Ld.Paisley	11 ″ 5 s 2 ″ 8¾ 8 ″ 11½	
32430 145416 MKQY	**Rattray Head** (*ex*Optic) 3Mst *Mchy.Aft* 1*Dk*	496 322 189					1921	Ardrossan D.D.Co.Ld. Ardrossan	A.F.Henry& MacGregor,Ld.	160·6 Q95'B9'F22'	25·1	9·2	Leith British *WB*	T.3Cy.12",20"&34"-24" 57RHP Hall,Russell&Co.Ld.Abn.		C
32431 154001 VSRZ	**Raub** TwinSc *Fitted for oil fuel* 2*Dks*	1161 897 573					1926	TaikooDk-yd &Eng.Co of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	Singapore British	T.6Cy.11",19"&31½"-20" 83RHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
32432 DOHK	**Rauenfels** Sub.Sig. E.S.D. *Cruiser Stern* 2*Dks*	8460 7750 5207					1928	Bremer Vulkan Vegesack	DeutscheDampfs. Ges."Hansa"	485·4 P66'B279'F40'	62·2	32·3	Bremen German *WB*	T.3Cy.34¼",52¾"&86⅝"-55⅛" & LP Turbine 785NHP BremerVulkan,Vegesack		G
32433 PUCA	**Raul Soares** Ⓟ (*ex*Madeira, *ex*CapVerde) *Well deck* Sub.Sig. 2*Dks*	6003 4720 3703			...		1900	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	410·5 P&B266'F51' FK&BK3″	48·3	29·1	R.Janeiro Brazilian *WB*	Q4Cy25$\frac{13}{16}$"35½",53"&77"-54" NB19 617NHP FlensburgerSchiffsb.Ges.	32 ″ 0	G †
32434 90 YLAR	**Rauna** (*ex*Britsum,*ex*Nettuno, *ex*Avondale) *ss*Lie.3rdNo.3-4,37 1*Dk*(*ptIrn&ptStl*)& *deep framing* *Cargo battens not fitted*	2349 1947 1441	✠100A1 4,37 ✠NB9,16 ✠LMC4,37 BS4,38	Lie	*s*	CL 8,36	1899 9mo	ShortBros. Sunderland A&CP *Intermediate BH in forward hold dispensed with*	SeebergBros. *CellDBa* 90'*uE*20'*f*112'673*t APT*68*t*	286·0 295·0(O.L.) P23'B72'F27' FK	43·1	19·8	Riga Latvian 4*BHCem*	T.3Cy.21",35"&57½"-39" (*s*) 160lb 210NHP 2SB,6*cf*,GS100,HS3200 G.Clark,Ld.Sunderland	21 ″ 0 s3 ″ 0 18 ″ 2¼	
32435 90925 GQTP	**Ravelston** *ss*Gmh.2ndNo.3-4,34 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	2085 1935 1316	✠100A1 11,37 ~~10,36~~ ~~BS5,36~~ ✠LMC4,34 5,37	Lth Gmh	*s*	CL 10,36	1906 8mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*)	288·0 298·5(O.L.) P29'B76'F31' FK *Intermediate bulkhead in fore hold dispensed with* *WB*	43·1	18·8	Grngemth British *Cem* 4*BH only* = *CellDBa* &*uE*116'*f*122'629*tAPT*71*t*	T.3Cy.21½",34"&57"-39" (*s*) 160lb 90lb 219NHP 2SB,6*pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s 3 ″ 0¾ 18 ″ 4	
32436 1246 ISLT	**Ravenna** 3Mst 2*Dks*	1148 1058 695			...		1888	Ramage& Ferguson Leith	I.Messina&C.	256·5 248·9 P23'B40'F28' BK9″	33·1 33·2	16·7 17·0	Genoa Italian *WB*	T.3Cy.18",30"&48"-36" 134NHP Ramage&Ferguson,Leith	18 ″ 4	I †
32437 140597 GPVK	**Ravens Point** *ss*Liv.No.3-1,31 *ss*Gls.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	1787 1554 974	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠LMC MS4,35 BS~~11,36~~ 12,37	Liv	*r*	CL 4,35	1918 9mo *Lloyd's*A&CP	H.&C. Grayson,Ld. Garston	MacAndrews&Co. Ld. *CellDB*216'399*t FPT*63*tAPT*18*t*	265·3 FK *Collision*	41·2	26·6	Liverpool British *Cem* *BHtoSh dk* 3 „ „ *U* „	T.3Cy.21",34"&56"-36" (*s*) 180lb 262NHP 2SB,6*cf*,GS126,HS4840 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
32438 98821 GFNR	**Ravenswood** Ⓟ PadSk Wireless	345 317 123					1891	SMcKnght &Co. Ayr	P.&A.CampbellLd	215·0 Q12' *Saloon dk*153'	24·1	8·5	Bristol British	C.2Cy.25½"&50"-54" NE&B09 153NHP Barclay,Curle&Co.Gls.		BT till 10,37
32439 LCOF	**Ravnaas** *OilEng.* 1*Dk*	4019 3657 2441					1931	Eriksbergs M.V.Aktieb. Gothenburg	AgdesidensRederi A/S(A.J.Mörland, *Mgr.*)	350·8 P91*t*H211*t*	50·8	25·7	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP EriksbergM.V.Aktieb.Got		N
32440 LDGJ	**Ravnanger** 1*Dk*	3371 3009 2004					1919	C.v.d.Giessen&Zonen's Schpsv. Krimpen a/d Ysel	WestfalLarsen& Co.A/S	335·6 F21*t*P98*t*H139*t*	48·2	22·9	Bergen Norwegian *WB*	T.3Cy.23",37½"&63"-42" 257NHP RotterdamscheDroogdok Maatschappij,Rotterdam		N
32441 LEQY	**Ravnedal** 1*Dk*	946 654 561					1918	LarvikSlip &Verk. Larvik	IngvaldBjörneboes RederiAkties (I.Björneboe,*Mgr*)	197·9 Q50*t*B86*t*H65*t*F30*t*	32·2	12·5	Xiansand Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP BergensMekVærksBergen		N
32442 LCVU	**Raynefjell** *Now* "Far," *see No.* 38165 *in Supplement* D.F. 1*Dk*	2475 2191 1420					1921	ForthS.B. Co.Ld. Newcastle	A/S Rudolf (Olsen&Ugelstad, *Mgrs.*)	295·5 P86*t*H255*t*	43·7	22·5	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP G.T.Gray&Co.Ld.S.Shl.		N
32443 140833 MNQB	**Ravonia** *ss*Bly.No.3-2,38 ~~*ss*Shl.No.2-38~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	813 553 378	✠100A1 ~~2,37 4,36~~ 2,38 ~~BS12,35~~ ✠LMC~~7,38~~ ~~2,37~~ 1,38	Bkn ~~Shl~~ Bly	*k*	CL ~~4,36~~ 2,38	1925 4mo *Lloyd's*A&CP	R.Williamson&Son,Ld. Workington	NorthwestShippingCo.Ld.(R. Williamson,*Mgr.*)	186·5 Q116'B9'F23' FK *CellDBf*112'162*t*	29·4	12·4	Workngtn British 3*BHCem* *FPT*40*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90lb 99RHP 1SB,3*pf*,GS55,HS1952 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10½ 14 ″ 4	
32444 147827 GLRW	**Rawalpindi** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl-Wthr dk pt* teak s) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk* (*Stl*) *CruiserStern* *in Nos.*1,2&3*holds*	16697 13300 9459	✠ 8,28 ✠	Lon	*k*†		1925 9mo	Harland& Wolff,Ld. Greenock	P.&O.Stm.Nav.Co. *CellDB*461'2092*t Tanks at sides of tunnels* 278*t FPT*130*tAPT*152*t*	547·7 B304'F84' FK *Coll*	71·3	43·4	Greenock British 12*BHptCem* *BH to W dk*	Q.8Cy.33",47",67½"&97"-60" 2478NHP 6DB,48*cf*,GS936,HS37932 Harland&Wolff,Ld.Bel.	47 ″ 2	BT till ~~4,37~~ 11,37 11,38
32445 210519 WSCQ	**Rawleigh Warner** (*ex*Rayo) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2223			...		1912	NewYork S.B.Co. Camden,N.J.	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	321·7 P116'B30'F43' FK	46·2	27·5	Baltimore Utd.States *WB*	T.3Cy.21",35"&58"-42" 318NHP NewYorkSBCo.CamdnNJ	27 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32446 102131 MQPD	**Rayford** (exBlancheRock) 3Mst Sunk after Collision 8,37 ssLth.3rdNo.3–2,30 Well deck ssLth.No.1–34 Mchy.Aft 1Dk(Irn)	471 343 186	✠~~100A1~~ 10,36 ✠NB10,15 ~~MS4,34~~	Bly ~~✠LMC~~ ~~BS5,36~~	g	CL N10,36	1894 2mo	AilsaShipbuildingCo. Troon A&CP	M.Taylor WB	162·0|25·6|11·5 Q89'B10'F24' BK7" =DBf10'20tFPT	Methil British 3BHCem 48tAPT10t	C.2Cy.17"&42½"–30" (s) 115lb 73RHP 1SB,3pf,GS51,HS1492 Muir&Houston,Glasgow	12 ″ 7 s 4 ″ 2½ 12 ″ 9	
32447 PKOD	**Reäel** 1Dk	2561 2034 1487					1931	Nederl.Schps.Maats. Amsterdam	Koninkl.Paketv.Maats.	299·5|46·6|19·4 P19'B83'F26'	Batavia Dutch WB	C.4Cy.(2)16½"&(2)35½"–35½" 125NHP Gebr.Stork&Co.Hengelo		V
32448	**Realf** For full particulars see No. 39907 in Supplement OilEngs E.S.D. Mchy.Aft CruiserStern Longitudinal framing–bracketless system	8100	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Kockums M.V.Aktieb. Malmö	A/S Asplund (G.Ronneberg& JensFr.Galtung, Mgrs.)	462·0|59·8|34·6 P102'B37'F41'	Moss Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" KockumsM.V.Akt.Malmö		
32449 220864 KDLG	**Reaper** ssN.Yk.No.3–12,31 ssN.Yk.No.1–36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6407 6117 3964	✠100A1 ~~3,37~~ ~~1,37~~ 3,38 MS4,36 Carrying Petroleum in bulk Fitted for oil fuel 11,20 F.P. above 150° F.	NYk ✠LMC ~~BS3,37~~ 3,38	a†	CL ~~8,35~~ 2,38	1920 11mo	TexasS.S.Co. Bath,Me. A&CP	TheTexasCo. CellDBu	416·8|56·1|32·7 P107'B35'F33' FK E&B209t FPT229t	Wilmgton (Del.) Utd.States 16BHptCem APT130t	T.3Cy.26 15/16",44"&74½"–51" 190lb (s) 549NHP 3SB,9cf,HS7979 FD H.G.TroutCo.Buffalo,NH.	32 ″ 10 s 6 ″ 3½ 26 ″ 9½	
32450 162690 GBRM	**Reaveley** (exEssexNoble–33, exJuliet) ssShl.No.2–37 ~~ssBry.No.1–33~~ D.F. 1Dk(Stl)	4323 4004 2598	✠100A1 ~~5,37~~ ~~11,36~~ 11,37 ~~MS1,35~~	Nwc ~~NYk~~ Shl ✠LMC 11,37 ~~BS12,35~~ ~~11,36~~	x	CL ~~11,35~~ 11,37	1929 7mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	TheRed"R"S.S.Co. Ld.(Stephens, Sutton,Ld.Mgrs.) CellDB	370·5|51·7|25·4 P30'B225'F34' FK 319'880tFPT133tA	Newcastle British 6BHCem PT168t	T.3Cy.25",41"&68"–45" (s) 180lb 385NHP 2SB(Spt)&1AuxSB,9cf, GS167,HS6582 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 3 ″ 9½ 24 ″ 2	
32451 96 ICDZ	**Recca** ssGen.No.3–3,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	5441 5022 3428	✠100A1 Shelter dk withfreeboard ~~7,37~~ ~~12,36~~ 2,38 ~~BS5,36~~ Fitted for oil fuel 9,29 F.P. above 150° F.	Gen BS7,37 ✠LMC8,33	y	CL 8,35	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. diNav. CellDB337'1300t	404·1|53·9|29·0 FK FPT114tAPT244t	Trieste Italian ptCem 2BHtoSh dk 4 ,, ,, U ,,	T.3Cy.27",42"&68"–48" (s) 180lb 465NHP 3SB(Spt),9cf,GS158, FD HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
32452 1027 ICEA	**Recco** ssGen.No.1–37 ssSpz.No.3–5,33 Mchy.Aft 1Dk(Stl)&Web frames Well deck D.F.	5595 4571 3310	100A1 ~~1,37~~ ~~3,36~~ 1,38 ~~BS3,36~~ BS4,38 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 1,22 F.P. above 150° F.	Tri Gen LMC3,33 4,37	y	CL 3,36	1921 9mo	Soc.EsercizioBacini RivaTrigoso Lloyd's A&CP	AziendaGenerale ItalianaPetroli CellDBuE	394·2|52·0|27·2 378·5 FK P&B237'F36' &B42'140tFPT197t	Genoa Italian 12BHAsp APT245t	T.3Cy.26",42 13/16"&67 7/10"–48" 180lb 100lb (s) 456NHP 2SB,6cf,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso	30 ″ 3	
32453 PUUK	**Recife** (exMameli,exB.Kemeny) ssTri.2ndNo.3–2,22 ssRio.No.1–27 1Dk(Stl)&Spar dk(Irn) &deep framing	2692 2407 1664	✠ 10,35 Spar dk ✠	Rio	u		1899 11mo	R.Craggs &Sons Middlesbro'	LloydNacional Soc.Anon. CellDBa102'uE&	320·0|42·5|13·1 P39'B112'F35' 21·1 FK B40'f130'639tFPT	R.Janeiro Brazilian 6BHCem 41tAPT13t	T.3Cy.21",37"&62"–42" 269NHP 2SB,6rf,GS106,HS3940 N.E.MarineE.Co.Ld.Nwc.	24 ″ 9	
32454 YTDU	**Reĉina** (exLadyPlymouth) ssRot.No.1–34 1Dk(Stl)&Shelter dk(Stl)	4732 4353 2843	✠100A1 withfreeboard 4,37 BS~~5,36~~ 3,37	Rot ✠LMC6,34	z	CL ~~6,34~~ 2,38	1930 1mo	W.Gray& Co.Ld. Sunderland Lloyd's A&CP	Prekomorska Plovidba d.d. CellDB353'1204	400·8|54·2|25·0 413·5(O.L.) FK (tFPT176tAPT126t	Susak Yugoslav 6BHCem Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.26",43"&71"–48" (s) 180lb 459NHP 3SB,9cf,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 6 s 2 ″ 10½ 24 ″ 10½	
32455 162325 GTPV	**Recorder** ssLiv.No.1–35 2Dks(Stl)	5982 5575 3732	✠100A1 7,37 ~~12,36~~ MS2,35	Mch Bkn ✠LMC BS12,36	a†	CL ~~9,34~~ 7,37	1930 9mo	Cammell, Laird&Co.Ld. Birkenhead Lloyd's A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) CellDB362'113	420·3|54·6|30·4 434·5(O.L.) P37'B137'F44' FK 6tDTa32'908tFPT	Liverpool British 8BHCem 1 ,, to2nddk 62tAPT24t	T.3Cy.27",46"&77"–54" (r) 210lb FD 619NHP 3SB(Spt)&1AuxB,11cf, HS8700 Cammell,Laird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5½	
32456 162660 GQRB	— TwinSc (exIris) ssAuk.2ndNo.3–7,27 (Cable Vessel) ssAuk.No.2–35 D.F. E.S.D. 1Dk(Stl–pt ws)&Spar dk (Stl–teaks)&Web frames	2276 1938 980	✠100A1 Spar dk ~~10,37~~ ~~2,37~~ 1,38 BS1,38	HKg Sng ✠LMC2,37	t	N1,37	1902 10mo	DJDunlop &Co. Pt.Glasgow Lloyd's A&CP	Cable andWireless, Ld. CellDBa26'uE&B	295·0|40·7|15·1 22·8 Promenade dk108' FK&BK3" 62'f108' 399t FPT20t	London British 6BHCem	T.6Cy.~~18½"~~ 18¾",31"&51"–39" (s) 190lb 459NHP 3SB,9cf,GS153,HS6706 FD D.J.Dunlop&Co.Pt.Gls.	25 ″ 0 s 5 ″ 1½ 20 ″ 6	
32457 261 HSAA	**Redang** ssBgk.2ndNo.3–12,26 ssBgk.No.2–35 Mchy.Aft 1Dk(Stl)	531 408 250	✠100A1 8,37 ~~2,37~~ BS2,37 Fitted for oil fuel 9,01 F.P. above 150° F.	Bgk ✠LMC1,35	h	CL 2,37	1901 9mo	Kjöbnhvns Flydk.&Skbs Copenhagen A&CP	SiamS.N.Co.Ld.	165·0|27·9|11·9 P59'F23' FK WB=FPT20t	Bangkok Siamese 130 3BHCem APT40t	T3Cy.13",20½"&33½"–21"(s) ~~150~~lb 100lb 61NHP 1SB,2cf,GS36,HS1030 KjbnhavnsFlydk.&Skbsv.	12 ″ 6 s 1 ″ 3½ 11 ″ 4½	
32458 144501 MJXS	**Redcar** ssAnt.No.1–37 ssLon.No.3–3,33 1Dk(Stl) Wireless Cargo battens not fitted	1475 1314 794	✠100A1 8,37 ~~9,36~~ BS8,37	Lon Ant ✠LMC9,36	p	CL 8,36	1920 4mo	GooleS.B. &Repg.Co.Ld Goole Lloyd's A&CP	P.&O.Stm.Nav.Co. Cell	240·2|36·1|19·1 B52'F23' FK DB198'295t FPT77t	London British 4BHCem APT66t	T.3Cy.~~18"~~ 18½",30"&50"–33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s 2 ″ 10½ 18 ″ 7	
32459 162762 GRJX	**Redgate** (exRidley–36,exEssex Oak–33,exJune–32) ~~ssShl.No.1–33~~ ssCff.No.2–38 1Dk(Stl)	4323 4004 2598	✠100A1 4,38 ~~11,36~~ BS~~7,36~~ 1,38	Cff ✠LMC~~6,34~~ MS4,38	x	CL ~~11,36~~ 1,38	1929 6mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	RedgateS.S.Co.Ld. (Turnbull,Scott &Co.Mgrs.) CellDB	370·5|51·7|21·4 385·3(O.L.) P30'B225'F34' FK 319' 880t FPT133t	Newcastle British 6BHCem APT168t	T.3Cy.25",41"&68"–45" (s) 180lb 385NHP 2SB(Spt)&Aux.SB,9cf, GS193,HS6597 G.Clark,Ld.Sunderland	27 ″ 9 s 3 ″ 9½ 24 ″ 2	
32460 139800 MGVK	**Redhall** ssBly.No.3–7,29 Well deck ssShl.No.1–33 Cargo battens not fitted 1Dk(Stl)	1093 775 467	✠100A1 1,37 BS1,37	Bly ✠LMC10,33	n	CL 11,34	1917 6mo	Hall,Russell&Co.Ld. Aberdeen Lloyd's A&CP	AberdeenCoal& ShippingCo.Ld. CellDBa54'uE20'	221·0|33·3|14·3 Q131'B16'F27' FK f90'306tFPT33tA	Aberdeen British 4BHCem PT79t	T.3Cy.17½",29"&47"–33"(r) 180lb 100lb 178NHP 2SB,6cf,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16 ″ 5 s 4 ″ 9½ 15 ″ 6½	
32461 148620 MNGT	**Redriff** ssShl.No.3–8,37 ~~ssShl.No.2–33~~ Well deck Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1577 1296 879	✠100A1 8,37 ~~7,36~~ ~~BS5,36~~	Shl ✠LMC~~5,34~~ 8,37	p	CL ~~7,36~~ 8,37	1925 8mo	TyneI.S.B. Co.Ld. Newcastle Lloyd's A&CP	South Metropolit'n GasCo. CellDB	244·3|36·8|18·5 Q96'B51'F22' FK 175' 346t DT at sides of tunnel	London British 6BHptCem	T.3Cy.18",30"&49"–33" (s) 180lb 182NHP 2SB,6cf,GS94,HS3260 N.E.MarineEngCoLd.Nwc 29'105tFPT77tAPT66t	20 ″ 6 s 2 ″ 5 18 ″ 3½	
32462 160888 GPNZ	**Redsea** ssLth.No.1–34 1Dk(Stl)&Shelterdk(Stl)	5224 4758 3176	✠100A1 withfreeboard ~~3,37~~ ~~11,36~~ 3,38 BS~~10,36~~ 11,37	Bry ~~Msl~~ Lon ✠LMC10,34	a†	CL ~~11,36~~ N3,38	1930 4mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle Lloyd's A&CP	Shipping&Chartering Agency,Ld. CellDB DTa23'904t	412·8|55·3|26·0 F40' FK 373'1204t (FPT94tAPT154t	Hull British 7BHptCem Coll to Sh dk 6 ,, ,, 2nd ,,)	Q.4Cy.23",32½",47"&68"–48" 225lb (s) 456NHP 3SB(Spt),6cf,GS111, FD HS6240 N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5½	

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of TradeCert
32463 214849 WEDS	**Redwood** Ⓟ WoodTwinSc4Mst *Fitted for oil fuel* D.F. GyC. 2*Dks*	1793 1586 1045					1917	Pacific American Fisheries Bellingham	LoweTradingCo.	226·4	41·8	23·1	Bellinghm Utd.States	T.6Cy.13″,21″&35″–24″ 120NHP SeattleMachineWorks, Seattle,Wash.		
32464 205082 KJHE	— Wood (*ex*Thos.H.Elliott–35, *Fitted for oil fuel* *ex*Daisy–35) 1*Dk*	679 — 379					1908	J.N.Price Bandon,Or.	HammondLumber Co.	175·0	38·7	14·0	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ UnitedEng.Wks. 42NHP Alameda,Cal.		
32465 135609 GKWC	**Reedpool** *ss*Shl.No.3–11,36 D.F. 1*Dk*(*Stl*)	4838 4610 2999	✠100A1 ~~7,37 11,36 10,37~~ 1,38 ✠LMC BS~~5,36~~ 7,37	Shl Npt MS11,36	*y*	CL ~~11,36~~ 10,37	1924 9mo *Lloyd'sA&CP*	RopnerS.B. &RepairngCo (Stockton)Ld Stockton	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa126'uE25'f*	390·0 P29'B221'F41' FK 171'1059*tFPT*162*t*	55·5	26·4	Stockton British 6*BHCem* *APT*194*t*	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb *100lb* 437NHP 3SB(Spt) *9cf*,GS190,HS7526 Blair&Co.Ld.Stockton	28 ″ 9 s4 ″ 5 24 ″ 6½	
32466 TCCP	**Refah** (*ex*Persevera,*ex*Perseveranza) *ss*Tri.2ndNo.3–5,25 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)& *deep framing*	3805 3348 2235	✠ 2,31 ✠	Fiu	*v*		1901 6mo	R.Thompson&Sons Sunderland	Barzilay&Benjamin *CellDBa*	335·3 P29'B78'F36' 25·7 FK 108'*uE*22'*f*136'786*t*	46·2	17·8	Istanbul Turkish 6*BHCem* *APT*48*t*	T.3Cy.24″,39″&64″–42″ NDB14 285NHP 2SB,*6pf*,GS122,HS4574 G.Clark,Ld.Sunderland	28 ″ 5	V †
32467 UOIU	**Refrigerator No. 1** (*Fish Carrier*) *OilEng.* Wireless 1*Dk*(*Stl*–ws) *Mchy.Aft Ref.Mchy. CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for navigation in ice*	1427 1006 700	✠ 5,33 ✠	Cpn	*o*		1933 5mo	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. *CellDB*142'2	228·7 P&B117'F34' FK 74*tDTf*10'45*tFPT*	36·2	17·0	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0	
32468 UOIV	**Refrigerator No. 2** (*Fish Carrier*) *OilEng.* Wireless 1*Dk*(*Stl*–ws) *Mchy.Aft Ref.Mchy. CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for navigation in ice*	1427 1006 700	✠ 6,33 ✠	Cpn	*o*		1933 6mo	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. *CellDB*142'2	228·8 P&B117'F34' FK 74*tDTf*10'45*tFPT*	36·2	17·0	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0	
32469	**Refrigerator No. 3** (*ex*Lys–35) *ss*Shl.No.3–10,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	*1830* *1384* *999*	✠ ... 11,36 ✠	Shl	*q*		1920 5mo	S.P.Austin &SonsLd. Sunderland	U.S.S.R. *CellDB*215'503*t*	260·0 Q154'F30' FK *MT*10'224*t FPT* 14	37·5	17·5	Vladvostk Russian 5*BHCem* 0*tAPT*56*t*	T3Cy.20½″,33″&54″–39″ 201NHP 2SB,*6pf*,GS97,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8	
32470	**Regato** (*ex*RioGalindo, *ex*AikokuMaru, *ss*H.Kg.No.3–7,01 *ex*Colonies, *ss*Kob.No.2–08 *ex*Azamor,*ex*AnnieBarrow, 1*Dk*(*Stl*)& *ex*EiffelTower) *Spar dk*(*Stl*)3*trB*	3270 — 2073	✠ 9,14 ✠	Kob	*u*		1889 11mo	W.Dobson &Co. Newcastle	Cia.Naviera"Orio" (JoseRubiera, *Mgr.*) *Cell*	331·9 P47'B80'F42' 26·7 BK10″	40·3	19·2	Bilbao Spanish 5*BHCem* *DB*264'433*t*	T.3Cy.23¾″,38″&61″–39″ NDB05 234NHP 2SB,*6cf*,GS98,HS3916 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4	
32471 PGYX	**Regeja** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	325 222 180					1936	NVSchpsw "Foxhol" Foxhol	J.Boerma	130·0 P38'F15'	24·1	8·3	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 62NHP AppingedammerBrons Motorenfb.N.V.		V
32472 YQSC	**Regele Carol I** TwinSc *Fitted for oil fuel* 2*Dks*&*Shadedk*3*trB*	2369 1790 839					1898	Fairfield Co.Ld. Glasgow	RoumanianState MaritimeService	350·0	42·0	18·5	Cnstantza Roumanian *WB*	T.6Cy.23″,38½″&61″–36″ NB10 446NHP FairfieldCo.Ld.Glasgow		V
32473 122 YLBV	**Regent** 1*Dk*2*trB*&*deep framing*	3280 3072 1826			...		1903	Bartram &Sons Sunderland	J.Freyman (LatvianShipping Co.*Mgrs.*)	324·5 P29'B90'F35' FK	46·9	24·2	Riga Latvian *WB*	T.3Cy.24″,40″&65″–42″ 294NHP J.Dickinson&Sons,Ld.Sld.	26″10	C †
32474 233361 WJFG	— TwinSc Wireless *Mchy.Aft* GyC. *OilEng.* *Longitudinal framing* 1*Dk* *CarryingPetroleum in bulk*	1211 — 708					1934	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOil Corporation	248·6	40·2	14·4	P.Arthur, Tex. Utd.States	Oil Engines 4S.C.SA 6Cy.12½″–22″ 91NHP McIntosh-Seymour,N.Yk.		R
32475 165433 GZMP	**Regent Lion** D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern OilEng.* *Longitudinal framing at bottom & at deck*	9551 8728 5794	✠100A1 11,37~~3,37~~ ✠LMC3,37 *CarryingPetroleum in bulk*	Nwc		CL 10,37	1937 3mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	~~C.T.Bowring&Co.Ld.~~BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE*58'153*t*	489·7 P109'B38'F64' FK *DTf*38'625*t FPT*1	66·5	35·0	London British 16*BHptAsp* 51*tAPT*136*t*	Oil Engines 4S.C.SA 10Cy.29⅛″–59$\frac{1}{16}$″ 816NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6″10¼ 28 ″ 4½	
32476 165465 GZRK	**Regent Panther** D.F E.S.D. *OilEng.* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck* *For full particulars see No. 39902 in Supplement*	9556 8728 5799	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1937	Swan,Hunter&Wigham Richardson LdNewcastle	C.T.Bowring& Co.Ld.	489·7 P109'F63'	66·5	35·0	London British	Oil Engines 4S.C.SA 10Cy.29⅛″–59$\frac{1}{16}$″ J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6″10¼ 28 ″ 4½	
32477 129752 GRTW	**Regfos** (*ex*WestQuarter) *Well deck* *ss*Sld.2ndNo.3–2,36 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1240 882	✠100A1 4,38~~5,37~~ ✠LMC MS2,36 BS~~11,36~~11,37	Hpl Sld	*p*	OG ~~10,34~~ 4,38	1910 6mo *Lloyd'sA&CP*	W.Pickersgill&Sons,Ld Sunderland	Tyne&Wear ShippingCo.Ld. *CellDBa67'uE*	245·0 Q121'B13'F26' FK *B*35'*f*109'405*tFPT*	36·8	16·3	Sundrland British 4*BHCem* 42*tAPT*88*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,*6pf*,GS87,HS3918 N.E.MarineEng.CoLd.Sld	18″10 s1″10½ 17 ″ 2	
32478 PGYT	**Reggestroom** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2836 2502 1691					1923	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	331·7 F44'	48·2	20·0	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Escher,Wijss&Co.Zurich		V
32478* LERB	**Regin** (*ex*Asplund,*ex*Torkel, Iron *ex*Behera, *ss*Gls.2ndNo.3–2,07 *ex*MyrtleBranch) *ss*Gls.No.1–12 *Well deck* 1*Dk*(*Irn*)2*trB*	1498 1282 899	✠ 3,16 ✠NB5,08 ✠	Osl	*q*		1883 6mo	Bartram, Haswell&Co. Sunderland	HannestadsRederi A/S(M.Hannestad, *Mgr.*) *D*	258·0 P61*t*Q61*t*F2*t* BK9″ *Ba*66'*f*60'253*tFPT*	36·1	18·7	Halden Norwegian 6*BHCem* 25*tAPT*20*t*	C.2Cy.33″&61″–33″ NDB07 167NHP 1DB,*4pf*,GS76,HS2757 T.Richardson&Sons,Hpl.	20 ″ 1	N †
32479 6517 SFKN	— Ⓟ Wireless D.F. 2*Dks* Sub.Sig. *CruiserStern*	*1330* *634* *697*					1919	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·7	36·0	14·1	Stockholm Swedish *WB*	2 SteamTurbinesSRgeared to 1 Sc. Shaft SvenskaTurbinf.Akt. Ljungström,Finspång		
32480 LJMC	**Regina** TwinSc 1*Dk 2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing–bracketless system*	~~9350~~ 9545 8898 5695	✠100A1 12,37~~7,37~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC7,37	Cpn	*d*†	CL	1937 7mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	Hansen-Tangen's RederiA/S(H.E. Hansen-Tangen, *Mgr.*) *CellDBuE*76'32	~~470·0~~ 485·1 501·1(O.L.) P101'B31'F44' FK 9*tDTf*43'600*tFPT*9	~~65·2~~ 65·5	35·4	Kristian- sand Norwegian 12*BHptCem* 7*tAPT*175*t*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 943NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s7 ″ 2¼ 28 ″ 4¾	
32481 DAMS	— Ⓟ Wireless *Ref.Mchy.* 2*Dks*	1304 853 781					1911	F.Schichau Danzig	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	241·8 P&B147'F27'	34·1	15·4	Stettin German *WB*	T.3Cy.19$\frac{7}{10}$″,31$\frac{9}{10}$″&51$\frac{1}{5}$″–29½″ 141NHP F.Schichau,Elbing		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
32482 PGZA	**Regina** (exVertrauen) Sub.Sig. 1Dk	421 317 224					1922	Gebr. Muller Foxhol	N.V.Soetermeer, FekkesCargadoorskantoor	139·8 P34'F28'	26·2	10·7	Rottrdam Dutch	T3Cy.10¼",15¾"&26¾"-19 7/16" 34NHP Emade13refitted22 Scnpsw&Mschfb.v/hBotje, Ensing&Co.Hoogezand		G
32483 12 ISND	**Regina Elena** Ⓟ 1Dk	424 331 171					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·5	25·4	13·2	Naples Italian	T.3Cy.20 13/32"32 9/32"&48"-27 9/16" 121NHP C.&T.T.Pattison,Naples		I
32484 FNCG	**Regina Pacis** (exAntrimCoast-33, exGlentaise, ssLth.2ndNo.3-11,29 exPloussa) 1Dk(Irn)&deep framing Now "Prado," see No. 39709 in Supplement	997 702 502	✠ ... 6,34 ✠	Liv	n		1905 5mo	Ramage& Ferguson,Ld. Leith	Scotto,Ambrosino, PuglieseFils&Co. CellDBa36'	218·2 Q77'B63'F45' FK uE38'f82'269tFPT	33·1	13·0	Oran French 4BHCem 23tAPT21t	T.3Cy.18",30⅝"&49"-33" 155NHP 2SB,6rf,GS98,HS2542 Ramage&Fergusn,Ld.Lth.	15 ″ 0	V †
❋ 32485 152786 VGRD	**Reginolite** TwinSc OilEng. ssHfx.No.2-34 1Dk(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames D.F. GyC. Longitudinal framing CruiserStern	9069 8645 4430	✠100A1 Shelter dk withfreeboard ~~3,37~~ ~~11,30~~ 3,38 DBS3,38 ✠LMC CS6,34 ~~DBS11,33~~ 3,38 ~~8,30~~ CarryingPetroleum in bulk	StJ ~~Rot~~ Phl	d†	CL ~~3,36~~ 3,38	1926 3mo Lloyd'sA&CP	Akt.Ges. "Vulcan" Stettin	ImperialOilShippingCo.Ld.(H.J. Rahlves,Mgr.) CellDBuE38'131tD	469·2 B34'F38' FK Tf36'280tFPT190t	63·1	34·6	Montreal British 19BHptCem (13 to Sh dk 6 ″ U ″) APT108t	Oil Engines 2S.C.SA 8Cy.25 9/16"-47¼" 910NHP 2WaterTubeDB200lb A.G."Vulcan,"Stettin	35 ″ 6 s 8 ″ 8 27 ″ 1	
32486 161381 GSKQ	**Registan** ssFal.No.1-33 D.F. 2Dks(Stl)	5886 5448 3711	✠100A1 1,38 ~~1,37~~ BS~~1,37~~ 12,37 ✠LMC11,33 Fitted for oil fuel 3,30 F.P. above 150° F.	Mch Cff	a†	CL ~~1,35~~ 1,38	1930 3mo Lloyd'sA&CP	J Readhead &Sons,Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB361'1237t	426·0 P38'B131'F47' FK DTa38'903tFPT1	55·0	28·5	London British 7BHptCem 07tAPT38t	T3Cy28½",46"&78"-51"&LP Turbine with DR gearing& hydraulic coupling (r) 210lb 787NHP 3SB,12cf,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
32487 140037 VPLB	**Register** (exBice,exAquila) 3Mst OilEng. Mchy.Aft 1Dk	537 449 415			...		1913	Cant.Offic. Savoia Cornigliano Ligure	WebsterShipping Co.Ld.(J.S.Webster&Sons,Mgrs.)	159·0 P33'F16' BK6"	28·2	13·1	Kingston, Jamaica British	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" 125NHP G.Ansaldo NDB20 NE20 &Co.Sampierdarena	14 ″ 3	V †
❋ 32488 8111 SJTN	**Regulus** OilEng. D.F. 1Dk,2nd dk inMchy.space Mchy.Aft CruiserStern Rudder electrically welded	9959 9182 5962	✠100A1 ~~3,37~~ 11,37 NNs ✠LMC10,36 CarryingPetroleum in bulk	Rot	e†	CL	1936 10mo Lloyd'sA&CP	Deutsche WerftAGBet Finkenwrder Hamburg	TrelleborgsÅngf. NyaAktieb. (JarlMalmros) CellDBuE75'210tD	492·9 510·7(O.L.) P114'F69' FK Tf43'713tFPT164	66·1	36·4	Trelleborg Swedish 12BHptCem tAPT258t	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" ~~1167NHP~~ 3DB170lb 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 4½	
❋ 32489 LDEW	— ssClo.No.3-2,29 ssOsl.No.2-38 ~~ssOsl.No.1-34~~ 1Dk(Stl)2trB	3785 3458 2307	✠100A1 2,38 ~~1,37~~ BS~~5,36~~ 8,37 ✠LMC~~3,34~~ MS2,38 Fitted for oil fuel 4,17 F.P. above 150° F.	Rot Osl	v	CL ~~5,36~~ 2,38	1917 4mo A&CP	Union Iron WorksCo. Alameda,Cal.	A/S Pacific(A.O. Lindvig,Mgr.) CellD	340·0 P29'B73'F36' FK B290'967tFPT120t	48·2	26·0	Oslo Norwegian 6BHptCem APT102t	T.3Cy.24",39"&65"-42" (r) 180lb 325NHP 2SB,6cf,GS144,HS5400 UnionIronWksCoAlamda	27 ″ 3 s 4 ″ 10 22 ″ 7½	
32490 563 OHBK	— ssHfs.No.3-4,33 D.F. 1Dk(Stl)&Awngdk(Stl) ssHfs.No1-37	1821 1085 1025	✠100A1 Awning deck withfreeboard ~~7,37~~ ~~5,36~~ 4,38 BS3,38 7,37 ~~BS3,36~~ ✠LMC~~3,33~~	Hfs Rot	p	~~4,35~~ 7,37	1921 4mo Lloyd'sA&CP	P.SmitJr. S.B.&E.Co. Rotterdam	FinskaÅngfartygs A/B CellD	235·0 FK B182'355tFPT14t	36·9	17·8	Helsingfrs Finnish 4BHCem APT31t	T3Cy20¾",32½"&55"-39⅝"(s) 180lb 212NHP 1SB(Spt)&1AuxSB(Spt), 5cf,GS97,HS3341 P.Smit,Jr.S.B.&E.Co.Rot.	27 ″ 6 s 8 ″ 2½ 19 ″ 6	
32491 KZRS	— (exIhumata) Wireless Well deck 1Dk&deep framing	1173 — 636			...		1911	Antwerp Eng.Co.Ld. Hoboken	Madrigal&Co.	229·3 Q87'B52'F23' FK	35·8	14·9	Manila,P.I Utd.States WB	T.3Cy.17",28"&46"-33" 142NHP N.E.MarineEng CoLdNwc	16 ″ 10	
32492 2036 ITZN	— Iron (exSant'Antonio-36,exRamscappelle, exCalluna, 1Dk(Irn)&Web frames exAssos,exHedworth) Well deck	1085 876 630	✠ 7,87	Sld	Lv		1884 9mo	S.P.Austin &Son Sunderland	Francesco Pittaluga	232·7 225·0 Q123'H46tF26' DBa&f	33·6	15·9	Genoa Italian 5BH	C.2Cy.28½"&53"-33" 134NHP Blair&Co.Ld.Stockton	17 ″ 7	I †
32493 6203 SGAU	— Now "Brattfors," see No. 37374 in Supplement 1Dk	915 722 485					1919	Helsingbrg VarfsAkt. Helsingborg	Rederiaktieb. Stjärnan(Hj. Nerman,Mgr.)	205·1 Q64'B56'F20'	33·5	12·7	Karlstad Swedish WB	T3Cy.17¾",29 5/16"&46⅞"-27½' 175NHP HelsingbrgsVrfsA.B.Hbg.		V
❋ 32494 441 ESDG	— (exCaroline-35,ex ssLib.2ndNo.3-11,27 MildredPowell, ssTln.No.2-36 exRedhall) 1Dk(Stl)&deep framing Well deck Cargo battens not fitted	893 748 365	✠100A1 8,37 ~~12,36~~ BS8,37 LMC4,36	Tln	l	CL 3,35	1902 1mo Lloyd'sA&CP	Mackie& Thomson Glasgow	J.Rang&Others CellD	205·1 Q113'B18'F23' FK Ba53'f75'161tFPT	30·5	14·6	Tallinn Estonian 4BHCem 50tAPT50t	T.3Cy.16½",27"&44"-30" (s) 180lb 80lb 145NHP NB08refitted3,23 1SB,3cf,GS65,HS2776 McKie&Baxter,Glasgow	15 ″ 4	
❋ 32495 LDRQ	**Reiås** (exElfi-36,exGlynarthen, exKildress) ssOsl.No.3-7,31 ssOsl.No.1-36 Now "Runa," see No. 39929 in Supplement 1Dk(Stl) Cargo battens not fitted	812 677 386	✠100A1 7,36 ✠LMC7,36	Osl	l	CL 7,36	1918 11mo Lloyd'sA&CP	Cochrane &Sons,Ld. Selby	B.Ekerholt	211·8 B44'F27' FK len20 CellDBuE26'20t	30·5	15·2	Oslo Norwegian 4BHCem DTf42'100t	T.3Cy.16",26"&44"-26" (s) 200lb NDB20 100lb 132NHP 1SB,3cf,GS51,HS1825 FD MacColl&Pollock,Ld.Sld.	16 ″ 5 s 1 ″ 10 14 ″ 7½	
32496 22521 JDQG	**Reibun Maru** 2Dks	352 312 200					1923	Hakodate DockCo. Hakodate	FujiyamaKaiun K.K.	130·0 B27'	22·0	15·5	Otaru Japanese	T.3Cy.		
32497 DORH	**Reichenfels** Ⓟ OilEng. Ref.Mchy. Sub.Sig. 2Dks D.F. E.S.D. CruiserStern	7744 7040 4760					1936	Deutsche Sch-u-Mchsb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·4 P83'B220'F66'	61·9	31·1	Bremen German WB	2 Oil Engines 2S.C.DA each 6Cy.20⅞"-29 11/32"& hydraulic couplingSR geared to 1 Sc. Shaft 1830NHP Maschinenfbk Augsburg- NürnbergA.G.Augsburg		G
32498 DOAU	**Reiher** Wireless D.F. 1Dk	975 750 402					1909	Bremer Vulkan Vegesack	ArgoReederei RichardAdler&Co.	220·6 P&B138'F23'	32·4	13·6	Bremen German WB	T.3Cy.21¼",34 7/16"&54½"- 35 7/16" 179NHP BremerVulkan,Vegesack		G
32499 PKQY	**Reijniersz** 1Dk	1693 1328 902					1908	Maats Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·4 P33'B73'F30'	40·2	16·9	Batavia Dutch WB	T.3Cy.19",31½"&51½"-39" 165NHP Maats.Fyenoord,Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32500 PKGM	**Reijnst** 1*Dk*	2462 1811 1433					1928	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	291·0 P33'F53'	43·2	19·1	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 135NHP Werkspoor,Amsterdam		V
32501 LERF	**Rein** Wrecked 4,37 1*Dk*	1175 1032 725					1900	Framnes Mek.Værks Sandefjord	D/S A/S Rein (StenerS.Müller)	241·2 P15*t*H96*t*F32*t*	35·3	14·7	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–33" 111NHP AkersMek.Verks.Oslo		N
32502	**Reina** (*ex*Björnöy–37,*ex*Juan–34) Sunk by aircraft 10,37 1*Dk&Spar dk*	1436 1192 845					1908	Nylands Værksted Oslo	ScotiaCorporation (Johs.Jensen, *Mgr.*)	243·4 P52*t*B135*t*H19*t* F27*t*	33·7	21·7	Panama Pnamanian *WB*	T.3Cy.20½",33"&56"–36" 188NHP NylandsVærksted,Oslo		V
32503 162339 GMPS	**Reina del Pacifico** Ⓟ QuadSc *OilEng.* *ss*Liv.No.1–35 D.F. E.S.D. 3*Dks*(*Stl*)4*th dk*(*Stl*)*in* *Ref.Mchy.* *holds except after hold* GyC. *CruiserStern*	~~17707~~ ~~12202~~ ~~10745~~ 17702 12202 10720	✠100A1 *withfreeboard* 4,38 ~~4,37~~~~10,37~~ ✠LMC CS6,35 DBS~~4,37~~4,38 1,37 ✠Lloyd'sRMC~~4,37~~~~6,37~~ 4,38 ~~1,38~~~~10,37~~ aft chamber for temp.20° F.	Liv ~~Bel~~		OG Sf9,37 Pa4,36 a10,36 ~~Pf4,37~~ Pf9,37	1931 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	PacificStmNav.Co. *CellDB*441'1733*t* *tunnels*175*tD*	551·3 P47'B354'F102' FK *Tanks between* *Tsa*41'359*tFPT*108	76·3	37·8	Liverpool British 10*BHptCem* *tAPT*224*t*	Oil Engines 4S.C.SA 48Cy.24$\frac{13}{16}$"–47¼" 2844NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	44″1 s13″1¼ 31″2¾	BT till ~~4,37~~ 4,38
32504 DHTU	**Reinhart L.-M. Russ** Wireless 1*Dk*	1477 1021 870					1923	Stettiner Oderwerke Stettin	ErnstRuss	231·3 Q76'B101'F30'	36·5	15·0	Hamburg German *WB*	T.3Cy.17⅓",27⅗"&43$\frac{3}{10}$"–31½" 105NHP StettinerOderwerke		G
32505 223607 KFOW	**Reiss Brothers** (*ex*William K. Field–34) *Mchy.Aft* D.F. 1*Dk*	8195 — 6369					1924	Toledo S.B.Co. Toledo.O.	ReissSteamshipCo	588·0	60·3	27·7	Wilmgton (Del.) *WB* Utd.States	T.3Cy.25½",41&67"–42" 291NHP ToledoS.B.Co.Toledo,O.		R
32506 27736 JOOD	**Reiyo Maru** *ss*Kob.No.1–36 *ss*Yka.No.3–2,32 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 6,37 ~~4,35~~ ✠LMC~~3,36~~ 6,37	Kob	*z*	~~3,35~~ 6,37	1920 12mo	Asano S.B.Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*331'1072*t*	53·2	29·4	Yokohama Japanese 6*BHCem* *APT*27*t*	T3Cy.26¼",~~43½~~"&72"–48"(*s*) 43¾" 200lb 513NHP 3SB,*9cf*,GS174,HS2376 FD IshikawajimaSB&ECoTok	32″0 s8″7 25″9	
32507 VSBM	**Rejang** Ⓟ *OilEng.* 1*Dk*	364 — 212					1934	Singapore Harbour Board Singapore	SarawakSteamshipCo.Ld.	126·5 F27'	25·5	9·2	Kuching Sarawak *WB*	Oil Engines 4S.C.SA 6Cy.10⅝"–16$\frac{9}{16}$" 66NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
32508 23254 JFUB	**Rekizan Maru** Wireless 1*Dk*	1311 1062 869					1918	Yoshiura DockYard Yoshiura	TatsuumaKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.14½"25$\frac{5}{16}$"&40"–30" 88NHP TakaoIronWorks,Kobe		
32509	**Relay** TwinSc *Now "Elli," see No.* 38023 *in Supplement* *Mchy.Aft* 2*Dks&Awng dk*	*1198* *1182* *742*			...		1890	R.Thompson&Sons Sunderland	DutchEastIndies ExploringCo.of Nevada	240·0 ND13	32·2	14·2 21·5 BK8"	L.Angeles Utd.States *WB*	T6.Cy.16½",26½"&43½"–30" NB22 193NHP G.Clark(Lim.),Sld.	24″10	
32510 DHTV	**Reliance** Ⓟ (*ex*Limburgia, TrpSc *ex*JohannHeinrichBurchard) Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. 5*Dks*	19618 13329 9175					1920	J.C.Tecklenborg Wesermünde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	590·4 P&F471	~~80·5~~ 80·4	39·7	Hamburg German *WB*	T.8Cy.(2)29½",(2)49⅓"&(4) 53⅓"–59$\frac{1}{10}$"&1LP Turbine J.C.Tecklenborg,Wsm.		G
32511 97115 VGKJ	— Comp Wireless 1*Dk*	311 — 182					1892	Cllngwood DryDockCo. Collingwood	AbitibiPower& PaperCo.Ld. (*in liq.*)	124·0	23·0	11·6	Toronto British	C.2Cy.20"&40"–24" NB02 NE02 67RHP J.Inglis&Son,Toronto		
32512 147557 GVND	**Reliant** (*ex*LondonImporter–33) *ss*Lon.No.3–3,33 *ss*Mlt.No.1–37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *4th dk in No. 2 hold* *Cargo battens not fitted in Shelter 'tween decks* *CruiserStern*	7928 7362 4801	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS2,35 ✠LMC2,37 *Fitted for oil fuel*12,23	Mlt	*c*†	CL 1,36 *F.P. above* 150° F.	1923 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	TheAdmiralty *Duct keel in Boiler* *CellDB*366'1568*t*	450·4 471·5(O.L.) F42' *on Shelter dk* FK *Collision BHtoSh dk* *space&forward*154' *DTf*33'967*tDTa*33'	58·0	38·3	London British *ptCem* 6 ,, ,, *U* ,, 797*tFPT*68*tAPT*82*t*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,*16cf*,GS325,HS13168 Richardsons,Westgarth& Co.Ld.Mdb.	41″0 s11″1¼ 30″2	
32513 PGZU	**Remark** *OilEng.* *Mchy.Aft* D.F. 1*Dk*	396 245 191					1936	E.J.Smit& Zoon Westerbroek	J.Kramer	142·1 P39'F22'	25·4	8·2	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
32514 EADQ	**Remedios**(*ex*Condede TwinSc Churruca) *OilEng.* *Mchy.Aft* *ss*Bbo.No.3–8,33 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4461 4140 2673	✠100A1 2,36 DBS2,36 LMC8,33 No later survey reported *CarryingPetroleum in bulk*	Bbo	*x*	OG 2,36	1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A. *CellDB*70' 157*tDTf*49'498*t*	370·7 P103'B32'F36' FK *FPT*87*tAPT*125*t*	48·5	30·0	S.Sebast'n Spanish 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.23$\frac{11}{16}$"–37" DB*120lb* 779NHP SulzerFrères,S.A. Winterthur	30″0 s4″11½ 25″3¼	
32515 1745 ICEG	**Remo** Ⓟ TwinSc *OilEng.* *ss*Gen.No.2–35 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.* 1, 2&3 *holds*	9780 7695 6015	✠100A1 ~~7,37~~~~12,36~~~~12,37~~ 3,38 ✠LMC CS4,36 DBS~~4,36~~ ~~11,35~~ 3,37 12,36	Gen		CL 12,37	1927 1mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*	506·6 P31'B214'F47' FK 426'1697*tFPT*227*t*	62·3	31·5	Genoa Italian 8*BHptCem* *APT*184*t*	Oil Engines 4S.C.SA 12Cy.29⅓"–47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	34″11 s8″11¾ 26″2½	
32516 FNWE	~~**Remois**~~ Rémois D.F. 2*Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement,*Mgrs.*)	331·7	53·2	25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"–39" 225NHP G.Clark,Ld.Sunderland		V
32517 124590 GLYN	**Remuera** Ⓟ TwinSc *Ref.Mchy.* D.F. E.S.D. GyC. 3*Dks&Shelter dk*	11383 9948 7246	Lloyd'sRMC~~4,37~~ 4,38 ~~12,37~~				1911	W.Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	485·0	62·3	41·0	Plymouth British *WB*	T.6Cy.28",47"&78"–48" 843NHP Denny&Co.Dumbarton		C BT till 3,38
32518 LCJW	**Rena** (*ex*Fördefjord–37, TwinSc *ex*EmmaMærsk) *OilEng.* 1*Dk&Shelter dk*	5242 4858 3264			...		1924	Skbvs.v/d A.P.Möller Odense	A/S Bing& Pedersen'sRederi	378·8 F33' FK	50·2	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn	34″5	N †
32519 PJCD	**Renata** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3155 2265 1553	✠100A1 ~~5,37~~~~11,36~~11,37 BS5,37 ✠LMC4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel*4,36	Cco	*v*	CL ~~s11,36~~ SN11,37 *F.P. above* 150° F.	1936 4mo	NVNederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	N.V.Curacaosche Scheepvaart Maats. *Cell*	336·6 Q92'*Trunk*204' FK F39' *DBuB*14'20*t FPT*1	56·1	15·1	Curaçao Dutch 9*BHpt* *pt* 23*tAPT*105*t*	T6Cy.15⅜",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD N.V.Werkspoor,Ams.	14″9 s1″4½ 13″6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 [illegible]
32520 DIET	**Rendsburg** OilEng. ssHam.No.1-30 Well deck 2Dks(Stl)3rd dk in No.1hold D.F. Rudder electrically welded CruiserStern	6200 5525 3716	✠ ... 2,34 ✠	Ham			1926 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) CellD	450·3|58·2|24·6 P&B375'F55' FK B397'1655tFPT72t	Hamburg German 8BHptCem ptAsp APT45t	2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear 16Cy.25 3/16"-27 9/16" 993NHP A.G."Vulcan,"Hamburg	29 ″ 6	G †
32521 TSFH	**René Marguerite** (exAmiral l'Hermite-35) ~~ssDnk.No.3-7,26~~ Well deck ~~ssDnk.No.2-33~~ ssHav.2ndNo.3-10,37 1Dk(Stl)	325 237 133	✠100A~~1~~ 10,37~~11,36~~ ~~BS11,36~~ ✠LMC~~11,33~~ DBS5,33 MBS10,37	Hav MS10,37	~~e~~	CL ~~11,35~~ 8,37	1913 12mo	NVScheep. DeMerwede Hardinxveld ~~Lloyd's A&CP~~	Soc.Cherbourg-eoise de Cabotage	133·5|23·1| 9·9 24·3 140·2(O.L.) FK Q70'B11'F18' FPT	Cherbourg French 4BHCem 19tAPT3t	C.2Cy.16"&34"-23" (s) 180lb 85lb 63NHP 1SB,2pf,GS37,HS1173 ShieldsEng.Co.Ld.S.Shl.	10 ″ 9 s 3 ″ 4½ 10 ″ 6	
32522	**Rene Paul** OilEng. Mchy.Aft 1Dk CruiserStern	530						Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7|28·5|12·4 P47'Q45'F19'	Antwerp Belgian	Oil Engines 2S.C.SA 7Cy.9"-14½" 99NHP SocAn.J.Cockerill,Seraing		
Broken up 32523 126659 VGRJ	**Renfrew** (exGlenfinnan, exMinnetonka,exAlva) Mchy.Aft 2Dks	2406 2271 1472					1893	Cleveland S.B.Co. Cleveland,O.	~~CanadaSteamship Lines,Ld.~~	324·0|42·0|19·5 WB	Midland, Ont. British	T.3Cy.24",38"&62"-42" 214NHP ClevelandS.B.Co.Clevelnd		
32524 PKSV	**Rengat** 1Dk	512 343 257					1925	J&KSmit's Schpsw. Kinderdijk	Koninkl.Paketv. Mij.	163·8|29·7| 9·1 P20'B64'F30'	Batavia Dutch	C.2Cy.13"&26"-21½" J.&K.Smit's 26NHP Machenfab.Kinderdijk		V
32525 TUYM	**Rennes** TwinSc	771 — 301					1925	Atel.&Ch. de la Seine Maritime LeTrait (S.I.)	Chemins deFer de l'EtatFrançais	208·6|27·9|15·1 P49'	Dieppe French	T.6Cy.14",23"&38"-30" 158NHP Caillard&Co.Hav.		V
32526 18 ISOK	**Reno** (exAfonLliedi-33,exCardiffian, exQueenwood) ssShl.2ndNo.3-11,29 Well deck 1Dk(Stl)&deep framing	1002 778 594	✠ ... 2,34 ✠	Sws			1904 7mo	A.Vuijk Capelle a/d Ysel	Marittima RavennateS.A. Cell	225·0|32·0|14·6 216·9 Q74'B61'F21' FK DBa61'f81' 232tA	Ravenna Italian 4BHCem PT15t	T.3Cy.17¼",28½"&46"-30" 133NHP 1SB,3pf,GS51,HS2152 G.T.Grey,S.Shields	16 ″ 3	I †
32527 111302	**Rensselaer** Mchy.Aft GyC. 1Dk2trB	4472 — 3411					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0|50·0|28·5 WB	Duluth, Minn. Utd.States	Q.4Cy.18",26½",41"&63"-42" 257NHP ChicagoS.B.Co.,Chicago		
32528 206501	— Ⓟ Pad 3Dks	2690 — 1796					1909	MarvelS.B. Co. New- burgh,N.Y.	HudsonRiverNav. Corp.	317·3|42·5|12·5	NewYork Utd.States	B.1Cy.70"-144" W.&A.Fletcher 452NHP Co.Hoboken,N.J.		
32529 148133 VGND	**Renvoyle** (exGlenledi) Mchy.Aft 2Dks D.F.	3571 3357 2172					1925	Swan,Hun- ter&Wigham Richardson, LdNewcastle	CanadaSteamship Lines,Ld.	379·1|44·2|23·9 len25	MidlndOnt British WB	T.3Cy.22½",37"&62"-42" 249NHP N.E.MarineEngCoLd.Nwc		C
32530 210636 KUBJ	**Republic** (exLibertyMinquas) ssGal.No.3-8,36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5287 4332 3237	100A1 ~~5,37~~ ~~8,36~~ 3,38 3,38 BS~~5,36~~5,37 Carrying Petroleum in bulk Fitted for oil fuel 1920 F.P. above 150° F.	Gal LMC MS8,36	y	CL ~~12,31~~ 5,37	1920	Bethlehem S.B.Corp.Ld WlmngtnDel Lloyd's A&CP	PetroleumNav.Co. CellDBuE&B 72'210tDTf43'46	391·8|51·3|28·8 P99'B34'F44' FK 9tFPT89tAPT30t	Houston, Texas Utd.States 15BHptCem (8 ″ to U dk 7 ″ ″ 2nd ″	T.3Cy.27⅝",45"&75"-48" (s) 190lb 512NHP 3SB 9cf,HS7127 FD BethlehemS.B.Corp.Ld. Wilmington,Del.)	30 ″ 2 s 5 ″ 3 25 ″ 1½	
32531	**Restorer** TwinSc (CableVessel) ssVcr.2ndNo.3-8,27 ssVcr.No.2-35 1Dk(Stl-ws) &Spar dk(Stl-teak s)&Web frames lower deck fore hold	3180 2995 1284	✠100A1 Spar dk 7,37~~8,36~~ ~~BS8,36~~ 7,37 Fitted for oil fuel 6,16 F.P. above 150° F.	Vcr ✠LMC9,35	v	CL ~~SN10,33~~ ~~P10,33~~ 7,37	1903 1mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Commercial PacificCableCo. WB=Ce	358·4|44·0|20·8 28·8 BK10' llDBa68'uE28'f62	NewYork Utd.States 6BHCem '362tFPT7	T.6Cy.23",39"&64"-42" (s) 180lb 180lb FD 705NHP 4SB,12cf,GS240HS10112 WllsndSlpwy.Co.Ld.Nwc. 7tAPT75t	30 ″ 0 s 6 ″ 7½ 24 ″ 5½	
Broken up 32532 127413 WCDB	— (exChesapeake) Wireless 2Dks	1108 — 670					1900	Harlan& Hollings- worthCo. Wlmgtn,Del	ColonialNav.Co.	210·0|32·0|23·3	NewYork Utd.States	T.3Cy.18",38"&45"-30" 111NHP Harlan&HollingsworthCo.		
32533 146 ISON	**Resurrectio** (exNorfolkCoast-32, exCadoc,exValencia) Well deck 1Dk&Web frames	979 766 603			...		1894	A.McMil- lan&Son,Ld. Dumbarton	V.Mirabella	222·0|31·8|14·4 Q120'B15'F24' FK	Catania Italian WB	T.3Cy.14",26½"&43"-36" NDB20 NB08 111NHP D.Rowan&Son,Glasgow	16 ″ 6	I †
32534 PKQZ	**Reteh** 1Dk	513 343 254					1926	J&KSmit's Schpswerven Kinderdijk	Koninkl.Paketv. Maats.	163·8|29·7| 9·1 P18'B64'F30'	Batavia Dutch WB	C.2Cy.13"&26"-21½" 26NHP J.&K.Smit'sMschfo Krdijk		V
32535 129024 GDVT	**Retriever** (CableVessel) ssMlt.2ndNo.3-1,35 Wireless 1Dk(Teak)2trB	674 578 331	✠100A1 11,37~~3,37~~ BS4,37	Mlt Gib ✠LMC1,35	k	CL ~~1,35~~ 11,37	1909 7mo	GooleS.B. &Repg.CoLd Goole Lloyd's A&CP	WestCoast of AmericaTelegraph Co.Ld.	190·2|28·2|15·5 B55'F27' BK7½' WB=CellDBa33	London British 4BHCem f68'122t	C.2Cy.23"&46"-30" (s) 120lb 91RHP 1SB,3pf,GS56,HS2080 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0 15 ″ 4	
32536 151401 VTDC	**Revati** (exElGhazi) OilEng. Mchy.Aft ssBom.No.3-3,35 1Dk(Stl)	387 285 250	✠100A1 10,37~~3,35~~ ✠LMC(M)10,37	Bom ✠LMC3,35	e	CL ~~3,35~~ 10,37	1921 12mo	London& MontroseS.B. &R.Co.Ld. Montrose Lloyd's A&CP	TheState of Bhavnagar (Province of Kathiawar)	132·7|25·1|11·5 P41'F19' FK	Bombay British 3BHCem FPT33t	Oil Engines 2S.C.SA 4Cy.13½"-15" 124NHP W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s ″ 11 11 ″ 8	
32537 UNDH	**Revolyutsia** (exActiv) Mchy.Aft Wireless E.S.D. 1Dk	433 276 209					1909	Stavanger Stöberi&Dok Stavanger	U.S.S.R.	140·0|27·0|10·4 P&B46'H6tF21t	Archangel Russian WB	T.3Cy.11¼",17½"&30"-21" 41NHP StavangerStöberi&Dok		
32538	**Revolyutsioner** Sub.Sig. CruiserStern 1Dk D.F. E.S.D.	2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4|48·2|20·4 P20'B98'F33'	Archangel Russian WB	T.3Cy.20",33"&57"-42" 210NH N.E.MarineEngCoLd.Nwc		
32539														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 32540 1791 ICEJ	**Rex** Ⓟ QuadSc ssGen.No.1-37 5*Dks*(*Stl–Weather dk pt* teaks) 6*th dk*(*Stl*)*in holds*,7*th dk*(*Stl*) *Ref.Mchy.* *in No.*1 *hold& Web frames* D.F. GyC. *Special Quality Steel*	51062 31588 30623	✠100A1 *with freeboard* 12,37 ~~8,36~~ BS(WTB) ~~10,35~~ 11,37 ✠Lloyd'sRMC ~~1,37~~ 6,37 DBS1,37 *Fitted for oil fuel* 9,32	Gen MS4,36 ✠LMC9,38	~~11,37~~ 3,38	P/8,37 CL S/N 12,37 Pa12,37 SaN 4,36 *F.P. above* 150° F.	1932 9mo	Soc.Anon. Ansaldo SestriPnente *Lloyd's* A&CP	"Italia"Soc.Anon. diNav.	879·9 833·9 B&F780' *Upper bridge*619' *CellDB*649'6366t *DTs a*396t *DTsf* 515t	97·0	30·7 55·5 FK	Genoa Italian 14*BHptCem*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 22082NHP 12WTB(Spt),384lb FD 2DB(Spt),*228lb* HS135625 Soc.An.Ansaldo,Smprdrna *FPT*408t*APT*135t	60 ″ 8 s11 ″ 3 33 ″ 0½	
32541 2597 SGBI	— IronBn 1*Dk*2*trB*	1013 760 666					1877	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·9 P119'H21tF23'	29·8	17·0	Stockholm Swedish *WB*	T.3Cy.16½",25½"&43¾"-33" NB89 110NHP *Tpd.*89MotalaCo.,Norrkpg		V
32542 EAPP	**Rey Jaime I** Ⓟ TwinSc 2*Dks& Awng dk*	2320 — 1168			...		1911	N.Odero fuA. Sestri Ponente	Cia.Tras-mediterranea	304·8	37·8	26·4 FK	Palma,Maj Spanish *WB*	T.6Cy.23",37"&59⅘"-37⅖" 683NHP N.Odero fuA.Sestri Ponente	28 ″ 6	V †
32543 EAPQ	**Rey Jaime II** Ⓟ (*ex*Corte) Wireless 2*Dks*	1370 — 580					1906	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Cia.Tras-mediterranea	262·5 F35'	34·4	21·1	Palma,Maj Spanish *WB*	T.4Cy.29",45"&(2)52"-45" 363NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		V
32544 149775 * GFZJ	**Reynolds** ssSld.No.2-35 D.F. 2*Dks*(*Stl*) E.S.D.	5024 4771 3145	✠100A1 ~~5,37~~ ~~11,36~~ 2,38 ~~BS5,36~~ ~~BS5,37~~ 2,38	Ddn ~~Sws~~ Shl ✠LMC5,35	z	CL 5,36	1927 2mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's* A&CP	BoltonStm.Shpg. Co.Ld.	407·0 P29'B241'F43' *CellDB*351'1240t	53·5	26·7 FK	London British 6*BHCem* *APT*197t	T.3Cy.27",44"&73"-48" (*s*) 180lb FD 531NHP 3SB(Spt) *9cf*,GS173,HS8001 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5¼ 24 ″ 9½	
32545 DIEY	**Rhakotis** Ⓟ (*ex*SanFrancisco-35) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. E.S.D. Sub.Sig. *CruiserStern*	6753 5479 4036					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28'B&F394' *Upper*F32'	59·2	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{9}{16}$"-47¼" 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
32546 FOEM	**Rhea** TwinSc *OilEng.* *Mchy.Aft* *Longitudinal framing* 1*Dk* D.F. *CarryingPetroleum in bulk*	7813 7024 4185					1928	Atel.&Ch. duSud-Ouest Bordeaux	Cie.Auxiliaire de Navigation	445·6 P103'B34'F54'	62·2	34·3	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-59" 533NHP Akt.Burmeistr&Wain,Cpn		V
32547 573 OHFF	— ssHfs.No 1-37 ssHfs.No.3-4,33 Wireless 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*) D.F.	1424 — 783	✠100A1 *ptAwng dk* *with freeboard* 6,37 ~~6,36~~ ~~BS6,36~~	Abo Hfs ✠LMC ~~4,33~~ 6,37	*o*	CL 5,36	1921 8mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam *Lloyd's* A&CP	FinskaÅngfartygs A/B	230·4 240·7(O.L.) P24'Q61'*ptAwng dk*145' *CellDB*186'269t *FPT*15t	34·3	14·7 FK	Helsngfors Finnish 4*BHCem* *APT*12t	T.3Cy.17½",27$\frac{3}{16}$"&46$\frac{1}{16}$"-31½" 180lb (*s*) 148NHP 2SB(Spt),*4cf*,GS73,HS2530 NVMch&Schps.vPSmit,Jr	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
* 32548 PHAO	— *OilEng.* Wireless ssAms.No.3-4,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1388 1141 817	✠100A1 *Shelter dk* *with freeboard* 7,37 ~~10,36~~ ~~DBS5,36~~	Ams DBS5,37 ✠LMC4,34	*q*	CL 1,36	1922 4mo	N.V. Lobithsche Scheepsb.Mij Lobith	Koninkl.Nederl. Stoomb.Maats.	264·5 B76' *Collision BHtoSh dk* *CellDB*215'425t *FPT*57t*APT*50t	39·2	14·8 FK	Amstrdam Dutch *ptCem* 3 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.20½"-35$\frac{7}{16}$" 244NHP 2DB-*142lb* Werkspoor,Amsterdam	18 ″ 0 s ″ 2¾ 17 ″ 10¾	
32549 543 SGBR	— Ⓟ Iron (*ex*TransitNo.6) 1*Dk& Shelterdk*	612 332 446					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5 H43t	25·5	12·2 19·2	Stockholm Swedish	T.3Cy.14⅛",27⅜"&37½"-27¼" NE&B04 60NHP BergsundsM.V.Aktb.Skm.		
32550 DOOL	— 1*Dk*	491 369 293					1892	H.Koch Lübeck	Dampfschifffahrts Ges.Neptun	159·1 Q40'B38'F21'	24·2	11·9	Bremen German *WB*	C.2Cy.19$\frac{11}{16}$"&31½"-21⅝" 38NHP C.Daevel,Kiel		G
32551 DIEU	**Rhein** Ⓟ *OilEng.* D.F. Sub.Sig. 3*Dks*	6049 5267 3625					1926	Akt.Ges. Weser Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	453·8 F33'	58·2	24·1	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$"-24$\frac{7}{16}$" 763NHP Akt.Ges.Weser,Bremen		G
32552 DHTZ	— (*ex*Noordstroom) ssHam.No.3-3,29 ssHam.No.2-37 ~~ssHam.No.1-33~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	736 539 344	✠100A1 3,37 MS~~6,33~~ 6,37	Ham ✠LMC BS~~3,37~~ 3,38	*j*	CL N3,37	1917 1mo	NVScheep. DeMerwede Hardinxveld A&CP	A.Kirsten	185·1 Q92'B17'F24' *CellDBa*24'*uE*13'*f*79'140t*FPT*44t	29·1	12·1 FK	Hamburg German 4*BHCem* *APT*21t	T.3Cy.13½",21"&35"-27" (*s*) 180lb 100NHP 2SB,*4pf*,GS60,HS1982 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6	
32553 DOFT	**Rheinfels** (*ex*GaelicPrince) Sub.Sig. 2*Dks& Shelter dk*	8579 6003 5344			...		1918	Short Bros. Ld. Sunderland	DeutscheDampf. Ges.Hansa	449·2	57·2	39·2 FK	Bremen German *WB*	Q.4Cy.25½",36½",52½"&76"-54" 663NHP N.E.MarineEngCoLdNwc	40 ″ 9	G †
32554 DHUX	**Rheingold** (*ex*Schwarzwald-35) *CruiserStern* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks& Shelter.dk*	5055 4469 3027					1922	Deutsche WerftA.G. Hamburg	H.Vogemann	399·6 F41'	54·2	27·4	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft AllgemeineElecGes.Berlin		C
32555 DOGF	**Rheinhausen** (*ex*Stiklestad) D.F. Sub.Sig. 1*Dk& Shelter dk*	6298 5580 3411					1912	W.Doxford &Sons,Ld. Sunderland	Fried.KruppA.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	439·1 P92tH550t	57·9	25·4	Bremen German *WB*	T.3Cy.25",41"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		N
32556 DIEV	**Rheinland** *OilEng.* D.F. Sub.Sig.	6622 5893 3921					1927	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	452·3	59·3	26·9	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1640NHP E*made*20 Maschfbk.Augsburg-Nürnberg,Augsburg		G
32557 DACB	— (*ex*Willem vanDrielSr.) D.F. E.S.D. Sub.Sig. 1*Dk*	2570 2310 1517					1920	N.V.Schps. v.Wed.A.van Duyvendijk Papendrecht	Kohlen-Import undPoseidon Schiffahrts-A.G.	300·3 P21'B66'F23'	45·2	20·0	Königsbrg German *WB*	T.3Cy.22½",37⅜"&62"-39" 240NHP NehringBögel,Deventer		G
32558 DGAK	— Ⓟ TwinSc Wireless 1*Dk*	668 428 266					1926	Vulcan WerkeA.G Hamburg	Akt.Ges."Ems"	186·6 B37' H— F24'	28·4	12·2	Emden German	T.6Cy.11⅗",18$\frac{1}{10}$"&29$\frac{9}{10}$"-18$\frac{1}{10}$" 76NHP VulcanWerkeA.G.Stettin		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32559 131363 GRQJ	**Rhesus** Ⓟ D.F. 2Dks	6530 5358 4151					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5 P50'B162'F52'	52·8	36·1	Liverpool British *WB*	T.3Cy 30",50"&83"-60" 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~3,37~~ 2,38
32560 152099 GDXB	**Rhexenor** Ⓟ D.F. 2Dks	7957 6558 5004					1922	Taikoo Dkyd.&Eng. Co.Ld. HongKong	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P53'B162'F57'	58·3	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft ParsonsMarineSteam TurbineCo.Ld.Nwc.		
32561 148963 MNSL	**Rhineland** (*ex*Altengamme) Sub.Sig. D.F. E.S.D. 1*Dk*	1381 1010 656					1922	Akt.Ges. "Weser" Bremen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	242·3 P11'Q70'	36·3	15·2	Leith British *WB*	T.3Cy.19$\frac{7}{10}$",31$\frac{1}{4}$"&53$\frac{1}{2}$"-35$\frac{3}{8}$" 167NHP Akt.Ges."Weser,"Bremen		G
32562 DEZP	**Rhön** (*ex*Selma) 1*Dk*	1778 1467 1035					1921	Howaldts- werke Kiel	Übersee-Reederei A.G.	261·0 P13'Q75'B115'F31' *WB*	40·9	17·5	Bremen German	T.3Cy.20$\frac{1}{10}$",32$\frac{3}{10}$"&51$\frac{3}{8}$"- 35$\frac{1}{20}$" 142NHP Howaldtswerke,Kiel		G
32563 OZTC	**Rhone** Wireless D.F. *Ref.Mchy.* 1*Dk&Awng dk*	1064 875 564					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	237·1	35·6	21·6	Copnhagn Danish *WB*	T.3Cy.18",28$\frac{1}{2}$"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
32564 FOLF	**Rhuys** 1*Dk*	2921 — 1812					1919	Atel.&Ch. delaLoire Nantes	Chargeurs de l'Ouest	313·8 P36'B79'F26'	46·4	21·0	Nantes French *WB*	T.3Cy.23$\frac{1}{2}$",38"&64"-42" 265NHP		V
✻ 32565 ~~422200~~ ICEL	**Rialto** Ⓟ *OilEng.* ssMfl.No.3-1,38 ~~ssTri.No.2-36~~ 2*Dks(Stl)&Shelter dk(Stl)* D.F. *Ref.Mchy.* *Rudder electrically welded*	6099 5353 3771	✠100A1 *with freeboard* 1,38 ~~1,37~~ DBS1,37 ✠Lloyd'sRMC~~12,36~~ 1,38 ~~5,37~~	Mfl ✠NE1,38 ✠LMC1,38 ~~✠LMC GS3,37~~ ~~11,35~~	*b*†	CL ~~8,36~~ N1,38	1927 5mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	"Italia"Soc. Anon. di Nav. *CellDB*377'1245*t* ~~*DTa*12'981*t*~~	448·5 430·8 ~~*FPT*121*tAPT*104*t*~~ *DTa*30'748*tFPT*121*tAPT*392	55·4 55·4	27·3 27·6 FK (	Trieste Italian *8BHptCem* *Coll to Sh dk* *6 „ 2nd „* *1 „ 3rd „)*	Oil Engines 2S.C.DA 6Cy.25$\frac{5}{16}$"-45$\frac{1}{2}$" 1328NHP NDB38-*100lb* ~~Stabilimento Tecnico, Tri.~~ Soc.An."Fiat"S.G.M. Turin.	30 ″ 2 s 4 ″ 0$\frac{1}{2}$ 26 ″ 4	
32566 145314 MKPW	**Ribblebank** (*ex*St.Levan) ssBwg.No.3-5,34 *Mchy.Aft Well deck* 1*Dk(Stl)*	351 235 138	✠100A1 11,36 BS5,38 MS5,34	Liv ✠LMC ~~BS1,36 3,37~~	*e*	CL 3,35	1921 3mo	Hepples (1919)Ld. SouthShields *Lloyd'sA&CP*	RibbleShippingCo. Ld.~~(J.S.Sellers& Co.*Mgrs.*)~~ (W.J. Ireland,*Mgr.*)	135·0 Q46'B9'F23' BK7$\frac{1}{2}$'	23·3	9·7	Liverpool British *3BHCem* *FPT45t*	C.2Cy.17"&34"-24" (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1120 ShieldsE&DDCo.Ld N.Shl	10 ″ 6 s ″ 6$\frac{1}{2}$ 10 ″ 7	
✻ 32567 7103 SGBU	**Ribersborg** (*ex*Segontian) ssMmo.2ndNo.3-4,27 ssHbg.No.2-36 1*Dk(pt Irn pt Stl)&deep framing*	1211 1050 705	✠100A1 ~~9,27~~ ~~5,36~~ 4,38 BS~~4,37~~ 4,38	Hbg Lkr ✠LMC3,35	*n*	~~4,35~~ 9,37	1901 5mo	W.Harkess &Son Middlesbro' A&CP	RederiA/B Iwar (TuréHillerström, *Mgr.*) *DB*	224·6 234·0(O.L.) Q82'B56'RFD85' FonRFD24' *a&uE79'uB15'f92'*	34·0	17·8 FK	Malmo Swedish *4BHCem* 352*tAPT*24*t*	T.3Cy.17",28$\frac{1}{2}$"&46"-33" (*s*) 180lb *80lb* 131NHP 1SB,*3cf*,GS59,HS2026 MacColl&Pollock,Sld.	16 ″ 6 s 7 ″ 3 16 ″ 6	
32568 EGJO	**Ricardo R.** (*ex*Ricardo,*ex*Concha, *ex*Mudela No. 2) ssBbo.No.3-9,29 ssBcl.No.1-34 1*Dk(Stl)&Awng dk(Stl)*	1542 1424 981	✠100A1 *Awng dk* *with freeboard* 6,35 MS7,34	Bcl ✠LMC BS9,35	*o*	CL 6,35	1916 9mo	Astilleros delNervion Bilbao *Lloyd'sA&CP*	Hijo deRamon A.Ramos	230·0 *CellDB*191'258*t*	34·6	21·0 FK	Barcelona Spanish *4BHCem* *APT36t*	T.3Cy.16",26"&44"-33" (*s*) 180lb *100lb* 139NHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	23 ″ 4 s 5 ″ 2$\frac{1}{2}$ 18 ″ 3	
32569	**Ricardo y Enrique** (*ex*Dredger Talcahuano)	497 — 283					1920	Lobnitz& Co.Ld. Renfrew	Ant.Ferro e Hijos Soc.Anon.Lda.	151·0	32·8	11·2	Bns.Aires Argentine	C.2Cy.13"&26"-18" 29NHP Lobnitz&Co.Ld.Renfrew		
32570 DHDC	**Richard Borchardt** Missing since 1.38 (*ex*BrigitteSturm-36,*ex*Otto Leonhardt,*ex*Bussard) 1*Dk&Spar dk*	1555 1394 909					1906	Schiffsw.v. HenryKoch Lübeck	FairplaySchlepp- dampfsch.-Reed. RichardBorchardt	245·8 P15'B63'F28'	36·2	19·3	Hamburg German *WB*	T.3Cy.19$\frac{3}{4}$",32$\frac{1}{4}$"&51$\frac{1}{4}$"-33$\frac{1}{2}$" 152NHP OttensenerMaschinenf.Alt		G
32571 161131 GMWV	**Richard de Larrinaga** 1*Dk*	5358 4888 3248					1929	Lithgows Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British *WB*	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Glasgow		C
32572 221276	**Richard J. Barnes** TwinSc (*ex*I.L.I.101-36, *OilEng.* *ex*Interwaterways ssN.Yk.No.3-4,33 LineIncorporated101-32) 1*Dk(Stl)* *Mchy.Aft* ssNYk.No.1-33	1040 956 797	✠ A1 *Self-propelled Barge* ~~6,37~~ ~~4,36~~ 3,38 *For service between New York* *Port Huron & Montreal via Erie & Welland Canals*	NYk LMC~~4,38~~4,37 ~~[illegible]~~	*e*	~~4,36~~ 3,38	1921 5mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23tFPT30t*	254·0	36·0	14·0 FK	NewYork Utd.States *9BHCem* *APT13t*	Oil Engines 2S.C.SA 12Cy.10"-12$\frac{1}{2}$" 211NHP NE5,26 FairbanksMorseCo. Beloit, Wis.	14 ″ 0	
32573 86582 WADH	**Richard J. Reiss** (*ex*GeorgeW. Peavey) *Mchy.Aft* D.F. 1*Dk2trB*	4503 — 3526					1901	American S.B.Co. Lorain,O.	ReissS.S.Co.	430·0 *WB*	50·0	28·5	Wilmgton (Del.) Utd.States	Q.4Cy.15",23$\frac{3}{4}$",36$\frac{1}{2}$"&56" -40" 198NHP AmericanS.B.Co.		R
32574 132560 MDPB	**Richard Lander** Pad 2*Dks*	340 218 235					1911	LythamSB &E.Co.Ld. Lytham	UnitedAfrica Co.Ld.	150·2	30·0	6·2	London British	H.2Cy.17"&37"-48" 55RHP Lytham S.B.&E.Co.Ld.Lyt		
32575 110971 WRCR	**Richard Peck** Ⓟ Steel&Iron TwinSc	2906 — 1819					1892	Harlan& Hollingswrth WlmngtnDel	NewEnglandS.S. Co.	303·3	48·0	17·8	N.Lndn Cn Utd.States	T.6Cy.24",38"&60"-30" NB12 394NHP Harlan&HollingsworthCo.		
32576 211287	**Richard Trimble** ssCgo.No.3-11,30 *Mchy.Aft* 1*Dk(Stl)&Web frames* GyC. D.F. *Longitudinal framing*	7607 7306 5868	✠100A- *For Service on the Great Lakes* 11,35 BS~~11,35~~ 4,37	Clv ✠LMC12,30			1913 6mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. *WB=CellD*	580·0 F51' *BuE&B55'f & in H*	58·0	32·0 FK	D'luth,Min Utd.States *4BH* *pr side tanks*	T.3Cy.24",39"&65"-42" (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 AmericanSBCo.ClevelndO 479'8549*tFPT*259*tAPT*59*t*	32 ″ 0 s 10 ″ 10$\frac{1}{4}$ 21 ″ 4$\frac{1}{2}$	
32577 222849 KJWO	**Richard V. Lindabury** *Mchy.Aft* GyC. 1*Dk*	7940 — 6213					1923	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	586·3 *WB*	60·0	28·0	D'luth,Min Utd.States	T.3Cy.24$\frac{1}{2}$",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
32578 LERM	**Richard With** Ⓟ *Mchy.Aft* 1*Dk&Awngdk2trB*	905 462 542					1909	Trndhjms Mek.Værks. Trondheim	Vesteraalens Dampskibsselskab	193·2 *WB*	29·2	13·0	Stokmarknes Norwegian	T.3Cy.17$\frac{1}{2}$",29"&49"-33" 138NHP TrondhjemsM.V.Trndhm.		N
32579 160823 VGBR	**Richelieu** Ⓟ TwinSc (*ex*Narragansett) 1*Dk(Stl)&Web frames* *Fitted for oil fuel*	5528 3539 3096	✠ 4,14	Phl			1913 9mo	Harlan& Hollings- worthCor. Wlmgtn,Del.	CanadaS.S.Lines, Ld.	322·9 *Cell DBa44' uE&B*	48·2	19·1 BK8'	Montreal British *7BHCem* 114'f86'522*t*	T.8Cy.(2)23$\frac{1}{2}$",(2)37$\frac{1}{2}$"& (4)42"-36" 754NHP 6SB,*12cf*,GS264,HS12417 Harlan&HollingswrthCor.	21 ″ 6	C †

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32580 225570 KLHU	**Richlube** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	609 — 390					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	RichfieldOilCo. ofCalifornia (UnitedOilCo. *Mgrs.*)	180·5	32·0	14·0	L.Angeles Utd.States	Oil Engines connected to ElectricMotor&Sc.Shaft 4S.C.SA 6Cy.11½"–15" 78NHP AtlasImperialEngineCo.		
32581 211443 WOCF	**Richmond** **3Mst** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6192 5902 3779			…		1913	ForeRiver S.B.Co. Quincy,Mass.	StandardOilCo.of California	419·4 P101'B34'F43' FK	54·2	31·2	S.Frncisco Utd.States *WB*	Q4Cy23",32¾",49"&71½"–51" 512NHP ForeRiverS.B.Co.Quincy	31 ″ 6	R †
32582 20637 KMWU	— (*ex*Ramona–33,*ex*Transford, *ex*Montauk,*ex*QueenCaroline) 1*Dk*	893 — 487					1902	Baltimore S.B.&D.D.Co Baltimore	BuxtonLines,Inc.	193·0	30·1	11·2	Norfolk, Va. Utd.States	T.3Cy.16",25"&42"–36" MarylandS.B.Co. 106NHP Baltimore,Md.		
32583 [illegible] GNYR	**Richmond Hill** (*ex*GreatCity–36) Now "Adamastos," see No. 37107 in Supplement 1*Dk&Shelter dk*	5491 [illegible] 3332					1914	Ropner& Sons,Ld. Stockton	RichmondHillS.S. Co.Ld.(Counties ShipManagement Co.Ld.*Mgrs.*)	420·0	56·7	26·4	London British *WB*	T.3Cy.28",46"&75"–48" 390NHP Blair&Co.Ld.Stockton		C
32584 155286	**Rideaulite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck* *Carrying Petroleum in bulk*	716 627 343	✠ … 8,36 ✠	Hfx			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*) *Centre line bulkhead non-oiltight*	175·0 FK *CellDBuE*18'24*t APT*3*t*	35·2	12·9	Montreal British 7*BHptCem* *ptAsp*	T.3Cy 13½",22"&37"–27" 106NHP 1SB,3*cf*,HS2028 N.E.MarineEngCoLd.Nwc	13 ″ 0	
32585 161602 GZJT	**Ridley** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern*	4993 4627 3061	✠100A1 *withfreeboard* ~~7,37~~ ~~1,37~~ 3,38 ✠LMC1,37 *Carrying Vegetable Oil in Deep Tank*	Nwc Hul		CL	1937 1mo *Lloyd's*A&CP	Wm.Doxford&SonsLd Sunderland	Stephens,Sutton, Ld. *CellDB*346'1174*t*	423·3 437·7(O.L.) FK *MT*1236*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
32586 206 YLFV	**Riga** (*ex*ThyraS.–36) 1*Dk*	1207 923 702					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	LuiseHelmsing (Helmsing& Grimm,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Riga Latvian *WB*	T.3Cy.15",24"&40"–27" 83NHP Kjbnhavns.Flydk.&Skbsv.		C
32587 OUJR	— (*ex*Nordhild–34,*ex*Geysir,*ex*Petrine Hansen,*ex*Nyköbing) 1*Dk*	749 601 426					1906	Helsingörs Jernsk&Msk. Elsinore	DampskslskDraco A/S(R.Fischer Nielsen,*Mgr.*)	201·2 Q71'B84'F23'	31·6	11·3	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		V
32587* 145353 MKRZ	**Rigdin** (*ex*Ingrid) **WoodAux3Mst** *OilEng.* (*See Sailing Ship Register*)	388 347 294					1907	E.Soder- ström Geta	MissA.Stephens	141·2	29·9	13·2	S'thamptn British	Oil Engines 2S.C.SA 4Cy.$14\frac{3}{16}$"–15⅜" 142NHP *Emade*20 TurhamMachinefbrk.Cpn.		
❋ 32588 LCVY	**Rigel** **TwinSc** *OilEng.* *ss*Rot.No.3–10,37 ~~*ss*Osl.No.2–32~~ 2*Dks(Stl)&Shelter dk(Stl)*	3828 3416 2298	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~10,37~~ ✠LMC CS10,37 10,37	Rot Cpn	*x*	OG ~~6,35~~ 9,37	1924 8mo *Lloyd's*A&CP	Akt.Bur- meistr&Wain Copenhagen	DetBergenske Dampskibsselskab *CellDB*329'1086*t* *between tunnels*98*tFPT*54*tAPT*68*t*	367·5 FK *Tank Collision BH to S dk* 5 ,, ,, *U* ,,	51·5	22·6	Bergen Norwegian *ptCem*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"–35⅜" 450NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3¾ 23 ″ 3¼	
32589 831 OHFX	— (*ex*Nordland) *ss*Got.2ndNo.3–7,30 *ss*Mmo.No.1–34 1*Dk(Stl)deepframing&Webframes* *Cargo battens not fitted*	3779 — 2350	✠100A1 *Turret dk* 3,37 BS~~10,36~~ 11,37 ✠LMC8,34	Shl	*v*	CL 10,34	1905 6mo *Lloyd's*A&CP	Wm.Dox- ford&SonsLd Sunderland	E.Erikson *Cell*	352·0 P23'H80*t*F29' FK *DBa*82'*uE*24'*f*170'754*tAPT*14*t*	48·2	23·4	Mariehmn Finnish 6*BHCem*	T.3Cy.24½",40½"&67"–45"(*s*) 180lb 409NHP 3SB,9*cf*,GS177,HS7474 Wm.Doxford&Sons,Ld.Sld	26 ″ 0 s 11 ″ 1 22 ″ 1	
❋ 32590 792 OFAP	— 1*Dk&Shelter dk* *Strengthened for Navigation in Ice*	1477 1142 713	✠100A1 *withfreeboard* 1,38 ~~2,37~~ ✠LMC2,37 BS1,38	Abo Hfs	*r*	OG	1937 2mo *Lloyd's*A&CP	A/B Crichton- VulcanO/Y Åbo	FinskaÅngf.A/B *CellDB*219'380*t* *FPT*22*t*	255·7 F19' FK *APT*27*t*	39·3	15·4	Helsingfrs Finnish 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	C.4Cy(2)15"&(2)32¼"–32¼" 213lb (*s*) 189NHP 2SB(Spt)6*cf*,GS108,HS3508 A/B Crichton-VulcanO/Y.	17 ″ 9 s ″ 2¼ 17 ″ 7½	
❋ 32591 8117 SLAO	— *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Rudder electrically welded* *Strengthened for Navigation in Ice*	1016 750 611	✠100A1 ~~4,37~~ ~~11,36~~ 11,37 ✠LMC11,36 *CarryingPetroleum in bulk*	Ham	*l*	CL	1936 11mo *Lloyd's*A&CP	Deutsche WerftAG Bet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb. (J.Malmros,*Mgr.*) *CellD*	205·0 209·8(O.L.) P54'F29' *Trunk*115' FK *BuE*22'20*t FPT*39*t*	32·3	15·1	Trelleborg Swedish 11*BHptCem* *APT*43*t*	Oil Engines 4S.C.SA 8Cy.14⅜"–$19\frac{11}{16}$" 161NHP DB*100lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	15 ″ 0 s1 ″ 1⅞ 14 ″ 0	
32592 LDSJ	**Rigmor** **TwinSc** *CarryingPetroleum in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6305 5537 3850					1931	Götaver- kenA/B Gothenburg	Waages Tankrederi (A/S J.Stenersen, *Mgr.*)	408·3 P216*t*H377*t*F71*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N
32593 OUKI	— 1*Dk*	1278 833 753					1920	F.Schichau Elbing	D/S A/S Progress (MariusNielsen& Sön,*Mgrs.*)	224·3 Q60'B97'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",24¾"&38⅝"–25¾" 76NHP F.Schichau,Elbing		G
32594 PHFQ	**Rijn** *ss*Rot No.3–4,29 *ss*Rot.No.1–34 1*Dk(Stl)*	1969 1753 1159	✠100A1 9,36 BS9,37 MS4,34 ✠LMC ~~BS10,36~~	Rot		CL 9,36	1916 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Naam.Venn. Houtvaart(Vinke &Co.*Mgrs.*) *CellDB*244'5	281·3 P23'B70'F24' FK 75*tFPT*81*tAPT*41*t*	40·3	19·1	Rottrdam Dutch 4*BHptCem* *ptAsp*	T.3Cy.21",34½"&57"–36"(*s*) 190lb *100lb* 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStm.Maats.	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
❋ 32595 PHGI	**Rijnstroom** *OilEng.* *Mchy.Aft* ~~*Ref.Mchy.*~~ 1*Dk&Shelter dk* D.F. *CruiserStern* *Rudder electrically welded*	~~670~~ 695 564 335	✠100A1 *withfreeboard* 2,38 ~~8,37~~ ~~(*ClassContemplated*)~~ ✠LMC8,37	Rot Ams	*o*	CL	1937 8mo *Lloyd's*A&CP	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Hollandsche Stoomb.Maats. (*CollBHtoShelter dk,4BHto2nd dk*) *CellDB*175'306*tFPT*21*tAPT*19*t*	237·0 246·5(O.L.) FK	35·2 36·2	9·7	Amstrdam Dutch 5*BHptCem*	Oil Engines 4S.C.SA 7Cy.15⅜"~~–24⅜"~~ 160NHP –$24\frac{7}{16}$" WerkspoorN.V.Ams.	12 ″ 8 s ″ 2 12 ″ 7¼	
32596 OUIF	**Rikke** (*ex*LauraMærsk–37, *ex*Belgien) 1*Dk*	1432 1172 873					1907	Howaldts- werke Kiel	Dampskibsslsk af 1937A/S(Ove Skou,*Mgr.*)	241·2 P12'Q73'B105'F29'	36·1	16·5	Copnhagn Danish *WB*	T3Cy.16¾",$26\frac{9}{16}$"&42⅛"–29½" 96NHP Howaldtswerke,Kiel		V
❋ 32597 161597 GYXK	**Riley** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4993 4627 3061	✠100A1 *withfreeboard* ~~10,37~~ ~~4,37~~ 2,38 ✠LMC7,36	Ams ~~Blu~~ Rot		CL	1936 7mo *Lloyd's*A&CP	Wm.Dox- ford&SonsLd Sunderland	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174*t*	423·5 438·7(O.L.) FK *MT*1236*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	

1 Numero d'Ordre Numero Officiel Signaux	2-3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32598 LFQK	**Rim** (exBratö-34,exFirdo) WoodSc OilEng. Mchy.Aft 1Dk	552 439 334					1919	Chr.Jensen Asker	Skibs.A/S Motor (A.Salvesen,Mgr.)	156·3 P55tF37t	30·1	14·0	Kragerö Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18 9/16" 192NHP J&CGBolindersCo.LdSkm		V
32599 LEBI	**Rimac** (exHavmöy-34,exFrank) Mchy.Aft 1Dk	942 627 460					1919	Porsgrund Mek.Værks. Porsgrunn	A/S Mairo(Anders Smith,Mgr.)	202·0 P119tQ70tB21t H37tF26'	32·1	12·0	Arendal Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
32600 LERO	**Rimfakse** 1Dk	1334 1170 746			...		1921	Kockums M.V.Aktieb. Malmö	D/S A/S Ringhorn (Alb.Schjelderup)	235·5 P17'B63'F25' FK	37·7	16·5	Bergen Norwegian WB	T.3Cy.18½",28¾"&48½"-31½" 157NHP KockumsM.V.Akt.Malmö	18 " 7	N †
32601 1689 ICEM	**Rina Corrado** (exRiverDelaware, exVenusia, ssPhl.No.3-7,30 exWarSnake) 2Dks(Stl) D.F.	5180 4798 3125	✠ ... 3,35 ✠	Ant	y		1918 8mo	Harland& Wolff,Ld. Belfast	"Corrado"Soc. Anon.diNav.	413·1 400·4 P49'B113'F40' FK CellDB345'1123t FPT122t	52·3	28·4	Genoa Italian 7BHptCem APT181t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 " 0	I †
32602 1896 IJMI	**Rina Croce** (exAlvernia-36, exGiannina-35, ssLon.No.3-5,21 exLancing-33, ssShl.No.2-29 exBayonia) Mchy.Aft 1Dk(Stl) Well deck Now "Gigliola," see No. 33328 in Supplement	734 516 291	✠ ... 10,33 ✠	Sld			1908 3mo	R.William- son&Son Workington	F.ItaloCroce	188·0 182·7 Q101'B11'F22 FK DBf101'138tFPT53t	27·9	12·5 12·3	Genoa Italian 3BHCem	T.3Cy.14",25½"&41"-30" 93NHP 1SB,3pf,GS58,HS2048 Ross&Duncan,Glasgow	14 " 7	I †
32603 LEXA	**Rinda** (exAppleby) ssOsl.No.3-7,29 ssOsl.No.2-37 ~~ssOsl.No.1-32~~ 2Dks(Stl)&Shelter dk(Stl) Cargo battens not fitted in Shelter 'tween dks	6029 4158 3820	✠100A1 Shelter dk withfreeboard 7,37 ~~6,35~~ ✠LMC8,37 ~~MS2,35~~ ~~BS10,36~~ Carrying oil fuel F.P. above 150° F. in DB Fitted for oil fuel 7,20 F.P. above 150° F.	Osl	z	CL ~~6,35~~ 7,37	1917 10mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Wilh.Wilhelmsen	405·3 FK CellDB a 130' uE22'f184'975tAPT63t	53·5	33·5	Tönsberg Norwegian 6BHCem	T.3Cy.28⅝",46"&75"-51" (s) 180lb 559NHP 3SB,9cf,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36 " 0 s 9 " 1 27 " 1¾	
32604 7359 SERN	**Ring** Sub.Sig Wireless D.F. 1Dk&Shelter dk	*1336* *1026* *613*					1927	Akt.Finn- boda Varv. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	263·9 H51t	37·2	14·2	Stockholm Swedish WB	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
32605 LERP	**Ringen** TwinMstAmidships (exS.E.Calvert,exLoosedrecht) ssNwc.No.3-2,29 ssOsl.No.2-37 ~~ssOsl.No.1-33~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1499 1059 755	✠100A1 12,37 ~~11,30~~ ✠LMC12,37 ~~MS12,33~~ ~~BS1,37~~	Osl	o	OG ~~10,35~~ 12,37	1917 5mo	NVBurger- hout'sMchfb. &Scheepswft Rotterdam A&CP	EkerholtsRederi A/S(B.Ekerholt, Mgr.)	235·6 FK CellDBuB25'f159'326tMT10'184tFPT80tAPT65t	36·1	15·4	Oslo Norwegian 5BHCem	T.3Cy ~~19⅜~~ 19½",32¼"&52"-35¾" 180lb (s) 209NHP 2SB,6cf,GS116,HS3710 Burgherhout'sMchFabRot	17 " 10 s 4 " 9½ 17 " 2½	
32606 LERQ	**Ringhorn** (exHansGude) 1Dk	1298 1123 735					1919	Huiskens& vanDijk Dordrecht	D/S A/S Ringhorn (Alb.Schjelderup)	237·9 P21'B56'F21'	37·2	16·0	Bergen Norwegian WB	T.3Cy.17½",29"&44 7/16"-36" 121NHP Huiskens&vanDijk		N
32607 143711 MKNS	**Ringwall** (exMarySummerfield) Mchy.Aft ssBkn.No.3-8,33 Well deck 1Dk(Stl) ssBkn.No.1-37	407 318 159	✠100A1 3,38 ~~2,37~~ BS3,38 ✠LMC9,37 ~~MS8,33~~ ~~BS10,36~~ ~~[illegible]~~	Bkn Irv	f	CL ~~10,36~~ 2,38	1921 2mo	Day,Sum- mers&Co.Ld. Southampton Lloyd'sA&CP	WallaceBros.Ld.	143·0 149·1(O.L.) Q47'B9'F24' BK7" FPT48t	25·1	11·6	Liverpool British 3BHCem APT3t	C.2Cy.17"&38"-30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 " 9 s " 10½ 12 " 6	
32608 149629 MNQS	**Ringwood** TwinSc Wireless CruiserStern 1Dk	755 626 304					1926	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	S'thamptn British WB	T.6Cy.15",25"&41"-24" 165NHP D.&W.Henderson&Co.Ld.		
32609 SYUK	**Rinos** (exUllstad-36,exWestcliff) ssOsl.No.3-6,30 ssOsl.No.1-34 1Dk(Stl)&Shelterdk(Stl) Cargo battens not fitted in 'tween dks	4649 4504 2890	✠100A1 Shelter dk withfreeboard 8,37 9,36 ✠LMC MS3,34 BS11,35 ~~2,37~~ 4,38	Grk Rot	w	CL 9,36	1919 3mo	J.Priest- man&Co. Sunderland Lloyd'sA&CP	L.A.Embiricos	350·0 FK Coll CellDB298'834tFPT110tAPT97t	50·8	31·5	Andros Greek Cem BH to Sh dk 5 " , U "	T.3Cy.25",41"&67"-45" (s) 180lb 384NHP 3SB,9pf,GS129,HS5364 FD G.Clark,Ld.Sunderland	34 " 0 s 9 " 2½ 25 " 0	
32610 146122 GJBK	**Rio Azul** ssShl.No.3-6,34 D.F. 1Dk(Stl)&Web frames Corrugatedsides	4088 3844 2513	✠100A1 5,38 ~~[illegible]~~ ~~11,37~~ ~~BS8,36~~ ✠LMC6,34 11,37	Shl ~~Sld~~ Cff	x	CL ~~N8,35~~ ~~11,37~~ 4,38	1921 7mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	ThompsonSteam- shippingCo.Ld.	363·1 376·3(O.L.) P30'B219'F37' FK CellDB314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.27",43"&72"-48" (s) 180lb FD 474NHP 3SB(Spt)9cf,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28 " 9 s 4 " 0½ 24 " 11	
32611 146514 GFXB	**Rio Blanco** ssShl.No.3-11,34 D.F. 1Dk(Stl)&Web frames Corrugated sides	4086 3844 2511	✠100A1 9,36 BS1,38 ✠LMC MS11,34 ~~BS9,36~~	Shl	x	CL N1,36	1922 2mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	ThompsonSteam- shippingCo.Ld.	363·1 P30'B219'F37' FK CellDB314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.25",43"&72"-48" (s) 180lb FD 474NHP 3SB(Spt)9cf,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28 " 9 s 4 " 0½ 24 " 11	
32612 LJHY	**Rio Branco** (exBocaRaton-36, exMarie-Horn-35) OilEng. ssGls.No.3-5,35 Cruiser Stern 2Dks	*3110* *2733* *1843*	100A1 withfreeboard 9,37 ~~12,36~~ LMC5,35	Shl Rot	u	CL 11,36	1925	Frd.Krupp Act.Ges. Kiel Lloyd'sA&CP	A/S Sobral (Ö. Lorentzen,Mgr.)	306·6 P25'B99'F22' FK CellDB256'719tFPT60tAPT36t	47·7	23·5	Oslo Norwegian 5BHptCem	Oil Engines 2S.C.SA 4Cy.25 9/16"-51 3/16" 454NHP Frd.KruppA.G.Kiel	25 " 11 s 4 " 8½ 21 " 3¾	
32613 146681 GFXJ	**Rio Claro** ssBly.No.3-10,35 1Dk(Stl)&Web frames D.F. Corrugated sides	4086 3844 2510	✠100A1 12,37 ~~12,36~~ ✠LMC MS10,35 BS~~12,36~~ 3,38	Cff Yka	x	CL ~~11,36~~ 12,37	1922 12mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	ThompsonSteam- shippingCo.Ld.	363·1 P30'B219'F37' FK CellDB314' 920t FPT81t	53·2	26·3	London British 6BHCem APT105t	T.3Cy.26",43"&72"-48" (s) 180lb FD 474NHP 3SB(Spt)9cf,GS142,HS6792 N.E MarineEng.Co.Ld.Sld	28 " 9 s 4 " 0½ 24 " 11	
32614 DHUC	**Rio de Janeiro** (exSantaInés) Sub.Sig. 3Dks	5261 4855 3194					1914	Bremer Vulkan Vegesack	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	401·9	55·0	27·8	Hamburg German WB	T.3Cy.27½",45⅝"&74"-49¼" 380NHP BremerVulkanVegesack		G
32615 35928 JISC	**Rio de Janeiro Maru** Ⓟ TwinSc OilEng. Ref.Mchy. Sub.Sig ssKob.No.1-34 GyC. CruiserStern 3Dks(Stl-Weather dk ws)	9627 7975 5829	✠100A1 withfreeboard ~~5,37~~ ~~7,36~~ 1,38 DBS1,38 ✠LMC CS11,34 ~~DBS7,36~~ ~~5,37~~ ~~7,36~~ 12,36 ✠Lloyd'sRMC ~~12,36~~ ~~5,37~~ 1,38 ~~9,37~~	Kob	e†	CL ~~S6,34~~ P7,36 S5,37	1930 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	OsakaShosenK.K.	461·2 B80'F51' FK CellDB375'1449t Tanks in way of tunnels 340t FPT144tAPT119t	62·0	39·5	Osaka Japanese 7BH	Oil Engines 2S.C.SA 12Cy.26⅜"-39⅜" 1503NHP DB120lb MitsubishiZosenKaisha,Ld	39 " 6 s 13 " 11½ 26 " 0	
32616																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
✻ 32617 147726 GFYC	**Rio Dorado** *ss*Ant.No.3-10,37 ~~*ss*Rot.No.2-33~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing in double bottom* *Corrugated sides & at decks*	4507 4207 2766	✠100A1 *withfreeboard* 10,37 ~~10,35~~ ~~BS9,36~~ ✠LMC~~1,33~~ 10,37	Shi Ant	*y*	CL ~~6,34~~ N10,37	1924 9mo Lloyd	BlythS.B. &D.D Co.Ld. Blyth *sA&CP*	ThompsonSteam-shippingCo.Ld. *CellDB*336'1159t	390·0 FK (*Coll* *FPT*79t*APT*114t	55·3	25·5	London British 6*BHptCem* *to Sh dk* 5 „ 2*nd* „)	T.3Cy.26″,43″&72″-48″ (*s*) 180lb FD 444NHP 3SB(Spt)9*cf*,GS144,HS6066 NE.MarineEng.CoLd.Nwc	28 ″ 0 s 3 ″ 0½ 25 ″ 1¼	
32618 EAON	**Rio Francoli** (*ex*Florinda) *ss*Val.2ndNo.3-4,34 2*Dks*(*Stl*)	2337 1898 1458	100A1 5,36 MS4,34 LMO BS12,35 No later survey reported	Bcl	*s*	CL 12,33	1909 Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Cia.Trasmediter-ranea *CellDBa*84'*uE*18'	290·0 P22'B70'F32' FK *f*130'470t *FPT*35t	42·0	20·7	Barcelona Spanish 5*BHCem* *APT*20t	T.3Cy.22″,35″&58″-39″ (*r*) 180lb *110lb* 217NHP 2SB,6*cf*,GS104,HS3206 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 0 s 3 ″ 9½ 19 ″ 6	
✻ 32619	**Rio Grande** **TwinSc** (*ex*AreneraTraverso eHijos-36, *ex*AnitaIpland-28, 1*Dk* *ex*HorstIpland, *Fitted for oil fuel* *ex*Franqueville,*ex*Forgeron) *Mchy.Aft*	687 — 343					1920	Ch.&Atel. deProvence Port deBouc	J.Traverso&Hijos	229·6 P72'F31'	34·1	14·8	Bns.Aires Argentine *WB*	T.6Cy12⅖″,19 7/16″&32½″-16½″ 81NHP Forg.&Ch.de laMédit.Msl.		
32620	**Rio Limay** *Fitted for oil fuel* 2*Dks*	1146 — 653					1924	S.A.Vir-ginioTravrso &Figli Finalmarina	Soc.Anon. MercantilPodestà Ltda.	184·7 P43'B60'F20'	33·9	16·5	Bns.Aires Argentine *WB*	T.3Cy.18½″,25 3/16″&41¾″ -29½″ 95NHP G.Fossati&Co.Sestri Ponente		V
32621 EGJR	**Rio Miera** (*ex*MartinezRivas, *ex*FransBorremans) *Mchy.Aft* 1*Dk*	746 532 411					1920	T.van Duijvendijk Lekkerkerk	NavieraMontañesa S.A.(FernandoM. Pereda,*Mgr.*)	179·7 Q106'B11'F24'	28·8	12·2	Santander Spanish *WB*	T.3Cy.15″,25″&40″-24″ 78NHP Mchfbk.Bolnes,Bolnes		N
✻ 32622 LJHN	**Rio Negro** (*ex*Hindhead-36, *ex*ConsulHorn-36) *OilEng.* *ss*Ham.No.3-9,34 *CruiserStern* 2*Dks*	*3121* *2744* *1859*	100A1 *withfreeboard* 8,37 ~~11,36~~ DBS~~11,36~~ LMC~~9,34~~ 10,37 10,37 ~~11,36~~	Rot NNs	*u*	CL 11,36	1924 Lloyd	Frd.Krupp Act.Ges. Kiel '*sA&CP*	A/S Sobral (Ö. Lorentzen,*Mgr.*)	306·5 P25'B98'F23' FK *CellDB*248'652t *FPT*	47·7	23·5	Oslo Norwegian 5*BHCem* 58t*APT*48t	Oil Engines 4S.C.SA 6Cy.25 9/16″-39⅜″ 381NHP DB70lb Frd.Krupp,A.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
32623	— *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	652 582 372					1906	Soc.Co-op. diProduzione Samprdarena	Soc.Anon. MercantilPodestà Ltda.	167·0 P7'B165'F13'	31·4	14·7	Bns.Aires Argentine *WB*	T.3Cy.14½″,21⅝″&35⅘″-21¼″ NB23 60NHP Soc.Co-op.diProduzione		
32624 LJJH	**Rio Novo** *Fitted for oil fuel* 1*Dk*& *Shelter dk*	2450 2207 1426					1937	SirJ.Priest-man&Co. Sunderland	A/S Sobral	311·5	47·0	19·3	Oslo Norwegian *WB*	T.3Cy.20½″,35½″&61″-42″ 241NHP G.Clark,Ld.Sunderland		N
32625 LJIY	**Rio Pardo** (*ex*PineCourt-37, *ex*HenryHorn-34) *OilEng.* *ss*Ham.No.3-8,34 *CruiserStern* 2*Dks*	3133 2732 1811	100A1 *withfreeboard* 1,38 LMO CS1,38 DBS7,~~37~~4,38 2,37	Rot Osl	*u*	CL ~~1,37~~ 1,38	1924 Lloyd	Frd.Krupp Act.Ges. Kiel '*sA&CP*	A/S Sobral (Ö. Lorentzen,*Mgr.*)	~~306·5~~ 306·7 P25'B98'F23' FK *CellDB*248'652t *FPT*	47·7	23·5	Oslo Norwegian 5*BHCem* 58t*APT*48t	Oil Engines 4S.C.SA 6Cy.25 9/16″-39⅜″ 381NHP DB70lb Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
32626	**Rio Quequen Grande** **3Mst** (*ex*ScotstounHead) *ss*B.As.No.2-29 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	456 — 260	✠ ~~—~~ 5,36 ✠	BAs	*f*		1921 7mo	A.Hall& Co.Ld. Aberdeen	Soc.Anon. MercantilPodestà Ltda.	150·9 Q85'B12'F19' FK *CellDBf*82'106t	24·1	9·3	Bns.Aires Argentine 3*BHCem* *FPT*32t	T.3Cy.13″,21½″&35″-24″ 82NHP 1SB,3*pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4	
✻ 32627 EAPU	**Rio Segre** (*ex*Santamaña) *ss*Bcl.No.3-6,34 2*Dks*(*Stl*)	2661 2070 1993	✠100A1 12,36 BS12,36 ✠LMC10,33 No later survey reported	Bcl	*s*	CL 3,34	1921 10mo Lloyd	Echevar-rieta y Larrinaga Cadiz '*sA&CP*	Cia.Nav.Sota y Aznar&Ybarra& Co.(Cia.Nav.Sota y Aznar,*Mgrs.*) *CellD*	290·0 P25'B76'F31' FK *B* 248'600t *FPT*72t	44·0	19·3	Barcelona Spanish 5*BHCem* *APT*73t	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 252NHP 2SB,6*cf*,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk.	22 ″ 0 s 3 ″ 2 19 ″ 2	
✻ 32628 LJIZ	**Rio Verde** (*ex*Shoreham-37, *ex*ThereseHorn-34) *OilEng.* *ss*Ham.No.3-9,34 *CruiserStern* 2*Dks*	*3122* *2744* *1861*	100A1 *withfreeboard* 1,38 LMC9,34 DBS1,38 LMC(M)9,35	Rot Skm	*u*	CL ~~N9,35~~ 1,38	1924 Lloyd	Frd.Krupp Act.Ges. Kiel '*sA&CP*	A/S Sobral (Ö. Lorentzen,*Mgr.*) *Cell*	306·5 P25'B98'F23' FK *DB*248'652t*FPT*58	47·7	23·5	Oslo Norwegian 5*BHCem* t*APT*48t	Oil Engines 4S.C.SA 6Cy.25 9/16″-39⅜″ 381NHP DB70lb Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
✻ 32629	— (*ex*RioNeuquen-36,*ex* *ss*B.As.No.3-2,36 JollyJohn,*ex*SalcombeRegis) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	679 — 387	✠100A1 2,36 ✠LMC2,36 BS11,37	BAs	*h*	CL 1,36	1921 5mo Lloyd	J.Cham-bers,Ld. Lowestoft '*sA&CP*	JoseMontes Thurler(Comuni-dadMontes yGente Grande,*Mgrs.*) *Ce*	167·9 Q108'F24' FK *llDBf*99' 138t *FPT*	26·5	10·4	Punta Arenas Chilian 3*BHCem* 45t*APT*30t	T.3Cy.14″,23″&38″-27″ (*s*) 180lb ~~100lb~~ 96NHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7	
32630 LOIJ	**Riogrande** (*ex*Tivy-35, *ex*Foldenfjord, *Fitted for oil fuel* *ex*Remus) 1*Dk*& *Shelter dk*	3564 — 2023			…		1921	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	350·0 F52tH150t on *Shelter dk* FK	50·2	32·6	Bns.Aires Argentine *WB*	T.3Cy.25″,41″&67″-45″ 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35 ″ 0	N †
32631 UOVZ	**Rion** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·3 B89'F29'	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″-39⅜″ 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
32632	**Rip** **Steel&IronTwinSc** (*ex Naval Vessel*Paluma) *Mchy.Aft* 1*Dk*	365					1884	Armstrong Whitworth &Co.Ld. Newcastle	TheVictorian Government (Department of Ports&Harbours)	125·0 P32'	25·0	11·0	Melbourne British	C.4Cy.15″&26″-14″ NB06 42NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.		
✻ 32633 161599 GZGN	**Ripley** *OilEng.* D.F. 1*Dk*& *Shelter dk* *CruiserStern*	4997 4627 3063	✠100A1 *withfreeboard* 6,37 ~~12,36~~ 12,37 ✠LMC12,36 *CarryingVegetable oil in deep tank*	Sld ~~Bkn~~ Gls		CL	1936 12mo Lloyd	Wm.Dox-ford&Sons,Ld Sunderland '*sA&CP*	Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174t	423·3 439·5(O.L.) FK (*MT*1236t*APT*177t	54·2	26·1	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½″-81⅞″ 388NHP 2DB120lb Wm.Doxford&SonsLd.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6	
32634 LCZY	**Risanger** (*ex*LabelleCounty-34, *ex*Tananger,*ex*Hufterö,*ex*Hiskö) *Fitted for oil fuel* 2*Dks*	5455 5208 3436					1920	W.Pickers-gill&Sons,Ld Sunderland	WestfalLarsen& Co.A/S	380·4 H155t	52·3	32·1	Bergen Norwegian *WB*	T.3Cy.25″,41″&69″-48″ 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
✻ 32635 29831 JPWA	**Risshun Maru** (*ex*IdaMaru-36, *ex*Ida,*ex*Pulawski, *ss*Kob.2ndNo.3-5,24 *ex*Ida) *ss*Kob.No.3-9,36 1*Dk*(*Stl*)& *Spar dk*(*Stl-pt* ws)& *deep framing*	4414 4077 2753	✠100A1 *Spar dk* 12,37 ~~9,36~~ ✠LMC~~9,36~~ 12,37	Kob	*x*	CL ~~8,34~~ 12,37	1906 6mo Lloyd	Russell& Co. Pt.Glasgow '*sA&CP*	KusakabeKisen K.K. *CellDB*318'1010t	370·3 P36'B108'F40' FK *APT*45t	49·8	19·2 27·0	Amagasaki Japanese 6*BHCem*	T.3Cy.26″,42″&70″-48″ (*s*) 180lb 410NHP 2SB,6*cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme désigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	15 Registres ou cotés [illegible]
32636 PJAF	**Rita** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3145 2256 1557	✠100A1 ~~8,37~~10,37 BS4,37 ✠LMC4,35 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 4,35	Cco	*v*	CL S4,37 P10,37	1935 4mo	NV.Nederl Schps.Maats. Amsterdam *Lloyd's A&CP*	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87'F39'*Trunk*209' FK *FPT*123t	56·1	15·1	Curaçao Dutch 9*BHptCem* *ptAsp* *APT*105t	T.6Cy.15⅝",25"&40 7/16"–27 7/16" (*s*) 366NHP 180lb 2WTB HS6520 FD WerkspoorN.V.Ams.	14 " 9 s 1 " 5 13 " 6	
32637 79 SVMF	— (*ex*Warri) 1*Dk*&*pt lower dk*&*Shelter dk*	2495 2334 1560			...		1901	TyneI.S.B. Co.Ld. Newcastle	G.E.Panas	325·0 F38' FK	45·1	27·5	Argostoli Greek *WB*	T.3Cy.23",37"&61"–42" 252NHP WllsndSlpwy.Co.Ld.Nwc.	22 " 2	I †
32638 LJBK	— TwinSc (*ex*Zulia–35,*ex*Karibia, *ex*Romö,*ex*Dordrecht) *OilEng.* 1*Dk* D.F. Sub.Sig.	1753 1460 1000			...		1922	N V Burgerhout'sM.&S. Rotterdam	RederietBeseggen A/S(Chr.Östberg, *Mgr.*)	250·5 P25'B59'F23' FK	40·9	17·2	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 10Cy.13 7/16"–22 7/16" 313NHP NE36 A/BAtlasDiesel,Skm.	19 " 4	NG †
32639 OUKK	—	534 395 305					1892	Helsingörs skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	174·1 Q82'B18'F22'	27·1	11·7	Aalborg Danish	O.2Cy.18½"&34"–20" 43NHP HelsingörsMaskinbyggeri		V
32640 736 SVKW	**Rita Chandris** (*ex*HelenMoller–33, *ex*EgyptianTransport–33) 1*Dk*	4648 4380 2923					1914	Irvine'sSB &D.D.Co.Ld. WHartlepool	J.D.Chandris	385·0 P36'B119'F36'	52·0	27·0	Piræus Greek *WB*	T.3Cy.25",40"&68"–48" NB19 320NHP Richardsons, Westgarth&Co.Ld.Hpl.		C
32641 EALA	**Rita Garcia** (*ex*Ellaston) *ss*Bbo.No.3–10,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	3708 3588 2280	100A1 *Shelter dk with freeboard* 7,37~~3,27~~ LMC BS~~5,36~~7,37 MS10,36 *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bbo Cff	*w*	CL ~~2,27~~ 7,37	1922 4mo	R.Thompson& Sons,Ld Sunderland	F.Garcia *CellDB*294'969t	347·2 359·2(O.L.) F31'*on Shelter dk* FK *FPT*158t*APT*175t	50·0	24·0	Santander Spanish *ptCem* *Collision BHtoShdk* 5 " " *Udk*	T.3Cy.25",42"&68"–45" (*s*) 180lb 340NHP 2SB,6*cf*,GS130,HS5302 N.E.MarineEng.CoLd Sld.	26 " 4 s 2 " 5¼ 24 " 1	
32642 OUKL	**Rita Mærsk** 1*Dk*	953 681 515					1925	F.Schichau Elbing	A/S D/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*)	222·6 P25'B94'F28'	32·5	11·7	Aarhus Danish *WB*	T.3Cy.15",24½"&38½"–25½" 75NHP F.Schichau,Elbing		V
32643 EAIH	**Rita Sister** (*ex*Nuria,*ex*Almirall LluisdeRequesens, *ex*Asuarca, *ex*Agnes) *ss*Bcl.2ndNo.3–10,25 *ss*Bcl.No.1–29 1*Dk*(*Irn*)2*trB*&*deep framing*	2845 2622 1803	✠ ~~—~~ 1,35 ✠	Bcl	*u*		1900 9mo	S.P.Austin &Son,Ld. Sunderland	Banco deValencia *CellDBa*102'*uE*&	323·4 P33'B88'F37' FK *B*32'*f*134'761t*FPT*	46·9	21·3	Valencia Spanish 5*BHCem* 106t*APT*51t	T.3Cy.23",38"&62"–42" NDB19 270NHP 2SB,6*pf*,GS112,HS4360 N.E.MarineEng.Co.Ld.Sld	23 " 9	
32644 1723 ICEO	**Riv** (*ex*Montgomeryshire) *OilEng.* D.F. *ss*Ven.No.3–9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	6630 6211 4083	✠ ... 10,35 ✠NE4,32 ✠	Ven	*a*†		1921 4mo	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Commerciale diNav. *CellDB*335'1549t	425·6 412·3 P42'F45'*on Shelter dk* FK *DTa*31'1081t*FPT*1	55·8	34·7	Genoa Italian *ptCem* 6*BHtoShdk* 2 " " *U* " 12t*APT*247t	Oil Engines 2S.C.SA 4Cy.29½"–49 3/16" 610NHP Soc.An."Fiat"S.G.Turin	38 " 1	I †
32645 1411 ICEP	**Riva Ligure** (*ex*SanCristobal) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* D.F. *Trunk dk* *Carrying Petroleum in bulk*	2136 1741 1239			...		1906	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Armatrice Italiana	258·0 P33'F31' *Trunk dk* 194' FK	46·2	18·2	Genoa Italian *WB*	T.3Cy.20½",33"&54"–36" 216NHP WllsndSlpwy.Co.Ld.Nwc.	18 " 3	I †
32646 140622 MJPT	**Rivelin** K *ss*Mil.No.3–1,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	365 264 145	✠100A1 8,37~~1,36~~ ✠LMC1,36 BS5,37	Mil Bkn	*e*	CL ~~12,35~~ 8,37	1919 5mo	J.&D. Morris,Ld. Newcastle *Lloyd's A&CP*	T.W.Ward,Ld.	135·5 Q49'B8'F18' FK *FPT*	23·6	10·0	Liverpool British 3*BHCem* 35t*APT*12t	C.2Cy.17"&34"–24" (*s*) 130lb 64RHP 1SB,3*pf*,GS44,HS1085 G.T.Grey&Co.Ld.Shl.	11 " 0 s " 9½ 10 " 1	
32647 164063 GYNJ	**River Afton** D.F. E.S.D. *Mchy Aft* 1*Dk*&*Shelter dk* *Longitudinal framing at upper deck*	5468 4940 3340	✠100A1 *with freeboard* 9,37 ~~12,36~~ ✠LMC10,35	Gls Rot		CL	1935 10mo	Lithgows Ld. Port Glasgow *Lloyd's A&CP*	AyrshireNavigationCo.Ld. (CampbellBros.& Co.*Mgrs.*) *CellDB*374'1608t *TopsideTanks*(*P.&S.*)214'672t *MT*23'1014t*FPT*400t*APT*175t	433·2 F37' FK	58·2	25·6	Glasgow British 8*BHptAsp* (*Coll to Sh dk* 7 " *2nd* ")	T.3Cy.22½",36"&65"–48" (*s*) 220lb 415NHP 2SB(Spt),6*cf*,GS103, FD HS5720 Rankin&BlackmoreLdGrk	29 " 0 s 3 " 8½ 25 " 6	
32648 144387 MJYG	**River Fisher** (*ex*JollyHugh–33, *ex*Striver) *ss*Nwc.No.3–2,33 *Mchy.Aft* *ss*Brw No.1–37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	590 402 293	✠100A1 7,37~~2,36~~ LMC7,37 ~~MS2,33~~ ~~BS7,36~~	Lan Brw		CL 7,36	1920 2mo	J.Duthie Torry SB Co. Aberdeen *Lloyd's A&CP*	JamesFisher& SonsLd. *CellDB f*93'142t*FPT*52t	162·2 Q94'B11'F25' FK	27·1	11·0	Barrow British 3*BHCem* *APT*11t	T3Cy.14½",23½"&39"–24"(*s*) 180lb NE96 *refitted* 20 95RHP 1SB,3*pf*,GS48,HS1440 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 0 s 4 " 3½ 12 " 10	
32649 144913 MKDQ	**River Humber** *ss*Bel.No.3–11,31 *Mchy.Aft* *Well deck* *ss*Bel.No.1–35 *Cargo battens not fitted* 1*Dk*(*Stl*)	351 235 137	✠100A1 4,38~~4,37~~ ✠LMC MS4,35 BS~~1,37~~12,37	Bel	*e*	CL ~~3,37~~ 4,38	1920 8mo	Hepples (1919),Ld. South Shields *Lloyd's A&CP*	C.Neill,Ld.	135·0 Q46'B9'F22' BK7"	23·3	9·7	Bristol British 3*BHCem* *FPT*45t	O.2Cy.17"&34"–24" (*s*) 130lb 65RHP 1SB,2*pf*,GS35,HS1219 ShieldsEng.Co.Ld.N.Shl.	10 " 6 s " 6½ 10 " 7	
32650 165009 GZRM	**River Lugar** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at upper dk*	~~6000~~ 5423 4812 3152	✠100A1 *with freeboard* 11,37~~8,37~~ ✠LMC8,37 ~~(*ClassContemplated*)~~	PGl Gls		CL	1937 8mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	AyrshireNavigationCo.Ld. (CampbellBros.& Co.*Mgrs.*) *CellDB*317'1431t*Tanks in way of tunnel*375t*DT*'10'804t *Topside tanks*(*P.&S.*)297'770t*FPT*236t*APT*150t	441·0 457·9(O.L.) F39' ~~*on Shelter dk*~~ FK	58·2	25·6	Glasgow British 8*BHptCem* *ptAsp* (*CollBHtoShdk* 7 " " *2nd* ")	T.3Cy.21½",36"&~~65"–48"&~~ 63"–42"& LPturbine withDRgearing &hydraulic coupling 220lb HS4646 (*s*) 392NHP 2SB(Spt),6*cf*,GS98, FD Rankin&BlackmoreLdGrk	29 " 0 s3 " 9 25 " 5½	
32651 149458 GNRY	**Riverton** *ss*Nwc.No.2–37 1*Dk*(*Stl*)	5378 4845 3246	✠100A1 9,37 ~~2,37~~ ✠LMC2,37	Nwc Npt	*z*	CL ~~10,34~~ 9,37	1928 3mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*344'1797t *FPT*217t	409·6 429·6(O.L.) P34'B124'F44' FK	54·0	28·2	Newcastle British 7*BHCem* *APT*290t	T.3Cy.22¾",39"&68"–48" (*s*) 220lb *180lb* 380NHP 2SB(Spt)8*cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 " 6 s 6 " 0½ 25 " 7½	
32652 137898 VGRL	— (*ex*L.C.Waldo) *Mchy.Aft* GyC. 1*Dk*2*trB*	4423 4262 2684					1896	F.W. Wheeler&Co. W.BayCity	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	451·0 len05	46·6	23·1	Toronto British *WB*	T.3Cy.23",37½"&63"–44" NB16 263NHP FWWheelr&CoWBayCity		R
32653 131382 MDQC	**Riverville** (*ex*Elizabetta–34, *ex*LordBacon) *ss*Bkn.No.3–2,25 *Mchy.Aft* *ss*Bwg No.2–34 1*Dk*(*Stl*) *Cargo battens not fitted*	335 244 130	✠[illegible] 5,38 ~~✠LMC~~ ~~[illegible]~~ ~~[illegible]~~	Brw	*f*	CL 3,35	1911 9mo	G.Brown& Co. Greenock *Lloyd's A&CP*	JohnS.MonksLd.	142·1 Q83'F26' FK *FPT*	24·1	9·9	Liverpool British 3*BHCem* 31t*APT*28t	O.2Cy.15½"&36"–24" (*s*) 140lb 70RHP 1SB,3*pf*,GS52,HS1370 Gauldie,Gillespie&Co.Gls.	10 " 10 ~~[illegible]~~ ~~[illegible]~~	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32654 154469 CYGX	**Riviere du Loup** Ⓟ (*ex*YondaL, *ex*Brandon) 1*Dk*	1650 704 1019					1902	Harlan& Hollings-worthCo. Wlmgtn.Del.	LaCie deTraverse Riviere duLoup-TadoussacLte.	206·0	37·1	15·2	Quebec British *WB*	T.3Cy.18",28"&45"-30" 111NHP Harlan&HollingsworthCo.		
32655 KZAD	**Rizal** *OilEng.* Wireless 1*Dk*	576 443 370			...		1930	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	171·3 F21'	29·2	11·4 FK	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.13⅜"-22$\frac{7}{16}$" 188NHP Akt.AtlasDieselStockholm	12 ″ 7	
32656 161481 VWBF	**Rizwani** Ⓟ *ss*Bom.No.1-35 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-teak s)	5307 4689 3306	✠100A1 *withfreeboard* 1,38~~1,37~~ BS~~1,37~~ 1,38 ✠LMC2,35	Bom	*a*†	CL 1,37	1930 8mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP* 1	Bombay&Persia Stm.Nav.Co.Ld. *IntermediateBH dispensed with Coll BH to Sh dk 5 ,, ,, 2nd ,,* *CellDB*355'1191*t FPT*109*t APT*53*t*	409·5 F49'	54·0	26·7 FK	Bombay British *ptCem ptAsp*	T.3Cy.26½",44"&74"-51" (*s*) 200lb *110lb* 541NHP 3SB,*9cf*,GS185,HS7626 FD Rankin&Blackmre,Ld.Grk	29 ″ 3 s 3 ″ 6½ 25 ″ 11¼	
32657 LERY	**Roald Jarl** 1*Dk*	1404 1235 810					1913	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	253·3 P22'B86'F34'	38·5	15·4	Tr'ndheim Norwegian *WB*	T.3Cy.18",29"&50"-33" Trondhjems 144NHP M.V.Trondheim		N
32658 219512 KOXV	**Roanoke** *ss*N.Yk.No.3-2,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6425 6126 3964	✠100A1 ~~3,37~~12,37 ~~BS2,37~~ ✠LMC2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	NYk BS2,38	*a*†	CL ~~N7,35~~ N12,37	1920 2mo	TexasS.S. Co. Bath,Me. A&CP	TheTexas Company *Cell DBuE & B*64'209*t FPT*229*t APT*130*t*	416·8 P107'B35'F33'	56·1	31·1 FK	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.27",44"&74"-51" (*s*) 200lb HS9969 FD 556NHP 3WaterTubeBoilers~~(Spt)~~ H.G.TroutCo.Buffalo,NY	32 ″ 10 s 6 ″ 3 26 ″ 10	
32659 218438 KINK	— Ⓟ (*ex*LakeGlasco-32) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. Sub.Sig.	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	Merchants& MinersTranspn. Co.	251·0 P25'B64'F23'	43·6	26·1 FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
32660	**Robert** (*ex*Signe,*ex*Mediana) 1*Dk* *Now* "**Mydol,**" *see Supplement*	*2709* *2302* *1604*					1897	SirRaylton Dixon&Co. Middlesbro'	ArrowS.S.Co.Ld.	311·8 P31'B77'F30'	43·1	20·4	London British *WB*	T.3Cy.22½",36½"&60"-42" 233NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro'		G
32661 OUKM	**Robert** 1*Dk*	1272 971 715					1924	Howaldts-werke Kiel	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	238·0 P16'Q71'B98'F30'	37·2	13·7	Copnhagn Danish	T.3Cy.16½",27$\frac{3}{16}$"&43$\frac{5}{16}$"-25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G
32662 203108 WOLP	**Robert B. Wallace** (*ex*E.J.Earling) *Mchy.Aft* 1*Dk*	6657 — 5140					1906	Superior S.B.Co. Superior,Wis.	TheWilsonTransit Co.	535·5	55·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
32663 221344	**Robert Barnes Fiertz** TwinSc (*ex*I.L.I.103-36, *ex*Interwaterways LineIncorporated 103-32) *OilEng.* *ss*N.Yk.No.3-3,32 *ss*Bal.No.1-36 1*Dk* *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelled Barge* ~~6,37~~ ~~4,37~~ 2,38 LMC4,36 LMC(M)4,37 *For service between New York Port Huron & Montreal via Erie & Welland Canals*	~~Bal~~ NYk		~~4,36~~ 2,33	1921 6mo	McDougall DuluthSBCo. Duluth,Minn A&CP	Erie&St.Lawrence Corporation *Side tanks f*12'23*t FPT*30*t APT*13*t*	254·0	36·0	14·0 FK	NewYork Utd.States 9*BHCem*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE8,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
32664 221663 KDVE	**Robert E. Hopkins** *ss*Bal.No.1-37 *ss*N.Yk.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6625 6058 4117	✠100A1 4,38~~10,36~~~~10,37~~ 6,37 ✠LMC MS~~4,33~~ BS~~10,36~~10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	NYk	*a*†	CL ~~4,34~~ 6,37	1921 10mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *CellDBuE&B* 60'236*tDTf*43'750*t FPT*228*t APT*178*t*	424·4 P128'B25'F41'	58·2	32·9 FK	Wilmgton (Del.) Utd.States 16*BHptCem* (9 ,, *to Udk* 7 ,, ,, *2nd* ,,)	T.3Cy.27",45"&75"-51" (*r*) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCoCamdn.NJ	33 ″ 0 s 6 ″ 7¾ 26 ″ 6¾	
32665 224339 WTCH	**Robert E. Lee** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 4*Dks*	5184 — 3167					1924	NwprtNws S.B.&D.D.Co Nwport News	EasternS.S.Lines Inc.	375·5	54·0	29·7 *WB*	NewYork Utd.States	2SteamTurbinesSRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
32666 163409 GWML	**Robert F. Hand** TwinSc *Mchy.Aft* *OilEng.* D.F. ~~E.S.D.~~ 1*Dk*(*Stl*)*2nd dk*(*Stl*) *clear of cargo tanks 3rd dk*(*Stl*) *aft of cargo tanks* GyC. *Longitudinal framing* *Rudder electrically welded* *Web frames* *CruiserStern*	12197 11476 6626	✠100A1 ~~6,37~~ ~~7,36~~ 9,37 ✠LMC10,33 *Carrying Petroleum in bulk*	Bel Nwc		CL 6,36	1933 10mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel '*sA&CP*	Anglo-American OilCo.Ld.(F.J. Wolfe, *Mgr.*) *CellDBuE* 77'228*t* *DTs f*53'2318*t FPT*285*t APT*230*t*	522·5 *aft* B55'B40'F39'	70·3	38·7 FK	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1165NHP 2DB(*a*)*200lb* 2DB(*f*)*105lb* Fr.KruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
32667 111129	**Robert Fulton** *Mchy.Aft* 1*Dk*2*trB*	3801 — 2680					1896	Detroit DryDockCo. Wyandotte	PittsburghS.S.Co.	424·6	45·8	27·8	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&64"-42" NB18 266NHP DryDockE.Works,Detroit		
32668 206288	— Ⓟ **Pad** 2*Dks*&*shade dk*	2168 — 1344					1909	NewYork S.B.Co. Camden.N.J.	HudsonRiverDay Line	337·0 2*Promenade decks*	42·0	11·5	NewYork Utd.States	B.1Cy.75"-144" 519NHP E*made*87*refitted*09 W.&A.Fletcher,N.Yk.		
32669 226175 WPBA	**Robert Hobson** *ss*Clv.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk*	8024 7643 6315	✠100A1 12,33 BS4,37 ✠LMC4,34 *For service on the Great Lakes*	Clv			1927 3mo *Lloyd*	American S.B.Co. Lorain,O. '*sA&CP*	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*) *CellDBuE&B*56'242*t CellDB&side tanks in way of holds*471'7934*t FPT*471*t APT*68*t*	586·3 F48'	60·2	27·9 FK	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"-42" (*s*) 200lb HS7965 493NHP 3 Water Tube Boilers FD AmericanS.B.Co.Lorain,O	32 ″ 0	
32670 127583 KFNU	**Robert J. Paisley** (*ex*J.E.Savage-32, *ex*ThomasBritt,*ex*Christopher) (*Self-Unloader*) 1*Dk*2*trB* *Mchy.Aft* D.F.	4260 — 3137					1901	Superior S.B.Co. W.Superior	MorrowS.S.Co. (ValleyCampS.S. Co. *Mgrs.*)	410·0	48·0	24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22",35"&58"-42" 213NHP NB18*refitted*29 SuperiorS.B.Co.		R
32671 147366 GMDS	**Robert L. Holt** *ss*Liv.No.2-33 D.F. 2*Dks*(*Stl*) *Wthr dk* teak s	2918 2630 ~~1798~~ 1793	✠100A1 *withfreeboard* 11,37~~4,37~~ ✠LMC MS1,34 BS~~5,36~~7,37	Liv		CL 4,37	1926 4mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	J.Holt&Co. (Liverpool),Ld. *CellDB*263'520*t FPT*50*t APT*26*t*	310·0 F29'	44·6	24·3 FK	Liverpool British *Cem* 6*BHto W dk*	T.3Cy.21½",35"&59"-39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)*9cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2¼	
32672 212078 WOLQ	**Robert L. Ireland** 1*Dk*&*Web frames* *Mchy.Aft* *Longitudinal framing*	6387 — 4899			...		1914	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	504·0 F43'	54·0	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 318NHP American S.B.Co.Lorain,O.	30 ″ 0	R †

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où est inscrit le navire
32673 210776 KUKS	**Robert Luckenbach** TwinSc (exEasternMerchant) ssBos.No.3–9,31 ssSea.No.1–35 D.F. GyC. 2Dks(Stl)&Shelter dk(Stl)	6461 — 3998	✠100A1 Shelter dk withfreeboard 8,37 ~~3,36~~ MS7,35 Fitted for oil fuel 12,19 F.P. above 150° F.	Sea BS2,38 ✠LMC ~~[illegible]~~	c†	CL ~~9,34~~ 8,37	1919 12mo	Asano S.B.Co. Tsurumi A&CP	LuckenbachS.S. Co.Inc. CellDB386′1401t	445·0|58·0|40·1 FK 'tween dk tanks18′272t FPT88t APT35t	NewYork Utd.States Cem 4BHtoShdk 3 „ „ U „	T.6Cy.22″,36½″&61″–48″ (s) 200lb 703NHP 4SB,12cf,GS283,HS9835 FD KubotaIronWorks,Osaka	32 ″ 1 s 4 ″ 8½ 27 ″ 6	
32674 OZHH	**Robert Mærsk** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	2294 1994 1344	✠100A1 withfreeboard 9,37 ~~4,37~~	Mch Cpn ✠LMC2,37	u	CL	1937 2mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	D/S A/S Svendborg (A.P.Möller, Copenhagen,Mgr.) CellDB282′838t	327·2|46·2|17·9 341·7(O.L.) FK FPT51t APT101t	Copnhagn Danish 5BH (Coll to Sh dk 4 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.24 13/16″–51 5/16″ 355NHP DB100lb Akt.Burmeistr&Wain,Cpn	20 ″ 6 s ″ 9 19 ″ 11	
32675 DJRN	**Robert Müller VI** TwinSc Wireless D.F. OilEng. Mchy.Aft 1Dk CruiserStern	399 354 257					1936	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	166·3|26·8| 9·8	Hamburg German WB	Oil Engines 2S.C.SA 12Cy.8¼″–10¼″ 145NHP Gebr.SulzerA.G.Ldwgshfn		G
32676 111807	**Robert P. Durham** (exAgawa, exSailingVessel) 1Dk2trB	3525 3310 2508					1902	Collingw'd S.B.Co.Ld. Collingwood	ArrowSteamships, Ld.(A.G.Campbell, Mgr.)	377·0|46·1|22·1	Toronto British WB	T.3Cy.20″,33½″&55″–40″ NE&B07 191NH CollingwoodS.B.Co.Ld.		R
32677 DHUF	**Robert Sauber** (exRotherhill) ssCff.No.3–9,23 1Dk(ptIrn&ptStl)	2515 2177 1483	✠ 12,25	Cff ✠	s		1910 6mo	Richardsn, Duck&Co. Stockton	Sauber&Co. CellDBa104′uE22	302·1|42·5|20·1 P23′B55′F25′ FK ′f114′625t FPT116	Hamburg German 5BHCem tAPT132t	T.3Cy.22½″,37″&61″–42″ GS148,HS5542 313NH 2SB&1AuxSB,6cf&2pf, Blair&Co.Ld.Stockton	22 ″ 5	G †
32678 111294	**Robert W. E. Bunsen** Mchy.Aft GyC. 1Dk	4473 — 2815					1900	ChicagoS. B.Co. Chicago	PittsburghS.S.Co.	439·0|50·2|25·3	D'luth Min Utd.States WB	Q.4Cy.20½″,30″,43½″&63″–42″ 257NH ChicagoS.B.Co.Chicago		
32679 147076	**Robert W. Pomeroy** Mchy.Aft 1Dk	1724 1576 1112					1923	Earle'sS.B. &Eng.Co.Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,Mgr.)	253·0|43·2|17·8 F35′	SCathrnes Ont. British WB	T.3Cy.16″,27″&44″–33″ 111NHP Earle'sSB&EngCoLd Hull		C
32680 227263	**Robert W. Stewart** Fitted for oil fuel Mchy.Aft GyC. 1Dk Carrying Petroleum in bulk	4161 — 3025					1928	American S.B.Co. Lorain,O.	StandardOilCo. (Indiana)	380·3|52·0|25·0	Chicago Utd.States	T.3Cy.23½″,38″&63″–40″ 250NHP AmericanS.B.Co.Lorain,O.		R
32681 EALU	**Roberto R.** (exRita) 1Dk deepframing&ptAwngdk Wireless lower dk after hold	1238 909 768			...		1901	Cmpbltwn S.B.Co. Campbeltwn	Hijo deRamonA. Ramos	230·0|32·8|16·3 Q79′ ptAwng dk151′ FK	Barcelona Spanish WB	T.3Cy.18″,27½″&45″–33″ 120NH Hutson&Sons,Ld.Glasgow	17 ″ 4	
32682 219473 KOVM	**Robin Adair** Fitted for oil fuel 2Dks&Shelter dk	6895 6531 4267			...		1920	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8|55·2|33·4 FK	NewYork Utd.States WB	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y.	36 ″ 0	R †
32683 219569 KUBN	**Robin Goodfellow** Fitted for oil fuel D.F. 2Dks&Shelter dk	6885 6531 4260			...		1920	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8|55·2|33·4 FK	NewYork Utd.States WB	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
32684 219511 KOXT	**Robin Gray** Fitted for oil fuel D.F. 2Dks&Shelter dk	6896 6531 4267			...		1920	Skinner& EddyCorp. Seattle, Wash	SeasShippingCo. Inc.	424·8|55·2|33·4 FK	NewYork Utd.States WB	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
32685 219436 KOTM	**Robin Hood** Fitted for oil fuel 2Dks&Shelter dk	6887 6532 4263			...		1919	Skinner& EddyCorp. Seattle, Wash	SeasShipping Co. Inc.	424·8|55·2|33·4 FK	NewYork Utd.States WB	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y	36 ″ 0	R †
32686 135726	**Robina** Ⓟ TwinSc ssBel.2ndNo.3-2,38 ~~ssBel.No.3–1,26~~ ~~ss.Bel.No.2–34~~ 1Dk	306 242 121	✠ A– 2,38 ~~2,37~~ ~~BS2,37~~ For service in Belfast Lough	Bel BS2,38 ✠LMC2,37		OG 2,37	1914 5mo	Ardrossan DD&SBCoLd Ardrossan	W.T.McCalla	159·6|26·1| 8·8 B63′ FK	Belfast British 5BHAsp	T.6Cy.10½″,17″&28″–18″ (s) 160lb 79RHP 1SB,3cf,GS52,HS1927 FD McKie&Baxter,Glasgow	9 ″ 6	BT till 2,38
32687 SPBA	**Robur III** (exAkenside) ssGot.No.3–5,35 Well deck 1Dk(Stl) Cargo battens not fitted	1894 1432 1138	✠100A1 ~~5,37~~ ~~8,36~~ 4,38 BS~~3,36~~ 5,37	Got ~~Dnz~~ ✠LMC5,35	q	CL N8,36	1923 4mo Lloyd –	R.Thomp- son&Sons,Ld. Sunderland 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDBa78′183tuE20′	264·0|39·0|17·0 275·8(O.L.) Q102′B57′F24′ FK 62t f108′273t FPT	Gdynia Polish 4BHCem 60tAPT111t	T.3Cy.20″,33″&54″–39″ (s) 180lb 214NHP 2SB,6cf,GS208,HS3572 G.Clark,Ld.Sunderland	19 ″ 5 s 1 ″ 9½ 17 ″ 10	
32688 SPBB	**Robur IV** ssGot.No.2–38 ~~ssGot.No.1–34~~ Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern Strengthened for navigation in ice Rudder electrically welded	1971 1500 1067	✠100A1 ~~9,37~~ ~~4,36~~ 4,38 BS~~4,36~~ 9,37	Got ~~Dnz~~ ✠LMC~~7,34~~ MS4,38	q	OG ~~4,36~~ 8,37	1930 6mo Lloyd	Akt.Lind- holmen- Motala Gothenburg 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDB	257·3|41·1|18·8 263·7(O.L.) P72′F22′ FK Trunk154′ 206′ 502t FPT193t	Gdynia Polish 4BHCem APT55t	C.4Cy.(2)14 3/16″&(2)31½″–31½″ 207lb (s) 145NHP 2SB(Spt),4cf,GS48, HS1940 FD Akt.Lindholmen-Motala	20 ″ 11 s 3 ″ 3½ 17 ″ 9½	
32689 SPBC	**Robur V** ssGot.No.1–34 Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern Strengthened for navigation in ice Rudder electrically welded	1975 1472 1073	✠100A1 8,37 ~~4,36~~ BS~~4,36~~ 8,37	Dnz Got ✠LMC9,34	q	OG ~~9,34~~ 8,37	1930 8mo Lloyd	Akt.Lind- holmen- Motala Gothenburg 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A. CellDB206′502t FPT	257·6|41·1|18·6 P72′F22′ FK Trunk154′	Gdynia Polish 4BHCem 193tAPT55t	C.4Cy.(2)14 3/16″&(2)31½″–31½″ 207lb (s) 145NHP 2SB(Spt),4cf,GS48, HS1940 FD Akt.Lindholmen-Motala	20 ″ 11 s 3 ″ 3½ 17 ″ 9½	
32690 SPBD	**Robur VI** (exPendennis, exStraatSoenda) ssCpn.No.3–6,34 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	2088 1052 1252	✠100A1 ~~5,37~~ ~~7,36~~ 2,38 ~~MS9,33~~	Dnz Got ✠LMC 2,38 ~~BS7,36~~5,37	r	OG ~~6,36~~ ~~5,37~~ 2,33	1922 1mo Lloyd	Jonker& Stans HendrikIdo Ambacht 'sA&CP	"Polskarob"Polsko Skandynawskie Towarzystwo Transportowe,S.A. CellDBuB24′	275·5|40·2|17·2 286·5(O.L.) Q157′B14′F24′ FK f192′556t FPT94t	Gdynia Polish 4BHCem APT60t	T3Cy20 1/16″,33 1/16″&53 1/16″–39″ 180lb (s) 249NHP 2SB,6cf,GS103,HS3700 FD N.V.Mach.Bolnes	20 ″ 0 s 6 ″ 5 18 ″ 3½	
32691 30 ISRO	**Rocco** (exGlenTilt,exHartside) Iron Well deck 1Dk	661 524 388			...		1883	D.Baxter& Co. Sunderland	CarmineVitiello	190·0|28·7|13·2 184·9 Q62′B45′F23′ FK	Torre del Greco Italian WB	C.2Cy.25″&48″–30″ 95NHP R.&W.Hawthorn,Nwc.	13 ″ 10	I †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32692 135231 VGCJ	**Rochelie** *Fitted for oil fuel* *Well deck* Wireless 1*Dk* *Carrying oil fuel in bulk in Nos.2&3holds*	1487 1194 904			...		1913	Mackay Bros. Alloa	PacificLimeCo.Ld.	241·0|36·0|16·7 Q91'B58'F29' FK	Vancouver British *WB*	T.3Cy.19",30"&50"-33" 170NHP ShieldsEng.Co.Ld.N.Shl.	18″10	
32693 220133 KUTZ	**Rochester** ssBal.No.3-12,32 ssBal.No.1-37 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6836 6427 4221	✠100A1 ~~11,37~~ ~~1,37~~ 1,38 ~~BS11,37~~ ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,20 F.P. above 150° F.* BS5,38	Bal NYk	*b*†	CL 1,37	1920 6mo	Bethlehem S.B.Corp.Ld. Sprrow'sPnt. A&CP Md.	Socony-Vacuum OilCo.Ld. *CellDBuE&B57'* 197t*DTf*50'824t *FPT*97t *APT*74t	435·6|56·2|31·7 P122'B50'F44' FK	NewYork Utd. States 15*BHptCem* (9 „ *toU dk* 6 „ „*2nd*„)	T.3Cy.27",47"&78"-48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33″6 s 6″8 27″0½	
32694 165455 GZQF	**Rochester Castle** *OilEng.* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	7795 6963 4736	✠100A1 5,38 ~~5,37~~ ~~10,37~~ ✠LMC5,37	Bel ~~Gls~~Sou		CL	1937 5mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	UnionCastleMail SteamshipCo.Ld. *CellDB*335'1114t *Tanks at sides of tunnel* 45' 326t *FPT*46t *APT*126t	457·1|63·3|34·3 474·2(O.L.) B131'F48' FK *Duct keel forward of mchy.space*	London British 7*BHptCem*	Oil Engines 2S.C.DA 8Cy.24⅜"-55⅛" 1642NHP DB*100lb* Harland&Wolff,Ld.Bel.	37″0 s 8″0¼ 29″2¼	
32695 PKES	**Rochussen** *Fitted for oil fuel* 2*Dks&Awng dk*	2369 1913 1448					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0|41·4|21·8	Batavia Dutch *WB*	T.3Cy.23⅝",37"&63"-43$\frac{5}{16}$" 261NHP NedFb.v Wrk&Spoor,Ams		V
32696 161940 MPYQ	**Rockabill** *Ref.Mchy.* 2*Dks&Shelter dk*	1392 1104 568					1931	D&WHen- dersn&Co.Ld. Glasgow	ClydeShippingCo. Ld.	271·5|37·2|16·7 P38'B134'F74'	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP D&W.Hendersn&CoLdGls		C
32697 160709	**Rockcliffe Hall** *Mchy.Aft.* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0|44·1|18·5 F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
32698 139247 GNKM	**Rockpool** ssSws.No.2-35 D.F. 1*Dk(Stl)*	4892 4614 3039	✠100A1 ~~7,37~~ ~~3,37~~ 12,37 ~~BS3,37~~ ✠LMC11,35 4,38	Bry Shl	*z*	CL 5,35	1927 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1|53·5|26·5 417·7(O.L.) P30'B229'F41' FK 359'1402t *FPT*188t	W.Hartlpl British 6*BHCem* *APT*190	T.3Cy.25½",40"&71"-48" (s) 180lb HS7614 505NHP 3SB(Spt),9cf,GS172 FD Cen.Mar.Eng.Wrks.WHpl	29″5 s 4″9 24″11¼	
32699 219[illegible] KJWS	**Rockport** *Now "Margarita Chandri," see No. 39231 in Supplement* *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5401 4942 3364			...		1920	Pensacola S.B.Co. Pensacola, Fla	UnitedStates Maritime Commission	400·7|54·2|30·2 P36'B124'F44' FK	Pensacola, Fla. Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington, Pa.	32″10	R †
32700 144725 MLKF	**Rockville** (*ex*Orenie-32) *Mchy.Aft* ssApl.No.1-27 *Well deck* 1*Dk(Stl)*	481 335 189	✠ — 5,32 ✠	Apl	*g*		1922 12mo	R.Cock& Sons,Ld. Appledore	JohnS.Monks,Ld.	150·0|25·7|12·0 Q83'B9'F24' FK	Liverpool British 3*BHCem* *FPT*10t	T.3Cy.13",22"&34"-22½" 72RHP 1SB,2cf,GS38,HS1271 Plenty&Son,Ld.Newbury	12″9	
32701 77362 WDFW	**Rockwood** (*ex*JayA.Pearson-35, *ex*Cordova,*ex*Vindal, (*Self-Unloader*) *ex*Mooremack,*ex*JesseSpalding) *Mchy.Aft* 1*Dk*	1290 — 985					1899	F.W. Wheeler W.BayCity, Mich.	Tri-LakesS.S.Co.	220·0|40·0|14·0 P80'F42'	Detroit, Mich. Utd.States *WB*	T.3Cy.17",28"&47"-36" 133NHP F.W.Wheeler,W.BayCity		
32702 DIDA	**Roda** Ⓟ (*ex*LosAngeles-35) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	6780 5479 4057					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4|59·1|27·3 P28'B&F394' *Upper*F32'	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{9}{16}$"-47¼" 1316NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
32703 PJCK	**Rodas** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and ~~at trunk top~~ in trunk*	3176 2273 1554	✠100A1 3,38 ~~8,37~~ ✠LMC8,37 ~~(ClassContemplated)~~ *Fitted for oil fuel 8,37 F.P. above 150°F.* *Carrying Petroleum in bulk*	Cco	*v*	CL	1937 8mo	NVNederl. Dok.Maats. Amsterdam *Lloyd's A&CP*	N.V.Curacaosche Scheepv.Maats. *CellDBuB*14'20t *FPT*123t *APT*105t	336·6|56·2|15·1 348·3(O.L.) P92'*Trunk*203'F39' FK	Willem- stad Dutch 10*BHptCem* *ptAsp*	T.6Cy.15⅜",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" 180lb 366NHP 2WTB HS6520 FD N.V.Nederl.Dok.Maats. Ams.	14″9 s1″4½ 13″6½	
32704 43 ICEU	**Rodi** Ⓟ *Oil Eng.* 2*Dks*	3220 — 1883					1928	Stabilmnto Tecnico Trieste	"Adriatica" Soc.Anon.diNav.	317·2|44·8|21·3 P&B222'F64'	Bari Italian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP StabilimentoTecnico,Tri.		I
32704* LZDF	**Rodina** Ⓟ (*ex*Eisenach-35) D.F. Sub.Sig. 2*Dks*	4159 3784 2535					1922	Vulcan- WerkeA.G. Stettin	Soc.Commerciale Bulgare deNav.à Vap.	360·7|51·0|26·0 P32'B98'F41'	Varna Bulgarian *WB*	T.3Cy.22⅖",36⅗"&61⅖"-47⅕" 260NHP Vulcan-WerkeA.G.Stettin		G
32705 149759 GMRT	**Rodney Star** TwinSc (*ex*Rodneystar) ssLon.No.2-35 *Ref.Mchy.* 4*Dks(Stl)5th dk(Stl)* D.F. *inNos.1,2,3,5&6 holds* *CruiserStern*	11803 8961 7416	✠100A1 *withfreeboard* 12,37 ~~1,37~~ BS3,37 ~~BS4,36~~ ✠LMC1,35 ✠Lloyd'sRMC4,37 ~~6,37~~ ~~3,38 11,37 6,37~~ Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F. *Fitted for oil fuel 1,27 F.P. above 150° F.*	Lon	*f*†	CL ~~S3,35~~ P12,36 S12,37	1927 1mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BlueStarLine,Ld. *Duct keel forward of machinery space* 140' *CellDB* 404'1419t *FPT*103t *APT*116t	476·0|67·3|45·2 FK	London British 9*BHptCem*	4 Steam Turbines SR (r) geared to 2 Sc. Shafts 2D&2SB 200lb 1582NHP 24cf,GS420,HS22896 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	48″5 s18″8½ 30″0	
32706 PUCB	**Rodrigues Alves** Ⓟ (*ex*Acre) *Fitted for oil fuel* 2*Dks&Awng dk*	*2587* *2389* *1555*			...		1907	Craig,Tay- lor&Co.Ld. Stockton	LloydBrasileiro	300·0|40·4|18·0 26·4 FK	R.Janeiro Brazilian *WB*	T.3Cy.25",42"&68"-45" 413NHP Blair&Co.Ld.Stockton	27″6	C †
32707	**Rodsley** *Should be "Troma," see No. 40318 in Supplement* *OilEng.* E.S.D. *CruiserStern*	4997 4027 3063	100A1 *withfreeboard* (*ClassContemplated*)				1937	Wm.Dox- ford&SonsLd Sunderland	Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*)	423·2|54·2|26·1	Newcastle British	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" Swan,Hunter&Wigham Richardson,Ld.Nwc.	28″8 s3″4½ 25″6	
32708 148583 MNJW	**Roebuck** TwinSc ssCff.No.3-4,37 1*Dk(Stl-ws)&2nd dk in holds* *Cruiser Stern*	776 701 307	✠100A1 *withfreeboard* 2,38 ~~4,37~~ ✠LMC4,37 BS2,38 *For Channel Service Weymouth & Channel Islands* *Fitted for oil fuel 4,25 F.P. above 150° F.*	Cff Sou		OG ~~5,35~~ 2,38	1925 4mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Gt.WesternRly.Co. *DTa*40t*DTf*45t*FPT*47t	201·2|33·7|15·3 211·2(O.L.) P20'B72'F69' FK&BK2"	Weym'th British 6*BHCem* *APT*47t	T.6Cy.14½",23"&38"-27" (r) 185lb FD 226NHP 2SB,6cf, ,HS3464 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15″11 s 3″8½ 12″8	
32709 ~~132888~~ ~~GYTL~~	**Roehampton** (*ex*Michael L.-34, *ex*Helmsloch) ssBry.No.3-1,26 ssHul.No.2-34 1*Dk(Stl)* *Now "Lettonia," see No. 39066 in Supplement*	4163 3905 2558	✠100A1 9,37 ~~11,36~~ BS11,36 ✠LMC3,34	Bry Cff	*x*	CL ~~2,35~~ 8,37	1913 9mo	W.Pickers- gill&Sons,Ld Sunderland *Lloyd's A&CP*	~~C.W.Grace&Co.~~ *CellDBa*129'*uE&B*40'*f*167'1178t*FPT*145t*APT*181t	380·0|52·2|22·9 391·0(O.L.) P31'B221'F36' FK	Latvian 6*BHCem*	T.3Cy.26",42"&71"-48" (s) 180lb 395NHP 2SB,8cf,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25″5 s3″5¼ 22″3½	

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.Bof Trade
32710 148672 MNKR	**Roek** ssLon.No.2-33 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1041 827 432	✠100A1 withfreeboard 2,37 ✠LMC MS8,33 BS~~11,36~~11,37 Lloyd'sRMC~~3,37~~10,37	Lon	p	CL 2,36	1925 9mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	GeneralSteamNav. Co.Ld. CellDB202'27 2tFPT38tAPT18t	245·8 B62' FK Coll	36·1	12·5	London British 5BHCem BH to Sh dk 4 „ „ 2nd „	T.3Cy.21",34"&56"-36" (s) 200lb 276NHP 2SB,6cf,GS139,HS5040 AilsaS.B.Co.Ld.Troon	14 ″ 6 s ″ 2 14 ″ 5½	
32711 LESB	**Rogaland** Ⓟ Ref.Mchy. 2Dks	902 741 520					1929	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	177·2 H154t	31·2	19·9	Stavanger Norwegian WB	C.4Cy.(2)12¾"&(2)27$\frac{9}{16}$"- 27$\frac{9}{16}$" 65NHP NylandsVærksted,Oslo		N
32712 PKGA	**Roggeveen** Ref.Mchy. Fitted for oil fuel D.F. 3Dks	4782 3143 2953					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	382·3	48·7	27·4	Batavia Dutch WB	T.3Cy.28½",47"&77"-54" 436NHP Maats.Fyenoord,Rot.		V
32713 149745 GMSF	**Rohna** TwinSc ssSng.No.2-35 3Dks(Stl-Weather dk teak s) D.F. 4th dk(Stl)inNos.1,2&3holds CruiserStern	8602 6681 4759	✠100A1 withfreeboard ~~9,37~~ ~~3,37~~ 3,38 BS11,37 ~~BS11,36~~ ✠LMC3,34 Fitted for oil fuel11,26 F.P. above 150° F.	Sng	e†	CL ~~4,35~~ 9,37	1926 11mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB396'1384tTanksatsides of tunnels86t	461·4 476·4(O.L.) B179'F41' FK Coll	61·8	29·9	London British 8BHptCem ptAsp BH to W dk	Q8Cy.22½",37½"&(2)46"-45" 215lb (s) 934NHP 5SB,15cf,HS14080 FD Hwthrn,Leslie&Co.Ld. FPT135tAPT134t	33 ″ 0 s 7 ″ 0¼ 26 ″ 5½	
32714 ORIA Now "Gravelines," see No. 38641 in Supplement	**Roi Albert** ssAnt.No.2-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 withfreeboard 8,36 BS4,36 ✠LMC2,34 6,37	Ant	u	CL ~~1,34~~ 6,37	1925 4mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	"Compagnie Dens-Ocean" Soc.Anon. CellDBa93' uE21'f142'595tAPT57t	315·9 FK (Coll	45·1	20·6	Antwerp Belgian 5BHptCem BH to Sh dk 4 „ 2nd „)	T.3Cy.22",37"&61"-42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22 ″ 10 s 1 ″ 6 21 ″ 5½	
32715 PKGS	**Rokan** OilEng. Mchy.Aft 1Dk	563 388 388					1929	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·8	9·6	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
32716 29132 JABB	**Rokko Maru** Ⓟ 2Dks	3038 2709 1817					1923	Mitsubishi ZosenK.Ld. Nagasaki	NipponYusenK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokio Japanese WB	T.3Cy.23",38"&64"-48" Mitsubishi 284NHP ZosenKaisha,Ld		C
32717 14167 JGOB	**Rokkosan Maru** ssKob.2ndNo.3-6,36 ~~ssKob.No.3-5,24~~ ~~ssKob.No.2-32~~ Mchy.Aft 1Dk(Stl) Cantilever framed topside tanks	2175 1734 1168	✠100A1 6,37 ~~6,35~~ ✠LMC~~6,36~~ 6,37	Kob	r	CL 6,36	1911 7mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	~~MitsuiBussan Kaisha,Ld.~~ Sugaya K.K. WB=CellDBuE&B43' f196'519t topside tanks193'430tFPT85tAPT26t	275·5 P73'B16'F23' FK	42·3	18·1	Kobe Japanese 4BHCem	T.3Cy.21",35"&57"-39" (s) 180lb 240NHP 2SB,6cf,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 7 s 2 ″ 10½ 17 ″ 11	
32718 252 JGGB	**Roko Maru** (exWearwood) 1Dk	3328 2940 2011			...		1912	J.Blumer &Co. Sunderland	DairenKisenK.K.	335·0 P30'B100'F32' FK	48·0	22·4	Dairen Japanese WB	T.3Cy.23½",39"&64"-42" 277NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 10	
32719 95 SVPC	**Rokos**(exBanburyCastle,exGlenstrae, exWarClimax) ssRot.No.3-10,31 ssAnt.No.1-35 1Dk(Stl)&Shelter dk(Stl) Straight frames, bevelled bilge	6429 6149 4002	✠100A1 Shelter dk withfreeboard 2,38 ~~1,37~~ BS1,37 ✠LMC11,35	Rot	a†	CL ~~1,37~~ 2,38	1918 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	IonionS.S.Co.Ld. CellDB326' 1485t DTa23'844t	412·4 FK FPT96tAPT133t	55·8	34·4	Argostoli Greek Cem 6BHtoSh dk 2 „ „ U „	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 1 s 10 ″ 1 28 ″ 2	
32720 49 SVCI	**Rokos Vergottis** ssRot.No.1-38 ssRot.No.3-1,33 1Dk(Stl)	5637 4796 3166	✠100A1 3,38 ~~8,35~~ BS~~9,37~~ ✠LMC~~4,32~~ 3,38 2,37	Ant Rot	y	CL ~~3,37~~ 3,38	1919 11mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	~~R.Vergottis~~ EptanisosSSCoLd CellDB340'1098t	400·0 413·0(O.L.) P49'B113'F38' FK FPT133tAPT204t	52·4	28·5	Argostoli Greek 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
32721 Wrecked 4,38 LESC	**Rokta** Mchy.Aft 1Dk	368 273 190					1918	Glommens Mek.Værks. Fredriksstad	LarsL.Eide	131·4 P47'F24'H15t	25·1	10·8	Bergen Norwegian WB	T.3Cy.10½",18"&29"-21" 38NHP GlommensMek.Værks.		N
32722 21825 JQFE	**Rokusan Maru** Ⓟ 1Dk	1058 869 630					1917	Bingo Dkyd.Co.Ld Mitsunoshi	Tsurumaru Hirotaro	208·0 F24tH69t	31·0	18·4	Setoda Japanese WB	T.3Cy.14½",24"&40½"-30" 90NHP OsakaIronWorks,Osaka		
32723	**Rola** (exIturri-Patxo,exYbai-Patxo, exArza-Mendi, ssBbo.2ndNo.3-10,30 exGetso) ssBbo.No.1-34 Well deck 1Dk(ptIrn&ptStl) &Webframes	1235 — 632	✠100A1 1,37 MS8,34 ✠LMC DBS6,36 MBS1,37	Gls	o	CL 1,37	1905 6mo Lloyd	Cia.Euscalduna deCon.y Rp.deBuques Bilbao 'sA&CP	MarianodelRio y Cia.Ltda. CellDBa67'uE&B29'f86'301tAPT57t	226·0 Q87'B59'F24' FK	34·0	15·1	Bilbao Spanish 4BHCem	T.3Cy.16½",26"&44"-33" (s) 180lb 100lb 114NHP 1SB,3pf,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s1 ″ 2½ 15 ″ 5½	
32724 DOOJ	**Roland** Ⓟ TwinSc Fitted for oil fuel Sub.Sig. 2Dks CruiserStern	2436 1098 1200					1927	J.C.Tecklenborg,A.G. Wesermünde-G.	Norddeutscher Lloyd	284·9	42·8	12·7	Bremen German WB	2 Steam Turbines SR geared to 2 Sc. Shafts J.C.TecklenborgA.G.Wsm		G
32725 DORV	**Rolandseck** D.F. E.S.D. 2Dks CruiserStern	1845 1605 1043					1936	Stettiner OderwrkeAG Stettin	DeutscheDampfs. Ges."Hansa"	280·1 F on Shelter dk 29' P14'	42·3	16·4	Bremen German WB	T.3Cy.19$\frac{11}{16}$",31½"&50¾"- 35$\frac{7}{16}$" & LP Turbine with DR gearing & hydraulic coupling HS3232 254NHP StettinerOderwerkeA.G.		G
32726 6083 SFHG	**Rolf** (exLeila-33,exOscar) 1Dk	1120 787 607					1919	DeHaan& Oerlemans Heusden	RederiA/B Sylvia (Alb.Billner, Mgr.)	213·8 P12'Q63'B57'F29'	34·5	13·0	Gothenbrg Swedish WB	T.3Cy.15",25"&40"-27" 83NHP Machinefabriek,Bolnes		V
32727 LCWH	**Rolf Jarl** 1Dk	1917 1693 1118					1920	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·6 P75tH96t	42·1	17·9	Trondheim Norwegian WB	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrndheim		N
32728 YLGB	**Rolfs Faulbaums** (exCornelisLensen-37,exMerok-34, exIngrid,exUbbergen) 1Dk	1890 1745 1136					1912	Irvine'sSB &D.D.Co.Ld. W Hartlepool	MaxFaulbaum SteamshipLine (JamesSiering& Co.Mgrs.)	279·0 P20tH85tF32t	40·1	18·5	Riga Latvian WB	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
32729	**Rolfsborg** (exKollskegg-36, 4Mst exSkard) ssOsl.No.3-4,31 ssOsl.No.1-36 1Dk(Stl)	1831 — 1061	✠100A1 5,37 ~~3,36~~ ✠LMC3,36 BS5,37	Osl Shl	r	CL 3,36	1915 2mo Lloyd	Fredrkstad Mek.Værks. Fredrikstad 'sA&CP	J.A.Zachariassen &Co. CellDBa84' u E&B42'f100'552tAPT62t	265·0 277·2(O.L.) P23'B66'F29' FK	42·1	17·9	Nystad Finnish 4BHCem	T.3Cy.20½",33"&56"-36" (s) 180lb 216NHP 2SB,6cf,GS92,HS3488 FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 7½ 17 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
32730 1407 ICEV	**Roma** Ⓟ QuadSc ssGen No.2-35 D.F. 4Dks(Stl-Weather dk teaks) Ref.Mchy. 5th&6th dks(Stl) in holds GyC.	30631 ~~32583~~ 21015 ~~19358~~ 18030	✠100A1 withfreeboard 12,37 ~~1,37~~ MS6,35 ✠Lloyd'sRMC ~~1,37~~ 4,38 ~~12,37~~ ~~6,35~~ Fitted for oil fuel 9,26 F.P. above 150° F.	Gen BS6,37 ✠LMC ~~BS6,36~~	s† P	CL Sf9,37 saN9.37 P/N 12,37 aN6,36	1926 9mo Lloyd	Ansaldo Soc.Anon. Sestri Ponnte 'sA&CP	"Italia"Soc.Anon. diNav. CellDB579' 4622tDTa172t	705·6|82·8|38·9 666·3| |47·2 B393'F64' FK FPT145tAPT185t	Genoa Italian 12BHptCem (9 to U dk 2 „ 2nd „ 1 „ 3rd „)	8SteamTurbinesSRgeared to 4 Sc. Shafts (s) 220lb 5553NHP 9DB(Spt)&4SB,66cf, HS59200 FD G.Ansaldo&Co.Smprdrna.	51 ″ 6 s21″6¼ 30 ″ 2	
32731	— Ⓟ TwinSc OilEng. 1Dk	878 — 472					1926	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·0|42·1|12·0 Q60'B40'F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾″-29½″ 287NHP Harland&Wolff,Ld.Gls.		
32732 1325 ICEW	**Romagna** (exSyriam) 3Mst Fitted for oil fuel Wireless 1Dk Spar dk&deep framing Mchy.Aft Carrying Petroleum in bulk	1416 1306 845			…		1899	Grngemth Dockyard Co. Grngemouth	Navigazione.e CommercioSoc. Anon.Italiana	242·7|32·5|22·5 235·0|32·6|23·4 P24'B23'F35' FK	Genoa Italian WB	T.3Cy.19″,31″&51″-36″ 165NHP Hutson&Sons,Ld.Glasgow	24 ″ 0	I †
32733 139244 GNDL	**Romanby** ssBkn.No.2-36 D.F. 1Dk(Stl)	4887 4627 2997	✠100A1 ~~12,36~~ 9,37 MS5,36	Shl Bry ✠LMC BS12,36	y	CL 12,35	1927 6mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	RopnerShipping Co.Ld. CellDB	390·0|55·0|26·5 402·6(O.L.) P30'B220'F40' FK 345'1041tFPT180t	W.Hartlpl British 6BHCem APT179t	T.3Cy.25½″,40″&71⅜″-48″(s) 180lb FD 506NHP 3SB(Spt)9cf,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	20 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
32734 YQSR	**Romania** TwinSc Fitted for oil fuel 2Dks&Awng dk	3152 2815 1328					1904	Atel.& Chant.Loire St.Nazaire	RoumanianState MaritimeService	356·9|41·9|27·5	Cnstantza Roumanian WB	T.6Cy.24⅖″,38⅗″&64⅗″-39⅖″ 524NHP Atel&Ch.delaLoire,Nantes		V
32735 223674 KLHW	**Rome Socony** TwinSc OilEng. 1Dk Mchy.Aft Carrying Petroleum in bulk	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	252·9|40·1|12·8	NewYork Utd. States WB	Oil Engines 4S.C.SA 12Cy.13″-18″ 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		
32736 ESEC	**Romeo** (exHellmuth—33) 1Dk	797 637 430					1899	Nüscke& Co. Grabow	Johannes Remmelgas	199·8|29·1|13·0 Q56'B52'F31'	Tallinn Estonian WB	T.3Cy.16¾″,26½″&43″-28″ "Kette,"Deutsche 98NHP Elbschifff.Ges.Uebigau		
32737 EAPR	**Romeu** Ⓟ Fitted for oil fuel D.F. 3Dks	3070 — 1964					1918	Soc.Españ- ola deCstNav Carthagena	Cia.Trasmediter- ranea	310·0|43·5|26·1	Valencia Spanish	T.3Cy.24″,40″&65″-45″ 283NHP Soc.Española deCnst.Nav.		V
32738 161240 GTBZ	**Romney** ssBkn.No.2-37 ~~ssBkn.No.1-33~~ D.F. E.S.D. 2Dks(Stl)	5840 5466 3624	✠100A1 ~~6,377,36~~ 2,38 ~~BS12,36~~	Shl ~~Bkn~~ Vcr ✠LMC ~~9,33~~ 6,37	a†	CL ~~3,35~~ 6,37	1929 5mo Lloyd	R.Duncan &Co Ld. PortGlasgow 'sA&CP	BoltonStm.Shppg. Co.Ld. CellDB360'1335t	420·0|57·0|28·2 434·8(O.L.) P37'B260'F39' FK APT225t	London British 7BHCem	T.3Cy.27″,45″&74″-51″ (s) 180lb 557NHP 3SB,9cf,GS183,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″9¾ 25 ″ 11	
32739 1746 ICEZ	**Romolo** Ⓟ TwinSc OilEng. ssGen.No.2-35 D.F. 2Dks(Stl)3rd dk(Stl) in Nos.1,2&3 holds	9780 7695 6015	✠100A1 1,38 ~~4,37~~ DBS ~~12,36~~ 1,38 ~~12,36~~	Gen ✠LMC CS6,35 ~~12,35~~ 5,36		CL 5,35	1926 11mo Lloyd	Stabilmnto Tecnico Trieste 'sA&CP	LloydTriestino Soc.Anon.diNav. CellD	506·5|62·2|31·4 P31'B214'F47' FK B426'1697tDTsf15'	Genoa Italian 8BHptCem 358tFPT22	Oil Engines 4S.C.SA 12Cy.29⅛″-47¼″ 984NHP DB100lb StabilimentoTecnico,Tri. 7tAPT184t	34″11 s8 ″11¾ 26 ″2½	
32740 LCWJ	**Romulus** Fitted for oil fuel 2Dks	3707 3445 2300					1921	R.Thomp- sonSons,Ld. Sunderland	Wiel&Amundsen	347·4|50·0|24·0 P89tH149tF24t	Halden Norwegian WB	T.3Cy.25″,42″&68″-45″ 310NHP N.E.MarineEng.Co.Ld.Sld		N
32741 136451 VJKG	**Rona** ssSyd.No.3-5,30 ssSyd.No.1-34 1Dk(Stl)&Shelter dk(Stl-ws) Cantilever framed topside tanks Cargo battens not fitted in Shelter 'tween dks Mchy.Aft	6205 5727 3784	✠100A1 Shelter dk withfreeboard 11,37 ~~3,37~~ ~~BS3,36~~ Carrying Molasses in Topside tanks	Syd BS6,37 ✠LMC6,34	z	CL 3,37	1918 3mo Lloyd	SirR.Dixon &Co.Ld. Middlesbro' 'sA&CP	ColonialSugar RefiningCo.Ld. CellDB350'1070tTopsidetanks 1470tFPT288t	400·0|54·5|32·2 414·6(O.L.) F40' on Shelter dk FK	SydnyNSW British 6BHptCem APT194t	T.3Cy.27″,45″&74″-48″ (s) 180lb 495NHP 3SB,9cf,GS168,HS7035 FD N.E.MarineEng.CoLdNwc	35 ″ 0 s8 ″7¼ 26 ″11	
32742 LECD	— (exHerdebred-35,exAlliance, exDorteJensen,exVordingborg, exUrania) 1Dk	1376 924 856					1894	Flensburgr Schiffsb.Ges. Flensburg	A/S Rona(Trygve Skogland)	232·1|34·2|13·6 Q88tB244tH52t F32t	Haugesnd Norwegian WB	T.3Cy.16″,26″&43″-33″ 106NHP FlensburgerSchiffsb.Ges.		V
32743 LCWK	**Ronald** ssOsl.No.3-1,34 D.F. 2Dks(Stl)	6322 5592 3666	✠100A1 11,37 ~~4,37~~ ~~FMBS10,35~~ BS ~~11,36~~ 11,37 Fitted for carrying whale oil or other oils in bulk, having a F.P. above 150° F.	Mch Osl ✠LMC1,34	a†	CL ~~10,36~~ 4,38	1920 7mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	A/S "Hektor" (N.Bugge,Mgr.) IntermediateBHin fore&in after 'tween decks dispensed with CellDB368'1202tFPT	422·0|56·0|28·8 P45'B&F338' FK	Tönsberg Norwegian Cem 5BH to U dk 6 „ „ 2nd „ 145tAPT51t	T.3Cy.27″,45″&74″-51″ (s) 180lb 573NHP 2NDB91refitted28 ~~84Pr.B~~ 3SB,9cf,GS192,HS8700 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3	
32744 LJKT	**Ronda** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5136 4567 ~~2980~~ 2981	✠100A1 withfreeboard 11,37 ~~4,37~~ Carrying Vegetable Oil in Deep Tank	Bmn Sng ✠LMC4,37	a†	CL	1937 4mo Lloyd	Deutsche Sch-u-Mschb. A.G.Weser Bremen 'sA&CP	A/SJ.Ludwig MowinckelsRederi CellDB348'1305t MT20'783tFPT	435·2|55·8|25·2 449·3(O.L.) FK (197tAPT65t	Bergen Norwegian 7BHptCem ptAsp Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA SR geared to 1 Sc. Shaft 12Cy.20½″-27⁹⁄₁₆″ 885NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27″10 s2 ″10½ 25 ″ 2	
32745 2126~~82~~ IBHS	**Rondine** (exLoasso-35, TwinSc exLiterno-35,exPredappio, OilEng. exLanuvio) Mchy.Aft 1Dk&Awng dk D.F. CarryingPetroleum in bulk	6077 5871 3316					1924	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione	~~393·3~~|51·7|30·9 395·3| …	~~Naples~~ ~~Italian~~ Genoa WB Italian	Oil Engines 2S.C.SA 8Cy.24¹³⁄₁₆″-35⁷⁄₁₆″ 862NHP AnsaldoSanGiorgio,Turin		CI
32746 149443 GCPT	**Rondo** ssNwc.No.2-36 D.F. 1Dk(Stl) Cargo battens not fitted	2750 2368 1602	✠100A1 11,37 ~~11,36~~ BS11,37	Nwc ✠LMC11,36	t	CL ~~11,36~~ 11,37	1927 9mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	PeltonS.S.Co.Ld. CellDB225'747tD	305·0|45·5|21·3 P23'B50'F23' FK Ta36'202tFPT164t	Newcastle British 6BHptCem APT100t	T.3Cy.21½″,35″&59″-42″ (s) 180lb 294NHP 2SB,6cf,GS132,HS5204 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¼ 20 ″ 5½	
32747 LCZH	— (exStrand-35,exPanaghis Vergottis,exLakeWeston) 1Dk Now "Salt," see No. 40154 in Supplement	1854 1630 1079			…		1918	Detroit S.B.Co. Wyandotte	RederiA/S Rondo (OddGodager)	251·2|43·8|18·3 P66tH94tF24t FK	Oslo Norwegian WB	T.3Cy.20″,33″&54″-40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N
32748														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. BofTrade.
※ 32749 OHHX	**Rönnskär** (*ex*CaldyLight-34, *ex*Arabier, *ss*Rot.2ndNo.3-3,35 *ex*Manningtry) 1*Dk*(*ptIrn&ptStl*) Now "Parklaan," *see No. 39694 in Supplement*	3959 — 2354	✠100A1 7,37 ~~4,36~~ ~~BS4,36~~ ✠LMC3,35 7,37	Rot	*w*	CL 2,35	1911 9mo	JLThompson&Sons,Ld Sunderland *Lloyd*'sA&CP	O/Y WasaS.S.Co. Ld.(Marjanels S.S.Co.Ld.*Mgrs.*) *CellD*	352·5|50·9|24·8 P33'B100'F37' FK *Ba*115'*u* E23'*f*154'	Wasa Finnish 6*BHCem* 927t*APT*37t	T.3Cy.25",40"&68"-48" (*s*) 180lb 845NHP 3SB,9*pf*,GS132,HS5283 Richardsons,Westgarth&Co.Ld.W.Hpl.	27 ″ 4 s4 ″ 10¼ 22 ″ 8	
32750 4871 SGCO	**Ronny** (*ex*Vardefjell,*ex*Stina, *ex*Bolores,*ex*Stina,*ex*Atos) 1*Dk*	823 668 475					1908	Hlsingbrgs VarfsAktieb. Helsingborg	RederiA/B Kusten (A.Blidberg,*Mgr.*)	197·4|33·1|13·8 Q59tH43tF22t	Gothenbrg Swedish *WB*	T.3Cy.15¾",26"&44"-27 9/16" 101NHP HelsingborgsVarfsAktieb.		V
32751 341 JPDC	**Ronsan Maru** *OilEng.* *ss*Drn.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2735 2248 1556	✠ 1,38 ~~[illegible]~~	Nag Yka ~~✠LMC12,34~~ ~~2,37~~	*u*	CL 12,34	1929 9mo	Mitsui Bussan Kaisha Tama *Lloyd*'sA&CP	DairenKisenK.K. *CellDB*230'769t *Tanks in way*	326·5|46·5|21·5 P27'B63'F28' FK *of tunnel* 173t *FPT*	Dairen Japanese 5*BHptCem* 51t*APT*35t	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP DB*100lb* MitsuiBussanKaishaTama	21 ″ 6	
※ 32752 164738 GZFG	**Rookwood** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	633 454 338	✠100A1 ~~4,37~~ 3,38 ✠LMC10,36 ✠LMC(M)3,38	Lth Cff	*i*	OG 3,38	1936 10mo	Henry Robb,Ld. Leith *Lloyd*'sA&CP	W France,Fenwick &Co.Ld.	177·0|28·6|11·5 P45'Q68'F22' FK *CellDB*114'153t *FPT*	London British 3*BHptCem* 85t*APT*24t	Oil Engines 4S.C.SA 8Cy.11"-17½" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s3 ″ 11½ 13 ″ 1	
32753 PKRL	**Rooseboom** 1*Dk*	1035 710 539					1926	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	230·1|38·2|10·5 B172'F33'	Batavia Dutch *WB*	O.4Cy.12 13/16"&27 9/16"-27 9/16" 67NHP Werkspoor,Ams.		V
※ 32754 PJAO	**Rosa** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3145 2256 1555	✠100A1 ~~7,37~~3,37 1,38 ~~BS1,37~~ ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,35 *F.P. above* 150° F.	Cco BS1,38	*v*	CL s3,37 F7,37	1935 2mo	NVNederl. Schps.Maats. Amsterdam *Lloyd*'sA&CP	N.V.Curaçaosche Scheepv.Maats.	336·4|56·2|13·6 Q87'F39' FK *Trunk*209' *FPT*123t	Curacao Dutch 10*BHptCem* *ptAsp* *APT*105t	T.6Cy.15⅝",25"&40 9/16"-27 9/16" (*s*) 180lb 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s1 ″ 5 13 ″ 6	
32755 ONXC	— *ss*Ant.No.3-7,32 *ss*Ant.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*1146* — *655*	✠100A1 12,37 ~~2,37~~ ✠LMC2,37	Ant Sws	*n*	CL 1,37	1919 11mo	Verschure &Co. Amsterdam A&CP	Armement L.Hermans, Soc.Anon. *CellDBuB*19'	230·1|34·0|13·2 Q138'B13'F23' FK *f*156'397t*FPT*88t*A*	Bruges Belgian 4*BHCem* *PT*48t	T.3Cy.15½",25½"&41½"-36" 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,GS69,HS2010 Verschure&Co.Amstrdam	16 ″ 0 s4 ″ 8 14 ″ 11½	
32756	**Rosa Christel** WoodAux3MstSr (*ex*Freihandel,*ex*Siger) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	319 272 238					1920	G.Ottesen Sagvaag	Lindenau&Cie.	114·9|31·3|13·7 F10tQ23tH16t	Klaipeda Lithuanian	Oil Engine 2S.C.SA 2Cy.17¾"-19⅝" 60NHP M.Haldorsen&Son, Rubbestadnaset		
32757 UNYC	**Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3-7,13 *ss*Liv.No.1-18 1*Dk*(*ptIrn&ptStl*) *&deep framing & Web frames*	3193 2834 1969	✠ 1,24 ✠	Npt	*u*		1901 4mo	Richardsn, Duck&Co. Stockton	U.S.S.R. *CellDBa*114'*u*	330·5|47·0|21·8 P33'B80'F36' FK E26'*f*136'779t*FPT*	Leningrad Russian 5*BHCem* 96t*APT*82t	T.3Cy.26",42½"&69½"-45" 2NB28 NDB28 349NHP 2SB,6*cf*,GS130,HS5596 Blair&Co.Ld.Stockton	24 ″ 4	
32758 EGJP	**Rosa N. Illueca** 3Mst (*ex*RioBesaya-36) 1*Dk*	831 584 658					1921	D.Tejeiro &Cia. Santander	Sucesor deVda. E.Illueca	195·6|29·0|12·1 P114'F22'	Valencia Spanish *WB*	T.3Cy.13½",23½"&34"-27" 60NHP D.Tejeiro&Cia.Santander		V
32759 7537 SGCR	**Rosafred** (*ex*Biskra,*ex*Winga) 1*Dk*	*1348* *1147* *700*			...		1922	Scheepb. "DeAmer" Geertruidenberg	VerkebäcksÅngf. A/B(Ruben Olsson, *Mgr.*)	236·3|36·8|15·6 P23'B61'F27' FK	Verkebäck Swedish *WB*	T.3Cy.18½",29"&48"-30" 153NHP Machinefb.Kuipers, Rotterdam	18 ″ 0	V †
32760 122342 MCLK	**Rosalie** (*ex*Compass,*ex*Lilian) *ss*Sld.2ndNo.3-10,32 *ss*Sld.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	320 227 130	✠100A1 11,36 ~~BS9,36~~ 9,37	Sld ✠LMC MS11,36	*e*	CL 11,36	1906 5mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd*'sA&CP	EastCoastTimber Co.Ld.(T.G.Irving, *Mgr.*)	134·0|24·0|10·2 Q44'F20' FK	Sundrland British 3*BHCem* *FPT*28t	C.2Cy.18"&36"-24" (*s*) 130lb 54RHP 1SB,3*pf*,GS44,HS1328 G.T.Grey,SouthShields	11 ″ 3 s ″ 9½ 10 ″ 7	
32761 128015 GRJQ	**Rosalie Moller** (*ex*Francis) 2*Dks deep framing & Shelter dk*	3963 3383 2457			...		1910	Barclay, Curle&Co.Ld Glasgow.	MollerLine,Ld. (Mollers'Ld., *Mgrs.*)	355·0|49·2|24·2 FK	Shanghai British *WB*	T.3Cy.24",40"&67"-48" 401NHP Barclay,Curle&Co.Ld.Gls.	26 ″ 6	C †
32762 115 ~~179~~ ICFD	**Rosandra** Ⓟ *ss*Tri.No.3-12,32 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) *Ref.Mchy.* D.F. *ss*Tri.No.1-37	8034 6695 5033	✠100A1 *Shelter dk with freeboard* 2,38 ~~9,36~~ ~~MS9,31~~ ✠Lloyd'sRMC ~~2,37~~ ~~9,37~~ 2,38 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Gen Tri BS2,38 ✠LMC1,37 ~~BS1,37~~	*b*†	CL 2,37	1921 6mo	Cantiere SanRocco S.A. Trieste	LloydTriestino, Soc.Anon. di Nav. *CellDB*398'165	464·2|57·4|32·5 B168'*on Shelter dk* FK *Collision* 4t*FPT*56t*APT*63t	Trieste Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.32",51½"&83"-54" (*s*) 180lb 680NHP 4SB(Spt),12*cf*,GS289, FD HS9851 StabilimentoTecnico Trestino,Trieste	35 ″ 0 s8 ″ 4½ 26 ″ 10	
32763 163204 GWFT	**Rosapenna** *Well deck* 1*Dk*(*Stl*) *CruiserStern* *Mchy.Aft* *Cargo battens not fitted* *Wireless* Now "Kat[illegible]awksfield," *see No. 38859 in Supplement*	869 597 457	✠100A1 12,35 ✠LMC9,33	Bel	*k*	CL	1933 9mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'sA&CP	~~J.Kelly,Ld.~~ ~~(W.Clint,Mgr.)~~ P.Hawksfield& Son,Ld. *CellDB*125'20	197·7|30·7|12·1 *32·0* FK Q112'B11'F30' 0t*FPT*73t*APTs*26t	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"-30" (*s*) 200lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s4 ″ 5¾ 13 ″ 11	
32764 DODZ	**Rosario** (*ex*Witell-37,*ex*Bakara, *ex*Cannstatt) *ss*Bmn.No.3-1,26 D.F. Sub.Sig. *ss*Bmn.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk in* *Well deck* *No.1hold*	6079 5516 3731	✠ 1,38 ~~MS9,36~~ ✠Lloyd'sRMC	Ham ~~BS11,37~~ ~~✠LMC9,34~~ ~~[illegible]~~ 11,37	*b*†	CL N8,34	1913 11mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'sA&CP	Hamburg- Sud-Amerik Dampfschifffahrts Ges. *CellD*	449·6|58·3|27·0 P&B377'F58' FK *Ba*189' *u E&*	Bremen German 8*BHCem*	T.3Cy.30 5/16",50 9/16"&84"-54" 185lb (*s*) FD 751NHP 4SB,12*cf*,GS263,HS11219 FlensburgerSchiffsb.Ges. *B*72'*f*142'1642t*FPT*48t	29 ″ 6 ~~s4 ″ 7~~ ~~25 ″ 6~~	
32765 1647 ICFF	— (*ex*WarMaker) *Fitted for oil fuel* D.F. 1*Dk* *Carrying oil fuel in bulk*	5467 4742 3385			...		1918	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Anon.Cooperativa diNav. "Garibaldi"	400·3|52·2|28·4 P49'B113'F39' FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 517NHP N.EMarineEngCoLd.Nwc	31 ″ 0	I †
32766 220819 KDKM	— (*ex*Natirar-32) *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4659 4213 2871					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4|52·3|27·0 P40'B96'F38'	NewYork Utd.States *WB*	T.3Cy.24",41¼"&68¼"-48" 323NHP BethlehemS.B.Corp Ld. Wilmington,Del.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32767 PJCI	**Rosaura** TwinSc 1Dk Mchy.Aft Longitudinal framing at bottom in centre tanks & ~~in trunk~~	3173 2273 1555	✠100A1 2,38 ~~7,37~~ ~~(Class Contemplated)~~ Carrying Petroleum in bulk Fitted for oil fuel 7,37 F.P. above 150° F.	Cco ~~Ams~~ ✠LMC7,37	v	CL	1937 7mo	NVNederl. Schps.Maats. Amsterdam Lloyd's A&CP	N.V.Curaçaosche Scheepv.Maats.	336·6 318·3(O.L.) P92' Trunk203' FK F39' CellDBuB14'20tFPT123tAPT105t	~~56·1~~ 56·2	15·1	Willemstd Dutch 10BHptCem ptAsp	T6Cy. ~~T3Cy.~~15⅜",25"&$40\frac{3}{16}$"-$27\frac{9}{16}$" 180lb (s) 366NHP 2W.T.B.HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s1 ″ 4½ 13 ″ 6½	
32768 UNYJ	**Roschal** (exHydro, exVeliky KnjazAlexander Michailovitch, exHydro) ssLon.No.3-4,12 Well deck 1Dk(ptIrn&ptStl-ptws)& Wireless Web frames, lower dk forehold Ref.Mchy. Sub.Sig.	1420 939 852	✠ 9,19 ✠	Lon	p		1899 7mo	Earle'sCo. Ld. Hull	U.S.S.R.	269·0 P163'F31' FK CellDBa37'uE	33·5	15·0	Archangel Russian 5BHCem 16'f132'159t	T.3Cy.19",33"&56"-36" 246NHP 2SB,6cf,GS135,HS4200 Earle'sCo.Ld.Hull	18 ″ 2	
32769 DARN	**Rose** Wireless CruiserStern 1Dk	1530 1228 879					1928	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	247·3 P15'Q69'B52'F23'	38·2	16·2	Stettin German WB	T.3Cy.$17\frac{7}{10}$",$28\frac{3}{10}$"&45⅗"-33⅖" 120NHP StettinerOderwerke		G
32770 TUVL	**Rose Blanche** (exSong-Nhi-Ha) 2Dks	323 168 171					1924	Soc.des Atel.Mar. Haïphong	Transp.Marit.& Fluviaux de l'Indo-Chine	137·8	20·4	10·8	Haïphong French	C.2Cy.12"&24"-16" Soc.desAtel. 20NHP Mar.Haïphong		
32771 137438 GCBF	**Rose Castle** ssHfx.No.3-4,28 ssHfx.No.2-37 Sub.Sig. 1Dk(Stl)&Web frames D.F. Longitudinal framing	7546 6894 4351	✠100A1 3,38 ~~2,37~~ BS3,38	Hfx ✠LMC2,37	b†	CL N3,36	1915 4mo	Short Bros. Ld. Sunderland Lloyd's A&CP	~~DominionShipping Co.Ld.~~ RoseCastle S.S.Co.Ld. WB = CellDBa f195'1758t topside	455·0 P27'B76'fwdB16' F33' FK 152'uE&B52' tanks a 169' E & B space62'f185'	58·0	31·1	London British 7BHCem	T.3Cy.28½",47"&79"-54" (s) 180lb 606NHP 3SB,12cf,GS213,HS8670 FD G.Clark,Ld.Sunderland 1460tFPT147tAPT118t	33 ″ 9 s 8 ″ 6 25 ″ 6	
32772 FNWT	**Rose Schiaffino** (exNotton) ssAlg.No.3-3,32 ssAlg.No.1-36 1Dk(Stl)2nd dk(Stl)in holds	3349 2866 2027	✠100A1 8,37 ~~3,37~~ BS~~2,37~~2,38 Fitted for oil fuel 3,34 F.P. above 150° F.	Alg ✠LMC2,36	u	CL 2,36	1920 3mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd's A&CP	Soc.Algérienne de Nav.pour l'Afrique du Nord(Ch. Schiaffino&Cie. Mgrs.) CellD	331·3 P33'B98'F29' FK B284'734tFPT110t	46·7	23·2	Algiers French 6BHCem APT128t	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB,9cf,GS155,HS6090 Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
32773 141761 VGLB	**Rosebank** (exCanadianObserver) 2Dks	2410 2039 1460					1920	TheCollingwoodS.B. Co.Collingwd Ont.	KingsleyNav.Co. Ld.	251·0 P24'B64'F23'	43·6	23·6	Vancouver British WB	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont		
32774 149156 GRMF	**Roseburn** (exHelenaLensen-35, exHelena) ssRot.No.3-4,33 ssNpt.No.1-37 1Dk(Stl) Cargo battens not fitted	3103 2821 1844	✠100A1 5,38 ~~11,36~~ MS5,38 MBS10,37	Cff Hpl ✠LMC DBS5,38	u	CL ~~11,36~~ ~~10,37~~ 3,38	1922 3mo	Craig, Taylor&Co.Ld. Stockton Lloyd's A&CP	Smith,Hogg&Co. Ld. Intermediate BH in fore hold dispensed with CellD	325·0 P33'B94'F31' FK B280' 812t FPT86t	48·0	22·4	W.Hartlpl British Cem 4BH only APT109t	T.3Cy.24",39"&64"-42" (s) 180lb 100lb 293NHP 2SB,6cf,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9 20 ″ 8	
32775 OZUC	**Rosenborg** ssCpn.No.3-1,27 ssAbg.No.2-35 1Dk(Irn)	1997 1764 1206	✠100A1 1,38 ~~12,36~~ MS4,35	Abg Cpn ✠LMC BS~~10,36~~ 11,37	r	OG ~~4,35~~ 1,38	1914 6mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	Dampskibsselsk. Dannebrog(C.K. Hansen,Mgr.) WB = CellDBa88'	280·0 P21'B74'F31' FK uE&B38'f114' 535t	40·0	19·1	Copnhagn Danish 4BHCem APT78t	T.3Cy.20",31½"&53"-36" (s) 180lb 100lb 188NHP 2SB,4cf,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
32776 OHUJ	— 4Mst (exFagernes) 1Dk	1512 — 855					1919	A/SSorlandetsSkibs Fevig	O/Y Pohjanmeri	241·0 P27'B67'F29'	39·5	16·9	Åbo Finnish WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
32777 7341 SGCW	**Rosendal** (exBedehome, exAgeröen) ssMmo.No.3-5,33 ssGms.No.1-36 1Dk(Stl) Cargo battens not fitted	*1388* *1159* *767*	✠100A1 8,37 ~~3,37~~ BS~~1,37~~ 1,38	Gms Cpn ✠LMC MS7,36	o	OG ~~N7,36~~ 8,37	1920 5mo	Kalundbrg Skibsverft Kalundborg Lloyd's A&CP	RederiA/B Rosenborg(T.Carlbom, Mgr.)	233·3 244·2(O.L.) P17'B50'F25' FK CellDB195'409tFPT	37·1	16·8	Stockholm Swedish 4BHCem 63tAPT28t	T.3Cy.$16\frac{7}{16}$",$25\frac{9}{16}$"&42⅛"-29½" 185lb (s) 120NHP 2SB,4cf,GS67,HS2028 Akt.Smith,Mygind&Hüttemeier,Copenhagen	18 ″ 8 s 2 ″ 0½ 16 ″ 9	
32778 LESK	— Ⓟ 1Dk	357 187 171					1909	Laxevaags Msk&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskab	140·0 P106tH19tF42t	23·6	10·7	Bergen Norwegian WB	T.3Cy.13¼",22"&35"-25" 61NHP LaxevaagsMsk.&Jrns.Bgn		
32779 LDOV	**Roseville** TwinSc D.F. OilEng. 1Dk&Shelter dk CruiserStern	5745 5193 3507					1930	Odense Staalskibsverft Odense	SkibsA/S Goodwill (A.F.Klaveness& Co.A/S,Mgrs.)	426·4 P131'tH405'tF15'	58·5	26·6	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 710NHP Akt.Burmeistr&Wain,Cpn		N
32780 163388 GWRL	**Rosewood** (exStegg-34) OilEng ssShl.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5989 5276 3548	✠100A1 ~~2,37~~10,37 DBS2,37 Carrying Petroleum in bulk	Shl ✠LMC9,35	z	CL 2,37	1931 7mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle Lloyd's A&CP	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. Mgrs.) CellDBuE56'171tD	396·1 P97'B29'F36' FK Trunk238' Tf34'347tFPT135t	55·1	32·1	London British 14BHptCem (9 to U dk 5 „ 2nd „) APT121t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb Armstrong,Whitworth&Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
32781 YTDV	**Rosina Topić** (exTrevider-33) ssCff.No.3-5,26 ssSsk.No.2-34 D.F. 1Dk(ptIrn ptStl)	*4299* *4015* *2730*	✠100A1 10,36 BS~~10,36~~ 10,37	Rot ✠LMC7,34	x	CL 10,36	1913 5mo	JReadhead &Sons,Ld. SouthShields Lloyd's A&CP	"Ilirija" NavigationCo.Ld. (Ant.Topic,Mgr.) CellD	369·9 P33'B226'F34' FK Ba119' uE23' f163'	51·1	26·1	Susak Yugoslav 6BHCem 987tAPT62t	T.3Cy.26",42"&69"-48" (r) 180lb 178lb 385NHP NDB12refitted34 2SB,6cf,GS132,HS6330 JReadhead&Sons,Ld.SShl	27 ″ 8 s 3 ″ 10½ 24 ″ 1¼	
32782	**Rosita** (exElihuThomson, exItalia) Iron 1Dk(Irn)&Spar dk&Web frames Fitted for oil fuel	896 — 648	✠ 3,91 ✠	Nwc	l		1888 9mo	W.Dobson &Co. Newcastle	ExpresoMaritimo S.A. DBa5	195·1 H20t 20·6 1'f79'132tAPT30t	28·0	13·6	Callao Peruvian 4BHAsp	T.3Cy.15",23"&40"-30" 88NHP N.E.MarineE.Co.Ld.Nwc.	21 ″ 8	
32783 7200 SEYA	**Roslagen** ssRot.No.3-9,37 ~~ssHamNo.2-33~~ 1Dk(Stl) Cargo battens not fitted	*1841* *1617* *1078*	✠100A1 4,38 ~~1,37~~ ~~11,37~~ ~~Ham~~ BS~~4,36~~ 6,37	Cff Msl ✠LMC~~5,33~~ MS9,37	r	OG ~~1,37~~ 9,37	1925 5mo A&CP	Akt.Lindholmen-Motala Gothenburg	Rederiaktieb. Roslagen(P.G. Thulin,Mgr.) CellDB	262·0 P24'B67'F28' FK 224'502tAPT41t	42·7	18·1	Stockholm Swedish 4BHptCem ptAsp	T.3Cy.21",33"&55"-36" (s) 185lb FD 238NHP 2SB(Spt),6cf,GS100,HS3370 Akt.Lindholmen-Motala	20 ″ 6 s 2 ″ 8¼ 18 ″ 0¼	
32784 119093 MGMX	**Roslea** (exTheMonarch) 3Mst ssBel.2ndNo.3-7,30 Mchy.Aft ssBel.No.1-34 Well deck 1Dk(Stl)	642 436 255	✠100A1 9,37 ~~12,36~~ BS~~5,36~~ 8,37	Bel ✠LMC6,35	i	OG 12,36	1904 2mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	R.&D.A.Duncan, Ld. (W.ClintMgr.)	185·0 Q101'B10'F34' BK7½" CellDBf99'145tFPT	27·6	10·8	Belfast British 3BHCem 57tAPT10t	C.2Cy.19½"&44"-30" (s) 130lb 80RHP 1SB,3pf,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 10¼ 13 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32785 164448 GYJZ	**Roslin Castle** *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	7016 6265 4260	✠100A1 ~~4,38,37~~ ~~10,37~~ ✠LMC5,35	Liv ~~Gla~~Sou		CL 4,38	1935 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *Duct keel fwd. of* *CellD*	426·5 B129'F45' FK *mchy.space* B352'1321*t FPT*54*t*	61·3	32·0	London British *7BH* *APT*128*t*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55½" 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	
32786 161596 GYWF	**Ross** *OilEng.* D.F. 1*Dk&Shelter dk* *Cruiser Stern*	4978 4624 3066	✠100A1 *withfreeboard* ~~7,37~~9,36 ✠LMC6,36 2,38 ~~11,37~~	Bry ~~Bry~~ Nwc		CL 7,37	1936 6mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	B.J.Sutherland& Co.Ld. *CellDB*346'1174*t*	423·7 FK (*MT*1236*t APT*177*t*	54·2	26·1	Newcastle British *7BHptCem* *Coll to Sh dk* 6 „*2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
32787 160585 GSQP	**Rossington Court** ssBry.No.2–36 D.F. 2*Dks*(*Stl*)	6922 6575 4334	✠100A1 *withfreeboard* 2,38 ~~12,36~~ BS~~12,36~~ ✠LMC12,35 11,37	Shl Bry	*a*†	CL 9,36	1928 10mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP* *U'twe* *C*	CourtLineLd. (Haldin&Philipps Ld. *Mgrs.*) *en dk B H except Col* *ellDBa&uE*168'*f*	420·0 F39' FK *Coll* *l BH dispensed with* 182'1477*t FPT*108*t*	56·5	33·8	London British *Cem* *BH to W dk* 6 „ „ 2*nd* „ *APT*149*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,*9cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
32788 52 ICFG	**Rossini** Ⓟ *OilEng.* ssTri.No.2–36 2*Dks*(*Stl*)	2425 1835 1420	✠100A1 ~~7,37~~~~2,37~~ 2,38 ✠LMC CS11,36 DBS~~7,36~~8,37 ~~5,36~~10,37	Fiu ~~Tri~~	*s*	CL N7,36	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	“Tirrenia”Soc. Anon.diNav. *CellDB*205'40	294·0 281·3 FK P29'B84'F36' 4*t FPT*58*t APT*57*t*	40·2	21·1	Fiume Italian *6BHvtCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{32}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1½ 20 ″ 5½	
32789 124166 MCPZ	**Rossmore** 3Mst ssFal.2ndNo.3–7,32 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) ssFal.No.1–37	627 419 253	✠100A1 ~~8,36~~11,36 ~~BS2,36~~ ✠LMC~~7,32~~ 6,37	Fal	*j*	CL 2,36	1907 3mo *Lloyd*	Murdoch& Murray PortGlasgow '*sA&CP*	County of Corn- wallShippg.Co.Ld. (J.Hampton *Mgr.*) *WB=*	180·2 Q103'B11'F33' FK *DB f*94' 150*t FPT*	27·6	11·0	Cardiff British *3BHCem* 53*t APT*12*t*	C.2Cy.20$\frac{13}{16}$"&44"-30" (*s*) 130lb 80RHP 1SB,*3pf*,GS59,HS1768 Ross&Duncan,Glasgow	13 ″ 8 s 4 ″ 3¾ 13 ″ 5¼	
32790 PHDY	**Rossum** ssAms.No.2–36 D.F. 1*Dk*(*Stl*)	2116 1892 1263	✠100A1 ~~2,36~~11,36 2,38 ✠LMC BS~~6,36~~7,37 MS11,36	Ams Rot	*s*	CL ~~3,35~~ 9,37	1928 3mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	Stoomv.Maats. “Oostzee”(Vinke &Co. *Mgrs.*) *CellD*	281·3 P22'B64'F22' FK *B*242' 542*t FPT*62*t*	42·7	19·3	Amstrdam Dutch *4BHCem* *APT*54*t*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoom- sleepshellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
32791 LETE	**Röst** Ⓟ 1*Dk&Awng dk*	379 334 210					1898	Trndhjems Mek.Værkst. Trondheim	Vesteraalens Dampskibsselskab	147·5 H45*t* *WB*	21·1	15·4	Stokmark- næs Norwegian	T.3Cy.12½",20½"&33"-21" NB12 50NHP Trondhjems M.V.Trndhm.		
32792 LETF	**Rösten** (*ex*Gripen,*ex*Comp.Stm.) *Mchy.Aft* 1*Dk*	737 594 393					1920	A/B Öster- sjövarfvet Norrköping	TönsbergsRederi A/S(Rafen& Loennechen, *Mgrs.*)	187·8 P70*t*H17*t*F24*t*	30·1	12·7	Tönsberg Norwegian *WB*	T.3Cy.14$\frac{3}{16}$",22"&39"-23⅝" 62NHP A/B.Götaverken,Got.		V
32793 DMAF	**Rostock** *Fitted for oil fuel* Sub.Sig 1*Dk*	2542 2170 1489					1922	Schiffsw(v. J.&Sch.) A.G. Hamburg	Aug.Cords	328·8 P26'B197'H46'F37'	45·3	18·2	Rostock German	T.3Cy.22$\frac{13}{16}$",37"&60"-39⅜" Hannoverische 226NHP Masch.A.G.Hannover		G
32794 7656 SGDI	**Rota** 1*Dk*	*1115* 778 *595*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	215·7 P14'Q49'B45'F35'	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"-31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
32795 OYPA	— Wireless D.F. *Ref.Mchy.* 2*Dks*	840 673 418					1923	Deutsche WerkeA.G. Kiel	DetForenede DampskibsSelsk.	231·9	34·0	13·6	Odense Danish *WB*	T.3Cy.19$\frac{11}{16}$",32$\frac{3}{16}$"&52⅝"-35" 165NHP DeutscheWerkeA.G.Kiel		V
32796 DOGT	**Rotenfels** E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7854 7308 4854					1927	Akt.Ges. “Weser” Bremen	DeutscheDampfs. Ges.“Hansa”	472·9 P121'B144'F90'	60·5	31·8	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP A.G.“Weser,”Bremen		G
32797 128883 GLDV	**Rother** ssGoo.No.3–4,26 *Ref.Mchy.* ssGoo.No.2–35 Wireless D.F. 1*Dk*(*Stl*)	986 817 403	✠100A1 ~~2,37~~~~5,36~~11,37 BS~~5,36~~ ✠LMC5,35 1,37	Goo	*o*	OG ~~4,33~~ N4,37	1914 5mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow '*sA&CP*	LondonMidland& ScottishRly. (AssociatedHum- berLines,*Mgrs.*) *WB=CellDBa*51'	240·0 P38'B88'F37' FK *uE*23'*f*92'197*t FPT*	34·1	15·3	Goole British *5BHCem* 13*t APT*28*t*	T3Cy.22$\frac{5}{16}$",36"&61"-39" (*r*) 180lb 349NHP 2SB,*6cf*,GS120,HS5370 FD ClydeSB.&Eng.Co.Ld.PGl	16 ″ 4 s1 ″ 10½ 14 ″ 7	
32798 164463 GYJY	**Rothesay Castle** *OilEng.* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	7016 6265 4260	✠100A1 ~~11,37~~~~4,37~~4,38 ✠LMC5,35	Sou		CL 4,38	1935 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-Castle MailS.S.Co.Ld. *Duct keel forward* *CellDB*352'1321*t*	426·5 B129'F45' FK *of machinery space* *FPT*54*t APT*128*t*	61·3	32·0	London British *7BH*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55½" 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	
32799 161598 GZDY	**Rothley** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4996 4627 3062	✠100A1 *withfreeboard* ~~10,37~~~~4,37~~ ✠LMC12,36 12,37 *Carrying Vegetable oil in deep tank*	Bkn ~~Nwc~~ Lon		CL	1936 12mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174*t*	423·3 439·3(O.L.) FK (*MT*1236*t APT*177*t*	54·2	26·1	Newcastle British *7BHptCem* *Coll to Sh dk* 6 „*2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
32800 132607 GLYQ	**Rotorua** Ⓟ TwinSc5Mst (*ex*Shropshire) ssLon.2ndNo.3–5,35 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) E.S.D.	10890 8602 6826	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ ~~1,37~~ 3,38 BS9,37 ~~BS1,36~~ ✠LMC12,34 ✠Lloyd'sRMC~~4,37~~ ~~9,37~~ 3,38 *Fitted for oil fuel* 3,23 *F.P above* 150° F.	Lon	*g*†	CL ~~8,33~~ 4,37	1911 9mo *Lloyd*	J.Brown &Co.Ld. Clydebank '*sA&CP*	NewZealand ShippingCo.Ld. *CellDB* *a*102'*uE*&*B*112'	526·4 544·0(O.L.) FK *f*228'1681*t FPT*136	61·4	33·3	Plymouth British *8BHCem* *t APT*118*t*	Q.8Cy.25",35½",51"&72"-51" 215lb (*s*) FD 1264NHP 2D&2SB*24cf*GS473HS19432 J.Brown&Co.Ld.Clydebnk	36 ″ 6 s 6 ″ 8¾ 29 ″ 11¾	BT till ~~7,37~~ 9,38
32801 PHEG	**Rotterdam** Ⓟ TwinSc ssRot.2ndNo.3–12,34 D.F. Sub.Sig. 4*Dks*(*StlU,M&L–ptws*) *Lower Orlop dk in Nos.*1,2,3&4 *holds*	24149 17293 15056	✠100A1 ~~4,37~~~~12,36~~ ~~12,37~~ 5,38 ✠LMC MS12,34 ~~BS1,35~~ BS5,38 ~~5,37~~	Rot	*q*†	CL ~~12,35~~ 5,38 *WB*	1908 6mo *Lloyd* *CellD*	Harland& Wolff,Ld. Belfast '*sA&CP* *Ba*170'*uE&B*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 188'*f*205'3073*t DT*	650·5 B&F535' FK&BK2½" *f*59'1636*t FPT*197*t*	77·4	43·5	Rottrdam Dutch *12BHptCem* *APT*92*t*	Q.8Cy.33",47",68"&97½"-60" 215lb (*s*) 2451NHP 8D&2SB,*54cf*,GS1116, HS46436 Harland&Wolff,Ld.Belfast	47 ″ 4 s14 ″ 10¾ 33 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. cert.
32802 PHEI	**Rotterdam** TwinSc *Mchy.Aft* *OilEng.* *ss*Rot.No.3-9,37 ~~*ss*Rot.No.2-33~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *CruiserStern* *Longitudinal framing*	8968 8463 5027	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~1,37~~ ✠LMC DBS~~7,36~~10,37 *CarryingPetroleum in bulk*	Gal Rot CS~~11,33~~	11,37 ~~2,35~~ 10,37	CL ~~3,36~~ P3,36 S9,37	1925 10mo Lloyd's*A&CP*	Frd.Krupp Act.Ges. Kiel	N.V.Petroleum IndustrieMaats. *CellDBuE*64' 135*t* *DTf*36'315*tDTa*21'108*tFPT*186*t*	469·8 B33'F39' FK	63·3	35·3 18*BH*	The Hague Dutch *ptCem ptAsp* (13 to *U dk*) *APT*106*t*	Oil Engines 4S.C.SA 12Cy.25$\frac{9}{16}$"-39⅜" 2WTDB*200lb* 763NHP 2DB70lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 2¾	
32803 PHES	**Rotula** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	7981 7237 4747	✠100A1 ~~3,37~~10,37 ✠LMC5,35 *CarryingPetroleum in bulk*	Rot Ams		CL	1935 5mo Lloyd's*A&CP*	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats."La Corona" Cell *DBuE*64' 157*t DT f*25'264*t FPT*135*t APT*83*t*	462·9 483·0(O.L.) P93'B47'F48' FK	59·3	33·9	TheHague Dutch 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Werkspoor.N.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5	
32804 FNWG	**Roubaisien** 2*Dks*	3152 2919 1970			...		1921	J Readhead &Sons,Ld. S.Shields	Cie.desBateaux a Vapeur du Nord (Soc.Anon.deGérance et d'Armement, *Mgrs.*	331·2 P30'B170'F33' FK	47·2	22·1	Dunkirk French *WB*	T.3Cy.23½",39"&65"-45" 307NHP J.Readhead&Sns,Ld.S.Shl.	24 ″ 5	V †
32805 FOYH	**Rouen** Ⓟ TrpSc *Fitted for oil fuel* D.F. 2*Dks*	1882 1520 683					1912	Forg.&Ch. de la Médit. Havre	Chemins de Fer de l'Etat Français (SouthrnRly.*Mgs*)	293·3	34·7	21·4	Dieppe French *WB*	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
32806 793 SZMI	**Roula** (*ex*Sundbri-34, *ex*Europa) 1*Dk*	*1044* *820* *587*					1899	Bergens Mek.Værks Bergen	MichailA.Karageorgis	223·2 Q108'B24'H16*t* F24'	32·3	13·1	Piræus Greek *WB*	T.3Cy.15¾",25"&42"-30" 97NHP BergensMek.Værks.Bgn.		V
32807 ORYA	**Roumanie** (*ex*Pyrgos,*ex*Horncap, *ex*Haimon) 2*Dks*	*3563* *3383* *2256*					1906	Flensburgr Schiffsb.Ges. Flensburg	CieNationaleBelge deTransports Mar. (ArmementDeppe, *Mgrs.*)	341·7 H24'	48·7	17·2 25·0	Antwerp Belgian *WB*	T.3Cy.20$\frac{1}{16}$",34⅞"&61"-39⅜" 236NHP FlensburgerSchiffsb.Ges.		V
32808 149901 GLWR	**Rovuma** TwinSc *ss*P.Nl.No.2-36 Wireless 2*Dks*(*Stl-Wthr dk* teak s)	1289 1190 739	✠100A1 *withfreeboard* 1,38~~12,36~~ MS7,36	PNl ✠LMC BS~~12,36~~1,38	*n*	CL 6,36	1927 9mo Lloyd's*A&CP*	Ardrossan Dkyd.Ld. Ardrossan Cell	Union-CastleMail S.S.Co.Ld. *DB*168' 240*t FPT*	211·8 46*t APT*31*t*	35·1	19·1 FK Coll	London British 4*BHCem* *BH to W dk*	T.6Cy.11¼",18¾"&31"-21" 180lb (*s*) 125NHP 2SB,4*cf*,GS63,HS2357 W.Beardmore&Co.Ld.Gls	21 ″ 0 s 8 ″ 0½ 13 ″ 4¾	
32809 160292 MJML	**Rowan** *ss*Bel.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	500 348 188	✠100A1 11,37~~10,36~~ ✠LMC3,36 BS2,38	Bel	*h*	CL 2,36	1932 2mo Lloyd's*A&CP*	Scott& Sons Bowling	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*) Cell *DB*88'100*t FPT*47*t*	167·0 Q97'B9'F23' BK7"	25·6	10·0	Newry British 3*BHCem* *APT*47*t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 86RHP 1SB,3*cf*,GS60,HS2000 Aitchison,BlairLd. Clydebank	12 ″ 1 s 4 ″ 2¼ 12 ″ 6¼	
32810 147506 GCQD	**Rowanbank** (*ex*KingHowel-37, *ex*Cephalonia, *ss*Shl.No.3-9,31 *ex*Stathis) *ss*Shl.No.1-36 2*Dks*(*Stl*)	5102 4767 3168	✠100A1 10,37~~4,37~~ BS4,37	Sld Bry ✠LMC5,36	*y*	CL ~~4,37~~ 10,37	1919 10mo Lloyd's*A&CP*	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*	400·2 P47'B113'F40' FK 344'1108*t FPT*123*t*	52·3	28·5	Glasgow British 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co. of HongKong,Ld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
32811 120718 KJWV	**Rowe** Wood 1*Dk*	476 — 394					1888	Manitowoc S.B.Corp Manitowoc, Wis.	H.C.Rowe&Co.	142·8	30·0	10·6	Nw.Haven, Con. Utd.States	C.2Cy.17"&34"-26" NB12 49NHP ManisteeIronWorks, Manistee,Mich.		
32812 FOEN	**Roxane** TwinSc *OilEng.* *Mchy.Aft* *Longitudinal framing* 1*Dk* D.F. *CarryingPetroleum in bulk*	7813 7024 4185					1929	Atel.&Ch. duSudOuest Bordeaux	Cie.Auxiliare de Nav.	445·4 P103'B35'F54'	62·1	34·2	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-59$\frac{1}{16}$" 532NHP Akt.Burmeistr&Wain,Cpn		V
32813 165481 GZSP	**Roxburgh Castle** *OilEng.* *Ref.Mchy.* 4*Dks* *CruiserStern*	7801 6963 4738	✠100A1 ~~12,37~~~~6,37~~4,38 ~~(*ClassContemplated*)~~ ✠LMC6,37	Bel Sou	*d*†	CL	1937 6mo Lloyd's*A&CP*	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld. *CellDB*335'1114*t* *Duct keel forward of mchy space* *Tanks at sides of tunnel*45'326*t FPT*46*t*	457·1 474·2(O.L.) B131'~~E44'~~F48' FK	63·3	34·3	London British 7*BHptCem* *APT*126*t*	Oil Engines 2S.C.DA 8Cy.~~24$\frac{7}{16}$~~"-55⅛" 1642NHP 24⅜" DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s8 ″ 0¼ 29 ″ 2¼	
32814 139228 GBWT	**Roxby** *ss*Bry.No.3-10,35 D.F. 1*Dk*(*Stl*)	4252 3975 2605	✠100A1 ~~6,37~~~~12,36~~ 3,38 ~~MBS6,36~~ MS10,35 MBS6,37	Npt ~~Gls~~ Shl ✠LMC DBS~~12,36~~ 3,38	*y*	CL ~~11,36~~ 6,37	1923 6mo Lloyd's*A&CP*	RopnerSB &RepairngCo (Stocktn) Ld. Stockton	RopnerShppngCo. Ld. *CellDBa*136'*u*	378·0 389·8(O.L.) P50'B&F298' FK *E*21'*f*155'965*t FPT*	53·0	24·6	W.Hartlpl British 6*BHCem* 76*t APT*206*t*	T.3Cy.24½",41"&68"-48" (*s*) 180lb ~~*100lb*~~ *85lb* 364NHP 2SB(Spt),6*cf*,GS140,HS5836 J.Dickinson&Sons,Ld.Sld.	27 ″ 0 s 3 ″ 1¼ 24 ″ 1½	
32815 6749 SDZN	**Roxen** (*ex*Athaulf) *ss*Got.No.3-5,28 *ss*Got.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt* ws)	*4528* *4039* *2709*	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~12,36~~ 4,38 *Fitted for oil*	Got Shl BS11,37 ✠LMC12,36 *fuel*	*y* 9,21	OG ~~11,34~~ 7,37 *F.P. a*	1921 9mo Lloyd's*A&CP* *bove* 1	Akt.Lind- holmen- Motala Gothenburg 50° F.	RederiA/B Trans- atlantic(G.Carls- son,*Mgr.*) *CellDB*	377·8 F38'*on Shelter dk* FK *Collision* 269'1145*t APT*86*t*	54·2	24·4	Gothenbrg Swedish *ptCem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44⅜"&72⅞"-48"(*s*) 185lb FD 455NHP 3SB(Spt),9*cf*,GS144,HS6150 Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11¾ 24 ″ 2½	
32816 LJBY	**Roy** (*ex*Danae-35) *ss*Shl.No.1-37 *ss*Nwc.No.3-3,33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1768 1327 969	✠100A1 7,37 ~~12,35~~ ~~BS6,36~~	Shl ✠LMC~~3,33~~ 7,37	*q*	CL ~~1,37~~ 6,37	1921 6mo Lloyd's*A&CP*	C.Rennold- son&Co. SouthShields	A/S D/S"Ask" (A.Kjerland, *Mgr.*) *DBa*38' *CellD*	270·2 P *on*Q22'B54'Q106' F22' FK *B*192'585*t FPT*74*t*	37·5	16·3	Bergen Norwegian 4*BHCem* *APT*106*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,6*cf*,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
32817 TVHE	**Royal** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	336 — 151					1924	Ch.&Atel. de laGironde Harfleur	Cie.Fluviale et Mar. deTransp. dePétrole(Soc. Anon.desPétroles Jupiter,*Mgrs.*)	179·8	25·9	10·8	Havre French	C.2Cy.12"&24"-18" 20NHP McKie&Baxter,Glasgow		V
32818 148269 GNSP	**Royal Archer** Ⓟ E.S.D. 2*Dks*	2266 1398 1167					1928	Scott'sS.B. &E.Co.Ld. Greenock	London&Edin- burghShippingCo. Ld.	290·5 P51'B120'F67'	41·2	18·0	Leith British *WB*	T.3Cy.26",42"&70"-45" 329NHP Scott'sSB&EngCo.Ld.Grk		C BT till ~~2,37~~ 4,38
32819 214581 WSCU	**Royal Arrow** *ss*N.Yk.No.3-5,29 *ss*Bal.No.2-37 ~~*ss*Bal.No.1-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	7794 7385 4800	✠100A1 *Shelter dk* *withfreeboard* 8,37~~10,36~~ ~~BS10,36~~ *CarryingPetroleum* *Fitted for oil*	Bal ✠LMC~~1,34~~ *oleum* *fuel*	*d*† 8,37 *in* 12,16	CL 10,36 *bulk* *F.P. a*	1916 12mo *bove* 1	NewYork S.B.Co. Camden,N.J. A&CP Cell 50° F.	Socony-Vacuum OilCo.Inc. *DBa*23'*uE&B*	467·6 FK 76'463*t DT f*40'441*t FPT*229*t APT*131*t*	62·7	32·0	NewYork Utd.States 16*BH* 10 ,, *to U dk* 6 ,, ,,*2nd* ,,	Q.4Cy.24⅛",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 ″ 0 s 4 ″ 2 28 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Model. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où cote, si ce n'est dans le L.R. Dans Cert. B. of Trade
32820 149440 GCQX	**Royal Crown** ssShl.No.2-36 1*Dk*(*Stl*) D.F. &*Shelter dk*(*Stl*)	4364 4105 2647	✠100A1 *withfreeboard* ~~3,37~~ ~~4,38~~ 1,38 BS5,37	Shl ✠LMC5,36	*z*	CL ~~4,36~~ 1,38	1927 8mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)	400·4 F39' FK *CellDB*348'1188t *FPT*120t *APT*198t	53·0	25·3	Newcastle British 6*BHCem* (Coll *BH to Sh dk* 5 ,, ,,2nd,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 410NHP 3SB(Spt)*9cf*,GS178,HS6900 N.E.Mar.Eng.Co.Ld.Nwc.	27 ″ 10 s 3 ″ 3 24 ″ 10	
32821 162702 MJMY	**Royal Eagle** Ⓟ Pad 1*Dk*&*Promenade dk* *Fitted for oil fuel*	1539 779 794	✠ 5,35	Lon ✠			1932 1mo	Cammell Laird&Co.Ld. Birkenhead	GeneralStm.Nav. Co.Ld.	292·1 *Promenade dk*281' BK5" *CellDBaft of EngineRoom* 12' 11t	36·7	10·5	London British 9*BHptAsp* *ptCem*	T.D.3Cy.28½",44"&68"-60" 485NHP 2SB,*8cf*, ,HS6620 CammellLaird&Co.Ld.Bkn		BT till 10,37
32822 148242 GDXY	**Royal Fusilier** Ⓟ E.S.D. 2*Dks*	2187 1383 1094					1924	CaledonS. B.&E.Co.Ld. Dundee	London&Edin-burghShippingCo. Ld.	290·2 P51'B102'F63'	41·2	18·0	Leith British *WB*	T.3Cy.26",42"&70"-45" 339NHP CaledonSB.&E.Co.Ld.Dun		C BT till 3,38
32823 161816 MPSB	**Royal Scot** ssLth.No.1-34 E.S.D. 1*Dk*(*Stl-pt* ws) *2nd dk in holds*	1444 1143 595	✠100A1 12,36 ~~BS5,36~~ 6,37	Lth ✠LMC1,34	*q*	CL 6,36	1930 3mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	London&Edin-burghShippingCo. Ld.	260·8 P38'B92'F64' FK&BK1¼" *CellDBa&uE*69' *f*92'210t*FPT*25t	38·3	17·3	Leith British 5*BHptCem* *ptAsp*	T.3Cy.22½",37"&60"-42" (*r*) 180lb *120lb* 356NHP 2SB,*6cf*,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun	18 ″ 6 s 2 ″ 0 16 ″ 10½	
32824 164080 GYTM	**Royal Scotsman** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	3244 1600 1435	✠100A1 *withfreeboard* 3,38 ~~3,37~~ *ForChannelService*	Bel ✠LMC6,36		OG r3,33	1936 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Burns&Laird Lines,Ld.	327·9 P65'B154'F76' *Upper*B145' FK *CellD*B214' 435t *DTf*18'	47·7	13·6	Glasgow British 8*BHptCem* 86t*APT*44t	Oil Engines 2S.C.SA 16Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 1077NHP DB*100lb* Harland&Wolff,Ld.Bel.	17 ″ 9 s 3 ″ 10 14 ″ 0	BT till ~~6,37~~ 3,38
32825 142772 GNXB	**Royal Star** (*ex*Royalstar) TwinSc ssNwc.No.3-9,31 ssNwc.No.1-35 *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	7900 7576 4880	100A1 *Shelter dk* *withfreeboard* ~~8,37~~12,37 ~~BS1,37~~ Lloyd'sRMC~~3,37~~	Liv Nwc BS12,37 LMC8,35 ~~10,37~~ 12,37	*c*†	CL ~~8,35~~ 12,37	1919 2mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*)	450·0 462·0(O.L.) P31'F43' *on Shelter dk* FK *CellDB*392'1495t *FPT*120t	58·5	37·1	London British *ptCem* 8*BHtoShdk* *APT*70t	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP 3DB,*24cf*,GS439,HS17079FD Wrkman,Clark&Co.LdBel	40 ″ 0 s11 ″ 0½ 29 ″ 8	
			Fitted for oil fuel 2,20 *F.P. above* 150° F.													
32826 163225 GYWW	**Royal Ulsterman** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	3244 1600 1435	✠100A1 *withfreeboard* 3,38 ~~3,37~~ *ForChannelService*	Bel ✠LMC6,36		OG	1936 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Burns&Laird Lines,Ld.	327·9 339·6(O.L.) P65'B154'F76' *Upper*B145' FK *CellD*B214' 435t *DTf*18'	47·7	13·6	Belfast British 8*BHptCem* 86t*APT*44t	Oil Engines 2S.C.SA 16Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 1077NHP DB*100lb* Harland&Wolff,Ld.Bel.	17 ″ 9 s 3 ″ 10 14 ″ 0	BT till ~~6,37~~ 3,38
32827 134513 CYBN	**Royalite** *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*&*Web frames*	2052 1530 1542			...		1916	Collingw'd S.B.Co.Ld. Collingwood	ImperialOilShip-pingCo.Ld.(H.J. Rahlves, *Mgr.*)	250·0 P63'F43' FK	43·1	16·6	Sarnia Ont British *WB*	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ont.	18 ″ 0	
32828 151108 VGWZ	**Royalton** *Mchy.Aft* D.F. GyC. 1*Dk* *Longitudinal framing at bottom & at deck*	7164 6740 5194					1924	TheColl-ingwoodS.B. Co.Ld.Coll-ingw'd,Ont.	ColonialSteam-ships,Ld.(R.Scott Misener, *Mgr.*)	536·5 F53'	58·2	27·0	Toronto British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP AllisChalmersMfg.Co. Milwaukee		CR
32829 150356 CYMG	**Royan** (*ex*Waccamaw) *Mchy.Aft* 1*Dk*2*trB*	1471 1206 879					1900	CraigS.B. Co. Toledo,O.	~~CanadaSteamship Lines,Ld.~~	250·2	40·2	14·8	Montreal British *WB*	T.3Cy.20",32½"&55"-40" 185NHP CraigS.B.Co.Toledo		
32830 LETG	**Röyksund** (*ex*Alfriston,*ex*Europa, *ex*Vautour, *ex*MarguеritePry) ssBgn.No.3-8,33 1*Dk*(*Stl*) *Well deck* *Mchy.Aft* Wireless	695 530 371	✠ ... 5,35	Bgn ✠	*j*		1919 5mo	N.V.Mach-inefabriek& Scheepswerf VanP.SmitJr Rotterdam	D/S A/S Fraktfart (Sigv.Risanger, *Mgr.*)	182·0 Q119'B13'F19' FK *CellDBf*112'	28·0	12·9	Haugesnd Norwegian 3*BHCem* 136t*FPT*37t	T.3Cy.16½",27$\frac{3}{16}$"&43$\frac{5}{16}$"-29½" 117NHP 1SB,*3cf*,GS55,HS1895 VanP.Smit,Jr.Rotterdam	14 ″ 9	N †
32831 149488 GSNX	**Royston** ssShl.No.2-33 ~~ssShl.No.1-34~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2722 2353 1642	✠100A1 3,38 ~~9,36~~ ~~BS1,34~~	Shl ✠LMC2,33 ~~BS5,36~~	*t*	CL ~~9,36~~ N2,33	1929 1mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	GrantaS.ShppgCo. Ld.(Witherington &Everett, *Mgrs.*)	305·0 P23'B50'F24' FK *CellDB*261' 727t *FPT* 106t	45·5	21·3	Newcastle British 6*BHptCem* *APT*100t	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,*6cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	
32832 142410 GMWB	**Royston Grange** (*ex*Salado-35, *ex*Australier,*ex*War Bison) ssNpt.No.3-9,30 ssCff.No.2-36 2*Dks*(*Stl*)	5144 4775 3178	✠100A1 3,38 ~~4,37~~ BS11,37 MS2,36	Npt Hul ✠LMC ~~BS12,36~~	*y*	CL 3,37	1918 5mo	Hawthorn Leslie&Co.Ld Newcastle Lloyd'sA&CP	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*)	400·1 412·6(O.L.) P49'B113'F39' FK *CellDB*345'1094t *FPT*119t	52·3	28·5	London British 7*BHptCem* *APT*173t	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLdNwc.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¼	
32833 PHEX	**Rozenburg** 1*Dk* Sub.Sig.	2068 1805 1259					1918	N.V.Werf Rijkee&Co. Rotterdam	N.V.Stoomb.Reed. "DeGoedeVer-wachting"(Hal-cyonLijnN.V. *Mgrs.*)	281·3 P18'B63'F27'	41·3	19·2	Rottrdam Dutch *WB*	T.3Cy.21",32½"&55"-36" 181NHP Werkspoor,Amsterdam		G
32834 124582 GLYM	**Ruahine** Ⓟ TwinSc *Ref.Mchy.* D.F. E.S.D. 3*Dks*	10870 9593 ~~6872~~ 6842	Lloyd'sRMC2,37 ~~8,37~~ 2,38				1909	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	480·6 B157'	60·3	41·1	Plymouth British *WB*	T.6Cy.28",47"&78"-48" 843NHP Denny&Co.Dumbarton		C BT till 2,38
32835 145423 MKVL	**Rubaan** (*ex*TodHead-36,*ex*Tilbury Ness-36,*ex*Graymount) ssLth.No.3-3,34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	324 216 123	✠100A1 ~~11,36~~12,37 BS~~2,36~~ 5,37	PGl Bkn ✠LMC~~1,34~~ MS12,37	*d*	CL ~~11,36~~ 11,37	1921 10mo	J.Cran& SomervilleLd Leith Lloyd'sA&CP	PointS.S.Co.Ld. (ColinMcPhail Urquhart&Co. *Mgrs.*)	130·2 139·3(O.L.) Q48'B8'F23' FK *FPT*33t	22·6	9·6	Glasgow British 3*BHCem* *APT*16t	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,*2pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
32836 123046	**Rubens** (*ex*Gaby) WoodAux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	375 307 275					1918	Chilman Shipyard Hoquiam, Wash.	KirkconnelBros.	137·9	30·9	11·8	Nassau,NP British	Oil Engines 4S.C.SA 4Cy.12"-16½" 56NHP UnionGasEng.Co.S.Fo.	13 ″ 7 s2 ″ 4½	
32837 6671 SGDK	**Rubfred** (*ex*JonasRein) 1*Dk*	786 611 414					1915	J.Meyer's S.B.Co. Zalt-Bommel	VerkebäcksÅng-fartygsA/B(Ruben Olsson, *Mgr.*)	198·2 Q68'B53'F23'	31·5	12·1	Verkebäck Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP RotterdamDroog.Maats.		V

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32838 15 ICFL	**Rubicone** (*ex*Myrmidon) D.F. 2*Dks*	4740 4345 2929					1905	Armstrong Whitworth &Co.Ld. Newcastle	MarittimaRavennateS.A.	399·5 391·5 P41'B110'F43'	49·2	28·8	Ravenna Italian *WB*	T.3Cy.25",41"&70"-48" 339NHP N.E.MarineEng.CoLdNwc		I
* 32839 118189 MCDQ	**Rubislaw** *ss*Abn.2ndNo.3-4,31 *Well deck* *ss*Abn.No.1-35 1*Dk*(*Stl*)&*deep framing*	1023 720 418	✠100A1 5,38 MS6,35 ✠LMO BS5,37 ✠NB(P)08 *refitted*38 ✠NB(S)29 *refitted*38	Abn	*n*	CL 4,38	1905 1mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	GraniteCityS.S.Co.Ld. (R.Connon Reid&Co.*Mgrs.*) *WB* = *CellDBa*54'*uE*	220·2 229·5(O.L.) Q76'B67'F47' BK8" 19'*f*91'241*tFPT*14*t*	32·2	14·8	Aberdeen British 4*BHCem* *APT*48*t*	T.3Cy.18½",31"&51½"-36" 180lb (*s*) 178NHP 2SB,*5pf*,GS78,HS2824 Hall,Russell&Co.Ld.Abn.	15 " 7 s " 9¾ 15 " 6	
32840 139234 GKXR	**Rudby** *ss*Npt.No.3-1,37 D.F. 1*Dk*(*Stl*)	4846 4627 ~~3004~~ 2939	✠100A1 ~~7,37~~ ~~1,37~~ ~~10,37~~ 3,38 BS3,38 ✠LMC1,37	Npt ~~Sws~~ Cff	*y*	CL N1,37	1924 12mo	W.Gray&Co.Ld. W Hartlepool *Lloyd'sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*158'	390·0 402·5(O.L.) P30'B220'F40' FK *f*169'1041*tFPT*180*t*	55·0	26·4	W.Hartlpl British 6*BHptCem* *APT*179*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb *100lb* 439NHP 3SB(Spt)*9cf*,GS190,HS7614 Cen.Mar.E.Wrks.LdWHpl	28 " 9 s 4 " 5¾ 24 " 6¼	
* 32841 132058 MDNF	**Rudmore** *ss*Nwc.2ndNo.3-12,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 730 574	✠100A1 ~~3,37~~ 12,37 ✠LMC1,37 BS12,37	Bly Goo	*m*	CL 3,37	1911 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *WB*=*Cell*	208·0 216·0(O.L.) Q98'B10'F22' FK *DBf*129'263*t* *FPT*	34·0	12·9	Middlsbro' British 4*BHCem* 51*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb *100lb* 162NHP 1SB,*4pf*,GS82,HS2782 G.Clark,Ld.Sunderland	14 " 11 s 1 " 3½ 13 " 9	
32842 8085 SJLN	**Rudolf** (*ex*Shildon-36) *ss*Shl.No.3-12,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*2159* *1712* *1215*	✠100A1 3,37 BS~~1,37~~ 1,38 ✠LMC12,34	Rot	*s*	CL 3,37	1922 9mo	BlythS.B.&D.D.Co.Ld. Blyth *Lloyd'sA&CP*	RederiA/BBifrost (J.R.Trapp,*Mgr.*) *DB*82' *Cell*	285·3 P25'Q84'B58'F24' FK *DB*158'697*tFPT*97*t*	42·0	17·8	Gothenbrg Swedish 6*BHCem* *APT*110*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 274NHP 2SB,*6cf*,GS124,HS4642 N.E.Mar.Eng.Co.Ld.Nwc.	20 " 0 s 2 " 1¼ 18 " 1	
* 32843 LESN	— (*ex*Småland,*ex*Skeffington) *ss*Osl.3rdNo.3-5,31 *ss*Osl.No.1-35 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	924 734 541	✠100A1 ~~3,37~~ 3,37 12,37 ✠LMC6,35 DBS~~7,36~~8,37 MBS~~2,37~~ 12,37	Stv ~~Osl~~ Ham	*m*	CL ~~2,37~~ 8,37	1893 4mo	Wood, Skinner&Co. Newcastle A&CP	SkibsA/S Sandöy (S.A.Larsen&E. Thorvildsen, *Mgrs.*) *WB*=*CellD*	206·0 213·7(O.L.) Q100'B21'F23' FK *B*173'254*t* *FPT*41*t*	32·3	14·4	Oslo Norwegian 4*BHCem* *APT*22*t*	T3Cy16$\frac{15}{32}$",28⅜"&47"-33"(*s*) 160lb *100lb* NDB27 127NHP 1SB,*3pf*,GS56,HS1900 N.E.MarineEng.CoLdNwc	16 " 7 s 1 " 6 15 " 5	
32844 DHUH	— 1*Dk*	821 654 487					1905	Stettiner Oderwerke Stettin	MathiesReed.A.G.	210·9 P14'Q41'B71'F27'	30·8	12·8	Hamburg German *WB*	T.3Cy.16",25"&41"-30" 92NHP StettinerOderwerke,Stn.		G
32845 DHUI	**Rudolf Albrecht** *Mchy.Aft* D.F. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk*	3817 3299 1993					1922	Frd.Krupp Akt.Ges. Kiel	PartenreedD. "RudolfAlbrecht" (Dr.MaxAlbrecht, *Mgr.*)	377·4 len34 P88'B28'F44'	45·7	23·9	Hamburg German *WB*	T.3Cy.23⅗",38$\frac{3}{16}$"&62$\frac{1}{16}$"-41⅜" 247NHP Frd.KruppA.G.Kiel		G
32846 DHUJ	**Rufidji** (*ex*Andalusia) *Fitted for oil fuel* Wireless 1*Dk*	1387 1152 770					1921	Deutsche WerftA.G. Hamburg	DeutscheOst-AfrikaLinie	234·5 B52'F23'	36·8	17·9	Hamburg German *WB*	T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½" 106NHP StettinerOderwerkeStettin		G
* 32847 PJCJ	**Rufina** TwinSc 1*Dk* *Mchy.Aft* *Longitudinal framing at bottom in centre tanks &* ~~*in trunk*~~	3173 2273 1555	✠100A1 1,38 ~~7,37~~ ✠LMC7,37 ~~(*Class Contemplated*)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,37 F.P. above 150°F.*	Cco	*v*	CL	1937 7mo	NVNederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	~~Curaçaosche Scheepv.Maats.~~ N.V.Curaçaosche Scheepv.Maats.	336·6 348·3(O.L.) P92'*Trunk*203' FK F39' *CellDBuB*1420*tFPT*123*t*	56·2	15·1	Willemstd Dutch 10*BHptCem ptAsp* *APT*105*t*	~~T3Cy.~~15⅜",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" T6Cy. 180lb (*s*) 366NHP 2W.T.B.HS6520 FD WerkspoorN.V.Ams.	14 " 9 s1 " 4½ 13 " 6½	
32848 205088	**Rufus P. Ranney** *Mchy.Aft* 1*Dk*	4797 — 3505					1908	Superior S.B.Co. Superior Wis.	TritonS.S.Co. (G.A.Tomlinson, *Mgr.*)	425·0	52·0	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Superior		
32849 DAUR	**Rugard** Ⓟ TwinSc Wireless Sub.Sig. *Cruiser Stern* 3*Dks*	1358 693 492					1927	Stettiner Oderwerke Stettin	StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H.	252·0 B180'	35·9	12·0	Stettin German *WB*	T6Cy.15⅞",26⅛"&43$\frac{5}{16}$"-25⅝" 187NHP StettinerOderwerke		G
* 32850 161590 MKVV	**Rugeley** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4985 4624 3061	✠100A1 *withfreeboard* ~~3,37~~ 2,37 ✠LMC2,36 3,33 ✠LMC(M)3,38	Cff ~~Bkh~~	*a*† Msl	CL	1936 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	TheRed"R"S.S.Co. Ld.(Stephens Sutton,Ld.*Mgrs.*) *CellDB*346'1174*t*	423·5 439·2(O.L.) FK (*Coll* *MT*1236*tAPT*191*t*	54·2	26·1	Newcastle British 7*BHptCem* *BHto Sh dk* 6 " " 2*nd* ")	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 2DB*120lb* 388NHP W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6	
32851 DAPE	**Rügen** Ⓟ TwinSc Sub.Sig. 3*Dks*	2170 1593 936					1914	Stettiner Oderwerke Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	294·2 B26'H—	38·2	21·6	Stettin German	T6Cy20$\frac{1}{10}$",32$\frac{3}{10}$"&51⅕"-29½" 283NHP StettinerOderwerke		G
32852 DMAS	**Rugia** (*ex*LitiLarsen,*ex*FranzFischer, *ex*KäteVick) 1*Dk* Now "Helga Schröder," *see No.* 38463 *in Supplement*	656 501 302					1904	Act.Ges. "Neptun" Rostock	KarlKludt (RichardSchröder, *Mgr.*)	171·4 Q53'B58'F19'	28·7	12·7	Rostock German *WB*	T3Cy.12⅝",19$\frac{11}{16}$"&33½"-23⅝" 55NHP A.G."Neptun,"Rostock		G
32853	**Ruhnu** Ⓟ Iron&SteelTwinSc (*ex*Najaden-36) Sub.Sig. 1*Dk*	452 — 308					1886	MotalaCo. Gothenburg	Laevaühing G.Sergo&Ko	164·3 P104'H33*t*F51'	25·2	10·7	Tallinn Estonian *WB*	C.4Cy.14"&32"-20" NB07 78NHP MotalaCo.Gothenburg		V
32854 DIEX	**Ruhr** Ⓟ D.F. *OilEng.* Sub.Sig. 3*Dks*	5955 5173 3584					1925	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	454·0 F31'	58·3	24·2	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$"-24⅜" 763NHP BremerVulkan,Vegesack		G
32855 DGXR	**Ruhrort** TwinSc *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoffnungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56'B29'	34·8	13·0	Duisburg-Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"-16$\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg NürnbergA.G.Augsburg		G
* 32856 145447 MKQS	**Rumore** (*ex*DhoonGlen-37, *ex*Millocrat,*ex* Brunton) *ss*Bkn.No.3-8,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *ss*PGl.No.1-37 Missing since 1.38	325 216 123	✠~~100A1~~ 3,37 ~~✠LMC3,37~~	PGl	*d*	CL 12,36	1921 5mo	J.Cran&SomervilleLd Leith *Lloyd'sA&CP*	PointS.S.Co.Ld. (ColinMcPhail Urquhart&Co. *Mgrs.*)	130·2 137·0(O.L.) Q48'B8'F22' FK *FPT*33*t*	22·6	9·6	Glasgow British 3*BH Asp* *APT*16*t*	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,*2pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 " 6 s " 6 10 " 2	
32857 161919 MPVG	**Runa** 1*Dk* Wireless	1575 1329 926					1930	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*)	252·3 P15'Q43'B90'F24'	40·0	16·5	Glasgow British *WB*	T.3Cy.18",30"&49"-33" 138NHP NEMarineEng.Co Ld.Nwc		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans L.R. Durée Cert. B of Trade.
32858 1841 SGDR	**Runeberg** Ⓟ Iron (exJ.L.Runeberg) 1*Dk*	472 266 275					1876	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	159·4 P102'H59tF34'	24·6	12·3	Stockholm Swedish	T.3Cy.14⅝",23⅝"&38"–25⅝" 73NHP W.LindbergsAktieb.Skm.		
32859 7601 SFCN	**Runmarö** (exConfield) ssOsc.2ndNo.3–12,37 ~~ssShl.No.3–4,25~~ *Cargo battens not fitted* ~~ssOsc.No.2–34~~ 1*Dk*(*ptIrn ptStl*)	2876 2553 1672	✠100A1 ~~3,37~~12,37 ✠LMC MS12,37 BS8,37	Mmo Osc	*u*	CL ~~3,37~~ 12,37	1912 10mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa96'uEq*	314·0 P25'B98'F35' FK *B41'f137'758tFPT*	46·6	21·2	Stockholm Swedish *5BHCem* *62tAPT146t*	T.3Cy.23",36½"&62"–42" (*s*) 180lb 267NHP 2SB,*6cf*,GS104,HS4082 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 6½ 20 ″ 1	
32860 146685 MLGP	**Runnelstone** ssNwc.No.3–6,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	869 592 427	✠100A1 3,37 ✠LMC MS7,34 ~~BS3,37~~ 5,36	Brs	*k*	CL 3,37	1923 1mo *Lloyd'sA&CP*	HansenSB &ShipRepg Co.Ld. Bideford	S.&.R.Steamships. Ld.(Stone&Rolfe, Ld.*Mgrs.*) *Cell*	190·0 Q119'BonQ14'F26' FK *DB126' 239t FWTank in break*	30·1	12·5	London British *3BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb 99RHP 2SB,*4pf*,GS64,HS2070 MacColl&Pollock,Ld.Sld. *714tFPT53tAPT30t*	14 ″ 6 s 4 ″ 6½ 14 ″ 1½	
32861 144061 GDNW	**Runo** *CruiserStern* 1*Dk*	1858 1322 1089					1920	Ramage& Ferguson,Ld Leith	Ellerman'sWilson Line,Ld.	262·7 P&B163'F57'	39·0	16·2	Hull British *WB*	T.3Cy.17½",30"&52"–36" 162NHP Ramage&Fergusn,Ld.Lth.		C
32862 161016 GPTF	**Runswick** ssCff.No.2–38 ~~ssBry.No.1–34~~ 1*Dk*(*Stl*)	3970 3527 2384	✠100A1 4,38 ~~3,37~~ ✠LMC4,38 ~~MS5,34~~ ~~BS8,36~~ ~~5,37~~	Cff	*x*	CL ~~1,36~~ 3,38	1930 5mo *Lloyd'sA&CP*	JLThomp- son&Sons,Ld. Sunderland	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	365·0 379·2(O.L.) P33'B222'F33' FK *CellDB321'955t*	51·0	23·2	Whitby British *6BHCem* *APT191t*	C4Cy(2)18⅝"&(2)39⅜"–39⅜" 210lb *180lb* (*s*) 277NHP 2SB(Spt)*6cf*,GS113,HS4880 J Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 1½ 22 ″ 7½	
32863 151392 VTDF	**Rupavati** Ⓟ (exRepton) TwinSc *Fitted for oil fuel* 2*Dks*	735 692 274			…		1919	A&J Inglis Ld. Glasgow	BombayS.N.Co. Ld.	219·8 FK	28·6	15·5	Bombay British *WB*	T.6Cy.13¼",21¼"&34"–21" 378NHP A.&J.Inglis,Ld.Glasgow	16 ″ 3	
32864 148280 GKYR	**Ruperra** ssNpt.No.3–6,37 ~~ssBry.No.3–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4548 4237 2800	✠100A1 *withfreeboard* ~~6,37~~ ~~10,36~~ 1,38 BS~~6,36~~ ✠LMC~~11,33~~ 6,37 MS10,36	Rot ~~Npt~~ Cff	*z*	CL 10,36	1925 1mo *Lloyd'sA&CP*	W.Gray& Co.Ld. W Hartlepool	BritishStm.Shpng. Co.Ld.(J.Cory& Sons,Ld.*Mgrs.*) *CellDB351'1051t*	397·1 409·9(O.L.) F32' FK *APT129t* (*Coll*	53·0	24·6	Cardiff British *6BHptCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,)	T.3Cy.26",42"&70"–48" (*s*) 180lb 423NHP 3SB,*9cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 ″ 1 s 2 ″ 11½ 24 ″ 5	
32865 161139 GMZJ	**Rupert de Larrinaga** 1*Dk*	5358 4887 3243					1930	Lithgows Ld. Pt Glasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British *WB*	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Gls.		C
32866 109661 GFRX	**Rushen Castle** Ⓟ TwinSc (exDuke of Cornwall) D.F. 2*Dks*	1724 1151 699					1898	VickersSns &Maxim,Ld. Barrow	Isle ofManSteam PacketCo.Ld.	315·0 P74'B132'F73'	37·1	16·5	DouglasIM British *WB*	T8Cy.22½",34"&(2)38½"–33" NB11 170NHP VickersSs&Maxim,Ld.Brw		BT till ~~6,37~~ 6,38
32867 160757 GSPD	**Rushpool** D.F. 1*Dk*	5125 4845 3181					1928	Cowpen DD&SBCoLd Blyth	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs*)	420·1 P34'B238'F41'	54·1	26·7	W.Hartlpl British *WB*	T.3Cy.26½",44"&73"–48" 369NHP Blair&Co (1926)Ld.Stk.		C
32868	**Rusoilprod** *OilEng* ssCff.No.1–34 Wireless 1*Dk*(*Stl*) *Mchy Aft Carrying Petroleum in bulk*	836 606 426	✠ … 2,37 ✠	Brs	*l*		1930 7mo	C.Hill& Sons,Ld. Bristol	U.S.S.R.	190·0 P54'F22' FK *DTf9'39tFPT40t*	32·6	13·3	Russian *8BH* *APT36t*	Oil Engines 4S.C.SA 6Cy.20⅞"–20⅞" 256NHP Maschfbk.Augsburg- Nürnberg-Augsburg	14 ″ 4	
32869 LJBW	**Rutenfjell** *CruiserStern* 1*Dk*&*Shelter dk* Wireless D.F.	1334 1104 715					1935	Nylands Verksted Oslo	A/SRudolf (Olsen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"–33 7/16"&LP Turbine with DRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
32870 LDNO	**Ruth** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5486 4775 3224					1932	Götaver- kenA/B Gothenburg	RederiA/S Ruth (Hagb.Waage, *Mgr.*)	381·0 P206tH378tF71t	55·2	30·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N
32871 8042 SJHN	— (exMexicano–35) 2*Dks*	3726 3223 2217					1911	SirJ.Laing &Sons,Ld. Sunderland	RederiA/S Ruth (Leopold Glücksman)	344·5 P146tH250tF49t	46·7	24·6	Gothenbrg Swedish *WB*	T.3Cy.24",40"&66"–45" 292NHP J.Dickinson&Sons,Ld.Sld.		N
32872 DAQT	— Wireless 1*Dk*	628 487 341					1924	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	180·2 Q22'B45'F22	29·0	11·5	Stettin German *WB*	T.3Cy.13⅝",21½"&35 7/16"– 25 5/16" 64NHP StettinerOderwerke		G
32873 OUZQ	— WoodAux4MstSr (exSailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	321 304 258					1920	T.Ph.Jör- gensen Thurö	SejlskibsA/S Danmark(A.E. Sörensen,*Mgr.*)	129·4	29·6	13·2	Svendborg Danish	Oil Engines 2S.C.SA 2Cy.11½"–16⅛" 49NHP *Emade&fitted30* A/SVölund,Cpn.		V
32874 LCWO	**Ruth I** (exRuth) ssShl.No.3–11,12 1*Dk*(*Stl*)*2trB&deepframing*	3531 3232 2172	✠ 4,18 ✠	Gms	*v*		1900 4mo	C.S.Swan& Hunter,Ld. Newcastle	A/S Britannic (Brummenæs& Torgersen,*Mgrs.*)	330·0 P62tH79tF42t *WB=CellDBa* FK 106'*uE*18'*f*140'829t	48·0	24·6	Haugesund Norwegian *5BHCem* *APT39t*	T.3Cy.24½",38"&64"–42" 275NHP 2SB,*6cf*,GS92,HS4048 T.Richardsn&Sns.Ld.Hpl.	27 ″ 5	N †
32875 220966 WADW	**Ruth Alexander** Ⓟ TwinSc (exCallao,exSierraCordoba) *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 3*Dks*	8135 — 4988					1913	Akt.Ges. "Vulcan" Stettin	DollarTerminal S.S.Co.	439·1 B151'F103'	56·0	26·2	S.Frncisco Utd.States *WB*	T.3Cy.24",39 7/16"&64 11/16"–49½" 588NHP A.G."Vulcan,"Stettin		R
32876 220761 KDIP	**Ruth Kellogg** (exVaba) *Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk*	5037 4598 3086					1920	American International S.B.Corp. HogIslandPa	KelloggS.S.Corp.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
32877 219173 KOKS	**Ruth Lykes** (exSouthlands, exLakeGera) *Fitted for oil fuel* 1*Dk2trB*	2612 — 1725			…		1919	Chicago S.B.Co. Chicago	~~LykesBros.S.S.Co. Inc.~~ LykesBros.– RipleySSCo.Inc.	251·0 P25'B64'F26' FK	43·6	26·1	Galveston Utd.States *WB*	T.3Cy 21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 3	R †
32878 164362 MKMT	**Rutland** Wireless D.F. E.S.D. *CruiserStern* 1*Dk*&*Shelter dk*	1437 1127 718					1935	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	261·6	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"–33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
32878* OYAN	**Ryaa** (exBeira–37) 2*Dks*	1273 937 681					1899	Lobnitz& Co.(Lim.) Renfrew	Dampskibsslsk. HetlandA/S (T.Basse,*Mgr.*)	229·4 Q88'H58'	33·9	16·6	Copnhagn Danish *WB*	T.3Cy.19",32"&57"–39" 203NHP Lobnitz&Co.Renfrew		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32879 134946 MLZT	**Rydal Force** ssBkn.No.3-12,35 *Well deck Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	1101 745 550	✠100A1 10,37 ~~12,35~~ ✠LMC MS12,35 BS~~11,36~~10,37	Bkn	*m*	CL ~~11,35~~ 10,37	1924 8mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*)	210·0|33·1|13·1 217·0(O.L.) Q128'B13'F30' FK Cell*DBf*131'248*t FPT*	Whitehvn British 3*BHCem* 102*tAPT*54*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 149NHP 2SB,4*pf*,GS84,HS2760 W.Beardmore&Co.Ld.Gls.	15 ″ 4 s 4 ″ 9¼ 14 ″ 11¼	
❊ 32880 7917 SDHT	**Rydboholm** *OilEng.* D.F. Sub.Sig 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Strengthened for Navigation in Ice*	*3197* *2692* *1774*	✠100A1 *withfreeboard* 4,37 ✠LMC10,33 DBS8,37	Got	*x*	CL ~~11,34~~ ~~3,38~~ 4,38	1933 10mo *Lloyd*'*sA&CP*	Götaverken A/B Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)	368·2|49·2|20·4 FK Cell*D B*305'907*tAPT*45*t* (	Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 4S.C.SA 6Cy.29⅜"-59$\frac{1}{16}$" 489NHP DB*85lb* GötaverkenA/B,Got.	23 ″ 0 s 1 ″ 5¾ 21 ″ 8	
32881 166061 MMKG	**Ryde** Ⓟ Pad *CruiserStern* 2*Dks*	603 422 237					1937	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	~~220·0|29·0|10·5~~ B28' |29·1|10·0 216·0|	Portsmth British	T.3Cy.16",25½"&41"-63" 133NHP Wm.Denny&Bros.Ld.Dmb		BT till 5,38
32882 220052 KJXA	**Ryder Hanify** **Wood** *Fitted for oil fuel* 1*Dk*	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Ore.	J.R.HanifyCo.	235·0|43·0|17·7 P18'B67'F38'	S.Frncisco Utd.States *WB*	T.3Cy.16",27"&46"-33" 121NHP PacificMarineIronWorks, Portland,Ore.		R
32883 146345 MNBL	**Rye** ssGoo No.3-10,37 ~~ssGoo.No.2-32~~ Sub.Sig. 1*Dk*(*Stl*)	1048 825 427	✠100A1 ~~4,36~~10,37 ~~BS4,36~~ ✠LMC~~3,33~~ 10,37	Goo	*o*	OG ~~8,32~~ 9,37	1924 10mo *Lloyd*'*sA&CP*	W.Beardmore&Co.Ld. Glasgow	LondonMidland&ScottishRailway (AssociatedHumberLines, *Mgrs.*)	240·3|34·2|15·4 P39'B88'F34' FK Cell*DBa&uE*73'*f*90'198*t FPT*	Goole British 5*BHCem* 12*tAPT*24*t*	T.3Cy.22⅜",36"&61"-39" (*s*) 180lb 333NHP 2SB,6*cf*,GS124,HS5000 FD W.Beardmore&Co.Ld.Gls.	16 ″ 4 s2 ″ 0½ 14 ″ 9	
32884 LESX	**Ryfylke** Ⓟ (*ex*Baltriger, *ex*St.Croix) *ss*Lon.No.3-10,29 *ss*Stv.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*)&*Awng dk* (*Stl*-ws)	1151 933 660	✠ ... 2,38 *Awng dk* *withfreeboard* ~~BS2,37~~ ~~✠LMC1,35~~	Stv	*n*	CL 1,35	1917 3mo *Lloyd*'*sA&CP*	Kjöbnhvns Flydk.&Skbs Copenhagen	DetStavangerske Dampskibsselskab.	220·4|32·7|17·7 B79'F46'*on Awng dk* FK Ce*llDB*179'187*t FPT*	Stavanger Norwegian 6*BHptCem* 31*tAPT*8*t*	T.3Cy.17",27"&45"-30" (*s*) 200lb 166NHP 2SB,6*cf*,GS90,HS3080 FD KjbnhavnsFlydk.&Skbsv.	19 ″ 9 ~~s 6 ″ 3~~ ~~13 ″ 9~~	
❊ 32885 LCOA	**Rygja** *ss*Bgn.No.1-37 *ss*Bgn.No.3-3,32 1*Dk*(*Stl*)	3534 3284 2146	✠100A1 6,37 ~~3,35~~ ~~BS8,36~~ ✠LMC~~3,32~~ 6,37	Rio Bgn	*w*	CL 8,36	1920 6mo *Lloyd*'*sA&CP*	J.Blumer &Co.Ld. Sunderland	A/S J.Ludwig Mowinckels Rederi	356·3|48·7|23·9 369·7(O.L.) P35'B170'F30' FK Cell*D B*312' 802*t FPT*67*t*	Bergen Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb HS5801 348NHP 2SB&1Aux.SB,8*cf*,GS149, N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s3 ″ 7½ 22 ″ 6	
32886 LESY	**Rym** (*ex*Mosel,*ex*MontRose)	1369 1184 790					1919	N.V.Werf deNoord Alblasserdam	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	239·0|36·0|16·9 P45*t*H168*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
32887 336 JMUG	**Ryoga Maru** Wireless 2*Dks*	1264 1021 704					1929	Manchu DockK.K. PortArthur	DairenKisenK.K.	230·0|34·0|18·0	Dairen Japanese	T.3Cy.		
32888 225 JPXA	**Ryoka Maru** (*ex*Oneka, *ex*Schuylkill) *ss*Kob.2ndNo.3-4,24 *ss*Kob.No.2-32 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5308 4886 3302	✠ ... 7,35 ✠	Kob	*a*†		1903 6mo	Russell& Co. Pt.Glasgow	SakaKisenK.K.	411·8|52·3|27·6 FK *CellDBa*146' *uE*23' *f*171'	Dairen Japanese 7*BHCem* 1210*t FPT*82*tAPT*45*t*	T.3Cy.27",43"&72"-48" 418NHP 3SB,9*cf*,GS184,HS6850 Rankin&Blackmore,Grk.	30 ″ 6	C †
❊ 32889 29704 JDWA	**Ryokai Maru** (*ex*Oristano) *ss*Yka.2ndNo.3-3,35 2*Dks*(*Stl*)	4655 4044 2918	✠100A1 ~~6,37~~ ~~3,37~~ 3,38 ✠LMC~~3,37~~ 3,38	Yka ~~Hak~~Kob	*x*	CL 3,37	1911 10mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	~~KyodoGyogyoK.K.~~ Nippon Suisan K.K.	380·0|49·0|26·4 P31'B94'F36' FK *CellDBa*129'*uE&B*42'*f*164'1108*t*	Kobe Japanese 6*BHCem* *APT*42*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld.	29 ″ 0	
32890 36553 JFWC	**Ryoyo Maru** *OilEng.* *ss*Kob.No.1-36 2*Dks*(*Stl*)	5974 5308 3650	✠100A1 4,37 ~~3,36~~ ✠LMC CS3,36 DBS~~3,36~~4,37 ~~3,36~~4,37 *Fitted for carrying oil* 1,31 F.P. *above* 150° F. *in deep tank aft*	Kob	*a*†	CL ~~11,34~~ 4,37	1931 1mo *Lloyd*'*sA&CP*	Kawasaki Dkyd.Co.Ld. Kobe	ToyoKisenK.K.	415·0|56·0|31·8 P34'B118'F39' FK 1'*tween dk* *CellDB*345' *BH dispensed with* 1394*t* *DTa*41'1277*tFPT*2	Yokohama Japanese *ptCem* 5*BH to U dk* 3 ,, ,,*2nd*,, 65*tAPT*58*t*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1175NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	31 ″ 10 s 6 ″ 10 25 ″ 0¾	
32891 24083 JIAD	**Ryufuku Maru** *ss*Kob.No.3-6,31 *ss*Nag.No.1-34 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Now* "Ryuhuku Maru," *see No.* 39953 *in Supplement*	5857 5586 4259	✠100A1 *Awng dk* *withfreeboard* 2,37 ✠LMC2,37.	Yka	*y*	OG 11,35	1919 1mo A&CP	Kawasaki Dkyd.Co.Ld Kobe	OginunoKaisho K.K.	385·0|51·0|36·0 FK *Collisio* *CellDB*334'1118*t FPT*126*tAPT*93*t*	Kobe Japanese *Cem* *nBH to A dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72$\frac{3}{16}$"-48" 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
32892 94 JLOG	**Ryuhei Maru** Ⓟ 2*Dks*	724 658 427					1910	OsakaIron Works Osaka	DairenKisenK.K.	180·0|27·0|19·0	Dairen Japanese	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
32893 22274 JTXA	**Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) 1*Dk*	2223 1856 1546					1918	S.Ono Osaka	Kuribayashi ShosenK.K.	270·0|39·0|23·9 P16'B62'F28'	Tokio Japanese *WB*	T.3Cy.18⅜",30"&49"-39" 150NHP S.Ono,Osaka		C
32894 19785 JSWA	**Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) 1*Dk*	2230 1854 1359					1917	S.Ono Osaka	IinoKisenK.K.	270·0|39·0|23·9 P16'B65'F28'	Tokio Japanese *WB*	T.3Cy.18",30"&49"-39" 150NHP S.Ono,Osaka	23 ″ 11	C
❊ 32895 203 JSFA	**Ryujin Maru** (*ex*Culna) *ss*Kob.2ndNo.3-9,23 *ss*Kob.No.3-7,36 2*Dks*(*Stl*)3*trB*	6243 5879 3966	✠100A1 ~~7,37~~ ~~7,36~~ 1,38 ✠LMC~~7,36~~ 1,38	Kob Yka	*a*†	CL ~~6,36~~ 1,38	1907 2mo *Lloyd*'*sA&CP*	W.Denny &Bros. Dumbarton	RyuohKisenK.K.	430·5|54·2|31·9 P31'B82'F39' FK C*ell DBa* 154'*uE&B*87'*f*143'1153*t FPT*	Dairen Japanese 7*BHCem* 135*tAPT*77*t*	T.3Cy.33",53½"&86"-60" (*r*) 180lb 760NHP 4SB,12*cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34 ″ 10 s 7 ″ 9½ 27 ″ 4	
32896 576 JQAG	**Ryuko Maru** *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	5626 4715 3178					1936	Mitsubishi JukogyoK.K Nagasaki	DairenKisenK.K.	395·9|53·8|30·5 P113'B26'F34'	Dairen Japanese *WB*	1 SteamTurbineDR geared 580NHP MitsubishiJukogyoK.K. Nag.		C
32897 41498 JZYH	— Ⓟ 2*Dks* *CruiserStern*	2962 2271 1725					1935	Uraga DockCo.Ld. Uraga	OsakaShosenK.K.	297·9|45·0|23·7 P23'B97'F32'	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"-13¾" SRgeared&LPturbine DRgeared toSc.Shaft 109NHP UragaDockCo.Ld.Uraga		

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
32898 10305 JLUE	**Ryukyu Maru** Ⓟ 2*Dks*	730 668 429					1906	OsakaIron Works Osaka	OsakaShosenK.K.	185·0 B35′	27·1	17·8	Osaka Japanese *WB*	T.3Cy.13″,$24\frac{5}{16}$″&39″–30″ 83NHP OsakaIronWorks,Osaka		
32899 28547 JFXB	**Ryusei Maru** (*ex*MadameMidas, *ex*Silvia) 1*Dk&deepframing*	2088 1923 1510			...		1904	ClydeS.B. &E.Co.Ld. Pt.Glasgow	KatanoKisen GomeiKaisha	288·3 P29′B80′F33′	42·0	19·6 FK	Kobe Japanese *WB*	T.3Cy.21″,33″&57″–36″ 202NHP ClydeS.B.&E.Co.Ld.P.Gl.	18 ″ 9	C †
32900 32489 JOKB	**Ryutoh Maru** (*ex*Camberley, *ex*Wyvisbrook) *ss*Kob.No.3–1,27 *ss*Osa.No.1–30 1*Dk(ptIrn ptStl)*	3311 2972 2012	✠ ... 12,34 ✠	Hak	*v*		1912 3mo	J.Blumer& Co. Sunderland	UyenoKisenGoshi Kaisha (Nakamura GumiLd. *Mgrs.*) *CellDBa*119′*uE*25′*f*137′846*t* *FPT*73*t*	332·5 P28′B101′F32′	48·7	21·9 FK	Fuchu Japanese 5*BHCem* *APT*106*t*	T.3Cy.23″,$38\frac{1}{2}$″&61″–42″ 284NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.Ld.Sld	24 ″ 3	
32901 28097 JEDD	**Ryuyo Maru** (*ex*EgyptMaru) *ss*Kob.No.3–8,32 2*Dks(Stl)&Shelterdk(Stl)* *ss*Kob.No.1-37	6707 6272 4737	✠100A1 *Shelter dk with freeboard* 10,37 ~~11,35~~ ✠LMC ~~1,37~~ 10,37	Yka Kob	*z*	1,37	1920 3mo	Uraga Dk.Co.Ld. Uraga A&CP	UyenoKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*) *CellDB*308′1117*t*	400·0 B78′*onShelter dk* *FPT*80*t* *APT*69*t*	54·0	37·5 FK *Coll*	Fuchu Japanese *Cem* *BH to Sh dk* 5 ″ ″ *U* ″	T3Cy.$27\frac{1}{16}$″,45″&75″–48″ (*s*) 200lb 540NHP 3SB,9*cf*,GS189,HS7601 FD UragaDockCo.Ld.Uraga	37 ″ 6 s 8 ″ $5\frac{1}{4}$ 29 ″ 4	
32902 10 JLEG	**Ryuzan Maru**	417 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			

****Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32903 30094 WBDQ	**S. B. Coolidge** (*ex*Australia, *ex*SailingBarge) *Mchy.Aft* 1*Dk2trB* D.F. GyC.	3695 — 2877					1898	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0	48·2	22·4 *WB*	Wilmgton (Del.) Utd.States E *Tpd*02	T.3Cy.20″,33½″&56″-42″ E&NB *fitted* 02 203NHP AmericanSBCo.Cleveland		R
32904 218630 KJXC	**S. B. Hunt** *ss*Mob.No.3-4,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6840 6133 4268	✠100A1 ~~6,37~~ ~~12,36~~ 12,37 ~~BS6,36~~ *Carrying Petr* *Fitted for oil*	Gal BS6,37 ✠LMC4,34 *oleum* *fuel* 8,	*b*† *in* 19	CL ~~12,36~~ 12,37 *bulk* *F.P. a*	1919 8mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP 50° F.	StandardOilCo. of NewJersey *CellDBuE&B*60′ *DTf*40′552*t*	429·3 P133′B36′F40′ 259*t* *FPT*222*tAPT*57*t*	59·2	31·4 FK	Wilmgton (Del.) Utd.States 17*BHptCem* 13*BHtoUdk* 4 „ „2nd„	T.3Cy.27″,45½″&76″-51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
32905 205186	**S. B. Way** (*ex*WilliamLivingstone-36) *Mchy.Aft* GyC. 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	532·0	58·3	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24″,38″&65″-42″ 274NHP GtLakesEngWrks,Detroit		R
32906 220941 KDML	**S. C. T. Dodd** *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* GyC. *Carrying Petroleum in bulk*	7025 6349 4355					1920	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0 P106′B40′F41′	57·2	33·1	S.Frncisco Utd. States *WB*	T.3Cy.27½″,46¼″&78″-51″ 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
32907 96445 WOQB	**S. H. Robbins** (*ex*HenryW.Oliver) *Mchy.Aft* GyC. 1*Dk2trB*	4909 — 3617					1899	Cleveland S.B.Co. Lorain,O.	TheWilsonTransit Co.	444·0	50·0	24·6 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&63″-40″ NB17 251NHP ClevelandS.B.Co.		R
32908 PKRV	**'sJacob** 2*Dks&ptAwng dk3trB*	2839 2549 1770					1907	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 F39′ *ptAwng dk*220′	44·1	22·8 *WB*	Batavia Dutch	T.3Cy.22″,36½″&60″-42″ NB*made*13 *fitted*16 233NHP Maats.Fyenoord,Rot.		V
32909 216019 WPCM	**S. M. Spalding** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Web frames* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	7175 6444 4361			...		1918	Bethlehem S.B.Corp.Ld. S.Francisco	StandardOilCo. of NewJersey	435·0 P106′B50′F42′	56·0	32·0 FK	Wilmgton (Del.) Utd.States *WB*	DR Geared Steam Turbine 531NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
* 32910 FNCW	**S. N. A. 1** (*ex*Snake) *ss*Rou.No.3-1,35 *Well deck* 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted* *Corrugated sides*	2679 1977 1365	✠100A1 2,38 ~~3,37~~ BS~~12,36~~ 2,38	Shl Rot ✠LMC11,35	*t*	CL 3,37	1922 10mo *Lloyd*	Osbourne Graham& Co.Ld. Sunderland '*sA&CP* *Inter*	Soc.Nationale d'Affrêtements *mediateBH in fore*	300·0 P19′Q106′B52′F23′ *hold dispensed with* *CellDBuE&B*40′11	48·0	18·1 FK	Rouen French *Cem* 4*BHonly* 6*tf*396*tDTa*	T.3Cy.23½″,38″&64″-42″ (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. 106′876*tFPT*79*tAPT*75*t*	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
32911 FOSR	**S. N. A. 7** *ss*Rot No.3-10,34 *Well deck* 1*Dk*(*Stl*)&*Web frames* D.F. *Corrugated sides* *Cargo battens not fitted*	2679 1977 1363	✠100A1 10,37 ~~10,36~~ BS4,37	Rot Shl ✠LMC4,35	*t*	CL ~~10,35~~ 10,37	1922 7mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *IntermediateBH* *in fore* *CellDBuE&B*40′*f*	300·0 P19′Q106′B52′F23′ *hold dispensed with* 116′ 396*t DTa* 106′	48·0	18·1 FK	Rouen French *Cem* 4*BH only* 876*tFPT*79*t*	T.3Cy.23½″,38″&64″-42″ (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. *APT*75*t*	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
32912 FOST	**S. N. A. 8** *ss*Msl.No.1-34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2582 2125 1546	✠100A1 ~~9,37~~ ~~11,36~~ 3,38 BS~~6,36~~ 5,37	Rot ✠LMC5,34	*t*	CL 1,36	1930 6mo *Lloyd*	Smith's DockCo.Ld. Stockton '*sA&CP*	Soc.Nationale d'Affrêtements *CellD*	296·2 P23′B56′F27′ *Trunk in Wells* B252′ 870*t FPT*131	45·0	20·1 FK	Rouen French 6*BHCem* *tAPT*101*t*	T.3Cy.21″,35″&57½″-39″ (*s*) 180lb 254NHP 2SB,6*cf*,GS107,HS4335 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 2 ″ 8¼ 19 ″ 9½	
32913 FOSW	**S. N. A. 9** (*ex*NewtonAbbot-36) *ss*Shl.No.2-36 1*Dk*(*Stl*)	2689 *2418* *1614*	✠100A1 ~~10,37~~ ~~12,36~~ 11,37 BS10,37	Shl Rot ✠LMC10,36	*t*	CL 11,35	1928 1mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *CellD*	305·1 P25′B54′F26′ *B*247′670*tFPT*118*t*	45·2	21·9 FK	Rouen French 6*BHptCem* *APT*126*t*	T.3Cy.21″,35″&58″-39″ (*s*) 180lb 260NHP 2SB,6*cf*,GS116,HS4436 N.E.MarineEng.CoLd.Sld	24 ″ 2 s 3 ″ 9¼ 20 ″ 7	
32914 226885 WOBA	**S. T. Crapo** (*Self-Unloader*) *Mchy.Aft* D.F. GyC.	4769 — 2942					1927	Gt.Lakes Eng.Wks. RiverRouge, Mich.	HuronTransptn.Co	384·0	60·0	29·0	Detroit Utd.States	T.3Cy.22½″,38″&63″-42″ 257NHP Gt.LakesEng.Wks. Detroit,Mich.		R
32915 42 ITJO	**S. Vincenzo** (*ex*Clearlight, *ex*Malorossia) *Well deck* 1*Dk&Web frames*	865 703 483			...		1905	Chant.Nav deNicolaieff Nicolaieff	CarmineVitiello	210·6 Q76′B52′F26′	29·9	13·4 FK	Torre del Greco Italian *WB*	T.3Cy.15″,26″&41½″-22½″ 85NHP ChantiersNavals de Nicolaieff	15 ″ 8	I †
32916 TCCT	**Saadet** Ⓟ (*ex*Rumeli, **Iron** *ex*Roumeli, *ss*Cpl.2ndNo.3-6,07 *ex*Thyra,*ex*ErissosKefallinias, *ex*Medea,*ex*MedeaD.) 1*Dk2trB* *Well deck*	819 674 495	✠ 2,09 ✠NB5,93 ✠	Pir	*m*		1884 10mo	Palmers' Co. Newcastle	Denizyollari Idaresi	219·0 P&B123′F25′	30·2	14·7 BK8″ *DB*	Istanbul Turkish 5*BHCem* *a*22′*f*22′60*t*	C.2Cy.28″&54″-36″ 128NHP 1SB,4*pf*,GS70,HS1846 Palmers'Co.Nwc.	15 ″ 6	
32917 DOHV	**Saale** Ⓟ **4Mst** *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. **D.F.** **E.S.D.**	7262 6527 4433	✠Lloyd'sRMC~~5,37~~ 1,38 ~~5,37~~				1928	F.Schichau Danzig	Norddeutscher Lloyd	473·9 P25′B438′F30′	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.26¾″-47¼″ 1242NHP F.Schichau,Elbing		G
32918 DOQX	**Saar** *OilEng.* D.F. 1*Dk* E.S.D. *Cruiser Stern*	3261 2621 1868					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30′B&F313′ *Upper*F22′	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.$20\frac{7}{16}$″-$27\frac{9}{16}$″& hydraulic coupling SR geared to 1Sc.shaft 879NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		G
32919	— Wireless *CruiserStern* 1*Dk*	1000					1937	Stettiner OderwrkeAG Stettin	Rud.Christ.Gribel	207·6 Q15′F24′	32·5	17·2	Stettin German *WB*	C.4Cy.(2)13⅜″&(2)28¾″- 28¾″ 124NHP StettinerOderwerkeA.G.		
32920 Dismantled 820 ESGT	**Saaremaa** **WoodAux3MstSr** (*ex*Kallhäll,*ex*Ilmatar) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	376 318 273					1919	J.H.Hed- lund Wiborg	J.Lepik	146·7 Q36′H49*t*	31·0	12·1	Kuressar Estonian	Oil Engines 2S.C.SA 2Cy.$14\frac{19}{20}$″-$16\frac{1}{10}$″ 79NHP J&CGBolinder'sCoLdSkm		V

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* L.R. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
32921 Broken up OHOH	**Saari** WoodAuxTwinSc3MstSr (exSailingVessel) OilEng. 1Dk2trB (See Sailing Ship Register)	415 — 318					1891	W.Wigelius Gustaf	JohnNurminen	138·6	31·4	14·6	Raumo Finnish	Oil Engines 2S.C.SA 4Cy.11½"-12¾" 98NHP Emade&fitted17 J.O.&G.Bolinders,M.V. Stockholm		
32922 DHUL	**Saarland** Ⓟ Sub.Sig. D.F. GyC. 2Dks&Shelterdk	6725 5572 3974					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1	58·3	26·8	Hamburg German WB	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
32923	**Sabagawa Maru** Wood 2Dks	317 287 184					1890	J.Ellerton Kobe	LiTeHsin	144·7	18·8	15·2	Chinese	T.3Cy.11",17½"&27½"-20" NB03 34NHP OsakaIronWorks,Osaka		
32924 149906 GNPJ	**Sabaneta** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)	2396 1743 1242	✠100A1 withfreeboard 7,37 ~~3,36~~ Carrying Petroleum in bulk Fitted for oil fuel 9,27 F.P. above 150° F.	Cco BS7,37 ✠LMC3,36	t	CL 2,36	1927 9mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f 286t a 356t FPT 60t	305·7 P67'F34' FK Trunk dk204'	50·2	14·3	London British 7BHptCem APT75t	T.6Cy.13½",23½"&36"-27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1·10½ 13 ″ 3¾	
32925 PUCD	**Sabará** (exMontePenedo) TwinSc OilEng. 2Dks	3693 3329 2312					1912	Howaldts-werke Kiel	LloydBrasileiro	350·7 P&B279'F33'	50·1	23·7	R.Janeiro Brazilian WB	Oil Engines 2S.C.SA 8Cy.18½"-26¾" 460NHP Gebr.Sülzer,Winterthur		
* 32926 1910 ICGH	**Sabaudia** (exJabiru-33) ssGen.2ndNo.3-11,37 ~~ssMch.No.3-8,21~~ Wireless ~~ssBrw.No.2-33~~ Well deck 1Dk(ptIrn ptStl) Stl lower dk in fore hold	1590 1455 960	✠100A1 4,38 ~~2,36~~ BS~~1,37~~ 4,38	Gen ✠LMC~~10,35~~ MS5,37	r	CL 1,37	1911 11mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Dani&C. Cell DBa70' u E32' f120' 385t FPT 33t APT44t	296·5 285·0 BK8" P&B166'F61'	36·1	19·5	Genoa Italian 5BHCem	T.3Cy.21 11/16",34"&56"-42" 160lb (r) 254NHP 2SB,6cf,GS129,HS4578 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 9 s 2 ″ 0½ 19 ″ 5	
* 32927 196 ICFT	**Sabbia** Ⓟ ssTri.No.2-34 Ref.Mchy. 2Dks(Stl) D.F.	5788 4999 3623	✠100A1 3,38 MS3,38 ✠Lloyd'sRMC~~3,37~~ 3,38 ~~11,37~~	Tri ✠LMC BS7,37	y	CL ~~2,35~~ 10,37	1926 4mo Lloyd's A&CP	ClydeS.B. &Eng.Co.Ld. PortGlasgow	LloydTriestino Soc.Anon.diNav. CellDB338'1233t B125'F35' FPT 122t APT60t	404·3 390·1 FK	54·0 54·0	28·7 29·6	Venice Italian 7BHCem 1BHto2nddk	T.3Cy.25¼",41"&68"-45" (s) 200lb FD 468NHP 3SB(Spt)9cf,GS148,HS6960 ClydeS.B.&E.Co.LdP.Gls.	32 ″ 0 s 6 ″ 7 25 ″ 7½	
* 32928 EAIJ	**Sabina** (exAirScout,exWeilburg) ssBbo.No.3-4,34 1Dk(Stl) Cargo battens not fitted	2421 — 1297	100A1 12,36 BS10,36	Cff LMC4,34	s	CL 12,34	1920	Frd.Krupp Akt.Ges. Kiel	Cia.Nav.Vascongada Intermediate BH in fore hold dispensed with CellDB231'558t DTf12' 118t FPT57t APT153t	288·2 P22'B80'F38' FK	44·2	20·3	Bilbao Spanish 4BH only ptCem ptAsp	T.3Cy.19 11/16",32 11/16"&54¾"-39⅜" 175lb (s) 245NHP 2SB,4cf,GS86,HS3445 FD Frd.KruppA.G.Kiel	22 ″ 6 s 3 ″ 3½ 19 ″ 5	
32929 136307 VGXM	**Sable I** Ⓟ ssQbc.No.3-5,27 ssMtl.No.2-35 Wireless 1Dk(Stl)&Shadedk	734 425 341	✠100A1 Shade dk 6,37 ~~5,36~~ ~~BS5,36~~	Qbc BS5,37 ✠LMC5,35	j	CL N5,36	1914 6mo Lloyd's A&CP	Bow,McLachlan&Co. Ld. Paisley	Bras d'orBayNav. Co.Ld. Cell DBa35' u E27' f83' 156t	183·0 FK&BK1"	28·6	12·2	Quebec British 4BHCem	T.3Cy.15",25½"&41"-30" (s) 200lb 85RHP 2SB,4cf,GS81,HS2410 Bow,McLachln&CoLdPsy	13 ″ 0 s ″ 7 12 ″ 8	
32930 144504 GBQW	**Sabor** Sub.Sig. 2Dks	5212 4793 3227					1920	Earle'sCo. Ld. Hull	RoyalMailLines Ld.	400·4 P49'B113'F39'	52·2	28·5	London British WB	T.3Cy.27",44"&73"-48" 369NHP Earle'sS.B.&E.Co.Ld.Hull		C
32931 EAIK	**Sac 2°** ssBcl.No.3-5,34 1Dk(Stl)	2959 2769 2260	✠100A1 11,36 MS4,34	Bcl ✠LMC BS9,36	u	CL 5,35	1922 2mo Lloyd's A&CP	J.Blumer &Co.Ld. Sunderland	Soc.Anon.Cros CellDBa108' u E 25' f 140' 743t	331·0 P29'B94'F30' FK	47·7	21·9	Barcelona Spanish 5BHCem APT147t	T.3Cy.24",40"&65"-45" (s) 180lb 100lb 318NHP 2SB,6cf,GS136,HS5022 J.Dickinson&Sons,Ld.Sld.	24 ″ 3 s 3 ″ 5¾ 21 ″ 0	
32932 EADX	**Sac 4°** (exDilluns) ssBcl.No.3-4,28 ssBcl.No.1-32 1Dk(Stl) (IN PORT DAMAGED)	*2382* *2168* *1431*	✠ 4,36	Bbo ✠	t		1922 3mo	ClydeS.B. &Eng.Co.Ld PortGlasgow	Soc.Anon.Cros CellDB250' 614t FPT63t APT60t	294·8 P25'B80'F33' FK	44·2	20·6	Barcelona Spanish 5BHCem	T.3Cy 22",35"&59"-39" 250NHP 2SB,6cf,GS126,HS4060 ClydeS.B.&E.Co.Ld.P.Gls	22 ″ 9	
32933 Sunk in port by aircraft 2.38 EADY	**Sac 5°** (exDimarts,exAzpeitia, exCosme, exDarlington) ssBcl.3rd.No.3-3,25 ssBcl.No.2-33 1Dk(Stl)&Webframes &ptAwngdk(Irn-ws)	2521 1879 1535	✠~~100A1~~ pt Awng dk withfreeboard 4,36 ~~MS6,35~~	Bcl ✠~~LMC~~ ~~BS5,36~~	s	CL 3,35	1890 6mo Lloyd's A&CP	Richards'n Duck&Co. Stockton	Soc.Anon.Cros Cell DB248'552t	297·0 BK10"	40·0	19·0	Barcelona Spanish 5BHCem	T.3Cy.22½",37"&61"-42" (a) 160lb 75lb NDB03 245NHP 2SB,6cf,GS94,HS3740 Blair&Co.Ld.Stockton	21 ″ 8 ~~s 7 ″ 11¼~~ ~~21 ″ 6~~	
32934 EAIN	**Sac 6°** ssBcl.No.1-32 Mchy.Aft 1Dk(Stl) Arch deck	2498 2234 1481	✠100A1 withfreeboard 8,35 MS6,32 No later survey reported	Bcl ✠LMC BS12,36	s	CL 8,35	1928 8mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdSunderlnd	Soc.Anon.Cros CellDBuE27'f213'797t FPT96t APT37t	297·2 P68'F31' FK	43·1	23·5	Barcelona Spanish 5BHptCem	T.3Cy.20",33"&54"-36" (s) 180lb 206NHP 3SB,6cf,GS91,HS3414 N.E.MarineEng.CoLd.Sld.	26 ″ 7 s 6 ″ 6½ 20 ″ 8	
32935 EGKT	**Sac 7°** (exSalvador) 1Dk	835 712 445					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 P30'B44'	28·9	13·9	Barcelona Spanish WB	T.3Cy.12",20"&32"-24" Ebuilt15,fitted18 50NHP Dunsmuir&Jackson,Gls.		V
32936 EGKU	**Sac 8°** (exValmurian,exCapita Revuelta) 1Dk	910 712 675					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 B44'F30'	29·8	14·1	Barcelona Spanish WB	T.3Cy.12",20"&32"-24" 50NHP AlexanderHermanos,S.en C.Barcelona		V
32937 EAQJ	**Sac 9°** (exTeresaPamies-32, exAcuario, exKingDavid) ssMsl.2ndNo.3-7,22 ssBbo.No.1-26 1Dk(Irn)2trB&deepframing	2554 2327 1595	✠ 12,32 ✠	Bcl	t		1895 10mo	Short Bros. Sunderland	Soc.Anon.Cros Cell DBa&uE118'f118 657t APT61t	304·1 P27'B68'F31' FK	44·1	20·6	Barcelona Spanish 5BHCem	T.3Cy.23",38"&61½"-39" 242NHP 2SB,6cf,GS117,HS3520 Blair&Co.Ld.Stockton	23 ″ 2	
32938 217328 WGOI	**Saccarappa** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	4965 4664 2952			...		1918	American Intrnational S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.ofDelaware	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
32939 215939 KMWE	**Sacramento** Fitted for oil fuel 2Dks Now "Point Bonita," see No. 39661 in Supplement	4782 4387 2996			...		1918	SeattleCon &DryDkCo. Seattle	Swayne&HoytLd.	380·0 P40'B100'F41' FK	53·2	27·0	S.Frncisco Utd.States WB	T.3Cy.24",40"&70"-48" SeattleConst.& DryDk.Co.Seattle 472NHP	29 ″ 4	R †

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L. R. Date of B. of Trade Cert.
32940 144729 GKZJ	**Sacramento Valley** (*ex*Skegness) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*~~2*Dks*~~	4573 4318 2842					1924	Workman, Clark&Co.Ld Belfast	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*)	401·6 F41'	54·3	25·3	Bideford British *WB*	T.3Cy.26",42"&71"–48" 349NHP Wrkman,Clark&Co.Ld.Bel		C
32941 70 ITLG	**Sacro Cuore** (*ex*Fucsia–34, *ex*Gwynwood) *Well deck* 1*Dk&Web frames*	1097 891 610			...		1899	W.Dobson &Co. Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	212·5 P18'Q44'B46'F24' FK	35·0	13·9	Torre del Greco Italian *WB*	T.3Cy.18½",30"&49"–33" NB15 148NHP N.E.MarineCo.Ld.Nwc.	16 ″ 5	I †
32942 TCCO	**Sadan** (*ex*Akin–37,*ex*PanzoS., *ex*Danubian, *ss*Hpl.No.3–1,03 *ex*Muntenia,*ex*Proteus, *ss*Syd.No.2–12 *ex*Gladys) 1*Dk*(*Irn*)*&Web frames&* *ptAwng dk*(*Irn*)	2302 1729 1504	✠ 1,20 ✠	Sws	*s*		1890 12mo	S.P.Austin &Son Sunderland	SadikZadeRusen OgullariVapur-culuk	285·0 P31'Q72' *ptAwng dk*182' *CellDBa*110'*uE&B*42'*f*86'476*tAPT*30*t*	39·6	18·8 25·8 BK9"	Istanbul Turkish 5*BHptAsp* *ptCem*	T.3Cy.21½",36"&59"–39" NDB01 218NHP 2SB,6*rf*,GS106,HS3288 G.Clark,Ld.Sunderland	21 ″ 3	V †
32943 TCCX	**Sadikzade** Ⓟ (*ex*YelkendjiZade Riffat,*ex*Greifswald,*ex*Stettin, *ex*Polbain,*ex*Paklat, 1*Dk&Spar dk* *ex*MariaRickmers)	1657 1448 1018					1902	Rickmers Akt.Ges. Bremerhaven	Denizyollari Idaresi	253·0 P&B160'F26'	37·4	19·6	Istanbul Turkish *WB*	T.3Cy.$18\frac{5}{16}$",$30\frac{11}{16}$"&$49\frac{3}{16}$"– 13½" 135NHP OttensenerMaschf.Altona		
32944 UPCT	**Sadko** (*ex*Lintrose) 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws)	1613 1426 506	✠ 7,19 ✠	Bcl	*v*		1913 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R.	255·0 F36' *CellDBa*45'*uE*18'*f*93'157*t FP*	37·4	22·7 FK	Archangel Russian 5*BHCem* *T*9*tAPT*20*t*	T.3Cy.26",42½"&70"–42" 587NHP 4SB,12*cf*,GS248,HS9920 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 11	
32945 LETH	**Sado** (*ex*Pan) 1*Dk*	925 669 535					1917	Jarlsö Værft Tönsberg	D/S A/S Havlyn (HartvigLarsen, *Mgr.*)	200·4 Q60*t*B82*t*H53*t*F19*t*	31·9	12·9	Haugesnd Norwegian *WB*	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.Værksted		N
32946 Broken up 216845	**Sag Harbor** Sub.Sig. 1*Dk*	2431 1946 1417			...		1918	StatenIsld. S.B.Co. StatenIsland, N.Y.	UnitedStates Maritime Commission	264·0 P22'B65'F29'	42·2	21·9 FK	NewYork Utd.States *WB*	T.3Cy.18",30"&51"–36" 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 ″ 0	
32947 4976 SGED	**Saga** (*ex*Fro,*ex*Felicia,*ex*Doretea, *ex*Kattegat) 1*Dk*	*1077* *930* *591*					1909	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Ægir GunnarLindqvist, *Mgr.*)	226·4 P18'B57'H58*t*F18'	35·1	14·3	Stockholm Swedish *WB*	T.3Cy.16½",26"&44"–30" 106NHP FredrikstadM.V.Frdstad.		N
❊ 32948 OUKS	— (*ex*Scotscraig) *ss*Gls.2ndNo.3–3,29 *Well deck* *ss*Cpn.No.1–34 1*Dk*(*Stl*)&*deep framing*	919 674 540	✠100A1 10,36 ~~BS10,36~~ ✠LMC~~6,34~~ 10,37	Els	*l*	OG 9,36	1904 7mo *Lloyd's*A&CP	Grngem'th &Greenock DockyardCo Greenock	DetForenede DampskibsSelsk.	200·1 210·2(O.L.) Q69'B58'F22' *WB=CellDBa*44'*uE&B*31'*f*86'	32·5	13·1 FK	Aarhus Danish 4*BHCem* 282*tAPT*10*t*	T.3Cy.15½",26"&43"–30" (*s*) 180lb *85lb* 119NHP 1SB,3*cf*,GS63,HS1954 D.Rowan&Co.Glasgow	15 ″ 3 s ″ 10½ 14 ″ 6	
32949	— **Wood** (*ex*Ulven–33,*ex*Oddborg,*ex*Ringfond) 1*Dk*2*trB*	626 495 355					1901	J.Hauge Stord,near Bergen	SagaCorporation (E.S.Erickson, *Mgr.*)	170·7 Q35*t*B61*t*H6*t*F20*t*	28·1	15·8	Panama Pnamanian	T.3Cy.12¼",20"&32"–26" 52NHP StavangerStöberi&Dok		N
32950 26447 JGTB	**Saga Maru** 1*Dk*	2150 1929 1240			...		1919	Teikoku S.S.Co.Ld. Toba,Ise Province	SanboShosenK.K.	275·0 P19'B64'F30'	41·0	24·0 FK	Funaka Japanese *WB*	T.3Cy.20",33"&55"–39" 258NHP KobeSteelWorks,Ld.Kobe	24 ″ 0	C †
32951 164623 MLLQ	**Sagacity** *OilEng.* 1*Dk* *MchyAft* *CruiserStern*	490 321 249	✠100A1 5,36 ✠LMC5,36	Grk	*g*	OG N5,37	1936 5mo *Lloyd's*A&CP	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	153·2 Q96'F17' *FPT*61*t*	27·7	9·6 FK	London British 3*BHAsp* *APT*50*t*	Oil Engines 2S.C.SA 5Cy.12⅝"–15¾" 140NHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s 3 ″ 7 10 ″ 8	
❊ 32952 216584 KTUO	**Sagadahoc** *ss*Bal.No.3–8,30 *ss*Bal.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6275 5824 3969	✠100A1 *Shelter dk* *withfreeboard* 9,37~~11,36~~ ✠LMC MS5,35 BS4,37 *Fitted for oil fuel* 7,18 *F.P. above* 150°F.	NYk Bal	*a*†	CL 6,36	1918 7mo A&CP	TexasS.S. Co. Bath,Me.	ArgonautLine,Inc.	420·5 P42'B130'F39' *on* *Shelter dk* *CellDB*361'1192*t* *DTa*32'1075*tFPT*	54·2	31·4 FK	NewYork Utd.States 8*BHCem* 114*tAPT*63*t*	T.3Cy.24½",44"&74"–51" (*r*) 190lb 555NHP 3SB,9*cf*,HS8118 FD H.G.Trout Co.Buffalo,N.Y	33 ″ 10 s 7 ″ 3¾ 26 ″ 8	
32953 148845 GLDZ	**Sagaing** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	7968 6461 4961					1925	W.Denny& Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	454·6 P56'B180'F45'	61·2	31·0	Glasgow British *WB*	T.3Cy.30",49½"&82"–60" 521NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~9,37~~ 2,38
32954 122218	**Sagamo** Ⓟ **TwinSc** 2*Dks*	744 611 420					1906	Canadian S.B.Co. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	152·0	29·0	9·7	Toronto British	T.6Cy.10",16"&26"–16" 69RHP CanadianSBCoLd.Toronto		
32955 161844 GYJN	**Saganaga** D.F. E.S.D. *CruiserStern* 1*Dk*	5452 4966 3327					1935	D&W Hen- dersn&Co.Ld. Glasgow	SouthGeorgiaCo. Ld.(Chr.Salvesen& Co.*Mgrs.*)	407·5 P20'B113'F42'	55·6	28·0	Leith British	T.3Cy.21½",37"&62"–45" 256NHP D&W.Hendersn&CoLd Gls		C
32956 217619 KZIU	**Sagaporack** Now "Mormactide," *see No.* 39218 *in Supplement* *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes* D.F. E.S.D. GyC.	4951 4740 3079			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore andMcCormackCo. Inc.*Mgrs.*)	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32957 22953 JLOB	**Sagawa Maru** 1*Dk*	1186 970 676					1918	Seikichi Ono Osaka	ShimataniKisen K.K.	220·0	32·0	18·0	Yesumi Japanese *WB*	T.3Cy.14½",24"&40"–30" 88NHP SeikichiOno,Osaka		
32958 217919 WJDJ	**Sage Brush** (*ex*WestCherow) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	5565 5241 3475			...		1919	Northwest SteelCo. Portland,Or.	ShepardS.S.Co.	409·8 P44'B115'F47'	54·2	27·7 FK	Prtlnd.Me. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
32959 119195 MCDB	**Sagenite** **3Mst** *ss*Lth.2ndNo.3–7,32 *ss*Gls.No.1–35 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	712 518 288	✠100A1 5,38~~10,36~~ ✠NB2,28 ✠LMC MS11,35 ~~BS6,34~~ BS5,38~~5,37~~	Gls Ayr	*k*	CL 11,35	1905 1mo *Lloyd's*A&CP	J.Shearer& Sons,Ld. Glasgow	Wm.Robertson	194·7 Q98'B11'F35' *WB=CellDBf*122'	30·2	11·2 BK7½"	Glasgow British 4*BHCem* 183*tFPT*71*t*	T.3Cy.$17\frac{5}{16}$",27½"&44"–33" 160lb (*s*) 99RHP 1SB,3*cf*,GS55,HS1954 Ross&Duncan,Glasgow	13 ″ 6 s 4 ″ 7½ 13 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
32960 2095 UNF	**Sagitta** Ⓟ (exYacht, Iron&SteelSr exArrow, ssGen.3rdNo.3-11,26 exSagitta) ssNap.No.1-31 AnnualSpy.Cont.7,34 (Now a Cargo Steamer) 2Dks Now "Cigno," see No. 37629	440 403 224	✠ ... 5,35 Yacht ✠NB9,09✠	Gen			1894 6mo	Wm.Hamilton&Co. Port Glasgow	ImpreseMarittime FratelliFrassinetti	213·3 179·7 BK	26·1	13·7	Genoa Italian 4BHCem	T.3Cy.17",27"&45"-30" NDB26 109NHP 1SB,3cf,GS51,HS1601 D.Rowan&Sons,Gls		I †
32961	**Sagoland** ssYka.2ndNo.3-1,38 ~~ssGot.No.3-3,26~~ ~~ssRot.No.2-34~~ 1Dk(Stl)&Shelter dk(Stl)	5334 4991 3299	✠100A1 Shelter dk withfreeboard 1,38 ~~3,36~~ ~~BS3,36~~ ✠LMC~~11,32~~ 1,38	Yka	a†	CL ~~3,35~~ 1,38	1913 6mo	Earle'sCo.Ld. Hull A&CP	Madrigal&Co.	430·2 WB=Cell FK DBa146'uE29'f 187'1350tDTa36'13 68tAPT113t	54·2	26·2	Manila,P.I Utd.States 7BHCem	T.3Cy.28¼",45½"&76"-54" 180lb (s) 534NHP 3SB,9cf,GS189,HS7395 FD Earle'sCo.Ld.Hull	28 ″ 11 s 3 ″ 10¼ 25 ″ 3	
32962 LDLC	**Sagona** (exLion) TwinSc OilEng. ssRot.No.1-34 Mchy.Aft 1Dk(Stl)&Web frames CruiserStern Longitudinal framing-bracketless system	7554 7107 4471	✠100A1 9,37 ~~1,37~~ DBS~~1,37~~ 3,38 ✠LMC12,33 Carrying Petroleum in bulk	Bry Bat	c†	CL ~~6,36~~ 9,37	1929 11mo	N.V.C.VanderGiessen&Zonen'sSchps Krimpen Lloyd'sA&CP	A/S Sagona(H.E. Hansen-Tangen) Cell	451·8 468·5(O.L.) P97'B35'F57' FK DBuE80'220tDT f35'488tFPT 238t APT171t	59·2	34·1	Xiansand Norwegian 14BHptCem	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 712NHP 2DB180lb N.V.Werkspoor,Ams.	34 ″ 1 s 8 ″ 5½ 25 ″ 10½	
32963 132682 VOLX	— ssNFL.2ndNo.3-5,37 ~~ssNFL.No.3-12,24~~ Wireless ~~ssNFL.No.2-33~~ 1Dk(Stl)&Shelter dk	808 701 420	✠100A1 Shelter dk withfreeboard 3,38 ~~5,36~~ 5,37 ~~BS5,36~~ ✠LMC4,33	NFL	j	CL 3,36	1912 2mo	DundeeS.B.Co.Ld. Dundee Lloyd'sA&CP	Government of Newfoundland (Newfoundland Railway—SteamshipDept.)	175·0 184·0(O.L.) FK CellDBa32'uE15'f 64'105tFPT 30tAPT8t	28·3	20·3	SJhns NFL British 4BHCem	T.3Cy.16",27"&44"-30" (s) 180lb 98RHP 2SB,4pf,GS74,HS2493 MacColl&Pollock,Ld Sld.	21 ″ 0 s 7 ″ 10 13 ″ 7	
32964 118087 VPJL	**Sagres** Ⓟ (exZuishoMaru, exMaharani,exMaharaja) 2Dks(UStl-teak s) &deep framing	2333 1935 1448	✠ 2,08 ✠	Cal	t		1904 3mo	C.Connell&Co.Ld. Glasgow	KinHongS.S.Co.Ld.(Williamson&Co.Mgrs.)	300·0 P79'B93'F44' FK CellDBa82'uE&B40'f124'436tFPT 45tAPT16t	40·6	22·4	HongKong British 5BHCem	T.3Cy.22½",38"&62"-42" 277NHP 2SB,6cf,GS121,HS4272 Dunsmuir&Jackson,LdGls	24 ″ 8	C †
32965 214722 WNFE	**Sagua** (exCuyamapa-35,exSagua, exVan derDuyn) ssBal.No.3-5,35 D.F. 2Dks(Stl)&Awng dk Ref.Mchy. (Stl-ws) Rudder electrically welded	3298 2838 2005	✠100A1 Awng dk withfreeboard 2,38 ~~2,37~~ ✠LMC MS5,35 BS2~~,37~~ 2,38 Fitted for oil fuel 6, 23 F.P. above 150° F.	NYk Bos	u	CL ~~3,35~~ 2,38	1914 7mo	Swan,Hunter&Wigham Richardson,Ld.Newcastle Lloyd'sA&CP	UnitedFruitS.S.Corp.(UnitedFruitCo.Mgrs.)	331·1 F43'onAwng dk FK CellDBa80'uE&B56'f144'607tFPT 38tAPT26t	45·2	25·6	NewYork Utd.States 5BHCem	T.3Cy.23",38"&63"-39" (s) 180lb 440NHP 3SB,9cf,GS174,HS7308 FD N.E.MarineEngCoLdNwc.	28 ″ 0 s 7 ″ 4¼ 21 ″ 1	
32966 130526 VGXJ	**Saguenay** Ⓟ TwinSc 2Dks	2777 1931 1864			...		1911	Fairfield Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	275·3 FK	40·0	14·9	Montreal British WB	T.8Cy.(2)16¼"(2)25½"&(4)29½"-24" 354NHP FairfieldCo.Ld.Glasgow	15 ″ 10	
32967 EAPT	**Sagunto** Ⓟ Iron ssMsl.No.3-6,89 Wireless ssMsl.No.1-94 1Dk2trB	956 — 539	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Trasmediterranea	205·6 P126'F30' BK8"	29·0	16·9	Valencia Spanish 4BHCem WB=APT	C.2Cy.28"&50"-33" NB02 NDB91 120NHP J.Readhead&Co.S.Shields		
32968 217692 KEPR	**Sahale** Fitted for oil fuel 2Dks&Web frames	5028 4740 3086			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32968* 153563 VPDF	**Sai On** TwinSc 2Dks&Shade dk	1950 1288 1194					1924	TaikooDkyd.&Eng.Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	HongKong British	T.6Cy.13",21"&35"-24" 120NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.HongKong		
32969	— (exCormorant-34) Mchy.Aft Well deck 1Dk	445 322 185			...		1898	J.McArthur&Co. Paisley Completed by ShalimarWorks,Ld.Cal	Chin Seng	146·0 Q84'F19' FK	27·0	10·2	Bangkok Siamese WB	T.3Cy.11",18"&31"-24" 47RHP McKie&Baxter,Glasgow	11 ″ 0	
32970 171 JPGC	**Saiho Maru** (exSaikohMaru, exTullamore, ssDrn.No.3-10,30 exArdgroom) ssDrn.No.1-34 2Dks(Stl) Cargo battens not fitted in 'tween decks	4639 4189 2884	✠ ... 1,38 ~~✠LMC1,37~~ ~~3,37~~	Nag Kob	y	CL 12,35	1918 10mo	Russell&Co. PortGlasgow Lloyd'sA&CP	DairenKisenK.K.	385·0 P34'B111'F47' FK CellDB341'961tAPT27t	52·0	26·5	Dairen Japanese 6BHCem	T.3Cy.26",43"&70"-48" (s) 180lb 489NHP 3SB,9cf,GS170,HS7345 FD Rankin&Blackmre,LdGrk	29 ″ 0 ~~s 5 ″ 2¼~~ ~~24 ″ 0~~	
32971 24961 JIVD	**Saikoh Maru** (exHeijinMaru-34) ssKob.No.3-10,31 1Dk(Stl)&Shelter dk(Stl)&Web frames Longitudinal framing	4365 3677 2719	✠ ... 11,35 ✠	Yka	w		1919 5mo	OsakaIron Works,Ld. Osaka	YamashitaKisen K.K.	345·0 P30'B98'F34' on Shelter dk FK CellDB294'1120tDTa32'690tFPT115tAPT29t	49·8	28·2	Kobe Japanese Cem 1BHtoSh dk 5 ″ ″ U dk	T.3Cy.24¼",41"&67"-48" 391NHP 2SB,6cf,GS128,HS5407 FD OsakaIronWorksLdOsaka	28 ″ 2	C †
32972	**Saikyo Maru** Mchy.Aft	1280					1936	Osaka ZosenK.K. Osaka	KwonanKisenK.K.(HinodeKisenK.K.Mgrs.)	217·8	35·8	18·5	Tokio Japanese	T.3Cy.17 11/16",29 5/8"&49 3/16"-35 7/16" 144NHP OsakaChujo-Sho,Osaka		
32973 801 OFBA	**Saimaa** (exErland-37) OilEng. ssGot.No.3-6,35 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	~~1860~~ ~~1512~~ ~~880~~ 1991 — 1001	✠100A1 Shelter dk withfreeboard 4,37 ✠LMC CS6,35 DBS~~7,36~~10,37 6,35	Got	s	OG 6,36	1922 9mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	FinskaÅngfartygs Aktiebolaget	300·0 FK Intermediate BH in fore hold dispensed with CellDB254'5 30tFPT29tAPT31t	43·2	16·3	Helsingfrs Finnish ptCem 1BHtoSh dk 3 ″ ″ U ″	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB100lb Aktieb.Götaverken,Got.	19 ″ 0 s ″ 6½ 18 ″ 7	
32974	**Sainam** Pad 2Dks	588 280 367					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	2Cy.18"&38"-72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
32975 135535 MFBV	**St. Abb's Head** (exFastnet, 3Mst exMonaleen,exAllerton) Well deck Mchy.Aft 1Dk	616 412 257			...		1914	J.Fullerton &Co. Paisley	A.F.Henry&MacGregor,Ld.	174·8 Q96'B9'F32' BK6"	28·1	10·4	Leith British WB	T.3Cy.14",24"&40"-27" 90RHP Ross&Duncan,Glasgow	13 ″ 0	C †
32976 142619 GMCW	**Saint Agnes** (exCapeSt.Agnes-37, exTitan,exWar ssMsl.No.3-12,29 Briton) ssAms.No.2-37 1Dk(Stl)	5183 4777 3240	✠100A1 11,37 ~~2,37~~ ✠LMC3,37	Ams PNl	y	CL 2,37	1918 8mo	Greenock&Grngemouth Dkyd.Co.Ld. Greenock Lloyd'sA&CP	TheSaintLine,Ld.	400·0 P50'B113'F39' FK CellDB345'1122tDTa28'1170tFPT123tAPT150t	52·3	28·5	London British 8BHptCem	T.3Cy.25½",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
32977 144208 MKCF	**Saint Aidan** ssIrv.No.1-38 ssIrv.No.3-6,33 Mchy.Aft Well deck 1Dk(Stl)	362 247 138	✠100A1 4,38 ~~9,36~~ ~~BS5,36~~ 7,37 ✠LMC~~6,35~~ MS4,38	Irv	f	CL ~~5,35~~ 4,38	1920 7mo	Scott& Sons Bowling Lloyd'sA&CP	J.&A.Gardner&Co.Ld.	141·5 146·5(O.L.) BK7" Q81'B8'F24' FPT 31tAPT12t	23·8 25·2	10·1	Glasgow British 3BHCem	C.2Cy.16 13/16"&34"-24" (s) 130lb 47RHP 1SB,2pf,GS43,HS1360 Fisher's,Ld.Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32978 FPAA	**Saint Ambroise** 2Twin Masts *Fitted for oil fuel* 2*Dks*	3075 2818 1825			...		1920	W.Gray& Co. (1918)Ld. W Hartlepool	SociétéNavale de l'Ouest	310·0 P23′F32′ *Ba23′Bf23′* FK	46·5	23·7	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 414NHP Cen.Mar.Eng.Wrks,W Hpl	26 ″ 3	V †
32979 162679 GPQW	**St. Andrew** Ⓟ TwinSc *ss*Cff.No.1–36 1*Dk*&*Shelter dk*(*pt Stl*–teak s) **D.F.** *3rd dk clear of E&Bspace* *CruiserStern*	2702 1660 1116	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ~~BS2,37~~ *ForIrishChannel Service* *Fitted for oil fuel*2,32	Cff BS2,38 ✠LMC1,36	*v*	OG 1,36 *F.P. above 1*	1932 2mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP* 50° F.	Fishguard&Ross- lareRailways& HarboursCo. *Cell DBuE28′f66′*	327·2 F39′ FK 145*t MT*6′ 55*t FPT*	46·7	17·7	London British 11*BHptCem* (*Coll to Sh dk* 10 ,, *2nd* ,,) 29*tAPT*38*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 1590NHP FD CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5¾ 14 ″ 8	BT till 2,38
32980 164072 MLJL	**Saint Angus** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	392 263 193	✠100A1 ~~6,37~~ ~~2,37~~ 9,37	Bwg ~~Lth~~ Irv ✠LMC4,36	*f*	CL 6,37	1936 4mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.&A.Gardner& Co.Ld. *FPT*30*tAPT*28*t*	145·0 25·1 151·1(O.L.) Q88′*Bon*Q7′F23′ FK&BK1½″	23·8	10·5	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ 125NHP BritishAuxiliariesLd.Gls.	11 ″ 5 s 3 ″ 6¾ 11 ″ 4½	
32981 140652 GCBV	**Saint Anselm** (*ex*SaintAndrew–36) *ss*Cal.No.3–8,31 *ss*Cal.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5614 5448 3534	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~10,36~~ MS10,35	PN1 ✠LMC BS~~6,36~~8,37	*y*	CL 2,36	1919 9mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	TheSaintLine,Ld. *Cell DB*351′1290*t*	399·6 FK F39′*onShelterdk* *Coll* *FPT*60*tAPT*90*t*	53·0	32·8	Liverpool British *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
32982 164364	**Saint Anthony** Ⓟ TwinSc *OilEng.* 1*Dk*	452 334 169	✠ A1 *withfreeboard* ~~1,38~~ ~~8,36~~ *For Coasting Service Bombay* *&Marmagao*	Bom ✠LMC2,36	*i*	OG	1936 2mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	IndianCo-opera- tiveNavigation& TradingCo.Ld. *FPT*12*t*	183·2 *Shade dk* FK	32·2	8·1	Bombay British 8*BHCem* *APT*15*t*	Oil Engines 2S.C.SA 12Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 204NHP Atlas-DieselA/B,Skm.	9 ″ 9 s 3 ″ 7 6 ″ 4¾	
32983 141931 MJVG	**Saint Barchan** 3Mst *ss*Bwg.No.3–5,32 *ss*Irv No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)	356 247 141	✠100A1 10,36 BS~~2,36~~~~4,37~~ 4,38	Irv ✠LMC MS10,36	*f*	CL 9,36	1919 10mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.&A.Gardner& Co.Ld.	141·6 *25·0* BK7″ Q81′B8′F24′ *FPT*	23·8	10·1	Glasgow British 3*BHCem* 31*tAPT*12*t*	C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4¼ 11 ″ 3	
32984 FPAD	**Saint Basile** *Fitted for oil fuel* 1*Dk*	2778 2511 1671			...		1920	Livingstne &Cooper,Ld. Hessle	SociétéNavale de l'Ouest	323·8 P28′B85′F35′ FK	44·1	22·6	Havre French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
32985 164110 MMDW	**Saint Bedan** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	452 313 245	✠100A1 8,37 ~~3,37~~	Bwg Lth ✠LMC3,37	*g*	CL	1937 3mo *Lloyd*	Scott& Sons Bowling '*sA&CP* *CellDBf*48′	J.&A.Gardner& Co.Ld. 64*t FPT*34*t APT*28*t*	156·8 *26·9* 163·0(O.L.) Q86′B7′F19′ FK&BK1½″	25·6	14·0	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ 125NHP BritishAuxiliaries,Ld.Gls.	11 ″ 6 s 3 ″ 8¼ 11 ″ 4½	
32986 146998 GKVR	**St. Briac** Ⓟ TwinSc *CruiserStern* **D.F. E.S.D.** 2*Dks*	2292 1163 918					1924	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	316·0 P58′B&F245′	41·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till ~~5,37~~ 4,38
32987 TUDV	**Saint-Brieuc** 1*Dk*	461 — 135					1904	DelaBrosse &Fouché Nantes	Soc.deNav. "France-Jersey" (Vte.LeGualès de Mézaubran,*Mgr.*)	180·0 P52′H–F29′	24·8	11·9	St.Brieuc French *WB*	T.3Cy.15⅜″,24$\frac{13}{16}$″&40$\frac{5}{32}$″–26″ 83NHP De laBrosse&Fouché,Nts.		V
32988 FPAE	**Saint Camille** *Fitted for oil fuel* 2*Dks*	3274 2818 1835			...		1920	W.Gray& Co.(1918)Ld. W Hartlepool	SociétéNavale de l'Ouest	310·2 P23′B*a*23′B*f*23′ F32′ FK	46·5	23·7	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 414NHP Cen.Mar.E.WrksLd.WHpl	26 ″ 3	V †
32989 102618 GNDX	**St. Catherine** Ⓟ (*ex*Lairdsbank, *ex*Olive) *ss*Abn.3rdNo.3–10,31 Wireless 2*Dks*(*UStl*–ws) Broken up	1065 881 454	✠~~100A1~~ 9,35 ✠NB3,11 ~~BS7,36~~	Abn ✠~~LMC9,35~~	*o*	CL 9,36	1893 8mo	D&WHen- derson&Co. Glasgow A&CP	~~N.ofScotland&Ork-~~ ~~ney&ShetlandStm~~ ~~Nav.Co.Ld.~~	260·0 P62′B92′F52′ ptND03 BK8½″	33·1	15·8	Aberdeen British 4*BHCem*	T.3Cy.26″,42″&68¼″–45″ (*s*) 150lb NDB11 369NHP 2DB,*12cf*,GS228,HS6368 D.&W.Henderson&Co.Gls.	16 ″ 6 s 2 ″ 2¼ 15 ″ 5¼	BT till 5,37
32990 FNEF	**Saint-Clair** *ss*Nts.No.1–33 2*Dks*(*Stl*) **D.F.**	3824 3455 2208	✠ ... 4,35	Nts ✠	*v*		1929 8mo	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd	Cie.Générale d'Armements Maritimes *CellD*	347·5 P25′B106′F32′ FK *B*290′890*tFPT*141*t*	48·3	25·6	Nantes French 6*BHptCem* *APT*153*t*	T.3Cy.22½″,37″&60″–42″& 1 LP Turbine withDRgear- ing & hydraulic coupling 434NHP 3SB,*9cf*,GS160,HS5920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	V †
32991 165247 MMFX	**St. Clair** Ⓟ Wireless **D.F.** 2*Dks* **E.S.D.** *CruiserStern*	1637 922 798	✠100A1 11,37 ~~4,37~~	Abn ✠LMC4,37	*q*	CL	1937 4mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	N.ofScotland&Ork- ney&ShetlandStm Nav.Co.Ld. *CellDBa&uE*	253·4 266·0(O.L.) P&B173′F63′ BK8″ 66′*f*90′283*tFPT*13*t*	38·1	15·4	Aberdeen British 8*BHCem* *APT*7*t*	T.3Cy.20″,35″&59″–39″ (*r*) 225lb 348NHP 2SB,*6cf*,GS132,HS5088 FD Hall,Russell&Co.Ld.Abn.	16 ″ 6 s 3 ″ 0¼ 14 ″ 6¼	BT till 3,38
32992 162142 GZCV	**St. Clears** **E.S.D. D.F.** 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at deck*	4312 3825 2604	✠100A1 *withfreeboard* ~~5,37~~ 9,36 3,38 *Fitted for oil fuel*9,36	Sld ~~Ant~~ Lon ✠LMC9,36		CL *F.P. above 1*	1936 9mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP* 50° F.	BarryShippingCo. Ld.(B.&S.Ship- pingCo.Ld.*Mgrs.*) *CellDB*339′1006*t*	399·0 FK (*FPT*137*tAPT* 100*t*	56·0	22·3	Newport British 6*BHptCem* *Coll to Sh dk* 5 ,,*2nd*,,)	C.4Cy.(2)10¼″&(2)19½″–13″ SRgeared&LPTurbineDR geared toSc. Shaft 304NHP 230lb (*s*) FD 2SB(Spt),*6cf*,GS76,HS3730 White'sMarEngCoLdNwc.	25 ″ 4 s2 ″ 2½ 23 ″ 4	
32993 148954 MPCQ	**St. Clement** Ⓟ *ss*Abn.No.2–36 1*Dk*(*Stl*–ws) *Well deck* *Mchy.Aft*	450 324 179	✠100A1 8,37 ~~8,36~~ BS8,37	Abn ✠LMC8,36	*g*	CL 8,36	1928 6mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *Cell*	156·3 162·7(O.L.) Q85′B14′F25′ FK *DB*75′102*t FPT*39*t*	25·6	9·8	Aberdeen British 3*BHCem* *APT*27*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 63RHP 1SB,*3cf*,GS50,HS1510 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3″10½ 11 ″ 11	BT till ~~6,37~~ 10,37
32994 ~~96615~~ ~~GKPJ~~	**St. Colm** Ⓟ (*ex*St.Clair–36) Iron *ss*Abn.7thNo.3–4,32 Wireless 1*Dk*2*trB* To be Broken up	641 481 352	✠ ~~✠A1~~ 4,36 ~~BS2,37~~ ✠NE&B12,19	Abn ✠~~LMC4,32~~		CL 5,35	1868 2mo	Randolph, Elder&Co. Glasgow A&CP	~~N.ofScotland&~~ ~~Orkney&Shetland~~ ~~Stm.Nav.Co.Ld.~~	205·6 P50′B57′F17′ BK7″ ND85&95ptND14	26·6	14·1	German 4*BHCem*	T.3Cy.16″,27″&45″–30″ (*r*) 190lb *100lb* NDB19 137NHP 1DB,*6cf*,GS82,HS2284 Hall,Russell&Co.Abn.	15 ″ 0 s1″10¼ 14 ″ 0	
32995 133045	**Saint Columba** Ⓟ TrpSc (*ex*QueenAlexandra–36) 1*Dk*&*Promenade dk*	827 557 346					1912	W.Denny& Bros. Dumbarton	DavidMacBrayne, Ld.	270·3	32·1	11·0	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 11,37

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
32996 140451 MKKT	**Saint Conan** 3Mst (*ex*Princetown-35) *ss*Npt.No.3-5,30 *ss*Irv.No.1-35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	719 494 272	✠100A1 7,37~~3,37~~ MS4,35	Irv ~~Bwg~~ ✠~~LMC~~ BS~~5,12~~ 2,38		CL ~~5,36~~ 7,37	1917 8mo *Lloyd's A&CP*	J.P.Rennoldson&Sns Ld. S.Shields	J.&A.Gardner& Co.Ld. *Cell DB f*	188·5|28·7|11·1 195·8(O.L.) Q109'B11'F32' FK 106' 165t *FPT*	Glasgow British 3*BH Cem* 91t *APT*49t	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1590 JPRennoldsn&SnsLdSShl	13 " 9 s 4 " 5 13 " 5½	
32997 FPAG	**Saint Cyrille** *Fitted for oil fuel* 2*Dks*	3075 2812 1825			...		1920	W.Gray& Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	310·1|46·5|23·7 Ba23'B84'Bf23' F32' FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 414NHP Cen.Mar.E.Wks.Ld.WHpl	26 " 3	V †
32998 162688 GPYD	**St. David** Ⓟ TwinSc *ss*Cff.No.1-36 1*Dk&Shelter dk*(*pt Stl*-teak s) D.F. *3rd dk clear of E&B space* *Cruiser Stern*	2702 1660 1116	✠100A1 *with freeboard* 3,38 ~~3,37~~ ~~MS3,37~~ *For Irish Channel Service* *Fitted for oil fuel* 3,32	Cff BS4,38 ✠LMC3,36	*v*	OG ~~2,35~~ 3,38 *F.P. above 150° F.*	1932 3mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	Fishguard&RosslareRailways& HarboursCo. *Cell DBuE*28'*f*66'	327·2|46·7|17·7 49·2 338·5(O.L.) FK F39' (145t *MT*6'55t *FPT*	London British 11*BH pt Cem* (*Coll to Sh dk* 10 " 2nd ") 29t *APT*38t	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 4 Water Tube Boilers 230lb HS18120 FD 1590NHP CammellLaird&Co.Ld.Bkn	18 " 9 s 4 " 5½ 14 " 8	BT till 3,38
32999 123938 GRNT	**St. Denis** Ⓟ (*ex*Munich) TrpSc Sub.Sig. 2*Dks*	2435 1503 1025			...		1908	J.Brown &Co.Ld. Clydebank	London&North EasternRly.	331·0|43·2|17·8 P63'B&F254' BK6"	Harwich British *WB*	3 Steam Turbines 1325NHP J.Brown&Co.Ld.Clydebnk	18 " 9	BT till ~~6,37~~ 6,38
33000 FPAH	**Saint Didier** *Fitted for oil fuel* 1*Dk*	2778 2511 1670			...		1920	Livingstne &Cooper,Ld. Hessle,Hull	SociétéNavale de l'Ouest	323·8|44·1|22·6 P28'B85'F35' FK	Havre French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 " 6	V †
33001 FNTU	**Saint Domingue** Ⓟ (*ex*Pologne, *ex*Oregon,*ex*Rawson) Sub.Sig. D.F. 2*Dks*	3109 — 1665			...		1911	SirJLaing &Sons,Ld. Sunderland	Cie.Générale Transatlantique	324·9|44·0|22·3 P35'B148'F40' FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 455NHP Richardsons,Westgarth& Co.Ld.Mdb.	25 " 0	V †
33002 140635 GNYT	**Saint Dunstan** *ss*Cal.No.3-8,31 *ss*Cal.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5661 5496 3566	✠100A1 *Shelter dk* *with freeboard* 11,37~~3,37~~ MS3,36	PNl ✠LMC BS~~7,36~~ 12,37	*y*	CL 2,36	1919 7mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	TheSaintLine,Ld. *Cell*	400·0|53·0|32·8 413·5(O.L.) F39' *on Shelter dk* FK *Coll* *DB*351 1284t *FPT*	Liverpool British *pt Cem* 6*BH to U dk* *B H to Sh dk* 60t *APT*90t	T.3Cy.27",44"&73"-48" (*s*) 180lb 597NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 " 5 s 9 " 4½ 26 " 3	
33003 141891 MJKY	**Saint Enoch** 3Mst *ss*Bwg.No.3-12,31 *ss*Bwg.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	362 247 138	✠100A1 3,37 BS12,36	Bwg ✠LMC11,34	*f*	CL 12,36	1918 11mo *Lloyd's A&CP*	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	141·8|23·8|10·1 147·4(O.L.) Q81'B8'F24' BK7" *FPT*31t	Glasgow British 3*BH Cem* *APT*12t	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS43,HS1360 Fishers,Ld.Paisley	11 " 0 s 3 " 4½ 11 " 8	
33004 FOMT	**Saint-Enogat** (*ex*WarClarion) 1*Dk* *Well deck* D.F.	2245 1761 1271			...		1918	ForthS.&E Co.Ld. Alloa	Soc.Maritime Nationale	285·5|41·9|19·1 P28'Q69'B64'F32' FK	Havre French *WB*	T.3Cy.25",41"&68"-45' 411NHP D.Rowan&Co.Ld.Glasgow	21 " 3	V †
33005 137189 MFZY	**St. Fergus** *ss*Abn.2ndNo.3-12,37 ~~*ss*Abn.No.3-11,25~~ ~~*ss*Abn.No.2-34~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	390 288 144	✠100A1 12,37~~12,36~~ ~~BS12,36~~	Lth Abn ✠LMC~~1,34~~ 12,37	*f*	CL ~~1,35~~ 12,37	1913 8mo *Lloyd's A&CP*	Hawthorns &Co.Ld. Leith	N.of Scotland& Orkney&Shetland S.N.Co.Ld.	150·0|24·1|10·0 156·0(O.L.) Q85'B14'F22' BK7" *WB=FPT*46t	Aberdeen British 3*BH Cem* *APT*40t	T.3Cy.13",21"&34"-24" (*s*) 180lb 58RHP 1SB,3*pf*,GS52,HS1569 Hawthorns&Co.Ld.Leith	11 " 0 s 3 " 6½ 11 " 5	
33006 144973 EIFC	**Saint Fintan** *ss*Dub.No.3-6,34 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	495 332 192	✠100A1 12,36 BS3,37	Ayr ✠LMC6,34	*g*	CL 9,36	1921 9mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Ayr	T.Heiton&Co.Ld.	143·4|26·1|11·7 Q89'F23'B*on*Q10' BK7" *FPT*43t	Dublin British 3*BH Cem* *APT*4t	C.2Cy.18"&36"-27" (*s*) 130lb 54RHP 1SB,3*pf*,GS56,HS1897 AilsaS.B.&E.Co.Ld.Troon	12 " 10 s 4 " 3 13 " 3	
33007 FPAI	**Saint Firmin** *Fitted for oil fuel* 2*Dks*	4356 4021 2661			...		1920	W.Gray& Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	351·1|52·5|26·7 P30'Ba22'B103' Bf22'F36' FK	Havre French *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 " 4	V †
33008	**Saint Georges** IronTwinSc (*ex*ElZagazig-34,*ex*Zagazig)	329 310 152					1888	Lobnitz& Co.Ld. Renfrew	AristotiD. Costlásse	134·3|25·0|10·6	Beyrout French			
33009 135618 MKVM	**Saint Germain** 4Mst (*ex*EdouardGiraud-35, *Oil Eng.* *ex*Epoca-32) 1*Dk* Wireless	1044 870 592			...		1924	A.B.Karls-hamnsSkpsv. Karlshamn	TheSaintLine,Ld.	213·7|35·2|14·5 P20'B47'F26' FK	London British *WB*	Oil Engines 2S.C.DA 4Cy.15"-18¾" 316NHP E*made*30-*fitted*37 Richardsons,Westgarth& Co.Ld.Hpl.	16 " 6	
33010 162140 GYWL	**St. Helena** E.S.D. D.F. 1*Dk&Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom& at decks* ~~*Rudder electrically welded*~~	4313 3825 2605	✠100A1 *with freeboard* ~~6,37~~~~10,36~~ 3,38 *Fitted for oil fuel* 7,36	Ant ~~Rot~~ Bry ✠LMC7,36		CL *F.P. above 150° F.*	1936 7mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	St.Quentin ShippingCo.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *Cell DB*	399·0|56·0|22·3 FK (339'1006t *FPT*137t	Newport British 6*BH pt Cem* (*Coll to Sh dk* 5 " 2nd ") *APT*100t	C.4Cy.(2)10½"&(2)19"-13" SRgeared&LP TurbineDR geared to Sc. Shaft (*s*) 230lb FD 304NHP 2SB(Spt),6*cf*,GS76,HS3730 White'sMarEngCoLdNwc	25 " 4 s 2 " 2½ 23 " 4	
33011 148612 GLBT	**St. Helier** Ⓟ TwinSc *ss*Npt.No.2-33 D.F. 1*Dk&Shelter dk* (*pt Stl*-teak s)*3rd dk clear of E&B* *Cruiser Stern*	~~1885~~ ~~1116~~ ~~780~~ 1952 1116 810	✠100A1 *with freeboard* 6,37 ~~5,36~~ ~~BS5,36~~ *For Channel service* *Fitted for oil fuel* 6,25	Cff BS6,37 ✠LMC5,33	*t* —	OG ~~5,35~~ N5,37 *Weymouth & Channel Islands* *F.P. above 150° F.*	1925 6mo *Lloyd's A&CP*	J.Brown& Co.Ld. Glasgow	GreatWestern Railway *Cell DBuE*	282·2|40·0|16·3 291·5(O.L.) F40' FK (24'36t *DT's f*16'39t&	Wymouth British 11*BH Cem* *Coll to Sh dk* 10 " 2nd ") 16'107t	4SteamTurbinesSRgeared to 2 Sc. Shafts 230lb (*r*) 819NHP 4SB,12*cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 " 0 s 4 " 0 ~~13 " 3½~~ 13 " 10 13 " 3½	BT till ~~6,37~~ 5,38
33012 143436 CGSV	**St. Heliers** Ⓟ Wireless 1*Dk*	930 650 507					1919	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	CanadianGovernment(Dept.of Marine)	190·3|29·1|16·4 F28'len30'	Sorel,P.Q. British	T.3Cy.18¼",28½"&48½"-28" 123NHP FergusonBros.(Pt.Gl.)Ld.		
33013 231530 WHEI	**Saint John** Ⓟ TwinSc GyC. *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern* 4*Dks*	6185 — 3020					1932	NwprtNws S.B.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4|61·2|27·0	Boston Utd. States *WB*	SRgeared Steam Turbines NewportNewsSB&DD.Co.		R
33014 ~~[illegible]~~	**Saint Joseph** (*ex*Bellambi) *ss*Syd.2ndNo.3-8,31 *Mchy.Aft* 1*Dk*(*Irn*)&*deep framing* *Well deck*	*1162* *905* *705*	✠ ... 11,32 ✠	Syd			1908 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	MollerLine.Ld. (Mollers'Ld, *Mgrs.*) *Cell DBuE&B*46'	244·0|31·4|14·6 Q129'B13'F25' FK *f*167' 334t *FPT*29t	British 5*BH Cem* *APT*11t	T.3Cy.18",30 &48"-33' 161NHP 2SB,4*cf*,GS86,HS2720 ClydeS.B.&E.Co.Ld.P.Gl.	17 " 0	V †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7″ Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33015 148585 GLBV	**St. Julien** Ⓟ TwinSc ssCff.No.3-2,37 ~~ssBkn.No.2-33~~ 1Dk & Shelter dk(pt Stl-teak s) 3rd dk clear of E&B D.F. E.S.D. CruiserStern	1952 1116 811	✠100A1 withfreeboard 4,36 ~~2,37~~ ~~BS2,37~~ ✠LMC~~3,33~~ 2,37 For Channel Service Weymouth & Channel Islands Fitted for oil fuel 5,25 F.P. above 150° F.	Cff BS4,38		OG N3,36	1925 5mo	J.Brown& Co.Ld. Glasgow Lloyd'sA&CP	Great Western Railway	282·2 291·5(O.L.) F40' FK CellDB uE24' 36t DTs f16'	40·0	16·3	Wymouth British 11BHCem (Coll to Sh dk 10 ,, 2nd ,,) 39t & 16' 107t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 230lb 819NHP 4SB,12cf,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s3 ″ 10½ 13 ″ 3¾	BT till 2,38
33016 160256 MPLK	**Saint Kearan** ssBwg.No.2-37 ~~ssIrv.No.1-32~~ Wireless D.F. 1Dk(Stl) Mchy.Aft Welldeck Cargo battens not fitted	691 455 318	✠100A1 ~~5,37~~12,37 ~~BS12,36~~ 10,37 ✠LMC~~6,32~~ MS12,37	Bwg		CL ~~5,37~~ 12,37	1929 7mo	Scott& Sons Bowling Lloyd'sA&CP	J.&A.Gardner& Co.Ld.	185·4 191·7(O.L.) Q104'B9'F28' FK CellDB110' 174tFPT	28·6	10·6	Glasgow British 3BHCem 47tAPT29t	T.3Cy.15″,25½″&41″-30″ 180lb (s) 93RHP 1SB,3cf,GS59,HS2102 Aitchison,Blair&Co.Ld. Clydebank	13 ″ 0 s 4 ″ 5¼ 12 ″ 7¾	
33017 146415 EIGV	**Saint Kenneth** ssAyr.No.3-9,36 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	681 459 287	✠100A1 7,37 ~~9,36~~ ✠LMC BS~~4,36~~ 5,38 ~~8,37~~ MS9,36	Ayr Bry	j	CL ~~8,36~~ 7,37	1924 6mo	Scott& Sons Bowling Lloyd'sA&CP	T.Heiton&Co.Ld.	185·5 192·0(O.L.) Q105'B10'F29' BK7″ CellDB f110' 174t FPT48t	28·6	10·7	Dublin British 3BHCem APT16t	T.3Cy.15″,25½″&41″-30″ (s) 180lb 85RHP 1SB,3cf,GS60,HS2018 Aitchison&Blair,Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 2	
33018 153438 VGSL	**St. Lawrence** Ⓟ TwinSc Fitted for oil fuel CruiserStern 2Dks	6328 — 3650					1927	DavieS.B. &Repg.Co Ld Lauzon,Q.	CanadaSteamship Lines,Ld.	329·8	68·1	17·9	Montreal British WB	T8Cy.(2)22″,(2)36″&(4)40″-36″ 384NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
33019 DIFG	**St. Louis** Ⓟ TwinSc Ref.Mchy. Sub.Sig. D.F. OilEng. GyC. E.SD. CruiserStern 5Dks	16732 7258 9637					1929	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	543·8 B370'F52'	72·4	42·1	Hamburg German WB	Oil Engines 2S.C.DA 24Cy.19$\frac{1}{16}$″-26″ 3060NHP BremerVulkan,Vegesack		G
33020 FPAJ	**Saint Louis** 2Dks	5202 4290 3277					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5 P30'B102'F35'	52·5	28·4	Havre French WB	T.3Cy.26″,42″&70″-48″ 340NHP Atel.&Ch.deFrance,Dnk.		V
33021 144819 GFYK	**St. Magnus** Ⓟ ssAbn.No.3-5,37 ~~ssAbn.No.2-33~~ 2Dks(UStl-ws) Well deck Wireless CruiserStern	1530 976 859	✠100A1 ~~5,37~~ ~~6,36~~ 5,38 ~~BS6,36~~ BS5,38 ✠LMC~~5,32~~ 5,37	Abn	p	CL ~~5,35~~ 5,37	1924 7mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld.	240·6 P&B158'F69' FK&BK2½″ CellD Ba&uE73'f82' 177t	36·2	16·9	Aberdeen British 5BHCem FPT18t	T.3Cy.20″,33½″&56″-36″ (r) 200lb 250NHP 2SB,6cf,GS132,HS4302 Hall,Russell&Co.Ld.Abn.	18 ″ 0 s1 ″ 10¼ 16 ″ 9¾	BT till ~~5,37~~ 5,38
✻ 33022 162141 GYWQ	**St. Margaret** D.F. E.S.D. 1Dk & Shelter dk CruiserStern Rudder electrically welded Longitudinal framing at bottom & at decks	4312 3825 2604	✠100A1 withfreeboard 5,38 ~~4,37~~ ✠LMC8,36 Fitted for oil fuel 8,36 F.P. above 150° F.	Ant		CL	1936 8mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	St.QuentinShippingCo.Ld. (B.&S.Shipping Co.Ld.Mgrs.)	399·0 FK CellDB339' 1006t FPT137t	56·0	22·3	Newport British 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,) APT100t	C.4Cy.(2)10¼″&(2)19″-18″ SR geared&LP TurbineDR geared to Sc. Shaft (s) 230lb FD 304NHP 2SB(Spt),6cf,GS76,HS3730 White'sMarEngCoLd.Nwc	25 ″ 4 s 2 ″ 2½ 23 ″ 4	
33023 145446 VPLG	**St. Mary** ssN.Os.No.3-7,34 Ref.Mchy. 1Dk(Stl-ws) & Shelter dk (Stl-ws)2nd dk in holds	2141 1896 1194	✠100A1 Shelter dk withfreeboard ~~8,37~~ ~~2,37~~ 3,38 ✠LMC MS7,34 BS~~6,36~~ 3,37 ✠Lloyd'sRMC~~3,37~~ 12,37 for temp. 50° F. Fitted for oil fuel 4,21 F.P. above 150° F.	NOs ~~Phl~~	r NN	CL ~~5,35~~ 8,37	1921 4mo	Swan,Hunter&Wigham Richardson, Ld. Sundrlnd Lloyd'sA&CP	Llanrumney,Ld. (StandardFruit& S.S.Co.Mgrs.)	270·2 FK Coll CellDB196'357tDTa16' 140t FPT36t	38·8	22·6	KingstnJa British ptCem BH to Sh dk 3 ,, ,, U ,, APT28t	T.4Cy.20½″,33″&(2)37″-30″ 190lb 125lb (s) 305NHP 2SB,6cf,GS137,HS5250 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 11 s 5 ″ 3½ 20 ″ 1½	
✻ 33024 136641 GLSR	**St. Mellons** (exHamdale-37, exBatsford) ssGls.No.3-10,26 ssHul.No.2-35 1Dk(Stl)& Shelter dk(Stl) Now "Tozan Maru," see No. 40323 in Supplement	4782 4464 2906	✠100A1 Shelter dk withfreeboard 4,37 MS3,35 ✠LMC DBS4,37 MBS7,36	Hul	y	CL 8,36	1914 2mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	BarryShippingCo. Ld.(B.&S.ShippingCo.Ld.Mgrs.)	388·7 FK CellDBa136' uE&B46' f163'1270tFPT115t	54·1	26·0	Cardiff British 6BHCem APT238t	T.3Cy.26″,44½″&74″-48″ 180lb 120lb (s) 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 2½ 25 ″ 6	
33025 FPAL	**Saint Michel** 2Dks	5202 4290 3277					1914	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5 P29'B102'F35'	52·5	28·7	Havre French WB	T.3Cy.26″,42″&70″-48″ 339NHP Atel.&Chnt.deFrance,Dnk		V
✻ 33026 144968 EIDW	**Saint Mungo** ssBkn.No.3-1,32 ssAyrNo.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	448 313 173	✠100A1 2,38 ~~4,36~~ ✠LMC4,36 BS8,37	Ayr	g	CL ~~4,36~~ 2,38	1920 9mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	T.Heiton&Co.Ld.	155·0 Q86'B7'F27' BK7½″ FPT55t	23·1	10·8	Dublin British 3BHCem APT5t	C.2Cy.18″&36″-27″ (s) 130lb 54RHP 1SB,3pf,GS56,HS1897 AilsaS.B.Co.Ld.Troon	12 ″ 0 s 3 ″ 11 12 ″ 3	
33027 FNNR	**Saint Nazaire** D.F. 1Dk	2910 2538 1774			...		1919	ForthS.B. &E.Co.Ld. Alloa	CieDelmas Vieljeux	324·5 P28'B85'F33' FK	44·3	23·1	LaRochlle French WB	T.3Cy.20½″,33″&54″-39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 5	V †
✻ 33028 104508 GBTP	**St. Ninian** Ⓟ ssAbn.No.1-37 ssAbn.3rdNo.3-3,32 Well deck Wireless 2Dks(UStl-ws)	702 548 285	✠100A1 5,37 ~~7,35~~ ✠LMC5,36 BS~~5,37~~ 3,38	Lth Abn	l	5,36	1895 3mo	Ramage& Ferguson,Ld Leith Lloyd'sA&CP	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld.	205·0 215·5(O.L.) P&B136'F53' FPT14t APT26t BK6½″	28·6	14·9	Aberdeen British 4BHCem	T.3Cy.19″,30″&50″-36″ (s) 180lb 174NHP 2SB,6cf,GS99,HS2959 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s 1 ″ 5½ 15 ″ 3	BT till ~~4,37~~ 11,37
33029 FPAM	**St. Octave** 2Dks	5099 4278 3169					1922	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·8 P29'B100'F34'	52·6	28·6	Havre French WB	T.3Cy.23¾″,42″&70″-48″ 339NHP Atel.&Ch.deFrance		V
33030 FOMU	**Saint Palais** (exWarPibroch) Well deck D.F. 1Dk	2257 1761 1263			...		1918	ForthS.B. &E.Co.Ld. Alloa	Soc.Maritime Nationale	285·5 P28'Q69'B64'F32' FK	41·9	19·1	Havre French WB	T.3Cy.25″,41″&68″-45″ 411NHP D.Rowan&Co.Ld.Glasgow	21 ″ 2	V †
✻ 33031 161385 GCRW	**St. Patrick** Ⓟ TwinSc ssBkn.No.1-33 D.F. Cruiser Stern 1Dk & Shelter dk(ptStl-teak s) 3rd dk clear of E&B	1922 1107 792	✠100A1 withfreeboard ~~12,36~~ 12,37 ~~BS12,36~~ ✠LMC12,33 For Channel Service — Weymouth & Channel Islands & Irish Channel Service Fitted for oil fuel 3,30 F.P. above 150° F.	Cff BS12,37		OG ~~s12,34~~ P11,35 s12,37	1930 3mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	Fishguard&RosslareRailways& HarboursCo.	281·3 F40' FK CellDBuE20' 33t Tanks at sides of	41·1	16·3	London British 11BHptCem (Coll to Sh dk 10 ,, 2nd ,,) tunnel41t DT's f 18'47t	4SteamTurbinesSRgeared to2Sc.Shafts (s) 230lb FD 887NHP 4SB,12cf,GS234,HS10044 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s 3 ″ 4¾ 13 ″ 11½	BT till ~~12,37~~ 12,38
33032 FPAP	**Saint Prosper** Fitted for oil fuel 2Dks	4330 4014 2612			...		1920	W.Gray& Co.(1918)Ld. WHartlepool	Soc.Navale de l'Ouest	351·2 P30'B103'Ba22' Bf22'F36' FK	52·5	26·7	Havre French WB	T.3Cy.26″,42″&70″-48″ 515NHP Oen.Mar.Eng.Wks.W.Hpl	29 ″ 4	V †

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	6 Terme assigné maintenant expiré. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33033 136971 GMVF	**St. Quentin** (exBainsizza, exPenrhys, ssNpt.No.3-6,30 exLadyPlymouth) ssNpt.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	3528 3324 2210	✠100A1 ~~6,37 12,36~~ 12,37 ✠LMC12,37	Ams ~~Rot~~ Kob	w	CL ~~12,36~~ 6,37	1915 3mo Lloyd	Campbeltn S.B.Co. Campbelt'wn 'sA&CP	TritonS.S.Co.Ld. (B.&S.Shipping Co.Ld.Mgrs.) Intermediate Bulkhead in after CellDBa111'uE&	349·0|49·9|23·6 P29'B102'F36' FK hold dispensed with B36'f153'995tAPT	Newport British Cem 5BHonly 85t	T.3Cy.24",40"&65"–45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre.LdGrk	26 ″ 1 s4 ″ 3½ 21 ″ 11	
33034 114185 GCDS	**St. Rognvald** Ⓟ ssAbn.2ndNo.3-4,26 ssAbn.No.2-36 Well deck Wireless 2Dks(UStl–ws)	932 701 390	✠100A1 6,37 ~~5,36~~ ~~BS5,36~~ ✠LMC6,34 6,37	Abn	n	CL ~~5,36~~ 6,37	1901 5mo Lloyd	Hall,Rus- sell&Co.Ld. Aberdeen 'sA&CP	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. WB	230·1|31·2|15·5 240·5(O.L.) P152'F65' BK7" =Cell DBa56'f77'	Aberdeen British 4BHCem 88tFPT13t	T.3Cy.22",36"&59"–36" (a) 190lb 100lb 225NHP 2SB,6cf,GS110,HS3370 Hall,Russell&Co.Ld.Abn.	16 ″ 3 s1 ″ 7½ 15 ″ 6½	BT till ~~5,37~~ 6,38
33035 165918 MMNQ	**Saint Ronaig** OilEng. Mchy.Aft CruiserStern 1Dk	509 341 208	✠100A1 12,37 ~~(ClassContemplated)~~ ✠LMC11,37	Bwg		CL	1937 11mo Lloyd	NVSchpsw "DeMer- wede"v/h van Vliet&Co. Hardinxveld 'sA&CP	J.&A.Gardner& Co.Ld.	166·5|27·2|9·4 172·0(O.L.) ~~Q91'B7'F23'~~ FK Q92'B7'F22' CellDB99'99tFPT	Glasgow British 3BHCem 5tAPT35t	Oil Engines 2S.C.SA 4Cy.13⅜"–22 7/16" 125NHP Atlas-DieselA/B,Skm.	11 ″ 6 s3 ″ 0¾ 11 ″ 4½	
33036 162343 GPCR	**St. Seiriol** Ⓟ TwinSc Fitted for oil fuel Wireless 2Dks	1586 1349 657					1931	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	269·7|37·1|19·4 B188'	Liverpool British WB	4SteamTurbinesSRgeared to 2 Sc Shafts FairfieldCo.Ld.Glasgow		BT till ~~5,37~~ 9,37
33037 164287 MLKL	**St. Silio** Ⓟ TwinSc OilEng. Wireless CruiserStern 2Dks	314 281 122					1936	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	149·2|27·1|10·0	Liverpool British	Oil Engines 2S.C.SA 12Cy.10¼"–13½" 232NHP CrossleyBros.Ld.Stockprt.		BT till 10,37
33038 318 OHBO	**Saint Stephen** ssGot.2ndNo.3-8,37 ~~ssRot.No.3-6,24~~ ~~ssGot.No.2-33~~ 2Dks(Stl)&Webframes Longitudinal framing	4746 4131 2889	✠100A1 8,37 ~~10,34~~ ~~BS5,36~~ ✠LMC~~6,33~~ 8,37	Els Got	x	CL 10,36	1911 4mo Lloyd	W.Hamil- ton&Co.Ld. PortGlasgow 'sA&CP	J.A.Zachariassen &Co. WB	376·0|52·2|25·5 P31'B105'F40' FK =Cell DBa108'uE	Nystad Finnish 6BHCem &B39'f174'	T.3Cy.25,"41 7/16"&68"–48" 180lb (r) 367NHP 3SB,9cf,GS165,HS5934 D.Rowan&Co.Glasgow 1040t~~DTf24'601t~~APT76t	28 ″ 0 s5 ″ 2½ 23 ″ 0	
33039 162280 GQTS	**St. Sunniva** Ⓟ ssAbn.No.1-35 2Dks(Weather dk Stl–ws) Wireless 3rd dk clear of mchy.space	1368 761 663	✠100A1 withfreeboard 4,38 ~~7,36~~ ✠LMC MS5,35 ~~BS5,35~~ ~~BS4,37~~ 3,38	Abn	p	CL ~~10,34~~ 4,37	1931 5mo Lloyd	Hall,Rus- sell&Co.Ld. Aberdeen 'sA&CP	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. CellDBa	252·6|35·2|15·5 37·0 267·5(O.L.) BK8" &uE56'f70'139t	Aberdeen British 7BHCem (Coll to W dk 6 ,, 2nd ,,)	T.3Cy.20",33½"&56"–36" (r) 200lb 255NHP 2SB,6cf,GS135,HS4440 Hall,Russell&Co.Ld.Abn.	23 ″ 10 s7 ″ 7 17 ″ 2½	BT till 10,37
33040 LGIA	**St. Therese** ssNwc.No.2-37 1Dk(Stl) Now "Gudvor," see No. 38305 in Supplement	2280 2013 1354	✠100A1 4,37 ✠LMC4,37	Nwc	s	CL N4,37	1928 3mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdSunderlnd 'sA&CP	D/S A/S Gudvin (H.Gjerpen,Mgr.) Intermediate Bulkhead in forw CellDB	293·1|44·2|19·4 P26'B72'F25' FK ard hold dispensed 250' 624t FPT29t	Oslo Norwegian 4BHptCem with APT85t	T.3Cy.20½",34"&56"–39" (s) 180lb 100lb 224NHP 2SB,6cf,GS111,HS3614 G.Clark,Ld.Sunderland	21 ″ 6 s3 ″ 1½ 18 ″ 6½	
33041 FPAQ	**Saint Thomas** Now "Syrie" see No. 40076 in Supplement 2Dks&Awng dk	2460 2214 1340					1909	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8|38·9|16·6 B31'F32' 24·2	Havre French WB	T.3Cy.19",30½"&51"–36" 156NHP Atel.&Ch.deFrance,Dnk.		V
33042	**Saint-Tropez** ssMsl.No.3-2,31 ssRou.No.1-35 1Dk(Stl) &2nd dk(Stl)inNos.1,2&3holds Now "Latymer," See Supplement	2096 1842 1261	100A1 4,36 BS4,36 LMC1,35	Rou	r	CL 4,36	1919	PolsonIron Wrks.Co.Ld. Toronto	FinchleyS.S.Co. Ld.	251·0|43·6|20·7 P25'B68'F20' FK Cell DB204'454tFPT	 British 4BH 57tAPT102t	T.3Cy.20½",33"&54"–36" (s) 180lb 276NHP 2SB,6cf,GS115,HS2173 FD PolsonI.W.Co.Ld.Tto.	23 ″ 1 s3 ″ 3 20 ″ 1	
33043 147307 GMPQ	**St. Tudno** Ⓟ TwinSc Fitted for oil fuel 3Dks	2326 1998 943					1926	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	318·4|44·1|20·5	Liverpool British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		BT till 10,37
33044 171147 ~~TVEB~~ MBZC	**Saint Vincent de Paul** (exMerwestroom, ssSyd.No.3-5,32 exFalcon) 1Dk(Stl) Wireless	1339 1107 301	✠ ... 11,33 ✠	Syd			1919 11mo	Jonker& Stans HendrikIdo Ambacht	C.W.Gordon, W.M.Reeves& G.E.Marden (Herlofson,Gor- don&ReevesMgs)	~~237·4~~|36·5|~~15·8~~ 236·5 15·4 P20'B58'F24' FK CellDB195'339t	Shanghai British 4BHCem	T.3Cy.17½"~~29½"~~&46"–36" 29½" 177NHP 2SB,4cf,GS89,HS3232 NVMachinefabriek Bolnes	18 ″ 0	V †
33045 ~~[illegible]~~ ~~GOPP~~	**St. Woolos** (exCity ofBristol–36) Broken up D.F. 2Dks	6741 6429 4345					1912	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	~~BarryShipping~~ ~~Co.Ld.(B&SShip-~~ ~~pingCo.Ld.Mgrs.)~~	452·0|56·6|31·6 P92'B165'F86'	 Japanese WB	T.3Cy.26",44¾"&78"–54" 447NHP WallsendSlpway&E.CoLd		C
33046 TWCT	**Sainte Bernadette** (exLouieRose–36) ssBkn.No.3-4,28 Well deck ssAlg.No.2-36 Mchy.Aft 1Dk(Stl)	1596 1243 955	✠100A1 ~~8,37 10,36~~ 3,38 ✠NB5,25 ✠LMC7,36 BS8,37 Carrying Wine in portab tanks	Alg Msl	p	CL 10,36	1924 7mo Lloyd	J.Fuller- ton&Co. Paisley 'sA&CP	G.Montefiore&V. d'Anchald(G. Montefiore.Mgr.) Cell	250·5|37·1|16·4 Q156'BonQ13'F23' FK DBf169'420tFPT	Tunis French 4BHCem 101tAPT62t	T.3Cy.19",31"&50"–36" (s) 180lb 226NHP 2SB,6cf,GS135,HS4366 Ross&Duncan,Glasgow	18 ″ 6 s5 ″ 4½ 17 ″ 3	
33047 FNEP	**Sainte Marguerite II** Fitted for oil fuel 1Dk	1854 — 1115					1921	Dublin Dkyd.Co.Ld. Dublin	Soc.deNav.à Vap.Daher	265·0|42·1|17·9 P22'B71'F29'	Marseilles French WB	T.3Cy.20½",34"&56"–36" 188NHP Rankin&BlackmoreLdGrk		V
33048 FNEQ	**Sainte Maxime** (exParnassos) D.F. 2Dks	4051 — 3043					1911	Akt.Ges. "Weser" Bremen	Cie.Générale d'Armements Maritimes	337·7|48·2|20·4 HF32'	Nantes French WB	T3Cy.23⅝",38 3/16"&62"–41 5/16" 248NHP A.G."Weser,"Bremen		V
33049 TUXY	**Sainte-Thérèse** TwinSc (exTaza–38,exChile) 1Dk	755 — 410					1904	Grngem'th &Greenock Dockyard Co. Grngemouth	Vve.G.Goussard	205·0|33·7|10·5 B55'F22'	Fort-de- France French WB	T.6Cy.11",18"&30"–22" 84NHP Muir&Houston,Ld.Gls.		
33050 41672 JIKK	**Saipan Maru** Ⓟ D.F. Ref.Mchy. 2Dks	5533 4783 3140					1936	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	382·0|53·8|33·3 F39'	Tokio Japanese WB	T.3Cy.25½",41¼"&69"–51"& LPTurbine with 640NHP DRgearing & hydraulic Coupling MitsubishiJukogyoK.K.		C
33051 10747 JSWB	**Saishu Maru** (exRossija, exWiltshire) ssKob.No.2-07 1Dk(Stl)&Web frame	2083 1870 1460	✠ 7,07 ✠	Kob	s		1897 9mo	J.Priest- man&Co. Sunderland	TaiyoKisenK.K.	290·0|42·3|20·4 P27'B56'F28' FK WB=DBa98'	Fuchu Japanese 5BHCem f102'601t	T.3Cy.22",36"&59"–29" 220NHP 2SB,6pf,GS89,HS3350 W.Allan&Co.Ld.Sld.	21 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33052 1 JPQC	**Saitsu Maru** Ⓟ Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Teak*)	1037 681 610	✠ 12,11 ✠	Kob	*m*		1911 12mo	OsakaIron Works Osaka	DairenKisenK.K. *WB*= *Cell DBa*62'	225·9	32·8	16·1	B54'F24'*on Shltr dk* FK *uE* 19' 87t *FPT* 80t	Dairen Japanese 4*BH Cem* *APT*55t	T.3Cy.13½",23"&38"-30" 116NHP 2SB,4*cf*,GS66,HS2169 OsakaIronWorks,Osaka	17 " 0	
33053 TCCZ	**Sakarya** Ⓟ (*ex*Africshore,*ex*Lome, *ex*Helene *ss*H.Kg.2ndNo.3-5,17 Woermann,*ex*Montevideo) 2*Dks*(*Stl U*-ws)	2612 — 1646	5,23	Cal			1888	Blohm& Voss Hamburg	Denizyollari Idaresi *Cell D*	334·3	40·2	22·1	P93'B76'F52' FK B256'370t *FPT*150t	Istanbul Turkish 5*BH Cem* *APT*40t	T.3Cy.26",40"&66"-42" 293NHP 2DB,8*cf*,GS150,HS4550 Blohm&Voss,Hamburg	24 " 9	
33054 28554 JHLA	**Sakaye Maru** (*ex*Bravore, *ex*Stromness, *ss*Kob.2nd No.3-5,26 *ex*Poldhu) *ss*Kob.No.2-33 1*Dk*(*pt Irn*&*pt Stl*) *deep framing*&*Web frames*	2876 2564 1768	✠ ... 1,35 ✠	Kob	*u*		1902 1mo	J.Blumer &Co. Sunderland	KawasakiKisen K.K. *Cell DBa*114'	319·7	46·1	21·0	P28'B72'F32' FK *uE*&*B*32'*f* 122' 698t	Kobe Japanese 5*BH Cem* *APT*79t	T.3Cy.23",38"&62"-42" 263NHP 2SB,6*pf*,GS112,HS4118 J.Dickinson&Sons,Ld.Sld.	23 " 6	
33055 UOWG	**Sakhalin** TwinSc Now "Vayian Kuturie," see No. 40626 in Supplement *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	7596 4723 4077					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1	54·6	32·2	P106'B29'F30'	Russian	Oil Engines 2S.C.SA 8Cy.23⅝"-41$\frac{11}{16}$" 776NHP		
33056 UOFY	— Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1964				...	1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7	46·1	26·1	P42'B95'F36'	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
33057 23344 JLCE	**Sakishima Maru** 1*Dk*	1224 — 709					1918	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	220·0	33·6	18·5	P23'B44'F24'	Osaka Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWrks,Ld.Osaka		
33058 UOAQ	**Sakko** Sub.Sig 1*Dk*	2363 2023 1278				...	1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8	43·2	20·5	P18'B71'F32' FK	Leningrad Russian *WB*	T3Cy17$\frac{11}{16}$"29⅛"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 " 8	
33059 28874 JFGS	**Sakura Maru** Wrecked 5,37 2*Dks*	399 316 216					1922	Uraga DockCo.Ld. Uraga	FujiokaTeiichi	145·0	23·5	13·5	F19'	Osaka Japanese	T.3Cy.13",21"&36"-22" 61NHP		
33060 973 JEGG	**Sakurajima Maru** Ⓟ Wireless	1281 — 856					1918	HaradaCo. Osaka	ChosenYusenK.K.	224·9	31·5	19·0		Jinsen Japanese			
33061 219800 KJXJ	**Salaam** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5990 4971 3709				...	1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7	54·2	30·4	P36'B124'F44' FK	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
* 33062 PHHF	**Salabangka** *ss*Ams.No.3-7,33 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6586 6152 4104	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠LMC7,33 ✠NB9,27 BS~~3,36~~ 7,37	Ams	*a*†	CL N8,35	1920 11mo *Lloyd*'s*A*&*CP*	W.Hamilton&Co.Ld. PortGlasgow	Stoomv.Maats. "Nederland" *Cell DB*368'1116	420·7	54·7	33·4	P41'F41' *on Shelter dk* FK t *DTa*37'1395t *FPT*	Amstrdam Dutch *pt Cem* 5 *BH to S dk* 3 " " *U* " 118t *APT*15t	T.3Cy.28",44½"&77"-54" (*s*) 180lb FD 823NHP 4SB(Spt),12*cf*,GS262, HS13988 D.Rowan&Co.Ld.Glasgow	36 " 0 s8 " 10¼ 27 " 5	
33063 108 YLDY	**Salaca** (*ex*Roland-33, *ex*Navigator,*ex*Wega,*ex*HenryHorn) 1*Dk*	1290 1050 817					1898	Akt.Ges. "Neptun" Rostock	NorthernBaltic Sawmills,Ld.	244·7	35·4	15·1	P15'Q72'B112'F24'	Riga Latvian *WB*	T.3Cy.16⅛",25½"&41¾"-32¼" 99NHP A.G."Neptun,"Rostock		G
* 33064 165910 GZRN	**Salacia** *OilEng.* *Ref.Mchy.* D.F. E.S.D. *CruiserStern* 2*Dks*&*Shelter dk*4*th dk in Nos.*2&3 *holds*	~~3600~~ ~~5600~~ 5495 4994 3286	✠100A1 *withfreeboard* 3,38 ~~2,37~~ ✠LMC8,37 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC~~8,37~~3,38	Gls		CL	1937 8mo *Lloyd*'s*A*&*CP*	Harland& Wolff,Ld. Glasgow	DonaldsonLineLd. (DonaldsonBros. Ld.*Mgrs.*) *Cell DB*366'130	430·6	57·2	28·1	447·9(O.L.) F31' FK (*Coll BH to Shltr dk* 6*BH to 2nd dk*) 4t *DTa*27'777t *FPT*8	Glasgow British 7*BH pt Cem* 2t *APT*180t	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1025NHP 2DB120lb Harland&Wolff,Ld.Gls.	30 " 9 s3 " 10 27 " 1	
* 33065 57 SUDE	**Salam** (*ex*Curler-34,*ex*Killowen) *ss*Nwc.No.3-3,28 *ss*Suz.No.2-36 *Cargo battens not fitted* 1*Dk*(*Stl*)	627 490 264	100A1 12,36 BS2,38 LMC12,36	Suz		CL 11,36	1918 *Lloyd*'s*A*&*CP*	Smith's DockCo.Ld. Middlesbro'	Soc.Misr de NavigationMaritime	172·2	30·0	15·7	B50' FK *Cell DBuE*26'20t	Alexndria Egyptian 5*BH Cem* *FPT*17t	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP NDB17*fitted*35 100lb 1SB,3*cf*,GS51,HS1850 N.E.MarineEng.Co.Ld.Sld	16 " 6 s1 " 7½ 15 " 0	
* 33066 144193 VQWN	**Salamaua** (*ex*Milverton-34, TwinSc *ex*Glentara) *ss*Rot.No.1-37 *OilEng.* *Ref.Mchy.* *ss*Shl.No.3-7,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6676 6095 ~~4068~~ 4059	✠100A1 *Shelter dk* *withfreeboard* ~~9,37 1,36~~ 4,38 DBS4,37 9,37 ~~DBS2,35~~ ✠LMC~~7,34~~	Lon Rot	*z*	CL ~~P5,34~~ ~~S1,36~~ 5,37	1920 4mo *Lloyd*'s*A*&*CP*	Harland& Wolff,Ld. Glasgow	W.R.Carpenter& Co.Ld. *Cell D*	406·0	54·2	32·9	P43'B81'F48' *on Shelter dk* FK B348'1039t *FPT*11	Suva,Fiji British *pt Cem* 7*BH to Sh dk* 6t *APT*123t	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 " 5 s 8 " 9 27 " 10	
33067 LCUQ	**Salamis** (*ex*Oddvar-37) 1*Dk*	1945 1684 1133					1923	Trndhjms Mek.Værks. Trondheim	SalamisA/S (I.M.Skaugen)	265·8	42·2	17·9	P26'B72'F30'	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrndheim		N
* 33068 PHHL	**Salawati** *OilEng.* *ss*Ams.No.3-5,31 *ss*Ams.No.1-35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6588 6151 4087	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~7,36~~ LMC CS1,36 DBS7,~~36~~ 11,37 1,36 *Carrying vegetable oil in deep tanks*	Ams Vcr	*a*†	CL ~~9,34~~ 6,37	1920 9mo *Lloyd*'s*A*&*CP*	Lithgows, Ld. PortGlasgow	Stoomv.Maats. "Nederland" *Cell DB*368'1116t	420·8	54·7	33·4	P41'F41'*on Shelter dk* FK *MT*37'1432t *DTa*37	Amstrdam Dutch *Cem* 5*BH to Sh dk* 3 " " *U* " '1308t *FPT*1	Oil Engines 2S.C.SA. 8Cy.26¾"-47¼" 1000NHP NE25*refitted*31 142lb 2NDB20*refitted*31 SulzerBros.Winterthur 15t *APT*45t	36 " 0 s8 " 10¼ 27 " 5	
33069 PHHQ	**Saleier** *ss*Sba.No.3-11,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Ams.No.1-37	6563 6128 4081	✠100A1 *Shelter dk* *withfreeboard* 6,36 10,37 ~~7,36~~ ✠LMC~~6,32~~ ✠NB4,27 BS~~6,36~~ 5,37	Ams	*a*†	CL ~~7,36~~ 10,37	1920 12mo *Lloyd*'s*A*&*CP*	Lithgows, Ld. PortGlasgow	Stoomv.Maats. "Nederland" *Cell DB*368'1116t *DTa*37'1395t	~~420·0~~ 419·9	~~54·9~~ 54·8	33·5	P41'F41'*on Shelter dk* FK *FPT*118t *APT*15t	Amstrdam Dutch *pt Cem* 5 *BH to S dk* 3 " " *U* "	T.3Cy.28",46"&77"-54" (*s*) 180lb 822NHP 4SB,12*cf*,GS266,HS13988 FD D.Rowan&Co.Ld.Glasgow	36 " 0 s8 " 10¼ 27 " 5	
* 33070 147154 MLXN	**Salerno** *ss*Hul.No.3-4,37 ~~*ss*Hul.No.2-32~~ *Well deck* 1*Dk*(*Stl*) *CruiserStern*	870 688 362	✠100A1 ~~4,37~~ ~~4,36~~ 1,38 BS~~11,36~~ 12,37 ✠LMC~~10,32~~ MS6,36	Hul ~~Lon~~ Bgn	*m*	OG ~~6,35~~ 1,38	1924 7mo *Lloyd*'s*A*&*CP*	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld. *Cell D*	215·7	32·8	13·9	P&B128'F53' FK *Ba*&*uE*51'66t *FPT*	Hull British 5*BH Cem* 24t *APT*22t	T.3Cy.14½",24½"&43"-30"(*s*) 225lb 160NHP 2SB,4*cf*,GS85,HS2910 Earle'sCo.Ld.Hull	14 " 10 s " 4½ 14 " 7½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. RefTrade.
33071 PHHV	**Salland** ssAms.No.3-12,31 ssAmsNo.1-36 *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern*	6447 5896 3972	✠100A1 *Shelter dk with freeboard* 10,37 ~~10,36~~ BS4,37 ✠LMC MS12,35 BS~~5,36~~ ✠Lloyd'sRMC~~12,35~~ *Carrying oil fuel F.P. above 150°F in fore peak tank* *Fitted for oil fuel 6,20 F.P. above 150° F.*	Ams Ham	c†	CL 12,35 11,37	1920 6mo *Lloyd's*A&CP	Barclay, Curle&CoLd. Glasgow	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd *CellDB*	449·2 464·0(O.L.) P35'F43' *on Shelter dk* FK 365'1402t *FPT*110t	58·2	29·2	Amstrdam Dutch *ptCem* *2BHtoSh dk* *5 „ „ U „* *APT*73t	2SteamTurbinesDRgeared to1Sc.Shaft 210lb 874NHP 4SB,*16cf*,GS286,HS11672 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 4 ″ 11½ 27 ″ 3½	
33072 OXXA	**Sally Mærsk** 3Mst D.F. ssAbg.No.3-4,35 *OilEng.* *1Dk(Stl)&Shelter dk(Stl)*	3252 3036 1985	✠100A1 *Shelter dk with freeboard* 10,37 ~~4,37~~ ✠LMC CS10,36 DBS8,36 5,35	Rot Abg	u	CL 3,37	1923 4mo *Lloyd's*A&CP	Odense Staalskibswft Odense	Akties.Dampskibs. af1912(A.P.Møller,Copenhagen, *Mgr.*) *CellDB*290'731t	332·1 F30' *on Shelter dk* FK *Collision* *FPT*51t *APT*59t	44·2	26·2	Aalborg Danish *ptCem* *nBH to S dk* *4 „ „ U „*	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{16}$"-51$\frac{3}{16}$" 355NHP DB-*50lb* A/SBurmeister&Wain,Cpn	28 ″ 11 s 6 ″ 10½ 22 ″ 3	
33073 147141 MLVG	**Salmo** ssHul.No.3-2,36 *Well deck* *1Dk(Stl)2trBinNo.1hold* *Ref.Mchy.* *CruiserStern*	1269 1063 621	✠100A1 10,36 ~~10,33~~ BS~~1,37~~ 2,38 ✠LMC2,36	Hul	p	OG 10,36	1924 4mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Ellerman'sWilson Line,Ld. *CellDB*283'333t	237·7 P151'F51' FK *APT*64t	35·3	15·8	Hull British *5BHptCem*	T.3Cy.15¼",26"&45"-33" (s) 225lb FD 214NHP 2SB,*4cf*,GS83,HS3328 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 9 s ″ 9¼ 17 ″ 1½	
33074 139231 GKFT	**Salmonpool** ssShl.No.3-5,36 D.F. *1Dk(Stl)*	4803 4513 3028	✠100A1 7,37 ~~11,36~~ 2,38 ✠LMC5,36 BS7,37	Bry ~~Hul~~	y	CL ~~11,36~~ 7,37	1924 3mo *Lloyd's*A&CP	IrvinesS.B.&D.D.Co.Ld. W.Hartlepool	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	390·1 P30'B221'F41' FK 344'1097t *FPT*120t	55·5	26·2	WHartlepl British *6BHCem* *APT*146t	T.3Cy.25½",40"&72"-48" (s) 180lb ~~160lb~~ 451NHP 3SB(Spt)*9cf*,GS186,HS7800 N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 5½ 24 ″ 6	
33075 612 SZJN	**Salomea** TwinSc3Mst (exEvanghelosNomikos-37,exLoukia, exVilledeNice,exPrincyp)	751 — 396					1897	Stabilmnto Tecnico Trieste	D.Matsoukis	210·0	31·0	11·0	Piræus Greek *WB*	C.4Cy.13"&28"-20" 58NHP StabilimentoTecnico,Tri.		
33076 LCWS	**Salonica** *1Dk*	2694 2493 1607					1912	WoodSkinner&Co.Ld. Newcastle	A/S Venborg (Brummenæs& Torgersen, *Mgrs.*)	324·0 P27'B205'F29'	46·5	19·8	Haugesnd Norwegian *WB*	T.3Cy.23",37½"&61½"-39" 236NHP N.E.MarineEng.CoLdNwc		N
33077 LCWT	**Salsaas** (exAbsia,exWarAfrican) ssYka.No.3-7,30 ssGot.No.1-34 *1Dk(Stl)* *Now "Oakfield," see No. 39564 in Su*	5214 4767 3168	✠100A1 3,37 BS3,37 ✠LMC8,34 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 5,18 F.P. above 150° F.*	Lis	y	CL 3,37	1918 5mo *Lloyd's*A&CP	Harland&Wolff,Ld. Glasgow	Skibs.A/S Nanset (I.Bugge, *Mgr.*) *CellDB*	400·6 P49'B112'F38' FK *Middle lineBulkhead* 345'1136t *FPT*118t	52·3	28·5	Larvik Norwegian *11BHptCem* *not oil-tight* *APT*185t	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
33078 LEHA	**Salta** (exSalerno) TwinSc *OilEng.* *2Dks*	3907 3460 2348					1920	J&KSmit's Scheepsw. Kinderdijk	A/S J.Ludvig MowinckelsRederi (DenNorskeSyd-AmerikaLinje)	375·8 P107tH315tF25t	51·5	22·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"-39⅜" 563NHP Werkspoor,Amsterdam		N
33079 LETJ	**Salten** Ⓟ *1Dk&Awngdk*	350 322 197					1908	Akers Mek.Værks. Oslo	Saltens Dampskibsselskab	139·0 H28t	21·6	15·7	Bodö Norwegian	T.3Cy.11",18"&29"-21" 38NHP AkersMek.Værks.Oslo		
33080 145739 GKCZ	**Saltersgate** (exOverstone) ssNwc.No.3-12,36 *1Dk(Stl)&Shelter dk(Stl)*	3940 3600 2387	✠100A1 *with freeboard* 11,37 ~~12,36~~ ✠LMC MS1,36 BS~~5,36~~ 7,37	Nwc	y	CL ~~12,36~~ N11,37	1924 2mo *Lloyd's*A&CP	Nthmblnd S.B.Co.Ld. Newcastle	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*336'1150t	380·3 F28' FK *FPT*80t *APT*130t	51·9	23·4	London British *6BHptCem* (*Coll to Shdk* *5 „ 2nd „*)	T.3Cy.25",41"&68"-48" (s) 180lb 381NHP 3SB,*9cf*,GS150,HS6330 N.E.MarineEngCoLd.Nwc	26 ″ 0 s 2 ″ 6½ 23 ″ 8	
33081 7214 SGEO	**Saltsjön** Ⓟ *CruiserStern*	314 141 208					1925	Eriksbergs M.V.Aktieb. Gothenburg	VaxholmsNya AngfartygsA/B (OFEkebohm *Mgr*)	121·4 B64'H60t	22·9	8·6	Vaxholm Swedish	C.2Cy.15"&29⅜"-22$\frac{1}{16}$" 33NHP EriksbergsM.V.A/B Got.		
33082 161014 GMTZ	**Saltwick** ssCff.No.2-37 ~~ssCff.No.1-33~~ D.F. *1Dk(Stl)*	3775 3407 2261	✠100A1 12,37 ~~2,37~~ BS1,37 ✠LMC~~6,34~~ MS12,37	Npt Cff	w	CL ~~12,35~~ 12,37	1929 11mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,*Mgrs.*)	360·5 P32'B219'F37' FK *CellDB*320'928t	49·9	23·1	Whitby British *6BHCem* *APT*135t	T.3Cy.25",42"&68"-45" (s) 180lb *180lb* 341NHP 2SB,*8cf*,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1½ 22 ″ 6½	
33083 139025 GJZT	**Saluta** (exSouthernKing-36, exMoora, ssSfj.2ndNo.3-11,34 exLothringen) *2Dks(Stl-Uteaks)deep framing aft & lower dk (Stl) forward* *Well deck* D.F.	6261 4858 3266	✠100A1 5,37 ~~5,36~~ ✠LMC MS10,33 BS~~1,33~~ 5,37 *Carrying Whale oil or oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,31 F.P. above 150°F.*	Sfj Fal	z	CL 4,36	1906 3mo A&CP	Akt.Ges. "Weser" Bremen	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	409·6 P&B339'F42' FK *CellDB a 125' u E&B 52' f*	52·7	27·8	London British *7BHCem*	Q.4Cy.24",34⅝",50"&72$\frac{27}{32}$"-53$\frac{5}{32}$"(s) 220lb *220lb* 530NHP 3SB,*9cf*,GS168,HS7104 FD A.G."Weser,"Bremen 173'1160t *FPT*69t *APT*38t	30 ″ 9 s 4 ″ 6½ 26 ″ 6¼	
33084 129041 GQRC	**Salvador** ssCrs.No.1-37 ssCrs.2ndNo.3-12,33 Wireless *1Dk(Teak)* *2nd dk(Stl)in forehold*	1128 957 650	✠100A1 11,37 ~~3,37~~ ✠LMC MS~~1,37~~ 8,37 BS~~3,37~~ 3,38 *Fitted for oil fuel 11,17 F.P. above 150°F.*	Crs	n	CL 3,37	1909 9mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	PacificSteamNav. Co. *WB=CellDBa40'uE15'f94'*	215·0 F26' FK	33·5	19·4	London British *4BHCem* 160t *APT*10t	T.3Cy.17",28"&46"-33" (r) 180lb 174NHP 2SB,*6cf*,GS107,HS3268 Swan,Hunter&Wigham Richardson Ld.Nwc.	21 ″ 6 s3 ″ 4½ 18 ″ 6½	
33085 150 ICGL	**Salvatore** (exErling-33, exAshington,exNewbrundoc, exDonaldE.McKay,exCanadian Engineer) *1Dk* D.F.	2252 — 1305			...		1921	Collngwd. S.B.Co.Ld. Toronto	M.Scuderi	260·9 P25'B64'F28' FK	43·7	22·3	Catania Italian *WB*	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	Cl †
33086 132046 EIKX	**Salvestria** TwinSc (exCardiganshire) *Fitted for oil fuel* D.F. *2Dks* *Carrying Whale Oil in bulk*	11938 10769 8597			...		1913	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	500·3 P107'B180'F88' FK	62·4	34·6 42·6	Dublin British *WB*	T.6Cy.24",40½"&68"-48" 977NHP Workman,Clark&Co.Ld.	37 ″ 7	C †
33087 207299 WJEH	**Salvor** (exTelegraph, WoodTwinSc exRobertC.Clowry) (*CableVessel*) Wireless *1Dk*	532 — 235					1910	A.C.Brown &Sons Ttnvlle,N.Y.	SuboceanSalvage Corp.	132·3	33·3	15·1	NewYork Utd.States	C.4Cy 14"&30"-22" 70NHP A.Miller&Bro.JerseyCity		
33088 122394	— Ⓟ WoodSp (exLeebro) *1Dk*	323 267 198					1908	W.Turpel Victoria,B.C.	Mrs.I.S.Galt	123·5	28·8	11·1	Vict'riaBC British	C.2Cy.10"&24"-16" 22RHP Ross&Duncan,Glasgow		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 33089 148299 GNTC	**Salvus** ssCff.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *withfreeboard* 12,36 ✠LMC12,36	Cff	*z*	CL 11,36	1928 5mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348' 1358t	399·0 F36' FK *FPT*106t*APT*195t	54·5	25·2	Cardiff British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB(Spt)9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 ″ 7 s 2 ″ 11¾ 24 ″ 9¾	
33090 LJKA	**Sama** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *Cruiser Stern*	1799 1335 810					1937	Akt.Lind- holmens varv. Gothenburg *Completed by*	A/S Sama(Chr. Gundersen&Co. *Mgrs.*) Götaverken A/B	306·7 F33' Gothenburg	40·4	15·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 541NHP GötaverkenA/B,Got.		N
33091 EGLE	— Iron (*ex*Josefita,*ex* ssBbo.3rdNo.3-3,10 Hermia,*ex*Roueu) ssCdz.No.2-18 1*Dk*(*Irn*)2*trB*	736 649 525	✠ 3,18 ✠NB3,87	Cdz	*l*		1876 6mo	J.Laing Sunderland	Soc.Metalúrgica DuroFelguera	203·8 Q26'F20' FK	29·5	15·5	Gijon Spanish 5*BHCem* *DBa*60'*f*40'	C.2Cy.26"&47"-36" NDB87 110NHP 1SB,3*pf*,GS49 R.&W.Hawthorn,Nwc.	16 ″ 5	
33092 YNAE	— 4Mst (*ex*LouisGeraci, *OilEng.* *ex*Harjumaa) 1*Dk* Wireless	567 456 371					1922	Petrovski S.B.Co. Reval	CeibaNavigation Corporation (StandardFruit& S.S.Co.*Mgrs.*)	166·6	28·7	12·1	Bluefields Nicaraguan	Oil Engines 2S.C.SA 6Cy.16"-20" 180NHP Fairbanks,Morse&Co. Beloit,Wis.		G
33093 KZBF	**Samal** (*ex*Pompey,*ex*Harlech) *Well deck* 1*Dk*(*Irn*)&*Web frames* Wireless	1303 — 610	✠ 1,98				1897 4mo	S.P.Austin &SonLd. Sunderland	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	237·1	34·8	14·4	Manila P.I. Utd.States	T.3Cy.19⅜",31"&51"-33" 161NHP J.Dickinson&SonsLd.Sld.		
33094 149662 GNKR	**Samala** *Ref Mchy.* D.F. E.S.D. Sub.Sig. 4*Dks*	5390 4678 3301					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird,Birkenhead		C
33095 26208 JSOD	**Samarang Maru** Ⓟ ssKob.No.3-10,32 ssYka.No.1-35 2*Dks*(*Stl*-*U* ws)	4013 3468 ~~2500~~ 2497	✠100A1 10,37 ~~10,36~~ ✠LMC~~10,36~~ 10,37	Osa	*w*	OG ~~10,34~~ 10,37	1920 3mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	~~NanyoKaiunK.K.~~ ~~Kakimoto~~ ~~Shinjiro~~ Nanyo KaiunK.K.	345·0 P33'B74'F41' FK *CellDB*316'	50·0	26·8	Kobe Japanese 6*BHCem* 775t*APT*26t	T.3Cy.23",38"&64"-48" (*s*) 200lb 246NHP 2SB,6*cf*,GS109,HS2197 FD MitsubishiZosenKaishaLd	29 ″ 1 s 5 ″ 7½ 24 ″ 0	
* 33096 145923 GJCF	**Samaria** Ⓟ TwinSc ssLon.No.3-11,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-*pt* ws)& Sub.Sig. *Shade dk*(*Stl*-ws)3*rd dk*(*Stl*) *Ref.Mchy.* *in forward & after holds* D.F. E.S.D. GyC.	19597 14189 11834	✠100A1 *Shelter dk* *withfreeboard* BS12,37 1,37 ✠LMC1,37 ~~MS11,32~~ ~~BS1,37~~ Lloyd'sRMC~~1,37~~ ~~7,37~~ 1,38 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	Liv	*n*†	CL ~~P1,35~~ SN 1,36 P3,38	1921 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	CunardWhiteStar, Ld. *CellDB*512'2623t	601·5 B284'*on Shade dk* FK *DTf*46'1643t *Tanks at sides of tunnel:*	73·7	40·7	Liverpool British *pt Cem* 10*BHtoSh dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS29164 2527NHP 3DB&3SB,36*cf*,GS746 FD CammellLaird&CoLd.Bkn 48'367t*FPT*122t*APT*86t	45 ″ 0 s 12 ″ 9½ 32 ″ 8	BT till ~~1,38~~ 3,38
33097 143770 GCDV	**Sambre** ssMdb.No.1-37 ssLon.No.3-8,32 Sub.Sig. 2*Dks*(*Stl*)	5260 4810 3218	✠100A1 7,37 ~~7,36~~ BS~~12,36~~ ✠LMC~~12,31~~ 12,37 12,35	Lon Mdb	*y*	CL 7,36	1919 11mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0 412·3(O.L.) P49'B113'F40' FK 340'1067t*FPT*125t	52·4	28·5	London British 7*BHptCem* *APT*198t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
33098 ONZC	— (*ex*WitteZee) 1*Dk*	727 524 316					1917	A.Van Duijvendijk Papendrecht	CieNationaleBelge deTransp.Mar. (ArmementDeppe, *Mgrs.*)	180·8	28·3	12·4	Antwerp Belgian *WB*	T.3Cy.15",25"&40"-27" 83NHP Verschure&CoAmsterdam		V
33099 PHHZ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	349 281 225					1929	NVSchpsw Gebr.Pot Bolnes	Wm.H.Müller&Co. N.V.	144·7 P36'B7'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$19\frac{11}{16}$" 70NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
33100 148590 MNJX	**Sambur** TwinSc ssSou.No.3-5,37 ~~ssFal.No.2-33~~ 1*Dk*(*Stl*-ws)2*nd dk* *in holds* *Cruiser Stern*	776 701 311	✠100A1 *withfreeboard* 3,38 BS3,38 ✠LMC5,37 *ForChannel service* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Npt ~~Sou~~ Drt		OG 3,36	1925 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	GreatWestern Railway *DTa*	201·2 210·0(O.L.) P20'B72'F69' FK&BK2" 40t*DTf*45t*FPT*47t	33·7	15·3	Weymouth British 6*BHCem* *APT*47t	T.6Cy.14½",23"&38"-27" (*r*) 185lb 226NHP 2SB,6*cf*,HS3464 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 11 s 3 ″ 8½ 12 ″ 8	
33101	**Sami** (*ex*AghiosSpyridon, Iron *ex*CityofCadiz,*ex*Corcyra) Now "Aktan," see No.37169 in Supplement 1*Dk*2*trB*	831 699 468			…		1862	Richardsn, Duck&Co. Stockton	TahsinZeki,Cemil Hanim&Ahmet Hamdi	204·4 P34'F36' ND94 BK6½"	28·5	17·3	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 NB94 95NHP T.Richardson&Sons,Hpl.	18 ″ 1	
33102 DABZ	**Samland** (*ex*Patrino,*ex*Uhl, *ex*Weesturs,*ex*Pomona) 1*Dk*	771 608 453					1896	Rijkee&Co Rotterdam	PreussenlinieArlt &Co.K.G.(Ivers& Arlt,*Mgrs.*)	200·4 Q66'B46'F23'	30·1	13·4	Konigsbrg German *WB*	T.3Cy.15",25"&40"-36" NB08 96NHP Maats.deMaas,Rotterdam		V
33103 LETL	**Samlanes** (*ex*Hansa,*ex*Praecis) 1*Dk*	842 612 500					1908	Nüscke& Co.A.G. Stettin	A/SD/S"Jonstein" (HansStoraas, *Mgr.*)	202·9 Q68*t*B83*t*F25*t* H32*t*	30·4	12·4	Bergen Norwegian *WB*	T.3Cy.13⅘",21¾"&35⅘"-23⅗" DresdnerMasch. 62NHP &Schiffsw.Uebigau,A.G.		G
33104 LCYA	**Samnanger** 1*Dk*	4276 3923 2618			…		1918	Canadian Vickers,Ld Montreal	Westfal-Larsen &Co.A/S	380·7 P44'B102'F42' FK	49·2	26·8	Bergen Norwegian *WB*	T.3Cy.25",41"&67"-45" 333NHP CanadianVickers,Ld.Mtl.	30 ″ 1	N †
33105 216718 KTUI	**Samoa** (*ex*LakePepin) *Fitted for oil fuel* 1*Dk*	1997 1634 1172			…		1918	McDougall -DuluthCo. Duluth,Minn	WheelerLogging Co.	251·0 P27'B64'F35' FK	43·6	18·1	Portlnd,Or Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
* 33106 218144 HPGK	**Samoan** (*ex*Silverspruce-36, *ex*Ashbee) *OilEng.* D.F. ssN.Yk.No.3-7,35 1*Dk*(*Stl*)&*Web frames* Now "Norse Lady," see No.30429 in Supplement *Longitudinal framing*	3375 3128 2109	100A1 11,36 ✠NE10,23 ✠LMC7,35 DBS9,36	Vcr	*v*	CL 3,35	1919 *Lloyd*	Merrill- StevensS.B. Corp. Jacksonville, '*sCP* Fla.	Carriso,Inc. (FloodBros. *Mgrs.*) *CellDB*278'	333·8 P26'B97'F38' FK *MT*23'513t*FPT*86t	48·0	24·9	Panama Pnamanian 5*BHCem* *APT*219t	Oil Engines 4S.C.SA 6Cy.27"-47" 423NHP NDB23-*125lb* NewYorkS.B.Co.Camden, N.J.	27 ″ 6	
33107 RAQZ	**Samoied** (*ex*LakeFestina) *Fitted for oil fuel* 1*Dk*2*trB*	2560 2203 1587			…		1919	Toledo S.B.Co. Toledo,O.	U.S.S.R.	250·9 P25'B64'F23' FK	43·6	25·8	Odessa Russian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grèement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
33108 DHUN	**Samos** (*ex*Saar,*ex*OttoZelck)	2576 1976 1513					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	311·1 P&B252'F32'	46·1	19·7	Hamburg German *WB*	T.3Cy.21½",35 1/16"&57½"–37½" 200NH A.G."Neptun,"Rostock		G
33109 11 SVDL	— Ⓟ **Iron** (*ex*Elefteria,*ex*Oldham) Wireless 1*Dk*& *Awng dk*	1208 — 645			...		1889	Earle'sCo. Ld. Hull	D.InglessiFilsS.A. Nav.deSamos	240·0	30·0	14·6	Samos Greek *WB*	T.3Cy.22",35"&57"–42" NB28 210NHP Earle'sCo.Ld.Hull		
33110 FOOK	**Sampiero Corso** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 2*Dks* *CruiserStern*	3823 2759 1657					1936	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.deNav. Fraissinet	329·7 P33'F73'	47·9	25·4	Marseilles French *WB*	2 DR geared Steam Turbines Forg.&Ch.delaMédit.S.A. LeHavre		V
33111 OUKV	**Samsö** 1*Dk*	1494 1108 881					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Heimdal (M.Carl, *Mgr.*)	253·4 P17'Q81'B96'F29'	38·1	15·2	Elsinore Danish	C.4Cy.(2)14½"&(2)31½"–31½" 93NHP HelsingörsJernsk.&Mskb.		V
33112 TCCV	**Samsun** (*ex*Gabriella,*ex*Rhône) Wireless 2*Dks*&*Spar dk*	1396 — 879					1889	Wigham Rchrdsn&Co. Newcastle	MustafaveAhmed veVehbiAldikaçti	251·5 B38'	32·2	17·0 24·0	Istanbul Turkish *WB*	T.3Cy.25",38½"&65"–42" NB01 274NHP WighmRchardsn&Co.Nwc		
33113 LDJG	**Samuel Bakke** **TwinSc** *OilEng.* *ss*Got.No.2-37 ~~*ss*Stv.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1 *hold* D.F. *Platform dk in insulated hold*	~~4744~~ ~~4216~~ ~~2829~~ 4719 4216 2835	✠100A1 *withfreeboard* ~~9,37~~ ~~5,36~~12,37 DBS8,37 ✠LMC8,37 ✠Lloyd'sRMC~~4,37~~ 3,38 ~~12,37~~ ~~8,37~~ for temp. 30° F.	Got	*z*	CL ~~s10,35~~ ~~B5,36~~ 8,37	1929 7mo	AB Göta- verken Gothenburg *Lloyd'sA&CP*	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S.) *CellDB*323'1562	390·8 407·6(O.L.) F35' FK *FPT*99*tAPT*111*t*	54·7	25·5	Haugesnd Norwegian 6*BH* (*CollToSh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP DB85*lb* A/B Götaverken,Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
33114 116841	**Samuel F. B. Morse** *Mchy.Aft* GyC. 1*Dk*2*trB*	4477 — 3376					1898	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	456·0	50·0	24·0	D'luthMin Utd.States *WB*	Q.4Cy.17",25",38½"&60"–42" NB29 *Ereblt*03 233NH AmericanS.B.Co.		
33115 220955 KDMS	**Samuel L. Fuller** *ss*Mob.No.3-5,33 *ss*NOs.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	6950 6465 4312	✠100A1 ~~10,37~~~~4,37~~ 4,38 BS4,38 ✠LMC4,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,21 *F.P.above* 150° F.	NOs	*b*†	CL N4,37	1921 1mo	SunS.B. Co. Chester,Pa. A&CP *CellD*	SinclairNav.Co. *BuE&B59'f41'408*	430·2 P133'B36'F40' FK *tFPT*222*tAPT*57*t*	59·2	32·8	NewYork Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd*,,)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 8	
33116 225409 WPBG	**Samuel Mather** *ss*Clv.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing at bottom&at deck* GyC. *Cargo battens not fitted*	8152 7771 6442	✠100A– *ForService on the Great Lakes* 4,35 MS5,33 ✠LMO BS4,37	Clv			1926 4mo	American S.B Co. Lorain,O. *CellDBuE&*	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *B56' 242t CellDB*	596·9 F48' FK *& side tanks in way of holds*471'7934	60·0	32·0	Wilmgton (Del.) Utd.States 3*BH* *FPT*471*tA*	T.3Cy.24½",41"&65"–42" (*s*) 3 Water Tube Boilers 200lb HS6675 FD 436NHP AmericanS.B.Co. *PT*68*t*	32 ″ 0	
33117 116495 WBDC	**Samuel Mitchell** **3Mst** *Mchy.Aft* (*Self-Unloader*) D.F. 2*Dks*	2248 — 1362					1892	GlobeIron WorksCo. Cleveland,O.	HuronTransptn. Co.	293·3 H—F32' *WB*	40·4	20·1	Alpena, Mich. Utd.States	T.3Cy.20",32"&52"–42" 175NHP GlobeIrnWksCo.Clevelnd		R
33118 221721 KDVO	**Samuel Q. Brown** *ss*NYk.No.1-37 *ss*Bal.No.3-4,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing*	6625 6058 4117	✠100A1 ~~5,37~~~~11,36~~10,37 MS6,37 BS10,37 ✠LMC~~4,33~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	NYk	*a*†	CL 6,36	1921 11mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *CellDBuE&B60'* *DTf*43'750*t*	424·4 439·6(O.L.) P128'B25'F41' FK 236*t* *FPT*228*t APT*178*t*	58·2	32·9	Wilmgton (Del.) Utd.States 16*BHptCem* (9 ,, *toU dk* 7 ,, ,,2*nd*,,	T.3Cy.27",45"&75"–51" (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkSBCo.CamdnNJ)	33 ″ 0 s6 ″ 7½ 26 ″ 7	
33119 1 HSZC	**Samui** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom, deck & trunk top*	1458 1232 740	✠100A1 7,36 ✠LMC7,36 *CarryingPetroleum in bulk*	Hak	*p*	CL	1936 7mo	Hakodate DockCo.Ld Hakodate *Lloyd'sA&CP*	Government of Siam *CellDB*	240·0 P75'F31'*Trunk*118' FK *uE*46'*f*36'71*t FPT*	39·0	16·3	Bangkok Siamese 11*BH* 72*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.16 5/16"–25 3/16" 318NHP DB120*lb* KobeSteelWorks,Ld.Kobe	16 ″ 4 s1 ″ 10½ 14 ″ 7	
33120 164464 GYKK	**San Adolfo** *Mchy.Aft* *OilEng.* D.F. 1*Dk* 2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7365 6651 4376	✠100A1 4,38 ✠LMC5,35 *Carrying Petroleum in bulk*	~~Fal~~ ~~Mob~~ Gal		CL 4,38	1935 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'157	446·0 464·5(O.L.) P95'B45'F34' FK *t DTf*26'286*t FPT*	60·3	32·0	London British 15*BHptCem* 134*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP 2DB180*lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
33121 163569 GYCY	**San Alberto** *Mchy.Aft* *CruiserStern* *OilEng.* D.F. 1*Dk*, 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7397 6649 4371	✠100A1 ~~1,37~~11,37 ✠LMC2,35 *CarryingPetroleum in bulk*	Lon Nwc		CL 11,37	1935 2mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*69'159*t*	446·0 P95'B45'F32' FK *DTf*26'288*t FPT*1	60·2	32·0	London British 15*BH* 24*tAPT*80*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 503NHP 2DB180*lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
33122 163582 GYGN	**San Alvaro** *Mchy.Aft* *OilEng.* D.F. *Cruiser Stern* 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7385 6608 4412	✠100A1 ~~6,37~~ ~~10,36~~ 1,38 ✠LMC3,35 *CarryingPetroleum in bulk*	Bkn ~~Fal~~		CL ~~7,36~~ N1,38	1935 3mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld.	446·0 465·0(O.L.) P95'B45'F31' FK *CellDBuE*64'159*t*	60·3	32·0	London British 15*BH* *DTf*26'286*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc. *FPT*134*tAPT*81*t*	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
33123 163566 GYCZ	**San Amado** *Mchy.Aft* *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7316 6604 4392	✠100A1 ~~4,37~~1,38 ✠LMC2,35 *CarryingPetroleum in bulk*	Nwc		CL 1,38	1935 2mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'16	446·1 P95'B45'F32' FK 1*tDTf*26'303*tFPT*	60·2	32·0	London British 15*BH* 134*tAPT*54*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 503NHP 2DB180*lb* J G.Kincaid&Co.Ld.Grk.	32 ″ 0 s 6 ″ 1½ 26 ″ 1⅝	
33124 164444 GYJP	**San Ambrosio** *Mchy.Aft* *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinalframing at bottom& at deck*	7410 6669 4404	✠100A1 ~~6,37~~4,38 ✠LMC4,35 *CarryingPetroleum in bulk*	Fal Nwc		CL N4,38	1935 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld.	446·0 464·7(O.L.) P95'B45'F31' FK *CellDBuE*	60·4	32·0	London British 15*BH* 64'159*tDTf*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc. 26'286*tFPT*134*tAPT*79*t*	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
33125 LCWV	**San Andres** *OilEng.* 1*Dk*	1975 1638 1106					1921	J.&K. Smit'sSchps Kinderdijk	D/S A/S Spanske-linjen(Fred.Olsen &Co.&OleR.Thoresen, *Mgrs.*)	302·0 P75*t*H242*t*F15*t*	42·2	20·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜"–47¼" 403NHP Werkspoor,Amsterdam		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7" Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33126 217152 WDIO	**San Angelo** (*ex*Willanglo, *ex*Westmead) *Fitted for oil fuel* 2*Dks*	5605 5112 3521			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	409·5 P44'B115'F47' FK	54·2	27·4	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 " 2	R †
33127 219624 KUDG	**San Anselmo** (*ex*Oran, *ex*WestJester) *Fitted for oil fuel* 2*Dks*	5758 5291 3571					1920	AmesS.B. &D.D.Co. Seattle, Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.28",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33128 FNTE	**San Antonio** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks&Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50",(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
33129 219593 KUCM	— (*ex*LakeIkatan) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2689 2329 1667			...		1920	Manitowoc S.B.Co. Manitowoc	SouthernS.SCo.	253·5 P25'B65'F26' FK	43·9	25·9	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 " 5	R †
33130 PHIF	— Aux3MstSr *OilEng.*(~~*not classed*~~) *ss*Rot.2ndNo.3-7,36 1*Dk*(*Stl*) (*See Sailing Ship Register*)	410 327 214	✠100A1 ~~7,33~~ ~~10,36~~ 5,38	Rot Fal LMC1,38	*k*	1,38	1909 10mo A&CP	NaamVenn Scheeps.v. J.Smit,Czn. Alblass'rdam	N V Hammersteins Reederijbedrijf	165·0 Q27'RFD21' FK *WB*=*CellDB*96'	27·3	9·6	Rottrdam Dutch 3*BHCem* 121*tFPT*44*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{16}$"-19$\frac{11}{16}$" 71NHP NE35*fitted*1,38 Humboldt-Deutzmotoren A.G.Koln-Deutz.	12 " 4 ~~s1 " 11~~ ~~11 " 10~~ s1 " 3$\frac{3}{4}$ 12 " 5$\frac{1}{2}$	
33131	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Industrieele Maats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 P41'F17'	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{3}{4}$" 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
❋ 33132 163590 GYJQ	**San Arcadio** *Mchy.Aft* *CruiserStern* *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7419 6676 4402	✠100A1 10,37 ~~1,37~~ ✠LMC4,35 *Carrying Petroleum in bulk*	Bkn Fal		CL	1935 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	EagleOil&ShippingCo.Ld. *CellDBuE*69'16	446·0 P95'B44'F32' FK 1*tDTf*26'289*tFPT*	60·2	32·0	London British 15*BHptCem* 133*tAPT*66*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB*180lb* Harland&Wolff,Ld.Gls.	32 " 0 s 6 " 0$\frac{3}{4}$ 26 " 1$\frac{3}{4}$	
33133 HPCI	**San Benito** *Fitted for oil fuel* E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	*3724* *3122* *2086*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·3 P36'B102'F40'	46·3	29·2	Panama Pnamanian *WB*	Turbo-ElectricMotor BritishThomsonHouston Co.Bel.		C
33134 219422 KUKJ	**San Bernardino** (*ex*Oriole, *ex*WestJappa) *Fitted for oil fuel* 2*Dks*	5751 5218 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33135 HPCB	**San Blas** Sub.Sig. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern* 2*Dks*	*3628* *3118* *2142*					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P37'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&69"-48" 330NHP Wrkman,Clark&Co.Ld Bel		C
33136 HPCA	**San Bruno** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&2ptdks* E.S.D. *Cruiser Stern*	3627 3118 1957					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&69"-48" 330NHP Wrkman,Clark&CoLd.Bel.		C
❋ 33137 165406 GZGW	**San Calisto** *OilEng.* 1*Dk 2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7238 4807	✠100A1 ~~8,37~~ ~~2,37~~ 12,37 ✠LMC2,37 *Carrying Petroleum in bulk*	PGl Nwc		CL	1937 2mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*66'161	462·8 478·6(O.L.) P97'B46'F48' FK *tDTf*22'215*t FPT*	61·2	33·1	London British 15*BHptCem* 149*tAPT*96*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 " 3 s 6 " 5$\frac{1}{4}$ 27 " 0$\frac{1}{2}$	
33138 LDNA	**San Carlos** (*ex*Rio de laPlata) *Now* "Grand Quevilly," *see No.* 33340 *in Supplement* 2*Dks*	2844 [illegible] 1547					1914	J.Blumer &Co. Sunderland	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	333·6 P77*t*H191*t*F39*t*	48·7	19·6	Oslo Norwegian *WB*	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		N
33139 149871 GNCJ	— TwinSc *ss*Cco.No.2-35 *Mchy.Aft*	2395 1743 1242	✠100A1 *with freeboard* 5,37 ~~10,36~~ BS10,36 ✠LMC7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Cco	*t*	CL ~~s7,35~~ ~~P2,36~~ 5,37	1927 7mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7 P67'F34' FK *Trunk*204' *f*286*ta*356*tFPT*60	50·2	14·3	London British 7*BHptCem* *tAPT*75*t*	T.6Cy.13$\frac{1}{2}$",23$\frac{1}{2}$"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 " 0 s1 " 10$\frac{1}{4}$ 13 " 3$\frac{3}{4}$	
❋ 33140 165864 GZBJ	**San Casimiro** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8046 7201 4731	✠100A1 ~~7,37~~ ~~12,36~~ 3,38 ✠LMC12,36 *Carrying Petroleum in bulk*	Gls ~~Bkn~~ Fal		CL	1936 12mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*69' 164*t*	465·0 483·0(O.L.) P90'B41'F66' FK *DTf*25'292*t FPT*1	59·2	33·8	London British 15*BH* 40*tAPT*89*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s 6 " 7$\frac{3}{4}$ 27 " 7	
33141 149989 GNMJ	**San Casto** TwinSc *ss*Cco.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* *Longitudinal framing*	2446 1723 1246	✠100A1 10,37 ~~4,37~~ BS10,37 ~~BS9,36~~ ✠LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco	*t*	CL s6,35 P9,36	1928 2mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. ~~*Wing tanks a* 60'531*t*~~	305·6 P83'F38' FK *Trunk*184' *Wing tanks a*30' ~~*Wing tanks f*30'259*t*~~ *FPT*98*t*	51·2	15·0	London British 8*BHptCem* 265*t* *APT*72*t*	T.6Cy.13$\frac{1}{2}$",23"&37"-27" (*s*) 180lb 217NHP 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 " 0 s 1 " 6$\frac{3}{4}$ 13 " 7$\frac{1}{2}$	
❋ 33142 [illegible] GZRP	**San Cipriano** *For full particulars see No.* 40062 *in Supplement* *OilEng.* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	7966 [illegible] 4767	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1937	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld.	~~465·0~~ 464·9 P94'B41'F48'	~~59·2~~ 59·1	~~33·8~~ 33·9	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" J.G.Kincaid&Co.Ld.Grk.		
❋ 33143 165436 GZMR	**San Cirilo** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8012 7238 4807	✠100A1 ~~4,37~~ 10,37 ✠LMC4,37 *Carrying Petroleum in bulk*	PGl Bkn		CL	1937 4mo	Lithgows Ld. Port Glasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*66'16	462·8 478·7(O.L.) P97'B46'F48' FK 1*tDTf*22'215*tFPT*	61·2	33·1	London British 15*BHptCem* 149*tAPT*96*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 " 3 s 6 " 5$\frac{1}{4}$ 27 " 0$\frac{1}{2}$	
❋ 33144 160358 GNMK	**San Claudio** TwinSc *ss*Cco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* *Longitudinal framing*	2712 1840 1402	✠100A1 ~~4,37~~ ~~10,36~~ 2,38 ~~BS10,36~~ 11,37 ✠LMC10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco	*t*	CL ~~s10,36~~ PN 11,37	1928 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld.	304·9 P83'F39' FK *Trunk*183' *FPT*	51·2	15·1	London British 9*BHptCem* 93*tAPT*80*t*	T.6Cy.14",23"&38"-24" (*s*) 180lb 226NHP 2SB,*6cf*, ,HS4480 ShieldsEng.Co.Ld.N.Shl.	15 " 0 s 1 " 5$\frac{3}{4}$ 13 " 8$\frac{1}{2}$	

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de la porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres et Certificats
33145 219320 KORB	**San Clemente** (exWestMingo) Fitted for oil fuel 2Dks	5493 — 3428					1919	LsAngeles S.B.&DD.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs)	410·0|54·4|27·2 P43'B115'F47'	Portlnd,Or Utd.States WB	T.3Cy.29½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal		R
33146 164727 GZBG	**San Conrado** 1Dk 2nd dk clear of cargo tanks OilEng. Mchy.Aft ~~1Dk,2nd dk aft of cargo tanks~~ D.F. CruiserStern Longitudinal framing at bottom & at deck	7982 7201 4787	✠100A1 ~~4,37~~ ~~10,36~~ 12,37 ✠LMC10,36 Carrying Petroleum in bulk	Gls ~~Nwc~~Bkn	c†	CL	1936 10mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld. CellDBuE69' 164t DTf25' 292t FPT140t APT87t	465·0|59·2|33·8 484·0(O.L.) P94'B43'F32' FK	London British 15BH	Oil Engines 4S.C.SA 8Cy.25 7/16"-55⅛" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 10 27 ″ 4½	
33147 142290 MKBL	**San Dario** (exTeakol) TwinSc ssShl.No.3-4,30 Wireless ssBkn.No.2-38 ~~ssBkn.No.1-35~~ Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1137 880 584	✠100A1 with freeboard 4,38 ~~11,36~~ ✠NE&B11,22 Carrying Petroleum in bulk Fitted for oil fuel 11,22 F.P. above 150° F.	Bkn 4,38 ✠LMC~~2,35~~	n	CL ~~2,35~~ 3,38	1918 1mo Lloyd's A&CP	Short Bros. Ld. Sunderland	EagleOil& ShippingCo.Ld. Middle line bulkhead not oil-tight CellDBuE34' 55t DTf21' 189t FPT35t APT71t	210·0|34·8|16·6 220·0(O.L.) P70'F57' FK	London British 12BHptCem	T.6Cy.9½",15½"&26"-18" (s) 180lb 85NHP 2SB,4pf,GS61,HS1628 AilsaS.B.Co.Ld.Troon	16 ″ 6 s 1 ″ 3½ 15 ″ 3½	
33148 FNTL	**San Diego** Ref.Mchy. Fitted for oil fuel Sub.Sig. D.F. 2Dks&Shelter dk	6013 5059 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5|57·3|26·7	Havre French WB	T.4Cy.31",50",&(2)60"-60" 557NHP Harland&Wolff,Ld.Bel		V
33149 216794 KJSQ	— Wood Fitted for oil fuel	1487 — 835					1918	Mathews' S.B.Co. Hoquiam, Wash.	ReitzS.S.Co.	237·3|44·7|16·8	S.Frncisco Utd.States	T.3Cy.14",22"&40"-30" 88NHP LlewellynIronWorks, LosAngeles		
33150 33300 JQJB	**San Diego Maru** OilEng. Mchy.Aft 2Dks Carrying Petroleum in bulk	7269 6829 5000					1928	Mitsubishi Zosen Kaisha,Ld. Nagasaki	MitsubishiShoji Kaisha,Ld.	430·0|57·0|34·5 P114'B33'F17'	Tokio Japanese WB	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha, Ld.Nagasaki		C
33151 EGMB	**San Eduardo** (exHercules) IronSc	300 — 124					1917	....	A.T.Vega	151·7|19·7|11·5	Gijon Spanish	T.3Cy.12",18"&31"-28" 51NHP A.G Weser,Bremen		
33152 146560 GFWJ	**San Fabian** ssBkn.No.3-3,35 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	13031 12555 8216	✠100A1 Shelter dk with freeboard ~~1,37~~ ~~2,36~~ 4,38 ~~BS2,36~~ ✠LMC4,34 Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.	Nwc Bkn 4,38 ~~BS4,37~~	h†	CL 1,36	1922 5mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuB43' 202t DTf50' 512t FPT243t APT70t	530·5|69·4|42·2 552·0(O.L.) B39' on Shelter dk FK	London British ptCem 15BHtoS dk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB(Spt),15cf,GS300, HS12475 FD WllsndSlipwayCoLd.Nwc	42 ″ 3 s10 ″ 3½ 32 ″ 2½	
33153 218196 KEDR	**San Felipe** (exWillwello, exWesternGlen) Fitted for oil fuel 2Dks	5918 5195 3680			...		1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)	409·8|54·2|29·2 P44'B119'F47' FK	Portlnd,Or Utd.States WB	T.3Cy 28½,48"&80"-48" 639NHP AmesS.B.&D.D.Co.Seattle	31 ″ 11	R †
33154 145252 GFJZ	**San Felix** ssShl.No.1-38 ssFal.No.3-5,34 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)&Web frames D.F. Longitudinal framing	13037 12550 8207	✠100A1 Shelter dk with freeboard 4,38 ~~3,37~~ ✠LMC Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Fal Shl 4,38	h†	CL ~~3,37~~ 4,38	1921 7mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuB43' 202t DTf50' 512t FPT243t APT70t	530·4|69·4|42·2 557·0(O.L.) F39' Shelter dk FK	London British ptCem 15BHtoSdk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB(Spt),15cf,GS300, HS12229 FD Wllsnd.Slpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 2½	
33155 143425 GQXV	**San Fernando** ssNwc.No.3-3,32 ssBkn.No.1-36 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	13056 12563 8335	✠100A1 Shelter dk with freeboard 1,38 ~~2,37~~ ✠LMC MS3,36 Carrying Petroleum in bulk Fitted for oil fuel 10,19 F.P. above 150° F.	Avn Shl ~~BS7,36~~ 1,38	h†	CL ~~2,37~~ N1,38	1919 10mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuE&B38' 202t DTf50' 512t FPT243t APT70t	530·4|69·4|42·2 F25' FK	London British ptCem 15BHtoS dk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB(Spt),15cf,HS12180 FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 3½	
33156 143066 GQXT	**San Florentino** ssBkn.No.3-2,32 ssFal.No.1-36 Mchy.Aft 1Dk(Stl)&Web frames& D.F. Shelter dk(Stl) Longitudinal framing	12842 12353 8107	✠100A1 Shelter dk with freeboard 12,37 ~~2,37~~ ✠LMC8,36 Carrying Petroleum in bulk Fitted for oil fuel 4,19 F.P. above 150° F.	Fal Bkn BS12,37	h†	CL 1,37	1919 4mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	EagleOil& ShippingCo.Ld. CellDBuB39' 178t DTf52' 358t FPT190t APT54t	530·4|68·6|42·0 553·0(O.L.) F28' FK	London British ptCem 14BHtoSdk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB(Spt),15cf,HS12229 FD WllsndSlpwy.Co.Ld.Nwc	42 ″ 3 s10 ″ 3 32 ″ 3	
33157 FNTI	**San Francisco** Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5|57·3|26·7	Havre French WB	T.4Cy.31",50"&(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
33158 5701 SGCN	— TwinSc3Mst OilEng. ssMmo.No.3-7,28 ssLkr.No.2-36 D.F. 2Dks(Stl)&Shelter dk(Stl)	3704 3333 2214	✠100A1 Shelter dk with freeboard ~~3,37~~ 11,37 DBS10,36 ✠LMC3,36	Lkr Skm	x	OG P10,35 S3,37	1915 6mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDBa69'uE37' f212' 1138t FPT74t APT53t	362·0|51·2|22·6 376·3(O.L.) FK	Stockholm Swedish ptCem 6BHptAsp	Oil Engines 4S.C.SA 12Cy.21½"-28¾" 528NHP DB-80lb Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4½ 23 ″ 4	
33159	— TwinSc (exDr.Kemmerich) 1Dk	322 — 162					1912	Stocks& Kolbe Kiel	Cia.Uruguaya deNav.Lda.	182·2|30·4|8·3 B25'F24'	Bns.Aires Argentine WB	T.6Cy10½",15⅝"&25 9/16"-15⅝" Christensen& 53NHP Meyer,Harburg		
33160 34755 JIYD	**San Francisco Maru** ssKob.No.3-1,31 ssNag.No.1-34 2Dks(Stl)&Awng dk(Stl)	5831 5586 4227	✠100A1 Awng dk with freeboard 12,37 ~~10,36~~ ✠LMC10,36 Fitted for oil fuel 1,23 F.P. above 150° F.	Kob Nag BS12,37	y	OG 9,35	1919 3mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	~~KokusaiKisen K.K.~~ Yamashita Kisen K.K. Collision BHtoAwng dk Cell DB 334' 1118t FPT126t APT98t	385·0|51·0|36·0 FK	Kobe Japanese ptCem 5BHtoU dk	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
33161 129462	**San Francisco Xavier** Ⓟ ssBom.No.3-9,31 ssBom.No.1-35 1Dk(Teak)&Shade dk(Teak)	339 267 152	✠ A1 7,37 ~~8,36~~ ~~BS12,36~~ ✠LMC9,34 River & Coast service Bombay & Goa	Bom BS7,37	g	CL ~~9,34~~ 7,37	1910 1mo Lloyd's A&CP	Greenock&Grngemouth DockyardCo. Greenock	IndianCo-operative Nav.&Tradng Co.Ld.	170·0|26·1|9·0 F36' FK	Bombay British 5BHCem	T.3Cy.14",22"&36"-21" (s) 180lb 66RHP 1SB,8cf,GS60,HS2120 Muir&Houston,Ld.Gls.	9 ″ 6 s2 ″ 5 7 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33162 219474 WACF	**San Gabriel** (*ex*Georgian, *ex*Clarksburg) ssPld.No.3-2,32 D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	4943 — 3082	✠ ... 5,35 ✠	Pld	*y*		1920 1mo	Downey S.B.Corp. Arlington, StatenIsland	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*) *CellDB*306'1104t*MT*27'668t*FPT*108t*APT*48t	386·8 P37'B109'F38' FK	52·2	27·4	Portlnd,Or Utd.States 7*BHptCem*	T.3Cy.24",40"&70"-48" 502NHP 3SB,*9cf*,GS189,HS7500 DowneyS.B.Corp.Arlngtn.	30 ″ 0	
33163 146148 GFPK	**San Gaspar** ssFal.No.3-6,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	12910 12450 8152	✠100A1 *Shelter dk* *withfreeboard* 4,37 ~~6,36~~ BS4,37 ~~BS6,36~~ ✠LMC6,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Bkn	*h*†	CL ~~5,35~~ 4,37	1921 11mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	EagleOil&ShippingCo.Ld. *CellD BuB*38'143t*DTf*54'407t *FPT*203t*APT*40t	530·2 552·5(O.L.) F40' *on Shelter dk* FK	68·5	42·1	London British 22*BHptCem* (15 *to Sh dk* 7 „ *U* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) FD 913NHP 5SB(Spt),*15cf*,GS302, HS11595 Palmers'Co.Ld.Newcastle	42 ″ 3 s10 ″ 2½ 32 ″ 3¾	
33164 146518 GFWK	**San Gerardo** ssBkn.No.3-11,33 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	12915 12450 8150	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~10,36~~ BS10,37 ~~BS10,36~~ ✠LMC11,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Fal Bkn	*h*†	CL N12,35	1922 2mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	EagleOil&ShippingCo.Ld. *CellDBuB*38'143t *DTf*54'407t*FPT*203t*APT*40t	530·2 552·5(O.L.) F40' *on Shelter dk* FK	68·5	42·1	London British 22*BHptCem* (15 *to Sh dk* 7 „ *U* „)	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 913NHP 5SB(Spt),*15cf*,GS302, HS11595 Palmers'Co.Ld.Newcastle	42 ″ 3 s10 ″ 2¼ 32 ″ 4	
33165 HPCC	**San Gil** *Fitted for oil fuel* E.S.D. *Ref.Mchy.* *CruiserStern* 2*Dks*&2*ptDks*	*3627* *3118* *1957*					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'	46·3	29·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&69"-48" 330NHP Wrkman,Clark&Co.LdBel		C
33166 159 ITRR	**San Giorgio** Ⓟ *Fitted for oil fuel* 1*Dk*	364 292 140			...		1914	Stabilmnto Tecnico Trieste	"Istria-Trieste" Soc.Anon.diNav	168·7 F30' BK7"	23·8	11·5	Trieste Italian *WB*	T.3Cy.15½",25"&41"-24" 134NHP StabilimentoTecnico,Tri.	12 ″ 6	I †
33167 997 ITRX	— WoodAuxSr (*ex*Sailing Vessel,*ex*Gabbiano) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	326 303 282					1919	Soc.Con- struzione e Nav.Velieri Viareggio	A.Finocchiaro	132·7	28·1	13·6	Genoa Italian	Oil Engines 2S.C.SA 4Cy.12⅝"-14" 112NHP E*made*18*fitted*33 "Densil"A.S.Motoren- fabriken,Aalborg		I
33168 15… ICGA	**San Giovanni** (*ex*Indeficienter) *Now "Agata," see No. 37143 in Supplement* 1*Dk*&*Web frames*	2282 1940 1425			...		1901	Craig, Taylor&Co. Stockton	AlfioNapoli	299·0 289·0 P27'B74'F33' FK	43·3 43·1	18·7 20·2	Genoa Italian *WB*	T.3Cy.21",35"&57"-39" 216NHP MacColl&Pollock,Sld.	21 ″ 3	I †
33169 935 ICGB	**San Giuseppe** (*ex*WarTrefoil) ssGen.No.3-12,30 D.F. ssGen.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	5074 4665 2998	✠100A1 ~~5,37~~ ~~7,36~~ 3,38 ~~BS1,36~~ ✠LMC11,34 BS~~1,37~~12,37	Gen ~~100~~ Rot	*y*	CL 7,36	1917 10mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Soc.Anon.per l'Industria ed il Commercio Marittimo "NovaGenuensis" *CellDB*345'1106t*FPT*118t*APT*185t	400·4 P49'B113'F38' FK	52·3	28·4	Genoa Italian 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
33170 292 ICGD	**San Giusto** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*	861 567 382			...		1929	Odero- Terni LaSpezia	"Istria-Trieste" Soc.Anon.diNav.	224·5 215·7 F96'	30·6	11·8 13·5 BK8"	Trieste Italian *WB*	Oil Engines 2S.C.SA 8Cy.15¾"-19$\frac{11}{16}$" 350NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	15 ″ 4	I †
33171 149864 VRVK	**San Gorg** (*ex*Mersdon-35, *ex*Kilmersdon) 1*Dk*	615 491 258					1919	Smith'sDk Co.Ld. South BankonTees	FrancisColeiro	170·0	30·0	15·7	Malta British	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.		C
33172 XNAY	**San Hsing** (*ex*KwangTah-33, *ex*Fushun) 3*Dks*	2474 2166 1533					1883	W.B. Thompson Glasgow	SanHsingS.S.Co.	280·0 B76'F30'	40·0	17·9 25·4	Shanghai Chinese *WB*	C.2Cy.36"&72"-48" NB99 299NHP W.B.Thompson,Dundee		
33173 200468 KJXS	**San Jacinto** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*	6069 — 3870					1903	Delaware RiverCo. Chester,Pa.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	380·0	53·0	24·7	NewYork Utd.States	T.6Cy.23",39"&66"-42" NE&B22 564NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
33174 FNTM	**San José** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*&*Shelter dk*	6013 5046 2976					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"-60" 557NHP Harland&Wolff,Ld.Belfast		V
33175 212635 KDAJ	— Ⓟ *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*&*Shelter dk*4*trB*	3358 1345 1938					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·0	44·6	31·6	NewYork Utd.States *WB*	T.3Cy.25",41"&68"-48" 320NHP Wrkman,Clark&Co.LdBel		C
33176 LCWY	— D.F. 1*Dk*	1995 1622 1006					1920	WoodSkin- ner&Co.Ld. Newcastle	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	302·6 P81*t*H173*t*F17*t*	42·2	17·9	Oslo Norwegian *WB*	T.3Cy.22½",36"&60"-39" 225NHP N.E.MarineEngCoLd.Nwc		N
33177 116935 WFCD	**San Juan** Ⓟ ssN.Yk.3rdNo.3-7,36 *Ref.Mchy.* 1*Dk*&*Spar dk*(*Stl*-ws) &*Web frames*	3512 3051 2194	✠100A1 *Spar dk* ~~9,372,37~~ 4,38 ✠NB2,19 ✠LMC BS~~3,36~~6,37MS7,36 Lloyd'sRMC~~2,37~~ ~~7,37~~ 3,38 for temp. 18° F. *Fitted for oil fuel* 2,19 *F.P. above* 150° F.	NYk	*u*	CL 8,35	1900 1mo	Harlan& Hollings- worthCo. Wlmgtn,Del. A&CP	Agwilines.Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa*86'*uE*&*B*60'*f*124'543t*FPT*128t *APT*68t	317·0 P49'B116'F33' FK	42·0	20·1 27·8	NewYork Utd.States 6*BHCem*	T.3Cy.24",38"&62"-42" (*r*) 180lb *180lb* NDB19 352NHP 2SB,*6cf*,GS104,HS5230 FD Harlan&HollingsworthCo. Wilmington,Del.		
33178	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 P41'F17'	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
33179 EEOS	**San Juan II** (*ex*Gadir-34) ssLaP.No.3-7,31 ssLaP.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	552 372 277	✠100A- 3,36 ~~BS3,36~~ ✠LMC12,34 ✠NE&B*made*09*refitted*2,34 BS6,37	LaP		CL 3,36	1919 3mo	Echevarri- eta&Larrin- aga Cadiz	A.RodriguezLopez *CellD Bf*92'136t *FPT*43t*APT*7t	163·0 164·5 FK Q94'B11'F25'	25·5 26·2	10·3	SantaCruz Teneriffe Spanish 3*BH*	T.3Cy.12½",21"&35"-26" (*s*) 180lb 81NHP 1SB,*3pf*,GS50,HS1420 ShieldsEng.&D.D.Co.Ld. N.Shl.	12 ″ 10	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33180	**San Julian** (exBenitaC.T.-33, exSofiaV, exForestdene, 1Dk exFreddysmith,exJan vanGalen)	488 — 278					1919	Gebr.S. Volker,Afzn. Sliedrecht	Moretti,Tomatis &Cia.	177·3 Q&B74'F25'	28·4	12·3	Bns.Aires Argentine WB	T.3Cy.13",21"&34"–18 1/16" 50NHP MachinefabriekBolnes		V
33181 LCWZ	**San Lucar** Now "Kalarand," see No. 33860 in Supplement Wireless 1Dk&Spar dk	1521 1141 870					1906	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Spanskelinjen(Fred. Olsen&Co.&O.R. Thoresen,Mgrs.)	251·1 H50t	35·0	21·3	Oslo Norwegian WB	T.3Cy.20",34"&54"–36" 175NHP FredrikstadM.V.Frdstad.		N
33182 219648 KUFB	**San Lucas** (exEasternKnight) Fitted for oil fuel 1Dk&Shelterdk&Webframes Longitudinal framing	6517 — 4094			...		1919	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)	415·1 P45'B148'F45'on Shelterdk FK	55·7	32·0	Portlnd,Or Utd.States WB	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
33183 1755 ICFZ	**San Luigi** (exBalcraig-32, exVancouver) ssGls.2ndNo.3–6,30 1Dk(Stl)&Spar dk(Stl) & deep framing	4356 4132 2691	✠ ... 10,34 ✠	Gls	x		1905 10mo	Barclay, Curle&Co.Ld Glasgow	Soc.Anon.Marittima"SanPietro" CellDBa124'uE2	387·6 376·0 P34'B111'F43' FK 4'f165'889tDTa30'	50·0	19·1 27·1	Genoa Italian 6BHCem 726tAPT75t	T.3Cy.25",41"&68"–48" 416NHP 2SB,6cf,GS129,HS5882 Barclay,Curle&Co.Ld.Gls.	29 ″ 8	I †
33184 HRDB	**San Luis** (exAux.Sc.Caterina–36, exLuisaVerderame) OilEng. Wireless 1Dk Mchy.Aft	607 597 479					1920	Wortelboer &Co. Westerbroek	L.&A.Garcia (L.Garcia,Mgr.)	167·3 P42'F33'	28·6	12·4	Puerto Cortes Honduran WB	Oil Engines 4S.C.SA 6Cy.12½"–16" 91NHP NE36 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
33185 33977 JRDB	**San Luis Maru** Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks	7269 6829 5001					1928	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji KaishaLd.	430·0 P99'B33'F44'	57·0	34·5	Tokio Japanese WB	Oil Engines 2S.C.SA 6Cy.23⅝"–41⅜" 582NHP MitsubishiZosenKaishaLd		C
33186 1648 ICGE	**San Marco** (exWarSummit) D.F. 1Dk	3076 2858 1832					1919	WoodSkinner&Co.Ld. Newcastle	Soc.Anon.Cooperativa di Nav. "Garibaldi"	331·3 P33'B100'F29'	46·9	23·1	Genoa Italian WB	T.3Cy.25",41"&68"–45" 310NHP N.E.MarineEngCoLdNwc	—	I
33187 219423 KOTG	**San Marcos** (exMyrtle,exWest Jena) Fitted for oil fuel 2Dks	5758 5291 3560					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)	410·5 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States WB	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
33188	**San Martin** TwinSc OilEng.	544 — 334					1884	Napier, Shanks&Bell Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	240·0	34·2	10·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy16½"–18⅞"NE21 192NHP C.&G.BolindersCo.Skm.		
33189 FNTX	**San Mateo** Sub.Sig. Fitted for oil fuel D.F. 3Dks	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French WB	T.4Cy.31",50"&(2)60"–60" Harland&Wolff,Ld.Belfast		V
33190 213201 KDBE	— Fitted for oil fuel D.F. Ref.Mchy. 2Dks&2pt dks	3289 2849 1878					1915	Workman, Clark&Co.Ld. Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	315·2 P33'B75'F39'	44·2	28·8	NewYork Utd.States WB	T.3Cy.23½",39½"&66"–48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
33191 LCXC	— Now "Canopus," see No. 37619 in Supplement 1Dk	1655 1343 728					1911	WoodSkinner&Co.Ld Newcastle	A/S Bonheur (Fred.Olsen&Co. Mgrs.)	270·0 P83tH112tF10t	40·8	18·3	Oslo Norwegian WB	T.3Cy.22",36"&60"–39" 225NHP N.E.MarineEng.CoLdNwc		N
33192 LOFD	**San Matias** (exAstraIII–37) ssB.As.No.2–36 Mchy.Aft 2Dks(Stl)&Webframes Bracketless system Longitudinal framing	5518 4869 3146	✠ ... 6,37 ✠~~LMC8,36~~ Carrying Petroleum in bulk Fitted for oil fuel 2,28 F.P. above 150° F.	BAs	y	CL 6,35	1928 2mo Lloyd's A&CP	Cant.Nav. Triestino Montalcone	YacimientosPetroliferosFiscales CellDBuE& B83'394tDT	396·4 P105'B38'F41' FK f36'207t FPT131t	55·2	29·8	Bns.Aires Argentine 14BHptCem 4 to 2nd dk APT112t	T.3Cy.27½",46"&77"–54"(s) 200lb 631NHP 3SB,9cf, ,HS9615 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 ~~6 ″ 9~~ 23 ″ 6	
❊ 33193 136669 GQXM	**San Melito** ssBkn.No.3–1,27 ssShl.No.2–35 Mchy.Aft Longitudinal framing D.F. 2Dks(Stl)&Shelterdk(Stl) &Web frames Tonnage opening closed 1917	12286 9576 7880	✠100A1 Shelter dk with freeboard ~~11,36~~ 1,38 BS9,37 ~~BS11,36~~ ✠LMC5,35 Carrying Petroleum in bulk Fitted for low flash oil fuel 4,14	Shl Bkn	g†	CL 10,36	1914 4mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. WB	530·0 558·3(O.L.) FK = CellDBuB42' 176	66·5	33·5	London British 20BHCem (11 to U dk 9 ,, 2nd ,,) tDT f60'548	Q.4Cy.28½",41",58"&84"–54" 220lb (r) 793NHP 4SB,16cf, ,HS11392 FD Palmers'Co.Ld.Newcastle tFPT242tAPT32t	33 ″ 6 s12 ″ 7¼ 29 ″ 1	
33194 LCXD	**San Miguel** OilEng. Mchy.Aft 2Dks	2380 2136 1417					1920	J&KSmit's Scheepsw. Krimpen a/d Lik	D/S A/S Spanskelinjen(Fred.Olsen &Co.&O.R. Thoresen,Mgrs.)	286·2 H178t	39·8	24·2	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.22"–39⅜" 280NHP Werkspoor,Amsterdam		N
❊ 33195 CSAI	— ssHam.No.1–35 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2112 1694 1205	✠100A1 with freeboard ~~6,37~~ ~~8,36~~ 3,38 ~~BS1,37~~ 3,38 ✠LMC2,35	Ham	t	CL N8,36	1931 2mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Cia.deNav. Carregadores Acoreanos CellDBa&uE101' f124'50	291·6 302·2(O.L.) P19'F29' FK 1tFPT54tAPT22t	42·0	17·7	Ponta Delgada Portuguese 5BHptCem (Coll to Sh dk 4 ,, 2nd,,)	T.3Cy.20½",34"&56"–39"(s) 200lb FD 263NHP 2SB(Spt)6cf,GS101,HS3642 Swan,Hunter&Wigham Richardson,Ld.Nwc.	19 ″ 11 s ″ 8½ 19 ″ 4½	
33196	**San Nam Hoi** Ⓟ TwinSc (exNamHoi,exTaiOn) 1Dk, Shade dk & Promenade dk	1053 — 720					1891	Kwong HipLoong HongKong Rebuilt 14 by	SingHingSteamshipCo. Kwong Fab,Hong	172·3 H6t Kong	35·1	10·1	Canton Chinese	C.4Cy.14½",&30"–18½" NB01 57NH KwangHepLaung,H.Kg.		
33197 SUCM	**San Nicola** (exTeheran–33, Iron exUgarit–32,exTeheran, exPenelope,exLibau) 1Dk2trB Sunk in port 10.37	849 617 527					1879	Rostocker Act.Ges. Rostock	JeanConstantinides	200·6 P104'F31'	28·2	14·6	Alexndria Egyptian	C.2Cy 23½"&47"–30" NB90 101NHP RostockerA.G.Rostock		
33198 148763 GMQK	**San Nicolas** TwinSc ssCco.No.2–34 Mchy.Aft 1Dk(Stl)	2391 1743 1239	✠100A1 with freeboard 8,38 ~~10,26~~ ✠LMC MS11,34 ~~BS9,36~~ 3,38 Carrying Petroleum in bulk Fitted for oil fuel 5,26 F.P. above 150° F.	Cco	t	CL ~~10,36~~ 8,38	1926 5mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Wing tanks f286t wing	305·7 P67'F34' FK Trunk204' tanks a 356t FPT6	50·2	14·3	London British 7BHptCem 0tAPT75t	T.6Cy.13½",23½"&36"–27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&WolffLd.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 4	
33199	**San Ning** TwinSc 1Dk&Promenade dk	776 281 582					1916	Kwong FookCheong HongKong	HoiTungCo.	162·7	28·0	8·6	Canton Chinese	C.4Cy.11"&22"–15" E&Bmade13 38NHP TinHingEng.Co.H.Kg.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33200 HPCD	**San Pablo** Sub.Sig. *Ref.Mchy.* 2*Dks*	3305 2920 1833					1915	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	315·2 P33'B75'F39'	44·2	28·8	Panama Pnamanian *WB*	T.3Cy.23½",39½"&66"–48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
33201 FNUJ	**San Pedro** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks&Shelter dk*	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Compagnie GénéraleTrans- atlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"–60" &LP Turbine Harland&Wolff,Ld.Bel.		V
33202 32899 JPVB	**San Pedro Maru** *Mchy.Aft OilEng.* *Carrying Petroleum in bulk* 2*Dks*	7269 6829 5000					1927	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji Kaisha,Ld.	430·0 P99'B33'F44'	57·0	34·5	Tokio Japanese	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 593NHP MitsubishiZosenKaishaLd		C
33203 968 ICGI	**San Pietro** (*ex*Primola,*ex*War Cowslip) D.F. 1*Dk*	5199 4817 3109			...		1918	Harland& Wolff,Ld Glasgow	Soc.Anon.E.V. Parodi	400·9 P49'B113'F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 518NHP Harland&Wolff.Ld.Gls.	31 ″ 0	I †
* 33204 147516 GJVZ	**San Quirino** ssFal.No.3–6,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5843 5226 3577	✠100A1 7,37 ~~6,36~~ MS6,36 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Fal Bkn ✠LMC BS11,36	z	CL ~~8,35~~ 6,37	1923 7mo	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellDB*	407·2 423·7(O.L.) P105'B37'F60' FK *uB*26'57*tAPT*30*t*	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 3SB,9*cf*,GS201,HS7896 FD Wllsnd.Slpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 3¾ 26 ″ 5	
33205 219443 KOTR	**San Rafael** (*ex*WestMontop) *Fitted for oil fuel* 2*Dks*	5402 — 3351					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B 422NHP &D.D.Co.SanPedro,Cal.		R
33206 41262 JWWJ	**San Ramon Maru** *OilEng.* *Mchy.Aft Carrying Petroleum in bulk* D.F. 1*Dk*2*trB*	7309 — 5438					1935	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisha,Ld.	431·5 P95'B32'F43'	57·4	35·8	Tokio Japanese *WB*	Oil Engines 2S.C.SA 5Cy.28⅜"–49 3/16" 699NHP MitsubishiJukogyoK.K. Nag.		C
* 33207 XCSG	**San Ricardo** ssMob.No.3–9,25 *Mchy Aft* ssMob.No.2–34 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	6439 — 3995	✠100A1 6,37 ~~6,36~~ BS~~6,36~~ 6.37 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 9,16 *F.P. above* 150° F.	Mob ✠LMC5,34	z	CL ~~5,34~~ N6,37	1913 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cia.NavieraSan RicardoS.A. (R.J.E.Dodds, *Mgr.*) *CellDBa* 43'70*tDTf* 33'4	420·1 432·5(O.L.) P103'B26'F43' FK 05*tFPT*36*tAPT*35*t*	54·7	32·6	Tampico Mexican 17*BH* (9 *to U dk* 8 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s6 ″ 11½ 26 ″ 1	
* 33208 146632 GCJZ	**San Roberto** ssBkn.No.3–7,35 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	5890 5226 3611	✠100A1 1,38 ~~3,37~~ MS7,35 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Bkn ✠LMC BS~~3,37~~1,38	z	CL 3,37	1922 9mo	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellDBu*	407·1 423·5(O.L.) P105'B37'F60' FK *B*38'57*tDTf*38'713*t*	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,) *APT*30*t*	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 4½ 26 ″ 4¾	
33209 147603 GKDS	**San Salvador** ssShl.No.3–7,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5805 5228 3547	✠100A1 ~~5,37 7,36~~ 5,38 BS5,37 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	Shl ~~Fal~~Bkn ✠LMC7,36	z	CL 6,36	1924 3mo	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellD*	407·4 P105'B37'F60' FK *BuB*26'57*tAPT*30*t*	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld. Nwc.	31 ″ 6 s 5 ″ 3¼ 26 ″ 6	
33210 218893 KOBK	**San Simeon** (*ex*WestKatan) *Fitted for oil fuel* 2*Dks*	5561 — 3487					1919	LongBeach S.B.Co. LongBeach, Cal.	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P60'B114'F47'	54·3	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
33211 145221 GDYT	**San Tiburcio** ssFal.No.3–4,33 ssAvn.No.1–37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5995 5494 3618	✠100A1 1,38 ~~3,37~~ BS1,38 *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 3,21 *F.P. above* 150° F	Avn Fal ✠LMC3,37	z	CL ~~1,36~~ N1,38	1921 3mo	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld. *CellDBuE&B*68' 153*tDTf*32'392*t*	413·0 428·2(O.L.) P126'B35'F45' FK *FPT*105*tAPT*31*t*	53·4	31·1	London British 16*BHCem* (12 *to U dk* 4 ,, *2nd*,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s5 ″ 9½ 25 ″ 5½	
33212 135267 GQXD	**San Tirso** ssBknNo.3–5,25 ssFal.No.2–33 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6236 5772 3951	✠ [illegible] 5,38 ~~7,36~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for low flash oil fuel* 10,13	Lon ~~BS6,37~~ ✠~~LMC7,33~~	*a*†	CL 11,35	1913 9mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *WB* = *CellD* *DTf*42'454*tF*	420·6 P102'B26'F43' FK *BuB*24'75*t* *PT*46*tAPT*39*t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	Q4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 ~~s 6 ″ 0¼~~ ~~26 ″ 11~~	
* 33213 145223 GFKL	**San Ubaldo** ssShl.No.1–37 ssBkn.No.3–6,33 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5999 5475 3684	✠100A1 5,37 ~~3,36~~ ~~BS3,36~~ *Carrying Petroleum in bulk* A&CP *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Fal Shl 5,37 ✠LMC~~6,33~~	z	CL ~~5,35~~ 5,37	1921 4mo	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld. *CellDBuE&B*68' 153*tDTf*32'392*t*	412·0 P126'B35'F45' FK *FPT*105*tAPT*31*t*	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 ,, *2nd*,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s 5 ″ 9½ 25 ″ 5½	
* 33214 135301 GQXF	**San Valerio** ssHfx.No.3–9,26 ssBkn.No.2–34 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6433 5946 4054	✠100A1 4,36 ~~BS11,36~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	Lon BS4,38 ✠LMC11,34	*a*†	CL 11,34	1913 12mo	Palmers' Co.Ld. Newcastle	AngloSaxon PetroleumCo.Ld. *WB* = *CellDB* *DTf*39'445*tF*	420·0 P102'B25'F42' FK *uE&B*74'184*t* *T*110*tAPT*28*t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP 3SB,9*cf*,GS171,HS7734 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0½ 26 ″ 10¾	
33215	**San-Vicente** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	394 291 231					1929	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	Cia.Anon.Venezo- lana deNav.	149·0 P41'F19'	25·2	9·2	PtoCabello Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"–18" 38NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
33216 219938 KUQK	**San Vincente** (*ex*WestKeats) *Fitted for oil fuel* 2*Dks*	5597 — 3496					1919	LongBeach S.B.Co. LongBeach, Cal.	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P46'B112'F46'	54·2	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
33217 136653 GQXN Now a depot ship	**San Zeferino** ssLon.No.3–5,26 ssMch.No.2–34 2*Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing* D.F.	6430 5946 4052	✠~~100A1~~ 8,37 ~~3,37~~ ✠NE6,18 ✠NB(P)8,16 ✠NB(S)6,18 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for low flash oil fuel* 3,14	Avn Bkn ✠~~LMC9,34~~ ~~BS3,37~~	*a*†	CL 3,36	1914 3mo	Palmers' Co.Ld. Newcastle	~~EagleOil&~~ ~~ShippingCo.Ld.~~ OilfuelDepots (Gibraltar)Ld. *WB* = *CellDBuE&B*74'	420·1 435·8(O.L.) P102'B25'F42' FK 184*tDTf*39'	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27",44"&73"–48" 180lb (*s*)&(*r*) 519NHP 3SB,9*cf*,GS181,HS7712 FD Palmers'Co.Ld.Newcastle 445*tFPT*110*tAPT*28*t*	32 ″ 8 ~~s 6 ″ 0½~~ ~~26 ″ 10¾~~	

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33218 143336 GBRY	**San Zotico** (exWarKookri) ssFal.No.3-3,32 ssGrk.No.1-36 1Dk(Stl)&Web frames D.F. Longitudinal framing	5582 4701 3370	✠100A1 ~~6,27,36~~ 4,33 BS6,37 ✠LMC7,36 Fitted for oil fuel 7,19 F.P. above 150° F. Carrying oil fuel in bulk F.P. above 150° F.	Grk ~~Fal~~ Bkn	z	CL 7,36	1919 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	EagleOil&ShippingCo.Ld. CellD	400·2 410·5(O.L.) P49'B121'F39' FK BaE&B65'264t DT	52·3	28·4	London British 11BHptCem a35'197t DT	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. f50'278t FPT95t APT72t	31"0 s4"10½ 26"4¼	
33219 1690 IBYP	**Sanandrea** (exHyrcania-32) ssLon.No.3-3,21 Mchy.Aft ssShl.No.2-29 D.F. 2Dks(Stl)&Web frames Fitted for oil fuel CarryingPetroleum in bulk	5077 4697 3107	✠ ... 5,34 ✠	Gen	y		1908 10mo	Armstrong Whitworth &Co.Ld. Newcastle	Monta&Angeloni CellDBuB40'96t	387·0 P95'B25'F42' FK DTf38'335tFPT53t	50·7	30·4	Genoa Italian 15BHptCem (9 to U dk 6 " M ") APT106t	T.3Cy.26",44"&72"-48" 443NHP 3SB,12cf,GS208,HS7569 N.E.MarineEngCoLd.Nwc	31"10	I †
33220 22920 JBXC	**Sancho Maru** Wireless 1Dk	1215 1017 712					1918	Mitsui Bussan Uno	MitsuiBussan Kaisha,Ld.	225·7	33·5	18·5	Kobe Japanese	T.3Cy.15¼"26"&42¼"-32" 101NHP HatsudokiSeizo,Osaka		
33221 LDTS	**Sanct Svithun** Ⓟ Wireless 3Dks	1376 661 778					1927	InternationalS.B.&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	225·9 H241t	35·2	21·3	Stavanger Norwegian WB	C.4Cy.(2)16½"&(2)35 7/16"-35 7/16" 149NHP InternationalS.B.&E.Co. Ld.Danzig		N
33222 132992 MDQV	**Sanda** 2Dks	1028 927 487					1911	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	250·2 P&B159'F43'	35·2	16·6	Glasgow British WB	T.3Cy.20",33"&53"-39" 175NHP Caledon SB.&E.Co.Ld.Dun		C
33223 LCWB	**Sandar** TwinSc OilEng. ssSfj.No.2-36 ~~ssRot.No.1-33~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. CruiserStern Longitudinalframing-bracketless system	7624 7038 4549	✠100A1 2,38 ~~12,36~~ DBS~~5,36~~ 7,37 ✠LMC~~3,33~~ 12,36 CarryingPetroleum in bulk	Sfj ~~Fal~~	b†	CL ~~5,36~~ 7,37	1928 12mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	ViriksRederiA/S (H.Virik,Mgr.) CellDBuE70'324t 518t	451·9 P100'B32'F42' FK DTf45' FPT92tAPT144t	59·2	33·9	Sandefjord Norwegian 16BHptCem (11 to U dk 5 "2nd ")	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 624NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	34"0 s8"6 25"8½	
33224 7365 SGEU	— (exBærö,exThorsa) 1Dk	1135 986 629					1907	Bergens Mek.Værks. Bergen	RederiA/B Norrström(Ivan Jeansson,Mgr.)	228·0 P27'B69'H92tF26'	35·3	15·7	Stockholm Swedish WB	T.3Cy.16½"26"&44"-30" 106NHP BergensMekVærksBergen	16"10	N
33225 LHEQ	**Sande** Wood OilEng. Mchy.Aft 1Dk	578 465 383					1921	Svelvik Skibsverft Svelvik	A/S Nord& Ostersjöfart (IvarW.Isaksen)	157·2 P70tF28t	31·6	14·6	Skien Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18½" 192NHP J&CG Bolinder'sCoLdSkm		N
33226 [illegible] GJBQ	**Sandgate Castle** Abandoned on Fire 6,37 ssLon.No.3-10,35 2Dks(Stl)&Shelter dk(Stl) &Web frames Sub.Sig. Longitudinal framing	7634 7032 4725	✠~~100A1~~ Shelter dk withfreeboard 5,37 ~~10,36~~ ~~BS10,36 ✠LMC10,35~~ Fitted for oil fuel 10,22 F.P. above 150° F.	Mdb Hul	b†	CL 10,36	1922 9mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	Union-CastleMail S.S.Co.Ld. CellDB360'1238t DTa35'1009t	425·5 B130'F45'onShelter dk FK Collision FPT108tAPT116t	56·3	36·4	London British ptCem BHtoShdk 6 " " U "	3 Steam Turbines DR (s) geared to 1 Sc. Shaft 220lb 642NHP 3SB(Spt),9cf,GS169, FD HS7860 N.E.MarineEngCo.LdNwc	38"7 s8"3½ 30"6	
33227 7978 SEVA	**Sandhamn**(exFernglen-34) TwinSc OilEng. D.F. 2Dks	4470 3979 2577					1929	Akers Mek.Værks Oslo	RederiA/B Jamaica(Sven Salén,Mgr.)	385·3 P121tH269tF26t	54·8	24·0	Stockholm Swedish WB	Oil Engines 4S.C.SA 1[illegible]Cy. AkersMek.Værks.Oslo		N
33228 145026 MKGB	**Sandholm** (exJollyMarie) ssBrs.No.3-8,33 ssBrs.No.1-37 Mchy.Aft 1Dk(Stl) Well deck	363 267 138	✠100A1 11,37 ~~3,37~~ ✠LMC3,37 For service in the Bristol Channel, limiting port seawards Swansea Fitted for pumping & carrying sand in bulk	Brs	e	CL 1,37	1920 9mo	J.&D. Morris,Ld. Newcastle Lloyd'sA&CP	HolmsSand& GravelCo.Ld.(T.R. Brown&Sons,Ld. Mgrs.)	135·2 Q44'B8'F18' FK FPT35t	23·6	10·2	Bristol British 5BHCem APT12t	C.2Cy.17"&34"-24" (s) 130lb 62RHP 1SB,2pf,GS36,HS1180 G.T.Grey&Co.Ld.S.Shields	11"0 s"9¼ 10"4	
33229 LETQ	**Sandnæs** Ⓟ 2Dks	578 372 284					1914	Stavanger Stöberi&Dok Stavanger	SandnæsDampskibsAktieselsk.	167·1 P158tH92tF47t	27·1	11·7	Sandnæs Norwegian WB	T.3Cy.17",27"&46"-28" 112NHP StavangerStöberi&Dok		
33230 7259 SEDO	**Sandö** (exFransSuell-35, exIttersum) ssAms.2ndNo.3-3,27 ssMmo.No.2-34 1Dk(Stl)&deepframing	1334 1192 776	✠100A1 ~~5,37~~ 5,36 4,38 BS~~5,36~~ 5,37 ✠LMC11,34	Osc ~~Ekr~~	p	CL ~~6,34~~ 5,37	1902 9mo	Russell&Co Pt.Glasgow Lloyd'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.) Cell	245·5 252·9(O.L.) P20'B64'F29' FK DBa66'uE20'f108'	36·2	16·2	Stockholm Swedish 4BHCem 372tAPT68t	T.3Cy.18½",30"&50"-33" (s) 160lb NDB21 85lb 144NHP 1SB,3pf,GS59,HS2166 D.Rowan&Co.Glasgow	18"6 s2"2½ 16"5¼	
33231 162807 MBWG	**Sandown** Ⓟ Pad CruiserStern 2Dks	684 423 280					1934	W.Denny &Bros.Ld. Dumbarton	SouthernRly.Co.	216·0 B28'	29·1	10·0	Portsmth British	T.3Cy.16",25½"&41"-63" 133NHP W.Denny&Bros.Ld.Dmb.		BT till ~~6,37~~ 6,38
33232 146167 GFBW	**Sandown Castle** ssBkn.No.3-8,33 Sub.Sig. 2Dks(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing Cargobattens not fitted in Shelter 'tween decks	7607 7032 4707	✠100A1 Shelter dk withfreeboard 4,37 ~~12,36~~ MS1,38 ✠LMC ~~MS4,34~~ BS~~4,36~~ 8,37 Fitted for oil fuel 10,21 F.P. above 150° F.	Bal	b†	CL 12,36	1921 4mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	Union-CastleMail S.S.Co.Ld. CellDB357'1225tD	425·5 445·0(O.L.) B130'F45'on Shelter dk FK Collision	56·3	36·4	London British ptCem BH to Sh dk 6 " " U " Ta35' 1009t	3 Steam Turbines DR (s) geared to 1 Sc. Shaft 220lb 642NHP 3SB,9cf,GS169,HS7860 FD N.E.MarineEngCoLd.Nwc FPT108tAPT116t	38"7 s8"3½ 30"6	
33233 480 ~~1763~~ ITZB	**Sandrina** (exCuronia-32,exPengam, exKildwick) Fitted for oil fuel 1Dk	793 663 408			...		1918	Cochrane& Sons,Ld. Selby	~~Liguro-Sicula Soc.diNav.~~ A.Lauro	220·0 213·5 len20	30·0 B45'F27'	15·6 FK	Naples Italian WB	T.3Cy.16",26"&44"-26" 213NHP C.D.Holmes&Co.Ld.Hull	16"5	I †
33234 137089 GKSW	**Sandsend** ssCff.No.3-6,37 ~~ssCff.No.2-34~~ D.F. 1Dk(Stl)	3612 3213 2193	✠100A1 6,37 ~~5,36~~ ~~BS4,36~~ ✠LMC~~5,34~~ 6,37	Sws Cff	v	CL ~~4,34~~ 6,37	1925 6mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd'sA&CP	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, Mgrs.) CellD	348·0 361·5(O.L.) P33'B105'F30' FK B308'893tFPT60t	50·0	22·9	Whitby British 6BHCem APT133t	T.3Cy.24",40"&66"-45" (s) 180lb 180lb 315NHP 2SB,6cf,GS133,HS4834 G.Clark,Ld.Sunderland	24"11 s4"1¼ 21"0	
33235 LCWW	**Sandviken** Ⓟ ssH.Kg.No.3-1,38 ~~ssH.Kg.No.2-34~~ Upper dk(ptStl-teaks) 2nddk(Stl)	2916 2656 1775	✠100A1 withfreeboard ~~11,36~~ 1,38 ~~BS11,36~~ ✠LMC~~11,34~~ 1,38	HKg	t	CL ~~10,35~~ 1,38	1926 2mo	W.Hamilton&Co.Ld. Pt.Glasgow Lloyd'sA&CP	Wallem&Co.A/S (H.J.Wallem,Mgr) CellDB250'502t	295·0 305·0(O.L.) B72'F31' FK FPT88tAPT105t	45·7	26·0 4 1	Bergen Norwegian Cem BHto2nddk " " U "	T.3Cy.20½",34"&56"-36" (s) 180lb 244NHP 2SB,6cf,GS132,HS4302 Rankin&BlackmoreLdGrk	28"3 s9"8½ 18"8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33236 219414 KJXW	**Sandwich** (*ex*LakeFalun) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	EasternS.S.Lines, Inc.	251·0|43·6|26·1 P25'B64'F23' FK *WB*	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
33237 116264	**Sandy Hook** Ⓟ **IronTwinSc** 1*Dk&Hurr dk*	1519 — 1038					1889	Harlan& Hollingsworth Co. Wlmgtn,Del.	CentralRailroad Co.ofNewJersey	260·5|37·1|14·3	NewYork Utd. States	T.6Cy.22",36"&55"-28" NB05 320NHP Harlan&HollingsworthCo.		
* 33238 161046 MPWS	**Sanfry** *ss*Goo.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	946 633 481	✠100A1 ~~1,37~~ ~~8,36~~3,38 BS8,36 7,37 ✠LMC1,35	Goo	*l*	OG 3,36	1930 8mo *Lloyd'sA&CP*	GooleS.B. &RepgCo. (1927)Ld. Goole	J.Hargreaves& Sons(Leeds)Ld.	205·5|32·2|11·8 Q121'B13'F25' FK *CellDB*126'256*t FPT*	Goole British 3*BHCem* 77*t APT*33*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 148NHP 2SB,4*cf*,GS78,HS2500 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s 4 ″ 8½ 13 ″ 8	
33239 1762 IBNM	**Sangigi** (*ex*Fiumana,*ex*Fiume) *ss*Rot.No.3-4,32 1*Dk*(*ptSt-ptIrn*)	3666 2957 2316	✠ ... 3,34 ✠	Tri			1911 4mo	Richardsn, Duck&Co. Stockton	"Peninsulare" Soc.Italiana di Cabotaggio *CellDBa*110'*uE&*	342·5|48·3|22·0 331·0 P25'B127'F31' FK *B*54'*f*128'842*tFPT*	Genoa Italian 5*BHCem* 81*tAPT*84*t*	T.3Cy.24",40"&65"-42" 296NHP 2SB,6*cf*,GS121,HS4546 Blair&Co.Ld.Stockton	24 ″ 7	I †
33240 1338 ICGC	**Sangro** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *CarryingPetroleum in bulk*	6466 — 3795					1925	Cantieri ed Officine Meridionali Baia	"Italia"Soc. Adon.di Nav.	397·0|52·5|27·7 P321'F22'	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FrancoTosi,Legnano		CI
33241 LCWX	**Sangstad** *OilEng.* D.F. *CruiserStern* 2*Dks*	4297 3846 2443					1925	Deutsche Werft Hamburg	SkibsA/S Sangstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	382·7|53·4|24·4 F38'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 492NHP AllgemeineElek GesBerlin		N
33242 25306 JSLB	**Sanjin Maru** 1*Dk*	2500 2036 1510					1919	MitsuiBussanKaisha Uno	SugayaK.K.	284·5|42·5|23·0 P37'B70'F34'	Kobe Japanese *WB*	T3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33⅜" 162NHP J.F.Ahrens,Ottensen		C
33243 24069 JSKB	**Sanka Maru**	2495 — 1508					1918	MitsuiBussanKaisha Uno	SugayaK.K.	284·5|42·5|23·0	Kobe Japanese	T.3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33⅜" 162NHP HaseTekkosha,Osaka		C
33244 24536 JECI	**Sanko Maru** *Mchy.Aft* 1*Dk*	633 544 322					1919	Mitsui BussanK.K. Uno	MitsuiBussan Kaisha,Ld.	160·5|29·0|14·7 F23'	Kobe Japanese	C.2Cy.18⅛"&36¼"-24¼" 54NHP FarnhamBoyd&Co.Shi.		
33245 OXYH	**Sankt Ibb** Ⓟ **TwinSc** *OilEng.* Wireless 1*Dk* *CruiserStern*	627 329 292					1935	Frdrkshvn Værft og Flydk. Fredrikshavn	DampskibsselskabetÖresundA/S (M.N.Suenson, *Mgr.*)	165·7|30·0|10·1	Copnhagn Danish *WB*	Oil Engines 2S.C SA 14Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 235NHP Atlas-DieselA/B,Skm.		G
33246 DRBE	**Sankt Jürgen** *Ref.Mchy.* *Mchy.Aft* 1*Dk*	640 513 348					1924	Nrddtsche UnionWerke Boitzenburg	Sartori&Berger	173·1|29·4|13·1 Q52'B66'F22'	Kiel German *WB*	T.3Cy.13⅜",21⅘"&35"-23⅜" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
33247 DRBI	**Sankt Lorenz** *Ref.Mchy.* *Mchy.Aft* 1*Dk*	641 513 343					1924	Nrddtsche UnionWerke Boitzenburg	ArthurSommer	173·1|29·4|13·0 Q52'B66'F22'	Lübeck German *WB*	T.3Cy.13⅜",21⅘"&35"-23⅜" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
33248 2056 ICFV	**Sannio** (*ex*GeneralMitre-35, *ex*Artus) **4Mst** D.F. Sub.Sig. 2*Dks&Awng dk*	9834 7389 5772					1921	Bremer Vulkan Vegesack	LloydTriestino Soc.Anon.di Nav.	485·9|58·3|40·3 468·8	Genoa Italian *WB*	T3Cy32$\frac{3}{10}$",52⅘"&86⅗"-55$\frac{1}{10}$" & LP Turbine 556NHP BremerVulkan, Vegesack		GI
33249 36098 JOTH	**Sanogawa Maru No. 2** Ⓟ (*ex*SanogawaMaru,*ex*WarVessel) 1*Dk*	590 523 359					1903	Howaldts-werkeA.G. Kiel	HakatawanUnyu K.K.	155·0|28·7|16·4	Nishinomiya Japanese	T.3Cy. HowaldtswerkeA.G.Kiel		
33250 412 JKTA	**Sansei Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in foremost&aftermost holds*	3267 2724 1872	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. *CellDB*228'679*t* *Tanks in way*	336·2|48·5|24·0 P33'B80'F31' FK *of tunnel* 207*t FPT*	Dairen Japanese 5*BHptCem* 63*tAPT*102*t*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama	24 ″ 0	
33251 42616 JGML	— E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	2386 1830 1262					1936	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	284·9|42·9|21·4 Q146'F30'	Kobe Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"-13¾"SRgeared&LPturbine DR geared to screw shaft 400NHP UragaDockCo.Ld.Uraga		
33252 39276 JXFH	**Sansui Maru** *OilEng.* 1*Dk* *CruiserStern*	812 — 455					1934	Mitsubishi Jukogyo K.K. Kobe	SetsuyoShosen K.K.	190·0|31·0|15·0 F38'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 164NHP MitsubishiJukogyoK.K. Kobe		
33253 388 ICGV	**Sant' Antioco** (*ex*SanDiego-36, *ex*Orient) *ss*Pld.No.3-9,31 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing* *Fitted for oil fuel*	5048 4348 3024	... 5,35	SFo	*x*		1919 11mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	AziendaCarboni Italiani(Carlo Martinolich& Figlio,*Mgrs.*) *CellDB*336'1133*t*	393·7|52·3|27·0 376·4 P54'B94'F39' FK *MT*21' 328*t FPT*11	Trieste Italian 6*BHCem* 6*tAPT*206*t*	T.3Cy.24",41"&68"-48" 486NHP 3SB,9*cf*,HS7237 BethlehemS.B.Corp.Ld.	29 ″ 6	I †
33254 690 ITZI	**Sant' Antonio** **3Mst** (*ex*Advance-33,*exAuxM.*Nobel) *OilEng.* *Mchy.Aft* 1*Dk*	375 335 285					1919	Kaldnæs Mek.Værks. Tönsberg	AugustoChecchi	153·5|28·6|11·3 Q26*t*	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.16$\frac{9}{16}$"-18⅞" 97NHP J&CGBolindersCoLd.Skm		I
* 33255 BAOR	**Santa Ana Martir** (*ex*Amir-34) *Mchy.Aft* *ss*La.P.No.3-11,31 *ss*LaP.No.1-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	549 372 316	✠100A1 2,37 ~~2,36~~ BS3,37 ✠LMC1,36	LaP	*h*	CL 2,36	1919 8mo *Lloyd'sA&CP*	Echevarrieta y Larrinaga Cadiz	A.RodriguezLopez	164·0|26·2|10·3 Q94'B11'F25' BK7" *CellDBf*92'136*tFPT*	SantaCruz Teneriffe Spanish 3*BHCem* 43*tAPT*7*t*	T.3Cy.12½",21"&35"-27" (*s*) ~~180lb~~ 140lb 86NHP 1SB,3*pf*,GS49,HS1550 J.Abernethy&Co.Ld.Abn.	12″10 —	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote n'est dans le L.R. Durée Cert. R.C.T rade
33256 227968 WPBT	**Santa Barbara** Ⓟ TwinSc OilEng. ssN.Yk.No.2-36 ~~ssN.Yk.No.1-32~~ D.F. GyC. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy. 3rd dk(Stl)in CruiserStern Nos.1,2,3&5holds Platform deck for fruit cargoes in No. 4 hold	7858 5201 3636	✠100A1 withfreeboard ~~7,36~~10,37 ✠LMC CS~~5,34~~ DBS~~4,36~~12,37 ~~6,37~~ ✠Lloyd'sRMC ~~1,37~~ 11,37 Nos 4 & 5 holds for temp. 32° F.	NYk 10,37	e †	CL P12,35 s6,36	1928 8mo Lloyd	FurnessSB Co.Ld. Haverton Hill-on-Tees 'sA&CP	~~GraceSteamship Co.(GraceLineInc. Mgrs.)~~ GraceLine,Inc. Duct keel CellDB349'11	466·0 B250'F54' FK fwd of mchy. space 85tTanks in way of	64·0	25·4	NewYork Utd.States ptCem 9 BHtoS dk tunnels429t	Oil Engines 2S.C.SA 16Cy.26⅜"–41¼" 1994NHP 2DB120lb SulzerBros.Winterthur FPT79tAPT111t	28 " 6 s 3 " 6½ 25 " 2	
33257 117003 WEFZ	— Wood Fitted for oil fuel Mchy.Aft 1Dk	695 612 527					1900	W.F.Stone SanFrancisco	J.R.Hanify Co.	183·5	37·5	13·5	S.Frncisco Utd.States	T.3Cy.13",22"&36"-24" FultonIronWorks, 64NHP SanFrancisco,Cal.		
33258 36416 LOGP	**Santa Catharina** (exSanJorge-34, exSapele,exAbonema) ssRot.No.3-10,20 Fitted for oil fuel ssBmn.No.2-29 2Dks(Stl)&Webframes& Shelter dk(ptIrn&ptStl)	2881 — 1680	✠ 10,33 ✠	BAs	v		1907 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Argentina de Nav.Mihanovich, Lda. Cell	324·7 FK DBa96'uE26'f142'	45·9	30·7	Bns.Aires Argentine 6BHCem 563tAPT27t	T.3Cy.24",40"&66"-45" 312NHP 2SB,6rf,GS121,HS4740 Richardsons,Westgarth& Co.Ld.Sld.	33 " 2	V †
33259 229337 WMDB	**Santa Clara** Ⓟ TwinSc ssN.Yk.No.1-34 Ref.Mchy. 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. except in way of No. 4 GyC. CruiserStern hold & mchy space Platform deck for fruit cargoes in No.4hold	8183 5449 3788	✠100A1 withfreeboard 3,38 2,37 ✠LMC MS4,34 BS~~3,36~~6,37 Lloyd'sRMC ~~3,37~~ 5,38 Nos. 4 & 5 holds for temp. 32° F. Fitted for oil fuel 3,30 F.P. above 150° F.	NYk ~~NNs~~ Bos		CL. ~~P10,35~~ ~~s5,36~~ s8,37 PN8,38	1930 3mo Lloyd	NewYork S.B.Co. Camden,N.J. 'sA&CP	~~GraceSteamship Co.(GraceLineInc. Mgrs.)~~ GraceLine,Inc. CellDB359'1230t way	483·3 B231'F53' FK tanks in of tunnels581tFPT	63·9	25·5 34·4	NewYork Utd.States 9BH pt Cem (8 to W dk 1 „ 2nd „) 81tAPT119t	2Steam Turbines connected to electric motors&screw shafts,HS28800 (s)2660NHP 6 Water Tube Boilers (Spt) 300lb FD GeneralElectricCo. Schenectady,N.Y.	28 " 8 s 3 " 10½ 25 " 0	
33260 148836 GLTB	**Santa Clara Valley** (exEastLynn) OilEng. D.F. 1Dk&Shelter dk	4665 4357 2845					1928	W.Doxford &Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.Mgrs.)	401·1 FonShelter dk41'	54·3	24·1	Bideford British WB	Oil Engines 2S.C.SA 4Cy.22"-85" 597NHP W.Doxford&Sons,Ld.Sld.		C
33261 LOEH	**Santa Cruz** Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk Cruiser Stern 2Dks&Web frames Longitudinal framing	3934 3545 2390			...		1921	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	351·2 P81'B32'F46' FK	47·0	28·2	Bns.Aires Argentine WB	T.3Cy.23½",38"&62"-42" 347NHP FairfieldCo.Ld.Glasgow	28 " 3	
33262 232171 WLEA	**Santa Elena** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. D.F. 2Dks&Awngdk E.S.D. GyC. CruiserStern	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	~~GraceSteamship Co.(GraceLine Inc.Mgrs.)~~, GraceLine,Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States WB	2 DR Geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33263	— Iron (exAnnieEdith-36) OilEng. Mchy.Aft 1Dk	317 — 221						....	PedroCristiansen	148·1	19·6	10·3	Guayaquil Ecuadorian WB	Oil Engines 4S.C.SA 6Cy.7⅞"-12 3/16" 36NHP Emade22fitted26 Humboldt-Deutzmotoren, A.G.Köln-Deutz		
33264 EADF	**Santa Elena Martir** K (exTarcoronte-34, ssLa.P.2ndNo.3-11,33 exQuaysider) Mchy.Aft 1Dk	372 264 147	✠100A1 11,33 BS~~9,35~~ ✠LMC11,33 4,37	LaP		CL 7,34	1909 8mo Lloyd	Smith's DockCo.Ld. NorthShields 'sA&CP	A.RodriguezLopez	145·4 Q58'F17' FK FPT61t	24·2	10·4	SantaCruz Teneriffe Spanish 3BH Asp	C.2Cy.17"&36"-30" (s) 120lb 82NHP 1SB,3pf,GS47,HS1560 ShieldsEng.Co.Ld.N.Shl.	11 " 7 s 1 " 1 10 " 8	
33265 220573 KDDY	**Santa Eulalia** Fitted for oil fuel 1Dk2trB	2647 2223 1542			...		1920	Toledo,O. S.B.Co. Toledo	SantaS.S.Corp.	251·0 P25'B64'F23' FK	43·6	25·8	NewYork Utd.States WB	T.3Cy.22 3/16",36"&59"-42" 315NHP ToledoS.B.Co.Toledo,O.	28 " 2	R †
33266 EEHU	**Santa Eulalia Virgen** (exColon-34) Mchy.Aft 1Dk	394 301 195					1920	Gebr.Fikkers Martenshoek	A.Rodriguez Lopez	137·9 P51'F23' WB	24·7	12·1	SantaCruz Teneriffe Spanish	T 3Cy.10¾",16¼"&26½"-20" 32NHP Machfab.Overijn,Leiden		C
33267 DHWF	**Santa Fé** (exSteigerwald-37) Fitted for oil fuel D.F. Sub.Sig. 2Dks Ref.Mchy.	4627 4139 2754					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	414·4 P&B247'F50' len33	50·4	26·9	Hamburg German WB	T.3Cy.26 5/16",43⅜"&70 13/16"- 47 3/16"&LPturbine 438NHP GuteHoffnungshütte,Sterkrade		G
33268 228403 WIDA	**Santa Inez** Ⓟ TwinSc OilEng. ssN.Ns.No.2-37 ~~ssN.Yk.No.1-33~~ Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rddk(Stl) inNos.1&2holds D.F. CruiserStern	4576 2860 2622	✠100A1 withfreeboard ~~3,37~~ ~~1,37~~ 3,38 ✠LMC CS~~5,34~~ DBS~~4,36~~5,37 10,36 ✠Lloyd'sRMC~~1,37~~ ~~6,37~~ 12,37 Nos 1 & 2upper & lower 'tweendks for temp. 32° F.	NYk ~~N.Ns~~ 9,37	y	CL ~~10,35~~ 8,37	1929 3mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	GraceLine,Inc Cell DB 294'751t in way of	370·0 P37'F43' FK tanks tunnels76t FPT82t	53·2	20·0	NewYork Utd.States 7BHptCem 2 „ to 2nd dk APT203t	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 708NHP 2DB100lb 1DB Upr.80lb Akt.Burmeistr&Wain,Cpn	23 " 6 s 1 " 8½ 21 " 10½	
33269 205095 WEDU	(exFalcon) Fitted for oil fuel Wireless Mchy.Aft 1Dk	1832 — 1044					1908	MoranCo. Seattle, Wash	PacificOcean Products,Ld.	240·4	41·0	16·5	S.Frncisco Utd.States WB	T.3Cy.17",28"&47½"-36" 135NHP MoranCo.Seattle,Wash.		
33270 CSAY	**Santa Irene** (exSantaIria, exAngeln,exAgnesKölln,exB.W.F.) 1Dk Mchy.Aft	520 363 339					1921	Gebr. Fikkers Martenshoek	Companhia Industrial Portugueza	169·2 Q42'P43'F20' len23	24·7	10·3	Lisbon Portuguese WB	T.3Cy.11",17¾"&29 5/16"-17½" N.V.Machfb."Dok" 36NHP v/hNolden&Bulder,Delfzijl		G
33271 214325 WNCS	**Santa Isabel** Ⓟ (exVenezuela) ssS.Fo.No.3-5,27 ssN.Yk.No.2-36 D.F. 2Dks(Stl)& Awng dk(Stl-teak s)	5641 4746 3444	✠100A1 Awng dk withfreeboard 5,36 ✠LMC5,36 Fitted for oil fuel 9,16 F.P. above 150° F.	NYk	y	CL 7,33	1915 6mo Lloyd	Nederl. Schps.Maats. Amsterdam 'sA&CP	~~GraceSteamship Co.(GraceLine Inc.Mgrs.)~~ GraceLine,Inc Cell	380·0 FK DBa91'uE36'f152'	48·7	32·5	NewYork Utd.States 6BHCem 654tFPT88t	T.3Cy.28",43 5/16"&74"-51 3/16" 180lb (s) 607NHP 4SB,12cf,GS238,HS9470 FD NedFb.v.Wrk&Spoor,Ams	35 " 3 s 10 " 0½ 24 " 11½	
33272 220419 KDBV	— ssN.Yk.No.2-27 1Dk(Stl)2trB	2647 2223 1542	✠100A1 1,31 BS1,31 ✠LMC11,27 Fitted for oil fuel 8,20 F.P. above 150° F.	Bal	s	CL 7,30	1920 8mo A&CP	Toledo S.B.Co. Toledo,O.	SantaS.S.Corp. CellDB204'444t	251·0 P25'B64'F23' FK DTa12'87t FPT69t	43·6	25·8	NewYork Utd.States 4BHptCem APT95t	T.3Cy.22",36"&59"-42" (s) 180lb 315NHP 2SB,6cf,GS105,HS4640 FD ToledoS.B.Co.Toledo,O.	28 " 2 s 3 " 10½ 24 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	6' Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
33273 232101 WKER	**Santa Lucia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	~~GraceSteamship Co.(GraceLine Inc.Mgrs.)~~ GraceLine,Inc.	484·4 B&F418'	72·2	25·8	NewYork Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33274 87 IUAW	— Ⓟ 1Dk	452 346 142					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	179·2	26·0	12·7	Naples Italian	T3Cy.15¾",24$\frac{7}{16}$"&37⅜"-19$\frac{11}{16}$" 62NHP Cant.Nav.Riuniti,Ancona		I
33275 PHII	— D.F. OilEng. Mchy.Aft CruiserStern 1Dk	379 311 172					1937	Gebr. Niestern&Co. Delfzijl	G.S.vanDijk	141·4 B38'B38'F23'	24·8	11·0	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP Mtrn.WerkeMannheimAG		
33276 223849 KFTI	**Santa Maria** ssS.Fo.No.3-4,29 ssL.An.No.2-37 ~~ssL.An.No.1-33~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8432 7763 5203	✠100A1 3,38 BS3,38 ✠LMC3,37 Carrying Petroleum in bulk Fitted for oil fuel 4,22 F.P. above 150° F.	LAn	c†	CL ~~12,34~~ 10,37	1922 4mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	UnionOilCo.of California CellDBuE&B89' 231t DTf36'420t FPT118tAPT50t	460·0 P122'B35'F41' FK	60·3	35·5	Ls.Angeles Utd.States 17BHptCem (11 to U dk 6 ,, 2nd ,,)	T.3Cy.28",47½"&80"-54" (s) 200lb 701NHP 4SB,12cf,HS10326 FD J.G.Kincaid&Co.Ld.Grk	35 ″ 6 s7 ″ 0¾ 28 ″ 8½	
❋ 33277 227495 WPBW	— Ⓟ TwinSc OilEng. ssNYk.No.2-36 ~~ssN.Yk.No.1-32~~ 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNos.1,2,3&5holds Ref.Mchy. CruiserStern D.F. GyC. Platform deck for fruit cargoes in No.4hold	7857 5201 3638	✠100A1 withfreeboard ~~8,35~~ ~~1,36~~ 10,37 ✠LMC CS~~3,34~~ 7,37 DBS~~4,36~~4,37 ~~3,34~~4,37 ✠Lloyd'sRMC~~2,37~~ 1,38 Nos. 4 & 5 holds for temp. 32° F.	NYk	e†	CL SN8,35 P8,36	1928 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	~~GraceSteamship Co.(GraceLine Inc.Mgrs.)~~ GraceLine,Inc. Duct keel fwd. of mchy. space CellDB349' 1185t Tanks in way of tunnels 429tFPT79tAPT111t	466·0 B250'F54' FK	64·0	25·4	NewYork Utd. States ptCem 9BHtoSh dk	Oil Engines 2S.C.SA 16Cy.26$\frac{3}{16}$"-47¼" 1994NHP 2DB120lb SulzerBros.Winterthur	28 ″ 6 s 3 ″ 6¾ 25 ″ 1¾	
33278 ICID	— Ⓟ (exMalatian-37) ssLiv.No.3-8,26 Well deck ssLiv.No.1-30 1Dk(Stl)&2nd dk(Stl)inNos.1&2holds CruiserStern	3537 2364 2224	✠ — 12,36 ✠	Liv	u		1914 1m	Earle'sCo. Ld. Hull	Cia.Ligure di Navigazione CellDBa93'uE&B	323·8 P&B216'F74' FK	42·4	21·7	Genoa Italian 6BHCem 53'f140'662t	T3Cy.20½",35¾"&60"-42" 343NHP 3SB,6cf,GS110,HS4875 Earle'sCo.Ld.Hull	26 ″ 9	I †
33279	— AuxBkn (exTacoma,exGustavStein) OilEng. 1Dk (See Sailing Ship Register)	490 — 367					1923	G.Schuldt Stralsund	F.Fresone	155·4	30·1	13·6	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-11$\frac{13}{16}$" 82NHP MotorenwerkeMannheim A.G.Mannheim		
33280 614 IUBU	— Aux3MstSr (exMaria-32,exPuseyjonesNo.2) OilEng. Mchy.Aft 1Dk&Web frames (See Sailing Ship Register)	390 329 264			...		1917	ThePusey &JonesCo. Wlmgtn.Del.	O.Puccinelli fuF.	136·4 129·1 P31'F26' FK	28·2	13·0	Viareggio Italian WB	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 87NHP JVSvensson'sMtrfbkSkm.	15 ″ 0	I †
33281 212651 KDBI	**Santa Marta** Ⓟ Sub.Sig. Fitted for oil fuel D.F. E.S.D. Ref.Mchy. 2Dks&2ptDks	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	378·8 B160'F44'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
33282 117115 KJXZ	**Santa Monica** Wood Fitted for oil fuel Mchy.Aft 1Dk	497 452 318					1902	W.F.Stone S.Francisco	J.R.HanifyCo.	166·0	34·0	12·0	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP FultonI.Wrks.S.Fo.		
33283 232005 WKEK	**Santa Paula** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	PanamaMailS.S. Co.Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
33284	**Santa Quitéria** WoodAux3MstSr (exVenus-35) OilEng. 1Dk (See Sailing Ship Register)	368 339 269					1919	L.Larsen Köge	E.F.Botelho&Co. Lda.	145·6	27·5	13·7	Oporto Portuguese	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{9}{16}$" 96NHP J&CGBolinder'sCoLdSkm		V
❋ 33285 228577 WIDG	**Santa Rita** Ⓟ TwinSc OilEng. ssN.Yk.No.1-33 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNo.1&2 holds D.F. CruiserStern	4576 2860 2622	✠100A1 withfreeboard 5,36 ✠LMC CS6,34 DBS~~5,36~~8,37 ~~6,34~~10,36 ✠Lloyd'sRMC~~2,37~~ 11,37 Nos. 1 & 2 upper and lower 'tween dks. for temp. 32° F.	NYk	y	CL ~~P8,35~~ ~~S5,36~~ 8,37	1929 5mo	Akt.Bur- meistr&Wain Copenhagen Lloyd's A&CP	GraceLine,Inc. CellDB293'751t tunnels76t	370·5 P37'F43' FK Tanks in way of FPT82tAPT203t	53·1	23·5	NewYork Utd.States 7BHptCem 2 ,, to 2nd dk	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB100lb 1DB(upper)80lb Akt.Burmeistr&Wain,Cpn	23 ″ 6 s1 ″ 8½ 21 ″ 10½	
33286 231932 WMDA	**Santa Rosa** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	PanamaMailS.S. Co.Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N Y.		R
33287 EEQE	**Santa Rosa de Lima** (exGuanche-34,exSotileza) 1Dk	446 307 279					1920	Corcho Hijos Santander	A.Rodriguez Lopez	148·8 P58'F24' WB	25·6	9·9	Santa Cruz Teneriffe Spanish	C.2Cy.12"&27"-20" 27NHP Wm.Sisson&Co.Ld.Glr.		
❋ 33288 216380 KNEE	**Santa Tecla** Now "Samba Snia," see No. 37130 in Supplement ssN.Os.No.3-2,36 2Dks(Stl)	2492 2202 1483	✠100A- 4,37 BS2,37 ✠LMC2,36 Fitted for oil fuel 7,18 F.P. above 150° F.	NYk	t	CL 1,36	1918 7mo	NewYork S.B.Corp. Camden,N.J.	Trans-Oceanic S.S.Corp. Cell DB264'652t FPT89tAPT106t	298·6 309·9(O.L.) P35'B78'F28' FK	40·0	22·9	NewYork Utd.States 6BHCem	T.3Cy.19¼",31½"&54½"-36" 200lb (r) 262NHP 2SB,4cf,GS84,HS3860 NYorkSBCorpCamdenNJ	26 ″ 0	
33289 220624 KDHT	**Santa Veronica** Now "Breiva," see No. 37375 in Supplement Fitted for oil fuel 1Dk2trB	2647 2223 1542			...		1920	ToledoS.B. Co. Toledo,O.	SantaS.S.Corp.	251·0 P25'B64'F23' FK	43·6	25·8	NewYork Utd.States WB	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	R †
33290 219871 KJTX	**Santacruzcement** (exPacific Cedar-34,exEastern Victor) Fitted for oil fuel (Self-Unloader) D.F. E.S.D. 1Dk	4782 — 2891			...		1920	Mitsubishi ZosenKaisha Ld. Kobe	SantaCruzPortlandCementCo.	399·8 P39'B121'F40' FK	54·7	27·7	S.Frncisco Utd.States WB	T.3Cy.26½",44½"&75"-48" 494NHP MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0	R †
33291 439 ICGK	**Santagata** (exTaurus-35) ssStv.2ndNo.3-11,32 1Dk(Stl)&Spar dk(ptIrn&ptStl) D.F. &deep framing	4299 4042 2742	✠ ... 1,36 ✠	Osl	x		1905 4mo	TyneI.S.B. Co.Ld. Newcastle	A.Lauro CellD Ba116'uE26'f152'	367·3 355·0 P28'B100'F35' FK	50·1	20·0 27·9	Naples Italian 6BHCem 817tAPT58t	T.3Cy.25",42"&68"-45" 344NHP 2SB,6rf,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Duple Cert. B.of Trade
33292 22 ICGO	**Santamarina Salina** Ⓟ Wireless 2*Dks*	763 556 351					1928	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	201·4 B77'F31'	30·0	15·8	Messina Italian	T.3Cy.15⅝",25 3/16"&41⅜" -28⅜" 91NHP Cant.Nav.Riuniti,Ancona		I
33293 PUCE	**Santarem** Ⓟ (*ex*Eisenach) Sub.Sig. 2*Dks*	6757 5020 4212					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286'F68'	54·5	27·8	R.Janeiro Brazilian *WB*	Q.4Cy.24",34½",50⅜"&72⅝"- 58⅝" 387NHP BremerVulkan,Vegesack		V
33294 ICIS	**Santarosa** (*ex*BaronWemyss-37) 1*Dk*	3027 2719 1820					1924	Dunlop Bremner&Co. LdPtGlasgow	A.T.Rosasco	344·0 332·2 P29'B97'F33'	48·1	21·9	Genoa Italian *WB*	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Sons,Glasgow		C
33295 22574 JBWC	**Santen Maru** Wireless 1*Dk*	1210 1017 691					1918	Mitsui Bussan Uno	MitsuiBussan Kaisha,Ld.	225·7	33·5	18·5	Kobe Japanese *WB*	T.3Cy.14 5/16",24"&40"-30" 88NHP ImaiSeisakusho,Osaka		
33296 148549 GKYV	**Santhia** Ⓟ TwinSc *ss*Cal.No.3-1,37 D.F. 2*Dks*(*Stl*) *Weatherdk*-teaks E.S.D. *Ref.Mchy.* 3rd *dk*(*Stl*)*inholds*	7754 6719 4841	✠100A1 *withfreeboard* 1,38 ~~1,37~~ MS3,36	Cal ✠LMC BS~~1,37~~ 1,38	*c* †	CL ~~3,35~~ 1,38	1925 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaS.N. Co.Ld. *CellDB*373'1432*t Tank between tunnels* 37'54*t FPT*108*t APT*165*t*	436·1 P44'B144'F49' FK	57·8	33·5	London British 7*BHCem*	T.6Cy.20¾",35½"&60"-45" 215lb (*s*) 801NHP 5SB,15*cf*,GS318,HS12125 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 " 6 s 9 " 10½ 27 " 0½	
33297	**Santiago de Cuba** (*ex*Caridad Sala,*ex*Yadkin, *Fitted for oil fuel* *ex*ClaraMennig) 1*Dk*	1685 1501 1005					1908	Akt.Ges. "Neptun" Rostock	EmpresaNaviera deCubaS.A.	261·4 P27'B65'F26'	40·1	17·3	Havana Cuban *WB*	T.3Cy.17¼",30½"&48"-33" 132NHP A.G."Neptun,"Rostock		
33298 EGPO	**Santiago Lopez** (*ex*Oceanic) *ss*Bcl.No.3-5,16 1*Dk*(*ptIrn&ptStl*) *&deepframing*	2319 1650 1470	✠ 7,21	Bcl ✠	*t*		1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	CiadeNav."Vasco- Asturiana" (R.C. delosCobos,*Mgr.*) *WB=CellDBa*96'*uE&B*34' *f*126'668*t APT*70*t*	300·0 P21'B182'F33' FK	44·3	18·1	Gijon Spanish 5*BHCem*	T.3Cy.22",35"&59"-39" 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl.	20 " 6	
33299 EGPP	**Santirso** 1*Dk*	847 682 621					1920	Astilleros deGijon Gijon	Cia.Naviera GijonesaS.A.	201·7 Q136'B44'F30'	29·8	13·9	Gijon Spanish *WB*	T.3Cy.14",23"&38"-27" 75NHP Falleros de Zorrosa,Bilbao		
33300	**Santo Amaro** Ⓟ TwinSc 1*Dk*	*317* *231* *165*					1914	Murdoch & Murray,Ld. PortGlasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12"&24"-18" 40NHP J.G.Kincaid&Co.Ld.Grk.		
33301 411 JKQA	**Santo Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*except in* *foremost&aftermost holds*	3267 2724 1872	✠ ... 5,35	Drn ✠	*v*		1931 5mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. *CellDB*228'679*t Tanks in way of tunnel*207*tFPT*63*tAPT*102*t*	336·2 P33'B80'F31' FK	48·5	24·0	Dairen Japanese 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama	24 " 0	
33302 8760 JJUC	— Ⓟ (*ex*Diamante) *ss*H.Kg.No.1-03 1*Dk*(*Stl*-ws)&*Spardk* (*Stl*-teaks)&*Webframes*	1890 1730 1116	✠ 12,06	Kob ✠	*r*		1899 1mo	Hall,Rus- sell&Co. Aberdeen	OsakiTakeichiro *CellDB a*58' *f*64'249*t FPT*60*tAPT*31*t*	260·3 B62'F46' FK	37·2	17·3 24·7	Nishino- miya Japanese 4*BHCem*	T.3Cy.22",35"&58"-39" 257NHP 2SB,6*rf*,GS94,HS3600 Hall,Russell&Co.Abn.	25 " 8	
❊ 33303 216009 WQCC	**Santore** *ss*Bal.No.3-11,30 *ss*Bal.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing*	7117 6365 4498	✠100A1 ~~6,37~~~~11,36~~ 3,38 BS~~1,36~~ 6,37 *Fitted for oil fuel 8,19 F.P. above 150° F.*	Bal ✠LMC10,36	*c*†	CL 4,36	1918 3mo	Bethlehem SteelCorp.Ld Sparro'PtMd. A&CP	OreS.S.Corp. 2*IntermediateBkhds dispensed with* 5*BHonly* *CellDBuE&B*58'*f*320'1622*tSidetanks Nos*.1,2&3*P&S*1950*tFPT*395*tAPT*213*t*	449·1 P106'F39' FK	57·2	34·3	NewYork Utd.States	T.3Cy.27¼",46 5/16"&76"-48" 200lb (*s*) FD 559NHP 3SB,9*cf*,GS557,HS7931 BethlehemStl.Co.Sparr'Pt.	37 " 0	
33304 449 SZMK	**Santorini** (*ex*Phenarete-34, Iron *ex*Nikolaos, *ss*Pir.3rdNo.3-3,21 *ex*Gargano, *ss*Pir.No.3-10,26 *ex*Irene) *ss*Pir.No.1-31 1*Dk*(*Irn*)&*Awngdk*(*Stl*)	708 679 448	✠ ~~—~~ 2,34	Pir ✠	*j*		1884 2mo	PearceBrs. Dundee	AntoniosG. Chalaris *DBa*37'52*tFPT*64*t* BK7¼"	180·1	27·2	12·2 18·6	Piræus Greek 4*BHCem*	C.2Cy.20"&40"-30" DB*refitted*21 1SB,2*pf*,GS38 73NHP PearceBros.Dundee	19 " 10	
33305 PUCF	**Santos** Ⓟ *Fitted for oil fuel* 2*Dks*	4855 3838 3114					1898	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	375·6 P&B259'F48'	46·6	27·4	R.Janeiro Brazilian *WB*	Q.4Cy.21⅝"32"46½"&66"-51" 311NHP Reiherst.Maschinenf.Ham		C
❊ 33306 7197 SERA	— TwinSc *OilEng.* D.F. *ss*Lkr.No.3-4,36 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	*3840* *3392* *2311*	✠100A1 *Shelter dk* *withfreeboard* ~~1,37~~ ~~3,36~~3,38	Mmo G[illegible] DBS7,37 ✠LMC4,36	*x*	OG s 3,36 P11,37	1925 5mo *Lloyd*	Kockums M.V.Aktieb Malmö '*sA&CP*	RederiA/B Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*319'1114*t Tanks at sides of tunnels* 180*tFPT*75*tAPT*60*t*	364·9 FK	51·5	22·8	Stockholm Swedish 6*BHptCem* *Coll ,, toSh dk*	Oil Engines 4S.C.SA 12Cy.22 5/16"-39⅜" 564NHP DB*100lb* KockumsM.V.Akt.Malmö	25 " 6 s 2 " 4¼ 23 " 4¼	
❊ 33307 31173 JCIB	**Santos Maru** Ⓟ TwinSc *OilEng.* *ss*Kob.No.3-4,37 ~~*ss*Kob.No.2-33~~ 3*Dks*(*Stl-Weatherdk*-ws) *Ref.Mchy.* GyC.	7267 6088 4363	✠100A1 *withfreeboard* ~~4,37~~ 12,37 ~~BS4,37~~ 6,37 ✠Lloyd'sRMC	Kob DBS12,37 ✠LMC CS4,37 ~~4,37~~ ~~3,37~~ 12,37	*b*†	CL S7,35 P4,37	1925 12mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki '*sA&CP*	OsakaShosenK.K. *CellDB*353'1368*t Tanks at sides of tunnels*719*tFPT*117*tAPT*46*t*	430·7 B63'F47' FK	55·7	36·0	Osaka Japanese 7*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB*100lb* SulzerBros.Winterthur	36 " 0 s11 " 2¾ 25 " 2¾	
❊ 33308 EALB	**Santurce** (*ex*CanadianRancher) Now "Widestone," see No. 4[illegible] *ss*Bbo.No.3-12,32 1*Dk*(*Stl*) *Cargo battens not fitted*	3276 2380 1865	✠100A1 11,35 BS4,36	Ams ✠LMC12,32	*v*	CL 3,34	1920 5mo *Lloyd*	Tidewater Shipbldrs,Ld. ThreeRivers, '*sA&CP* P.Q.	Cia.Nav.Amaya (C.deZabala,*Mgr*) *CellDB*266'674*tFPT*95*tAPT*78*t*	331·6 P33'B98'F33' FK	46·8	23·3	Bilbao Spanish 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 " 6 s 3 " 11½ 21 " 9	
33309 38942 JVHI	**Sanwa Maru** TwinSc *OilEng.* *Mchy.Aft*	547 — 401					1934	Sanoyasu DockGoshi Kaisha Osaka	SankoKaiun KabushikiKaisha	155·0	28·6	13·6	Amaga- saki Japanese	Oil Engines 2S.C.SA 4Cy.15¼"-16½" 166NHP KishiIronWorks,Katsuura Wakayama-ken		
33310 36117 JJLC	**Sanyo Maru** Ⓟ TwinSc *OilEng.* *ss*Kob.No.3-1,36 *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *CruiserStern*	8360 7812 5048	✠100A1 *withfreeboard* 1,38 ~~1,37~~ DBS~~1,37~~1,38 ✠Lloyd'sRMC *Fitted for carrying oil 10,30 F.P. above 150° F. in deep tanks*	Kob ✠LMC CS1,35 1,37 ~~1,37~~ 1,38 ~~1,37~~	*d*†	CL 1,37	1930 10mo *Lloyd*	MitsuBishi DkydCo.Ld. Nagasaki '*sA&CP*	OsakaShosenK.K. *CellDB*373'1295*t Tanks in way of tunnels* 978*tMTs*86'1185*tFPT*96*tAPT*89*t*	446·0 F40' FK	60·5	40·7	Osaka Japanese 8*BH pt Cem* (*Coll to W dk* 7 ,, 2nd,.)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsuBishiDkydCoLdNag	40 " 9 s13 " 0¼ 28 " 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33311 13089 JLJB	**Sanyo Maru** Ⓟ (exJacobDiederichsen) Wireless 1*Dk*&*Spar dk*	970 897 697					1892	Howaldts-werke Kiel	OnishiShoten GoshiKaisha	212·0 B28'	29·4	17·6	Otaru Japanese *WB*	T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$43\frac{5}{16}$" -$24\frac{13}{16}$" 93NHP Howaldtswerke,Kiel		
33312 29418 JCKE	— Ⓟ TwinSc 1*Dk*	545 321 214					1923	Mitsubishi Co. Kobe	Government of Japan(Railways)	140·0	30·2	12·5	Tokio Japanese	Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.		
33313 9 JLDG	**Sanzan Maru** 1*Dk*	417 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·5	Dairen Japanese	C.		
33314 PHIK	**Saparoea** *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	6668 — 4120					1920	Rotterdam Droogd Maat. Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P42'F43'	54·7	33·5	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 8Cy.27"-47" 1015NHP E*made*25*refitted*31 SulzerBros.Winterthur		V
33315	**Sapataya** Wood (*exMotorship*Sapaday) 1*Dk*	369 — 210					1922	H.E.Phya Sukhum NayaVinit, Bangkok	SawadSukhum Banij,Ld.	147·6	25·4	14·4	Bangkok Siamese	T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"-18" E*made*25 29NHP McKie&Baxter,Ld.Psy.		
33316 OOBC	**Saphir** TwinSc	633 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·4 Q64'H8'F30'	27·9	13·2	Antwerp Belgian	T.6Cy.$16\frac{1}{2}$",$24\frac{1}{2}$"&$37\frac{1}{3}$"-$25\frac{1}{2}$" NB13 139NHP Soc.JohnCockerill,Seraing		V
33317 217546 KESG	**Sapinero** *Fitted for oil fuel* 2*Dks*& *Web frames*	5106 4740 3097			...		1919	American International S.B.Corpn. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·8	27·6	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
33318 147391 MLGX	**Sapper** *ss*Mch.No.3-1,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1036 850 495	✠100A1 *Shelter dk withfreeboard* 10,37 ~~1,36~~ MS2,35 ✠LMC	Mch BS4,38 [illegible]	*o*	CL 1,36	1923 1mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	Fisher,Renwick Manchester-LondonSteamers,Ld. *CellDB*	230·6 FK *a58'uE19'f100'204t*	35·0	14·9	Manchestr British FK 5*BHCem* *APT17t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3570 N.E.MarineEngCoLd.Nwc	17 " 0 s " $2\frac{1}{2}$ 16 " $11\frac{1}{4}$	
33319 164062 MKKW	**Sapphire** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	933 662 501	✠100A1 ~~4,37~~ 1,38 ✠LMC9,35 ✠LMC(M)1,38	Sws Trn	*l*	CL 1,33	1935 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	Wm.Robertson *CellDB129'220t*	200·2 P53'Q77'F28' FK *FPT78tAPT32t*	32·6	12·4	Glasgow British 3*BHptCem ptAsp*	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 156NHP AtlasDieselA/B,Skm.	15 " 0 s 4 " $4\frac{1}{2}$ 14 " 9	
33320 29805 JPJB	**Sapporo Maru No. 11** Ⓟ (*ex*Skegness,*ex*Polurrian) 1*Dk deep framing*& *Web frames*	2820 2578 2092			...		1900	J.Blumer &Co. Sunderland	InukamiKeigoro	319·7 P28'B72'F32' FK	46·1	21·0	Tokio Japanese *WB*	T.3Cy.23",38"&62"-42" 263NHP NDB06*refitted*19 J.Dickinson&Sons,Ld.Sld.	23 " 6	C †
33321 30500 JADA	**Sapporo Maru No. 12** (*ex*IngeborgLarssen,*ex*IdaZelck, *ex*Portland) 1*Dk*&*deep framing* & *Web frames*	2865 2610 1747			...		1903	J.Blumer& Co. Sunderland	InukamiKeigoro	320·0 P28'B90'F32' FK	46·0	21·2	Tokio Japanese *WB*	T.3Cy.23",38"&62"-42" 258NHP J.Dickinson&Sons,Ld.Sld.	23 " 9	C †
33322 70 ISJF	**Sara Primo** WoodAuxSr (*ex*QuattroVenti-36, *OilEng.* *ex*FourWinds,*exYacht*CrusaderA, *ex*FourWinds,*ex*Eric) (*See Sailing Ship Register*)	635 532 456					1898	HallBros. PortBlakeley Washington	Soc.Anon.Italiana SaraKirschner	188·6	37·8	13·2	Rome Italian	Oil Engines 2S.C.SA 8Cy.$10\frac{1}{2}$"-$12\frac{1}{2}$" 155NHP FairbanksMorse&Co. Beloit,Wis.		I
33323 161523	**Saracen** *Mchy.Aft* 1*Dk*	1926 1627 1146					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
33324 123 IUDQ	**Saraceno** (*ex*Sarajevo) *ss*Tri.2ndNo.3-2,25 *ss*Tri.No.1-29 1*Dk*(*Stl*)	655 494 389	✠ ... 9,33 ✠	Tri			1899 9mo	Stabilmnto Tecnico Trieste	D.Tripcovich&Ci. Soc. Anon. di. Nav Rimorchi e Salvataggi *CellDB*	192·9 Q104'B16'F27' FK *a30'f77'129tFPT*	28·9	10·3	Trieste Italian 4*BHCem* *24tAPT16t*	T.3Cy.13",$20\frac{1}{2}$"&$34\frac{1}{4}$"-$20\frac{1}{2}$" 73NHP 1SB,2*cf*,GS42,HS1410 StabilimentoTecnico,Tri.	13 " 0	I †
✻ 33325 212650 KDBK	**Saramacca** *ss*N.Yk.2ndNo.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk* (*Stl-ws*) D.F.	3212 2467 1917	✠100A1 *Spar dk* 2,37 BS2,37 ✠LMC8,33 *Fitted for oil*	NYk *fuel* 3,24	*v*	CL 2,35 *F.P. a*	1908 3mo *In* *Lloyd* *bove 1*	Nederl. Schps. Maats Amsterdam *termediate bu* *'sA&CP* *50° F.*	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*) *lkhead in after hol*	336·7 P&B218'F46' FK&BK2" *d dispensed with 5B* *WB=CellDBa*	42·0	15·2 23·0	NewYork Utd.States *H only Cem* *76'f134'418t*	T.3Cy.24",42"&68"-48" 180lb (*s*) 503NHP 3SB,9*cf*,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 " 0 s 3 " $3\frac{3}{4}$ 23 " $2\frac{3}{4}$	
	Now "**Argentea,**" *see No.* 37183 *in Supplement*															
✻ 33326 140714 GQDY	**Saranac** *ss*Nwc.No.3-3,31 *ss*Nwc.No.1-35 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) & *Web frames* *Mchy.Aft* D.F. *Longitudinal framing* *Tonnage opening closed* 1918	12074 9024 7341	✠100A1 *Shelter dk withfreeboard* 6,37 ~~7,36~~ 5,38 ~~BS10,35~~ ✠LMC1,35 *CarryingPetr* *Fitted for oil*	Nwc ~~Bel~~ BS7,~~36~~6,37 *oleum* *fuel* 5,	*g*† *in* 18	CL 7,36 *bulk* *F.P. a*	1918 5mo *Lloyd* *bove15*	Palmers' Co.Ld. Newcastle *'sA&CP Ce* *Mid* *0° F.*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *llDBuE&B91'353t* *shipportion* (*cargo*	530·5 FK *DTf49'910t FPT20* *tanks*) *renewed*1931	66·3	41·8	Newcastle British 23*BHptCem* *3tAPT141t*	Q.4Cy.$28\frac{1}{2}$",41",58"&84"-54" 220lb (*s*) FD 793NHP 4SB(Spt),16*cf*,GS296, HS11392 Palmers'Co.Ld.Newcastle	42 " 1 s12 " $2\frac{1}{4}$ 30 " 2	
33327	**Sarandi** (*ex*Curityba, *ex*MariaManuela) *Fitted for oil fuel* 1*Dk*	810 — 470					1901	Napier& Miller,Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	220·2 P35'B42'F52'	33·1	10·7	Bns.Aires Argentine *WB*	T.3Cy.17",28"&45"-33" 116NHP Dunsmuir&Jackson,Gls.		
✻ 33328 145576 GTDX	**Sarastone** *ss*Cff.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2196 1490	✠100A1 3,37 MS4,34	Npt ✠LMC BS11,36	*t*	CL 1,37	1929 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP Inter* *Cell*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *mediateBH in fwd.* *DB259'749t side ta*	300·0 P19'B58'F24' FK *hold dispensed with* *nks in ER107tFPT*	44·8	20·4	Llanelly British 4*BHptCem* *105tAPT94t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS100,HS3926 N.E.MarineEng.Co.Ld.Sld	22 " 7 s 3 " $5\frac{1}{4}$ 19 " 4	
33329	**Saratov** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.$22\frac{7}{16}$",37"&$59\frac{1}{2}$"-$39\frac{3}{8}$" 220NHP BalticS.B.&Eng.Wks.Len.		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
33330 217887 WLAA	**Sarcoxie** *Fitted for oil fuel* Sub.Sig. *2Dks* *&Webframes*	5116 4740 3103			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·6 P39'B122'F43' FK	Phildlphia Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33331 128259 MCYB	**Sard** 3Mst ssAyr.No.1-36 ssAyr.2ndNo.3-5,34 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	410 298 155	✠100A1 2,38 ~~11,36~~ ~~11,37~~ ✠LMC2,38 ~~MS4,34~~ ~~BS1,37~~	Ayr	*g*	CL ~~11,36~~ 2,38	1909 4mo *Lloyd*	AilsaS.B. Co.Ld. Ayr *'sA&CP*	Wm.Robertson	142·3|26·1|11·3 Q78'B10'F26' BK7' *WB=*	Glasgow British *3BHCem* *FPT36t*	O.2Cy.18″&40″-27″ (*s*) 180lb 91RHP 1SB,*3pf*,GS51,HS1565 Muir&Houston,Ld.Gls.	12 ″ 3 s 4 ″ 2½ 12 ″ 7¾	
33332 2052 ICGR	**Sardegna** Ⓟ TwinSc (*ex*SierraVentana-35) *Corrugated sides* Sub.Sig. D.F. GyC. *4Dks*	11452 — 6737					1923	Bremer Vulkan Vegesack	LloydTriestino Soc.Anon.diNav.	511·7|61·8|34·3 490·5 66·0 P&B380'F79'	Genoa Italian *WB*	T.6Cy.28⅝″,46⅛″&75⅝″-51¼″ 818NHP BremerVulkan,Vegesack		I
33333 LCXE	**Sardinia** *OilEng.* *2Dks*	1975 1638 1106					1921	J&KSmit's Scheeps- werven, Kinderdijk	A/S D/S Spanske- linjen(Fred. Olsen&Co.&OleR. Thoresen, *Mgrs.*)	302·0|42·2|17·7 P75tH243tF15t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜″-47¼″ 403NHP Werkspoor,Amsterdam		N
33334 145959 GFXT	**Sardinian Prince** (*ex*Appomattox) ssDrt.No.3-1,36 *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	3491 2911 1871	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ ~~BS1,37~~ ✠LMC1,36 *Carrying oil fuel F. P. above 150°F. in deep tank aft* *Fitted for oil fuel 3,22 F.P. above 150° F*	Mch Bal BS1,38	*x*	CL 1,36	1922 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler space&forward153' aft* *CollisionBHtoSh dk* *6 „ „ U „* *CellDB294' 1155t DTa22' 643t FPT45t APT43t*	363·3|52·2|22·0 F68'*onShelter dk* FK	London British *Cem*	T.3Cy.26″,43″&73″-48″ (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 9 s 2 ″ 3½ 22 ″ 8	
33335 160199 MNZJ	**Sardis** ssLon.No.2-37 *Mchy.Aft* Wireless *2Dks(Stl)*	970 736 435	✠100A1 *withfreeboard* 2,37 ✠LMC1,37 BS1,36	Lon	*n*	CL 1,37	1928 3mo *Lloyd*	Ardrossan Dkyd.Ld Ardrossan *'sA&CP*	MossHutchison Line,Ld. *CellDBuE24'f28'92t FPT78tAPT17t*	220·8|34·3|13·6 F25' FK	Glasgow British *3BHCem* (*2toWthr dk* 1 „ *2nd* „)	T.3Cy.16″,27″&44″-33″ (*s*) 180lb 97RHP 2SB,*4cf*,GS77,HS2677 J.G.Kincaid&Co.Ld.Grk.	14 ″ 11 s ″ 2 14 ″ 10½	
33336 FPDA	**Sargasse** (*ex*GouverneurGeneral Piquet-34,*ex*Etienne deFlacourt, *ex*Yalta,*ex*Cöln) *1Dk&Shelter dk* Wireless D.F.	1439 1189 638					1914	G.Seebeck Akt.Ges. Weser- münde-G.	UnionMaritime Méditerranéenne (Cie.desMessa- geriesMaritimes, *Mgrs.*)	268·9|38·5|14·5 B72'F36'	Dunkirk French *WB*	T.3Cy.22½″,36⅝″&59″-39⅜″ 190NHP G.SeebeckAkt.Ges.Wsm.		V
33337 5047 SKQA	**Särimner** (*ex*Inland-34) *Turret deck* *1Dk*	*2294* *1885* *1399*					1909	W.Doxford &Sons,Ld. Sunderland	RederiA/B Suecia	290·1|43·6|18·7 P35'B81'H109t F33'	Stockholm Swedish *WB*	T.3Cy.22½″,37″&60″-39″ 225NHP W.Doxford&Sons,Ld.Sld.		V
33338 LDOY	**Sarita** (*ex*Melania) ssShl.No.3-7,27 *Mchy.Aft* ssRot.No.2-36 *2Dks(Stl)&Webframes* *Longitudinalframing*	*5824* *5361* *3437*	✠100A1 ~~5,37~~ ~~9,33~~ 4,38 BS5,37 ✠LMC3,36 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,21 F.P. above 150° F.*	Fal Bkn	*z*	CL ~~11,35~~ 4,38	1914 5mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton *'sA&CP*	A/S Ugland's Rederi(J.M. Ugland,*Mgr.*) *CellDBuE&B80' 206t* *DTf32'300t FPT105tAPT140t*	412·0|53·3|31·1 P109'B26'F47' FK	Grimstad Norwegian *16BHCem* (*11 to U dk* 5 „ *2nd* „)	T.3Cy.27″,45″&74″-48″ (*s*) 180lb 515NHP 3SB,*9cf*,GS173,HS7503 FD N.E.MarineEng.CoLd.Sld.	31 ″ 0 s 6 ″ 7½ 24 ″ 7	
33339 TCDC	**Sark** (*ex*Chark,*ex*Bafra,*ex*Danaë) *2Dks*	1173 — 693					1894	Rijkee&Co Rotterdam	FaikNadirZeren veOrtaklari	239·5|31·0|19·1 H55'F27'	Zonguldak Turkish *WB*	T.3Cy.17½″,28″&45″-36″ 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord		
33340 PHIQ	**Sarkani** (*ex*SintJansland-36) ssRot.No.3-8,29 ssRot.No.1-34 *Well deck* D.F. *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	2202 1612 1194	✠100A1 7,37 ~~11,36~~ ✠NB11,34 ✠LMC11,34 BS3,37	Rot	*r*	OG ~~1,35~~ ~~7,37~~ 10,37	1916 8mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	N.V.Stoomschip Willem vanDrielSr (Ned.Bevrachting- skantoorN.V.*Mgs*) *CellDB f 190'514t MT12' 288t FPT 142tAPT73t*	272·0|40·0|18·2 P69'Q86'F25' FK	Amsterdam Dutch *5BHCem*	T.3Cy.20″,32″&52″-39″ (*s*) 180lb 212NHP 2SB,*6cf*,GS101,HS3710 Maats.deSchelde,Flushing	20 ″ 7 s 6 ″ 5½ 18 ″ 9½	
33341 OHRR	**Sarmatia** ssKel.2ndNo.3-6,27 ssGot.No.2-36 *1Dk(Irn)&deepframing*	2417 2131 1361	✠100A1 3,38 ~~4,37~~ BS4,37 ✠LMC4,36	Ams Sws	*s*	CL ~~3,36~~ 3,38	1901 3mo	W.Gray& Co.Ld. WHartlepool A&CP	O.Y.Sarmatia(Sep- pinen&Kemppi O/Y) *WB=CellDBa&uE120'f124'621t APT40t*	303·0|43·2|19·8 P27'B75'F31' FK	Koivisto Finnish *5BHCem*	T.3Cy.22″,35″&59″-39″ (*s*) 160lb 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 6 18 ″ 11	
33342 145765 MLRF	**Sarnia** 3Mst ssShl.No.3-10,35 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	711 490 323	✠100A1 9,37 ~~10,35~~ BS~~9,36~~ ✠LMC10,35 9,37	Shl	*j*	CL ~~10,35~~ 9,37	1923 10mo *Lloyd*	C.Rennold- son&Co. SouthShields *'sA&CP*	O.Dorey&Sons,Ld. *CellDBf103'155t FPT63tAPT37t*	180·4|28·0|12·1 Q105'B11'F24' FK	Guernsey British *3BHCem*	T.3Cy.14″,23″&38½″-27″ (*s*) 180lb 82RHP 2SB,*4cf*,GS69,HS1958 Baggesen&Co.Dundee	14 ″ 6 s4 ″ 5½ 14 ″ 2½	
33343 149496	**Sarniadoc** *Mchy.Aft* *1Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteam- ships,Ld.	252·7|43·3|17·8 Q100'F35' *WB*	Ft William Ont. British	T.3Cy.15″,25″&40″-33″ 93RHP Barclay,Curle&Co.Ld.Gls.		C
33344 134011	**Sarnian** (*ex*Chili) *Mchy.Aft* *1Dk&Spar dk*	2656 2496 1710					1895	Cleveland S.B.Co. Cleveland,O.	NorthlandS.S.Co. Ld.	331·8|41·5|22·0 H—F40' *WB*	Pt.Arthur Ont. British	T.3Cy.20″,33″&54″-40″ NB00 184NHP ClevelandS.B.Co.Clevelnd		R
33345 134515 CYBT	**Sarnolite** *Fitted for oil fuel* *Mchy.Aft* *1Dk&Webframes* *CarryingPetroleum in bulk*	2060 1530 1549			...		1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*)	250·0|43·1|16·6 P63'F43' FK	Sarnia British *WB*	T.3Cy.16″,26″&44″-36″ 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2 s1 ″ 7¼ 16 ″ 9	
33346 189 SVOL	**Saronikos** (*ex*Maid of Andros, *ex*LuiseHorn) ssPir.2ndNo.3-3,34 ssRot.No.1-37 *Well deck* *1Dk(Stl)*	*3548* *3245* *2175*	✠100A1 ~~3,37~~ ~~4,37~~ ~~11,37~~ 3,38 ~~✠LMC~~ ~~BS10,36~~ ~~MS4,37~~ 11,37	Rot ~~Bry~~ Ant	*w*	CL ~~3,37~~ 11,37	1912 5mo *IntermediateBH in forehold&after hold dispensed with* *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton *'sA&CP*	M.A.Embiricos *CellDBa114' uE21' f155' 924t FPT93t APT116t*	360·7|50·0|21·4 P&B288'F39' FK	Andros Greek *Cem* *4BH only*	T.3Cy.25¼″,41″&68″-45″ 180lb 376NHP 2SB,*6cf*,GS119,HS5084 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 11 s 2 ″ 8½ 21 ″ 5	
ecked 12,37 33347 138611 VJKL	**Saros** (*ex*Baltistan) ssSyd.2ndNo.3-2,35 *2Dks(Stl)* *Cargo battens not fitted*	3304 3004 2044	✠~~100A1~~ 1,37 ~~✠LMC~~ ~~MS10,34~~ ~~BS1,37~~	Syd	*v*	CL 1,37	1910 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	AustralianSteam- shipsProprietary Ld.(*Man.Agents,* HowardSmith, Ld.)	350·1|46·5|22·4 P25'B86'F35' FK *WB=*	Melbourne British *6BHCem* *CellDBa11*	T.3Cy.25″,40″&65″-42″ (*s*) 180lb 386NHP 2SB,*6pf*,GS125,HS5733 Cen.Mar.Eng.Wrks.WHpl *2'uE25'f153'843t APT95t*	24 ″ 9 ~~s 4 ″ 4½~~ ~~20 ″ 7~~	
33348 147214 GDRC	**Sarpedon** Ⓟ TwinSc D.F. *Ref.Mchy.* *3Dks*	11321 8575 6917					1923	Cammell, Laird&Co.Ld. Birkenhead	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	499·0|62·3|34·9 P57'B201'F62'	Liverpool British *WB*	4Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn		BT till ~~10,37~~ 9,38

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33349 LCXF	**Sarpen** 1*Dk*	1864 1647 1100					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Truls (M.Thorvik, *Mgr.*)	265·0 P57*t*H94*t*F8*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
33350 LETW	**Sarpfos** 1*Dk*	1493 1340 873					1919	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S, *Mgrs.*)	254·8 P22'Q,B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
33351 144389 GCDW	**Sarthe** *ss*Shl.No.1-37 *ss*Lon.No.3-9,32 Sub.Sig. 2*Dks*(*Stl*)	5271 4809 3243	✠100A1 S,37 ~~10,35~~ ~~MS9,32~~	Lon Shl ✠LMC8,37 ~~BS7,36~~	*y*	CL ~~10,36~~ 7,37	1920 2mo *Lloyd*	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0 P49'B115'F40' FK 344'1048*t**FPT*129*t*	52·3	28·5	London British 7*BHCem* *APT*61*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
33352 116579	**Saskadoc** (*ex*Uranus,*ex*William E.Reis) *Mchy.Aft* 1*Dk*2*trB*	4611 4367 2876					1900	American S.B.Co. Cleveland,O.	PatersonSteam- ships,Ld.	422·6	50·2	24·1	Fort Wil- liam,Ont. *WB* British	T.3Cy.21",33½"&57"-42" 211NHP AmericanSB.Co.Cleveland		R
Broken up 33353 134261 CYJS	**Saskatchewan** (*ex*Glenlivet, *ex*Wawatam) *Mchy.Aft* 2*Dks*	1860 1738 1089					1891	Cleveland S.B.Co. Cleveland.O.	~~CanadaSteamship~~ ~~Lines,Ld.~~	266·0	38·0	20·0	Midland, Ont. *WB* British	T.3Cy.17",29"&47"-36" 133NHP ClevelandSBCo.Cleveland		
33354 153436 CYKG	**Saskatoon** *Mchy.Aft* 2*Dks*	2412 2230 1456					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·3	42·9	24·3	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
33355 218089 KIDC	**Satartia** *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	4994 4740 3021			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B122'F43' FK	54·2	27·6	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33356 148517 MNCV	**Satellite** TwinSc *CruiserStern* Sub.Sig. Wireless 1*Dk*	491 426 207					1924	JI.Thorny- croft&Co.Ld. Southampton	Corporation of the TrinityHouse	160·0 B42'	27·7	12·1	London British	T.6Cy.11",18"&29"-21" 38NHP J.I.Thornycroft&CoLdSou		
33357 40201 JGBJ	**Satsuki Maru** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	354 — 258					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	129·9 B12'F23'	26·0	12·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.$16\frac{9}{16}$"-18½" 189NHP NipponHatsudokiK.K. Kobe		
33358 33167 JAJC	**Satsuma Maru** (*ex*Sunwood, *ex*Reindeer, *ss*Sng.No.2-27 *ex*WarBeach) 1*Dk*(*Stl*)	*3089* *2834* *1828*	✠ —— 9,31 ✠	Kob	*u*		1918 8mo	TyneI.S.B. Co.Ld. Newcastle	UtsunomiyaKai- sotenK.K. *CellD*	331·4 P33'B100'F29' FK B284'724*t**FPT*110*t*	46·8	23·1	Takasago Japanese 7*BHptCem* *APT*123*t*	T.3Cy.25",41"&68"-45" 431NHP 3SB,9*cf*,GS155,HS6420 N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
33359 81743	**Saturn** (*ex*WalterScranton) *Mchy.Aft* GyC. 1*Dk*2*trB*	4426 — 3061					1901	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.20",33"&57"-42" 211NHP AmericanS.B.Co.Clevelnd.		R
33360 DOKT	Now "Lucy Borchardt" see No. 39020 in Supplement (*ex*Rolandseck-32,*ex*Brocklane, *ex*Florenz) 1*Dk*& *Shelter dk*	1842 1722 1142					1905	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges.Neptun	268·8 H73'	37·8	21·0	Bremen German *WB*	T3Cy$20\frac{7}{16}$",33½"&$55\frac{13}{16}$"-37⅜" NB13 190NHP FlensburgerSchiffsb.Ges.		G
33361 368 ESEF	— (*ex*Frigg,*ex*Amerika) 1*Dk*	403 335 251					1889	Bergsunds Mek.Værks. Stockholm	J.Rang	140·8 Q49'B35'H10*t*F12'	24·5	10·3	Tallinn Estonian *WB*	T.3Cy.10¾",17"&28¼"-23½ 39NHP BergsundsM.V.Stockholm		V
* 33362 275 ICGZ	**Saturnia** Ⓟ TwinSc *OilEng.* *ss*Tri.No.3-8,36 4*Dks*(*Stl*)&*Shade dk*(*Stl*-teak s) *Ref.Mchy.* 5*th dk*(*Stl*)*inNo.*1*hold* D.F. (*Topside-special* GyC. Sub.Sig. *quality steel*)	24470 15353 14540	✠100A1 *withfreeboard* 4,38 ~~11,37~~ ✠NE8,36 ✠Lloyd'sRMC~~3,37~~8,37	NYk Ven ✠LMC8,36 DBS~~8,36~~,37 1,38		CL s4,38 PN4,38	1927 9mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Italia" Soc.Anon.di Nav. *Duct keel fwd* *CellDB* 493'2135*t* 581*t**DTf*25'206*t*	630·1 601·2 B356' *of Mchy space* *Tanks in way of tunnels* *FPT*161*t**APT*167*t*	79·8	29·5 42·6 FK	Trieste Italian 10*BHptCem* (*Coll to Sh dk* 7 „ *U* „ 2 „*2nd*„)	Oil Engines 2S.C.DA 20Cy.$29\frac{15}{16}$"-47¼" 6256NHP 2DB100lb Cant Riuniti dell'Adriatico	46 ″ 6 s17 ″ 11 29 ″ 0½	
33363 PHIU	**Saturnus** 2*Dks*	2741 2127 1731					1909	Maats. Fycnoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	328·0 Q105'B85'F40'	44·2	18·8	Amsterdm Dutch *WB*	T.3Cy.21½",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
33364 LHFH	— *OilEng.* 2*Dks*	955 921 510					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskslsk.	192·2 H27*t*	30·1	20·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Skm.		V
33365 5937 SGFK	— *Mchy.Aft* *CruiserStern* 1*Dk*	*658* *507* *337*					1917	Eriksbergs M.V.Aktieb. Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	181·0 P53'H55*t*F21'	28·9	11·6	Karlstad Swedish *WB*	T.3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&36⅝"-24" 80NHP EriksbergM.V.Aktieb.Got		V
33366 203184 WQCO	**Saucon** (*ex*J.LeonardReplogle, *ex*CharlesWeston) *Mchy.Aft* 1*Dk*	6996 — 5511					1906	W.BayCity S.B.Co. West BayCityMich	BethlehemSteel Corp.(Bethlehem Transptn.Corp. *Mgrs.*)	549·0	56·0	26·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
* 33367 CSBM	**Saudades** (*ex*Peniche,*ex*Phoenicia) *ss*Lis.No.3-10,26 *ss*Lis.No.2-34 1*Dk*(*Stl*)& *Shelter dk* (*Stl*-teak s)	4758 4510 2972	100A1 *Shelter dk* *withfreeboard* 3,37 BS11,36	Ham LMC7,34		CL 3,37	1913	Flensburgr Schiffsb.Ges. Flensburg	Soc.Geral deCom- mercio,Industria e Transportes,Ltda. *Cell DB*330'1023*t* F	364·3 B30' *PT*36*t**APT*44*t*	51·1	22·0 30·0 FK	Lisbon Portuguese 6*BHCem* (*Coll to Sh dk* 5 „ *U* „)	T.3Cy.25",$41\frac{3}{16}$"&67⅛"-48" 185lb (*s*) 406NHP 3SB,9*cf*,GS156,HS5600 FlensburgerSchiffsb.Ges.	24 ″ 5 s1 ″ 11½ 22 ″ 8	
33368 LETY	**Saude** Ⓟ (*ex*Stavanger) 1*Dk*& *Awng dk*	325 301 185					1897	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	130·4 H24*t*	21·7	9·6 16·8	Stavanger Norwegian *WB*	T.3Cy.13½",22"&34"-25" 58NHP LaxevaagsMsk.&Jrns.Bgn		
33369 DIEZ	**Sauerland** Ⓟ *OilEng.* D.F. E.S.D. Sub.Sig. 2*Dks*	7087 5999 4194					1929	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·8 P26'	61·1	25·9	Hamburg German *WB*	Oil Engines 2S.C.SA 11Cy.26¾"-47¼" 1374NHP F.Schichau,Elbing		G

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade
33370 160398 GMQB	**Saugor** *ss*Cal.No.2-36 2*Dks*(*Stl*)	6303 5740 3935	✠100A1 ~~1,38~~ 2,37 4,38 ✠LMC9,36 BS1,38 *Carrying oil*	Npt Cal *fuel F.*	*a*† *P.*	CL 9,36 *above*	1928 3mo *Lloyd* 150° F.	Harland& Wolff,Ld. Greenock '*sA&CP* . *in deep tank* *CellD*	JamesNourse,Ld. *Intermediate'tween* *BHin after* *Ba&uE*164' *f*184'	424·0|56·0|28·8 P45'B140'F34' FK *dk* *hold dispensed with* 1224*t DTa*38'1154*t*	London British *Cem* 6*BH to Udk* 1 „ „ 2*nd*„ *APT*28*t*	T.3Cy.26",44"&74"-51" (*s*) 180lb 569NHP 3SB,9*cf*,GS190,HS8604 FD Harland&Wolff,Ld.Belfast	31 ″ 4 s 6 ″ 2½ 25 ″ 3½	
33371 87 YLDZ	**Saule** (*ex*Bors,*ex*Gyda) *Well deck* 1*Dk*2*trB*	1207 949 722			...		1890	Wood, Skinner&Co. Newcastle	"Jura" Shipping Co.Ld.(Fr. Karklins,*Mgr.*)	229·7|33·0|15·5 Q73'B65'F25' FK	Ventspils Latvian *WB*	T.3Cy.17",28"&46"-30" 116NHP N.E.MarineEng.Co.Nwc.	18 ″ 0	N †
33372 FNNP	**Saumur** D.F. 1*Dk*	2955 2538 1807			...		1920	ForthS.B. &E.Co.Ld. Alloa	CieDelmas Vieljeux	324·4|44·3|23·1 P28'B85'F33' FK	La Rochlle French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
33372* 156503 CGSK	**Saurel** Ⓟ TwinSc (*Icebreaker*) 1*Dk*,2nd *dk*(*Stl*)*clear of* Wireless *machinery space* *Fitted for oil fuel* *CruiserStern*	1176 1034 418	✠ ... 5,33 ✠	Mtl			1929 12mo	Canadian Vickers,Ld. Montreal	CanadianGovern- ment(Department ofMarine) *CellDB*117'192*tD*	200·0|42·0|19·3 F40' FK *Ta*23'61*tDTf*20'14	Ottawa British 8*BHCem* (4„*to*2nd*dk*) 2*tFPT*64*tA*	T.6Cy.20½",32"&52"-30" 492NHP 3SB,9*cf*,GS198,HS7809 CanadianVickers,Ld.Mtl. *PT*50*t*	21 ″ 0	
33373	**Saustan** (*ex*Vallejo-37) *ss*Fal.No.2-35 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5586 — 3375	✠100A1 3,37 BS12,36 ✠LMC11,35 *CarryingPetr* *Fitted for oil*	Nwc *oleum* *fuel* 5	*z* *in* ,28	CL 11,35 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	R.Duncan &Co.Ld. Port Glasgow '*sA&CP* 50° F.	Cia.Arrendataria delMonopolio de Petroleos,S.A. *CellDBuE&B*	407·0|54·2|30·1 P122'B35'F41' FK 76'170*tAPT*195*t*	Valencia Spanish 16*BHptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.25",43½"&74"-48"(*s*) 210lb 567NHP 3SB,9*cf*,GS172,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0 s 5 ″ 0 25 ″ 2½	
33374 TUNI	**Sauternes** *Mchy.Aft* 1*Dk*	1049 — 414					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Worms&Co.	215·9|30·5|12·5 P126'F57'	Havre French *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeineMarit.		V
33375 YTEA	**Sava** (*ex*Nereide) *ss*Tri.2ndNo.3-3,35 1*Dk*(*ptIrn ptStl*)&*deep framing*	3403 2570 2069	✠100A1 4,37 BS7,37 ✠LMC, MS3,35 ~~BS7,36~~	Spt	*u*	CL 3,35	1910 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	BrodarskoAkcion- arskoDrustvo "Oceania" *CellDBa*	330·2|46·3|21·2 P33'B164'F40' FK 104'*uE*22'*f*142'767*t*	Susak Yugoslav 6*BHCem* *APT*30*t*	T.3Cy.23",38"&62"-42" (*s*) 180lb *80lb* 282NHP 2SB,6*cf*,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 s2 ″ 7 21 ″ 1½	
33376 ~~WCEP~~	**Savarona** TwinSc (*Yacht* *ss*Ham.No.1-36 D.F. GyC. 3*Dks*(*Stl–Weather dk* Sub.Sig. *teak s*)&*Web frames*	4646 3503 1501	✠100A1 *withfreeboard* 9,36 ✠LMC10,36 *Fitted for oil*	Ham *fuel* 7,	*x* 31	CL 7,36 *F.P. a*	1931 7mo *Lloyd* *bove* 1	Blohm& Voss,K.a.A. Hamburg '*sA&CP* 50°F.	~~SavaronaShip~~ ~~Corporation~~ TurkishGovt. *CellDB* *a*23'*uE&B*118'435	364·7|52·8|28·5 408·5(O.L.) B&F263' FK *tDTf*36'53*t FPT*29	Istanbul Turkish 11*BHptAsp* *tAPT*151*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) HS19300 1802NHP 4WaterTubeBoilers (Spt) 400lb WTDB*200lb* FD Blohm&Voss,K.a.A.Ham.	32 ″ 4 s12 ″ 1 20 ″ 5½	
33377 CSBS	**Save** (*ex*Granja,*ex*Picador) *ss*Lis.No 2-21 Wireless 1*Dk*(*Stl*)	765 625 327	✠ 6,24 ✠	Lon	*l*		1912 11mo	SchffsbGes Unterweser Weser- münde-L.	Cia.Nacional de Navegação	204·5|32·4|11·7 P19'B&F161' FK	Loanda Portuguese 4*BHCem*	T.3Cy.15",24⅝"&40 3/16"-24 7/16" 120NHP 2SB,4*cf*,GS70,HS2271 OttenserMaschf.Altona	13 ″ 9	
33378 115 ICHB	**Savoia** *ss*Tri.No.3-12,34 *Ref.Mchy* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5490 5021 3417	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~10,37~~ ~~2,37~~ 4,38 BS5,37 ~~BS4,36~~ ✠LMC4,34 ✠Lloyd'sRMC ~~5,37~~ ~~10,37~~ 4,38	Tri	*y*	CL 6,36	1922 11mo	Stabilmnto Tecnico Trieste A&CP *CellDB*338'	LloydTriestino Soc.Anon.diNav. 1234*t DTa*40' 880*t*	404·2|54·0|29·6 B125' *onShelter dk* FK *FPT*125*t APT*214*t*	Trieste Italian 7*BHptCem* (6 *to Sh dk* 1 „ *U* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 600NHP 3SB(Spt) 9*cf*,GS190,HS7668 FrancoTosi,Legnano	32 ″ 0 s6 ″ 11½ 25 ″ 3	
33379 DJNM	**Savona** Sc D.F. E.S.D. 1*Dk* Sub.Sig.	2120 1626 1051					1934	H.C.Stülc- kenSohn Hamburg	Rob.M.Sloman,Jr.	305·6|43·6|16·2 B&F272' *Upper*F39'	Hamburg German *WB*	T.3Cy.19 11/16",31½"&50⅝"- 35 7/16"&LP turbine 246NHP H.C.StülckenSohn,Ham.		G
33380 585 OHBM	**Savonia** (*ex*Egholm,*ex*SanMassimo, *ex*IwanAsbeleff, *ss*Lkr.3rdNo.3-4,33 *ex*Arundo) 1*Dk*(*Irn*)&*Webframes* *ss*Lkr No.1-38 &*ptAwng dk*(*Irn*) *Hatch covers & Webs dispensed* *with in 'tween decks* *Cargo battens not fitted*	1820 — 997	✠100A1 *pt Awng dk* *withfreeboard* 2,38 ~~5,36~~ ✠LMC ~~MS4,33~~ ~~BS5,36~~ 2,38 5,37	Abo Lkr	*r*	CL 3,36	1890 6mo	C.S.Swan &Hunter Newcastle A&CP	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	265·6|37·0|17·4 274·0(O.L.) P26'Q72'B112'F31' FK *CellDBa*222'446*t*	Helsingfrs Finnish 4*BHptAsp* *ptCem* *APT*44*t*	T.3Cy.20",33"&54"-39" 160lb 185NHP 2SB,6*cf*,GS108,HS2822 Alley&M'Lellan, Glasgow	19 ″ 9 s8 ″ 1 19 ″ 4	
33381 104887	**Savoy** *ss*Mtl.3rdNo.3-10,29 *Mchy.Aft* 1*Dk*(*Stl*) *Now* "Ro[illegible]" *see No.*39917 *in Supp.*	348 313 184	✠ 9,36 ✠	Qbc	*e*		1895 3mo	Montrose S.B.&E.Co. Ld. Montrose	~~E.Gagnon~~ Cie de Navigation Saguenay et Lac StJean, Ltée.	129·9|25·2|11·5 F15' BK7" *WB*=*DBf*72'	Quebec British 3*BHCem* 88*tAPT*7*t*	C.2Cy.15"&32"-24" 53RHP 1SB,2*pf*,GS33,HS930 Hall-Brwn,Buttery&C.Gls	13 ″ 11	
33382 PKEX	**Sawahloento** 1*Dk*(*Stl*)	3085 2775 1830	✠ 9,23 ✠	Sng	*u*		1921 6mo	Gebr.Pot Bolnes	Koninkl.Paketv. Maats. *CellD*	325·3|47·6|22·0 P30'B70'F33' FK *B*273' 797*t FPT*80*t*	Batavia Dutch 5*BHAsp* *APT*120*t*	T3Cy28⅝"38 3/16"&62 5/16"-41⅜" 282NHP 2SB,6*cf*,GS100,HS3876 NVBergerhoutsSchps.Rot	24 ″ 3	V †
33383 220420 KDBW	**Sawokla** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5882 — 3667					1920	Oscar DanielsCo Tampa,Fla.	UnitedStates Maritime Commission	401·9|54·2|31·3 P34'B118'F38'	TampaFla. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"-52" 938NHP NE/27 Busch-SulzerDieselEngCo St.Louis,Mo.		R
33384 5323 SGFM	**Saxaren** Ⓟ (*ex*GustavsbergVII.) 1*Dk*	*313* *151* *193*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	WaxholmsNya Angf.A/B(O.F. Ekebohm,*Mgr.*)	112·4|23·3| 9·4 B77'H55*t*	Stockholm Swedish *WB*	C.2Cy.16 13/16"&32½"-23⅝" 48NHP OskarshamnsM.V.Aktieb.		
33385 7819 SGHD	**Saxen** (*ex*Rolf-33,*ex*LieselHalm) 1*Dk*	*999* *859* *530*					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	221·9|33·6|13·7 P14'B59'F29'	Karlstad Swedish *WB*	T.3Cy.15",24½"&38⅝"-25½" 75NHP F.Schichau,Elbing		G
33386 DOGE	**Sayn** (*ex*Gunborg,*ex*MilesCoverdale) *ss*Rot.No.3-11,29 *ss*Kel.No.1-34 1*Dk*(*Irn*)&*deep framing*	2321 2106 1341	✠100A1 9,37 ~~10,36~~ BS~~10,36~~ ✠LMC11,34 12,37	Kel Rot	*s*	CL 10,36	1898 12mo	W.Gray& Co.Ld. WHartlepool A&CP	Fried.Krupp.A.G. (Fried.Krupp's Reed enTransport- bedrijfN.V.*Mgrs.*)	302·0|43·0|19·9 P27'B69'F29' FK *CellDBa&uE*120'	Bremen German 5*BHCem* *f*124'643*t A*	T.3Cy.22",35"&59"-39" (*s*) 160lb *100lb* NDB13 223NHP 2SB,4*cf*,2*rf*,GS82,HS3445 Cen.Mar.Eng.WrksWHpl *PT*40*t*		
33387 39691 JWNI	**Sazanami Maru** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	531 430 386					1934	Sano- gawaga Yasutaro Osaka	SankoKaiunK.K.	155·0|28·5|13·5 F22'	Amagasaki Japanese *WB*	Oil Engines 2S.C.DA 8Cy.15¼"-16½" 655NHP K.Kishi,Katsuura		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 33388 146132 GFKZ	**Scalaria** *ss*H.Kg.No.1-37 *ss*H.Kg.No.3-7,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* E.S.D *Longitudinal framing*	5683 5263 3435	✠100A1 ~~11,37~~ ~~2,37~~ 2,38 ✠NB7,33 ✠LMC~~7,33~~ BS2,37 MS11,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 9,21	Sng ~~Rot~~ ~~HKg~~	*z*	CL 5,36	1921 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE&B*78'21 7*tDTf*32'316*t FPT* 81*tAPT*136*t*	411·5 426·0(O.L.) P109'B26'F45' FK	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy$24\frac{1}{2}$",$42\frac{1}{2}$"&74"-48"(*s*) 220lb 555NHP 3SB,9*cf*,HS7758 FD WallsendSlpway&E.CoLd	31 ″ 0 s 5 ″ 9 25 ″ $5\frac{3}{4}$	
✻ 33389 OXOA	**Scandia** (*ex*F.D.Asche) *ss*N.Ns.No.3-2,30 *ss*Shl.No.1-33 *Mchy.Aft* 2*Dks*(*Stl*) *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	8571 6532 6524	✠100A1 *Shelter dk withfreeboard* 3,37 BS3,37 ✠LMC9,34 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*12, 18	Shl	*c*†	CL N3,35	1918 12mo	NwprtNws S.B.&D.D.Co. NwprtNews A&CP	DetDanske PetroleumsA/S (C.Holm,*Mgr.*) *CellDBa*17'*uE&B*69'*f*50'452*t*	464·2 F*onShelter dk*48' FK *FPT*173*tAPT*100*t*	60·2	36·9	Nyborg Danish 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.$24\frac{7}{16}$",35",51"&75"-51" 220lb *180lb* (*s*) 533NHP 3SB(Spt),9*cf*,GS177, HS7035 FD NewportNewsSB&DD.Co.	37 ″ 2 s 9 ″ $8\frac{1}{2}$ 27 ″ 8	
33390 OYXB	— (*ex*Activ-34,*ex*Skinfaxe, *ex*Rask) *Stm.Eng.* 1*Dk*	1709 1346 1014					1918	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. D.F.K(DeForenede KulimportörerA/S, *Mgrs.*)	255·0 Q68'B56'F32'	37·2	17·6	Copnhagn Danish *WB*	3Cy.25"-36" Akt Burmeistr&Wain,Cpn		V
✻ 33391 OHGS	**Scandinavic** (*ex*H.Pontoppidan-32, *ex*Olympic) *ss*Abg.2ndNo.3-1,29 *ss*Got.No.1-37 *ss*Cpn.No.3-11,32 1*Dk*(*ptIrn&ptStl*) &*deep framing*	2320 — 1348	✠100A1 5,37 ~~2,36~~ BS2,37 ✠LMC~~11,32~~ MS9,36	Abg Got	*t*	CL ~~6,34~~ 5,37	1903 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	A/B BritanniaS.S. Co.Ld.(A/B Nielsen&ThordenO/Y *Mgrs.*)	300·3 P21'B182'F34' FK *Cell DBa* 96' *uE&B* 34'*f*126'668*t*	45·1	18·1	Helsingfrs Finnish 5*BHCem*	T.3Cy.22",35"&59"-39" (*s*) 160lb 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl. *APT*70*t*	20 ″ 6 s 1 ″ 11 18 ″ $9\frac{1}{4}$	
33392 4121 SETA	**Scania** (*ex*Saltburn,*ex*Norman) *ss*Hpl.3rdNo.3-5,37 ~~*ss*Bhn.2ndNo.3-5,24~~ ~~*ss*Hbg.No.2-33~~ 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1980* *1675* *1171*	✠100A1 5,37 ~~5,36~~ ~~BS5,36~~ ✠LMC~~6,33~~ 5,37	Hbg Hpl	*r*	CL 4,36	1901 8mo	Osbourne, Graham&Co. Sunderland Lloyd'sA&CP	Rederi A/B Arild (J.A.Thore,*Mgr.*) *CellDBa*86'	275·0 P29'B66'F30' FK *uE&B*34'*f*108' 491*t*	40·2	17·8	Arild Swedish 4*BHCem* *APT*45*t*	T.3Cy.20",$32\frac{1}{2}$"&53"-36" (*s*) 160lb 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.CoLd.Sld.	20 ″ 2 s 2 ″ $7\frac{1}{2}$ 17 ″ 9	
✻ 33393 7961 SKVA	— *OilEng.* D.F. *CruiserStern* 1*Dk&Shelter dk* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*1629* 1204 742	✠100A1 *withfreeboard* ~~6,37~~~~12,36~~ 3,38 ✠LMC7,34	Got ~~Skm~~ Cpn	*s*	CL 12,36	1934 7mo	Kockums M.V.Aktieb Malmö Lloyd'sA&CP	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDB*240'446*t*	284·3 FK *FPT*23*tAPT*27*t*	41·3	15·1	Gothenbrg Swedish 4*BHptCem* (*Coll to Sh dk* 3 „ 2*nd* „)	Oil Engines 4S.C.SA 7Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 377NHP DB*40lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ $11\frac{1}{4}$	
33394 219116 KOJR	**Scanmail** Ⓟ (*ex*Chickasaw-32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC.	5152 — 3156					1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0 P39'B121'F43'	54·2	28·0	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
33395 218905 KOBP	**Scanpenn** Ⓟ (*ex*BirdCity-32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. &*Web frames*	5152 — 3155			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormack Co. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	28·0	NewYork Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33396 217501 KEKL	**Scanstates** Ⓟ (*ex*Saguache-32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. &*Web frames*	5163 — 3164			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	28·0	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33397 217886 WJIU	**Scanyork** Ⓟ (*ex*Schenectady-32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* E.S.D. D.F. GyC. &*Web frames*	5163 — 3162			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	28·0	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
33398 118480 MCBF	**Scarbrough** Pad 1*Dk*	468 347 318					1904	LythamSB &E.Co.Ld. Lytham	UnitedAfricaCo. Ld.	200·4	32·0	6·7	London British	O.4Cy.11"&24"-18" 46RHP LythamS.B.&E.Co.Ld.Lyt		
33399 39 IUFD	**Scarpanto** Ⓟ (*ex*Calitea-33, *ex*Cherso-32,*ex*Cetinje,*ex*Brasso) 1*Dk*	498 307 245			...		1908	Howaldtswerke Kiel	SocietàFiumana diNavigazione	171·8 160·9 P32'B38'F32' BK7"	24·1	12·6	Flume Italian *WB*	T3Cy.$44\frac{13}{16}$",$22\frac{1}{4}$"&$36\frac{3}{8}$"-$23\frac{5}{8}$" 85NHP Howaldtswerke,Kiel	13 ″ 3	I †
33400 LJJT	**Scebeli** *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* *CruiserStern*	3025 2617 1763					1937	Akt.Burmeistr& Wain Copenhagen	SkibsA/S Thorsholm(A/S ThorDahl,*Mgrs.*)	324·3	45·8	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 606NHP Akt.Burmeistr&Wain,Cpn		N
33401 DOQO	**Scharnhorst** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. Gy.C. *CruiserStern*	18184 13618 10712					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	625·6 B251'F51'	74·1	41·0	Bremen German *WB*	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts AlgemeineElec.Ges. Berlin		G
33402 DHUQ	**Scheer** (*ex*St.LawrenceRiver, *ex*Kronenfels) Sub.Sig. D.F. 2*Dks*	8298 7679 5123			...		1915	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·9 P61'B139'F57' FK	62·3	32·7	Hamburg German *WB*	Q.4Cy.$26\frac{3}{4}$",$38\frac{5}{8}$",$56\frac{3}{4}$"&$82\frac{5}{8}$"-59" 742NHP FlensburgerSchiffsb.Ges.	35 ″ 6	G †
33403 223675 KLHY	**Schenectady Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* *New middle body electrically welded* 1936	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
33404 FODD	**Schiaffino** 2TwinMsts (*ex*Flore) 2*Dks*	3236 2977 2052			...		1920	EltringhamsLd. WillingtonQuay	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·5 P33'B116'F40' FK	47·9	22·7	Algiers French *WB*	T.3Cy.24",39"&65"-42" 289NHP Eltringhams,Ld.	24 ″ 10	V †
33405 FOID	**Schiaffino XXIII** (*ex*Sofiliege, *ex*Zeeland) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Well deck*	1417 1075 817			...		1923	Frd.Krupp Act.Ges. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	242·9 Q79'P66'F24' FK	36·1	15·7	Algiers French *WB*	T3Cy$19\frac{11}{16}$"$32\frac{11}{16}$"&$54\frac{3}{4}$"-$39\frac{3}{8}$" 224NHP Frd.KruppA.G.Kiel	18 ″ 0	V †

Now "Cassidaigne," *see No.* 37623 *in Supplement*

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof. Trade
33406 FNWU	**Schiaffino frères** (*ex*Procida) *Fitted for oil fuel* 2*Dks*	3314 — 2031					1910	Akt.Ges. "Neptun" Rostock	Soc.Algérienne de Nav.pour l'Afrique du Nord(ChSchiaffino&Cie.*Mgrs.*)	317·0|48·2|23·9 P27'H–F31'	Algiers French *WB*	T.3Cy.20½",35$\frac{7}{16}$"&55⅞"–37⅜" 191NHP A.G."Neptun,"Rostock		V
33407 PHJK	**Schie** *ss*Rot.No.3–3,35 1*Dk*(*Stl*)	1967 1766 1152	✠100A1 4,37 BS9,37 ✠LMC MS3,35 ~~BS10,36~~	Rot	*r*	CL N3,36	1922 5mo	A.Vuijk&Zonen Capelle/Ysel A&CP	N.V.Maats.Houtvaart(Vinke&Co.*Mgrs.*) *CellD*	281·5|40·3|19·2 P24'B72'F27' FK *B*244' 575*t FPT*81*t*	Rottrdam Dutch 4*BHCem* *APT*41*t*	T.3Cy.21",34½"&57"–36" (*s*) 190lb 236NHP 2SB,6*cf*,GS110,HS3886 ArnhemscheStooms.Maats	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
33408 PHJU	**Schieland** *ss*Rot.No.3–4,29 *ss*Rot.No.2-38 ~~*ss*Rot.No.1–34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2249 1674 1202	✠100A1 3,38 ~~12,36~~ ✠NB6,34 ✠LMC~~6,34~~ 3,38	Rot	*r*	OG ~~12,36~~ 3,38	1916 10mo	A.F.Smulders Schiedam A&CP	Scheepvaart en SteenkolenMaats. *CellDBf*192'540*t*	272·7|40·2|18·2 P69'Q84'F27' FK *MT*12'285*tFPT*131	Rottrdam Dutch 5*BHCem* *tAPT*70*t*	T.3Cy.20",32"&52"–39" (*s*) 180lb 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 ″ 10 s 6 ″ 6½ 18 ″ 8½	
33409 DHUR	**Schiffbek** *ss*Ham.No.2–38 ~~*ss*Ham.No.1–35~~ *Well deck* 1*Dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*	2158 1661 1260	✠100A1 ~~5,37~~ ~~5,36~~ 5,38 ~~BS5,36~~ ✠LMC~~2,34~~ ~~5,37~~ 5,38	Ham	*s*	CL ~~5,36~~ ~~5,37~~ 5,38	1930 9mo	Lübecker Maschb.Ges. Lübeck *Lloyd*'*sA&CP*	Knöhr&Burchard Nfl. *CellDB*244'573*tF*	281·8|44·2|16·9 295·4(O.L.) P15'Q81'B126'F32' FK *PT*37*tAPT*61*t*	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 199lb (*s*) FD 216NHP 2SB(Spt),4*cf*,GS72,HS3120 A.Borsig,G.m.b.H.Berlin	19 ″ 0	
33410 217800 KEVT	**Schodack** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5041 4740 3116			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·6 P39'B122'F43' FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33411 217799 KEVV	**Schoharie** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	4971 4740 3070			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co. of Delaware	390·0|54·2|27·6 P39'B122'F43' FK	Savannah Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33412 PHKA	**Schokland** *ss*Rot.No.3–5,27 *ss*Rot.No 2–36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1113 775 624	✠100A1 ~~8,36~~ 12,37 ~~BS12,36~~ ✠LMC9,35 11,37	Ams Rot	*n*	OG 8,36	1915 12mo	A.Vuijk&Zonen Capelle a/d Ysel *Lloyd*'*sA&CP*	Scheepvaart& SteenkolenMaats.	225·3|33·2|14·2 Q72'B54'F22' FK *WB*=*CellDB*	Rottrdam Dutch 4*BHCem* *a*58'*uE*19'*f*9	T.3Cy.17½",29"&46"–36" (*s*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot. 8'326*tFPT*25*tAPT*18*t*	15 ″ 0 s ″ 11½ 14 ″ 1½	
33413 145931 GJLV	**Scholar** *ss*Gls.No.3–1,35 2*Dks*(*Stl*)	3940 3658 2473	✠100A1 ~~1,37~~ 10,37 ✠LMC MS1,35 BS~~7,36~~7,37	Liv Mch	*w*	CL 5,35	1922 6mo	C.Connell&Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Ce*	364·9|46·9|27·7 377·4(O.L.) P36'B109'F44' FK *ll DB*315'754*tFPT*	Liverpool British 6*BHCem* 42*tAPT*18*t*	T.3Cy.28",38½"&64"–48" (*s*) 215lb 390NHP 3SB,9*cf*,GS179,HS6678 Dunsmuir&JacksonLd.Gls	29 ″ 9 s 5 ″ 1½ 24 ″ 10	
33414 DOHU	**Schönfels** (*ex*CelticPrince) Sub Sig. 2*Dks*&*Shelter dk*	8559 8197 5313			...		1918	Short Bros. Ld. Sunderland	DeutscheDampfs. Ges.Hansa	449·3|57·2|39·2 FK	Bremen German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 668NHP Blair&Co.Ld.Stockton	40 ″ 9	G †
33415 PKRM	**Schouten** *Fitted for oil fuel* 2*Dks*	1805 — 986					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3|40·2|17·0 P&B184'F34'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
33416 DHUU	**Schürbek** *ss*Ham.No.1–34 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2448 2231 1435	✠100A1 ~~1,37~~ 11,37 ~~BS1,37~~ ✠LMC3,34 11,37	Ham	*t*	CL 5,35	1930 6mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'*sA&CP*	Knöhr&Burchard Nfl. *CellDB*264'695*tF*	307·0|45·5|19·7 322·2(O.L.) P&B250'F34' FK *PT*31*tAPT*120*t*	Hamburg German 5*BHptCem* *ptAsp*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 199lb (*s*) FD 272NHP 2SB(Spt),4*cf*,GS73,HS3879 A.Borsig,G.m.b.H.Berlin	21 ″ 9	
33417 148358 GNSL	**Schuylkill** *ss*Bel.No.2–36 *OilEng.* ~~*ss*Bel.No.1–33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	8964 8210 5365	✠100A1 1,38 ✠LMC CS5,37 DBS5,37 1,38 *CarryingPetroleum in bulk*	Bel Fal	*d*†	OG 12,37	1928 5mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*) *CellDBuE*64' 172*tDTf*34'434*t*	476·0|63·8|35·0 P102'B33'F49' FK *FPT*256*tAPT*39*t*	Sundrland British 18*BHptCem* (11 *to U dk* 7 ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.24⅝"–97⅝" 733NHP DB*150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 6 ″ 8¾ 28 ″ 3½	
33418 DOEZ	**Schwaben** Ⓟ *Ref.Mchy.* Sub.Sig. D.F E.S.D. 2*Dks*	7773 7110 4803					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5|63·9|29·0 P26'B&F456'	Bremen German *WB*	T.3Cy.31½",48⅞"&80¾"–55½" &1 low pressureTurbine NE28 862NHP J.C.TecklenborgA.G.Wsm		G
33419 DOFW	**Schwabenland** TwinSc (*ex*Schwarzenfels–34) *OilEng.* Sub.Sig. D.F. GyC. 2*Dks* *CruiserStern*	8188 7283 5066					1925	Deutsche WerkeA.G. Kiel	DeutscheLufthansaA.G.	468·2|60·4|32·6 P114'B125'F91'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1011NHP DeutscheWerkeA.G.Kiel		G
33420 DOGU	**Schwalbe** Sub.Sig. Wireless D.F 1*Dk*	842 708 461					1920	Atlas WerkeA.G. Bremen	ArgoReederei RichardAdler&Co.	217·0|32·8|13·1 P&B112'F31'	Bremen German *WB*	T3Cy18$\frac{1}{16}$",29½"&45$\frac{7}{16}$"–29½" 113NHP AtlasWerkeA.G.Bremen		G
33421 DOBL	**Schwan** Sub.Sig. Wireless D.F. 2*Dks*	983 707 572					1907	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	240·8|33·9|11·7 P29'B69'F25' 18·7	Bremen German *WB*	T3Cy.19$\frac{5}{16}$",32¼"&52"–35$\frac{7}{16}$" 161NHP A.G."Neptun,"Rostock		G
33422 DOQZ	**Schwanheim** *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	5339 4648 3152					1935	Bremer Vulkan Vegesack	Unterweser ReedereiA.G.	423·8|55·8|25·0 P20'B24'F23'	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"–47¼" 793NHP BremerVulkan,Vegesack		G
33423 DHUW	**Schwarzes-Meer** (*ex*Cynthiana) D.F. E.S.D. *ss*Ham.No.3–4,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	3371 2841 1882	✠100A1 ~~2,37~~ ~~1,38~~ 5,38 BS5,38 ~~BS1,36~~ ✠LMC4,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,23 *F.P. above* 150°F.	Ham		CL ~~4,35~~ 7,37	1923 9mo	Monmouth S.B.Co.Ld. Chepstow *Lloyd*'*sA&CP*	JohnT.Essberger *CellDBuE*37'	330·3|46·8|23·1 344·3(O.L.) P98'F29' FK *f*42'85*t FPT*104*tA*	Hamburg German 12*BHptCem* *PT*47*t*	T.3Cy.23½",38"&62"–42"& L.P.TurbinewithDRgearing&hydraulic coupling 180lb (*s*) 382NHP 2SB,6*cf*,GS125,HS4952 FD FairfieldCo.Ld.Glasgow	25 ″ 6 s 3 ″ 1½ 22 ″ 7	
33424 DSPF	**Schwerin** Ⓟ TwinSc *Fitted for oil fuel* (*Ferry*) D.F. GyC. Sub.Sig. 2*Dks* *CruiserStern*	3133 2314 1107					1926	F.Schichau Elbing	DeutscheReichbahnGes.ReichsbahnDirektion Schwerin	334·0|59·1|19·8 H162'F91'	Warnemünde German *WB*	T.6Cy.20½",33$\frac{11}{16}$"&38⅝"–35⅜" 178NHP F.Schichau,Elbing		G
33425 Broken up DHUY	**Schwinge** (*ex*Irma) 1*Dk*	337 287 185					1890	Göteborgs M.V.Aktieb. Gothenburg	Bugsier,Reed.u. BergungsA.G.	126·8|22·5|13·6 B31'	Brmrhavn German *WB*	C.2Cy.15½"&28¼"–19½" NB20 29NHP GöteborgsMV.Aktieb.Got		G

1	2 3	4	5	6	6	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33426 26 ICHD	Scilla Ⓟ TwinSc (Ferry) OilEng. 2Dks	2807 2284 972					1931	Cant.Fedl. perCostruzioniNavale PietraLigure	ItalianState Railways	365·5|56·7|17·5	Messina Italian	Oil Engines 2S.C.SA connected to Electric Motors&Sc.Shafts 24Cy.$17\frac{11}{16}$"–$17\frac{11}{16}$" 1325NHP Soc.An"Fiat"S.G.M.Turin		I
33427 2019 IUFG	Scillin (exScillinSecondo–37, exGiulianaPagan–35, exNicole LeBorgne–34 exMemling exH.M Pellatt) Mchy.Aft 2Dks	1579 — 952					1903	Russell& Co. Pt.Glasgow	"Aurora"Soc. Anon.diNav.	248·0|36·8|21·7 240·1	Genoa Italian WB	T.3Cy.21",35"&57"–36" 196NHP D.Rowan&Co.Glasgow		I
* 33428 79115 GMDX	Scillonian Ⓟ ssPnz.No.2–34 Wireless 1Dk(ptStl-ws)	429 325 179	✠100A1 11,37 ~~11,36~~ BS~~11,36~~ 11,37 ✠LMC11,34	Pnz	i	CL ~~11,34~~ 11,37	1926 1mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	Isles of ScillyS.S. Co.Ld.~~(F.R.Ward, Mgr.)~~(R.W.Ward, Mgr.)	170·7|28·7|10·8 F56' FK&BK$1\frac{3}{4}$" Cell DBf9'10t FPT13t	Scilly British 4BHCem APT20t	T.3Cy.$13\frac{1}{2}$",21"&35"–26" (s) 180lb 62RHP 1SB,3cf,GS64,HS2171 AilsaS.B.Co.Ld.Troon	12 ″ 0 s 2 ″ $6\frac{1}{4}$ 9 ″ 11	BT till ~~11,37~~ 11,38
33429 1984 IUFH	Scio (exMallock–34) OilEng. 1Dk	611 495 347					1919	Smiths DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	177·1|30·0|15·6 170·0 B36'F21'	Genoa Italian WB	Oil Engines NE35		I
* 33430 PHKO	Scopas ssRot.No.2–29 Mchy.Aft Longitudinal framing D.F. 2Dks(Stl)&Web frames Now used for storage purposes– underModifiedSurvey	5789 5293 3381	✠100A1 1,33 ~~BS7,36~~ ✠LMC9,29 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Rot BS10,37	z	CL 6,35	1921 7mo	South-Western S.B.Co. SanPedro,Cal A&CP	Nederl.Indische Tankstoomboot Maats. CellDBuE&B81'232tDTf32'328t FPT98tAPT103t	412·0|53·3|31·0 P110'B33'F57' FK	The Hague Dutch 15BHptAsp (11 to U dk 4 ,, 2nd ,,)	T.3Cy.27",45"&74"–48" (s) 180lb *120lb* 556NHP 3SB,9cf, HS8451 FD Hooven,Owens&Rentschler Co.Hamilton,O.	31 ″ 0	
33431 137083 GFZN	Scoresby ssShl.No.3–12,34 1Dk(Stl)	3843 3488 2310	✠100A1 6,37 ~~7,36~~ ✠LMC MS12,34 BS~~7,36~~ 9,37	Bry Cff	w	CL ~~N12,34~~ N5,37	1923 1mo Lloyd's A&CP	R.Thompson&Sons,Ld Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, Mgrs.)	360·1|50·0|22·9 371·6(O.L.) P33'B217'F36' FK Cell DB306'927tFPT153t	Whitby British 6BHCem APT158t	T.3Cy.25",42"&68"–45" (s) 180lb *180lb* 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ $1\frac{1}{2}$ 22 ″ $6\frac{3}{4}$	
33432 144978 EIBF	Scotia Ⓟ TwinSc Sub.Sig. Upper dkShelter dk&2nd dk at ends	3454 1814 1397			...		1921	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·5|45·2|26·2 BK7"	Dublin British WB	4SteamTurbinesSRgeared to 2 Sc. Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	27 ″ 6	
33433 219120 KOJX	— (exLake Galewood–34) Fitted for oil fuel D.F. 1Dk2trB	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	P.L.Transpn.Co.	253·5|43·9|25·9 P25'B65'F26' FK	S.Frncisco Utd.States WB	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
* 33434 OYRA	— ssCpn.No.3–4,35 1Dk(Stl) Cargo battens not fitted	2400 1877 1400	✠100A1 4,37 BS4,37 ✠LMC4,35	Cpn	s	CL 4,37	1924 1mo Lloyd's A&CP Intermediate BH in forehold dispensed with 4BH only Completed by A/SKjöbenhavns Flydedok.&Skibs.Cpn.	A/SKöge VærftSkibs. &Mask. Kjöge	A/S Dampskibsselskabet D.F.K.(De forenedeKulimportörer A/S, Mgrs)	290·8|43·2|19·3 P27'B58'F26' FK	Copnhagn Danish ptCem CellDB252'984tFPT65tAPT60t	T.3Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&61"–$39\frac{3}{8}$" 185lb (s) 277NHP 2SB,6cf,GS132,HS4550 Gebr.Sachsenberg,Rosslau	21 ″ 9 s 2 ″ $7\frac{1}{4}$ 19 ″ 4	
* 33435 5964 SFDN	— ssStn.No.3–5,30 D.F. ssSbg.No.1–35 1Dk(Stl)	1839 1621 1087	✠100A1 7,37 ~~3,36~~ BS~~3,36~~ 6,37 ✠LMC4,35	Got Rio		OG ~~11,34~~ 7,37	1918 3mo	Lindholmens V.Akt. Gothenburg AP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	262·0|42·7|18·1 P24'B106'F26' FK CellDB223'470t	Gothenbrg Swedish 4BHCem APT41t	T.3Cy.$19\frac{1}{4}$",32"&52"–36" (s) 185lb ~~100lb~~ FD 200NH 2SB(Spt),4cf,GS62,HS2700 LindholmensV.Akt.Got.	20 ″ 6 s1 ″ $8\frac{1}{2}$ 18 ″ $11\frac{1}{4}$	
33436 [illegible]	— (exRing–37, exLordRosebery) ssGot.4thNo.3–6,35 1Dk(Irn)2trB Well deck Now "Diana," see No.37885 in Supplement	*1196* *886* *695*	✠100A1 7,37 ~~12,35~~ ✠NB2,09 ✠LMC MS9,34 BS~~5,36~~ 7,37	Got Rot	n	OG 2,35	1888 8mo Lloyd's A&CP	Russell& Co. Pt.Glasgow	ScotiaCorporation (F.Leon, Mgr.)	231·3|33·0|17·0 P135'F31' BK8" DBa56'f84'245tFPT44t	Pnamanian 4BH(Irn) Cem	T.3Cy.17",28"&45"–36" (s) 150lb *80lb* NDB03 115NHP 1SB,3cf,GS54,HS1710 Kincaid&Co.Greenock	18 ″ 0 s 1 ″ $3\frac{1}{2}$ 17 ″ $4\frac{1}{2}$	
33437 139161 GXCW	Scotol ssLon.No.3–10,29 ssPts.No.2–37 1Dk(Stl)& Web frames 2nd dk(Stl) Mchy.Aft in forehold	1177 863 565	✠100A1 3,38 ~~4,37~~ BS4,38 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 11,16 F.P. above 150° F.	Pts	n	OG 2,37	1916 11mo Lloyd's A&CP	TyneIron S.B.Co.Ld. Newcastle	TheAdmiralty MiddlelineBulkhead not oil-tight CellDBuE&B43'63tDTf30'253tFPT36tAPT30t	210·0|34·8|15·6 221·0(O.L.) P44'F40' FK	London British 13BHptCem	T.3Cy.16",26"&43"–27" (s) 180lb 141NHP 2SB,4cf,HS2155 FD J.Dickinson&Sons,Ld. Sld.	16 ″ 6 s 1 ″ 6 15 ″ 1	
33438 157850 VSPF	Scott Harley (exSingaradja–35) 1Dk	620 487 314					1913	Wilton's E. &SlipwayCo. Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh S.S.Co.Ld. Mgrs.)	185·2|31·1|10·8 P21'F24'	Singapore British WB	C.2Cy.$14\frac{1}{2}$"&29"–$23\frac{1}{2}$" 41RHP Wilton'sE.&SlpwyCo.Rot.		V
33439 149475	Scott Misener Mchy.Aft 1Dk	1938 1637 1150					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.S.Misener, Mgr.)	252·9|43·4|17·8 Q100'F35'	SarniaOnt British WB	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
33440 144695 GDSM	Scottish American Fitted for oil fuel Mchy.Aft 2Dks D.F. CarryingPetroleum in bulk Longitudinal framing	6999 6366 4389					1920	SirJ.Laing &Sons,Ld. Sunderland	Tankers,Ld.	425·0|57·0|33·1 P101'B27'F44'	London British WB	T.3Cy.27",45"&74"–54" 402NHP G.Clark,Ld.Sunderland		C
33441 [illegible] GJPW	Scottish Borderer TwinSc OilEng. D.F. Mchy.Aft 2Dks CarryingPetroleum in bulk Now "Brarera," see No. 37433 in Supplement	6996 6245 4111					1923	W.Denny &Bros.Ld. Dumbarton	Tankers,Ld.	426·5|56·9|33·4 P95'B37'F55'	London British WB	Oil Engines 2S.C.SA 8Cy.$23\frac{1}{2}$"–$41\frac{3}{4}$" 769NHP W.Denny&Bros.Ld.Dmb.		C
33442 ~~146674~~ GJNW	Scottish Castle Fitted for oil fuel D.F. Mchy.Aft 2Dks CarryingPetroleum in bulk Now "Petter II," see No. 39791 in Supplement	7417 6734 4524					1922	Armstrong Whitworth &Co.Ld. Newcastle	~~Tankers,Ld.~~	440·8|57·4|34·0 P101'B35'F39'	Norwegian WB	T.3Cy.27",46"&77"–51" 424NHP ArmstrongWhitworth& Co.Ld.Nwc		C
33443 160413 GMVD	Scottish Chief ssFal.No.2–36 D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	7006 6614 4255	✠100A1 ~~3,37~~ ~~5,36~~ 9,37 BS3,37 ✠LMC5,36 Carrying Petroleum in bulk Fitted for oil fuel 5,28 F.P. above 150° F.	Fal Nwc	b†	OG N5,36	1928 5mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Tankers,Ld. CellDBuE&B74'240t DTf42'378tFPT218tAPT43t	441·0|57·0|33·8 P106'B30'F54' FK	London British 16BHptCem (11 to U dk 5 ,, 2nd ,,)	Q4Cy$24\frac{5}{8}$",$34\frac{1}{2}$",50"&74"–54" 250lb (s) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6 27 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R.
33444 146318 MLDY	**Scottish Coast** (exLurcher) ssLiv.No.3-7,35 1Dk(Stl)& Wireless D.F., E.S.D. Shelter dk(Stl) Now "Ulster Coast," see No.40511 in Supplement	774 616 333	✠100A1 Shelter dk withfreeboard 10,37 ~~9,36~~ ~~BS9,36~~	Sld Liv BS10,37 ✠LMC7,35	l	CL 7,35	1922 11mo Lloyd	A&J.Inglis Ld. Glasgow 'sA&CP	~~CoastLines,Ld.~~ BelfastS.S.Co.Ld. CellDBuE21' f126'201tFPT34tAPT19t	200·5|31·1|12·3 FK	Belfast ~~Liverpool~~ British Cem Collision BH to S dk 3 „ „ U „	T.3Cy.16",26"&42"-30" (s) 180lb 123NHP 2SB(Spt),4cf,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 10 s 0 ″ 2 14 ″ 9½	
33445 160471 GCJR	**Scottish Heather** ssFal.No.2-36 D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	7005 6614 4256	✠100A1 ~~6,37~~ ~~12,36~~ 1,38 BS~~12,36~~1,38 Carrying Petroleum in bulk Fitted for oil fuel 5,28 F.P. above 150° F.	Fal ✠LMC3,36	b†	3,36	1928 5mo Lloyd	Armstrong Whitworth &Co Ld. Newcastle 'sA&CP	Tankers,Ld. CellDBuE&B74' DTf42'378t	442·0|57·0|33·8 P107'B30'F54' FK 240tFPT218tAPT43t	London British 16BHptCem (11 to U dk 5 „2nd„)	Q4Cy24½",34½",50"&74"-54" 250lb (s) 766NHP 4W.T.Blrs. HS11587 FD Armstrong Whitworth &Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6½ 27 ″ 7½	
33446 146198 GFQW	**Scottish Maiden** TwinSc OilEng. ssBkn.No.3-3,37 ~~ssLon.No.2-33~~ D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6993 6206 4036	✠100A1 3,38 DBS3,38 Carrying Petroleum in bulk	Fal Msl ✠LMC3,37	a†	OG S10,37 P2,37	1921 12mo Lloyd	Vickers, Ld. Barrow 'sA&CP	Tankers,Ld. CellDBuE62' 281tDTf31'333t	425·3|57·0|33·2 441·3(O.L.) P109'B34'F50' FK FPT175tAPT55t	London British 16BH (11to U dk 5 „ 2nd „) ptCem ptAsp	OilEngines 4S.C.SA 12Cy.24⅛"-39" 676NHP 2 Water Tube DB-120lb Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11 27 ″ 4	
33447 146531 GFQX	**Scottish Minstrel** TwinSc OilEng. ssBkn.No.3-6,37 ~~ssBkn.No.2-29~~ D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6998 6206 4026	✠100A1 ~~6,37~~ ~~3,31~~ 3,38 ~~DBS6,37~~ 4,38 Carrying Petroleum in bulk	Fal ~~Bkn~~ Nwc ✠LMC6,37	a†	OG ~~4,29~~ N5,37	1922 3mo Lloyd	Vickers, Ld. Barrow 'sA&CP	Tankers,Ld. CellDBuE62'281t DTf31'333t	425·3|57·0|33·2 447·7(O.L.) P109'B34'F50' FK FPT175tAPT55t	London British 16BHptAsp (11 to U dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-120lb Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11 27 ″ 4	
33448 146597 GFQY	**Scottish Musician** TwinSc OilEng. ssShl.No.3-4,36 D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6998 6206 4019	✠100A1 7,37 ~~12,30~~ ~~DBS4,36~~ Carrying Petroleum in bulk DBS8,37	Shl Fal ✠LMC4,36	a†	OG 10,36	1922 7mo Lloyd	Vickers, Ld. Barrow 'sA&CP	Tankers,Ld. CellDBuE62'281t DTf31'333t	425·3|57·0|33·2 444·7(O.L.) P109'B34'F50' FK FPT175tAPT55t	London British 16BHptAsp (11 to U dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-120lb Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 10½ 27 ″ 4½	
33449 129744 GQTJ	**Scottish Prince** ssMch.2ndNo.3-11,34 1Dk(Stl)&Shelterdk(Stl-ws) Now "Athinai," see No.37132 in Supplement	2897 2655 1794	✠100A1 Shelter dk withfreeboard 9,36 MS7,34	Mch ✠LMC BS12,36	v	CL 9,36	1910 3mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP W	PrinceLine,Ld. (Furness,Withy &Co.Ld.Mgrs.) B=CellDBa102'u E25'f145'636tFPT106tAPT21t	340·6|46·4|21·5 F37' FK	Newcastle British 6BHCem	T.3Cy.25",42"&69"-45" (s) 180lb 75lb 389NHP 2SB,6cf,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22 ″ 11 s 1 ″ 7½ 21 ″ 7	
33450 146137 GFQV	**Scottish Standard** TwinSc ssBkn.No.3-4,37 OilEng. ~~ssNwc.No.2-30~~ D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6999 6206 4044	✠100A1 4,38 DBS5,38 Carrying Petroleum in bulk	Lis Shl ✠LMC4,37	a†	OG 4,38	1921 10mo Lloyd	Vickers, Ld. Barrow 'sA&CP	Tankers,Ld. CellDBuE62' 281tDTf31'333t	425·3|57·0|33·2 441·1(O.L.) P109'B34'F50' FK FPT175tAPT55t	London British 16BHptAsp (11 to Udk 5 „ 2nd„)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-120lb Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11 27 ″ 4	
33451 ~~[illegible]~~ ~~[illegible]~~	**Scottish Strath** Fitted for oil fuel Carrying Petroleum in bulk D.F. Mchy.Aft 2Dks Now "Marit II," see No.39192 in Supplement	7417 6734 4523					1922	Armstrong Whitworth &Co.Ld. Newcastle	~~Tankers,Ld.~~	440·8|57·4|34·0 P101'B35'F39'	Norwegian WB	T.3Cy.27",46"&77"-51" 424NHP Armstrong,Whitworth& Co.Ld.Nwc.		C
33452 219222 KOMM	**Scottsburg** Sub.Sig. Fitted for oil fuel 2Dks&Shelter dk, 3rd dk inNo.1hold	7771 7249 4829		...			1919	NewYork S.B.Corp. Camden,N.J.	LykesBros.- RipleyS.S.Co.Inc.	419·4|56·5|30·2 B77'For'dB27' FK	Galveston Utd.States WB	Q.4Cy.24",36",51"&75"-51" 577NHP NewYorkSBCoCamdnNJ	41 ″ 4	R †
33453 143730 GDYP	**Scythia** Ⓟ ssLiv.No.1-38 TwinSc ssLiv.No.3-1,33 SubSig. 2Dks(Stl)&Shelter dk(Stl-ptws)&Shade dk(Stl-ws) Ref.Mchy. 3rd dk(Stl)in forward&after holds D.F. E.S.D. GyC.	19761 14258 11927	✠100A1 Shelter dk withfreeboard 4,38 ~~1,37~~ ~~BS1,37~~ Lloyd'sRMC~~1,37~~7,37 2,38 Fitted for oil fuel 3,21 F.P. above 150°F.	Liv BS11,37 ✠LMC~~1,33~~ 1,37	n†	CL 2,36	1920 12mo Lloyd	Vickers, Ld. Barrow 'sA&CP	CunardWhite Star,Ld. CellDB522'2559tDTf47' 1630tTanks at sides oftunnels48'374tFPT127tAPT70t	600·7|73·8|40·7 B284'on Shade dk FK	Liverpool British ptCem 10BHtoS dk	6 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 2528NHP 3DB&3SB,36cf,GS769, HS29163 FD Vickers,Ld.Barrow	45 ″ 0 s12 ″ 9½ 32 ″ 8	BT till 1,38
33454 232881 WCEQ	**Sea Cloud** TwinSc4MstBk (exHussar-35) (Yacht) OilEng. ssBal.No.1-36 AnnualSurveyBal.11,36 2Dks(Stl-U Teak)3rddk(Stl) clear of mchy space	2323 2051 1187	✠100A1 6,37~~11,36~~ ~~DBS11,36~~ 4,38	Bal Stn ✠LMC2,35		CL ~~10,34~~ 6,37	1931 9mo Lloyd	Fred.Krupp Germaniawf. A.G. Kiel 'sA&CP	~~Mrs.MarjoriePost~~ ~~Davies~~ JosephE. Davies CellDB124'268tTanks between tunnels113t DTa25'91tDTsf29'141tFPT22tAPT50t	281·8|49·2|24·5 Q25'F39' BK10"	NewYork Utd.States 9BHptCem	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 579NHP 24Cy.15⅝"-22 1/16" DB175lb Fred.KruppGermaniawfAG	28 ″ 0	
33455 137752 GQWZ	**Sea Glory** ssSld.No.3-11,31 ssCff.No.1-37 1Dk(Stl)&Shelter dk(Stl)	1964 1644 978	✠100A1 Shelter dk withfreeboard ~~7,37~~1,37 6,38~~11,37~~	Cff ~~NOs~~ Shl ✠LMC1,37 BS5,38	s	CL ~~7,35~~ 11,37	1919 2mo Lloyd	Swan,Hunter&Wigham Richardson, LdSunderlnd 'sA&CP	DoverNav.Co.Ld. CellDB248'501tFPT31tAPT39t	290·0|42·5|25·6 FK	Dover British ptCem Collision BHto Sh dk 5 „ „ U „	T.3Cy.20½",34"&56"-42' (s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1 20 ″ 3½	
33456 149165 GTNS	**Sea Rambler** ssBkn.No.1-34 1Dk(Stl)	2327 1979 1374	✠100A1 1,38~~2,37~~ ~~BS9,36~~ 1,38	Shl ✠LMC4,34	s	CL 1,37	1930 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	DoverNav.Co.Ld. CellDB248'607tFPT72tAPT74t	294·1|43·1|18·8 P27'B69'F23' FK	Dover British 5BHptCem	T.3Cy.20",33"&54"-36" (s) 180lb 217NHP 2SB,6cf,GS82,HS3730 N.E.MarineEng.Co.Ld.Sld	20 ″ 10 s 3 ″ 0½ 18 ″ 0	
33457 149167 GMQS	**Sea Valour** ssNwc.No.1-35 1Dk(Stl)	1950 1725 1124	100A1 10,37~~11,36~~ ~~BS11,36~~ 10,37	Sws Shl LMC10,35	r	CL ~~11,36~~ 9,37	1930 10mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	DoverNav.Co.Ld. CellDBa&uE108'f108'477tFPT107tAPT55t	276·0|42·2|18·6 P26'B68'F27' FK	Dover British 4BHCem	T.3Cy.20½",34"&56"-39"(s) 180lb 224NHP 2SB,6cf,GS111,HS3614 G.Clark,Ld.Sunderland	20 ″ 9 s 2 ″ 9½ 18 ″ 1½	
33458 149166 GTQC	**Sea Venture** ssNwc.No.1-35 1Dk(Stl)	2327 1979 1375	✠100A1 ~~7,37~~~~11,36~~1,38 ~~BS6,36~~ BS~~7,37~~5,38	Liv Nwc ✠LMC5,35	s	CL ~~11,36~~ 7,37	1930 9mo Lloyd	Swan,Hunter&Wigham Richardson, LdSunderlnd 'sA&CP	DoverNav.Co.Ld. CellDB248'607tFPT72tAPT74t	294·1|43·1|18·8 P27'B69'F23' FK	Dover British 5BHptCem	T.3Cy.20½",33"&54"-36" (s) 180lb 206NHP 2SB(Spt),4cf,GS77,HS3410 N.E MarineEngCo.Ld.Sld.	20 ″ 10 s 3 ″ 0½ 18 ″ 0	
33459 ~~137763~~ ~~[illegible]~~	**Sea Victory** ssBkn.No.3-4,32 ssGmh.No.1-36 1Dk(Stl)&Shelter dk(Stl) Now "Biscarosse," see No.37409 in Supplement	1937 1634 1002	✠100A1 Shelter dk withfreeboard 11,37~~12,36~~	Gmh Bkn BS11,37 ✠LMC12,36	s	CL ~~12,36~~ 11,37	1919 12mo Lloyd	ClydeS.B. &Eng.Co.Ld. PortGlasgow 'sA&CP	~~DoverNav.Co.Ld.~~ CellDB244'564tFPT62tAPT79t	290·0|42·4|26·9 FK	French Cem 2BHtoShdk 4 „ „ U „	T.3Cy.22",36"&61"-39" (s) 180lb 273NHP 2SB,6cf,GS129,HS4502 ClydeS.B.&Eng.Co.Ld.	21 ″ 2 s ″ 11 20 ″ 5½	
33460 148273 MLXY	**Seabank** (exJoyceLlewellyn-37) ssNwc.No.3-11,36 Well deck 1Dk(Stl) Cargo battens not fitted Now "Sig," see No.40117 in Supplement	1446 1113 882	✠100A1 11,36 BS~~5,36~~ 8,37	Nwc ✠LMC MS11,36	o	CL 11,35	1924 6mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	VeronicaS.S.Co. Ld. CellDB192'381tFPT40tAPT36t	234·5|35·6|16·5 P16'Q67'B58'F23' FK	Cardiff British 4BHCem	T.3Cy.18¼",28½"&48½"-33" 180lb (s) 178NHP 2SB,6pf,GS104,HS3236 J.Lewis&Sons.Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33461 115348	**Seaboard** (exTredgar) Iron&Steel OilEng. 1Dk Carrying Petroleum in bulk	514 — 390					1874 1935	Harlan&Hollingsworth Co. Wlmgtn,Del.	NorthAtlantic TradingCo.	184·5 | 28·7 | 12·2	Warwick, R.I. Utd.States	Oil Engines 4S.C.SA 6Cy.14$\frac{1}{8}$"-17$\frac{1}{2}$" 117NHP Worthington NE35 Pump&MachineCorp.		
33461*	**Seal** Mchy.Aft 1Dk	644 608 257			…		1927	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	Government of Queensland (Harbours& MarineDept.)	170·0 | 35·2 | 13·3 FK	Brisbane British	T.3Cy.16",26"&42"-27" 133NHP WB FergusonBros.(Port Glasgow),Ld.Pt.Gls.	14 ″ 0	
※ 33462 136738 MFRP	**Seamew** ssLon.No.3-2,27 Mchy.Aft ssLon.No.2-35 1Dk(Stl)&Shelter dk (ptStl-ws)	1332 982 656	✠100A1 Shelter dk withfreeboard 5,36 BS1,38 ~~BS12,36~~ ✠LMC10,35	Lon	p	CL 5,36	1915 1mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	GeneralStm.Nav. Co.Ld.	250·0 | 37·5 | 14·2 FK WB=CellDBf163'262t FPT	London British 4BHCem 20tAPT20t	T.3Cy.22",35"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6	
33463 140642 GCKR	**Seapharer** (exLancasterCastle-36) ssAnt.No.3-9,32 D.F. ssAnt.No.1-36 1Dk(Stl)&Shelter dk(Stl)	5625 5448 3529	✠100A1 Shelter dk withfreeboard ~~5,37~~ ~~9,36~~ 3,38 ✠LMC9,36 BS9,37	Ant ~~Vka~~Shl	y	CL 6,36	1919 8mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	Seafarers Steamships,Ld.	399·6 | 53·0 | 32·8 F on Shelter dk 39' FK CellDB351'1290tFPT60tAPT90t	London British ptCem CollBH to S dk 6 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCo.LdNwc	35 ″ 5 s9 ″ 4$\frac{3}{4}$ 26 ″ 3	
33464 231916 WKEC	**Seatrain Havana** Fitted for oil fuel Mchy.Aft CruiserStern 2Dks D.F. E.S.D. Longitudinalframing GyC. (Carrying loaded railway cars)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 | 63·7 | 33·2 P33'B218'F168'	NewYork Utd.States WB	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
※ 33465 231460 WHEA	**Seatrain New Orleans** (exSeatrain) ~~ssNOs.No.1-33~~ Mchy.Aft 2Dks(Stl)&Web frames ssNNs.No.2-38 CruiserStern	~~7684~~ — ~~4546~~ 7633 7143 4741	✠100A1 withfreeboard 1,38 ~~11,36~~ ~~BS7,36~~ ✠LMC~~9,33~~ 1,38 Carrying loaded railway cars Fitted for oil fuel 11,28 F.P. above 150° F.	NOs NNs	d†	CL ~~11,36~~ N1,38	1928 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	SeatrainLines,Inc.	452·8 | 62·2 | 32·5 470·1(O.L.) len38 P & after superstructure216' Fwd.superstructure &~~F156~~F180' FK 4Intermediate BH omitted CellDB372'2160tDTf37'283t ~~FPTs473t APT114t~~ FPTs515tAPT145t	N.Orleans Utd.States ptCem 3BH to U dk	T.3Cy.~~28"~~,46"&77"-54" (s) 180lb 29$\frac{1}{2}$" (Spt) 577NHP 3SB,9cf, HS8262 FD Wllsnd Slpwy.Co.Ld.Nwc.	37 ″ 6 ~~s12 ″ 8~~ ~~25 ″ 8$\frac{3}{4}$~~ s12 ″ 1$\frac{1}{4}$ 25 ″ 8$\frac{3}{4}$	
33466 231905 WKEB	**Seatrain New York** Fitted for oil fuel Mchy.Aft CruiserStern 2Dks D.F. E.S.D. Longitudinal framing GyC. (Carrying loaded railway cars)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 | 63·7 | 33·2 P33'B218'F168'	NewYork Utd.States WB	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
33467 DIFA	**Seattle** Ⓟ OilEng. Ref.Mchy. 2Dks Sub.Sig. D.F. E.S.D.	7369 5998 4355					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	461·6 | 61·6 | 27·7 P44'B&F409' UpperF37'	Hamburg German WB	Oil Engines 2S.C.DA 7Cy.27$\frac{1}{2}$"-47$\frac{1}{4}$" 1845NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
33468 12143 JSTD	**Seattle Maru** Ⓟ TwinSc ssKob.No.3-2,21 ssOsa.No.2-29 2Dks(Stl)&deep framing Lower dk(Stl)inNo.1hold	5774 5125 3541	✠ … 6,33 ✠	Osa			1909 7mo	Kawasaki DockydCoLd Kobe	OsakaShosenK.K.	419·7 | 49·5 | 30·0 P26'B158'F42' WB=CellDBa127'uE&B63' FK f167'1175t FPT	Osaka Japanese 7BHCem 106tAPT26t	T.6Cy.19$\frac{1}{2}$",32$\frac{3}{4}$"&55"-46" 544NHP 3SB,9cf,GS181,HS7498 KawasakiDkydCoLdKobe	32 ″ 6	
33469 218733 KISD	**Seattle Spirit** Fitted for oil fuel Sub.Sig. 2Dks	5627 5250 3493					1919	JF.Duthie &Co. Seattle,Wsh.	UnitedStates Maritime Commission	409·5 | 54·2 | 27·6 P44'B115'F47'	Seattle Utd.States	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"-48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O.		R
33470 136148 MGZD	**Seaville** (exCrosshands) 3Mst ssBel.No.3-6,30 Mchy.Aft ssApl.No.1-35 Well deck 1Dk(Stl) Cargo battens not fitted	716 499 324	✠100A1 4,38 ~~9,35~~ BS~~4,37~~ 10,37 ✠LMC9,35	Apl Liv	j	CL ~~5,34~~ 10,37	1918 2mo	A.Jeffrey &Co.Ld. Alloa Lloyd'sA&CP	J.S.Monks,Ld.	190·9 | 29·2 | 11·3 30·8 Q105'B8'F33' BK7$\frac{1}{2}$" CellDBf114'164tFPT	Liverpool British 3BHCem 40tAPT37t	T.3Cy.16",26$\frac{1}{2}$"&44"-30"(s) 180lb 121NHP 1SB,3cf,GS62,HS1960 A.Jeffrey&Co.Ld.Alloa	13 ″ 7 s4 ″ 2$\frac{1}{4}$ 13 ″ 9$\frac{3}{4}$	
33471 TTWR	**Sebaä** (exTellus) 2Dks	1525 1262 924					1904	Nederl. Schps.Maats. Amsterdam	L.Bérengier& Giannoni	251·5 | 34·6 | 18·5 Q78'F32'	Marseilles French WB	T.3Cy.19$\frac{1}{3}$",30$\frac{3}{10}$"&51"-35" 154NHP NedFb.v.Wrk&Spoor,Ams		V
※ 33472 EGPS	**Sebastian** (exDaybeam) ssBbo.No.3-5,33 1Dk(Stl) Cargo battens not fitted Now sailing as "Itxas-Alde"	3024 2310 1836	✠100A1 10,34 BS12,36 ✠LMC5,33	Bbo	u	CL ~~10,34~~ 1,38	1920 3mo	J.Blumer& Co.Ld. Sunderland Lloyd'sA&CP	Marques delReal Socorro	325·7 | 45·3 | 22·6 331·3 | 46·8 | P33'B98'F28' FK CellDB276'679tFPP105t	Bilbao Spanish 6BHCem APT42t	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS162,HS5814 N.E.MarineEngCo.Ld.Sld.	25 ″ 6 s3 ″ 11$\frac{3}{4}$ 21 ″ 9	
33473 EESU	**Sebastian Martin** Iron (exJoseNavia-Osorio-36,exBilbaino,exSanta Eugenia,exElyRise) ssNpt.2ndNo.3-7,99 ssTrn.No.1-03 1Dk(Irn)2trB Well deck	1062 — 701	✠ 11,08 ✠NB7,98✠	Cff	n		1877 12mo	ShortBros. Sunderland	DesiderioMartin Vicente	229·3 | 31·5 | 17·8 Q88'B42'F28' BK8" DBa67'f86'230t	Gijon Spanish 5BHCem APT10t	C.2Cy.24$\frac{1}{4}$"&50"-36" NDB89 111NHP 2SB,4pf,GS60,HS1700 G.Clark,Sunderland	19 ″ 0	
33474 1923 IUFJ	**Sebastiano Bianchi** (exSurgens-34, exAbessinia-33) Fitted for oil fuel 2Dks	1546 1373 929					1920	Bremer Vulkan Vegesack	"Aurora"Soc. Anon.diNav.	247·3 | 35·9 | 19·5 B38'F31'	Genoa Italian WB	T.3Cy16$\frac{5}{16}$",26$\frac{3}{4}$"&44"-28$\frac{5}{16}$" 130NHP BremerVulkan,Vegesack		GI
33475 9377 TCCS	**Sebat** (exJollyGeorge,exBalboa) ssSld.2ndNo.3-1,21 ssCpl.No.2-28 1Dk(Stl)&Spardk(Irn)&Webframes	1328 1282 817	✠ —— 4,33 ✠NB12,20✠	Ist	o		1894 11mo	Wood, Skinner&Co. Newcastle	Barzilay& Benjamin	239·0 | 33·2 | 12·5 B11' | | 20·3 BK8" CellDBa57'uE&B33'f95'256tA	Istanbul Turkish 4BHCem PT35t	T.3Cy.19",31"&51"-33" 171NHP 2SB,6cf,GS86,HS2900 N.E.MarineEngCo.Ld.Sld.	22 ″ 8	
33476 DNAR	**Sebu** 2Dks	1894 1765 1119					1920	Limhamns Skeppsv.A.B. Limhamn	Oldenburg-Portug.Dampfsch. Rhed.	242·1 | 38·0 | 23·6	Oldenburg German WB	T.3Cy.18",29$\frac{1}{2}$"&48"-31$\frac{1}{2}$" 129NHP LimhamnsSkeppsv.A.B.		G
※ 33477 CSLW	**Secil** (exRosafred-34,exJyden, exIrmgardLinnemann) ssOsl.No.3-7,27 ssLis.No.2-34 Well deck 1Dk(Stl) Now "Lavi," see No. 39062 in Supplement	573 444 ~~354~~ 333	100A1 9,37 ~~4,37~~ BS4,37 LMC5,34	Lis	i	OG 4,37	1908	Eiderwerft Akt.Ges. Tönning Lloyd'sA&CP	~~"Secil"Cia.Geral deCal.eCimento~~ Vieira&Labrincha Lda.	176·3 | 29·2 | 10·7 Q55'B47'F25' FK CellDBa&uE52'f73'166t	Setubal Portuguese 4BHCem FPT25t	T.3Cy.13$\frac{3}{4}$",23$\frac{1}{4}$"&37$\frac{3}{8}$"-23$\frac{5}{8}$" 185lb (s) 93NHP 2SB,4cf,GS72,HS1700 EiderwerftA.G.Tönning	13 ″ 0 s ″ 8$\frac{1}{2}$ 12 ″ 5$\frac{1}{2}$	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
33478 PHKT	**Secunda** Now "Flying Welshman," see No. 33166 Eng Supplement *Mchy.Aft* ssRot.No.1-35 1*Dk*(*Stl*) *CruiserStern*	400 281 212	✠100A1 4,37 ✠LMC8,35	Rot	*f*	7,35	1932 4mo *Lloyd*	N.V.Werf. "Voorhuit" Spaarndam '*sA&CP*	N.V.Motorscheepvaart Maats, Amsterdam (H.Mulder &A.W.v.d.Heide, *Mgrs.*)	152·9|25·2| 8·5 P34'F20' FK *Cell*	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"-17½" 87NHP Mtrn.WerkeMannheimAG *DB*98'145*tFPT*17*tAPT*29*t*	11 ″ 0 s 1 ″ 1½ 9 ″ 11¼	
33479 865 IBRB	**Securitas** (*ex*AnsaldoQuarto) D.F. *Mchy.Aft* 2*Dks*	5366 4565 3015					1918	G.Ansaldo &Co. SestriP'nente	Soc AnonIndustria Armamento	393·2|51·7|28·2 P134'B30'F36' *WB*	Genoa Italian	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
33480 139224 GQSY	**Sedgepool** ssShl.No.3-4,30 ssShl.No.2-38 ~~ssShl.No.1-34~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed Bridge*	5556 5130 3408	✠100A1 ~~8,37~~~~10,36~~3,38 MS~~7,34~~ 3,38	Ant ~~Bkn~~ ✠LMC BS~~4,36~~ 8,37	*z* Shl	CL ~~10,34~~ 3,38	1918 2mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *CellDBa*146'*uE*27	415·0|55·5|26·9 433·8(O.L.) P50'B243'F40' FK *f*172' 1469*tFPT*16	W.Hartlpl British 7*BHCem* 8*tAPT*216*t*	T.3Cy.27¼",46"&75"-51" (*s*) 180lb 504NHP 3SB(Spt),9*cf*,GS201, HS8714 Blair&Co.Ld.Stockton	29 ″ 6 s 4 ″ 7½ 25 ″ 0½	
33481 164663 MLMZ	**Sedulity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	490 321 249	✠100A1 7,36 ✠LMC7,36	Grk	*g*	OG	1936 7mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	153·2|27·7| 9·6 Q96'F17' FK *FPT*61*t*	London British 3*BHAsp* *APT*50*t*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 140NHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s 3 ″ 7 10 ″ 8	
33482 211085 WTCT	**Seeandbee** Ⓟ Pad D.F. GyC.	6381 — 3434					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo.	484·5|58·1|24·0 *WB*	Wilmgton (Del.) Utd.States	C.3Cy.66"&(2)96"-108" 1596NHP DetroitS.B.Co.Detroit		
33483 TCDD	**Sefak** (*ex*Chafak,*ex*Aurore, *ex*Agordat,*ex*Abbas) TwinSc *OilEng.* 1*Dk*	330 289 198					1888	Lobnitz& Co. Renfrew	MustafaFaik Abdusef	131·2|25·0|10·2	Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7⅞"-11$\frac{13}{16}$" *made33fitted34* MtrnWerkeMannheimAG. Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"-11$\frac{13}{16}$" 109NHP *made22fitted34* MtrnWerkeMannheimAG.		I
33484 LCXH	**Segovia** *OilEng.* Wireless 1*Dk*	1387 1090 719					1922	WoodSkinner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (F. Olsen&Co.&O.R. Thoresen, *Mgrs.*)	260·5|37·7|14·8 P64*t*H148*t* *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.22$\frac{1}{16}$"-39⅜" 282NHP N.E.MarineEng.CoLdNwc		N
33485 LCXI	**Segundo** (*ex*SudUruguayo, *ex*Segundo) TwinSc *OilEng.* 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen, *Mgr.*)	368·5|53·7|24·9 P116*t*H239*t*F11*t*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
33486 27464 JSWD	**Seikai Maru** ssOsa.No.1-37 ssKob.No.3-5,32 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3180 2715 1958	✠100A1 7,37 ~~7,35~~	Kob Osa ✠LMC~~7,36~~ 7,37	*t*	CL ~~7,34~~ 7,37	1920 11mo A&CP	OsakaIron Works Innoshima	OsakaShosenK.K. *CellDB*255'510*t* *DTa*25'511*t*	305·0|43·7|24·9 P19'B82'F32' FK *FPT*76*tAPT*20*t*	Osaka Japanese *Cem* 5*BH to U dk* 1 „ „ *2nd* „	T.3Cy.22¼",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorks	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
33487 31868 JZAB	**Seikan Maru No. 1** Ⓟ TwinSc (*TrainFerry*) D.F. 2*Dks*	2326 2079 762					1926	Yokohama DockCo.Ld. Yokohama	Govt.of Japan (Dept.ofRailways)	356·0|52·0|20·0 B104'F31' *WB*	Tokio Japanese	2SteamTurbinesDRgeared to 2 Sc. Shafts 367NHP BrownBoverieCo.Baden, Switzerland		
33488 36220 JZJB	**Seikan Maru No. 2** Ⓟ TwinSc (*TrainFerry*) D.F. 1*Dk* *CruiserStern*	2493 2140 853					1930	Kawasaki Dkyd.Co.Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0|52·0|20·0 F58' *WB*	Tokio Japanese	2SteamTurbinesDRgeared to 2 Sc. Shafts KawasakiDkydCoLdKobe		
33489 20758 JLKE	**Seiko Maru** Wood (*ex*OkiMaruNo.8) 1*Dk*	371 265 258					1917	Fukushima Matsujiro Matsuye	TakadaKaichiro	141·6|23·1|12·6	Sano Japanese	T.3Cy.9½",15"&24½"-19" Ishibashi 22NHP Tekkosho,Matsuye		
33490	**Seikyo Maru** Ⓟ 1*Dk*&*pt2nddk* *CruiserStern*	2606 2260 1500					1934	Uraga DockCo.Ld. Uraga	ChosenYusen K.K.	295·0|45·0|24·0 P28'B75'F33' *WB*	Jinsen Japanese	T.3Cy.17",27"&44"-39"& LP Turbine with DR gearing 180NHP UragaDockCo.Ld.		
33491 28068 JFKA	— Ⓟ 2*Dks*	2565 2009 1578			...		1921	OsakaIron Works,Ld. Osaka	OsakaShosenK.K.	284·5|42·5|23·0 P41'B100'F34' FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks.Ld.Osaka	23 ″ 0	
33492 OYBH	**Seine** 1*Dk*&*Awngdk*	1358 1031 838					1899	W.Dobson &Co. Newcastle	Det.Forenede DampskibsselskabA/S	237·0|34·3|16·0 Q88'H58'F26' *WB*	Copnhagn Danish	T.3Cy.19½",32½"&54"-36" 175NHP N.E.MarineEngCoLdNwc		V
33493 31352 JOYB	**Seiryu Maru** 2*Dks*&*Webframes* *Longitudinalframing*	1900 1602 1158			...		1926	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K.	255·0|39·0|22·7 P17'B65'F28' FK	Nishinomiya Japanese *WB*	T.3Cy.18",30"&50"-36" 211NHP OsakaIronWorks,Ld.	22 ″ 9	
33494 880 JTUB	**Seishin Maru** Ⓟ Wireless 2*Dks*	1325 1129 749					1920	Harada Zosensho Osaka	ChosenYusenK.K.	232·5|31·5|21·2 P26'B69'F33'	Fusan Japanese	T.3Cy.15⅝",27"&45"-33" 115NHP HaradaZosensho,Osaka		
33495 33570 JCGC	**Seisho Maru** (*ex*Antonio Tripcovich, *ex*Exmoor,*ex*WestCaruth) *Fitted for oil fuel* 2*Dks*	5464 5082 3991			...		1919	S.Western S.B.Co. SanPedro,Cal	OgumaShoten GomeiKaisha	410·4|54·0|29·7 P43'B115'F47' FK	Tarumi Japanese *WB*	T.3Cy.24$\frac{5}{16}$",41$\frac{9}{16}$"&72"-48" 551NHP LlewellynIronWorks,Cal.	29 ″ 9	C †
33496 24633 JEAI	**Seishu Maru** 1*Dk*	1224 1032 650					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0|34·0|21·0 Q65'F33'	Tokio Japanese	T.3Cy.16½",27½"&45"-30" 111NHP TokioKikaiSeisakujo,Tok.		
33497 89430 VPBM	**Seistan** Ⓟ (*ex*Innamincka) *Well deck* 1*Dk*&*Webframes*	2455 1736 1571			...		1890	Napier, Shanks&Bell Glasgow	~~WingHongCo.Ld. (Williamson&Co. Mgrs.)~~ DouglasS.S.Co, Ld.	305·0|40·0|19·8 P162'B84'F75' FK	HongKong British *WB*	T.3Cy.19",32"&50"-36" NE&B23 285NHP WorthingtonPump&Mach Corp.Buffalo,N.Y.	22 ″ 8	V †

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33498 [illegible] JEIB	**Seiun Maru** Ⓟ (*ex*Hymettus) Sunk by Collision 7,37 *ss*Syd.No.1–10 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*ptStl*–teak s)	4782 4161 2949	✠ 2,13 ✠	Cal	z		1906 1mo	Palmers' Co.Ld. Newcastle	HaradaKisenK.K. *CellDBa*135'*uE*27	400·4 FK&BK1¾" '*f*161'896*tAPT*31*t*	52·2	24·9	Kobe Japanese 6*BHCem*	T.3Cy.28",46"&76"–51" HS8886 580NHP 3SB&1AuxSB,*11cf*,GS202, Palmers'Co.Ld.Newcastle	27 ″ 8	C †
33499 22005 JQHE	**Seiwa Maru** 1*Dk*	1317 1165 936					1917	Matsuda KisenK.K. Osaka	TaiyoKisenK.K.	227·0 P21'B53'F24'	35·0	19·0	Tarumi Japanese *WB*	T.3Cy.16",26"&42"–30" 97NHP YoshidaIronWorks,Osaka		
33500 4403 JNJE	**Seiwa Maru No. 2** (*ex*InushimaMaruNo.4–33) 1*Dk*	590 559 320					1899	OsakaIron Works Osaka	TaiyoKisenK.K.	169·0	30·0	14·1	Fuchu Japanese *WB*	T.3Cy.14",22"&37"–27" 71NHP OsakaIronWorks,Osaka		
33501 34386 JWPB	**Seizan Maru** (*ex*Raymond Poincaré,*ex*WarKarma) 1*Dk*	2018 1777 1187			...		1918	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AokiYotetsu ShotenK.K.	251·0 P25'B64'F28' FK	43·8	20·7	Sasebo Japanese *WB*	T.3Cy.20½",34"&56"–40" 265NHP PortArthurS.B.Co.Ld.	23 ″ 0	
33502 22270 JQTE	— (*ex*ShinshuMaruNo.2–32) 1*Dk*	955 787 549					1918	Namura Gennosuke Osaka	YamamotoKisen K.K.	190·0	31·0	18·5	Fuchu Japanese			
33503	**Seizan Maru No. 2** *Mchy.Aft* 1*Dk*	1800					1937	Matsuo Zosensho Nagasaki	AokiYotetsu ShotenK.K.	270·0 P80'F25'	40·0	20·0	Sasebo Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP MatsuoZosensho,Nag.		
33504 OUKY	**Sejrö** *ss*Els.No.2–38 ~~*ss*Abg.No.1–34~~ *Well deck* 1*Dk*(*Stl*)	1489 1198 880	✠100A1 4,38 ~~2,37~~ ~~BS4,36~~ ~~7,37~~ ✠LMC~~10,34~~ 4,38	Els	q	OG ~~4,36~~ 4,38	1929 9mo Lloyd	Helsingörs Jernsk.&Msk Elsinore '*sA&CP*	A/SD/S"Heimdal" (M.Carl,*Mgr.*) *Ce*	253·4 P17'Q81'B97'F30' FK *llDB*215' 411*tFPT*	38·1	15·2	Elsinore Danish 4*BHptCem* 32*tAPTs*86*t*	T.3Cy.18½",30"&50"–33" (*s*) 200lb 155NHP 2SB(Spt)*4cf*,GS112,HS2252 HelsingörsJernsk.&Mskb.	17 ″ 6 s ″ 11½ 16 ″ 8	
33505 477 JPFG	**Sekiho Maru** (*ex*Canadian Inventor–33) *ss*Drn.No.3–9,33 2*Dks*(*Stl*)	5402 4906 3276	✠ [illegible] 1,38 ✠~~LMC10,36~~ ~~10,37~~	Nag	y	CL N10,35	1920 7mo Lloyd	JCoughlan &Sons,Ld. Vancouver, '*sA&CP* B.C.	DairenKisenK.K. *CellD*	400·1 P49'B113'F40' FK *B*334'1026*t FPT*14	52·4	28·8	Dairen Japanese 6*BHCem* 9*tAPT*131*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s ~~6 ″ 2~~ ~~25 ″ 1¾~~	
33506 22229 JBNC	**Sekino Maru** Wireless 1*Dk*	994 834 716					1918	Takemoto Chukichi Osaka	OginunoKaisho K.K.	195·5	31·5	18·0	Fushiki Japanese	T.3Cy.13½",22½"&37½"–28" 75NHP YamaseTekkosho,Osaka		
33507 16613 JPQE	**Sekiyo Maru** Ⓟ **Wood** 1*Dk*	629 487 378					1916	Fukushi- maMatsijuro Matsaye	KawasakiKeijiro	168·3	26·6	16·0	Kochi Japanese	T.3Cy.12⅜",20⅝"&32 1/16"–23" 45NHP MacColl&Pollock,Sld.		
33508 19904 JHEB	~~**Sekkow Maru**~~ Ⓟ *ss*Osa.No.2–38 **Sekko Maru** *ss*Osa.No.3–5,29 (*ex*SekkowMaru–38) ~~*ss*Osa.No.1–33~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3183 2757 2013	✠100A1 1,38 ~~9,36~~ ✠LMC~~9,36~~ 1,38	Osa	t	CL 8,36	1917 4mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K.	305·0 P19'B82'F32' FK *CellDB*255'	43·7	27·2	Osaka Japanese 5*BHCem* 518*tAPT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
33509 LCXK	**Sekstant** (*ex*Nordstrand) 1*Dk*	1626 1186 956					1919	Bergens Mek.Værks Bergen	D/S A/S Sekstant (WilliamHansen)	244·3 P33*t*Q106*t*B154*t* H182*t*F33*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergensMekVærksBergen		N
33510 146505 MLFT	**Selby** *ss*Hul.No.3–11,34 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	1039 852 541	✠100A1 12,37 ~~7,36~~ BS~~11,36~~ 12,37 ✠LMC12,34	Hul Goo	n	OG ~~2,34~~ 10,37	1922 10mo Lloyd	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines) *CellD*	228·1 P&B143'F52' FK *B*195'272*t APT* 39*t*	34·2	13·8	Hull British 5*BHptCem* *ptAsp*	T3Cy.14½",24½"&43"–30"(*s*) 225lb 152NHP 2SB,*4cf*,GS81,HS2670 Amos&Smith,Ld.Hull	16 ″ 0 s ″ 7 15 ″ 7	
* 33511 PHLC	**Selene** **TwinSc** *OilEng.* *Mchy.Aft* *ss*Rot.2nd.No.3–5,33 *ss*Ams.No.1–36 D.F. 2*Dks*(*Stl*)&*Web frames*	3738 3339 2274	✠100A1 9,37 ~~12,36~~ DBS~~12,36~~ 9,37 ✠LMC12,36 *CarryingPetroleum in bulk*	Ams Rot	v	CL s5,36 P12,36	1914 6mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	N.V.Petroleum Maats."La Corona" *WB=CellDBuE* 44'56*tFPT*70*tA*	344·3 P73'F34' FK *PT*37*tDTf* 32' 234*t*	46·1	25·5	TheHague Dutch 14*BHCem* (11 *to U dk* 3 „ *2nd* „	Oil Engines 4S.C.SA 12Cy.20½"–35 7/16" 488NHP DB*120lb* Ned.Fab.&Werk.Ams. *only*)	27 ″ 7 s 4 ″ 11½ 22 ″ 9¾	
33512 UPAL	**Selenga** (*ex*NeathAbbey–34, *ex*Bellas) *ss*Cff.No.3–3,31 1*Dk*(*Stl*)	2492 2248 1438	✠ 10,33 ✠NB4,29 ✠	Lon	t		1919 10mo	E.Finch& Co.(1916)Ld. Chepstow	U.S.S.R. *CellD*	303·0 P33'B80'F33' FK *B*260' 671*t FPT*70*t*	43·0	20·7	Leningrad Russian 6*BHptCem* *APT*183*t*	T.3Cy.22",36"&59"–39" 253NHP 2SB,*6cf*,GS120,HS4104 McKie&Baxter,Glasgow	23 ″ 0	
33513 TFEB	**Selfoss** (*ex*Villemoes) *Mchy.Aft* 1*Dk*	775 627 428					1914	Porsgrund Mek.Værks. Porsgrunn	H/F Eimskipafelag Islands	202·1 P61'F24'	32·1	12·4	Reykjavik Icelandic *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundM.V.Porsgrunn		N
33514 LDNG	**Selje** 1*Dk*&*Shelter dk* D.F. *Longitudinal framing*	6698 6210 3891					1930	Palmers' Co.Ld. Newcastle	SkibsA/S Selje (A/S Rederiet Odfjell)	448·3 P164*t*H189*t*F40*t*	59·2	27·7	Bergen Norwegian *WB*	T.3Cy.28½",47"&78"–51" 409NHP Palmers'Co.Ld.Newcastle		N
33515 152859 CYKJ	**Selkirk** *Mchy.Aft* 2*Dks*	2384 1300 1449					1926	DavieS.B. &Repg.Co.Ld Lauzon,Que.	CanadaS.S.Lines, Ld.	250·2 F35'	42·8	14·7	Montreal British *WB*	T.3Cy.18",30"&50"–36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
33516 139451 MLGG	**Sellinge** (*ex*Ensign–37, *ex*Wrotham–35, *ss*Shl.No.3–4,29 *ex*Ensign–33, ~~*ss*Sld.No.1–34~~ *ex*Uskmouth) *ss*Cff.No.2–38 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2327 1789 1261	✠100A1 3,38 ~~11,33~~ BS~~7,36~~ 7,37 ✠LMC~~6,34~~ MS3,38	Cff	s	CL ~~4,35~~ 12,37	1916 7mo Lloyd	J.Priest- man&Co. Sunderland '*sA&CP*	Constants(South Wales)Ld.(M. Constant,*Mgr.*) *D*	290·0 301·0(O.L.) P24'Q90'B59'F29' FK *Bf*112'385*t DTa*90'	40·7	19·2	London British 5*BHCem* 624*tFPT*94*t*	T3Cy.21 3/16",35"&57"–39"(*s*) 180lb 218NHP 2SB,*6pf*,GS90,HS3340 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 2 ″ 1½ 18 ″ 7	
33517 DAVH	**Selma** (*ex*Hamlet) Wireless Sub.Sig. 1*Dk*	1414 1067 817					1924	Howaldts- werke Kiel	FranzL.Nimtz	245·2 P16'Q76'B97'F31'	37·2	14·5	Stettin German *WB*	T3Cy16½",27 3/16"&43 5/16"–29½" 102NHP Howaldtswerke,Kiel		G
33518 OYQK	**Selma B.** (*ex*Nuorla–36,*ex*Nautilus) *Mchy.Aft* 1*Dk*	355 256 159					1918	Gebrs.van derWindt Vlaardingen	BörgeBentzen	132·4 P32'B8'F16'	23·3	10·3	Copnhagn Danish *WB*	T.3Cy.11⅞",18¾"&30¾"–22" H.Versteig, 45NHP NederHardingsveld		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L. R. Durée. Cert. B. of Trade
33519 221193 KDRJ	Selma City *Fitted for oil fuel* GyC. *2Dks3trB*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd. States *WB* *Turbines by* *Red. Gears by*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ FalkCo.Milwaukee,Wis.		R
33520 LJCM	Selvik (*ex*Britte-36,*ex*HiramII.) *1Dk*	1557 1368 892					1920	Akers Mek. Værks. Oslo	Skibs.A/S Selvik (EinarWahlström *Mgr.*)	255·6 P22'B64'F25'	39·8	17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 506NHP AkersMek.Værks.Oslo		N
33521 148070 GKQJ	Selvistan *ss*Shl.No.3-7,37 ~~*ss*Sld.No.2-33~~ D.F. *1Dk(Stl)*	5136 4750 3190	✠100A1 7,37 ~~4,36~~ 6,37 ✠LMC MS~~5,33~~ BS~~11,36~~12,37	Shl	*y*	CL 11,36	1924 5mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0 P33'B113'F41' FK 342'1524t *FPT*128t	53·5	28·6	Newcastle British 6*BHCem* *APT*167t	T.3Cy.25",41"&68"-48" (s) 180lb *150lb* 363NHP 2SB,8cf,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7½	
33522 PHLH	Sembilan *3Dks*	6566 6067 4044					1922	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	419·8 P41'B85'F40'	54·7	33·6	Amstrdam Dutch	T.3Cy.28½",46"&77"-54" 436NHP Maats.Fyenoord,Rot.		V
33523 2084 ICKZ	Semien (*ex*Fortunstar-36, *ex*Tuscanstar, *ss*Bkn.2ndNo.3-12,23 *ex*Brodliffe, *ss*Gen.No.1-29 *ex*Morayshire) *Fitted for oil fuel* D.F. *2Dks(Stl)&deep* *framing&Shelter dk*	5500 5131 3447	✠ 8,33 ✠	Gen	*a*†		1898 12mo	R&WHaw- thorn,Leslie &Co.Ld. Newcastle	IgnazioMessina &C. *CellDBa105'uE30'f*	421·4 420·0 P50'B&F355' FK 208'1068t*FPT*130t	54·0	29·1 28·6	Genoa Italian 7*BHCem* *APT*25t	T.3Cy.29½",46½"&76½"-54" 430NHP 3SB,9cf,GS178,HS6415 Hwthrn,Leslie&CoLdNwc.	32 ″ 0	I †
33524 164612 GYST	Seminole D.F. E.S.D. *OilEng.* GyC. *1Dk 2nd dk clear of cargo tanks* *Cruiser Stern Longitudinal framing* *Mchy.Aft Rudder electrically welded*	10389 9592 5922	✠100A1 9,37 ~~12,36~~ ✠LMC4,36 *CarryingPetr*	Fal Bel *oleum*	*f*† *in*	CL *bulk*	1936 4mo *Lloyd*	Blohm& Voss,K.a.A. Hamburg '*sA&CP* *Cel*	BritishMexican PetroleumCo.Ld. (F.J.Wolfe,*Mgr.*) *lDBuE86'184tDT*	490·4 P107'B39'F35' FK *f*16'540t *FPT* 370t	69·9	36·9	London British 16*BHptCem* *ptAsp* *APT*214t	Oil Engines 2S.C.SA 8Cy.25⅝"-49¼" 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 s7 ″ 4½ 29 ″ 11½	
33525 224918 WNCX	— Ⓟ *Fitted for oil fuel* *Ref.Mchy.* *1Dk&2nd dk in* D.F. *holds&Promenade dks*	5896 — 3514			...		1925	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee-Semi- noleS.S.Corp. (Clyde-Mallory Lines*Mgrs.*)	387·5 P&B322'F53' FK	54·3	20·0	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1Sc.Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
33526 219690 KUGP	— *OilEng.* Sub.Sig. GyC. *2Dks* *Longitudinal framing*	5867 — 3660					1920	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	402·0 P34'B118'F38'	54·0	33·7	Tampa,Fla Utd.States	Oil Engines 2S.C.DA 4Cy.27½"-47¼" 1053NHP NE26 Hooven,Owens,Rentschler Co.Hamilton,O.		R
33527 PHLM	Semiramis *ss*H.Kg.No.3-10,33 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing* *For full particulars see No.40148 in Supplement*	5792 5293 3379	✠100A1 2,37 ~~[illegible]~~ ✠LMC *CarryingPetr* *Fitted for oil* *For River & Estuary*	Rot *oleum* *fuel 9*	*z* 10,37 *in* *21* *Ser*	CL ~~6,34~~ 9,37 *bulk* *F.P. a* *vices only*	1921 9mo *bove 1*	S.Western S.B.Co. SanPedro, A&CP Cal. 50° F.	Nederl.Indische Tankstoomboot Maats. *CellDBuE&B81'* *232tDTf32'328t*	412·0 427·0(O.L.) P110'B33'F57' FK *FPT*98t*APT*103t	53·3	31·0 (	TheHague Dutch 15*BHptAsp* 4 ,, *to Udk* 11 ,, ,,*2nd*,,	T.3Cy.27",45"&74"-48" (s) 180lb *120lb* 556NHP 3SB,9cf, HS8451 FD Hooven,Owens,Rentschler) Co.Hamilton,O.	31 ″ 0 s 5 ″ 7½ 24 ″ 7½	
33528 CSAW	Sena (*ex*Marienburg, **TwinSc** *ex*Mary,*ex*Duisburg) Wireless *1Dk*	1221 1025 680					1922	Deutsche Werft Hamburg	Cia.Colonial de Navegaçao	243·3 B48'F34'	36·0	14·1	Loanda Portuguese	T.6Cy.11",$16\frac{9}{10}$"&27⅝"-$18\frac{1}{10}$" NE27 65NHP UnionGiesserei,Königsbrg		G
33529 PKNX	Senang *ss*Sng.No.3-9,26 *ss*Sng.No.2-34 *1Dk(Stl–teaks)*	1196 994 729	✠100A1 8,37 ~~7,36~~ ✠NB8,22 ✠LMC7,34 BS~~7,36~~8,37	Sng	*p*	CL 7,36	1914 9mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	TiongHwaLeon Tjoen&Co.Ld. *CellDBa65'*	235·0 P20'B121'F28' FK *uE15 f 94'339tFPT*	38·0	14·5	Pal'mbang Dutch 4*BHCem* 26t*APT*22t	T.3Cy.$18\frac{11}{16}$",29"&48"-36"(s) 180lb 162NHP 2SB,6cf,GS116,HS2648 HongKong&Whampoa DockCo.Ld.HongKong	16 ″ 6 s 2 ″ 2¾ 14 ″ 7½	
33530 PHLP	— (*ex*Fivel-34,*ex*Nordstern, *OilEng.* *ex*Schleswig,*ex*LucieHeins, *ex*Yara) *Mchy.Aft* *1Dk*	313 258 213					1921	Ver.Elbe& Norderwerft Hamburg	T.Brugsma(K. Niestern,*Mgr.*)	135·8 P22'F15'	25·9	9·1	Delfzijl Dutch	Oil Engines 2S.C.SA 4Cy.11⅝"-17" 90NHP *Emade24fitted*— GrossMtrnwrk.Hamburg- MannheimA.G.Hamburg		G
33531 LDBV	Senator **TwinSc** *OilEng.* *Mchy.Aft* *1Dk(Stl)* D.F. *CruiserStern*	6589 5971 4002	✠100A1 6,37 ~~8,36~~ ✠LMC3,34 *CarryingPetr*	Got Fal *oleum*	*z* *in*	CL s4,35 P8,36 *bulk*	1934 3mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Stavanger TankrederiA/S *CellDBu*	408·5 P90'F42' FK *E90'200tDTf23'24*	55·2	33·9	Stavanger Norwegian 10*BHptCem* 3t*APT*415t	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 2DB*150lb* 543NHP GötaverkenA/B,Got.	33 ″ 7 s 7 ″ 3½ 26 ″ 6	
33532 137537 GQNM	— *ss*Gls.No.3-8,29 *ss*Liv.No.1-34 *2Dks(Stl)*	3670 3468 2335	✠100A1 11,36 ✠LMC MS11,34 BS~~5,36~~ 6,37	Liv	*w*	CL 2,36	1917 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell*	352·9 365·4(O.L.) P31'B104'F38' FK *DB* 303' 804t *FPT*	47·7	26·9	Liverpool British 6*BHCem* 47t*APT*13t	T.3Cy.22¼",37½"&62½"-48" 215lb (s) 367NHP 3SB,9cf,GS172,HS6258 Dunsmuir&JacksonLdGls	29 ″ 4 s 5 ″ 2¾ 24 ″ 5	
33533 DIVO	— **TwinSc** (*ex*Lighter) *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	845 789 685					1902	Christof Ruthof Kastel aRh.	WariedTankschiff Rhed.G.m.b.H.	187·6 P28'F24'	32·2	15·2	Hamburg German	Oil Engines 4S.C.SA 12Cy.11"-17¾" 140NHP *Emade&fitted34* Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
33534 225952	— **Iron** (*ex*FishHawk) *1Dk*	460 — 256					1879	ThePusey &JonesCo. Wlmgtn,Del.	Chesapeake&Dela- wareSteamboatCo.	156·5	27·0	10·9	Wilmgton (Del.) Utd.States	C.2Cy.12"&26"-18" 24NHP		
33535 EAHS	Sendeja (*ex*Pedrosa-33) *2Dks*	*2647* — *1640*					1921	W.Harkess &Son,Ld. Middlesbro'	J.A.Mutiozabal	304·8 P27'B80'F33'	42·3	23·2	Bilbao Spanish *WB*	T.3Cy.22½",37"&61"-42" Richardsons, 241NHP Westgarth&Co.Ld.Mdb.		C
33536 YTFM	Senga (*ex*Lasta-36,*ex*Naana-35, *ex*Manchurian *ss*Ant.No.3-7,35 Prince-33,*ex*Ardgair) *2Dks(Stl)*	*5119* *4748* *3282*	✠100A1 ~~8,37~~ 1,38 ✠LMC7,35 BS~~10,36~~ 12,37	Rot	*z*	CL ~~3,37~~ 1,38	1913 5mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	Atlantska PlovidbaD.D. *'Tween* *CellDBa131'*	405·0 418·3 (O.L.) P41'B121'F35' FK *dk BH in after* *hold dispensed with* *uE23' f 176' 1103t*	53·0	27·2	Susak Yugoslav *Cem* 5*BH to Udk* 3 ,, *2nd* ,, *DTa*36' 988t	T.3Cy.27",44"&73"-48" (s) 180lb ~~*100lb*~~ 475NHP 2SB,8cf,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only* *APT*36t	29 ″ 9 5 ″ 9¼ 24 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 —gines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33537 9 IUGK	**Senio** (*ex*Pluton,*ex*Activity) **Iron** *ss*Brs.2ndNo.3–5,98 *Well deck* *ss*Rou.No.1–02 1*Dk*(*Irn*)2*trB*	1067 849 631	✠ 7,07	Dnk	*n*		1879 6mo	J.Laing Sunderland	Rag.Antonio Gulmanelli	225·5 Q82′B42′F23′ BK8″ *WB=DBa*53′*f*91′	31·8	16·2	Ravenna Italian 4*BHCem* *FPTAPT*	C.2Cy.24½″&55″–36″ NB17 144NHP J.Dickinson,Sunderland	17 ″ 6	I †
33538 32487 JKNB	**Senkai Maru** 2*Dks*	2127 1685 1287					1926	MitsuiBussanKaisha Ld TamaDkyd	ShimataniKisen Kaisha,Ld.	275·0 P24′B87′F36′	40·7	21·0	Kobe Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP MitsuiBussanKaisha,Ld.		
33539 40758 JYRJ	**Senkwo Maru** Ⓟ D.F. 2*Dks* *CruiserStern*	4472 3900 2618					1935	Yokohama DockCo.Ld. Yokohama	KinkaiYusenK.K.	364·2 F33′	50·8	32·5	Tokio Japanese *WB*	2 DR geared Steam Turbines IshikawajimaS.B.&E.Co. Ld.Tokio		
33540 FOQL	**Senneville** (*ex*CapitaineBaudouin) D.F. 1*Dk*	4578 3960 2549					1922	Ch.&Atel. delaGironde Harfleur	Soc.NavaleCaennaise(G.Lamy& Cie.*Mgrs.*)	362·9 Q&B225′F31′	49·2	24·4	Caen French *WB*	T.3Cy.24″,39″&65″–44″ 279NHP Schneider&Co.Havre		V
33541 332 JPXC	**Sensan Maru** *OilEng.* *ss*Drn.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	2776 2308 1588	✠ [illegible] 1,38 ~~✠LMC CS10,36~~ ~~BS10,36~~ ~~11,37~~	Drn Nag ~~10,36~~	*u*	CL ~~8,35~~ 10,37	1929 7mo	MitsuiBussanKaishaLd TamaDkyd. *Lloyd*'*sA&CP*	DairenKisenK.K. *CellDB*235′682*t* *Tanks in way*	326·5 P27′B63′F28′ FK *of tunnel* 173*t* *FPT*	46·5	21·5	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP DB*100lb* Burmeister&Wain,Cpn.	21 ″ 6	
33542 LCSA	**Senta** (*ex*Ottawa–35,*ex*Craigisla) *ss*Osl.2ndNo.3–7,30 *ss*Osl.No.1–35 *Spar dk & deep framing* *Cargo battens not fitted*	2468 2319 1543	✠100A1 *Spar dk* *withfreeboard* 2,38 ~~1,37~~ ~~BS9,36~~ ✠LMC7,35	Stv Mdb BS12,37	*t*	CL ~~1,37~~ N2,38	1906 3mo	A.Rodger &Co. PortGlasgow *Lloyd*'*sA&CP*	Aktieselskapet Senta(OleL. Lökke) *Cell*	313·6 P29′B82′F30′ FK *DBa&uE*118′*f*136	43·8	13·3 20·7	Oslo Norwegian 5*BHCem* 623*tAPT*67*t*	T.3Cy.21$\frac{3}{16}$″,35″&57″–39″(*s*) 180lb 248NHP 2SB,6*cf*,GS116,HS4220 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 8½ 19 ″ 9	
33543 7376 SDAI	— (*ex*Acacia–36,*ex*Sallingsund, *ex*Danery,*ex*Roma) 1*Dk*	*1497* *1232* *863*					1905	Schpw.v. JanSmit,Czn. Alblasserdm	RederiA/B Frode (H.Selander,*Mgr*)	251·3 P14′Q76′B108′F28′	37·8	16·3	Stockholm Swedish *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Maats.deSchelde,Flushing		V
33544	**Sentinel II** (*ex*Sentinel) *ss*Gib.No.3–9,19 *ss*B.As.No.2–28 *Well deck* 1*Dk*(*Teak*)	518 — 295	✠ — 4,33 ✠	BAs	*h*		1906 6mo	Bow,McLachlan&Co. Ld. Paisley	Borzone, Boggiano yCia. *Cell DBa* 31′*uE*	156·7 P7′Q37′B54′F25′ FK & *B*30′*f*59′ 147*t* *FP*	25·9	9·7	Bns.Aires Argentine 4*BHCem* *T*28*tAPT*6*t*	T.3Cy.13½″,22″&37″–24″ 83NHP 1SB,2*cf*,GS38,HS1417 Bow,McLachln&CoLd.Psy	12 ″ 0	
33545 147403 MLZN	**Sentry** *ss*Mch.No.3–3,37 ~~*ss*Mch.No.2–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1014 863 478	✠100A1 *withfreeboard* 3,37 ~~4,35~~ ✠LMC ~~MS1,33~~ 11,36	Mch ~~BS5,36~~ 8,37	*o*	CL ~~N4,35~~ 3,37	1924 8mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd*'*sA&CP*	FisherRenwick Manchester-LondonSteamers, Ld. *CellDBa&uE*7	230·5 FK *Coll* 7′*f*100′209*t APT*18*t*	35·0	15·0	Manchestr British 5*BHCem* *BHto Sh dk* 4 ,, ,, *2nd* ,,	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3560 NE.MarineEng.CoLd.Nwc	17 ″ 0 s ″ 2 17 ″ 0	
33546 11091 JLYE	**Sen-un Maru** 2*Dks*	367 325 216					1907	I.Amagasaki Osaka	Amagasaki KisenbuGomei Kaisha	146·4	20·4	15·5	Osaka Japanese	T.3Cy.11¾″,19¼″&31½″–24″ 49NHP		
33547 JWSL	**Senyo Maru** 1*Dk* *CruiserStern*	2970 2530 1700					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	301·8 P24′B79′F29′	45·3	26·2	Tokio Japanese *WB*	T.3Cy.20$\frac{11}{16}$″,34$\frac{7}{16}$″&57$\frac{1}{16}$″– 43$\frac{5}{16}$″ 202 ~~214~~NHP MitsubishiJukogyoK.K. Yka.		
33548 41587 JASK	**Senyu Maru No. 3** *OilEng.* *Mchy.Aft*	327 — 245					1936	Urabe Zosen Tekkosho Osaka	KureKokumotsu Oroshishogyo Kumiai	120·0	23·5	12·5	Kure Japanese	Oil Engines 2S.C.SA 4Cy.15″–20″ 158NHP NipponHatsudokiK.K. Kobe		
33549 23838 JDFC	**Senzan Maru** Wireless 1*Dk*	1144 973 650					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Fuchu Japanese *WB*	T.3Cy.14″,23¼″&39″–28″ Takahashi 80NHP Tekkosho,Osaka		
33550 164735 GZDS	**Sepia** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,*2nd dk clear of* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & at deck*	6213 5496 3620	✠100A1 ~~4,37~~10,36 2,38 ✠LMC10,36 *CarryingPetroleum in bulk*	Nwc HKg	*a*†	CL	1936 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	AngloSaxon PetroleumCo.Ld. *CellDBuE*61′132*t*	430·3 446·3(O.L.) P87′B37′F48′ FK *DTf*25′261*t* *FPT*1	54·5	30·7	London British 16*BH* 06*tAPT*59*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55⅛″ 377NHP DB*180lb* Hwthrn,Leslie&Co LdNwc	31 ″ 0 s 5 ″ 6¾ 25 ″ 7¾	
33551 DDRV	**Septima** 1*Dk*&*deep framing*	1334 962 823					1905	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrt Ges.v.1869	230·6 P25′Q56′B64′F30′	34·4	15·2	Flensburg German *WB*	T.3Cy.15″,25⅝″&43$\frac{5}{16}$″–29½″ 102NHP FlensburgerSchiffsb.Ges.		G
33552 YTEB	**Serafin Topić** (*ex*Wien–33, *ex*Trevilley–32) *ss*Bry.No.3–11,25 *ss*Ssk.No.2–35 1*Dk*(*ptIrn ptStl*)	*4259* *4015* *2724*	✠100A1 9,37 ~~9,36~~ BS5,37 ✠LMC1,35	Rot	*x*	CL ~~9,36~~ N9,37	1913 4mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'*sA&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*	369·9 P33′B226′F34′ FK 119′*uE*23′*f*163′987*t*	51·1	26·1	Susak Yugoslav 6*BHCem* *APT*62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP NDB24*refitted*38-*120lb* 2SB,6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.S.Shl	27 ″ 8 s 3 ″ 10 24 ″ 1¾	
33553 EAKT	**Serantes** (*ex*Kayeson) *ss*Bkn.No.3–4,28 *ss*Bbo.No.2–36 1*Dk*(*Stl*)	*3518* *3199* *2079*	100A1 9,36 MS3,36	Cff LMC BS9,36	*w*	CL 8,35	1922 2mo	J.&A.van derSchuyt Papendrecht	Cia.Naviera Vascongada *CellD*	361·1 P34′B219′F36′ FK *B*310′894*t* *FPT*78*t*	50·3	21·7	Bilbao Spanish 6*BHAsp* *APT*113*t*	T3Cy.25$\frac{9}{16}$″,41¼″&66$\frac{15}{16}$″–45″ 180lb (*s*) 416NHP 3SB,9*cf*,GS145,HS6168 FD J.&A.van derSchuyt	24 ″ 6 s 2 ″ 9¾ 21 ″ 11	
33554 140621 GRCB	**Serbino** *ss*Nwc.No.1–36 *ss*Liv.No.3–6,32 *Well deck* 2*Dks*(*Stl*) *CruiserStern*	4099 3145 2647	✠100A1 ~~4,37~~1,36 3,38 BS3,38 ✠LMC 4,37 ~~MS6,32~~	Ant ~~Nwc~~ ~~BS1,36~~	*v*	CL 1,36	1919 5mo	Ramage& Ferguson,Ld. Leith *Lloyd*'*sA&CP*	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*)	342·4 P&B262′F39′ FK *CellDB*299′737*t*	46·0	24·8	Liverpool British 6*BHCem* *APT*12*t*	T.3Cy.21″,36″&62″–42″ (*s*) 220lb *112lb* 388NHP 2SB,8*cf*,GS136,HS5640 FD Ramage&Fergusn,Ld.Lth.	27 ″ 3 s 3 ″ 2¼ 23 ″ 3	
33555 142315 GVZZ	**Serbol** *ss*BermudaNo.3–3,30 *ss*Ply.No.1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2669 2223 1103	✠100A1 7,37 ~~7,35~~ BS5,36 ✠LMC7,34 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Ply Gib		CL 7,35	1918 1mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	TheAdmiralty *CellDBuE&B*68′1	319·8 P46′B107′F39′ FK 45*t* *DTf*24′90*tFPT*	41·5	23·1	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,) 54*tAPT*38*t*	T.3Cy.26½″,43½″&74¼″–45″ 200lb (*s*) 578NHP 3SB,9*cf*,HS8739 FD CaledonSB.&E.Co.Ld.Dun	25 ″ 6 s 3 ″ 3¼ 22 ″ 5¼	
33556 2033 ICIR	**Serdica** (*ex*Serdika–35, *ex*Alexandria–35) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*	1533 1367 903					1920	Bremer Vulcan Vegesack	A.Lauro	247·5 237·8 B38′F31′	35·9	19·5	Naples Italian *WB*	T.3Cy16$\frac{5}{16}$″,26¾″&44″–28$\frac{5}{16}$″ 103NHP BremerVulkan,Vegesack		IG

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33557 1286 ICHJ	**Serenitas** (*ex*SierraRoja) D.F. 2*Dks*	5171 4772 3113			...		1918	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon per l'Industria ed il Com.Marit."Nova Genuensis"	409·4 400·0 P49'B112'F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 320NHP CammellLaird&Co.Ld.Liv.	31 ″ 0	Cl †
33558 165499 MMKP	**Serenity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	490 487 316 244	✠100A1 6,37 ~~(ClassContemplated)~~ ✠LMC6,37	Grk	*g*	OG	1937 6mo	G.Brown &Co. (Marine)Ld. Greenock *Lloyd*'*sA&CP*	F.T.Everard& Sons,Ld.	157·8 164·6(O.L.) Q98'F17' FK *FPT*81*t*	27·7	9·5	London British 3*BHptCem* *ptAsp* *APT*47*t*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 139NHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s3 ″ 7 10 ″ 8½	
33559 UOBM	**Sergei Kirov** (*ex*Hebburn) 3Mst 1*Dk*	4146 3805 2364			...		1925	BlythS.B. &.D.DCo.Ld. Blyth	U.S.S.R.	370·2 P26'B92'F36' FK	51·2	24·9	Vladvostk Russian *WB*	T.3Cy.24",39"&65"–45" 351NHP N.E.MarineEngCoLd.Nwc	26 ″ 9	
33560 UOEP	**Sergei Lazo** Ⓟ (*ex*HuaShan, *ex*SouthAfrica) 1*Dk*&*Shelter dk*	2975 2764 1773			...		1909	ClydeS.B. &E.Co.Ld. Port Glasgow	U.S.S.R.	295·6 B102' FK	42·0	27·2	Vladvostk Russian *WB*	T.3Cy.22",35"&59"–39" 250NHP ClydeS.B.&E Co.Ld.P.Gl.	20 ″ 0	
33561 UOVQ	**Sergo** (*ex*Soyuz TwinSc GornorabotchikhS.S.S.R.–34) *OilEng.* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing* 2*Dks*	7596 6725 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98'B56'F58'	56·1	32·4	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41$\frac{1}{16}$" 776NHP Gebr.SulzerAGLdwgshfn		G
33562 UOYJ	**Sergo Ordjonikidze** (*ex*Sikhali) 1*Dk*	1668 1187 574					1932	Sevastopol MarineWks. Sevastopol	U.S.S.R.	236·8 P36'B69'F23'	35·6	15·2	Vladvostk Russian	C.4Cy.(2)12⅝"&(2)26¾"– 26¾" 62NHP SevastopolMarineWks.		
33563 135957 GNYQ	**Seringa** (*ex*FallsCity) D.F. E.S.D. 1*Dk*	4729 4471 2889					1913	Ropner& Sons,Ld. Stockton	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	378·5 P37'B125'F38'	51·5	27·5	Bideford British *WB*	T.3Cy.26",42"&70"–48" 339NH Blair&Co.Ld.Stockton		C
33564 PHLU	**Serooskerk** (*ex*Gemma) *ss*Rot.No.3–10,33 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig *Cruiser Stern*	8456 8049 5293	✠100A1 *Shelter dk* *withfreeboard* 2,37 BS12,37 ~~BS2,37~~ ✠LMC10,33 *Fitted for oil fuel* 2,22	Rot	*c*†	CL 2,37 *F.P. a*	1922 2mo *bove* 1	NewWater- wayS.B.Co. Schiedam *Lloyd*'*sA&CP* 50° F.	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*)	485·6 503·0(O.L.) len33 FK *IntermediateBH* *dispensed with* *CellDB*383'1412*t* *DTa*33'665*tFPT*50	60·4	27·8 37·0	TheHague Dutch *ptCem* 2*BH to S dk* 5 „ „ *U* „ *tAPT*163*t*	2SteamTurbinesDRgeared to 1 Screw Shaft (*s*) 180lb 1000NHP 4SB(Spt),16*cf*,GS322, HS13400 FD BritishThomson-Houston Co.Ld.Rugby	39 ″ 6 s10 ″ 5 29 ″ 5	
33565 UOUW	**Serp** TwinSc *OilEng.* Wireless 1*Dk* *Mchy.Aft*	949 758 472					1928	Odessa StateSBYard AndréMarti Odessa	U.S.S.R.	232·0 P55'F25'	33·9	11·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{13}{16}$"–19$\frac{5}{16}$" 214NHP StateEngineWorks, Kolominska		
33566 149591 MNQT	**Serula** (*ex*Holmia) *ss*Bkn.No.3–6,30 *ss*Mch.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1600 1315 785	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~5,36~~ BS6,37 ~~BS5,36~~ ✠LMC4,34	Mch	*r*	OG 4,35	1918 6mo	Aktieb. Finnboda Varf Stockholm *Lloyd*'*sA&CP*	British& ContinentalS.S.Co. Ld. *CellD*	276·0 284·3(O.L.) FK *B*237' 473*t FPT*44*t*	41·2	16·0	Liverpool British 4*BHCem* *APT*20*t*	T.3Cy.22",35½"&58½"–36" 185lb *100lb* (*s*) 270NHP 2SB(Spt),6*cf*,GS98, HS3800 FD BergsundsM.V.Aktb.Skm.	18 ″ 0 s0 ″ 4 17 ″ 10	
33567 DHVR	**Sesostris** Ⓟ D.F. 2*Dks*	3987 3418 2415					1923	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	365·3 P&B247'F50'	50·3	23·8	Hamburg German *WB*	T.4Cy21⅝",32$\frac{3}{10}$",47½"&70$\frac{1}{10}$" –49⅝" 344NHP Reiherst.Maschinenf.Ham		G
33568 68 SUCN	— (*ex*Middlemoor–36, *ss*Npt.No.3–6,27 *ex*Arranmead,*ex* *ss*Shl.No.1–30 Arranmoor) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2962 2753 1842	✠ ... 7,36 ✠	Shl	*v*		1915 3mo	J.Blumer& Co. Sunderland *Inter*	A.Klat *mediateBHinafter*	340·0 FK *hold dispensed with*	47·7	20·5	Alexndria Egyptian *Cem* 5*BHonly* *CellDBa*114	T.3Cy.25",42"&68"–45" 363NHP 2SB,6*cf*,GS139,HS5967 J.Dickinson&Sons,Ld.Sld '*u E*25' *f* 139'784*tAPT*59*t*	23 ″ 6	C †
33569 DJNR	— (*ex*Valentine, *Fitted for oil fuel* *ex*VirginiaLimited,*ex*LakeArthur) 1*Dk*	2013 1632 1187			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmil Offen&Co.	251·0 P23'B64'F24' FK	43·8	18·0	Hamburg German *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	C †
33570	**Sessa** D.F. 2*Dks* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾"&39⅜"–37⅞" & LP Turbine with reduc- tion gear & chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		G
33571 31574 JOIH	**Sesshu Maru** 2*Dks*	406 304 240					1927	Harada ZosenK.K. Osaka	SetsuyoShosen K.K.	131·8	22·5	14·8	Sumoto Japanese	T.3Cy.		
33572 UOJE	**Sevastopol** Ⓟ TwinSc 1*Dk*(*Stl*)&*Spar dk* Wireless	1339 863 789	✠ 4,02 ✠	Sld	*o*		1896 8mo	J.Laing Sunderland	U.S.S.R. *CellDBa*60'*uE&B*	236·7 P&B151'F37' FK 29'*f*60' 141*t MT*17'	34·3	16·6 16·4	Odessa Russian 7*BHCem* 229*tAPT*14*t*	T.6Cy.14½",23"&38"–27" 182NHP 2SB,6*rf*,GS112,HS3234 G.Clark(Lim.),Sld.	18 ″ 6	
33573 142848	**Seven Seas Sound** (Hunstanworth–37) *ss*Shl.No.3–12,32 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern* *Now "Bonnel," see No. 37363 in Supplement*	2470 2236 1448	✠100A1 1,36 ✠LMC MS11,32 BS1,36	Nwc	*t*	CL 2,37	1919 10mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd*'*sA&CP*	Anglo-Canadian ShippingCo.Ld. (WalterVaughan (Cardiff),Ld.) *Cell*	303·1 P33'B80'F32' FK *DB*260'644*tFPT*68	43·0	20·7	Cardiff British 6*BHCem* *tAPT*172*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 0 s3 ″ 4½ 19 ″ 10	
33574 141938 GDCF	**Seven Seas Spray** (*ex*Baron Elibank–34, *ss*Gmh.No.3–9,32 *ex*Glassford) *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted* *Now "Seabank Spray," see No. 40108 in Supplement*	2465 2238 1452	✠100A1 2,37 ✠LMC3,37	Shl	*t*	CL 2,37	1919 12mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd*'*sA&CP*	VeronicaS.S.Co. Ld. *CellD*	303·3 P33'B80'F32' FK *B*260' 644*t FPT*68*t*	43·0	20·7	Cardiff British 6*BHCem* *APT*172*t*	T.3Cy.22",36½"&59"–39"(*s*) 180lb NDB35–*100lb* 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 1 s3 ″ 4½ 19 ″ 11	
33575 145742 GCZR	**Seven Seas Sun** (*ex*Porthkerry–36) *ss*Lth.No.3–8,36 1*Dk*(*Stl*) *Cargo battens not fitted*	2480 2275 1506	✠100A1 2,38 ~~2,36~~ ~~10,37~~ ✠LMC ~~MBS4,36~~ MS8,36 7,37 DBS2,38	Lth ~~CF~~ Ams	*t*	CL ~~2,35~~ 10,37	1924 3mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*sA&CP*	GoodHopeShippng Co.Ld.(Walter Vaughan(Cardiff) Ld.*Mgrs.*)	298·5 303·4(O.L.) P23'B76'F27' FK *CellDB*250' 663*tFPT*122*t*	44·0	21·2	Cardiff British 5*BHCem* *APT*94*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s3 ″ 5½ 20 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33576 UOFW	**Sever** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1963					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P43'B95'F37'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"–39$\frac{3}{8}$" 219NHP BalticS.B.&E.Works,Len.		
33577 215795 KXOE	**Severance** (*ex*MarinaQuezada, *ex*Gladstone) D.F. *Trunk deck* 2*Dks*	4993 4521 3653					1909	Ropner& Son,Ld. Stockton	DiamondS.S. Transp.Corp.	366·0 P27'F34'	53·0	24·9	Boston Utd.States *WB*	T.3Cy.26",42½"&69½"–45" 371NHP Blair&Co.Ld.Stockton		
33578 SKEA	**Severin** (*ex*St.Vincent) Now "Severonia," see No. 40168 in Supplement *ss*Got.3rdNo.3,4,35 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1652* *1481* *923*	✠100A1 4,37 BS4,37 ✠LMC4,35	Got	*q*	CL 3,37	1896 4mo	Napier& Sons,Ld. Glasgow A&CP	Rederiaktieb. Gottfrid~~(P. Hagelqvist, *Mgr.*)~~ *WB*=*CellDB*	260·0 270·0(O.L.) B60'F22' FK *a*78'*uE*&*B*36'*f*106'	37·2	18·3	Stockholm Swedish 4*BHCem* 357*tAPT*85*t*	T.3Cy.19",30¾"&50"–36" (*s*) 160lb *100lb* NDB13 156NHP 1SB,3*cf*,GS67,HS2435 Dunsmuir&Jackson,Gls.	20 ″ 6 s 3 ″ 4½ 17 ″ 4	
33579 142767 GKRP	**Severn Leigh** (*ex*QueenOlga-37, *ex*Bembridge, *ss*Gls.No.3-4,32 *ex*WarAnchusa) *ss*Gls.No.1-36 D.F. E.S.D, 1*Dk*(*Stl*)	5242 4770 3161	✠100A1 ~~7,37~~ ~~3,37~~11,37 ✠LMC7,36 BS11,37	Liv ~~Kob~~ HKg	*y*	CL N6,36	1919 1mo *Lloyd*'sA&CP	Caird&Co. Ld. Greenock	KelstonS.S.CoLd (MarkWhitwill (Shipping)Ld. *Mgrs.*) *CellDB*	400·0 412·0(O.L.) P50'B113'F39' FK 340'1051*t FPT*128*t*	52·3	28·5	Bristol British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
33580 LDRD	**Severoles** (*ex*Terne) 1*Dk*	1757 1342 1020					1922	OuseS.B. Co.Ld. Goole	DetBergenske Dampskslsk.	255·7 P49*t*Q122*t*H97*t* F11*t*	40·1	16·1	Bergen Norwegian *WB*	T.3Cy.19½",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		N
33581 146549 VPNF	**Sevilla** D.F. *CarryingWhaleOil in bulk* 2*Dks*&*Web frames*&*Shelter dk*	7022 6414 4267			...		1900	J.Priest- man&Co. Sunderland	PolarWhalingCo. Ld.	397·0 B*onShelter* 35·7 *dk* 102' FK	52·2	28·0	StanleyF.I British *WB*	T.3Cy.27",43"&72"–48" 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″ 10	C †
33582 DNAM	— Sub.Sig.	1995 1234 1229					1922	Schiffsw(v. J.&Sch.) A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B207'Q22'F31'	38·4	15·4	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$",35"&56⅛"–33½" 182NHP OttensenerG.m.b.H.Altona		G
33583 LCXN	— *OilEng.* Wireless 1*Dk*	1383 1090 715					1921	WoodSkin- ner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (Fred.Olsen&Co.& ORThoresen *Mgrs*)	260·5 P66*t*H142*t*F5*t*	37·7	14·8	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22$\frac{1}{10}$"–39$\frac{2}{5}$" 282NHP N.E.MarineEng.CoLdNwc		N
33584 EGQI	— *Mchy.Aft* 1*Dk*	415					1900	N.V.Wrf. "Conrad" Haarlem	Direccion de las Obras del Puerto deSevilla	150·9	26·2	13·1	Seville Spanish	T.3Cy.11⅜",17⅛"&25⅝"–21⅝" 31NHP Gebr.Stork&Co.Hengelo		
33585 TCCR	**Sevim** (*ex*Melia,*ex*Urpeth) *Well deck* 1*Dk*&*Web frames*	1164 — 728			...		1889	S.P.Austin &Sons Sunderland	AbdiVehbi	225·0 P25'Q52'B44'F23' FK	33·2	14·2	Istanbul Turkish *WB*	T.3Cy.18½",30"&49"–33" 136NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 9	
33586 FOME	**Sèvre** 2*Dks*	3689 — 2326					1920	Napier& Miller,Ld. Glasgow	Cie.Nantaise de Navigation à Vapeur	365·0 P&B219'F36'	49·0	27·0	Nantes French *WB*	T.3Cy.26",42½"&69"–48" 330NHP Dunsmuir&Jackson,Ld.		V
33587 UNLG	**Sevzaples** *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6 P29'B35'F30'	51·6	24·9	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
* 33588 216101 WJCW	**Sewall's Point** *ss*Bos.No.3-4,30 *ss*Bos.No.1-34 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted*	5432 4795 3373	✠100A1 ~~10,36~~10,37 BS~~10,36~~ ✠LMC9,34 10,37	Bal	*y*	CL 6,36	1918 4mo A&CP	NewYork S.B.Corp. Camden,N.J.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell*	368·6 P27'B72'F31' FK *DB*320'1832*tFPT*2	55·2	30·5	Boston Utd.States 7*BHCem* 20*tAPT*201*t*	T.3Cy.25$\frac{3}{16}$",41½"&70"–46" 195lb (*r*) 462NHP 3SB,9*cf*,GS155,HS6624 FD NYorkSBCorpCamdenNJ	34 ″ 5 s7 ″ 10 27 ″ 0	
33589 DDTP	**Sexta** (*ex*MarquardtPetersen-35) 1*Dk*	1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschiffahrts Ges.v.1869	262·7 P16'Q85'B105'F32'	40·3	15·3	Flensburg German *WB*	T.3Cy.15⅜",25⅝"&48"–29½" 125NHP FlensburgerSchiffsb.Ges.		G
33590 TCCU	**Seyyar** Ⓟ (*ex*Huseyniye-33, Iron *ex*Sheffield) 1*Dk*2*trB*	719 — 381					1877	J.Elder&C. Glasgow	Denizyollari Idaresi	201·0 P49'B52'F34' BK7½"	27·1	15·1	Istanbul Turkish	T.3Cy.17¼",28"&45½"–30" *Tpd*89 NB12 113NHP Earle'sCo.Ld.Hull	15 ″ 9	
* 33591 HPEA	**Shabonee** (*ex*Laurel-34) *OilEng.* *ss*Sng.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	*9716* *8799* *5284*	✠100A1 ~~8,37~~ ~~2,37~~3,38 ✠LMC CS12,34 DBS~~12,36~~2,38 3,36 *CarryingPetroleum in bulk*	Sng ~~Lan~~ SFo	*e*†	CL ~~N7,34~~ 8,37	1930 8mo *Lloyd*'sA&CP	Blythsw'd S.B.Co.Ld. Glasgow	Cia.Maritima EscandinavaInc. (L.Hoegh, *Mgr.*) *CellDBuE*7	482·3 P99'B32'F39' FK 2'238*t DTf*41'446*t* *FPT*221*tAPT*97*t*	65·6	35·6	Panama Pnamanian 16*BH* (15 *to U dk* 1 ,, *2nd* ,,)	Oil Engines 2S.C.SA 7Cy.26⅜"–49⅝" 848NHP 2DB*150lb* AtlasDieselCo.Ld.Skm.	35 ″ 8 s7 ″ 5¾ 28 ″ 6¼	
* 33592 148043 GCMF	**Shaftesbury** (*ex*Crown ofGalicia-35, *ss*Shl.No.3-12,36 *ex*Hopeland) 1*Dk*(*Stl*)	4284 4008 2663	✠100A1 6,37 ~~12,36~~ ✠LMC12,36	Shl	*x*	CL ~~4,37~~ N6,37	1923 11mo *Lloyd*'sA&CP	Barclay, Curle&Co.Ld. Glasgow	AlexanderShip- pingCo.Ld.(Cap- per,Alexander& Co.*Mgrs.*) *CellDB*	370·6 P30'B227'F41' FK 314'886*t MT*27'960*t*	53·0	25·2	Glasgow British 6*BHCem* *APT*105*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb 364NHP 3SB,9*cf*,GS186,HS6381 Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7¾ 24 ″ 0¼	
* 33593 149747 GLFT	**Shakespear** *ss*Shl.No.2-35 2*Dks*(*Stl*)	5029 4771 3154	✠100A1 ~~7,37~~~~10,36~~11,37 BS~~3,37~~ ✠LMC3,35 3,38	Cff Bry	*z*	CL 11,35	1926 11mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. PortGlasgow	ShakespearShip- pingCo.Ld.(Glover Bros.(London)Ld. *Mgrs.*)	407·0 418·7(O.L.) P29'B241'F43' FK *CellDB*351'1240*t*	53·5	26·7	London British 6*BHCem* *APT*197*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 531NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5¼ 24 ″ 9½	
33594 UPAS	**Shakhter** (*ex*Pytheas *ex*Kenmare, *ss*Rot.2ndNo.3-12,26 *ex*Kinross, *ss*Pir.No.1-31 *ex*Kingfield) 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*Web frames*	*3028* *2885* *1930*	✠ 6,31 ✠	Pir	*u*		1902 5mo	Richardsn. Duck&Co. Stockton	U.S.S.R. *CellDBa*	325·0 P27'B164'F31' FK 108' *u E*&*B*40'*f*138'	47·0	22·4	Odessa Russian 5*BHCem* 740*tAPT*95*t*	T.3Cy.23",38"&62½"–42" NDB18 256NHP 2SB,6*cf*,GS109,HS3900 Blair&Co.Ld.Stockton	24 ″ 10	
33595 137694 GLXF	**Shan Tung** 2*Dks*	2549 2246 1568					1915	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·2 P10'B72'F37'	41·1	22·1	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong		
33596	**Shang-Ho** (*ex*CapeVerde-35, *ex*Balfour,*ex*Bedwyn, *ss*Shl.No.3-3,31 *ex*Montezuma) *ss*Kob.No.1-35 Now "Kizan Maru," see No. 38918 in Supplement 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	~~5112~~ ~~4770~~ ~~3129~~ 5112 4833 3129	✠100A1 5,37 ~~5,36~~ BS~~5,36~~ ✠LMC6,35 5,37	Kob	*z*	CL ~~6,34~~ 5,37	1918 5mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. PortGlasgow	~~FanShienHo~~ V.K.Song *CellDBa*1	405·3 P43'B126'F46' FK 30'*uE*24'*f*184'1233*t*	53·0	27·4	Tsingtao Chinese 6*BHCem* *APT*25*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 538NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk	30 ″ 0 s5 ″ 7¼ 24 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
33597 29136 JAYA	**Shanghai Maru** Ⓟ TwinSc ssKob.No.3–12,34 2Dks(Stl pt-ws)&Awng dk D.F. (Stl-teak's)	5259 4220 2214	✠100A1 Awng dk withfreeboard 12,37 ~~1,37~~ ✠LMC~~12,36~~ 12,37	Kob	z	CL ~~12,34~~ S12,36 P12,37	1923 1mo Lloyd	W.Denny &Bros.Ld. Dumbarton 'sA&CP	NipponYusenK.K. CellDB302'285t	395·0 F56′onAwngdk FK Coll FPT23tAPT45t	54·2	29·0	Tokio Japanese Cem BH to A dk 7 „ „ U „	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1852NHP 10SB,30cf,GS680,HS23600 W.Denny&Bros.Ld.Dmb.	32 ″ 0 s11 ″ 6½ 20 ″ 9	
33598 25450 JNMD	— ssKob.No.3–5,34 1Dk(Stl)&Awng dk(Stl)	4104 3613 2524	✠100A1 Awng dk withfreeboard 5,37 ~~5,36~~ ✠LMC~~5,36~~ 5,37	Osa	v	OG N5,35	1919 5mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	~~KokusaiKisenK.K.~~ YamashitaKisen K.K. CellDB294'778t	345·0 P29′B74′F41′ FK onAwng dk FPT62t APT31t	48·0	30·0	Kobe Japanese Cem 6 BH to A dk	T.3Cy.23½″,39″&65″–48″ (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawaskiDkyd Co.Ld.Kobe	30 ″ 0 s 6 ″ 1½ 24 ″ 2	
33599 147994 MNBC	**Shanklin** Ⓟ Pad 1Dk	412 315 177					1924	JI Thornycroft&Co.Ld. Southampton	SouthernRailway	190·0	26·1	8·7	Portsmth British	C.2Cy.27″&51″–54″ 160NHP D.&W.Henderson,Ld.Gls.		RT III 2,38
33600 7552 SEJN	**Shantung** Ⓟ TwinSc OilEng. ssGot.No.1–33 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in frwd hold	6527 5580 3982	✠100A1 withfreeboard 6,37 ~~1,37~~ ✠LMC CS6,33 DBS~~2,36~~6,37 ~~1,36~~6,37 Carrying vegetable oil in No. 5 DB tank & in tanks in way of tunnels	Got	c†	CL ~~6,34~~ P7,36 S12,37	1929 8mo Lloyd	A/B Götaverken Gothenburg 'sA&CP	Aktieb.Svenska OstasiatiskaKomp. (G.Borin, Mgr.) CellDB369'1335t	437·0 455·8(O.L.) FK tanks in way of tunnels 689t	57·0	28·5	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 „ 2nd „) APT59t	Oil Engines 4S.C.SA 12Cy.24⅛″–66⅛″ 700NHP DB85lb A/B Götaverken,Got.	31 ″ 6 s4 ″ 2½ 27 ″ 5½	
33601 FOYR	**Shapur** (exSaintJerome) ssMsl.No.3–6,35 Mchy.Aft 2Dks(Stl)	4121 3630 2261	✠100A1 ~~7,37~~ ~~10,36~~ 4,38 BS1,38 ✠LMC MS9,34 ~~BS10,36~~ Carrying Petroleum in bulk Fitted for oil fuel 4,22 F.P. above 150° F.	Bdx ~~[illegible]~~ Msl	w	CL ~~8,34~~ 7,37	1922 4mo Lloyd	W.Beardmore&Co.Ld. Glasgow 'sA&CP	Association Pétrolière CellDBuE23' 68tDTf35'394t	350·2 363·1(O.L.) P83′B40′F57′ FK FPT54tAPT40t	49·3	27·4	Havre French 14BHptCem (9 to U dk 5 „ 2nd „)	T.3Cy.23⅝″,36″&58″–42″(r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 ″ 0 s 4 ″ 1½ 23 ″ 1½	
33602 218617 KIRK	**Sharon** OilEng. Mchy.Aft 2Dks&Webframes GyC. Carrying Petroleum in bulk Longitudinal framing	4762 4423 2927			...		1919	Pusey& JonesCo. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9 P95′B34′F31′ FK	51·0	29·5	Phildlphia Utd. States WB	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17⅜″–22″ NE27 Ingersoll-RandCo.N.Y.	31 ″ 3	R †
33603 128691	**Shasi** TwinSc 1Dk	1327 742 790					1910	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0	40·1	10·0	London British	T.6Cy.9″,14″&23″–15″ 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
33604 127629	**Shasta** (exC.W.Watson) Mchy.Aft 1Dk2trB	3698 — 2825					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, Mgr.)	380·0	50·0	28·0	D'luth,Min Utd.States WB	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB.Co.Cleveland		
33605 [illegible]	— Wood Stranded 11,37—Now in port Fitted for oil fuel 1Dk	878 — 517					1908	Mathews S.B.Co. Hoquiam, Wash.	J.C.Ogden	192·3	41·0	14·0	S.Frncisco Utd.States	T.3Cy.12½″,20½″&34″–24″ 57NHP UnionI.Wks.San Francisco,Cal.		
33606 UOVH	**Shaturstroi** (exPugetSound) 2Dks&Webframes Longitudinal framing	4905 4430 2821			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	381·5 P39′B122′F42′ FK	53·3	26·6	Vladvostk Russian WB	T.3Cy.24″,40″&70″–48″ 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
33607 226696 WOBG	**Shawnee** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks3rd dk in holds D.F. E.S.D. CruiserStern	6209 4616 3405			...		1927	NwprtNws S.B.&D.D.Co NewprtNews	NewYork&Miami S.S.Corp.(Clyde- MalloryLines, Mgrs.)	394·7 B&F385′	62·2	19·4 27·7 FK	NewYork Utd. States WB	4SteamTurbinesSRgeared to 2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co	30 ″ 6	R †
33608	**Shchors** (exGalgewater-35, exVechtdijk) ssRot.No.3–5,34 1Dk(Stl)&Shelter dk(Stl)	3770 3403 2280	✠ ... 11,36 ✠	Rot	w		1921 3mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. CellDB310'933t	359·4 FK Coll FPT81tAPT116t	50·3	22·0	Odessa Russian Cem BH to Sh dk 5 „ „ U „	T.3Cy.25″,41″&67″–45″ (s) 180lb 340NHP 3SB,9cf,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
33609 148097 GKSN	**Sheaf Crest** Arch deck ~~ssHpl.No.2-33~~ ssShl.No.3–9,37 1Dk(Stl) D.F. E.S.D. CruiserStern Cargo battens not fitted	2730 2438 1617	✠100A1 withfreeboard 9,37 ~~2,36~~ ✠LMC ~~MS2,37~~ ~~BS1,36~~ 5,38 MS~~1,34~~9,37 ~~2,38~~	Nwc Shl	t	CL ~~2,36~~ 9,37	1924 10mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	Sheaf StmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB252'765tMDT at sides of	320·2 P21′F26′ FK Tanks156t tunnel 87t FPT48t	42·9	24·3	Newcastle British 5BHptCem APT99t	T.3Cy.23½″,38″&64″–42″ (s) 180lb 305NHP 2SB(Spt)6cf,GS120,HS4930 N.E.MarineEngCoLd.Nwc	26 ″ 9 s 7 ″ 7½ 19 ″ 3½	
33610 161538 GCSX	**Sheaf Crown** ssHpl.No.2–38 ~~ssBal.No.1-34~~ D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl)	4868 4467 2895	✠100A1 withfreeboard 3,38 ✠LMC3,38 Fitted for oil fuel 9,29 F.P. above 150° F.	Sws ~~Vcr~~ Hpl	z	CL 3,36	1929 9mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB359' 1374t way of tunnel 64t	405·4 F38′ FK Tanks in FPT199tAPT202t	54·5	25·4	Newcastle British 6BHCem (Coll to Sh dk 5 „ 2nd „)	Q4Cy20″,28½″,41½″&61″–48″ 260lb 120lb (s) 382NHP 2SB(Spt),6cf,GS108, FD HS5006 Cen.Mar.EWks.Ld.WHpl.	27 ″ 10 s 3 ″ 1½ 24 ″ 11½	
33611 148042 GDKS	**Sheaf Field** ssHpl.No.3–9,36 D.F. E.S.D. 1Dk(Stl) Arch dk CruiserStern Cargo battens not fitted	2719 2431 1682	✠100A1 withfreeboard ~~10,37~~ ~~1,37~~ 4,38 ✠LMC ~~BS5,36~~ MS9,36 BS~~5,37~~4,38	Hul ~~Rot~~Nwc	t	CL ~~11,34~~ ~~10,37~~ 4,38	1923 11mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB275' 791t	320·3 P21′F26′ FK FPT48t	42·9	24·3	Newcastle British 5BHCem APT99t	T.3Cy.23½″,38″&64″–42″ (s) 180lb 323NHP 2SB(Spt)8cf,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 10 s7 ″ 7½ 19 ″ 3½	
33612 14[illegible] GCKQ	**Sheaf Garth** Now "Bramwell," see No. 37332 in Supplement ssBly.No.3–12,34 Arch deck 1Dk(Stl) D.F. E.S.D. CruiserStern Cargo battens not fitted	1927 1065 1077	✠100A1 7,37 ~~4,37~~ BS4,37 ✠LMC12,34	Gms Nwc	q	OG 11,34	1921 9mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	Angel,Son&Co Ld. CellDB220'523t side tanks in ER20'95t	260·5 271·8(O.L.) P19′F19′ FK FPT40t	38·7	22·3	Newcastle British 4BHCem APT72t	T.3Cy.22½″,37″&62″–39″ (s) 180lb 314NHP 2SB,8pf,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24 ″ 7 s 6 ″ 7½ 18 ″ 2½	
33613 161533 GTFL	**Sheaf Holme** OilEng. D.F. E.S.D. ssShi.No.1–35 1Dk(Stl)&Shelter dk(Stl)	~~4811~~ ~~4368~~ ~~2881~~ 4314 4368 2933	✠100A1 withfreeboard 5,36 ~~DBS12,35~~ ✠LMC2,34 ~~5,37~~ DBS2,38	Dub	z	CL ~~1,35~~ 10,37	1929 8mo Lloyd	W.Pickersgill&Sons, Ld. Sunderland 'sA&CP	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB338'1248t MT23'871t	406·5 422·0(O.L.) F38′ FK FPT112tAPT171t	54·5	24·7	Newcastle British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.22 1/16″–85″ 447NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	27 ″ 10 s 3 ″ 1½ 24 ″ 11½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 classed, if not in L.R. Date of
* 33614 142825 GPBC	**Sheaf Spear** ssNwc.No.3-2,32 ssRot.No.1-35 D.F. E.S.D. 1Dk(Stl) *Now* "Bougaroni," *see No.* 37406 *in Supplement*	3050 2831 1913	✠100A1 6,37 ~~12,35~~ BS6,37 ✠LMC12,35 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Rot Shl	*u*	CL ~~12,35~~ 6,37	1919 1mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*)	331·3 P33'B98'F28' FK *CellDB*276'734*t FPT*105*t*	46·8	23·2	London ~~Newcastle~~ British 7*BHptCem* *APT*122*t*	T.3Cy.23",41"&68"-45" (*s*) 180lb 340NHP 2SB,6*cf*,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 3 ″ 11 21 ″ 9	
* 33615 148115 GJXP	**Sheaf Water** ssNwc.No.3-1,38 ~~ssBly.No.2-33~~ *Arch deck* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	2730 2438 1617	✠100A1 *withfreeboard* 1,38 ~~5,36~~ ~~BS1,36~~ ✠LMC~~9,33~~ ~~5,37~~ 1,38	Nwc	*t*	CL 5,36	1925 1mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*252'765*t*	320·2 P21'F26' FK *DTsa* 87*t Side tanks in E Room*	42·9	24·3	Newcastle British 5*BHptCem*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 323NHP 2SB,8*cf*,GS125,HS5464 N.E.MarineEngCoLd.Nwc 156*tFPT*48*tAPT*99*t*	26 ″ 9 s 7 ″ 7½ 19 ″ 3	
33616 FOHX	**Sheherazade** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system*	13467 12167 7015					1935	Atel.&Ch. de la Seine Maritime WormsetCie LeTrait,S.I.	Cie.Auxiliaire de Navigation	549·0 P131'B36'F40'	71·9	39·6	Havre French	Oil Engines 4S.C.SA 12Cy.26¾"-71" 815NHP Schneider&Co.LeCreusot		V
33617 164365 GYSJ	**Shekatika** 1*Dk* D.F. E.S.D. *CruiserStern*	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld Dundee	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	407·0 P28'B116'F42'	55·7	28·0	Leith British *WB*	T.3Cy.21½",36"&62"-45" 256NHP D.Rowan&Co.Ld.Gls.		C
33618 UOBZ	**Sheksna** (*ex*Berit-33,*ex*Calispell) Sub.Sig. 1*Dk*	2242 2018 1292			...		1918	ToledoS.B. Co. Toledo,O.	U.S.S.R.	251·2 P62*t*H109*t*B64*t* F22*t* FK	43·8	22·5	Leningrad Russian *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	24 ″ 2	N †
* 33619 143990 GJNC	**Shelbrit 1** (*ex*BritishPluck-36) *OilEng.* *Mchy.Aft* ssSws.No.2-36 1*Dk*(*Stl*)& *Webframes* Wireless D.F. *Longitudinal framing*	1025 748 514	✠100A1 2,38 ~~11,36~~ DBS~~11,36~~ ✠LMC2,36 9,37 ✠LMC(M)2,38 *CarryingPetroleum in bulk*	Sws Sld	*n*	CL 2,36	1928 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	BritishTankerCo. Ld. (Shell-Mex& B.P.Ld.*Mgrs.*)	230·0 P79'*Trunk*104'F38' FK *CellDBuE*22*t*	32·7	13·8	Swansea British 12*BHptCem* *APT*31*t*	Oil Engines 2S.C.SA 6Cy.16 9/16"-28⅜" 286NHP NDB29 *125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	13 ″ 9 s 1 ″ 0 12 ″ 10	
* 33620 143992 MPDX	**Shelbrit 2** (*ex*Thriftie-36, *ex*BritishThrift-35) *OilEng.* ssSld.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes* Wireless *Longitudinal framing*	695 313 247	✠100A1 4,37 ~~3,37~~ 2,38 ~~DBS3,37~~ ✠LMC2,36 *CarryingPetroleum in bulk* DBS2,38 ✠LMC(M)3,37	Sld ~~Shl~~	*j*	~~3,37~~ 4,37	1928 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	BritishTankerCo. Ld. (Shell-Mex& B.P.Ld.*Mgrs.*)	185·3 194·0(O.L.) Q65'F32' *Trunk*78' FK *CellDBuE*9'	31·6	11·2	Swansea British 9*BHptCem* 24*tAPT*92*t*	Oil Engines 2S.C.SA 4Cy.16½"-28⅜" 191NHP NDB35-*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 ″ s ″ 8 10 ″ 8	
33621 163445 GWQV	**Shelbrit 3** TwinSc (*ex*Shelbrit-37) *OilEng.* *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	460 367 193	✠100A1 4,37 ✠LMC7,36 ✠LMC(M)4,37 *CarryingPetroleum in bulk*	Bkn	*g*	CL 4,37	1934 3mo	G.Brown &Co. Greenock *Lloyd'sA&CP*	Shell-Mex&B.P. Ld.	157·4 P40'F24' FK *FPT*30*t APT*24*tDTf*17*t*	27·1	12·0	London British 7*BHptCem*	Oil Engines 2S.C.SA 8Cy.11½"-13½" 186NHP H.Widdop&Co.Ld.Kghley	12 ″ 0 s 1 ″ 2¼ 10 ″ 11¾	
33622 160497 MPCN	**Shelbrit 4** (*ex*ShellMex8-36) *OilEng.* *Mchy.Aft* ssSou.No.2-37 1*Dk*(*Stl*)	349 238 149	✠100A1 ~~6,37~~ ~~1,37~~ 2,38 ✠LMC1,36 ✠LMC(M)2,38 *CarryingPetroleum in bulk*	Sou Bkn	*e*	CL 1,37	1928 6mo	C.Hill& Sons,Ld. Bristol *Lloyd'sA&CP*	Shell-Mex&B.P. Ld.	136·0 P42'F23' FK	24·0	10·0	London British 9*BH* *APT*11*t*	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP NDB37 *120lb* N.V.Krom.Mot.Fab.Ams.	10 ″ 6 s ″ 1 9 ″ 8½	
33623	**Shell** *Mchy.Aft Fitted for oil fuel* *CarryingPetroleum in bulk* 1*Dk*	336 — 151					1929	H.teVeldhuis Papendrecht	Cie.Fluviale et Maritime de Transport de Pétroles (Soc.Anon.des PétrolesJupiter, *Mgrs.*)	179·8	25·9	10·8	Rouen French *WB*	C.2Cy.12 3/16"&24"-17¾" 20NHP ThH.J.Koopman,Drdrecht		
33624	**Shell IX** (*ex*Trigonia) ssH.Kg.No.3-10,10 ssSng.No.2-18 *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes* *Fitted for oil fuel* *Carrying Petroleum in bulk*	*1739* *1322* *1056*	✠ 6,21 ✠	Sng	*p*		1898 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Companhia "Shell"	242·0 P35'F37' ptNDO7 FK *FPT*101*t*	40·2	17·3	Lisbon Portuguese 9*BHCem* *APT*39*t*	C.2Cy.30"&63"-39" NDB03 217NHP 2SB,6*pf*,GS123,HS3734 Wllsnd.Slpwy.Co.Ld.Nwc.	17 ″ 4	
33625	**Shell Dezassete** (*ex*Sultan van Koetei) ssSng.2ndNo.3-5,30 *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) & *Webframes*& *Trunkdk*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk*	1995 1543 1206	✠ ... 5,34	Lis			1904 12mo	Nederl. Schps.Maats. Amsterdam	Companhia "Shell" *CellDBuE*	241·0 P68'F43' FK &*B*46' 70*t FPT*103*t*	41·9	18·7	Lisbon Portuguese 11*BHCem* *APT*37*t*	T.3Cy.20 13/16",32⅝"&55⅛"-35⅜" 248NHP NB18,*refitted*22 2SB,6*cf*,GS102,HS3650 N.V.Werkspoor,Ams.	19 ″ 1	
33626 146194 MKWG	**Shell Mex 4** ssSou.No.3-1,34 *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes*	423 369 227	✠100A1 4,37 ~~3,36~~ BS5,37 ✠LMC1,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Sou Bkn	*f*	CL ~~12,33~~ 4,37	1921 12mo	Abdela& Mitchell,Ld. Queensferry *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld.	140·5 147·8(O.L.) F16' FK	27·6	10·9	London British 8*BHptCem* *APT*15*t*	C.2Cy.15½"&32"-24" (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s 1 ″ 4¾ 10 ″ 3	
* 33627 145296 MKRQ	**Shell Mex 5** ssBkn.No.1-38 ssBkn.No.3-12,33 *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes*	423 369 227	✠100A1 ~~6,37~~ ~~2,36~~ 5,38 ~~BS6,37~~ ~~BS2,36~~ ~~✠LMC12,33~~ *CarryingPetroleum in bulk* ✠LMC5,38	Bkn	*f*	CL ~~2,36~~ 5,38	1921 8mo	Abdela& Mitchell,Ld Queensferry *Lloyd'sA&CP*	EagleOil& ShippingCo.Ld.	140·5 147·3(O.L.) F16' FK	27·6	10·9	London British 8*BHptCem* *APT*15*t*	C.2Cy.15½"&32"-24" (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s 1 ″ 4¾ 10 ″ 3	
33628 UOCA	**Shelon** (*ex*Bossi-33,*ex*Goree) Sub.Sig. 1*Dk*	2251 2008 1271			...		1918	Detroit S.B.Co. Wyandotte, Mch.	U.S.S.R.	251·2 P62*t*H104*t*F24*t* FK	43·8	22·3	Leningrad Russian *WB*	T.3Cy.20",33"&54"-40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	N †
* 33629 FNFO	**Shelspra** (*ex*Mariquita-34) TwinSc ssRou.No.3-3,35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at dk*	1951 1397 813	✠100A1 3,38 ~~4,37~~ BS~~4,37~~3,38 ✠LMC3,35 *CarryingPetroleum in bulk or* *Carrying Asphalt only & limited to centre tanks* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Rou	*r*	CL S3,37 P3,38	1923 6mo	Rotterdam Droogd.Maat Rotterdam A&CP	Soc.Anon. Française des PétrolesShell	279·9 Q74'*Trunk* 182' F23' FK	46·5	13·9	Algiers French 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (*s*) 222NHP 2SB,4*cf*,HS3832 FD Rotterdam Droogd.Maat.Rot.	14 ″ 0 s 1 ″ 6½ 12 ″ 7	
33630 146581 CYJC	**Shelter Bay** (*ex*NewYorkNews-33) *Mchy.Aft* 1*Dk*	1670 1477 970					1922	NofIreland S.B.Co.Ld. Londonderry	Quebec&Ontario TransportationCo. Ld.	250·2 F40'	43·0	16·8	Montreal British *WB*	T.3Cy.16",27"&44"-30" 106NHP J.G.Kincaid&Co.Ld.Grk.		C
33631 148453	**Shelton Weed** *Mchy.Aft* 1*Dk*	1745 1596 1123					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8	St.C'thrns Ont. British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
✻ 33632 217920 KIBD	**Shenandoah** ssN.Yk No.2-38 ssMob.No.3-2,30 Mchy.Aft ~~ssN.Yk.No.1-34~~ D.F. 2Dks(Stl)&Web frames Longitudinalframing	6414 6126 3974	✠100A1 ~~12,36~~ 4,38 ~~BS3,37~~ ✠LMC[illegible] BS4,33 Carrying Petroleum in bulk Fitted for oil fuel 6,19 F.P. above 150° F.	NYk BS3,38	a†	CL 12,36	1919 6mo	Texas SteamshipCo. Bath,Me. A&CP	TheTexasCompany CellDBuE& B64'209t FPT229t APT130t	416·8 P107'B35'F38' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16BHCem	T.3Cy.26½",44"&74"-51" (s) 200lb HS9969 FD 556NHP 3 WaterTubeBoilers(Spt) H.G.TroutCo.Buffalo N.Y.	32 ″ 10 s 6 ″ 3¼ 26 ″ 9	
33633 206329 WJDB	**Shenango** Mchy.Aft GyC. 1Dk	8047 — 6498					1909	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	580·8 F52'	58·2	33·0	Pttsbrg,Pa Utd.States WB	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesEng.Works,Det.		R
33634	**Sheng Ho** (exMalakuta-35) ssMdb.No.3-12,27 ssKob.No.2-36 2Dks(Stl)&3rd dk(Stl)inNo.1 hold	7205 6767 4516	✠100A1 9,37 ~~8,36~~ ~~BS8,36~~ ✠LMC9,35 9,37 Fitted for oil fuel 7,18 F.P. above 150° F. Carrying oil fuel F.P. above 150° F. in Nos. 1,2&7 DBTanks	Kob	c†	CL 8,36	1914 9mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	FanShienHo CellDBa&uE188' f178'1352tFPT79t APT54t	470·2 P46'B124'F43' FK	58·0	32·1	Tsingtao Chinese 7BHCem	T.3Cy.26½",45"&75"-54" (s) 200lb HS12300 648NHP 2D&1AuxSB,15cf,GS264 D.Rowan&Co.Glasgow	34 ″ 11 s 7 ″ 10½ 27 ″ 3	
✻ 33635 XNBR	**Sheng Lee** (exGoviken-33, exJunee) ssSyd.2ndNo.3-2,32 ssNag.No.1-36 2Dks Cargo battens not fitted	3087 1912 1764	✠100A1 Shelter dk withfreeboard 3,38 ~~3,37~~ ~~BS3,37~~ ✠LMC3,36	HKg BS3,38	t	CL ~~10,36~~ 2,38	1907 2mo	Mackie& Thomson Glasgow Lloyd'sA&CP	ChingKeeSteam Nav.Co.Ld. Cell DBa84'uE20'f132'637tFPT 83t APT125t	301·0 FK	42·2	18·6 28·1	Chefoo Chinese 6BHCem	T.3Cy.22",36"&59"-39" (s) 180lb 276NHP 2SB,6cf,GS123,HS4800 D.Rowan&Co.Glasgow	30 ″ 5 s 9 ″ 6 21 ″ 2¼	
✻ 33636	**Sheng Yu** (exSalacia-36, exDunachton) ssShl.No.3-3,25 ssSws.No.2-34 2Dks(Stl) Now "Zuisyo Maru," see No. 40856 in Supplement	5231 4954 3324	✠100A1 12,36 ✠LMC12,36 Fitted for oil fuel 3,30 F.P. above 150° F.	Osa	z	CL 8,36	1912 10mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	DingYaoDung (SeiichiOkada, Mgr.) IntermediateBH in forehold &'tween dkBH in afterhold dispensed with CellDBa117'uE&B45' f190' 1145tDTa30'847tAPT40t	410·5 P34'B130'F44' FK	52·3	28·6	Chefoo Chinese Cem 5BH to Udk 1 „ „ 2nd „ only	T.3Cy.26½",44"&73"-51" (s) 200lb 536NHP 3SB,9cf,GS157,HS7680 FD Dunsmuir&JacksonLdGls	31 ″ 2 s 5 ″ 10½ 25 ″ 6	
33637 162669 GDLW	**Shengking** 2Dks	3000 2197 1492					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	304·0 P52'F42'	46·2	23·1	London British WB	2SRgearedSteamTurbines Scotts'S.B.&E.Co.Ld.Grk.		
33638 163583 GYJJ	**Shepperton Ferry** Ⓟ TwinSc (TrainFerry) E.S.D. 1Dk&2nd dk at ends CruiserStern	2839 2014 1044	✠ ... 11,35 ✠	Nwc			1935 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SouthernRailway Cell DBuE34'58tDTf18'180t Wing tanks abreast ER44' 376t APT63t	346·8 B&F319' FK	60·7	18·2	London British 8BHptCem ptAsp	4SteamTurbinesSRgeared to 2Sc.Shafts 948NHP 4 Water Tube Boilers GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0	BT till ~~9,37~~ 7,38
33639 ~~77104~~ ~~ZSND~~	**Sherard Osborn** IronTwinSc ssSng.2ndNo.3-5,03 ~~ssLon.No.2-11~~ 2Dks(UptIrnptStl-teaks) Now "Citta di Torino," see No. [illegible] in Supplement	1481 1354 766	✠ 8,21 ✠NB10,05	PNl	q		1878 4mo	Scott&Co. Greenock	~~MitchellCotts&Co. (SouthAfrica)Ld.~~	274·7 F62' ND91ptND05 FK DBa70'f72'	32·2	21·0	Italian 4BHCem APT FPT	C.4Cy.P21"&42½"S21"&42"-30" ND805 207NHP 3SB,6cf,GS110,HS4269 GreenockFoundryCo.Grk.	22 ″ 4	
33640 150823 CYMJ	**Sherbrooke** (exEdwardL.Strong) Mchy.Aft 1Dk	2052 1707 1225					1922	Frazer, Brace,Ld. Three Rivers, P.Q.	CanadaSteamship Lines,Ld.	251·6 Q93'F33'	42·1	18·1	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
✻ 33641 140554 GPSN	**Sheridan** ssLiv.No.3-3,30 ssN.Yk.No 1-34 D.F. 2Dks(Stl)	4665 4330 2876	✠100A1 2,38 ~~6,36~~ ✠LMC MS4,34 ~~BS3,34~~ 4,37	NYk	y	CL ~~7,35~~ 2,38	1918 1mo	A.McMillan&Son Dumbarton Lloyd'sA&CP	Lamport&Holt Line,Ld. CellDB335' 875t FPT 75t APT75t	385·6 P36'B118'F46' FK	52·2	27·2	Liverpool British 7BHptCem	T.3Cy.26",43"&70"-48" (s) 180lb ~~120lb~~ 407NHP 3SB,9cf,GS178,HS6800 Rankin&Blackmre.Ld.Grk	29 ″ 8 s 5 ″ 4½ 24 ″ 7	
33642 145400 GMJC	**Sheringham** 1Dk2nd dk inNos.1,2&3holds CruiserStern	1088 950 429			...		1926	Earle'sS.B. &E.Co.Ld. Hull	London&North EasternRailway	256·0 P54'B93'F59' FK	36·1	16·3	Harwich British WB	T.3Cy.22",35"&60"-39" 379NHP Earle'sS.B.&E.Co.Ld.Hull	17 ″ 2	
✻ 33643 147701 GPWB	**Sherwood** (exSeaton-32) ssShl.No.3-9,37~~ssSld.No.2-33~~ Wireless D.F. 1Dk(Stl) Well deck Cargo battens not fitted	1530 1168 898	✠100A1 ~~9,37 5,36~~ 4,38 ~~MS5,36~~ ✠LMC~~7,33~~ 9,37	Shl Bly	p	CL 5,36	1924 8mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	W.France,Fenwick&Co.Ld. CellDB210' 479t FPT 104t APT97t	248·0 Q187'F28' FK	36·7	15·8	London British 4BHCem	T.3Cy.17½",29"&48"-33" (s) 180lb 163NHP 2SB,4cf,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s 4 ″ 9¾ 17 ″ 0¾	
33644	**Shestoy Krabolov** (exBenlawers) ssLiv.No.3-5,19 ssLth.No.2-27 1Dk(Stl)&Spar dk(ptIrn&ptStl) &deepframing	3949 3544 2521	✠ — 10,30 ✠NE5,19 ✠	Kob	w		1905 7mo	Bartram& Sons Sunderland	U.S.S.R. Cell DBa120'uE&B42'154'868tAPT55t	378·0 P35'B104'F38' 26·1 FK	46·1	18·3	Vladvostk Russian 6BHCem (5 „ to Spar dk 1 „ „ Main „)	T.3Cy.24",39¾"&70"-48" NDB27 489NHP 2SB,8cf,GS168,HS5500 J.G.Kincaid&Co.Ld.Grk.	28 ″ 6	
✻ 33645 145557 GDJL	**Shetland** (exKara) ssGls.No.3-5,37 ~~ssLth.No.3-2,35~~ D.F. 1Dk(Stl)2nd dk(Stl) in E&B &forward holds	1846 1642 1114	✠100A1 ~~5,37 2,36~~ 3,38 ~~BS2,36~~ ✠LMC~~2,35~~ BS4,38 5,37	Lth ~~Gls~~	r	CL ~~2,36~~ 4,37	1921 11mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	Leith,Hull&Hamburg Stm.Pkt.Co. Ld.(J.Currie&Co. Mgrs.) CellDB215' 393t FPT50t APT50t	260·2 272·2(O.L.) P24'B91'F35' FK	40·2	20·3	Leith British 4BHptCem	T.3Cy.19",30"&52"-36" (s) 190lb 187NHP 2SB,6cf,GS104,HS2966 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 2 ″ 8 20 ″ 0	
33646 8757 JKCD	**Shibazono Maru** Ⓟ (exChefooMaru) ssNag.No.1-07 1Dk&Spar dk(Stl-teaks) &deepframing	1829 1579 1090	✠ 1,07 ✠	Nag	r		1903 3mo	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K. CellDBa59'uE&B54'f94'361tFPT40t APT26t	256·0 P27'B81'F40' 23·7 FK	36·5	14·3	Tokio Japanese 5BHCem	T.3Cy.21",35&58"-36" HS4174 248NHP 2SB&1Aux.SB,8cf,GS122, MitsuBishiD.&E.WksNag	23 ″ 10	
33647 218833 KIZP	**Shickshinny** Fitted for oil fuel Sub.Sig. 2Dks&Webframes Ref.Mchy.	5103 4573 3127			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.ofDelaware	390·0 P39'B122'F43' FK	54·2	27·6	SavannhG. Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33648 10302 JLTE	**Shiga Maru** 2Dks	742 668 431					1906	OsakaIron Works Osaka	SetsuyoShosen K.K.	185·0 B35'	27·1	17·8	Osaka Japanese	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
33649 15866 JQUF	**Shige Maru** Sp (exUwajimaMaruNo.20-35, exKidanMaru-33) 2Dks Wrecked 1,37	305 278 173					1913	OsakaIron Works Osaka	Kotani Mokunosuke	135·2	22·3	13·2	Osaka Japanese	C.2Cy.14¾&30½"-21" 35NHP E&Bmade05refitted13 K.Nakajima,Osaka		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33650 21525	**Shigenobugawa Maru** **Wood** **Aux3MstSr** *OilEng.* 1*Dk*	496 431 382					1918	Ishisaki Senkyo Zosensho Shinhama	FujiwaraKyutaro	137·6	30·0	15·1	Mitsu- hama Japanese	Oil Engine 2S.C.SA 4Cy.14″–16″ 138NHP YamotoTake,Osaka		
※ 33651 34426 JCKC	**Shikisan Maru** (*ex*Thistleros) *OilEng.* *ss*Kob.No.2–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4725 4163 2708	✠100A1 *withfreeboard* 9,36 6,37 ✠LMC CS5,33 DBS~~9,36~~6,37 9,36 6,37	Kob	*z*	CL ~~8,34~~ N6,37	1925 3mo *Lloyd*'*sA&CP*	D&WHen- derson&CoLd Glasgow	MitsuiBussan Kaisha,Ld. *CellDB*334′1146*tDT* *f*33′1172*t*	400·2 F37′ FK *FPT*254*t APT*283*t*	53·3	26·2	Kobe Japanese 7*BHptCem* *Coll BHto Sh dk* 6 „ „ 2*nd* „	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	26 ″ 3 s3 ″ 0½ 23 ″ 5¾	
33652 UPAT	**Shilka** (*ex*Alblasserdam–34) 1*Dk*	1388 1182 802					1916	L.Smit& Zoon Kinderdijk	U.S.S.R.	239·1 P23′B62′F24′	36·1	16·7	Leningrad Russian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP L.Smit&Zoon,Kinderdijk		
33653 26719 JSBA	**Shima Maru** 1*Dk*2*nd dk inNo.*1*hold*	1987 1802 1149			...		1920	TeikokuSS Co.Ld. Toba	SettsuShosenK.K. (OsakaShosen K.K.*Mgrs.*)	270·0 P16′B65′F30′ FK	39·0	23·9	Fuchu Japanese *WB*	T.3Cy.18⅞″,30″&49″–39″ 249NHP KobeSteelWorks,Kobe	23 ″ 11	C †
33654 30924 JFGI	**Shimonoseki Maru** Ⓟ **TwinSc** 1*Dk*	527 312 243					1925	Fujinagata Zosensho Osaka	Government of Japan(Department of Railways)	125·0	33·0	12·0	Tokio Japanese	T.6Cy.		
33655 27478 JTGB	**Shin-ai Maru** *ss*Yka.No.3–10,32 *ss*Osa.No.1–37 2*Dks*(*Stl*) *Now* "Sin-ai Maru," *see No.* 40180 *in Supplement*	3794 3442 2305	✠100A1 2,37 ✠LMC2,37	Osa	*w*	CL 2,36	1921 3mo A&CP	Fujinagata Dockyard Osaka	KishimotoKisen K.K. *CellDB*294′78	345·0 P33′B73′F40′ FK 0*tFPT*53*tAPT*26*t*	50·0	29·0	Kobe Japanese 6*BHCem*	T.3Cy.23″,38″&64″–48″ (*s*) 200lb 342NH 2SB,6*cf*,GS107,HS4396 FD FujinagataDkyd.Osaka	29 ″ 1 s5 ″ 2¾ 24 ″ 0	
33656 22308 JKZE	**Shin-an Maru** Wireless 1*Dk*	1278 1113 714					1918	Ishikawa- jimaS.B.&E Co.Ld.Tokio	SettsuShosenK.K. (OsakaShosen K.K.*Mgrs*)	230·0 P28′B53′F24′	33·0	19·6	Fuchu Japanese *WB*	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaS.B.&E.Co.		
※ 33657 26749 JTFB	**Shin-i-Maru** *ss*Kob.No.3–8,34 2*Dks*(*Stl*)	3812 3460 2316	✠100A1 8,36 ✠LMC8,36 BS9,37	Osa	*w*	8,36	1920 4mo A&CP	Yokohama DockCo. Yokohama	KishimotoKisen K.K. *CellD*	345·0 P33′B77′F41′ FK *B*316′ 793*t FPT*56*t*	50·0	29·1	Kobe Japanese 6*BHCem* *APT*29*t*	T.3Cy.23″,38″&64″–48″ (*s*) 200lb 343NHP 2SB,6*cf*,GS106,HS4414 FD YokohamaDockCo.Yka.	29 ″ 1 s5 ″ 3¾ 23 ″ 11	
33658 4394 JIFF	— Ⓟ 1*Dk*	548 — 316					1899	....	Tsurumaru Hirotaro	148·5	28·0	15·5	Fukuoka Japanese			
33659 31157	**Shin Tohoku Maru** 2*Dks*	305 245 174					1925	Yendo Hidekichi Osaka	SanrikuKisenK.K.	125·5 B43′	22·0	13·0	Shiokama Japanese	T.3Cy.		
33660 141592 VGBS	**Shinai** (*ex*CanadianBeaver–34) 2*Dks*	2410 2039 1451					1920	Colling- woodS.B.Co. Kingston,Ont	G.L.Shaw	251·0 P24′B64′F23′ *WB*	43·6	23·6	Vancouver B.C. British	T.3Cy.18″,30″&50″–36″ Collingwood 150NHP S.B.Co.Collingwood,Ont		C
33661 6487 JSND	**Shinano Maru** Ⓟ **TwinSc** 2*Dks*&*deep framing*	6155 5395 3836			...		1900	D&WHen- derson&Co. Glasgow	TaiheiyoGyogyo K.K.	445·3 P51′B120′F58′ FK	49·5	30·4	Tokio Japanese *WB*	T.6Cy.20″,33½″&56″–48″ 580NHP D.&W.Henderson&Co.Gls.	33 ″ 6	
※ 33662 114780 VPKK	**Shinfu** (*ex*Rajah of Sarawak–32) *ss*Sng.2ndNo.3–5,25 Wireless *ss*Kob.No.2–33 1*Dk*(*Stl*–ws)&*Web frames*& *Shade dk*(*Teak*)	1452 897 892	✠100A1 *Shade dk* 6,36 10,37 ~~BS6,36~~ ✠LMC~~3,33~~	Drn	*n*	CL ~~6,35~~ 10,37	1901 10mo *Lloyd*'*sA&CP*	Ramage& Ferguson,Ld. Leith	G.L.Shaw	230·0 FK	34·1	14·8	Singapore British 4*BHCem* *APT*6*t*	T.3Cy.19″,31″&50″–36″ (*s*) 170lb *100lb* NDB17 175NHP 2SB,4*cf*,GS90,HS2931 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s1 ″ 6¼ 14 ″ 5½	
· 33663 23633 JOUB	**Shinfuku Maru** *ss*Osa.No.1–22 1*Dk*(*Stl*)	2204 1889 1298	3,28	Osa	*r*		1918 9mo	Fujinagata Dkyd.Co.Ld. Osaka *CellDB*	Kuribayashi ShosenK.K. *a*86′*uE*20′*f*112′458	272·0 P16′B60′F34′ FK *tFPT*102*tAPT*34*t*	40·0	24·1	Tokio Japanese *Cem*	T3Cy18½″30½″&51½″–36″ 189NHP 2SB,6*cf*,GS100,HS3135 FujinagataDkyd.Co.Ld.	24 ″ 2	C †
33664	**Shing-Cheong** **IronTwinSc**	847 — 579					1915	Kwong TackCheong HongKong	VongKuan	168·6 P45′	30·0	9·1	Macau Portuguese	C.4Cy.14″&28″–18″ KwongTack 55NHP Cheong,HongKong		
※ 33665 1758	**Shing Ho** (*ex*Barunga–35,*ex*Cape Premier,*ex*WarFaith) *ss*Syd.No.3–11,32 *ss*Kob.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	4351 3929 2639	✠100A1 7,37 ~~5,36~~ ~~BS5,36~~ ✠LMC~~5,35~~ 7,37	Kob	*x*	CL 1,37	1918 10mo *Lloyd*'*sA&CP*	Canadian Vickers,Ld. Montreal	~~FanShienHe~~ V.K.Song *CellDB*	380·0 P30′B102′F41′ FK 316′1367*tFPT*102*t*	49·2	26·7	Tsingtao Chinese 6*BHCem* *APT*136*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers.Ld.Mtl.	30 ″ 1 s5 ″ 11¾ 24 ″ 5	
33666 879	**Shingishu Maru** Ⓟ (*ex*Koun MaruNo.3) 1*Dk*	708 652 387					1915	Harada Zosensho Osaka	ChosenYusenK.K.	177·0 B44′	25·5	18·5	Jinsen Japanese	T.3Cy.10¾″,21½″&36⅛″–24″ 64NHP HaradaZosensho,Osaka		
33667 19790 JSVD	**Shingo Maru** *ss*Kob.No.3–12,29 *ss*Kob.No.2–36~~*ss*Kob.No.1–32~~ 2*Dks*(*Stl*)	4740 4034 3423	✠100A1 ~~12,36~~12,37 ✠LMC~~12,36~~ 12,37	Kob	*x*	CL ~~N12,36~~ 8,37	1917 5mo A&CP	Uraga DockCo.Ld Uraga	Kuribayashi ShosenK.K. *CellDB*291′934*t*	360·0 P33′B91′F33′ FK *FPT*143*tAPT*53*t*	51·0	28·4	Muroran Japanese 6*BHCem*	T.3Cy.24¼″,40½″&67″–48″ 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	
33668 8802 JDWB	**Shingu Maru** Ⓟ (*ex*Priam) 2*Dks*	2741 2551 1666					1890	Scott&Co. Greenock	NipponGodoKosen K.K.	344·7	37·7	26·3	Fuchu Japanese	C.2Cy.26¾″&62⅛″–60″ 248NHP Scott&Co.Greenock		
※ 33669 118439 VPGJ	**Shinhwa** (*ex*TexacoXI–35, *ex*Kuching–32) *ss*Sng.2ndNo.3–6,28 *ss*Shi.No.2–37 ~~*ss*H.Kg.No.1–32~~ 1*Dk*(*Stl*–ws)&*Webframes* &*Shade dk*(*Teak*)	1460 898 884	✠100A1 *Shade dk* 4,37~~2,36~~ ✠LMC4,37 ~~MS6,32~~ ~~BS2,36~~	Kob Shi	*n*	CL ~~6,34~~ 4,37	1904 5mo *Lloyd*'*sA&CP*	Ramage& Ferguson,Ld. Leith	G.L.Shaw	230·0 FK *FPT*65*t*	34·2	15·0	HongKong British 4*BHCem* *APT*30*t*	T.3Cy.18″,30″&49″–33″ (*s*) 170lb *85lb* 159NHP 2SB,4*cf*,GS84,HS2639 Ramage&Fergusn,Ld.Lth	23 ″ 4 s8 ″ 5¼ 15 ″ 2¾	
33670 40512 JYNJ	**Shinko Maru** *OilEng.* D.F. *CruiserStern* 2*Dks*	6480 — 4873					1935	Yokohama DockCo.Ld. Yokohama	ShinkoShosenK.K.	436·2 P36′B168′F38′	58·2	31·9	Tokio Japanese *WB*	Oil Engines 2S.C.DA 6Cy 23⅝″–43$\frac{5}{16}$″ 1165NHP YokohamaDockCoLd.Yka		C
33671 22664 JILC	— Wireless 1*Dk* *Now* "Daishin Maru," *see No.* 37883 *in Supplement*	1147 973 665					1918	Chitose Shipyard Osaka	ShinkoKisenK.K.	224·5 P15′B50′F31′	33·0	17·6	Kobe Japanese	T.3Cy.14⅜″,24$\frac{1}{16}$″&39″–28″ Takahashi 81NHP Tekkosho,Osaka		

Numer d'Ordre. umero fficiel. ignaux	3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* D de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et où n'est dans le L. Durée Cert. B of Trade
33672 23577 JNVI	**Shinko Maru No.2** WoodAuxSr 1*Dk*	353 304 238					1918	Makino Minosuke Osaka	SakamotoMatsuzo	123·4	26·6	13·2	Osaka Japanese	C.2Cy.10⅝″&23½″–15″ 18NHP IsonoTekkosho,Fukuoka		
33673 141590 GYLF	**Shinkuang** (*ex*Wester-35, *ex*Canadian *Fitted for oil fuel* Farmer-34) 1*Dk*	2441 2042 1461					1920	Colling- woodS.B.Co. CollingwdOnt	G.L.Shaw	250·8 P24'B64'F23'	43·6	23·4	Shanghai British *WB*	T.3Cy.18″,30″&50″–36″ Collingwood 150NHP S.B.Co.Collingwood,Ont.		C
33674 472 JPCG	**Shinkyo Maru** (*ex*Bradavon-33, *ex*WarVulture) 2*Dks*	5139 — 3127			…		1918	Richardsn, Duck&Co.Ld. Stockton	DairenKisenK.K.	400·1 P49'B113'F40'	52·4	28·5 FK	Dairen Japanese *WB*	T.3Cy.27″,44″&73″–48″ 518NHP Blair&Co.Ld.Stockton	31 ″ 0	C †
33675 1558 JERG	— Ⓟ *Cruiser Stern* 1*Dk*	2672 — 1554					1932	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	298·2 P29'B75'F30'	44·9	23·6	Jinsen Japanese *WB*	T.3Cy.17″,27″&44″–39″& LPturbine with DR gearing 171NHP UragaDockCo.Ld.Uraga		
33676 9656 JPFB	**Shinmei Maru** Ⓟ (*ex*TakeshimaMaru-34, *ssYka.No.1-05* *ex*GiangBee) 1*Dk*(*Stl*–teak s)2*trB* &*Shade dk*(*ptStl*–teak s)	2578 2495 1533	✠ 3,07 ✠	Kob	*s*		1902 3mo	Ramage& Ferguson,Ld. Leith	Kuribayashi ShosenK.K.	290·0	40·2	18·7 FK *FPT*	Tokio Japanese 5*BHCem* 92*tAPT*19*t*	T.3Cy.23″,37″&61″–42″ 276NHP 2SB,8cf,GS156,HS4550 Ramage&Fergusn,Ld.Lth.	20 ″ 0	
33677 23804 JSGA	**Shinnoh Maru** (*ex*BirmaMaru, *ex*Birma) 2*Dks*	4888 4450 3582			…		1912	Swan,Hun- ter&Wigham Richardson, LdNewcastle	ShiozakiYokichi	390·0 P39'B111'F42'	50·5	27·9 FK	Amaga- saki Japanese *WB*	T.3Cy.26″,42½″&70″–48″ 411NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 5	C †
33678 24471 JBAE	**Shinrei Maru** (*ex*YeishoMaru) Wireless 1*Dk*	987 848 562					1918	Miyauchi Zosensho Osaka	MiyakoKisenK.K.	190·0 P19'B47'F28'	31·0	18·5	Shinag'wa Japanese	T.3Cy.13″,21¾″&36″–27″ 67NHP HasegawaJikichi,Osaka		
33679	**Shinryu Maru** *CruiserStern*	4850					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2DRgearedSteamTurbines 433NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
33680 22301 JACC	— 2*Dks*	3182 2676 1958			…		1918	Ishikawa- jimaSB&ECo Ld.Tokio	KinkaiYusenK.K.	305·0 P30'B92'F25'	43·9	27·3 FK	Tokio Japanese *WB*	T.3Cy.22″,37″&61″–42″ 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	
33681 19787 JEFD	**Shinsei Maru** *ssYka.No.3-5,28* *ssKob.No.2-37* ~~*ssOsa.No.1-32*~~ 2*Dks*(*Stl*)	4740 4029 3403	✠100A1 9,37 8,35 ✠LMC~~8,36~~ 9,37	Kob	*x*	CL 9,36	1917 4mo	Uraga DockCo.Ld. Uraga A&CP	~~NipponGodoKosen K.K.~~ Nippon SuisanK.K. *CellDB*291'93	360·0 P33'B91'F33' 4*t FP*1143*tAPT*53	51·0	28·4 FK	Kobe Japanese 6*BHCem* *t*	T.3Cy.24¼″,40½″&67″–48″ 180lb (*s*) 378NHP 3SB,9cf,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	
33682 39521 JXJH	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	314 — 164					1934	Fujinagata S.B.Co. Osaka	GomeiKaisha TaishinShoten	130·0 P16'Q16'	24·0	12·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16⅜″–18½″ 197NHP NipponHatsudokiK.Kobe		
33683 24749 JIUD	**Shinsei Maru No. 1** (*ex*Washing- tonMaru-33) *ssNag.No.3-8,31* *ssOsa.No.1-35* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5864 5586 4259	✠ 9,37 *Awng dk* *withfreeboard* ✠~~LMC10,36~~	Osa	*y*	OG 8,34	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	HaraShojiK.K. *CellDB*334'1118*t*	385·0 *FPT*126*tAPT*93*t*	51·0	36·0 FK *Coll*	Fuchu Japanese *Cem* *BHtoAwdk* 5 „ „ *U* „	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB&1AuxSB,8cf,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 ~~s0 ″ 1¼~~ ~~27 ″ 1~~	
33684 25527 JIYC	**Shinsei Maru No. 3** Wireless 1*Dk*	1257 1030 853					1918	HaraShoji Osaka	HaraShojiK.K.	220·0	33·5	18·5	Fuchu Japanese *WB*	T.3Cy.15″,25″&41⅝″–28″ 92NHP FujiSeiko,Kawasaki		
33685 31547 JGXB	**Shinsei Maru No. 5** (*ex*Lake Onawa) *Fitted for oil fuel* 1*Dk*2*trB*	2599 2354 1506			…		1919	Manitowoc S.B.Co. Manitowoc	HaraShojiK.K.	253·5 P25'B65'F25'	43·9	25·9 FK	Fuchu Japanese *WB*	T.3Cy.21″,35″&59″–42″ 326NHP NordbergMfg.Co.M'lw'ke.	28 ″ 5	C †
33686 33225 JCCC	**Shinsei Maru No.17** (*ex*Confucius, *ex*LakeFielding) *Fitted for oil fuel* 1*Dk*2*trB*	2556 2280 1479			…		1919	Toledo S.B.Co. Toledo,O.	HaraShojiK.K.	251·0 P25'B64'F23'	43·5	28·2 FK	Fuchu Japanese *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	C †
33687 41966 JIOK	**Shinsho Maru** D.F. 2*Dks* *CruiserStern*	4837 — 2871					1936	Mitsui Bussan Kaisha,Ld. Tama	Kuribayashi ShosenK.K.	373·1 P28'B117'F33'	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23⅝″,39⅞″&68⅞″–47¼″ 322NHP MitsuiBussanKaisha,Ld. Tama		C
33688 38581 JUUI	**Shinshu Maru** *OilEng.* 2*Dks*	4180 — 2490					1933	Mitsubishi ZosenKaisha, Ld. Kobe	AzumaKisenK.K.	360·0 P28'B79'F37'	50·0	29·0	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy. 17 1/16″–16 9/16″ 246NHP MitsubishiZosenKaisha, Ld.Kob.		C
33689 18927 JIOD	**Shinsoku Maru** (*ex*KosokuMaru-36) 2*Dks*&*Web frames* *Longitudinal framing*	3203 2757 2005			…		1916	OsakaIron Works,Ld. Osaka	KonanKisenK.K.	305·0 P19'B82'F32'	43·9	27·3 FK	Kobe Japanese *WB*	T.3Cy,22″,37″&61″–42″ 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
33690 20809 JLHE	**Shinten Maru** Ⓟ Wireless 1*Dk*	1255 1073 735					1917	Yokohama DockCo.Ld Yokohama	SettsuShosenK.K. (OsakaShosen K.K.*Mgrs.*)	222·5 P24'B36'F24'	33·5	19·5	Fuchu Japanese *WB*	T.3Cy.15½″,25½″&42″–30″ 97NHP YokohamaDockCoLdYka		
33691 24743 JATE	**Shinto Maru** Ⓟ *ssOsa.No.1-23* 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forward hold*	2246 1897 1531	11,28	Kob	*r*		1919 8mo	Fujinagata Zosensho Osaka	Kuribayashi ShosenK.K. *CellDBa*72'*uE*34'	271·9 B60'F33' *f*112' 456*t FPT*99*t*	38·2	24·2 FK	Tokio Japanese 4*BHCem* 4*PT*39*t*	T.3Cy,18½″,31½″&51½″–36″ 189NHP 2SB,6cf,GS99,HS3135 FujinagataZosensho,Osa.	24 ″ 2	C †
33692 29796 JOYA	**Shintoku Maru** AuxTwinSc 4MstBkn *Mchy.Aft* 2*Dks*	2518 2169 1175			…		1924	Mitsubishi ZosenKaisha Ld. Kobe	Govt.of Japan (Dept.of Education)	280·0 P107'F44'	44·0	26·5 BK10″	Kobe Japanese *WB*	T.6Cy.12″,20″&33″–24″ 165NHP MitsubishiZosenKaishaLd	26 ″ 6	
33693 266 JPEC	**Shinton Maru** Wireless 1*Dk*	1576 1379 884					1927	Manchuria DockK.K. PortArthur	DairenKisenK.K.	249·0	37·5	21·0	Dairen Japanese	T.3Cy.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33694 10147 JKIE	**Shinye Maru** 2*Dks*	408 276 251					1906	T.Hyogo-dani Osaka	Amagasaki KisenbuGomei Kaisha	143·0	19·2	13·2	Osaka Japanese	O.4Cy.11⅜"&22"–15" 31NHP		
33695 21521 JIWB	**Shinyei Maru** Ⓟ Wireless 1*Dk*	968 — 567					1917	....	KagitomiShosaku	196·0	31·5	8·0	Tokio Japanese			
33696 23825 JRHB	**Shinyei Maru No. 3** Wireless 1*Dk*	958 825 550					1918	Nitta K.K.K. Osaka	KyoritsuKisen K.K.	196·0	31·5	18·0	Kobe Japanese *WB*	T.3Cy.13⅜",22½"&37½"–28" 75NHP HinomaruTekkosho,Osaka		
*33697 7165 JDHD	**Shinyo Maru** (*ex*ShinpoMaru) *ss*Yka.No.3–4,30 *ss*Osa.No.1–34 2*Dks*(*Stl*)	4737 4034 3397	✠100A1 5,37 ~~5,36~~ ✠LMC~~5,36~~ 5,37	Yka Kob	*x*	8,36	1918 3mo	Uraga DockCo.Ld. Uraga A&CP	~~NipponGodoKosen K.K.~~ Nippon Suisan K.K. *Cell DB*291'934*t*	360·0 P33'B91'F33' FK *FPT*143*t APT*53*t*	51·0	28·3	Kobe Japanese 6*BHCem*	T.3Cy.24½",40½"&67"–48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 7 s 5 ″ 9 23 ″ 2	
33698 24270 JTUH	**Shinyo Maru No. 1** (*ex*ShinyoMaru–34, Wireless *ex*KirishimaMaruNo.6) 1*Dk*	1289 1080 710					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 P28'B52'F24'	32·7	20·5	Fuchu Japanese *WB*	T.3Cy.16",26$\frac{5}{16}$"&42"–30" 97NHP MatsudaCo.Osaka		
33699 24162 JKTE	**Shinyo Maru No. 2** (*ex*SenyoMaru–33,*ex*YatakeMaru) 1*Dk*	1065 — 599					1918	Ishikawa Ayaji Osaka	OkadaShinkichiro	210·0	32·0	18·5	Fuchu Japanese	T.3Cy.13½",22½"&37⅜"–28" Nakagawa 74NHP Tekkosho,Osaka		
33700 33184 JAZC	**Shinyo Maru No. 3** (*ex*JohshoMaru–33,*ex*HengTai, *ex*Carmen) 1*Dk*	1899 1651 1105				...	1917	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 P30'B64'F19' FK	43·5	20·0	Fuchu Japanese *WB*	T.3Cy.20",33"&54"–40" 272NHP AmericanS.B.Co.Clevelnd	20 ″ 2	
33701	**Shinyo Maru No. 5**	1400					1937	Mukaijima SenkyoK.K. Mukaijima	OkadaKaiunK.K.	340·0	35·0	19·0	Osaka Japanese	T.3Cy.15¼",26¾"&44"–32" 110NHP MukaijimaSenkyoK.K.		
33702 155927 GBPD	**Shinyu** (*ex*Shin-yuMaru,*ex*Terrier) 1*Dk*2*trB*&*ptAwngdk*	1615 1160 1015					1894	J.Blumer&Co. Sunderland	G.L.Shaw	255·2 Q102' FK *ptAwngdk*158'	35·5	15·6	Shanghai British	T.3Cy.19⅜",31½"&51½"–33" 153NHP G.Clark,Ld.Sunderland	18 ″ 1	
*33703 22320 JNQD	**Shinyu Maru** (*ex*HiyeizanMaru–33) *ss*Kob.No.3–4,33 2*Dks*(*Stl*)	4622 3927 3307	✠100A1 4,37 ~~5,36~~ ✠LMC~~5,36~~ 4,37	Kob	*x*	~~5,36~~ 7,37	1919 2mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi ShosenK.K. *CellDB*291'919*tFPT*	360·0 P21'B91'F35' FK 114*tAPT*46*t*	51·2	25·4	Tokio Japanese 6*BHCem*	T.3Cy.24½",40½"&67"–48" 180lb (*s*) 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5¾ 23 ″ 1	
33704 47636 JKAL	**Shinyubari Maru** D.F. 2*Dks* CruiserStern Should be "Sinyubari Maru," see No. 40258 Supplement	5354 — 3227					1936	Mitsui Bussan Kaisha,Ld. Tama	KyoritsuKisen K.K.	391·5 P31'B135'F30'	53·8	29·8	Tokio Japanese *WB*	T3Cy.23⅝",36⅝"&66$\frac{15}{16}$"–47¼" & exhaust turbine driving steam compressor 407NHP MitsuiBussanKaishaLd. Tama		
33705 24640 JPYB	**Shinzui Maru** Ⓟ 2*Dks*	2964 — 1831					1918	Yokohama DockCo.Ld. Yokohama	Kuribayashi ShosenK.K.	310·0 P25'B98'F33'	43·0	26·0	Tokio Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP YokohamaDockCoLdYka		C
33706 10437 JKCB	**Shiokubi Maru** (*ex*Wyefield) *ss*Yka.No.2–07 *Spar dk*(*Stl*)2*trB* &*deep framing*	3734 3078 2679	✠ 7,07 ✠	Yka	*v*		1898 6mo	W.Hamilton&Co. Pt.Glasgow	NipponSeitetsu K.K.	329·8 P31'B118'F39' 26·4 FK *WB*=	45·4	16·2	Yawata Japanese 6*BHCem* *CellDBa*&*u*	T.3Cy.24",40"&65"–42" 301NHP 2SB,*6rf*,GS141,HS4691 D.Rowan&Son,Glasgow *E*114'*f*144'727*tAPT*177*t*	26 ″ 6	
33707 15997 JSKD	**Shiragi Maru** Ⓟ TwinSc 2*Dks*	3035 2664 1434					1912	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan (Dept.of Railways)	320·0	43·0	30·0	Tokio Japanese *WB*	T.6Cy.19",32"&53"–36" 337NHP KawasakiDkydCoLdKobe		
33708 32629 JSQB	**Shiraha Maru** (*ex*Vasconia, *ex*Valverda) *ss*Kob.No.3–6,31 *ss*Kob.No.1–34 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*&*DT*	5693 5344 3553	✠100A1 6,37 ~~1,36~~ ✠LMC~~1,36~~ 6,37 *Deep tank adapted for carrying oil fuel* 2,27	Kob	*a*†	CL 1,36	1918 8mo	Russell&Co. PortGlasgow Lloyd's*A*&*CP*	TatsuumaKisen K.K. 1*IntermediateBH* &1'*tween dkBHdispensed with* 5*BH to Udk* 1 ,, ,, 2*nd*,,*only* *CellDB*360'1181*t DTa*36'1109*t APT*31*t*	423·3 P38'B123'F43' FK	56·0	28·7	Nishinomiya Japanese *Cem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 574NHP 3SB,*9cf*,GS198,HS8742 FD Rankin&Blackmre,LdGrk	31 ″ 4	
33709 14-742 GMDB	**Shirak** *ss*Shl.No.3–12,36 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* D.F.	6023 5521 3675	✠100A1 ~~6,37~~ ~~12,36~~12,37 ✠LMC12,36 BS12,37 *Carrying Petroleum in bulk* Lloyd's*A*&*CP* *Fitted for oil fuel* 3,26 *F.P. above* 150°F.	Shl Fal	*z*	CL ~~12,36~~ 12,37	1926 3mo	Armstrong Whitworth &Co.Ld. Newcastle	BalticTradingCo. Ld. *Cell DBuB*40' 64*t DTf*38'338*t FPT*66*t APT*59*t*	412·0 P108'B28'F46' FK	53·4	31·6	London British 17*BHptCem* (9 *to U dk* 8 ,, 2*nd* ,,)	T.3Cy.27",45"&75"–48" (*s*) 180lb *120lb* 533NHP 3SB,*9cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 5½ 26 ″ 3¾	
*33710 148687 GLQW	**Shirala** Ⓟ TwinSc *ss*Cal.No.3–12,36 *Ref.Mchy.* 2*Dks*(*StlWthrdk*–teaks) D.F. 3*rd dk*(*Stl*)*in holds*	7841 6747 4872	✠100A1 *withfreeboard* 12,37~~12,36~~ ✠LMC BS~~7,36~~7,37 MS10,36	Cal	*c*†	CL ~~12,35~~ 12,37	1925 10mo	Hawthorn Leslie&Co.Ld Newcastle Lloyd's*A*&*CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*373'1220*t* *Tanks at sides of tunnels*16'79*tFPT*150*tAPT*150*t*	437·2 P44'B144'F49' FK	57·8	33·5	London British 7*BHCem*	T6Cy.20¾",35½"&60"–45"(*s*) 215lb 802NHP 5SB,*15cf*,GS316,HS12150FD HawthornLeslie&Co.Ld.	36 ″ 6 s 9 ″ 10¾ 27 ″ 1	
33711 148440	**Shirley G. Taylor** *Mchy.Aft* 1*Dk*	1746 1596 1124					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8	StC'thrnes Ont. British *WB*	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
*33712 148714 GMDC	**Shirvan** *ss*Shl.No.3–12,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6017 5521 3671	✠100A1 ~~6,37~~ ~~12,36~~12,37 ✠LMC12,36 BS12,37 *Carrying Petroleum in bulk* Lloyd's*A*&*CP* *Fitted for oil fuel* 12,25 *F.P. above* 150°F.	Shl Fal	*z*	CL 12,36	1925 12mo	Armstrong Whitworth &Co.Ld. Newcastle	BalticTradingCo. Ld. *CellDBuB* 40'64*tDTf*38'338*t*	411·8 P108'B28'F46' FK *FPT*66*tAPT*59*t*	53·4	31·6	London British 17*BHptCem* (9 *to U dk* 8 ,, 2*nd* ,,)	T.3Cy.27",45"&75"–48" (*s*) 180lb *120lb* 552NHP 3SB,*9cf*,GS162,HS8238 FD N.E.Mar.Eng.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 5½ 26 ″ 3¾	
33713 22210 JKVB	**Shisen Maru** 1*Dk*	2201 1891 1292					1918	Ishikawa-jimaS.B.Co. Tokio	OsakaShosenK.K.	268·0 P13'B58'F27'	40·7	23·5	Osaka Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP IshikawajimaS.B.CoTokio		
33714 21147 JLIE	**Shiwoya Maru** (*ex*KasugaMaru, *ex*DaikiMaru) 1*Dk*	744 637 422					1917	Aizawa Iwakichi Osaka	UyedaGoshi Kaisha	181·7	27·3	14·9	Nishinomiya Japanese	T.3Cy.12⅛",19½"&32$\frac{15}{16}$"–24" 57NHP AizawaIwakichi,Osaka		

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33715 163920 GZKY	**Shoal Fisher** OilEng. Mchy.Aft CruiserStern 1Dk Wireless Rudder electrically welded	698 508 453	✠100A1 ~~5,37~~ ~~4,37~~ ~~5,38~~ 4,38 ✠LMC2,37	Brw ~~Gls~~ Npt	j	OG ~~N4,37~~ ~~3,10~~ 4,38	1937 2mo	Vickers-Armstrongs, Ld. Barrow Lloyd's A&CP	JamesFisher& Sons,Ld.	185·0 192·2(O.L.) Q120'F24' CellDB143' 217t FPT83t	30·3 31·3	11·3 FK	Barrow British 3BHCem APT57t	Oil Engines 2S.C.SA 4Cy.13¾"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls.	13 ″ 8 s 3 ″ 10½ 13 ″ 5½	
33716 42617 JHCL	**Shoei Maru** Ref.Mchy. 2Dks CruiserStern	3588 — 2127					1936	Harima S.B.&Eng. Co.Ld. Harima	YamatoKisenK.K.	335·0 P29'B83'F34'	48·0	26·0	Kobe Japanese	T.3Cy.22 1/16",37"&61"-42½" 242NHP KobeSteel Works,Ld.Kobe		
33717	— 2Dks	1982 1605 1385					1936	Hakodate DockCo.Ld. Hakodate	ShimataniKisen K.K.	270·6 P26'B76'F37'	40·0	20·9	Kobe Japanese WB	T.3Cy.20",33"&55"-39⅜" 171NHP HakodateDockCo.Ld.		
33718 23611 JPPA	**Shofuku Maru** 2Dks	1772 1418 1060					1918	Kawasaki DockyardCo. Kobe	KawasakiKisen K.K.	249·0 P14'B63'F33'	37·5	21·0	Kobe Japanese WB	T.3Cy.18",28"&46"-36" 127NHP KawasakiDock Co.Kobe		
33719 19244 JLLE	— Wood (exBanseiMaruNo.3) 1Dk	680 470 397					1916	SoraJierza Osaka	NakasakiKunji	180·7	30·0	13·5	Sakai Japanese	T.3Cy.11¼",19½"&31¾"-22" 46NHP OharaGisuke,Osaka		
33720 28543 JDTA	**Shogen Maru** (exPencisely, exUsworth) 1Dk	3362 2812 2061			...		1910	J Readhead &Sons,Ld. SouthShields	SakaiShotenK.K.	321·4 P27'B92'F33'	48·0	21·5 FK	Kobe Japanese WB	T.3Cy.23½",39"&64"-42" 308NHP J.Readhead&Sns,Ld.S.Shl.	23 ″ 10	C †
33721 36558 JJTC	**Shohei Maru** Kob.No.3-5,37 OilEng. 2Dks(Stl)	7256 6365 4413	✠100A1 withfreeboard ~~5,37~~ ~~10,34~~ 4,38 DBS4,38 ✠LMC CS~~10,34~~ ~~DBS4,36~~ ~~5,37~~ 4,36 Carrying cargo oil F. P. above 150° F. in deep tanks	Kob Tama 5,37	b†	CL ~~4,36~~ 5,37	1931 3mo	Mitsui Bussan Kaisha, Ld. Tama Lloyd's A&CP	ShimataniKisen K.K. 1 Intermediate 'tween dk BH in forward hold dispensed with	437·0 P37'B165'F33' CellDB376' 1301t MT33'75	58·0	35·0 FK	Kobe Japanese ptCem 6BHtoWdk 1 ,, ,, 2nd dk 2tFPT 100t	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB100lb MitsuiBussanKaisha,Ld. APT150t	35 ″ 0 s 8 ″ 8½ 26 ″ 5½	
33722 36056 JJDC	— Ⓟ (exHeijoMaru-35) Wireless 2Dks	1092 927 627					1903	Kawasaki Dkyd.Co.Ld. Kobe	MatsuuraKisen K.K.	212·0 B48'	31·5	20·0	Jinsen Japanese WB	T.3Cy.17⅞",28¼"&46 3/16"-33" 123NHP KawasakiDockyardCo.Ld.		
33723 29881 JONA	**Shoho Maru** Ⓟ TwinSc (Ferry) D.F. 2Dks	3460 2363 1269					1923	Uraga DockK.K. Uraga	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokio Japanese	SR geared Steam Turbines Metro-VickersElec.Co.Ld.		
33724	— D.F. 2Dks	1980 1620					1937	Mitsui Bussan Kaisha, Ld. Tama	ShimataniKisen K.K.	274·5 P22'B80'F25'	40·0	21·0	Kobe Japanese WB	3Cy.18½",31½"&54 5/16"-37" 179NHP MitsuiBussanKaisha,Ld. Tama		
33725 23645 JKIC	— Wireless 1Dk	1321 1140 905					1918	Fujima Kaichiro Osaka	KinkaiYusenK.K.	220·0	32·5	21·0	Tokio Japanese WB	T.3Cy.14⅝",27"&70"-30" 88NHP ShinooSeizo,Osaka		
33726 26211 JSUB	**Shoju Maru** Ⓟ (exKyodoMaruNo.26-36) 2Dks	2010 1850 1200					1920	MitsuBishi ZosenKaisha Ld. Kobe	KawasakiKisen K.K.	250·0	37·8	27·8 WB	Toku-shima Japanese	T.3Cy.17",28½"&48"-36" 138NHP MitsuBishiZosenKaishaLd		
33727 29053 JKJA	**Shokei Maru** Ⓟ TwinSc (Ferry) CruiserStern 2Dks	3620 2943 1380					1923	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept.of Railways)	360·0 F52'	46·0	28·0	Tokio Japanese WB	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
33728 16026	**Shokiku Maru** (exHakataMaru No.10) 1Dk	466 — 258					1913	OsakaIron Works Habu	Aotsuka Kiohichiro	113·9	21·2	10·8	Hakodate Japanese	T.3Cy.11½",19"&32"-22" 48NHP OsakaIronWorks,Habu		
33729 33172 JAMC	**Shoko Maru** (exChamblee) 1Dk	2209 1986 1321			...		1919	McDougall -DuluthCo. Duluth,Minn	ShowaKisenK.K. (NisshinKaiun ShokaiLd.Mgrs.)	251·0 P25'B64'F23'	43·5	22·2 FK	Takasago Japanese WB	T.3Cy.20",33"&54"-40" 262NHP McDougall-DuluthCo.	24 ″ 2	C †
33730 22012 JIXC	— Foundered 1.38 (exShinseiMaruNo.7) Wireless 1Dk	1224 994 802					1917	Hara Shinichi Osaka	HamaguchiKisen GoshiKaisha	220·0	33·5	18·5	Fuchu Japanese WB	T.3Cy.12",19"&31 1/16"-16" 39NHP		
33731 41167 JZLH	**Shokwa Maru** 2Dks	4467 4033 2582					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
33732 29832 JPZA	**Shokyu Maru** (exIshikariMaru, exAustralrange,exStrathdee) 1Dk&Spar dk &deep framing	4486 4088 2789			...		1907	R.Duncan &Co.Ld. PortGlasgow	TowaKisenK.K.	376·0 P29'B92'F44'	52·3	17·6 25·4 FK	Tarumi Japanese WB	T.3Cy.25",41"&68"-48" 366NHP D Rowan&Co.Glasgow	28 ″ 0	C †
33733 15214	— (exGinzanMaru-32, exShinshoMaru) 1Dk	417 — 246					1912	S.Nagata Osaka	MatsudaGoichi	118·8	21·2	10·9	Hakodate Japanese	T.3Cy.11¾",19¼"&32⅝"-22" 53NHP S.Nagata,Osaka		
33734 ~~[illegible]~~	**Shooters Island** 2Dks	4755 4287 2961			...		1919	Standard S.B.Corp. Shooter's Island,N.Y.	G.E.Marden (Wheelock&Co Ld.Mgrs.)	377·0 P25'B106'F34'	52·2	26·8 FK	~~NewYork~~ ~~Utd.States~~ British WB	T.3Cy.24½",41½"&72"-48" 488NHP Hooven,Owens,Rentschler Co.Hamilton,O.	29 ″ 0	
33735 34502 JNIH	**Shosei Maru** Ⓟ 1Dk	998 875 607					1929	Amagasaki Zosensho Osaka	Amagasaki Kisenbu GomeiKaisha	210·0	30·5	18·7	Osaka Japanese	T.3Cy.		
33736																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer.
33737 33610 JJNC	**Shosei Maru** Ⓟ Wireless 1*Dk*	771 630 439					1928	Ohara Matsunosuke Osaka	ShintoKozanK.K.	180·5	27·5	7·3	Fuchu Japanese	T.3Cy.		
33738 19584 JJSC	**Shoten Maru** (*ex*MisakiMaruNo.3) Wireless 1*Dk*	1152 988 799					1918	Hakodate DockCo Hakodate	HamaguchiKisen K.K.	215·0	31·5	18·5	Fuchu Japanese *WB*	T.3Cy.14½",24½"&40"–80" Hakodate 88NHP DockCo.Hakodate		
33739 22590 JLEE	**Shotoku Maru** (*ex*BanseiMaruNo.3-36) 1*Dk*	1146 939 640					1918	Harada Zosensho Osaka	IwataShotenGoshi Kaisha	208·0	31·5	19·0	Fuchu Japanese *WB*	T.3Cy.14¼",24"&39$\frac{1}{16}$"–27" 79NHP HaradaZosensho,Osaka		
33740	**Shou Sing** (*ex*Brightvega-36, *ex*Pavlina-35, *ss*Gls.No.3-11,25 *ex*Pauline-34, *ss*Alg.No.2-34 *ex*Strabo-32) 2*Dks*(*Stl*)	*4920* *4597* *3071*	✠100A1 8,37 ~~12,35~~ ✠LMC MS5,34 BS~~1,34~~ 8,37	Kob	*y*	CL 12,35	1913 10mo *Lloyd*'*sA&CP*	A.McMil- lan&Son,Ld. Dumbarton	H.C.Wan *CellD*	400·8 P36'B129'F48' FK *Ba*117'*uE&B*42' *f*1	52·1	27·3	Tsingtao Chinese 6*BHCem* 88'955*tFPT*	T.3Cy.27$\frac{3}{16}$",44⅜"&73"–48" 180lb (*s*) 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow 82*tAPT*45*tDTf*30'712*t*	30 ″ 0 s 5 ″ 6¼ 24 ″ 8¾	
	Now "Yamayuri Maru," *see No.* 40868 *in Supplement*															
33741 32630 JSTB	**Showa Maru** (*ex*Romagne) 1*Dk*	2211 1962 1300			...		1920	American S.B Co. Cleveland,O.	SatoKuniShoten K.K.	251·0 P27'B64'F26' FK	43·7	22·2	Fuchu Japanese *WB*	T.3Cy.20",33"&54"–40" 267NHP AmericanS.B.Co.Clv.O.	24 ″ 2	C †
33742 33569 JCDC	**Shoyei Maru** (*ex*GeneralLukin, *ex*Oakwin,*ex*WarOasis) 1*Dk*	3083 2843 1859			...		1919	W.Gray& Co.Ld. WHartlepool	TowaKisenK.K.	331·9 P33'B100'F29' FK	46·5	25·5	Tarumi Japanese *WB*	T.3Cy.25",41"&68"–45" 358NHP Cen.Mar.Eng.Wks.W.Hpl	25 ″ 6	C †
33743 33333 JQKB	**Shoyo Maru** *ss*Yka.No.3-7,34 *Mchy.Aft* 2*Dks*(*Stl*)	7499 6923 4509	✠100A1 4,37 ✠LMC MS2,35 BS4,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 3,28	Yka	*b*†	CL 4,37	1928 3mo *Lloyd*'*sA&CP*	Yokohama DockCo.Ld. Yokohama	NipponTankerKK. *CellDBuE&B*73' 300*tDTf*43'550*t*	430·6 P110'B33'F38' FK *FPT*144*tAPT*207*t*	57·7	34·5	Tokio Japanese 13*BHptCem* (9 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&75"–54" (*s*) 200lb 582NHP 3SB,*9cf*,GS185,HS8295 FD YokohamaDockCoLd.Yka	34 ″ 6 s 6 ″ 9¼ 28 ″ 0¼	
33744 21874 JLDE	**Shoyu Maru** (*ex*JogusanMaru-36) Wireless 1*Dk*	1258 1053 865					1917	Tobo Zosensho Toba	SanyoKisenK.K.	229·1 *WB*	33·0	18·0	Nishino- miya Japanese	T.3Cy.15½",26$\frac{1}{16}$"&42½"–32" 101NHP TanakaTekkosho,Osaka		
33745 148275 GKRQ	**Shrewsbury** (*ex*Southborough-33) *ss*Shl,No.3-12,37 ~~*ss*Rot.No.2-32~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4542 4206 2754	✠100A1 *withfreeboard* 12,37 ~~11,35~~ ✠LMC MS~~2,31~~ BS~~6,36~~ 12,37 8,37	Cff Shl	*z*	CL ~~1,37~~ 11,37	1924 10mo *Lloyd*'*sA&CP*	Richardsn, Duck&Co.Ld. Stockton *CellDBa&*	AlexanderShppng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *uE*163'*f*174'1206*t*	399·5 F37' FK *FPT*110*t APT*123*t*	53·0	24·9	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,*9cf*,GS160,HS7080 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0¾ 24 ″ 8	
33746 151400 VTDJ	**Shrivati** (*ex*Mubarek) *OilEng.* *ss*Bom.No.3-4,35 *Mchy.Aft* 1*Dk*(*Stl*-ws) *Cargo battens not fitted*	387 285 250	✠100A1 2,38 ~~4,35~~ ✠LMC4,35 ✠LMC(M)2,38	Bom	*e*	CL ~~4,35~~ 2,38	1921 11mo *Lloyd*'*sA&CP*	London& MontroseS.B. &R.Co.Ld. Montrose	TheState of Bhavnagar (Province of Kathiawar)	132·7 P41'F19' FK	25·1	11·5	Bombay British 3*BHCem* *FPT*33*t*	Oil Engines 2S.C.SA 4Cy.13¾"–15" 124NHP W.Beardmore&Co.Ld.Gls.	12 ″ 6 ~~s 1 ″ 1~~ ~~11 ″ 10~~ s1 ″ 0 11 ″ 10	
* 33747 149601 GMTN	**Shropshire** Ⓟ TwinSc4Mst *OilEng.* *ss*Bkn.No.2-35 Sub.Sig. 3*Dks*(*Stl-U*ws) D.F. *CruiserStern*	10549 7735 6606	✠100A1 3,37 ~~12,36~~ ~~7,37~~ 4,38 ✠LMC CS4,35 DBS~~6,36~~7,37 6,36	Bkn	*e*†	CL PN11,35 s11,35	1926 10mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cel*	483·6 P51'B265'F78' FK *lDB*405'1724*t FPT*	60·3	31·8	Liverpool British 8*BHptCem* 54*tAPT*113*t*	Oil Engines 2S.C.SA 16Cy.28"–39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 3 s6 ″ 10¾ 29 ″ 8½	BT till ~~9,37~~ 3,38
33748 147724 MQKP	**Shu Kwang** TwinSc *ss*Shi.No.3-2,37 1*Dk*(*Stl*)&*Web frames* *CruiserStern*	788 458 341	✠ A– *ForService on the Yangtsze River* 2,38 ~~2,37~~ BS2,38 B&MS2,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 9,24	Shi		OG ~~8,36~~ 1,38	1924 9mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(N.C.)Ld.	198·7 *Shadedk*182' FK *CellDBuE*14'	32·9	8·9	Shanghai British 9*BHptCem* 13*tFPT*10*t*	T8Cy.(2)18",(2)26"&(4)30" -18" 250lb 220lb at Eng. (*s*) 397NHP 2 W T Boilers HS6990 FD Yarrow&Co.(1922)Ld.Gls.	10 ″ 6	
33749 101741 VPCM	**Shun Chih** Ⓟ (*ex*ShunTsze, *ex*Melusia,*ex*Sydney) *ss*Mel.No.3-8,14 *ss*Syd.No.2-23 *Ref.Mchy.* 1*Dk*(*Stl*-ws) &*deepframing*	1881 1559 1173	✠ 11,27 ✠	Syd	*r*		1902 4mo	CaledonS. B.&E.Co.Ld Dundee	SingHing S.S.Co.Ld. *Cell*	280·2 P45'B97'F35' FK *DBa*76'*uE*22'*f*116'	38·2	19·6	Hong Kong British 4*BHCem* 403*tAPT*35*t*	T.3Cy.22",35"&59"–36" 249NHP 2SB,*6cf*,GS135,HS4141 CaledonSB.&E.Co.Ld.Dun	22 ″ 0	
33750	**Shun Foong** (*ex*Glenluss-32, *ex*Bosporus,*ex*Ursula *ss*Gls.No.3-1,21 Rickmers) *ss*Nwc.No.2-29 2*Dks*(*Stl*)&*Web frames*	*4275* *3915* *2696*	—— 9,33	Rot	*x*		1911	Rickmers Akt.Ges. Weser- münde-G.	ChungWeiS.S.Co. *CellDB*321'833*t D*	368·0 P37'B99'F42' FK *Ta*28' 696*t FPT*57*t*	47·7	27·5	Shanghai Chinese 6*BHAsp* *APT*38*t*	T 3Cy.23⅕",38½"&63"–43$\frac{3}{16}$" 325NHP 3SB,*9cf*,GS167,HS5595 BremerVulkan,Vegesack	30 ″ 0	
33751	**Shun Hwa** (*ex*Chilcop-36, *ex*Margaret *ss*N.Yk.No.3-6,34 Coughlan) 2*Dks*(*Stl*) D.F.	5391 5131 3368	✠100A1 1,37 BS9,36 ✠LMC6,34 *Fitted for oil fuel* 6,20 *F.P. above 150° F.*	Kob	*z*	CL 1,37	1920 6mo A&CP	JCoughlan &Sons,Ld. Vancouver, B.C.	T.K.King *Intermediate Bulk* &*afterholds*	411·5 P44'B115'F47' FK *head in fore* *dispensed with 5BH* *CellDB*361'	54·1	27·5	Cheefoo Chinese *ptCem* *only* 1287*t DT*25'	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk. 511*tFPT*131*tAPT*87*t*	29 ″ 9 s5 ″ 9¾ 24 ″ 3	
	Now "Kyokusei Maru," *see No.* 33915 *in Supplement*															
33752 XNCJ	**Shun Lee** (*ex*HengTa,*ex*Kamor) Wireless 1*Dk*&*Spar dk*&*deep framing*	1532 1423 970			...		1902	Fevigs Jernskibsbyg Fevig	ChingKeeS.N.Co. Ld.	245·0 19·7 FK	36·0	12·7	Chefoo Chinese *WB*	T.3Cy.17½",27"&47"–36" Richardsons, 150NHP Westgarth&Co.Ld.Mdb.	22 ″ 5	C †
33753 XNFU	**Shun Yuan** (*ex*KeelungMaru-32) *ss*Kob.No.3-1,10 *ss*Nag.No.1-14 1*Dk*(*Stl*)&*Spar dk*&*deep framing*	1628 1416 958	✠ 2,14 ✠	Nag	*q*		1896 12mo	JLThomp- son&Sons,Ld. Sunderland	YungYuanS.S.Co. *CellDBa*72'*uE*&	252·0 P20'B66'F35' 20·7 FK *B*36'*f*100'259*tFPT*	35·0	13·7	Tsingtao Chinese 4*BHCem* 31*tAPT*11*t*	T.3Cy.21½",36"&59"–39" 241NHP 2SB,*6cf*,GS100,HS3800 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
33754 164116 MMGC	**Shuna** 3Mst Wireless E.S.D. *CruiserStern* 1*Dk*	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0 P17'Q40'B110'F29'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		
33755 26171 JSQD	**Shunko Maru** *ss*Kob.No.3-7,31 *ss*Osa.No.1-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	~~6777~~ ~~6507~~ ~~5027~~ 6781 6507 5015	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~7,36~~ ✠LMC~~7,36~~ 5,37	Osa Kob	*a*†	CL N7,36	1919 11mo A&CP	Teikoku S.S.Co. O Harima	OsakaShosenK.K. *CellDB*371'1172*t*	425·0 FK *Collision* *FPT*148*t APT*220*t*	53·6	37·5	Osaka Japanese *Cem*, *BHto Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27¼",45"&75"–51" (*s*) 200lb 575NHP 2SB&1AuxSB,*11cf*,GS194, HS8270 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
33756 42423 JGJL	**Shunko Maru** *CruiserStern* 2*Dks*	4027 3380 2360					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoShoji K.K.	352·0 P34'B80'F30'	50·0	27·5	Osaka Japanese *WB*	2 Steam Turbines DR geared KawasakiDkydCoLdKobe		C
33757 31354 JEGB	**Shunsei Maru** (*ex*BaronPolwarth) 2*Dks*	4910 4581 3069					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2 P40'B117'F45'	52·3	27·4	Fuchu Japanese *WB*	T.3Cy.27",44"&73"-48" 369NHP Dunsmuir&JacksonLd.Gls		C
33758 1110	**Shunsen Maru** (*ex*YoshiMaru)	971 807 557					1920	Namura Gennosuke Osaka	ChosenYusenK.K.	193·7 P15'B49'F28'	31·0	18·5	Jinsen Japanese *WB*	T.3Cy.13⅜",23⅜"&39⅜"-28" 84NHP NamuraGennosuke,Osaka		
33759 223 JPGA	**Shunsho Maru** (*ex*Chupra) *Fitted for oil fuel* 2*Dks*(*Stl*)&*deepframing*	6169 5844 3915	✠ 5,06 ✠	Gls	*a*†		1906 5mo	Barclay, Curle&Co.Ld. Glasgow	YamamotoKaiun K.K. *CellDBa*117'*u*	430·6 P40'B85'F44' FK *E&B*93'*f*147'1111*t*	54·3	32·0	Dairen Japanese 7*BHCem* *APT*75*t*	T.3Cy.33",53½"&86"-60" HS12194 784NHP 4S&1AuxSB,*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	C †
33760 30497 JOBB	**Shuntai Maru** (*ex*NorthAmerican) *Fitted for oil fuel* 1*Dk*	2253 1857 1325			...		1920	Canadian AllisChalmers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0 P27'B64'F24'	43·6	20·5	Fuchu Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllisChalmersLd	23 ″ 0	C †
33761 33588 JCAC	**Shunten Maru** *OilEng.* D.F. 2*Dks*(*Stl*)	5623 5210 4137	✠ ... 8,33 ✠	Yka			1928 8mo	Mitsubishi ZosenKaisha. Ld. Nagasaki	YamamotoShoji K.K. *Intermediate'tween* *BHin after* *CellDB*347' 1215*t DTs*	405·0 P39'B110'F40' FK *dk* *hold dispensed with* *a*14' 100*t* & *f*28'784*t*	55·0	32·0	Fuchu Japanese *ptCem* 4*BH to U dk* 2 ,, ,, 2*nd* ,, *Side tanks*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd *uER*251*tFPT*162*tAPT*95*t*	32 ″ 0	C †
33762 154092 GWSC	**Shuntien** D.F. 2*Dks*	3059 2194 1570					1934	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	303·7 P52'F42'	46·1	23·1	London British *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
33763 22578 JLFE	**Shunyo Maru No. 2** **Wood** 1*Dk*	604 503 330					1918	Fukuya Seiichi Osaka	TabuchiShoten K.K.	170·7	28·1	15·5	Osaka Japanese	C.2Cy.17"&35"-22" 48NHP ImadaTekkosho,Osaka		
33764 39888 JXRH	**Shunzan Maru No. 2** *OilEng.* 1*Dk*	608 — 460					1934	Mihara Zosen Tekkosho K.K.Osaka	YamamotoShoji K.K.	162·9	28·5	15·0	Osaka Japanese	Oil Engines 4.S.C.SA 6Cy. HanshinTekkoshoK.K. Kobe		
33765 34127 JRGB	**Shuri Maru** Ⓟ 2*Dks*	1857 1569 1076					1928	Uraga DockK.K. Uraga	OsakaShosenK.K.	260·0	39·0	23·0	Osaka Japanese	C.2Cy.		
33766 129306 VWCD	**Shwedagon** *ss*Cal.2ndNo.3-4,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3391 3270 1999	✠100A1 1,38 ~~4,37~~ BS1,36 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,12 *F.P. above* 150° F.	Cal	*t*	~~1,37~~ 1,38	1912 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	Indo-Burmah PetroleumCo.Ld. *WB* = *CellDB uB*38'39*t*	300·4 FK *tFPT*115*tAPT*44*t*	44·1	31·3	Rangoon British *Cem* 8*BH to Udk* 3 ,, 2*nd* ,,	T.3Cy.19",31"&51"-36" (*r*) 180lb *120lb* 199NHP 2SB,*4cf*,GS101,HS3470 Wllsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
⁕ 33767 7159 JBQD	**Shyogen Maru** (*ex*KofukuMaru) *ss*Kob.No.3-2,28 *ss*Nag.No.1-33 2*Dks*(*Stl*)	4739 4034 3385	✠100A1 6,35 ✠LMC~~6,36~~ 6,37	Nag	*x*	CL 6,36	1917 9mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *CellD*	P33'B91'F33' FK *B*291'934*tFPT*143*t*	51·0	28·5	Fuchu Japanese 6*BHCem* *APT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5½ 23 ″ 1	
33768 22293 JEKD	**Shyojin Maru** (*ex*KoyeiMaru) *ss*Kob.No.2-37 *ss*Kob No.3-3,28 ~~*ss*Kob.No.1-33~~ 2*Dks*(*Stl*)	4739 4034 3366	✠100A1 4,37 ~~2,36~~ ✠LMC~~2,36~~ 4,37	Nag Kob	*x*	CL N1,35	1918 6mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *Cell*	P33'B91'F33' FK *DB*291' 934*t FPT*1	51·0	28·4	Fuchu Japanese 6*BHCem* 43*tAPT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
33769 FNYQ	**Si Kiang** Ⓟ (*ex*Meiningen) D.F. *Fitted for oil fuel*	7014 6277 3848					1914	J.C.Tecklenborg A.G. Wesermünde-G	Cie.desMessageriesMaritimes	473·9 H112'	59·0	28·3	Dunkirk French *WB*	T.2Cy.32 3/10",52⅝"&78 7/10"-55 1/10"&LP turbine J.C.TecklenborgA.G.Wsm		V
33770 LEUG	**Siak** 1*Dk*	1150 986 641					1930	Trndhjms Mek.Værks. Trondheim	D/S A/S Skuld (NilsBull,*Mgr.*)	226·5 P44*t*H71*t*	36·5	15·7	Tönsberg Norwegian *WB*	T.3Cy.17",27½"&45"-30" 111NHP TrndhjmsM.V.Trondheim		N
⁕ 33771 OZMB	**Siam** **TwinSc4Mst** *OilEng* *ss*Cpn.No.3-2,36 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*-ws)	6637 4859 4223	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~12,36~~ DBS7,37 ✠LMC CS12,36 ~~DBS12,36~~ 5,37 ~~12,36~~	Nag Cpn	*a*†	CL ~~P12,35~~ S N12,35 P7,37	1913 4mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	A/S DetÖstasiatiskeKompagni *WB* = *CellDBa* 126'*uE&B*	410·0 427·1(O.L.) FK 467'140'1275*t FPT*	55·2	27·5	Copnhagn Danish 7*BH* 97*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.23⅝"-31½" 842NHP DB*60lb* Akt Burmeistr&Wain,Cpn	38 ″ 6 s11 ″ 1 28 ″ 1	
⁕ 33772 161297 GCML	**Siamese Prince** **TwinSc** *OilEng* *ss*N.Yk.No.1-33 3*Dks* ~~2*Dks*(*Stl*)&*Shelterdk*(*Stl*)~~ D.F. *CruiserStern* *Tonnage opening closed* '37	6607 5602 3817	✠100A1 *withfreeboard* 7,37 ~~9,36~~ ✠LMC CS5,33 DBS~~12,35~~3,37 9,35 *Carrying oil F.P.above* 150°	HKg	*d*†	CL ~~SN1,35~~ P9,36 S7,37	1929 9mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*A&CP *F.orLatex in deep &*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd.* *Upper tween dk bulkheads* *peak tanks* *CellDB*368'1477*tMT*	441·5 458·0(O.L.) F44' FK *of mchy. space* *except CollBH* *CollBHto Weather dk* *s*73'2519*t FPT*108*t*	60·3	28·2	London British ~~8*BH*~~*ptCem* ~~(*Coll to Sh dk*~~ *dispensed with* 7*BHto2nd dk* *APT*166*t*	Oil Engines 2S C.SA 8Cy.23⅝"-70⅞" 1350NHP 2DB*125lb* Richardsons,Westgarth& Co Ld.W.Hpl.	~~32 ″ 4~~ ~~s4 ″ 8¾~~ ~~28 ″ 0~~ 42 ″ 4 s13 ″ 3½ 29 ″ 3	
33773 1142 JBOE	**Siang Yang Maru** **TwinSc** Sunk to block Whangpoo River 8,37 2*Dks*	3302 1517 1983					1907	Kawasaki DockyardCo. Ld.Kobe	NisshinKisenK.K.	310·0 B248'F46'	44·0	14·0	Tokio Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
33774 120142	**Siangtan** **TwinSc** 2*Dks*	1195 677 729					1905	Farnham, Boyd &Co.Ld Shanghai	ChinaNav.Co.Ld.	220·0	40·0	9·5	London British	T.6Cy.9",14"&23"-15" 54RHP Yarrow&Co.Ld.London		
33775 153096 VPCG	**Siangwo** **TwinScTwinMst** *ss*Shi.No.3-7,37 2*Dks*	2595 1130 1515	A1 7,37 LMC7,37 *For Service on the Yangtze River*	Shi		OG 3,37	1926	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	275·0	46·1	10·4	HongKong British	T.6Cy.13½",22"&35"-18" 2SB 200lb FD ~~104NHP~~ HongKong&Whampoa DockCo.Ld.HongKong		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 33776 PHLY	**Siantar** *OilEng.* ssRot.No.3-6,34 3*Dks* ~~2*Dks&Shelterdk*~~ D.F. *CruiserStern* *Tonnage opening closed* 38	~~6995~~ ~~6356~~ ~~4427~~ 8667 ~~5242~~ 5563	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~8,36~~ ✠NE6,34 *Carrying oil*	Cal ✠LMC6,34 DBS~~9,36~~ 3,37 *F.P. a*	' *bo*	OG ~~N6,34~~ 8,37 *ve*150°	1921 10mo *Lloyd* *F.inf*	WearShipyard of W. Gray&Co. (1918),Ld. Sunderland *'sA&CP* *r'd deeptanks*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*390'1250*t* *DTa*27'1110*tM*	471·3 F52'*on Shelter dk* len34 FK *Coll* *T*24' 980*t FPT*155*t*	57·4	30 2 38·5	Rottrdam Dutch 8*BHptCem* *BH to W dk* 7 ,, ,, 2*nd* ,, *APT*60*t*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞"–$29\frac{15}{16}$" 1835NHP 2DB225*lb* NDB(WTB)34 225*lb* KonMaats"DeSchelde"Fls	~~32 " 11~~ ~~4 " 0~~ ~~28 " 1~~ 41 " 0 s12 " 0 29 " 6	
33777 PKFZ	**Siaoe** *Fitted for oil fuel* 1*Dk*	1573 1402 870					1921	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·1 P29'F30'	40·3	17·7	Batavia Dutch *WB*	T.3Cy.16½",27⅛"&45¼"–36" 121NHP N.V.Alblasserdamsche Mach.Fab.Alblasserdam		V
33778	**Siauliai** (*ex*Ebba–37) 1*Dk*	939 813 547					1920	A.G. Nüscke&Co Stettin	Akc.B-véLietuvos BaltijosLloydas (BaltijosTransportoBendrové S.A.A.*Mgrs.*)	224·3 P17'B63'F23'	33·0	14·1	Klaipeda Lithuanian *WB*	T.3Cy.12¾",21"&34"–$21\frac{3}{16}$" 110NHP AtlasWerke,Bremen		G
33779 PHMD	**Sibajak** Ⓟ **TwinSc** *OilEng.* D.F. GyC. 3*Dks* Sub.Sig. *CruiserStern*	12226 — 7368					1927	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	506·7 P143'F94'	62·9	35·2	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 16Cy.30"–52¾" 2495NHP Maats.deSchelde,Flushing		V
33780 PKHY	**Siberg** *OilEng.* 2*Dks*	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2 P34'F30'	41·2	16·9	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.22"–39" 280NHP Werkspoor,Amsterdam		V
33781 34428 JDPC	**Siberia Maru** (*ex*SeikoMaru–35, *ex*Mallina) 1*Dk*(*Stl*)*deepframing &Webframes,Middle dk*(*Stl*)*& deepframing inNos.*1*&*4*holds*	3099 2777 1629	✠ 4,10	Syd ✠	*v*		1909 4mo	Harland& Wolff,Ld. Belfast	KitaNipponKisen K.K. *CellDBa*84'*uE&B*	350·5 P37'B112'F45' FK 74'*f*142' 570*t FPT*	44·3	23·3	Kobe Japanese 6*BHCem* 48*tAPT*86*t*	Q.4Cy24½",35",50"&75"–54" 643NHP 3SB,*12cf*,GS226,HS9690 Harland&Wolff,Ld.Bel.	26 " 1	
33782 PKFJ	**Siberoet** 1*Dk*	1799 1542 1011					1927	A.F.Smulders Schiedam	Koninkl.Paketv. Maats.	267·5 P30'B68'F36'	42·2	17·7	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35"–35" 145NHP Gebr.Stork&Co.Hengelo		V
33783 PKHV	**Sibigo** (*ex*KianGwan) 1*Dk*	*1594* *1279* *941*			...		1926	Wilton'sE. &SlipwayCo. Schiedam	Koninkl.Paketv. Maats.	264·9 P20'B73'F25' FK	37·3	16·5	Batavia Dutch *WB*	T.3Cy.19",32"&51"–36" 202NHP Wilton'sE.&SlpwyCo.Rot.	18 " 6	V †
33784 67 IUHG	**Sibilla** (*ex*Ilex–34,*ex*Nina) *Well deck* 1*Dk&Webframes*	1077 870 614			...		1900	W.Dobson &Co. Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	222·4 212·4 P18'Q44'B46'F24' FK	35·0	14·4 14·0	Torre del Greco Italian *WB*	T.3Cy.18½",30"&49"–33" NB07 148NHP N.E.MarineCo.Ld.Nwc.	16 " 5	I †
33785 UOAW	**Sibir** Ⓟ *OilEng.* D.F. *Ref.Mchy* 2*Dks&*3*rd dk in fwd.holds* Sub.Sig. *CruiserStern* *Strengthened for Navigation in Ice*	3767 2934 2164			...		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37'B100'F41' FK	48·0	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"–33⅞" 692NHP RussianDieselWorks.Len.	27 " 9	
33786 PKFG	**Sibolga** 1*Dk*	1370 1170 785					1919	NVBoele's Scheepsw. Slikkerveer	Koninkl.Paketv. Maats.	237·9 P22'B60'F23'	36·0	16·7	Batavia Dutch *WB*	T.3Cy.18",30"&48"–36" 138NHP N.V.Boele'sSchpswBolnes		V
33787 216082 WECZ	**Siboney** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. E.S.D. 3*Dks&* *Ref.Mchy.* *Shelter dk*	6938 5679 3420			...		1918	W Cramp& SonsS&EBCo Philadelphia	NewYork andCuba MailS.S.Co.	423·0 B&F*onShelter dk* 316' FK	60·0	15·7 32·0	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1908NHP Wm.Cramp&Sons, S.&E.B.Co.Phl.	35 " 0	R †
33788 134276	**Sicamous** Ⓟ **SternPad** *Mchy.Aft*	1787 — 994					1914	Western DrydockCo. Okanagan Landing,B.C.	CanadianPacific RailwayCo.	200·5	40·0	8·0	Victoria, B.C. British	H.C.4Cy.(2)16⅝"&(2)35⅜"–96" 101NHP WesternDrydockCo.		
33789 2048 IOGS	**Sicilia** Ⓟ (*ex*Coblenz–35) **TwinSc** Sub.Sig. *Corrugated sides* D.F. 3*Dks*	9646 — 5635					1923	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·8 B142'F44'	57·6 62·3	31·2 30·8	Genoa Italian *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts A.G."Weser,"Bremen		I
* 33790 7968 SKXA	— *OilEng.* *CruiserStern* 1*Dk&Shelter dk* *Strengthened for Navigation in Ice* D.F. *Rudder electrically welded*	*1633* *1206* 739	✠100A1 *withfreeboard* ~~10,37~~ ~~12,36~~ 2,38	Got ✠LMC8,34	*s*	CL 2,37	1934 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*240'446*t*	284·2 293·5(O.L.) F25' FK *FPT*23*tAPT*27*t*	41·1	15·1	Gothenbrg Swedish 4*BHptCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"–$43\frac{5}{16}$" DB40*lb* 377NHP KockumsM.V.Akt.Malmö	18 " 0 s " 2 17 " 11¼	
* 33791 145963 GFXZ	**Sicilian Prince** (*ex*CastilianPrince, *ex*Alleghany) ssMch.No.3-10,34 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern*	3489 2909 1803	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~9,36~~ MS6,34 *Fitted for oil* *Carrying oil*	Mch Ant ✠LMC BS~~7,34~~9,37 *fuel* 8, *fuel F.*	*x* 22 *P.*	CL ~~9,34~~ 9,37 *F.P. a* *above*1	1922 6mo *Lloyd* *bove* 1 50° F.	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP* 50° F. *inDTank aft*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler* *CellDB*294'1155*t* *DTa*22'643*t*	363·3 F68' *on Shelter dk* FK *space&forward*143' *Collision* *FPT*45*tAPT*43*t*	52·1	22·0	London British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"–48" (*s*) 180lb 547NHP 3SB,*9cf*,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl.	24 " 9 s 2 " 3¾ 22 " 8	
33792 2069 IUIG	**Siciliano** (*ex*FifeCoast–32,*ex*Princess Ena,*ex*Glenariff) *Well deck* 1*Dk* Now "Mino," see No. 39173 in Supplement	653 531 362			...		1892	McIlwaine &McColl,Ld. Belfast	S.A.G.A.N.Soc. Anon.Gestione ArmamentoNavi	209·3 201·0 P20'Q83'B11'F31' BK7½"	29·1	13·8	Genoa Italian *WB*	T.3Cy.17⅝",28"&46"–33" 136NHP M'Ilwaine&McColl,Ld.Bel.	14 " 9	I †
33793 1954 ICHL	**Siculo** (*ex*Manon–34,*ex*Vaucluse–34, *ex*Rea,*ex*Sorrento, ssNts.2ndNo.3-9,30 *ex*Skjalm) 1*Dk*(*Stl*)*&Awng dk*(*Irn*)	1481 1302 856	... 6,34	Dnk	*o*		1906 7mo	Framnes Mek.Værks. Sandefjord	~~Ligure-SiculaSoc. diNav.~~ A.Lauro *Cell*	242·2 232·0 F24'*onAwng dk* FK *DBa*58' *uE*19'*f*94'2	35·2	19·6	Genoa Italian 4*BH* 67*tAPT*15*t*	T.3Cy.18",29"&48"–33" 156NHP 2SB,*4cf*,GS96,HS2604 AkersMek.Værks.Oslo	22 " 1	I †

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. B. of Trade
33794 PKHW	**Sidajoe**	1788 1545 1001					1928	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	267·6	42·2	17·6	Batavia Dutch *WB*	C.4Cy.16$\frac{9}{16}$"&35$\frac{7}{16}$"–35$\frac{7}{16}$" 126NHP Maats.Fyenoord,Rot.		V
33795 FNBI	**Sidi-Aïssa** *Fitted for oil fuel* 2*Dks*	2586 2288 1426					1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Soc.Gén.deTransp. Mar.àVap.	330·4 P&B196'F96'	43·0	24·4	Marseilles French *WB*	T.3Cy.21",34"&56"–39" 196NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
33796 FNBH	**Sidi-Bel-Abbès** Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks* *Ref.Mchy.* *CruiserStern*	4392 2776 2168					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	368·0 P&B259'	50·2	23·2	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
33797 FNBX	**Sidi-Brahim** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2439 1737 923					1910	Swan,Hunter & Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	325·6 P59'B37'F33'	40·5	21·0	Marseilles French *WB*	T.4Cy.27",43"&(2)50"–42" 324NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
33798 FNHY	**Sidi-Mabrouk** Ⓟ (*ex*Phrygie–33) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*3*trB*	3883 3224 2374					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Soc.Gén.deTransp. Mar.àVap.	357·9 P51'B126'F56'	44·1	26·0	Marseilles French *WB*	T.3Cy.26",41½"&68"–45" 310NHP GourlayBros.&Co. (Dundee)Ld.Dun.		V
33799 FNBL	**Sidi-Okba** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* 2*Dks*	2824 2259 1558					1929	Atel.&Ch. deBretagne Nantes	Soc.Gén.deTransp. Mar.àVap.	330·5 P57'B94'F98'	43·1	23·6	Marseilles French *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts.		V
33800 220166 KUVD	**Sidney M. Hauptman** (*ex*Argus) *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6027 — 3782			...		1920	GMStandiferConstCorp Vancouver, Wash.	~~Chas.R.M'Cormick LumberCo.~~ McCormick SteamshipCo.	401·4 P34'B114'F38'*on* *Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 " 7	R †
33801 DAKS	**Siegfried** 1*Dk*	563 410 329					1901	Oderwerke Akt.Ges. Stettin	Rud.Christ.Gribel	172·3 Q50'B41'F15'	26·6	11·1	Stettin German *WB*	T.3Cy.13½",21½"&35½"–25" 63NHP OderwerkeAkt Ges.Stettin		G
※ 33802 IBUW	**Siena** *ss*Bbo.No.3–4,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted* See also "ARTXANDA-MENDI," No.20552	3222 2806 1858	✠100A1 2,37 ✠LMC MS4,34 BS~~2,35~~ 2,37	Gen	*u*	CL 7,35	1921 4mo	CiaEuskalduna deConst Bilbao *Lloyd'sA&CP*	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa*	335·0 P39'B74'F28' FK 110'*u*E18'*f*139'640*t*	46·6	22·0	Genoa Italian 5*BHCem* *APT*98*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb ~~100lb~~ 333NHP 2SB,6*cf*,GS135,HS5620 Blair&Co.Ld.Stockton	24 " 2 s4 " 0 20 " 4¾	
33803 203757 WIFJ	**Sierra** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	4846 — 4287					1906	ToledoS.B. Co. Toledo	SierraSteamship Co.(G.A.Tomlinson,*Mgr.*)	438·7 *WB*	52·0	23·9	Wilmgton (Del.) Utd.States	Q.4Cy.16½",24",35"&50"–42" 163NHP ToledoS.B.Co.		R
33804 214391 WKCM	— **WoodTwinSc** *OilEng.* Wireless 1*Dk*2*trB*	1510 — 1199					1916	Mathews S.B.Co. Hoquiam	Northwestern LivestockCorp.	210·6	42·5	14·8	Juneau Utd.States	Oil Engines 2S.C.SA 8Cy.16½"–18$\frac{5}{8}$" 383NHP J&CGBolindersCoLdSkm		
33805 DOBJ	**Sierra Cordoba** Ⓟ **TwinSc** D.F. *Corrugated sides* Sub.Sig. GyC. 4*Dks*	11492 8210 6486					1923	Bremer Vulkan Vegesack	DeutscheArbeitsfrontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	490·5 P&B380'F79'	61·8 66·3	34·3	Bremen German *WB*	T.6Cy.28$\frac{3}{8}$",46$\frac{7}{8}$"&75$\frac{5}{8}$"–51¼" 818NHP BremerVulkan,Vegesack		G
33806 5557 SGHM	**Sif** 1*Dk*	1365 1033 747					1913	Dundee S.B.Co.Ld Dundee	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	235·1 P17'Q63'B63'H75*t* F29'	36·2	15·0	Stockholm Swedish *WB*	T.3Cy.18",28¾"&48"–33" 132NHP ShieldsEng.Co.Ld.N.Shl.		V
33807 712 SVOB	**Sifnos** (*ex*CapD'Antifer–32,*ex*Labor) 1*Dk*	2290 — 1073			...		1917	Detroit S.B.Co. Wyandotte	ThemistoclesF. Stafilopatis	247·9 P27'B65'F28' FK	43·7	17·7	Piræus Greek *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 " 2	V †
33808 677 SZML	— Ⓟ (*ex*ConstantinosTogias–33,*ex*Iela, *ex*Yacht,*ex*Mira) Wireless	315 — 158			...		1891	D.J.Dunlop &Co. Pt.Glasgow	HellenicCoast LinesCo.Ld.	154·0	21·6	12·3	Piræus Greek	T.3Cy.14",22"&36"–24" 75NHP D.J.Dunlop&Co.Pt.Gls.		
33809 OHVG	**Siggy** (*ex*Carl–35,*ex*Artensis–34, *ex*GustavFischer) 1*Dk*	1792 — 1006					1921	Nüscke &Co.A.G. Stettin	RederiA/B Carl (AlbertF.Krause)	267·5 P57*t*H84*t*F21*t*	42·2	17·9	Brandö Finnish *WB*	T3Cy.20$\frac{7}{16}$",32¼"&51½"–35$\frac{3}{8}$" Görlitzer 155NHP MaschinenbauA.G.Görlitz		N
33810 PKRO	**Sigli** *Fitted for oil fuel*	1579 1102 873					1920	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·0 P25'F31'	40·0	17·6	Batavia Dutch *WB*	T.3Cy.16½",27"&45"–36" 121NHP AlblasserdamscheMachine Fabriek,Alblasserdam		V
33811 165568 MMMC	**Signality** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~490~~ 487 316 ~~244~~	✠100A1 9,37 ~~(ClassContem-plated)~~ ✠LMC9,37	Grk	*g*	OG	1937 9mo	G.Brown &Co. (Marine)Ld. Greenock *Lloyd'sA&CP*	F.T.Everard& Sons,Ld.	157·8 164·0([illegible]) Q98'F17' FK *FPT*	27·7	9·5	London British 3*BHptCem* *ptAsp* 8*tAPT*47*t*	Oil Engines 2S.C.SA 5Cy.12$\frac{5}{8}$"–16¼" 71RHP NewburyDieselCo.Ld. Newbury	10 " 8½ s3 " 7 10 " 8¼	
33812 2662 SGHO	**Signe** (*ex*Glan,*ex*Edith, **IronBn** *ex*StorraLee) *ss*Bly.3rdNo.3–11,20 *Well deck* 1*Dk*(*Irn*)2*trB*	*1566* *1305* *936*	✠ 1,26 ✠	Hbg	*q*		1882 6mo	W.Gray& Co. WHartlepool	RederiA/B Signe (Aug.Andersson)	257·5 Q103'B66'H28*t* F28' ptND07 BK9' *DBa*	35·8	18·9	Hlsngborg Swedish 4*BHCem* 82'*f*92'316*t*	C.2Cy.29¼"&60"–39" NDB00 170NHP 2SB,6*pf*,GS79,HS2702 Blair&Co.Ld.Stockton	20 " 3	V †
33813 OULA	— 1*Dk*	1191 913 696					1919	A/SKjöbenhavns Flydedok& Skibsverft	Dampskibsselskabet Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S KjöbenhvnsFlydedok ogSkibsværft.Copenhagen		C
33814 5390 SGHU	**Signfred** (*ex*Carriden) *ss*Lth.No.2–12 *Well deck* 1*Dk*(*Stl-ptws*)	*666* *451* *327*	✠ 11,15 ✠	Osl	*i*		1903 8mo	G.Brown &Co. Greenock	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*) *WB=CellDBa*42'	180·6 P11'Q45'B44'F23' FK *u*E13'*f*77'146*tFPT*	29·2	11·1	Verkebäck Swedish 4*BHCem* 30*tAPT*10*t*	T.3Cy.15",25"&40"–27" 99NHP 1SB,3*cf*,GS47,HS1660 Muir&Houston,Ld.Gls.	13 " 4	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
33815 8918 OHYD	**Sigrid** (*ex*Lucy-35,*ex*Trinity) *ss*Dnz.2ndNo.3-3,31 *ss*Got.No.1-36 1*Dk*(*ptIrn&ptStl*)& *deepframing*	3726 — 2235	✠100A1 9,37 ~~10,36~~ ✠LMC MS6,36 BS~~10,36~~ 9,37	Got	*v*	CL ~~7,34~~ 9,37	1906 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	RederiA/BTrader (K.Hansen,*Mgr.*) *CellDBa*	362·2 347·0 P27'B94'F31' FK 113'*uE*23'*f*150'978*t*	50·8 50·0	25·5 25·0	Helsingfrs Finnish 6*BHCem* *APT*106*t*	T.3Cy.25½",40½"&67"-45"(*s*) 180lb *90lb* 334NHP 2SB,8*rf*,GS129,HS5240 Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 4 ″ 5 21 ″ 4	
※ 33816 890 ESCT	— (*ex*Boomberg-33) *ss*Tln.2ndNo.3-4,35 1*Dk*(*Stl*)&*deepframing*	1809 1556 1079	✠100A1 ~~5,37 7,36~~ 1,38 ✠LMC MS4,35 BS~~11,36~~ 11,37	Tln Gmb	*r*	CL 7,36	1910 3mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*) *Cell DB*a	271·0 P18'B66'F27' FK 80'*uE*16'*f* 120'522*t*	39·1	17·4	Käsmu Estonian 4*BHCem* *APT*60*t*	T.3Cy.20",33"&54"-36" (*s*) 160lb 190NHP 2SB,6*pf*,GS99,HS3078 G.T.Grey,SouthShields	19″10 s 2″ 8½ 17 ″ 8	
33817 OHCB	— *ss*Hfs No.2-37 *OilEng.* ~~*ss*Abo.No.1-33~~ Wireless 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* *CruiserStern* *Strengthened forNavigation in Ice*	1224 944 463	✠100A1 7,37 ~~9,36~~ ✠LMC CS~~4,36~~ 7,37 DBS~~9,36~~7,37 5,36 *CarryingPetroleum in bulk*	Hfs	*n*	CL 9,36	1928 11mo *Lloyd*	Ardrossan Dckyd.Ld. Ardrossan '*sA&CP*	A/B Oljetransport O/Y *Ce*	205·8 Q71'F45' *Trunk*91' FK *llDBuE*44'68*tFPT*	36·7	14·1	Helsingfrs Finnish 10*BHptCem* 36*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.18⅜"-35$\frac{7}{16}$" DB*150lb* 189NHP Hwthrn,Leslie&C.Ld.Nwc.	15 ″ 0 s ″ 9¼ 14 ″ 4½	
33818 OULB	— 1*Dk*	1207 999 732			...		1917	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv	17 ″ 3	V †
33819 7079 SGID	— (*ex*Magnar,*ex*Ekstrand,*ex*Dagfred) 1*Dk*	*1091* *854* *648*					1900	FevigsJrn- skibsbyggeri Fevig	Rederi.A/B Allan (HarryPersson)	230·3 Q126*t*B58'H8*t* F32*t*	34·0	13·4	Landskrna Swedish *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		V
33820 LEUL	— (*ex*Nystrand) 1*Dk*	1024 814 579					1920	N.V.Hol- landSB.Co. Hendrik-Ido- Ambacht	A/S Djerv (Bachke &Co.*Mgrs.*)	216·3 P25*t*Q59*t*H62*t* F34*t*	34·5	13·1	Trndheim Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Machinefabrik,Kinderdijk		N
33821 7404 SFVA	**Sigrid Matthiessen** (*ex*Gulli, *ex*Vera) Wireless 1*Dk*	*974* *746* *567*					1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Banana (SvenSalén,*Mgr.*)	215·4 Q115*t*B51*t*H29*t* F32*t*	32·7	12·7	Stockholm Swedish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk.&Jrns.Bgn		V
※ 33822 OULC	**Sigrun** (*ex*Vagn) *ss*Els.No.2-38 *ss*Cpn.2ndNo.3-1,29 ~~*ss*Cpn.No.1-34~~ 1*Dk*(*Stl*)&*deepframing*	1337 1191 799	✠100A1 2,38 ~~5,36~~ ✠LMC2,38 ~~MS9,33~~ BS~~4,36~~ 4,37	Mmo Els	*p*	CL ~~5,36~~ 1,38	1904 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	DetForenede DampskibsSelsk. *WB=CellDBa*	240·0 P19'B64'F27' FK &*uE*86'*f*98'339*tFP*	36·5	16·8	Middelfart Danish 4*BHCem* *T*59*tAPT*6*t*	T.3Cy.18",29"&48"-33" (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.Co.Ld.Sld	19 ″ 0 s 2 ″ 4 16 ″ 10	
33823 104 YLAS	**Sigulda** (*ex*GeneralShobelew, *ex*Texel) 1*Dk*&*ptAwng dk*	1999 1668 1260					1900	Bonn& Mees Rotterdam	SeebergBros.	269·0 Q108' *ptAwng dk*156'	39·0	19·0	Riga Latvian *WB*	T.3Cy.21",35"&57"-39" 203NHP Blair&Co.Ld.Stockton		V
33824 LEZM	**Sigurd Hund** (*ex*Sulitjelma-35, *ex*Treue) 1*Dk*	549 388 294					1925	NVSchpsw v/hJ.Th.Wil- mink&Co. Groningen	A/SNordlands- linjen (O.Jacobsen, *Mgr.*)	159·3 P63*t*Q35*t*H5*t*F27*t*	27·2	11·4	Harstad Norwegian *WB*	T3Cy12⅗"19$\frac{7}{10}$"&33$\frac{1}{10}$"-19$\frac{7}{10}$" 48NHP N.V.Machfbr.Fulton,Hgz.		N
33825 LEUN	**Sigurd Jarl** Ⓟ 1*Dk*&*Awng dk*3*trB*	924 510 524					1894	AkersMek. Verksted Oslo	DetNordenfjeldske Dampskibsselskab	198·4 H80*t*	29·1	14.9 22·1	Trndheim Norwegian *WB*	T.3Cy.20",32"&52"-30" NB08 148NHP AkersMek. Verksted,Oslo		
33826 209 YLGA	**Sigurds Faulbaums** (*ex*Nordeflinge-37,*ex* *ss*Rot.No.3-7,26 Anglet,*ex*DingleBank) *ss*Hpl.No.2-35 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	3146 2961 1943	✠100A1 2,38 ~~1,37~~ ✠LMC MS10,35 BS~~5,36~~ 6,37	Cff Shl	*u*	CL 1,37	1913 4mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	MaxFaulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*) *CellDBa*1	331·0 P26'B95'F33' FK 12'*uE*&*B*42'*f*132'8	47·7	22·5	Riga Latvian 5*BHCem* 46*tAPT*168*t*	T.3Cy.24",39"&65"-42" (*s*) 180lb 303NHP 2SB,6*cf*,GS130,HS4736 J.Dickinson&Sons,Ld Sld.	24 ″ 6 s 3 ″ 8½ 21 ″ 0	
33827 3132 SJEA	**Sigyn** 1*Dk*&*deepframing*	*1981* *1773* *1129*			...		1897	Campbel- townS.B.Co. Campbeltwn	Rederi A/B Sigyn (H.Lundgren)	280·2 P29'B54'F31' FK	40·5	19·0	Hlsingborg Swedish *WB*	T.3Cy.21$\frac{1}{16}$",33¾"&53"-36" 174NHP Hutson&Son,Glasgow	21 ″ 8	V †
33828 7394 SGIO	**Siirto** (*ex*Ferm,*ex*Alcides, *ex*WilhelmBiesterfeld) Wireless D.F. 1*Dk*	*843* *605* *420*					1921	D.W.Kre- merSohn Elmshorn	A/B Svenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	193·1 Q63*t*H65*t*F33*t*	31·0	12·3	Gothenbrg Swedish *WB*	T.3Cy.14½",23⅗"&37⅗"-25½" 72NHP Steen&Kaufmnn,Elmshrn.		V
※ 33829 EAJC	**Sil** *OilEng.* *ss*Msl.No.1-33 *Ref.Mchy.* 2*Dks*(*Udk-Stl*)	2522 1849 1375	✠100A1 *withfreeboard* 12,35 DBS1,36 ✠LMC2,33 ✠Lloyd'sRMC6,35	Msl	*s*	CL 11,34	1928 8mo *Lloyd*	Cia Euskal- duna deConst Bilbao '*sA&CP*	MiguelM.de Pinillos	290·0 304·6(O.L.) B98'F35' FK *CellDB*248'347*t*	42·2	21·0	Cadiz Spanish 5*BH* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 487NHP DB*100lb* Gebr.SulzerA.G. Ludwigshafn	23 ″ 3 s 5 ″ 5 17 ″ 11	
33830 LCXP	**Sildra** *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	7313 6761 4307					1927	F.Schichau Danzig	A/RSeljan(Wilh.& PaulJebsen, *Mgrs.*)	441·6 P372*t*H180*t*	57·4	34·2	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 540NHP F.Schichau,Elbing		C
33831 75 ICAA	**Sileno** Ⓟ (*ex*Orvieto-35,*ex*Orsova) *ss*Sba.No.3-2,20 *ss*Shl.No.2-29 D.F. 1*Dk*(*Stl*)&*deepframing*	3567 3324 2236	✠ —— 3,35 ✠	Sld	*w*		1907 10mo	R.Craggs &Sons,Ld. Middlesbro'	BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellD Ba*119'*uE*&*B*	370·7 350·0 P31'B101'F35' FK 42'*f*144'1034*t FPT*	49·5 49·7	23·6 23·4	Torre del Greco Italian 6*BHCem* 88*tAPT*99*t*	T.3Cy.23½",39"&66"-45" 322NHP 3SB,9*cf*,GS122,HS5034 N.E.MarineEngCoLd.Nwc	25″10	I †
33832 SJXN	**Silesia** (*ex*Nell-36,*ex*Sprightly-34) *ss*Abg.No.3-10,34 *ss*Got.No.1-38 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*1839* *1466* *1026*	✠100A1 ~~8,37 12,36~~ 4,38 ~~DBS12,36~~ ✠LMC~~10,34~~ ~~2,38~~ 2,38	Got	*q*	CL 12,36	1923 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	RederiA/BSylvia (Alb.Billner,*Mgr.*) *CellD*	267·9 Q106'B55'F30' FK *B*206' 384*t FPT*86*t*	37·8	17·6	Gothenbrg Swedish 4*BHCem* *APT*173*t*	T.3Cy.20½",33"&54"-39"(*s*) 180lb 200NHP 2SB,4*cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s 1″10½ 18 ″ 1	
33833 218972	**Siletz** *Fitted for oil fuel* 2*Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	Portlnd,Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si on est dans le L.R. Durée. Cert. R.M.Trade.
33834 PKPS	**Silindoeng** (exAdrianStoop) *Well deck* 1*Dk* *CruiserStern*	1793 1315 947			...		1924	Maats. Fyenoord Rotterdam	N.V.Koninkl. Paketv.Maats.	250·3|40·7|16·3 P18 Q134'*Bon*Q50' F20' FK	Batavia Dutch *WB*	T.3Cy.17½",29"&46"-39" 220NHP Maats.Fyenoord,Rot.	18 ″ 3	V †
33835 LEUO	**Silja** 1*Dk*	1259 956 716					1919	P.Th. StuhrsMaskin&Skibs. A/S Aalborg	RederiA/S Kragerö(K. Sandaas, *Mgr.*)	238·7|36·3|13·6 P34*t*Q91*t*P37*t*H70*t*	Kragerö Norwegian *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs, Aarhus		N
33836 LCXO	**Siljestad** *OilEng.* 1*Dk*&*Shelter dk*	4301 3827 2519					1927	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S)	376·5|53·8|23·6 P62*t*B87*t*H249*t* F28*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP Akt.Burmeistr&Wain,Cpn		N
33837 OZWC	**Silkeborg** 1*Dk*	1806 1600 1101					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Danebrog (C.K.Hansen, *Mg.*)	265·0|42·2|17·6 P22'B71'F29'	Copnhagn Danish *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
33838 145485 GDKR	**Silksworth** ssKob.No.3-8,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4921 4569 2961	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~8,36~~ ~~BS8,36~~	Kob BS8,37 ✠LMC8,35	*z*	CL 7,35 *Cell*	1922 4mo *Lloyd* *DBa*1	Richardsn. Duck&Co.Ld Stockton *'sA&CP* 21'*uE*26'*f*184	ForeignInvestments,Ld. ... 1264*t**DTa*30'1116*t*	415·2|53·3|25·6 FK *FPT*106*t**APT*145*t*	Shanghai British *Cem* *Collision BHtoShdk* 6 ″ ″ *U* ″	T.3Cy.28",46"&75"-51" (*s*) 180lb 587NHP 3SB,9*cf*,GS189,HS8925 FD Blair&Co.Ld.Stockton	28 ″ 3 s 3 ″ 1¾ 25 ″ 4½	
33839 160774 GTXY	**Siltonhall** ssHpl.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4831 4383 2810	✠100A1 *withfreeboard* ~~[illegible]~~ ~~12,36~~ 12,37	Hpl ✠LMC12,36	*z*	CL 7,36	1932 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*358'1143*t* *DTa*28'1076*t*	410·7|54·8|24·9 F35' FK *FPT*170*t**APT*152*t*	W.Hartlpl British 7*BHCem* (*ColltoShdk* 6 ″ *2nd* ″)	Q4Cy20",25½",41½"&61"-48" 260lb FD (*s*) 467NHP 3SB(Spt)9*cf*,GS144,HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 7 s 3 ″ 0½ 24 ″ 9¾	
Now	"Luise Leonhardt," see No. 39065 in Supplement													
33840 123 IUIS	**Silva** (exSmaragd,exHanchen, exDovre) Iron *Well deck* 1*Dk*2*trB*	488 376 266			...		1889	E.Finch& Co.Ld. Chepstow	A.Alfino&Figli	167·6|25·0|12·5 160·0 Q74'B16'F26'	Catania Italian *WB*	T.3Cy.12",20"&32"-24" 70NHP E.Scott&Co.Newcastle	13 ″ 6	I †
33841 CSBN	**Silva Gouveia** (exMaxWeidtman, exTaunus) Sub.Sig. Wireless 1*Dk*	893 695 511					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deCom. Ind.&Transp.Lda.	209·5|31·9|12·9 B56'Q67'F25'	Lisbon Portuguese *WB*	T.3Cy.16¾",26⅝"&43 5/16"-27⅝" Dresdener 98NHP Maschfb.A.G.Uebigau		G
33842 114186	**Silver City** ssBel.2ndNo.3-10,26 *Mchy.Aft* 1*Dk* *Well deck*	313 227 125	✠ —— 2,32 ✠	NFL	*e*		1901 5mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan	JobBros.&Co.Ld.	134·8|23·1|10·0 Q70'B14'F20' FK *WB=FPT*	SJhnsNFL British 3*BHCem* 31*t**APT*4*t*	C.2Cy.18 7/16"&36"-27" 55RHP 1SB,3*pf*,GS48,HS1204 ArdrossanD.D.&S.BCo.Ld	10 ″ 9	
33843 218615 KIRG	**Silver Sword** (exNewBritain-34) *Fitted for oil fuel* 1*Dk*	4937 — 3122					1919	Downey S.B.Co. Arlingt'n N.J	SwordS.S.Line, Inc.	386·8|52·2|27·4	NewYork Utd.States	T.3Cy.24",40"&70"-48" DowneyS.B.Co. 338NHP Arlington,N.J.		R
33844 216304 KFKI	**Silverado** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2298 — 1359					1918	L'ngBeach S.B.Co. LongBeach, Cal.	SilveradoS.S.Co.	245·6|42·0|24·1	S.Frncisco Utd.States *WB*	T.3Cy.19".35"&46"-26" *E made 06 refitted 18* 108NHP Watt&Hinds,NewYork		R
※ 33845 149720 GMST	**Silverash** *OilEng.* ssVcr.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds* *CruiserStern*	~~5299~~ ~~4828~~ ~~3091~~ 5311 4828 3111	✠100A1 *withfreeboard* 10,37 ~~1,37~~ ✠LMC DBS~~5,36~~6,37 ✠Lloyd'sRM for temp. 20° F.	NYk NOs CS10,35 1,37 C~~1,37~~~~6,37~~ ~~11,37~~6,36	*b*†	CL 1,37	1926 9mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP* *CellDB*361'	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t* *DTs*53'2238*t*	425·6|58·3|24·7 F46' FK *FPT*244*t**APT*328*t*	London British 8*BHptCem* (*ColltoShdk* 7 ″ *2nd* ″)	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP DB(*upr*) DB*120lb* W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks						...					
※ 33846 14862 GLMD	**Silveray** *OilEng.* ssHul.No.2-32 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4535 4012 2626	✠100A1 *withfreeboard* 4,37 DBS~~4,37~~ 5,38	Bom ✠LMC11,33	*a*†	CL ~~1,36~~ 12,37	1925 7mo *Lloyd*	JLThompson&Sons,Ld Sunderland *'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*343'	395·7|57·0|23·4 P27'B173'F42' FK 1253*t**DTa*26'956*t**D*	London British 8*BHptCem* (*ColltoShdk* 7 ″ *2nd* ″) *Tf*31' 1146*t*	Oil Engines 2S.C.SA 3Cy.22 13/16"-91 5/16" 480NHP DB*120lb* W.Doxford&Sons,Ld.Sld. *FPT*251*t**APT*246*t*	25 ″ 10 s 2 ″ 4½ 23 ″ 8¼	
※ 33847 149744 GMSX	**Silverbeech** *OilEng.* ssVcr.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds* *CruiserStern*	5311 4837 3096	✠100A1 *withfreeboard* ~~8,37~~ 6,36 ~~6,37~~ 9,37 ✠LMC DBS~~2,36~~4,37 ✠Lloyd'sRM for temp. 20° F.	NOs ~~Sng~~ CS8,35 9,36 C~~4,37~~9,37	*b*†	CL N4,35	1926 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*t**DT*	425·6|58·3|24·7 F46' FK *s*53' 2238*t**FPT*244*t*	London British 8*BHptCem* (*ColltoShdk* 7 ″ *2nd* ″) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP DB(*upr*) DB*120lb* W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks											
※ 33848 149851 GMVJ	**Silverbelle** *OilEng.* ssCal.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds* *CruiserStern*	5302 4828 3091	✠100A1 *withfreeboard* 11,37 ~~5,36~~ ✠LMC ~~DBS11,36~~ ✠Lloyd'sRM for temp. 20° F.	Cal DBS11,37 CS11,35 ~~5,36~~1,37 C[illegible]5,37	*b*†	CL ~~5,36~~ 11,37	1927 7mo *Lloyd*	JLThompson&Sons,Ld Sunderland *'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*t**DT*	425·6|58·3|24·7 F46' FK *s*53'2238*t* *FPT*244*t*	London British 8*BHptCem* (*ColltoShdk* 7 ″ *2nd* ″) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP DB(*upr*) DB*120lb* W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
			Carrying oil fuel or Kerosene F.P.above 150° F. in forward & after peak tanks & deep tanks											
33849 147694 GKFP	**Silvercedar** *OilEng.* ssN.Os.No.3-8,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4354 4070 2637	✠100A1 *withfreeboard* ~~8,36~~ 2,37 ✠LMC DBS~~1,36~~5,37	NOs NYk CS8,36 ~~1,36~~8,36	*y*	CL 8,36	1924 7mo *Lloyd*	W.Doxford &SonsLd. Sunderland *'sA&CP*	SilverLine.Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*	375·0|52·6|25·7 F30' FK 322' 1011*t**DTf*26'9	London British 7*BHptCem* (*ColltoShdk* 6 ″ *2nd* ″) 76*t**FPT*140*t*	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. *APT*220*t*	28 ″ 3 s 3 ″ 0½ 25 ″ 5	

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33850 [illegible] ~~GSFP~~	Silvercypress TwinSc Damaged by Fire 1,37 OilEng. ssHKg.No.1-34 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy 3rd dk(Stl)in foreholds CruiserStern	6770 5910 3693	~~✠100A1~~ withfreeboard 4,36 ✠LMC CS5,35 ~~DBS4,36~~ 8,34 ✠Lloyd'sRMC11,36 for temp. 20° F.	HKg	d†	CL P10,33 S3,36	1930 6mo	Harland&Wolff,Ld. Belfast Lloyd's A&CP	~~SilverLineLd.~~ ~~(Stanley&John~~ ~~Thompson,Ld.~~ ~~Mgrs.)~~	456·3 F46' FK (Coll	62·0	25·6	Japanese ~~London~~ ~~British~~ 8BHptCem BH to Sh dk 7 „ „ 2nd „)	Oil Engines 4S.C.SA 12Cy 29⅛"–59 1/16" 979NHP DB(upr)100lb DB150lb Harland&WolffLd.Belfast	30 ″ 6 s 4 ″ 0¼ 26 ″ 8¾	
			Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB375'1348t MTs48'2325t Tanks in way of tunnels492t FPT209t APT472t							
33851 147648 GKFN	Silverelm OilEng. ssNYk.No.3-8,35 D.F. 1Dk(Stl)&Shelterdk(Stl) CruiserStern	4351 4070 2637	✠100A1 withfreeboard 11,37~~3,37~~ ✠LMC CS3,36 DBS~~3,36~~ 1,38 6,36	Bom Ddn	y	CL 8,35	1924 5mo	W.Doxford&Sons,Ld. Sunderland Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	375·0 F30' FK Ductkeelf127' Coll	52·6	25·7	London British 7BHptCem BH to Sh dk 6 „ „ 2nd „	Oil Engines 2S.C.SA 3Cy.21¼"–85" 417NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 4½	
			Carrying oil fuel F.P. above 150°F. in fore & after peak tanks						CellDB322'971t DTf25'976t FPT140t APT220t							
33852 137436 MFXC	Silverfield 3Mst ssLiv.No.3-8,27 Mchy.Aft ssLiv.No.2-36 Well deck 1Dk(Stl)	426 306 161	✠100A1 5,36 BS2,38 ~~1,37~~ ✠LMC ~~BS12,35~~ MS5,36	Liv	g	CL 4,36	1915 3mo	LythamS.B.&E.Co.Ld. Lytham Lloyd's A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 Q85'B9'F23' BK 6½" WB=DTf16'33t	26·0	11·5	Liverpool British 4BHCem APT6t	T.3Cy.14",22"&38"–24" (s) 180lb 88RHP 1SB,3pf,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 ″ 6 s 3 ″ 11 12 ″ 11	
33853 147675 GKTC	Silverfir OilEng. D.F. ssN.Os.No.3-8,35 ~~ssSld.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl) CruiserStern	4347 4070 2636	✠100A1 withfreeboard 9,37~~4,36~~ ✠LMC CS~~2,33~~ 4,37 DBS~~4,36~~9,37 ~~11,34~~10,36	NOs Phl	y	CL 3,36	1924 6mo	W.Doxford&Sons,Ld. Sunderland Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	375·0 391·2(O.L.) F30' FK Ductkeelf127' Coll	52·6	25·7	London British 7BHptCem BH to Sh dk 6 „ „ 2nd „	Oil Engines 2S.C.SA 3Cy.21¼"–85" 417NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 4½	
			Fitted for carrying oil fuel 2,30 F.P. above 150° F. in fore & after peak tanks						CellDB322'971tDTf25'976tFPT140tAPT220t							
33854 149850 GMVK	Silverguava OilEng. D.F. ssCal.No.2-35 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in holds CruiserStern	5294 4828 3088	✠100A1 withfreeboard 11,37~~3,37~~ ✠LMC CS5,36 DBS~~9,36~~9,37 9,36 ✠Lloyd'sRMC1,~~37~~ ~~5,37~~ 1,38 for temp. 20° F.	LAn SFo	b†	CL 5,36	1927 6mo	Sir.J Laing&Sons,Ld. Sunderland Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46' FK Coll	58·3	24·7	London British 8BHptCem BH to Sh dk 7 „ „ 2nd „	Oil Engines 2S.C.SA 4Cy.26¾"–107" 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
			Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB361'1416t DTs53'2238t FPT244t APT328t							
33855 147710 GKDV	Silverlarch OilEng. D.F. ssSld.No.3-7,35 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5064 4629 3189	✠100A1 withfreeboard ~~10,37~~~~10,36~~ ✠LMC3,36 ✠NE3,36 DBS~~3,36~~ 4,37	HKg NYk	a†	CL N3,36	1924 8mo	Swan.Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	401·0 415·0(O.L.) P29'F40' FK Collision	55·3	26·3	London British pt Cem BH to Sh dk 6 „ „2nd „ 2 „ „3rd „	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1052NHP 2DB120lb DB(upr)36 120lb Richardsons,Westgarth&Co.Ld.Hpl.	28 ″ 7 s 3 ″ 0½ 25 ″ 9½	
			Carrying oil F.P. above 150° F. in after peak tank & deep tanks						CellDB350'1203t DTsf59'1256t MT42'1080t DTsa60'1844t FPT129t APT290t							
33856 144412 GDWS	Silverlight (exEngineerAvdakoff) ssCff.2ndNo.3-8,31 ssCff.No.1-36 1Dk(Stl)&deepframing Cargo battens not fitted	1885 1680 1154	✠100A1 ~~5,36~~11,37 ✠LMC1,36 BS~~4,37~~ 8,37	Cff Shl	r	CL 5,36	1904 3mo	Osbourne,Graham&Co Sunderland Lloyd's A&CP	ShamrockShpg.Co.Ld.	275·1 P29'B68'F30' FK	40·1	18·1	London British 4BHCem APT55t	T.3Cy.20½",33"&54"–36" (s) 180lb 85lb ~~85lb~~ 195NHP 2SB,4pf,GS80,HS3080 G.Clark,Ld.Sunderland	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
									CellDBa90' uE&B 34'f108'488t APT55t							
33857 149925 GNDP	Silvermaple OilEng. D.F. ssCal.No.2-35 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	~~5302~~ ~~4828~~ ~~3094~~ 5313 4828 3100	✠100A1 withfreeboard ~~8,37~~~~11,36~~11,37 ✠LMC CS7,36 DBS~~11,36~~ 11,37 10,35 ✠Lloyd'sRMC~~3,37~~ ~~7,37~~ 11,37 for temp. 20° F.	Cal ~~SFo~~ Sng	b†	CL ~~11,34~~ 8,37	1927 11mo	SirJ.Laing&Sons,Ld. Sunderland Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6 F46' FK (	58·3	24·7	London British 8BHptCem Collto Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.26¾"–107" 882NHP DB120lb W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9¾	
			Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB361'1416t DTs53'2238t FPT244t APT328t							
33858 161341 GSFN	Silverpalm TwinSc OilEng. ssS.Fo.No.1-33 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 9,37 ✠LMC CS3,38 DBS3,38 4,37 ✠Lloyd'sRMC~~9,36~~ ~~9,37~~ 3,38 for temp. 20° F.	Cal	c†	CL ~~9,35~~ 9,37	1929 12mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	450·9 F44' FK (	61·3	25·3	London British 8BHptCem Collto Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(upr)100lb DB150lb Richardsons,Westgarth&Co.Ld.Hpl.	30 ″ 0 s 3 ″ 9¼ 26 ″ 5½	
			Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB382'1528t MTs48'2231t FPT259t APT421t Tanks in way of tunnels531t							
33859 147671 GKFZ	Silverpine OilEng. D.F. ssSld.No.3-10,35 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5066 4629 3191	✠100A1 withfreeboard 12,37~~11,36~~ ✠NE5,36 ✠LMC5,36 DBS~~5,36~~6,37	NOs Rot	a†	CL N5,36	1924 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	401·0 P29'F40' FK Collision	55·3	26·3	London British 7 BHpt Cem BH to Sh dk 5 „ „2nd „ 1 „ „3rd „	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1052NHP 2DB120lbNDB(upr)36 120lb Richardsons,Westgarth&Co.Ld.Hpl.	28 ″ 7 s 3 ″ 0½ 25 ″ 9½	
			Fitted for carrying oil fuel 11,31 F.P. above 150°F. in fore & after peak tanks						CellDB345'1143t MT42'1038t FPT129t APT263t							
33860 162478 GSFQ	Silversandal TwinSc OilEng. ssH.Kg.No.1-34 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd Dk(Stl)in fore holds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 9,37~~11,36~~ ✠LMC CS3,35 DBS~~6,36~~4,37 ~~1,34~~8,35 ✠Lloyd'sRMC2,~~37~~ ~~7,37~~ 12,37 for temp. 20° F.	HKg	d†	CL P1,36 S11,36	1930 9mo	Harland&Wolff,Ld. Belfast Lloyd's A&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	456·3 475·0(O.L.) F46' FK (	62·0	25·6	London British 8BHptCem Coll to Sh dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29⅛"–59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	30 ″ 6 s 4 ″ 0¼ 26 ″ 8¾	
			Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB375'1348t MTs48'2325t tanks in way of tunnels492t FPT209t APT472t							

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. B. of Trade
33861 161486 GSFR	**Silverteak** TwinSc OilEng. ssH.Kg.No.1-34 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in foreholds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 1,38 ~~8,37~~ ✠LMC DBS~~5,36~~ 5,37 ✠Lloyd'sRMC for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	HKg CS2,35 12,35 ~~1,37~~ 4,38 ~~11,37~~	d†	CL ~~2,35~~ 1,38	1930 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t	456·3|62·0|25·6 475·0(O.L.) F46' FK MTs48'2325t Tanks in way of tunnels492t FPT209t APT472t	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.29½"–59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	30 ″ 6 s 4 ″ 0½ 26 ″ 8½	
33862 147244 MLTW	**Silverthorn** (exDeuxFrères) ssGoo.2ndNo.3-10,31 ssBwg.No.1-36 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	436 309 168	✠100A1 10,36 BS~~3,36~~ 4,37	Bwg ✠LMC MS9,36	g	OG 5,36	1908 6mo	WoodSkinner&Co.Ld. Newcastle A&CP	~~W.J.Ireland~~ S.WilliamCoe&Co.Ld. (W.J. Ireland,Mgr.)	150·0|25·1|11·2 P&B69'F20' BK7' DBuBkr5'7t FPT28t	London British 3BHCem DT7'27t	T.3Cy.14",23½"&39"–27" (s) 180lb 97RHP 1SB,3cf,GS50,HS1675 N.E.MarineEng.CoLd Nwc	12 ″ 3 s ″ 9½ 12 ″ 0½	
33863 161455 GSFT	**Silverwalnut** TwinSc OilEng. ssH.Kg.No.1-34 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rdDk(Stl)in fore holds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 7,37 ~~9,36~~ ✠LMC DBS~~7,36~~ 7,37 ✠Lloyd'sRMC for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	HKg CS9,34 2,37	d†	CL ~~s11,35~~ P9,36 S7,37	1930 7mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t	456·3|62·0|25·6 475·0(O.L.) F46' FK MTs48'2325t Tanks in way of tunnels 492t FPT209t APT472t	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.29½"–59 1/16" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	30 ″ 6 s 4 ″ 0½ 26 ″ 8½	
33864 161424 GQVY	**Silverwillow** TwinSc OilEng. ssCal.No.1-35 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 1,38 ~~1,37~~ ✠LMC DBS~~7,36~~ 7,37 ✠Lloyd'sRMC for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	Cal CS9,35 ~~5,32~~ 7,37 7,38	c†	CL ~~1,37~~ 1,38	1930 6mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	SilverLineLd. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t	450·9|61·3|25·3 F44' FK MTs48'2231t tanks in way of tunnels 531t FPT259t APT421t	London British 8BH pt Cem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(upr)100lb DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 0 s 3 ″ 9½ 26 ″ 5¼	
33865 161370 GQSX	**Silveryew** TwinSc ssHfx.No.3-7,35 OilEng. ~~ssH.Kg.No.1-34~~ Ref.Mchy. 1Dk(Stl)&ShelterDk(Stl) D.F. 3rdDk(Stl)in foreholds CruiserStern	6373 5527 3385	✠100A1 withfreeboard ~~10,37~~ ~~12,36~~ 3,38 ~~DBS8,36~~ ✠Lloyd'sRMC for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	HKg DBS8,37 ✠LMC7,35 1,38	c†	CL ~~S1,35~~ P10,37 S3,38	1930 2mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t	450·9|61·3|25·3 470·0(O.L.) F44' FK MTs48'2231t tanks in way of tunnels531t FPT259t APT421t	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(Upper)100lb DB150lb Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 0 s 3 ″ 9½ 26 ″ 5¼	
33866 245 ICHR	**Silvia Tripcovich** ssTri.No.3-10,37 ~~ssTri.No.2-30~~ 2Dks(Stl)	2365 1944 1412	✠100A1 10,37 ~~1,37~~ BS~~8,36~~ 10,37	Pla ✠LMC~~10,33~~ BS8,37	s	CL 1,37	1925 10mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	D.Tripcovich&Ci Soc.Anon.di Nav. Rimorchi e Salvataggi	303·5|41·7|20·6 P27'B97'F31' FK CellDB251'548t	Trieste Italian 5BHCem APT10t	T.3Cy.20¼",34⅝"&55 15/16"–36" 200lb (s) 279NHP 1SB&1AuxSB,5cf,GS97, HS4137 FD StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10¾	
33867 133467 MDZP	**Silvio** ssLiv.No.3-4,26 Welldeck ssHul.No.2-34 CruiserStern 1Dk(Stl)	1284 1102 651	✠100A1 9,37 ~~5,36~~ MS7,34	Hul ✠LMC BS 2,38	q	OG ~~7,34~~ 9,37	1913 11mo	Dundee S.B.Co.Ld. Dundee Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellDBa63'uE&B38'f111'342t FPT41t APT40t	260·7|36·2|15·4 P&B196'F32' FK	Hull British 5BHCem	T.3Cy.18",30"&50"–36" (s) 180lb 196NHP 2SB,6pf,GS95,HS3496 Amos&Smith,Ld.Hull	17 ″ 6 s ″ 11½ 16 ″ 8½	
33868 268 IUJF	**Silvio Pagan** (exSilvio-34, exSilva-34,exNordlicht-33,exGreta, exEms,exMarieScherlau,exKopernikus)	634 — 357				...	1889	S.&H. Morton&Co. Leith	GiuseppeRiccardi	187·3|28·3|12·4 179·3 Q55'B46'F25'	Venice Italian WB	T.3Cy.13½",22"&36"–30" NB01 71NHP S.&H.Morton&Co.Leith	14 ″ 5	
	Now "Fiumicino," see No. 38163 in Supplement													
33869 UPKO	**Sima** (exTannenfels-35) Sub.Sig. 2Dks	3048 2681 1738					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 F36'	Petr Russian WB	T.3Cy.23⅝",38 7/16"&62"–41 5/16" 246NHP G.SeebeckA.G. Wesermünde-G.		G
33870 PHMN	**Simaloer** Fitted for oil fuel D.F. 3Dks	6533 6060 4039					1920	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0|54·7|33·3 P55'B28'F40'	Amstrdam Dutch WB	T.3Cy.28",46"&67"–54" 335NHP Werkspoor,Amsterdam		V
33871 145511 CYMK	**Simcoe** (exGlencorrie) Mchy.Aft 1Dk	1783 1562 1034					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	250·3|42·5|17·9 F39'	Montreal British WB	T.3Cy.16",27"&44"–30" 106NHP MacColl&Pollock,Sld.	20 ″ 6	C
33872 155282 VGQD	**Simcolite** D.F. Mchy.Aft 1Dk(Stl) Fitted for oil fuel Carrying Petroleum in bulk Longitudinal framing at bottom & at deck	1919 1465 1085	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	ImperialOilShippingCo.Ld.(H.J. Rahlves,Mgr.) Middle lineBHnot oil-tight CellDBuE24'68t FPT133t APT48t	250·0|43·1|17·9 F41'P62'Trunk147' FK	Montreal British 11BHptCem	T.3Cy.17",28"&46"–36" 158NHP 1SB,4cf,GS ,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0	
33873 UOCH	**Simferopol** Ⓟ 3Dks	2696 1746 1493					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0|40·6|26·9 B95'	Vladvostk Russian	T.3Cy.20⅜",32⅝"&52⅝"–40" 176NHP NevskyS.B.&Mch.Works		
33874 LEWA	**Simla** (exGlastonbury) ssOsl.No.3-12,28 ssOsl.No.2-37 ~~ssOsl.No.1-33~~ 2Dks(Stl)&Shelterdk(Stl)	6031 4158 3810	✠100A1 Shelter dk withfreeboard 9,37 ~~11,36~~ Fitted for oil fuel 6,20 F.P. above 150° F.	Osl MS9,37 ✠LMC BS4,37		CL ~~7,34~~ 9,37	1917 6mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Wilh.Wilhelmsen	405·3|53·5|33·5 FK CellDB355'1050t	Tönsberg Norwegian 6BHCem APT63t	T.3Cy.28",46"&75"–51" (s) 180lb 559NHP 3SB,9cf,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36 ″ 0 s 9 ″ 1 27 ″ 1¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 33875 164617 GYVC	**Simnia** *OilEng.* D.F. *1Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6197 5505 3605	✠100A1 ~~7,37~~ ~~10,36~~ 4,38 ✠LMC5,36 *CarryingPetroleum in bulk*	Rot ~~Sng~~ Sb	*a*†	CL	1936 5mo	Harland& Wolff,Ld. Glasgow Lloyd's*A&CP*	AngloSaxon PetroleumCo.Ld.	430·3|54·7|30·6 P91'B41'F48' FK *CellDB uE66'134tDTf25'265tFPT104tAPT60t*	London British *16BH*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
* 33876 PHMS	**Simon Bolivar** Ⓟ *ss*Ham.No.2–35 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.* 1 *hold* D.F. *& platform dk in No.2hold* *CruiserStern* *Rudder electrically welded*	7906 5336 4760	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~12,37 ~~BS3,36~~ ✠LMC1,35 *Fitted for oil fuel* 3,27 *F.P. above* 150° F. BS5,37	Ham		CL ~~5,36~~ ~~5,37~~ 11,37	1927 3mo	Rotterdam Droogd.Maat Rotterdam Lloyd's*A&CP*	Koninkl.Nederl. Stoomb.Maats.	419·9|59·1|27·7 438·5(O.L.) P&B329'F74' FK *CellDB349'1065tFPT*	Amsterdm Dutch *7BHCem* *116tAPT55t*	Q.4Cy.28¾",$40\frac{15}{16}$",$58\frac{11}{16}$"& 84⅝"–55⅛" 225lb (*r*) 856NHP 4SB(Spt),*12cf*,GS270, HS12512 FD RotterdamDroogd.Maats.	31 ″ 6 s 5 ″ 2½ 26 ″ 5½	
33877 116987	**Simon J. Murphy** *Mchy.Aft* GyC. *1Dk2trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5|51·5|28·0 *WB*	Duluth, Min. Utd.States	T.3Cy.22",35"&58"–42" NB20 218NHP DetroitS.B.Co.Detroit		
33878 DHVS	**Simon von Utrecht** (*ex*Wilhelm Hemsoth) D.F. *1Dk&Shelter dk*	4949 4644 2956					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6|54·4|24·8 P43'B26'F36'	Bremen German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
* 33879 148140 GLXR	**Simonburn** *ss*Nwc.No.3-3,38~~*ss*Shl.No.2–34~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	5213 4750 3242	✠100A1 3,38 ~~12,36~~ BS~~12,36~~ ✠LMC~~5,33~~ 11,37 MS3,38	Shl Nwc	*y*	CL ~~12,36~~ 3,38	1925 10mo	ShortBros. Ld. Sunderland Lloyd's*A&CP*	Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0|53·5|28·6 P33'B105'F37' FK 342'1524t *FPT*128t	Newcastle British 6*BHCem* *APT*206t	T.3Cy.25",41¾"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)*8cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7¼	
33880 142868 GDCM	**Simonside** (*ex*Dalworth–35) *ss*Shi.No.3–5,33 *ss*Cff.No.1–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. *Now* "Aegeus," *see No.* 37141 *in Supplement*	4538 4185 2737	✠100A1 *Shelter dk* *withfreeboard* 3,37 ✠LMC3,37 *Fitted for oil fuel* 5,20 *F.P. above*150° F.	Cff	*z*	CL 3,37	1920 5mo	A.McMillan&Son,Ld. Dumbarton Lloyd's*A&CP*	TheSideShipping Co.Ld.(Connell& Grace,Ld.*Mgrs.*)	400·4|52·5|24·7 413·8(O.L.) FK *Coll* *Cell DBa*134' *uE*23' *f*174'1278t*FPT*137t	Newcastle British *ptCem* *BH to Sh dk* 5 „ „ *U* „ *APT*129t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 6 s 2 ″ 10¾ 24 ″ 10	
33881 PKGE	**Sinabang** 1*Dk*	1799 1542 1010					1927	A.F. Smulders Schiedam	Koninkl.Paketv. Maats.	267·5|42·2|17·7 P30'B68'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$" 150NHP Gebr.Stork,Hengelo		V
33882 FOHK	**Sinaia** Ⓟ **TwinSc** *CruiserStern* *Fitted for oil fuel* D.F. 3*Dks*	8567 — 5072					1922	Barclay, Curle&Co.Ld. Glasgow	Cie.Générale de Nav.àVap.Cyp, Fabre(Fabre Line)	439·7|56·1|34·3 P43'B250'F47'	Marseilles French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
33883 117248 WCEW	**Sinaloa** (*ex*WilliamF.Rapprich, *ex*Sinaloa) (*Self-Unloader*) *Mchy.Aft* 1*Dk*2*trB*	4539 — 3503					1903	WestBay CityS.B.Co. W.BayCity, Mich	LeathemD.Smith S.S.Co.	416·0|50·0|24·0 F48'	Detroit, Mich. Utd.States *WB*	T.3Cy.20",33½&55"–42" 196NHP DetroitS.B.Co.Detroit		R
33884 HRCU	— *Fitted for oil fuel* 2*Dks*	1648 1418 811					1915	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·0|38·5|20·2 P14*t*B64'H73*t*F43*t* *WB*	Puerto Cortes Honduran	T.3Cy.20",33"&54"–36" NB19*refitted*36 175NHP N.E.MarineEng.CoLd.Sld.		R
33885 ~~220295~~	**Sinasta** Broken up *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6052 — 3757					1920	Pacific CoastS.B.Co. BayPoint,Cal	~~UnitedStates Maritime Commission~~ Douglas&Ramsey	402·5|53·0|32·0 P48'B80'F38'	~~S.Francisco~~ ~~Utd.States~~ British *WB*	DR geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		
33886 164732 MMBK	**Sincerity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	634 421 334	✠100A1 10,36 ✠LMC10,36	Grk	*i*	OG	1936 10mo	G.Brown &Co. Greenock Lloyd's*A&CP*	F.T.Everard& Sons,Ld.	175·0|27·9| 9·8 Q113'F13' FK *CellDB*109'147t *FPT*	London British 3*BHptCem* *ptAsp* 79t*APT*57t	Oil Engines 2S.C.SA 6Cy.12⅝"–15¾" 167NHP NewburyDieselCo.Ld. Newbury	12 ″ 0 s 3 ″ 9 12 ″ 0	
* 33887 CSBX	**Sines** (*ex*Glenfinlas–32) *ss*Shl.2ndNo.3–4,31 *ss*Lis.No.1–36 1*Dk*(*Stl*)*&deep framing*	3172 2977 2006	✠100A1 ~~4,37~~ 10,37 ✠LMC MS5,35 BS1,37	Bry	*v*	CL 8,36	1906 2mo	A.Rodger &Co. PortGlasgow Lloyd's*A&CP*	Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*) *Cell*	321·2|47·7|23·0 B118'F30' FK *DBa&uE*124' *f*138'	Lisbon Portuguese 6*BHCem* 798t*APT*77t	T.3Cy.24",40"&65"–42" (*s*) 160lb 278NHP NDB07*refitted*30–*130lb* 2SB,*6cf*,GS112,HS4240 A.Rodger&Co.Glasgow	25 ″ 7 s3 ″10 21 ″11¾	
33888 PKFE	**Singapore** 1*Dk*	585 484 289					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	185·0|31·0|10·7 P27'B58'F26'	Batavia Dutch *WB*	C.2Cy.15"&30"–24" 37NHP Wilton'sEng.Co.Rot.		V
33889 25441 JSPD	**Singapore Maru** *ss*Kob.No.3–7,36 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5859 5586 4260	✠100A1 *Awng dk* *withfreeboard* 10,37~~7,36~~ 10,37 ✠LMC~~7,36~~	Kob	*y*	OG ~~1,35~~ 10,37	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KobeSanbashiK.K. *Cell*	385·0|51·0|36·0 *DB*334'1118t *FPT* *Collision BHtoAwng dk*	Hashidate Japanese 126t*APT*93t FK *Cem* 5*BHtoU dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb HS5636 FD 437NHP 2SB&1AuxSB,*8cf*,GS154 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
33890 PKNY	**Singkel** 1*Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	N.V.LianHwa SteamshipCo.	185·3|31·1|10·9 P20'F24'	Djambi Dutch *WB*	C.2Cy.$14\frac{9}{16}$"&29⅛"–23⅝" 41NHP Wilton'sE.&SlpwyCo.Rot.		V
33891 PHMX	**Singkep** **2TwinMsts** 3*Dks*	6607 4575 4070					1922	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0|54·7|33·4 P57'B29'F41'	Amstrdam Dutch *WB*	DR gearedSteamTurbines NedFb.v.Wrk&Spoor,Ams		V
33892 8075 SKYI	**Singoalla** (*ex*Slesvig–36, *ex*Rödfaxe) 1*Dk*	*1414* *1155* *819*					1913	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Runa (HelgeW.Winck, *Mgr.*)	249·5|38·1|15·0 P17'Q76'B96'F29'	Hlsngborg Swedish *WB*	T.3Cy.18",30"&50"–36" 150NHP Helsingörs,Jernsk.&Mskb.		G
* 33893 161563 VWCS	**Singu** *ss*Cal.No.1–36 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	4927 4437 2740	✠100A1 7,37 ~~9,36~~ ✠LMC9,36 BS7,37 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,31 *F.P. above* 150° F.	Cal	*y*	CL ~~9,36~~ 7,37	1931 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's*A&CP*	BurmahOilCo.Ld. *CellDBuE&B72'* 194t*DTf*27'279t	381·5|55·3|29·4 P106'B41'F55' FK *FPT*154t*APT*121t	Rangoon British 13*BHptCem* *ptAsp* (10 *to U dk* 3 „ *2nd*„)	T.3Cy.26½",45¼"&76"–51" 225lb (*s*) 677NHP 3SB(Spt),*12cf*,HS10095 FD WallsendSlpwy&E.Co.Ld.	29 ″ 3 s 5 ″ 3¾ 24 ″ 1¼	
33894 136790 GLKC	**Sinkiang** Ⓟ 2*Dks*	2646 2270 1616					1915	Scotts'S.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2|41·2|22·4 B72'F37'	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP Scotts'S.B.&E.Co.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où l'on a noté dans le L.R. ou Cert. B. of Trade
33895 160574 GSQR	**Sinnington Court** ssBry.No.2-37 ~~ssSld.No.1-32~~ D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 5,37 ~~8,36~~ ✠LMC12,36 BS12,37	Nag Ant	*a*†	CL 8,36	1928 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *U'twe*	CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) *en dkBHexceptColl* *CellDBa&uE168'f*	420·1|56·5|33·8 F41' FK *l BH dispensed with* 182'1500*t* *FPT*113*t*	London British 7*BHCem* (*Collto Wdk* 6 „2nd„) *APT*148*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
33896 TCDA	**Sinop** (*ex*MaindyPriory,*ex*Cedartree) *Well deck* 1*Dk*	1742 — 1028			...		1913	J.Crown& Sons.Ld. Sunderland	TürkSilepcilik LimitedSirketi	258·0|36·7|16·9 P18'Q127' BonQ10' F27' FK	Istanbul Turkish *WB*	T.3Cy.19",31"&51"-36" 197NHP N.E.MarineEng.Co.Ld.Sld	19 ″ 2	I †
33897 PHNC	**Sint Annaland** ssRot.No.2-38 *Well deck* ssRot.No.3-7,29 D.F. *Mchy.Aft* ~~ssRot.No.1-34~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	2248 1671 1206	✠100A1 4,38 ~~2,37~~ ✠NB4,34 ✠LMC~~4,34~~ 4,38	Ams Rot	*r*	OG 2,37	1916 8mo	A.F.Smulders Schiedam A&CP	Scheepvaart en SteenkolenMaats. *CellDBf*192'540*t*	272·9|40·2|18·2 P69'Q84'F27' FK *MT*12'285*tFPT*13	Rottrdam Dutch 5*BHCem* 1*tAPT*70*t*	T.3Cy.20",32"&52"-39" (*s*) 180lb 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 ″ 10 s 6 ″ 6½ 18 ″ 8½	
33898 PHNM	**Sint Philipsland** ssRot.No.3-6.29 ssRot.No.2-38 ~~ssRot.No.1-34~~ *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2275 1754 1424	✠100A1 1,38 ~~3,37~~ ~~BS5,37~~ ✠LMC~~7,34~~ 1,38	Rot	~~s~~	OG 3,37	1916 9mo	Wrf.voorh Rijkee&Co Rotterdam A&CP	Scheepvaart en SteenkolenMaats.	294·8|43·0|17·7 Q110'B53'F30' FK *CellDB*254'640*t*	Rottrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.21½",33"&57"-39" (*s*) 180lb 240NHP 2SB,6*cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 ″ 0 s 2 ″ 1¼ 18 ″ 1	
33899 161516	**Sioux** *Mchy.Aft* 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7|43·3|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
33900 YTNX	**Sipan** Ⓟ ssSpt.No.1-35 1*Dk*(*Teak*) *Rudder partially electrically welded*	335 248 154	✠100A1 *For Service in the Adriatic* ~~5,37~~ ~~4,36~~ ✠LMC3,35 4,38 ~~10,37~~ BS~~5,37~~4,38	Spt	*g*	CL ~~4,34~~ 5,37	1931 4mo *Lloyd*	F.Schichau G.m.b.H. Elbing '*sA&CP*	~~DubrovackaParobrodskaPlovidba A.D.~~ Dubrovacka Plovidba A.D.	149·8|27·0|10·3 B21'F36' BK6¾" *CellDBa*11'14*t*	Dubrovnik Yugoslav 5*BHptCem* *FPT*4*t*	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"-27$\frac{9}{16}$" 206lb (*s*) 155NHP 1SB(Spt),3*cf*,GS61, FD HS2530 FSchichauG.m.b.H.Elbing	11 ″ 0	
33901 PKGI	**Sipirok** 1*Dk*	1787 1545 1002					1928	Rijkee& Co. Rotterdam	N.V.Koninkl. Paketv.Maats.	267·6|42·2|17·6 P43'B79'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 124NHP Maats.Fyenoord,Rot.		V
33902 PKHT	**Sipora** (*ex*ThayGwan) 1*Dk*	*1594* *1279* *941*			...		1926	Wilton's E. &SlipwayCo. Schiedam	N.V.Koninkl. Paketv.Maats.	264·9|37·3|16·5 P20'B73'F25' FK	Batavia Dutch *WB*	T.3Cy.19",32"&51"-36" 202NHP Wilton'sE&Slpwy.Co.Rot	18 ″ 6	V †
33903 PUAR	**Siqueira Campos** Ⓟ TwinSc (*ex*CantuariaGuimarães,*ex*Curvello, *ex*GertrudWoermann) 2*Dks*& Sub.Sig. *Webframes*	6456 4948 3967			...		1907	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	415·6|50·7|28·6 P&B272'F59' FK	R.Janeiro Brazilian *WB*	T.6Cy.22",39½"&63¾"-42" NB11 790NHP Reiherst.Maschinenf.Ham	31 ″ 6	V †
33904 149600 MNWR	**Sir David** ssSld.No.2-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1275 969 697	✠100A1 8,37 ~~7,36~~ ✠LMC7,36 BS8,37	Sld	*n*	CL ~~6,35~~ 8,37	1927 9mo *Lloyd*	J.Read-head&Sons, Ld. S.Shields '*sA&CP*	GasLight&Coke Co.(Stephenson Clarke&AssociatedCompaniesLd. *Mgrs.*)	225·1|36·0|15·2 Q127'B16'F24' FK *CellDBuE*20'*f*140' 323*tMT*7'118*tFPT*	London British 5*BHCem* 150*tAPT*22*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS73,HS2550 N.E.MarineEngCo.Ld.Sld.	17 ″ 1 s 5 ″ 1½ 15 ″ 7	
33905 5148 SFPN	**Sir Ernest Cassel** (*ex*Ernest, *ex*SirErnestCassel) *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	*7739* *7170* *3312*					1910	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström, *Mgr.*)	454·4|60·3|32·3 P92'F43'	Stockholm Swedish *WB*	T.3Cy.27",45"&74"-54" 402NHP N.E.MarineEng.CoLdNwc		C
33906 124571 MCTV	**Sir Francis Drake** Ⓟ TwinScSp ssPly.No.3-12,19 ssPly.No.1-23 1*Dk*(*ptStl*-ws)&*Promenade dk* (*Teak*)	478 465 169	✠ 4,26 ✠	Ply			1908 4mo	Cammell Laird&Co.Ld. Birkenhead	Gt.WesternRly.Co *WB*=	145·8|38·6|14·1 FK *DTf*10'47*tAPT*20*t*	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"-24" 228NHP 2SB,6*cf*,GS115,HS4510 CammellLaird&CoLd.Bkn	14 ″ 6	BT till 2,38
33907 136336 GRYK	**Sir Harvey Adamson** Ⓟ TwinSc ssCal.No.3-5,27 ssCal.No.2-35 Wireless 1*Dk*(*Teak*)&*Shadedk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* 9,37 ~~10,36~~ BS~~10,36~~ ✠LMC10,35 9,37	Rgn Cal	*n*	~~s9,35~~ ~~P10,36~~ CL PN9,37 s9,37	1914 11mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=	219·7|35·1|11·3 F25'*onShadedk* FK *FPT*37*tAPT*32*t*	Glasgow British 4*BHptCem* *ptAsp*	T.6Cy.11½",20"&31"-22" (*s*) 215lb 155NHP 2SB,4*cf*,GS73,HS2390 A.&J.Inglis,Ld.Glasgow	12 ″ 8 s 1 ″ 5½ 11 ″ 7	
33908 LCXQ	**Sir James Clark Ross** TwinSc *OilEng.* ssHam.No.1-34 *Mchy.Aft* 3*Dks*(*Stl*)&*Webframes* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Strengthened for Navigation in Ice*	14362 10425 8127	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 9,37 PrBS9,37 ~~PrBS8,36~~ ✠LMC8,33 DBS6,37 ✠LMC(M)8,36 *Whaling Service* *CarryingPetroleum in bulk*	Ams Sfj	*j*†	CL ~~8,36~~ 9,37	1930 8mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Hvalfanger A/S Rosshavet(Johan Rasmussen&M. Konow, *Mgrs.*) *Cell DBuE*80'377*t DT*	537·9|74·3|34·4 P138'F107' FK *sf*44' 925*t FPT*425*t*	Sandefjord Norwegian 18*BHptCem* (3 *to Wh dk* 15 „ *2nd* „) *APT*245*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 4DB*185lb* DB(*a*)*made*15 *refitted*32-*180lb* DB(*s*)*made*23 *refitted*36-*180lb* 8Pr.B-*43lb* 2Pr.B-*64lb* 2Pr.B-*57lb* 20Pr.B-*60lb* Akt.Burmeistr&Wain,Cpn	48 ″ 9 s15 ″ 5½ 33 ″ 10½	
33909 161262	**Sir John Hawkins** Ⓟ TwinSc ssSou.No.2-37 ~~ssPly.No.1-33~~ 1*Dk*(*Stl*-ws)*2nd dk in forward holds*	930 679 359	✠100A1 *withfreeboard* 3,38 ~~3,37~~ BS3,38 ~~BS3,37~~ ✠LMC~~6,33~~3,37	Sou Ply		CL 5,36	1929 7mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Gt.WesternRly.Co *MT*6'40*t*	172·5|43·1|14·6 FK *DTf*17'45*t*	Plymouth British 6*BHCem*	T.6Cy.16½",27"&46"-30" (*s*) 185lb 261NHP 2SB,6*cf*,GS132,HS4100 Earle'sCo.Ld.Hull	15 ″ 9 s 4 ″ 9½ 11 ″ 3½	BT till ~~5,37~~ 2,38
33910 LDGR	**Sir Karl Knudsen** TwinSc *OilEng.* ssRot.No.2-37 ~~ssFal.No.1-32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *CruiserStern*	7747 7079 4581	✠100A1 ~~6,37~~ ~~11,36~~ 12,37 6,37 ✠LMC CS~~2,33~~ DBS~~3,36~~6,37 ~~1,36~~6,37 *CarryingPetroleum in bulk*	Shi ~~Fal~~	*b*†	CL ~~11,34~~ 6,37	1928 12mo *Lloyd*	A/SNakskovSkibsv. Nakskov '*sA&CP* *CellDBuE*	SkibsA/S Golden West(A.F.Klaveness&CoA/S *Mgs*) 74'282*tDTf*36'462	450·5|59·2|34·7 P102'B34'F52' FK *tFPT*103*tAPT*118*t*	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.23½"-43$\frac{5}{16}$" 624NHP 2DB(P&S)*185lb* ~~DB*150lb*~~ Akt.Burmeistr&Wain,Cpn.	34 ″ 4	
33911 LCXR	**Sir Osborn Holmden** TwinSc ssYka.No.2-36 *OilEng.* ~~ssHam.No.1-33~~ *Mchy Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	9153 8502 5527	✠100A1 ~~5,37~~ ~~10,35~~ 2,38 4,37 ✠LMC CS~~6,33~~ DBS~~7,32~~ ~~5,37~~ 2,38 ~~1,35~~7,36 *CarryingPetroleum in bulk*	Yka	*d*†	CL ~~7,36~~ 4,37	1928 5mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	D/S A/S International(A.F. Klaveness&Co.A/S *Mgrs.*) *CellDBuE*	471·8|64·4|35·0 P101'B29'F44' FK 65'303*tDTf*43'653*t*	Oslo Norwegian 16*BHptCem* 4 „*to2nd dk* *APT*143*t*	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 3DB*180lb* Akt.Burmeistr&Wain,Cpn.	35 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33912 162909 MBFL	**Sir Richard Grenville** Ⓟ TwinSc *ss*Ply.No.1-34 1*Dk*(*Stl*-ws)2nd*dk*in *forward holds*	896 666 335	✠100A1 *withfreeboard* 11,37 ~~11,36~~ BS11,37 ✠LMC11,34 *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	Drt Ply	*l*	CL ~~s10,34~~ P10,35 s11,37	1931 7mo	Earle'sS.B. &E.Co.Ld. Hull *Lloyd'sA&CP*	GtWesternRly.Co. *CellDBf*62'	172·5|42·7|14·7 FK 69*tDTsf*28'119*t*	Plymouth British 6*BHCem* 1 ,, *to* 2nd *dk*	T.3Cy.16½",27"&46"-24" (*s*) 185lb 288NHP 2SB,6*cf*,HS4200 FD Earle'sS.B.&E.Co.Ld.Hull	15 ″ 9 s4 ″ 3¾ 11 ″ 9¼	BT till ~~11,37~~ 11,38
33913 163408 MBKP	**Sir Russell** *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1548 1156 841	✠100A1 9,37 ~~8,36~~ ✠LMC11,33	Nwc		CL ~~8,35~~ 9,37	1933 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDB*207'46	243·8|36·6|16·1 Q145'F27' FK 2*t MT*192*t FPT*85*t*	London British 4*BHptCem* *APT*33*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 174NHP 2SB,6*cf*,GS101,HS2750 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5¾ 16 ″ 10¼	
33914 158636 VGXF	**Sir Thomas Shaughnessy** 1*Dk*	5846 5559 3994					1906	DetroitS.B. Co. Wyandotte,Mich.	MohawkNav.Co. Ld.(R.A.Campbell *Mgr.*)	486·7|52·2|26·3	Montreal British *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
33915 124572 MCVB	**Sir Walter Raleigh** Ⓟ Twin ScSp *ss*Ply 2ndNo.3-4,31 1*Dk*(*ptStl*-ws)&*Promenade dk*(*Teak*)	478 464 169	✠ … 4,36 *Tender* ✠	Ply			1908 5mo	Cammell Laird&Co.Ld. Birkenhead	Gt.WesternRly.Co *WB*=	145·9|38·6|14·1 FK *DTf*10'47*t APT*20*t*	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"-24" 228NHP 2SB,6*cf*,GS115,HS4510 CammellLaird&CoLdBkn.	14 ″ 6	BT till ~~4,37~~ 4,38
33916 116736	**Sir William Fairbairn** *Mchy.Aft* 1*Dk*2*trB*	3807 — 2760					1896	Detroit DryDockCo. Wyandotte	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	424·6|45·8|23·9 *WB*	Wilmgton Del. Utd.States	T.3Cy.24",38"&64"-42" NB16 266NHP DryDockE.Works,Detroit		R
33917	**Sir William Matthews** TwinSc 1*Dk*	1375 1309 629			…		1921	Fleming& Ferguson,Ld. Paisley	Government of Ceylon	230·1|44·2|17·1 F24' FK	Colombo British	T.6Cy.16",25½"&43"-24" 220NHP Fleming&FergusnLd.Psy.	17 ″ 6	
33918 148712 GLQX	**Sirdhana** Ⓟ TwinSc *ss*Cal.No3-11,37 ~~*ss*Cal.No.2-33~~ D.F. 2*Dks*(*Stl*-*Wthr dk*-teaks) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds*	7745 6719 4835	✠100A1 *withfreeboard* 11,37 ~~12,36~~ ~~BS12,36~~ ✠LMC~~4,33~~ 9,37	Cal	*c*†	CL P2,36 s12,36	1925 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*373'1432*t* *Tank'tween tunnels* 37'54*t FPT*108*t APT*165*t*	436·1|57·8|33·5 P44'B144'F49' FK	London British 7*BHCem*	T.6Cy.20¾",35½"&60"-45" 215lb (*s*) FD 801NHP 5SB,15*cf*,GS318,HS12125 Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 6 s9″10¾ 27 ″ 0¾	
33919 LIVS	**Siredal** Sc *CruiserStern* 1*Dk* *Now "Granli," see No.* 38355 *in Supplement*	1577 1316 910					1934	Nylands Værksted Oslo	A/S NorskRutefart (A.I.Langfeldt& Co.*Mgrs.*)	247·5|39·2|17·4 P44*t*H97*t*	Xiansand Norwegian *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)29$\frac{15}{16}$"-27$\frac{9}{16}$" HS2035 142NHP NylandsVerksted,Oslo		N
33920 LCFK	**Sirehei** (*ex*Bratsberg-35) 1*Dk*2*trB*	3888 3620 2461					1907	JLThompson&Sons,Ld. Sunderland	A/S Helgöy (A.I.Langfeldt& Co.*Mgrs.*)	346·1|49·6|25·4 H150*t*P20*t*	Xiansand Norwegian *WB*	T.3Cy.25",42"&68"-48" 320NHP J.Dickinson&Sons,Ld.Sld.	27″11	N
33921 55 IUJK	**Sirena** (*ex*Sila,*ex*Marietta Constanzo,*ex*Rapid) Iron *Well deck* 1*Dk*2*trB*	974 812 605			…		1883	Palmers' Co.Ld. Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	225·4|31·7|15·0 220·0| |15·5 Q88'B44'F22' FK	Torre del Greco Italian *WB*	C.2Cy.28½"&52"-33" NB06 121NHP Palmers'Co.Ld.Newcastle	16 ″ 6	I †
33922 LCOH	**Sirenes** (*ex*Hesperos) 1*Dk*&*Shelter dk*	4341 4096 2722					1913	W.Doxford &Sons,Ld. Sunderland	A/S Odderö (A.I.Langfelt&Co. *Mgrs.*)	389·8|54·1|24·6 P102*t*H124*t*	Xiansand Norwegian *WB*	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		N
33923 YPBP	**Siretul** (*ex*Baharistan) *ss*Rot.2ndNo.3-6,37 ~~*ss*Bla.No.3-6,25~~ ~~*ss*Bla.No.2-33~~ 1*Dk*(*ptIrn ptStl*)	*3629* *3424* *2291*	✠100A1 6,37 ~~4,36~~ ~~BS11,35 ✠LMC6,33~~ LMC6,37	Rot	*w*	CL ~~1,35~~ N6,37	1912 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	A.Vlasov *WB=CellDB*	360·0|51·0|22·7 P25'B221'F35' FK *a&uE*142'*f*158'991*t*	Braila Roumanian 6*BHCem* *APT*87*t*	T.3Cy.25".40½"&67"-45" (*s*) 160lb 382NHP 2NB(main)22 *fitted*37 2SB&1AuxB,8*cf*,GS198,HS6943 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
33924 164367 GYTQ	**Sirikishna** D.F. E.S.D. *CruiserStern* 1*Dk*	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld. Dundee	TheSouthGeorgia Co.Ld.(Chr.Salvesen&Co.*Mgrs.*)	407·0|55·7|28·0 P26'B115'F41'	Leith British *WB*	T.3Cy.21½",36"&62"-45" 256NHP D.Rowan&Co.Ld.Gls.		C
33924* 1056 ICHT	**Sirio** D.F. *Mchy.Aft* 2*Dks*	5222 — 3121					1921	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	394·5|51·6|27·2	Genoa Italian *WB*	T.3Cy.26",42½"&69⅝"-48" 335NHP Cant.Nav.Riuniti,Ancona		CI
33925 143433 GBRD	**Siris** *ss*Ham.No.1-37 *ss*Npt.No.3-7,32 Sub.Sig. 2*Dks*(*Stl*)	5242 4782 3266	✠100A1 9,37 ~~4,35~~ ✠LMC9,37 ~~MS7,32~~ ~~BS8,36~~	Lon Ham	*y*	CL ~~10,33~~ N9,37	1919 10mo	Harland& Wolff,Ld. Greenock *Lloyd'sA&CP*	RoyalMailLines, Ld. *CellDB*	400·3|52·3|28·5 413·0(O.L.) P50'B113'F39' FK 340'1051*t FPT*128*t*	London British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11 25 ″ 4¼	
33926	**Sirius** (4202 tons gross) *For particulars see* "**Badalona,**" *No.* 20878													
33927 OHCL	— *ss*Hfs.No.2-38 ~~*ss*Hfs.No.1-33~~ D.F. 2*Dks*(*Stl*) *Strengthened for Navigation in Ice*	2197 1991 1241	✠100A1 *withfreeboard* 4,38 ~~4,34~~ ~~BS6,37~~ ~~BS4,36~~ ✠LMC4,38	Hfs	*r*	CL ~~4,34~~ 6,37	1929 5mo	Helsingörs Jrnsk&Msk Helsingör *Lloyd'sA&CP*	FinskaÅngf. Aktieb *CellDB*228'413*t*	273·0|40·2|24·7 FK *FPT*33*tAPT*21*t*	Helsingfrs Finnish 4*BHCem* *Coll ,, to Wdk*	T.3Cy.20",32"&53"-36" (*s*) 200lb 230NHP 2SB,6*cf*,GS190,HS4003 HelsingörsJernsk.&Mskb.	27 ″ 6 s8 ″ 2½ 19 ″ 4¾	
33928 7122 SGTN	— (*ex*Frederiksborg,*ex*Deddington) 1*Dk*	*1828* *1578* *1098*			…		1889	J.Priestmn Sunderland	RederiA/B Iris (C.Abrahamsen, *Mgr.*)	280·5|39·2|18·8 P25'Q86'B112' F27' FK	Stockholm Swedish *WB*	T.3Cy.21",35"&57½"-39" 207NHP G.Clark,Sunderland	20 ″ 1	V †
33929 DOJC	— Wireless Sub.Sig 1*Dk*	998 797 590					1921	AtlasWrke A.G. Bremen	Dampfsch.Ges. Neptun	223·1|33·1|13·8 P15'Q65'F29'	Bremen German *WB*	T3Cy.18$\frac{1}{10}$",29½"&48½"-29½" 129NHP AtlasWerkeA.G.Bremen		G
33930 LEUS	— Iron 1*Dk*&*Awng dk*	944 566 534	✠ 4,85	Ham	*m*		1885 2mo	Flensburgr Schiffsb. Flensburg	DetBergenske Dampskibsselskab	207·5|28·8|12·8 H8*t* 20·1 len08	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-33" NE&B08 132NHP LaxevaagMsk&Jrns.Bgn.		
33931 6151 SGJM	— 1*Dk*	*825* *661* *456*					1919	LarvikSlip &Verks.Akt. Larvik	O.F.Ahlmark&Co Eftr.A/B	196·0|32·0|12·6	Karlstad Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&Verks.Akt.		V
33932 PHNR	**Sirrah** 1*Dk*	3531 3263 2140					1917	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4|49·9|22·1 P24'B214'F34'	Rotterdam Dutch *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
33933 144197 GDNQ	**Sirsa** *ss*Cal.No.3-6,32 *ss*Cal.No.1-36 2*Dks*(*Stl*-*U*teaks)	5445 4817 3387	✠100A1 7,37 ~~6,36~~ ✠LMC BS~~2,36~~ 2,37 MS6,36	Cal	*z*	CL ~~N6,35~~ 7,37	1920 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1|52·4|28·5 P49'B113'F38' FK 344'1060*t FPT*130*t*	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. RofTrade.
※ 33934 545 SGJU	**Sirvall** (exBroxvik,exIbis, exLouise) Iron ssOsc.4thNo.3-3,26 ssOsc.No.3-9,35 1*Dk*(*Irn*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1469* *1155* *869*	✠100A1 6,37 ~~7,36~~ BS12,36	Osc Shl LMC9,35	*q*	OG 8,35	1882 9mo	R.Dixon& Co. Middlesbro' A&CP	RederiA/B Vallde (J.A.Edvall,*Mgr.*)	260·4 Q99'B62'H35tF31' BK9' *DBa74' f42' & u*	35·2	17·4	Oscrahmn Swedish 4*BHCem* *E & B44'337t*	C.2Cy.30½″&62″–39″ 80lb *70lb* 188NHP 1DB,*4pf*,GS67,HS3107 Blair&Co.Ld.Stockton	18 ″ 6 s1 ″ 10½ 17 ″ 5	
33935	**Sishan** (exThane) ssShl.2ndNo.3-5,09 Wireless ssNag.No 1-14 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)3*trB*	1363 1278 846	✠ 7,19 ✠	Nag	*p*		1883 11mo	A.Stephen &Sons Dundee	U.S.S.R. *DBa48'f*	264·4 BK8' 104' & *uE*15'208*tFP*	33·2	21·5	Vladvostk Russian 5*BHCem* *T*30*t APT*19*t*	C.2Cy.27″&54″–42″ 160NHP 2SB,*6cf*,GS90,HS2624 PearceBros.Dundee	23 ″ 3	
33936 210872 KJYK	**Siskiyou** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	884 783 523					1912	Matthews S.B.Co. Hoquiam	HansenTranspn. Co.	204·1	41·5	14·2	L.Angeles Utd.States	T.3Cy.13½″,23″&40″–30″ 88NHP UnitedEng.Wks.S.Frisco		
※ 33937 208 ICHV	**Sistiana** Ⓟ (exSalvore) ss.Nap.No.3-1,27 ssTri.No.2-35 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5827 5062 3681	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~1,37~~4,38 BS4,38 ~~BS4,37~~ ✠LMC3,35 ✠Lloyd'sRMC~~4,37~~ ~~3,37~~ ~~12,37~~4,38 No.5upper tw'een dk. chambers for temp. 22°F.	Tri	*y*	CL 8,36	1924 5mo	Stabilmnto Tecnico Trieste *Lloyd*'*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*338'1309*t* *DTa*33'852*t*	390·0 B128' *on Shelter dk* F36' FK *FPT*102*t APT*201*t*	54·0	29·6	Venice Italian *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s6 ″ 7½ 25 ″ 7	
※ 33938 165407 GZLF	**Sitala** *OilEng.* 1*Dk*, 2*nd dk clear of* *Mchy.Aft* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & at deck* D.F. E.S.D.	6218 5505 3602	✠100A1 9,37 3,37 ✠LMC3,37 *CarryingPetroleum in bulk*	Gls Sng	*a*†	CL	1937 3mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	AngloSaxon PetroleumCo.Ld. *CellDBuE*66'134*t*	430·3 P91'B41'F48' FK *DTf*25'265*tFPT*104*tAPT*60*t*	54·7	30·6	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25 5/16″–55½″ 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 7 25 ″ 7½	
33939 143441 GBQX	**Sithonia** (exRadnorshire) ssShl.No.3-11,31 ssCff.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6723 6361 4133	✠100A1 *Shelter dk* *withfreeboard* 11,37 ✠LMC MS11,35 BS3,37	Bkn NYk	*a*†	CL 1,35	1919 9mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	H.M.Thomson *CellDB*365'1364*t*	412·5 F36'*onShelter dk* FK *FPT*154*tAPT*228*t*	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9½ 28 ″ 6	
33940 PHNW	**Sitoebondo** 2*Dks*	7057 6682 4478					1916	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	444·0	54·0	37·0	Rottrdam Dutch *WB*	SRGeared Steam Turbines Maats.deSchelde,Flushing		V
33941 LEUU	**Sitona** (exImacos) 1*Dk*	1143 980 673					1920	A/SMoss Værft Moss	A/S Sitona(K. Andersen&Co. A/S)	226·4 P41*t*H75*t*	36·6	15·9	Frdrikstd Norwegian *WB*	T.3Cy.16″,25″&42″–30″ 97NHP A/S MossVærft.Moss		N
33942 130125 MLKR	**Siva** (exSlotholm) 1*Dk*	1304 1129 788					1921	Stavanger Stöberi&Dok Stavanger	SouthGeorgiaCo. Ld.(J.T.Salvesen &Co.*Mgrs.*)	243·0 P21'B60'F24'	37·3	16·0	Grngemth British *WB*	T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStöberi&Dok		N
33943 345 IUJR	**Sivigliano** (exStrijpe-33,exDalbek, exErika) Sub.Sig. 1*Dk*	1270 — 758					1921	Schiffsw.(v J.&Sch.)A.G. Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	254·8 243·6 Q97'B90'F25' len23	32·0	13·2	Trieste Italian *WB*	T.3Cy.16 5/16″,27″&43 5/16″–33 7/16″ 108NHP Gall&Seitz,Hamburg		Gl
33944 212586 KDAQ	**Sixaola** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*pt dks* D.F. E.S.D.	4693 3894 2430					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B160'F44'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co.Ld Bel		C
33945 7840 SJEN	**Sixten** (exSydhavet-32,exBöklund, exSvartfond,exPetra) 1*Dk*	*2085* *1889* *1223*			...		1912	Sunderlnd S.B.Co.Ld Sunderland	RederiA/BSigyn (HansLundgren, *Mgr.*)	287·1 P27'B76'F29' FK	42·1	19·1	Hlsngborg Swedish *WB*	T.3Cy 22″,36″&59″–39″ 232NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	V †
33946 OXLS	**Sjælland** Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. Sub.Sig. *Cruiser Stern*	2593 2027 1319					1933	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStats- baner	336·3	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.17 1/16″–33 7/16″ 484NHP Akt.Burmeistr&Wain,Cpn		
33947 LECX	**Sjöbris** (exHjort-36) 1*Dk*	1220 1008 699					1926	Trndhjms Mek.Værks. Trondheim	A/S Sjöfart (T.S.Bendixen)	232·3 P15*t*H65*t*	36·5	15·7	Lillesand Norwegian *WB*	T.3Cy.17″,27″&46″–30″ 116NHP TrondhjemsM V.Trndheim		N
33948 LEUW	**Sjofna** (exKongsaa,exPhoenix) 1*Dk*	619 459 256					1918	Wed.Duij- vendijk Gouderak	D/S A/SVivi (ClemethDann, *Mgr.*)	171·8 Q50*t*B38*t*H16*t*F21*t*	28·3	12·0	Oslo Norwegian *WB*	T.3Cy.13″,20½″&35″–21″ VanderKuij& 56NHP VanderRee,Rotterdam		V
33949 OULD	**Skaane** (exRota) 1*Dk*	1254 948 724					1918	PThStuhrs Maskin-Skibs Aalborg	DetDansk-Franske Dampskibs.(A.N. Petersen,*Mgr.*)	237·0 P15'Q71'B94'F29'	36·0	15·9	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP Akties.Frichs.Aarhus		V
33950 LEVF	**Skagen** Ⓟ 1*Dk*&*Awng dk*	785 690 361					1912	Trndhjms Mek.Værks. Trondheim	A/S Christian- sandsDmpskselsk. (LeifRosenkilde, *Mgr.*)	180·0 H74*t*	29·4	20·2	Xiansand Norwegian *WB*	T.3Cy.17¾″,28″&47″–30″ 121NHP TrndhjemsM.VTrondheim		N
33951 LJCR	**Skagerak** *OilEng.* D.F. *CruiserStern* 1*Dk*&*ShelterDk*	4244 3633 2315					1936	Akt.Bur- meistr&Wain Copenhagen	A/S Skagerak (OlafDitlev-Simon- sen,Jr.*Mgr.*)	387·4 F33'	55·3	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.17 1/16″–47¼″ 536NHP Akt.Burmeistr&Wain,Cpn		N
33952 OULE	— 1*Dk*	1283 833 754					1921	F.Schichau Elbing	D/S A/SProgress (M.Nielsen&Sön)	224·3	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15″,24½″&38⅝″–25 3/16″ 75NHP F.Schichau,Elbing		G
※ 33953 5866 SGUA	**Skagern** ssMmo.No.3-5,29 ssGot.No.1-33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*5842* *5582* *3605*	✠100A- *Shelter dk* *withfreeboard* 2,37 ✠LMC MS4,33 BS~~7,36~~5,37	Gen		OG 7,36	1917 1mo	Göteborgs NyaVAktieb Gothenburg	Rederiakt. Transatlantic (G.Carlsson, *Mgr.*) *CellDB*340'998*tDTa*30'1020*tFPT*54*t*	406·2 FK	53·7	31·6	Gothenbrg Swedish 6*BHCem* *APT*86*t*	T.3Cy.28″,42½″&72 1/16″–48″ ~~185lb~~170lb (*s*) 430NHP 3SB(Spt),*9cf*,GS137, HS5664 FD GöteborgsNyaVærks.Got.	34 ″ 1 s9 ″ 4 24 ″ 11½	
※ 33954 DIFE	**Skagerrak** *OilEng.* ssHam.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6044 5573 3400	✠100A1 1,37 ✠LMC CS1,37 DBS1,37 1,37 *CarryingPetroleum in bulk*	Ham	*z*	CL 10,34	1928 11mo	F.Schichau Danzig *Lloyd*'*sA&CP* *CellDBuE*63'	JohnT.Essberger 190*t DTf*25' 150*t*	411·8 P109'B30'F39' FK *FPT*105*tAPT*175*t*	55·2	32·6	Hamburg German 18*BHptCem* (11 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.26½″–47¼″ 747NHP 2WTDB*200lb* 1DB*100lb* F.Schichau,Elbing	32 ″ 6	

1 No. in Book. / Official No. / Code Letters	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33955 7566 SGKE	**Skagul** (*ex*Havtor) 1*Dk*	*1022* *875* *562*					1925	F.Schichau Elbing	StockholmsRederi A/BSvea(Eman. Högberg,*Mgr.*)	227·9 P14'B65'F31'	33·5	14·1	Stockholm Swedish *WB*	T.3Cy.15",24⅝"&38⅝"–25½" 75NHP F.Schichau,Elbing		V
33956 UOIK	**Skala** (*ex*Maine-32) ssLon.No.3–9,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*2nd dk*(*Stl*)*in forward holds*&*after main hold* *Straight frames & bevelled bilge* *Cruiser Stern*	6600 *6224* *4073*	✠ 9,32 ✠	Lon	*a*†		1920 3mo	Harland&Wolff,Ld. Belfast	U.S.S.R. *CellDB*343'1571*t*	412·6 F40'*on Shelter dk* FK *DTa*23'858*tFPT*91*tAPT*126*t*	55·8	38·1	Vladivostk Russian *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	38 " 0	
33957 LJFB	**Skaraas** *OilEng.* D.F. *Cruiser Stern* 1*Dk* *Mchy.Aft* *Rudder electrically welded*	9826 9029 5941	✠100A1 3,38 ✠LMC7,38 ✠LMC(M)3,38 *Carrying Petroleum in bulk*	Bat Got	*e*†	CL	1936 7mo *Lloyd's*A&CP	Götaverken A/B Gothenburg	SkibsA/S Nanset (IverBugge,*Mgr.*) *CellDBuE*87'373*t*	488·2 506·7(O.L.) P95'F59' FK *DTf*22' 345*t FPT*162*tAPT*390*t*	64·5	37·5	Larvik Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 8Cy.17 11/16"–47¼" 861NHP 2DB*150lb* GötaverkenA/B,Got.	37 " 0 s 8 " 9½ 28 " 5¾	
33958 5638 SGKI	**Skaraborg** 1*Dk*	*1093* *896* *595*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktiebSvea(Eman. Högberg,*Mgr.*)	221·6 P24'B58'H142*t* F25'	36·0	13·8	Stockholm Swedish *WB*	T.3Cy.17½",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
33959 SKEN	**Skarp** (*ex*Vanja,*ex*Kleven) *Now "Ile Rousse," see No. 38609 in Supplement* 1*Dk*	1363 1137 785					1918	T.van Duijvendijk Lekkerkerk	~~A/S Skarp~~ ~~(Fred.Th.Bergh)~~ EfraimEricson	238·8 P52*t*H88*t*	36·5	16·9	Stockholm Swedish *WB*	T.3Cy.17½",29"&46"–36" 128NHP Penn&Bauduin,Dordrecht		N
33960 LEVM	**Skarv** (*ex*Frank-32) *Mchy.Aft* 1*Dk*	852 625 472					1923	Porsgrund Mek.Værks Porsgrunn	OttersRederiA/S (R.Otter,*Mgr.*)	202·2 P49*t*Q69*t*B20*t* H40*t*F6*t*	32·2	12·3	Oslo Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundM V Porsgrunn		N
33961 97 YLBD	**Skauts** (*ex*Pendennis) ssLie.No.1-38 ssLie.3rdNo.3–4,33 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2136 1956 1298	✠100A1 3,38 ~~2,37~~ ✠LMC3,38 ~~MS4,33~~ ~~BS5,36~~	Bkn Lie	*s*	CL 2,37	1897 4mo A&CP	W.Gray&Co.Ld. WHartlepool	M.Sandbergs&Co. *CellDBa&uE*110'*f*120'	290·0 299·6(O.L.) P25'B69'F29' FK	42·2	19·1	Riga Latvian 5*BHCem* 607*tAPT*54*t*	T.3Cy.21½",35"&58"–39" (*s*) 160lb NDB09 218NHP 2SB,6*rf*,GS73,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 " 9 s 3 " 4¾ 18 " 6	
* 33962 161365 GSKN	**Skeldergate** ssCff.No.1–33 D.F. 1*Dk*(*Stl*)	4251 3927 2634	✠100A1 ~~8,37~~9,36 1,38 1,38 ✠LMC ~~MS7,33~~ BS12,36	Nwc Cff	*x*	CL ~~2,35~~ 1,38	1930 2mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*317' 1116*t FPT*95*t*	372·0 P48'B226'F32' FK	52·4	25·2	London British 6*BHptCem* *APT*141*t*	T.3Cy 23",39"&65"–45" (*s*) 200lb HS5851 354NHP 2SB,1AuxSB,8*cf*,GS157 D.Rowan&Co.Ld.Gls.	27 " 6 s 3 " 4¼ 24 " 4¾	
33963 113139 MCWP	**Skelwith Force** 3Mst ssBkn.2ndNo.3–9,33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) ssLiv.No.1–37	592 389 246	✠100A1 ~~8,35~~11,37 ✠LMC ~~MS11,32~~ 11,37 ~~BS2,36~~ 6,37	Fal Liv	*h*	CL ~~3,35~~ N10,37	1908 9mo *Lloyd's*A&CP	R.Williamson&Son Workington	WestCoastShppng Co.Ld.(W.S.Kennaugh&Co.) *DBf* 91'120*t*	164·8 Q95'B11'F23' FK	26·6	11·0	Whitehvn British 3*BHCem* *FPT*38*t*	T.3Cy.14 5/16",22½"&37"–27" (*s*) 160lb NDB20 90RHP 1SB,3*pf*,GS53,HS1657 Ross&Duncan,Glasgow	13 " 2 s 4 " 7¾ 12 " 10¾	
33964 144264 MKSC	**Skerries** *Ref.Mchy.* 2*Dks*&*Shade dk*	1258 1067 517					1921	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·0 P38'B134'F73'	36·2	16·7	Glasgow British *WB*	T.3Cy 21",34"&56"–39" 196NHP CaledonS.B&E.Co.Ld.Dun		C
33965 LCXX	**Skiensfjord** *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	5922 4159 3603					1922	Napier&Miller,Ld. Glasgow	DenNorske AmerikalinjeA/S	395·8 H225*t*F25*t*	53·2	25·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"–51" 370NHP D.Rowan&Co.Ld.Glasgow		N
33966 129746 MDGB	**Skipjack** ssShl.2ndNo.3–10,36 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1167 905 670	✠100A1 10,37 ~~10,36~~ ✠LMC10,36 BS10,37	Shl	*m*	CL 4,36	1910 4mo *Lloyd's*A&CP	J.Crown&Sons,Ld. Sunderland	HillSteamShippingCo.Ld. (Witherington& Everett,*Mgrs.*) *WB=CellDBa*58'*uE*17'*f*92'269*tFPT*39*tAPT*94*t*	222·5 Q77'B48'F23' FK	33·2	14·5	Newcastle British 4*BHCem*	T.3Cy.18",29½"&48"–33" (*s*) 180lb *90lb* 148NHP 1SB,3*pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 " 6 s 1 " 3 15 " 4¼	
* 33967 164958 GZBX	**Skipsea** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* *Now "Cromarty," see No. 376[illegible] in Supplement*	4974 4629 3031	✠100A1 *with freeboard* ~~8,37~~9,36 1,38 ✠LMC9,36 *Carrying vegetable oil in deep tank*	Sld ~~Vcr~~HKg		CL 1,38	1936 9mo *Lloyd's*A&CP	W Doxford&Sons,Ld. Sunderland	B.J.Sutherland &Co.Ld. *CellDB*347'1174*t*	426·8 F40' FK *MT*1146*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.22 1/16"–85 1/16" 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6	
33968 87990	**Skirmisher** Ⓟ TwinSc	582 490 238					1884	J.&G.Thomson Clydebank	CunardWhite Star,Ld.	165·0 B98'	32·2	15·0	Liverpool British	C.4Cy.21"&42"–32½" NB07 168NHP J.&G.Thomson,Clydebank		BT till 2,38
33969 6087 SGKM	**Skirner** 1*Dk*	*1321* *1023* *683*					1918	Aktieb. Oresundsv. Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Stockholm Swedish *WB*	T.3Cy.18½",30"&48"–30" 126NHP MotalaV.NyaAkt.Motala		V
33970 LEVX	**Skjærvö** Ⓟ 1*Dk*&*Spar dk*	331 311 192					1905	Trndhjms Mek.Værks. Trondheim	TromsFylkes Dampskibsselskab	138·1 H20*t*	22·1	15·8	Tromsö Norwegian *WB*	T.3Cy.12",19½"&32"–21" 47NHP TrondhjemsM.V.Trndheim		
33971 LEVW	**Skjerstad** Ⓟ (*ex*Teutonia) 2*Dks*	593 569 327					1904	LindholmensV.A. Gothenburg	DetNordlandske Dampskibsselskap A/S(J.Sannes, *Mgr.*)	155·3 H23*t*	26·0	17·8	Bodö Norwegian	T.3Cy.13¼",22"&36½"–22½" 63NHP LindholmensV.A.Got.		
* 33972 OULG	**Skjold** ssCpn.No.1–37 ssCpn.2ndNo.3–6,32 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in holds* &*deep framing*	1345 1191 792	✠100A1 10,37 ~~3,36~~ ✠LMC9,37 ~~MS8,31~~ ~~BS7,36~~	Dnz Cpn	*p*	CL 7,36	1904 6mo *Lloyd's*A&CP	Sunderlnd S.B.Co.Ld. Sunderland	DetForenede Dampskibsselskab *WB=CellDBa&uE*86'*f*98'339*tFPT*59*tAPT*6*t*	240·0 240·0(O.L.) P19'B64'F27' FK	36·5	16·8	Middelfart Danish 4*BHCem*	T.3Cy.18",29"&48"–33" (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 " 0 s 2 " 4 16 " 10	
33973 LDMK	**Skjoldheim** (*ex*Emperor of Halifax, *ex*CanadianSignaller) 1*Dk*	2267 2042 1319					1919	TheCollingwood S.B.Co.Ld. Cllingwd,Ont	SkibsA/S"Skjoldheim"(E.Gerrard &H.I.Ramsland)	251·2 P55*t*H97*t*F25*t*	43·6	23·6	Xiansand Norwegian *WB*	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld. Collingwood		C
33974 UOWS	**Sklyanski** *OilEng.* 2*Dks*	2105 1819 1052					1932	Sevastopol Marine Works. Sevastopol	U.S.S.R.	270·4 P31'B62'F28'	39·8	22·5	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP KominternWorks. Kharkov		

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert., R. of Trade.
33975 OULI	**Skodsborg** 1*Dk*	1450 1199 850					1919	Helsingörs Jernsk.&Msk Elsinore	A/S Dampskibs-selsk.Dannebrog (C.K.Hansen, *Mgr*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.& Mskb.		V
33976 LFVA	**Skogheim** 1*Dk*	2669 2413 1631					1919	A/S Sörlan-detsSkibsbyg Fevig	A/S Theologos(N. Rögenæs, *Mgr.*)	300·4 P60*t*B68'F33'	47·1	20·9	Haugesnd Norwegian *WB*	T.3Cy.22",36"&60"–39" 225NHP FredrikstadM.V.Frdstad.		N
33977 LDSK	**Skotaas** TwinSc *OilEng.* *Mchy.Aft* D.F. *ss*Got.No.1–35 1*Dk*(*Stl*)	8190 7529 4894	✠100A1 ~~9,37~~ 2,37 2,38 ~~DBS5,35~~ ✠LMC5,35 *Carrying Petroleum in bulk* DBS7,37 ✠LMC(M)7,37	Gal ~~Got~~ Cil	c†	CL 1,37	1931 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*s*A&CP	Skibs.A/SNanset (IverBugge,*Mgr.*) *CellDBuE70'279tD*	451·1 P96'F37' FK *Tf29'470tFPT114t*	59·2	35·9	Larvik Norwegian 10*BHptAsp* *APT248t*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6	
33978 LEWB	**Skotfos** 1*Dk*	1465 1330 880					1917	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S, *Mgrs.*)	254·4 P20'B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31½"&51½"–33" 153NHP NylandsVærksted,Oslo		N
33979 LJBC Wrecked 1,38	**Skottland** (*ex*Elvier–35) 3Mst *Mchy.Aft* 1*Dk*	736 521 364					1919	Gebr. Jonker Kinderdijk	D/SA/S Skottland (F.N.Nordbö, *Mgr.*)	181·7 Q106'B12'F21'	28·5	12·2	Haugesnd Norwegian *WB*	T.3Cy.15",25"&40"–27" 83NHP Machfabrk.Bolnes,Bolnes		V
33980 LCYC	**Skramstad** *OilEng.* D.F. *CruiserStern* 2*Dks*	4300 3846 2455					1925	Deutsche WerftA.G. Hamburg	SkibsA/S Skram-stad(A.F. Klaveness&CoA/S)	382·7 P112*t*H314*t*F24*t*	53·4	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" 492NHP AllgemeineElekGes.Berlin		N
33981 LCGR	**Skrim** (*ex*Dagali–35,*ex*Textil, *ex*Viken) 4Mst 1*Dk*	1902 1651 1128		...			1917	Lindhol-mensM.V. Gothenburg	RederiA/S Skrim (EinarLange)	265·2 P57*t*H85*t*F35*t* FK	42·8	18·3	Oslo Norwegian *WB*	T.3Cy.20½",33"&55"–36" 214NHP LindholmensM.V.Got.	20 ″ 6	N †
* 33982 121 YLBP	**Skrunda** (*ex*Ertshandel,*ex*Fusilier, *ex*Lynchburg) *ss*Lie.No.3–6,33 1*Dk*(*Stl*) *Cargo battens not fitted in Nos. 1 & 3holds*	2414 2097 1467	✠100A1 5,37 ~~3,36~~ ~~BS4,36~~ ✠LMC6,33 5,37	Rot Lie	*t*	3,36	1918 11mo	ThePusey &JonesCo. Wlmgtn,Del. A&CP	SeebergBros. *CellDB*	298·9 313·5(O.L.) P29'B75'F29' FK 254' 702*t* *FPT*106*t*	44·0	19·7	Riga Latvian 5*BHCem* *APT*137*t*	1DR GearedSteamTurbine 200lb (*s*) 307NHP 2SB,4*cf*,GS84,HS4258 FD DeLavalSteamTurbineCo. Trenton,N.J.	22 ″ 3 s 3 ″ 4½ 19 ″ 1	
33983 LEWD	**Skude** (*ex*Tromöy,*ex*Claus Clausen,*ex*Solnut) Wood 1*Dk*	481 360 268					1921	Ottesen Sagvaag Ryfylke	A/S Skude(T. Gjestsen&Ole Melhus, *Mgrs.*)	142·2 Q45*t*B25*t*H24*t*F20*t*	28·0	14·4	Skudes-neshavn Norwegian	T.3Cy.10",16⁵⁄₁₆"&26½"–18" *Emade*01, 30NHP *Bmade*08, W.White&Son,Cowes		N
33984 7660 SGLE	**Skuld** 1*Dk*	*1121* *787* *596*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	215·7 P14'Q55'B61'F30'	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"–31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
33985 LEWI	**Skulda** 1*Dk & deep framing*	1105 987 644		...			1910	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	229·0 H50*t*F30*t* FK	35·1	15·8	Bergen Norwegian *WB*	T.3Cy.16½",26"&44"–30" 122NHP BergensMekVærksBergen	16 ″ 10	N †
* 33986 LEWJ	**Skum** (*ex*Eikland) *ss*Osl.No.3–4,29 *ss*Osl.No.2–38 ~~*ss*Osl.No.1–34~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1146 767	✠100A1 2,38~~5,36~~ ~~BS2,37~~ ✠LMC4,34 2,38 2,37	Bgn Osl	*o*	CL N1,37	1916 4mo	Jonker& Stans HendrikIdo Ambacht A&CP	Skibsaktieselska-petNordstjernen (L.S.&Jac.O.Lyn-gaas, *Mgrs.*)	237·7 P20'B59'F24' FK *CellDB*111'342*t*	36·4	15·9	Tonsberg Norwegian 4*BHCem* *APT*39*t*	T.3Cy.17⅜",28⁹⁄₁₆"&46⁵⁄₁₆"–36" 180lb (*s*) 163NHP 2SB,4*cf*,GS80,HS2836 Alblasserdam.Msch.Fab.	18 ″ 0 s 2 ″ 1½ 16 ″ 0½	
33987 UOXE	**Skvortsov Stepanov** *OilEng.* 2*Dks*	2152 1865 1075					1931	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	270·3 P31'B62'F28'	39·8	22·7	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 357NHP StatesEng.Wks. "Komintern,"Kharkoff		
33988 602 SZMM	**Skyros** Ⓟ Iron (*ex*Kronos–33,*ex*Rover,*ex*Yacht, *ex*Uarda,*ex*Semillante,*ex*Rover, *ex*Miranda,*ex*Rover) Wireless	634 — 376		...			1882	Ramage& Ferguson Leith	HellenicCoast LinesCo.Ld.	170·2 *Shade dk*39' DkHouse *added*88	27·7	14·7	Piræus Greek	C.2Cy.23"&46"–24" NB02 NDB10 77NHP M.Paul&Co.Dumbarton	17 ″ 0	
33989 LDIB	**Skytteren** TwinSc4Mst (*ex*Suevic) *Fitted for oil fuel* 3*Dks* D.F. GyC. (*Whale oil factory*)	12358 9045 7276					1901	Harland& Wolff,Ld. Belfast	Hvalfangstslsk FinnhvalA/S (YngvarHvisten-dahl, *Mgr.*)	550·0 P652*t*H265*t*F122*t* pt rebuilt07	63·3	39·9	Oslo Norwegian *WB*	Q.8Cy.22",31½",46"&67"–51" 641NHP Harland&Wolff,Ld.Bel.		N
33990 PHOB	**Slamat** Ⓟ TwinSc Sub.Sig. *Fitted for oil fuel* D.F. *CruiserStern* 3*Dks*	11636 8252 6935					1924	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	510·1 P&B382'F80'	62·0	35·2	Rottrdam Dutch *WB*	DR GearedSteamTurbines Kon.Maats. deSchelde,Flushing		V
33991 SPAM	**Slask** *ss*Dnz.No.1–36 Wireless 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in Nos.*1 & 2 *holds* *Cruiser Stern* *Strengthened for Navigation in Ice*	1386 1096 734	✠100A1 *with freeboard* 4,37 ✠LMC5,36 BS3,36	Dnz	*o*	CL 5,35	1932 1mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*s*A&CP *CellDB*196'33	"ZeglugaPolska" SpolkaAkcyjna 2*t Tank in way of t*	232·5 P28'B60'F23' FK *unnels* 27*t* *FPT*21*t*	35·8	17·9	Gdynia Polish 4*BHCem* *APT*33*t*	C.4Cy.(2)16⁹⁄₁₆"(2)35⁷⁄₁₆"–35⁷⁄₁₆" 206lb (*s*) FD 218NHP 2SB(Spt),4*cf*,GS75,HS3122 A.Borsig,Berlin-Tegel	20 ″ 4 s 4 ″ 6½ 15 ″ 10½	
* 33992 119067 MGMY	**Slateford** 3Mst *Mchy.Aft* *ss*Bel.2ndNo.3–11,26 *Well deck* *ss*Dun.No.2–35 *Cargo battens not fitted* 1*Dk*(*Stl*)	355 231 141	✠100A1 11,37~~5,36~~ ✠LMC MS6,35 ~~BS4,36~~7,37	Dun	*e*	CL ~~6,35~~ 11,37	1903 11mo *Lloyd*	R.William-son&Son Workington '*s*A&CP	J.M.Piggins	136·5 142·0(O.L.) Q78'B9'F25' FK *WB*	24·0	9·9	Montrose British 3*BHCem* =*FPT*31*t*	C.2Cy.18"&36⅝"–24" (*s*) 125lb 54RHP 1SB,2*pf*,GS40,HS1300 Ross&Duncan,Glasgow	10 ″ 9 s 4 ″ 3 10 ″ 8	
33993 YTEC	**Slava** (*ex*Wynacre,*ex*Tafna) *ss*Rot.2ndNo.3–4,37 1*Dk*(*pt Irn pt Stl*)	*4512* *4137* *2741*	✠100A1 4,37 ✠LMC12,36	Rot	*x*	CL 3,37	1911 10mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*s*A&CP	AtlantskaPlovidba d.d. *CellDBa*100'*uE&B*4	369·5 P32'B115'F32' FK 3'*f*174'901*t* *FPT*17	50·0	26·3	Susak Yugoslav 6*BHCem* 6*t* *APT*225*t*	T.3Cy.24",41"&68"–45" (*r*) 180lb 404NHP 3SB,9*cf*,GS169,HS7176 W.Doxford&Sons,Ld.Sld.	28 ″ 9 s 5 ″ 4½ 23 ″ 7	
* 33994 142303 GXCB	**Slavol** *ss*Cbo,No.3–9,30 *ss*Cbo.No.1–34 2*Dks*(*Stl*) & *Web frames* *Longitudinal framing* *Cruiser Stern*	2623 2205 1023	✠100A1 4,37 BS4,37 ✠LMC2,34 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	Bom		CL 1,35	1917 10mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Greenock '*s*A&CP	TheAdmiralty *CellDBuE&B*68' 141	320·1 342·5(O.L.) P46'B107'F39' FK *t DT f* 24' 93*t* *FPT*	41·6	23·0	London British 16*BHptCem* (10 „ *to Udk* 6 „ „ 2nd„) 50*t* *APT*36*t*	T.3Cy.26",42½"&70"–45" (*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s 3 ″ 4 22 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Late when last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33995 OXUA	**Sleipner** Ⓟ (*ex*Trondhjem) Wireless D.F. *1Dk&Awng dk*	1066 735 567					1915	Helsingörs Jernsk.&Msk. Elsinore	DetForenede DampskibsSelsk.	231·2	35·1	21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP Helsingörs Jernsk.&Mskb.		V
33996 LDTF	**Slemdal** TwinSc *OilEng.* *ss*Fal.No.1-35 *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)* D.F *in mchy. space Web frames* *Longitudinal framing*	7374 6856 4352	✠100A1 ~~4,37 10,36~~ 11,37 ✠LMC CS7,35 DBS~~7,35~~ 11,37 ~~7,35~~ 4,37 *Carrying Petroleum in bulk*	Fal ~~Bkn~~	*b*†	CL ~~7,35~~ 4,37	1931 8mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*) *CellDBuE66'259tD*	424·7 445·5(O.L) P100'B37'F37' FK *Tf33'399tFPT176*	60·2	34·1	Oslo Norwegian 11*BH* *tAPT145t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0	
33997 124677 MCZL	**Slemish** *ss*Rou.2ndNo.3-12,33 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	1536 1143 682	✠100A1 11,35 ✠LMC MS2,33 BS~~2,37~~ 2,38	Npt	*p*	OG 11,35	1909 7mo *Lloyd's A&CP*	Ramage& Ferguson,Ld. Leith *WB=*	ShamrockShippg. Co.Ld. *CellDBuE21' f92'*	250·4 P20'Q75'B52'F27' FK *210tDTa 295t FPT*	36·2	17·2	Belfast British 5*BHCem* *43tAPT35t*	T.3Cy.16½",30"&49"-33" (*s*) 180lb 178NHP 2SB,*6cf*,GS107,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 5½ 17 ″ 0	
33998 LCBB	**Slemmestad** *OilEng.* D.F. *2Dks*	4258 3827 2490					1928	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S, *Mgrs.*)	376·5 P62*t*B87*t*H249*t* F28*t*	53·8	23·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 490NHP Akt.Burmeistr&Wain,Cpn		N
33999 PHOG	**Sliedrecht** *OilEng.* *ss*Rot.No.3-4,36 *Mchy.Aft* *2Dks(Stl)Longitudinal* D.F. *framing at bottom and at decks*	5133 4557 2935	✠100A1 ~~5,37 4,36~~ 10,37 ✠LMC CS4,36 DBS~~4,36~~ 5,37 ~~2,36~~ 5,37 *Carrying Petroleum in bulk*	Rot	*y*	CL ~~4,36~~ 4,37	1924 9mo *Lloyd's A&CP*	Rotterdam Droogd.Maat Rotterdam	N.V.MaatsMotor- schip "Sliedrecht" (N.V.Phs.vanOm- meren'sScheepv. Bedrijf, *Mgrs.*)	402·1 P99'F33' FK len31 *CellDBuE64'* *141tFPT*	53·2	27·9	Rottrdam Dutch 16*BHptCem* *155tAPT90t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 489NHP 2DB*120lb* 1NDB28(*aft*)*142lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 5 ″ 9 22 ″ 5	
34000 159329 EIBL	**Slieve Bawn** TwinSc E.S.D. Wireless *Cruiser Stern* *2Dks*	1447 1259 543					1936	W.Denny Bros.Ld. Dumbarton	London,Midland& ScottishRly.	299·7 P89'B78'F91'	45·1	15·8	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
34001 165011 MLNL	**Slieve Bearnagh** TwinSc Wireless E.S.D. *CruiserStern* *2Dks*	1450 1261 540					1936	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 P68'B116'F70'	45·1	15·8	Lancaster British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
34002 156202 EIJN	**Slieve Bloom** TwinSc *CruiserStern* *2Dks*	1297 1167 492					1930	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	300·2 P91'B79'F91'	44·7	14·8	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
34003 144977 EIBJ	**Slieve Donard** Ⓟ TwinSc Wireless Sub.Sig. *2Dks*	1116 1009 432				...	1922	VickersLd. Barrow	LondonMidland& ScottishRly.	299·9 P91'B79'F92' FK&BK2"	39·1	14·2	Dublin British *WB*	T.8Cy.19",29½",&(2)33"-30" 420NHP Vickers,Ld.Barrow	15 ″ 0	
Broken up 34004 123134 EIBR	**Slieve Gallion** TwinSc Sub.Sig. *2Dks(MptStl-ws)*	1071 988 427	✠ 3,08 ✠	Brw	*q*		1908 3mo	Vickers,Ss. &Maxim,Ld. Barrow	*WB=DTa18'*	299·5 P91'B79'F91' BK6" *52tf22'36tFPT35t*	37·2	14·1	Dublin British 6*BHAsp* *APT37t*	T8Cy(2)19"(2)29½"&(4)33" -30" 405NHP 2DB,*8cf*,GS158,HS6598 VickersSs.&MaximLdBrw	15 ″ 0	
34005 159302 EIKS	**Slieve League** TwinSc *Fitted for oil fuel* Wireless *CruiserStern* *2Dks*	1342 1164 518					1935	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 P97'B78'F112'	44·7	14·8	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
34006 156208 EIBS	**Slieve More** Ⓟ TwinSc Wireless *CruiserStern* *2Dks*	1409 1164 536					1932	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 B72'	44·7	14·8	Dublin British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 10,37
34007 PKGT	**Sloet van de Beele** *3Dks*	2977 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5	44·1	22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
34008 YTED	**Sloga** (*ex*Brynymor,*ex*Pensilva) *ss*Cff.No.3-2,26 *ss*Rot.No.2-35 *1Dk(Stl)*	*4316* *4028* *2714*	✠100A1 11,37 ~~11,36~~ ✠LMC MS12,33 BS~~5,36~~ 5,37	Rot	*x*	CL ~~11,36~~ 11,37	1913 5mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	AtlantskaPlovidba d.d. *CellDBa&uE145'*	365·2 P27'B106'F36' FK *f159'966tFPT110t*	50·8	26·0	Susak Yugoslav 6*BHCem* *APT109t*	T.3Cy.25$\frac{7}{16}$",41"&68"-48"(*s*) 180lb *100lb* NDB29 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 4¾ 23 ″ 3	
34009 140039	**Småland** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	833 659 409					1924	Västerviks NyaVarvs- aktiebolag Västervik	SmalandMotor- shipCo.Ld.(J.S. Webster&Sons, *Mgrs.*)	195·7 P60'F30'	31·0	14·4	KingstnJa British *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP Aktieb.AtlasDieselSkm.		V
34010 LEWN	**Smaragd** (*ex*CatherineCuneo) Wireless *1Dk&Spar dk*	1181 1048 679					1911	Fredrkstad Mek.Værks. Fredrikstad	A/S Trygg (TryggveSkog- land, *Mgr.*)	225·0 H93*t*	33·6	20·0	Haugesnd Norwegian *WB*	T.3Cy.18½",30"&19"-33" 138NHP FredrikstadM.V.Frdstad.		N
34011 86510 MQNB	**Smeaton** Ⓟ IronTwinScSp	369 310 200					1883	W.Allsup &Sons Preston	W.T.McCalla	125·2	35·1	11·1	Belfast British	C.4Cy.17"&34"-24" NB96 98RHP W.Allsup&Sons,Preston		BT till 2,38
34012 UPLE	**Smidovich** (*ex*Noord-35) *ss*Rot.No.3-5,30 *ss*Rot.No.1-35 *1Dk(Stl)*	2485 2311 1523	✠ 3.35 ✠	Rot	*s*		1918 1mo	N.V.Werf deNoord Alblasserdam	U.S.S.R.	286·2 P22'B74'F25' FK *CellDB248'*	45·2	21·8	Archangel Russian 4*BHCem* *574tAPT73t*	T.3Cy.22½",37"&62"-39" 260NHP 2SB,*6cf*,GS128,HS4000 Wilton'sEng.Co.Rot.	23 ″ 11	
34013 OXLV	**Smiril** Ⓟ Wireless *1Dk*	300 235 125					1932	Frdrkshvn Værft og Flydk. Fredrikshavn	Færöenes Amtskommune (Edv.Mortensen, *Mgr.*)	116·7 B40'F23'	24·1	11·9	Thorshavn FaroeIsles Danish *WB*	T.3Cy.12¼",19"&31"-18" 41NHP HelsingörsJernsk.&Mskb.		G
34014 204190	**Smith Thompson** *Mchy.Aft* *1Dk*	4786 — 4227					1907	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co Inc.	438·7	52·0	23·9	OswegoNY Utd.States *WB*	Q.4Cy.16½",24",35"&50"-42" 162NHP ToledoS.B.Co.Toledo		
34015 6655 SGJW	**Smöjen** (*ex*Siva-34) *ss*Osc.No.1-38 *ss*Got.No.3-1,34 *Mchy.Af* *1Dk(Stl)* *CruiserStern*	*476* *342* *207*	✠100A1 ~~5,37 6,36~~ 3,38 ~~BS7,36~~ 5,37 ✠LMC~~1,34~~ 3,38	Skm ~~Got~~ Osc	*g*	OG ~~N5,34~~ ~~5,37~~ 3,38	1921 9mo *Lloyd's A&CP*	Aktieb. LödöseVarf Lödöse	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*) *CellDBf53'*	145·8 148·8(O.L.) P41'F25' FK *85tDTa5'15tFPT*	28·0	12·3	Malmo Swedish 3*BHCem* *40tAPT14t*	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP 1SB,*2cf*,GS27,HS583 Aktieb.LödöseVarfLödöse	13 ″ 3 s 1 ″ 1½ 12 ″ 3	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
34016 UOHX	**Smolensk** Ⓟ Sub.Sig. *CruiserStern* *2Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.22 1/16",37"&59½"–39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
34017 UNJL	**Smolni** Ⓟ *OilEng.* Sub.Sig. *2Dks&3rd dk in foreholds* *Ref.Mchy.* *Cruiser Stern*	3767 2934 2164			…		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37'B100'F41' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅜"–33⅞" 692NHP RussianDieselWorks,Len.	27 " 9	
34018 OHBN	**Smut** (*ex*Harbury) *ss*Got No.1–37 *ss*Osl.3rdNo.3–1,33 *Well deck* *1Dk(Irn)&Web frames* D.F. *Cargo battens not fitted*	1703 1387 982	✠100A1 10,37 ~~2,30~~ ✠LMC10,37 ~~MS1,33~~ ~~BS8,36~~	Got	r	CL N2,36	1896 8mo	S.P.Austin &Son Sunderland A&CP	A/B Trætramp (K.Hansen,*Mgr.*) *CellDBa76'uE&B*	268·2|37·7|17·0 276·6(O.L.) P27'Q74'B48'F27' FK 40' *f* 108'510*t* *FPT*	Helsingfrs Finnish *4BHCem* 37*t* *APT*64*t*	T.3Cy.20½",33"&54"–39" (*s*) 160lb 194NHP 2SB,*6pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 " 9 s 2 " 0½ 17 " 11	
34019 DODJ	**Smyrna** (*ex*Heidelberg) *2Dks*	1663 1413 907					1912	Bremer Vulkan Vegesack	AtlasLevante- LinieA.G. ~~(Deutsche Levante-Linie G.m.b.H. *Mgrs.*)~~	260·5|37·1|19·5 B69'F33'	Bremen German *WB*	T.3Cy.23⅝",38½"&61⅝"–41 5/16" 246NHP BremerVulkan,Vegesack		G
34020 OFAC	**Snabb** (*ex*MariChandris–36, *ex*FrankDelmas–33, *ex*Tregarthen) *1Dk2trB*	2317 — 1363			…		1904	JReadhead &Sons SouthShields	RederiA/B Snabb (AlgotJohansson)	289·0|43·0|~~20·1~~ 18·6 P29'B78'F32' FK	Mariehmn Finnish *WB*	T.3Cy.22",36"&60"–39" 239NHP J.Readhead&Sons,S.Shl.	21 " 5	V †
34021 UOES	**Snabjenets Pervi** TwinSc (*ex*ShinseiMaruNo.11,*ex*Shinsei MaruNo.8) *2Dks*	890 740 402					1905	…………… Japan	U.S.S.R.	162·2|32·1|21·1	Vladvostk Russian	T.6Cy.10¼",16½"&26⅝"–16½" NB32 58NHP ,Japan		
34022 UOGS	**Snabjenets Vtoroi** (*ex*Bendoran) *1DkSpar dk&deep framing*	4067 3416 2254			…		1908	Bartram& Sons Sunderland	U.S.S.R.	371·2|47·8|26·6 P35'B109'F36' FK	Vladvostk Russian *WB*	T.3Cy.25",42"&68"–48" 353NHP N.E.MarineEng.Co.Ld.Sld	28 " 6	
34023 121331 GPMK	**Snaefell** Ⓟ (*ex*Viper) **TrpSc** *ss*Brw.2ndNo.3–5,27 D.F. *ss*Brw.No.2–36 *2Dks(M–ptStl)&Web frames&Awng dk(ptStl)*	1713 1186 723	✠ A1 *Awng dk with freeboard* 6,37 6,~~36~~ ✠LMC MS6,35 BS3,36 6,37 *For Channel purposes—Scotland&Ireland*	Brw	s	P&C 4,37 CL ~~5,35~~ S1,37	1906 5mo	Fairfield Co.Ld. Glasgow *Lloyd*'sA&CP	Isle of ManSteam PacketCo.Ld.	315·0|39·6|15·7 23·2 BK6"	DouglasIM British *6BHCem*	3 Steam Turbines (*s*) 165lb 1217NHP 4DB,*24cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow	24 " 1 s10 " 6¼ 14 " 8	BT till 12,37
34024	**Snæfell** (*ex*Kongshaug–35, *ex*Thyra) *1Dk*	751 563 435					1901	Stavanger Stöberi&Dok Stavanger	Utgerdarfjelag KeaH/F	193·6|30·3|11·2 Q99*t*B47*t*H10*t*F31*t*	Akureyri Icelandic *WB*	T.3Cy.14",23½"&38"–27" 75NHP StavangerStöberi&Dok		N
34025 LCLT	**Snar** (*ex*Grong–33,*ex*Fageraas) *Fitted for oil fuel* *1Dk*	3176 2910 1957					1920	Eltring- hams,Ld. Willington Quay	D/S A/S Snar (Kr.HöghHervig)	330·6|48·0|22·5 P31'B96'F33'	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"–42" 274NHP Eltringhams,Ld. WillingtonQuay		N
34026 137088 GKSV	**Sneaton** *ss*Cff.No.3–4,37 ~~*ss*Cff.No.2–33~~ D.F. *1Dk(Stl)*	3677 3238 2181	✠100A1 4,37 ~~12,35~~ ~~BS4,36~~ ✠LMC~~11,33~~ 4,37	Bry Cff	v	CL ~~11,33~~ 4,37	1925 3mo	R.Thomp- son&SonsLd Sunderland *Lloyd*'sA&CP	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellD*	348·0|50·0|22·6 P34'B105'F30' FK *B*294'861*t* *FPT*165*t*	Whitby British *6BHCem* *APT*154*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *180lb* 314NHP 2SB,*6cf*,GS133,HS4785 J.Dickenson&Sons,Ld.Sld	24 " 11 s4 " 1½ 20 " 11	
34027 LCYE	**Snefjeld** (*ex*Ottoland,*ex*Maasstad) *1Dk&deep framing*	1643 1507 1001			…		1901	Naamlooze Vennootschp Scheepswerf Alblasserdm	DampskA/S Storfjeld(H.Grieg Martens)	270·0|37·6|18·4 P12'B70'F30' FK	Bergen Norwegian *WB*	T.3Cy.20",33"&54⅝"–36" 182NHP Blair&Co.Ld.Stockton	20 " 7	N †
34028 LCYF	**Sneland I** (*ex*Ingeborg) Sub.Sig. *1Dk*	1791 1564 1054					1922	Nüscke& Co.A.G. Stettin	D/S A/S Vestland (RichardAmlie& Co.A/S.*Mgrs.*)	268·0|42·3|18·0 P56*t*H86*t*F25*t*	Haugesnd Norwegian *WB*	T.3Cy.20 7/10",32¼"&55½"–35⅝" Waggon-u. 155NHP MaschinenbauA.G.Gorlitz		N
34029 LCYK	**Snestad** *OilEng.* D.F. *2Dks*	4114 3717 2453					1926	Kockums M.V.Aktieb. Malmö	SkibsA/S Snestad (A.F.Klaveness& Co.A/S,*Mgrs.*)	377·6|54·0|22·9 P108*t*H264*t*F25*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 439NHP KockumsM.V.Akt.Malmö		N
34030 128966 MDFL	**Sneyd** (*ex*Crestville–36, **3Mst** *ex*Horsham–32, *ss*Apl.2ndNo.3–8,36 *ex*Glanoventa) *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	401 279 156	✠100A1 8,36 ✠LMC8,36 BS6,37	Apl	f	CL 6,36	1910 2mo	R.William- son&Son Workington *Lloyd*'sA&CP	Osborn&Wallis, Ld.	141·6|24·3|11·0 Q81'B9'F20' FK	Bristol British *3BHCem* *FPT*30*t*	C.2Cy.17½"&38"–27" (*s*) 130lb 87RHP 1SB,*3pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 " 0 s 4 " 8½ 11 " 8	
34031 ICIE	**Sniafiocco** (*ex*Dora–37, *ex*DoraWeems, ~~*ss*Phl.No.3–5,25~~ *ex*LakeGalera) ~~*ss*Bal.No.2–33~~ *ss*Gen.2ndNo.3–4,37 *1Dk(Stl)* *2nd dk(Stl) in holds*	2333 1974 1409	✠100A1 ~~4,37~~ ~~2,37~~ 10,37 BS~~2,37~~ 4,38 LMC~~9,33~~ MS4,37	Bal Gen Nap	r	CL 10,35	1918 10mo	Buffalo DryDockCo. Buffalo,N.Y. A&CP	Soc.Italo-Baltica diNav.eCommer- cio("LaCostiera" Soc.An.diNav. *Mgrs.*) *Ce*	~~251·0~~|43·5|22·4 261·0 P25'B64'F23' FK *llDB*208'538*t* *FPT*	Genoa Italian *4BHCem* 59*t* *APT*93*t*	T.3Cy.19½",30¾"&56½"–36" 180lb (*s*) 330NHP 2SB,*6cf*,GS115,HS5467 FD WorthingtonPump& Mchy.Corp.Buffalo	24 " 2	
34032 7531 SGLW	**Snöfrid** (*ex*Sigdal) *1Dk*	982 675 555					1920	Pusnæs Stöberi&M.V Arendal	RederiA/B Öster- sjön(AxelChristen- sen,*Mgr.*)	206·6|33·1|12·0 Q78'B41'H71*t*F21'	Trelleborg Swedish *WB*	T.3Cy.15",25"&40"–30" 115NHP PusnæsStöberi&M.V.		N
34033 140819 MKST	**Snow Queen** (*ex*MaryNickerson) *ss*Bkn.No.3–7,33 *Mchy.Aft* *1Dk(Stl)&Web frames* *ss*Bel.No.1–37	311 219 111	✠100A1 ~~8,37~~ ~~2,37~~ ~~11,37~~ 1,38 ✠LMC 3,37 ~~MS7,33~~ ~~BS6,36~~	Bel ~~Lee~~ ~~Bkn~~	e	CL ~~7,35~~ ~~8,37~~ 1,38	1921 4mo	I.J.Abdela &Mitchell,Ld Chester *Lloyd*'sA&CP	LarneS.S.Co.Ld.	130·0|23·1|9·7 Q45'B7'F16' FK *FPT*45*t*	Belfast British *3BHCem* *APT*15*t*	C.2Cy.15"&31½"–24" (*s*) 130lb 40RHP 1SB,*2cf*,GS39,HS1226 A.Dodman&CoKingsLynn	10 " 6 s " 9 9 " 10½	
34034 144244 MKPD	**Snowcrete** (*ex*LowlandFirth) *ss*Lth.No.3–12,33 *Mchy.Aft* *Well deck* *1Dk(Stl)*	351 235 139	✠100A1 10,36 BS~~1,37~~ ✠LMC12,33 12,37	Goo	e	CL 9,36	1921 3mo	Hepples (1919)Ld. SouthShields *Lloyd*'sA&CP	~~F.T.Everard& Sons,Ld.~~ J.Kennedy&Sons.	135·0|23·3|9·7 Q46'B9'F23' BK7"	Glasgow British *3BHCem* *FPT*45*t*	C.2Cy.17"&34"–24" (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1120 Hepples(1919)Ld.S.Shl.	10 " 6 s " 6½ 10 " 7	
34035 LEWT	**Snyg** (*ex*Groenlo,*ex*Kinheim) *1Dk*	1326 1165 757					1918	Verschure &Co. Amsterdam	D/S A/S Snyg (Kr.Högh-Hervig)	238·4|36·7|15·8 P23'B56'F20'	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP Verschure&Co.Amsterdam		N
34036 164319 GZFY	**Sobo** *OilEng.* *Cruiser Stern* *3Dks*	4124 3254 2321					1937	Scotts'S.B. &Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	379·0|52·7|21·3 P36'F48'	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.22 1/16"–85 1/16" 598NHP W.Doxford&Sons,Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34037 OZKA	**Söborg** *ss*Els.No.3–12,36 1*Dk*(*Stl*)	1992 1764 1194	✠100A1 4,38 ~~12,36~~ ✠LMC BS~~7,36~~7,37 MS12,36	Els Abg	*r*	OG ~~12,36~~ 4,38	1924 6mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP*	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*)	280·0 290·6(O.L.) P23'B83'F28' FK *CellDB*240'515*t*	40·0	19·2	Copnhagn Danish 4*BHptCem* *APT*75*t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb 194NHP 2SB,4*cf*,GS79,HS2134 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s 2 ″ 11¾ 18 ″ 6	
34038 YTNH	**Sóca** Ⓟ (*ex*Maros) *ss*Ssk.3rdNo.3–12,36 1*Dk*(*Stl*)	545 392 304	A1 *with freeboard* ~~1,37~~~~3,37~~ 12,37 BS12,37 ~~BS12,36~~ LMC6,36 *For Service in the Adriatic*	Ssk Spt	*i*	3,37	1907 *Lloyd*	M.U.Martinolich Lussinpiccolo '*sA&CP*	Jadranska PlovidbaD.D.	177·1 185·8(O.L.) P41'B47'F38' FK *FPT*	26·9	12·7	Susak Yugoslav 4*BHCem* 23*tAPT*27*t*	T.3Cy.14⅜",23¼"&36¼"–24" 160lb (*s*) 90NHP 1SB,3*pf*,GS56,HS1740 Plenty&Son,Ld.Newbury	13 ″ 9 s 1 ″ 4 12 ″ 6½	
* 34039 FOTY	**Socombel** *ss*Msl.No.1–33 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in way of cargo tanks, Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing*	1646 1347 811	✠100A1 8,37 ~~11,36~~ BS~~11,36~~ 8,37 ✠LMC10,33 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 1,30	Msl StN	*p*	CL ~~3,36~~ 8,37	1930 1mo *Lloyd*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam '*sA&CP*	Soc.Anon. FrançaiseSocombel-Transports *CellDBuE&B*	234·3 P61'B24'F18' FK 44'*f*14'65*t FPT*58*t*	40·1	19·1	Marseilles French 9*BHCem* *APT*30*t*	T.3Cy.17¼",28"&47"–36" (*s*) 180lb 234NHP 2SB,4*cf*,HS3875 FD RotterdamDroogd.Maats.	19 ″ 6 s 2 ″ 5¾ 17 ″ 1¾	
34040 159450 VPJN	**Socony** *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Part electrically welded* *Rudder electrically welded*	4404 3976 2507	✠100A1 9,37 ~~1,37~~ BS1,37 ✠LMC3,36 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,36	Nwc Gal	*w*	CL 12,36	1936 3mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	StandardTransportationCo.Ld. *CellDBuE&B*63' 189*tD*	349·7 P82'B28'F32' FK *Tf*18'359*tFPT*136*t*	52·3	29·6	Hong Kong British 14*BHptAsp* (11 *to Udk* 3 ,, *2nd* ,,) *APT*66*t*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"–43$\frac{5}{16}$" 220lb (*s*) 425NHP 2SB,6*cf*,HS6458 FD BremerVulkan,Vegesack	29 ″ 8 s 5 ″ 5¾ 24 ″ 4	
* 34041 233715 WLFO	**Socony-Vacuum** *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing–bracketless system*	9511 8829 5894	✠100A1 ~~5,37~~~~10,36~~3,38 ~~BS10,36~~ ✠LMC3,35 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,35 BS3,38	NYk LAn	*e*†	CL 3,38	1935 3mo *Lloyd*	NewYork S.B.Co Camden,N.J. '*sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE*71'198*tD*	484·0 P103'B34'F49' FK *Tf*22'705*tFPT*449*t*	66·0	36·8	NewYork Utd.States 17*BH* (13 *to U dk* 4 ,, *2nd* ,,) *APT*63*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1104NHP 450lb HS11164 FD 3WaterTubeBoilers(2Spt) DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
34042 DHVW	**Söderhamn** 1*Dk&ptAwng dk*	1499 980 945					1899	Helsingörs Maskbyggeri Elsinore	H.M.Gehrckens	240·8 Q80' *ptAwng dk*164'	34·1	15·1	Hamburg German *WB*	T.3Cy.17",27½"&47"–33" NB24 127NHP HelsingörsJernsk.&Mskb.		G
34043 147225 MLNZ	**Sodium** *ss*Bkn.No.3–5,35 *Well deck Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	608 445 287	✠100A1 4,38 ~~2,36~~~~4,37~~ ✠LMC MS5,35 BS~~7,36~~7,37	Bkn	*i*	OG ~~6,36~~ 4,38	1923 6mo *Lloyd*	C.Rennoldson&Co.Ld. SouthShields '*sA&CP*	I.C.I.(Alkali),Ld. *Cell*	180·2 Q52'B9'F27' FK BK1¼" *DBf*103'165*t FPT*	28·2	10·7	Liverpool British 3*BHCem* 60*tAPT*28*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 87RHP 1SB,3*cf*,GS64,HS1983 MacColl&Pollock,Ld.Sld.	12 ″ 9 s 1 ″ 3 11 ″ 8	
34044 2769 SGUD	**Södra Sverige** Ⓟ **Iron** 2*Dks&Shelter dk*	*733* *402* *441*					1871	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·1 H55*t*	25·1	13·0 20·4	Stockholm Swedish	C.2Cy.24"&48"–27" 100NHP BergsundsMek.Vks.Skm.		
34045 PHOQ	**Soekaboemi** *Fitted for oil fuel* 3*Dks*	7055 6677 4462					1923	Bonn&Mees Rotterdam	Rotterdamsche Lloyd(Wm.Ruys&Zonen,*Mgrs.*)	445·8 B70'F58'	54·3	34·2	Rottrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Gebr.Stork&Co.Hengelo		V
34046 PHOW	**Soemba** **2TwinMsts** 3*Dks*	6718 4650 4121					1923	N.V.Werf Conrad Zaandam	N.V.Stoomv. Maats.Nederland	423·9 P40'B29'F40'	54·7	33·5	Amstrdam Dutch *WB*	DR geared Steam Turbines Gebr.Stork&Co.Hengelo		V
34047 PKRW	**Soerabaya** (*ex*ZeelichterNo.1) *Mchy.Aft* 1*Dk*	580 485 342					1918	H.Bernard Nzn.Scheeps. HetJacht Nieuwendam	Koninkl.Paketv. Maats.	170·0	31·0	11·8	Batavia Dutch *WB*	C.2Cy.11$\frac{13}{16}$"&23⅝"–15¾" 18NHP N.V.WerfHubertina, Haarlem		V
34048 PHPG	**Soesterberg** *ss*Rot.No.2–36 1*Dk*(*Stl*)	1891 1701 1134	✠100A1 12,37 ~~11,36~~ BS~~4,36~~ 7,37 ✠LMC7,35	Rot Ams	*r*	CL 4,36	1927 4mo *Lloyd*	Antwerp Eng.Co. Hoboken '*sA&CP*	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*) *CellDBa&uE*108'	278·4 P22'B60'F30' FK *f*113'555*t FPT*46*t*	40·2	18·4	Amstrdam Dutch 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 214NHP 2SB,6*cf*,GS93,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 8¾	
34049 DJNA	**Sofia** *OilEng.* Sub.Sig. 2*Dks* D.F. *CruiserStern*	2969 2425 1659					1934	Deutsche WerftA.G. Reihstgwrft Hamburg	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	353·1 P32'B311'	50·2	18·5	Hamburg German *WB*	2 Oil Engines 2S.C.SA each6Cy.20$\frac{7}{16}$"–27$\frac{9}{16}$" SRgeared to 1 Sc.Shaft 879NHP Blohm&Voss,K.a.A.Ham.		G
34050 UNYP	**Sofiya Perovskaya** (*ex*Orkan, *ex*Rescue) Wireless *Well deck* 1*Dk*	731 526 382			…		1900	J.P.Rennoldson&Sns SouthShields	U.S.S.R.	189·3 Q92'B14'F23' FK	30·2	11·1	Archangel Russian *WB*	T.3Cy.15½",25"&41"–27" NB32 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	
34051 LEWU	**Sogn** Ⓟ **Iron** 1*Dk*2*trB*	384 230 219					1875	C.S.Swan &Co. Newcastle	Fylkesbaatane i Sogn og Fjordane (T Torgersen *Mgr*)	158·2 P75*t*H41*t*F39*t*	22·0	11·4	Bergen Norwegian *WB*	C.2Cy.21½"&40"–24" 65NHP Thompson&Co.Nwc.		
34052 145504 MJYP	**Sojourner** *ss*Nwc.No.3–12,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	435 289 197	✠100A1 2,38 ~~4,36~~ BS~~2,37~~ 4,38 ✠LMC12,35	Lth Bly	*f*	CL ~~11,35~~ 2,38	1920 6mo *Lloyd*	Camper&Nicholson,Ld Gosport '*sA&CP*	M.Taylor	142·0 Q79'B9'F22' FK	25·1	11·5	Methil British 3*BHCem* *FPT*70*t*	C.2Cy.18"&38"–27" (*s*) 130lb 82NHP 1SB,3*pf*,GS50,HS1486 Aitchison,BlairLdClydebk	12 ″ 7 s4 ″ 4¼ 12 ″ 3¾	
34053 7660 JNPE	**Soko Maru** **WoodAux** *OilEng.* 1*Dk*	328 275 206						…………………	IwamotoZenji	158·7	27·8	13·6	Nishinomiya Japanese	Oil Engines 2S.C.SA 2Cy.15½"–16" 85NHP NishitaniBros.Kobe		
* 34054 YTEI	**Sokol** (*ex*Nile–33) *ss*Lth.No.3–6,33 2*Dks*(*Stl*)	*5696* *5378* *3618*	✠100A1 12,36 ✠LMC MS~~4,32~~ 3,38 BS10,36	Rot	*a*†	CL ~~12,36~~ ~~9,37~~ 2,38	1919 11mo *Lloyd*	Lithgows, Ld. Port Glasgow '*sA&CP*	Jugoslavenska PlovidbaD.D. 1 *Intermediate BH & 1 'tween dk BH dispensed with* *CellDB*360' 1181*t D*	423·5 437·6(O.L.) P38'B123'F43' FK *Ta*36'1109*tAPT*31*t*	56·0	28·7	Susak Yugoslav *Cem* 5*BH to U dk* 1 ,, ,,*2nd*,, *only*	T.3Cy.27",45"&75"–48" (*s*) 180lb 548NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 1¼ 25 ″ 5	
34055 210133 KJYW	**Sol Duc** Ⓟ *Fitted for oil fuel* 2*Dks*	1085 — 667					1912	SeattleConstruction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	189·0	31·5	22·6	Seattle, Wash. Utd.States	T.3Cy.17",28"&47½"–36" 136NHP SeattleConstruction& DryDockCo.Seattle,Wash		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
34056 LEWV	**Solaas** 1*Dk*	1368 1138 785			...		1917	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*)	234·5 P12'B50'F14' FK	37·1	16·0	Arendal Norwegian *WB*	T3Cy.16⅛",25$\frac{5}{16}$"&42½"-29½" 120NHP KockumsM.V.Akt.Malmö	18 ″ 0	N †
34057 221122 KDQJ	**Solana** ssL.An.No.3-3,27 ssMob.No.2-35 D.F. 2*Dks(Stl)&Webframes* *Mchy.Aft Longitudinalframing*	6703 6125 4203	✠100A1 4,38 BS4,38 ✠LMC3,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	NYk S.Fo	*a*†	CL 3,36	1921 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	TideWater AssociatedOilCo.	419·5 435·8(O.L.) P101'B36'F34' FK *CellDB uE&B*65'272*t FPT*294*tAPT*46*t*	56·5	33·3	S.Frncisco Utd.States 14*BHptCem* (9 ,, *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",45"&75"-51" (*r*) 195lb 601NHP 3SB,*9cf*,GS190,HS8952 FD NewYorkS.B.Corp.	33 ″ 4	
34058 211618 KJYV	**Solano** Wood *Fitted for oil fuel* 1*Dk*	943 801 525					1913	A.Petersen Raymond, Wash.	DispatchStevedoring&Contracting Co.	198·2	42·7	14·7	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" 63NHP UnitedEng.Wrks.Alameda		
34059 164704 GYXV	**Solarium** *OilEng.* *Mchy.Aft* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6239 5543 3651	✠100A1 ~~3,37~~ 10,37 ✠LMC9,36 *CarryingPetroleum in bulk*	Bry Shl	*a*†	CL	1936 9mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	AngloSaxon PetroleumCo.Ld.	429·5 P87'B38'F48' FK *CellDBuE*61'87*tDTf*25'259*t FPT*106*tAPT*56*t*	54·5	30·8	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55½" 377NHP DB*180lb* N.V.Werkspoor,Ams.	31 ″ 0 s5 ″ 7½ 25 ″ 7	
34060 146592 GFLC	**Solen** ssSng.No.2-31 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinalframing* *Now used for storage purposes-underModifiedSurvey*	5693 5263 3385	✠100A1 5,34 BS~~7,36~~ 4,37 ✠LMC8,30 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,22 *F.P.above* 150°F.	HKg	*z*	CL ~~3,33~~ 4,37	1922 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	411·5 P109'B26'F45' FK *CellDBuE&B*78'217*t DTf*32'316*t FPT*81*tAPT*136*t*	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 ,, *2nd*,,)	T.3Cy.24½",42½"&74"-48" 220lb (*r*) 548NHP 3SB,*9cf*,GS184,HS7617 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 9 25 ″ 5⅝	
34061 97201	**Solent Queen** Ⓟ IronPadSk	324 285 184					1889	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight&S.of Eng.Royal MailStmPktCo.Ld	215·6	21·1	8·2	S'thamptn British	C.D.2Cy.29"&58"-60" NB02 217NHP Barclay,Curle&Co.Ld.Gls.		BT till ~~11,37~~ 12,38
34062 LDPA	**Solferino** 2*Dks*	2580 2411 1632					1918	Nylands Verks. Oslo	D/S A/S Spanskelinjen(Fred. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	300·0 H166*t*	40·0	24·0	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVerks.Oslo		N
34063 LDMD	**Solglimt** (*ex*Stockholm, *ex*Potsdam) TwinSc ssOsl.3rdNo.3-9,35 D.F. 4*Dks(Stl-Uws)&Webframes* Sub.Sig. GyC.	12246 9522 7090	100A1 8,37 ~~10,36~~ Pr.BS7,37 LMC9,35 BS~~10,36~~ 7,37 *Carrying whale oil in bulk* *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Osl		P7,37 CL s7,35	1900 5mo	Blohm& Voss Hamburg *Lloyd'sA&CP*	A/S Odd (A/SThorDahl, *Mgrs.*)	550·1 F20' FK&BK3' *CellDB*460'1476*t*	62·1	34·6	Sandefjord Norwegian 16*BHptAsp ptCem*	T.6Cy.27$\frac{7}{16}$",46½"&80"-55⅛" 206lb (*s*) 1115NHP 32Pr.B.*60lb* 8Pr.B.*43lb* 3D&2SB*24cf*GS507HS17313 Blohm&Voss,Hamburg	38 ″ 0 s7 ″ 0 31 ″ 10	
34064 LCYN	**Solhavn** (*ex*Kapland) 1*Dk*	1630 1192 943					1918	Bergens Mek.Værks Bergen	D/S A/S John Knudsen(ChristianHaaland, *Mgr.*)	244·7 P34*t*Q106*t*B149*t* H82*t*F34*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergersMekVærksBergen		N
34065 LEPX	**Solheim** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	8070 7352 4752	✠100A1 ~~6,37 11,36~~ 10,37 ✠LMC4,34 *CarryingPetroleum in bulk*	Got ~~LAn~~ Yka	*c*†	CL 10,37	1934 4mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	Hvalfangerselsk. Norge(Chr.Nielsen&Co.*Mgrs.*)	461·0 P106'B34'F54' FK *CellDBuE*77'340*t DTf*31'478*tFPT*218*tAPT*78*t*	59·7	34·5	Larvik Norwegian 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.23⅝"-47¼" 625NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 10 27 ″ 5½	
34066 LCKV	**Soli** (*ex*SilverShell) ssRot.No.3-9,28 ssH.Kg.No.2-37 ~~ssNag.No.1-32~~ *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing*	5834 5310 3474	✠100A1 3,38 ~~5,36~~ ~~BS9,36~~ ✠LMC~~11,32~~ 8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,15 *F.P.above* 150° F.	Sng	*z*	CL ~~9,35~~ 8,37	1915 12mo	Harlan& Hollingsworth Cor. Wlmgtn,Del. A&CP	VictorJenssens RederiA/S(Victor Jenssen,*Mgr.*)	411·6 426·0(O.L.) P110'B26'F40' FK *Cell DBuE& B*74'199*t DTf*32'337*t FPT*114*tAPT*106*t*	53·4	31·0	Oslo Norwegian 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27",45"&74"-48" (*s*) 180lb 550NHP 3SB,*9cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 s6 ″ 7½ 24 ″ 7	
34067 LEWZ	**Solitaire** TwinSc *OilEng.* *Mchy.Aft* ssCpn.No.3-11,33 D.F. 2*Dks(Stl)&Webframes* *Longitudinal framing*	3160 2795 1844	✠100A1 ~~4,37 9,36~~ 10,37 DBS~~3,36~~ 4,37 ✠LMC11,33 *CarryingPetroleum in bulk*	NYk	*u*	SN 3,36 PN6,36	1920 4mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCo.(Norway)A/S(H.C. Mathieson,*Mgr.*)	315·4 P77'B25'F30' FK *Cell DBuE*37' 96*t FPT*54*t APT*95*t*	43·7	27·4	Oslo Norwegian 12*BHptCem* (9 *to U dk* 3 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.16"-24' 298NHP NDB16*refitted33 80lb* McIntosh&SeymourCorp. Auburn,N.Y.	27 ″ 11 s4 ″ 10½ 23 ″ 2¾	
34068 LEXB	**Sollund** (*ex*Agnella) 1*Dk*	941 715 557					1908	Akers Mek.Værks. Oslo	D/S A/S John Knudsen(ChristianHaaland, *Mgr.*)	221·6 Q111*t*B56*t*H14*t* F24*t*	32·2	11·9	Haugesnd Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
34069 LCLO	**Solna** (*ex*Granlund,*ex*Corbis,*ex*War Ranee) ssSng.No.3-9,30 ssH.Kg.No.1-35 1*Dk(Stl)2trB&Webframes* *Longitudinalframing*	5550 4708 3398	✠100A1 8,37 ~~2,37~~ BS~~5,36~~ 8,37 ✠LMC4,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Yka Rot	*z*	CL ~~8,35~~ 8,37	1918 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	A/S Senita(H.Rich Aass,*Mgr.*)	400·0 415·0(O.L.) P49'B121'F40' FK *Middle line Bulkhead not oil-tight* *CellDBuE&B*59'240*t f*50'65*t FPT*95*tAPT*80*t*	52·3	28·4	Oslo Norwegian 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7½	
34070 FOYK	**Solon** ssAnt.No.3-9,37 ~~ssAnt.No.2-33~~ 1*Dk(Stl)&Shelter dk(Stl)*	4550 4222 2730	✠100A1 *withfreeboard* 9,37 ~~9,36~~ BS12,36 ✠LMC~~7,33~~ MS6,37	Ant	*z*	CL ~~10,34~~ 9,37	1925 10mo	WearShipyard of W. Gray&Co.Ld. Sunderland *Lloyd'sA&CP*	Cie.deNav. d'Orbigny	400·3 F35' FK *CellDB*353' 1001*t FPT*108*tAPT*155*t*	53·2	25·1	LaRochlle French 6*BHCem* (*Coll toSh dk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&71"-48" (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11½ 24 ″ 9½	
34071 UNAH	**Solovki** Ⓟ (*ex*MichailArchangel) Wireless 2*Dks*	371 314 275					1887	Lindholmens V.A. Gothenburg	U.S.S.R.	143·5	23·0	9·5	Archangel Russian	C.2Cy.24"&44"-24" NB06 79NHP Lindholmens,Got.		
34072 LDLV	**Solöy** *OilEng.* D.F. 1*Dk&Shelter dk*	4402 3970 2624					1929	Kockums M.V.Aktieb. Malmö	ErlingH.SamuelsensRederiA/S (E.H.Samuelsen, *Mgr.*)	381·9 P110*t*H304*t*F18*t*	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 436NHP KockumsM.V.Akt.Malmö		N
34073 LEXC	**Solskin** ssOsl.No.2-34 *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	372 294 190	✠100A1 2,38 ~~2,36~~ ~~BS2,36~~ ✠LMC5,34 ~~BS2,32~~ 2,38	Osl	*e*	OG ~~2,36~~ 2,38	1926 10mo	P.Larsson Thorskog	A/S Solskin(O.C.B. Fischer,*Mgr.*)	130·4 P39'F24' FK *CellDB*43'48*t FPT*23*tAPT*19*t*	23·6	11·5	Oslo Norwegian 3*BHCem*	C.2Cy.15$\frac{9}{16}$"&~~24½~~"-17½" (*s*) 120lb 24½" 33NHP 1SB,*2cf*,GS30,HS690 P.Larsson,Thorskog	13 ″ 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers which classed, if not in L.R. Date of B. of Trade Cert.
34074 LCYO	**Solstad** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	5952 5081 3435					1927	Odense Staalskibs Odense	Skibs.A/S Solstad (A.F.Klaveness& Co.A/S.)	391·0 | 53·7 | 31·7 P374*t*H433*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP AktBurmeister&WainCpn		N
34075 7789 SGMO	— (*ex*Gatwick) *ss*Got.No.3–1,37 ~~*ss*Got.No.2–33~~ *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	*1408* *1007* *785*	✠100A1 ~~6,37~~ 4,36 3,38 MS~~2,33~~ 1,37	Got ~~Lls~~ ✠LMC BS~~11,36~~ 11,37	*o*	CL ~~4,36~~ 5,37	1924 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'*sA&CP*	Aktiebolaget P.Janson&Co. (H.Blom,*Mgr.*) *CellD* *B*165'358*t* *DTat sides of tunnel*27'112*tFPT*67*t* *APT*60*t*	232·2 | 35·6 | 15·3 Q181'F21' FK	Norrköping ~~Stockholm~~ Swedish 4*BHCem*	T.3Cy.16½",27"&44½"–33"(*s*) 180lb 155NHP 2SB,*4cf*,GS77,HS2808 J.Lewis&Sons,Ld.Abn.	17 ″ 3 s 4 ″ 8¾ 16 ″ 7¾	
✻ 34076 LDHK	**Solsten** *OilEng.* *ss*Rot.No.2-38 ~~*ss*Rot.No.1–34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5379 4627 3196	✠100A1 3,38 ~~8,36~~ DBS~~8,36~~ 7,37 *CarryingPetroleum in bulk*	Nwc Rot ✠LMC~~7,34~~ 3,38	*y*	CL ~~9,35~~ ~~7,37~~ 2,38	1929 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd*'*sA&CP*	TönsbergTankA/S (Rafen&Loennechen,*Mgrs.*) *CellDBuE*61'171*tDTf*32'626*t* *FPT*144*tAPT*23*t*	388·1 | 52·7 | 29·4 P82'B27'F56' *Trunk between* P&B FK	Tönsberg Norwegian 14*BHptCem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.22⅞"–91⅜" 482NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
34077 OHWP	**Sölve** Iron 1*Dk*	*510* *410* *261*					1884	Göteborgs Mek.Værks Gothenburg	A/B EastSea(J.A. Nilsson,*Mgr.*)	149·9 | 24·6 | 15·4 B37'H12*t*F19'	Åbo Finnish	C.2Cy.13⅘"&32"–20" E*alt*01 NB01 38NHP GöteborgsMek.Vrks.,Got		
34078 4303 SFHD	**Solveig** (*ex*Larus–36, *ex*Mudir) *Mchy.Aft* 1*Dk*	*805* *588* *406*					1904	Hlsingbrgs Varfs Aktieb. Helsingborg	RederiA/B C.Å. Blidberg&Co.(C.Å. Blidberg,*Mgr.*)	196·0 | 32·0 | 12·3 P59'H67*t*F20'	Gothenbrg Swedish *WB*	T.3Cy.13",20½"&33½"–21" E&B*made*02 51NHP KjbnhavnsFlydk.&Skbsv.		V
34079 LCYP	**Solviken** Ⓟ (*ex*Toula,*ex*Aleut, *ex*St.Lucia, *ss*H.Kg.2ndNo.3–5,35 *ex*Aleut) 1*Dk*(*Stl*)&*Awng dk*(*ptStl*–teak s)	2398 2115 1435	✠100A1 *Awng dk* *withfreeboard* 11,37 ~~4,37~~ ~~BS5,36~~	HKg Ant BS7,37 ✠LMC5,35	*s*	CL ~~5,36~~ 11,37	1910 5mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd*'*sA&CP*	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDBa*84'*uE*18'*f*117'457*tFPT*27*tAPT*26*t*	281·0 | 41·3 | 23·1 292·0(O.L.) P11'B78'F34' *on Awng dk* FK	Bergen Norwegian 4*BHCem*	T.3Cy.19⅞",33¼"&55"–36"(*s*) 180lb 214NHP 2SB,*6cf*,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 6 ″ 8 19 ″ 2½	
34080 161938 GFCD	**Somali** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	6809 6119 3522	✠ 10,34 ✠Lloyd'sRMC~~2,37~~ ~~7,32~~ ~~12,37~~ 4,38	Rot ✠	*d*†		1930 12mo	Harland& Wolff,Ld. Glasgow	P.&O.SteamNav. Co. *CellDB*389'1368*tMTs*19'262*tFPT*91*tAPT*55*t*	459·0 | 60·7 | 29·7 F36' FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Q.4Cy.30½",44",63½"&91"–60"&LP Turbine with DR gearing & hydraulic coupling 1384NHP 5SB,*20cf*,HS17630 J.G.Kincaid&Co.Ld.Grk.	32 ″ 3	
34081 398 ICIA	**Somalia** Ⓟ (*ex*Rosignano,*ex*War Bagpipe) D.F. *Well deck* 1*Dk*	2699 1713 1606			…		1918	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	285·0 | 42·0 | 19·0 P28'Q75'B66'F32' FK	Naples Italian *WB*	T.3Cy.25",41"&68"–45" 416NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 2	I †
✻ 34082 19874 JYND	**Somedono Maru** *ss*Kob.No.3–9,28 *ss*Kob.No.1–33 2*Dks*(*Stl*)	5155 4826 3175	✠100A1 1,36	Nag ✠LMC~~1,36~~ 5,37	*z*	OG ~~1,36~~ 5,37	1917 1mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'*sA&CP*	TatsuumaKisen K.K. *CellDB*350*t*1075*tFPT*130*tAPT*87*t*	400·0 | 54·5 | 30·0 413·7(O.L.) P39'B121'F40' FK	Nishino- miya Japanese 6*BHCem*	T.3Cy.27¼",44½"&75"–48" 200lb (*s*) 495NHP 3SB,*9cf*,GS163,HS6591 FD MitsuBishiD.&E.Wks.Nag	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
34083 160769 GTQP	**Somersby** D.F. 1*Dk*	5170 4881 3197					1930	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	421·2 | 54·2 | 27·2 P62'B240'F43'	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.EWrks.LdWHpl		C
34084 142696 GPDF	**Somerset** *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	8792 6160 5452	✠Lloyd'sRMC~~12,36~~ ~~6,37~~ 12,37				1918	Earle'sCo. Ld. Hull	FederalSteam Nav.Co.Ld.	460·6 | 62·8 | 34·6 B270'F51'	London British *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Earle'sCo.Ld.Hull		C
34085 208381 WFCO	— (*ex*Veramar,*ex*City of Rome,*ex*Suwannee) D.F. Sub.Sig. 3*Dks*	3648 2062 2300					1911	NewYork S.B.Co. Camden,N.J.	~~Merchants&Miners~~ ~~TransportationCo.~~ ~~Inc.~~	309·1 | 46·2 | 19·3 F64' 30·0	Baltimore Utd.States *WB*	T 3Cy.28",45"&75"–48" 390NHP NewYorkSBCoCamdenNJ		
✻ 34086 143620 MLDN	**Somerset Coast** *ss*Lth.No.3–11,35 *Mchy.Aft* 1*Dk*&*Shelter dk* Wireless D.F. E.S.D.	1097 839 506	✠100A1 7,36 BS~~11,36~~ 11,37	Lon ✠LMC11,35	*p*	CL 9,35	1920 3mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	CoastLines,Ld. *CellDBf*159'311*tFPT*50*tAPT*8*t*	240·0 | 36·2 | 16·2 FK	Liverpool British 5*BHCem* *Coll* „ *toSh dk*	T.3Cy.18",30"&50"–36" (*s*) 180lb 203NHP 2SB,*6cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 8 s ″ 2 15 ″ 8	
✻ 34087 145844 GDZP	**Somersetshire** Ⓟ TwinSc *ss*Drt.No.1–37 *OilEng.* *ss*Drt.No.3–8,33 D.F. 3*Dks*(*Stl*–ws)&*Shade dk* *CruiserStern* *platform dk inNo.1hold*	9648 8694 5924	✠100A1 8,37 ~~7,36~~ DBS~~7,36~~ 8,37	Sou ✠LMC~~7,36~~ 8,37	*c*†	CL ~~9,36~~ 8,37	1921 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa*121' *uE*30'*f*212'1318*tDTf*32'560*tFPT*85*tAPT*40*t*	450·3 | 57·3 | 33·7 468·8(O.L.) FK	Liverpool British 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" DB*100lb* 987NHP Harland&Wolff,Ld.Gls.	36 ″ 7 s14 ″ 2½ 22 ″ 8¾	BT till ~~4,37~~ 6,38
34088 LDHQ	**Somerville** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk*	4265 3854 2523					1929	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Skogstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	381·4 | 53·8 | 23·7 P140*t*H454*t*F21*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 626NHP Burmeister&Wain,Cpn.		N
✻ 34089 143394 GBQV	**Somme** *ss*Lon.No.3–7,32 *ss*Shl.No.1–36 Sub.Sig. 2*Dks*(*Stl*)	5265 4810 3230	✠100A1 ~~7,37~~ ~~7,36~~ 11,37 BS7,37	Shl Lon ✠LMC7,36	*y*	CL ~~7,36~~ ~~7,37~~ 11,37	1919 8mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	RoyalMailLines, Ld. *CellDB*340'1067*t FPT*135*t* *APT*198*t*	400·0 | 52·4 | 28·5 P49'B113'F40' FK	London British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
34090 LCYQ	**Sommerstad** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	5923 5091 3381					1926	Akt.Lind- holmen- Motala Gothenburg	SkibsA/S Sommer- stad(A.F.Klave- ness&Co.A/S)	381·0 | 55·2 | 32·3 P377*t*H381*t*F74*t*	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP Akt.AtlasDiesel,Skm.		N
✻ 34091 140728 VWJF	**Sonavati** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	1638 1504 968	✠100A1 4,38 ~~4,37~~	Bom ✠LMC~~2,36~~ 4,37	*r*	OG 4,36	1936 2mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	BombaySteam NavigationCo.Ld. *CellDBuE*&*f*150'283*tFPT*25*t* *APT*88*t*	255·1 | 42·2 | 20·7 266·3(O.L.) F33' FK	Bombay British 5*BHCem*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 538NHP Harland&Wolff,Ld.Bel.	24 ″ 3 s 3 ″ 7¼ 20 ″ 9	
34092 OXLE	**Sönderjylland** Ⓟ Wireless 1*Dk*	403 296 196					1904	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	164·8 | 25·8 | 10·5 P&B105'F37'	Aabenraa Danish *WB*	T.3Cy.13",21"&37"–24" 67NHP Akt.Burmeistr&Wain,Cpn		V
34093 FPDG	**Song-Giang** TwinSc (*ex*Dessinateur) 1*Dk* Wireless	1065 — 589					1922	Soc.Anon. desAnciens Etab.Henri Satre,Arles	Cie.Cotière de l'Annam	216·5 | 34·2 |	Haiphong French	T.6Cy.12",20"&31½"–16½" 81NHP Soc.desMoteurs Chaléassière,St.Etienne		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert. Hors Trade.
34094 LCYS	**Songdal** (exMongolia, exAnten) 4Mst ssOsl.No.3-3,30 ssOsl.No.1-35 Cargo battens not fitted 1Dk(Stl)	1868 1657 1111	✠100A- 7,37 ~~11,36~~ 1,38 MS10,34	Bkn ~~Bkn~~ Mch ✠LMC BS~~7,36~~ 8,37		OG 6,35	1917 8mo	Lindholmens M.V. Gothenburg	S/A Songdal (Joh.Gerrard,Jr.)	265·3|42·7|18·4 P24'B65'F28' FK CellDB224'471t	Kiansand Norwegian 4BHCem APT41t	T.3Cy.20½",33"&55"-36" (s) 185lb 214NHP 2SB,6cf,GS110,HS3500 LindholmensM.V.Got.	20 " 6 s 2 " 7½ 18 " 0¾	
34095 154442	**Sonia** (exDolson,exNidarnes) ssSt.J.No.3-4,38 ~~ssSt.J.No.2-34~~ 1Dk(Stl)&Shelter dk(Stl)	1188 1016 654	✠100A1 withfreeboard ~~4,37~~ 4,36 4,38 ~~BS4,36~~ BS ~~4,37~~ 4,38	StJ ~~Hfx~~ ✠~~LMC1,34~~ MS10,37	q	CL 7,35 ~~4,37~~ 9,37	1926 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	SoniaShippingCo. Ld.(F.K.Warren)	248·1|37·2|14·7 FK (CellDB208'402t FPT76t APT39t	Montreal British 4BHptCem Coll to Sh dk 3 „2nd„	T.3Cy.15",25"&40"-27" (s) 180lb 82RHP 2SB,4pf,GS74,HS2081 MacColl&Pollock,Ld.Sld.	16 " 8 s " 2½ 16 " 7	
34096 OYQE	**Sonja** ssBel.No.1-35 D.F. 1Dk(Stl)	2061 1852 1206	✠100A1 4,38 ~~11,36~~ BS~~10,36~~ 2,38	Hul Ham ✠LMC3,35	s	CL 11,36	1930 9mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	A/S D/S Dania (Chr.Andresen, Mgr.) Intermediate bulkhead in forward hold dispensed with	295·3|43·7|17·9 P27'B165'F34' FK CellDB243'675tFPT59tAPT101t	Esbjerg Danish 4BHCem	T.3Cy.21½",35"&57"-39" (s) 180lb (Spt) 242NHP 2SB,6cf,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 " 4 s 1 " 9 18 " 7½	
34097 0961 SMWA	— ssHbg.No.3-3,35 1Dk(Stl) Cargo battens not fitted	*1828* *1571* *1038*	100A1 5,37 ~~5,36~~ BS4,37	Shl Skm LMC3,35	r	OG 2,35	1923 3mo Lloyd	Hlsingbrgs VarfsAktieb. Helsingborg 'sA&CP	A.B.Transmarin ~~(B.Ingelsson,Mgr.)~~ (S.Redig,Mgr.)	277·6|40·2|17·1 P19'B67'F26' FK CellDB234'528tFPT45tAPT45t	Hlsingborg Swedish 4BHCem	T3Cy.19¾",31⅞"&51 3/16"-35 5/16" 185lb (s) 206NHP 2SB,4cf,GS138,HS2906 FD BergsundsM.V.Aktb.Skm.	19 " 8 s 2 " 7½ 17 " 2	
34098 OZHD	**Sonja Mærsk** (exThekla,exBaldur) 1Dk	1909 1635 1136					1921	Nüscke&Co.A.G. Stettin	A/S Dampskslsk.af 1912(A.P.Moller, Copenhagen,Mgr.)	266·8|42·2|17·6 P30'B63'F31'	Aalborg Danish WB	T.3Cy.20⅝",32 5/16"&51½"-35" Görlitzer 157NHP Maschf.A.G.Görlitz		V
34099 LJAO	**Sönnavind** OilEng. D.F. CruiserStern 1Dk&ShelterDk	4965 4403 2994					1935	Bremer Vulkan Vegesack	A/S Borgestad	414·3|55·7|25·0	Porsgrunn Norwegian WB	Oil Engines 2S.C.DA 5Cy.23⅝"-43¼" 968NHP BremerVulkan,Vegesack		N
34100 DHVX	**Sonnenfelde** Sub.Sig. 1Dk	865 690 491					1922	Howaldtswerke Kiel	D.Fuhrmann, Nissle&Günther Nflg.Reed,m.b.H.	194·6|32·9|13·9 P12'Q43'B53'F24'	Hamburg German WB	T.3Cy.14⅝",23¼"&38 3/16"-25⅝" 73NHP Howaldtswerke,Kiel		G
34101 DOHY	**Sonnenfels** (exGothicPrince) Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	8552 5313 5299			...		1918	Palmers' Co.Ld. Newcastle	DeutscheDampfs. Ges."Hansa"	448·1|57·2|39·2 FK	Bremen German WB	Q.4Cy.25½",36½",52½"&76"-54" 667NHP Palmers'Co.Ld.Newcastle	40 " 9	G †
34102 117266	**Sonoma** (exDavidS.Troxel, exSonoma) Mchy.Aft 1Dk2trB	4471 — 3448					1903	WestBay CityS.B.Co. W.BayCity	Nicholson UniversalS.S.Co.	416·0|50·0|24·0 F44'	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33½"&55"-42" 196NHP DetroitS.B.Co.Detroit		R
34103 117158 KGAP	**Sonora** D.F. Mchy.Aft 1Dk2trB	3611 — 2858					1902	Superior S.B.Co. W.Superior	Nicholson UniversalS.S.Co.	353·2|48·0|24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"-40" 185NHP SuperiorS.B.Co.		
34104 XCSQ	— TwinSc (exAdmiralPeary-34, exMoonlite) OilEng. ssS.Fo.No.3-10,28 ssS.Fo.No.1-33 Mchy.Aft 1Dk(ptStl) 2nd dk in hold only	2220 1762 1062	✠ —— 5,37 ✠NE19refitted24	LAn ✠	u		1916 8mo	ToledoS.B.Co. Toledo,O.	Cia.Naviera del Pacifico,S.A. (KeeneLine, Mgrs.) Cell	252·0|43·7|21·2 P49'F41' FK DBf176'245tFPT	Mazatlan Mexican 3BHCem 135tAPT14t	Oil Engines 4S.C.SA 12Cy.16½"-24" 308NHP McIntosh&SeymourCorpn Auburn,N.Y.	23 " 6	
34105 FOKA	**Sontay** Ⓟ (exBayern-36) 4Mst Sub.Sig. Fitted for oil fuel D.F. 2Dks	8917 7360 5485					1921	Bremer Vulkan Vegesack	UnionMaritime Méditerranéenne (Cie.desMessageriesMaritimes, Mgrs.)	468·8|58·2|32·6 P55'B221'F71'	Dunkirk French WB	T3Cy32 5/16",52½"&86⅞"-55 1/16" &LP Turbine 770NHP BremerVulkan,Vegesack		GV
34106 151419 GLXN	**Soochow** Ⓟ 2Dks	2604 2276 1594					1920	Taikoo Dckyd& Eng. Co.ofHKg.Ld HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4 P15'B74'F37'	London British WB	T.3Cy.22",35"&56"-39" 195NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.		
34107 153117	**Soodoc** (exMosesTaylor) Mchy.Aft 1Dk2trB	4575 4364 3188					1902	American S.B.Co. Lorain,O.	PatersonSteamships,Ld.	423·4|50·2|23·9 WB	Ft.William Ont. British	T.3Cy.22",35"&58"-40" 213NHP AmericanSBCo.ClevelndO		R
34108 OULM	**Sophie** 1Dk	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen&Sön,Mgrs.)	224·3|33·6|13·5 P14'B59'F29'	Copnhagn Danish WB	T.3Cy.15",20⅜"&32⅜"-21" 92NHP F.Schichau,Elbing.		G
34109 153803 VTDK	**Sophie Marie** ssBom.No 3-10,27 ssBom.No.2-35 Well deck 1Dk(Stl-teak s)	1138 815 677	100A1 11,37 ~~4,37~~ BS~~9,36~~9,37	Bom LMC10,35	m	CL 4,37	1923	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	~~ThobanDevjiShah &others~~ Thoban Devji,Padamsi Shivji&Meghji Gopalji Cell	216·0|34·5|13·5 228·0(O.L.) P14'Q45'B64'F29' FK DB178'308tFPT	Bombay British 4BHCem 41tAPT24t	T.3Cy.17 5/16",27½"&45⅝"-27½" 200lb (s) 142NHP 2SB(Spt),4cf,GS72,HS2410 A.BorsigG.m.b.H.Berlin	15 " 8 s 1 " 0 14 " 9	
34110 DHVY	**Sophie Rickmers** Sub.Sig. 2Dks	7033 6407 4433					1920	Nordd. WrftG.m.b.H Weser-münde-G.	RickmersRhed. A.G.	441·4|57·6|30·9 P60'B140'F49'	Hamburg German WB	T.3Cy.29 5/16",48⅞"&77 5/16"-55 1/16" 450NHP BremerVulkan,Vegesack		G
34111 36043 JFQC	**Sorachi Maru** 1Dk	4107 3419 2487					1930	MitsuiBussanKaisha Ld TamaDkyd.	KyoritsuKisen K.K.	351·5|49·0|27·7 P31'B95'F34'	Akashi Japanese WB	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanKaisha,Ld.		C
34112 149460	**Soreldoc** Mchy.Aft 1Dk	1926 1637 1147					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	253·0|43·3|17·8 Q100'F35'	Ft William British WB	T3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		C
34113 LHNW	**Sörfjorden** OilEng. Mchy.Aft 1Dk	395 311 342					1914	LarvikSlip &Verksted Larvik	OddaSmelteverk A/S	126·0|26·3|15·0	Odda Norwegian WB	Oil Engines 2S.C.SA 2Cy.15"-16½" 79NHP J.&C.G.BolindersM.V. Aktieb.Skm.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34114 UNIQ	**Soroka** *Well deck* 1*Dk*	1718 1270 1002			...		1926	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	U.S.S.R.	250·8 P17'Q74'B56'F27' FK	39·0	16·1	Archangel Russian *WB*	T.3Cy.18",30"&50"–33" 167NHP Atel.&Ch.delaSeineMarit.	18 ″ 0	
34115 LFAS	**Söröy** Ⓟ (*ex*Sörö) 2*Dks*	506 472 281					1910	Trndhjms Mek.Værks Trondheim	FinmarkFylkes-rederi	156·3 H33*t*	25·0	17·9	Hmmerfst Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP TrndhjemsM.V.Trndheim		
34116 133382 GRDB	**Sorrento** *CruiserStern* 1*Dk*	1903 1736 1124					1912	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0	44·7	17·8	Hull British *WB*	T.3Cy.22",35"&59"–39" 217NHP Earle'sCo.Ld.Hull		C
34117 KZSG	**Sorsogon** Ⓟ Iron (*ex*AntonioMacleod,*ex*LochGarry) Wireless 1*Dk&Awng dk2trB*	1236 1070 812			...		1880	Gourlay Bros.&Co. Dundee	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	210·3 FK	29·7	15·7	Manila Utd.States *WB*	C.2Cy.23"&44"–42" NB09 100NHP GourlayBros.&Co.Dundee	16 ″ 11	
34118 LEXG	**Sortland** (*ex*Ferm,*ex*HollandiaII, *ex*Falkaas) 1*Dk*	759 565 422					1918	N.V.Werf Zeeland Hansweert	A/S Vesteraalens Dampskslsk.	179·0 Q58*t*B58*t*F24*t*H34*t* *WB*	30·2	12·5	Stokmark-næs Norwegian	T.3Cy.15½",25½"&47½"–27" 117NHP Schippers&v.Dongen		N
34119 LDEQ	**Sörvangen** *ss*N.Os.No.2–38 ~~*ss*N.Os.No.1–33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2400 1999 1363	✠100A1 2,38 ~~2,37~~ ~~BS2,37~~ ✠LMC~~8,33~~ 2,38	NOs	*s*	CL ~~12,35~~ 10,37	1929 5mo *Lloyd*	Intrnationl S.B.&E CoLd Danzig *'sA&CP*	Skibs A/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *Int. BH in fore*	291·2 P28'B80'F32' FK *hold dispensed with* *CellDB*246'610*t FPT*	45·7	18·5	Oslo Norwegian 4*BHptCem* 61*tAPT*63*t*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 185lb (*s*) 215NHP 2SB,6*cf*,GS77,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s 2 ″ 8½ 17 ″ 11¼	
34120 LCZR	**Sörvard** TwinSc *OilEng.* 1*Dk&Shelter dk*	3673 3338 2158					1925	Akt.Burmeistr&Wain Copenhagen	KlostersRederiA/S (L.Kloster,*Mgr.*)	368·0 F26*t*P98*t*H210*t*	51·5	21·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
34121 22302 JCYE	**Soshu Maru** *Mchy.Aft* 1*Dk*	1219 1032 673					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q58'F31'	34·0	18·5	Tokio Japanese *WB*	T.3Cy.16½",27½"&45½"–30" 125NHP OsakaIronWrks,LdOsaka		
34122 UNAI	**Sosnovets** Ⓟ (*ex*Sever, *ex*VelikaiaKniaginiaXenia) TwinSc Wireless 1*Dk*(*ptStl*)*&Awng dk*	811 784 412	✠ 1,01	Nwc	*k*		1895 9mo	W.Dobson &Co. Newcastle	U.S.S.R.	199·8 FK *CellDBa&uE*61'*f*62'	28·0	19·0	Archangel Russian 4*BHCem* 99*tAPT*15*t*	T.6Cy.12½",20"&33"–24" NB32 122NHP 2SB,4*pf*,GS70,HS2060 N.E.MarineE.Co.Ld.Nwc.	21 ″ 6	
34123	**Sosua** 2*Dks*	1215 — 732					1912	Sörlandets Skibsbyggeri Fevig	AlbertoCanepa (C.Bramosio, *Mgr.*)	225·0	33·6	20·0	Callao Peruvian *WB*	T.3Cy.18½",30"&49"–33" 138NHP FredrikstadM.V.Frdstad.		
34124 41	**Sotchi** (*ex*Panayotis,*ex*Vera, IronBg *ex*VassillisaOlga,*ex*ErnestaFoscola, *ex*Moldova,*ex*ErnestaFoscola,*ex*Paris Lambrinidi,*ex*Olga) 1*Dk2trB* *Well deck*	1231 1038 696			...		1870	J.Laing Sunderland	U.S.S.R.	251·2 P258*t*F32*t* FK	32·2	17·2	Odessa Russian *WB*	C.2Cy.31"&58"–30" NB08 140NHP Thompson,Boyd&Co.Nwc.		
34125 20643	**Soto Maru**	588 — 408					1910	.... Osaka	HakatawanChikko K.K.	179·8	35·1	12·6	Shimonoseki Japanese			
34126 EGQS	**Soton** 1*Dk*	1373 1255 833					1919	Soc.Española deConst. Metalicas Gijon	Soc.Metalurgica Duro-Felguera	218·8	32·5	20·5	Gijon Spanish *WB*	T.3Cy.14",23"&38"–27" 75NHP Soc.Española de Const. Metalicas,Gijon		VG
34127 161939 GLTZ	**Soudan** *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	6677 6040 3477	✠ 1,35 ✠ ✠Lloyd'sRMC~~5,37~~ 2,38 ~~10,37~~	Rot	*d*†		1931 1mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *CellDB*396'1387*tM*	459·0 F34' FK (*Ts*19' 250*t FPT*72*t*	60·7	29·8	Glasgow British 7*BHptCem* *Coll to Shdk* 6 ,, 2*nd*,,) *APT*49*t*	Q4Cy30½",44",63½"&91"–57" &LPTurbine with DRgearing&hydraulic coupling 1320NHP 5SB,20*cf*,GS385,HS16420 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
34128 211 SVRI	**Souliotis** (*ex*Woodfield–33) *ss*Shl.No.3–2,30 *ss*Bly.No.2–38 ~~*ss*Bly.No.1–33~~ 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	4299 — 2681	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~4,37~~ ~~MDBS4,37~~	Rot Bly ~~[illegible]~~ ✠LMC4,38 ~~DBS10,36~~	*y*	CL ~~N4,36~~ 3,38	1917 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	C.Malamos	400·0 F37'*onShelter dk* FK *CellDB*351'1300*t*	53·0	24·3	Andros Greek 6*BHCem* *APT*110*t*	T.3Cy.25½",45"&74"–48" (*s*) 180lb 100lb 465NHP 3SB,9*cf*,GS186,HS7906 Blair&Co.Ld.Stockton	26 ″ 11 s2 ″ 10 24 ″ 4¼	
❋ 34129 142774 MKSN	**Sound Fisher** (*ex*Mavis, *ex*Independance) *ss*Lan.No.3–2,31 *ss*Lan.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	548 359 274	✠100A1 ~~4,37~~ ~~6,36~~ 12,37 BS11,36 ✠LMC11,34	Brw ~~Bkn~~ Bly	*g*	CL ~~12,34~~ N4,37	1919 2mo *Lloyd*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *'sA&CP*	JamesFisher& Sons,Ld.	154·8 161·0(O.L.) len37 Q83'B10'F27' BK7" *FPT*51*t*	26·1	10·9	Barrow British 3*BHCem* *APT*26*t*	C.2Cy.18"&38"–27" (*s*) 130lb 59RHP 1SB,3*cf*,GS59,HS1786 Aitchison,Blair&CoLdGls.	12 ″ 3 s 4 ″ 5 12 ″ 8	
34130 105977 ZSMR	**Sound of Jura** Aux4MstBkn *ss*Lon.No.2–05 Wireless 1*Dk2trB* (*See Sailing Ship Register*)	1113 1028 931	✠ 5,10	Cff	*r*		1896 2mo	Russell& Co. Pt.Glasgow	~~Irvin&Johnson (SouthAfrica)Ld.~~ DunswartIron & SteelWorks,Ld.	210·3 P32'F26' BK8"	35·6	19·5	CapeTown British 1*BHCem* *MT*40'480*t*	T.3Cy.9¼",15½"&26"–18" NE&B16 42RHP J.Abernethy&Co.Ld. Abn.	21 ″ 0	
34131 136347 VPSM	**Sourabaya** (*ex*Carmarthenshire) *Fitted for oil fuel* D.F. 2*Dks* *CarryingWhale Oil in bulk*	10107 9036 7194			...		1915	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	470·2 P99'B171'F79' FK	58·3	32·2 39·8	Dublin British *WB*	Q4Cy27½",39½",57"&82"–54" 735NHP Wrkman,Clark&Co.LdBel	35 ″ 0	C †
34132 TVDV	**Soussien** (*ex*Morava–33,*ex*Barbara, *ex*AtleJarl,*ex*Navarre) 1*Dk&deep framing&Shelter dk* Now "Rastrello," see No.39912 in Supplement	1530 1363 849			...		1904	IrvineS.B. &E.Co. (1902),Ld. Irvine	Transports Métaux,S.A.R.L.	229·3 F21' FK	34·2	14·8	Marseilles French *WB*	T.3Cy.20½",34"&56"–36" 209NHP J.G.Kincaid&Co.Greenock	17 ″ 1	GV †
❋ 34133 LDNV	**South Africa** TwinSc *OilEng.* *ss*Osl.No.1–34 2*Dks*(*Stl*)*&Web frames* *Mchy.Aft* *Longitudinal framing* *Progressive Survey of oil tanks*	9234 8800 5593	✠100A1 ~~4,37~~ ~~6,36~~ 11,37 ✠LMC CS11,34 DBS~~3,36~~4,37 3,35 *CarryingPetroleum in bulk*	L.An ~~SFo~~ Bom	*e*†	CL ~~S1,34~~ PN3,35 S4,37	1930 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	Skibs.A/S Noruega (L.Hoegh,*Mgr.*) *CellDBuE*70' 311*tDTf*45'592*t*	484·1 P114'B31'F50' FK *FPT*227*t APT*257*t*	65·4	36·8	Oslo Norwegian 18*BH* (13 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.26¾"–41¾" 1000NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	36 ″ 9	

1 Numero d'Ordre Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
34134 LDSM	**South America** TwinSc (*ex*Borneo–33,*ex*HenrikAmeln) *OilEng.* D.F. *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *SpecialSurveys to date from* 1,33	6246 5474 3046	✠100A1 9,36 DBS9,36 ✠LMC4,31 *CarryingPetroleum in bulk*	NYk	*z*	CL PN3,35 S4,37	1931 4mo	A/S Nakskov Skibs Nakskov *Lloyd*'*sA&CP*	TheTexasCo.(Norway)A/S(H.C. Mathiesen,*Mgr.*) *CellDBuE*65'233t	400·3|55·2|32·2 P91'B22'F50' FK *Trunk in wells* *DTf*27'473t *FPT*117t *APT*38t	Oslo Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 2DB*170lb* 543NHP Akt.Burmeistr&Wain,Cpn	32 ″ 0	
34135 212244 WGCW	**South American** Ⓟ *Fitted for oil fuel* D.F. *Mchy.Aft* GyC.	2662 — 1427					1914	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	291·0|47·0|18·0	Erie,Pa. Utd.States	Q4Cy.21½"30¾"44½"&64"–36" 246NHP Gt.LakesEngWrks.Detroit		R
34136 217268 Broken up	**South Pole** 2*Dks*&*Webframes* *Ref.Mchy.* *Longitudinal framing*	4116 3629 2492			...		1918	Baltimore D.D.&S.B.Co. Baltimore		339·3|49·1|26·3 P47'B75'F30' FK	Utd.States *WB*	DR geared Steam Turbine 390NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	28 ″ 8	
34137 148314 GPCJ	**South Wales** ssCff.No.2–38 ~~ssCff.No.1–34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5619 5261 3428	✠100A1 *withfreeboard* ~~5,37~~ 6,36 4,38 ~~BS3,36~~ ✠LMC~~5,34~~ 4,38 ~~5,37~~	Cff	*b*†	CL ~~6,36~~ ~~5,37~~ 3,38	1929 12mo	Bartram &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	WestWalesS.S.Co.Ld.(Gibbs&Co.Ld.*Mgrs.*) *CellDBa&uE*185' *f*185'1235t *DTa*23'921t	431·1|58·2|26·2 446·3(O.L.) F34' FK *FPT*153t *APT*148t	Cardiff British 7*BHCem* (*CollToSh dk* 6 „*2nd*„)	T.3Cy.25",41½"&72½"–48" 220lb *120lb* (*s*) 513NHP 3SB,*9cf*,GS178,HS7035 FD J.Dickinson&Sons,Ld.Sld.	28 ″ 8 s3 ″ 6 25 ″ 4½	
34138 221574 KDTZ	**Southern Cross** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*&*Shelter dk* *Ref.Mchy.* 3*rd dk in holds*&*Webframes* D.F. GyC. E.S.D. *Longitudinal framing*	13789 12595 7977			...		1920	NewYork S.B.Corp. Camden,N.J.	MunsonS.S.Line	516·5|72·2|27·8 B222'*onShelter dk* FK	NewYork Utd.States *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts 3105NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	41 ″ 0	R †
34139 135314 VPRS	**Southern Empress** (*ex*San Jeronimo) ssFal.No.3–9,26 ssBkn.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Webframes* *Longitudinal framing* *Tonnage opening closed* 1917	12398 9543 7644	✠100A1 *withfreeboard* *WhalingService* ~~5,37~~ ~~10,36~~ 8,37 Pr.BS10,37 ~~Pr.BS8,36~~ ✠LMC8,34 ✠NB(FC)8,34 BS~~8,36~~ 10,37 *Carrying oil fuel in bulk F.P. above* 150°.F. *Fitted for oil fuel* 2.14 *F.P. above* 150°F.	Shl Bkn	*g*†	CL 7,35	1914 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	SouthernWhaling &SealingCo.Ld. (N.C.Watt,*Mgr.*) *CellDBuB* 41'182t*DTf*54'619t	525·5|66·5|33·9 539·2(O.L.) FK *FPT*302t*APT*50t	Stanley,Fl British 20*BHptCem* (10 *to U dk* 10 „ *2nd* „ *only*)	Q.4Cy.28½",41",58"&84"–54" 220lb 925NHP 52PrB–*80lb* 2PrB–*50lb* 1PrB–*45lb* 1PrB–*40lb* FD 4SB(*r*)1SB(*s*)*20cf*HS14333 W.Doxford&Sons,Ld.Sld.	41 ″ 6 s12 ″ 2½ 29 ″ 6½	
34140 161277 GTCW	**Southern Prince** Ⓟ TwinSc *OilEng.* ssNYk.No.2–37 ~~ssN.Yk.No.1–33~~ *Ref.Mchy.* 3*Dks*(*Stl–Weather dk ptws*) D.F. GyC. *Cruiser Stern*	10917 9379 6501	✠100A1 *withfreeboard* 12,37 ~~11,33~~ 12,37 ✠LMC CS7,34 DBS~~11,36~~ 12,37 ~~1,35~~ 12,37 ✠Lloyd'sRMC~~3,37~~ 12,37	NYk		CL P10,35 S4,36	1929 8mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd. of mchy. space* *CellDB*417'1739t *Tanks in way of tunnels* 224t	496·2|64·9|35·4 F47' FK	London British 9*BHptCem* (6 *to W dk* 3 „ *2nd* „)	Oil Engines 4S.C.DA 16Cy.26¾"–55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. *FPT*120t*APT*213t	41 ″ 0 s15 ″ 0¾ 26 ″ 6	
34141 139006 ZMGK	**Southern Princess** (*ex*San Patricio) ssShl.No.3–4,28 *Mchy.Aft* ssSfj.No.2–36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. GyC. *Webframes* *Longitudinal framing* *Tonnage opening closed* 1917	12156 9182 7603	✠100A1 *withfreeboard* *WhalingService* ~~1,37~~ ~~8,36~~ 9,37 BS10,37 Pr.BS10,37 ~~Pr.BS8,36~~ ✠LMC8,36 ✠NB(FC)6,29 refitted8,34 *Carrying oil fuel in bulk F.P. above* 150°F. *Fitted for oil fuel* 5,15 *F.P. above* 150° F.	Sfj Bkn	*g*†	CL 8,36	1915 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	SouthernWhaling &SealingCo.Ld. (N.C.Watt,*Mgr.*) *CellDBuB* 45'122t*DTf*59'718t	530·0|66·6|41·4 33·4 FK *FPT*180t*APT*40t	Dunedin, (N.Z.) British 20*BHCem* (10 *to U dk* 10 „ *2nd* „ *only*)	Q.4Cy.28½",41",58"&84"–54" 220lb (*r*) 947NHP 53PrB–*80lb* 3PrB–*50lb* 1PrB–*45lb* 5SB,*20cf*,GS266,HS14821 FD N.EMarineEng.Co.LdNwc	41 ″ 6 s12 ″ 6 29 ″ 2½	
34142 230605 WCES	**Southern Sun** *OilEng.* ssPhl.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* GyC. *CruiserStern* *Longitudinalframing–bracketless system* *SpecialSurveys to date from* 2,32	8893 8361 5398	✠100A1 ~~1,37~~ ~~10,36~~ 10,37 ~~DBS2,36~~ ✠LMC10,36 DBS~~4,37~~ 2,38 *CarryingPetroleum in bulk*	Phl	*e*†	CL ~~10,36~~ N1,37	1931 4mo	SunS.B.& DryDockCo Chester,Pa. *Lloyd*'*sA&CP*	MotorTankship Corporation *CellDBuE*76' 379t*DTf*20'692t	480·5|66·0|36·8 F48' FK *Aft*B77'B38' *FPT*186t*APT*84t	Phildlphia Utd.States 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 690NHP 2WTDB*225lb*&*200lb upr* SunSB&DD.Co.ChesterPa	37 ″ 0	
34143 217885 KJJX	**Southerner** (*ex*Exton–36, *ex*Sangamon) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Webframes*	5083 4740 3113			...		1919	American International S.B.Corp. HogIsland Pa	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR geared Steam Turbine 386NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
34144 218283 KJYD	**Southfolk** (*ex*Scantic–36) *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*&*Webframes*	4925 — 3084			...		1919	American International S.B.Corp. HogIslandPa	AmericanScantic LineInc.(Moore& McCormackCo. Inc.*Mgrs.*)	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
34145 149746 GMTR	**Southgate** ssNpt.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4862 4544 2971	✠100A1 *withfreeboard* 2,38 ~~3,37~~ ✠LMC MS12,35 BS~~2,36~~ 8,37	Bal Nwc	*z*	CL 8,36	1926 11mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'*sA&CP*	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB* 352'1244t*APT*155t	400·0|55·2|25·7 FK	London British 6*BHptCem* (*Coll toSh dk* 5 „ *2nd* „)	T.3Cy.27",44"&73"–48" (*r*) 180lb 456NHP 3SB,*9cf*,GS190,HS7824 J.Readhead&SonsLdS.Shl	28 ″ 3 s3 ″ 2½ 25 ″ 3	
34146 141544	**Southholm** (*ex*E.D.Kingsley) *Fitted for oil fuel* 1*Dk* *Fitted for carrying fish oil*	1029 727 541			...		1919	Canadian Car&Fo'ndry Co.Ld. FortWilliam, Ont.	FrankWaterhouse &Co.of Canada,Ld.	200·0|32·0|14·5 P&B109'F29' FK	Vancouver British *WB*	T.3Cy.17",25"&43"–30" 92RHP MurrayIronWorksCo. Burlington,Indiana	17 ″ 0	
34147 218683 KJJO	**Southland** (*ex*Excellency–36, *ex*LibertyLand) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Webframes*	5052 4740 3093			...		1919	American International S.B.Corp. HogIsland Pa	MooremackGulf Lines,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
34148 205896 KJYX	— Ⓟ 2*Dks*	2081 — 1215					1908	NwprtNws S.B.&D.D.Co. NewprtNews	Norfolk & Washington SteamboatCo.	291·2|51·0|16·1	Washngtn, D.C. Utd.States	T.4Cy.26",42"&(2)50"–42" 324NHP NewportNewsSB&DD.Co.		
34149 128592	— TwinSc *OilEng.* 2*Dks* *CruiserStern*	525 517 186	✠ 12,37 *withfreeboard* ~~DBS11,33~~ ~~✠LMC5,27~~	Ddn	*h*	CL 12,29	1927 5mo	Dublin DockyardCo (VickersIreland),Ld. Dublin *Lloyd*'*sA&CP*	~~H.L.Tapley&Co.Ld.~~ MollerLine,Ld. (Mollers'Ld.*Mgs.*) *CellDB* *uE*28'*f*34'54t *FPT*30t*APT*33t	135·4|30·1|18·3 BK6"	~~Invercargill, N.Z.~~ British 5*BHCem* (*CollToWdk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy.16½"–18½" 575NHP DB*100lb* VickersPettersLd.Ipswich	20 ″ 0 ~~s0 ″ 4½~~ ~~11 ″ 6~~	

Now "Frosty Moller," see No. 38172 in [illegible]

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34150 220958 KDES	**Southlure** (*ex*Carplaka-36) *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* Sub.Sig. *Ref.Mchy.*	4986 — 3093					1920	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore& McCormackCo.Inc. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
34151 133650 MFGJ	**Southport** (*ex*Yewhill-37, *ex*Sportsman) *ss*Lth.No.3-6,26 *Mchy.Aft* *ss*Irv.No.2-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	572 401 250	✠100A1 12,36 BS~~6,36~~ ✠LMC6,35 6,37	Mdb	*i*	CL 11,36	1914 6mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	A.Chester *CellDB*	175·5 Q101'B11'F22' BK7¼" *f* 99' 130*t* *FPT* 32*t*	27·0 27·2	10·4	Glasgow British 3*BHAsp* *APT*3*t*	T 3Cy.13½",22"&36"-24" (*r*) 180lb 82RHP 1SB,3*cf*,GS53,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12 ″11½	
34152 160926 MPWB	**Southsea** Ⓟ **Pad** *CruiserStern* Wireless 1*Dk*&*PromenadeDk*	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"-54" 213NHP FairfieldCo.Ld.Glasgow		BT till 2,38
※ 34153 137260 MGKQ	**Southwick** **Ctr** *ss*Nwc.No.3-9,29 *ss*Mdb.No.1-33 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	443 317 218	✠100A1 4,37 ~~5,35~~ BS~~2,36~~ ✠LMC4,33 4,37	Mdb Hpl	*g*	CL ~~5,35~~ ~~3,37~~ N12,37	1917 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson Ld.Sundrlnd. '*sA&CP*	A.Chester	150·0 Q56'F24' FK	26·1	10·7	Sundrland British 3*BHCem* *FPT*69*t*	T.3Cy.11",17½"&28"-21" (*s*) 165lb 60RHP 1SB,2*pf*,GS33,HS1135 Day,Summers&Co.Ld.Sou	11 ″ 8 s ″ 11 10 ″ 10	
34154 164834 MMCY	**Southwood** *Mchy.Aft* 1*Dk* *CruiserStern*	1149 777 652	✠100A1 *withfreeboard* ~~6,37~~ ~~1,37~~ ✠LMC1,37 3,38	Sld Shl	*n*	CL	1937 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	JosephConstantine SteamshipLine,Ld. *CellDB*144'350*t*	217·4 226·2(O.L.) Q150'F27' FK *FPT*90*tAPT*69*t*	34·0	13·6	Middlsbro' British 3*BHptCem* *ptAsp*	T.3Cy.13",21"&36"-27" (*s*) 200lb *125lb* 101NHP 1SB(Spt),3*cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s5 ″11½ 15 ″ 2	
※ 34155 ~~118657~~ ~~MOFY~~ Now "Emmi" see No. 3803[illegible] in Supplement	**Soutra** (*ex*Cairnavon) *ss*Gmh.2ndNo.3-2,31 *ss*Gmh.No.1-35 Wireless 1*Dk*(*Irn*)&*deepframing* D.F. *Cargo battens not fitted*	1591 1440 981	✠100A1 ~~9,37~~ ~~4,37~~10,37 ✠LMC MS3,35 BS~~5,36~~4,37	Lth ~~Gmh~~ Brs	*q*	CL 5,36 9,37	1905 6mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	~~C.Strubin&Co.Ld.~~ O/Y Wildfart,Ld. (T.Fock,*Mgr.*) *CellDBa*82'*uE*&*B*34'	259·0 270·0(O.L.) P21'B62'F26' FK *f*102' 418*t* *FPT*46*t*	36·9	18·0	 Finnish 4*BHCem* *APT*39*t*	T.3Cy.19",30"&48"-36" (*s*) 160lb *80lb* 151NHP 1SB,3*cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s2 ″ 9 17 ″ 8	
34156 UNYF	**Sovet** Ⓟ (*ex*Imperatriza Alexandra,*ex*Wologda) *Ref.Mchy.* 2*Dks*3*rdDk* Sub.Sig. *in fwd. holds*	2763 2390 1385				...	1903	CaledonSB &E.Co.Ld. Dundee	U.S.S.R.	292·3 F35'B110' FK	40·5	26·2	Vladvostk Russian *WB*	T3Cy22$\frac{1}{16}$"36¼"&62$\frac{3}{16}$"-45$\frac{1}{16}$" 382NHP CaledonS.B.&E.CoLd.Dun	28 ″ 3	
34157 UOVC	**Sovetskaya Neft** **TwinSc** (*ex*Baku-34,*ex*Sovetskaia *OilEng.* Neft-34) *Mchy.Aft* 2*Dks* GyC. Sub.Sig. *CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing at bottom&at decks*	8228 7479 4184				...	1929	Chant.Nav. Français Caen	U.S.S.R.	457·5 P128'B39'F39' FK	57·0	36·0	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP Atel.&Ch.de laLoire,Nts.	36 ″ 0	G †
34158 UOKL	**Sovetskaya Rossia** **TwinSc** (*ex*Sophia,*ex*Omsk) 1*Dk*	426 394 291					1880	C.Mitchell &Co. Newcastle	U.S.S.R.	185·0	28·1	9·6	Rostoff Russian	C.4Cy.12½"&22"-18" B*made*14,*fitted*— 34NHP R.&W.Hawthorn,Nwc.		
34159 UOUC	**Sovetski Krim** **TwinSc** 1*Dk*	968 — 435					1929	S.B.Works "Marti," Nicolaieff	U.S.S.R.	230·3 P31'F31'	34·2	12·1	Mariupol Russian	T.6Cy.12$\frac{3}{16}$",19$\frac{11}{16}$"&31⅞"- 21⅝" 95NHP S.B.Works"Marti," Nicolaieff		
34160 8011 SKVW	**Soya II** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	442 324 236					1935	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	153·2 P47'F18'	25·6	12·7	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13¾"-16⅛" 86NHP A/B JönköpingsMotor- fabrick,Jönköping		V
34161 8101 SKZR	**Soya IV** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	652 494 351					1936	Eriksbergs M.V.Aktieb Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	177·0 P41'F16'	29·6	14·7	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 125NHP Atlas-DieselA/B,Skm.		V
34162 37758 JAWE	**Soya Maru** Ⓟ **TwinSc** (*Icebreaker*) *CruiserStern* 2*Dks*	3593 2825 1539					1932	Yokohama DockCo.Ld. Yokohama	Govt.ofJapan (Dept.ofRailways)	309·7 F58'	46·3	29·8	Tokio Japanese *Wb*	T.6Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&43$\frac{1}{16}$"- 43$\frac{5}{16}$" 153NH YokohamaDockCoLd.Yka		
34163 18389 JDGG	— Ⓟ Wireless 1*Dk*	692 601 401					1915	Ono Seikichi Osaka	FujiyamaKaiun K.K.	164·7	26·0	18·0	Otaru Japanese	T.3Cy.11",19"&32"-22" 48NHP OnoSeikichi,Osaka		
34164 36351 JGCC	**Soyo Maru** *OilEng.* *ss*Kob.No.1-36 2*Dks*(*Stl*)	6081 5456 3681	✠100A1 7,37 ~~7,36~~ ✠LMC CS7,36 DBS~~7,36~~7,37 ~~7,36~~7,37 *Adapted for c*	Kob *arryin*	*a*† *g o*	CL 4,35 *il* 1,31	1931 1mo *Lloyd* *F.P.a*	AsanoS.B. Co.Ld. Tsurumi '*sA&CP* *bove* 150° F. *in*	ToyoKisenK.K. 1 '*tween dk BH* *CellDB*356' *deeptank aft* *D*	415·0 P34'B118'F39' FK *fwd dispensed with* 1163*t* *Ta*41' 1120*t* *FPTs*1	56·0	31·8	Yokohama Japanese 6*BH to Udk* 2 „ „2*nd* „ 90*tAPT*74*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 747NHP DB*100lb* KobeSteelWorks,Kobe	31 ″10 s 6 ″ 8 25 ″ 3¾	
34165 UOWD	**Soyuz Vodnikov S.S.S.R.** **TwinSc** *Mchy.Aft* *OilEng.* Sub.Sig. *CarryingPetroleum in bulk* *Longitudinal framing* 2*Dks*	7661 6784 4111					1932	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·0 P98'B42'F58'	56·1	32·7	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"-41$\frac{11}{16}$" 772NHP AndréMarti,Nicolaieff		
34166 UOYE	**Soyuzpushnina** **Wood** (*ex*Karise-34,*ex*Svendborg- *OilEng.* sund) *Mchy.Aft* 1*Dk*	563 451 308					1918	IPJörgen- sen Thurö	U.S.S.R.	149·2 B40'Q40'F15'	33·1	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{5}{16}$" 98NHP H.Christoffersen,Heleby		
34167 PHPW	**Spaarndam** Ⓟ *ss*Rot.No.3-10,35 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws)	8857 7886 5406	✠100A1 *Shelter dk* *withfreeboard* ~~10,36~~10,37 BS7,37 BS~~8,36~~ ✠LMC10,35 *Fitted for oil*	Rot *fuel* 7,	*c*† 22	CL 9,35 *F.P. a*	1922 7mo *Lloyd* *bove* 1	New Waterway S.B.Co. Schiedam '*sA&CP* 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367' 1544*tMT*27'71	450·3 B81'F50'*on Shelter* *dk* FK 4*tDTa*30'682*t* *FPT*	58·2	37·2	Rottrdam Dutch *ptCem* 8*BHtoSh dk* 172*tAPT*86*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 880NHP 4SB(Spt),12*cf*,GS247, FD HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 5½ 30 ″ 2	
34168 TTBD	**Spahi** (*ex*Marie-36) 1*Dk*	941 813 548					1920	Nüscke& Co.A/G Stettin	Cie.Nouvelle de Nav.Busck	224·3 P29'B63'F30'	33·0	14·1	Marseilles French *WB*	T.3Cy.15⅝",25½"&41¾"-25⅝" 110NHP AtlasWerkeA/G,Bremen		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R.
34169 133400 GDYB	**Spanker** ssNwc.No.3–3,30 ssShl.No.1–35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1875 1489 1104	✠100A1 5,37~~4,36~~ ~~BS5,36~~ ✠LMC1,35 BS ~~5,37~~4,38	Shl	q	CL ~~1,35~~ 5,37	1917 5mo *Lloyd*	J.Crown &Sons,Ld. Sunderland '*sA&CP*	Witherington& Everett *CellDBa&uE*102'*f*	268·0 P24'Q82'B51'F30' FK 104' 383*t* *FPT* 105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb *100lb* 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
34170 PHQB	**Spar** ssRot.No.3–3,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3616 3329 2162	✠100A1 *withfreeboard* 3,38 ~~3,37~~ ✠LMC3,37 BS3,38	Rot	x	CL N2,36	1924 4mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	N.V.Hudig& Pieters' Algemeene Scheep.Maats. *CellDB*303' 909*t*	361·0 375·1(O.L.) FK (*Coll* *FPT*98*t* *APT*128*t*	50·3	22·1	Rottrdam Dutch 6*BHCem* *BH to Sh dk* 5 ″ ″ 2nd ″	T.3Cy.23½",37¼"&63"–42"(*s*) 180lb 322NHP 3SB,9*cf*,GS154,HS5565 RotterdamDroogd.Maats.)	24 ″ 6 s1 ″ 11¾ 22 ″ 8	
34171 121219	**Sparta** (*ex*FrankW.Hart) *Mchy.Aft* 1*Dk*2*tr*B	3942 — 3108					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr*.)	380·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		
34172 DOBZ	— (*ex*Star–36) Sub.Sig. D.F. 2*Dks* *CruiserStern*	1724 1392 750					1927	J.Frerichs &Co.A/G Einswarden	Atlas-Levante- LinieA.G. ~~(DeutscheLevante-~~ ~~LinieG.m.b.H.~~ ~~Mgrs.)~~	275·5 P14'F254'	42·2	15·5	Bremen German *WB*	T.3Cy23⅝",38$\frac{3}{16}$"&62"–41$\frac{5}{16}$" 247NHP A.G."Neptun,"Rostock		G
34173 112654 MDDM	— (*ex*Petone, *ex*Gresham) ssGoo.2ndNo.3–4,25 ssGoo.No.2–34 *Welldeck* 1*Dk*(*Stl*)	708 503 388	✠100A1 1,37 BS~~9,36~~ ✠LMC4,34 9,37	Goo	j	OG 12,36	1900 1mo *Lloyd*	Taylor& Mitchell Greenock '*sA&CP*	BennettS.S.Co.Ld.	185·4 Q64'B48'F26' BK7½" *CellDBa*48'*uE*	29·2	11·8	Goole British 4*BHCem* 15'*f*68'145*t*	T.3Cy.15",25"&40"–27" (*s*) 160lb 82RHP 1SB,3*pf*,GS56,HS1490 McKie&Baxter,Glasgow	14 ″ 0 s ″ 8½ 13 ″ 11½	
34174 UNYG	**Spartak** (*ex*GerdaVith, *ex*MargareteGelpcke) 1*Dk*	1983 1541 1128					1909	Akt.Ges. "Neptun" Rostock	U.S.S.R.	267·8 P12'Q89'B107'F31'	42·0	16·6	Leningrad Russian *WB*	T.3Cy.18$\frac{9}{16}$",29$\frac{9}{16}$"&50"–35⅜" 149NHP A.G."Neptun,"Rostock		
34175 2010 ICIB	**Spartivento** (*ex*Aboukir, *ex*SaintMichael) ssAnt.2ndNo.3–7,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3694 3481 2311	✠ ... 3,37 *Spar dk* ✠	Gen	x		1907 4mo	W.Pickers- gill&Sons Sunderland	M.Querci *CellDBa* 118'*uE*&*B*44' *f*1	372·0 361·0 P29'B198'F41' FK 46'831*t* *DTf*28'651*t*	49·0 47·4	25·1 17·2	Genoa Italian 6*BHCem* *APT*43*t*	T.3Cy.24",40"&67"–45" NDB29 343NHP 2SB,6*cf*,GS114,HS4401 G.Clark,Ld.Sunderland	27 ″ 8	I †
34176 666 IUKX	**Sparviero** (*ex*Altair, *ex*Rask,*ex*Hjalmar Sörensen) **Aux4MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	498 436 284					1915	P.Ph. Sturh'sMsk& Skbs Aalborg	Francesco Bertacca	186·0 P22'B18'F19'	33·1	10·9	Viareggio Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅛" 192NHP J&CGBolindersCoLd.Skm		I
34177 DOFH	**Specht** (*ex*Grandon,*ex*Talita) *Mchy.Aft* 1*Dk*	753 535 355					1918	W.C.Boele &Zonen Slikkerveer	ArgoReederei RichardAdler&Co.	181·3 Q105'B11'F20'	28·2	12·5	Bremen German *WB*	T.3Cy.15",25"&40½"–24" Machinefabriek 79NHP "DeBiesbosch,"Dordrecht		G
34178 148049 GDZC	**Speedfast** ssShl.No.3–1,37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1898 1489 1102	✠100A1 9,37~~1,37~~ ✠LMC BS~~7,36~~6,37MS1,37	Shl Bly	q	CL 1,37	1924 2mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HillSteamShippng Co.Ld.(Withering- ton&Everett, *Mgrs*.) *Cell*	268·0 Q106'B55'F30' FK *DB* 206' 384*t* *FPT*	37·9	17·6	Newcastle British 4*BHCem* 86*t* *APT*173*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 200NHP 2SB,4*cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s1 ″ 10½ 18 ″ 1	
34179 PKRX	**Speelman** 1*Dk*	1030 712 538					1926	Wilton'sE. &SlpwyCo Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.12⅜"&27$\frac{9}{16}$"–27$\frac{9}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
34180 218003 KIDR	**Spencer Kellogg** (*ex*Romulus) *Longitudinalframing* *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	5307 — 3213					1919	Bethlehem S.B.Corp.Ld. Wilmington, Del.	KelloggS.S.Corp.	391·0 P98'B33'F43'	51·3	28·8	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–48" 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
34181	**Sperantza** **Iron&SteelTwinSc** (*ex*Tala,*ex*Chrissi) *Carrying oil in bulk*	403 — 222					1904	Stabil. Tecnico Triestino Trieste	G.Tagliabue fu Angelo	180·0 H–	25·0	10·4	Naples Italian	C.4Cy.14"&28"–24" 64NHP Lobnitz&Co.Renfrew		
34182 DOCD	**Sperber** (*ex*Bonn) Wireless D.F. 1*Dk*	889 708 448					1922	Atlas- WerkeA.G. Bremen	ArgoReederei RichardAdler&Co.	216·0 P125'F31'	32·7	13·0	Bremen German *WB*	T.3Cy.18⅛",29½"&45⅝"–29½" 112NHP Atlas-WerkeA.G.Bremen		G
34183 LCUX	**Spero** (*ex*Pacifico–34,*ex*TaigiMaru) 2*Dks*	3619 3309 2200					1919	AsakiS.B. Co.Ld. Osaka	E.B.Aaby	330·5 P17'B72'F39'	46·2	27·8	Oslo Norwegian *WB*	T.3Cy.24",39"&64"–42" 265NHP OsakaHatsudokiKKOsaka		V
34184 144935 GDWZ	— ssNwc.No.3–12,36 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1960 1359 981	✠100A1 ~~0,37~~~~12,36~~3,38 ✠LMC12,36 BS1,38	Nwc	r	CL ~~11,36~~ ~~0,37~~ 3,38	1920 11mo *Lloyd*	Murdoch & Murray,Ld. PortGlasgow '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*192'439*t*	269·9 P24'Q188'F26' FK *DTa*27'98*t* *FPT*68*t*	40·2	17·4	Newcastle British 4*BHCem* *APT*70*t*	T.3Cy.22",40"&65"–45" (*s*) 180lb 300NHP 2SB,6*cf*,GS123,HS4550 J.G.Kincaid&Co.Ld.Grk.	19 ″ 8 s 5 ″ 10 19 ″ 0½	
34185 146504 GJND	— Ⓟ Wireless D.F. *CruiserStern* *Ref.Mchy.* 1*Dk*	1589 1194 817					1922	Dundee Shipbuilding CoLd.Dundee	Ellerman'sWilson Line,Ld.	257·0	37·0	17·0	Hull British *WB*	T.3Cy.17¾",30½"&53"–36" 169NHP Earle'sCo.Ld.Hull		C BT till 4,38
34186 LEXL	**Spes** 1*Dk*	1124 976 656					1918	Trndhjms Mek.Værks Trondheim	A/S Songvaar (T.Isaksen,*Mgr*.)	226·1 P16'B16'F27'	36·5	15·7	Xiansand Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsM.V.Trondhm		N
34187 Broken up 523 SZMO	**Spetsai** Ⓟ **Iron** (*ex*Zephiros–33,*ex*Express,*ex*Bosphoros, *ex*NicolaosKavounides,*ex*Dunure, *ex*Cedar)	871 — 540					1878	D.&W. Henderson Glasgow	HellenicCoast Lines,Ld.	217·7 P46'B74'F46' alt.92	30·4	15·4	Piræus Greek	C.2Cy.30½"&68"–42" NB08 220NHP D.&W.Henderson,Gls.	15 ″ 9	
34188 148902 GLQF	**Speybank** **TwinSc** *OilEng.* ssFal.No.2–34 1*Dk*(*Stl*)&*Shelter dk* (*Stl–ws*)	5154 4768 3118	✠100A1 *withfreeboard* 4,38 ✠LMC5,34 ✠LMC(M)5,36 *Carrying vegetable oil in deep tank* DBS6,37	Cal Ant	a†	CL SN4,38 P4,38	1926 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*357' 115'	BankLineLd.(A. Weir&Co.*Mgrs*.) 1121*t* *Tanks'tween* 251*t* *DTf*32' 1067*t*	420·3 FK (*tunnels* *FPT*106*t* *APT*132*t*	53·9	26·5	Glasgow British 7*BHpt Cem* *Coll to Sh dk* 6 ″ 2nd ″)	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–37$\frac{7}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8½	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34189 DHWA	**Spezia** D.F. 2*Dks*	1825 1573 1044					1924	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·1 P&B210'F30'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"-37⅜" 192NHP A.G."Neptun,"Rostock		G
34190 143515 MKFG	**Sphene** (*ex*RiverTawe) *ss*Trn.No.3-2,32 *Mchy.Aft* *ss*Trn.No.1-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	815 583 413	✠100A1 8,37 ~~11,36~~ ✠LMC7,36 BS6,37	Irv	*k*	CL ~~11,34~~ 8,37	1920 8mo *Lloyd'sA&CP*	London& Montrose S.&R.Co.Ld. Montrose	Wm.Robertson	189·4 Q109'B11'F24' FK *Cell DBf*119'171*tFPT*55*tAPT*6*t*	30·3	12·6	Glasgow British 3*BHCem*	T.3Cy.14½",24"&40"-27" (*s*) 180lb *100lb* 79RHP 1SB,3*cf*,GS63,HS2101 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 2¼ 14 ″ 2½	
34191 FOBJ	**Sphinx** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 7*Dks*	11375 8957 6724					1914	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des MessageriesMarit.	478·0 B266'	60·7	40·6	Marseilles French *WB*	T.6Cy.28",46"&76"-53" 840NHP Atel.&Ch.de laLoire,Nts.		V
34192 DDRT	**Spica** (*ex*Schwennau) Sub.Sig. 1*Dk*	1385 1150 869					1904	Act.Ges. "Neptun" Rostock	ErikLarsen (ErichAhrens, *Mgr.*)	256·5 P14'Q69'B110'F29'	35·9	15·2	Rostock German *WB*	T3Cy.17⅛",26¾"&44⅞"-33 1/16" 115NHP A.G."Neptun,"Rostock		G
34193 LDUX	— (*ex*Falkeid-35,*ex*Christoffer Ellingsen) Wireless 1*Dk*	500 378 213					1915	Akers Mek.Værks. Oslo	DetBergenske Dampskslsk.	166·4 Q35*t*B60*t*H6*t*F17*t*	25·2	12·9	Bergen Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks.Oslo		N
34194 151 YLBU	**Spidola** (*ex*Brookvale,*ex*Arvonian) 1*Dk&deepframing*	2833 2588 1754			...		1905	Richardsn, Duck&Co. Stockton	P.Danneberg	331·3 P30'B170'F29' FK	47·6	22·6	Riga Latvian *WB*	T.3Cy.23½",39"&64"-42" 276NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
34195 205 OTSA	**Spidoleïne** TwinSc *OilEng.* *ss*Ant.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	*6190* *5424* *3285*	✠100A1 3,37 ✠LMC CS11,36 DBS3,37 2,36 *Carrying Petroleum in bulk*	Ant	*z*	CL 3,37	1928 2mo *Lloyd'sA&CP*	Atel.&Ch. deFrance Dunkirk	BelgianGulfOil Co.Soc.Anon.	403·1 P92'B32'F40' FK *CellDBuE*56'152*tDTf*48'475*tFPT*118*t*	52·5	32·3	Antwerp Belgian 19*BHptCem* 6 „ *to 2nd dk* *APT*63*t*	Oil Engines 2S.C SA 8Cy.23⅝"-41¾" 779NHP 2DB*180lb* Cie.deCons.Mécanique ProcédésSulzer,St.Denis	32 ″ 0 s6 ″ 1½ 26 ″ 1	
34196 LCYU	**Spinanger** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 2*Dks*	7429 6750 4422					1927	F.Schichau Danzig	Westfal-Larsen &Co.A/S	441·6 P416*t*H221*t*F15*t*	57·4	34·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26 13/16"-47 5/16" 750NHP F.Schichau,Elbing		N
34197 LCON	**Spind** (*ex*Homledal-35,*ex*Haslemere) 1*Dk*	2129 1900 1279					1917	S.P.Austin &Son,Ld. Sunderland	A/S Salvesen(Jac. Salvesen,*Mgr.*)	285·0 P27'B76'F32'	43·4	18·9	Farsund Norwegian *WB*	T.3Cy.21",35"&57"-39" Richardsons, 203NHP Westgarth&Co.Ld.Sld.		N
* 34198 146611 GFLB	**Spirila** *ss*Sng.No.2-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now used for storage purposes-under Modified Survey*	5695 5263 3387	✠100A1 4,34 ~~BS10,36~~ ✠LMC9,30 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bkn	*z*	CL ~~4,34~~ 6,37	1922 8mo *Lloyd'sA&CP*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld.	411·5 P109'B26'F45' FK *Cell DBuE&B*78 217*tDTf*32'316*t FPT*	53·4	31·0	London British 16*BHptCem* (12 „ *to Udk* 4 „ „ *2nd* „) 81*tAPT*136*t*	T.3Cy.24½",42½"&74"-48" 220lb (*s*) 548NHP 3SB,9*cf*,GS184,HS7617 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s5 ″ 9 25 ″ 5¾	
34199 YTNK	**Split** Ⓟ (*ex*SplitD.) *ss*Spt.2ndNo.3-4,35 1*Dk*(*Stl*-ws)&*Shade dk* (*ptStl*-teak s)	896 833 503	✠100A1 *withfreeboard* 4,38 ~~2,37~~ BS1,38 ~~BS2,37~~ ✠LMC4,35 *For service in the Adriatic*	Spt	*l*	CL ~~2,35~~ 4,38	1909 5mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	Jadranska PlovidbaD.D. *CellDBa*31'*u*	197·5 FK *E*15'*f*56'94*tFPT*23	30·6	21·3	Split Yugoslav 4*BHCem* *tAPT*11*t*	T.3Cy.17½",29"&48"-30" (*s*) 180lb 81NHP 2SB,4*cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s1 ″ 5 12 ″ 10¼	
* 34200 149880 GMZQ	**Spondilus** *OilEng.* *ss*Sng.No.2-35 *Mchy.Aft* *Cruiser Stern* D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7402 6758 4277	✠100A1 1,38 ~~3,37~~ ~~DBS7,36~~ ✠LMC7,36 1,38 *Carrying Petroleum in bulk*	Bkn Sng		CL 8,35	1927 9mo *Lloyd'sA&CP*	Maats. Fyenoord Rotterdam	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE* 69'285*t DT*	440·4 P99'B40'F62' FK *f*32'284*t FPT*162*t*	59·5	32·7	London British 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 600NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 8¾	
* 34201 119 YLBO	**Sports** (*ex*Gladstone, *ex*MargaritaCalafati, *ss*Syr.No.3-10,27 *ex*Jean) *ss*Rga.No.2-37 ~~*ss*Lie.No.1-33~~ *Spar dk*(*Stl*)2*trB&* *deep framing* *Cargo battens not fitted*	3283 2687 1549	✠100A1 *Spar dk* 4,37 ~~7,34~~ ~~BS5,36~~ ✠LMC~~5,33~~ BS3,38 4,37	Bkn Lie	*u*	5,36	1909 8mo	NwprtNws S.B.&D.D.Co Newprt News	M.Sandbergs&Co. *CellDBa*90'*u*	311·0 P36'B94'F33' FK *E*24'*f*136'538*tFPT*	46·1	21·8	Riga Latvian 5*BHCem* 71*tAPT*117*t*	T.3Cy.22",37"&60"-42" (*s*) 180lb 271NHP 2SB,6*cf*,GS149,HS4400 NewportNewsSB&DD.Co.	24 ″ 6 s3 ″ 9¾ 20 ″ 10	
* 34202 * FOYS	**Spramex** (*ex*Shellphalte, TwinSc *ex*Leonor) *ss*Rou.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Longitudinal framing at bottom & at deck*	2560 1785 956	✠100A1 4,38 ~~11,3612,~~ BS12,37 ✠LMC11,36 *Carrying Petroleum in bulk or* *Carrying Asphalt only, & limited to Centre Tanks* *Fitted for oil fuel* 11,28 *F.P. above* 150° F.	Rou Hav	*t* P	CL N10,35 s4,36	1928 11mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	SocAnonFrançaise desPétrolesShell	302·5 316·0(O.L.) Q89'F29' FK *Trunk*187' *FPT*107*tAPT*84*t*	49·6	15·0	Algiers French 9*BHptCem* *ptAsp*	T6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 10¾ 13 ″ 2¼	
* 34203 162284 MKCC	**Spray** *ss*Abn.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	960 648 464	✠100A1 7,37 ~~8,35~~ ✠LMC~~11,32~~ 7,37	Abn	*l*	CL ~~8,35~~ 7,37	1932 11mo *Lloyd'sA&CP*	Hall,Rus- sell&Co.Ld. Aberdeen	Ellis&McHardy, Ld. *CellDB*147'244*t* *DTf*8'75*tFPT*	206·3 214·2(O.L.) Q132'B17'F20' FK 50*tAPT*35*t*	32·2	12·6	Aberdeen British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"-33" 200lb (*r*) 169NHP 2SB,4*cf*,GS82,HS3000 Hall,Russell&Co.Ld.Abn.	51 ″ 0 s4 ″ 0¾ 14 ″ 9¾	
* 34204 143692 MKJB	**Sprayville** (*ex*Pickmere) 3Mst *ss*Bwg.No.3-3,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	466 321 192	✠100A1 3,34 BS7,37 ✠LMC MS3,34 ~~BS7,36~~	Bwg		CL ~~3,34~~ 7,37	1920 11mo *Lloyd'sA&CP*	Cochrane &Sons,Ld. Selby	JohnS.Monks,Ld.	152·0 Q86'B9'F25' FK *FPT*48*t*	25·2	10·8	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8¾ 11 ″ 10¼	
34205 DOCF	**Spree** (*ex*Agira-36) Sub.Sig. 2*Dks* *CruiserStern*	2867 2553 1691					1929	Deutsche Sch-u.Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	295·4 B44'F29'	46·1	23·4	Bremen German *WB*	T3Cy19⅝",31½"&50⅜"-35⅜"& LP Turbine with DR gearing & hydraulic coupling 315NHP DeutscheSchiff.-u.Mschb. A.G.Weser,Bmn		G
34206 148908 GLQJ	**Springbank** TwinSc *OilEng.* *ss*Fal.No.2-34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-w s)	5155 4768 3116	✠100A1 *withfreeboard* 2,37 ✠LMC7,34 ~~DBS7,36~~ ✠LMC(M)4,36 *Carrying vegetable oil in deep tank* DBS6,37	Mch	*a*†	CL P4,36 s2,37	1926 5mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *tanks between tunnels*115'251*t* *DTf*32'1067*tFPT*106*tAPT*132*t*	420·3 433·9(O.L.) FK	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Ref. Trade.
34207 220127	**Springfield** *Fitted for oil fuel* 2*Dks*	5641 4985 3504					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P60'B114'F47'	54·2	27·0	Portsmth, N.H. Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp. Portsmouth,N.H.		
* 34208 PHQN	**Springfontein** Ⓟ *ss*Ams.No.3-6,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks* D.F.	6406 5371 4043	✠100A1 *Shelter dk withfreeboard* ~~6,37~~ ~~7,36~~ 1,38 BS~~3,36~~ 6,37	Ams Ham ✠LMC6,34	*a*†	CL ~~8,35~~ 1,38	1921 12mo	Lithgows, Ld. Pt.Glasgow *Lloyd*'*sA&CP*	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats HollandAfrika Lijn,N.V.*Mgrs.*)	423·3 *Intermediate* FK *'tween dkBHin after hold dispensed with* *CellDB*360' 1181*tD*	56·0	28·7	Amstrdam Dutch *Cem* 1*BHtoSh dk* 5 „ „ *U* „ 1 „ „ *2nd* „ *Ta*36' 1109*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 565NHP 3SB,*9cf*,GS198,HS8533 FD Rankin&Blackmre,Ld.Grk *only* *APT*31*t*	31 „ 4 s 5 „ 0¾ 26 „ 5¾	
34209 165335 MMBT	**Springwave** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* Now "Highwave," *see No.* 38463 *in Supplement*	1178 859 655	✠100A1 1,37 ~~11,36~~	Sld Cff ✠LMC11,36	*n*	CL 1,37	1936 11mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	~~Springwell ShippingCo.Ld.~~ HighHookShippingCo.Ld.	221·3 *Pon*Q59'Q136' *Bon*Q11'F21' FK *CellDB*178'283*t FPT*	36·2	14·1	London British 4*BHptCem* 120*tAPT*37*t*	T.3Cy.13½",23"&38"-27"(*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 „ 0 s 4 „ 11 15 „ 3	
34210 [illegible] MLMR	**Springwear** Now "Highwear," *see No.* 38460 *in Supplement* *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	1173 859 655	✠100A1 5,37 ~~10,36~~	Npt Cff ✠LMC6,36	*n*	CL	1936 6mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	~~Springwell ShippingCo.Ld.~~ HighHookShippingCo.Ld.	221·3 230·5(O.L.) *Pon*59'Q136' *Bon*Q11'F21' FK *CellDB*178'283*tFPT*120*t*	36·2	14·1	London British 4*BHptCem* *APT*37*t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 „ 0 s 4 „ 11 15 „ 3	
34211 [illegible] MLQQ	**Springwood** Now "Highwood," *see No.* 33464 *in Supplement* 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	1177 859 657	✠100A1 3,37	Brs ✠LMC7,36	*n*	CL 3,37	1936 7mo	Short Bros. Ld. Sunderland *Lloyd*'*sA&CP*	~~Springwell ShippingCo.Ld.~~ HighHookShippingCo.Ld.	221·3 *Pon*Q59'Q136' *Bon*Q11'F21' FK *CellDB*178'283*tFPT*120*tA*	36·2	14·1	London British 4*BHptCem* *PT*37*t*	T.3Cy.13½",23"&38"-27"(*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 „ 0 s 4 „ 11 15 „ 3	
34212 LEXR	**Spröit** (*ex*BraattII) *Mchy.Aft* 1*Dk*	588 483 293					1918	Rosenberg Mek.Verks. Stavanger	SkibsA/S Sjofna (C.A.Olsen,*Mgr.*)	170·5 F24*t*P45*t*H18*t*	28·1	12·4	Oslo Norwegian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMek.Verk. Bergen		N
34213 150845	**Sprucebay** (*ex*Soutier) TwinSc *Mchy.Aft* 1*Dk*	1238 821 646					1920	Atel.&Ch. Mar.duSud-Ouest Bordeaux	TreeLineNav. Co.Ld.(J.D.Calvin *Mgr.*)	218·8 P75'F29'	34·3	12·3	Montreal British *WB*	T.6Cy.12½",19"&31½"-17½" 83NHP Soc.Marseillaise deConst. Mécaniques,Marseilles		V
34214 LCKL	**Spurt** (*ex*Craincreek) Sub.Sig. 1*Dk*	2061 1814 1219					1918	Gt.Lakes Eng.Works Ecorse,Mich.	SkibsA/SLundegaard(Lundegaard&Sönner, *Mgrs.*)	254·2 P69*t*F35*t*H103*t*	43·7	20·2	Farsund Norwegian *WB*	T3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Works.Det.		N
34215 106 SVEX	**Spyros** (*ex*Balgowan-34, *ex*AdmiralCodrington) *ss*Gls.No.3-2,34 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	6629 6329 4139	✠100A1 *Shelter dk withfreeboard* 6,36 BS10,37 ~~BS6,36~~	Rot ✠LMC2,34	*z*	CL 1,36	1918 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	AegeonS.S.Co.Ld. 1*Intermediate in forehold* *CellDB*358' 1151*t*	420·0 *Bulkhead* FK *dispensed with* *FPT*109*tAPT*128*t*	54·0	34·4 26·4 *Coll*	Argostoli Greek 6*BHCem* *BHtoSh dk* 5 „ *2nd* „	T.3Cy.27",44½"&75"-54" (*s*) 180lb 567NHP 3SB,*9cf*,GS222,HS8313 FD Richardsons,Westgarth& Co.Ld.Hpl.	37 „ 0 s 8 „ 11½ 28 „ 4	
34216 YTNL	**Srbin** Ⓟ (*ex*Sparta) *ss*Ssk.No.3-4,37 ~~*ss*Tri.No.3-3,25~~ ~~*ss*Ssk.No.2-33~~ 1*Dk*&*Shade dk*	982 — 602	✠100A1 *Shade dk withfreeboard* 2,38 ~~12,36~~ BS4,38 ~~LS4,37~~ ~~BS2,36~~	Ssk ✠LMC4,37	*m*	CL ~~12,34~~ 1,38	1913 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd*'*sA&CP*	Jadranska PlovidbaD.D.	215·7 BK7" *CellDBa*41'*uE*	30·6	14·0	Susak Yugoslav 4*BHCem* 17'*f*84'143*t*	T.3Cy.17½",29"&47"-33" (*r*) 180lb *100lb* 193NHP 2SB,*4cf*,GS68,HS3000 FD Hall,Russell&Co.Ld.Abn.	15 „ 0 s 1 „ 0¾ 14 „ 9½	
34217 YTEF	**Srebreno** (*ex*Leopoldina) *ss*Tri.2ndNo.3-11,27 *ss*Nap.No.1-31 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deepframing*	3304 3127 2070	✠ —— 3,36	Spt ✠	*v*		1901 10mo	J.Readhead&Sons SouthShields	Dubrovacka Plovidba A.D. *CellD*	331·0 P41'B93'F33' FK *Ba*110'*u E*20'*f* 136'	47·1	25·0	Dubrovnik Yugoslav 5*BHCem* 737*tAPT*36*t*	T.3Cy.24",40"&64"-42" NDB23 278NHP 2SB,*6rf*,GS116,HS4366 J.Readhead&Sons,S.Shl.	26 „ 6	V †
34218 YTEE	**Srgj** Now "Srdj," *see No.* 40102 *in Supplement* *ss*Tri.2ndNo.3-9,28 *ss*Spt.No.1-32 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deep framing*3*Dkrule*	3644 3342 2354	✠100A1 8,36 MS9,32	Rot ✠LMC BS~~2,36~~ 5,37	*v*	CL 6,35	1905 1mo	J.Readhead&Sons South Shields *Lloyd*'*sA&CP*	DubrovackaParobrodskaPlovidba A.D. *WB*=*CellDBa*	341·0 FK P32'B140'F41' 116'*uE*20'*f*142'804*t*	46·6	25·9	Dubrovnik Yugoslav 6*BHCem* *APT*72*t*	T.3Cy.24",40"&65"-45" (*r*) 160lb 295NHP 2SB,*6cf*,GS116,HS4590 J.Readhead&Sons,S.Shl.	27 „ 4 s 4 „ 2½ 23 „ 3¾	
34219 PHQS	**Stad Amsterdam** D.F. 1*Dk*	3780 3477 2322					1920	N VSchpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadAmsterdam" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P28'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24½",41"&66½"-45½" 300NHP Thyssen&Co.AG.Mülheim		G
34220 PHQX	**Stad Arnhem** D.F. Sub.Sig. 1*Dk*	3819 3477 2376					1920	NV Schpw. Dordrecht Dordrecht	N.V.Arnhemsche Scheepsv.Maats. (Halcyon-Lijn, N.V.*Mgrs.*)	340·0 P28'B102'F36'	49·7	27·7	Rottrdam Dutch *WB*	T.3Cy.24½",40$\frac{9}{10}$"&66$\frac{9}{10}$"-45$\frac{9}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
34221 PHRC	**Stad Dordrecht** D.F. Sub.Sig. 1*Dk*	3781 3477 2321					1920	NV Schpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadDordrecht" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P29'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24½",40$\frac{9}{10}$"&66$\frac{9}{10}$"-45$\frac{9}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
* 34222 PHRG	**Stad Haarlem** *ss*Rot.No.1-33 D.F. 1*Dk*(*Stl*)	4518 4187 2738	✠100A1 6,36 BS~~6,36~~ 9,37	Rot ✠LMC~~7,33~~ MS4,37	*y*	CL ~~6,33~~ 9,37	1929 5mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	Halcyon-Lijn,N.V. *CellDB*329' 954*t Po*	384·7 P29'B238'F44' FK *opT*205*t FPT* 116*t*	52·0	26·1	Rottrdam Dutch 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"-48" 200lb (*s*) 477NHP 3SB,*9cf*,GS188,HS6789 FD Rankin&Blackmre,Ld.Grk	28 „ 6 s 4 „ 0 24 „ 8¾	
34223 PHRK	**Stad Maassluis** (*ex*KingBleddyn-37,*ex*Glenspey, *ex*WarMusic) *ss*Mch.No.3-5,31 *ss*Shl.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6541 6230 3864	✠100A1 *Shelter dk withfreeboard* 6,38 ~~3,37~~ MS11,35	Cff ~~Rot~~ Ams ✠LMC BS~~4,37~~ 5,38	*a*†	CL ~~2,37~~ 3,38	1918 12mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	HalcyonLijn,N.V. *Hatch covers dispensed* *CellDB*348'1571	412·4 425·6(O.L.) FK *with in'tween decks* *t DTa*23' 858*t FPT*	55·8	34·4	Rottrdam Dutch *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ 91*tAPT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 „ 0 s10 „ 0½ 28 „ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in Lr. DateofB.ofTradeCert.
※ 34224 PHRN	**Stad Schiedam** (*ex*Wimborne-36) *ss*Rot.2ndNo.3-7,36 1*Dk*(*pt Irn pt Stl*)	5918 5296 3539	✠100A1 7,37 ~~7,36~~ ✠LMC7,36 BS7,37	Rot	*z*	CL 6,36	1911 12mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton *'sA&CP*	HalcyonLijnN.V.	415·0 P45'B241'F39' *Cell DBa*132' *uE*	55·5	26·6	Rottrdam Dutch 7*BHCem* *&B*46' *f*184'	T.3Cy.28",46"&75"-48" (*s*) 180lb 470NHP 3SB,*9cf*,GS197,HS7891 Blair&Co.Ld.Stockton 1598*t FPT*154*t APT*203*t*	28″7 s 4″3 24″7	
※ 34225 PHRR	**Stad Vlaardingen** *ss*Rot.No.3-6,37 ~~*ss*Rot.No.2-34~~ D.F. 2*Dks*(*Stl*)3rd *dk*(*Stl*) *inNo.1hold* *Hatch covers dispensedwith in'tween decks*	8501 8012 5253	✠100A1 ~~0,37~~ ~~2,37~~ 1,38 ~~BS1,37~~ ✠~~LMC1,34~~ 1,37 BS1,38	Rot	*d*†	CL ~~2,36~~ ~~5,37~~ N1,38	1925 5mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP* *Cell DB*412'	Halcyon-LijnN.V. 1870*t DTa*19'200*t*	470·0 490·0(O.L.) F73' FK *DTf*41'1353*t FPT*1	59·3	35·4	Rottrdam Dutch 8*BHptCem* *ptAsp* 75*t APT*142*t*	T.3Cy.31⅛",50$\frac{13}{16}$"&84⅛"-53⅞" 185lb (*s*) 699NHP 4SB(Spt),*12cf*,GS212, FD HS10010 FlensburgerSchiffsb.Ges.	38″1 s 9″10¾ 28″4½	
34226 PHSB	**Stad Zaandam** Sub.Sig. 1*Dk*	2058 1794 1235					1919	J.Meyer's Scheepsb.Mij. Zalt-Bommel	N.V.Stoomb.Mij. "StadZalt-Bommel"(HalcyonLijnN.V.*Mgrs.*)	280·9 P18'B69'F32'	41·4	19·3	Rottrdam Dutch *WB*	T.3Cy.21⅜",32$\frac{3}{16}$"&53⅛"-36⅛" 170NHP Thyssen&Co.A.G.Mülheim		G
34227 PHSL	**Stad Zwolle** Sub.Sig. 1*Dk*	2117 1794 1218					1920	J.Meyer's Scheepsb.Mij. Zalt-Bommel	N.V.Stoomb.Mij. "StadZalt-Bommel"(HalcyonLijnN.V.*Mgrs.*)	281·0	41·4	19·3	Rottrdam Dutch *WB*	T.3Cy.19$\frac{7}{16}$",32$\frac{5}{16}$"&53$\frac{3}{16}$"-36⅛" 170NHP Thyssen&CoA.G.Mülheim		G
34228 154474 VGJN	**Stadacona** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom&at decks*	9181 8730 6711					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	582·0 F44'	60·2	28·3	Montreal British *WB*	T.3Cy.24½",41½"&72"-48" E*made*18 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		C
34229 LEXT	**Stadion II** 1*Dk*	629 506 318					1914	Nylands Værksted Oslo	A/S Stadion (J.B.Stang)	176·4 P33*t*H43*t*F6*t*	29·7	14·1	Oslo Norwegian *WB*	T.3Cy.13½",21"&36"-27" 67NHP NylandsVærksted,Oslo		N
34230 DGCS	**Stadt Emden** (*ex*AdelineHugo Stinnes3,*ex*KronprinsGustaf) Sub.Sig. 1*Dk*&*Trunk dk*	5180 4231 3261					1901	Howaldtswerke Kiel	~~KauffahrteiA.G.~~ Kauffahrtei Seereed.Adolf Wiards&Co.	406·2 P28'F38'	52·5	23·1	Hamburg German *WB*	T.3Cy.26½",42",&69"-43" 312NHP Howaldtswerke,Kiel		G
34231 DNDN	**Stadt Rüstringen** Ⓟ TwinSc 1*Dk*	400 289 148					1927	J.Frerichs &Co.A.G. Einswarden	Jade-seebäderdienst A.G.	165·0 B25'F44'	26·4	9·3	Rüstringn German *WB*	T6Cy.10⅞"17$\frac{5}{16}$"&30$\frac{5}{16}$"-23⅝" 45NHP Frerichswerk,Osterholz		G
※ 34232 161082 GSRZ	**Staffordshire** Ⓟ TwinSc4Mst *ss*Bkn.No.2-37 *OilEng.* ~~*ss*Liv.No.1-33~~ *Ref.Mchy.* D.F. 3*Dks*(*Stl-U* ws) *CruiserStern*	10613 7719 6622	✠100A1 ~~7,37~~ ~~6,36~~ 5,38 ✠LMC ~~CS1,34~~ ~~DBS6,36~~ ~~2,36~~ ~~12,35~~ DBS5,38 ~~4,37~~ 1,38	Liv Bkn 7,37	*f*†	CL ~~P11,34~~ ~~S6,36~~ P4,37 S7,37	1929 1mo *Lloyd*	Fairfield SB.&E.Co.Ld Glasgow *'sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cell*	483·6 P51'B265'F78' FK *DB*420'1659*t FPT*	62·2	32·0	Liverpool British 8*BHptCem* 41*t APT*85*t*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldS.B.&E.Co.Ld.Gls	36″6 s 7″2¾ 29″7¼	BT till 4,38
34233 PKEY	**Stagen** 1*Dk*	2539 2293 1510					1919	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F28'	46·3	20·6	Batavia Dutch *WB*	T.3Cy.21⅝",35⅜"&57⅛"-41⅜" N.V.Burgerhouts 218NHP Mch.&Schpw.Rot.		V
※ 34234 99969 MQPJ	**Staghound** 3Mst *Well deck* *ss*Bkn.4thNo.3-1,37 *Mchy.Aft* 1*Dk*(*Irn*)	468 360 184	✠100A1 1,37 ✠NB8,09 ✠LMC BS~~7,36~~7,37 MS1,37	Bkn	*h*	CL 1,37	1894 4mo	AilsaS.B. Co. Troon A&CP	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *WB*	170·0 Q93'B10'F27' BK7" =*DBf*10'18*t FPT*	25·6	11·6	Glasgow British 3*BHCem* 48*t APT*10*t*	C.2Cy.21"&42"-30" (*s*) 110lb 69RHP 1SB,*3pf*,GS63,HS1376 Muir&Houston,Glasgow	12″7 s 4″2½ 12″9	
34235 161992 MBBS	**Stagpool** (*ex*IronChief-35) *ss*Sld.No.1-35 D.F. 1*Dk*(*Stl*)	4560 4152 2677	✠100A1 ~~8,37~~ ~~2,37~~ 2,38 BS~~5,37~~ ✠LMC12,34 5,38	Shl	*x*	CL 6,36	1930 6mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *Cell DBa&uE*126'*f*	370·3 P30'B110'F36' FK 169'1060*t FPT*173*t*	52·9	25·9	W.Hartlpl British 6*BHCem* *APT*165*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb FD 479NHP 3SB(Spt)*9cf*,GS166,HS7002 G.Clark,Ld.Sunderland	28″3 s 5″3¾ 23″1½	
34236 DOOQ	**Stahleck** Sub.Sig. 2*Dks*	1663 1042 907					1923	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3 P12'B157'F26'	36·3	15·2	Bremen German *WB*	T.3Cy.19¾",31½"&53⅛"-35½" 165NHP A.G."Weser,"Bremen		G
※ 34237 161017 GPWM	**Stakesby** *ss*Cff.No.2-38 ~~*ss*Cff.No.1-34~~ 1*Dk*(*Stl*)	3900 3480 2339	✠100A1 3,38 ~~3,37~~ ✠LMC3,38 ~~MS7,34~~ ~~BS8,36~~ ~~7,37~~	Cff	*x*	CL ~~3,37~~ 3,38	1930 6mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland *'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	365·6 P33'B220'F37' FK *Cell DB*316'905*t*	51·0	23·5	Whitby British 6*BHCem* *APT*135*t*	C.4Cy.(2)18⅜"(2)39⅜"-39⅜" 210lb *180lb* (*s*) 277NHP 2SB(Spt)*6cf*,GS113,HS4880 J.Dickinson&Sons,Ld.Sld.	25″6 s 3″1½ 22″7½	
※ 34238 OXTA	**Stal** *ss*Abg.No.3-1,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2242 1967 1311	✠100A1 *Shelter dk* *withfreeboard* 4,37 BS~~6,36~~ ✠LMC1,34 9,37	Ant	*t*	OG 4,37	1921 10mo	A/S Baltica Værftet Copenhagen A&CP *Interm*	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *ediate BH in fore* *Cell DB*262'641*t*	301·9 F32' *onShelter dk* FK *hold dispensed with* *FPT*51*t APT*65*t*	44·2	19·3	Copnhagn Danish *ptCem* 1*BHtoSh dk* 3 „ „ *U* „	1DR geared SteamTurbine 200lb FD (*s*) 221NHP 2SB(Spt),*4cf*,GS61,HS2740 SvenskaTurbinfabriks, A/B Ljungström,Finspong	21″11 s 1″3¾ 20″10	
34239 LJFG	**Stalheim** Wireless 1*Dk*&*Shelter dk* *CruiserStern*	1298 1027 719					1936	Fredrkstad MekVrksA/S Fredrikstad	A/S Standard (J.B.Stang,*Mgr.*)	251·1 P59*t*H126*t*F15*t*	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"-30½" 96NHP FredrikstadM.V.A/S Fredrikstad		N
34240 UOHW	**Stalingrad** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22$\frac{7}{16}$",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
※ 34241 SVIY	**Stamatios G. Embiricos** 1*Dk*&*Shelter dk* D.F. *CruiserStern*	*3941* *3537* *2327*	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ✠LMC4,36 *Fitted for oil*	Bry *fuel* 4,36	*y*	CL *F.P. a*	1936 4mo *Lloyd* *bove* 1	Short Bros. Ld. Sunderland *'sA&CP* 50° F.	S.G.Embiricos *Cell DB*327'1246*t*	400·0 414·5(O.L.) FK *FPT*237*t APT*255*t*	53·0	23·1	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.22",36½"&63"-42" 220lb *120lb* (*s*) 330NHP 2SB,*6cf*,GS124,HS5306 N.E.MarineEng.CoLd.Sld.	25″9 s 2″5¼ 23″6¼	
※ 34242 120 SVRJ	**Stamos** (*ex*Reading-34) *ss*Bry.No.3-4,27 *ss*Rot.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3801* *3627* *2396*	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~10,36~~ ✠LMC MS11,35 BS~~6,36~~6,37	Rot Hul	*x*	CL 10,36	1914 11mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	S.&D.Fafalios *Cell DBa&*	374·9 388·4(O.L.) FK *uE*150' *f*162'1056*t*	51·3	23·7	Chios Greek 6*BHCem* *APT*145*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 367NHP 3SB,*9cf*,GS156,HS5796 N.E.MarineEngCoLd.Nwc	26″1 s 2″7 23″9½	
34243 195 ICIG	**Stampalia** Ⓟ (*ex*KongSigurd) Wireless 1*Dk*&*Spar dk*	1228 1083 714					1907	Fredrkstad Mek.Værks. Fredrikstad	"Adriatica"Soc. Anon.diNav.	232·6 P57*t*H59*t*F18*t*	32·6	19·7	Venice Italian *WB*	T.3Cy.17½",29"&48"-33" 132NHP FredrikstadM.V.Frdstad.		I

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ont cotés et ce n'est dans le L.R. Durée Cert. B. of Trade
34244 ICIH	**Stamura** Ⓟ TwinSc Now "Stamira," see No. 40126 in Supplement CruiserStern Wireless 2Dks	1463 1196 701					1929	Cant.Nav. Riuniti Ancona	SocietàFiumana diNavigazione	247·5	35·4	22·2	Ancona Italian *WB*	T.3Cy.15⅝",25¼"&41$\frac{7}{16}$"-28⅜" 91NHP Cant.Nav.RiunitiAncona		I
※ 34245 1585 FNNQ	**Stanasfalt** ssBdx.No.2-37 ~~ssBdx.No.2-37~~ ~~ssRou.No.1-38~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing at bottom & at deck* *Rudder Electrically Welded*	2468 2226 1436	✠100A1 *withfreeboard* 2,38 ~~1,38~~ ✠NB(P)1,37 *Fitted for oil fuel 4,29 F.P. above 150° F.* *Carrying Liquid Asphalt or oil in bulk F.P. above 150°F. in cylindrical tanks*	Rou MS5,37 ✠LMC1,38 BS1,37 2,38		CL N9,36	1929 4mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Soc.Auxiliaire de Transports *CellDBuE& B47'67tFPT115tAPT15t*	290·4 F31'	49·2	20·0 FK	Rouen French *BHCem*	T.3Cy.14½",24"&39½"-27" 180lb (*s*) 230NHP 2SB(Spt),*6cf*,GS4415 FD Palmers'Co.Ld.Newcastle	19 " 6 s 7 " 10 11 " 10	
※ 34246 ~~[illegible]~~ ~~MDBC~~	**Stanbrook** (*ex*Lancer-37) Now "Stylploisvios," see No. [illegible] in Supplement ssMch.2005 [illegible] 1*Dk*(*Stl*)&*Awng dk* (*Irn*)& *deep framing*	1363 [illegible] 851	✠100A1 *ptAwng dk* *withfreeboard* 4,37 ~~1,37~~ ✠LMC1,37	Mch Bly	*o*	CL ~~6,34~~ 4,37	1909 9mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir&~~ ~~Co.Ld.*Mgrs.*)~~ *CellDBa&uE77'f100'209tAPT14t*	230·1 238·1(O.L.)	34·0	21·8 FK	Greek 5*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* NDB30 163NHP 1SB,*4cf*,GS78,HS2700 N.E.MarineEng.CoLdNwc	24 " 0 s 5 " 1 19 " 0½	
34247	**Stancor** (*ex*Alburn,*ex*Algardi, *ex*Cherrybrook) ssHpl.2ndNo.3-1,29 ssNwc.No.2-37 ~~ssTln.No.1-34~~ *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	776 587 393	✠100A1 6,37 ~~1,37~~ ~~BS4,36~~ ✠LMC ~~1,34~~ 6,37	Ant Nwc	*k*	OG ~~1,36~~ N6,37	1904 8mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	V.Zatorskis (J.A.Billmeir& Co.Ld.*Mgrs.*) *DBa40'CellDBuE15'DBuB16'f83'190tFPT23tAPT19t*	190·0 198·8(O.L.) Q97'B17'F21'	30·0	13·0 FK	Riga Latvian 4*BHCem*	T.3Cy.16½",27"&44"-30"(*r*) 160lb *100lb* NDB27 109NHP 1SB,*3pf*,GS57,HS1680 Richardsons,Westgarth& Co.Ld.Mdb.	15 " 0 s 4 " 3½ 14 " 4½	
34248 ~~[illegible]~~ ~~GJWD~~	**Stancourt** (*ex*Douglas-37) Now "Nepheligeretis," see No. [illegible] in Supplement ssGoo.2ndNo.3-5,32 Wireless D.F. 1*Dk*(*Stl*)&*deep framing* *Ref.Mchy.*	950 765 418	✠100A1 12,35 BS12,35 ✠LMC5,32	Goo	*n*	OG 3,33	1907 2mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow '*sA&CP*	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir&~~ ~~Co.Ld.*Mgrs.*)~~ *Cell DBa48'uE21'f67'185t*	236·6 P30'B79'F31' BK7'	32·1	13·6	Greek 5*BHCem*	T.3Cy.21",35"&58"-36" (*s*) 180lb HS3620 227NHP 2SB(Spt),*6cf*,GS134 ClydeS.B.&E.Co.Ld.P.Gls.	16 " 2 s 1 " 6½ 15 " 2½	
※ 34249 ~~126447~~ ~~MGWB~~	**Stancroft** (*ex*Greenbatt-37) ssNwc.2ndNo.3-12,34 *Well deck* 1*Dk*(*Stl*) Now "Neoptolemos," see No. 33415 in Supplement *Cargo battens not fitted*	1407 1118 842	✠100A1 3,37 ~~12,36~~ MBS1,36 ✠LMC12,34	Nwc Lon	*o*	CL 2,36	1908 11mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir&~~ ~~Co.Ld.*Mgrs.*)~~ *CellDBa70'uE&B32'f96'372tFPT63tAPT94t*	240·0 Q129'B10'F21'	36·0	15·8 FK	Greek 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb *100lb* NDB31 180NHP 1SB,*4cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 " 8 s 5 " 2½ 15 " 11½	
34250 GZNM	**Standale** (*ex*SaintPierre-37) Abandoned at Sea 4,37 2*Dks*&*Awng dk*	2456 2214 1338					1908	Atel.&Ch. deFrance Dunkirk	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	288·8 B31'F32'	38·9	16·6 24·2	London British *WB*	T.3Cy.19",30½"&51"-36" 156NHP Atel&Ch.deFrance,Dnk.		V
※ 34251 213154 WOCZ	**Standard** (*ex*Jupiter) ssN.Yk.No.3-5,27 ssN.Yk.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	9724 9418 6138	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ ✠NB2,16 *CarryingPetroleum in bulk* *Fitted for oil fuel 5,15 F.P. above 150° F.*	NYk ✠LMC10,34 BS4,37	*g*†	CL 9,35	1914 3mo	Howaldts- werke Kiel A&CP *WB=CellD*	StandardOilCo. ofNewJersey *BuE&B95'422tDTf58'579tFPT257t*	523·8	68·7	34·6 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (12 *to U dk* 5 „ 2nd „)	Q.4Cy.27⅞"40"57"&81½"-57" 203lb (*s*) 646NHP 3SB(Spt),*12cf*,GS219, FD HS8700 Howaldtswerke,Kiel	34 " 7 s 5 " 5½ 29 " 4½	
34252 LEXW	— 1*Dk*	1264 1098 727					1930	Smith's DockCo.Ld. Middlesbro'	A/S Standard (J.B.Stang,*Mgr.*)	242·9 P46*t* H70*t*	37·0	16·0	Oslo Norwegian *WB*	T.3Cy.17½",28½"&47"-33" 127NHP Smith'sDockCo.Ld.Mdb.		N
※ 34253 214196 WSCW	**Standard Arrow** ssN.Yk.No.3-5,28 ssNYk.No.2-37 ~~ssN.Yk.No.1-32~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	7794 7385 4801	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~5,36~~ ~~BS5,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 8,16 F.P. above 150° F.*	Gal NYk 8,37 ✠LMC ~~12,32~~	*d*†	CL 5,36	1916 8mo	NewYork S.B.Co. Camden,N.J. A&CP *CellDB a23' uE&B*	Socony-Vacuum OilCo.Inc. *76'463tDTf40'441tFPT229tAPT131t*	467·6	62·7	32·0 FK	NewYork Utd.States 16*BHptCem* (10 *to U dk* 6 „ 2nd „)	Q4Cy.24½",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 " 0 s4 " 2. 28 " 0½	
34254 206044 KDWA	**Standard Portland Cement** (*ex*CliffordF.Moll-33) *Mchy.Aft* 1*Dk* D.F. GyC.	5141 — 3894					1909	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cor- nelius,*Mgrs.*)	444·0	56·2	29·0	BuffaloNY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP GreatLakesEng.Works		R
34254* 222799 KFSS	**Standard Service** TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* Wireless D.F.	1271 — 765					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo. of California	210·0 P65'F28'	41·0	16·1	S.Frncisco Utd.States	Oil Engines connected to Electric Motor & Sc. shaft 12Cy.13"-19½" 197NHP PacificDieselEng.Co.S.Fo. GenElecCoSchnectadyNY		
※ 34255 164606 GYRS	**Standella** *OilEng.* 1*Dk 2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	6197 5505 3605	✠100A1 12,37 ~~4,37~~ *CarryingPetroleum in bulk*	Nwc ✠LMC4,36	*a*†	CL	1936 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE61'134tDTf25'265tFPT104tAPT60t*	430·3 P91'B41'F48'	54·7	30·6 FK	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55½" 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31 " 0 s 5 " 7½ 25 " 7	
※ 34256 98787 MQSL	**Stangrove** (*ex*Skinningrove-36, *ex*Hailsham, ssSld.3rdNo.3-8,32 *ex*Skinningrove) ssMdb.No.1-36 1*Dk*(*Irn*) *Well deck Cargo battens not fitted*	516 369 217	✠100A1 11,37 ~~10,36~~ ✠NB23*refitted*34 BS11,37	Mdb Bry ✠LMC10,36	*g*	OG 10,36	1895 7mo	JLThomp- son&Sons,Ld Sunderland A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	155·0 P16'Q84'F19' *DBa38'46tFPT81tAPT22t*	26·8 *27·7*	11·7 FK	London British 4*BHCem*	T.3Cy.13",21"&34"-24" (*s*) 160lb 60RHP 1SB.*2pf*,GS36,HS1092 J.Dickinson,Sunderland	12 " 3 s3 " 8½ 11 " 11	
34257 113912 GKCB	**Stanhill** (*ex*Eider-36) Now "[illegible]," see No. 35011 in Supplement ssCff.2ndNo.3-4,25 Sub.Sig. ssSou.No.2-34 Wireless 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl-ptws*)	1236 911 779	✠100A1 *ptAwng dk* *withfreeboard* 5,36 MS6,33	Sou ✠LMC BS10,35	*n*	CL 6,35	1900 10mo	Campbel- townS.B.Co. Campbeltwn A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	230·5 Q79' *ptAwng dk151'* *Cell DBa54'f94'205tAPT80t*	32·7	16·4 FK	London British 4*BHCem*	T.3Cy.18",27½"&45"-33" 160lb *80lb* 120NHP 1SB,*3pf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	17 " 4 s 7 " 2½ 17 " 3	
※ 34258 143987 MLMM	**Stanholme** (*ex*Goleta-36) ssNpt.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2270 1485	✠100A1 5,38 ~~12,36 11,37~~ ~~BS12,36~~ DBS5,37	Rot ~~Nwc~~ ✠LMC10,35 MBS11,37	*l*	CL 6,36	1927 3mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa&uE110'f104'688tFPT83tAPT116t*	298·5 P23'B79'F26'	43·9	21·2 FK	London British 5*BHptCem*	T.3Cy.22",36"&60"-39" (*s*) 180lb *120lb* 259NHP 2SB,*6cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 " 6 s 3 " 5½ 20 " 3	
※ 34259 142769 GRTK	**Stanhope** (*ex*Corwen-37, *ex*WarDagger) ssNwc.No.3-5,32 E.S.D. *Well deck Cargo battens not fitted* Sub.Sig. ssAnt.No.1-37 1*Dk*(*Stl*)	2337 1755 1332	✠100A1 2,38 ~~5,36 10,37~~ ~~BS5,36~~	Sld ~~Ant~~Bry ✠LMC ~~5,36~~ 10,37	*s*	CL ~~1,35~~ 9,37	1919 2mo *Lloyd*	CaledonS. B.&E Co.Ld. Dundee '*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB228'585tFPT100tAPT209t*	285·0 P28'Q77'B56'F32'	42·0	18·9 FK	London British 6*BHptCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 " 2 s 2 " 1½ 19 " 3	
34260 UOWM	**Stanislav Kossior** (*ex*Germanic) *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	6320 5975 3912	✠ 10,31 ✠	Nwc	*a*†		1931 10mo	Swan,Hun- ter&Wigham Richardson. LdNewcastle	U.S.S.R. *CellDBuE75'296tDTf38'571tFPT97tAPT116t*	420·5 P108'B28'F38'	57·3	32·3 FK	Tuapse Russian 15*BHptCem* (11 *to U dk* 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP Barclay,Curle&Co.Ld.Gls.	32 " 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34261 LCYV	**Stanja** 1*Dk*	1845 1615 1104					1915	Nylands Værksted Oslo	A/S Standard (J.B.Stang,*Mgr.*)	265·2 P53*t*B72'H82*t*F29'	42·1	18·7	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP NylandsVærksted,Oslo	20 ″ 0	N
* 34262 144604 GZZL	**Stanleigh** (*ex*Prekla-37, *ex*Corpath-34,*ex*Ernst ssPir.No.3-5,34 HugoStinnes11) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks* *Cargo battens not fitted*	1802 1471 956	100A1 ~~6,37~~ ~~3,37~~ 10,37 BS~~9,36~~ 10,37	Pir ~~Bry~~ Ant LMC1,34	*q*	CL ~~3,37~~ 9,37	1912	G.Seebeck Akt.Ges. Weser- münde-G.	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB*224'404*tT* *tank on deck*	259·7 P69'F25' FK *opside tanks*171'358 16'30*t FPT*162*t AP*	38·1	17·9	London British ~~160~~ 4*BHCem* *tMidship* *T*38*t*	T.3Cy.17⅞",28⅜"&44½"-35½" ~~218lb~~ 213lb (*s*) 186NHP 2SB,4*cf*,GS58,HS2776 FD G.SeebeckA.G. Wesermünde-G.	20 ″ 4 s2 ″ 5½ 18 ″ 1	
34263 218768 KISJ	**Stanley** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6463 5980 4712					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	401·7 P34'F43'	54·8	32·1	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
34264	— Ⓟ (*ex*Chutatutch-32, ssBgk.No.3-6,17 *ex*Christiansted) ssBgk.No.2-24 1*Dk*&*AwngDk* *Fitted for oil fuel*	459 418 307	✠ 2,32 ✠	Bgk	*e*		1904 6mo	Helsingörs Jernsk&Msk. Elsinore	T.S.Hsu	141·5 FK *CellDB*	24·6	16·8	Swatow Chinese 4*BHCem* *a&uE*32'30*t*	T.3Cy.12¼",19"&31"-18" 60NHP 1SB,2*cf*,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6	
34265 134944 MJWZ	**Stanley Force** ssBkn.No.3-2,33 *Well deck* ssBkn.No.1-37 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	586 392 243	✠100A1 9,37 ~~12,36~~ ~~BS12,36~~	Goo Bkn ✠LMC~~2,33~~ 9,37	*h*	CL ~~11,35~~ 9,37	1920 3mo *Lloyd*	R.William- son&Son Workington '*sA&CP*	WestCoastShip- pingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*)	165·9 171·4(O.L.) Q100'B9'F21' FK *CellDBf*97'123*t*	26·7	11·0	Whitehvn British 3*BHptCem* *FPT*38*t*	T.3Cy.13",21½"&35"-27" (*s*) 180lb 62RHP 1SB,3*pf*,GS51,HS1605 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s4 ″ 5½ 13 ″ 0½	
34266 ~~MMGJ~~	**Stanmore** (*ex*Morna-37) Now "Naukratousa," see No. 33411 in Supplement 1*Dk*	1385 803					1919	ForthS.B. &Eng.Co.Ld. Alloa	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir&~~ ~~Co.Ld.*Mgrs.*)~~	235·6 Q136'B16'F30'	36·2	15·6	~~London~~ ~~British~~ Greek *WB*	T.3Cy.18",30"&50"-33" 144NHP ForthS.B.&Eng.Co.Ld.		C
* 34267 118477 GLJN	**Stanray** (*ex*Hansa-37) ssSou.2ndNo.3-6,29 Wireless ssSou.No.1-34 Sub.Sig. 1*Dk*(*Stl*)&*deep framing*	880 750 516	100A1 5,37 ~~5,36~~ MS6,33	Sou LMC BS~~12,34~~5,37	*l*	OG ~~6,35~~ ~~5,37~~ 8,37	1904 8mo *Lloyd*	Act.Ges. "Neptun" Rostock '*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa*51'*uE&*	215·0 224·1(O.L.) B53'F20' FK *B*36'*f*87'270*t FPT*	30·6	14·1	London British 4*BHCem* 15*t APT*9*t*	T.3Cy.16 3/16",25 9/16"&41 11/16"- 28¾" 170lb (*s*) 98RHP 2SB,4*cf*,GS61,HS2138 A.G."Neptun,"Rostock	16 ″ 4 s1 ″ 11½ 14 ″ 5¾	
* 34268 ~~137404~~ ~~GPMT~~	**Stanthorpe**(*ex*Kambole-37, *ex*MalvernRange) ssLiv.No.3-6,27 ssAnt.No.2-34 2*Dks*(*Stl*)	4524 4218 2839	✠100A1 ~~5,37~~ ~~12,36~~ 1,38 BS~~8,36~~ 1,38	Gls ~~Sws~~ Msl ✠LMC6,34	*x*	CL ~~12,36~~ 1,38	1915 7mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	O.E.Bertin *Cell DBa*125'*nE*26'	380·0 P32'B98'F37' FK *f*167'1063*t FPT*84*t*	50·0	26·7	 French 6*BHCem* *APT*121*t*	T.3Cy.25",37½"&69"-48"~~&~~ ~~exhaust turbine driving~~ ~~steam compressor~~ 180lb (*s*) 381NHP 3SB,9*cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 3 s5 ″ 8¼ 23 ″ 9	
34269 143962 MJTG	**Stanville** (*ex*Stanmore-37, *ex*Wooler-34,*ex*JollyKate,*ex*Marsdiep) *Mchy.Aft* 1*Dk*	538 377 218					1918	D.Boot Alphen a/d Rijn	JohnS.Monks,Ld.	164·9 Q98'B11'F23'	25·5	10·8	Liverpool British	T.3Cy.14",22"&31"-24" 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam		V
34270 214500 KJZA	**Stanwood** **Wood** *Fitted for oil fuel* 1*Dk*	1129 — 627					1916	Kruse& Banks N.Bend.Or.	StanwoodS.S.Co. (W.R.Chamberlin &Co.*Mgrs.*)	206·0	42·0	16·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" MainI.Wks. 88NHP SanFrancisco,Cal.		
* 34271 LEXY	**Star** (*ex*Troldfos) ssOsl.No.3-6,34 1*Dk*(*Stl*)	1532 1349 865	✠100A1 11,37 ~~11,36~~ BS~~7,36~~ 6,37	Osl ✠LMC6,34	*q*	CL ~~11,36~~ 11,37	1922 2mo *Lloyd*	Ardrossan D.D.Co.Ld. Ardrossan '*sA&CP*	A/S Standard (J.B.Stang,*Mgr.*) *Ce*	255·5 P22'B&F212' FK *llDB*215'453*t FPT*	39·4	16·6	Oslo Norwegian 4*BHCem* 42*t APT*35*t*	T.3Cy.19",32"&52"-36" (*s*) 180lb 203NHP 2SB.6*cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk.	18 ″ 8	
* 34272 69 SUCT	**Star of Alexandria** (*ex*Toftwood-36) ssMdb.No.2-35 D.F. 1*Dk*(*Stl*)	*4329* *4017* *2719*	✠100A1 6,37 ~~6,36~~ MS6,35	Shl Avn ✠LMC BS5,37	*x*	CL 6,36	1928 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd '*sA&CP*	AlexandriaNav.Co. S.A.E. *CellDBa*	378·0 P37'B227'F30' FK *&uE*148'*f*164'1071*t*	52·5	25·3	Alexndria Egyptian 6*BHptCem* *APT*121*t*	T.3Cy.23",39"&66"-45" (*s*) 200lb 359NHP 3SB(Spt)9*cf*,GS171,HS5844 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 9 s3 ″ 9¾ 24 ″ ¾	
* 34273 59 SUBD	**Star of Egypt** (*ex*General Smuts-34,*ex*Phœbus) ssMil.No.3-1,34 D.F. 2*Dks*(*Stl*)	4365 4079 2677	✠100A1 7,37 ~~11,35~~ ~~MS10,33~~ *Fitted for oil*	Npt ✠LMC1,38 ~~BS4,37~~ ~~1,38~~ *fuel* 3,21	*y*	CL ~~11,35~~ 3,38 *F.P. a*	1921 3mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	AlexandriaNav.Co. S.A.E. *CellD*	386·7 P36'Ba21'B113' Bf21'F42' FK *B*327' 848*t FPT*97*t*	52·8	26·3	Alexndria Egyptian 6*BHptCem* *APT*20*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 s5 ″ 5¼ 23 ″ 4	
34274 232927 WEFW	**Star of Hollywood** Ⓟ (*ex*City of Panama-34,*ex*La *Fitted for oil fuel* Playa-33,*ex*Playa 1*Dk*2*nd dk in* Ensenada-32,*ex*Chiapas, *Nos.*1&3 *holds* *ex*Mistletoe)	1488 — 864			...		1918	Greenock Grngemouth Dckyd.Co.Ld Grngemouth	MartinS.Lewis,Jr.	254·6 P&B167'F29' FK	35·2	17·2	L.Angeles Utd.States *WB*	T.4Cy.22½",36"&(2)41"-27" NDB21 228NHP Dunsmuir&JacksonLdGls.	18 ″ 0	
34275 SUBO	**Star of Ramleh** (*ex*Alness-33) D.F. 2*Dks*	3694 — 2220					1920	RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton	AlexandriaNav.Co. S.A.E.	346·7	51·0	24·1	Alexndria Egyptian *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
* 34276 162115 GZFB	**Starcross** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at decks*	4662 4278 2748	✠100A1 *withfreeboard* 1,38 ~~4,37~~	Bkn Cff ✠LMC11,36	*a*†	CL ~~4,37~~ 1,38	1936 11mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	ExmouthS.S.Co. Ld.(AnningBros. *Mgrs.*) *CellDB*325'1024*t*	411·0 FK (*FPT*224*t APT*184*t*	57·7	24·4	Cardiff British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.21",35½"&60"-39"(*s*) 220lb *220lb* 298NHP 2SB,6*cf*,GS98,HS3910 FD Richardsons,Westgarth& Co.Ld.Hpl	27 ″ 6 s2 ″ 8½ 25 ″ 0½	
34277 LEYC	**Stargard** 1*Dk*	1113 977 657					1915	Trndhjms Mek.Værks. Trondheim	A/S Standard (J.B.Stang,*Mgr.*)	226·5 P12'B52'H57*t*F26'	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMVTrndheim		N
34278 UPAM	**Stari Bolshevik** *OilEng.* 1*Dk*	3974 3256 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy 26¾"-47 3/16" 497NHP RussianDieselWorks,Len.		
34279 7698 SEBN	**Starke** **TwinSc** (*Ferry*&*Icebreaker*) GyC. 2*Dks* Sub.Sig. *CruiserStern*	2459 2232 706					1930	Deutsche WerkeKiel A.G. Kiel	SvenskaStatens Järnvägar (G.Englund)	305·5 F89'	52·1	23·3	Trelleborg Swedish *WB*	T.6Cy.24 7/16",39"&63¾"-35¾" 487NHP Akt.Lindholmen-Motala		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
34280 162483 MPWY	**Starling** ssLon.No.1-35 *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)*	1320 954 628	✠100A1 *withfreeboard* 4,37 ~~2,35~~ ~~MS1,36~~ ✠LMC2,35 ✠Lloyd'sRMC~~2,36~~ 1,38	Lon 2,38 BS~~1,34~~	*q*	CL ~~1,34~~ 4,37	1930 10mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *CellDB*202'335*tFPT*42*tAPT*11*t*	246·0|40·2|12·8 B62' FK (	London British 5*BHCem* *Coll toSh dk* 4 „ 2*nd* „)	T.3Cy 18",29"&48"-36" (*s*) 200lb 201NHP 2SB,6*cf*,GS118,HS3650 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	
34281 145609 CYML	**Starmount** (*ex*Pabjune) *Mchy.Aft* 1*Dk*	1859 1643 1122					1923	Dunlop, Bremner&Co. Ld. Pt.Gls.	CanadaSteamship Lines,Ld.	252·0|43·1|17·3 F37'	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 96RHP Dunlop,Bremner&Co.Ld.		C
34282 210542 WDDR	**Starr** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	525 — 309					1912	J.F.Duthie &Co. Seattle, Wash	AlaskaS.S.Co.Inc.	131·1|25·8|19·7 P40'	NewYork Utd. States	T.3Cy.12½",21"&36"-27" 67NHP Washington I.Wks.Seattle		
34283 7854 SDRA	**Start** (*ex*Cranstone-33,*ex*Spette) 1*Dk*	*1765* *1329* *991*					1922	OuseS.B. Co.Ld. Hook,near Goole	RederiA/B Thetis (R.Hellberg, *Mgr.*)	262·5|40·0|16·0 P28'Q82'B57'F21'	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Hwthrn,Leslie&CoLd.Nwc		C
34284 LEYD	— 1*Dk*	1168 990 682					1923	A/S.Skiens Verksteder Skien	A/S Start (A.T.Simonsen)	226·4|36·6|15·7 P45*t*H66*t*Q31*t*	Oslo Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerk.A/S,Skien		N
34285 142834 GBJR	**Start Point** (*ex*Bretwalda-35) ssOff.No.3-3,32 ssShi.No.1-36 D.F. 2*Dks(Stl)*	5293 4844 3274	✠100A1 ~~1,37 10,36~~ 2,38 BS~~6,36~~7,37	Shi ~~Rot~~ Cbo ✠LMC MS10,36	*y*	CL ~~12,35~~ N7,37	1919 6mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	~~CowanShipping Co.Ld.~~ CerealTrade &ShippingCo.Ld *CellDB*344'1128*tFPT*118*tAPT*209*t*	400·0|52·4|28·4 P49'B113'F39' FK	Newcastle British 7*BHCem*	T.3Cy.27½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s 6 " 0½ 25 " 8	
34286 161518	**Starwell** *Mchy.Aft* 1*Dk*	1938 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld.Sld.	HuronSteamships, Ld.	252·8|43·4|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
34287 DHWD	**Stassfurt** *Ref.Mchy.* 2*Dks* D.F. GyC. Sub.Sig.	7395 6516 4312					1930	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	476·6|63·1|28·4 B&F428' *Upper*F39'	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft *Emade23refitted30* Blohm&Voss,K.a.A.Ham.		G
34288 222636 KJZB	**State of Maryland** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	1784 1477 669					1922	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0|56·6|16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"-42" 290NHP Pusey&JonesCo.Wlmngtn		R
34289 222715 KJZC	**State of Virginia** Ⓟ 1*Dk*	1783 — 674					1923	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0|56·6|16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"-42" 246NHP Pusey&JonesCo.Wlmngtn		R
34290 PHSN	**Statendam** Ⓟ TwinSc ssRot.No.1-33 *Ref.Mchy.* 4*Dks(Stl-Weather dk* ws) 5*th dk(Stl) in holds* 6*th dk* GyC. *(Stl)inNo.1hold* D.F. Sub.Sig. *CruiserStern*	28291 22088 16920	✠100A1 *withfreeboard* 11,36 MS8,33 ✠Lloyd'sRMC~~5,37~~ 5,38 ~~12,37~~ *Fitted for oil fuel*4,29 *F.P. above* 150° F.	Rot ✠LMC BS~~11,36~~12,37	*r*†	CL ~~11,36~~ 11,37 *Completedby* Wilton's Slipway&Eng.Co.Rot.	1929 4mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*581'3233*tDTa*48'961*tDTf*56'1590*tFPT*203*tAPT*124*t*	674·2|81·3|49·4 670·4 FK&BK2½' B323' (	Rottrdam Dutch 11*BHCem* *Coll to W dk* 10„ 2*nd* „)	6 SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 4644NHP 430lb *100lb* FD HS42960 6 Water Tube Boilers(Spt) Harland&Wolff,Ld.	53 " 9 s20 " 11¼ 33 " 3½	
34291 147474 GJQD	**Statesman** (*ex*BritishPrince-35, *ex*LondonShipper) ssGls.No.3-11,35 2*Dks(Stl)&Shelter dk(Stl)* D.F. GyC. *Cruiser Stern*	7939 7368 4947	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~9,36~~ MS11,35 *Fitted for oil fuel* 8,23 *F.P. above* 150° F. *Fitted for carrying oil* 4,29 *F.P. above* 150°F. *in after deep tank.*	Rot Mdb ✠LMC BS~~3,36~~ 6,37	*c*†	CL 2,35	1923 8mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Duct keel in Boiler space&forward*154' *CellDB*366' 1568*tDTf*33'967*tDTa*33'797*tFPT*68*tAPT*82*t*	450·4|58·0|38·3 468·0(O.L.) F42' *on Shelter* FK *dk* *Collisio*	Liverpool British *ptCem* *nBHtoSh dk* 6 „ „ *U* „	2SteamTurbinesSRgeared to 1 Sc. Shaft 190lb (*s*) 1004NHP 4SB,16*cf*,GS325,HS13168FD Richardsons,Westgarth& Co.Ld Mdb.	41 " 0 s11 " 1½ 30 " 2	
34292 165381 GZKG	**Statira** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	4852 4421 2920	✠100A1 *withfreeboard* ~~5,37 1,37~~ 11,37	Shl ~~Syd~~Lon ✠LMC1,37		CL	1937 1mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB*350'1176*tMT*1233*tAPT*177*t*	423·4|54·2|26·1 439·2(O.L.) FK (	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅛" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6	
34293 LDRG	**Statsraad Lehmkuhl** AuxBk (*ex*GrossherzogFriedrich *OilEng.* August) *Mchy.Aft* 2*Dks&Shelter dk* *(See Sailing Ship Register)*	1701 864 764					1914	J.C.Tecklenborg A.G. Weser- münde-G.	BergensSkoleskibs Styre	258·2|41·5|21·4 P236*t*H95*t* 13·9	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾"-21⅝" 174NHP J.C.TecklenborgA.G.Wsm		
34294 LEYI	**Stavanger I** Ⓟ 1*Dk*	718 349 351					1914	Trndhjms Mek.Værks. Trondheim	DetStavangerske Dampskibsselskab	193·6|28·0|12·5 P&B109'F55'	Stavanger Norwegian *WB*	T.3Cy.17½",28"&47"-30" 121NHP TrondhjemsMV.Trndheim		N
34295 LEYJ	**Stavangeren** 1*Dk*	1002 896 606					1908	Stavanger Stöberi&Dok Stavanger	A/S D/S Stavangeren (K.Olsen)	230·5|33·1|15·3 P7*t*H44*t*F29*t*	Stavanger Norwegian *WB*	T.3Cy.17",28⅝"&47"-33" 127NHP StavangerStöberi&Dok		N
34296 LFSA	**Stavangerfjord** Ⓟ TwinSc ssN.Yk.No.3-1,30 ssOsl.No.1-35 2*Dks(Stl)&Shelter dk* *(Stl*-ws)3*rd dk in Nos.*1,2&3*holds* D.F. E.S.D. GyC. *CruiserStern*	13156 9814 7798	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~9,36~~ ~~BS2,37~~ *Fittedforoilfuel* 3,24 *F.P.above* 150° F.	N Yk Osl BS1,38 ✠LMC3,35		CL ~~1,30~~ 3,38	1918 2mo *Lloyd's A&CP*	Cammell Laird&Co.Ld Birkenhead	DenNorske AmerikaLinjeA/S *CellDB*480'1580*tDTa*80*tFPT*179*tAPT*197*t*	532·5|64·2|29·3 P21'B&F464' *onShelter dk* FK	Stavanger Norwegian 10*BHCem*	Q.8Cy26½"37½"53"&76"-54" &LP turbines withDR gearing&hydraulic couplings 220lb (*r*) 1973NHP 8SB,32*cf*,GS630,HS24640FD CammellLaird&CoLdBkn.	32 " 6 s 5 " 5½ 27 " 3	
34297	**Stavropol** Ⓟ (*ex*Kotik) 1*Dk&Spar dk*	1210 1047 686					1907	Nüscke& Co.A.G. Stettin	U.S.S.R.	197·9|32·9|20·5 F31'B66'	Vladvostk Russian *WB*	T.3Cy.17",26"&43"-28" 98NHP Schiffsw.Uebigau, Dresden		
34298	**Stavros** (*ex*KingstonHill-37, *ex*Ashleigh-36) 1*Dk&Shelter dk*	*4853* *4491* *2893*					1925	Furness S.B.Co.Ld. Haverton- Hill-on-Tees	KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis, Yannaghas,*Mgrs*)	410·5|53·6|25·6 F32'	Syra Greek *WB*	T.3Cy.27",45"&75"-51" 402NHP Richardsons,Westgarth& Co.Ld.Hpl.		C

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated of B. of Trade Cert.
* 34299 739 SVNI	**Stavros Coumantaros** (*ex*Vestalia-33) *ss*Rot.No.3-10,25 *ss*Rot.No.2-33 2*Dks*(*Stl*)	*5528* *5198* *3511*	✠100A1 8,36 BS~~4,36~~ ✠LMC8,33 10,37	Pir	*a*†	CL 11,36	1912 5mo	Russell& Co. PortGlasgow *Lloyd's A&CP* *1 intermediate BH & 2'tween dk BH's omitted* *CellDBa135'u E24' f186' 1213t D Ta36'1089t APT26t*	**Coumantaros Bros.** (Th.&N. Coumantaros,Ld. *Mgrs.*)	423·4 P43'B123'F42' FK	56·0	27·9	**Piræus** Greek *Cem* 4*BH to U dk* 2 „ *2nd* „	T.3Cy.27",45"&74"-51" (*s*) 180lb 538NHP 3SB,*9cf*,GS171,HS7875 FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 6 s5 ″ 11¼ 24 ″ 10	
34300 OZHE	**Steady** (*ex*Th.Stauning-34) **Wood** Wireless D.F. (*FishCarrier*) *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	367 328 204					1931	J.Ring-Andersen Svendborg	**RederiA/S Mandrjesson**(Oscar Wesche,*Mgr.*)	132·9	28·0	14·5	**Copnhagn** Danish	Oil Engines 4S.C.SA 6Cy.$11\frac{3}{16}$"-$18\frac{7}{8}$" 81NHP A/S Frichs,Aarhus.		V
34301 YPBE	**Steaua Romana** (*ex*EmilGeorg vonStauss,*ex*Olex) *ss*Shl.No.3-7,26 Sub.Sig. *ss*Gen.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. E.S.D. *Longitudinal framing*	*5311* *4538* *3229*	100A1 8,37 ~~9,36~~ BS~~9,36~~8,37 LMC9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Gen		CL ~~9,35~~ 8,37	1914	Nordseewerke Emden *Lloyd's AP*	**Soc.Anon.Steaua Romana** *CellDBuE&B* 232*tDTf*40'46	391·9 406·8(O.L.) P119'B31'F38' FK 2*tFPT*211*tAPT*71*t*	53·0	29·2	**Constntza** Roumanian 16*BHptCem* (13 *to U dk* 3 „ *2nd* „)	T.3Cy.24",39¾"&66⅛"-47¼" 200lb *120lb* (*s*) 382NHP 2SB(Spt),*6cf*, ,HS5360 FD BremerVulkan,Vegesack.	29 ″ 7	
* 34302 219514 KOXZ	**Steel Age** *ss*N.Os.No.3-6,32 *ss*Bal.No.1-35 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6188 5705 3821	✠100A1 *Shelter dk* *with freeboard* ~~7,35~~ 11,37 LMC MS7,35 BS~~10,36~~7,37 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Bal	*z*	CL 5,36	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	**IsthmianS.S.Co.** *CellDB*	395·5 P45'B110'F18'*on Shelter dk* FK 331'1512*t* *FPT*187*t*	55·0	31·4	**NewYork** Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to1Sc.Shaft 210lb 3SB(Spt),*9cf*, 596NHP HS7836 FD Midwest Eng.Co. Indianapolis,Ind.	34″11 s7 ″ 11 27 ″ 2½	
34303 225935 KFZW	**Steel Chemist** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1489 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	**UnitedStatesSteel ProductsCo.**	250·0 F40'	42·7	20·0	**NewYork** Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.16"-24" 358NHP WorthingtonPump& Machy.Corp.Buffalo,N.Y.		R
34304 225508 KFZX	**Steel Electrician** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1560 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	**UnitedStatesSteel ProductsCo.**	250·3 F40'	42·9	17·2	**NewYork** Utd.States *WB*	3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15"-22" 263NHP Diesels-NewLondonShip &Eng.Co.N.Lndn,Conn.		R
34305 220495 KDCX	**Steel Engineer** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B&F350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&A.FletcherHobokenNJ		R
34306 220558 KDDN	**Steel Exporter** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B&F350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
34307 220776 KDJL	**Steel Inventor** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B&F349'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co		R
34308 220179 KUVK	**Steel Mariner** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P42'B&F350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
34309 221857 KDWL	**Steel Navigator** *Fitted for oil fuel* GyC. 2*Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
34310 92830 KJZD	**Steel Pier** Ⓟ **TwinSc** (*ex*Miami-32) 2*Dks*&*Promenade dk*	1775 — 1065					1897	W.Cramp &SonsCo. Philadelphia	**CapeCodS.S.Co.**	239·2	40·1	21·8	**Boston** Utd.States	T.6Cy.18",27"&42"-24" 172NHP W.Cramp&SonsCo.Phl.		
34311 220652 KDGL	**Steel Ranger** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B&F349'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
34312 221785 KDVW	**Steel Scientist** *Fitted for oil fuel* GyC. 2*Dks*	5688 5081 3405					1921	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
34313 221707 KDVN	**Steel Seafarer** *Fitted for oil fuel* GyC. 2*Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P42'B&F351'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
34314 220180 KUVL	**Steel Trader** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P42'B&F350'	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
34315 222539 KFCI	**Steel Traveler** *Fitted for oil fuel* GyC. 3*Dks*	7056 5081 4381					1922	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2	56·2	26·5	**NewYork** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
* 34316 219662 KUFN	**Steel Voyager** *ss*Bal.No.3-2,32 *ss*Bal.No.1-35 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	~~6188~~ ~~5705~~ ~~3821~~ 6198 — 3798	✠100A1 *Shelter dk* *with freeboard* 8,37 ~~11,36~~ LMC MS9,35 BS~~2,37~~1,38 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Bal NNs	*z*	CL 11,36	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	**IsthmianS.S.Co.** *CellDB*	395·5 P45'B110'F38'*on Shelter dk* FK 331'1512*t* *FPT*187*t*	55·0	31·4	**NewYork** Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 210lb 596NHP 3SB(Spt),*9cf*,HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34″11 s7 ″ 11 27 ″ 2½	
34317 220380 KDBJ	**Steel Worker** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	**IsthmianS.S.Co.**	424·2 P41'B&F350'	56·2	26·5	**NewYork** Utd.States	2 Steam Turbines DR geared to 1Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
* 34318 219513 KOXX	**Steelmaker** *ss*N.Os.No.3-1,32 *ss*Bal.No.1-35 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6173 5705 3809	✠100A1 *Shelter dk* *with freeboard* 12,37 ~~4,37~~ LMC MS8,35 BS~~7,36~~1,37 *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	Bal Mob	*z*	CL 4,37	1920 1mo	Federal S.B.Co. Kearny,N.J. A&CP	**IsthmianS.S.Co.** *CellDB*	395·5 P45'B110'F38'*on Shelter dk* FK 331'1512*t* *FPT*187*t*	55·0	31·4	**NewYork** Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to 1Sc.Shaft 210lb 3SB(Spt),*9cf*, 596NHP HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34″11 s7 ″ 11 27 ″ 2½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formule de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
34319 222992 KFNO	**Steelmotor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·3 F40'	42·9	17·2	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&Seymour, Auburn,N.Y.		R
34320 222537 KFCG	**Steelore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 7058 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	OreS.S.Corp.	550·7 P139'B82'F50'	72·2	43·9	NewYork Utd. States *WB*	SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass.		R
34321 204393 WCDS	**Steelton** (*ex*HerbertK.Oakes, *ex*Milinokett) *Mchy.Aft* D.F. 1*Dk*	6215 — 4947					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0	52·2	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23″,37″&63″–42″ 257NHP GreatLakesEng.Wks.Det.		R
34322 223082 KFNW	**Steelvendor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J	UnitedStatesSteel ProductsCo.	250·3 F40'	42·9	17·2	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&SeymourCorp. Auburn,N.Yk.		R
34323 145527 GFRZ	**Steelville** ssNwc.No.3–7,35 1*Dk*(*Stl*) D.F. *Now "Frances Dawson," see No. 33154 in Supplement*	3724 3436 2300	✠100A1 5,37 ✠LMC MS7,35 BS5,37	Cff	*v*	CL 7,35	1923 5mo *Lloyd*	J.Read- head&Sons, Ld. S.Shields '*sA&CP*	BeverleyS.S.Co. Ld.(F.L.Dawson& Co.Ld.*Mgrs.*) *CellDBa*	347·0 P31'B93'F34' 110 *uE*23'*f*152'810*t*	49·1	25·1 FK	Newcastle British 6*BHptCem* *APT*54*t*	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 8 s 4 ″ 8½ 22 ″ 3	
※ 34324 164687 MLRL	**Steersman** *OilEng.* *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	334 257 153	✠100A1 10,37 ~~4,37~~ ✠LMC8,36 *Carrying Petroleum in bulk*	Hul	*e*	OG	1936 8mo *Lloyd*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	C.Rowbotham& Sons	143·3 P37'F23'	23·7	9·3 FK *FPT*	London British 8*BH* 54*tAPT*17*t*	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 7½ 9 ″ 1½	
34325 39 IULY	**Stefano** (*ex*Euxène,*ex*AxelBusck, *ex*Montjoie,*ex*Alma) 1*Dk*	992 869 524					1899	Laxevaags Msk.&Jrnskb Bergen	AntonioPerna fu Stefano	225·0 Q121'B56*t*H20*t* F34'	32·2	13·1 *WB*	Torre del Greco Italian	T.3Cy.15¾″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn		I
34326 4776 SGOD	**Stegeborg** *Mchy.Aft* 1*Dk*	*667* *499* *365*					1907	Lindhol- mensV.A. Gothenburg	StockholmsRederi- aktieb.Svea(Eman Högberg,*Mgr.*)	177·8 P62'H80*t*F24'	30·0	12·3	Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP LindholmensV.A.Got.		
34327 LIUH	**Stein** (*ex*Lett-34,*ex*Dernes) 3Mst *Mchy.Aft* 1*Dk*	882 638 496					1924	N.V.J. Drewes&Co. Groningen	A/S Inger(Jacob KjödeA/S*Mgrs.*)	189·7 B24*t*Q97*t*F27*t*H80*t*	31·5	13·4	Bergen Norwegian *WB*	T.3Cy.15″,25″&40″–27″ NB20 83NHP N.V.Veendammer, Mchfb.Veendam		N
34328 DJQN	**Steinbek** D.F. *CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	2185 1666 1274	✠100A1 4,38 ~~5,36~~ ✠LMC3,36	Ham Rot	*s*	CL	1936 3mo *Lloyd*	Lübecker Maschb.Ges. Lübeck '*sA&CP*	Knöhr&Burchard Nfl. *CellDB*244'57	281·8 P15'Q81'B126'F32' 3*t* *FPT*37*t* *APT*61*t*	44·1	16·8 FK	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 214lb (*s*) 221NHP 2SB(Spt),4*cf*,GS72, FD HS3144 A.BorsigG.m.b.H.Berlin	19 ″ 0	
34329 DHWG	**Steinburg** (*ex*MaxLorch) 1*Dk*	1309 1041 724					1923	Nüscke& Co.A.G. Stettin	ReedereiAkt.Ges. Phönix(Robert Bornhofen,*Mgr.*)	242·1 Q75'B105'F33'	37·0	14·0	Hamburg German *WB*	T.3Cy17$\frac{5}{16}$″,27$\frac{5}{8}$″&45$\frac{11}{16}$″–27$\frac{5}{8}$″ 109NHP A.BorsigG.m.b.H.Berlin		G
34330 DHWJ	**Steinhöft** 1*Dk*	878 696 514					1910	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·2 P14'Q65'B98'F21'	32·6	12·6	Hamburg German *WB*	T.3Cy.15$\frac{7}{16}$″25½″&41$\frac{5}{16}$″–29½″ 93NHP StettinerOderwerke		G
34331 LCYY	**Steinstad** 1*Dk*	2476 2246 1480					1912	R.Thomp- son&Sons,Ld Sunderland	A/S D/S Steinstad (A.F.Klaveness& Co.A/S)	300·5 P24'B74'F30'	44·5	19·9	Oslo Norwegian *WB*	T.3Cy.21½″,36″&59″–39″ 217NHP N.E.MarineEng.Co.Ld.Sld		N
34332 PHSR	**Stella** TwinMst 2*Dks* *Longitudinal framing*	2818 2215 1792					1909	W.Hamil- ton&Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoom.Maats.N.V.	327·0 Q110'B86'F41'	44·2	18·5	Amstrdam Dutch *WB*	T.3Cy.21″,35″&57″–39″ 203NHP D.Rowan&Co.Glasgow		V
34333 OXIH	— Wireless D.F. 1*Dk* *CruiserStern*	1394 1217 788					1933	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	262·2 P18'B150'F34'	39·7	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾″&(2)31½″– 31½″&LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		G
34334 7547 SGOE	— (*ex*Bjerka,*ex*Hellik) 1*Dk*&*Spar dk*	*1189* *1087* 720			...		1905	Framnes Mek.Værks. Sandefjord	RederiA/B Stella (EjnarSjöqvist)	206·6 B75*t*H17*t*	32·7	14·7 21·3 FK	Gothenbrg Swedish *WB*	T.3Cy.15½″,25″&42″–30″ NDB14 109NHP AkersMek.Værks.Oslo	22 ″ 3	V †
34335 DDTB	— Sub.Sig. 1*Dk*	655 482 333					1920	Wft.Nobis- krugG.m.b.H. Rendsburg	Flensb.Stettiner Dampfschiff.Ges.	180·4 Q50'B48'F21'	29·6	10·8	Flensburg German *WB*	T.3Cy.14½″,22⅝″&37⅝″–23⅝″ Ottensener 68NHP Msch.G.m.b.H.Altona		G
34336 DOOP	— 1*Dk*	479 472 294					1895	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	150·3 Q38'B&F112'	24·0	16·3	Bremen German *WB*	C.2Cy.17$\frac{1}{16}$″&30¾″–20½″ 36NHP A.G."Weser,"Bremen		G
34337 218831 KIZM	**Stella Lykes** (*ex*LakeFlagstaff) *Fitted for oil fuel* 1*Dk*2*trB*	2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn.	~~LykesBros.S.S.Co. Inc.~~ LykesBros.– RipleySSCo.Inc.	251·0 P25'B64'F20'	43·7	25·8 FK	Galveston Utd. States *WB*	T.3Cy.21″,35″&59″–42″ 352NHP MorganEng.Co.Alliance,O	28 ″ 2	R †
34338 LCYZ	**Stella Polaris** Ⓟ TwinSc *OilEng.* D.F. E.S.D. ssBgn.No.2–35 3*Dks*(*Stl–Weather dk–ws*)	5020 2262 2647	✠100A1 *withfreeboard* 11,37 ~~5,37~~ DBS11,37 ✠LMC(M)11,37 ~~DBS11,36~~ ✠LMC12,35 *Special Tourist Service*	Bgn	*x*	CL 10,35	1927 2mo *Lloyd*	A/B Göta- verken Gothenburg '*sA&CP* *CellDB*	DetBergenske Dampskibsselskab 281'1017*tDTf*49' 4	389·3 B247'F50' 57*t* *Tank at sides of*	50·7	26·0 FK	Bergen Norwegian 6*BHptCem* *tunnel*51' 30	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 723NHP 2DB*100lb* A/B Götaverken,Got. 8*tFPT*33*tAPT*74*t*	30 ″ 1 s12 ″ 5¾ 17 ″ 11½	
34339 148082 GKVD	**Stelling** ssShl.No.3–10,36 F.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2136 1853 1237	✠100A1 9,37 ~~10,36~~ ✠LMC10,36 BS9,37	Shl	*s*	CL 9,36	1924 8mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs*) *CellD*	280·0 P27'B49'F25' *B*234'644*tFPT*160*t*	41·6	20·1 FK	Newcastle British 4*BHCem* *APT*117*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 231NHP 2SB,6*cf*,GS105,HS4023 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 3 19 ″ 5	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34340 1379 ICIM	**Stelvio** TwinSc OilEng. ssGen.No.2–35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6963 6173 4028	✠100A1 9,37 ~~12,36~~ DBS~~5,36~~ 9,37 ✠LMC4,35 CarryingPetroleum in bulk	Gen		CL 11,35	1926 6mo Lloyd	Cant.del Tirreno Genoa 'sA&CP	NavigazioneAlta ItaliaSoc.Anon. CellDBuE73' 239tDTf31'310t	441·3|56·1|32·7 422·9 FK P94'B25'F35' FPT179tAPT76t	Genoa Italian 17BHptCem (13 to U dk 4 ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"–$39\frac{3}{8}$" 564NHP 1DB170lb&NDB19 fitted31–100lb Cant.OfficineSavoia,Gen.	33 ″ 0 s 6 ″ $0\frac{3}{4}$ 27 ″ 1	
34341 LEYO	**Sten** (exRenéeMarthe) ssBgn.2ndNo.3–7,36 1Dk(Stl) Cargo battens not fitted	1464 1067 753	✠100A1 ~~7,36~~10,37 BS8,37 ✠LMC7,36	Bgn	o	~~11,35~~ 10,37	1910 9mo Lloyd	Osbourne, Graham&Co. Sunderland 'sA&CP	A/S Thv.Halvorsen (Thv.Halvorsen, Mgr.) CellDBa75'uE&	248·2|34·9|14·7 258·4(O.L.) P22'Q67'B56'F21' FK B29'f102'392tFPT	Bergen Norwegian 4BHCem 48tAPT121t	T.3Cy.18",30"&49"–36" (s) 180lb 177NHP 2SB,4pf,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s 1 ″ 3 16 ″ 0	
34342 7046 SGOJ	**Sten Sture** 1Dk	898 643 533					1923	Larvik Slip &Verkstad Larvik	Rederi.A/BEruths (StureEruths, Mgr.)	195·8|31·8|12·5 Q56'B50'F25'	Trälleborg Swedish WB	T.3Cy.14",23"&38"–27" 75NHP LarvikSlip&VærkstedA/S		N
34343 LEYQ	**Stensaas** 1Dk	1359 1130 780			...		1918	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, Mgrs.)	234·2|37·2|16·0 P12'B50'F14' FK	Arendal Norwegian WB	T3Cy.$16\frac{1}{8}$",$25\frac{9}{16}$"&$42\frac{1}{8}$"–$29\frac{1}{2}$" 120NHP KockumsM.V.Akt.Malmö	18 ″ 0	N †
34344 OZZB	**Stensby** OilEng. ssCpn.No.2–33 1Dk(Stl)	3953 3627 2394	✠100A1 9,37 ~~4,37~~ ✠LMC CS12,33 DBS~~6,36~~6,37 3,36	Bkn Abo		CL N11,34	1926 9mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	A/S Motortramp (A.Reimann,Mgr) IntrmdteBHinafter hold dispensd with Cell	350·2|50·8|25·4 366·0(O.L.) P31'B120'F35' FK DB296' 1050t FPT	Kallehave Danish 5BHptCem 52tAPT137t	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb.Got	28 ″ 0 s 4 ″10 23 ″ $3\frac{1}{4}$	
34345 149613 GDLF	**Stentor** Ⓟ OilEng. D.F. 2Dks	6148 5261 3831					1926	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld. (A.Holt &Co.Mgrs.)	430·8|55·8|29·1 P51'B241'F50'	Liverpool British WB	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1230NHP NE31 Akt.Burmeistr&Wain,Cpn		BT till ~~9,37~~ 5,38
34346 UPMA	**Stepan Khalturin** (exSenta–35, exSvane–34,exGefion) 1Dk	2498 2199 1406					1921	ForthS.B. &Eng.Co.Ld. Alloa	U.S.S.R.	295·7|43·6|20·6 P28'B90'F34	Archangel Russian WB	T.3Cy.$20\frac{1}{2}$",33"&54"–39" 182NHP Earle'sCo.Ld.Hull		
34347 UNYX	**Stepan Makarov** TrpSc (exKniázPojársky) (Icebreaker) 1Dk(Stl)&Awng dk(Stl-teak s)2nd dk(Stl) CruiserStern 2 Screws aft & 1 forward	2156 2031 110	✠ 7,21 ✠	Nwc	s		1916 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. CellDB147'361t Side trimming tanksf51'	236·0|56·0|27·7 FK 355t a55' 286t FPT	Odessa Russian 5BHCem 94tAPT97t	T6Cy$21\frac{1}{2}$"$35\frac{1}{2}$"&58"–36"(aft) T3Cy$18\frac{1}{2}$"$30\frac{1}{2}$"&50"–36"(frd) 904NHP 6SB,18cf,GS352,HS14478 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 4	
34348 213740 WJCX	**Stephen R. Jones** D.F. Mchy.Aft 1Dk	4387 3899 3112			...		1915	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. Mgrs.)	354·2|49·0|27·4 P94'B19'F31' FK	Boston Utd.States WB	T.3Cy.24",$37\frac{1}{2}$"&66"–45" 365NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
34349 137820 MGFJ	**Stepney** ssNwc.No.3–7,28 ssShl.No.2–37 ~~ssShl.No.1–33~~ Mchy.Aft 1Dk(Stl) Cargo battens not fitted	808 551 375	✠100A1 ~~8,37 7,36~~ 2,38 ~~BS7,36~~ ✠LMC~~8,33~~ 8,37	Shl Lon	k	CL ~~N7,30~~ ~~8,37~~ 2,38	1916 8mo Lloyd	R.Williamson&Son Workington 'sA&CP	CommercialGas Co.	186·3|29·4|12·4 Q116'B9'F25' FK DBf112'162t	Glasgow British 3BHCem FPT40t	T.3Cy.14",$22\frac{1}{2}$"&37"–24" (s) 180lb 99RHP 2SB,4pf,GS63,HS1900 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″$10\frac{1}{2}$ 14 ″ 4	
34350 DAQE	**Stern** 1Dk	1599 1006 905					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9|36·4|14·6 P&B180'F26'	Stettin German WB	T.3Cy.$16\frac{9}{10}$"$27\frac{3}{5}$"&$43\frac{3}{10}$"–$31\frac{1}{2}$" 104NHP StettinerOderwerkeA.G.		G
34351 145495 GJCW	**Stesso** ssNwc.No.3–11,35 D.F. 1Dk(Stl) Cargo battens not fitted	2290 2012 1292	✠100A1 ~~2,38~~ 4,37 4,38 BS~~2,37~~ ✠LMC11,35 2,38	Hul ~~Shl~~ Sld	t	CL 4,37	1922 8mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	PeltonS.S.Co.Ld. CellDB228' 601t Tank at sides of Tunnel 22'73t Side	308·0|43·0|19·7 320·0(O.L.) P25'B64'F29' FK deTanksin ER160t	Newcastle British 5BHCem FPT 115t APT65t	T.3Cy.22",36"&59"–39" (s) 180lb 100lb 266NHP 2SB,6cf,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	22 ″ 0 s3 ″$4\frac{1}{4}$ 18 ″ 10	
34352 DAXU	**Stettin** Ⓟ TwinSc 1Dk	375 308 141					1927	Klawitter werftGmbH. Danzig	Swinemünder Dampfschiffahrts A.G.	175·5|25·7|10·8 F17'	Swnemnde German WB	T.6Cy.$16\frac{1}{8}$",$24\frac{5}{8}$"&$38\frac{1}{4}$"–$21\frac{11}{16}$" 68NHP KlawitterWerft.G.m.b.H.		G
34353 7694 SFCA	**Stig Gorthon** (exElvaSeed) ssHbg.No.3–1,37 ~~ssHbg.No.2–33~~ D.F. 1Dk(Stl)&Web frames Corrugated sides Cargo battens not fitted	2241 1988 1320	✠100A1 4,37 ~~4,36~~ ✠LMC MS~~4,33~~ BS~~2,36~~ 4,37 2,37	Els Hbg	s	CL 4,36	1924 6mo Lloyd	NwWaterwayS.B.Co. Schiedam 'sA&CP	RederiA/BGefion (Joh.Gorthon, Mgr.) IntermediateBHin forehold dispensed with CellD	290·8|44·9|19·4 304·1(O.L.) P26'B74'F28' FK B246' 559t FPT53t	Hlsngborg Swedish 4BHCem APT94t	T.3Cy.$22\frac{1}{2}$",37"&62"–39" (s) 180lb 281NHP 2SB,6cf,GS119,HS4640 NewWaterwaysS.B.Co.	21 ″ 6 s 3 ″ $0\frac{3}{4}$ 18 ″ $6\frac{3}{4}$	
34354 LCZD	**Stigstad** OilEng. Mchy.Aft CruiserStern 1Dk D.F. CarryingPetroleum in bulk	5964 5128 3471					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Solstad (A.F.Klaveness& Co.A/S,Mgrs.)	386·3|55·2|32·3 P254tH462t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.$27\frac{1}{2}$"–$55\frac{1}{8}$" 436NHP KockumsM.V.Akt.Malmö		N
34355 DHWM	**Stillesee** (exStettin) 1Dk	1408 1098 797					1926	Nüscke& Co.A.G. Stettin	W.Schuchmann	244·0|37·0|15·0 Q79'B65'F31'	Hamburg German WB	T3Cy$17\frac{1}{8}$",$26\frac{3}{4}$"&$43\frac{5}{16}$"–$27\frac{9}{16}$" Christiansen 99NHP &Meyer,Harburg		G
34356 147799	**Stillwater** Mchy.Aft 1Dk	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0|43·4|18·4 F37'	Montreal British WB	T.3Cy.16",26"&44"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
34357 3251 SGOM	**Stina** (exLisa,exBolderau,exLisa) 1Dk&Spar dk	1596 1433 983					1898	Howaldtswerke Kiel	Rederi A/B Bergohl(C.A. Berglund,Mgr.)	243·8|36·3|20·2 B36'H57tF21'	Gothenbrg Swedish WB	T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$42\frac{11}{16}$"–$24\frac{13}{16}$" 91NHP Howaldtswerke,Kiel		V
34358 164570 GYPX	**Stirling Castle** Ⓟ TwinSc OilEng. 3Dks,4th dk, except in Nos.4&7holds Ref.Mchy. 5th dk inNos.3,5&6holds Sub.Sig. CruiserStern D.F. E.S.D. GyC.	25550 18722 15687	✠100A1 withfreeboard ~~3,37~~ ~~10,36~~ ~~9,37~~ 3,38 ✠LMC1,36 DBS3,37	Sou	~~s†~~	CL	1936 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	Union-Castle MailS.S.Co.Ld. CellDB575'3021t Tanks	696·0|82·5|41·4 P228'B274'F107' joined by Shade dk FK between tunnels 49'	London British 11BHptCem 265t FPT126tAPT424t	Oil Engines 2S.C.DA 20Cy.26"–$59\frac{1}{16}$" 4650NHP 2DB100lb Harland&Wolff,Ld.Bel.	48 ″ 0 s16 ″ 3 32 ″ $0\frac{1}{4}$	BT till 2,38

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où codé, si ce n'est dans le L.R. Durée Cert. Bd of Trade
34359 160210 GBYS	**Stirlingshire** (*ex*ClanMacdonald) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. E.S.D. GyC. *CruiserStern*	6022 5471 3558					1928	Greenock Dkyd.Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	434·2	57·7	28·8	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾"–55⅛" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
34360 LJHO	**Stirlingville** (*ex*Stirling-36) *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4969 4580 3026	✠100A1 *withfreeboard* 5,37 ~~12,36~~ ✠LMC10,35 2,38	Lon ~~StNa~~ Ant		CL 2,38	1935 10mo *Lloyd*	W.Doxford &Sons,Ld, Sunderland '*sA&CP*	D/S A/S "International"(A.F. Klaveness&Co.A/S *Mgrs.*) *CellDB*346'1174*t*	412·2 *MT*1236*t*	54·2 *APT*191*t*	26·1 FK	Oslo Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20¼"–81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6½	
34361 OXBE	**Stjerneborg** TwinSc *OilEng.* ssBel.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4551 4132 2785	✠100A1 *withfreeboard* 3,38 ~~11,36~~ ✠LMC CS2,37 DBS2,~~3~~5,38 11,36	Bel SFo	*y*	CL ~~11,36~~ P3,38 S11,36	1929 4mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/SD/SDannebrog (C.K.Hansen, *Mgr.*) *CellDB*333'1108*t*	380·0 *MT*28'1060*t* *FPT*97*t*	53·9 *APT*119*t*	25·3 FK	Copnhagn Danish 7*BH* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0 25 ″ 2½	
34362 140412 MGYD	**Stock Force** (*ex*Camrose, *ex*Ryckett) *Mchy.Aft* 1*Dk*	983 730 499					1917	W.Harkess &Son,Ld. Middlesbro'	WestCoastShppng Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*)	203·0 Q113'B13'F34'	33·1	13·1	Whitehvn British *WB*	T.3Cy.17",28"&46"–33" 122NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
34363 OULP	**Stockholm** 1*Dk*	1596 1212 927					1930	Frdkshvns Værft& FlydedokA/S Frederikshvn	DampskslskPacific (L.R.Schmith, *Mgr.*)	253·5 P16'Q74'B104'F32'	39·1	15·5	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" 93NHP Helsingörs Jernsk.&Mskb.Elsinore		C
34364 DHWN	— Iron *Welldeck* 1*Dk*	618 443 340			...		1885	Reiherst'g Schiffsw. Hamburg	Partenreed. D."Stockholm" (H.M.Gehrckens, *Mgr.*)	180·4 Q56'B50'F25'	27·1	13·6	Hamburg German *WB*	C.2Cy.25"&47"–33" NB12 106NHP Reiherst.Maschinenf.Ham		G †
34365 132111 GRNL	**Stockport** Ⓟ ssGms.2ndNo 3–2,36 D.F. 1*Dk*(*Stl–ws*)&*pt deep framing* *Lower dk in Nos.*1&3*holds*	1683 1098 918	✠100A1 3,38 ~~1,37~~ BS~~1,37~~ ✠LMC2,36 3,38	Gms	*q*	CL 1,37	1911 7mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	London&North EasternRailway *WB=DB*	265·0 P41'B115'F33' *a*54'*uE*21'*f*111'295*t*	36·0	17·4 BK9"	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"–42" 180lb *100lb* 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till 1,38
34366 128792 VJWX	**Stockrington** 1*Dk*	973 774 496					1922	Rennie, Ritchie&New-portSBCoLd Wivenhoe	J.&A.Brown &AbermainSeahamCollieriesLd.	207·5	33·6	13·5	Newcastle, N.S.W. British *WB*	T.3Cy.16½",27"&44"–30" 106NHP Plenty&Son,Ld.Newbury		C
34367 133565 GDFX	**Stockwell** ssGls.2ndNo.3–2,34 D.F. 2*Dks*(*Stl*) Now "Stanwell," see No.40139 in Supplement	5757 5361 3629	✠100A1 ~~9,36~~ 10,37 ✠LMC MS2,34 BS~~6,36~~ 8,37 *Fitted for oil fuel* 6,18 F.P. above 150° F.	Gls Bkn	*a*†	CL ~~8,35~~ 9,37	1914 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *Intermediate BH in No.2 hold dispensed with*	Thos.&Jno. Brocklebank,Ld. *WB=CellDBa*1	425·0 P35'B122'F46'	53·9	30·4 FK	Newcastle British *Cem* 6*BHonly* 24'*uE*&*B*46'	Q4Cy25½",36"52½"&76"–54" 220lb *180lb* (*s*) 664NHP 3SB,12*cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc *f*181'1143*tFPT*90*tAPT*50*t*	33 ″ 0 s 6 ″ 11½ 26 ″ 3	
34368 PHTD	**Stolwijk** (*ex*Kongsgaard) ssRot.No.3–8,32 Sub.Sig. ssRot.No.1–36 D.F. 1*Dk*(*Stl*)	2489 2259 1512	✠100A1 3,37 BS1,37 ✠LMC3,36	Rot	*s*	OG 2,35	1920 1mo	N.V.Werf deNord Alblasserdm A&CP	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*)	285·8 P22'B74'F25' *CellDB*248'605*t*	45·2	21·7 FK	Rottrdam Dutch 4*BHCem* *APT*59*t*	T3Cy.22¼",35$\frac{1}{16}$"&57¼"–41¾" 176lb *100lb* (*s*) 263NHP 2SB(Spt)6*cf*,GS127,HS4488 Machfab.Kinderdijk	23 ″ 11 s 3 ″ 7 20 ″ 6½	
34369 DOFO	**Stolzenfels** (*ex*EasternPrince, *ex*Altenfels) Sub.Sig. 2*Dks*	7512 7035 4708			...		1915	J.C.Tecklenborg A.G. Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	468·5 P67'B138'F58'	58·5	32·4 FK	Bremen German *WB*	T.3Cy.31½",50¾"&82¾"–55" & 1 low pressure Turbine 692NHP J.C.TecklenborgAG.Wsm	34 ″ 9	G †
34370 149970 GNLW	**Stonegate** ssCff.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5044 4706 3107	✠100A1 *withfreeboard* 11,37 ~~4,37~~ ✠LMC MS12,35 BS~~3,36~~ 4,37	Nwc Nag	*a*†	CL 12,36	1928 1mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDBa*119' *uE*31'*f*187'1250*tDTa*23'890*tFPT*143*tAPT*80*t*	410·0 F38'	55·5	26·0 FK	London British 7*BHCem* (1 *to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75"–51" (*s*) 180lb *100lb* 602NHP 3SB,12*cf*,GS222,HS9261 FD J.Dickinson&Sons,Ld.Sld.	28 ″ 4 s 3 ″ 3½ 25 ″ 3	
34371 139259 GSMY	**Stonepool** ssShl.No.2–36 D.F. 1*Dk*(*Stl*)	4803 4552 2976	✠100A1 6,37 ~~2,37~~ ✠LMC BS~~4,36~~6,37 MS7,36	Nap Shl	*z*	CL N10,35	1928 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *CellDB*	405·0 P30'B229'F41' 352'1398*tFPT*168*t*	53·5	26·4 FK	W.Hartlpl British 6*BHCem* *APT*159*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb HS7651 507NHP 3SB(Spt),9*cf*,GS169, FD Smith'sDockCo.Ld.Mdb.	29 ″ 5 s4 ″ 9 24 ″ 11½	
34372 DHWO	**Stör** Sub.Sig. *Mchy.Aft* 1*Dk*	665 535 348					1921	Stocks& Kolbe Kiel	Bugsier,Reed.u. BergungsA.G.	176·0 P&B115'F23'	31·3	12·3	Brmrhven German *WB*	T.3Cy.12⅝",19$\frac{11}{16}$"&32$\frac{5}{16}$"–22$\frac{7}{16}$" 49NHP CaesarWollheim,Breslau		G
34373 LDLN	**Storaas** TwinSc ssGot.No.2–38 *OilEng.* ~~ssGot.No.1–34~~ *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cruiser Stern*	7886 7217 4719	✠100A1 4,38 ✠LMC CS4,38 DBS9,37 9,37 *Carrying Petroleum in bulk*	Sba Got	*b*†	CL 4,38	1929 12mo *Lloyd*	A/BGötaverken Gothenburg '*sA&CP* *Cell*	A/S Nanset(Iver Bugge,*Mgr.*) *DBuE*65' 278*t DT*	441·2 P96'F37' *f*29' 468*t FPT*113*t*	59·2	35·3 FK	Larvik Norwegian 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 ″ 0	
34374 LCKX	**Storanger** TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9223 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen &Co.A/S	473·6 P117'B30'F42'	64·5	36·6	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.24$\frac{11}{16}$"–51$\frac{3}{16}$" 710NHP J.G.Kincaid&Co.Ld.Grk.		N
34375 LEYT	**Stord** Ⓟ 2*Dks*	465 422 267					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskap	155·8 P107*t*H20*t*F45*t* len31	23·8	16·4	Bergen Norwegian *WB*	T.3Cy.13½",22"&35"–25" 61NHP LaxevaagsMsk&Jrnskb.		
34376 OXSS	**Store-Bælt** Ⓟ Pad Broken up (*Ferry*) Wireless D.F.	1114 1036 447					1900	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	274·7	34·7	15·2	Korsör Danish	C.4Cy.34"&62"–54" 470NHP Burmeister&Wain,Cpn.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 34377 OZJB	**Store Nordiske** (CableSteamer) ssShi.No.3–2,35 1Dk(Stl-ws)&Awngdk (Stl-teaks)3rddk(Stl) Wireless aft over Tunnel	1456 1370 667	✠100A1 Awng dk withfreeboard 1,38 ~~1,35~~ MS2,34 ✠LMC ~~BS10,35 9,34~~ Fitted for oil fuel 11,22 F.P. above 150° F.	Shi BS1,38	p	OG ~~2,34~~ N7,37	1922 11mo	Akt.Nakskovskibs. Nakskov A&CP	A/S DetStore NordiskeTelegraf Selskab CellDB167'222t	244·9 35·2 21·3 264·0(O.L.) FK&BK1½" FPT21tAPT29t	Copnhagn Danish Cem Collision BH to A dk 5 ,, ,, U ,,	T.3Cy17$\frac{11}{16}$"28½"&47$\frac{3}{16}$"–31½" 185lb 100lb (s) 207NHP 2SB(Spt),4cf,GS77, HS3314 FD OttensenerEisenwerk A.G.Altona	23 ″ 6 s7 ″ 3½ 16 ″ 8	
34378 LEYY	**Storesund** (exAre,exSunpulp) Iron 1Dk	563 412 294					1890	Nylands Værksted Oslo	D/S A/SVaröy (KnutKnutsen, O.A.S.Mgr.)	173·0 26·7 12·6 Q44tB82tH12tF27t	Haugesnd Norwegian WB	T.3Cy.13",21¾"&34¾"–24" 59NHP NylandsVærksted,Oslo		N
34379 LCZE	**Storfjeld** (exDordrecht) 1Dk	2198 2034 1357					1899	Schpw.v. JanSmit,Czn. Alblasserdm	D/S A/S Storfjeld (H.GriegMartens)	293·0 42·8 19·9 P32'B71'F34'	Bergen Norwegian WB	T.3Cy.21½",35½"&58"–39" 210NHP N.E.MarineEngCoLd Nwc		N
34380 5957 SGOW	**Storfors** Mchy.Aft 1Dk	545 408 273					1918	Göteborgs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson)	164·4 27·3 10·9 P49'H49tF23'	Uddeholm Swedish WB	T.3Cy.13⅜",22¼"&37⅜"–23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
34381 * 165408 MMDX	**Stork** OilEng. 1Dk&Shelter dk CruiserStern	787 567 344	✠100A1 withfreeboard 8,37 ~~3,37~~ ✠LMC3,37	Trn Lon	n	OG	1937 3mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDB168'214tF	214·3 35·6 11·5 36·1 222·8(O.L.) FK B48' PT26tAPT36t	London British 5BHptCem (Coll to Sh dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 7Cy.13⅜"–22$\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	
34382 144927 ZMKF	**Storm** (exRiverWear) Mchy.Aft Well deck 1Dk	749 508 371			...		1920	J.S.White &Co.Ld. Cowes	CanterburySteam ShippingCo.Ld.	180·6 29·4 11·5 Q111'B11'F24' FK	LyttltnNZ British WB	T.3Cy.15",25½"&41"–30" 94RHP J.S.White&Co.Ld.Cowes	13 ″ 6	
34383 DHWP	**Stormarn** (exAladdin,exRigel) 1Dk	1454 1181 845					1919	Akt.Burmeistr&Wain Copenhagen	RobertBornhofen	254·5 38·2 15·4 P27tQ75tB250t H79tF37t	Hamburg German WB	T.3Cy.18¼",30"&50"–36" 150NHP Akt.Burmeistr&Wain,Cpn		G
34384 111176 MDCM	**Stormont** (exSaltees) 2Dks	1031 941 421					1899	CaledonSB &Eng.Co.Ld. Dundee	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, Mgr.)	250·0 35·1 16·3 P&B160'F50'	Belfast British WB	T.3Cy.25",40"&65"–48" 293NHP CaledonSB.&E.Co.Ld.Dun		C
34385 145454 GFZL	**Stornest** (exStornes) Fitted for oil fuel 2Dks	4265 3987 2543					1921	J.Priestman&Co.Ld. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son,Mgrs.)	365·0 51·5 25·2 P89tH154tF29t	Newcastle British WB	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		N
34386 5680 SGCK	**Storö** (exRita–34,exWilhelmina, exDaggry) 1Dk&ptAwngdk	1196 777 698					1898	Framnæs Mek.Værks. Sandefjord	RederiA/B Norrland(Odmark& Andersson,Mgrs.)	216·6 33·7 12·2 Q55' Awngdk164'	Härnösand Swedish WB	T.3Cy.16½",27"&44"–30" 106NHP Akers.Mek.Værks.Oslo		N
34387 LCZF	**Storstad** TwinSc OilEng. Mchy.Aft CarryingPetroleum in bulk D.F. CruiserStern 2Dks	8998 8269 5217					1926	Blythsw'd S.B.Co.Ld. Glasgow	SkibsA/S Sommerstad(A.F.Klaveness&Co.A/S)	470·0 62·2 35·3 P418tH267tF41'	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP J.G.Kincaid&Co.Ld.Grk.		N
34388 LCZG	**Storsten** OilEng. ssNwc.No.2–34 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5343 4597 3114	✠100A1 ~~6,37~~8,36 2,38 ✠LMC CS4,33 DBS~~11,36~~2,38 ~~9,356~~,37 ✠NE5,28 CarryingPetroleum in bulk	Fal ~~Nwc~~ Rot	y	CL 9,35	1926 7mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP CellDBuE	TönsbergRederi A/S (Rafen& Loennechen,Mgrs) 61'208tDTf46'589t	388·1 52·7 29·0 P85'B27'F62' FK FPT56tAPT27t	Tönsberg Norwegian 14BHptCem (10 to U dk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 3Cy.22⅞"–91⅜" 482NHP NDB80 (s) 100lb DB120lb Barclay,Curle&Co.Ld.Gls.	29 ″ 2	
34389 LDGB	**Storviken** ssH.Kg.No.3–8,30 ssH.Kg.No.1–36 2Dks(Stl)	4836 4383 2957	✠100A1 1,38 ~~5,37~~ ✠LMC MS1,36 BS~~7,36~~ 7,37	Rot Sws	y	CL N1,36	1917 7mo	SeattleConstruction& DryDockCo. Seattle,Wash A&CP	Wallem&Co. A/S (H.J.Wallem, Mgr.) 1BHin after hol CellD	380·0 53·2 27·0 394·9(O.L.) P40'B100'F41' FK d dispensed with 5B B325'960tFPT115t	Bergen Norwegian Cem H only APT264t	T.3Cy.24",40"&70"–48" (s) 190lb 472NHP 3SB,9cf,GS169,HS6831 FD SeattleCons.&D.Dk.Co.	29 ″ 4 s 5 ″ 9 23 ″ 9	
34390	**Strabo** OilEng. Mchy.Aft 1Dk&Shelterdk CruiserStern	390					1937	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	174·0 29·8 8·1	Dutch WB	Oil Engines 2S.C.SA Gbr.Stork&CoNVHengelo		
34391 FNKX	**Strabon** ssAnt.No.2–36 1Dk(Stl)&Shelter dk(Stl)	4572 4220 2728	✠100A1 withfreeboard 5,38 ~~2,37~~ ✠LMC8,36 BS11,37	Ant	z	CL ~~9,34~~ 4,38	1928 7mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	Cie.deNav. d'Orbigny CellDB353'1001t	400·0 53·0 25·1 F35' FK FPT108tAPT155t	LaRochlle French 6BHCem. (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.26",43"&71"–48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	
34392 136360 MGLK	**Straide** K ssBel.No.3–8,29 ssBel.No.2–37 Mchy.Aft 1Dk(ptStl) Well deck Cargo battens not fitted	326 231 113	✠100A1 3,37 ✠LMC BS~~11,36~~ 12,37 MS3,37	Bel	e	CL 3,37	1917 3mo	A.Jeffrey& Co.Ld. Alloa Lloyd'sA&CP	Howdens,Ld.	131·7 23·1 9·6 24·0 Q47'B9'F26' FK FPT35t	Belfast British 3BHCem APT9t	O.2Cy.16⅞"&36"–24" (s) 135lb 58RHP 1SB,3pf,GS44,HS1300 A.Jeffrey&Co.Ld.Alloa	10 ″ 6 s ″ 6¼ 10 ″ 1	
* 34393 140552 MGYR	**Strait Fisher** (exDragoon–34) Mchy.Aft ssLiv.No.3–5,30 Well deck ssBrw.No.1–35 Cargo battens not fitted 1Dk(Stl)	573 393 258	✠100A1 ~~9,37~~~~10,36~~12,37 BS~~2,37~~ 5,38 ✠LMC6,35	Fal ~~Bly~~ Brw	h	CL 8,36	1917 12mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	JamesFisher& Sons,Ld. CellD	164·9 27·0 11·2 Q94'B11'F23' FK Bf 92' 118t FPT44t	Barrow British 3BHCem APT15t	T.3Cy.14",24"&39"–27" (s) 180lb 99RHP 1SB,3pf,GS54,HS1741 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s3 ″ 8¾ 13 ″ 2¾	
34394 FNDK	**Strasbourgeois** (exAnkara-36, exVegö) D.F. 1Dk&Shelter dk	2895 2614 1706					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vapeur du Nord (Soc.Anon.deGérance et d'Armement,Mgrs.)	330·5 48·9 20·5 P99tH147tF17t	Dunkirk French WB	T.3Cy.25",40½"&66–45" 292NHP G.Clark,Ld.Sunderland		NV
34395 6694 SKJA	**Stråssa** TwinSc OilEng. ssMmo.No.3–6,34 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	5602 5223 2825	✠100A1 Shelter dk withfreeboard 8,37~~11,36~~ ✠LMC CS6,34 DBS~~11,36~~3,38 11,36	Got Ant	y	OG ~~5,34~~ 8,37	1921 11mo	Akt.Götaverken Gothenburg Lloyd'sA&CP DTf68'	Trafikakt.Grängesberg-Oxelösund (M.Waldenström, Mgr.) CellDBuE32'f105' 730tDTa103'1225t	393·7 53·4 30·9 F40'onShelterdk FK Collision 651t FPT58tAPT155t	Stockholm Swedish ptCem BHtoS dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"–35$\frac{7}{16}$" DB–100lb 629NHP Akt.Götaverken	34 ″ 1 s 8 ″ 0 26 ″ 3¼	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres [illegible] Durée,Cert.B.of Trade
34396 DHWQ	**Strassburg**	TwinSc 1*Dk*	943 722 545					1911	Gebr.SachsenbergA.G. Deutz	Schiffahrt-u. Assekuranz-G.m.b.H.	216·5|32·9|10·7 Q78'B48'F25'	Hamburg German *WB*	C.4Cy.12½"&24"-17 1/16" 40NHP GbrSachsenbrgAG.Rsslau		G
34397 DAQB	— Ⓟ Wireless *Ref.Mchy.*	1*Dk*	886 592 523					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·9|30·6|12·1 P28'Q46'B53'F25'	Stettin German *WB*	T.3Cy.13⅝",21 1/16"&35½"-25½" 62NHP StettinerOderwerke,A.G.		G
34398 164346 GCCF	**Strategist**	2*Dks* *CruiserStern*	6255 5809 3788	✠100A1 11,37 ~~(*ClassContemplated*)~~ ✠LMC11,37	PGl	*a*†	CL	1937 11mo *Lloyd's*A&CP	Lithgows Ld. PortGlasgow	CharenteS.S.Co. Ld.(T&JHarrison *Mgrs.*) *CellDB*365'1269t*DT*a32'858t*FPT*95t*APT*70t	437·3|56·0|29·4 452·3(O.L.) P45'B144'F43' FK	Liverpool British 8*BHCem* (1 *BH*to2nd dk)	T.3Cy.28",46"&81"-54" 215lb *120lb* (r) 582NHP 2DB(Spt)*12cf*,GS272 HS9062 D.Rowan&Co.Ld.Gls.	32 ″ 0 s8 ″ 5¼ 25 ″ 8¼	
34399 162670 GRSX	**Strathaird** Ⓟ *Ref.Mchy.* D.F. E.S.D. GyC.	TwinSc 3*Dks*(*Stl–Weather dk* teak s)4*th dk*(*Stl*)*in holds* *Cruiser Stern* *Fitted for oil fuel*	22284 12675 ~~13400~~ 13365	✠ *withfreeboard* 7,35 ✠ ✠Lloyd'sRMC2,37 2,38 ~~10,37~~ 7,37	Lon	*p*†		1932 1mo	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Duct keel forward of machinery space CellDB*507'2572t *DTs* a27'818t *Tank in way of tunnels*132t*FPT*115t*APT*198t	638·7|80·2|33·1 B347'F75'*Upper Bridge*304' FK	London British 11*BHptCem Coll*,,*to Wdk*	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts 4WTB&2AuxWTB HS56000 FD 6315NHP VickersArmstrngsLdBrw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~6,37~~ 7,38
34400 [illegible] GFFX	**Strathallan** Ⓟ For full particulars see No. 40166 in Supplement. D.F. E.S.D. GyC. *Ref.Mchy.*	TwinSc *CruiserStern*	~~23400~~ 23722 13103 14230	100A1 *withfreeboard* (*ClassContemplated*)				1937	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co.	~~640·3~~|82·2|~~33·7~~ 639·5|33·6	London British	6 Steam Turbines SR geared to 2 Screw Shafts VickersArmstrngsLdBrw	38 ″ 0 s8 ″ 1 30 ″ 2	
34401 165614 GDGT	**Stratheden** Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.*	TwinSc 2*Dks*,3*rd dk in holds* *CruiserStern*	~~23400~~ 23722 13103 14234	✠100A1 *withfreeboard* 12,37 ✠LMC12,37 *Fitted for oil fuel* 12,37 *F.P. above* 150°F. ✠Lloyd'sRMC12,37	Brw		CL	1937 12mo *Lloyd's*A&CP	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Lower*B&F540'B&F480'*Upr*B316'*Upr*F81' *Duct keel fwd. of mchy.space* *CellDB*504'2218t ~~*CellDB*504'~~ *Tanks in way of tunnels*96'515t *Wing tanks in engine room*63'642t*DTs f*44'194t*FPT*113t*APT*195t	639·5|82·2|33·6 664·5(O.L.) FK	London British 11*BHptCem* (2,,to2nd dk)	6 Steam Turbines SR geared to 2 Screw Shafts 450lb (s) 4912NHP 4WTB(Spt)&2AuxWTB (Spt) HS37030 FD VickersArmstrongsLdBrw.	38 ″ 0 s8 ″ 1 30 ″ 2	BT till 11,38
34402 164521 GYMS	**Strathmore** Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.*	TwinSc. 3*Dks*,4*th dk in holds* *CruiserStern*	23428 13151 ~~14144~~ 14112	✠100A1 *withfreeboard* ~~5,37~~ ~~2,37~~ 1,38 BS1,37 ✠LMC9,35 ✠Lloyd'sRMC~~1,37~~ ~~2,37~~ 1,38 *Fitted for oil fuel* 9,35 *F.P. above* 150°F	Lon ~~Sou~~		CL	1935 9mo *Lloyd's*A&CP	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Duct keel forward of mchy. space CellDB*504'2209t *Tanks in way of tunnels*96'515t *Wing tanks in engine room* 63'633t *DTs f* 44'194t	640·3|82·2|33·7 B&F493' *Upr*B319' *Upr*F81' FK	London British 11*BHptCem* 2 ,, *to* 3*rd dk*	6 Steam Turbines SR geared to 2 Screw Shafts 450lb (s) 4912NHP 4WTB(Spt)&2AuxWTB (Spt) HS37030 FD VickersArmstrngsLdBrw *FPT*113t*APT*195t	38 ″ 0 s 8 ″ 1 30 ″ 2	BT till ~~7,37~~ ~~2,38~~ 7,38
34403 162619 GRPZ	**Strathnaver** Ⓟ *Ref.Mchy.* D.F. E.S.D. GyC.	TwinSc 3*Dks*(*Stl–Weather dk* teak s) 4*th dk*(*Stl*)*in holds* *CruiserStern* *Fitted for oil fuel*	22283 12675 ~~13305~~ 13361	✠ *withfreeboard* 6,35 ✠ ✠Lloyd'sRM[illegible] 5,38	Lon	*p*†		1931 9mo	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Duct keel forward of machinery space CellDB*507'2572t *DTs* a27'818t *Tank in way of tunnels* 132t *FPT*115t*APT*198t	638·7|80·2|33·1 B347'F75' *UpperBridge*304' FK	London British 11*BHptCem Coll*,,*to Wdk*	2SteamTurbines connect'd toElec.Motors&Sc.Shafts 6315NHP HS56000 FD 4 WaterTubeBoilers 2Aux.WaterTubeBoilers VickersArmstrngsLdBrw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~6,37~~ 5,38
34404 DOAR	**Strauss** D.F. Sub.Sig.	1*Dk* *CruiserStern*	1756 1406 836					1927	G.SeebeckA.G. Wesermünde-G.	ArgoReederei RichardAdler&Co.	276·8|42·1|14·8 P14'F257'	Bremen German *WB*	T.3Cy.21¼",34¼"&55½"-37⅜" & 1 low pressure Turbine 254NHP G.SeebeckA.G. Wesermünde-G.		G
34405 140856 MJLY	**Stream Fisher** (*ex*Ortona-32) *Mchy.Aft* *Well deck*	ssApl.No.3-10,31 ssLan.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	483 335 191	✠100A1 10,37 ~~2,37~~ ✠LMC MS9,35 BS~~7,36~~ 10,37	Ayr Brw	*g*	CL 2,37	1919 1mo *Lloyd's*A&CP	R.Cock& Sons,Ld. Appledore	JamesFisher& Sons,Ld.	150·0|25·7|12·0 157·1(O.L.) Q83'B9'F24' FK	Barrow British 3*BHCem* *FPT*34t	T.3Cy.13",22"&34"-22½"(*s*) 180lb 72RHP 1SB,*2cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9 s 3 ″ 11½ 12 ″ 5½	
34406 PHTS	**Streefkerk**	ssRot.No.3-10,34 2*Dks*(*Stl-U* teak s) *CruiserStern*	6185 5656 3823	✠100A1 11,37 ~~1,37~~ ✠LMC MS10,34 BS~~3,36~~ 6,37 *Fitted for oil fuel* 10,21 *F.P. above* 150°F.	Rot	*a*†	CL 1,37	1921 11 mo A&CP	RotterdamscheDroogdk. Mij	VereenigdeNederlandscheScheepv. Maats.(Directie en AgentuurMaats. HollandBritsch ~~IndieLijn~~,N.V. *Mgrs.*)	421·0|55·4|28·9 P49'B256'F36' FK *CellDB*338'1143t	The Hague Dutch 7*BHAsp* *MT* 18' 780t	T.3Cy.26½",43"&73"-48" (*s*) 180lb 538NHP 3SB,*9cf*,GS168,HS8151 FD Rotterdamsch.Droogd.Mij *FPT* 137t*APT*64t	31 ″ 6 s 5 ″ 2¼ 26 ″ 6	
34407 4882 SGPD	**Strengnäs Express** Ⓟ	1*Dk*2*trB*	325 140 210					1908	LindholmensV.A. Gothenburg	RederiA/B Mälartrafik(G.Thorslund,*Mgr.*)	121·3|22·9| 9·7 Q7'B58'H59t	Stockholm Swedish	T.3Cy.14½",22"&36½"-22½" 63NHP LindholmensV.A.Got.		
34408 137090 GSNL	**Streonshalh** D.F.	ssAvn.No.2-36 1*Dk*(*Stl*)	3895 3476 2370	✠100A1 7,37 ~~10,36~~ ✠LMC MS10,36 BS~~12,36~~ 2,38	Avn Cff	*w*	CL N10,36	1928 7mo *Lloyd's*A&CP	W.Pickersgill&Sons,Ld. Sunderland	Rowland&MarwoodS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	349·4|50·1|23·8 P33'B105'F35' FK *CellDB*308'858t	Whitby British 6*BHCem* *APT*156t	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 315NHP 2SB,*6cf*,GS135,HS4834 G.Clark,Ld Sunderland	25 ″ 10 s 4 ″ 3½ 21 ″ 8½	
34409 LJIQ	**Strinda** *Mchy.Aft* D.F. E.S.D.	*OilEng.* *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk* *pt Longitudinal framing*	10973 10114 6578					1937	Deutsche WerftAG Bet Finkenwrder Hamburg	A/S J.Ludwig MowinckelsRederi	508·9|69·2|36·5 P114'B29'F58'	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
34410 LCPH	**Strix** *Mchy.Aft* D.F.	TwinSc *OilEng.* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6219 5546 3719					1930	GötaverkenA/B Gothenburg	Skibs-A/S Dieseltank(Stephansen& Torgersen,*Mgrs.*)	408·3|55·3|32·3 P218tH352tF68t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP GötaverkenA/B,Got.		N
34411 [illegible] IBIF	**Strombo** (*ex*Laxerto-35, *ex*Carpena-35,*ex*Capena) *Mchy.Aft* D.F.	TwinSc *OilEng.* 2*Dks* *Carrying Petroleum in bulk*	~~5037~~ ~~3000~~ ~~3402~~ 5232 4526 2812					1923	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	~~382·0|51·6|28·2~~ P101'B30'F34' 393·2|51·8|28·5	Genoa ~~Naples~~ Italian	Oil Engines 2S.C.SA 8Cy.23⅝"-37" 779NHP Cant.Offic.Savoia		CI

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34412 LEZG	**Stromboli** 1*Dk*	1376 864 810					1902	Fredrkstad Mek. Værks. Fredrikstad	D/S A/S Spanskelinjen(Fred. Olsen&Co.&O.R. Thoresen, *Mgrs.*)	230·9|33·3|15·2 P31*t*B51*t*H14*t* F393*t*	Oslo Norwegian *WB*	T.3Cy.15",26"&43"–30" 101NHP FredrikstadM.V.Frdstad.		N
* 34413 LCPN	**Strombus** (*WhaleOilFactory*) *ss*Osl.3rdNo.3–10,34 *ss*Nwc.No.3–11,36 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F.	6549 5787 3917	✠100A1 ~~5,37~~10,37 ✠NB3,21 ✠LMC11,36 ✠NB(FP)*made16refitted*36 Pr.BS~~11,36~~10,37 BS10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,00	Rot	*z*	CL 10,36 *F.P. above*	1900 1mo	Armstrong Whitworth& Co.Ld. Newcastle A&CP 150° F.	A/S Sevilla (Onesimus Andersen, *Mgr.*) *WB=DBu* *Tanks at*	410·0|52·1|32·2 P100'B20'F56' FK *B*37'112*tFPT*219*t* *sides of boiler room* *& in boiler room 'twe*	Tonsberg Norwegian 14*BHCem* *APT*62*t* *en decks* 276*t*	T.3Cy.26½",46"&77"–48" (*s*) 180lb 654NHP 22Pr.B60*lb* 7Pr.B45*lb* 4SB,13*cf*, HS10381 FD N.E.MarineCo.Ld.Nwc.	34 ″ 0 s6 ″ 10¼ 27 ″ 5	
34414 LEZI New "Ostkyst" exNo. 39574 in Supplement	**Ströna** (*ex*Transport4,*ex*Hinrich Steenbock,*ex*Sappemeer, *ex*Oudkarspel) *Mchy.Aft*	364 276 191					1919	Werf "Nordster" Groningen	A/S Ægir (Chr.Frederiksen, *Mgr.*)	130·8|22·9|11·1 P45*t*H9*t*F15*t*	Melbo Norwegian *WB*	T.3Cy.10½",16¾"&27½"–18$\frac{1}{10}$" 32NHP P.Versteeg,Hardinxveld		G
34415 144827 MNRB	**Stronsa Firth** *ss*Abn.No.3–10,37 ~~*ss*Shl.No.2–33~~ *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	491 319 222	✠100A1 ~~4,37~~10,37 ✠LMC 10,37 ~~MS12,33~~ ~~BS12,33~~	Mdb Abn	*g*	CL ~~9,35~~ 9,37	1925 9mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	FirthShippingCo. Ld.(G.T.Gillie& Blair,Ld.*Mgrs.*) *CellDB*95'114*t FPT*	160·3|25·1|9·7 166·0(O.L.) Q92'B11'F24' FK	Aberdeen British 3*BHCem* 33*tAPT*14*t*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
34416 123 SVEG	**Strymon** (*ex*Cairndhu–35) *ss*Lth.No.3–9,31 *ss*Nwc.No.1–35 D.F. 1*Dk*(*Stl*)	*5250* *4789* *3218*	✠100A1 9,37~~12,36~~ ~~BS7,36~~ ✠LMC3,35 9,37	Bry Rot	*y*	CL 3,35	1919 3mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	~~LivanosBros.~~ LivanosMaritime Co.Ld. *CellDB*	399·3|52·2|28·5 P49'B113'F39' FK 344'1112*t FPT*122*t*	Chios Greek 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
34417 149731 GMRF Wrecked 12,37	**Stuart Star** (*ex*Stuartstar) TwinSc *ss*Lon.No.2–35 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* D.F. *Nos.* 1, 2, 3, 5 & 6 *holds* *CruiserStern*	11928 11400 7446	✠~~100A1~~ *with freeboard* 11,37~~11,36~~ ~~BS9,36~~ ~~✠LMC12,34~~ ~~Lloyd's RMC3,37~~ ~~11,37~~ ~~Nos. 1, 4 & 6 shelter 'tween dks & No. 4 upper 'tween dk. for temp. 32° F~~ *Fitted for oil fuel* 10,26	Syd Lon	*ft*	CL 10,35 *F.P. above*	1926 10mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle 150° F.	BlueStarLine Ld. *Duct keel forward* *CellDB*	475·8|67·3|45·2 ~~494·1~~(O.L.) FK *of machinery space* 389'1433*t FPT*102*t*	London British 9*BHptCem* 143' *APT*117*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) 1581NHP 200lb HS22869 FD 2D&2SB,24*cf*,GS420 Palmers'Co.Ld.Newcastle	48 ″ 5 ~~s18 ″ 8¾~~ ~~30 ″ 0~~	
34418 DHWT	**Stubbenhuk** Wireless 1*Dk*	934 759 465					1925	Flender, A.G. Lübeck	H.M.Gehrckens	223·7|33·4|12·0 P172'F21'	Hamburg German *WB*	T.3Cy.16$\frac{7}{16}$",26¾"43$\frac{5}{16}$"–29½" Lübecker 102NHP Maschb.Ges.Lübeck		G
34419 145983 MLDS	**Sturdee Rose** *ss*Bly.No.3–5,35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 443	✠100A1 4,38 ~~1,36~~ ~~BS6,36~~ ✠LMC5,35 BS ~~6,37~~4,38	Bly		CL 11,36	1922 10mo *Lloyd's A&CP*	HansenSB &S.Rep.CoLd Bideford	RichardHughes& Co.(Liverpool)Ld. *CellD*	190·0|30·1|12·5 Q120'B*on*Q14'F26' FK *Bf*126'239*tFPT*53*t*	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"–27" (*s*) 180lb 84RHP 2SB,4*cf*,GS66,HS2166 LythamSB.&E.Co.Ld. Lyt.	14 ″ 6 s 4 ″ 6½ 14 ″ 1¼	
34420 3881 SGAI	**Stureborg** (*ex*Ran–33, Iron *ex*Mulgrave) *ss*Mmo.2ndNo.3–11,07 *Well deck* *ss*Gms.No.1–12 1*Dk*(*Irn*)2*trB*	*1584* *1333* *920*	✠ 7,16 ✠	Lon	*q*		1883 11mo	JLThompson&Sons Sunderland	RederiA/B Stureborg(J.Leonard) *DBa*7	260·0|36·0|18·6 Q100'B58'F26' FK 6'*f*58'268*t FPT*33*t*	Landskrna Swedish 4*BHCem* *APT*26*t*	C.2Cy.29½"&60"–39" NDB05 180NHP 2SB,6*cf*,GS96,HS3066 J.Dickinson,Sunderland	19 ″ 8	V †
34421 6172 SILA	**Stureholm** TwinSc *OilEng.* *ss*Skm.No.3–4,32 *ss*Got.No.1–36 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern* 2*nd dk*(*Stl*) *in forehold*	*4575* *4103* *2702*	✠100A1 *Shelter dk* *with freeboard* 9,37 ~~4,36~~ ✠LMC CS4,36 DBS~~6,36~~8,37 6,37~~11,36~~	Got Skm	*y*	OG ~~7,35~~ 6,37	1919 9mo	Aktieb. Götaverken Gothenburg AP *CellDB*333'10	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) 08*t side tanks*(*aft*)	408·7|54·0|23·4 FK *Collisio* 42'224*tAPT*44*t*	Gothenbrg Swedish *Cem* *nBHtoSh dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP DB100*lb* Akt.Burmeister&Wain, Copenhagen	26 ″ 1 s 2 ″ 9 23 ″ 6¾	
34422 1565 IUOY	**Sturla** (*ex*F.G.Reinhold, Iron *ex*Halfdan, *ss*Got.2ndNo.3–2,09 *ex*Highlands) *ss*Nwc.No.2–19 *Well deck* Sub.Sig. 1*Dk*(*Irn*)2*trB*	1195 841 723	✠ 6,22 ✠NB5,13 ✠	Nwc	*n*		1884 1mo	A.Hall& Co. Aberdeen	IgnazioMessina &C. *DBa*	228·5|33·1|16·2 Q90'B57'F24' BK8' 71'*f*82'329*t*	Genoa Italian 4*BHCem*	C.2Cy.28"&54"–36" NDB07 142NHP 1SB,3*cf*,GS90,HS2465 BlaikieBros.Aberdeen	17 ″ 0	I †
34423 DOKM	**Sturmfels** Sub.Sig. 2*Dks*	6288 5812 3834					1920	Act.Ges. "Weser" Bremen	DeutscheDmpfsfahrtsGes.Hansa	431·5|56·2|30·3 P78'B133'F56'	Bremen German	T.3Cy.28½",47½"&76⅔"–53$\frac{9}{10}$"&LP.Turbine 608NHP A.G."Weser"Bremen		G
34424 DHWU	**Sturzsee** (*ex*OttoFischer, *ex*Westerbroek) *Mchy.Aft* 1*Dk*	708 537 338					1921	Wortelboer &Co. Westerbroek	W.Schuchmann	179·9|28·7|12·6 Q85'B8' *WB*	Bremerhaven German	T.3Cy 15",23⅓"&39⅔"–23⅔" 75NHP E.J.Smit&Zoon, Hoogeznd		G
34425 DOAK	**Stuttgart** Ⓟ TwinSc E.S.D. D.F. GyC. Sub.Sig. 4*Dks*	13387 11292 7796					1923	Vulcan-WerkeA.G. Stettin	Norddeutscher Lloyd	527·0|65·0|34·7 B372'F117'	Bremen German *WB*	T6Cy.31½",51½"&59$\frac{1}{10}$"–55$\frac{1}{10}$" 517NHP Vulcan-WerkeA.G.Stettin		G
34426 PHUI	**Stuyvesant** Ⓟ D.F. 2*Dks*	4202 3034 2552					1918	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb Maats. N.V.	342·0|47·6|24·3 P28'B143'F60'	Amstrdam Dutch *WB*	T.3Cy.25",39"&67"–47½" 309NHP Werkspoor,Amsterdam		V
34427 827 SZGB	**Stylianos** Ⓟ AuxSr (*ex*Hermes–36, *ss*Alx.2ndNo.3–7,21 *ex*Kawala–35,*ex*Yacht–33,*ex*ElTawaf, *ex*Kawala,*ex*Arcturus) 2*Dks* (*See Sailing Ship Register*)	405 — 254	✠ *Yacht* 5,27 ✠	Alx			1895 10mo	Ramage Ferguson,Ld. Leith	G.&L.Tsoupas	148·0|27·1|15·6 BK	Piræus Greek 5*BHCem*	T.Cy.13",21"&34"–24" NB08 57NHP 1SB,6*rf*,GS120,HS1602 Ramage&Fergusn,Ld.Lth.		
34428 TCDJ	**Suat** (*ex*Vefa–34,*ex*Fasano, *ex*S.Antonio, *ss*Sws.3rdNo.3–8,19 *ex*Balham,*ex*Collivaud) 1*Dk*(*Stl*)2*trB* *Well deck*	1439 1109 844	✠ 10,23 ✠NB2,17 ✠	Mes	*o*		1886 8mo	ButeS.B. Eng.&Dry DockCo.Ld. Cardiff	~~SadikZadéNazim~~ Sadikoglu Nazim	240·9|33·1|18·0 Q86'B50'F26' ND01 FK *DBa*67'*f*	Istanbul Turkish 4*BHCem* 101'306*t*	C.2Cy.29"&56"–36" 173NHP 2SB,6*cf*,GS98,HS3336 Palmer'sCo.Ld.Newcastle	19 ″ 2	
34429 165417 MMDZ	**Suavity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	634 421 334	✠100A1 3,37 ✠LMC3,37	Grk	*i*	OG	1937 3mo *Lloyd's A&CP*	G.Brown& Co.(Marine) Ld. Greenock	F.T.Everard& Sons,Ld. *CellD*	175·0|27·9|9·8 182·6(O.L.) Q113'F13' FK *B*109' 147*t FPT*79*t*	London British 3*BHptCem* *ptAsp* *APT*57*t*	Oil Engines 2S.C.SA 6Cy 12⅝"–15¾" 167NHP NewburyDieselCo.Ld. Newbury	12 ″ 0 s 3 ″ 9 12 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant. pds pz.	15
34430 161244 GSZT	**Subadar** ssCal.No.1-33 2Dks(Stl)	5424 5024 3397	✠100A1 6,37 ~~2,36~~ ~~[illegible]~~ ✠LMC ~~[illegible]~~ 11,37	Cal	z	CL 2,36	1929 6mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP CellDB348'1186tDTa35'981tFPT118tAPT31t	AsiaticStm.Nav. Co.Ld. Intermediate 'tween dk BH in after hold dispensed with	405·0 P40'B121'F41' FK	54·0	28·8	London British ptCem 5BH to U dk 1 ,, ,, 2nd ,,	T.3Cy.24½",42"&70"-48" (s) 210lb 110lb 446NHP 2SB,8pf,GS308,HS5972 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 6 ″ 1 25 ″ 5¾	
34431 219876 KJZJ	**Sucarseco** (exItalia) ssN.Yk.No.1-26 1Dk(Stl)2trB in fore& after holds& Web frames Fitted for oil fuel	3253 3005 1977	✠ 2,27 ✠	NYk	v		1920 6mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. Cell DB251'827t DTf20'394tFPT111t	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6BHptCem APT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34432 YQSS	**Suceava** (exAlbertVögler-33) D.F. Sub.Sig. 2Dks	5710 4920 3409					1923	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	Constntza Roumanian	T.3Cy.25¼",41"&66½"-49¼" &L.P.Turbine 308NHP Marinewerft,Wilhelmshvn		V
34433 UOFL	**Suchan** Ⓟ Sub.Sig. CruiserStern 2Dks	3554 2093 1963					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian WB	T.3Cy.22 7/16",37"&59 1/16"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
34434	**Sucre** TwinSc ssCco.No.2-35 Mchy.Aft 1Dk(Stl)& Web frames Longitudinal framing	*2646* *1889* *1509*	✠100A1 6,37 ~~9,36~~ ~~BS9,36~~ ✠LMC4,34 Carrying Petroleum in bulk F.P.above 150° F. Fitted for oil fuel 6,26 BS6,37	NYk Cco	t	CL ~~4,34~~ 6,37	1926 6mo	Palmers Co.Ld. Newcastle Lloyd'sA&CP	MeneGrandeOil Co.C.A. CellDBuE&B42'107tFPT194t	305·0 316·5(O.L.) P69'B22'F33' FK Trunk dk181'	50·2	16·3	Maracaibo Venezuelan 11BHptCem APT85t	T.6Cy.13½",23"&37"-27" (s) 180lb 210NHP 2SB,6cf, HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
34435 221125 KJZK	**Sucubaco** ssN.Yk.No.1-26 1Dk(Stl)2trB in fore& afterholds&Web frames Fitted for oil fuel	3285 3005 1997	✠ 4,27 ✠	NYk			1921 5mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. Cell DB251'827t DTf20'394tFPT111t	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd. States 6BHptCem APT69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34436 EAGG	**Sud** (exM.Arnus,exJosefaRaich, exM.Arnus,exTemiya Maru,exSaintJerome) ssYka.No.3-12,06 ssYka.No.2-14 1Dk(Stl)2trB&Web frames& ptAwng dk(ptStl ptIrn)	2949 — 2290	✠ 9,20 ✠	Bcl	t		1894 9mo	Furness, Withy&CoLd WHartlepool	DomingoMumbrú CellDBa106'uE&B50'f112'492t	314·0 Q131' ptAwngdk183' FK	39·9	21·3	Barcelona Spanish 6BHCem APT30t	T.3Cy.23½",37½"&61½"-39" 240NHP 2SB,6cf,GS90,HS3664 T.Richardson&Sons,Hpl.	23 ″ 10	G †
34437 YTEG	— ssTri.3rdNo.3-4,37 ~~ssFiu.2ndNo.3-3,28~~ ~~ssTri.No.1-32~~ 1Dk(ptIrn&ptStl)2trB& deep framing3Dk rule	2520 2354 1606	✠100A1 ~~4,37~~ ~~2,36~~ 4,38 ✠LMC4,37 ~~MS4,32~~ ~~BS8,36~~	Pla ~~Tri~~ Rot	t	CL ~~8,35~~ 4,38	1901 12mo	A.Rodger &Co. Pt.Glasgow Lloyd'sA&CP	Brodarsko Akcion- arskoDrustvo "Oceania" WB=CellDBa&uE120'f136'633t	314·4 P29'B94'F30' FK	44·0	20·8	Susak Yugoslav 5BHCem APT86t	T.3Cy.22½",37"&61"-42" (s) 160lb 249NHP 2SB,6cf,GS105,HS3866 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 5½ 20 ″ 0½	
34438 LOHA	— (exMartinhoe) ssB.As.No.3-9,36 Well deck 1Dk(Stl) Longitudinal framing in double bottom & at deck Wireless	1162 — 446	✠100A1 9,36 ✠LMC MS4,36 ~~BS2,37~~ 1,38	BAs	p	4,36	1924 4mo	FurnessSB Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Cia.Argentina de Nav.Mihanovich, Ltda. CellDB175'457t DT at sides of tunnels 34'190tFPT55t	245·4 Q188'F24' FK	38·6	15·5	Bns.Aires Argentine 4BHptCem APT46t	T.3Cy.17",27½"&45"-33" (s) 180lb 156NHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Govan	17 ″ 6 s 5 ″ 6 16 ″ 6½	
34439 143338 MJQP	**Sudani** (exRijn-35, exJollyAngela-34) Mchy.Aft 1Dk	511 374 286					1919	J.Berg Delfzijl	Contomichalos, Darke&Co.(1929) Ld.	160·2 P49'F21'	25·5	12·0	London British WB	T3Cy12 9/16",19⅞"&31 1/16"-21⅝" 56RHP J.Berg,Delfzijl		V
34440 220626 KJZL	**Sudawsonco** ssN.Yk.No.1-26 1Dk(Stl)2trB in fore& after holds&Web frames Fitted for oil fuel	3253 3005 1977	✠ 4,28 ✠	NYk	v		1920 10mo	Submarine BoatCorp. Newark, N.J.	PortlandCaliforniaS.S.Co. Cell DB251'827t DTf20'394tFPT111t	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States 6BHptCem APT69t	1DR GearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34441 296 HSAF	**Suddhadib** ssBgk.No.3-3,30 ssH.Kg.No.1-33 1Dk(Stl)&Awng dk(Teak) Cargo battens not fitted in Awng 'tween decks	1311 1153 803	✠100A1 Awng dk withfreeboard ~~4,37~~ ~~12,36~~ 10,37 BS10,37 ~~BS12,36~~ ✠LMC11,33 Fitted for oil fuel 4,18 F.P. above 150° F.	Bgk	n	CL ~~11,34~~ 10,37	1918 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	SiamSteamNav. Co. Cell DB180'237tFPT18tAPT18t	223·4 FK	35·6	17·8	Bangkok Siamese 4BHptCem	T.3Cy.17",27"&44"-30" (s) 190lb 136NHP 2SB,4cf,GS89,HS2322 HongKong&Whampoa DockCo.Ld.	20 ″ 0 ~~s 7 ″ 5~~ ~~12 ″ 11~~ s 4 ″ 11 15 ″ 5	
34442 LDER	**Suderholm** (exKeyWest) ssMmo.No.3-10,30 ssStv.No.1-34 2Dks(Stl) &Web frames	4908 4462 2895	✠100A1 ~~4,37~~ 11,37 ~~BS11,36~~ ✠LMC11,34 11,37 Fitted for oil fuel 6,17 F.P. above 150° F. Carrying oil in bulk F.P. above 150° F.	Ams Stv	y	CL ~~11,34~~ 10,37	1917 6mo A&CP	SeattleCon- struction& DryDockCo Seattle,Wash	D/S A/S KeyWest (K.Knutsen, O.A.S. Mgr.) in after CellDB325'960tFPT115t	381·4 P40'B100'F41' FK One 'tween dk BH hold dispensed with	53·2	27·1	Haugesnd Norwegian Cem 5 BH to Udk 7 ,, ,, 2nd ,, APT264t	T.3Cy.24⅝",40"&70 1/16"-48" 190lb (s) 472NHP 3SB,9cf,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	29 ″ 4 s 5 ″ 9 23 ″ 9	
34443 LHIA	**Suderöy** (exBalto,exKim) (Whale oil factory) 1Dk&Shelter dk D.F. Longitudinal framing	7562 7197 5238					1913	Armstrong Whitworth &Co.Ld. Newcastle	Hvalfangst A/S Suderöy (Knut KnutsenO.A.S. Mgr.)	445·5 P119tH569tF31t	57·5	~~24·7~~ 33·1	Haugesnd Norwegian WB	T.3Cy.27",45"&75"-48" 390NHP N.E.MarineEng.CoLdNwc		N
34444 TFRA	**Sudin** (exCambria,exGötha) Wireless 1Dk2trB	811 495 469					1895	Act.Ges. "Neptun" Rostock	Government of Iceland (Skipautgerd Rikisin)	186·2 P113'H29tF17'	27·9	12·4	Reykjavik Icelandic WB	T.3Cy.16",26"&42"-29" 95NHP A.G."Neptun,"Rostock		V
34445 UOVS	**Sudkom** TwinSc Wireless OilEng. Mchy.Aft 1Dk	926 753 468					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Sevastopol Russian WB	Oil Engines 4S.C.SA 12Cy.13 3/16"-19½" 214NHP StateEngWksKolominska		
34446 DQNP	**Südsee** (exSampan,exCalgarth, exHarrington) ssCff.No.3-8,10 ssLiv.No.2-19 Well deck 1Dk(Irn)&Web frames	1761 1425 1040	✠ 9,23 ✠	Gms	r		1898 5mo	S.P.Austin &Son,Ld. Sunderland	W.Schuchmann CellDBa76'uE&B34'f108'510t FPT37tAPT53t	267·2 P27'Q74'B50'F29' FK	37·7	17·1	Brmrhavn German 4BHCem	T.3Cy.21½",35"&57½"-39" 214NHP 2SB,6pf,GS98,HS3340 G.Clark,Ld.Sunderland	19 ″ 9	G †

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
❊ 34447 7545 SENT	**Suecia** Ⓟ *ss*Got.No.2-37 E.S.D. ~~*ss*Got.No.1-34~~ *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) D.F. 3*rd dk*(*Stl*)*in Nos* 2,3&4 *holds* *Strengthened for Navigation in Ice*	4216 3258 2422	✠100A1 *withfreeboard* ~~6,37~~ ~~1,36~~ 1,38 ~~BS5,36~~ ✠LMC~~10,33~~ 6,37 *Fitted for oil fuel*6,37*F.P.above*150°F.	Got	*x*	CL ~~11,35~~ 5,37	1929 6mo	Swan,Hunter&Wigham Richardson Ld.Newcastle *Lloyd's A&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*301'464*t* *tanks in way of*	373·5|50·1|28·6 360·2| 50·2| 29·1 376·3(O.L.) FK F67' *tunnel* 42*t* *FPT*28*t*	Gothenbrg Swedish 7*BHCem* *Coll* ,, *to W dk* *APT*54*t*	3SteamTurbinesSRgeared to1Sc.Shaft 220lb 1043NHP 4SB(Spt),12*cf*,GS258, FD HS11788 Parson'sMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s 12″1¼ 20 ″ 4	
❊ 34448 5393 SGTA	— **TwinSc3Mst** *OilEng.* *ss*Got.2ndNo.3-8,37 ~~*ss*Mmo.No.3-7,25~~ ~~*ss*Mmo.No.2-33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3730 3353 2220	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~11,36~~ ✠LMC~~7,33~~8,37 ~~DBS1,36~~ ~~✠LMC(M)1,36~~	Mmo ~~Lkv~~ DBS8,37	*x*	OG 11,36	1912 12mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDBa*69'*uE*	359·4|51·6|22·2 FK 37'*f*212' 1138*t* *FPT*	Stockholm Swedish 6*BHAsp* 74*t* *APT*53*t*	Oil Engines 4S.C.SA 16Cy.$19\frac{13}{16}$″–26″ 612NHP NDB30 100*lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″4¼ 23 ″ 4	
34449 EGQU	**Suevia** **Wood** 1*Dk*	353 — 226					1918	Froncoso&Santodomingo Vigo	J.R.Curbera	140·7|25·9|11·0	Vigo Spanish	C.2Cy.13″&26″–17¾″ 24NHP Froncoso&Santodomingo, Vigo		
❊ 34450 25090 JSCD	**Suez Maru** *ss*Kob.No.3-5,32 *ss*Kob.No.1-36 2*Dks*(*Stl*)	4646 3927 3330	✠100A1 2,38 ~~8,36~~ ✠LMC~~8,36~~ 2,38	Kob	*x*	CL ~~7,34~~ 2,38	1919 8mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi ShosenK.K. *CellDB*	360·0|51·2|26·1 P21'B91'F35' FK 291' 919*t* *FPT* 114*t*	OkadamuraOshima Japanese 6*BHCem* *APT*46*t*	T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 377NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Ld.Uraga.	28 ″ 5 s 5 ″ 7 23 ″ 2	
34451 209076 KGGN	**Suffolk** *Mchy.Aft* 1*Dk*	4607 — 2895					1911	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorporation	365·7|50·1|28·1 P79'B17'F34'	Prtlnd.Me. Utd.States *WB*	T.3Cy.24¼″,38½″&67″–45″ 301NHP NB21*refitted*30 NewYorkSBCo.Camdn NJ		R
❊ 34452 140511 MGRW	**Suffolk Coast** *ss*Bkn.No.3-7,29 *ss*Liv.No.1-33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	870 622 419	✠100A1 7,37 ~~8,36~~ BS~~6,36~~ 7,37 ✠LMC6,33	Bkn	*k*	CL ~~8,34~~ 7,37	1917 5mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	CoastLines,Ld. *CellDB*	198·0|30·7|12·5 Q111'B13'F25' FK *f*118'166*t* *FPT*103*t*	Liverpool British 3*BHCem* *APT*31*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 100*lb* 97RHP 1SB,3*pf*,GS59,HS2060 McColl&Pollock,Ld.Sld.	14 ″ 5 s 4 ″ 3 13″11¾	
34453 40423 JIWH	**Sugi Maru** *OilEng.* 1*Dk*	443 — 253					1935	Ohara Zosen Tekkosho K.K. Osaka	UwajimaUnyu K.K.	149·0|26·5|14·0	Uwajima Japanese	Oil Engines		
34454	**Sui Kong** (*ex*JennyMoller-32, *ex*Amur, *ss*Shi.2ndNo.3-4,24 *ex*Nordnæs, *ss*Shi.No.3-2,31 *ex*Vizcaina) 1*Dk*(*Irn*)&*deep framing*	2316 — 1386	✠ … 12,34 ✠	Shi	*s*		1897	A.Stephen &Sons Glasgow	ZuiKongS.S.Co.Ld *CellDB*	290·0|42·7|19·3 B66'F33' FK *a*80'*uE*&*B*36'*f*116'	Shanghai Chinese 5*BHCem* 561*t* *APT*99*t*	T.3Cy.19½″,32″&53″–42″ 199NHP 2SB,4*cf*,GS90,HS3070 A.Stephen&Sons,Glasgow	21″10	
❊ 34455 152437 VPGK	**Sui Sang** Ⓟ *ss*H.Kg.No.3-4,36 3*Dks* ~~2*Dks*(*Stl–Upt teaks*)~~	3577 3315 2209	✠100A1 *withfreeboard* 5,37 ✠LMC4,36 BS5,37	HKg	*u*	CL 4,36	1923 11mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellD*	310·0|46·1|30·4 324·5(O.L.) 22·7 ~~P&B201'F40'~~ FK *B*265' 443*t* *FPT*46*t*	HongKong British 5*BHCem* *APT*54*t*	T.3Cy.23″,38″&63″–45″ (*s*) 190lb 100*lb* 414NHP 2SB,6*cf*,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.H.Kg.	32 ″ 9 s10″5¾ 22 ″ 9½	
34456 120998 VPFY	**Sui-Tai** Ⓟ **TwinSc** 1*Dk Shade dk*&*Promenade dk*	1816 688 1343					1899	S.C.Farnham&Co.Ld. Shanghai	HongKong,Canton &MacaoStm.Boat Co.Ld.	238·0|30·1|11·9	HongKong British	T.6Cy.11″,18″&30″–21″ 96RHP S.C.Farnham&Co.Ld.Shi.		
34457 105883	**Sui-Wo** **TwinScSk** *ss*Shi.No.3-6,37 2*Dks*	2672 1106 1931	A1 6,37 *For Service on the Yangtze River*	Shi LMC6,37		OG 6.37	1896	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0|43·1|11·8 B233'F43'	HongKong British	T.6Cy.14″,23″&37″–30″ 2SB ~~160lb~~ FD ~~150NHP~~ Lon.&Gls.Co.(Lim.),Gls.		
34458 23047 JDDC	**Suisho Maru** Ⓟ (*ex*KirishimaMaruNo.10-34) Wireless 1*Dk*	998 861 667					1918	………………	HashiyaK.K.	204·5|32·5|17·5	Hakodate Japanese *WB*	T.3Cy.13½″,22″&37″–27″ B*made*08*refitted*18 71NHP MatsudaCo.Osaka		
34459 139576 GLXK	**Suiyang** 2*Dks*	2590 2276 1594					1917	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4	London British *WB*	T.3Cy.22″,35″&56″–39″ 196NHP TaikooD&ECo.of HKg.Ld		
34460 20835 JBRE	**Suiyang Maru** **TwinSc** (*ex*Kinling) 3*Dks* Sunk to block Whangpoo River,8,37	3078 1372 2417					1904	HongK'ng &Whampoa DockCo.Ld. HongKong	NisshinKisen K.K.	310·0|46·2|14·2	Tokio Japanese	T.6Cy.14½″,24″&39″–30″ 170NHP HongKong&Whampoa DockCo.Ld.HongKong		
34461	**Suiza** (*ex*DomingoC.) **TwinSc** 1*Dk*	480 — 274					1905	Soc.EsercizioBacini Genoa	F.Fresone	205·0|33·0|10·0	Bns.Aires Argentine	T.6Cy.10″,$15\frac{5}{32}$″&25⅔″–$17\frac{23}{32}$″ 55NHP Soc.EsercizioBaciniGenoa		
34462 UPCW	**Sukhona** (*ex*LadyBrenda-34, *ex*MaindyDene) *ss*Bly.No.3-8,33 1*Dk*(*Stl*)	3124 2871 1819	✠ 7,34 ✠	Bkn	*u*		1918 4mo	Craig, Taylor&Co. Ld. Stockton	U.S.S.R. *CellD*	325·1|48·1|22·2 P31'B94'F31' FK *B*280'833*t* *FPT*101*t*	Leningrad Russian 5*BHCem* *APT*110*t*	T.3Cy.24″,39″&64″–42″ 294NHP 2SB,6*cf*,GS110,HS4600 N.E.MarineEng.CoLd.Sld.	24 ″ 3	
34463 19048 JCGB	**Suki Maru** *ss*Kob.No.3-8,25 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3162 2738 1990	✠ 10,30 ✠	Kob	*t*		1916 3mo	OsakaIron Works,Ld. Innoshima	DaifukuKisen K.K. *Cell*	305·0|43·7|27·2 P19'B82'F32' FK *DB*255' 519*t* *FPT*	Fuchu Japanese 5*BHCem* 76*t* *APT*65*t*	T.3Cy.22″,37″&61″–42″ 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWorksLdOsaka	27″ 3	C †
34464 147358 GMDN	**Sulaco** D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 4*Dks*	5389 4678 3300					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·5|51·4|30·4 P48'B157'F43'	Liverpool British *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP CammellLaird&Co.Ld.Bkn		C
34465 161888 GMVR	**Sulairia** *ss*Gls.No.2-37 ~~*ss*Gls.No.1-33~~ D.F. *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)4*th dk*(*Stl*)*in* *Nos*.1,2&3*holds* E.S.D.	5802 5321 3580	✠100A1 *withfreeboard* ~~5,37~~ ~~2,36~~ 12,37 ~~BS5,34~~ ✠LMC~~4,33~~ ✠Lloyd'sRMC~~10,36~~ ~~5,37~~ 12,37 MS4,37 *Fitted for oil fuel*10,29 *F.P. above* 150° F.	Gls ~~Sws~~ BS9,37	*b*†	CL ~~2,36~~ ~~4,37~~ 12,37	1929 10mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	DonaldsonLine,Ld. (DonaldsonBros. Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*362' 1181*t* *DTa*27' 622*t* *FPT*97*t* *APT*32*t*	425·0|56·0|28·7 440·1(O.L.) F38' FK *Coll*	Glasgow British *pt Cem* *BH to Sh dk* 5 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,,	Q.4Cy.25½″,36½″,52½″&75″–51″ 220lb (*s*) 708NHP 4SB,12*cf*,GS248,HS10924 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 4 ″ 1¼ 27 ″ 5	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. figurés Cert. Ref Trade.
34466 TCDB	**Sule** (*ex*Choulé,*ex*MilhailArhangel, *ex*Fani,*ex*CaribPrince) 1*Dk*&*Spar dk*&*deep framing*	1953 1817 1258			...		1893	ShortBros. Sunderland	Barzilay& Benjamin	282·0 P22'B77'F29' 22·4 FK	37·7	14·9	Istanbul Turkish *WB*	T.3Cy.22",36"&59"–39" 219NHP Blair&Co.Ld.Stockton	24 〃 8	V †
34467 572 ESCQ	**Sulev** (*ex*Borinage, *ex*ClaraBlumenfeld) Sub.Sig. 1*Dk*2*trB*	2233 1935 1257					1908	Bremer Vulkan Vegesack	TallinnShippingCo Ld.	306·5 P25'B82'F28'	42·2	18·7	Tallinn Estonian *WB*	T3Cy22⅞",37½"&61 7/16"–41⅜" 243NHP BremerVulkan,Vegesack		G
34468 121208	**Sullivan Brothers** (*ex*OttoM. Reiss–34,*ex*FrederickB.Wells) *Mchy.Aft* 1*Dk*2*trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	437·5	50·2	24·5	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.15",23¾",36½"&56"–40" 198NHP ChicagoS.B.Co.		R
34469 2114 IBQZ	**Sulmona** (*ex*Monkton) *ss*Bbo.No.3–6,32 1*Dk*(*Stl*) *Cargo battens not fitted* *See also* "**Indauchu,**" No. 26830	3354 2886 2028	✠ ~~6,37~~ ~~✠LMC~~ ~~MS6,32~~	Rot ~~BS11,35~~ ~~2,37~~	*u*	CL 9,34	1920 1mo *Lloyd*	RopnerSB. &RepairgCo. (Stockton)Ld Stockton '*sA&CP*	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellD*	342·5 331·2 23·2 P33'B98'F29' FK B276'728*t*FPT111*t*	46·7	25·4	Genoa Italian 5*BHCem* *APT*139*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 378NHP 3SB,9*cf*,GS155,HS6420 Blair&Co.Ld.Stockton	25 〃 6 ~~s3 〃 11½~~ ~~21 〃 0~~	I †
34470 161369 GJQF	**Sultan Star** TwinSc *ss*Lon.No.1–35 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*)*in* D.F. *Nos.*1,2,3,4&5*holds* *CruiserStern*	12306 9671 7684	✠100A1 ~~1,37~~ ~~[illegible]~~ 2,38 ~~[illegible]~~ ✠LMC2,34 ✠Lloyd'sRMC ~~[illegible]~~ 3,38 ~~[illegible]~~10,37	Lon BS3,37	*g*†	CL ~~11,35~~ ~~[illegible]~~ ~~11,35~~ 2,38	1930 2mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	FrederickLeyland &Co.Ld. *Duct keel* *CellDB*	486·1 506·1(O.L.) B&F414' FK *fwd of mchy space* 433' 1677*t* FPT127*t*	70·2	36·4	London British 8*BHptCem* *APT*85*t*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 230lb HS20199 FD 1870NHP 3DB,24*cf*,GS450 CammellLaird&CoLd.Bkn	39 〃 9 s8 〃 1 31 〃 10½	
			No. 2 shelter 'tween dk. No. 5 shelter & upper 'tween dks. & No. 6 upper 'tween dk. port & stbd. for temp. 32° F. *Fitted for oil fuel* 2,30 *F.P. above* 150° F.													
34471 117124 KGAH	**Sultana** *Mchy.Aft* D.F. 1*Dk*2*trB*	3613 — 2876					1902	Superior S.B.Co. W.Superior, Wis.	NicholsonUniversalS.S.Co.	362·0 F44'	48·0	24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",33"&54"–40" 184NHP SuperiorS.B.Co.		
34472 220532 KJZP	**Sumanco** *ss*N.Yk.No.1–26 1*Dk*(*Stl*)2*trB in fore*& *after holds*&*Web frames* *Fitted for oil fuel*	3253 3005 1977	✠ 12,26 ✠	NYk	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCaliforniaS.S.Co. *CellDB*251'827*t*D	324·0 P30'B90'F35' FK *Tf*20'294*t*FPT111*t*	46·2	25·0	NewYork Utd. States 6*BHptCem* *APT*69*t*	1DRGeared SteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 〃 6	R †
34473 303 ~~[illegible]~~ ICIN	**Sumatra** *OilEng.* *ss*Tri.No.2–36 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.*1,2&3 *holds*	6141 5807 3651	✠100A1 *withfreeboard* ~~10,37~~ ~~1,37~~ 3,38 ✠LMC CS4,36 DBS~~2,37~~3,38 ~~9,36~~5,37	Tri	*z*	CL ~~11,35~~ N10,37	1927 11mo *Lloyd*	Stabilmnto Tecnico Triestino SanRocco '*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB* 341'1153*t*DT	425·6 404·8 FK a33'1037*t* FPT208*t*	54·2	32·5	Venice ~~Genoa~~ Italian 8*BHptCem* *Coll* ,, *to W dk* *APT*121*t*	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 489NHP DB100*lb* StabilimentoTecnico,Tri.	35 〃 1 s11 〃 1½ 24 〃 3½	
34474 5647 SGDA	— *ss*Got.No.3–10,30 *ss*Got.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F. *CruiserStern*	*5412* *4964* *3266*	✠100A1 *Shelter dk* *withfreeboard* ~~10,37~~3,38 ✠LMC MS5,34 BS~~3,36~~6,37	Got	*a*†	CL ~~9,35~~ 6,37	1914 9mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	A/B Svenska OstasiatiskaKomp (G.Borin,*Mgr.*) — — 12	425·0 442·8(O.L.) *WB*=*CellDBa* FK 4'*uE*27' *f*212'1088*t*	53·8	26·7	Gothenbrg Swedish 7*BHCem* *APT*37*t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 512NHP 3SB(Spt),9*cf*,GS189, HS7149 FD Earle'sCo.Ld.Hull	29 〃 6 s3 〃 9½ 26 〃 0	
34475 136623 WIFL	— (*ex*EmpireCity) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	4118 — 3269					1897	Cleveland S.B.Co. Cleveland,O.	SumatraS.S.Co. (G.A.Tomlinson, *Mgr.*)	405·4	48·0	24·4	Wilmgton (Del.) *WB* Utd. States	Q4Cy.17½",26",39"&60"–40" NB25 228NHP ClevelandS.B.Co.Cleveld.		R
34476 107024 VPBV	— (*ex*Sumatra–3,*ex*Sumatra,*ex*Sabine Rickmers) 2*Dks*	984 949 604					1894	Rickmers Akt.Ges. Weser- münde-G	AsiaticPetroleum Co.(S.China)Ld.	200·0	30·6	20·9	HongKong British *WB*	T.3Cy.17⅝",28"&44"–27⅝" NB26*fitted*27 104NHP H.Pauksch,Landsberg		
34477 21403 JCUD	**Sumatra Maru** *ss*Osa.No.3–5,29 *ss*Kob.No.2–37 ~~*ss*Osa.No.1–36~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5863 5586 4272	✠100A1 *Awng dk* *withfreeboard* 6,37 ~~5,36~~ ✠LMC~~5,36~~	Yka Kob 6,37	*y*	OG 5,36	1917 12mo *Lloyd*	Kawasaki DockydCoLd Kobe '*sA&CP*	OsakaShosenK.K. *CellDB*	385·1 FK 334' 1118*t* FPT126*t*	51·0	36·0	Osaka Japanese 6*BHCem* *APT*93*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 〃 0 s9 〃 3½ 27 〃 1	
34478 9159	**Sumaura Maru** IronBn (*ex*Ranmoor) *ss*Nwc.No.3–9,96 *ss*Bly.No.1–01 2*Dks*(1*Irn*)&*Web frames*	2113 1999 1256	✠ 5,04 ✠	Nwc			1883 7mo	E.Withy& Co. W Hartlepool	KitadaFukutaro	285·0 P28'B72'F32' BK9½" *WB*=*DBa*	36·1	24·1	Susami Japanese 5*BHCem* 80'*f*102'316*t*	C.2Cy.36"&67"–36" NDB96 224NHP 1DB,6*pf*,GS90 T.Richardson&Sons,Hpl.	25 〃 3	
34479 266	**Sümer** (*ex*Nicolaos–33, Iron *ex*Larpool) *ss*Pir.4thNo.3–5,31 *Well deck* 1*Dk*(*Irn*–ws)2*trB*	*1221* *1000* *768*	✠ — 4,34 ✠	Pir	*o*		1880 8mo	JLThompson&Sons Sunderland	MüezzinZade AhmetBehçet	240·3 Q88'B46'F26' BK8½" *D Ba*65'*f*54'258*t*FPT	33·5	17·2	Izmir Turkish 5*BHCem* 38*t* *APT*15*t*	C.2Cy.29"&55"–36" NDB18 145NHP 2SB,4*pf*,GS60,HS2526 J.Dickinson,Sunderland	18 〃 6	
34480 32637 JTNB	**Sumida Maru** (*ex*Brunswick, *ex*Python) 1*Dk*	2022 1769 1183			...		1919	Manitowoc S.B.Co. Manitowoc	FukuyoKisenK.K.	250·5 P27'B64'F26' FK	43·7	20·1	Kobe Japanese *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co.	23 〃 0	C †
34481 19981	**Suminoye Maru** Wood 1*Dk*	436 349 244					1918	Takemori Yuki Otaru	TanakaYogoro	158·0	25·7	14·7	Otaru Japanese	C.2Cy.14"&32"–20" 38NHP		
34482 34131 JNGH	**Sumire Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	1724 1078 816					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaShosenK.K.	243·0	38·0	19·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"–24 7/16" 218NHP MitsubishiZosenKaisha,Ld		
34483 JJAK	**Sumiyoshi Maru** 1*Dk* *Mchy.Aft*	1922 1549 1365					1936	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	271·6 P86'F29'	40·0	20·3	Tokio Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP AsanoS.B.Co.Ld.Tsurumi		
34484 40194 JFWJ	— *OilEng.* 1*Dk*	481 — 331					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
34485 ~~219711~~ ~~KJZQ~~	**Summerleaf** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6141 5117 3796			...		1920	Merchant S.B.Corp. Chester,Pa.	~~UnitedStates Maritime Commission~~ Douglas&Ramsey	400·7 P36'B126'F43' FK	54·2	30·1	~~Philadlphia~~ ~~Utd. States~~ British *WB*	2 Steam Turbines DR gearedto 1 ScShaft 587NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 〃 9	R †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 34486 227816 WSBY	**Sun** OilEng. Mchy.Aft ssPhl.No.2-37 GyC. 2Dks(Stl)&Webframes Longitudinal framing	9002 8388 5472	✠100A1 ~~7,37~~ ~~2,37~~ 4,38 DBS~~5,36~~ 7,37 ✠LMC5,36 CarryingPetroleum in bulk	Phl	e†	CL 1,37	1928 7mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd'sA&CP	SunOilCo. CellDBuE67'f40' DTf10'598t	480·6	66·0	36·8	P79'F44' FK 425t FPT186tAPT84t	Phildlphia Utd. States 18BHptCem (11 to U dk 7 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 690NHP Water Tube DB200lb DB125lb SunSB&DDCo.Chester,Pa	37 ″ 0	
※ 34487 218961 KODC	**Sunbeam** ssPhl.No.3-9,31 ssPhl.No.1-35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	6664 6112 4148	✠100A1 ~~8,27~~ ~~1,37~~ 3,38 ✠LMC MS10,35 BS4,37 CarryingPetroleum in bulk Fitted for oil fuel 10,19 F.P. above 150° F.	Phl	b†	CL 1,37	1919 10mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. CellDBuE&B60' 259tDTf40'552t	429·3	59·2	31·4	P133'B36'F40' FK FPT222tAPT57t	Phildlphia Utd. States 17BHptCem (13 to U dk 4 ,, 2nd,,)	T.3Cy.27",$45\frac{1}{2}$"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ $10\frac{1}{4}$ 26 ″ 8	
34488 DHXA	**Sund** ssHam.No.3-11,30 ssHam.No.1-35 Mchy.Aft 1Dk(Stl)&Webframes Wireless Cruiser Stern	517 422 221	100A1 10,37 ~~1,30~~ LMC MS2,35 BS~~12,36~~ 10,37 CarryingPetroleum in bulk	Ham	g	OG ~~12,35~~ N10,37	1927	Lübecker Flenderwrke A.G. Lübeck	JohnT.Essberger CellD	161·1	27·5	10·5	170·5(O.L.) P31'F25' FK BuE16'15tFPT58t	Hamburg German 8BHptCem APT42t	T3Cy.$10\frac{1}{4}$",$15\frac{3}{4}$"&$25\frac{9}{16}$"-$15\frac{3}{4}$" 185lb (s) 54NHP 1SB,2cf,GS37,HS1184 Christiansen&Meyer, Harburg	11 ″ 3	
34489 219323 KORD	**Sundance** Fitted for oil fuel 2Dks Sub.Sig.	5026 — 3114					1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.ofDelaware	390·0	54·2	27·8	P39'B121'F43'	SavannhG Utd. States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
34490 220012 KJZR	**Sunelseco** ssN.Yk.No.2-28 1Dk(Stl)2trB in fore& after holds&Webframes Fitted for oil fuel	3250 3005 2014	✠ 11,29 ✠	NYk	r		1920 7mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0	46·2	25·0	P30'B90'F35' FK 7tDTf20'394tFPT	NewYork Utd. States 6BHptCem 111tAPT69t	1DRGearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
※ 34491 PHUW	**Sunetta** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7987 7238 4764	✠100A1 1,38 ~~2,37~~ ✠LMC2,35 CarryingPetroleum in bulk	Rot	c†	CL 12,37	1935 2mo	NVRotter-damDroogd. Maats. Rotterdam Lloyd'sA&CP	N.V.Petroleum Mij."LaCorona" CellDBuE64' 157t	463·0	59·3	33·8	P93'B47'F48' FK DTf25' 264t FPT1	TheHague Dutch 15BH 35tAPT83t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NHP DB180lb Gebr.Stork&Co.Hengelo	34 ″ 0 s 6 ″ 9 27 ″ $5\frac{1}{4}$	
34492 220994 KJZS	**Sunewarkco** ssN.Yk.No.2-28 1Dk(Stl)2nd trB in fore &afterholds&Webframes Fitted for oil fuel	3253 3005 1977	✠ 4,29 ✠	NYk			1920 12mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. CellDB251'82	324·0	46·2	25·0	P30'B90'F35' FK 7tDTf20'394tFPT	NewYork Utd. States 6BHptCem 111tAPT69t	1DRGearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
※ 34493 CSBR	**Sunflower** ssLis.No.3-10,37 Wireless ~~ssLis.No.2-33~~ 1Dk(Stl)Webframes Mchy.Aft	1085 814 528	✠100A1 ~~6,36~~ 10,37 10,37 ~~DBS7,36~~ ✠LMC~~7,33~~ CarryingPetroleum in bulk Fitted for oil fuel 1,25 F.P. above 150° F.	Lis	m	CL ~~6,36~~ 10,37	1925 1mo	Philip& Son,Ld. Dartmouth Lloyd'sA&CP	Empresa deNav. Luso-Marroquina, Ltda. CellDBu	200·0	37·0	14·1	Trunk dk88' FK Q80'F31' E&B34' 61t FPT35	Lisbon Portuguese 8BHptCem tAPT107t	T.3Cy.15",25"&40"-27" (s) 180lb 130NHP 2SB,4cf,HS2548 Philip&Son,Ld.Dartmouth	15 ″ 0 s 1 ″ 4 13 ″ 10	
34494	**Sung Peng** (exCalulu-33, exOsnabrück) 2Dks&deepframing	*4399* *3955* *2674*			...		1907	Flensburgr Schiffsb.Ges. Flensburg	MingSingS.S.Co. Ld.	390·3	51·0	25·2	P&B315'F50' FK	Shanghai Chinese WB	T.3Cy.$27\frac{3}{4}$",$46\frac{1}{4}$"&76"-48" 473NHP FlensburgerSchiffsb.Ges.	27 ″ 9	C †
※ 34495	**Sung-Shan** (exYarrowdale-35, exBoukadra) ssShi.2ndNo.3-8,35 1Dk(Stl) Now "Amba Alagi," see No. 37191 in Supplement	3710 3424 2333	✠100A1 10,36 BS10,36 ✠LMC8,35	Shi	w	CL 10,36	1910 7mo	W.Gray& Co.Ld. WHartlepool A&CP	SanPehStm.Nav. Co.Ld. CellDBa	350·1	50·1	23·6	P29'B67'F33' FK 113'uE23'f154'997	Shanghai Chinese 6BHCem tAPT41t	T.3Cy.24",38"&64"-42" (s) 180lb 100lb NDB29 313NHP 2SB,6cf,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ $8\frac{1}{2}$ 21 ″ 5	
34496 XNFK	**Sungpu** (exHupeh) 2Dks	1975 — 1206					1901	Scott&Co. Greenock	SanPehStm.Nav. Co.Ld.	275·2	38·2	21·5	B70'F30'	Shanghai Chinese WB	T.3Cy.19",31"&53"-39" 175NHP Scott&Co.Greenock		
34497 28098 JECD	**Sungshan Maru** Ⓟ Sunk to block Whangpoo River 8.37 ssShl.No.3-7,33 2Dks(Stl-Uws)	2530 1968 1503	✠ ... 6,34 ✠	Shi	s		1921 2mo	Uraga DockCo.Ld. Uraga	NisshinKisenK.K. CellDB229'580tD	284·5	42·6	20·4	P37'B100'F36' FK Ta18'208t FPT39t	Tokio Japanese 4BHCem APT15t	T.3Cy.21",35"&58"-39" 303NHP 2SB,6cf,GS99,HS4307 UragaDockCo.Ld.Uraga	23 ″ 0	
34498 FOYN	**Sunik** ssShl.No.2-37 ssShl.No.3-10,28 2Dks(Stl)&Webframes Mchy.Aft Longitudinalframing	5009 4527 2759	✠100A1 ~~4,37~~ ~~1,30~~ ~~12,37~~ 2,38 ✠LMC2,37 ~~MS9,28~~ ~~BS4,29~~ CarryingPetroleum in bulk Fitted for oil fuel 2,15 F.P. above 150° F	Shl ~~Fal~~ Bkn	x	CL ~~9,28~~ 4,37	1915 2mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	Soc.Anon.LesPé-troles d'Outre-Mer WB=CellDB uB24'35tDTf36'3	385·0	50·3	30·3	P88'B28'F41' FK 16tFPT73tAPT39t	Dunkirk French 16BHptCem (9 to U dk 7 ,, 2nd ,,)	T.3Cy.$25\frac{1}{2}$",42"&70"-48" (s) 180lb 120lb 425NHP 2SB,6cf,GS126,HS5862 FD N.E.MarineEngCoLd Nwc	30 ″ 3 s 5 ″ 5 25 ″ 1	
34499 ~~165~~ ~~SVBR~~ 143329	**Sunion** (exAdmiralHastings) ssPir.No.3-10,32 ssRot.No.1-36 1Dk(Stl) Cargo battens not fitted	3110 2867 1902	✠100A1 ~~11,36~~ 12,37 ✠LMC BS5,37 MS11,36	Rot Sws	u	CL 10,36	1919 7mo	W.Gray& Co.(1918)Ld. WHartlepool Lloyd'sA&CP	~~M.A.Embiricos~~ African&Continental S.S.Co.Ld. C	331·1	46·8	23·2	341·9(O.L.) P33'B100'F29' FK ellDB284'748tFPT	London British 7BHptCem 105tAPT45t	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS153,HS5829 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 3 ″ $11\frac{3}{4}$ 21 ″ 9	
34500 226018 KLIC	**Sunoco** TwinSc OilEng. Mchy.Aft CarryingPetroleum in bulk 1Dk	1213 — 738					1926	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	246·2	40·1	14·6		Phildlphia Utd. States	Oil Engines 4S.C.SA 12Cy.$11\frac{1}{2}$"-16" 154NHP BessemerGasEngineCo. GroveCity,Pa.		R
※ 34501 227073 WQBH	**Sunoil** OilEng. ssPhl.No.2-35 Mchy.Aft 2Dks(Stl)&Webframes GyC. Longitudinal framing	9005 8388 5469	✠100A1 ~~5,37~~ ~~10,36~~ 1,38 DBS~~10,36~~ 10,37 ✠LMC9,35 CarryingPetroleum in bulk	Phl	e†	CL ~~4,36~~ 5,37	1927 11mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd'sA&CP	SunOilCo. CellDBuE67'f40' 425tDTf10'598t	480·6	66·0	36·8	P79'F44' FK FPT186tAPT84t	Phildlphia Utd. States 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"-$91\frac{3}{8}$" 688NHP DB220lbDB(f)200lb SunS.B.&D.D.Co.	37 ″ 0	
34502 161310 MPQD	**Suntrap** ssShl.No.1-34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	939 744 487	✠100A1 8,37 ~~8,36~~ BS~~8,36~~ 8,37 ✠LMC9,34	Shl Nwc	m	CL ~~8,36~~ 8,37	1929 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &Associated Companies,Ld. Mgrs.) CellDBuE19'f135	217·5	32·0	13·5	Q106'B17'F25' FK '257tMT128tFPT	London British 4BHCem 95tAPT18t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 115NHP 1SB,3cf,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s 1 ″ $11\frac{3}{4}$ 13 ″ $10\frac{3}{4}$	
34503 577 OHCW	**Suomen Neito** ssHfs.No.1-~~37~~ ssHfs.No.3-7,33 Wireless Well deck 1Dk(Stl) D.F.	1175 835 731	✠100A1 9,37 ~~5,36~~ BS~~5,36~~ 7,37 ✠LMC~~7,33~~ MS9,37	Ant Hfs	n	CL ~~5,36~~ 8,37	1921 11mo	Sandvikns Skeppd&M.V Helsingfors Lloyd'sCP	FinskaÅngfartygs Aktieb. Ce	217·6	33·5	13·7	229·4(O.L.) Q69'B60'F19' FK llDB186'380t FPT	Helsingfrs Finnish 4BHCem 35tAPT43t	T.3Cy.$15\frac{5}{16}$"$24\frac{3}{8}$"&$39\frac{3}{8}$"-$29\frac{1}{2}$" 180lb (s) 128NHP 2SB,4cf,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ $8\frac{1}{4}$ 15 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
34504 576 OHGM	**Suomen Poika** ssHfs.No.1-37 D.F. ssHfs.No.3-6,33 Wireless *Well deck* 1*Dk*(*Stl*)	1175 840 747	✠100A1 8,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~6,33~~ 8,37	Hfs	*n*	~~5,35~~ 8,37	1921 11mo *Lloyd'sCP*	Sandvikens Skeppd&M.V Helsingfors	FinskaÅngfartygs Aktiebolaget	217·5 Q69'B60'F19' FK *CellDB*186'380t *FPT*	33·5	13·6	Helsingfrs Finnish 4*BHCem* 35t*APT*43t	T.3Cy.15 5/16",24½"&39⅝"-29½" 180lb (s) 128NHP 2SB,4cf,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ 8¼ 15 ″ 4	
34505 1040 OHCJ	**Suomi** Ⓟ (*ex*Helgoland, TwinSc *ex*HansHerbert,*ex*Hela) Wireless 2*Dks*	659 — 236					1910	J.W.Kla-witter Danzig	FinskaÅngfartygs Aktiebolaget	195·5 B&F166' len21	25·2	9·8	Helsingfrs Finnish *WB*	T.6Cy.13",20 1/16"&31½"-15¾" NB14 79NHP J.W.Klawitter,Danzig		
34506 1101 ICIP	**Superga** ssRot.No.2-30 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *CarryingPetroleum in bulk*	6154 5753 3389	✠ ... 7,34 ✠	Gen	*y*		1923 1mo	Soc.Eser-cizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon. *CellDBu E&* *B78'240tDT*	397·4 P79'B28'F34' FK *s f*56' 560t *FPT*260t	51·7	34·1	Genoa Italian 15*BHptCem* (7 *to S dk* 8 „ *U* „) *APT*165t	T.3Cy.26",42½"&69 11/16"-48 1/16" 456NHP 2SB,6cf,GS132,HS6608 Soc.EsercizioBacini, RivaTrigoso	37 ″ 0	I †
34507 154471	**Superior** (*ex*ParksFoster) *Mchy Aft* 2*Dks*	1774 1612 1054					1889	GlobeIron WorksCo. Cleveland,O.	GreatLakes TransitCorp.Ld.	255·5 F34'	38·2	19·7	Midland, Ont. British *WB*	T.3Cy.17¼",28¾"&47"-33" *Emade*20 *fitted*30 127NHP Canadian NB31 Ingersoll-RandCo.Qbc.		R
34508 YTFO	**Supetar** (*ex*MariaN.Roussos-35, *ex*Caterino) 1*Dk*	*3729* *3470* *2366*					1909	W.Gray& Co.Ld. WHartlepool	FranoPetrinovic	346·4 P27'B96'F32'	50·8	23·1	Split Yugoslav *WB*	T.3Cy.25",40"&65"-42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
34509 220248 KJZU	**Suportco** ssN.Yk.No.2-28 1*Dk*(*Stl*)2*trB in fore&* *after holds& Web frames*	3285 3005 1997	✠ 8,28 ✠ *Fitted for oil fuel 7,20 F. P. above 150° F.*	NYk	*v*	CL 11,26	1920 7mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827t	324·0 P30'B90'F35' FK *DT f*20' 394t *FPT*	46·2	25·0	NewYork Utd.States 6*BHptCem* 111t*APT*69t	1DR GearedSteamTurbine 200lb HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34510 154134	**Supplier II** TwinSc (*ex*Pendrecht-33) *OilEng.* ssRot.No.3-11,29 ssMob.No.2-38 ~~ssRot.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1589 1166 955	✠100A1 2,38 ~~1,37~~ ✠NE1,26 ~~✠LMC1,33~~ ~~✠LMC(M)5,34~~ *CarryingPetroleum in bulk*	Mob ✠LMC2,38	*o*	OG ~~1,37~~ 1,38	1916 12mo	Werf.Con-rad Haarlem A&CP	TrinidadLease-holds,Ld.	242·1 252·7(O.L.) P39'F39' FK	33·6	18·1	Trinidad, B.W.I. British ~~12BH~~1*BH* *APT*23t	Oil Engines 4S.C.SA 12Cy.14 3/16"-22 13/16" 235NHP DeutzerMotorenFabrik A.G.Deutz,nearCologne	18 ″ 6 s 1 ″ 5½ 17 ″ 2½	
34511 230554 KLIF	**Supreme** TwinSc *OilEng.* *Carrying oil in bulk* 1*Dk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	GulfOil Corporation	219·0 P43'	37·0	13·7	Pt.Arthur, Tex. Utd.States	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NHP ElectricBoatCo.Groton, Conn.		
34512 UPIF	**Sura** (*ex*Goldbek-35) Wireless Sub.Sig. 1*Dk*	1432 1159 808					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q76'B108'F32'	37·7	15·9	Leningrad Russian *WB*	T.3Cy.16½",27¾"&42½"-27½" 95NHP F.Schichau,Elbing		G
34513 24476 JHQD	**Surabaya Maru** Ⓟ ssOsa.No.3-10,31 ssOsa.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4391 3677 2728	✠100A1 *Shelter dk* *with freeboard* 12,37 ~~12,30~~ ✠LMC~~1,37~~ 12,37	Osa Kob	*w*	CL 9,35	1919 1mo	OsakaIron Works,Ld. Osaka A&CP	OsakaShosenK.K. *Colli* *Cell*	345·0 P30'B99'F34' *on Shelter dk* FK *sionBHtoShelter dk* *DB*296'1136t*FPT*1	49·8	28·1	Osaka Japanese *Cem* 5*BHtoUdk* 15t*APT*29t	T.3Cy.24½",41"&67"-48" (s) 180lb 390NHP 2SB,6cf,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 ″ 2 s 4 ″ 8½ 23 ″ 8	
34514 144213 GDNR	**Surada** ssCal.No.3-1,32 ssCal.No.1-36 2*Dks*(*Stl*-*U* teak s)	5427 4817 3382	✠100A1 7,37 ~~7,36~~ BS7,37 ✠LMC5,36	Cal Bom	*z*	CL N9,35	1920 7mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1 412·8(O.L.) P49'B113'F38' FK 344'1060t *FPT*130t	52·4	28·5	Glasgow British 8*BHCem* *APT*34t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Hwthrn.Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 10¾ 25 ″ 4½	
34515 FPDD	**Surcouf** (*ex*BeauBassin, *ex*Eemstroom) ssStn.2ndNo.3-10,27 1*Dk*(*Irn*)&*Web frames* *Well deck* *Platform deck in* Wireless *Nos.1&2holds*	1129 858 532	 10,27	Stn			1899	Carmichael Maclean&Co. Greenock	G.Pellegrini *CellDBa&u*	233·9 Q75'B66'F36' FK *E*63' *f*95'187t *FPT*	33·1	17·0	Diego- Suarez French 5*BHCem* 25t*APT*9t	T.3Cy.20",33"&55"-36" 217NHP 2SB,6cf,GS116,HS3970 Muir&Houston,Ld.Gls.	17 ″ 0	V †
34516 147750	**Surewater** *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DD&SBCoLd Blyth	CanadianLake Carriers,Ld.	252·0 F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 97RHP Blair&Co.(1926)Ld.Stk.		C
34517 109591	**Surf** Ⓟ 1*Dk*	390 304 160					1898	Ramage& Ferguson,Ld. Leith	MargareeS.S.CoLd (W.N.McDonald, *Mgr.*)	171·7	24·7	13·4	London British	T.3Cy.15",24"&39"-27" 80NHP Ramage&FergusonLd.Lth		
34518	**Surinam** TwinSc ssCco.No.2-37 ~~ssCco.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*)	*3046* *2229* *1631*	✠100A1 ~~5,37~~ ~~10,36~~ 1,38 BS1,38 ✠LMC~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel5,29 F.P. above 150° F*	Cco MS5,37	*u*	CL ~~P5,37~~ S3,36	1929 5mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	StandardOilCo, ofVenezuela *Side tanks a*	325·0 P69'F36' FK *Trunk*220' 72' *f* 104'1824t*FPT*	55·2	15·3	Maracaibo Venezuelan 7*BHptCem* 83t*APT*75t	T.6Cy.14½",24"&38½"-27" 180lb (s) 228NHP 2SB,6cf,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ 1½ 14 ″ 0½	
34519 ~~212710~~ ~~KDBQ~~	**Suriname** ssN.Yk.2ndNo.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk*(*Stl*-ws) D.F. *Now "Ivorea," see No.38625 in Supplement*	3234 2457 1865	✠100A1 *Spar dk* 6,36 BS~~6,36~~ ✠LMC8,33 7,37 *Fitted for oil fuel2,24 F.P. above 150° F*	NOs	*v*	CL 6,36	1908 2mo	Nederl. Schps.Maats. Amsterdam *Intermediate*	"La Costiera" Soc.Anon.di Nav. *bulkhead in after* *WB=C*	336·7 B180'F46' FK&BK2" *hold dispensed with* *ellDBa*76' *f*134'418	41·9	22·7	~~NewYork~~ ~~Utd.States~~ Italian *Cem* 5*BH only* t	T.3Cy.24⅝",41⅝"&68¼"-51" 180lb (s) 503NHP 3SB,9cf,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 ″ 0 s 3 ″ 3½ 23 ″ 2½	
⁕ 34520 143352 GCBJ	**Surrey** ssLiv.No.3-10,30 ssFal.No.1-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F. *CruiserStern*	~~8564~~ ~~8220~~ ~~5856~~ 8581 8220 5884	✠100A1 *Shelter dk* *with freeboard* ~~7,35~~ ~~1,37~~ 4,38 BS12,36 ✠LMC1,35 ✠Lloyd'sRMC~~12,36~~ ~~7,37~~ 4,38 *Fitted for oil fuel10,24 F.P. above 150° F.*	NYk ~~Glo~~ Lon	*d*†	CL ~~8,34~~ 6,37	1919 7mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	FederalSteam NavigationCo.Ld. *Collisi* *CellDB*382'1403t*D*	460·4 480·1(O.L.) B275'F49'*onShelter dk* FK *on BH to Shelter dk* *Ta*23'170t*FPT*128t	62·8	34·9	London British *Cem* 6*BH to U dk* *APT*32t	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (s) 1084NHP 4SB,16cf,GS~~320~~,HS13752FD Palmers'Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9½ 30 ″ 2	
⁕ 34521 142362 MNTK	**Surreybrook** (*ex*Ayresome-35, *ex*Boekelo) ssShl.No.3-12,28 Wireless ~~ssShl.No.1-32~~ *Mchy.Aft* ssShl.No.2-37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	~~859~~ ~~560~~ ~~414~~ 862 566 378	✠100A1 ~~5,31~~ ~~1,36~~ 1,38 ✠LMC8,37 ~~MS6,33~~ ~~BS1,37~~	Shl Msl	*j*	CL ~~9,35~~ 7,37	1916 4mo	N.V. Burgerhouts Mschfb.Schp. Rotterdam A&CP	~~BrookShippingCo.~~ ~~Ld.(CombenLong-~~ ~~staff&Co.Ld.,~~ ~~Mgrs.~~) Rainham S.S.Co.Ld. (L.H.Vaizey,*Mgr.*) *Cel*	180·0 RQD108'B13'F20' FK *lDBf*112'146t*FPT*	30·0	12·2	London ~~Middlesbro~~ British 3*BHCem* 59t*APT*41t	T.3Cy.15⅝",25⅝"&41⅝"-27½" 180lb (s) 108NHP 2SB,4cf,GS62,HS1804 NV.BurgerhoutsMch.Shp.	14 ″ 0 s 4 ″ 11 13 ″ 8½	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34522 FOLG	**Surville** ssStN.No.3-8,34 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2318 2130 1449	✠100A1 2,38 ~~2,37~~ BS2,37	Rot ✠LMC8,34	*s*	CL 2,37	1919 9mo	Jos.T.Eltringham&Co.Ld.WillingtonQuay *Lloyd*'sA&CP	Chargeurs de l'Ouest *CellDB*	290·2|44·0|20·8 P23'B74'F28' FK a83'*uE*18'*f*128'600*t*	Nantes French 5*BHCem* *APT*35*t*	T.3Cy21"34½"&57"-39" (*s*) 180lb *100lb* 245NHP 2SB,6*cf*,GS126,HS4104 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s 3 ″ 3½ 19 ″ 11	
* 34523 YTNO	**Susak** Ⓟ (*ex*Fiume) *ss*Fiu.2ndNo.3-10,24 *ss*Spt.No.3-5,30 *ss*Spt.No.1-35 1*Dk*(*ptStl*)	369 286 189	A- *withfreeboard* 4,37 ✠NB1,08 *For Coasting Service in the Adriatic*	Ssk LMC5,35 BS~~4,37~~4,38		4,37	1888	Howaldtswerke Kiel	Jadranska Plovidba d.d.	157·7|23·0|11·1 166·2(O.L.) P29'B35'F33' BK6½" *CellDBa&uE*	Susak Yugoslav 4*BHCem* 57'26*t*	T.3Cy.14⅛",22½"&36⅝"-24" 160lb (*s*) 82NHP 2SB,2*cf*,GS35,HS1480 Howaldtswerke,Kiel	13 ″ 3 s 1 ″ 3¼ 12 6¾	
34524 OYNA	**Susan Mærsk** D.F. 1*Dk*	2355 2024 1411					1923	Odense Staalskibsvft Odense	A/S Dampskslsk. af1912(A.P.Möller Copenhagen, *Mgr.*)	299·8|42·4|19·9 P20'B87'F31'	Aalborg Danish *WB*	T.3Cy.21¼",33⅞"&55⅛"-39⅜" 191NHP A.Borsig,G.m.b.H.Berlin		V
34525 217019 WQIO	**Susan V. Luckenbach** (*ex*Neponset) *Fitted for oil fuel* D.F. GyC. 2*Dks&Shelter dk*	5781 — 3622			...		1918	SunS.B.Co. Chester,Pa.	LuckenbachS.S.Co.Inc.	434·3|57·7|27·1 35·3 FK	NewYork Utd. States *WB*	T.3Cy.27",45½"&76"-51" &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
* 34526 215293 WCDM	**Susana** (*ex*StanleyDollar-36, *ex*Warszawa,*ex* Erny) *ss*S.Fo.No.3-3,27 *ss*S.Fo.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*inNos.*1,2,4&5*holds*	5929 5429 3742	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~12,36~~ ~~MS11,34~~	Shi Yka ✠LMC2,38 ~~BS12,36~~	*z*	CL ~~1,36~~ 2,38	1914 4mo	Cant.Nav. Triestino Monfalcone *Lloyd*'sA&CP	Madrigal&Co. *CellDBa*146'*u*	401·4|51·8|22·9 B152'F34'*onShelter dk* FK *E&B*44'*f*160'1443*t*	Manila,P.I Utd.States 8*BHCem* *APT*14*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 7 ″ 1 27 ″ 2	
34527 PJAA	— (*ex*SanCamilo-36) **TwinSc** *ss*Cco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	2450 1723 1250	✠100A1 ~~7,37~~ ~~12,36~~ 1,38 MS11,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,27 *F.P. above* 150° F.	Cco ✠LMC BS~~6,36~~7,37	*t*	CL s6,36 p7,37	1927 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'sA&CP	N.V.Curacaosche Scheepv.Maats. *Wingtanks a* 60'53	305·6|51·2|15·0 P83'*Trunk*184' FK F38' 1*tf*30'259*tFPT*98*t*	Willemstd Dutch 8*BHptCem* *APT*72*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,6*cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s 1 ″ 7 13 ″ 7¼	
34528 LEZQ	**Susanna** (*ex*Berit,*ex*Guy) *Welldeck* 1*Dk*	810 629 429			...		1918	E.J.Smit&Zoon Hoogezand	D/S A/S Kristine (J.Kyvik& S.Fresvig,*Mgrs.*)	193·4|32·3|12·5 Q65*t*H44*t*F24*t* FK	Haugesnd Norwegian *WB*	T.3Cy.15",23¼"&39⅜"-23⅝" 106NHP E.J.Smit&ZoonHoogezand	14 ″ 6	N †
34529 221066 KJZW	**Suspearco** *ss*N.Yk.No.1-26 1*Dk*(*Stl*)2*trBin fore& afterholds&Webframes* *Fitted for oil fuel*	3218 3005 1984	✠ 1,27 ✠	SFo	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	Portland CaliforniaS.S.Co. *CellDB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	NewYork Utd.States 6*BHptCem* *APT*69*t*	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
34530 165389 MMBF	**Sussex** **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* 4*th dk in forward holds* *CruiserStern*	11063 10026 6516	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ✠Lloyd'sRMC~~2,37~~~~8,37~~ 2,38	Gls Liv ✠LMC2,37		CL	1937 2mo	John Brown&Co.Ld. Clydebank *Lloyd*'sA&CP	*Duct keel forward of* *CellDB*437'1834*t* *of tunnels* 939*t*	532·2|70·4|34·6 FK *machinery space* (*Tanks at sides* *FPT*93*tAPT*150*t*	London British 9*BH* *Coll to Sh dk* 7 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	Oil Engines 2S.C.SA 10Cy.28$\frac{9}{16}$"-88$\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	39 ″ 0 s 6 ″ 8 32 ″ 6¾	
34531 216043 KJZX	**Sutherland** *Fitted for oil fuel* 2*Dks*	4716 — 2958			...		1918	Seattle Const.&DryDockCo. Seattle	AlaskaS.S.Co.Inc.	380·0|53·2|27·0 P40'B100'F41' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
34532 144423 MJWR	— (*ex*Matama) D.F. Wireless 2*Dks*	1330 1093 525					1920	Ramage&Ferguson,Ld. Leith	LeithHull&HamburgStm.Packet Co.Ld.(J.Currie& Co.*Mgrs.*)	270·6|38·1|23·9	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP Ramage&Fergusn,Ld.Lth.		C
34533 618 ESAS	**Suur Töll** (*ex*Väinemöinen, *ex*Volymits,*ex*ZarMichail Teodorowitsch) **TrpSc** (*Icebreaker*) GyC. 2*Dks*3*trB*	2417 2374 —					1914	Vulcan-WerkeA.G. Stettin	EstonianGovernment	245·6|56·4|24·7	Tallinn Estonian *WB*	T.9Cy.20",32$\frac{7}{10}$"&53⅕"-39⅖" 533NHP Vulcan-Werke,A.G.		
* 34534 17307 JSUD	**Suwa Maru** Ⓟ **TwinSc** *ss*Yka.No.3-2,26 *ss*Yka.No.2-34 2*Dks*(*Stl-Uws*)&3*rd dk*(*Stl*)*inNos.*1,3&4*holds*	10672 8971 6637	✠100A1 2,38 ~~11,36~~ BS~~12,36~~ 2,38	Yka ✠LMC5,35	*g*†	CL 2,36	1914 9mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'sA&CP	NipponYusenK.K. *WB=CellDBa* 157'*uE&B*92'*f*	516·0|62·6|34·9 P99'B191'F56' FK 193'2056*t FPT*148*t*	Tokio Japanese 8*BHCem* *APT*57*t*	T.6Cy.28",47"&79"-51" (*s*) 200lb FD 1337NHP 7SB,21*cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s8 ″ 11¼ 29 ″ 0	
34535 219496 KLAA	**Suwied** *Fitted for oil fuel* 1*Dk*2*trB in fore& after holds&Web frames*	3249 3005 1988			...		1919	Submarine BoatCorp. Newark,N.J.	SuwiedS.S.Co. (AmericanRange Lines,Inc.*Mgrs.*)	324·0|46·2|25·0 P30'B90'F35' FK	Wilmgton (Del.) Utd.States *WB*	DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
* 34536 214 OOHB	**Suzon** (*ex*Portwood) *ss*Sws.2ndNo.3-12,36 ~~*ss*Bdx.No.3-11,32~~ 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*2239* *1756* *1239*	✠100A1 3,38 ~~5,36~~ ~~12,36~~ ✠NE11,19 ✠NB(P)11,19	Hpl Bdx 12,36 ✠LMC~~10,32~~ ~~BS12,36~~	*r*	OG ~~11,36~~ 3,38	1913 5mo	S.P.Austin&Son,Ld. Sunderland *Lloyd*'sA&CP	M.Goossens *CellDBa*45'*f*100'480*t*	280·0|40·5|18·5 Q116'B53'F29' FK *uE&B*41' *DTa*45'300*t FPT*1	Antwerp Belgian 4*BHCem* 03*tAPT*97*t*	T.3Cy.22",36½"&59"-39" (*s*) 180lb 232NHP 2SB,3*pf*,3*cf*,GS98,HS3513 Bever,Dorling&Co. Bradford	20 ″ 9 s 1 ″ 11¾ 18 ″ 11½	
34537 22520 JSEA	**Suzuya Maru** (*ex*HokkaiMaruNo.1) Wireless 2*Dks*	897 748 506					1922	Mitsui Bussan Kaisha,Ld. TamaDkyd.	KitaNipponKisen K.K.	190·0|31·5|18·2 F32'	Otaru Japanese	T.3Cy.14½",24"&40"-30" 88NHP ImaiSeisakusho,Osaka		
34538 OXYP	**Sværdfisken** **WoodAux4MstSr** (*ex*Avaste,*ex*Munkebjerg) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	365 324 279					1920	Skibsværft LilleöA/S Korsör	GrönlandsStyrelse	135·3|30·8|13·0	Copnhagn Danish	Oil Engines 2S.C.SA 3Cy.14$\frac{3}{20}$"-15$\frac{7}{20}$" 107NHP TuxhumA/S,Copenhagen		V
34539 597 IUPK	**Svam I** **Aux3MstSr** (*ex*PuseyjonesNo.4) *OilEng.* *Mchy.Aft* 1*Dk&Web frames* (*See Sailing Ship Register*)	388 322 192			...		1917	ThePusey &JonesCo. Wlmgtn,Del.	L.G.Tomei	128·5|28·0|12·0 P31'F26' FK	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 88NHP J.V.Svensson's Motorfabrik,Skm.	15 ″ 0	I †
34540 598 IUPQ	**Svam II** **Aux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	337 — 224					1920	J.Th.Wilmink&Co. Groningen	PiaMalinverni nei Tomei	132·6|26·3|11·5 P26'	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 87NHP D.Goedkoop,Jr.Amsterdm		I

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Gran. sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
34541 LJCS	**Svanefjell** Wireless D.F. *CruiserStern* 1*Dk*&*Shelter dk*	1371 1100 748					1936	Fredrkstad Mek.Verks. Fredrikstad	**A/SFalkefjell** (Olsen&Ugelstad, *Mgrs.*)	250·8|42·3|13·7	Oslo Norwegian *WB*	C.4Cy.(2)13″&(2)30$\frac{5}{16}$″–28$\frac{3}{4}$″ 82NHP FredrikstadM.V.Frdstad		N
34542 7679 SIGN	**Svaneholm** *OilEng.* *ss*Lkr.No.1–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2865* *2467* *1548*	✠100A1 *withfreeboard* 1,38 ~~2,87~~ ~~10,37~~ ✠LMC CS4,35 DBS2,37 ~~10,36~~9,37	Got ~~His~~	*v* Bal	CL 5,36	1930 10mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA*&*CP*	**A/B Svenska AmerikaMexico Linien**(**E.Carlson,** *Mgr.*) *CellD*	334·2|46·9|20·2 FK (*B*289′877*tAPT*109*t*	Gothenbrg Swedish 7*BHptCem* *Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 473NHP DB*80lb* ErikabergsMV Aktieb.Got	22 ″ 11 s 1 ″ 5½ 21 ″ 8	
34543 5283 SGRD	**Svanen** Ⓟ 1*Dk*	*668* *425* *317*					1912	Lindhol-mensV.A. Gothenburg	**HallandsÅngbåts A|B(HarryTrapp,** *Mgr.*)	176·3|28·0|12·5 P89′F20′	Gothenbrg Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP LindholmensV.A.Got.		V
34544 6660 SKQD	— **WoodAux4MstSr** (*ex*SailingVessel–35) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	343 310 276					1919	Öxenbjerg Skibsværft Svendborg	**AndreasBråse**	133·5|30·7|12·8 Q31′H9*t*	Klädes-holmen Swedish	Oil Engines 2S.C.SA 2Cy. *Emade*&*fitted*35 A/B JönköpingsMotorfbk.		V
34545 7424 SGRP	**Svangen** (*ex*Tiro) 1*Dk*	*998* *844* *550*					1918	Hölens Verksted Larvik	**Rederi A/B Ferlef (And.Smith,** *Mgr.*)	210·7|34·2|14·0 P24′B58′H72*t*F7′	Stockholm Swedish *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP Moss Vært,Moss		N
34546 OZZC	**Svanhild** 1*Dk*	2147 1909 1284					1919	Nylands Værksted Oslo	**DetForenede Dampskslsk.**	289·7|44·2|18·9 P25′B144′F32′	Elsinore Danish *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		N
34547 OULO	**Svanholm** 1*Dk*&*Shelter dk*	1521 1160 764					1922	Helsingörs Jernsk&Msk. Elsinore	**DetForenede Dampskslsk.**	249·5|38·1|15·0	Aalborg Danish *WB*	T 3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		V
34548 LEZT	— **Iron** *Mchy.Aft* 1*Dk*	696 526 322					1917	Wortelboer &Co. Delfzijl	**D/S A/S Svanholm (T.Matland)**	179·7|28·6|12·3 Q79*t*B18*t*H14*t*F22*t*	Haugesnd Norwegian *WB*	T.3Cy.14⅝″,23⅝″&38⅝″–26¾″ 75NHP N.V.Machinefabriek v/h H.J.Koopman,Dordrecht		N
34549 5333 SGWN	**Svartön** (*ex*Cedargrove) *ss*Got.2ndNo.3–4,31 *ss*Got.No.1–35 D.F. 1*Dk*(*ptIrn*&*ptStl*) &*deep framing* *Cargo battens not fitted*	*2475* *2197* *1380*	✠100A1 3,38 ~~3,37~~ BS~~7,36~~ 8,37 ✠LMC5,35	Mdb	*t*	CL 8,35	1906 9mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland '*sA*&*CP*	**Trafikaktiebolaget Grängesberg-Oxelösund(M.Waldenström,** *Mgr.*) *WB*=*CellDB*	296·1|44·5|19·7 299·0| FK P25′B74′F31′ *a*90′*uE*&*B*36′*f*124′	Stockholm Swedish 5*BHCem* 688*tAPT*58*t*	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 229NHP 2SB,*6pf*,GS106,HS3432 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 3½ 19 ″ 2	
34550 OULZ	**Svava** (*ex*Bjorn) *ss*Cpn.2ndNo.3–4,30 *ss*Cpn.No.1–35 1*Dk*(*Stl*)&*deep framing*	1193 1017 697	✠100A1 6,37 ~~2,36~~ BS~~2,36~~ 6,37 ✠LMC2,35	Cpn	*o*	OG ~~2,35~~ 6,37	1904 2mo *Lloyd*	Kjöbnhvns Flydk.&Skbs. Copenhagen '*sA*&*CP* *WB*=	**DetForenede Dampskslsk.** *Cell DBa*40′*uE*&*B*	233·4|34·4|16·4 P22′B60′F26′ FK 63′*f*94′349*t FPT*30*t*	Middelfart Danish 4*BHCem* *APT*15*t*	T.3Cy.18″,29″&48″–33″ (*s*) 165lb 131NHP 2SB,*4cf*,GS48,HS1912 KjbnhavnsFlydk.&Skbsv.	18 ″ 10 s 2 ″ 0½ 17 ″ 0	
34551 3639 SGRI	**Svea** 1*Dk*&*deep framing*	770 *536* *374*					1900	Howaldts-werke Kiel	**Stockholms RederiA/B Svea (Eman.Högberg,** *Mgr.*)	175·8|30·3|13·8 B57′H89*t*F36′	Stockholm Swedish *WB*	T.3Cy14$\frac{3}{16}$″22¼″&36⅝″–19$\frac{11}{16}$″ 60NHP Howaldtswerke,Kiel		V
34552 203192 KLAB	— **Wood3Mst** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	618 — 370					1906	H.D.Ben-dixsen Fairhavn, Cal	**FrancisA.Wilson**	174·0|38·2|13·3	S.Frncisco Utd. States	T.3Cy.13″,21″&34″–24″ FultonIronWorks, 57NHP SanFrancisco		
34553 7700 SINT	**Sveaborg** **TwinSc** *OilEng.* *ss*S.Fo.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)& D.F. *Web frames* *Longitudinal framing* *Special Surveys to date from* 6,31	*9076* *8339* *5258*	✠100A1 ~~3,34 4,36~~ 12,37 ~~DBS4,36~~ ✠LMC4,36 *CarryingPetroleum in bulk* DB36,37	SFo Yka	*d*†	CL PG,37 s12,37	1931 2mo. *Lloyd*	Blohm& VossK.a.A. Hamburg '*sA*&*CP*	**Stockholms RederiA/B Svea (Eman.Högberg,** *Mgr.*) *CellDBuE*67′286*t* *DTf*38′426*t*	480·5|64·4|35·5 P105′B30′F47′ FK *FPT*205*tAPT*83*t*	Stockholm Swedish 17*BHptCem* (10 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 2DB*150lb* 709NHP Götaverken A/B,Got.	35 ″ 4 s 7 ″ 2 28 ″ 4½	
34554	**Sveadrott** **TwinSc** *OilEng* *ss*Got.No.1–34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNos.*1&3*holds* Sub.Sig.	*4742* *4091* *2719*	✠100A1 *withfreeboard* 1,37 ✠LMC CS1,34 8,36 ✠Lloyd'sRMC1,37	Got	*z*	CL PN1,37 s1,37	1929 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*s CP*	**SkibsA/S Hilda Knudsen(Knut KnutsenO.A.S.,** *Mgr.*) *CellDB*343′1400*t* *way of tunnels*74*t*	392·2|54·7|24·4 414·5(O.L.) P32′F40′ FK *tanks in* (*FPT*105*tAPT*114*t*	Haugesnd Norwegian 7*BHptCem* *Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$″–39⅜″ 778NHP KockumsM.V.Akt. Malmö	28 ″ 10 s 3 ″ 2½ 25 ″ 9½	
	Now “**Emma Bakke,**” *see Supplement*													
34555 7185 SEWA	**Svealand** **TwinSc** *Mchy.Aft* *OilEng.* *ss*Bal.No.3–9,37 ~~*ss*Bal.No.2–33~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*15357* *14224* *3316*	✠100A1 ~~12,37~~ ~~12,36~~ 4,38 DBS~~6,36~~ 7,37 ~~✠LMC6,33~~ ✠LMC CF12,37 9,37	Bal Got	*j*†	CL ~~S4,36~~ PN 12,37 SN4,38	1925 4mo *Lloyd*	Deutsche WerftA.G. Hamburg '*sA*&*CP*	**Ångf.Aktieb, Tirfing(T.E.J.:son Broström,** *Mgr.*) *CellDBuE*91′380*tD* 729*tAPT*290*tDTs*	561·3|72·2|44·1 P117′F51′ FK *Tf*27′1173*tFPT* *at sides* & *u bottom*	Gothenbrg Swedish 11*BHAsp* 1 „ *to 2nd dk* *of holds*330′	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1313NHP DB*114lb* AlgemeineElec.Ges.Berlin	44 ″ 0 s 10 ″ 2½ 34 ″ 0½	
34556 LEZY	**Svein II** Ⓟ (*ex*Halden–33) 1*Dk*&*Awng dk*	320 291 178					1890	Fredrkstds Mek.Værkstd Fredrikstad	**Skibs.A/S Horten (S.Nilsen,** *Mgr.*)	128·7|21·9| 9·9 P87*t*H29*t*F30*t* 16·7	Horten Norwegian *WB*	T.3Cy.14″,22″&37″–20″ 61NHP FredrikstadM.V.		
34557 LCZO	**Svein Jarl** 1*Dk*	1908 1683 1115					1919	Trndhjms Mek.Værks. Trondheim	**DetNordenfjeldske Dampskibsselskab**	265·0|42·1|17·8 P27′B72′F30′	Trndheim Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsM.V.Trondhm		N
34558 3285 SGRW	**Sven** (*ex*Vikfred,*ex*R.F.Berg,*ex*Thea) 1*Dk*	*361* *290* *199*					1888	G.Howaldt Kiel	**RederiA/B Egon (S.M.Stjerna,** *Mgr.*)	142·9|23·0|11·0 B30′H24*t*F15′	Malmö Swedish *WB*	C2Cy.15″&27″–15″ NB06 24NHP Geb.Howaldt,Kiel		V
34559 80 OHRI	**Svenborg** **WoodAux4MstSr** (*ex*SailingVessel–34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	346 314 267					1921	Odense Skibs. Odense	**PaulPåvals**	142·5|30·3|13·4	Mariehmn Finnish	Oil Engines 2S.C.SA 2Cy.13″–13¾″ 63NHP *Emade*&*fitted*34 J&CG BolindersM.V.Skm		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Tra.
34560 162742 GTYS	**Svend Foyn** TwinSc ssOsl.No.1–35 *Mchy.Aft CruiserStern 2Dks(Stl)* *Longitudinal framing at bottom & at deck of Inner Tanks & above 2nd deck* *Strengthened for Navigation in Ice* D.F.	14596 10272 8032	✠100A1 *withfreeboard* 10,37 ~~5,37~~ ~~PrBS7,35~~ ✠LMC7,35 *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel 8,31 F.P. above 150° F.*	Got ~~Rot~~ BS10,37 PrBS10,37	*j*†	CL s9,35 P8,36	1931 8mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	St.HelierShipowners,Ld. ~~(Hans Borge, *Mgr.*)~~ (Fadum&Wang *Mgrs.*) *CellDBuE&B92' side*	538·1|74·3|33·3 47·8 P120'F108' FK *553tDTsf44'924t* *tanks in mchy space*	London British 18*BHptCem* (4 *to W dk* 14 „ *2nd* „) 90'440*tFPT*	Q.8Cy.20½",29½",42½"&62"–45" 265lb (*s*) 997NH 26Pr.B*60lb* 10Pr.B*43lb* FD 5SB.*20cf*,HS14800 Richardsons,Westgarth&Co.Ld.Hpl. *s408tAPT493t*	48 ″ 9 s15 ″ 4 33 ″ 8½	
34561 OXAD	**Svend Pii** 1*Dk*	1809 1623 1074					1923	A/S Aalborg Skibsv. Aalborg	Dampskibsselskab Vendila (Svendsen &Christensen)	276·8|42·1|17·8 P18'B169'F33'	Copnhagn Danish *WB*	T.3Cy.20",31½"&53"–36" 169NHP A/S Frichs,Aarhus		C
※ 34562 LDCD	**Svenör** *OilEng.* ssGot.No.1–34 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7616 7247 4569	✠100A1 ~~2,37~~10,37 ✠LMC CS1,35 DBS3,38 1,36 *Carrying Petroleum in bulk*	Shi Rot	*c*†	CL ~~9,34~~ 10,37	1931 2mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	S.Ugelstad's RederiA/S (S.Ugelstad, *Mgr.*) *CellDBuE85'327t* *DTf41'523t*	460·5|59·5|34·1 P109'B30'F60' FK *FPT199tAPT146t*	Oslo Norwegian 16*BHptCem* (10 *to Udk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0	
34563 4111 SGTD	**Svenske** *Mchy.Aft* 1*Dk*	508 375 260					1903	Lindholmens V.A. Gothenburg	RederiA/B Söderö (W.Grosche, *Mgr.*)	158·6|26·3|13·4 P52'H36tF22'	Öregrund Swedish *WB*	C.2Cy.15"&33"–21" 42NHP LindholmensV.A.Got.		V
34564 UOHV	**Sverdlovsk** Ⓟ Sub.Sig. 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.$22\frac{7}{16}$",37"&$59\frac{1}{8}$"–$39\frac{3}{8}$" 220NHP BalticS.B.&Eng.Wrks.Len		
34565 OXHE	**Sverige** Ⓟ 1*Dk*	811 518 423					1929	Frdrkshvn Skibs.&Flydk Fredrikshavn	Dampskslsk. A/S Oresund (M. Suenson, *Mgr.*)	206·4|34·1|13·6 B48'F35'	Copnhagn Danish *WB*	T.3Cy.18½",30"&50"–33" 120NHP HelsingörsJernsk.& Mskb.Helsingör		V
34566 5785 SGTE	**Sverker** ssSvb.No.2–37 ssMmo.No.3-7,28 ~~ssHbg.No.1–33~~ *Mchy.Aft* 1*Dk(Stl)*	477 383 234	✠100A1 5,37 ~~4,36~~ BS~~8,36~~ 10,37	Sbg Svb ✠LMC~~5,33~~ MS5,37	*g*	OG 4,36	1916 4mo *Lloyd's A&CP*	P.Larsson Thorskog	Rederiakt. Simrishamn (O.Modén, *Mgr.*)	151·6|26·6|11·7 156·5(O.L.) P44'F16' FK *CellDBf93'106tFPT*	Simrishmn Swedish 3*BHCem* *24tAPT25t*	C.2Cy.16"&30"–22" (*s*) 120lb *80lb* 46NHP 1SB.*2cf*,GS23.HS871 P.Larsson,Thorskog	14 ″ 0 s1 ″ 3 12 ″ 10	
34567 7013 SEZA	**Sverre Nergaard** (*ex*Elisabet, *ex*MountVernon) Wireless 1*Dk*	*1030* *787* *568*					1900	Bergens Mek.Verk. Bergen	RederiA/B Westindia, (SvenSalén, *Mgr.*)	227·7|31·9|15·0 Q75tB103tH53t F25t	Stockholm Swedish *WB*	T.3Cy.19",30"&50"–33" NB13 143NHP BergensM.V.Bergen		V
34568 LFAD	**Sverre Sigurdssön** (*ex*Borzoli) 2*Dks*	1081 939 616					1923	N.Odero fuA. SestriPnente	DetNordenfjeldske Dampskibsslsk.	198·8|32·1|19·7 B98tH18tF23t	Trondheim Norwegian *WB*	T.3Cy.$15\frac{5}{8}$",$24\frac{2}{5}$"&$39\frac{3}{8}$"&$25\frac{3}{5}$" 72NHP N.OderofuA.SestriPnente		N
※ 34569 YTEH	**Sveti Duje** (*ex*MonteMaggiore, *ex*Chlumecky) ssSpt.3rdNo.3–11,36 *1Dk(Stl)&Spar dk(Stl)&deep framing* *Hatch covers dispensed with in 'tween decks*	3624 3324 2204	✠100A1 *Spar dk* 9,37 ~~11,36~~ ✠LMC11,36 BS12,37	Spt	*w*	CL 8,35	1902 6mo *Lloyd's A&CP*	Russell& Co. Pt.Glasgow	M.Feric *CellDBa*	339·2|46·0|17·9 25·7 P20'B76'F36' FK *110'uE&B40'f142'*	Split Yugoslav 6*BHCem* *805tAPT56t*	T.3Cy.24",40"&65"–45" (*s*) 180lb NDB13 306NHP 2SB,*6cf*,GS132,HS4700 J.G.Kincaid&Co.Grk.	28 ″ 5 s5 ″ 4¼ 23 ″ 4	
34570 YTEK	**Sveti Vlaho** ssSpt.No.2–36 2*Dks(Stl)*	5965 5538 3773	✠100A1 ~~7,37~~ ~~8,36~~ 4,38 ✠LMC4,36 BS7,37	Rot ~~Ams~~ Bry	*a*†	CL ~~8,36~~ 4,38	1928 1mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Dubrovacka Plovidba A.D. *1 Intermediate BH &1'Tween dk* *CellDBa&*	423·5|56·0|28·8 P38'B123'F41' FK *BH dispensed with* *uE162' f186'1241t*	Dubrovnik Yugoslav *ptCem* 4*BHto Udk* 2 „ „ *2nd* „ *DTa36'1114*	T.3Cy.$27\frac{5}{16}$",$45\frac{1}{16}$"&74"–51" 180lb (*s*) 560NHP 3SB,*9cf*,GS193,HS8406 FD Rankin&BlackmoreLdGrk *tAPT32t*	31 ″ 4 s6 ″ 2¼ 25 ″ 5	
※ 34571 LDRW	**Sveve** *OilEng.* ssBgn.No.1–35 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6313 5961 3741	✠100A1 ~~5,37~~ ~~7,36~~ 4,38 DBS~~8,35~~ ✠LMC8,35 3,37 ✠LMC(M)5,37 *Carrying Petroleum in bulk*	Fal Rot	*a*†	CL ~~3,34~~ 5,37	1930 11mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	A/R Atlantic (W.&P.Jebsen, *Mgrs.*) *CellDBuE75'296t* *FPT*	420·6|57·5|32·3 P108'B28'F38' FK *DTf38'571t* *97tAPT116t*	Bergen Norwegian 15*BHptCem* (11 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	32 ″ 4 s6 ″ 1 26 ″ 5	
34572 LEVE	**Svint** (*ex*Skagatind–36, *ex*Hovland) 1*Dk*	1174 984 697					1925	Skiens VerkstedA/S Skien	SkibsA/S Sjofna (C.A.Olsen, *Mgr.*)	226·4|36·6|15·7 P34tB54tF21'	Oslo Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP SkiensVerkstedA/S,Skien		N
34573 LFAF	**Svinta** *Ref.Mchy.* 1*Dk*	1267 1123 764					1916	N.V.Werf DeNoord Alblasserdm	A/S D/S Svinta (WilliamHansen)	236·9|36·3|16·2 P31'B65'H73tF23'	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
34574	**Svir** Ⓟ (*ex*Patria–35) TwinSc Sub.Sig. D.F. *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	9686 7347 5908					1919	Kon.Maats deSchelde Flushing	U.S.S.R.	480·7|57·3|34·9 P&B364'F84'	Leningrad Russian *WB*	SRgearedSteamTurbines Maats.deSchelde,Flushing		V
34575 UOBS	— (*ex*Ivo–32) Sub.Sig. 1*Dk*	2329 2011 1350					1922	J.Frerichs &Co. Einswarden	U.S.S.R.	296·2|42·8|19·6 P&B232'F37'	Leningrad Russian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Frd.KruppA.G.Kiel		
34576 UOBE	**Svirstroi** (*ex*Aledo) 2*Dks(Stl)*	4769 4268 2971	✠ 8,20 ✠	NYk	*x*		1919 4mo	Standard S.B.Corp. Shooter'sIsld	U.S.S.R. *CellDB322'985t*	377·0|52·0|26·8 P25'B106'F34' FK *MT29'678tFPT88t*	Vladvostk Russian 7*BHCem* *APT50t*	T.3Cy.24",40"&70"–48" 478NHP 3SB,*9cf*,GS182,HS6960 FD StandardS.B.Corp.	29 ″ 0	
※ 34577 HPFH	**Svithiod** (*ex*S.V.Harkness) *OilEng.* ssKel.No.3–8,29 ssHam.No.2–38 ~~ssHam.No.1–34~~ *Mchy.Aft 2Dks(Stl)&Web frames* Sub.Sig. *Longitudinal framing* E.S.D. GyC.	~~6769~~ ~~6194~~ ~~3712~~ 6550 3944	✠100A1 2,38 ~~3,37~~ ✠NE5,25 DBS~~3,37~~ 2,38 *Carrying Petroleum in bulk*	Ham ~~✠LMC6,34~~ ~~✠LMC(M)6,31~~ ✠LMC2,38	*a*†	CL ~~7,34~~ 2,38	1917 5mo	Skinner& EddyCorp. Seattle,Wash A&CP	PanamaTransport Co. ~~(WariedTankschiffRhederei G.m.b.H., *Mgrs.*)~~ *CellDBa*	426·3|57·2|31·7 441·8(O.L.) P104'B41'F37' len34 FK *Midship portion (cargo tanks) renewed 1934* *12'uE&B63'188tDTf36'457tFPT199t*	Panama Pnamanian 16*BHptCem* *APT97t*	Oil Engines 2S.C.SA 6Cy.$25\frac{9}{16}$"–$51\frac{3}{16}$" 680NHP DB(*upper*)17–*185lb* NDB25–*70lb* NDB(W.T.)34 *185lb* Frd.KruppA.G.Kiel	31 ″ 6 s5 ″ 8¼ 26 ″ 1	
34578 UPIL	**Sviyaga** (*ex*Curslack–35) Sub.Sig. 1*Dk*	1433 1155 800					1923	F.Schichau Elbing	U.S.S.R.	237·4|37·5|15·9 Q77'B108'F32'	Leningrad Russian *WB*	T.3Cy.$16\frac{9}{16}$",$27\frac{5}{8}$"&$42\frac{9}{16}$"–$27\frac{5}{8}$" 96NHP F.Schichau,Elbing		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
34579 LCZP	Svolder TwinSc Now "Arena," see No. 37158 in Supplement OilEng. D.F. CarryingPetroleum in bulk Mchy.Aft CruiserStern 1Dk	6362 5518 3772					1927	Aktieb. Götaverken Gothenburg	WaagesTankrederi A/S(J.Stenersen, Mgr.)	408·3 P367tH396tF81t	55·3	32·0	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅛"–39⅜" 543NHP Aktieb.Götaverken,Got.		N
34580 PKRY	Swaerdecroon 1Dk	1692 1329 902					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·5 P33'B73'F30'	40·3	18·0	Batavia Dutch WB	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
34581 135603 GQVL	Swainby ssShl.No.3–9,29 ssShl.No.2–37 ~~ssHpl.No.1–33~~ D.F. 1Dk(ptIrnptStl)	4935 4697 3040	✠100A1 ~~5,37~~ ~~9,36~~2,38 BS5,37 ✠LMC MS5,33 9,37 ~~BS2,34~~	Bry Shl	y	CL ~~8,34~~ 5,37	1917 4mo Lloyd's A&CP	Ropner& Sons,Ld. Stockton	RopnerShipping Co.Ld. — CellDBa127'uE	390·0 P30'B219'F40' FK 27'f174'1165tFPT	55·6	26·2	Stockton British 6BHCem 94tAPT185t	T.3Cy 26½",46"&75"–48"(s) 180lb HS7293 450NHP 3SB(Spt.),9cf,GS194, Blair&Co.Ld.Stockton	28 ″ 9 s 4 ″ 6½ 24 ″ 4½	
34582 148064 MLWK	Swandale (exFellside) ssGoo.No.3–10,36 Welldeck Mchy.Aft 1Dk(Stl) Now "Marlwood," see No. 39224 in Supplement	996 706 529	✠100A1 2,38~~10,36~~ ✠LMC10,36 BS2,38	Goo	m	OG ~~10,34~~ 2,38	1924 5mo Lloyd's A&CP	J.Crown& Sons,Ld. Sunderland	Wm.France, Fenwick&Co.Ld. CellDB176'	212·0 Q122'F26' FK 275tMT8'129tFPT	33·5	12·7	London British 5BHCem 68tAPT34t	T.3Cy.17",28½"&47"–33"(s) 180lb 166NHP 2SB,4cf,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14 ″ 8 s4 ″ 10½ 13 ″ 11½	
34583 PKFH	Swartenhondt Fitted for oil fuel D.F. 3Dks	5084 3915 3058					1922	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6 F52'	49·4	26·7	Batavia Dutch WB	T.3Cy.28½",47"&77"–54" 436NHP Werkspoor,Amsterdam		V
34584 141793	Sweden (exL.C.Smith) Mchy.Aft 1Dk2trB	4702 — 3418					1902	WBayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co. Inc.	414·0	50·0	29·0	OswegoNY Utd.States WB	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
34585 843 OHSL	— Wood (exSkoghallsverken) OilEng. Mchy.Aft CruiserStern 1Dk	454 363 217					1920	Uddeholms Aktieb Skoghall	GustafErikson	146·5 P40'F17'H27t	30·0	12·1	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.15¾"–16 5/32" 175NHP J&CGBolindersCoLdSkm		V
34586 164321 GZLV	Swedru OilEng. CruiserStern 3Dks	4124 3254 2321					1937	Scotts'S.B. &Eng.Co.Ld. Greenock	Elder,Dempster Lines,Ld.	379·0 P36'F48'	52·7	21·3	Liverpool British	Oil Engines 2S.C.SA 4Cy.22 1/16"–85 1/16" 598NHP Wm.Doxford&Sons,LdSld		
34587 162503 MPXN	Swift ssLon.No.1–35 1Dk(Stl)&ShelterDk(Stl)	936 723 408	✠100A1 withfreeboard 9,35 ✠LMC MS9,35 BS~~1,36~~ 11,37	Lon	n	CL 9,35	1930 11mo Lloyd's A&CP	Workman, Clark(1928) Ld. Belfast	GeneralStm.Nav. Co.Ld. CellDB182'28	216·2 B61' FK 4tFPT31tAPT19t	35·1	12·1	London British 5BHCem (ColltoShdk 4 ,, 2nd ,,)	T.3Cy.17½",29"&48"–33"(s) 200lb 189NHP 2SB,6cf,GS102,HS3400 Workman,Clark(1928)Ld.	14 ″ 0 s ″ 2 13 ″ 11½	
34588 221041 KDOS	Swiftarrow ssMob.No.3–12,35 Mchy.Aft 2Dks(Stl)&Shelterdk (Stl)&Webframes Longitudinal framing	8207 7779 5092	✠100A1 Shelterdk withfreeboard ~~8,37~~ ~~1,37~~ 3,38 BS8,37 ~~BS9,36~~ ✠LMC12,35 CarryingPetroleum in bulk Fitted for oil fuel 2,21 F.P. above 150°F.	Mob Gal	c†	CL ~~12,35~~ 3,38	1921 2mo A&CP	Northwest Brdge&IrnCo Portland,Or.	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) CellDBuE&B71'230tDT f50' tanks a9'30t	464·6 34·8 FK 444t'tween dk FPT183tAPT31t	60·2	27·7	Wilmgton (Del.) Utd.States 17BHptCem (3 ,, to Sh dk 10 ,, ,, U ,, 4 ,, ,, 2nd ,,)	T.3Cy.26½",46"&78"–51"(s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O.	36 ″ 4 s 9 ″ 11½ 26 ″ 8	
34589 221268 KDSA	Swiftlight ssMob.No.1-37 ssN.Ns.No.3–11,33 2Dks(Stl)&Shelterdk(Stl) Mchy.Aft &Webframes Longitudinal framing	8207 7779 5092	✠100A1 Shelterdk withfreeboard ~~7,37~~ ~~2,37~~ 1,38 ~~BS7,37~~ ~~BS7,36~~ ✠LMC~~3,33~~ CarryingPetroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	Mob	c†	CL 7,35 7,37	1921 5mo A&CP	Northwest Bridge& IronCo. Portland,Or.	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) CellDBuE&B71' 'tween dk tanks a 30t	464·6 482·1(O.L.) 34·8 FK 230t DT f50' 444t FPT183t APT31t	60·2	27·7	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.27⅞",46"&78"–51"(s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	36 ″ 5 s9 ″ 11½ 26 ″ 9	
34590 160761 GTFQ	Swiftpool ssShl.No.2–37 D.F. 1Dk(Stl)	5205 4928 3228	✠100A1 ~~7,37~~ ~~1,37~~ ~~10,37~~ 4,38 ✠LMC BS7,~~36~~ MS1,37 8,37	Shl ~~Hl~~ ~~Cff~~	z	CL ~~1,37~~ 8,37	1929 8mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.Mgrs.) Cell DBa&uE173'f80'1	421·2 434·0(O.L.) P30'B240'F43' FK 413tFPT175t APT	54·2	27·1	W.Hartlpl British 8BHCem 167t	T.3Cy.26",40"&73"–48"(s) 180lb 528NHP 3SB(Spt.),9cf,HS7908 FD Cen.Mar.EWrks.LdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
34591 221134 KDQV	Swiftscout ssMob.No.3–3,34 2Dks(Stl)&Shelterdk Mchy.Aft &Webframes Longitudinal framing	8207 7779 5092	✠100A1 Shelterdk withfreeboard ~~8,37~~ ~~1,37~~ 1,38 BS1,38 ~~BS1,37~~ ✠LMC3,34 CarryingPetroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	Mob	c†	CL 1,37	1921 3mo A&CP	Northwest Brdge&IrnCo Portland,Or.	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) CellDBuE&B71'230tDTf50' tank a 30t	464·6 481·7(O.L.) 34·8 FK 444t'tween dk FPT183tAPT31t	60·2	27·7	Wilmgton (Del.) Utd.States 17BHptCem (3 to Shdk 10 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.~~27¼~~"46"&78"–51"(s) 210lb 27" 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O.	36 ″ 4 s9 ″ 9½ 26 ″ 9½	
34592 220990 KDNG	Swiftsure ssMob.No.3–2,35 2Dks(Stl)&Shelterdk(Stl) Mchy.Aft &Webframes Longitudinal framing	8207 7779 5092	✠100A1 Shelterdk withfreeboard ~~7,37~~ ~~3,37~~ 1,38 BS7,37 ✠LMC2,35 ✠NBmade20fitted7,36 CarryingPetroleum in bulk Fitted for oil fuel 1,21 F.P. above 150° F.	Gal ~~Mob~~	c†	CL ~~2,36~~ 7,37	1921 1mo A&CP	Northwest Bridge&Iron Co. Portland,Or.	BoatOwning& OperatingCo. (C.D.Mallory&Co. Inc.Mgrs.) CellD BuE&B71' 230t D tween dk tank a30t	464·6 34·8 FK Tf50'444t FPT183tAPT31t	60·2	27·7	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.27½",46"&78"–51"(s) 210lb 630NHP 3SB,9cf,HS8919 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O.	36 ″ 4 s9 ″ 9½ 26 ″ 8	
34593 145469 MKVY	— ssShl.No.1–37 (exMoland,exJomaas) ssHpl.No.3–12,33 Welldeck Mchy.Aft 1Dk(Stl) Now "Bloomfield," see No. [illegible] in Supplement	1414 1028 793	100A1 10,37~~10,36~~ LMC10,37 ~~MS1,34~~	Shl	o	CL ~~10,36~~ 10,37	1920 Lloyd's A&CP	G.Brown& Co. Greenock	HillStm.Shpng.Co. Ld.(Witherington &Everett,Mgrs.) CellDBuE&B35'	235·0 FK PonQ75'Q166'F28' f161' 355tFPT80t	35·3	15·1	Swansea ~~Newcastle~~ British 4BHCem APT83t	T.3Cy.19½",31"&52"–33"(s) 180lb 179NHP 2SB,6cf,GS97,HS2896 McKie&Baxter,Glasgow	17 ″ 1 s 4 ″ 10½ 16 ″ 3½	
34594 147749	Swiftwater Mchy.Aft 1Dk	1739 1578 1044					1927	Cowpen DryDock& S.B.Co.Ld. Blyth	CanadianLake Carriers,Ld.	252·0	42·6	18·0	Montreal British WB	T.3Cy.16",27"&44"–33" 97RHP Blair&Co.(1926)Ld.Stk.		C
34595 140534 GPSL	Swinburne ssN.Yk.No.3–5,29 D.F. ssN.Yk.No.1–33 2Dks(Stl)	4659 4330 2883	✠100A1 5,37~~4,36~~ ✠LMC MS1,33 BS11,36	NYk	y	CL ~~3,34~~ 5,37	1917 9mo Lloyd's A&CP	A.McMil-lan&Son,Ld. Dumbarton	Lamport&Holt Line,Ld. CellD	385·5 P36'B118'F46' FK B335'875tFPT75t	52·2	27·2	Liverpool British 7BHCem APT75t	T.3Cy.26",43"&70"–48"(s) 180lb 407NHP 3SB,9cf,GS178,HS6800 Rankin&BlackmoreLdGrk	29 ″ 8 s 5 ″ 4½ 24 ″ 7	
34596 160660 MPKW	Switzerland (exMarieFerdinand, exElsaZelck) 1Dk	1291 1027 738					1922	Akt.Ges. "Neptun" Rostock	Leith,Hull&Ham-burgStm.Packet Co.Ld.(J.Currie& Co.Mgrs.)	237·6 P16'Q55'B110'F29'	36·5	14·4	Leith British WB	T.3Cy.18",29"&48"–31½" 130NHP A.G."Neptun," Rostock		G

1 No. in Book. Official No. Code Letters.	3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34597 136734 MFRB	**Swynfleet** (exBelge) ssGoo.No.3–1,28 ssGoo.No.2–36 1Dk(Stl) Cargo battens not fitted	1168 960 689	✠100A1 11,36 MS2,36 ✠LMC ~~DBS11,36~~ MBS3,37 5,38	Goo	o	CL 2,36	1914 12mo Lloyd	Osbourne, Graham&Co Sunderland 'sA&CP	**OuseS.S.Co.Ld.** **(A.W.Atkinson,** Mgr.) CellDBa75'	240·3 P16'B58'F23' FK uE15'f96'345tFPT	36·5	14·3	Goole British 4BHCem 40tAPT45t	T.3Cy.17",28"&46"–33" (s) 180lb ~~90lb~~ 70lb 148NHP 1SB,3cf,GS62,HS2500 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s 2 ″ 1 13 ″ 5	
34598 UOVG	**Syasstroi** (exMasuda) 2Dks&Web frames Longitudinal framing	4907 4394 2958			...		1918	ToddD.D. &Const.Corp. Tacoma,Wsh.	**U.S.S.R.**	380·6 P39'B102'F42' FK	53·1	27·0	Vladvostk Russian WB	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
34599 LDGL	**Sydfold** 1Dk(Stl)	2433 2209 1430	✠ 6,18 ✠	Rot			1918 4mo	P.Smit,Jr. Rotterdam Intermediate	**Dampsk.A/S Fold** **(JohnK.Haaland** **&Co.A/S,**Mgrs.) bulkhead in foreho C	287·1 P12'B66'F31' FK ld dispensed with, 4 ellDB239'546tFPT	45·2	20·6	Haugesnd Norwegian BHonlyCem 85tAPT120t	T.3Cy.24",39⅜"&63"–39⅜" 300NHP 2SB&1AuxSB,8cf,GS144, HS5051 P.Smit,Jr.Rotterdam	23 ″ 1	N †
34600 LDIG	**Sydhav** OilEng. ssFal.No.2-37 ~~ssRot.No.1–33~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7587 7099 4557	✠100A1 5,38 ~~9,36~~ ~~10,37~~ ✠LMC CS10,37 DBS10,37 4,37 CarryingPetr	HKg Fal oleum	c† in	CL 8,35 bulk	1929 3mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	**Skibs A/S Sydhav.** (T.Lodding) CellDBuE82'258t DTf38'461t	450·8 464·8(O.L.) P106'B30'F56' FK FPT156tAPT139t	61·0	33·2	Oslo Norwegian 15BHptCem (10 to U dk 5 ,, 2nd,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3	
34601 5653 SGFA	**Sydic** ssGot.No.3–2,27 D.F. ssGot.No.2–35 1Dk(Stl)& Shelter dk(Stl)	4272 3874 2625	✠100A1 Shelter dk withfreeboard 3,38 ~~8,36~~ ✠LMC MS11,35 BS~~8,36~~5,37	Vcr ~~Got~~Shl	y	CL N10,35	1914 10mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	**RederiA/B Transatlantic(G.Carlsson,**Mgr.) C	385·0 FK ellDBa134'uE&B45'f164'1176t FPT	53·7	23·6	Gothenbrg Swedish 6BHCem 76tAPT77t	T.3Cy.27",45"&74"–48" (s) 180lb 465NHP 3SB(Spt)9cf,GS197,HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s 2 ″ 6½ 23 ″ 9¼	
34602 LCAP	**Sydis** (exTorodd-34, **TwinSc4Mst** exColonia) (Whale oil factory) D.F. 2Dks&Spar dk&deep framing Now "Südmeer," see No.40093 in Supplement	8263 5902 4670			...		1902	Wigham Richrdsn&Co Ld Newcastle	**NorskeHvalproduktorA/S** **(Nordström,** **Jespersen&Co.** **A/S,**Mgrs.)	485·5 H410t FK&BK2"	56·0	27·6 35·6	Oslo Norwegian WB	T.6Cy.24",40½"&67"–48" 846NHP WghmRchrdsn&C.LdNwc	39 ″ 0	N †
34603 7019 SIPA	**Sydland** ssRot.No.1–37 ssBkn.No.3–8,33 1Dk(Stl)&Shelter dk(Stl) D.F. 2nd dk(Stl)inNo.1hold	5134 4692 3032	✠100A1 Shelter dk withfreeboard 10,37 ~~1,37~~ ✠LMC ~~MS2,36~~ Fitted for oil	Bkn ~~Got~~Rot MS10,37 BS~~2,36~~4,37 fuel 8,	z 20	CL ~~N7,36~~ 4,37 F.P	1920 8mo Lloyd above 1	W.Doxford &Sons,Ld. Sunderland 'sA&CP Inter 50° F.	**Ångf.Aktieb.** **Tirfing(T.E.J:son** **Broström,**Mgr.) mediate BH in fore CellDB	431·1 434·9(O.L.) FK Collisio hold dispensed with 360'1168tFPT105t	54·1	26·3	Gothenbrg Swedish Cem nBHtoSdk 5 ,, ,, U ,, APT127t	T.3Cy.27",44½"&75"–54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8547 FD G Clark,Ld.Sunderland	29 ″ 0 s3 ″ 7¾ 25 ″ 7½	
34604 35190 JDZC	**Sydney Maru** OilEng. ssYka.No.1–34 Ref.Mchy. 3Dks(Stl)	5425 4955 3223	✠100A1 withfreeboard 10,37 ~~10,36~~ DBS10,37 ~~DBS10,36~~ ✠LMC11,33 ✠Lloyd'sRMC~~4,37~~ ~~7,32~~ 3,38 ~~1,38~~ ~~10,37~~	Yka	y	CL 11,35	1929 11mo Lloyd	Yokohama DockCo.Ld. Yokohama 'sA&CP	**OsakaShosenK.K.** CellDB317'805t	380·0 B23'F43' FK (FPT47tAPT71t	54·5	34·2	Osaka Japanese 6BH Coll to W dk 5 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP DB100lb Akt.Burmeister&WainCpn	34 ″ 3 s 2 ″ 8 24 ″ 2¾	
34605 25475 JNPD	— ssYka.No.3–2,32 ssOsa.No.1–37 1Dk(Stl)&Awng dk(Stl)	4105 3613 2518	✠100A1 Awng dk withfreeboard 4,38 ~~4,37~~ ✠LMC~~4,37~~ 4,38	Osa -Kob	v	OG ~~3,35~~ 4,38	1919 7mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	**KokusaiKisenK.K.** CellDB294'778t	345·0 P29'B74'F41'on Awng dk FK FPT62tAPT31t	48·0	30·0	Kobe Japanese Cem 6BH to A dk	T.3Cy.23½",39"&65"–48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawasakiDkydCoLdKobe	30 ″ 0 s 6 ″ 1¼ 24 ″ 2	
34606 163221 MKSM	**Sydney Star** **TwinSc** OilEng. 1Dk&Shelter dk,3rd dk except in No.1hold Ref.Mchy. 4th dk forward of mchy.space D.F. E.S.D. GyC. CruiserStern	11095 8857 ~~6813~~ 6810	✠100A1 withfreeboard ~~12,37~~ 2,38 ✠LMC3,36 ✠Lloyd'sRMC~~12,36~~ 2,38 ~~9,37~~ ~~5,37~~	Liv ~~Lon~~		CL	1936 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	**FrederickLeyland** **&Co.Ld.** Duct keel forw CellDB369'2295t	524·2 542·8(O.L.) P64'B193'F72' FK ard of mchy.space (FPT95tAPT157t	70·4	32·3	Belfast British 8BHptCem Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 2S.C.DA 12Cy.24 7/16"–55⅛" 2DB100lb 2463NHP Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
34607 LDIA	**Sygna** Mchy.Aft Spar dk&deep framing Cantilever framed, topside tanks	3881 3574 2464			...		1907	SirRaylton Dixon&CoLd Middlesbro'	**A/S J.L.Mowinckels Rederi**	360·1 P&B215'F29' FK	52·1	25·7	Bergen Norwegian WB	T.3Cy.26",42"&70"–48" 431NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 4	N †
34608 DHXB	**Sylt** (exLaura) ssAnt.No.1–12 1Dk(ptIrn&ptStl)&deepframing	842 694 479	✠ 5,20	Cpn	l		1908 9mo	Kjöbnhvns Flydk.&Skbs. Copenhagen	**ReedereiWendenhof G.m.b.H.** CellDBa&	209·3 P30'B59'F21' FK uE68'f88'237tFPT	30·7	13·4	Wismar German 4BHCem 39tAPT26t	T.3Cy.14",23"&37"–24" 79NHP 2SB,4cf,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6	G †
34609 148136 GLKV	**Sylvafield** D.F. OilEng. ssShl.No.2–34 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5709 5101 3392	✠100A1 9,37 ~~11,36~~ ✠LMC CS~~3,36~~ DBS~~11,36~~ 9,37 ~~2,34~~9,37 CarryingPetr	Fal Shl 9,37 oleum	y in	CL ~~3,36~~ 9,37 bulk	1925 10mo Lloyd	Sir J.Laing &Sons,Ld. Sunderland 'sA&CP CellDBuE	**NorthernPetroleumTankS.S.Co.** **Ld.(Hunting&** **Son,Ld.**Mgrs.) 66'151tDTf27'326t	395·0 P88'B34'F39' FK FPT198tAPT156t	52·0	32·0	Newcastle British 16BHptCem (12 to U dk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.22 13/16"–91¼" 640NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 7½ 26 ″ 4¾	
34610 215840 WSCX	**Sylvan Arrow** ssN.Yk.No.3–1,30 D.F. ssMob.No.2–37 ~~ssBal.No.1–33~~ Mchy.Aft 2Dks(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing	7797 7153 4858	✠100A1 Shelter dk withfreeboard 8,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~6,36~~ 8,37 CarryingPetr Fitted for oil	N Yk Mob oleum fuel1,	a† in 18	CL 6,36 bulk F.P.	1918 1mo above	NewYork S.B.Corp. Camden,N.J. A&CP 150° F.	**Socony-Vacuum** **OilCo.Inc.**	467·6 485·7(O.L.) FK CellDBa23'uE&B	62·7	32·0	New York Utd.States 16BHptCem (10 to U dk 6 ,, 2nd,,) 76'463tDTf	Q.4Cy.24",35",51"&75"–51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkS.B.Corp. 40'440tFPT229tAPT131t	32 ″ 0 s4 ″ 2 28 ″ 0¾	
34611 201840	**Sylvania** (exD.M.Philbin, exSylvania) Mchy.Aft 1Dk	6272 — 4826					1905	WestBay CityS.B.Co. WestBayCity	**DuluthS.S.Co.** **(G.A.Tomlinson,** Mgr.)	504·0 WB	54·0	26·7	Duluth, Minn. Utd States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		
34612 59 SVRM	**Sylvia** (exFilomila–36,exMarika, exMortlake, ssMsl.2ndNo.3–8,26 exLovaine) 1Dk(ptIrn&ptStl) 2trB&deep framing Broken up	3175 2854 1986	✠ 9,31 ✠	Rot	u		1898 6mo	WoodSkinner&Co.Ld. Newcastle	**S.Katopodis** CellDB	325·5 P31'B104'F36' FK a96'uE28'f136'754t	48·6	21·7	Ithaca Greek 6BHCem APT84t	T.3Cy.23½",39"&64"–42" 270NHP 2SB,6rf,GS124,HS4120 N.E.MarineEngCo.LdNwc	24 ″ 0	
— 34613																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
34614 3721 SGTK	**Sylvia** (*ex*Najaden,*ex*Merchant Prince) Iron ssGot.4thNo.3–3,34 *Well deck* ssGot.No.1-38 1*Dk*(*Irn*) *Cargo battens not fitted*	*1524* *1261* *863*	✠100A1 3,38 ~~4,37~~ ~~MS4,34~~ 3,38	Got ✠LMC3,38 ~~BS8,36~~ ~~3,37~~	*g*	OG ~~8,36~~ 3,38	1883 10mo *Lloyd*	H.S.Edwards,Son& Craig, Newcastle '*sA&CP*	Rederi A/B "Sylvia" (Alb.Billner)	260·0|36·2|18·7 267·1(O.L.) BK9⅛" P30'Q72'B66'F32' *DBa*88'	Gothenbrg Swedish *4BHCem* *f*16'*&uE&B*	C.2Cy.32"&60"–39" 80lb *60lb* NDB98 179NHP 2SB,*6pf*,GS95.HS3011 N.E.MarineEng.Co.Nwc. 36'302*t FPT*65*t APT*20*t*	19 " 8 s1 " 7½ 18 " 10½	
34615 147330 GLPN	**Sylvia de Larrinaga**	5218 4851 3206					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5|52·7|29·8 P29'B36'	Liverpool British *WB*	T.3Cy.26",44"&74"–48" 379NHP F.Schichau,Elbing		C
34616 165353 GZGZ	**Syrian Prince** *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *CruiserStern*	1990 1432 1003	✠100A1 *withfreeboard* 8,37 ~~8,37~~ ✠Lloyd'sRMC~~11,36~~ 3,38 ~~8,37~~	Liv Mch ✠LMC11,36	*t*	CL N3,37	1936 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*234'486*t*	296·5|44·2|16·4 B90'F23' FK *FPT*72*t APT*58*t* (	London British *5BHptCem ptAsp* *Coll toSh dk*- 4 „ *2nd* „)	T.3Cy.19",31"&55"–36" (*s*) 220lb 315NHP 2SB(Spt),*6cf*,GS121, FD HS4830 Richardsons,Westgarth& Co.Ld.Hpl.	19 " 1 s " 4½ 18 " 10½	
Broken up. 34617 ~~[illegible]~~ ~~GZLK~~	**Syrie** (*ex*ClaraZelck) 1*Dk&Spar dk*	2117 1989 1322					1904	Act.Ges. "Neptun" Rostock	~~BarryShippingCo. Ld.(B.&S.ShippingCo.Ld.*Mgrs.*)~~	261·2|37·6|17·0 H26' 24·0 *WB*	~~Newport, Mon.~~ British	T.3Cy.17½",30½"&48"–33 1/16" 132NHP A.G."Neptun,"Rostock		V
34618 220583 KDEC	**Syros** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6191 5630 3805			…		1920	GeorgeA. FullerCo. Wilmington, N.C.	LykesBros.– RipleyS.S.Co.Inc.	395·3|55·1|31·4 P45'B110'F38' *on Shelter dk* FK	Galveston, Tex. Utd.States *WB*	T.3Cy.21½",41½"&72"–48" 359NHP BadenhausenCo. Philadelphia		R †
34619 291 SVDQ	— Ⓟ (*ex*Adriaticos–33,*ex*Caloric) Wireless 2*Dks*	1003 726 412			…		1885	Harland &Wolff Belfast	HellenicCoast LinesCo.Ld.	243·9|31·9|15·3 P42'B92'F37' BK8"	Piræus Greek *WB*	C.2Cy.35"&70"–45" 274NHP Harland&Wolff,Belfast	16 " 3	
34620 LDEE	**Sysla** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6367 5552 3873					1932	Götaverken A/B Gothenburg	WaagesTankrederi II A/S(J.Stenersen *Mgr.*)	408·3|55·3|32·3 P209*t*H400*t*F41*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP GotaverkenA/B,Got.		N
34621 XNBJ	**Sze Woo** (*ex*StadtratFischer, *ex*Comet) Wireless 1*Dk*	1531 1106 918					1903	Schömer& Jensen Tönning	KungChiS.S.Co.	232·2|35·8|15·1 P15'Q51'B109'F27'	Shanghai Chinese *WB*	T.3Cy.16½",27"&44½"–31½" 109NHP Schömer&Jensen,Tönning		
34622 151411 GLXM	**Szechuen** Ⓟ *Fitted for oil fuel* 2*Dks*	2604 2276 1594					1920	Taikoo Dkyrd&Eng. Co.ofH.Kg. Ld. HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4 P15'B74'F37'	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP TaikooDockyd&Eng.Co. ofHongKong,Ld.		
34623 HAAT	**Szeged** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	594 497 308					1936	A.Ganz &Co. Budapest	KöniglichUngarischeDonau-Seeschiffahrts,A.G.	184·8|27·9|12·6	Budapest Hungarian *WB*	Oil Engines 4S.C.SA 12Cy.6⅛"–9 7/16" 52NHP &ElectricMotors A.Ganz&Co.,Budapest.		V

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; KHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
34624	**T. 9** Wireless *OilEng.* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom&at deck* For full particulars see No. 40312 in Supplement	1440	100A1 *withfreeboard* *(ClassContemplated)* *CarryingPetroleum in bulk*				1937	Mitsubishi Jukogyo K.K Yokohama	**U.S.S.R.**	236·2 P69'F24'	36·0	20·3	**Vladvostk** Russian	Oil Engines 4S.C.SA 6Cy.17$\frac{1}{16}$"-23$\frac{5}{8}$" 185NHP MitsubishiJukogyoK.K. Yka.		
34625	**T. 21** Wireless *OilEng.* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom&at deck* For full particulars see No. 40313 in Supplement	1440	100A1 *withfreeboard* *(ClassContemplated)* *CarryingPetroleum in bulk*				1937	Mitsubishi Jukogyo K.K Yokohama	**U.S.S.R.**	236·2 P69'F24'	36·0	20·3	**Vladvostk** Russian	Oil Engines 4S.C SA 6Cy.17$\frac{1}{16}$"-23$\frac{5}{8}$" 185NHP MitsubishiJukogyoK.K. Yka.		
34626	**T. A. D. Jones** (*ex*C.A.Snider, *ex*Olean) *ss*N.Yk.No.3-12,28 1*Dk*(*Stl*)2*trB* Now "Neti," see No. 39413 in Supplement	3093 2524 1865	✠100A1 12,30 BS3,37 ✠LMC1,33 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	NYk	*t*	CL 2,37	1917 7mo	Harlan& Hollings-worthCor. Wlmgtn,Del. A&CP	**Parobrodarsko Drustvo"Marović" s.o.j.(G.J.Marović,** *Mgr.*) *IntermediateBH in 'tween dk forward dispensed with*	299·2 P24'B96'F29' FK	45·2	24·3	Yugoslav *Cem* 4*BH to U dk* 1 ,, ,, 2*nd* ,, *CellDB*250	T.3Cy.21$\frac{1}{2}$",35"&58"-42" (*s*) 180lb 271NHP 2SB,6*cf*,GS135,HS4664 Harlan&HollingsworthC *only* 568*tFPT*74*tAPT*108*t*	26 ″ 6 s4 ″ 8$\frac{1}{2}$ 22 ″ 2	
34627 234680 WOGU	**T. C. McCobb** D.F. GyC. Sub.Sig. 1*Dk* *Mchy.Aft* E.S.D. *Cruiser Stern* *Longitudinal framing-bracketless system* *Part electrically welded "Arcform"* ~~*Rudder electrically welded*~~	7452 6872 4621	100A1 ~~4,36~~11,37 BS4,37 LMC4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,36 *F.P. above* 150° F.	NYk Gal		CL	1936 4mo	Federal S.B.&D.D.Co Kearny,N.J.	**StandardOilCo. ofNewJersey**	435·0 P85'B33'F36' FK *CellDB*54'146*t*	66·8	34·2	**Wilmgton (Del.)** Utd.States 13*BH* *DTf*31'687*t*	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 593NHP 2WTB(Spt) 450lb FD HS3660 Allis-ChalmersMfg.Co. Milwaukee,Wis. *FPT*155*tAPT*247*t*	34 ″ 6	
34628 229755 KLIH	**T. J. Conway** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	481 — 326					1930	Federal S.B.&D.D.Co Kearny,N.J.	**DieselTanker T.J.Conway,Inc.**	155·4	28·1	12·0	**NewYork** Utd.States	Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis.		
34629 221618 KDUR	**T. J. Williams** *ss*N.Yk.No.3-12,33 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	8212 7886 5108	✠100A1 *Shelter dk withfreeboard* ~~9,37~~12,37 MS12,33 ✠LMC BS2,~~36~~12,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Gal NYk	*c* †	CL ~~2,37~~ 4,38	1921 9mo	Oscar DanielsCo. Tampa,Fla. A&CP	**StandardOilCo. ofNewJersey** *CellDB in way of oil bunker*17'*uE*&*B*71'328*t* *DTf*50'694*t*	465·4 FK *FPT* 177*t APT* 26*t*	60·2	36·0	**Wilmgton (Del.)** Utd.States 17*BHptCem* (3 *to Sh dk* 10 ,, *U* ,, 4 ,, 2*nd* ,,)	Q.4Cy.24$\frac{1}{8}$",35",51"&75"-51" 220lb (*s*) 595NH 3SB,9*cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 ″ 3 s8 ″ 10$\frac{1}{2}$ 27 ″ 8	
34630 143645 MKRY	**T. P. Tilling** *ss*Bwg.No.3-9,33 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	461 319 173	✠100A1 4,37 ~~3,35~~ BS~~2,36~~ 4,37 ✠LMC9,33	Bkn Ayr	*f*	CL ~~N2,34~~ 4,37	1920 6mo	J.Crichton &Co.Ld. Saltney *Lloyd'sA&CP*	**JohnS.Monks,Ld.**	142·3 148·8(O.L.) Q87'B9'F22' FK *DTf*14'45*tFPT*14*t*	25·2	11·4	**Liverpool** British 4*BHCem* *APT*39*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 88NH 1SB,3*pf*,GS48,HS1490 LythamS.B.&Eng.Co. Lytham	12 ″ 6 s3 ″ 4$\frac{1}{2}$ 12 ″ 2$\frac{1}{2}$	
34631 224836 WDDB	**T. W. Robinson** (*Self-Unloader*) *Mchy.Aft* GyC. 1*Dk* D.F.	7726 — 6118					1925	American S.B.Co. Lorain,O.	**BradleyTransptn. Co.**	566·0	60·0	32·0	**Duluth, Min.** Utd.States *WB*	Steam Turbine connected to Electric Motor&Sc.Sh. GeneralElectricCo.SchenectadyN.Y. 500NHP		R
34632	**Ta An** (*ex*CanadianLeader-36) *ss*Mtl.No.3-10,32 *ss*Osa.No.1-37 2*Dks*(*Stl*) Now "Taian Maru," see No. 40392 in Supplement	*5492* *4858* *3342*	✠100A1 2,37 ✠LMC2,37	Osa	*y*	CL 8,36	1921 5mo	Canadian Vickers,Ld. Montreal A&CP	**FanShienHo** *CellDB*	400·3 P49'B120'F41' FK 333' 1025' *FPT*149'	52·4	28·5	**Tsingtao** Chinese 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s5 ″ 11$\frac{1}{2}$ 25 ″ 4$\frac{3}{4}$	
34633	**Ta Ching** **TwinSc**	1405 — 861					1920	Kiangnan Dk&EngWks Shanghai	**TaDahS.S.Co.Ld.**	201·2	38·1	11·3	**Shanghai** Chinese	T.		
34634	**Ta Dah** Ⓟ **TwinSc** 3*Dks*	1673 — 961	-				1935	TaChung HuaS.B.& Eng.Wks. Shanghai	**TaDahS.S.Co.Ld.**	238·0	38·0	12·3	**Shanghai** Chinese	T.6Cy.13",21$\frac{1}{2}$"&35"-24" 120NHP ShanghaiDck.&E.Co.Ld.		
34635	**Ta Ho**	1001 — 604					1905	Shanghai	**TaDahS.S.Co.Ld.**	188·8	28·6	10·7	**Shanghai** Chinese	C.		
34636	**Ta Yu** (*ex*TaChie) **TwinSc**	1440 — 861					1921	Yangtsze PooDockCo. Shanghai	**TaDahS.S.Co.Ld.**	215·0	35·0	12·0	**Shanghai** Chinese	T.		
34637 1130 ESVU	**Taara** (*ex*Fleetwing-36) *ss*Nwc.2ndNo.3-2,32 1*Dk*(*Stl*)&*deep framing* *Well deck*	1402 1192 832	✠ ... 11,36 ✠	Shl	*o*		1907 5mo	S.P.Austin &Son,Ld. Sunderland	**J.Adamson& others** *CellDBa*65'*uE*	240·0 P24'Q59'B50'F27' FK 17'*f*104' 351*t FPT*	36·0	15·5	**Parnu** Estonian 4*BHCem* 61*tAPT*73*t*	T.3Cy.19",31"&51"-36" 170NHP 1SB,4*pf*,GS66,HS2746 N.E.MarineEng.CoLd.Sld.	17 ″ 9	V †
34638 OUMD	**Taarnholm** *ss*Els.No.1-37 *ss*Opn.2ndNo.3-9,32 1*Dk*(*Stl*)&*deep framing*	1420 1281 828	✠100A1 10,37~~7,35~~ ✠LMC10,37 ~~MS8,31~~ ~~BS7,36~~	Dnz Els	*q*	CL ~~4,34~~ 10,37	1905 12mo	WoodSkin-ner&Co.Ld Newcastle A&CP *WB*	**DetForenede DampskibsSelskab** =*CellDBa*70'*uE*&	252·0 261·5(O.L.) P&B198'F24' FK *B*30'*f*111'413*tFPT*	38·2	16·2	**Aalborg** Danish 4*BHCem* 68*tAPT*61*t*	T.3Cy.19",31"&51"-33" (*s*) 170lb 168NH 2SB,4*cf*,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s1 ″ 3$\frac{1}{2}$ 17 ″ 4	
34639 904 ESEI	**Taat** (*ex*Otis-33,*ex*Marie) **Iron** *ss*Tln.4thNo.3-5,33 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1334 1155 794	✠100A1 3,37 ✠LMC MS5,33 BS~~5,36~~ 2,37	Cff	*p*	OG ~~3,37~~ 1,38	1880 12mo	Palmers' Co. Newcastle *Lloyd'sA&CP*	**A.Jurgenthal& others(A.Jurgenthal,** *Mgr.*) *DBa*74'	249·4 258·6(O.L.) Q100'B48'H35*t* F28' BK8$\frac{1}{2}$" *f*36'&*uE*&*B*36'284*t*	33·1	17·4	**Haapsalu** Estonian 3*BHCem* *APT*10*t*	C.2Cy.28"&54"-36" 75lb *100lb* NDB23 120NHP 1SB,4*pf*,GS60,HS1708 Palmers'Co.(Lim.),Nwc.	18 ″ 6 s2 ″ 0$\frac{1}{2}$ 17 ″ 4	
34640 1558 IUPW	**Tabarca** (*ex*Candia,*ex*Falkental, *ex*Humus,*ex*Lucker, *ex*Kilbeggan) *OilEng.* 1*Dk*	616 505 349			...		1919	G.Brown& Co. Greenock	**TitoCampanella Soc.diNav.**	175·3 B52' FK	30·1	15·6	**Genoa** Italian *WB*	Oil Engines 2S.C.SA 3Cy.13$\frac{3}{8}$"-21$\frac{1}{4}$" 94NHP NE29 SulzerBros.Winterthur	16 ″ 6	1 †

1 Numéro d'Ordre. Numéro Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
✻ 34641 139041 GLTV	**Tabaristan** (*ex*Frankenfels) ssNpt.No.3–3,33 D.F. 2*Dks*(*Stl U*-teak s) ssAyn.No.1–37	6251 5455 3990	✠100A1 9,37 ~~9,36~~ ~~DBS1,36~~ ~~5,37~~ ✠LMC1,33 5,37 *Fitted for oil fuel 9,25 F.P. above 150° F.*	Hul Swa	*a*†	CL ~~N5,35~~ 4,37	1914 1mo *Lloyd's* A&CP	Akt.Ges. "Weser" Bremen	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *1BH in forward hold dispensed with 6BH only* *Cell DBa 139' uE23'f 189'1187t FPT48t APT56t 'tween dk tanks f36'494t a36'470t*	422·4 440·4(O.L.) P60'B126'F54' FK	56·2	29·7	London British *Cem*	T.3 Cy28¾",46½"&75$\frac{5}{16}$"–53$\frac{1}{8}$" 192lb *121lb* (s) 520NHP 3SB(Spt),*9cf*,GS148, HS6950 FD A.G."Weser,"Bremen	32 " 6 s 6 " 6¾ 26 " 2	
34642 FOWC	**Tabarka** (*ex*Pollux) 2*Dks*	2624 2236 1639					1909	Wrf.voorh. Rijkee&Co. Rotterdam	UnionMaritime S.A. (Soc.Anon. deGérance et d' Armement, *Mgrs.*)	327·5 Q106'B88'F40'	44·2	18·6	Rouen French *WB*	T.3Cy.21",33"&56½"–39½" 202NHP NedFb.vWrk.&Spoor.Ams		V
34643 XCTA	**Tabasco** Ⓟ *Fitted for oil fuel* Wireless 1*Dk*(*Stl*)&*deep framing*	1298 — 1019	✠ 1,07 ✠	Dmb	*n*		1901 8mo	A.McMil- lan&Son,Ld. Dumbarton	RamonCorona McEntee&Ramon CoronaOrihuela	230·4 P58'F45' FK *Cell DB56'73t FPT43t APT55t*	33·5	14·8	VeraCruz Mexican 4*BHCem*	T.3Cy.17",28"&45"–33" 128NHP 2SB,*4cf*,GS72,HS2094 Muir&Houston,Ld.Gls	15 " 8	
34644 7956 SKTD	**Taberg** (*ex*Bretagne–34,*ex*Hermia) 1*Dk*	*1392* *1202* *743*					1920	Limhamns Skepps.A/B Limhamn	Ångf.A/B Halfdan (J.E.Manne, *Mgr.*)	239·9 P53tH89tF34t	38·1	16·7	Gothenbrg Swedish *WB*	T.3Cy.18",29½"&48"–31½" 130NHP LimhamnsSkepps.A/B		N
34645 PHWC	**Tabian** Ⓟ *OilEng.* ssAms.No.1–35 D.F. 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*) *in No.1 hold*	8151 7366 4895	✠100A1 ~~6,37~~ ~~9,36~~11,37 ✠LMC CS12,35 DBS6,34 6,36 DBS(*lower*)~~9,36~~11,37 *Carrying oil F.P. above 150° F. in fwd deeptanks* *Fitted for carrying oil 11,30 F.P. above 150° F. in deep tank aft*	Ams Sba	*d*†	CL ~~9,36~~ 6,37	1930 11mo *Lloyd's* A&CP	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland *CellDB392'1628t DTsf46'1372t FK DTa32'1062t FPT107t APT53t*	469·0 P40'B160'F57'	62·2	32·6	Amstrdam Dutch 8*BHptCem* *ptAsp* 1 " *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56¼" DB71lb 1450NHP ND834(*upper*)71lb SulzerBros.Winterthur	36 " 5 s 7 " 7 29 " 0	
✻ 34646 PHWE	**Tabinta** Ⓟ *OilEng.* D.F. ssAms.No.1–34 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*) *in No.1 hold*	8156 7366 4898	✠100A1 ~~6,37~~ ~~1,37~~ ~~11,37~~ 6,38 ✠LMC CS7,35 DBS7,35 2,37 DBS(*lower*)~~9,36~~ ~~11,37~~ 3,38 *Carrying vegetable oil in forward deep tanks Nos. 1&3 holds* *Fitted for carrying oil 8,30 F.P. above 150° F. in deep tanks aft*	Sba Ams	*d*†	CL N6,35	1930 8mo *Lloyd's* A&CP	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland *CellDB392'1628t DTsf in Nos.1&3 holds 65'&56'2060t DTa32'1062t FPT107t APT53t*	469·0 P40'B160'F57' FK	62·2	32·6	Amstrdam Dutch 8*BHptCem* *ptAsp* 1 " *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56½" 1450NHP DB(*Lower*)142lb NDB(*Upper*)35 100lb Werkspoor,Amsterdam	36 " 5 s 7 " 7 29 " 0	
34647 LJFA	**Tabor** *OilEng.* D.F. GyC. 1*Dk&Shelter dk*	4768 3997 2875					1936	A/SAkers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6	55·3	25·2	Tonsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47¼" 748NHP A/SAkers.Mek.Værks.Osl.		N
34648 LJFU	**Taborfjell** Now "Prins Frederik Hendrik," *see No.* 39708 *in Supplement* Wireless 1*Dk&Shelter dk* *CruiserStern*	1303 1030 724					1936	Fredrkstad Mek.Verks. Fredrikstad	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	251·1 P59tH126tF14t	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"– 30½" 96NHP FredrikstadM.V.Frdstad		N
34649 DOPU	**Tac** *OilEng.* 1*Dk*	328 275 222					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 P28'	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9⅝"–15¾" 56NHP Mot.WerkeMannheimA.G. Mannheim		G
34650 7070 JABE	**Tachang Maru** Ⓟ TwinSc 1*Dk*	2421 1171 1368					1901	MitsuBishi Dkyd&EWks Nagasaki	NisshinKisenK.K.	282·1 F34'	39·4	12·4	Tokio Japanese *WB*	T.6Cy.16",26"&43"–30" 202NHP MitsuBishiD.&E.Wks.Nag		
34651 8359 JAIE	**Tachi Maru** Ⓟ TwinScSp 1*Dk*	1891 968 1072					1901	OsakaIron Works Osaka	NisshinKisenK.K.	278·0	39·4	9·6	Tokio Japanese	T.6Cy.13",21½"&35½"–24" 122NHP OsakaIronWorks,Osaka		
✻ 34652 27806 JAGA	**Tachibana Maru** ssKob.No.3–8,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6515 5679 3847	✠100A1 8,37 ~~9,36~~ ✠LMC~~9,36~~ 8,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 6,21*	Kob	*a*†	CL ~~8,34~~ N8,37	1921 6mo A&CP	KobeSteel Works Harima Dockyard	AsahiSekiyuK.K. *CellDBuE&B81' 155t DTf41'375t 'tween dk tank aft10'46t FPT116t*	420·0 P117'B36'F35' FK	54·0	32·9	Tokio Japanese 16*BHptCem* (11 " *to U dk* 5 " *2nd* ") *APT26t*	T.3Cy.27",45"&75"–51" (s) 200lb 560NHP 3SB,*9cf*,GS192,HS7956 FD KobeSteelWorks.Kobe	33 " 0 s 6 " 8 25 " 7½	
34653 40508 JWRJ	— Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	1772 — 966					1935	Mitsubishi Jukogyo K.K Kobe	TokiowanKisen K.K.	249·3 F59'	40·0	18·0	Tokio Japanese *WB*	Oil Engines 4S.C.SA 16Cy.16¾"–24$\frac{7}{16}$" 435NHP MitsubishiJukogyoK.K.		
34654 29428 JEPI	— 2*Dks*	392 312 233					1923	OsakaIron Works Osaka	KagoshimaShosen K.K.	145·0 F20'	24·0	13·5	Shimoda Japanese	T.3Cy.		
34655 220798 KDKI	**Tachirá** (*ex*ElizabethR.,*ex*Antonio) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*	2325 1969 1389			...		1920	McDougall DuluthS.B.Co Duluth,Minn.	~~Atlantic&CaribbeanSteamNav.Co.~~ GraceLine,Inc.	251·0 P25'B64'F21' FK	43·7	22·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.19",32½"&54"–40" 262NHP McDougallDuluthS.B.Co.	24 " 3	R †
✻ 34656 LOGF	**Tacito** ssB.As.No.3–5,37 ~~ssB.As.No.2–33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	8331 ~~6356~~ ~~4749~~ 4783 2174	✠100A1 5,37 ~~2,36~~ ✠LMC 5,37 ~~MS2,32~~ ~~BS2,36~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 12,24*	BAs	*a*†	CL 2,36	1924 12mo *Lloyd's* A&CP	Nthmblnd S.B.Co.Ld. Newcastle	Cia.Gen.deCom- bustibles *CellDBuE&B 87'250t DTf38'620t FPT162t*	430·0 441·7(O.L.) P104'B32'F49' FK	57·0	33·1	Bns.Aires Argentine 18*BHptCem* (7 " *2nd dk*) *APT74t*	T.3Cy.27",45"&75"–54" (s) 180lb 626NHP 3SB,*12cf*,HS9672 FD Wllsnd.Slpwy.CoLd.Nwc.	33 " 6 s 7 " 10½ 26 " 1	
34657 DHXD	**Tacoma** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* Sub.Sig. D.F. E.S.D.	8268 6883 5013					1930	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P35'B&F386' FonB40'	63·0	29·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft *Emade22* Blohm&Voss,Hamburg		G
34658 OXCD	— TwinSc *OilEng.* ssFal.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4482 4093 2712	✠100A1 *with freeboard* ~~8,37~~ ~~10,36~~ 3,38 ✠LMC CS8,34 DBS3,37 2,36	NYk ~~HK~~ Syd	*y*	CL ~~S12,35~~ ~~P10,36~~ 6,37	1926 10mo *Lloyd's* A&CP	A/S Naks- kovSkibsvft. Nakskov	Dampskslsk.Orient A/S. *CellDB334' 1018t Tanks between tunnels 90t FPT116t APT123t*	379·8 394·3(O.L.) F39' FK	53·3	33·4 25·3	Copnhagn Danish 6*BHptCem* (*CollBHtoShdk* 5 " *2nd* ")	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB120lb Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 1 25 " 1½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'r Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15
34659 211198 KLAI	**Tacoma** Ⓟ 2*Dks*	836 — 458					1913	Seattle Const&DDCo Seattle	PugetSoundNav. Co. (A.M.Peabody, *Mgr.*)	209·4	30·0	17·6	Seattle Utd.States	T.4Cy.23",36"&(2)42"–30" 193NHP SeattleConstruc.&D.D.Co.		
34660 148840 GPWJ	**Tacoma City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4738 4424 2871					1929	W.Gray& Co.Ld. WHartlepool	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NH W.Gray&Co.Ld.W.Hpl.		C
34661 11760 JTAD	**Tacoma Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3-3,32 2*Dks*(*Stl*)&*deep framing* &*Lower dk*(*Stl*)*inNo.1hold*	5772 5125 3546	✠ ... 6,33	Osa ✠			1909 6mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosenK.K. *Cell DB a*127'*uE*&*B*63'*f*167'1175*t* *FPT*106*t* *APT*26*t*	419·7 P26'B158'F42' FK	49·5	29·9	Osaka Japanese 7*BHCem*	T.6Cy.19½",32¾"&55"–46" 544NHP 3SB,*9cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 ″ 6	
34662 141910 GBQP	**Tacoma Star** TwinSc (*ex*Wangaratta) *ss*Nwc.No.3-12,35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	7924 7577 4962	100A1 *Shelter dk* *withfreeboard* 8,37 ~~7,36~~ MS7,35 Lloyd'sRMC ~~4,37~~ ~~8,37~~ 4,38 ~~12,37~~	Nwc BS8,37 LMC ~~BS7,36~~	c†	CL P2,35 S7,36	1919	Workman, Clark &Co.Ld Belfast *Lloyd's A&CP*	FrederickLeyland &Co.Ld. *CellDB*392' 1495*t* *FPT*120*t* *APT*70*t*	450·0 P31'F43'*onShelter dk* FK	58·5	37·1	London British *ptCem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1138NH 3DB,*24cf*,GS440,HS17079 Wrkman,Clark&Co.Ld.Bel	40 ″ 0 s11 ″ 0½ 29 ″ 3	
34663 149683 GSMF	**Tactician** *ss*Liv.No.2-37 ~~*ss*Bkn.No.1-32~~ D.F. 2*Dks*(*Stl*)	5996 5575 3754	✠100A1 ~~7,37~~ ~~1,36~~10,37 BS3,37	Liv ✠LMC8,~~36~~ MS7,37	a†	CL 12,36	1928 7mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's A&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*362'1146*t* *DTa* 32' 901*t* *FPT* 62*t* *APT*24*t*	420·3 434·7(O.L.) P37'B137'F44' FK	54·6	30·4	Liverpool British 8*BHCem* 1 „ *to2nd dk*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215 HS8208 CammellLaird&CoLd.	32 ″ 7 s6 ″ 4 26 ″ 5¾	
34664 149677 GNTR	**Tadorna** 2*Dks*	1947 1692 984					1928	Burntislnd S.B.Co.Ld. Burntisland	British&Con- tinentalS.S.Co.Ld.	291·7	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"–39" 217NHP D&W.Hendersn&CoLd Gls		C
* 34665 153447 VGTL	**Tadoussac** Ⓟ TwinSc *ss*Qbc.No.2-37 ~~*ss*Mtl.No.1-33~~ 1*Dk*(*Stl*)2*nd dk in holds*	7013 2478 4141	✠100A1 *withfreeboard* 6,37~~10,34~~ ~~BS10,36~~ *For Service between Montreal & Saguenay* *Fitted for oil fuel* 5,28 *F.P. above* 150°F.	Qbc 5,37 ✠LMC~~4,36~~		CL ~~5,34~~ 6,37	1928 5mo	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. *Lloyd's A&CP*	CanadaSteamship Lines,Ld. *Cell DB*273' 519*t* *FPT* 125*t* *APT*67*t*	350·0 FK	70·1	18·8	Montreal British 8*BHCem*	T8Cy24"38"&(2)44"–36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656FD Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 0 s5 ″ 8½ 15 ″ 6	
* 34666 154114 ZSDM	**Tafelberg** TwinSc *ss*Sfj.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in cargo* D.F. *tanks*&*fore hold*&*Web frames* *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice*	13640 10339 9196	✠100A1 *withfreeboard* *Whaling Service* ~~9,37~~ ~~10,36~~ ~~PrBS10,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,30 *F.P. above* 150° F.	Sfj PrBS9,37 ✠LMC8,34 BS~~10,36~~9,37	i†	CL ~~6,36~~ 8,37	1930 7mo	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle *Lloyd's A&CP*	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*) *CellDuE*&*B*101' 436*t* *DTsf* 66'1255*t* *FPT*372*t* *APT*140*t* *Tanks above aft peak* 385*t*	508·3 FK	72·5	35·7	CapeTown British 16*BHptCem*	T.6Cy.24¾",42"&70"–48" 200lb (*s*) 1079NHP 5SB,*19cf*,HS16420 FD 45PrB–60lb ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	51 ″ 6 s16 ″ 10 35 ″ 1¾	
34667 144000 GDRV	**Tafna** *ss*Mdb.No.2-38 ~~*ss*Hpl.No.1-35~~ D.F. 1*Dk*(*Stl*)	4413 4098 2738	✠100A1 ~~5,37~~ ~~6,36~~4,38 ~~BS6,37~~	Mdb ~~Rot~~ Fal ✠LMC~~4,34~~ 4,38	x	CL ~~1,35~~ 10,37	1930 4mo	J Readhead &Sons,Ld. SouthShields *Lloyd's A&CP*	LaTunisienne SteamNav.Co.Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa*&*uE*144'*f*160'1075*t* *FPT*135*t* *APT*115*t*	370·3 P28'B104'F36' FK	52·3	25·9	Swansea British 6*BHCem*	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
34668 DGAU	**Tagila** (*ex*Frithjof,*ex*Hildegard, *ex*Phecda) 1*Dk*	2682 2440 1665					1906	Bonn& Mees Rotterdam	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*)	305·7 P34'B66'F30'	44·7	21·4	Emden German *WB*	T.3Cy.22",37"&62½"–39" 240NHP Maats.deSchelde,Flushing		G
34669 118 ICJA	**Tagliamento** *ss*Tri.No.3-2,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy* D.F.	5448 4982 3368	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~2,37~~2,38 ~~BS2,37~~ ✠Lloyd'sRMC	Tri BS2,38 ✠LMC2,35 ~~2,37~~ ~~8,37~~ 2,38	y	CL ~~2,35~~ 8,37	1922 11mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*338' 1339*t* *DTa* 35'980*t* *FPT*114*t* *APT*244*t*	404·2 B125'*onShelter dk* FK	54·0	29·0	Trieste Italian *Cem* 2 *BH to S dk* 5 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS7023 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s6 ″ 11¼ 25 ″ 3	
34670	**Tah Wah**	1071 — 643					1928	…………… Shanghai	KungMowS.S.Co.	196·0	29·1	18·2	Shanghai Chinese	T.3Cy.		
* 34671 136066 VPBJ	**Tahchee** *ss*S.Fo.No.3-4,26 *ss*Yka.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6508 5816 4055	✠100A1 ~~6,37~~ ~~7,36~~3,38 ~~BS7,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,14 *F.P. above* 150° F.	Fal BS3,38 ✠LMC6,35	a†	CL 6,36	1914 9mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd's A&CP*	StandardTrans- portationCo.Ld. *WB*=*CellDBuE*&*B*80'279*t* *DT f*45' 577*t* *FPT*120*t* *APT*210*t*	420·5 P118'B28'F47' FK	54·4	32·6	HongKong British 17*BHptCem* (11 *to Up dk* 6 „ *2nd*„)	Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,*9cf*,GS170,HS7125 NE.MarineEng.CoLd.Nwc	32 ″ 8 s6 ″ 1 26 ″ 9¼	
34672 204685 KLAJ	**Tahoe** Wood3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	751 577 419					1907	Bendixsen S.B.Co. Fairhaven	OaklandScavenger Co.	179·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP UnitedEng.Wrks.S.Frisco		
34673 1969 IUQF	**Tai** (*ex*Rinin-35,*ex*Molly-34, *ex*Beharrlichkeit,*ex*Trave,*ex*Süd, *ex*Norden) 1*Dk* *Now "Adda," see No. 37111 in Supplement*	792 610 426					1905	Nylands Værksted Oslo	GiovanniLena& GiacomoGalleani	204·6 191·9 Q56*t*B85*t*H11*t*F22*t*	30·1	15·3	Genoa Italian *WB*	T.3Cy.15½",25"&42"–30" 97NHP NylandsVærksted,Oslo		I
34674	**Tai Chow** (*ex*Georgy, TwinSc *ex*Amur,*ex*Ochotsk,*ex*ChungKing) *Now "Ano Vathy," see No. 37184 in Supplement*	1524 — 929					1882	Scott&Co. Greenock	TaiChowSingKee SteamNav.Co.	251·6	32·5	18·9	Shanghai Chinese	C.4Cy.25"&50"–30" 228NHP Scott&Co.Greenock		
34675 154005 VPGD	**Tai Hing** Ⓟ TwinSc Wireless 2*Dks*	1068 417 633					1927	KwongTak CheongS.B. Eng.&Dock Co.Ld. HongKong	SangWoCo.Ld.	178·0	32·1	10·1	Hong Kong British	T.6Cy.12¼",20"&31⅛"–22" 96NHP Wm.McNeil&Co.Ld.Gls.		
34676 XNDB	**Tai Lee** Ⓟ (*ex*MitaMaru) 1*Dk*	1832 1541 1045					1919	Kisugawa S.B.Yard Osaka	Ching-KeeS.N.Co. Ld.	260·0	37·8	19·8	Chefoo Chinese *Wb*	T.3Cy.17½",29"&48"–36" 138NHP MiharaCo.Osaka		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres où coté, si ce n'est dans le L.R.
34677 133248 VPBS	**~~Tailee~~** Tai Lee **TwinSc** *1Dk Shade dk & Promenade dk*	1423 563 869					1914	HongK'ng &Whampoa DockCo.Ld. HongKong	**SzeYapS.S.Co.Ld.**	208·9	38·1	11·3	HongKong British *WB*	T.6Cy.15",24"&39"–26" 155NHP HongKong&Whampoa DockCo.Ld.HongKong		
34678 133241	**Tai Ming** Ⓟ **TwinSc** *3Dks*	649 256 403					1913	Kwong TakCheong HongKong	**SangWoCo.Ld.**	164·0	27·1	8·7	HongKong British	C.2Cy.13"&26"–16" 56RHP KwongTakCheong,H.Kg.		
34679 LDIY	**Tai Ping** **TwinSc** *OilEng.* *ss*N.Yk.No.1–32 *Ref.Mchy.* *1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in Nos. 1, 2 & 4 holds* **D.F.**	7019 5939 3868	✠100A1 *withfreeboard* 11,36 DBS10,37 ✠LMC CS8,34 8,35 ~~DBS12,36~~ ✠Lloyd'sRMC~~3,37~~ ~~7,37~~ 12,37 *Fitted for carrying oil* 6,29 *F.P. above* 150° F. *in deep tank*	Yka	*d*†	CL 11,36	1929 6mo	Kockums M.V.Aktieb. Malmö *Lloyd's*A&CP	**Wilh.Wilhelmsen** *Cell DB*361'1319*t Tanks in way of tunnels* 480*t DTf*33' 1592*tFPT*134*tAPT*135*t*	461·9 P44'F40' FK	60·6	28·9	Tönsberg Norwegian *7BHptCem (Coll to Sh dk 6 ,, 2nd,,)*	Oil Engines 4S.C.SA 16Cy.27 5/16"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
34680	— (*ex*TungFoong,*ex*Corio, *ex*FrancesHolland) *1Dk&deep framing*	2309 — 1406			...		1898	W.Pickersgill&Sons Sunderland	**ChungWeiS.S.Co.**	286·0 P23'B56'F27' FK	43·2	18·7	Shanghai Chinese *WB*	T.3Cy.21",35"&57½"–39" 210NHP G.Clark,Ld.Sunderland	21 ″ 0	
34681 ~~HPBB~~ LJPS	**Tai Ping Yang** Ⓟ **TwinSc** *OilEng.* *ss*Osl.No.2-37 ~~*ss*Kol.No.1-32~~ *1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl)* *Ref.Mchy.* *in Nos. 1, 2 & 4 holds*	7025 ~~5053~~ ~~3650~~ 5986 ~~3665~~ 3806	✠100A1 *withfreeboard* 12,37 ✠LMC CS12,37 11,36 DBS5,37 ✠Lloyd'sRMC6,37 *Fitted for carrying oil* 8,29 *F.P. above* 150° F. *in deep tank*	Yka ~~Kob~~ Osl	*d*†	CL 10,36	1929 8mo	Deutsche WerkeA.G. Kiel *Lloyd's*A&CP	~~**Transpacific Corporation**~~ Wilh.Wilhelmsen *Cell DB*352' 1279*t tanks in way of tunnels* 422*tDTf*34'1610*tFPT*133*tAPT*160*t*	~~459·8~~ 461·4 P44'F41' FK	60·6	29·0	Tonsberg Norwegian *7BHptCem ptAsp (Coll to Sh dk 6 ,, 2nd,,)*	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
34682	**Tai Poo Sek** (*ex*FookHong-35, *ex*LindsayMoller,*ex*Manapouri) *3Dks pt Shade dk*	*1960* *1565* *1219*			...		1881	W.Denny &Bros. Dumbarton	**ShunCheong SteamshipCo.**	285·2 P56'B44'F44' FK *WB*	36·3	23·7	Kwang Chow Wan French	Q.4Cy20½",30",41"&60"–48" NB99 276NHP *Qpd.*99Denny&Co.Dmb.		
34683	**Tai Seun Hong** Ⓟ (*ex*Borneo-36, *ex*Nipsic,*ex*Borneo) *1Dk2trB*	2251 1878 1348					1902	Schiffsw.v. HenryKoch Lübeck	**KwongLeeS.S.Co. Ld.**	297·6 295·0 P41'B75'F47' *WB*	39·5	20·0	**Fort Bayard** French	T.3Cy.21⅝",36¾"&53"–35½" 167NHP OttenserMaschf.Altona		V
34684 ~~HPAV~~ LJPF	**Tai Shan** Ⓟ **TwinSc** *OilEng.* *ss*Mmo.No.2–37 ~~*ss*Shi.No.1–33~~ *Ref.Mchy.* *1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in Nos.1,2&4 holds*	~~6801~~ ~~5921~~ ~~3622~~ 6962 5943 3779	✠100A1 *withfreeboard* 12,37 ~~9,36~~ 12,37 ✠LMC CS~~1,34~~ DBS~~10,36~~ 12,37 ~~4,36~~ 12,37 ✠Lloyd'sRMC12,36 ~~12,37~~ 5,38 *Fitted for carrying oil* 10,29 *F.P. above* 150° F. *in deep tank*	Yka Mmo	*d*†	CL s9,36 P10,37	1929 10mo	Kockums M.V.Aktieb. Malmö *Lloyd's*A&CP	~~**Transpacific Corporation**~~ Wilh.Wilhelmsen *Cell DB*361'1319*t tanks in way of tunnels* 480*tDTf*33' 1592*tFPT*134*tAPT*135*t*	461·9 P44'F40' FK	60·6	28·9	Tonsberg Norwegian *7BHptCem (Coll BH to Sh dk 6 ,, ,, 2nd ,,)*	Oil Engines 4S.C.SA 16Cy.27 5/16"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
34685 XNAZ	**Tai Shun** *2Dks*	1962 — 1216					1896	C.Connell &Co. Glasgow	**ChinaMerchants' StmNav.Co.**	265·0 F32'	40·1	21·2	Shanghai Chinese *WB*	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Son,Glasgow		
34686 LCAO	**Tai-Yang** **TwinSc** *OilEng.* *ss*Got.No.2–38 ~~*ss*Kob.No.1–32~~ *1Dk(Stl)&Shelter dk(Stl) 3rd dk (Stl) in Nos. 1, 2 & 4 holds* **D.F.** *Ref.Mchy.*	7084 5986 3903	✠100A1 *withfreeboard* 3,38 ✠LMC CS9,37 3,38 DBS7,37 ✠Lloyd'sRMC~~4,37~~ ~~9,37~~ 3,38 *Fitted for carrying oil* 3,29 *F.P. above* 150° F. *in deep tank*	Shi Got	*d*†	CL 3,36	1929 3mo	Deutsche WerkeA.G. Kiel *Lloyd's*A&CP	**Wilh.Wilhelmsen** *Cell DB*352'1279*t Tanks in way of tunnels* 422*tDTf*34'1610*tFPT*133*t APT*160*t*	461·4 481·0(O.L.) P44'F41' FK	60·6	29·0	Tönsberg Norwegian *7BHptCem ptAsp (Coll BH to Sh dk 6 ,, ,,2nd ,,)*	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
34687 LDIM	**Tai Yin** **TwinSc** *OilEng.* *ss*N.Yk.No.1–33 *1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in Nos.1,2&4 holds* **D.F** *Ref.Mchy*	7077 5986 3891	✠100A1 *withfreeboard* 12,36 ✠LMC CS8,32 DBS~~10,36~~ 8,37 10,36 ✠Lloyd'sRMC~~3,37~~ ~~8,37~~ 1,38 *Fitted for carrying oil* 6,29 *F.P. above* 150° F. *in deep tank*	Kob	*d*†	CL ~~3,35~~ 8,37	1929 6mo	Deutsche WerkeA.G. Kiel *Lloyd's*A&CP	**Wilh.Wilhelmsen** *Cell DB*352'1279*tTanks in way of tunnels* 422*tDTf*34' 1610 *FPT*133*tAPT*160*t*	461·4 P44'F41' FK	60·6	29·0	Tönsberg Norwegian *7BHptCem ptAsp (Coll to Sh dk 6 ,,2nd ,,)*	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
34688 31556 JITB	**Taian Maru** (*ex*HannaNielsen) *ss*Osa.No.3–9,26 *ss*Kob.No.2–34 *2Dks(Stl)*	5655 5155 4326	✠100A1 5,37 ~~5,36~~ ✠LMC~~5,36~~ 5,37 *Fitted for oil fuel* 12,16 *F.P. above* 150° F.	Kob	*z*	CL ~~5,34~~ 5,37	1916 12mo	Skinner& EddyCorpn. Seattle,Wash A&CP	**ShimomuraKisen K.K. (TaiyoKaiun K.K.*Mgrs.*)** *1BH in forehold & 1BH in after hold dispensed with 5BH only ptCem* *Cell DB* 356'1198*t FPT*120*t APT*140*t*	409·6 P44'B115'F47' FK	54·0	27·1	Hashidate Japanese	1 Steam Turbine DR geared to 1 Sc. Shaft 190lb (*s*) 477NHP 3SB,*9cf*,GS207,HS7509 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	
34689 583 JQBG	— *1Dk*	3651 2991 2428					1936	Mitsubishi JukogyoK.K Kobe	**DairenKisenK.K.**	345·0 P30'B84'F33'	50·0	23·6	Dairen Japanese	T.3Cy.21⅝",33 1/16"&55⅞"–39⅞" & L.P. Turbine with D.R. gearing&hydraulic coupling 323NHP MitsubishiJukogyoK.K. Kob.		C
34690 19300 JAFA	— Ⓟ *1Dk& Awng dk*	3158 2638 1897			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	**NipponYusenK.K.**	315·0 P16'B78'F29' FK	45·0	26·0	Tokio Japanese *WB*	T.3Cy.22",36"&61"–42" 285NHP KawasakiDkydCoLdKobe	26 ″ 0	
34691 26758 JEND	**Taibun Maru** (*ex*EtnaMaru) *ss*Kob.No.3–1,33 *1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing*	6581 6111 4099	✠100A1 *Shelter dk withfreeboard* 1,37 ~~DBS1,37~~ ✠LMC~~1,37~~ 1,38	Kob	*a*†	CL ~~2,35~~ 1,38	1920 5mo	OsakaIron-works,Ld. Osaka A&CP	**ShimomuraKisen K.K.(TaiyoKaiun, K.K.*Mgrs.*)** *Cell DB*368' 1444*tDTa*34'1145*t FPT*169*tAPT*48*t*	415·0 P32'B148'F45'*on Shelter dk* FK	55·5	34·6	Hashidate Japanese *Cem 3BHtoSh dk 1 ,, ,, U ,,*	T.3Cy.27¼",45"&75"–51" (*s*) 180lb 552NHP 3SB,*9cf*,GS185,HS8084 FD OsakaIronworksLd.Osaka	34 ″ 8 s 7 ″ 4½ 27 ″ 7	
34692 1754 JTCD	**Taichu Maru** Ⓟ *1Dk&Spar dk &Web frames*	3213 2534 1510			...		1897	SirJ.Laing Sunderland	**OsakaShosen.K.K.**	330·0 P36'B150'F37' 24·7 FK	44·0	16·9	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"–48" 589NHP J.Dickinson&Sons,Ld.,Sld.	27 ″ 7	
34693 ~~160499~~ ~~GSLB~~ 76 SUDL	**Taif** Wireless D.F. *1Dk&Shelter dk* *Fitted for oil fuel*	1590 1033 748			...		1928	A.Stephen &Sons,Ld. Glasgow	~~**TheKhedivialMail S.S.&Graving DockCo.Ld.(Lord E.Hamilton,Mgr.)**~~ PharaonicMail Line,S.A.E.	236·6 B80'F26' FK	39·4	16·0	Alexandria Egyptian *WB*	T.3Cy.17½",29"&47"–30" 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
34694 29825 JZFB	**Taifuku Maru** Ⓟ Wireless *1Dk2trB*	678 536 391					1924	Namura Shipyard Osaka	JinoKisenK.K.	175·0 P23'B43'F22'	26·5	16·5	Nishino-miya *WB* Japanese	T.3Cy.13¼",21¼"&36"-27½" E*made—fitted*24 63NHP		
34695 DOOR	**Taifun** (*ex*Fiume) *Now* "**Carl Fritzen,**" *see No.* 37665 *in Supplement* *1Dk&Shelter dk*	6594 6257 4048			...		1920	Monmouth S.B.Co.Ld. Chepstow	Lexzau,Scharbau &Co.	412·4 F39'*onShelter dk* FK	55·8	34·5	Emden German *WB*	2 Steam Turbines DR geared to1Sc.Shaft 676NHP Metropolitan-Vickers Elec.Co.Ld.Mch.	38 ″ 0	G †
34696 UOIZ	**Taiganos** (*ex*Okhta,*ex*Carronpark-33,*ex*EllenStub) *ss*Rot.No.2-29 *1Dk(Stl)*	*2630* *2370* *1584*	✠ — 12,33 ✠	Grk	*t*		1920 11mo	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	U.S.S.R. *CellD*	300·5 P29'B85'F34' FK *B*251'726*t FPT*124*t*	43·6	21·6	Vladvostk Russian 5*BHCem* *APT*69*t*	T.3Cy.21",34"&57"-36" 234NHP 2SB,6*cf*,GS121,HS3876 FergusonBros.(Port Glasgow),Ld.	24 ″ 3	
* 34697 31555 JISB	**Taigen Maru** (*ex*LuiseNielsen) *ss*Kob.No.3-9,29 *ss*Kob.No.1-33 *2Dks(Stl)*	5666 5155 4337	✠100A1 1,37 ✠LMC~~1,37~~ 2,38 ✠NE12,18*refitted*2,35 *Fitted for oil*	Kob *fuel* 3	*z* ,17	CL 2,36 *F.P. a*	1917 3mo A&CP *bove*15	Skinner& Eddy Corp. Seattle,Wash *1BH infore* 0° F.	ShimomuraKisen K.K.(TaiyoKaiun K.K.*Mgrs.*) *hold&1BHin after* *CellDB*	409·6 P44'B115'F47' FK *hold dispensed with* 355'1198*t FPT*120*t*	54·0	27·1	Hashidate Japanese *Cem* 5*BHonly* *APT*340*t*	1DRGearedSteamTurbine 210lb (*r*) 507NHP 3SB,9*cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 ″ 9	
34698 1749 ICJC	**Taigete** (*ex*ElLobo) *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* D.F. *Carrying Petroleum in bulk*	4672 4260 2783			...		1908	Armstrong Whitworth &Co.Ld. Newcastle	~~Soc.Anon.diNav.~~ CisterneItaliane Soliani& Saltamerenda	398·0 385·2 P105'B28'F47' FK	51·0	27·0	Genoa Italian *WB*	T.3Cy.26",43"&72"-48" 440NHP WllsndSlpwy.Co.Ld.Nwc	28 ″ 6	I †
34699 33574 JCJC	**Taihei Maru** *OilEng.* *ss*Kob.No.2-36 *2Dks(Stl)*	6285 5263 3838	✠100A1 10,37~~10,36~~ ✠LMC CS10,36 DBS~~10,36~~ 10,37~~10,36~~ 10,37	Kob		CL ~~8,35~~ 10,37	1928 9mo *Lloyd*	MitsuiBus- sanKaisha Tama '*sA&CP*	DaidoKaiunK.K. *Intermediate 'twee* *BH in fwd* *CellDB*354'1240*t tanks in*	413·4 P39'B129'F37' FK *n dk* *hold dispensed with* *way of tunnel* 25'13	55·5	32·0	Kobe Japanese *ptCem* 6*BH to Udk* 1 ,, ,,2*nd*,, 6*t MTs* 36'92	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 473NHP DB*100lb* Akt.Burmeistr&Wain,Cpn 8*tFPT*97*tAPT*110*t*	32 ″ 0	
34700 20801	— Aux4MstBkn *OilEng.* *1Dk*	602 551 466					1917	Ichikawa Sentaro Ominato	HiroiChojuro	144·0	35·0	17·3	Tokio Japanese	Oil Engines 2S.C.SA 2Cy.16½"-19½" 96NHP IkegaiTekkosho,Tokio		
34701 35656 JIQC	**Taihoku Maru** (*ex*ChiefSkidegate, *ex*EstherDollar, *Fitted for oil fuel* *ex*Parisian, *2DksWeb frames&* *ex*Bethania) *Shelter dk*	8252 7582 6095			...		1899	A.Stephen &Sons Glasgow	ShinkoSuisanK.K.	483·6 P75'B&F388' FK	57·0	32·7	Kobe Japanese *WB*	T.3Cy.30",50"&83"-60" 690NHP A.Stephen&Sons,Glasgow	36 ″ 0	
34702 22525 JDJG	— Wireless *2Dks*	1296 — 686					1923	OsakaIron Works,Ld. Osaka	FujiyamaKaiun K.K.	225·0 P25'B63'F25'	34·1	20·0	Osaka Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorksLd.		
* 34703 34112 JCMC	**Taijin Maru** Ⓟ TwinSc (*ex*Hallfried) *OilEng.* *ss*Kob.No.3-11,28 *ss*Kob.No.2-36 ~~*ss*Kob.No.1-32~~ *2Dks(Stl-Weather dk pt ws)* *CruiserStern*	5155 4885 3642	100A1 *withfreeboard* 6.37~~6.36~~ LMC CS6,37 DBS6,37 6.37	Kob	*y*	CL 6,36	1922	Wrf.voorh. Rijkee&Co. Rotterdam	ShimomuraKisen K.K.(TaiyoKaiun K.K.*Mgrs.*) *CellDB*319'1016*t*	375·0 H272*t* FK *Tank in way of tun*	51·2	34·1	Fuchu Japanese 6*BH* (3*to* 2*nd dk*) *nels*85*tFPT*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-$39\frac{3}{8}$" 563NHP DB*100lb* Werkspoor,Amsterdam 48*tAPT*90*t*	34 ″ 1 s 8 ″ 9½ 25 ″ 10¼	
34704 32638 JTPB	— (*ex*Tune,*ex*Gijonès) *ss*Kob.No.3-4,27 *ss*Kob.No.1-31 *1Dk(Stl)*	1924 1682 1140	✠ ... 10,35 ✠	Osa	*r*		1916 8mo	American S.B.Co. Cleveland,O.	MoriheiKisenK.K. *CellDBa&uE*10	251·2 P28'B64'F27' FK 4' *f*96' 505*t FPT*67*t*	43·6	18·2	Amagasaki Japanese 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2	C †
34705 23072 JARB	**Taijun Maru** Wireless *1Dk*	1274 1048 868					1918	Uchida S.B&E.Co.Ld Yokohama	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)	228·0 P15'B54'F27'	33·0	18·7	Fuchu Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP UchidaS.B.&E.Co.Ld.Yka		
* 34706 32977 JEED	**Taikai Maru** (*ex*TomuraMaru) *ss*Kob.No.3-6,32 *ss*Kob.No.1-36 *2Dks(Stl)*	3813 3468 2340	✠100A1 10,37~~7,36~~ ✠LMC~~7,36~~ 10,37	Kob	*w*	CL ~~6,34~~ 10,37	1917 12mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	MeijiKaiunK.K.	345·0 P33'B74'F40' FK *CellDB*294'772*t*	50·0	29·0	Tarumi Japanese 5*BHCem* *APT*27*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 339NHP 2SB,6*cf*,GS109,HS4333 FD MitsubishiZosenKaishaLd	29 ″ 1 s 5 ″ 4¼ 23 ″ 11	
34707 34139 JDEC	— (*ex*Sunpath) *CruiserStern* *1Dk*	2471 2239 1430					1919	ForthS.B. &Eng.Co.Ld. Alloa	ShirasakaKisen Kaisha,Ld. (K.Sakama,*Mgr.*)	303·3	42·7	23·0	Fuchu Japanese *WB*	T.3Cy.22",36"&59"-39" B(1)*made*17*fitd.*23 217NHP Douglas&GrantLdKkcldy		C
34708	**Taiko Maru** *Cruiser Stern* *1Dk*	2970					1936	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	305·4 P24'B80'F29'	45·3	26·2	Zinsen Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"- $43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
34709 30142 JOBA	— *Fitted for oil fuel* *Ref.Mchy.* *Mchy.Aft* *1Dk*	1807 1209 1172					1924	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	250·5 P&B86'F37'	39·0	18·5	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.LdYka		C
34710 1246 JUNH	**Taiko Maru No. 1** Iron *2Dks*	493 — 292					18_{91}	KobeIron Works Osaka	Amagasaki Kisenbu GomeiKaisha	174·0	22·8	17·5	Osaka Japanese	C.2Cy.$18\frac{15}{16}$"&36½"-24" NB96 54NHP KobeIronWorks,Osaka		
34711 25105 JTKD	**Taikwa Maru** Ⓟ *2Dks*	2205 1811 1283					1921	Uraga DockCo. Uraga	OsakaShosenK.K.	280·0 P26'B69'F29'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",29½"&50"-39" K.K.Uchida 156NHP Zosensho,Yokohama		C
34712 31337 JCYB	**Taikyu Maru** (*ex*TimesMaru, *ex*Times) *ss*N.Yk.No.3-10,18 *ss*Kob.No.2-25 *1Dk(ptIrn&ptStl)&* *deepframing*	2105 1966 1304	✠ 1,28 ✠	Kob	*s*		1906 5mo	J.Priest- man&Co. Sunderland *Intermedia*	TaikyuKisenK.K. *Cell* *te bulkhead in fore*	290·0 P23'B74'F30' FK *DBa*92'*uE*20'*f*120' *hold dispensed with*	42·2	20·4	Kobe Japanese *Cem* 600*tAPT*50*t* 4*BHonly*	T.3Cy.22½",37"&61"-39" 256NHP 2SB,6*pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld	21 ″ 7	C †
34713 TUWW	**Taillefer** (*ex*Overwaard, *ex*Leeuwarden) *Mchy.Aft* *1Dk*	787 — 471					1918	NVScheep. My.Farsum Delfzyl	Cie.Nantaise de Nav.àVap.	194·7 Q105'B12'F23'	32·2	13·1	Nantes French *WB*	T.3Cy.$14\frac{2}{5}$",$23\frac{2}{5}$"&$38\frac{3}{5}$"-$26\frac{4}{5}$" 77NHP Alblasserdam.Msch.Fab.		V

1 Numéro d'Ordre. Numéro Officiel. Signaux.	2 3 Nom du Navire. Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
34714 41971 JJBK	**Taimei Maru** 1*Dk*	2883 — 1456					1936	Mitsubishi JukogyoK.K Yokohama	KinkaiYusenK.K.	326·2 P18'B66'F28'	44·2	24·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP MitsubishiJukogyoK.K. Yokohama		
34715 22230 JQRE	— 1*Dk*	984 827 577					1918	Osaka Zosensho, Osaka	KawasakiKisen K.K.	190·0	31·0	18·5	Higashi- tomita *WB* Japanese	T.3Cy.13",22 3/16"&36 1/16"–27" 67NHP SettsuTekkosho,Osaka		
34716 1728 JTND	**Tainan Maru** Ⓟ 1*Dk&Spar dk&Web frames*	3175 2505 1482			...		1897	JLThompson&Sons,Ld Sunderland	OsakaShosenK.K.	330·0 P38'B152'F47' 25·5	43·0	21·1 FK	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"–48" 589NHP J.Dickinson&Sons,Ld.,Sld.	28 ″ 3	
34717 124507 GMJK	**Tainui** Ⓟ **TwinSc** *ss*Lon.2ndNo.3–1,33 *Ref.Mchy.* 2*Dks(Stl-MwsLptws)&deep framing&Awngdk(Stl–ws)* D.F. E.S.D. *ss*Nwc.No.1–37	9965 9014 6298	✠100A1 *Awng dk withfreeboard* 12,37 BS12,37 ✠LMC11,36 ✠Lloyd'sRMC~~[illegible]~~ 1,38	Nwc	*e*†	CL ~~5,08~~ ~~s12,34~~ 7,37	1908 10mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	ShawSavill& AlbionCo.Ld. *WB=CellDBa*	477·8 F49' 90'*uE&B*86'*f*241'14	61·1	31·0 39·8 FK&BK1¾"	S'thamptn British 8*BHCem* 90*t*	T.6Cy.25",41½"&70"–48" (*s*) 205lb 1080NHP 6SB,*24cf*,GS400HS16308 FD Wrkman,Clark&Co.LdBel	42 ″ 6 s12 ″ 0½ 31 ″ 1	RT [illegible] 2,38
34718 153599 VPFQ	**Taiping** Ⓟ *ss*H.Kg.No.2–34 *Ref.Mchy.* 2*Dks(Stl–U dk* teaks)	4324 2946 2582	✠100A1 ~~10,37~~ ~~1,37~~ 1,38 BS11,37 ✠LMC11,33 ✠Lloyd'sRMC~~10,36~~ 10,37 ~~1,37~~ *Fitted for oil*	HKg ~~Syd~~ *fuel*	*u* 1,26	CL 5,36 *F.P. a*	1926 1mo *Lloyd* *bove* 1	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP* 50° F.	Australian- OrientalLine,Ld. *CellDB*297'596*t*	352·3 367·9(O.L.) P&B225'F87' *Tanks at sides of tu*	48·2	23·7 FK	HongKong British 7*BHCem* 1 „ *to 2nd dk* *nnel 74t FP*	T.3Cy.27",46"&77"–48" (*s*) 200lb 638NHP 3SB,*9cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong *T55tAPT34t*	26 ″ 0 s 3 ″ 1 23 ″ 5½	
34719 326 JPWC	**Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru) *ss*Osa.No.2–34 1*Dk(Stl)&Shelter dk(Stl)&Web frames* *Longitudinal framing*	4274 3677 2659	✠ 1,38 *Shelter dk* *withfreeboard* ✠~~LMC[illegible]~~	Kob	*w*	CL 3,37	1925 10mo *Lloyd*	OsakaIron Works,Ld. Osaka *'sA&CP*	DairenKisenK.K. *CellDB*	345·0 P30'B99'F38'*on* *Shelter dk* 280'1085*t FPT*112*t*	49·8	28·1 FK	Dairen Japanese *Cem* 6*BHtoSh dk* *APT*29*t*	2 Turbo Electric Motors SR geared to 1 Sc. Shaft 230lb (*s*) FD 562NHP 3SB(Spt)*9cf*,GS148,HS6479 SvenskaTrbfab.Akt. Ljungström,Stockholm	28 ″ 2 ~~s 4 ″ 8~~ ~~23 ″ [illegible]~~	
34720 147635 GKJB	**Tairea** Ⓟ **TwinSc** *ss*Bom.No.3–1,36 3*Dks(Weather dkStl-*teaks,*2nd dkStl–ws,* *3rd dkStl)* *Ref.Mchy.* D.F.	7933 5884 3756	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~ 4,38 ~~BS[illegible]~~ ✠LMC9,36 *Fitted for oil*	Bom BS9,37 *fuel*5,	*d*† 24	CL ~~6,34~~ s5,37 PN5,37 *F.P. a*	1924 5mo *Lloyd* *bove* 1	Barclay, Curle&Co.Ld. Glasgow *'sA&CP* 50° F.	BritishIndiaStm. Nav.Co.Ld. *CellDB*3	450·7 465·9(O.L.) B207'F48' 86'1239*tFPT*108*tA*	60·2	29·6 FK *Collision*	London British 8*BHCem* *BH to W dk* *PT*139*t DT*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) FD 1376NHP 7SB,*28cf*,GS526,HS21882 Barclay,Curle&Co.Ld.Gls. *between Tunnels*36'78*t*	33 ″ 0 s 6 ″ 2½ 27 ″ 3	
34721 143569 GCZN	**Tairoa** **TwinSc** *ss*Lon.No.3–11,32 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* E.S.D.	7983 7418 5021	✠100A1 *Shelter dk* *withfreeboard* 9,36 ~~BS9,36~~ ✠LMC7,32 ✠Lloyd'sRMC~~3,37~~ ~~9,37~~ 1,38	Gls BS8,37	*e*†	CL 9,36	1920 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*)	478·0 B181'F51'*on* *Shelter dk* *CellDB*415'1514*t*	63·2	31·2 FK *Coll*	S'thamptn British *Cem* *BHto Sh dk* 8 „ „ *U* „ *APT*42*t*	Q8Cy.22¼",31½",45"&65"– 48" 220lb (*s*) 1011NHP 2DB(Spt)&2SB(Spt),*18cf*, GS356,HS15442 FD N.EMarineEng.CoLd.Nwc	34 ″ 4 s 5 ″ 6 29 ″ 0½	
34722 33189 JBIC	**Tairyu Maru** (*ex*Waihora) *Ref.Mchy.* 2*Dks*	4995 4379 3849					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	Kuribayashi ShosenK.K.	384·1 P35'B102'F40'	51·5	29·2	Amagasaki Japanese *WB*	T.3Cy.26",42½"&70"–48" 339NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
34723 22316 JSBB	— 1*Dk*	2206 — 1318					1919	UchidaS.B. &E.Co.Ld. Yokohama	TaishoKisenK.K.	270·0 P16'B65'F28'	39·0	23·9	Kobe Japanese *WB*	T.3Cy.19",31½"&52"–39" 168NHP UchidaS.B.&E.Co.Ld.Yka.	23 ″ 11	C
34724 33 JLLG	**Taisan Maru**	419 — 213					1912	....	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			
34725 31362 JFVB	**Taisei Maru** (*ex*Yorkhill, *ex*Tresillian) *ss*Shl.No.3–9,12 *ss*Liv.No.2–19 1*Dk(ptIron&ptStl)2trB&deep framing*	3601 3375 2622	✠ 4,26 ✠	Shl	*v*		1899 8mo	JReadhead &Sons SouthShields	NaigaiKisenK.K. *CellDBa*	341·0 P29'B84'F32' 114'*uE*20'*f*140'840*t*	46·7	26·0 FK	Amagasaki Japanese *APT*35*t*	T3Cy.24",40"&65"–45" NDB22 293NHP 2SB,*6rf*,GS104,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4	C †
34726 29848 JKUB	— (*ex*VilledeBerne,*ex*BoscombeChine, *ex*Hieronymi) 1*Dk&deep framing*	2515 2158 1856			...		1904	W.Dobson &Co. Newcastle	MoriheiKisenK.K.	300·5 P27'B82'F31'	45·0	19·6 FK	Amagasaki Japanese *WB*	T.3Cy.22",36"&60"–39" 253NHP N.E.MarineEngCoLd.Nwc	22 ″ 1	C †
34727 8966 JTMD	— **AuxTwinSc** **4MstBk** GyC. 2*Dks(UStl–*teaks)	2423 2028 1380	✠ 5,04 ✠	Kob	*w*		1904 5mo	Kawasaki DkydCo.Ld. Kobe *WB=CellD*	Govt.ofJapan (DeptofEducation) *BuE&B*44' *f*100'3	277·4 P70'F36' 15*tDTanks a* 26'149	42·9	24·1 BK10"	Tokio Japanese 4*BHCem* *t&*32'73*tDT*	T.6Cy.13",21"&33"–27" 150NHP 2SB,*4cf*,GS79,HS2683 KawasakiDkydCoLdKobe *f*18'355*tFPT*77*tAPT*17*t*	26 ″ 9	
34728 29242 JEHB	— Ⓟ (*ex*LaenSamud,*ex*EdwinReith, *ex*LandratScheiff) 1*Dk&Spar dk*	1824 1461 1110					1906	Schiffsw.v. HenryKoch Lübeck	ShimataniKisen K.K.	265·7 P31'B75'F39'	37·7	18·3	Fuchu Japanese *WB*	T.3Cy.20½",33½"&53¼"–33½" 164NHP OttensenerMasch.Altona		
34729 153598 VPFN	**Taishan** Ⓟ **TwinSc** 2*Dks&Shade dk*	3174 2218 1904					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	11·8	HongKong British *WB*	T.4Cy.19",30"&(2)35"–27" 128NHP TaikooDkyd.&Eng.Co.Ld.		
34730 24067 JDMA	**Taishin Maru** 1*Dk*	1723 1278 1007					1918	Mitsubishi Zosensho, Kobe	TatsumaKisen K.K.	250·0	37·7	20·5	Kobe Japanese	T.3Cy.17",28½"&48"–36" NB18*fitted*22 138NHP MoritaTekkosho,Osaka		
34731 15821 JBRC	**Taisho Maru** Ⓟ (*ex*Aska) Wireless 1*Dk&Shade dk*	797 626 408	✠ 10,89 ✠	Cly	*i*		1889 10mo	AilsaS.B. Co. Troon	OgawaGomei Kaisha	195·5	28·3	19·0 BK7½"	Hakodate Japanese 5*BHCem*	T.3Cy.16",26"&42"–30" 97NHP 1DB,*4cf*,GS78 Dunsmuir&Jackson,Gls.	12 ″ 3	
34732 21138 JQBE	**Taisho Maru No. 1** Ⓟ **Wood** 2*Dks*	605 577 373					1917	ToyoHogei Osaka	NipponHogeiK.K.	172·8	25·2	17·9	Nishinomiya Japanese	T.3Cy.12",19"&32"–22" 48NHP OnoZosensho,Osaka		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail sh'ft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
34733 23909 JEBI	**Taishu Maru** 1Dk	1220 1034 649					1918	AsanoS.B.Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Shinagawa Japanese	T.3Cy.16½″,27½″&45″–30″ 111NHP TokyoKikaiSeisakuJoTok		
34734 37490 JUIH	— Ⓟ OilEng. 2Dks CruiserStern	516 387 303					1932	Amagasaki S.B.Co. Osaka	Amagasaki KisenbuGomei Kaisha	160·0 F25'	25·0	15·0	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.13¾″–20½″ 110NHP MitsuiZosenKaisha,Ld.Kob.		
34735 23658 JSJB	**Taisoku Maru** 1Dk	2473 2057 1731					1918	AsakiS.B.Co. Osaka	KaiMidori	281·0	41·0	24·5	Kobe Japanese WB	T.3Cy.19½″,31″&54″–36″ 175NHP HirotamiTekkosho,Osaka		C
34736 40879 JZIH	**Taito Maru** 2Dks	4467 4033 2582					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K.Nag.		
34737 21035 JFTD	— ssKob.No.3–3,30 1Dk(Stl)&2nd dk(Stl) in forehold	2727 2372 1896	✠ … 4,34 ✠	Kob			1917 9mo	Harima Dyk.Co.Ld. Aioi,Harima	TaitoKisenGoshi Kaisha CellDB230'671tFPT139tAPT44t	284·0 P16'B56'F27'	44·8	24·0	Hashidate Japanese FK 4BHCem	T.3Cy.22″,37″&61″–42″ 281NHP 2SB,6cf,GS93,HS3680 KobeSteelWorks,Ld.Kobe	24 ″ 0	C †
34738 13689 JZMB	**Taiun Maru No. 2** Wireless 1Dk	998 929 615					1911	OsakaIron Works Osaka	HakodateKaiun K.K.	216·4	29·2	19·1	Hakodate Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
34739 15845	**Taiun Maru No. 6** Sp 1Dk	585 519 415					1913	OsakaIron Works Osaka	NagaiUnyuGoshi Kaisha	167·5	26·4	14·8	Nishinomiya Japanese WB	T.3Cy.11⅝″,19$\frac{1}{16}$″&32″–22″ E&Bmade11 48NHP HaradaShokoGoshiKaisha		
34740 18656 JPUE	**Taiun Maru No. 9** 1Dk	999 913 700					1915	Aizawa Iwakichi Osaka	HayashiKisen K.K.	210·0	30·0	20·0	Nishinomiya Japanese WB	T.3Cy.13⅜″,21$\frac{11}{16}$″&36⅛–27″ 67NHP OsakaIronWorks,Osaka		
34741 18657 JPVE	**Taiun Maru No. 10** Now "Yaizan Maru," see No. 40865 in Supplement 1Dk&2nd dk in No.1hold	1680 1396 1000				…	1915	Kawasaki Dkyd.Co.Ld. Kobe	HayashiKisen K.K.	249·0 Q14'B59'F31'	37·5	20·9	Nishinomiya Japanese FK WB	T.3Cy.17½″,28″&46″–36″ 172NHP KawasakiDkydCoLdKobe	20 ″ 11	
34742 LDKA	**Taiwan** TwinSc OilEng. ssGot.No.3–10,36 D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5500 4994 3389	✠100A1 withfreeboard 12,37 ~~10,36~~ ✠LMC CS10,36 DBS~~6,36~~5,37 ~~3,34~~7,37	Got Osl	b†	CL ~~T9,35~~ ~~SN9,35~~ 12,37	1924 7mo Lloyd's A&CP	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen CellDB363'1196t DTa 'tween tunnels89' 185t DTf35'926tFPT95tAPT49t	426·8 F43'	55·2	27·6	Tönsberg Norwegian FK 7BHptCem Coll BH to Sh dk 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ NDB28–100lb 717NHP AlgemeineElec.Ges.Berlin	30 ″ 6 s 4 ″ 2¼ 26 ″ 5¾	
34743 31357 JEEB	**Taiyei Maru** 1Dk	3221 2740 1980					1926	MitsuiBussanS.B.Dept. Tama	Kuribayashi ShosenK.K.	325·7 P32'B77'F34'	46·7	24·8	Tokio Japanese	T.3Cy.22″,37″&61″–42″ 241NHP MitsuiBussanS.B.Dept.		C
34744 15270 JPSB	— ssYka.No.3–3,15 ssYka.No.1–19 1Dk(Stl)& 2nd dk(Stl)exceptinNo.2hold	2925 2451 2093	✠ 4,20 ✠	Yka	t		1912 8mo	Kawasaki Dkyd.Co.Ld. Kobe	KinkaiYusenK.K. WB=CellDB a84'uE&B39'f168'538t FPT75tAPT36t	298·1 P19'B67'F37'	43·6	23·0	Tokio Japanese FK 5BHCem	T.3Cy.17½″,28″&46″–36″ 149NHP 2SB,4cf,GS82,HS2447 KawasakiDkydCoLdKobe	25 ″ 2	C †
34745 22309 JLRB	— 1Dk	2209 1872 1335					1918	Uchida S.B.&E.CoLd Yokohama	TaishoKisenK.K.	270·0 P16'B65'F28'	39·0	23·1	Kobe Japanese WB	T.3Cy.19″,31½″&52″–39″ 169NHP UchidaS.B.&E.Co.Ld.Yka		
34746 28445 JAHA	**Taiyo Maru** Ⓟ TwinSc (exCapFinisterre) Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk D.F.	14457 8982 8523					1911	Blohm& Voss Hamburg	NipponYusenK.K.	560·0 H—B231'	65·3	31·2	Kobe Japanese WB	Q8Cy.29$\frac{15}{16}$″,43$\frac{9}{32}$″,62¼″&89⅜″–55⅛″ 1180NHP Blohm&Voss,Hamburg		C
34747 154038 GPJB	**Taiyuan** Ⓟ 2Dks	2994 2511 2100					1929	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B95'	45·2	22·7	London British WB	T.3Cy.20½″,33″&53″–39″ 175NHP TaikooD.&E.Co.ofH.Kg.Ld.H.Kg.		
34748 29719 JYWA	**Taizan Maru** Ⓟ (exBangala) Ref.Mchy. 3Dks(1Stl-ws&UStl-teaks)	3930 3141 2379	✠ 11,02 ✠	Gls	y		1902 11mo	A.&J. Inglis Glasgow	OsakaShosenK.K. CellDBa78' uE&B88'f138'591tDTf18'412t FPT54tAPT27t	373·0 P74'B130'F88'	45·2	26·5	Osaka Japanese FK 6BHCem	T.3Cy.33″,55″&88″–54″ 899NHP 5SB,15cf,GS325,HS14200 FD A.&J.Inglis,Glasgow	29 ″ 3	
* 34749 PHWG	**Tajandoen** Ⓟ OilEng. ssAms.No.1–35 D.F. 3Dks(Stl–UTeaks) 4th dk(Stl)inNo.1hold	8159 7366 4894	✠100A1 ~~7,37~~~~12,36~~ 12,37 ✠LMC CS10,35 DBS~~7,33~~7,37 ~~7,36~~1,38 Fitted for carrying oil	Ams	d†	CL ~~7,36~~ 12,37 10,31	1931 10mo Lloyd's A&CP F.P.above 150°F. in deep tank	Nederl. Schps. Maats Amsterdam	Stoomv.Maats. Nederland CellDB392'1628tDTa32'1062tFPT107tAPT52t	469·0 P40'B160'F57'	62·2	32·6	Amstrdam Dutch FK 8BHptCem ptAsp 1 „ to 2nd dk	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$″–47¼″ 2122NHP DB71lb SulzerBros.Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
34750 18483 JPJD	**Tajima Maru** TwinSc ssYka.No.3–12,26 D.F. ssYka.No.2–34 2Dks(Stl)	6995 6447 4273	✠100A1 6,37~~5,36~~ BS~~6,36~~ ✠LMC6,34 6,37	Yka	b†	CL ~~6,34~~ 6,37	1916 4mo Lloyd's A&CP	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. CellDB367'1154tDTa42'1312t FPT55tAPT60t	445·0 P35'B138'F37'	58·0	34·0	Tokio Japanese FK 7BHCem	T.6Cy.21″,33½″&56″–48″(s) 200lb HS9108 628NHP 4SB(Spt),12cf,GS220 FD KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
34751 40035 JFPJ	**Taka Maru** Ⓟ OilEng. Mchy.Aft CruiserStern	318 — 207					1935	Urabe Zosen Tekkosho Osaka	KimuraKenShoten	119·9 P40'	23·0	11·5	Seidomura Japanese	Oil Engines 2S.C.SA 4Cy.14″–15¼″ 138NHP KobeHatsudokiK.K.Kobe		
34752 38759 JWIH	**Takachiho Maru** TwinSc Ref.Mchy. 3Dks(Stl–Weather dk–ws& Orlop dk(Stl)inNos.1&2holds) CruiserStern Now "Takatiho Maru," see No. 40377 in Supplement	8154 6442 4321	✠100A1 withfreeboard 12,36 ✠LMC12,36	Kob		CL 12,36	1934 1mo Lloyd's A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaShosenK.K. CellDB378'1117t 'tween dk tanks in ER92t FPT49tAPT130t	453·3 F48'	59·0	37·0	Osaka Japanese FK 7BHCem	4SteamTurbinesDRgeared to 2 Sc.Shafts 1430NHP (s) 225lb HS17591 FD 7SB(Spt),21cf,GS448, MitsubishiZosenKaisha Ld.Nag.	37 ″ 0 s13 ″ 2½ 24 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
34753 136274 GRMZ	**Takada** Ⓟ TwinSc ssCal.No.3-8,30 ssCal.No.1-34 D.F. 2Dks(Stl-U ws)& Shelterdk(Stl-teak s)	6949 5432 4223	✠100A1 Shelter dk with freeboard 4,38 ~~3,37~~ BS12,37 ~~BS11,34~~ ✠LMC2,34	Fal Bom	c†	CL ~~3,35~~ SN4,38 P4,38	1914 3mo Lloyd's A&CP	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa140'uE&B	430·1 P46'B169'F45' FK on Shelter dk 95'f153'1089tFPT	58·2	28·6	Glasgow British 7BHCem 106tAPT81t	T.6Cy.21",35"&58"-48" (s) 200lb 843NHP 4SB&1AuxSB.19cf, FD GS332,HS13659 A.Stephen&Sons,Ld.Gls.	31 " 0 s 4 " 1½ 27 " 4½	
Wrecked 10 36 34754 24461 JGOE	**Takami Maru** Wood 1Dk	461 325 327					1918	K.K.Osaki Zosensho Higashino	KohtohKisenK.K.	146·4 P36'	26·5	13·0	Kobe Japanese	C.2Cy.14½"&33"-21" 41NHP NishibiTekkosho,Osaka		
34755 33627 JBTC	**Takamisan Maru** ssKob.No.2-37 OilEng. Mchy.Aft ~~ssKob.No.1-36~~ 1Dk(Stl)	1992 1651 1099	✠100A1 ~~3,35~~12,37 ✠LMC CS12,37 12,37 DBS12,37	Kob Tama	r	CL ~~3,35~~ 12,37	1928 6mo Lloyd's A&CP	MitsuiBus- sanKaisha Tama	MitsuiBussan Kaisha,Ld. CellDB213'471tFPT	275·5 P64'B28'F34' FK	40·7	21·0	Kobe Japanese 4BHptCem 104tAPT36t	Oil Engines 4S.C.SA 6Cy.19⅛"-35 7/16" 224NHP DB80lb MitsuiBussanKaishaTama	21 " 0 s 3 " 0 18 " 2	
34756 32733 JPOB	**Takao Maru** Ⓟ ssOsa.No.2-35 2Dks(Stl-Wthr dk ws)3rd dk(Stl) inNos.1,3&4holds	4282 3857 2517	✠100A1 withfreeboard 9,37 ~~9,36~~ ✠LMC~~9,36~~ 9,37	Osa	w	CL ~~N9,36~~ 9,37	1927 5mo Lloyd's A&CP	Uraga DockCo. Uraga	OsakaShosenK.K. CellDB297'711tFPT37t	355·6 B30'F37'... FK CollBHtoWdk	48·5	32·5	Osaka Japanese 6BHCem APT18t	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (s) 4SB(Spt),12cf, 732NHP GS231,HS9080 FD Mitsubishi ZosenKaisha,Ld.Nag.	32 " 6 s 9 " 7½ 23 " 3½	
34757 31361 JFZB	— Ⓟ (exMuristan) ssKob.No.3-10,29 ssYka.No.1-34 1Dk(Stl)&2nd dk (Stl)inNos.1,2&4holds	3204 2817 1941	✠100A1 12,36 ✠LMC~~12,36~~ 12,37	Kob	u	CL ~~4,36~~ 11,37	1920 1mo Lloyd's A&CP	J.Priest- man&Co. Sunderland	KawasakiKisen K.K. CellDB278'749t	331·3 P33'B98'F28' FK FPT113tAPT122t	46·8	23·2	Kobe Japanese 5BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS156,HS5826 G.Clark,Ld.Sunderland	25 " 6	
34758 27708 JNKD	**Takaoka Maru** TwinSc ssOsa.No.3-5,32 ssKob.No.1-36 2Dks(Stl)	7007 6443 4327	✠100A1 11,37~~12,36~~ BS~~12,36~~ 11,37 ✠LMC10,35 Fitted for oil fuel4.23	Kob	b†	CL ~~P11,34~~ s12,36 P11,37 F.P. above 150° F.	1920 12mo Lloyd's A&CP	Yokohama DockCo. Yokohama	NipponYusenK.K. Cell DB392'1356t DTa42'1337t	445·0 461·0(O.L.) P35'B138'F35' FK DTf30'1040t FPT	58·0	34·0	Tokio Japanese 7BHCem 73tAPT58t	T.6Cy.20",33½"&56"-48" (s) 200lb 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.	34 " 0 s 7 " 8½ 26 " 8	
34759 14161 JDMB	**Takaosan Maru** ssKob.2ndNo.3-12,35 Cantilever framed Mchy.Aft Topside tanks 1Dk(Stl)	2076 1703 1117	✠100A1 1,38 ~~12,36~~ ✠LMC~~12,36~~ 1,38	Kob	r	CL 12,36	1911 5mo Lloyd's A&CP	J.Priest- man&Co. Sunderland	MitsuiBussan Kaisha,Ld. CellDBuE FPT64t	275·0 P73'B16'F28' FK &B43'f196'529t APT30t Topside tanks 155'350t	42·0	18·1	Tokio Japanese 4BHCem	T.3Cy.21",35"&57"-39" (s) 180lb 240NHP 2SB,6cf,GS120,HS3963 Blair&Co.Ld.Stockton	20 " 6 -2 " 10½ 17 " 10	
34760 19282 JBSF	**Takara Maru** (exNagoya Maru) Wood 1Dk	356 — 209					1916	Y.Matsu- zaki Ominato	UyenoKisenGoshi Kaisha	147·3 B20'	22·1	14·4	Osaka Japanese	C.2Cy.18 1/16"&35 1/16"-18" 43NHP E&Bmade—refitted16		
34761	**Takasago Maru** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks Cruiser Stern	8800 6850 5400					1936	Mitsubishi JukogyoK.K Nagasaki	OsakaShosenK.K.	462·6 F36'	60·7	38·1	Osaka Japanese WB	4DRgeared steam turbines 1416NHP MitsubishiJukogyoK.K. Nag.		
34762 35925 JNNH	**Takashima Maru** 1Dk	494 389 247					1930	Harima SB.&E.CoLd. Harima	IinoShojiK.K.	150·0	27·0	14·7	Tokio Japanese	T.3Cy.11",19"&32"-21" Emade18 45NHP MeijiKosakusho,Kobe		
34763 34134 JNHH	**Takatori Maru No. 1** (exTakatori Maru) Carrying oil in bulk 1Dk	879 732 501					1928	IinoShoji K.K. Osaka	IinoShojiK.K.	195·0	31·0	16·5	Tokio Japanese	T.3Cy.		
34764 36828 JAVE	**Takatori Maru No. 2** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	521 378 214					1931	Harima S.B.&Eng. Co.Ld Harima	IinoShojiK.K.	170·4 P61'F16'	29·0	12·5	Tokio Japanese	Oil Engines 4S.C.SA. 6Cy.14 3/16"-22 1/16" 117NHP KobeSteelWorks,Kobe		
34765 34393 JPCF	**Take Maru** 1Dk	1264 992 699					1929	Tatsugi Zosensho Wakamatsu	TaiheiyoGyogyo K.K.	228·0	31·0	19·0	Shimono- seki Japanese	T.3Cy.		
34766 27697 JTUD	**Taketoyo Maru** TwinSc ssKob.No.3-7,32 ssKob.No.1-36 2Dks(Stl)	6965 6443 4288	✠100A1 8,37~~8,36~~ ✠LMC~~8,36~~ 8,37 Fitted for oil fuel4.23	Kob	b†	CL ~~P6,34~~ s1,37 P8,37 F.P. above 150° F.	1920 10mo Lloyd's A&CP	Yokohama DockCo. Yokohama	NipponYusenK.K. CellDB389'1351t DTa42'1320t	445·0 P35'B138'F35' FK DTsf45'1487tFPT	58·0	34·0	Tokio Japanese 7BHCem 71tAPT56t	T.6Cy.20",33½"&56"-48" (s) 200lb 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.Yka.	34 " 0 s 7 " 6½ 26 " 8	
34767 19784 JHJC	**Taki Maru** Wireless 1Dk	1227 1012 703					1916	OsakaIron Works,Ld. Osaka	Government of Japan (Dept. of Railways)	220·0 P23'B44'F24' WB	33·5	18·5	Tokio Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLd.Osaka		
34768 23260	— Wood	484 374 356					1918	Mizuno Tsunekichi Onomichi	NakagawaAkira	152·0	26·0	14·4	Hakodate Japanese	C.2Cy.16¼"&33"-22" 43NHP WadaHazukichi,Osaka		
34769 93 SVCY	**Takis** (exLonghirst) ssPir.2ndNo.3-6,32 Well deck 1Dk(Irn)&deep framing Cargo battens not fitted	*1698* *1376* *1042*	✠ [illegible] 7,37 ✠~~LMC4,36~~	Pir	q	CL 12,36	1904 12mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	UranieAntippas (P.S.Antippas, Mgr.) CellDBa82'uE&B32'f112'519tFPT	268·2 P27'Q74'B50'F32' FK	37·8	17·0	Argostoli Greek 4BHCem 51tAPT110t	T.3Cy.20½",33"&54"-39" (s) 160lb 90lb 196NHP 2SB,6pf,GS92,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 " 9 ~~s 1 " 8½~~ ~~18 " 11~~	
34770 147685 GKLB	**Takliwa** Ⓟ TwinSc ssBom.No.3-2,36 D.F. 3Dks(Weather dkStl-teak s Ref.Mchy. 2nd dkStl-ws3rd dkStl)	7936 5874 3742	✠100A1 withfreeboard 6,37~~12,36~~ ✠LMC5,36 12,37 BS[illegible],37 Fitted for oil fuel7,24	Bom	d†	CL 8,35 F.P. above 150° F.	1924 7mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB386'1239tDT'tween tunnels36'78t	450·7 B207'F48' FK CollisionBHtoWdk	60·2	29·6	London British BHCem	T.8Cy.25",42½"&(2)51"-51" 215lb (s) 1376NHP SB,28cf,GS526,HS21882 FD Barclay,Curle&Co.Ld.Gls. FPT108tAPT139t	33 " 0 s 6 " 2½ 27 " 3	
34771 167333 ~~MMKY~~	**Takoradian** OilEng. D.F. CruiserStern 1Dk&Shelter dk pt 3rd dk in No. 2 hold	~~5500~~ 5452 4388 3106	✠100A1 withfreeboard 11,37~~7,37~~ ✠LMC7,37 ~~(ClassContemplated)~~ Carrying vegetable oil in deep tank	Wsm Liv	b†	CL	1937 7mo Lloyd's A&CP	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	Elmina,Ld. CellDB319'1404tMTs23'815tFPT206tAPT165t	423·6 438·9(O.L.) F45' FK (CollBHto Shltr dk 6BHto 2nd dk)	56·7	23·7	Freetown, SierraLeone British 7BHpt Asp	2 Oil Engines SR geared to 1 Sc. shaft 2S.C.SA 12Cy.16⅞"-22 13/16" 577NHP DB100lb 2DB(WTB)100lb DeutscheSchiff.-uMschb. A.G.Weser,Bmn.	26 " 2 s2 " 4 24 " 0½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade
34772 159440 VPJF	**Taksang** Ⓟ D.F. 2*Dks* *CruiserStern*	3469 2813 1937	✠100A1 *withfreeboard* 8,37 ~~7,36~~ ✠LMC7,35	HKg		CL ~~7,36~~ 8,37	1935 7mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	Indo-ChinaSteam Nav.Co.Ld.	314·7 325·0(O.L.) B85'F37' FK *CellDB*265'558t *FPT*	48·1	25·2	HongKong British 6*BHCem* 31t*APT*68t	T.4Cy.21½",34½"&(2)44"–42" & exhaustTurbine driving steam compressor 220lb (s) 507NHP 3SB,9cf,GS165,HS7710 FD D.Rowan&Co.Ld.Gls.	27 " 0 s 8 " 9½ 18 " 6	
34773 LCZT	**Takstaas** (*ex*Stokke,*ex*Standford) 1*Dk*	1830 1630 1106					1916	Akties.Sörlandets Skbs. Fevig	MörlandsRederi A/S(A.J.Mörland, *Mgr.*)	265·0 P57tH77t	42·1	17·9	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
❊ 34774 LJCP	**Talabot** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* GyC. 3rd *dk except in after holds* *CruiserStern* *Rudder electrically welded*	6798 5992 4178	✠100A1 *withfreeboard* 11,37 ~~12,36~~ ✠LMC3,36 *Carrying oil F.P. above* 150° *F. in deep tank & tanks in way of tunnel*	Syd		CL	1936 3mo	Götaverken A/B Gothenburg Lloyd's A&CP	Wilh.Wilhelmsen	479·1 P42'F48' FK *CellDB*339'1609t *MT*30'1456t *Tanks in way of tunnel*442t*FPT*	62·3	28·9	Tonsberg Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2nd ,,) 77t*APT*163t	Oil Engines 2S.C.DA 7Cy.24 7/16"–55⅜" 1436NHP DB*100lb* GötaverkenA/B,Got.	31 " 7 s 4 " 1¾ 27 " 7½	
❊ 34775 140525 MGWD	**Talacre** K *ss*Bkn.No.2–38 *ss*Bkn.No.3–3,30 *Mchy.Aft* ~~*ss*Bkn.No.1–33~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	301 211 117	✠100A1 3,38 ~~2,37~~ ~~BS2,37~~ ✠LMC~~10,35~~ 4,38	Bkn	*d*	~~12,35~~ 3,38	1917 8mo	Crabtree& Co.Ld. Gt Yarmouth Lloyd's A&CP	Point ofAyr Collieries,Ld.	130·5 137·7(O.L.) Q48'B9'F16' FK *FPT*	23·2	9·5	Liverpool British 3*BHCem* 45t*APT*30t	C.2Cy.16"&33"–22" (s) 130lb 45RHP 1SB,2pf,GS35,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 " 6 s " 8½ 9 " 11	
34776 231349 KDCC	**Talamanca** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 4*Dks* *Ref.Mchy.* GyC.	6963 — 3182					1931	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd. States *WB*	2SteamTurbines connect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
❊ 34777 147734 GKNM	**Talamba** Ⓟ TwinSc *ss*H.Kg.No.3–3,38 ~~*ss*Cal.No.3–1,36~~ D.F. 3*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.*	8018 5979 3844	✠100A1 *withfreeboard* 3,38 ~~2,37~~ ~~BS2,37~~ ✠LMC~~1,36~~ 3,38 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Cal HKg	*d*†	CL ~~2,37~~ N3,38	1924 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	450·8 466·2(O.L.) B207'F49' FK *Collision* *CellD* B386'1244t*FPT*94t	60·3	29·7	London British 10*BHptCem* *BH to W dk* *APT*110t	T.8Cy.25",42½"&(2)51^5–51" 215lb (s) 1376NHP 7SB,28cf,HS21882 FD Hwthrn,Leslie&CoLd.Nwc	33 " 0 s 5 " 9¾ 27 " 8	
❊ 34778 PHWI	**Talang Akar** *ss*Bat.No.2–34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2046 1569 1108	✠100A1 ~~4,37~~11,37 BS~~4,37~~ 11,37 ✠LMC9,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10.26 *F.P. above* 150° F.	Sng	*s*	CL ~~4,36~~ 11,37	1926 10mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	N.V.Nederlandsche KolonialeTankvaartMaats.	280·0 P68'B22'F40' FK *CellDB*u*E*&*B*43'112t*FPT*	47·1	16·2	The Hague Dutch 11*BHptCem* 165t*APT*53t	T.3Cy.19",30"&49"–36" (s) 180lb 230NHP 2SB,4cf, ,HS3649 FD Richardsons,Westgarth& Co.Ld.Hpl	16 " 6 s 2 " 2 14 " 6½	
❊ 34779 137907 VGTC	**Talaralite** *ss*Hfx.No.3–5,30 *Mchy.Aft* *ss*St.J.No.1–34 D.F. 1*Dk*(*Stl*)&*Web frames*	2631 2063 1394	✠100A1 12,37 ~~4,37~~ BS12,37 ✠LMC1,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F	Hfx StJ	*r*	CL N3,37	1918 4mo	TheCollingwood S.B.Co.Ld Collingwood A&CP	ImperialOilShippingCo.Ld.(H.J. Rahlves,*Mgr.*)	250·0 P73'F35' FK *CellDB*u*E* & *B* 44'97t *FPT*	43·8	23·5	Montreal British 10*BHptCem* 446t*APT*80t	T.3Cy.18",30"&50"–36" (r) 180lb *125lb* 211NHP 2SB,6cf,GS110,HS3910 CollingwoodS.B.Co.Ld.	25 " 0 s 2 " 7½ 22 " 7¾	
34780 YTEN	**Talas** (*ex*Fina–32,*ex*Hocking, *ex*Grönland,*ex*Ameland, *ex*Parklands) *ss*Rot.No.2–03 1*Dk*(*Irn*)2*trB* &*Web frames*	2480 2322 1554	✠ 11,06 ✠	Rot	*t*		1895 5mo	W.Gray& Co.Ld. WHartlepool	Parobrodarsko DrustvoGrgic s.o.j.	304·0 P27'B68'F31' FK *CellD* *Ba*102' *u E*22'*f*120'	44·0	20·7	Vranjic Yugoslav 5*BHCem* 654t*APT*59t	T.3Cy.23",36½"&62"–39" 239NHP 2SB,6rf,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 " 2	V †
❊ 34781 LJPK	**Talisman** TwinSc 1*Dk*&*Shltr dk* 3*rd dk except in after holds* *Part electrically welded including butts of shell&dk plating Rudder electrically welded* D.F. E.S.D. GyC. *CruiserStern* *OilEng.*	~~6750~~ 6701 5891 4056	✠100A1 *withfreeboard* 2,38 ~~10,37~~ ✠LMC10,37 *Carrying cargo oil F.P above* 150°F. *in deep tank&tanks in way of tunnels*	Mmo Syd		CL	1937 10mo	Kockums M.V.Aktieb. Malmö Lloyd's A&CP	Wilh.Wilhelmsen	479·1 498·0(O.L.) P42'F44' FK (*CollBH to Shltr dk* 6*BH to 2nd dk*) *CellDBuE&F*276'1117t *MT*30'1442t *Tanks in way of tunnels*1122t*FPT*	62·3	28·8	Tönsberg Norwegian 7*BHptCem* *ptAsp* 75t*APT*191t	Oil Engines 2S.C.DA 14Cy.23⅝"–43 5/16" 2722NHP DB*100lb* KockumsM.V.Akt.Malmö	31 " 7 s4 " 0½ 27 " 7¾	
34782 164056	— Ⓟ Pad *OilEng.* 1*Dk*	544 327 211					1935	A&J.Inglis Ld. Glasgow	London&North EasternRly.	215·5	27·5	8·7	Glasgow British	Oil Engines 4S.C.SA & electric drive 32Cy.10"–12" 312NHP EnglishElectricCo.Ld. Stafford		BT till ~~6,37~~ 4,38
❊ 34783 1413 PHWK	**Talisse** 3Mst *OilEng.* D.F. E.S.D. *ss*Sba.No.1–34 3*Dks*(*Stl–U* teak s) 4*th dk*(*Stl*)*inNo.*1*hold*	8169 7380 4931	✠100A1 ~~11,36~~ ~~9,37~~ 12,37 ✠LMC CS9,35 DBS~~12,34~~ 12,37 ~~11,36~~ 4,37 ~~DBS(lower)11,36~~ *Fitted for carrying oil* 6,30 *F.P. above* 150° *F. in deep tank aft* *Carrying oil F.P. above* 150°*F. in forward deep tanks (in Nos.*1& 3 *holds)*	Sba	*d*†	CL ~~11,36~~ N9,37	1930 7mo	CaledonS. B.&E.Co.Ld Dundee Lloyd's A&CP	Stoomv.Maats. Nederland	468·8 P40'B160'F57' FK *CellDB*393' 1675t *DTa*32'1124t*FPT* *DTsf*(*inNos.*1&3*holds*)65'&56'	62·3	32·6	Amstrdam Dutch 8*BHptCem* (1,, *to* 2*nd dk*) 115t*APT*51t	Oil Engines 2S.C.SA 8Cy.32 5/16"–56 11/16" 1450NHP NDB34(*Upr*)*100lb* DB*145lb* SulzerBros.Winterthur 2060t	36 " 6 s 7 " 7¼ 29 " 1¼	
❊ 34784 LCZV	**Talleyrand** TwinSc *OilEng.* *ss*Kel.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*) *except in after hold* *Rudder electrically welded*	6732 5975 4038	✠100A1 *withfreeboard* 2,37 ✠LMC CS7,35 DBS~~2,36~~ 5,37 2,37 *Carrying vegetable oil in tanks in way of tunnels*	Got	*d*†	CL 6,36	1927 10mo	Deutsche WerkeA.G. Kiel Lloyd's A&CP	Wilh.Wilhelmsen	461·4 P44'F42' FK *Cell DB*344' 1192t *Tanks in way of tunnels*505t*FPT* 133t*APT*160t	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,,2nd,,)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB~~100lb~~ *60lb* DeutscheWerkeA.G.Kiel	31 " 7 s 4 " 1½ 27 " 7¾	
34785 147875 GJXN	**Talma** Ⓟ *ss*Cal No.3–2,35 D.F. 3*Dks*(*Stl*–weather teak s) *Ref.Mchy.* *Cruiser Stern*	10000 8060 6154	✠100A1 *withfreeboard* 11,37 ~~11,36~~ BS~~11,36~~ 11,37 ✠LMC2,35	HKg Cal	*d*†	CL N11,36	1923 9mo	Hawthorn Leslie&Co.Ld Newcastle Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	451·0 P48'B213'F43' FK *CellD* B393'1536t*DTa*50'746t *Tanks at sides of tunnel* 87t*FPT*155t*APT*48t	59·3	36·8	Glasgow British 8*BHptCem*	Q.4Cy.29",41½",59"&85"–54" 215lb (s) 900NHP 4SB,16cf,GS330,HS13792 FD Hwthrn,Leslie&C.Ld.Nwc.	40 " 0 s13 " 4¼ 27 " 1¼	
34786 ~~160523~~ ~~GSLG~~ 78 SUBH	**Talodi** *Fitted for oil fuel* Wireless D.F. 1*Dk*&*Shelter dk*	1585 1033 743				...	1928	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6 B80'F26' FK	39·4	16·0	Alexandria Egyptian *WB*	T.3Cy.17½",29"&47"–30" 181NHP A.Stephen&Sons,Ld.Gls.	18 " 4	V †
34787 916 CBTT	**Taltal** Ⓟ (*ex*Pladda) Iron Wireless *Well deck* 2*Dks*	1196 900 617				...	1889	WBThmpson&Co.Ld. Dundee	Soc.Anon. MaritimaChilena	243·0 P144'F50'	33·7	15·9	Valparaiso Chilian *WB*	T.3Cy.23",38"&61"–48" NB13 258NHP WBThompsn&Co.Ld.Dun	16 " 11	C †
34788 131411 GPZN	**Talthybius** Ⓟ TwinSc D.F. 3*Dks*	10254 9577 6492					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 586NHP Scotts'SB&EngCo.Ld.Grk		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
34789 153895 VJNQ	**Talune** ssSyd.No.1–34 1Dk(Stl)&2nd dk(Stl) in forward hold	2742 2166 1498	✠100A1 ~~6,37~~ ~~12,36~~2,38 ~~BS2,34~~ ✠LMC1,34 BS~~2,3~~1,38 Fitted for oil fuel 2,30 F.P. above 150° F.	Syd	u	CL ~~5,36~~ 6,37	1930 2mo	Blythsw'd S.B Co.Ld. Glasgow Lloyd's A&CP	UnionS.S.Co.of NewZealand,Ld. Duct keel forward of machinery space CellDB258'598t Tanks in way of tunnel277t FPT78t APT58t	315·7 P&B165'F50' FK	45·5	19·9	Hobart British 5BHptCem	T3Cy 23½",40½"&66"–45"(s) 200lb 432NHP 2SB,8cf, ,HS6345 FD D&WHendersn&CoLdGls.	22 ″ 3 s 2 ″ 6 19 ″ 11½	
34790 94 YLEB	**Talvaldis** (exWesterham, exTeignl) ~~ssNwc.No.3–2,25~~ ssRga.2ndNo.3–4,38 ~~ssLie.No.2–34~~ Well deck 1Dk(Stl) Cargo battens not fitted	534 435 252	✠100A1 4,38 ~~11,36~~ ✠LMC MS~~4,33~~ 7,37 BS~~5,37~~ 4,38	Lie Rga	h	OG ~~N11,36~~ 6,37	1912 6mo	GooleS.B.&RepgCoLd. Goole Lloyd's A&CP	Stahl&Co.(D. Thomsons, Mgr.) DBa28'f14'55t FPT37t APT16t	165·0 175·4(O.L.) Q81'B14'F23' FK	26·1	12·6	Riga Latvian 4BHCem	T.3Cy.13",21"&35"–24" (s) 180lb 100lb 61NHP 1SB,3pf,GS40,HS1373 Earle'sCo.Ld.Hull	13 ″ 5 s ″ 6½ 13 ″ 0	
34791 22013 JFID	**Tama Maru** ssKob.No.1–24 1Dk(Stl)2nd dk(Stl,except inNo.2hold)	3054 2608 1844	✠ 8,27 ✠	Yka	u		1918 3mo	MatsuoIrn Wks.&Dkyd. Nagasaki	KinkaiYusenK.K. CellDB264'622t FPT82t APT78t	311·0 P21'B78'F41' FK	44·2	27·0	Tokio Japanese 5BHCem	T.3Cy.22",37"&61"–42" 262NHP 2SB,6cf,GS114,HS4033 MatsuoIronWorks&Dkyd	27 ″ 0	
34792 29695 JXVB	— Ⓟ Wireless 1Dk	801 638 416					1924	KobeSteel Works HarimaDkyd	KitaKyushu ShosenK.K.	200·4 F27'	31·0	17·0	Fukuoka Japanese WB	T.3Cy.15½",26"&42½"–32" 102NHP KobeSteelWorks		
34793 136063 VPCD	**Tamaha** ssS.Fo.No.3–6,26 Mchy.Aft ssYka.No.2–34 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6496 5816 4047	✠100A1 8,37 ~~10,36~~ BS8,37 ~~BS10,36~~ ✠LMC12,34 Carrying Petroleum in bulk Fitted for oil fuel 6,14 F.P. above 150° F.	Fal	a†	CL 12,35	1914 6mo	SirR Dixon &Co.Ld. Middlesbro' Lloyd's A&CP	StandardTransportationCo.Ld. WB=CellDBuE&B80'279t DTf45'577t FPT120t APT210t	420·5 P118'B28'F47' FK	54·4	32·6	HongKong British 17BHptCem 11 to Upr dk 6 „ 2nd „	Q.4Cy.24",35",50½"&73"–51" 220lb (s) 526NHP 3SB,9cf,HS7125 FD N.E.MarineEngCoLd.Nwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	
34794 34436 JDWC	**Tamahime Maru** (exWarSpray) 1Dk	3081 2634 1846			…		1918	R.Thompson&Sons,Ld Sunderland	HamaneShoten K.K.	331·3 P38'B98'F28' FK	46·8	23·2	Tarumi Japanese WB	T.3Cy.25",41"&68"–45" 429NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †
34795 151506 ZMBC	**Tamahine** Ⓟ TwinSc ssWln No.3–9,37 ~~ssWln.No.2–33~~ 2Dks(Stl–Wthr dk pt teaks)	1989 1561 803	✠100A1 withfreeboard For service between Wellington & Lyttelton, N.Z. 9,37 ~~9,36~~ 9,37 ~~BS8,36~~ ✠LMC~~8,36~~ Fitted for oil fuel 10,25 F.P. above 150° F.	Wln	r	CL ~~8,34~~ 9,37	1925 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	UnionSS.Co.ofNew Zealand,Ld. CellDB195'201t Tanks between tunnels 28t FPT18t APT50t	262·9 274·7(O.L.) FK Coll	40·2	22·2	Wellingtn British 6BHptCem BH to W dk	T.8Cy.18",29"&(4)33"–27" 190lb (s) 440NHP 2SB,8cf,HS7400 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 3 s 11 ″ 0 13 ″ 7¼	
34796 24730 JIWD	**Tamahoko Maru** (exYoneMaru) ssKob.No.3–8,37 ~~ssOsa.No.3–6,34~~ ~~ssKob.No.1–35~~ 2Dks(Stl)&Shelter dk(Stl)	6780 6507 5056	✠100A1 Shelter dk withfreeboard 8,37 ~~8,36~~ 8,37 ~~BS8,36~~ ✠LMC8,35	Kob	a†	CL ~~8,36~~ 8,37	1919 3mo	Harima Dckyd.Co.Ld Harima A&CP	KaiyoKisenK.K.(YamashitaKisen K.K Mgrs.) CellDB372'1142t FPT148t APT74t	425·0 FK Coll	53·6	37·5	Kobe Japanese Cem BH to Sh dk 6 „ „ U „	T.3Cy.27",45"&75"–51" (s) 190lb 555NHP 3SB,9cf,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
34797 23791 JFII	**Tamakawa Maru** Wood 1Dk	686 579 404					1918	Tokio Zosensho Tokio	HaradaYohei	178·6	29·1	17·3	Kobe Japanese	C.2Cy.18½"&37"–20" 51NHP TsukishimaKikai,Tokio		
34798 7774 SIUN	**Tamara** TwinSc OilEng. ssGot.No.1–35 1Dk(Stl)&Shelter dk(Stl–ws) D.F. 3rd dk(Stl)except in mchy.space&aftermost hold	*6390* *5564* *3834*	✠100A1 withfreeboard ~~8,37~~ ~~3,37~~2,38 ✠LMC ~~CS3,36~~ DBS~~10,35~~8,37 ~~4,36~~2,38 Carrying vegetable oil in deep tank, in No.4 double bottom tank & in after peak	Got	c†	CL s9,36 P3,37	1931 9mo	GötaverkenA/B Gothenburg Lloyd's A&CP	A/B Svenska OstasiatiskaKomp.(G.Borin,Mgr.) CellDB368'1369t Tanks in way of tunnels93t MT28'892t APT59t	437·1 455·9(O.L.) FK (	57·0	28·5	Gothenbrg Swedish 8BHptCem CollToSh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$66\frac{15}{16}$" DB85lb 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2¼ 27 ″ 6	
34799 FOOF	— Fitted for oil fuel Ref.Mchy. 4Dks CruiserStern	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.deNav. Fraissinet	~~320·3~~ 330·8	~~47·9~~ 48·0	~~27·5~~ 22·0 30·3	Marseilles French WB	T.3Cy.$20\frac{5}{16}$",$32\frac{3}{8}$"&$53\frac{1}{16}$"–$39\frac{3}{8}$" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		V
34800 161234 GSZP	**Tamare** TwinSc ssCco.No.1–34 Mchy.Aft 1Dk(Stl)	3046 2229 1631	✠100A1 12,36 7,37 ~~BS12,36~~ ✠LMC~~9,33~~ Carrying Petroleum in bulk Fitted for oil fuel 5,29 F.P. above 150° F.	Cco	u	CL sN12,36 P3,36	1929 5mo	Harland& Wolff,Ld Belfast Lloyd's A&CP	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Side tanks a72'f 104'1824t FPT 83t APT75t	325·0 P69'F36' FK Trunk dk 220'	55·2	15·3	London British 7BHptCem	T.6Cy.14½",24"&38"–27" (s) 180lb 228NHP 2SB,6cf,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ 1¾ 14 ″ 0¼	
34801 144805 GFWX	**Tamaroa** Ⓟ TwinSc (exSophocles) ssGls.No.3–8,34 2Dks(Stl)&Shelter dk (Stl–ws) Ref.Mchy. D.F. E.S.D. CruiserStern	12405 10194 ~~7304~~ 7336	✠100A1 Shelter dk withfreeboard 9,37 ~~12,36~~ BS2,38 ~~BS12,36~~ ✠LMC~~2,33~~ ✠Lloyd'sRMC~~4,37 9,37~~ 2,38 Fitted for oil fuel 9,26 F.P. above 150° F.	Lon	g†	CL s6,35 P3,36	1922 2mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	ShawSavill& AlbionCo.Ld. CellDB425'1822t Tanks at sides of Tunnels14'40t FPT175t APT158t	500·4 P34'B226'F87'on Sheltr dk FK&BK2"	63·2	39·6	S'thamptn British Cem 9BH to Sh dk 1 „ „ U „	4 Steam Turbines DR geared to 2 Sc Shafts (s) 215lb 1334NHP 4DB(Spt)&1SB(Spt),27cf, GS569,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s 10 ″ 4½ 32 ″ 10	BT till 12,37
34802 25085 JTPD	**Tamatsu Maru** ssKob.No.1–36 ssKob.No.3–12,32 2Dks(Stl)	4646 3927 3352	✠100A1 1,38 ~~7,36~~ ✠LMC~~7,36~~ 1,38	Kob	x	CL ~~12,33~~ 1,33	1919 5mo	Uraga DockCo.Ld Uraga A&CP	ShimataniKisen K.K. CellDB291'919t FPT114t APT46t	360·0 P21'B91'F35' FK	51·2	28·5	Fuchu Japanese 6BHCem	T.3Cy24½",40½"&67"–48"(s) 180lb 377NHP 3SB,9cf,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 5½ 23 ″ 3	
34803 21139 JQCE	**Tamaye Maru** 1Dk	937 787 537					1917	Nitta Nakataro, Osaka	Amagasaki KisenbuGomei Kaisha	190·0	31·0	18·5	Akashi Japanese WB	T.3Cy.13",22"&36"–27" 68NHP YoshidaTekkosho,Osaka		
34804	**Tambahú** (exPresidente Quintana–33) 1Dk&Spar dk	1731 1410 1063					1905	Howaldtswerke Kiel	Cia.Carbonifera Rio-Grandense	240·0 B75'F33'	36·0	20·8	R.Janeiro Brazilian WB	T.3Cy.17½",27½"&45½"–27½" 107NHP Howaldtswerke,Kiel		
34805 131522 VJXC	**Tambar** TwinSc 1Dk	456 287 200					1912	Greenock& Grangem'th DckyrdCo.Ld Grangem'th	W.Holyman& Sons,Proprietary, Ld.	145·2 P60'F25'	30·1	8·7	SydnyNSW British	C.4Cy.14"&30"–18" 73RHP D.Rowan&Co.Glasgow		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 34806 LJDR	**Tamerlane** OilEng. 1Dk&Shelter dk D.F. GyC. 3rdDk except in after holds Rudder electrically welded CruiserStern	6778 5981 4140	✠100A1 withfreeboard 6,37 ~~8,36~~ ✠LMC5,36 Carrying oil F.P. above 150°F. in deep tank & tanks in way of tunnel	Syd Got		CL	1936 5mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	Wilh.Wilhelmsen CellDB341'1598t MT30'1454t Tanks in way of tunnel 441t FPT77t APT165t	479·1 498·7(O.L.) P42'F39' FK	62·3	29·0	Tönsberg Norwegian 7BH (Collto Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2240NHP DB100lb KockumsM.V.Akt. Malmö	31 ″ 7 s4 ″ 1¾ 27 ″ 7½	
✻ 34807 226 SVRB	**Tamesis** (exOranian-34) ssLiv.No.3-3,27 ssPir.No2.-36 2Dks(Stl)	3942 3682 2448	✠100A1 ~~3,37~~ 12,37 ✠LMC7,36 BS8,37	Rot Cff	x	CL ~~7,36~~ 12,37	1914 4mo	Napier& Miller,Ld. Glasgow Lloyd'sA&CP	L.A.Embiricos Cell DBa96'uE&B 58'f158'772t FPT110t APT40t	365·2 380·0(O.L.) P38'B140'F67' FK&BK2"	47·8	27·0	Andros Greek 7BHCem	T.3Cy.25½"42½"&72"–48"(s) 200lb 449NHP 3SB,9cf,GS207,HS7443 Dunsmuir&JacksonLd.Gls	29 ″ 6 s4 ″ 9½ 24 ″ 11¾	
34808 24965 JKKD	**Tamon Maru** (exKaikyu Maru-33) TwinSc ssKob.No.3-3,33 2Dks(Stl)&Shelter dk(Stl) ssYka.No.1-37	8134 7732 5046	✠100A1 Shelter dk withfreeboard 4,38 ~~3,37~~ ✠LMC~~3,37~~ 4,38	Yka Tama	c†	CL 2,36	1919 5mo	AsanoS.B. Co.Ld. Tsurumi A&CP	HachiumaKisen K.K. (Yamashita KisenK.K. Mgrs) CellDB392'1362t FPT84t APT34t	445·0 FK	58·0	40·0	Fuchu Japanese Cem 4BHtoSh dk 3 ,, ,, U ,,	T.6Cy.22",36½"&61"–48"(s) 200lb 703NHP 4SB,12cf,GS233,HS9835 FD KubotaIronWorks,Osaka	40 ″ 1 s9 ″ 11¾ 30 ″ 4	
34809 219575 KOVX	**Tampa** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	5959 — 3703					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States WB	Oil Engines 2S.C.DA 4Cy28"–40" NE27 1095NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R
34810 LEFC	— OilEng D.F. ssGot.No.3-5,35 2Dks(Stl) CruiserStern	4694 4318 2846	✠100A1 withfreeboard 9,36 ✠LMC CS5,35 DBS~~9,36~~ 9,37 ~~10,35~~ 6,37 Fitted for carrying oil 9,23 F.P. above 150°F. in deep tank	Osl	x	CL 9,36	1923 9mo	Deutsche WerftA.G. Hamburg Lloyd'sA&CP	Wilh.Wilhelmsen CellDB294'833t MT24' 776t FPT134t APT16t	357·6 F60' FK	51·2	30·7	Tönsberg Norwegian 6BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" 493NHP DB115lb A.E.G.Turbinenfabrik. Berlin	33 ″ 2 s7 ″ 8¾ 25 ″ 7¼	
34811 1614 ICJD	**Tampico** (exBritishPeer, exCarpathian) Fitted for oil fuel 2Dks& Web frames D.F. Carrying Petroleum in bulk	4958 4649 3056			...		1908	Armstrong Whitworth &Co.Ld. Newcastle	"Navigazione e Commercio" Soc. Anon.Italiana	399·0 385·0 P30'B83'F36' FK	51·0	27·6	Genoa Italian WB	T.3Cy.26½",44"&72"–48" 425NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	I †
34812 145840 KLAM	— (Self-Unloader) Mchy.Aft 1Dk&Spar dk	1894 — 1180					1900	CraigS.B. Co. Toledo,O.	F.D.GleasonCoal Co.	247·0 WB	42·0	24·0	Detroit, Mich. Utd.States	T.3Cy.19",30"&52"–40" 171NHP DetroitS.B.Co.Detroit		
34813 148080 MLYP	**Tamworth** ssBly.No.3-6,37 ~~ssShl.No.2-33~~ 1Dk(Stl) Well deck Cargo battens not fitted Mchy.Aft Wireless	1332 994 711	✠100A1 ~~6,37 7,36~~ 1,38 ~~BS3,36~~ ✠LMC~~9,33~~ 6,37	Bly	o	CL ~~9,35~~ 6,37	1924 7mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	DalglieshStm. Shppg.Co.Ld. (R.S.Dalgliesh,Ld. Mgrs.) Cell DBuE20'f149'358t MT9'155tFPT95t APT55t	235·0 Q143'F28' FK	35·7	14·7	Newcastle British 5BHCem	T.3Cy.18",30"&49"–33" (s) 180lb 173NHP 2SB,4cf,GS83,HS2995 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s5 ″ 0½ 15 ″ 9½	
34814 TCCH	**Tan** (exCélimène-35) Fitted for oil fuel 1Dk	2298 — 1380					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	YelkenciLutfi	288·1 P22'B79'F34'	42·5	20·2	Istanbul Turkish WB	T.3Cy.18",29 9/10"&49⅕"–37⅘" 149NHP Atel.&Ch.de laLoire,Nts.		V
✻ 34815 LCZW	**Tana** ssOsl.No.3-8,34 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	5535 5305 3448	✠100A1 Shelter dk withfreeboard ~~4,37 5,36~~ 11,37 ✠NE9,28 ✠LMC MS8,33 BS~~8,36~~ 11,37 Carrying oil fuel F.P. above 150°F. in DT Fitted for oil fuel 11,21 F.P. above 150°F.	Mmo ~~NYk~~ Ham	y	CL 10,35	1921 9mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	Wilh.Wilhelmsen CellDB 325'876t MT32'773t APT105t	380·4 396·0(O.L.) F31'onShelter dk FK Coll	52·2	33·6	Tönsberg Norwegian ptCem BHtoSh dk 5 ,, ,, U ,,	2 Steam Turbines DR (s) geared to 1 Sc. Shaft 200lb 549NHP 3SB,9cf,GS180,HS7503 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	36 ″ 1 s9 ″ 6¼ 26 ″ 9¾	
34816 LCZX	**Tanafjord** Ref.Mchy. Fitted for oil fuel 3Dks	5922 4159 3599					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	395·8 H251t	53·2	33·1	Oslo Norwegian WB	T.3Cy.27½",43"&72"–51" 370NHP D.Rowan&Co.Ld.Glasgow		N
34817 LDDH	**Tanahorn** Ⓟ 1Dk&Awng dk	336 312 180					1910	Nylands Værkstad Oslo	Finmarks Fylkesrederi	136·3 H15t	21·9	15·7	Vardö Norwegian WB	T.3Cy.12",19"&33"–21" 50NHP NylandsVærksted,Oslo		
✻ 34818 831 SVAK	**Tanais** (exHolywood-35) ssSld.2ndNo.3-4,31 ssPir.No.1-36 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted	1545 1222 965	✠100A1 3,37 ✠LMC7,36 BS6,37	Pir	p	OG ~~12,34~~ 1,38	1907 1mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	S.Synodinos (SynodinosBros. Mgrs.) CellDBa74'uE&B32'f96'490tFPT71tAPT44t	244·4 P20'Q76'B50'F24' FK	38·0	15·8	Piræus Greek 4BHCem	T.3Cy.20",33"&54"–36" (s) 190lb 214NHP 2SB,6pf,GS94,HS3534 N.E.MarineEng.Co.Ld.Sld	17 ″ 11 s1 ″ 5½ 16 ″ 7	
✻ 34819 214666 WFFA	**Tanamo** (exLempira-34, exTanamo, exVanHogendorp) ssN.Yk.No.3-9,30 ssN.Yk.No.1-35 2Dks(Stl)& Ref.Mchy. Awng dk(Stl-ws) D.F. Rudder electrically welded	3211 2838 1952	✠100A1 Awng dk withfreeboard 2,38 ~~3,37~~ ✠LMC MS10,34 BS~~1,37~~ 2,38 Fitted for oil fuel 4,23 F.P. above 150° F.	NYk NOs	u	CL ~~3,35~~ 2,38	1914 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	UnitedFruitS.S. Co.(UnitedFruit Co.Mgrs.) CellDBa80'uE&B56'f144'607t FPT38t APT26t	331·2 F43'onAwng dk FK	45·2	25·6	NewYork Utd.States 5BHCem	T.3Cy.23",38"&63"–39" (s) 180lb 435NHP 3SB,9cf,GS175,HS7210 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0 s7 ″ 4¼ 21 ″ 1	
34820 220114 KUTG	**Tanana** (exDelrosa) Fitted for oil fuel 2Dks	3474 2991 2064			...		1920	Hanlon D.D.&S.B.Co Oakland.Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B77'F32' FK	46·0	24·4	NewYork Utd.States WB	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	
✻ 34821 LCZZ	**Tancred** TwinSc OilEng. ssOsl.No.3-6,37 ~~ssOsl.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) except in after hold	6094 5437 3722	✠100A1 withfreeboard 11,37 ✠LMC CS11,37 DBS4,37 8,36 Carrying vegetable oil in deep tank	Got Osl	c†	CL ~~P3,34~~ ~~S8,35~~ P6,37 S4,38	1925 7mo	Deutsche WerftA.G. Hamburg Lloyd'sA&CP	Wilh.Wilhelmsen CellDB374'1282t Tanks at sides & between tunnels332' MDT30'935t FPT149tAPT125t	442·6 P42'F46' FK Coll	58·2	27·6	Tönsberg Norwegian 7BHptCem ptAsp BHtoSh.dk 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 988NHP NDB28 114lb AlgemeineElec.Ges.Berlin	30 ″ 6 s4 ″ 3½ 26 ″ 4½	
✻ 34822 136289 GKZC	**Tanda** Ⓟ (exMadras, exTanda) TwinSc ssSyd.No.3-7,30 ssYka.No.1-34 Ref.Mchy. 2Dks(Stl-U ws)& Shelter dk(Stl-teaks)	~~7160~~ ~~5444~~ ~~4388~~ 7174 5444 4384	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~4,37~~ 11,37 BS11,36 [illegible] ✠LMC11,33 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 4,38	NYk ~~HKg~~ Yka	c†	CL PN6,36 S6,36	1914 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	Eastern&Australian S.S.Co.Ld. Cell DBa140'uE&B95'f153'1089tFPT106tAPT81t	430·5 446·0(O.L.) P46'B169'F45' onShelter dk FK	58·2	28·6	Glasgow British 7BHCem	T.6Cy.21",35"&58"–48" (s) 200lb HS13659 FD 843NHP 4SB&1AuxSB,19cf,GS332 A.Stephen&Sons,Ld.Gls.	31 ″ 0 s4 ″ 1½ 27 ″ 4¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
34823 137816 GRZL	**Tanfield** ssCal.No.3-9,28 ssBom.No.2-36 1Dk(Stl)	4538 4235 2776	✠100A1 6,37 ~~8,36~~ ✠LMC8,36 BS11,37	Bom Cal	y	CL ~~8,36~~ 6,37	1916 6mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	385·2 P26'B91'F31' FK CellDB275'1081t DTa61'440t	52·9	26·2	Glasgow British 6BHCem	T.3Cy.27",45"&74"-48" (s) 180lb 465NHP 3SB,9cf,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld.	28 " 9 s 5 " 6½ 23 " 5	
34824 33105 JBPE	**Tang Yang Maru** Ⓟ TwinSc 1Dk	1573 726 1081					1927	Shanghai Dock&Eng. Co.Shanghai	NisshinKisenK.K.	235·0 F29'	40·0	10·0	Tokio Japanese	T.6Cy.		
34825 DHXE	**Tanganjika** Ⓟ D.F. GyC. Sub.Sig. 2Dks&Shelter dk	8540 7343 5004					1922	Blohm& Voss Hamburg	Woermann-Linie A.G.	449·1	58·3	26·8	Hamburg German WB	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
34826 DNAS	**Tanger** 1Dk&Shelter dk	1742 1531 987			...		1923	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Oldenburg-Portugiesische Dmpf. Rhed.	270·0 FK	41·2	17·6	Oldenburg German WB	T.3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&53$\frac{3}{16}$"-39" 249NHP Machinefab.Bolnes,Bolnes	20 " 8	G †
34827	**Tango** (exRegina,exSolheim) Fitted for oil fuel 1Dk	683 603 385					1901	Nylands Værksted Oslo	Ego-Aguirre& Dammert	181·2 P5'B53'F23'	30·1	14·2	Callao Peruvian WB	T.3Cy.14½",24"&39"-27" 79NHP NylandsVærksted,Oslo		
34828 9330 JTGD	**Tango Maru** Ⓟ TwinSc ssKob.2ndNo.3-2,29 ssKob.No.3-6,36 2Dks(StlU-teaks)&deepframing lowerdk(Stl)inNo.1hold D.F.	6893 5756 4238	✠100A1 4,38 ~~3,37~~ ✠LMC3,37 BS4,38	Osa Yka	c†	CL P3,37 SN3,37	1905 4mo	MitsuBishi Dkyd&EWks Nagasaki Lloyd'sA&CP	NipponYusenK.K.	456·4 P49'B172'F56' FK WB=CellDBa120'uE&B83'f180'1376t ~~[illegible]~~ FPT114tAPT28t	50·2	30·4	Tokio Japanese 7BHCem	T.6Cy.23$\frac{3}{16}$",23$\frac{11}{32}$"(2)38$\frac{3}{16}$",63$\frac{3}{16}$"&63½"-48" 200lb (s) 789NHP 5SB,15cf,GS289,HS11405FD MitsuBishiD&E.Wks.Nag	33 " 6 s 7 " 4½ 26 " 7	
34829 21397 JQEE	**Tango Maru No. 2** Wood (exHeianMaruNo.9) 1Dk	409 316 239					1917	Takahashi Yeitaro Osaka	KawasakiShoji GoshiKaisha	143·4	23·8	12·7	Tarumi Japanese	C.2Cy.13¾"&29½"-18" 31NHP FrejiokiTekkosho,Osaka		
34830 31676 JFWB	**Tangshan Maru** 2Dks Longitudinal framing	2089 1707 1284					1926	Osaka Iron Works,Ld. Osaka	NisshinKisenK.K.	280·0 P23'B79'F30'	41·0	21·0	Tokio Japanese WB	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorksLdOsaka		
❊ 34831 1441 PHWN	**Tanimbar** OilEng ssAms.No.1-34 3Dks(Stl-Uteaks) 4th dk(Stl) in No.1 hold D.F.	8169 7380 4906	✠100A1 ~~6,37~~ ~~7,36~~ ~~10,37~~ 3,38 ✠LMC CS11,35 DBS7,34 11,35 DBS(lower)~~7,36~~ 10,37 Carrying oil F.P. above150° F. in forward deep tanks Fitted for carrying oil 9,30 F.P. above 150° F. in deep tank aft	Sba	d†	CL 10,35	1930 9mo	CaledonSB &E.Co.Ld. Dundee Lloyd'sA&CP	Stoomv.Maats. Nederland	468·7 P40'B160'F60' FK CellDB393'1675t DTa32'1124t DTsf56t1372t FPT115tAPT51t	62·2	32·5	Amstrdam Dutch 8BHptCem (1to2nd dk)	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP DB145lb NDB34(Upr)100lb SulzerBros.Winterthur	36 " 5 s7 " 7 29 " 0⅝	
34832 DAYH	**Tannenberg** Ⓟ TwinSc Fitted for oil fuel Sub.Sig. CruiserStern 3Dks D.F. E.S.D. GyC.	5504 3412 2668					1935	Stettiner Oderwrke AG Stettin	GermanGovernment(Reichsverkehrsministerium) (Hamburg-AmerikaLinie,Mgrs.)	398·0 B310'	51·0	27·3	Stettin German WB	2 Steam Turbines 2000NHP FSchichauG.m.b.H.Elbing		G
34833 31176 JOHB	**Tanshu Maru** CruiserStern 1Dk	328 198 158					1926	OsakaIron Works Ld. Osaka	SetsuyoShosen K.K.	140·0 F21'	22·0	11·0	Sumoto Japanese	T.3Cy.12",20"&33"-21" 50NHP OsakaIronWorks,Ld.		
34834 6826 SGUF	**Tanto** (exLisbeth,exYtteröy) 1Dk	913 632 526					1918	Larvik Slip&Verks. Larvik	SvenskaSockerfabriksA/B(C.F. Tranchell,Mgr.)	197·5 P57'Q28'B53'	32·2	12·5	Malmö Swedish WB	T.3Cy.14",23½"&38"-27" 77NHP BergensMekVærksBergen		N
34835 PHWQ	**Tapanoeli** 3Dks	7031 6670 4439					1924	N.V.Schps. "DeMaas" Slikkerveer	Rotterdamsche Lloyd(Wm.Ruys& Zonen,Mgrs.)	446·0 B68'F55'	54·3	34·4	Rottrdam Dutch WB	2SteamTurbinesDRgeared to1Sc.Shaft 626NHP Kon.Maats"DeSchelde," Flushing		V
34836 14430[illegible] GCWX	**Tapti** (exUlm) Now "Leena," see No. 39040 in Supplement ssFal.No.3-2,27 ssCal.No.2-35 2Dks(Stl)&lower dk beams in No.1 hold Well deck	4742 4371 2914	✠100A1 8,37 ~~3,37~~ ✠LMC MS6,35 BS1,37	Cal HKg	z	CL 2,37	1914 4mo	Akt.Ges. "Neptun" Rostock Lloyd'sA&CP	~~JamesNourse,Ld.~~ Williamson&Co	399·5 P&B321'F54' FK CellDBa121'uE&B56'f178'1254tFPT85t APT5t	54·1	25·6	HongKong British 7BHCem	T.3Cy.28¾",47½"&77½"-48" 213lb (s) FD 653NHP 3SB(Spt)9cf,GS261,HS9688 A.G."Neptun,"Rostock	28 " 6 s 3 " 6 25 " 2½	
34837 PUQF	**Taquary** TwinSc ssRio.No.3-8,21 ssRio.No.1-25 1Dk(Stl)	1943 1599 1176	✠ ~~[illegible]~~ 6,31 ✠	Rio	r		1912 4mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegaçâo	276·7 P27'B61'F22' FK WB=CellDBa86'uE14'f114'569t FPT126tAPT127t	45·2	15·4	R.Janeiro Brazilian 6BHCem	T.6Cy.15",25"&40"-27" 210NHP 2SB,8cf,GS105,HS3600 Muir&Houston,Ld.Gls.	17 " 6	
❊ 34838 PUMI	**Taquy** (exItaquy-34,exAlmagro-33) ssNpt.No.3-3,33 ssRio.No.1-36 2Dks(Stl)	2464 2227 1438	✠100A1 8,36 ✠LMC8,36	Rio	t	CL 8,36	1920 6mo	A.&J. Inglis,Ld. Glasgow Lloyd'sA&CP	Cia.Carbonifera Rio-Grandense	303·4 P33'B81'F32' FK CellDB260'661tFPT69tAPT180t	43·0	20·7	R.Janeiro Brazilian 6BHptCem	T.3Cy.22",36"&59"-39" (s) 180lb 265NHP 2SB,6cf,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 " 0	
34839 PHWR	**Tara** ssAnt.No.2-37 ~~ssAnt.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl)	4760 4460 2930	✠100A1 with freeboard ~~6,37~~ ~~10,36~~ 9,37 ~~BS11,36~~ ✠LMC~~7,33~~ 9,37 MS6,37	Ant	z	CL 10,36	1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam Lloyd'sA&CP	N.V.Maats. Vrachtvaart	406·0 F41' FK CellDB352'1172t FPT148tAPT201t	54·1	25·2	Rottrdam Dutch 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.25⅝",39⅝"&67"-44⅞" 200lb (s) 397NHP 3SB(Spt)9cf,GS194,HS6780 N.V.Mch.&Scheepwerf vanP.Smit,Jr.Rot.	27 " 9 s 3 " 2½ 24 " 8	
❊ 34840 PHWO	**Tarakan** Ⓟ OilEng. ssAms.No.1-35 3Dks(Stl-U teaks) 4th dk(Stl)in No. 1 hold D.F.	8183 7380 4917	✠100A1 ~~6,37~~ ~~8,36~~ 1,38 ✠LMC CS7,35 DBS7,35 7,36 DBS(lower)~~7,36~~ 6,37 Fitted for carrying oil 12,30 F.P.above150° F. in deep tank aft Carrying oil F.P. above150°F. in forward deep tanks	Ams	d†	CL ~~7,35~~ 1,38	1930 12mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	N.V.Stoom.Maats. Nederland	469·0 P40'B160'F57' FK CellDB392'1628tDTa32'1062t DTsf56'1372tFPT107tAPT53t	62·3	32·6	Amstrdam Dutch 8BHptCem 1 to 2nd dk	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP DB70lb NDB34(upper) 71lb Maats.Fyenoord,Rot.	36 " 5 s 7 " 7 28 " 11½	
❊ 34841 149304 GNRF	**Taranaki** TwinSc OilEng. ssGls.No.2-37 ~~ssLon.No.1-33~~ Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D.	8448 7458 5140	✠100A1 with freeboard 4,38 ~~1,38~~ DBS5,38 ✠LMC5,38 ✠Lloyd'sRMC~~4,37~~ 4,38	Gls Nwc	f†	CL 3,37	1928 5mo	Fairfield SB.&E.Co.Ld Glasgow Lloyd'sA&CP	ShawSavill& AlbionCo.Ld.	483·0 B173'F61' FK CellDB408'1592t FPT119tAPT75t	64·2	30·8	S'thamptn British 8BHptCem (Coll to Sh dk 7 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB100lb FairfieldSB.&E.Co.Ld.Gls.	34 " 4 s 5 " 4½ 29 " 2½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of B. of Trade Cert
34842 LCKP	**Taranger** TwinSc OilEng. D.F. *Ref.Mchy.* 2*Dks*	4873 4309 2984					1930	Akt.Burmeistr&Wain Copenhagen	WestfalLarsen&Co.A/S	398·1 P74*t*H393*t*F34*t*	54·8	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¾"–$43\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn		N
34843 ~~123332~~ ~~GQDT~~	**Tarantia** (*ex*Kirkfield) Now "Leontios Teryazos," see No. 39037 in Supplement D.F. 2*Dks*	*4953* [illegible] *3201*			...		1911	Russell&Co. PortGlasgow	~~AnchorLineLd~~	400·0 P47'B119'F46' FK	51·9	26·9	~~Glasgow~~ ~~British~~ Greek *WB*	T.3Cy.26½",44"&72"–48" 488NHP D.Rowan&Co.Glasgow	29 ″ 6	C †
34844 CBTA	**Tarapacà** Ⓟ (*ex*PresidenteMitre, *ex*Argentina) 2*Dks&Web frames*	3841 3103 2189					1894	Reiherst'g Schiffsw. Hamburg	Soc.Anon. ComercialBraun &Blanchard	343·0 P&B212'F41'	42·4	26·1	Valparaiso Chilian	T.3Cy.23",37½"&63"–42" 257NHP Reiherst.Maschinenf.Ham.		N
34845 162493 MPXC	**Taraqqi** TwinSc *ss*Abadan.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)	388 266 134	✠100A1 *withfreeboard* 2,33 ~~1,37~~ BS11,37 ~~BS10,36~~ ✠LMC12,34 *Fitted for oil fuel* 10,30 *F.P. above* 150° F. *Carrying oil F.P. above* 150°F. *in cylindricaltanks*	Aba-dan	*f*	OG 2,36	1930 10mo	G.Brown&Co. Greenock *Lloyd's A&CP*	PetroleumS.S.Co. Ld.(BritishTanker Co.Ld.*Mgrs.*) *CellDBuE*7' 11*t FPT*53*t APT*62*t*	140·6 Q60'B11'F21' FK	29·1	7·8	London British 4*BHptAsp*	C.4Cy.11"&22"–14" (*s*) 140lb 63NHP 1SB,3*cf*,HS1415 McKie&Baxter,Ld.Gls.	8 ″ 6 s 2 ″ 2¼ 6 ″ 5	
34846 TCEO	**Tari** Ⓟ (*ex*Tadla–34,*ex*Frankenwald) 2*Dks*	4026 — 2429					1908	Furness, Withy&CoLd WHartlepool	Denizyollari Idaresi	353·2 P40'B115'F72'	45·1	25·6	Istanbul Turkish *WB*	T.3Cy.25½",43"&72"–48" Richardsons, 359NHP Westgarth&Co.Ld.Hpl.		
* 34847 LJGH	**Tarifa** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk*, 3*rd dk* Gy.C. *CruiserStern except in after holds* *Rudder electrically welded*	7229 6426 4426	✠100A1 *withfreeboard* 3,38 ~~11,36~~ ✠LMC11,36 DBS(WT)2,38 *Carrying fuel oil F.P. above* 150°F *in midship deep tank*	Dnz Got		CL	1936 11mo	FSchichau G.m.b.H. Danzig *Lloyd's A&CP*	Wilh.Wilhelmsen 1 *Intermediate CellDB*349'1512*t*	493·6 P42'F26' FK Col *BH dispensed with MT* 30'1431*t Tanks in way of tunnels*290*t FPT*82*t APT*273*t*	63·3	29·0	Tönsberg Norwegian *ptCem* *iBHtoSh dk* 6 ,, ,,2*nd* ,,	Oil Engines 2S.C.SA 16Cy.$25\frac{9}{16}$"–47¼" 1827NHP DB*100lb* DB(WT)100lb FSchichauG.m.b.H.Elbing	31 ″ 7 s 4 ″ 1½ 27 ″ 7¼	
34848	**Tarkhankout** (*ex*Parisot, *ex*Julia,*ex*Z.M. Chrissoveloni,*ex*Circassian) Iron 5thSurvey,Npt.8,90 *Well deck* 1*Dk*(*Irn*)2*trB*	1296 1054 725	✠ 9,92	Bla	Lv		1872 2mo	R.Thompson,Jr. Sunderland	U.S.S.R.	245·5 P203*t*F18*t*	32·3	14·2	Odessa Russian 4*BHCem* *DBa&f*	C.2Cy.29"&55"–33" 145NHP B*made—,refitted*13 N.E.MarineCo.Ld.Sld.		
34849 LDBW	**Tarn** TwinSc *ss*Osl.No.1–37 *OilEng* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in after holds* E.S.D. GyC.	6850 6013 4209	✠100A1 *withfreeboard* 6,37 ✠LMC CS6,37 DBS6,37 1,37 *Carrying fuel oil F. P. above* 150° F. *in deep tank*	Osl	*e*†	CL ~~SN7,35~~ ~~P7,35~~ 5,37	1933 9mo	NVNederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Wilh.Wilhelmsen	479·1 P48'F46' FK *CellDB*365*t*1345*t* *Tanks in way of tunnels*515*t MT* 28'1318*t FPT*176*t APT*145*t*	61·1	29·0	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 12Cy.23⅝"–$43\frac{5}{16}$" 2330NHP DB*100lb* Gebr.Stork&Co.N.V. Hengelo	31 ″ 7 s 4 ″ 2 27 ″ 7	
34850 5721 SHAM	**Tärnan** 1*Dk*	*541* *412* *200*					1915	LindholmensM.V. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	170·0 P105'H67*t*F24'	30·0	11·3	Gothenbrg Swedish *WB*	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
* 34851 165348 GZFN	**Taron** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Rudder electrically welded* *Longitudinal framing at bottom & at deck*	8054 7224 4756	✠100A1 8,37 ~~11,36~~ ✠LMC5,36 *CarryingPetroleum in bulk*	Rot	*c*†	CL	1936 5mo	DeutscheWerftAG Bet Finkenwrder Hamburg *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'154*tDTf*25'272*tFPT* 139*tAPT*85*t*	465·0 P94'B48'F48' FK	59·4	33·8	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
* 34852 LIUA	**Taronga** *OilEng.* GyC. D.F. 1*Dk&Shelter dk.* 3*rd dk except in after hold* *Rudder electrically welded*	7003 6177 4245	✠100A1 *withfreeboard* 2,38 ~~1,37~~ DBS5,35 ✠LMC5,34 *Carrying oil fuel F.P above* 150° F *in deep tank*	Syd	*e*†	CL 4,37	1934 5mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's A&CP*	Wilh.Wilhelmsen *CellDB*318'1630*t of tunnel*416*t M*	484·0 P42'F51' FK *Tanks at side T*30'1438*t FPT*206*t APT*49*t*	61·3	29·0	Tönsberg Norwegian 7*BHptCem* (*ColltoSh dk* 6 ,, ,,2*nd*,,)	Oil Engines 2S.C.DA 7Cy.$24\frac{7}{16}$"–55⅛" 1435NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	31 ″ 7 s 4 ″ 2¼ 27 ″ 7¼	
* 34853 153958 VLDF	**Taroona** Ⓟ TwinSc *Ref.Mchy.* D.F. E.S.D. 3*Dks* *CruiserStern* *Topsides–Special Quality Steel* *Rudder electrically welded*	4286 2782 1849	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 10,37 BS6,37 ~~BS5,36~~ ✠LMC1,35 *Fitted for oil fuel* 1,35 *F.P. above* 150° F.	Mel	*w*	CL 7,37	1935 1mo	A.Stephen&Sons,Ld. Glasgow *Lloyd's A&CP*	Tasmanian SteamersProprietary,Ld. *CellDB*227'433*t DTa*13'48*tD*	338·2 354·6(O.L.) B&F323' FK&BK1½" *Tf*20'177*t FPT*18*t*	50·1	23·8	Melbourne British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,) *APT*26*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 430lb HS13845 1578NHP 3 Water Tube Boilers (Spt) FD A.Stephen&Sons,Ld.Gls.	26 ″ 3 s11 ″ 4½ 15 ″ 1¼	
34854 130387 Sunk 9.37	**Tarpon** (*ex*Naugatuck) IronTwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	449 — 282					1887	ThePusey&JonesCo. Wlmgtn,Del.	Pensacola, St.Andrews& GulfS.S.Co.	159·9 len91 *WB*	26·0	7·2	Pensacola, Fla. Utd.States	C.4Cy.12"&21"–18" NB22 31NHP Pusey&JonesCo.Wlmngtn		R
34855 82928	— TwinSc 1*Dk*	412 283 173			...		1929	FergusonBros.(Port Glasgow) Ld. PortGlasgow	Government of BritishGuiana	150·0 P12'B32'F27' FK	30·2	8·9	Georget'n British *WB*	C.4Cy.11½"&24"–18" 66RHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	9 ″ 6	
34856 DHXF	**Tarragona** Now "Golfo de Darien," see No. 3[illegible] in Supplement *CruiserStern* D.F. 1*Dk*	2642 [illegible] 1534					1928	Frerichswerft Akt.Ges Einswarden	Rob.M.Sloman,Jr.	326·9 P275'F43'	46·1	19·7	Hamburg German *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&$62\frac{7}{16}$"–$41\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
34857 147548 MLSW Wrecked 2,38	**Tartary** *ss*Yar.No.3–8,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	300 218 134	~~✠100A1~~ 8,36 ~~BS2,38~~ ✠LMC6,36 *CarryingPetroleum in bulk*	Yar	*d*	OG N8,35	1923 10mo	Crabtree&Co.Ld. Gt.Yarmouth *Lloyd's A&CP*	F.T.Everard&Sons Ld.	130·3 Q43'B9'F20' FK *FPT*21*t*	23·2	9·8	London British 7*BHptCem* *APT*26*t*	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP 1SB,2*cf*,GS34,HS1053 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9 9 ″ 11	
34858 28020 JOVH	**Tarumi Maru** 2*Dks*	727 574 409					1921	Murao Zosensho Osaka	SanboShosenK.K.	176·5 B46'F30'	28·5	15·5	Tarumi Japanese *WB*	T.3Cy.13",22⅛"&$36\frac{1}{16}$"–27" 68NHP TakaoTekkosho,Kobe		
34859 1764 IASY	**Tarvisio** *Carrying oil in bulk* D.F. 1*Dk*	5484 — 3207					1927	Royal Dockyard Castellammare diStabia	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	370·7	59·1	27·4	Genoa Italian *WB*	Steam Turbine AnsaldoS.A. Sampierdarena		I
* 34860 136062 VPBK	**Tascalusa** *ss*S.Fo.No.3–1,26 *Mchy.Aft* *ss*Sng.No.2–34 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6499 5816 4052	✠100A1 8,37 ~~10,36~~ ~~BS10,36~~ ✠LMC3,34 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,13 *F.P. above* 150° F. BS8,37	Phl Gen	*a*†	CL ~~9,34~~ 8,37	1913 12mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	StandardTransportationCo.Ld. *WB=CellDBuE& DTf*45'577*t*	420·5 P118'B26'F47' K *B*80'279*t* *FPT*120*t APT*210*t*	54·4	32·6	HongKong British 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,9*cf*,GS170,HS7125 FD N.E.MarineEng.CoLdNwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total / Sous le Pont / Net.	5 Details de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand / Navire / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
34861 UOXC	**Tashkent** (exHolger-32) ssBhn.No.1-11 Sub.Sig. 2Dks(Stl)&deepframing	5552 5242 3391	✠ 12,15 ✠	Bmn	a†		1906 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R. CellDBa150'uE23'f181'1049tFPT83tAPT25t	424·5|53·2|29·2 P37'B181'F44' FK	Odessa Russian 8BHCem	T.3Cy,28",46"&77"-54" 556NHP 3SB,9cf,GS191,HS7785 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 0	
34862 ~~210487~~ ~~KLAC~~	**Tashmoo** Fitted for oil fuel 1Dk2trBin fore& after holds&Web frames Now "Tafusei Maru," see No. [illegible] in Supplement	3249 3005 1988			...		1919	Submarine Boat.Corp. Newark,N.J.	~~TheCharlesNelson Co.~~	324·0|46·2|25·0 P30'B90'F35' FK	~~S.Francisco~~ ~~Utd. States~~ WB	DR Geared Steam Turbine WestinghouseElectric& Mfg Co.Essington,Pa.	28 ″ 6	R †
34863 102 SVEY	**Tasis** (exManchesterCivilian-33) D.F. 1Dk	4706 4380 2927					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Myrtoon SteamshipCo.Ld.	385·0|52·0|27·0 P36'B119'F36'	Argostoli Greek WB	T.3Cy.25",40"&68"-48" Richardsons 320NHP Westgarth&Co.Ld.Hpl.		C
34864 PKED	**Tasman** Ref.Mchy. Fitted for oil fuel D.F. 2Dks	4994 — 3173					1921	Earle'sCo. Ld. Hull	Koninkl.Paketv. Maats.	392·0|49·2|26·0 Shade dk257'F43'	Batavia Dutch WB	T.3Cy.29½",48½"&80"-54" 470NHP Earle'sCo.Ld.Hull		V
❋ 34865 OYCH	**Tasmania** TwinSc OilEng D.F. 1Dk&Shelter dk CruiserStern	4460 3951 2684	✠100A1 withfreeboard 3,37 ✠LMC10,35	HKg	z	CL	1935 10mo Lloyd'sA&CP	Nakskov Skibs.A/S Nakskov CellDB366'1282tDTsa10'254t Tank at sides of tunnels 108tFPT71tAPT136t	A/S D/S Orient	390·8|56·4|24·9 415·0(O.L.) P24'F43' FK	Copnhagn Danish 6BH (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 10Cy.19 11/16"-35 7/16" DB100lb 673NHP Akt.Burmeistr&Wain.Cpn	27 ″ 6 s2 ″ 11 24 ″ 8½	
❋ 34866 26167 JNSD	**Tasmania Maru** ssOsa.No.3-10,32 1Dk(Stl)& Awng dk(Stl) ssKob.No.1-37	4106 3613 ~~2518~~ 2520	✠100A1 Awng dk withfreeboard ~~10,36~~ 10,37 ✠LMC~~10,36~~ 10,37	Osa Kob	v	OG N11,35	1919 11mo Lloyd'sA&CP	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisen K.K. CellDB294'778tFPT62tAPT31t	345·0|48·0|30·0 P29'B74'F41'on Awng dk FK	Kobe Japanese Cem 6BHtoAwdk	T.3Cy.23½",39"&65"-48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawasakiDykdCoLd.Kobe	30 ″ 0 s6 ″ 1¼ 24 ″ 2	
❋ 34867 812 SVFX	**Tassos** (exNicolaos-35,exRoma) ssHul.2ndNo.3-3,26 ssPir.No.2-35 1Dk(Irn)2trB Deep framing& Web frames	3634 3439 2363	✠100A1 11,36 BS~~5,36~~ 6,37 ✠LMC4,35	Bry	w	CL 5,36	1901 8mo	JLThompson&Sons,Ld. Sunderland A&CP	E.A.Karavias (P.M.Nomikos,Ld. Mgrs.) CellDBa104'uE23'f150'832tAPT55t	342·0|49·5|25·0 P29'B100'F32' FK	Piræus Greek 6BHCem	T.3Cy.24½",40"&66"-45" (s) 160lb 299NHP 3SB,9pf,GS135,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s4 ″ 11 22 ″ 10	
34868 377 SZMS	— Ⓟ (exOriental,exYacht) ssGls.No.3-5,04 Wireless 1Dk	333 — 164	✠ 8,06	Grk			1891 6mo	A.&J. Inglis Glasgow	EpirotikiS.S.Nav. Co.George Potamianos	165·4|22·1|13·1	Piræus Greek 5BHCem	T.3Cy.13½",22½"&36"-27" 1SB,3cf,GS46 67NHP A.&J.Inglis,Glasgow		
34869 87[illegible] JCLB	**Tategami Maru** Ⓟ ssNag.No.2-07 2Dks(UStl)&ptAwng dk	2485 1788 1500	✠ 2,07 ✠	Nag	s		1898 12mo	MitsuBishi Dockyard& EngineWrks Nagasaki	KaburagiHidetane WB=CellDBa88'uE&B44'f92'401tAPT67t	300·0|40·0|18·9 P35'Q105'F37' BK10"	Jinsen Japanese 6BHCem	T.3Cy.24",38"&64"-42" 296NHP 2DB,12cf,GS172,HS4901 MitsuBishiD.&E.Wks.Nag	21 ″ 2	
34870 28502 JDIA	**Tateishi Maru** ssYka.No.3-7,35 2Dks(Stl)	3801 3444 2351	✠100A1 ~~7,36~~12,37 ✠LMC~~7,36~~ 12,37	Yka Tama	w	CL 7,36	1922 9mo	Yokohama DockCo.Ld Yokohama A&CP	UkonShojiK.K. CellDB316'793tFPT56tAPT29t	345·0|50·0|29·0 P33'B74'F40' FK	Kobe Japanese 6BHCem	T.3Cy.23",38"&64"-48" (s) 200lb 351NHP 2SB,6cf,GS115,HS4604 FD YokohamaDockCoLd.Yka	29 ″ 1 s5 ″ 3½ 24 ″ 1	
34871 40704 JGFJ	**Tatekawa Maru** CarryingPetroleum in bulk OilEng. D.F. GyC. Mchy.Aft 1Dk CruiserStern Longitudinal framing	10152 8891 5944					1935	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	499·9|64·9|37·1 P159'B39'F36'	Japanese WB	Oil Engines 2S.C.DA 8Cy.27 9/16"-47¼" 2115NHP KawasakiDkydCoLdKobe		C
❋ 34872 LJIR	**Tatra** D.F. E.S.D. OilEng. GyC. CruiserStern 1Dk&Shelter dk Part electrically welded including butts of keel & deck Rudder electrically welded	4766 4070 2804	✠100A1 withfreeboard 2,38~~2,37~~ ✠LMC2,37 DBS(WTB)4,38 Carrying cargo oil F.P. above 150°F. in midship deep tank	Dnz Cpn		CL	1937 2mo Lloyd'sA&CP	F Schichau G.m.b.H. Danzig	Wilh.Wilhelmsen (CollBH to Shelter dk 6 BH to 2nd dk) CellDB285'1117tTanks in way of tunnel 246tMT26'966tFPT67tAPT181t	412·0|55·5|25·6 428·9(O.L.) P44'F32' FK	Tönsberg Norwegian 7BHptCem	Oil Engines 2S.C.SA 8Cy.25 9/16"-47½" 913NHP DB100lb DB(WT) 100lb FSchichauG.m.b.H.Elbing	28 ″ 0 s2 ″ 8 25 ″ 5½	
❋ 34873 33180 JAUC	**Tatsuha Maru** (exCorbyCastle, exVirgilia) ssKob.No.3-7,31 ssKob.No.1-35 2Dks(Stl) Cargo battens not fitted in 'tween dks & Deep Tank Now "Tatuha Maru," see No. 40396 in Supplement	5784 5383 3607	✠100A1 12,36 ✠LMC12,36 Carrying oil fuel F.P above 150° F. in DB&DT Fitted for oil fuel 7,29 F.P. above 150° F.	Kob	a†	CL 11,35	1918 11mo Lloyd'sA&CP	Russell& Co. PortGlasgow	TatsuumaKisen K.K. 1 intermediate BH & 1 'tween dk BH dispensed with CellDB344'1165tDTa36'1109tFPT35tAPT31t	423·3|56·0|28·7 P38'B123'F43' FK	Nishinomiya Japanese Cem 5BH to U dk 1 ,, ,,2nd ,, only	T.3Cy 27½",44"&73"-48" (s) 180lb 550NHP 3SB,9cf,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	
34874 18486 JPUD	**Tatsuno Maru** TwinSc ssOsa.No.3-8,27 ssKob.No.2-36 2Dks(Stl)	6960 6447 4265	✠100A1 6,37~~6,36~~ BS6,37 ✠LMC6,36 Fitted for oil fuel 12,23 F.P. above 150° F.	Kob	b†	CL ~~s11,34~~ P6,36 s6,37	1916 5mo Lloyd'sA&CP	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. CellDB375'1192tDTa42'1312tDTf30'1128tFPT57tAPT62t	445·0|58·0|34·0 P35'B138'F37' FK	Tokio Japanese 7BHCem	T.6Cy.21",33½"&56"-48" (s) 200lb 628NHP 4SB(Spt.),12cf,GS220, HS9108 FD KawasakiDkydCoLdKobe	34 ″ 0 s7 ″ 9 26 ″ 5	
34875 35362 JFYC	**Tatsuta Maru** Ⓟ QuadSc OilEng. ssH.Kg.No.1-34 Ref.Mchy. D.F. CruiserStern GyC. 3Dks(Stl-weather dk pt teak s) 4th dk (Stl) in Nos. 1,2 & 3 holds Now "Tatuta Maru," see No. 40384 in Supplement	16975 11576 10017	✠100A1 withfreeboard 4,37 ~~2,36~~ ✠LMC CS2,35 ~~10,36~~ DBS~~2,3~~4,37 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 1,38 Fitted for carrying oil 3,30 F.P. above 150° F. in forward deep tanks	HKg	l†	CL sf2,35 sa2,35 Pa2,36 Pf2,36	1930 3mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. CellDB389'2019t Tanks in way of tunnels998tDTf11'338tFPT97tAPT275t	560·0|72·0|42·5 583·6(O.L.) B&F483' FK Promenade340'	Tokio Japanese 10BHptCem	Oil Engines 2S.C.SA 32Cy.26⅜"-39⅜" 4008NHP 2DB120lb MitsubishiZosenKaishaLd	42 ″ 6 s14 ″ 2 28 ″ 6	
❋ 34876 33640 JCKC	**Tatsutasan Maru** OilEng. Mchy.Aft ssKob.No.1-33 1Dk(Stl)	1992 1650 1098	✠100A1 3,36 ✠LMC CS4,37 4,37 DBS4,37	Kob	r	CL 3,36	1928 7mo Lloyd'sA&CP	MitsuiBussanKaisha Tama	MitsuiBussan Kaisha CellDB213'471tFPT104tAPT36t	275·5|40·7|21·0 P64'B28'F34' FK	Kobe Japanese 4BHptCem	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 224NHP DB80lb MitsuiBussanKaishaTama	21 ″ 0 s3 ″ 0¼ 18 ″ 2	
34877 DHXG	**Tatti** 1Dk	579 345 354					1891	Act.Ges. "Neptun" Rostock	MathiesReed.A.G.	194·1|24·6|10·4 Q118'B21'F21' len96	Hamburg German WB	C.2Cy.22½"&36½"-23½" NB23 54NHP A.G."Neptun,"Rostock		G
34878 158023	**Tatung** Ⓟ (exI.Fung-36) TwinSc OilEng. 1Dk	1560 1360 1101					1928	NewE.& S.B.Wks.Ld. Shanghai	ChinaNav.Co.Ld.	270·1|40·0|14·7	London British WB	Oil Engines 4S.C.SA 12Cy.14⅜"-23¼" 240NHP Motorenfbr."Deutz"A.G. Köln-Deutz		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of TradeCert.
34879 PUCJ	**Taubaté** (exFranken) ssRio.No 3–1,18 2Dks(Stl–U pt teak s) Sub.Sig. lower dk(Stl)foreholds, Web frames after holds	5099 4872 3228	✠ 11,23 ✠	Dnk	a†		1905 10mo	Bremer Vulkan Vegesack	LloydBrasileiro CellD Ba123'uE&B	409·6 P&B331'F37' FK 78'f156'1172tFPT	52·7	27·9	R.Janeiro Brazilian 6BHCem 18tAPT13t	Q.4Cy.24",34⅝",50⅜"&72 27/32"–53⅛" 528NHP 3SB,9cf,GS165,HS7104 BremerVulkan,Vegesack	30 ″ 9	V †
34880 DOCE	**Taube** (exHornland,exTertia) Wireless Sub.Sig. 1Dk	964 851 534					1922	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·6 P14'B65'F31'	33·6	13·8	Bremen German WB	T.3Cy.15¾",27⅝"&42 9/16"–27⅝" 96NHP F.Schichau,Elbing		G
34881 DHXK	**Taunus** (exLisa,exGaltymore) Sub.Sig. D.F. 2Dks Now "Cordoba," see No. 37654 in Supplement	4611 4198 2784			...		1919	Lithgows, Ld. PortGlasgow	Hamburg-Südamerik. Dampfschiff.Ges.	384·6 P49'B113'F33' FK	52·0	26·5	Hamburg German WB	T.3Cy.27",44"&73"–48" 517NHP Rankin&BlackmoreLdGrk	29 ″ 0	G †
✻ 34882 9166 OFAE	**Tauri** (exNorden-36) ssCpn.2ndNo.3–7,34 1Dk(Stl)&deep framing &Shelter dk(Irn)	2517 — 1491	✠100A1 Shelter dk withfreeboard 12,36 BS12,36 ✠LMC~~7,34~~ MS4,38	Rot	u	CL 12,36	1909 11mo	JLThompson&Sons Ld Sunderland Lloyd'sA&CP	RederiA/B Tauri (PaulKåhre) Cell DBa104'uE&B	318·5 FK 30'f136'772t FPT	47·2	19·5	Mariehmn Finnish 5BHCem 48tAPT84t	T.3Cy.23",38"&62"–42" (s) 180lb 100lb 285NHP 2SB,6cf,GS130,HS4601 J.Dickinson&Sons,Ld.Sld.	21 ″ 9 s 1 ″ 3½ 20 ″ 7¾	
34883 LJCC	**Taurus** OilEng. GyC. 1Dk&Shelter dk	4767 3997 2879					1935	A/S Akers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6 P41'F32'	55·3	25·2	Tönsberg Norwegian WB	Oil Engines 2S.C.DA 7Cy.17 11/16"–47¼" 748NHP A/SAkersMek.Værks.Oslo		N
34884 200377	— (exPerryG.Walker) GyC. 1Dk2trB	4470 — 3143					1903	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	416·0	50·3	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP ChicagoS.B.Co.Chicago		R
34885	— (exVisayasII, ssWln.No 1–15 exJosefina,exKokiri, 1Dk(Stl) exLauderdale) Well deck	1251 1015 688	✠ 2,15 ✠	Wln	o		1911 3mo	Campbeltown SBCo. Campb'ltown	Madrigal&Co. CellDBa56'uE&B33'	229·3 Q79'B58'F28' FK f102'395tAPT85t	35·8	15·6	Manila Utd.States 4BHCem	T.3Cy.18",27½"&45"–33" 135NHP 2SB,4cf,GS71,HS2200 D.Rowan&Co.Glasgow	17 ″ 7	
34886 DDRG	— (exAlfred,exAlfredMenzell)	1158 963 698					1895	Flensburgr Schiffsb.Ges. Flensburg	Vöge&Däcker	238·9 Q71'H113'F26'	34·3	14·2	Flensburg German WB	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		G
✻ 34887 207 YLFX	**Tautmila** (exMountParnassus-36, exHeadcliffe-32) ssShl.No.3–11,27 ssAms.No.2–36 1Dk(ptIrn ptStl) Cargo battens not fitted	3724 3501 2325	✠100A1 1,37 MS10,36 ✠LMC BS~~12,36~~ 2,38	Hul	v	CL 1,37	1915 6mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	LatvianShipping Co.	347·4 P32'B93'F33' FK CellDBa110'u E23'f151'796t	49·2	25·2	Riga Latvian 6BHCem APT124t	T.3Cy.24½",41"&66"–45"(r) 180lb 324NHP 2SB,6cf,GS120,HS5100 JReadhead&Sons,Ld.SShl	26 ″ 8 s4 ″ 8¼ 22 ″ 3	
✻ 34888 LCYW	**Tautra** (exSt.Joseph-37,exS.B.Lund) ssOsl.No.3–10,32 Well deck ssOsl.No.1–36 D.F. 1Dk(Stl)	1749 1319 1019	✠100A1 3,38 ~~4,37~~ ✠LMC1,37 BS3,38	Lon Osl	q	CL 12,36	1920 7mo	Osbourne, Graham& Co.Ld. Sunderland Lloyd'sA&CP	Skibs.A/S Tautra (KarlTorkildsen, Mgr.) CellD	258·0 P23'Q76'B62'F23' FK B222'460tFPT25t	39·7	16·3	Trondheim Norwegian 4BHCem APT55t	T.3Cy.19½",32"&53"–36"(s) 180lb 197NHP 2SB,6cf,GS150,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″ 6 17 ″ 2½	
34889 TCDF	**Tavil**(exTavilZade-37, Iron exTurk-34, ssAnt.2ndNo.3–6,99 exThessaloniki, ssPir.No.2–08 exStamiatos, 2Dks3trB exSalonique,exTenedos)	1248 1130 768	✠ 7,11	Pir			1873 11mo	Lon.&Gls. Co. Glasgow	MustafaTaviloglu veKardesleri KolektifSirketi	237·0	32·3	22·7	Istanbul Turkish	C.2Cy.31"&54"–33" 162NHP Lon.&Glas.Co.Glasgow	24 ″ 0	
34890 PHWS	**Tawali** Ⓟ OilEng. ssAms.No.1–35 3Dks(Stl–U teak s) D.F. 4th dk(Stl)in No. 1 hold	8174 7366 5036	✠100A1 ~~6,37~~ ~~9,36~~11,37 ✠LMC CS10,35 DBS4,~~35~~6,37 9,36 ~~DBS(lower)4,36~~ Carrying Oil F.P. above 150°F. in forward deep tanks Fitted for carrying oil 1,31 F.P. above 150° F. in deep tank aft	Sba Ams	d†	CL ~~9,36~~ N6,37	1931 1mo	NVNederl. Schps. Maats. Amsterdam Lloyd'sA&CP	NV.Stoomv.Maats. Nederland Cell DB392' 1628t DTa 1372t	469·0 P40'B160'F57' FK 32'1062tDTsf56' FPT107tAPT53t	62·3	32·6	Amstrdam Dutch 8BHptCem ptAsp 1 ,, to 2nd dk	Oil Engines 2S.C.SA 8Cy.32 5/16"–56 11/16" 1450NHP DB(Lower)71lb NDB(Upper)35–71lb WerkspoorN.V.Ams.	36 ″ 5 s7 ″ 7 29 ″ 0	
34891 247 SVPH	**Taxiarchis** (exGrelcaldy,exCaldy) ssAnt.No.3–7,26 ssPir.No.2–34 1Dk(ptIrn ptStl)	*4221* *4001* *2619*	✠100A1 4,37 BS~~8,36~~ ✠LMC6,34 10,37	Ams	x	CL ~~N1,37~~ 6,37	1913 9mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	LemosBros.& TheseusS.S.Co.Ld. Cell DBa 123'u E27'f	380·0 P34'B240'F37' FK 173' 1151t APT102t	51·0	24·8	Syra Greek 6BHCem FPT136t	T.3Cy.26",42"&70"–48" (s) 180lb 394NHP 3SB,9cf,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 7½ 23 ″ 10¼	
✻ 34892 PHWU	**Tayari** Ⓟ OilEng. Wireless Mchy.Aft 1Dk CruiserStern	1001 784 462	✠100A1 withfreeboard 12,37~~9,35~~ ✠LMC9,35 ✠LMC(M)9,37	Rot Mombasa	l	N6,37	1935 9mo	NV Industrieele Maats. DeNoord Alblasserdam Lloyd'sA&CP	N.V.Vereenigde Nederlandsche Scheep.Maats. (Directie en Argentuur Maats Holland AfrikaLijnN.V. Mgrs.) CellD	204·4 AfterB44'F35' FK B134'233tFPT149t	33·6	13·5	TheHague Dutch 4BHptCem ptAsp APT17t	Oil Engines 4S.C.SA 6Cy.13¾"–26¾" 110NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	15 ″ 3 s 4 ″ 5¼ 11 ″ 0¾	
34893 161866 GBVK	**Taybank** TwinSc OilEng. ssShi.No.1–34 1Dk(Stl)&Shelter dk(Stl–ws) Ref.Mchy.	5627 4979 3431	✠100A1 withfreeboard 3,38 ~~12,36~~ ✠LMC1,35 DBS8,37 ✠LMC(M)12,36 ✠Lloyd'sRMC~~10,36~~ 8,37 for temp. 20° F. Carrying vegetable oil in deep tanks & in tanks between tunnels	Shi ~~Bel~~	b†	CL 4,36	1930 8mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	BankLine,Ld(A. Weir&Co.Mgrs.)	426·7 FK (CellDB356'1190t Tanks in way of tunnels 263tMTs60'2389tFPT95tAPT152t	57·4	25·7	Belfast British 7BHptCem Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" 1246NHP DB120lb Workman,Clark(1928)Ld.	29 ″ 9 s 3 ″ 7½ 26 ″ 4	
✻ 34894 SVSX	**Taygetos** (exWesthope-35) ssSld.No.3–10,30 ssBly.No.1–35 1Dk(Stl)&Shelter dk(Stl)	4295 — 2620	✠100A1 Shelter dk withfreeboard 2,38 ~~2,37~~ BS1,38 ~~BS10,36~~ ✠LMC8,35	NYk Bry	y	CL N1,36	1918 4mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd'sA&CP	J.A.Couluthros& N.N.Embiricos CellDBa134'uE	405·0 FonShltr dk34' FK 26'f176'1165tFPT	52·3	31·9	Andros Greek 6BHCem 79tAPT106t	T.3Cy.26",43"&72"–48" (s) 180lb 452NHP 3SB,9cf,GS174,HS7810 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6 s 2″10½ 23 ″ 10¼	
34895 TUXX	**Tayo II** 1Dk	358 324 99					1915	WoodSkinner&Co.Ld. Newcastle	"Calédonickel" Soc.Anon.	150·0 Q20'B35'F30'	25·3	10·5	Nouméa French WB	T.3Cy.16",26"&43"–27" 96NHP N.E.MarineEng.CoLdNwc		V
34896 TCDG	**Tayyar** Ⓟ (exAlbatross) Iron ssLiv.3rdNo.3–6,15 ssCpl.No.2–23 1Dk	409 318 174	1,29 ✠NB11,95	Cpl	g		1878 4mo	Ramage& Ferguson Leith	Denizyollari Idaresi	170·0 P43'F35' BK7"	22·4	12·2	Istanbul Turkish 4BHCem	C.2Cy.25"&44"–30" 85NHP 1SB,3pf,GS84,HS1538 Hawthorns&Co.Leith	12″10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux au Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B of Trade
34897 UOXB	**Tbilisi** (*ex*Tiflis–37,*ex*Pfalz–33, *ex*Ramses) D.F. Sub.Sig. *2Dks&Shelter dk*	7169 6593 4577					1912	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	470·5|60·8|28·3 B66'F50' 36·6	Odessa Russian *WB*	T.3Cy.$31\frac{1}{2}$",$50\frac{3}{4}$"&84"–$53\frac{1}{8}$" 516NHP FlensburgerSchiffsb.Ges.		
34898	**Tchekam** (*ex*PooTye, 3Mst *ex*Chiat-Yek,*ex*RobertPoizat,*ex*Teuton, *ex*Guienne) *Well deck Mchy.Aft 2Dks*	1299 — 806			...		1890	S.M'Knght &Co. Ayr	YuenWahChiu	230·0|31·1|16·5 P&B147'F26' BK8'	Canton Chinese *WB*	T.3Cy.$20\frac{3}{4}$",33"&54"–36" NB08 202NHP D.Rowan&Co.Glasgow	17 ″ 5	
34899	**Tchoukcha** (*ex*LakeFandon) *Fitted for oil fuel* *Ref.Mchy.* *1Dk2trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	U.S.S.R.	250·9|44·6|26·1 P25'B64'F23' FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
34900	**Tczew** (*ex*Jung) *Mchy.Aft* *1Dk*	762 516 347					1924	N.V.Schps. v/hH.H. Bodewes Millingen	"ZeglugaPolska" SpolkaAkcyjna	181·5|28·2|12·7 Q117'B13'F24'	Gdynia Polish *WB*	T.3Cy.$14\frac{15}{16}$",24"&$40\frac{5}{16}$"–24" 79NHP N.V.Overschiesche Motorenfabr.Overschie		V
34901 154462	**Teakbay** *Mchy.Aft* *1Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	TreeLineNav.Co. Ld. (J.D.Calvin *Mgr.*)	253·0|44·1|18·5 F31'	Montreal British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.		C
34902 149878 GFVL	**Teakwood** ssShl.No.2–35 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6014 5613 3708	✠100A1 9,37~~11,36~~ BS~~4,36~~ ✠LMC3,35 6,37 *CarryingPetr* *Fitted for oil*	Shl *oleum* *fuel* 8	*z* *in* ,27	CL ~~12,35~~ 9,37 *bulk* *F.P.a*	1927 8mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP* 50° F.	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *CellDBuE&B79'*	415·1|54·8|31·4 P108'B28'F42' FK	London British 17*BHptCem* (8,,*to2nd dk*) 171*tDTf*37'	T.3Cy.27",45"&75"–48" (*s*) 180lb 515NHP 3SB,9*cf*,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc. 555*tFPT*176*tAPT*49*t*	31 ″ 6 s 5 ″ $6\frac{1}{2}$ 26 ″ 2	
❋ 34903 146150 MKVG	**Teal** ssLon.No.3–2,34 *Mchy.Aft* 1*Dk(Stl)&Shelter dk* Wireless (*Stl*–ws)	1336 982 612	✠100A1 *Shelter dk* *withfreeboard* 2,37 ✠LMO MS2,34 BS1,37	Lon	*p*	CL 2,37	1921 10mo *Lloyd*	Bow,Mc- Lachlan& Co.Ld. Paisley *'sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*161'255*t*	250·2|37·2|14·0 FK *FPT*20*tAPT*18*t*	London British 4*BH Cem* (2 *to Sh dk* 2 ,, *2nd* ,,)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy.	16 ″ 6 s ″ 2 16 ″ $5\frac{1}{2}$	
34904 148475 MNJR	**Teano** ssHul.No.3-10,37 ~~ssHul.No.2–34~~ *Well deck* 1*Dk(Stl)* *CruiserStern*	762 603 299	✠100A1 10,37~~3,36~~ ✠LMC10,37 ~~MS3,34~~ ~~BS11,36~~	Hul	*l*	OG ~~3,36~~ 10,37	1925 7mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	Ellerman'sWilson Line,Ld. *CellDBa&*	195·1|31·1|13·2 P&B120'F19' FK *uE*45'*f*36'112*tFPT*	Hull British 4*BHCem* 27*tAPT*25*t*	T.3Cy.$13\frac{3}{4}$",$23\frac{1}{2}$"&41"–30"(*s*) 225lb 137NHP 2SB,4*cf*,GS74,HS2400 Earle'sCo.Ld.Hull	14 ″ 3 s ″ $7\frac{1}{2}$ 13 ″ $9\frac{3}{4}$	
34905 231865 WJEZ	**Teapa** TwinSc (*exU.S.N.*Putnam) *OilEng.* Wireless 1*Dk2trB* *CruiserStern*	1184 1080 704					1919	ForeRiver S.B.Co. Quincy,Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	314·4|31·7|20·7	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16"–24" NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio		R
❋ 34906 2000 ICJL	**Tebro** (*ex*Levenbridge–34) ssHpl.No.3–1,30 D.F. ssShl.No.1–34 1*Dk(Stl)* *Cargo battens not fitted*	4310 4024 2615	✠100A1 10,37~~12,36~~ BS~~11,36~~ ✠LMC10,34 1,38	Rot Ant	*x*	CL ~~9,34~~ 10,37	1928 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	"Ave"Soc.Anon. diNav. *CellDBa*	374·3|52·2|27·6 360·5 P28'B105'F35' FK 96'*uE*23'*f*161'1020*t*	Genoa Italian 6*BHptCem* *APT*132*t*	T.3Cy.$25\frac{1}{2}$",42"&69"–48"(*s*) 180lb *100lb* 377NHP 2SB,8*cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb	30 ″ 0 s 6 ″ $1\frac{1}{2}$ 24 ″ $1\frac{1}{2}$	
❋ 34907 LDPP	**Teddy** (*ex*Thorsholm–36) *OilEng.* D.F. ssSfj.No.1–34 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing* *ProgressiveSurvey of oil tanks*	6748 6368 4046	✠100A1 ~~5,37~~~~5,36~~ 2,38 ✠LMC CS3,35 DBS~~7,34~~~~5,37~~ 10,35 2,38 *CarryingPetr*	Sfj ~~Rot~~ Fal *oleum*	*b*† *in*	CL ~~3,35~~ N4,37 *bulk*	1930 10mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP*	SkibsA/SGolden West(A.F.Klave- ness&Co.A/S, *Mgrs.*) *CellDBuE*65'476*t* *DTf*33'428*t*	435·3|57·2|33·4 P102'B32'F44' FK *FPT*263*tAPT*103*t*	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
34908 OYIG	— (*ex*HaneströmIII–34,*ex*Dana–33, *ex*Snöfrid,*ex*Klippan) *Mchy.Aft* 1*Dk*	557 *408* *293*					1907	Göteborgs M.V.Aktieb. Gothenborg	Dampskslsk. "Trio" A/S (Hans Svenningsen,*Mgr*)	162·5|27·4|11·5 P69*t*H30*t*F24*t*	Copnhagn Danish *WB*	T3Cy$14\frac{3}{16}$",$22\frac{1}{2}$"&$37\frac{7}{16}$"–$23\frac{5}{8}$" 68NHP GöteborgsMV.Aktieb.Got.		V
34909 132280 ZMBQ	**Tees** Ⓟ ssLyt.No.3–6,24 *Well deck* ssLyt.No.2–32 *Ref.Mchy.* 1*Dk(Stl)* Wireless	546 381 247	✠ ... 12,36 ✠	Lyt	*h*		1911 11mo	GooleS.B. &Repg.CoLd. Goole	WestlandShipping Co.Ld.(J.S. Robertson,*Mgr.*) *D*	165·2|26·1|12·7 27·7 Q85'B14'F24 FK *Ba*32'*f*14'59*t FPT*	Lyttltn,NZ British 4*BHCem* 37*tAPT*16*t*	T.3Cy.13",21"&35"–24" 78RHP 1SB,3*pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 5	
34910	**Teesbank** *For full particulars see No.* 40304 *in Supplement* *OilEng.* *CruiserStern*	5125 4665 3120	100A1 *withfreeboard* (*ClassContem*	 *plated*)			1937	Wm.Dox- ford&SonsLd Sunderland	InverTransport& TradingCo.Ld.(A. Weir&Co.*Mgrs.*)	423·2|55·5|24·7	Glasgow British	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" Wm.Doxford&Sons,LdSld	28 ″ $7\frac{1}{2}$ s 3 ″ $3\frac{3}{4}$ 25 ″ $6\frac{1}{2}$	
❋ 34911 136075 MFXP	**Teeswood** ssShl.2ndNo.3–4,38 ~~ssMdb.No.3–1,20~~ *Well deck* ~~ssBly.No.2–34~~ *Mchy.Aft* 1*Dk(ptStl&ptIrn)* *Cargo battens not fitted*	864 621 416	✠100A1 ~~7,37~~~~7,36~~ 4,38 BS~~7,36~~ ✠LMC~~3,34~~ 7,37 MS5,38	Bly Shl	*k*	CL 7,36	1915 7mo *Lloyd*	W.Harkess &Son,Ld Middlesbro' *'sA&CP*	DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *WB=CellDBf*	198·0|30·6|12·5 Q111'B13'F25' FK 118'166*t FPT* 103*t*	Middlsbro' British 3*BHCem* *APT*31*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *80lb* 132NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s 4 ″ 3 13 ″ $11\frac{3}{4}$	
34912 HRBB	**Tegucigalpa** (*ex*Ingeli) Bn ssNOs.3rdNo.3-6,37 ~~ssN.Os.2ndNo.3–1,33~~ ~~ssN.Os.No.2–31~~ 1*Dk(Stl)&Spar dk(Stl*-ws) *&Web frames*	2928 *2702* *1864*	✠100A1 *Spar dk* 6,37 ✠NB6,14 *Fitted for oil*	NOs 6,37 ✠LMC~~2,31~~ ~~BS5,35~~ *fuel* 4	*u* ,20	CL ~~1,33~~ 5,37 *F.P.a*	1897 10mo *bove* 1	Hall,Rus- sell&Co. Aberdeen A&CP 50° F.	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)	330·1|41·2|18·6 26·0 B104'F35' FK *WB=CellDBa*	Ceiba Honduran 5*BHCem* 86'*f*124'408*t*	T3Cy$25\frac{1}{2}$"$42\frac{1}{2}$"&$69\frac{1}{4}$"–45"(*s*) 185lb *100lb* NDB15 362NHP 2SB,8*cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ $2\frac{3}{4}$ 22 ″ 4	
34913	**Teh Chun** (*ex*Tatsutagawa Sp Maru–33) 2*Dks*	407 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	HoYinAn	164·7|20·2|15·6	Tsingtao Chinese	T.3Cy.$13\frac{1}{2}$",22"&36"–24" NB06 64NHP KawasakiDkydCoLd.Kobe		
34914	**Teh Hsing** (*ex*Pao-Ching) TwinSc E.S.D.	1625 — 1270					$18\frac{89}{90}$	S.C.Farn- ham&Co. Shanghai	HoongOnS.N.Co. Ld.	238·0|30·1|12·0 H72*t*F43*t* *Saloon dk*438*t* *Promenadedk* 372*t*	Shanghai Chinese	C.4Cy.16"&32"–18" 72NHP S.C.Farnham&Co. Shanghai		
34915 23332 JLNE	**Teikai Maru** Wireless	1241 1084 738					1918	....	HongoShoten GoshiKaisha	225·0|33·0|18·7	Yesumi Japanese			

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under Deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer.
34916 137418 GQBC	**Teiresias** Ⓟ D.F. 2*Dks*	7405 6304 4656					1914	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·3 P53'B162'F60'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~6,37~~ 4,35 12,38
✻ 34917 36910 JGHC	**Teiyo Maru** TwinSc *ss*Yka.No.1-36 *OilEng.* 2*Dks*(*Stl*) *Mchy.Aft* *Cruiser Stern*	9850 9074 5722	✠100A1 *withfreeboard* 5,37 ~~5,36~~ ~~DBS4,36~~ ✠LMC4,35 *CarryingPetroleum in bulk*	Yka Nag DBS5,37		CL ~~4,34~~ 5,37	1931 5mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	NipponTanker K.K. *CellDBuE*70' 301*t*	492·2 511·5(O.L.) P166'B43'F43' FK 365*t DTf*50' *FPT*127*t APT*226*t*	64·0	39·2	Tokio Japanese 16*BH* (11 *to W dk* 5 „ *2nd* „)	Oil Engines 2S.C.DA 12Cy.23⅝"-35 7/16" 2DB*180lb* 2340NHP DB(*centre*)*120lb* YokohamaDockCo.LdYka	39 ″ 3 s 10 ″ 10 28 ″ 8¼	
34918 LFAV	**Tejo** (*ex*Triumf) 1*Dk*	966 728 495					1916	J.Meyer's S.B.Co. Zalt-Bommel	E.B.Aaby	211·6 Q66'B46'F23'	32·9	13·4	Oslo Norwegian *WB*	T.3Cy.15 7/10",25½"&46 3/10"-27½" 110NHP BurgerhoutsMachFab.Rot		N
34919 220027 KUSK	**Tejon** (*ex*City ofReno) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	7034 — 4376			...		1920	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·8 P106'B40'F41' FK	57·0	31·2	NewYork Utd.States *WB*	T.3Cy.25",41½"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
34920 OUME	**Tekla** 1*Dk*	1469 1160 861					1920	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	249·5 P17'Q76'B96'F31'	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 158NHP HelsingörsJernsk&Mskb.		C
✻ 34921 145994 GJFQ	**Tekoa** *ss*Npt.No 3-6,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *Fitted for oil fuel* 1,24 *F.P. above* 150° F.	8689 8182 5442	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~4,37~~ ✠LMC MS6,34 BS3,37 ✠Lloyd'sRMC~~4,37~~ ~~10,37~~ 4,38	Gls Liv	*d*†	CL 8,36	1922 3mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	NewZealand ShippingCo.Ld. *CellDB*385' 404*t* *aft*26'106*t*	460·6 B270'F54' *onSheltr dk* FK *FW tank* *FPT*95*t APT*29*t*	62·8	35·0	Plymouth British *ptAsp ptCem* 2*BHto S dk* 5 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 190lb FD 1230NHP 5SB,*20cf*,GS390,HS17375 Earle'sCo.Ld.Hull	37 ″ 9 s 7 ″ 10 29 ″ 2	
34922 ~~VSQB~~	**Tel-Aviv** Ⓟ (*ex*Hohenstein-35, *ex*Colonia,*ex*Polynesia) D.F. Sub.Sig. 2*Dks*&*Web frames*	6197 4738 3700					1904	Reiherst'g Schiffsw. Hamburg	~~PalestineShipping~~ ~~Co.Ld.(A.Bern-~~ ~~stein,*Mgr.*)~~	410·8 P&B250'F63'	50·9	28·4	~~Haifa~~ ~~Palestine~~ *WB*	Q.4Cy.24 3/16",34¼",50¾"&72⅞" -54" 392NHP Reiherst.Maschinenf.Ham.		C
34923 HRAM	**Tela** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*4*trB*	4083 3252 2155					1927	Workman. Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	342·0 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"-45" 406NHP Wrkman,Clark&Co.LdBel		C
34924 PHWT	— (*ex*Hollinside, *ss*Rot.2ndNo.3-8,36 *ex*RobertCoverdale) 1*Dk*(*Stl*) *Cargo battens not fitted*	3777 3478 2343	✠100A1 9,37 ~~8,36~~ 12,37 ✠LMC8,36 BS9,37	Rot Ant	*w*	CL ~~8,36~~ 9,37	1911 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	N.V.MaatsVracht- vaart *CellDBa*	350·2 P23'B101'F34' FK 113'*uE*25'*f*154'927*t*	50·1	23·6	Rottrdam Dutch 6*BHCem* *APT*175*t*	T.3Cy.25",40½"&67"-45" (*s*) 180lb 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 7½ 21 ″ 6	
34925 PHWV	**Telamon** Ⓟ *CruiserStern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51⅛"-35⅝" 156NHP A.G."Neptun,"Rostock		V
34926 HRAX	**Telde** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 4*Dks*	2557 2157 1453					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·3 B93'F32'	44·2	22·2	Tela Honduran *WB*	T.3Cy.20½",35"&59"-42" 225NHP A.Stephen&Sons,Ld.Gls.		C
✻ 34927 149779 GMWP	**Telena** *OilEng.* *ss*Sng.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom*&*at deck*	7406 6761 4279	✠100A1 10,37 ~~2,37~~ DBS2,37 ✠LMC4,36 *CarryingPetroleum in bulk*	Nap Sba		CL 4,36	1927 3mo	NewWater- wayS.B.Co. Schiedam *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'285*t D*	440·4 P99'B34'F58' FK *Tf*32'284*t FPT*162*t*	59·5	32·7	London British 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 602NHP 2DB *180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
✻ 34928 143634 GCZQ	**Telesfora De Larrinaga** *ss*Mch.No.3-4,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *ss*Cff.No.1-38	5780 5325 3537	✠100A1 *Shelter dk* *withfreeboard* 2,38 ~~11,36~~ ~~BS3,37~~ ✠LMC~~9,32~~ 3,37	Cff	*b*†	CL 10,35	1920 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	LarrinagaS.S.Co. Ld. *CellDB*389'1452*t* *DTa*40'1150*t*	449·9 F55'*onShelterdk* FK *Collision* *FPT*93*t APT*60*t*	57·9	26·6	Liverpool British *Cem* *BH to Sh dk* 6„ „ *U* „	T.3Cy.26",44"&73"-48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 0¼ 25 ″ 5	
34929	**Teli** (*ex*ChikugogawaMaru-33) 2*Dks*	697 — 405					1890	MitsuBishi Dkyd&EWks Nagasaki	ChekiangS.N.Co.	176·0	26·9	17·9	Shanghai Chinese	T.3Cy.15",23"&39"-30" NB02 83NHP MitsuBishiD.&E.Wks.Nag		
34930 34 ICJJ	**Tellaro** (*ex*Gabriello-32,*ex*Gabriello Carnazza, *ex*Deiva) 2*Dks*	2234 1626 1316					1920	Soc.Eser- cizioBacini RivaTrigosa	Ing.G.B.Bibolini	263·2	39·4	19·6	Spezia Italian *WB*	T.3Cy.18",29"&47"-35" Soc.Esercizio 130NHP Bacini,RivaTrigosa		I
34931 LHOL	**Tellus** *OilEng.* 2*Dks*	935 907 518					1925	Trosvik Mek.Verks Brevik	DetBergenske Dampskibsselskap	192·5 B48'	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Skm.		N
✻ 34932 OHXF	**Telma** (*ex*CeciliaSanne-35, Iron *ex*Fragaria,*ex*Freja, *ss*Got.4thNo.3-8,32 *ex*Harrogate) *ss*Abg.No.1-37 *Well deck* 1*Dk*(*ptIrn*)&*Web frames* D.F.	1861 — 1087	✠100A1 3,37 ✠LMC3,37	Abg	*r*	CL 1,36	1883 8mo	ShortBros. Sunderland A&CP	ÅboShippingA/B (Pehr.A.Collin, *Mgr.*)	275·0 P28'Q78'B70'F29' BK9½" *DBa*82'*f*58'334*t*	38·6	20·5	Åbo Finnish 5*BHCem* *APT*20*t*	C.2Cy.33"&67"-36" 75lb *80lb* NDB06 224NHP 1DB,*6pf*,GS93 T.Richardson&Sons,Hpl.	22 ″ 1 s 2 ″ 2¾ 20 ″ 8	
34933 LJGX	**Telnes** Wireless D.F. 1*Dk* *Cruiser Stern*	1694 1459 976					1936	Rosenbrgs MekVerkA/S Stavanger	D/S A/S Nor(Kr. Jebsen,Jr.*Mgr.*)	260·8 P20'B52'F21'	41·2	17·4	Bergen Norwegian *WB*	C.2Cy.15¾"&31½"-31½" &LPturbine with 145NHP DRgearing&hydraulic coupling BergensMek.VærksA/S, Bgn.		N
34934 1847 IBUX	**Tembien** (*ex*Mouni-36,*ex*Milluna-33, *ex*Franziska,*ex*Mabel, *ss*Nwc.No.3-1,21 *ex*MabelRickmers) *ss*Syd.No.2-29 2*Dks*(*Stl*)	~~5129~~ ~~4675~~ ~~3249~~ 5653 4675 3309	... 8,33	Hul			1914	Rickmers Werft Bremerhaven	IgnazioMessina &C. *CellD*	417·0 P50'B134'F35' FK B357'1163*t FPT*46*t*	53·2	27·5	Genoa Italian 6*BHCem* *APT*8*t*	T.3Cy.28⅛",45½"&74"-53" 500NHP 3SB,*9cf*,GS147,HS6681 A.G."Weser,"Bremen	30 ″ 0	I †

Numero d'Ordre. Numero Officiel. Signaux	1, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, n'est pas dans le L.R. Dundee Cert. B. of Trade
34935 LDAF	**Temeraire** TwinSc OilEng. D.F. ssGot.No.2-35 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)except in after holds Carrying Vegetable Oil in deep tank	6465 5734 3926	✠100A1 withfreeboard ~~4,37~~4,36 11,37 DBS4,38 ✠LMC CS4,36 DBS~~4,36~~6,37 ~~4,36~~10,37	Osl Syd	c†	CL 4,36	1927 12mo	Ch.&Atel. deSt.Nazaire St.Nazaire Lloyd'sA&CP	Wilh.Wilhelmsen CellDB390'1346t	452·8|60·2|28·0 P44'F46' FK FPT146tAPT197t	Tönsberg Norwegian 7BH (Coll to Sh dk 6 „ 2nd „) DT29'968t	Oil Engines 4S.C.SA 16Cy.29⅛"-51 3/16" 1312NHP DB114lb Ch.&Atel.deSt.Nazaire	30 ″ 7 s 4 ″ 1 26 ″ 7½	
34936 24473 JHVD	**Tempei Maru** (exTaihoMaru) ssKob.No.3-6,31 2Dks(Stl)	6097 5171 4454	✠ ... 7,35 ✠	Kob	z		1918 12mo	OsakaIron Works,Ld. Osaka	HakuyoKisenK.K. CellDB360'981t	407·2|50·8|32·5 P40'B137'F47' FK FPT106tAPT26t	Fuchu Japanese 7BHCem	T.3Cy.27",45"&75"-51" 553NHP 3SB,9cf,GS190,HS8100 FD OsakaIronWorks,Ld.	32 ″ 7	C †
※ 34937 LDIN	**Templar** TwinSc OilEng. D.F. GyC. ssGot.No.2-37 ~~ssOsl.No.1-33~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)except in after holds	6728 5971 4117	✠100A1 withfreeboard 1,38~~7,36~~ 1,38 ✠LMC CS~~5,33~~ 2,37 DBS~~7,36~~6,37 ~~4,35~~ 6,37	Osl Got	d†	CL ~~2,33~~ 7,37	1929 3mo	Deutsche WerkeA.G Kiel Lloyd'sA&CP	Wilh.Wilhelmsen CellDB352'1297t of tunnels446t	461·4|60·6|29·0 481·8(O.L.) P44'F41' FK Tanks in way FPT133tAPT160t	Tönsberg Norwegian 7BHptCem ptAsp (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB100lb DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
※ 34938 160415 GNQJ	**Temple Bar** ssCff.No.2-36 1Dk(Stl)&Shelterdk(Stl)	4291 4006 2570	✠100A1 withfreeboard ~~10,37~~ ~~1,37~~ 5,38 ✠LMC5,36 BS8,37	Shl Bry	y	CL ~~6,35~~ 10,37	1928 4mo	W.Hamilton&Co. (1928)Ld. Pt.Glasgow Lloyd'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB332'1066t	390·0|52·0|24·6 F31' FK FPT156tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 11½ 24 ″ 5½	
※ 34939 160483 GNQK	**Temple Lane** ssCff.No.2-36 1Dk(Stl)&Shelter dk(Stl)	4289 4006 2562	✠100A1 withfreeboard 11,36 ✠LMC7,36	Cff	y	CL 11,36	1928 5mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB332'1066t	390·0|52·0|24·6 F31' FK FPT156tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s 2 ″ 11½ 24 ″ 5½	
	Now ~~"Panachia,"~~ "Panaghia," see No. 35663 in Supplement													
34940 160394 GNQL	**Temple Mead** ssShl.No.2-36 1Dk(Stl)&Shelter dk(Stl)	4427 4079 2620	✠100A1 withfreeboard ~~11,37~~ ✠LMC MS2,36 BS~~7,36~~8,37	Shl Yka	y	CL ~~10,34~~ 10,37	1928 3mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB341'1149t	391·2|53·0|24·8 F33' FK FPT121tAPT175t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 445NHP 3SB,9cf,GS184,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11½ 24 ″ 5¾	
※ 34941 160481 GNQM	**Temple Moat** ssShl.No.2-37 ~~ssShl.No.1-32~~ D.F. 1Dk(Stl)&Shelter dk(Stl)	4427 4079 2620	✠100A1 withfreeboard ~~5,37 5,36~~2,38 ✠LMC MS5,36 BS~~11,36~~ 11,37	Shl Bry	y	CL ~~8,35~~ 2,38	1928 5mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) CellDB341'1149t	391·2|53·0|24·8 F33' FK FPT121tAPT175t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 445NHP 3SB,9cf,GS182,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11½ 24 ″ 5¾	
※ 34942 160509 GNQP	**Temple Pier** ssShl.No.2-37 1Dk(Stl)&Shelter dk(Stl)	4312 4030 2580	✠100A1 withfreeboard 3,37 ✠LMC BS~~6,36~~6,37 MS3,37	Shl	y	CL 12,34	1928 6mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd'sA&CP	TempleS.S.Co.Ld. (LambertBros.Ld. Mgrs.) Cell DB332'1055t	390·0|53·0|24·7 F31' FK FPT153tAPT171t	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G Kincaid&Co.Ld.Grk	27 ″ 2 s2 ″ 10¾ 24 ″ 6	
※ 34943 LFAX	**Tempo** (exBorgvold-32, ssOsl.2ndNo.3-10,27 exTempo,exIngvar)ssOsl.No.2-37 Mchy.Aft 1Dk(Stl)	629 503 339	✠100A1 2,38 ~~2,37~~ BS2,37 ✠LMC10,35	Osl Lon	i	OG N1,37	1903 5mo	P.Larsson Thorskog Lloyd'sA&CP	TempoRederi A/S (Bj.Isaksen,Mgr.) CellD	178·7|29·5|12·2 P49'Q5'H18tF17' FK Bf116'151tFPT22t	Trndheim Norwegian 3BHCem APT23t	C.2Cy.16"&30"-22" (s) 120lb 46NHP 1SB,2cf,GS22,HS871 P.Larsson,Thorskog	14 ″ 4	
34944 218056 KMVQ	**Ten** (exLakeGiltedge-35) Fitted for oil fuel 1Dk2trB	2664 2283 1654			...		1919	Detroit S.B.Co. Wyandotte	Terminals& Transpn.Corp. (Minnesota-AtlanticTransit Co.Mgs)	251·0|43·6|26·1 P25'B64'F23' FK	D'luthMin. Utd.States WB	T.3Cy.21⅛",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
34945 1233 IURM	**Tenace** (exArturoSerena, Iron exArthurSerena,exPanaghisDracatos, exCity of Hamburg) 2Dks Well deck	1142 866 644			...		1881	J.Laing Sunderland	IgnazioMessina& C.	239·8|32·6|14·3 P134'F26' BK6½"	Genoa Italian WB	C.2Cy.29¾"&57"-33" NDB98 161NHP T.Richardson&Sons,Hpl.	17 ″ 6	I †
34946 24 IURO	**Tenacia Gennari** (exMado-34, exMercator,exMoordrecht) Well deck 1Dk	996 782 576			...		1910	Rotterdam Droogd.Maat Rotterdam	UbaldoGennari fu Torquato	220·7|33·2|15·7 212·4 13·7 Q64'B51'F19' FK	Rimini Italian WB	T.3Cy.15",25"&41"-33" 115NHP RotterdamDroogd.Maats.	15 ″ 9	I †
34947 28551 JHGA	**Tencho Maru** (exLeQuesnoy) ssKob.No.3-2,30 ssKob.No.1-33 1Dk(Stl)	2608 2226 1561	✠ ... 4,36 ✠	Kob	s		1919 5mo	Dominion S.B.Co. Toronto	TatsuumaKisen K.K. CellDBa75' uE26'f96'482t	251·0|43·7|26·0 P25'B68'F20' FK FPT72tAPT94t	Nishino- miya Japanese 4BHCem	T.3Cy.20 7/16",33 15/16"&55"-40" 253NHP 2SB,6cf,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 3	
34948 DHXL	**Tenerife** Fitted for oil fuel Sub.Sig. 2Dks	4996 4740 3097					1922	F Schichau Danzig	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	361·8|51·4|31·6 F45'	Hamburg German WB	T.3Cy.25⅝",43 5/16"&70 15/16"-47" 345NHP F.Schichau,Elbing		G
34949 DNAJ	— (exHermannBurmester) Sub.Sig. 2Dks	2436 2144 1487					1921	Nordd. Werft G.m. b.H. Weser- münde-G.	Oldenburg-Portug. Dampfsh.Reed. A.G.	278·4|40·5|23·7 P18'H39'B39'F36'	Oldenburg German WB	T.3Cy.22⅘",37"&57 1/16"-35⅜" &1LPTurbine 254NHP BremerVulkan,Vegesack		G
※ 34950 LDAG	**Teneriffa** TwinSc3Mst OilEng. ssOsl.No.3-4,34 2Dks(Stl)&Shelterdk(Stl)	5655 5195 3496	✠100A1 Shelter dk withfreeboard 6,37 ~~5,36~~ ✠LMC CS4,34 DBS~~9,36~~9,37 11,35	Osl Got	a†	CL 5,36	1922 5mo	Akt.Bur- meistr&Wain Copenhagen Lloyd'sA&CP	Wilh.Wilhelmsen CellDB377' 1250tDTf33'980t	425·5|55·2|27·9 444·3(O.L.) 35·8 FK Collision FPT90tAPT82t	Tönsberg Norwegian ptCem BH to Sh dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.24 13/32"-37 13/32" DB-100lb 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0½ 26 ″ 8½	
34951 FNGT	— Mchy.Aft D.F. 1Dk	2575 2383 1526					1913	Schiffsw.v. HenryKoch Lübeck	UnionMar. Méditerranéenne (Cie.desMessageriesMaritimes, Mgrs.)	290·6|41·2|24·3 P&B107'F81'	Rouen French WB	T3Cy.22⅝",36⅛"&56 7/16"-35⅝" 190NHP OttensenerMaschf. Altona		V
34952 32971 JCND	**Tenkai Maru** 2Dks	3200 2702 1945			...		1917	Mitsubishi Dkyd&EWks Nagasaki	ShimataniKisen K.K.	305·0|43·7|27·2 P25'B94'F33' FK	Tarumi Japanese WB	T.3Cy.19½",32"&54"-48" 261NHP MitsubishiD.&E.Wks.Nag	27 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofT.Cert.
34953 22572 JIMC	**Tenko Maru** Wireless	1274 1113 718					1918	Ishikawajima SBCoLd Ishikawajima	AsahiShosenK.K.	230·0 P28'B53'F25'	33·0	19·6	Kobe Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.Co.Ld.		
34954 LDAH	**Tennessee** TwinSc *OilEng.* *ss*Rot.No.3-8,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5667 5195 3492	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~10,36~~ ✠LMC CS8,34 4,36 DBS~~3,36~~5,37	Osl Nag	*a*†	CL 2,36	1922 9mo	Akt.Burmeistr&Wain Copenhagen A&CP *CellDB*377' 1250*t MT*33' 1030*tFPT*90*tAPT*82*t*	Wilh.Wilhelmsen	425·5	55·2	27·9 35·8 FK *Collision BH to Sh dk*	Tönsberg Norwegian *ptCem* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB-*100lb* 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 8½	
34955 OXPC	— (*ex*Fredensbro) *ss*Kel.No.3-9,27 *ss*Cpn.No.2-36 *Well deck* 1*Dk*(*Stl*)	2342 2059 1368	✠100A1 2,37 ✠NE8,27 ✠LMC6,36 BS8,37	Gal	*t*	OG 6,36	1921 2mo *Lloyd's*A&CP	A/SBaltica Værftet Copenhagen *Intermediate BHin forehold dispensed with*	DetForenede DampskibsSelsk *CellDB*260'668*tFPT*59*tAPT*91*t*	302·0 P&B236'F30'	44·2	20·3 FK	Copnhagn Danish *Cem* *4 BH only*	T.3Cy.20",32"&53"-36" (*s*) 200lb 212NHP 2SB(Spt),*4cf*,HS2800 FD A/S HelsingorsJernskibs Og.MaskEls.	22 ″ 11 s 2 ″ 2 20 ″ 11¼	
34956 36416 JUDH	**Tenniyo Maru** *OilEng.* 2*Dks*	495 323 249					1930	Mitsubishi ZosenKaisha Ld. Kobe	SetsuyoShosenKK.	160·0	27·0	12·7	Osaka Japanese	Oil Engines		
34957 1135 CBFL	**Teno** Ⓟ (*ex*Flora-36, *ex*Chile) TwinSc 2*Dks*&*Shade dk*	3225 2300 1703					1896	Caird&Co. Ld. Greenock	Cia.SudAmericana deVapores	350·3 *Promenade dk*318' *Shade dk*153'	43·1	19·4	Valparaiso Chilian *WB*	T.3Cy.19¾",32"&52"-36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
34958 42623 JGZL	**Tenryu Maru** 2*Dks* *CruiserStern*	4864 — 2914					1936	OsakaIron Works,Ld. Osaka	NaigaiKisen K.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2SteamTurbinesDRgeared to 1 screw shaft 433NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
34959 1696 JTAH	**Tenryugawa Maru** Ⓟ TwinSc 2*Dks*	570 — 342					1897	Osaka Iron Works Osaka	SetsuyoShosen K.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
34960 323 JPTC	**Tensan Maru** *OilEng.* *ss*Kob.No.1-33 1*Dk*(*Stl*) *Cargo battens not fitted*	2776 2308 1588	✠ ... 1,38 ~~✠LMC CS10,35~~ ~~DBS3,37~~ ~~3,37~~	Kob	*u*	CL 3,37	1929 5mo *Lloyd's*A&CP	MitsuiBussanKaishaLd TamaDkyd.	DairenKisenK.K. *CellDB*235'646*t* *Tanks in way of tunnel* 173*tFPT*51*tAPT*35*t*	326·5 P27'B63'F28'	46·5	21·5 FK	Dairen Japanese 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝"-29⅜" 271NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	21 ″ 6	
34961 28536 JCYA	**Tensho Maru** (*ex*MelroseAbbey, *ex*Syndic) *ss*Kob.No.3-4,23 1*Dk*(*Stl*)	3035 2580 1831	✠ 4,24 ✠	Kob	*t*		1910 11mo	BlythS.B. &D.D.Co.Ld. Blyth	SugayaK.K. *CellDBa*100'*uE*&*B*40'*f*128'700*tFPT*92*tAPT*110*t*	314·0 P29'B90'F35'	45·7	21·1 FK	Kobe Japanese 5*BHCem*	T.3Cy.23",38"&62"-42" 272NHP 2SB,*6cf*,GS106,HS4222 N.E.MarineEng.CoLdNwc	23 ″ 4	C †
34962 31557 JTZH	— Ⓟ 2*Dks*	601 470 367					1926	Namura Gemrosuke Osaka	Amagasaki KisenbuGomei Kaisha	173·9	26·0	15·2	Osaka Japanese	T.3Cy.		
* 34963 LCBV	**Tento** (*ex*America-36) TwinSc3Mst *ss*Osl.No.3-10,33 *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	4917 3314 3062	✠100A1 *Awng dk* *withfreeboard* 10,36 DBS9,36 ✠LMC12,37	Osl	*x*	CL ~~10,36~~ 12,37	1921 9mo *Lloyd's*A&CP	Akers Mek.Værks. Oslo *CellDB*312' 1070*t MT*40'800*tFPT*93*tAPT*40*t*	~~E.B.Aaby~~ E.B.AabysRederi A/S (E.B.Aaby)	362·0	51·6	22·7 31·2 FK *Collision BH to A dk*	Oslo Norwegian *Cem* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB*80lb* AkersMek.Værks.Oslo	34 ″ 0 s 8 ″ 5 25 ″ 10¼	
* 34964 40121 JWHJ	**Tenyo Maru** *OilEng.* D.F. 2*Dks*	6843 6068 4867	✠100A1 7,37 ~~6,36~~ DBS~~6,36~~ ✠LMC3,35 7,37 *Carrying cargo oil F.P. above*150° *F.inDTs*	Kob	*b*†	CL 6,36	1935 3mo *Lloyd's*A&CP	Mitsubishi Jukogyo K.K Nagasaki *CellDB*366'1382*tDTa*36'1127*tFPTs*259*tAPTs*224*t*	ToyoKisenK.K. *'Tween dkBHabove after deep tankBHdispensed with*	435·0 P30'B157'F41'	58·5	32·8 FK	Tokio Japanese *ptCem* 6*BHto Udk* 1 „ „ 2*nd* „	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB*120lb* MitsubishiJukogyoK.K.	32 ″ 9	
34965 180 JISA	**Tenyu Maru** (*ex*Ethelstan) *ss*Bkn.No.3-12,17 *ss*Nag.No.1-22 *Spar dk*(*Stl*)2*trB*&*deepframing*	3738 3555 2301	✠ 11,26 ✠	Kob	*w*		1905 8mo	R.Stephenson&Co.Ld. Newcastle	DairenSatoKuni KisenK.K. *CellDBa*110'*uE*&*B*42'*f*138'739*tAPT*181*t*	340·1 P26'B93'F33'	47·1	20·0 27·3 FK	Dairen Japanese 6*BHCem*	T.3Cy.25",41"&67"-45" 340NHP 2SB,*6cf*,GS128,HS5620 Blair&Co.Ld.Stockton	29 ″ 10	C †
34966 27835 JTSE	— Ⓟ (*ex*Beatrice) 1*Dk*&*Spar dk*	1119 965 675					1902	Bergens Mek.Værks. Bergen	TosaDomeiKisen K.K.	199·3 H101*t*	32·1	14·7 19·6	Kochi Japanese *WB*	T.3Cy.19",30"&50"-33" 144NHP BergensMekVærksBergen		
34967 9284 JOPB	— Ⓟ Wireless 2*Dks*	735 698 399					1904	S.Ono Osaka	KitaNipponKisen K.K.	180·1 B33'F20'	27·2	20·0	Nishinomiya Japanese	T.3Cy.14",23"&37"-26" 70NHP S.Ono,Osaka		
34968 29666 JOEB	**Tenzan Maru** (*ex*Sunfield) 1*Dk*	*3126* *2869* *1882*			...		1920	Burntislnd S.B.Co.Ld. Burntisland	KinkaiYusenK.K.	331·6 P32'B99'F29'	46·7	24·8	Tokio Japanese *WB*	T.3Cy.25",41"&68"-45" Douglas&Grant, 433NHP Ld.Kirkcaldy	27 ″ 0	
34969 2034 IUSA	**Teodolinda** (*ex*OuedMellah-35) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	361 298 190					1924	Philip& Son Dartmouth	MarittimaPetroli Soc.Anon.	145·0	30·0	8·5	Genoa Italian *WB*	C.2Cy.13½"&28"-20" 29NHP Philip&Son,Dartmouth		IV
34970 LDAI	**Tercero** (*ex*SudCubano, *ex*Tercero) TwinSc *OilEng.* 1*Dk*	4415 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S "Igadi" (S.Holter-Sörensen, *Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 449NHP Akt.Burmeistr&Wain,Cpn		N
34971 UOYC	**Terek** (*ex*Sirehav-33,*ex*Sagn-33, *ex*MarinersHarbor) 1*Dk*	2189 1923 1299			...		1918	Staten Isld.SB.Co. StatenIsland, N.Y.	U.S.S.R.	264·0 P65*t*H145*t*F8*t*	42·0	21·8 FK	Odessa Russian *WB*	T.3Cy.18",30"&51"-36" 160NHP StatenIslandS.B.Co.	24 ″ 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
❋ 34972 105 ICJN	**Teresa** ssTri.No.3–10,35 D.F. 2Dks(Stl)&Webframes Ref.Mchy.	6131 5022 3719	✠100A1 9,37~~9,36~~ ✠LMC MS9,34 BS9,37 ✠Lloyd'sRMC~~4,37~~1,38 Fitted for oil fuel 6,22 F.P. above 150° F.	Pla Ven	z	CL ~~9,34~~ 9,37	1922 6mo	Cant.Nav. Triestino Trieste A&CP	"Italia"Soc.Anon. di Nav. CellDB342'1248t MTf27'816tFPT107tAPT185t	401·0 P36'B124'F44' FK	54·2	30·2	Trieste Italian 6BHCem	T.3Cy26⅝",42½"&70 1/16"–48 1/16" 180lb (s) FD 483NHP 3SB(Spt)9cf,GS148,HS7221 VereinigteMaschfSmichov	32″10 s7″8½ 25″4	
34973 EAKK	— Iron (exArosa,exJern, exNewbigging,exGlanrheidol) ssMdb.No.2–91 Well deck 1Dk(Irn)2trB	903 — 505	✠ 4,97	Lth	m		1883 11mo	WDoxford &Sons Sunderland	ZachariasLecumberri WB=DBa62'f57'219tAPT27t	211·3 Q76tB85tH13tF31t BK8"	30·1	15·5	Bilbao Spanish 4BHCem	C.2Cy.25"&48"–33" NB99 110NHP 1SB,3pf,GS52 W.Doxford&Sons,Sld.	16″4	
34974 CBTP	— 3Mst (exFalkland–35,exWheatsheaf) Wireless Mchy.Aft 1Dk Well deck	452 287 158			...		1906	AilsaS.B. Co.Ld. Ayr	LuisTroncoso& Cia.Ltda.	152·0 Q88'B24'F24' BK7"	24·9	10·0	Valparaiso Chilian WB	C.2Cy.18"&39"–27" NB24refitted26 97RHP Muir&Houston,Ld.Gls.	12″6	
34975 1436 ICJM	**Teresa Odero** TwinSc OilEng. ssSpz.No.1–30 D.F. 2Dks(Stl) Carrying oil fuel	8196 7678 5166	✠ ... 4,34 ✠	Gen			1927 1mo	Cant.Nav. Odero Genoa	"Tigullia"Soc. Anon. di Nav. 'Tween dk BHs except Coll BH dispensed with Coll BH to U dk 11 ,, ,, 2nd ,, CellDBa u E&f355tDTa18'360tFPT201tAPT195t	~~439·0~~ F42' 456·0 FK	57·9	37·0	Genoa Italian ptCem	Oil Engines 4S.C.SA 12Cy.22¼"–39⅜" 564NHP Cant.OfficineSavoia,Genoa	39″8	I †
34976 1981 IBDN	**Teresa Schiaffino** (exBeachcliffe–34,exMelpo) D.F. 1Dk	5189 4764 3119					1919	A.Stephen &Sons,Ld. Glasgow	Soc.Anon. diNav. "AssuntaDe Gregori"	412·4 400·1	52·3	28·5	Genoa Italian WB	T.3Cy.27",44"&73"–48" 369NHP J.G.Kincaid&Co.Ld.Grk.		CI
34977 [illegible] IUVA	**Teresita** (exTeresitaTerzo–35, exAm-Taya–34,exAntoineAchaque,exTillydrine) Well deck Mchy.Aft 1Dk Now "Atlante" see No. 37139 in Supplement	304 231 143			...		1908	Dundee S.B.Co.Ld. Dundee	"Audace"Soc. Anon.d'Armamento eNav.	138·0 132·3 Q47'B11'F25' FK	23·1	10·0	Genoa Italian WB	C.2Cy.16"&34"–24" 60NHP W.V.V.Lidgerwood,Gls.	11″0	
❋ 34978 250 ICJP	**Tergestea** OilEng. ssTri.No.2–35 D.F. 2Dks(Stl)	5890 4431 3708	✠100A1 ~~8,37~~ ~~4,37~~ 3,38 ✠LMC CS1,36 DBS~~3,36~~8,37 ~~1,35~~5,37	Gen	y	CL ~~N1,36~~ 8,37	1926 9mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	Soc.Anon.di Nav G.L.Premuda CellDB334'1116t DTa52'1000tFPT94tAPT86t	416·7 P34'B261'F44' FK	53·1	24·7	Trieste Italian 8BHptCem (1 to 2nd dk)	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 489NHP DB100lb StabilimentoTecnico,Tri.	27″10 s3″7½ 24″5	
❋ 34979 164705 GYZD	**Terje Viken** TwinSc (WhaleOilFactory) Mchy.Aft 2Dks D.F. CruiserStern Longitudinal framing Strengthened for Navigation in Ice Platform deck in forward hold	20638 14387 13931	✠100A1 Whaling Service 9,37 ~~4,37~~ ✠LMC9,36 Carrying Petroleum in bulk Fitted for oil fuel 9,36 F.P. above 150° F.	Rot Bhn	o†	CL	1936 9mo Lloyd's A&CP	Deutsche Sch-u-Mschb. A.G.Weser, Bremen	UnitedWhalers, Ld.(H.Krogh-Hansen&N.R. Bugge,Mgrs.) CellDBuE59'f115'1480t 'Tween dk tanks aft 997tFPT528tAPT204t	607·3 P16'B18'F134' FK	80·2	40·4	London British 19BHptCem (16 ,, 2nd dk)	T6Cy.22 1/16",36¼"&58¼"–39⅜" &2LP Turbines with DR gearing&hydraulic coupling (s) 1248NHP 250lb 28PrB–60lb FD 6SB(4Spt),24cf,HS18000 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.	55″0 s17″0½ 38″6	
34980 152013 VJXD	**Terka** Ⓟ (exSirDudley deChair) Mchy.Aft 1Dk	420 309 161			...		1925	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British WB	T.3Cy 14",23"&39"–21" 84RHP Govt.Dckyd.Nwc.N.S.W.	11″0	
34981 165469 MLJM	**Terlings** CruiserStern For full particulars see No. 40308 in Supplement	~~2280~~ 2318 2114 1406	100A1 (Class Contemplated)				1937	Lithgows Ld. PortGlasgow	LambertBrothers, Ld.	283·5 P25'B83'F36'	~~44·5~~ 44·4	~~21·7~~ 21·6	London British	T.3Cy.18",29"&51"–33" Rankin&BlackmoreLdGrk	23″9 s3″4½ 20″7	
34982 UPIQ	**Ternei** (exMessina–35) Wireless 1Dk	1470 1270 825					1921	F.Schichau Danzig	U.S.S.R.	253·7 P&B197'F27'	38·2	16·6	Vladvostk Russian WB	T.3Cy.19 11/16",31⅞"&51 5/16"–29 5/16" 143NHP F.Schichau,Elbing		G
34983	**Terra Nova** WoodAux3MstSr (exSailing VesselPorto–35) OilEng. 1Dk2trB (See Sailing Ship Register)	392 360 324					1921	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,Mgr.)	143·0	30·3	14·2	Oporto Portuguese	Oil Engines 2S.C.SA 6Cy.7 1/16"–11⅛" 52NHP NE35 Atlas-DieselA/B,Skm.		V
34984 103336	**Terrebonne** Ⓟ IronPad 1Dk	657 180 354					18$\frac{71}{95}$	W C.White RebuiltRich. &Ont.Nav.Co Sorel	TerrebonneLte.	151·1	24·1	6·8	Montreal British	1Cy.28"–96" 28RHP A.Cautin,Montreal		
❋ 34985 36214 JRYB	**Terukuni Maru** Ⓟ TwinSc OilEng. ssYka.No.1–34 D.F. GyC. 2Dks(Stl-weather dk ws) Ref.Mchy. 3rd dk(Stl)in Nos.1, 3&4&fore end of No.5hold	11930 8372 7156	✠100A1 withfreeboard ~~5,37~~ ~~8,36~~3,38 DBS3,38 ✠LMC CS2,35 ~~DBS8,36~~ 4,36 ✠Lloyd'sRMC~~1,37~~ 5,38~~10,37~~	Yka	g†	CL ~~5,34~~ 5,37	1930 6mo Lloyd's A&CP	Mitsubishi Zosen Kaisha Ld. Nagasaki	NipponYusenK.K. CellDB432'1808t Tanks in way of tunnels501tDTa13'381tFPT100tAPT160t	507·0 P&B373'F73' FK	64·0	37·0	Tokio Japanese 8BHptCem	Oil Engines 2S.C.SA 20Cy.26¾"–47¼" 2492NHP 2DB100lb MitsubishiZosenKaisha,Ld	37″0 s8″5½ 28″8	
34986 30841 JBDB	— Ⓟ (exEastern) ssKob.2ndNo.3–11,23 1Dk(Stl)&Spar dk(ptStl teak s)3trB Ref.Mchy. lower dk forehold	3589 2958 2272	✠ 2,25 ✠	Syd	w		1899 4mo	R.Napier& Sons,Ld. Glasgow	HaradaKisenK.K. CellDBa72'uE&B68'f138'520tFPT38t	352·0 P69'B128'F40' 27·5 FK	42·2	19·8	Kobe Japanese 6BHCem	T.3Cy.27½",45"&73"–48" 469NHP 2DB,12cf,GS181,HS6464 R.Napier&Sons,Ld.Gls.	30″2	
❋ 34987 OHST	**Tervsund** (exGooleTrader,exOuse) 1Dk	808 601 390			...		1884	W.Dobson &Co. Newcastle	PargasKalkbergs A/B	220·8 P29'B51'F28' BK7"	30·4	13·8	Pargas Finnish WB	C.2Cy.28"&58"–33" NB96 NDB02 163NHP R.&W.Hawthorn,Nwc.	14″7	
34988 939 ICJT	**Teseo** D.F. 2Dks	4966 — 2995					1920	Cantieri NavaliRiuniti Palermo	Soc.Ligure di Armamento	394·2	51·8	35·1	Genoa Italian WB	T.3Cy.26",42½"&69 7/16"–48" 337NHP CantieriNavaliRiuniti, Ancona		CI
34989 93227 MQRF	**Test** (exNumberTwelve) 3Mst ssBkn.4thNo.3–10,35 Mchy.Aft 1Dk(Irn) Well deck	530 381 209	✠100A1 3,37~~10,35~~ ✠NB5,94 ✠LMC10,35 BS~~9,34~~10,37	Bkn	h	CL ~~10,35~~ 3,37	1890 3mo	Murray Bros. Dumbarton A&CP	KyleShippingCo. Ld.(MonroeBros. Mgrs.) WB=DBa43'f51'127tFPT36t	175·0 182·3(O.L.) Q95'B9'F32' BK7½"	26·5	10·1	London British 3BHCem	T.3Cy.16¼",24"&40"–33"(s) 180lb 80RHP 1SB,2pf,GS45,HS1607 M.Paul&Co.Dumbarton	12″10 s3″8½ 12″4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
34990 147364 GMPN	**Tetela** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 4*Dks*	5389 4678 3302					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P48'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&Co.Ld.		C
34991 SVUE	**Teti** (*ex*Ripa–36,*ex*Auldmuir) *ss*Grk.2ndNo.3–8,27 *ss*Cff.No.1–31 1*Dk*(*Stl*)2*trB*&*deepframing*	2747 2536 1760	✠ 11,36 ✠	Bry	*u*		1903 4mo	Russell& Co. Pt.Glasgow	Mme.K.G.Sigalas (~~SigalasBros.~~ ~~*Mgrs.*~~) (G.Sigalas Sons,*Mgrs.*)	314·5 P30'B97'F33' FK *CellDBa*94'*f*140' 626*t*	47·2	20·8	Piræus Greek 5*BHCem* *APT*112*t*	T.3Cy.22½",37"&62"–42" 250NHP 2SB,6*cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3	G †
34992 23 IUVT	— (*ex*Amazzone–34,*ex*Amazone–34, *ex*Borg,*ex*H.A.Hansen, *ss*Brs.No.1–05 *ex*AlbertZelck,*ex*Ionian) 1*Dk*(*Stl*) *Well deck*	834 593 469	✠ 11,07 ✠	Sou	*k*		1901 2mo	Grngem'th &Greenock DockyardCo. Greenock	Fratelli Montanari	192·6 181·2 Q59'B53' H64*t*F19' FK *CellDBa*31'*f*73'146*t*	31·2	13·7	Rimini Italian 4*BHCem* *APT*9*t*	T.3Cy.13$\frac{7}{16}$",25"&40"–30" 88NHP 1SB,3*cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	I †
34993 30068 JTYB	**Tetsuzan Maru**	2018 1680 1240					1919	Hashimoto Shipyard Karimoshina	HashimotoKisen K.K.	285·0	38·0	22·0	Onomichi Japanese	T.3Cy.18",30"&49"–39" 150NHP KobeSteelWorks,Kobe		
34994 120918 GPZL	**Teucer** Ⓟ TwinSc D.F. 3*Dks*	9079 8650 5762					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP N.E.MarineEng.CoLdNwc		BT till ~~6,37~~ 6,38
✳ 34995 481 ~~73~~ ICJU	**Tevere** Ⓟ (*ex*Gablonz) TwinSc *ss*Tri.2ndNo.3–6,37 ~~*ss*Tri.No.3–3,25~~ ~~*ss*Tri.No.2–33~~ *Ref.Mchy.* 2*Dks*(*Stl–Uws*)&*Awng dk* D.F. (*Stl*–teak s)3*rd dk*(*Stl*) *inNos.*1,2,3&5*holds*	~~8448~~ ~~8985~~ ~~4442~~ 8289 6953 4265	✠100A1 *Awng dk* *withfreeboard* 3,38 ~~1,36~~ ✠LMC6,37 ~~MS1,33~~ ~~BS3,36~~ Lloyd'sRMC~~5,36~~~~6,37~~12,37 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Nap	*c* †	CL 5,35	1912 11mo	Cantiere SanRocco Trieste *Lloyd'sA&CP* *CellDBa*85'*u*	LloydTriestino Soc.Anon di Nav. *E&B*162'*f* 143'114	452·4 FK *Collision BH to A dk* 7 „ „ *U* „ 2*t MT*28' 600*t FPT*	56·3	29·6	Naples Italian *Cem* 61*t APT*57*t*	Q.8Cy.26",37",53"&76"–51" 215lb (*r*) 1290NHP 8SB,24*cf*,GS474,HS18880FD StabilimentoTecnico,Tri.	39 ″ 11 s4 ″ 3 27 ″ 7¾	
✳ 34996 148295 GNJS	**Tewkesbury** (*ex*Glocliffe–32) *ss*Shl.No.2–37 ~~*ss*Fal.No.1–32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4601 4264 2810	✠100A1 *withfreeboard* ~~2,37~~ ~~5,35~~ 9,37 ~~BS4,36~~ ✠LMC~~12,32~~ BS4,38 2,37	Cff ~~Shl~~	*z*	CL 3,36	1927 11mo	Craig,Tay- lor&Co.Ld Stockton *Lloyd'sA&CP*	AlexanderShip- pingCo.Ld(Capper, Alexander&Co. *Mgrs.*) *CellDB*344'1312*t*	400·8 425·0(O.L.) F32' FK *FPT*121*tAPT*146*t*	53·5	25·1	London British 6*BHptCem* (*Coll to Sh dk* 5 „2*nd*„)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.(1926),Ld.Stk.	27 ″ 6 s3 ″ 1¼ 24 ″ 8	
34997 215815 KDIY	**Texada** (*ex*ElCicuta,*ex*Lake Dunmore) *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk Topside tanks*	2477 2004 1440			...		1917	Gt.Lakes Eng.Works Ecorse,Mich.	KingsleyCo. ofCalifornia	253·0 P115'F26' FK	43·5	25·6	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEng.Wks.Detroit	27 ″ 6	
34998 145944 WACU	**Texan** TwinSc *ss*S.Fo.2ndNo.3–7,26 *ss*S.Fo.No.2–34 2*Dks*(*Stl*)&*deep framing, lower dk* D.F. *fore hold*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	7005 6643 4427	✠ ... 4,34 ✠	SFo			1902 10mo	NewYork S.B.Co. Camden,N.J. *CellDB*	American- HawaiianS.S.Co. *a* 115'*uE & B*52'*f*	FK 197' 1490*t DT f* 26' *between* (41')&*atsides of tunnel*	57·2	31·8	NewYork Utd.States 7*BHAsp* 942*t Tanks*	Q.8Cy.19",28½",41"&60"–42" 615NHP 3SB,12*cf*,GS216,HS8184 NewYorkS.B.Co.Camden, N.J. (28')222*tFPT*138*tAPT*77*t*	35 ″ 0	R †
34999 126391 WLCM	— Ⓟ Iron (*ex*WesternWave–32, *Fitted for oil fuel* *ex*Tampa,*ex*Cherokee) 2*Dks*& *Shelter dk*	2557 — 1967					1886	W.Cramp &Sons Philadelphia	Jas.A.Wilson	264·0	43·0	18·8	NewYork Utd.States *WB*	T.3Cy.21",34"&56"–36" 188NHP W.Cramp&Sons,Phl.		R
✳ 35000 213878 WBCH	**Texas** *ss*N.Yk.No.3–5,28 *ss*N.Yk.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6368 6064 3946	✠100A1 ~~8,37~~ ~~1,37~~4,38 BS3,38 ~~BS3,37~~ ✠LMC4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	NYk	*a* †	CL ~~3,35~~ 8,37	1916 2mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP	TheTexas Company *DBu E&B* 60'209*t*	416·8 P107'B35'F33' FK *FPT*229*tAPT*130*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44⅞"&74"–51" 190lb (*r*) 549NHP 3SB,9*cf*,GS191,HS7979 FD ForeRiverSB.Corp.Quincy	32 ″ 9 s6 ″ 4½ 26 ″ 7¼	
35001 218675 KEFZ	— (*ex*WestHarts) *Fitted for oil fuel* 2*Dks*	5638 5248 3533					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P43'B114'F47'	54·2	27·5	Portlnd Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
35002 218914 KOBT	**Texas Banker** (*ex*Lake Inglenook–32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2606 2237 1612			...		1919	Detroit S.B.Co. Wyandotte	NewtexS.S.Corp.	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd.States *WB*	T.3Cy.20",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
35003 219121 KOJZ	**Texas Ranger** (*ex*Lake Gaither–32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	NewtexS.S.Corp.	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 5	R †
35004 235950 WOTC	**Texas Sun** For full particulars see No. 40311 in Supplement *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* D.F. E.S.D. GyC.	9902 6033	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1937	SunS.B.& DryDockCo. Chester,Pa.	SunOilCompany	509·9 P88'B35'F57'	65·7	37·0	Phildlphia Utd.States	Oil Engines 2S.C.SA 6Cy.25$\frac{3}{16}$"–75$\frac{3}{16}$" SunSB&D.D.Co.ChesterPa		
35005 219019 KOFM	**Texas Trader** (*ex*Lake Ellithorpe–32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2674 — 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	NewtexS.S.Corp.	253·4 P25'B65'F26'	43·8	26·0	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.WksDetroit		R
35006 PHYG	**Texelstroom** 1*Dk*	1617 1281 968					1918	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	273·6	40·2	16·8	Amstrdam Dutch *WB*	T.3Cy.19½",31"&52"–36" 162NHP Maats.Fyenoord,Rot.		V
35007 218027 KIFD	**Texmar** (*ex*EdgarBowling, *ex*WestCavanal) *Fitted for oil fuel* D.F. 2*Dks*	5505 — 3439					1919	South Western S.B.Co. SanPedro Cal	CalmarS.S.Corp.	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
✳ 35008 160623 GSVD	**Thala** *ss*Rot.No.2–37 ~~*ss*Fal.No.1–33~~ 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	4399 4076 2736	✠100A1 ~~4,37~~ ~~7,36~~ 9,37 ~~BS1,36~~ ✠LMC~~7,33~~ BS~~1,37~~1,38 MS12,36	Rot Mdb	*x*	CL ~~3,35~~ 4,37	1928 12mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellD*	370·0 P28'B104'F36' FK *Ba&uE*144'*f*160'10	52·3	25·9	London British 6*BHCem* 75*tFPT*135*t*	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl *APT*115*t*	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. L. of Trade
35009 LDAL	**Thalatta** TwinSc3Mst OilEng. ssOsl.No.3–7,29 ssOsl.No.1–33 D.F. 2Dks(Stl)&Shelter dk(Stl)	5671 5195 3492	✠100A1 Shelter dk withfreeboard 2,37 ✠LMC CS5,33 DBS~~11,36~~12,37 1,36	Osl	a†	CL ~~12,33~~ P2,38 SN2,38	1922 7mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP CellDB377'	Wilh.Wilhelmsen 1250tDTf33'1000t	425·5 FK Collisio FPT90tAPT82t	55·2	27·9	Tönsberg Norwegian ptCem nBHtoShdk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.24½"&37½" DB100lb 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ 0¼ 26 ″ 8½	
35010 HPFR	**Thalia** TwinSc OilEng. ssBmn.No.2–34 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) Sub.Sig. &Web frames E.S.D. D.F. Longitudinal framing	~~8745~~ ~~8410~~ ~~4845~~ 8329 — 5075	✠100A1 Shelter dk withfreeboard 12,37 ~~2,37~~ ✠LMC CS7,34 DBS~~2,37~~12,37 ~~7,34~~4,36 CarryingPetroleum in bulk	Bmn Ham		CL ~~P1,36~~ S2,37 P12,37	1926 4mo Lloyd	Howaldts- werke Kiel 'sA&CP CellDBa&uE	PanamaTransport Co.~~(Waried~~ ~~TankschiffRhed-~~ ~~ereiG.m.b.H.Mgr.)~~ 93'287tDTf36'275	470·1 488·0(O.L.) B34'F39' FK tFPT182tAPT79t	63·2	35·3	Panama Pnamanian 18BHptCem ptAsp 13BHtoUdk	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB70lb 2 Water Tube DB200lb SulzerBros.Ld.Winterthur	35 ″ 6 s8 ″ 6 27 ″ 4	
35011 263 SVNR	— (exJebba–33, ssHul.No.2–26 exWarLion) 2Dks(Stl)&Shelter dk(Stl)	5875 — 4278	✠ — 9,33 ✠	Ham	y		1917 9mo	Kawasaki Dckyd.Co.Ld Kobe CellDB33	XilasBros& A.Constantinidis 4'1118t	385·3 FK FPT126tA	51·2	25·5	Syra Greek 6BHCem PT93t	T.3Cy.26",43½"&72"–48" (s) 440NHP 2SB&1AuxSB,8cf,GS154, HS5741 KawasakiDkydCoLdKobe	28 ″ 0	C †
35012 DORT	— TwinSc Mchy.Aft OilEng. Wireless D.F. CruiserStern 1Dk	1122 853 587					1936	Nordsee- werkeEmden G.m.b.H. Emden	Dampfschifffahrts Ges."Neptun"	235·0 P114'F22'	34·7	13·1	Bremen German WB	2 SR geared Oil Engines 4S.C.SA 12Cy.11⅝"–16⅛" 158NHP Fr.KruppGermaniawftAG		G
35013 26817 JTED	**Thames Maru** ssKob.No.3–5,32 ssYka.No.1–37 2Dks(Stl)&Awng dk(Stl)	5871 5590 4254	✠100A1 Awng dk withfreeboard 2,38 ~~3,37~~ ✠LMC~~3,37~~ 2,38	Yka	y	OG ~~2,36~~ 2.38	1920 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP CellDB334'1118t	KawasakiKisen K.K.	385·0 FK Collision FPT126tAPT93t	51·0	36·0	Kobe Japanese Cem BHtoAw dk 5 „ „ U „	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5636 FD KawasakiDkyd.CoLdKob	36 ″ 0 s9 ″ 3½ 27 ″ 1	
35014 Broken up 680 SZJR	**Thasos** Ⓟ IronBk (exGeorgiosTogias–33,exParos, exLeros,exVasilefsConstantinos, exYachtSanDonato,exVelleda, exNubienne,exCumbria)	544 — 308			...		1881	C.Mitchell &Co. Newcastle	HellenicCoast LinesCo.Ld.	175·2	27·0	13·7	Piræus Greek WB	C.2Cy.25"&47"–27" NB03 96NHP WllsndSlpwy.&E.Co.Nwc.		
35015 528 SVEM	**Thassos** (exBanyeiMaruNo.11) 1Dk	1565 1312 915					1919	NittaCo. Osaka	Th.L.Teryazos	240·0	36·0	21·0	Piræus Greek WB	T.3Cy.16",27"&45"–32" 109NHP TanakaEngineWorks		I
35016 219718 KUJB	**The Angeles** Fitted for oil fuel 2Dks Sub.Sig.	5481 — 3420					1920	Los AngelesS.B. &D.D.Co. L.AngelesCal	UnitedStates Maritime Commission	410·0 P43'B114'F46'	54·4	27·2	LsAngeles Cal. Utd.States WB	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co. SanPedro,Cal.		R
35017 148940 MNWG	**The Baron** ssP.Gl.No.2–36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	820 562 388	✠100A1 8,37 ~~7,36~~ BS8,37 ✠LMC7,36	PGl Shl	k	CL ~~7,36~~ 8,37	1927 8mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	J.Hay&Sons,Ld. Cell	190·2 Q109'B9'F25' FK DBf117'177tFPT	30·1	12·1	Glasgow British 3BHCem 58tAPT30t	T.3Cy.15",25"&42"–30" (s) 200lb 87RHP 1SB,3cf,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8	
35018 160226 MPFY	**The Countess** ssShl.No.2–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	824 561 405	✠100A1 4,37 ✠LMC4,37	Shl	k	CL 11,35	1928 10mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	J.Hay&Sons,Ld. Ce	195·1 Q111'B11'F30' FK llDB123'174tFPT	30·3	12·1	Glasgow British 3BHCem 56tAPT22t	T.3Cy.14",23½"&39"–30" (s) 165lb 75RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8¼	
35019 147885 MLVK	**The Duchess** ssP.Gl.No.3–6,36 1Dk(Stl) Mchy.Aft Cargo battens not fitted Well deck	798 551 355	✠100A1 ~~6,37~~ ~~6,36~~1,38 ✠LMC6,36 BS~~9,37~~ 1,38	PGl ~~Nwc~~	k	CL ~~6,36~~ 1,38	1924 3mo Lloyd	C.Rennold- son&Co. South Shields 'sA&CP	J.Hay&Sons,Ld. CellD	190·0 Q105'B9'F30' BK8" B116'188tFPT62t	29·7 30·8	12·1	Glasgow British 3BHptCem APT40t	T.3Cy.16",27"&44"–30" (s) 180lb 137NHP 2SB,4pf,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ 6¾ 14 ″ 0¾	
35020 148937 MNVR	**The Duke** ssShl.No.2–35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	820 562 387	✠100A1 ~~6,37~~ ~~1,37~~ 3,38 ~~BS10,36~~ ✠LMC9,35 BS~~9,37~~3,38	Trn Mdb	k	CL ~~1,37~~ ~~9,37~~ 3,38	1927 7mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	J.Hay&Sons,Ld. Cell	190·2 Q109'B9'F25' FK DBf117'177tFPT	30·1	12·1	Glasgow British 3BHCem 58tAPT30t	T.3Cy.15",25"&42"–30" (s) 200lb 87RHP 1SB,3cf,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8	
35021 164081 MLMK	**The Earl** 1Dk Mchy.Aft	926 623 481	✠100A1 4,37 ✠LMC6,36	Trn	l	CL	1936 6mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	J.Hay&Sons,Ld. CellDB132'204t	202·2 209·3(O.L.) Q114'B9'F31' FK FPT65tAPT29t	32·2	12·4	Glasgow British 3BHCem	T.3Cy.13½",22½"&38"–30" 215lb (s) 71RHP 1SB,3cf,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14 ″ 6 s4 ″ 7 14 ″ 0½	
35022 161900 MPRS	**The Emperor** ssBwg.No.1–34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	824 561 405	✠100A1 6,37 ~~12,36~~ BS~~12,36~~ ✠LMC7,34 6,37	Shl PGl	k	CL ~~7,34~~ 6,37	1930 2mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	J.Hay&Sons,Ld. CellD	195·1 Q111'B11'F30' FK B123'174tFPT56t	30·3	12·1	Glasgow British 3BHCem APT22t	T.3Cy.14",23½"&39"–30"(s) 200lb 76RHP 1SB,3cf,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8½	
35023 209060 WADS	**The Harvester** 1Dk&Webframes Mchy.Aft Longitudinalframing D.F. GyC.	7188 — 5690			...		1911	American S.B.Co. Lorain,Ohio	International HarvesterCo.	525·0 F48' FK	58·0	31·0	D'luth Min Utd.States WB	T.3Cy.23½",38"&63"–42" 388NHP AmericanS.B.Co.Clevelnd	31 ″ 0	R †
35024 222988 WCFV	**The International** (exWilliamH.Warner–34) Mchy.Aft D.F. 1Dk	7984 — 6277					1923	American S.B.Co. Lorain,Ohio	International HarvesterCo.	586·3	60·2	28·0	D'luth Min Utd.States WB	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
35025 109733 EIGC	**The Lady Belle** ssApl.3rdNo.3–6,37 ~~ssLiv.2ndNo.3–12,34~~ ~~ssBkn.No.2–33~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	331 217 131	✠100A1 ~~6,37~~ ~~9,35~~12,37 ✠LMC6,37 ~~MS3,33~~ ~~BS12,35~~	Bkn ~~Apl~~ Cff	e	CL ~~11,34~~ 4,37	1900 5mo	J Fullerton &Co. Paisley A&CP	A.Moloney&Sons, Ld.	140·4 141·3(O.L.) Q75'B10'F24' FK W	24·1	9·9	Waterford British 3BHCem B=FPT43t	C.2Cy.~~20~~"&40"–27" (s) 120lb 18¾" 83RHP 1SB,3pf,GS53,HS1447 Ross&Duncan,Glasgow	10 ″ 8 s3 ″ 11 10 ″ 9	
35026 142874 VRXP	**The Lady Clifford** TwinSc CruiserStern 1Dk&Web frames	2062 1905 799			...		1921	Lobnitz& Co.Ld. Renfrew	Government of Nigeria	283·9 P19'F37' FK	45·1	18·2	Lagos British WB	T.6Cy.18",28"&48"–27" 385NHP Lobnitz&Co.Ld.Renfrew	19 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trans.
35027 147882 MLST	**The Marchioness** ssShl.No.3–11,36 *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	799 551 356	✠100A1 4,38 ~~3,37~~ BS~~11,36~~ ✠LMC10,35 11,37	Shl	*k*	CL ~~3,37~~ 4,38	1924 1mo *Lloyd*'sA&CP	C.Rennoldson&Co. SouthShields	J.Hay&Sons,Ld.	190·1|29·7|12·1 Q105'B9'F30' BK8" *CellDB*116' 188*t FPT*62*t*	Glasgow British 3*BHptCem* *APT*40*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 137NHP 2SB,*4pf*,GS74,HS2404 W.Beardmore&Co.Ld. Coatbridge	13″11 s 4″6½ 14″1	
35028 147939 MNCS	**The Marquis** ssGrk.No.3–8,36 *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	795 551 354	✠100A1 ~~1,37~~ 12,37 ✠LMC8,36 BS12,37	Bwg Shl	*k*	CL ~~8,36~~ 12,37	1924 11mo *Lloyd*'sA&CP	C.Rennoldson&Co. SouthShields	J.Hay&Sons,Ld.	190·0|29·7|12·1 Q105'B9'F30' BK8" *CellDBf*116'188*tFPT*62*tAPT*40*t*	Glasgow British 3*BHptCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb 137NHP 2SB,*4pf*,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13″11 s 4″6½ 14″1	
35029 161896 MPQT	**The Monarch** ssBwg.No.1–34 *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	824 561 405	✠100A1 7,37 ~~4,37~~ BS11,36 ✠LMC4,34	Sld Nwc	*k*	CL 11,36	1930 1mo *Lloyd*'sA&CP	AilsaS.B.Co.Ld. Troon	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK *CellDB*123'174*t FPT*56*tAPT*22*t*	Glasgow British 3*BHCem*	T.3Cy.14",23½"&39"–30" (*s*) 200lb 76RHP 1SB,*3cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14″2 s 4″7¼ 13″8¼	
35030 164074 MLLD	**The President** *Mchy.Aft 1Dk*	926 623 481	✠100A1 ~~2,38~~ ~~1,37~~ 10,37 4,38 ✠LMC5,36	Trn ~~PGl~~ Nwc	*l*	CL 4,38	1936 5mo *Lloyd*'sA&CP	AilsaS.B.Co.Ld. Troon	J.Hay&Sons,Ld.	202·2|32·2|12·4 Q114'B9'F31' FK *CellDB*132' 204*t FPT*65*t*	Glasgow British 3*BHCem* *APT*29*t*	T.3Cy.13½",22½"&38"–30" 215lb (*s*) 71RHP 1SB,*3cf*,GS59HS1930 AilsaS.B.Co.Ld.Trn.	14″6 s4″7 14″0¼	
35031 161962 MQDS	**The Sultan** ssTrn.No.1–36 *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	824 561 405	✠100A1 7,37 ~~4,36~~ ✠LMC4,36 BS7,37	Trn Nwc	*k*	CL ~~1,35~~ 7,37	1932 1mo *Lloyd*'sA&CP	AilsaS.B.Co.Ld. Troon	J.Hay&Sons.Ld.	195·1|30·3|12·1 Q111'B11'F30' FK *CellDB*123'174*tFPT*56*tAPT*22*t*	Glasgow British 3*BHCem*	T.3Cy.14",23½"&39"–30"(*s*) 200lb 75RHP 1SB,*3cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14″2 s 4″7¼ 13″8¼	
35032 160243 MPJW	**The Viceroy** ssP.Gl.No.2–37 ~~ssBwg.No.1–33~~ *Mchy.Aft Well deck 1Dk(Stl)* *Cargo battens not fitted*	824 561 405	✠100A1 ~~5,37~~ ~~12,35~~ 12,37 ~~BS12,35~~ ✠LMC~~9,33~~ 5,37	PGl	*k*	CL ~~9,33~~ ~~5,37~~ 12,37	1929 4mo *Lloyd*'sA&CP	AilsaS.B.Co.Ld. Troon	J.Hay&Sons,Ld.	195·1|30·3|12·1 203·3(O.L.) Q111'B11'F30' FK *CellDB*123' 174*t FPT*56*t*	Glasgow British 3*BHCem* *APT*22*t*	T.3Cy.14",23½"&39"–30" (*s*) 200lb 76RHP 1SB,*3cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14″2 s4″7¼ 13″8¼	
35033 PHYV	**Theano** Sub.Sig. E.S.D. *2Dks*	1059 787 368					1920	NV Boele's Scheepswerven en Machinefabriek Slikkerveer	N.V.Maats."Zeevaart"(Hudig& Veder, *Mgrs.*)	231·9|36·2|13·2	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"–36" 138NHP N.V.Boele'sScheepswerven en Machinefabriek, Bolnes		V
35034 PKFN	**Thedens** *2Dks*	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3|46·2|14·6	Batavia Dutch *WB*	C4Cy(2)18⅝"&(2)39¼"–39¼" 193NHP Maats.Fyenoord,Rot.		V
35035 639 SZMB	**Thedol 2** (*ex*Petrolina–36, *ex*Wilno, *ex*Société) **TwinSc** *CarryingPetroleum in bulk* *Mchy.Aft 1Dk*	657 — 269					1910	Howaldtswerke Kiel	T.N.Epiphaniades	188·0|31·2|10·5 Q46'	Piræus Greek	T.3Cy.9¼",14¾"&24⅜"–13 25/32" 44NHP Howaldtswerke,Kiel		
35036 149764 MKCM	**Theems** (*ex*JollyBruce, *ex*Aleksander) *1Dk*	553 389 286					1920	Gebroeders VanDiepen Waterhuizen	WalfordLines,Ld. (LeopoldWalford ShippingLd.*Mgrs*)	159·2|27·0|11·2	London British *WB*	T3Cy12¼"19 11/16"&31½"–22 1/16" 47RHP CasarWollheim,Breslau		C
35037 LJSJ	**Thelma** *OilEng.* *Mchy.Aft CruiserStern 1Dk* *Carrying Petroleum in bulk*	8297 7571 5032					1937	GötaverkenA/B Gothenburg	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*)	~~463·7|59·2~~|35·9 P103'F59' 465·1|59·4|	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 8Cy 29⅛"–59 1/16" 653NHP GotaverkenA/B,Got.		
*35038 Now "~~Wor~~ Begum," see No.4071[illegible] in Supplement	— (*ex*Herborg, *ex*Conus, *ex*WarBegum) ssYka.No.3–1,31 ssShl.No.1–35 *1Dk(Stl)2trB&Web frames* *Longitudinal framing*	5578 4716 3428	✠100A1 11,36 BS5,36 ✠LMC5,35 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,19 F.P. above 150° F.*	Nag	*z*	CL N4,35	1919 8mo *Lloyd*'sA&CP	Palmers'Co Ld Newcastle	Wheelock&Co.Ld	400·0|52·3|28·4 P50'B121'F39' FK *CellDBuE&B*59'*f*50'313*tFPT*99*t*	Chinese 11*BHptCem* *APT*68*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB(Spt).*9cf*,GS190, HS7668 FD Palmers' Co.Ld.Newcastle	31″0 s 5″7¾ 25″7	
35039 164053 MBKK	— Wireless E.S.D. *1Dk*	1593 1357 933					1935	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.*Mgrs.*)	265·0|40·5|16·3 P15'Q43'B111'F30'	Glasgow British *WB*	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		C
*35040 118065 MGMW	— ssLiv.2ndNo.3–11,29 ssLiv.No.1–34 *Well deck 1Dk(Stl–pt* teaks)	374 291 139	✠100A1 3,36 BS~~2,37~~ ✠LMC11,34 2,38	Liv	*f*	CL N3,36	1903 12mo *Lloyd*'sA&CP	AilsaS.B.Co.Ld. Ayr	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·3|25·0|11·6 Q46'B10'F25',BK7" *WB=FPTanks*	Liverpool British 3*BHCem* 60*tAPT*8*t*	C.2Cy.18"&40"–27" (*s*) 130lb 91RHP 1SB,*3pf*,GS54,HS1641 Ross&Duncan,Glasgow	12″8 s ″10 12″5	
35041 4761 SGVE	**Themis** (*ex*Temis, *ex*Carl) *1Dk*	724 477 383					1907	Göteborgs M.V.Aktieb. Gothenburg	RederiA/B Verdandi(O.Ahrenberg, *Mgr.*)	183·1|28·4|11·0 Q94'B37'H25*t*F22'	Gothenbrg Swedish *WB*	T3Cy.14 3/16",22¼"&37 7/16"–23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
35042 LFBG	— *Mchy.Aft 1Dk*	706 592 386					1919	Bergsunds Mek.VerkstadsA/B Stockholm	Skibs-A/S Themis (O.M.Olsen)	187·9|30·4|12·8	Fredrikstd Norwegian	T.3Cy.13",21¼"&35⅝"–23⅝" 58NHP BergsundsMek.Verkstads A/B,Skm.		V
35043 DOLC	— *1Dk*	467 338 274					1891	G.Evers Lübeck	Damfpschifffahrts Ges.Neptun	159·1|23·9|11·0 Q40'B39'F21'	Bremen German *WB*	C.2Cy.17¾"&32¾"–22" Masch. NB07 42NHP BuckauA.G.Magdeburg		G
35044 PHZA	**Themisto** D.F. E.S.D. *1Dk&Shelter dk*	4707 4292 2824					1928	Rotterdam Droogd.Maat Schiedam	N.V.Maats.Zeevaart(Hudig& Veder, *Mgrs.*)	400·5|55·3|25·1 F33'	Rottrdam Dutch	C.4Cy.(2)22"&(2)47¼"–47¼" 256NHP RotterdamDroogd.Maats		V
*35045 129349 GMLN	**Themistocles** Ⓟ **TwinSc** ssGls.2ndNo.3–4,35 D.F. E.S.D *2Dks(Stl)&Awng dk(Stl–ptws)3rd dk in No.3 hold& after holds* *Ref.Mchy.* *(Stl in after holds)*	11231 9574 ~~7020~~ 6974	✠100A1 *Awng dk with freeboard* ~~7,37~~ ~~2,35~~ 5,38 BS11,37 ~~BS1,37~~ ✠LMC5,34 ✠Lloyd'sRMC~~2,37~~ ~~7,37~~ 4,38 ~~12,37~~	Gls	*g*†	CL s2,36 P9,36	1911 1mo *Lloyd*'sA&CP	Harland& Wolff,Ld. Belfast	~~ShawSavill& AlbionCo.Ld.~~ Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCoLd*Mgrs*)	500·6|62·3|39·4 P47'B245'*on Awgdk* F64' FK&BK2" *Cell DBa*113'*uE&B*96'*f*214'1688*tFPT*155*tAPT*105*t*	S'thamptn British 10*BHptCem*	Q.8Cy.23",34",48"&69"–51" 215lb (*s*) HS19858 1075NHP 3DB(Spt)&2SB(Spt),*24cf*, GS496, Harland&Wolff,LdBelfast	42″8 s11″8 31″6	BT till ~~1,38~~ 11,38

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
35046 Damaged by Fire 7,37 SVJN	**Themoni** (exBurnhope-33) ssSalonicaNo.2-37 1Dk(Stl)	3859 3506 2383	✠~~100A1~~ 4,37 ~~✠LMC9,36~~	Salon-ica	x	CL 9,36	1929 2mo Lloyd	Nthmblnd S.B.Co. (1927),Ld. Newcastle 'sA&CP	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, Mgrs) CellD	370·3 51·8 22·6 P35'B230'F36' FK B324'1064tFPT77t	Syra Greek 6BHCem APT109t	Q.4Cy.20",28",40"&58"-42" 225lb (s) 327NHP 2SB(Spt)&1AuxSB,8cf, GS143,HS5766 N.E.MarineEng.CoLdNwc	24 " 8 s 2 " 11½ 21 " 11½	
* 35047 7399 SFLA	**Theodor** (exByna) ssLkr.No.3-3,33 1Dk(Stl)	1939 1664 1083	100A1 2,34 BS11,36	Mmo LMC6,33		OG ~~2,34~~ 10,37	1919	J.&A.v.d. Schuyts Papendrecht	RederiA/B A.Th.Jonasson (M.Jonasson Mgr) CellDBa79'uE17'	268·8 42·2 18·2 280·0(O.L.) P35'B57'F12' FK f100' 419t FPT48t	Råå Swedish 4BHCem APT71t	T.3Cy.17½",29"&46"-36" (s) 180lb 200NHP 2SB,4cf,GS78,HS3144 J.&A.Van der Schuyt	20 " 6 s2 " 9½ 17 " 11	
35048	**Theodor Nette** Ⓟ (exSoria, exTver) 3Dks	2619 1735 1500					1912	NevskySB. &Mch.Works Leningrad	U.S.S.R.	286·1 40·7 26·6 B95'	Vladvostk Russian	T.3Cy.20⅝",32⅝"&52½"-40" 176NHP NevskyS.B.&Mch.Works		
35049 481 SZJS	**Theodora** (exMikraAsia-34) TwinSc Fitted for oil fuel Carrying Petroleum in bulk	1054 957 709					1917	Governmt. Dockyard Nicolaieff	TheodoraE.Pappa, G.E.Pappas &S.N.Bistis(G. Pappas&S.Eleftheriades, Mgrs.)	240·6 33·3 13·2	Piræus Greek	T.6Cy.11",19"&29"-21" 38NHP Govt.Dkyd.Nicolaieff		
35050 206045 KDZC	**Theodore H. Wickwire** D.F. GyC. Mchy.Aft 1Dk	5141 — 3894					1908	Gt.Lakes Eng.Works Ecorse	AmericanS.S.Co. (Boland&Cornelius, Mgrs.)	444·0 56·2 29·0 F49'	BuffaloNY Utd.States WB	T.3Cy.22½",36"&63"-42" 257NHP MarineBlr.Wks.Toledo,O.		R
35051 202941 KGFV	**Theodore Roosevelt** Ⓟ 2Dks	1955 — 1330					1906	ToledoS.B. Co. Toledo,O.	ChicagoRoosevelt S.S.Co.	276·0 40·0 26·0	Duluth, Min. Utd.States	T.4Cy.30",48"&(2)56"-40" 198NHP ToledoS.B.Co.		
* 35052 770 SVRA	**Theodoros T.** (exEskbridge-34) ssPir.2ndNo.3-7,34 1Dk(Stl)&Webframes Longitudinal framing Cargo battens not fitted	3409 3196 2107	✠100A1 9,37 ~~1,37~~ BS9,36	Pir Rot ✠LMC7,34	v	CL 12,34	1912 4mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	Th.L.Teryazos CellDBa99'uE&B	331·0 48·2 23·2 P29'B90'F33' FK 39'f153' 947t FPT	Piræus Greek 5BHCem 66tAPT170t	T.3Cy.24",39"&65"-45" (s) 180lb 100lb 313NHP 2SB,6cf,GS124,HS4890 Richardsons,Westgarth& Co.Ld.Sld.	25 " 8 s 4 " 1½ 21 " 9	
35053 UOJP	**Theodosia** Ⓟ TwinSc (exWozroschdenie,exGrandDuke NicolasNicolaievitch, exWoroschdenie) 1Dk Wireless	859 607 507					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	235·8 32·5 12·1 P56tB38tF59t	Odessa Russian	T.6Cy.13",20½"&34½"-20½" NB17 108NHP StabilimentoTecnico,Tri.		
35054 SVVJ	**Theofano Livanos** 1Dk&Shelterdk D.F. E.S.D. CruiserStern	4815 4379 3851	✠100A1 withfreeboard 3,38 ~~7,37~~	Hpl Ams ✠LMC7,37	a†	CL	1937 7mo Lloyd	W.Gray& Co.Ld. W Hartlepool sA&CP	~~S.G.Livanos~~ TheofanoMaritimeCo.Ld.(N.G. Livanos, Mgr.) (CellBHtoShltr dk,6BHto2nd dk) CellDB365'1200tFPT217tAPT200t	419·2 56·7 25·3 431·1(O.L.) ~~F33'~~ F35' FK	Chios Greek 7BHCem	T.3Cy.22½",39"&65"-45" 225lb (s) 460NHP 2SB(Spt&FD)& 1AuxSB,9cf,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 " 10 s2 " 11½ 25 " 1½	
* 35055 196 SVQE	**Theomitor** (exDailwen,exHaigtown, exDailwen, exMozart) ssBel.2ndNo.3-1,37 1Dk(Stl)	4427 4129 2750	✠100A1 4,38 ~~1,37~~ BS4,37	Bel Rot ✠LMC2,36	x	CL ~~1,37~~ N4,38	1910 3mo Lloyd	Bartram& Sons Sunderland 'sA&CP	M.S.Polemis (GoulandrisBros. Mgrs.) CellDBa131'uE21'f	375·0 52·0 25·5 P33'B113'F38' FK 164'1183tFPT106t	Andros Greek 6BHCem APT145t	T.3Cy.25½",42"&71"-48"(r) 180lb 404NHP 3SB,9pf,GS166,HS6568 J.Dickinson&Sons,Ld.Sld.	27 " 11 s 5 " 0½ 23 " 1	
35056 FOBK	**Theophile Gautier** Ⓟ TwinSc OilEng. 2Dks 3rd dk in holds D.F. Ref.Mchy. CruiserStern	8194 7024 4707			...		1926	Ch.&Atel. deFrance Dunkirk	Soc.desServices Contractuels des MessageriesMaritimes	426·7 56·3 22·5 B267'F49' FK	Marseilles French WB	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP Cie.deConst.Mec.St.Denis	34 " 11	V †
35057 201 SVQV	**Theoskepasti** (exPortreath-32, exAmicus) ssPir.2ndNo.3-5,36 1Dk(Stl) Cargo battens not fitted	3726 3412 2329	✠100A1 4,38 ~~5,36~~ ~~10,37~~ BS6,37	Pir ~~Ant~~ Cff ✠LMC5,36	w	CL ~~2,35~~ 10,37	1911 3mo Lloyd	Craig,Taylor&Co.Ld. Stockton 'sA&CP	B.G.Mavros& S.N.Mendrinos CellDBa117'u	355·0 50·0 23·3 367·6(O.L.) P36'B108'F36' FK E24'f152'978tFPT	Andros Greek 6BHCem 77tAPT125t	T.3Cy.25",42"&68"-45" (r) 180lb 100lb NDB20 340NHP 2SB,8pf,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 " 8 s 4 " 5½ 21 " 5	
* 35058 "Wynanna," see No. 39902 in Supplement MKTL	**Therèse** ssGoo.No.3-3,30 ssGoo.No.1-35 Welldeck 1Dk(Stl)&deep framing Cargo battens not fitted	1299 [illegible] 607	✠100A1 4,37 BS4,37	Bly ✠LMC8,35	o	N4,37	1909 2mo Lloyd	J.Priestman&Co. Sunderland 'sA&CP	J.Davies CellDBa66'uE	238·0 34·0 14·4 247·2(O.L.) Q91'B56'F20' FK &B40'f86'329tFPT	Swansea British 4BHCem 61tAPT104t	T.3Cy.18",30"&49"-36" (s) 180lb 177NHP 2SB,4pf,GS73,HS2998 N.E.MarineEng.Co.LdSld	16 " 6 s1 " 4½ 15 " 3¾	
35059 118745 GKNB	**Therese Moller** (exMaidofLemnos, exNewtonHall,exMatra, exDrumgeith) 1DkSpardk& deepframing	3930 3623 2476			...		1905	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. Mgrs.)	355·0 48·0 17·7 P31'B98'F35' 26·2 FK	Shanghai British WB	T.3Cy.25",42"&68"-48" 371NHP WllsndSlipwy.Co.Ld.Nwc	29 " 0	
35060 DHXN	**Theresia L.-M. Russ** Sub.Sig. 1Dk CruiserStern	1694 1382 993					1927	Akt.Ges. "Neptun" Rostock	Schiffahrt-und Assekuranz-G.m.b.H.(Ernst. Russ, Mgr.)	257·7 41·8 16·3 P15'Q80'B106'F31'	Hamburg German WB	T3Cy19 1/16"31½"&51 3/16"-35 7/16" 156NHP A.G."Neptun,"Rostock		G
35061 PUXE	**Therezina M.** (exFratellanza, exCanadier, exAuchendale) ssHul No.2-14 1Dk(Stl)&Spar dk (Stl)&deep framing	3874 3645 2461	✠ 5,20	Sws ✠	w		1906 4mo	Russell& Co. PortGlasgow	Soc.Paulista de Nav.Matarazzo Lda. CellDBa120'u	359·7 49·3 17·5 P30'B90'F40' 25·4 FK E&B38'f154' 1010t	Santos Brazilian 6BHCem APT40t	T.3Cy.25½",41"&68"-48" 355NHP 2SB,8cf,GS150,HS5588 J.G.Kincaid&Co.Greenock	28 " 0	
35062 830 SVYA	**Thermaïkos** (exRonsard-36, exCapitaineJosephPlisson) 2Dks	4518 — 2722					1923	Atel.&Ch. deGironde Harfleur	AndrewM.& PericlesM. Embiricos	362·9 49·2 24·4 P233'F44'	Piræus Greek WB	T.3Cy.25 11/16",42⅝"&70½"-48" 340NHP Etablissem.Schneider,Hav.		V
35063 220640 KUNP	**Thermo** (exFreeportSulphurNo.6) Fitted for oil fuel Mchy.Aft Carrying Oil in bulk Longitudinal framing 2Dks	4487 — 2649					1920	Federal S.B.Corp. Kearny.N.J.	PacoTankers,Inc. (Pennsylvania ShippingCo. Mgrs)	355·0 52·6 28·0 P108'B36'F34'	Wilmgton (Del.) Utd.States	T.3Cy.23",39"&66"-42" 282NHP FederalS.B.Corp.		R
* 35064 139142 GXKX	**Thermol** ssGib.No.3-11,35 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	1902 1638 1018	✠100A1 9,37 ~~11,35~~ CarryingPetroleum in bulk Fitted for oil fuel8,16 F.P. above 150° F.	Gib ✠LMC11,35		CL 9,35	1916 8mo Lloyd	Greenock& Grngemouth Dkyd.Co.Ld. Greenock 'sA&CP	TheAdmiralty CellDB uE&B61'87t	270·2 38·6 23·1 P96'B26'F59' FK DTf34' 167t FPT	London British 14BHptCem (10 " toUdk 4 " "2nd") 44tAPT45t	T.3Cy.20",33"&53"-36" (s) 180lb 180lb 245NHP 2SB,6cf,HS4646 J.G.Kincaid&Co Ld.Grk.	23 " 4 s2 " 6 21 " 0	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Lr. to of B. of Trade Cert.
35065 LDOB	**Thermopylæ** TwinSc *OilEng.* *ss*Osl.No.1–34 **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6655 5970 4088	✠100A1 *withfreeboard* 7,37 ~~8,36~~ ✠LMC CS3,33 DBS~~3,36~~5,37 4,35	Osl	*d*†	CL 7,36	1930 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	Wilh.Wilhelmsen	461·4 P46'F41' FK *CellDB*318'1228*t* *Tanks in way of tunnels*246*tDTs*	60·6	29·0	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" DB*120lb* 979NHP Akt.Burmeistr&Wain,Cpn *a*71'521*tFPT*129*t APT*94*t*	31 ″ 7 s 4 ″ 1 27 ″ 8	
35066 FNBM	**Thésée** (*ex*Harlyn–33,*ex*Elizabeth AnnSlater) *ss*Rou No.3–1,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted*	2106 1638 1189	✠100A1 8,37~~8,36~~ BS~~8,36~~ ✠LMC1,34 8,37	Rot	*r*	CL ~~1,34~~ 8,37	1921 8mo	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *Lloyd*'*sA&CP*	SociétéNavale Caennaise(G.Lamy &Cie.*Mgrs.*) *CellD*	274·2 Q165'F30' FK *B*225'659*tFPT*112*t*	41·0	17·4	Caen French 4*BHCem* *APT*45*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS105,HS3600 FergusonBros.(Port Glasgow)Ld.P.Gl.	20 ″ 6 s 6 ″ 1¾ 18 ″ 11	
35067 127933 GQBF	**Theseus** Ⓟ **D.F.** 2*Dks*	6527 5564 4152					1908	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	443·0 P50'B162'F54'	52·9	32·0	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 532NHP WrkmanClark&CoLd.Bel.		BT till ~~7,37~~ ~~12,37~~ 4,38
35068 PHZD	— *Fitted for oil fuel* 2*Dks*	1306 794 745					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	215·0	31·4	22·6	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"–27" 83NHP C.A.Kuypers,Rotterdam		V
35069 DOHO	— Sub.Sig. *Well deck* Wireless 1*Dk&deepframing*	956 785 548			...		1900	Dundee Shipbuilders CoLd.Dundee	Dampfisch.Ges. Neptun	215·0 Q77'B50'F23' FK	33·0	13·9	Bremen German *WB*	T.3Cy.17",28½"&47"–30" NB26 135NHP Cooper&Greig,Dundee	16 ″ 0	G †
35070 DHXO	**Thessalia** (*ex*Mexico,*ex*Orissa, *ex*Freifeld) 1*Dk&Shelter dk*	2875 2645 1685					1921	Schiffs.-u Dckbauwerft Flender Lübeck	DeutscheLevante-LinieHamburgA.G (DeutscheLevante-LinieG.m.b.H. *Mgrs.*)	337·7 P17'B101'F33'	48·5	19·9	Hamburg German *WB*	T.3Cy.24",38⅗"&63"–43$\frac{3}{16}$" 262NHP G.SeebeckA.G. Wesermünde-G.		G
35071 241 SVNJ	**Thetis** *ss*Hul.No.1–34 1*Dk*(*Stl*)& **D.F.** *Shelter dk*(*Stl*)	*4123* *3832* *2462*	✠100A1 *withfreeboard* 8,37~~3,36~~ BS10,36 ✠LMC10,34	Rot Nwc	*y*	CL 2,36	1930 6mo	W.Gray&Co.Ld. Sunderland *Lloyd*'*sA&CP*	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDBa&uE*155	390·7 F35' FK '*f*172'1137*t* *FPT*139*t APT*189*t*	53·7	23·3	Syra Greek 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.24½",41"&68"–48" (*s*) 200lb 435NHP 3SB,9*cf*,GS173,HS7590 W.Gray&Co.Ld.W.Hpl.	25 ″ 8 s 2 ″ 5¼ 23 ″ 5¾	
35072 DDUC	— (*ex*Genua,*ex*Lissabon) 2*Dks*	2788 2561 1705					1909	Akt.Ges. "Neptun" Rostock	A.Hansen	291·6 P28'F28'	43·9	24·1	Flensburg German *WB*	T3Cy.20½",35$\frac{7}{16}$"&55⅞"–37⅜" 190NHP A.G."Neptun,"Rostock		G
35073 112 SVBO	**Thetis A.** (*ex*Nagos–34, *ex*IndianTransport) *ss*Hul.No.3–8,22 *ss*Bry.No.2–31 1*Dk*(*Stl*)	*4111* *3949* *2653*	✠ — 10,35 ✠	Rot	*x*		1910 5mo	Nthmblnd S.B.Co.Ld. Newcastle	~~Mrs.P.G.Andreadi~~ G F.Andreadis *CellDBa*	365·0 P24'B91'F32' FK 119'*uE&B*43'*f*159'	51·4	25·9	Chios Greek 6*BHCem* 927*tAPT*48*t*	T.3Cy.25",40"&67"–45" 335NHP 3SB,9*cf*,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4	G †
35074 DHXP	**Thielbek** (*ex*Siegmund) 1*Dk*	1883 1644 1084					1927	Ostsee WerftA.G. Stettin	Knöhr&Burchard Nfl.	266·9 P20'B57'F28'	41·1	18·6	Hamburg German *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP OstseeWerftA.G.Stettin		G
Broken up 35075 401 SZJT	**Thira** Ⓟ (*ex*Angeliki Venetzianou–33,*ex*Danai,*ex*Aristides, *ex*Nicaraguan, *ex*PortoRico) 1*Dk&Hur.dk*	1078 — 604					1899	CraigS.B. Co. Toledo,O.	HellenicCoast LinesCo.Ld.	220·2	32·0	13·6 21·0	Piræus Greek	T.3Cy.18",27"&42"–28" 93NHP RiversideIrnWrks. Detroit		
35076 139251 GNRV	**Thirlby** *ss*Shl.No.2–36 **D.F.** 1*Dk*(*Stl*)	4887 4614 3038	✠100A1 ~~10,37 2,37~~ ~~12,37~~ 1,38 ✠LMC MS1,36 BS~~7,36~~7,37	Bry ~~Np.~~ Cff	*z*	CL ~~1,36~~ 11,37	1928 2mo	W.Gray&Co.Ld. Sunderland *Lloyd*'*sA&CP*	RopnerShipping Co.Ld. *CellD*	405·1 P30'B229'F41' FK *B*359'1402*tFPT*188	53·5	26·5	W.Hartlpl British 6*BHCem* *tAPT*190*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb HS7614 505NHP 3SB(Spt),9*cf*,GS172, FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
35077 LOEQ	**13 de Diciembre** Ⓟ **D.F.** *Fitted for oil fuel* *Mchy.Aft* E.S.D. GyC. 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9503 8258 5512					1935	Deutsche WerftAG Bet Finkenwrder Hamburg	ArgentineGovernment(Yacimientos Petroliféros Fiscales)	500·8 P121'B60'F39'	60·8	33·5	Bns.Aires Argentine	T3Cy.32$\frac{5}{16}$",52¾"&86⅝"–55⅛" HS12271 833NHP Gutehoffnungshütte, Oberhausen		G
35078 FOPV	**Thisbe** *ss*Rot.No.3–3,37 ~~*ss*Rot.No.2–33~~ 1*Dk*(*Stl*) *Well dk* *Cargo battens not fitted*	1782 1293 876	✠100A1 4,38 ~~3,37~~ ✠LMC2,37 BS4,38	Rot	*q*	CL 2,37	1925 4mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd*'*sA&CP*	SociétéNavale Cænnaise(G.Lamy &Cie.*Mgrs.*) *CellDB*180'381*tD*	260·1 272·0(O.L.) Q100'P*on*Q22'B54' F24' FK *Ta*36'118*tFPT*114*t*	37·7	16·4	Caen French 4*BHptCem* *APT*110*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,6*cf*,GS105,HS4224 N.E.MarineEng.CoLd.Sld.	18 ″ 7 s 1 ″ 7 17 ″ 2	
35079 148360 GSVB	**Thistlebrae** *ss*Sld.No.2–37 **D.F.** 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4747 4169 2790	✠100A1 *withfreeboard* 1,38~~3,37~~ ✠LMC3,37 BS1,38	Sld Cff	*z*	CL ~~2,37~~ 1,38	1928 11mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB*353'1640*t*	403·2 420·0(O.L.) F38' FK *FPT*201*tAPT*218*t*	55·8	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 2SB& 430NHP 1Aux.SB,8*cf*,GS170,HS7491 Richardsons,Westgarth& Co.Ld.Sld	26 ″ 6 s 2 ″ 8 24 ″ 0½	
35080 148359 GSPT	**Thistleford** *ss*Liv.No.2–37 **D.F** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4764 4177 2793	✠100A1 *withfreeboard* 10,37~~5,37~~ ✠LMC1,37 BS1,38	Cff NSW	*z*	CL 4,37	1928 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB*354'1662*t*	403·2 F38' FK *FPT*197*tAPT*224*t*	55·8	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 430NHP 2SB&1AuxSB,8*cf*,GS170, Richardsons, HS7491 Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 8 24 ″ 0½	
35081 160314 GTCQ	**Thistlegarth** *ss*Cff.No.2–38 ~~*ss*Sld.No.1–34~~ **D.F.** 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4747 4174 2808	✠100A1 *withfreeboard* ~~2,33~~ ~~4,37~~ 3,38 ~~BS5,37~~ ✠LMC~~7,34~~ 2,38	Cff NYk	*z*	CL ~~4,37~~ 3,38	1929 9mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB*358'1624*t*	405·8 421·0(O.L.) F38' FK *FPT*158*t APT*222*t*	56·0	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,,2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb HS7491 430NHP 2SB&1AuxSB,8*cf*,GS170, Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 s 2 ″ 7¾ 24 ″ 1	
35082 160312 GTCP	**Thistleglen** *ss*Shl.No.2–38 ~~*ss*Sld.No.1–33~~ **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	~~4750~~ ~~4174~~ ~~2836~~ 4748 4174 2802	✠100A1 *withfreeboard* ~~5,37~~ ~~1,37~~2,38 ~~BS1,37~~ ✠LMC~~7,34~~ 2,38	Cff Shl	*z*	CL ~~3,36~~ ~~5,37~~ 2,38	1929 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB*358'1624*t*	405·8 421·0(O.L.) F38' FK *FPT*158*tAPT*222*t*	56·0	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.~~25½~~25¼",42"&70"–48" (*s*) 180lb HS7490 430NHP 2SB&1AuxSB,8*cf*,GS170 Richardsons,Westgarth& Co Ld.Sld.	26 ″ 6 s 2 ″ 7¾ 24 ″ 1	

1 Numéro d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B of Trade
35083 1977 SGVK	**Thjelvar** Ⓟ Iron 1*Dk&Shelter dk*	453 214 327					1876	Bergsunds Mek.Vrks. Bergsund	Ångf.Aktieb.Gotland(CarlE. Ekman, *Mgr.*)	149·6|24·8|11·5 P45'H107tF30'	Visby Swedish	C.2Cy.20"&38"–25½" NE96 NB06 60NHP W.LindbergsAktieb.Skm.		
✻ 35084 LDAO	**Thode Fagelund** ssShl.No.1-37 ssOsl.No.3-9,32 3*Dks* *Cruiser Stern*	5757 5641 3604	✠100A1 *Shelter dk* *withfreeboard* 8,37~~6,36~~ MS12,36 *Carrying oil fuel F.P. above 150° F. in D.T.—* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk Shl ✠NB8,37 ✠LMO BS~~7,35~~8,37	*y*	CL ~~9,34~~ 8,37	1920 10mo *Lloyd's A&CP*	SirJ.Laing &Sons,Ld. Sunderland	Wilh.Wilhelmsen *CellD*	395·0|53·3|24·6 32·6 F30'*on Shelter dk* FK *B*342'877t*MT*27'6	Tönsberg Norwegian *ptCem* 2*BHto Wdk* 4 ,, ,, *2nd* ,, 18t*APT*82t	T.3Cy.27",44"&73"–48"& LP Turbine with DR gearing&hydraulic coupling 150lb (*s*) 606NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 s 9 ″ 4 25 ″ 11	
35085 157601 KDUX	**Thomas Britt** (*ex*G.N.Wilson, *ex*EdwinL.Booth,*ex*DavidM.Whitney) 1*Dk*2*trB* *Mchy.Aft*	4626 — 3584					1901	Detroit S.B.Co. Wyandotte, Mich.	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	412·9|51·5|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
35086 203891	**Thomas F. Cole** GyC. *Mchy.Aft* 1*Dk*	7268 — 5484					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghSteamshipCo.	580·0|58·2|33·0	Duluth Utd.States *WB*	T.3Cy.24",37"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
35087 221040 KDOR	**Thomas H. Wheeler** GyC. *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	6950 — 4284					1921	MooreS.B.Co. Oakland,Cal.	StandardOilCo. of NewJersey	425·8|57·0|33·1 P106'B40'F41'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27½",46"&78"–51" 434NHP Hooven,Owens,RentschlerCo.Hamilton,O		R
✻ 35088 161105 GTCY	**Thomas Holt** ssLiv.No.2-38 ~~ssLivNo.1-33~~ 2*Dks*(*Stl–Weatherdk* teak s) D.F. *CruiserStern*	3585 3108 2191	✠100A1 *withfreeboard* 2,38~~10,36~~ MS~~11,33~~ 11,37	Liv ✠LMO BS~~7,36~~ 9,37		CL 3,36	1929 8mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	J.Holt&Co.(Liverpool)Ld. *CellD*	330·5|47·1|25·3 P15'B126'F32' FK *B*282'647t*FPT*56t	Liverpool British 6*BHCem* *APT*20t	T3Cy22½"36½"&62"–42"(*s*) 180lb HS6666 401NH 2SB(Spt),1AuxSB9*cf*, GS173 FD CammellLaird&CoLd.Bkn	27 ″ 6 s 7 ″ 5½ 20 ″ 4½	
35089 204212	**Thomas Lynch** GyC. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	Chicago S.B.Co. Chicago	Pittsburgh SteamshipCo	580·0|58·0|27·5	Duluth Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
✻ 35090 162653 MQCW	**Thomas M.** *OilEng.* ssGms.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Bottom plating not cemented in hold* *CruiserStern*	310 249 151	✠100A1 4,38~~4,36~~	Gms Lon ✠LMC4,36 ✠LMO(M)4,38	*d*	OG ~~4,36~~ 3,38	1931 11mo *Lloyd's A&CP*	J.Koster Hzn.Schpsw. "DeGideon" Groningen	T.J.Metcalf	130·3|25·4| 9·1 Q34'B6' FK *FPT*41t	London British 3*BHptCem* *APT*12t	Oil Engines 4S.C.SA 4Cy.11"–17⅛" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 9 s ″ 10¾ 8 ″ 11½	
35091 145631	**Thomas Maytham** 3Mst *Mchy.Aft* 1*Dk*2*trB* *Now 'Dolomite 2,' see No. 37881 in Supplement*	2330 2153 1973					1892	Chicago S.B.Co. Chicago	DolomiteMarine Corp.(J.H. Odenbach, *Mgr.*)	286·0|41·3|21·3	Rochester N.Y. Utd.States *WB*	T.3Cy.19",32"&52"–45" 181NHP H.G.Trout,Buffalo		
35092 221485 KDTO	**Thomas P. Beal** *Fitted for oil fuel* D.F. 1*Dk*	6032 5374 3743					1921	BathIron Works Bath,Me.	KoppersCoalCo.(MysticS.S.Co. *Mgrs.*)	394·1|55·1|31·0 P42'B117'F37'	Boston Utd.States *WB*	SRGearedSteamTurbine BathIronWorks,Bath.Me.		R
35093 225122 KFYE	**Thomas Tracy** (*ex*Condor, *ex*Begna) Sub.Sig. 1*Dk*(*Stl*)*Topside tanks* *Mchy.Aft*	2443 2218 1474	✠ 11,22 ✠	Cpn	*s*		1916 11mo	Gt.Lakes Eng.Works Ashtabula,O.	M.&J.Tracy,Inc. *CellD B*209'595t *Topside*	254·3|44·0|24·9 P121'F25' FK *tanks*382t*FPT*180t	NewYork Utd.States 4*BHCem* *APT*50t	T.3Cy.21",34½"&57"–42" 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEngWorks,Asht.	27 ″ 6	R †
35094 229753	**Thomas W. Lamont** *Mchy.Aft* GyC. 1*Dk*	7964 — 6345					1930	ToledoS.B.Co. Toledo,Ohio	PittsburghSteamshipCo.	587·9|60·2|27·9	Duluth Utd.States *WB*	T.3Cy.24½",41"&63"–42" 257NHP ToledoS.B.Co.Toledo,Ohio		R
35095 208561	**Thomas Walters** *Mchy.Aft* 1*Dk*	7518 — 5787					1911	American S.B.Co. Lorain,O.	InterstateS.S.Co.	580·0|58·0|32·0 F44'	Duluth Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.CoCleveland		R
✻ 35096 139625 GQTB	**Thomas Walton** (*ex*Portgwarra-32, *ex*Anglesea) ssCff.No.3-11,29 ssShl.No.1-33 D.F. 1*Dk*(*Stl*)	4460 4218 2822	✠100A1 2,37 BS~~5,36~~ 7,37	Nwc ✠LMC11,33	*y*	CL 3,35	1917 11mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	CoronationS.S.Co. Ld.(F.S.Dawson, Ld. *Mgrs.*)	380·3|52·0|26·0 P30'B240'F36' FK *CellDB*336'1078t	Newcastle British 6*BHCem* *APT*83t	T.3Cy.25",41"&68"–48" (*s*) 180lb HS7866 434NHP 2SB&1AuxSB,10*cf*,GS192, Cen.Mar.EngWrks.W.Hpl	28 ″ 6 s 4 ″ 0 24 ″ 9½	
35097 DHXQ	**Thor** Sub.Sig. 1*Dk*	2526 2234 1466					1922	Deutsche Werft Hamburg	Seereederei "Frigga"A.G.	291·8|44·3|22·7 P33'B54'F25'	Hamburg German	T.3Cy.20¼",33½"&52"–35⅜" NE24 162NHP OttensenerEisenw.A.G. Altona		G
35098 OXTS	**—** Ⓟ (*Icebreaker*) Wireless D.F.	502 412 200					1890	Lindhlmns V.A. Gothenburg	DeDanskeStatsbaner	140·0|33·3|14·7	Korsör Danish	C.2Cy.30"&58"–32" 158NHP LindholmensV.A.,Got.		
35099	**—** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	326 225 153					1937	NVSchpsw "Foxhol" Foxhol	D.Schothorst	133·7|24·3| 8·7 P36'F20'	Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"–16$\frac{3}{16}$" 74NHP MtrnWerkeMannheimAG		
35100 Broken up LCTF	**Thor I.** (*ex*Imaum) (*Whale oil factory*) D.F. 2*Dks*3*trB*	4356 2905 2649			…		1890	Harland& Wolff,Ld. Belfast	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	400·8|45·2|28·2 P40 B78'F48' BK9½"	Sandefjord Norwegian *WB*	T.3Cy.27",44½"&73"–54" 426NHP Harland&Wolff,Ld.Bel.	31 ″ 4	N †
35101 LCBH	**Thordis** TwinSc *OilEng.* ssFal.No.1-36 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Special Surveys to date from* 2,32	8210 7534 4865	✠100A1 ~~9,37~~~~11,36~~3,38 DBS~~4,36~~3,38 *Carrying Petroleum in bulk*	Fal ~~Sng~~ Bat ✠LMO	*c*† CS10,36 5,35	CL ~~2,35~~ ~~P7,37~~ 3,38	1931 9mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*) *CellDBuE*70'279t*D*	451·1|59·2|35·9 P96'F37' FK *Tf*29'470t *FPT*114t	Grimstad Norwegian 10*BHptAsp* *APT*248t	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6 s 9 ″ 8¾ 25 ″ 11¾	
35102 125442	**Thordoc** (*ex*J.A.McKee) *Mchy.Aft* 1*Dk*	2158 1942 1875					1908	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	248·0|43·1|22·5 F36'	Ft.William Ont. British *WB*	T.3Cy.20½",33"&54"–36" 175NHP N.E.MarineEngCoLdNwc		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35103 LFBN	**Thore Hafte** (*ex*Dragset,*ex*Sarp,) 1*Dk*	626 489 354					1896	Akers Mek.Værks. Oslo	D/S A/S Liv (Brummenæs & Torgersen,*Mgrs.*)	175·6|27·6|13·9 Q42*t*B53*t*H9*t*F17*t*	Haugesnd Norwegian *WB*	T.3Cy.12" 20"&32"–27" 53NHP AkersMek.Værks Oslo		N
* 35104 LIZK	**Thorhild** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	10316 9518 6243	✠100A1 ~~5,37 11,36~~ 11,37 ✠LMC8,35 *CarryingPetr*	Sba LAu *oleum*	*e*† *in*	CL s5,37 *bulk*	1935 8mo *Lloyd*	GötaverkenA/B Gothenburg *'sA&CP*	TönnevoldsTankrederiA/S(O.T. Tönnevold&Co.A/S *Mgrs.*) *CellDBuE*70'301*t*	493·1|64·5|38·7 P95'B37'F71' FK *DTf*33'573*tFPT*16	Grimstad Norwegian 11*BHptCem* 0*tAPT*311*t*	Oil Engines 4S.C.SA 12Cy.24⅜"–47¼" 711NHP 2DB*150lb* GotaverkenA/B,Got.	38 ″ 2 s8 ″ 8½ 29 ″ 8½	
35105 115967 GRWS	**Thorland** (*ex*Northland, *ex*Highland *ss*Shl.2ndNo.3–10,26 Enterprise) *ss*Gms.No.2–35 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& D.F. *Shelter dk*(*Stl*)	5208 3672 3360	✠100A1 *Shelter dk* *withfreeboard* 4,37 ✠LMC MS4,34 BS4,37 Lloyd'sRMC4,37	Sfj	*y*	CL 3,35	1903 3mo *Lloyd*	Russell&Co. Pt.Glasgow *'sA&CP*	Thorland,Ld. *Cell DBa*110'*uE*&	385·0|51·0|24·0 FK *B*46'*f*160'904*tFPT*	London British 6*BHCem* 88*tAPT*25*t*	T.3Cy.28",45"&75"–54" (*s*) 180lb 546NHP 3SB,*9cf*,GS168,HS7830 FD Rankin&Blackmore,Grk.	34 ″ 8 s10 ″ 3 24 ″ 7½	
35106 160294 MBWT	**Thorn** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	347 254 121	for frozen fish ✠100A1 7,36 ✠LMC6,34	Bwg	*f*	CL 6,36	1934 6mo *Lloyd*	Scott&Sons Bowling *'sA&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·8|23·6|10·5 148·3(O.L.) Q81'B7'F20' BK6" *FPT*54*t*	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11¼",20"&32"–24" (*s*) 205lb 62RHP 1SB,*3cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s3 ″ 6¼ 11 ″ 8½	
35107 160745 MBSB	**Thornaby** 1*Dk* *CruiserStern*	1174 808 504	✠100A1 7,37 ~~2,36~~ ✠LMC5,35	Mdb	*n*	CL	1935 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	TheTyne-TeesStm ShippingCo.Ld. *CellDBuE*19'*f*12 *Tanks in way of*	226·6|33·1|14·3 P&B113'F22' 5'220*t* FK *tunnel* 37'138*tFPT*	Middlsbro' British 4*BHptCem* 34*tAPT*24*t*	T.3Cy.16",26"&44"–30" (*s*) 200lb 148NHP 2SB,*4cf*,GS67,HS2632 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 6½ 15 ″ 3½	
* 35108 809 OHCD	**Thornbury** (*ex*ElwineKöppen) *ss*Cff.2ndNo.3–2,30 *ss*Hfs.No.1–34 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2163 1683 1216	✠100A1 8,37 ~~5,36~~ ✠LMC MS4,34 BS~~11,36~~ 11,37	Shl	*r*	OG ~~10,34~~ 8,37	1905 4mo *Lloyd*	Stettiner Oderwerke Stettin *'sA&CP*	AngfartygsA/B Alfa(A.Karlsson, *Mgr.*) *CellDBa*78'*uE*&	277·5|41·2|18·0 P14'Q76'B66'F34' FK *B*42'*f*110'435*tFPT*	Mariehmn Finnish 4*BHCem* 93*tAPT*45*t*	T.3Cy.18",29"&47"–36" (*s*) 170lb 158NH 2SB,*4cf*,GS82,HS2669 StettinerOderwerke	20 ″ 6 s2 ″ 4 18 ″ 4	
35109 161544 GLPT	**Thornlea** *ss*Bkn.No.2–38 ~~*ss*Hul.No.1–34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4261 3945 2548	✠100A1 *withfreeboard* 1,38~~4,37~~ ✠LMC1,38 ~~MS10,33~~ ~~BS1,37~~	Nwc Bkn	*x*	CL 4,37	1929 11mo *Lloyd*	SirJPriestman&Co. Sunderland *'sA&CP*	CliffsideShipping Co.Ld.(J. Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	367·5|51·5|25·1 380·3(O.L.) F38' FK *FPT*134*tAPT*247*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.25",41"&69"–48" (*s*) 180lb 380NHP 3SB,*9cf*,GS156,HS6147 N.E.MarineEng.Co.Ld.Sld	27 ″ 6 s2 ″ 10 24 ″ 10½	
35110 LCJO	**Thorodd** (*ex*Fleurus–35) Wireless 1*Dk*	422 330 158			...		1919	Foundat'n Co. Savannah,Ga	A/S Thorodd (R.J.Falkevig)	140·4|25·1|13·4 Q12*t*H38*t*F18*t* BK7"	Aalesund Norwegian *WB*	T.3Cy.12¾",21½"&35"–24" Goldie& 89NHP McCullochCo.Ld.Galt.Ont	14 ″ 8	V †
35111 146589 CYJD	**Thorold** (*ex*ChicagoTribune–33) *Mchy.Aft* 1*Dk*	1689 1497 987					1922	Swan,Hunter&Wigham Richardson, LdNewcastle	Quebec&Ontario TransportationCo. Ld.	250·0|43·1|16·9 F39'	Montreal British *WB*	T.3Cy.16",26½"&44"–30" 106NHP NEMarineEng.CoLd.Nwc		C
* 35112 LDAU	**Thoröy** (*ex*Vellöy,*ex*Kremlin, 3Mst *ex*Snowflake) *ss*Osl.3rdNo.3-4,31 *ss*Sfj.3rdNo.1–36 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*Web frames*	2671 2389 1518	✠100A1 *Spar dk* 11,37 ~~11,36~~ ✠LMC2,36 BS6,37 *CarryingPetr*	Rot Sfj *oleum*	*t* *in*	CL 11,36 *bulk*	1893 12mo	Armstrong Mitchell&Co. LdNewcastle A&CP	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*) *Ce*	293·8|39·4|19·8 26·7 P79'B22'F33' FK *llDB*30'92*tAPT*25*t*	Sandefjord Norwegian 7*BHCem* *DTf*22'201*t*	T.3Cy.23",37"&60"–42" (*s*) 160lb NDB10 247NHP 2SB,*6rf*,GS104,HS3920 Wllsnd.Slpwy.Co.Ld.Nwc.	27 ″ 10 s4 ″ 8¾ 23 ″ 3¾	
* 35113 124289 GJYM	**Thorpehall** (*ex*Bazan–36, *ex*Oakmere) *ss*Ant.2ndNo.3–5,35 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*)	1251 1108 744	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~6,36~~ ✠LMC MS3,35 BS~~6,36~~ 10,37	Lon ~~Cff~~ Hul	*p*	CL ~~6,36~~ 11,37	1910 7mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP*	WestcliffShipping Co.Ld. (G.O.Till, *Mgr.*) *CellDB*	245·0|36·0|15·9 254·5(O.L.) FK *a*61'*uE*17'*f*115'283*t*	London British 4*BHCem*	T.3Cy.18½",31"&52"–36" (*s*) 180lb *4cf* ~~100lb~~ 170NHP 1SB,~~3cf~~,GS50,HS2646 N.E.MarineEng.Co.Ld.Sld	18 ″ 3 s ″ 4 18 ″ 1	
35114 LCTJ	**Thorshammer** (*ex*SanNazario) *Fitted for oil fuel* 2*Dks*&*Shelter dk*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. (*Whale oil factory*)	12215 9622 7414			...		1914	W.Doxford &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	526·0|66·5|41·5 H328*t* FK	Sandefjord Norwegian *WB*	Q.4Cy.28½",41",58"&84"–54" 795NHP W.Doxford&Sons,Ld.Sld.	41 ″ 6	N †
* 35115 LDPO	**Thorshavn** *OilEng.* *Mchy.Aft* *ss*Mtl.No.1–34 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6869 6368 4126	✠100A1 ~~11,37~~ ~~4,37~~ 4,38 ✠LMC CS4,35 DBS~~11,36~~ 11,37 4,37 *CarryingPetr*	Ams ~~Fal~~ Ams *oleum*	*b*† *in*	CL ~~4,35~~ 3,38 *bulk*	1930 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP* *CellDBuE*6	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) 5'476*t DTf*33'428*t*	435·7|57·2|33·4 P102'B32'F44' FK *FPT*263*t APT*103*t*	Sandefjord Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
* 35116 LJBL	**Thorsheimer** *OilEng.* *Mchy.Aft* 1*Dk*2*nd dk in mchy. space* *CruiserStern* *Rudder electrically welded* D.F.	9955 9190 5897	✠100A1 5,37 ~~5,36~~ ✠LMC11,35 *CarryingPetr* DBS(WT)5,37	Ham *oleum*	*e*† *in*	CL *bulk*	1935 11mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg *'sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE*75'227*t*	492·9|66·1|36·4 510·7(O.L.) P114'F69' FK *DTf*43'748*tFPT*16	Sandefjord Norwegian 12*BHptCem* *ptAsp* 4*tAPT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP 2DB*170lb*DB(WT)*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 28 ″ 4¾	
35117 LJLY	**Thorsholm** *Mchy.Aft* *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	~~10000~~ 9937 9191 5882					1937	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SThorsholm(A/SThor Dahl,*Mgrs.*)	~~483·5|65·7~~|36·4 P113'F69' 492·9|66·1|	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
* 35118 LJBM	**Thorshov** *OilEng.* *Mchy.Aft* 1*Dk*2*nd dk in* *CruiserStern* *machinery space* D.F. E.S.D. *Rudder electrically welded*	9955 9190 5900	✠100A1 ~~12,37~~ ~~3,37~~ 4,38 ✠LMC11,35 DBS(WT)3,37 *CarryingPetr*	Ham ~~NYk~~ Liv *oleum*	*e*† *in*	CL 4,38 *bulk*	1935 11mo *Lloyd*	Bremer Vulkan Vegesack *'sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE*75'215*tD*	492·9|66·1|36·4 P113'F69' FK *Tf*43'748*t FPT*164*t*	Sandefjord Norwegian 12*BHptCem* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP 2DB ~~3DB~~*170lb* DB(WT)*170lb* BremerVulkan,Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4¾	
35119 737 SVKL	**Thraki** Ⓟ (*ex*Corvin–33) *ss*Ven.No.3–1,26 *Well deck* Wireless 1*Dk*(*Stl*)	1532 — 939	✠ — 8 33 ✠	Tri	*p*		1913 9mo	W.Dobson &Co. Newcastle	HellenicCoast LinesCo.Ld. *Cell DBa*70' *u E*&	240·0|36·1|14·4 P&B154'F30' FK *B*28' *f*98'309*tFPT*	Piræus Greek 4*BHCem* 39*tAPT*38*t*	T.3Cy.19",31"&52"–36" 212NHP 2SB,*6cf*,GS96,HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	I †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
35120 734 SZJU	**Thraki** (exPorteurNo.411) TwinSc	982 — 560					1917	Chant.Nav deNicolaieff Nicolaieff	Th.L.Teryazos	198·3	34·5	12·7	Piræus Greek WB	T.6Cy.11",19$\frac{7}{10}$"&29$\frac{1}{8}$"–15$\frac{3}{4}$" 67NHP		
* 35121 101 SWES	**Thrasyvoulos** (exForfar, exThessalia) ssAnt.No.3–7,25 ssPir.No.2–35 1Dk(ptIrnptStl)&Webframes Longitudinal framing	3693 3435 2340	✠100A1 10,36 ✠LMC MS2,35 ~~DBS12,35~~ MBS~~2,37~~3,38 DBS8,37	Cff	w	CL 10,36	1912 9mo	TyneI.S.B. Co.Ld. Newcastle Lloyd'sA&CP	Th.L.Boyazides&Co. CellDBa111'uE23'f155'801tAPT95t	348·5 P30'B102'F38' FK	50·1	23·5	Andros Greek 6BHCem	T.3Cy.24",40"&66"–45" (s) 180lb 90lb 307NHP 2SB,8pf,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10 s4 ″ 6$\frac{1}{4}$ 21 ″ 6	
35122 PUAM	**3 de Outubro** TwinSc (exBorborema) 1Dk	1811 1673 1082					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian WB	T.6Cy.14",22"&37"–24" 134NHP Blair&Co.Ld.Stockton		
35123 162281 MQCR	**Thrift** ssAbn.No.1–35 Mchy.Aft 1Dk(Stl) Welldeck Cargo battens not fitted	648 431 273	✠100A1 8,37~~8,36~~ BS8,37 ✠LMC8,35	Abn	i	CL ~~6,34~~ 8,37	1931 9mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	NorthernCo-operativeSociety Ld. CellDB95'144tFPT40tAPT20t	176·5 182·6(O.L.) Q101'B11'F26' FK	27·7	11·2	Aberdeen British 3BHCem	T.3Cy.14$\frac{1}{2}$",24"&40"–30" (r) 190lb 93RHP 1SB,3cf,GS67,HS2125 Hall,Russell&Co.Ld.Abn.	13 ″ 4 s3 ″ 8$\frac{3}{4}$ 13 ″ 2$\frac{1}{4}$	
* 35124 7681 SIFN	**Thule** (exC.G.Thulin–35) ssN.Yk.No.1–35 D.F. 1Dk(Stl)&Shelterdk(Stl) CruiserStern Cargo battens not fitted Strengthened for Navigation in Ice	1779 1581 995	✠100A1 withfreeboard ~~5,36~~ 10,37 BS~~5,36~~ 6,37 ✠LMC10,34	Ham Rio	s	OG 5,36	1930 10mo	Fredrikstad Mek.Værks. Fredrikstad Lloyd'sA&CP	StockholmsRederiaktiebSvea (Eman.Högberg,Mgr.) CellDB214'529tFPT35tAPT80t	269·2 FK	42·1	17·6	Stockholm Swedish 4BHAsp (Coll to Shdk 3 ,, 2nd ,,)	C.4Cy.(2)13$\frac{3}{4}$"&(2)32$\frac{5}{16}$"–30$\frac{1}{2}$" 220lb (s) 173NHP 2SB(Spt),4cf,GS58, FD HS2456 FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8$\frac{3}{4}$ 19 ″ 4$\frac{3}{4}$	
35125 131060 CYMN	**Thunder Bay** Mchy.Aft 1Dk	1870 1738 1109					1895 Rebuilt 1921by DavieS.B.&RpgCo.Lauzon,P.Q.	American S.B.Co. Cleveland,O.	~~CanadaS.S.Lines Ld.~~	247·0	40·1	19·9	Montreal British WB	T.3Cy.16",25"&42"–32" NB02 88RHP FrontierIronWorks, Detroit,Mich.		C
35126 207766 KDUL	**Thunder Bay Quarries** (exTheodoreH. (Self-Unloader) Wickwire,Jr.) 1Dk Mchy.Aft D.F. GyC.	6612 — 5335					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	504·0 F48'	56·0	26·0	Buffalo NY Utd. States WB	T.3Cy.23",37"&63"–42" GreatLakes 257NHP Eng.Works,St.Clair		R
* 35127 161100 GSWT	**Thurland Castle** TwinSc OilEng. ssH.Kg.No.2–37~~ssN.Yk.No.1–33~~ D.F. 1Dk(Stl)&Shelterdk(Stl) 3rddk(Stl)except in aftermost hold Longitudinal framing at bottom&at decks	6372 5728 3808	✠100A1 withfreeboard 12,37~~12,36~~ ✠LMC CS~~1,34~~3,38 DBS4~~,36~~ 7,37 ~~5,36~~9,36 Fitted for carrying oil fuel 6,29 F.P. above 150°F. in deep tanks	Bal HKg	d†	CL 4,36	1929 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	LancashireShppg.Co.Ld.(J.Chambers&Co.Mgrs.) CellDB393'1519tDTa19'516t DTsf27'850t&19'606t,tank between tunnels 93t FPT149tAPT59t	464·6 480·8(O.L.) F42' FK	60·3	25·8	Liverpool British 7BHptCem (Coll to Shdk 6 ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.28$\frac{3}{4}$"–59$\frac{1}{16}$" 953NHP 2DB125lb N.E.MarineEngCoLd.Nwc	31 ″ 6 s4 ″ 3$\frac{3}{4}$ 27 ″ 4$\frac{1}{4}$	
35128 144022 GBVZ	**Thurso** ssHul.No.3–3,32 ssLiv.No.1–36 1Dk(Stl) CruiserStern	2436 2258 1451	✠100A1 4,38 ~~3,37~~ ✠LMC7,36 BS6,37	Hul	t	CL ~~11,34~~ 4,38	1919 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellDB260' 670tFPT70tAPT180t	303·2 313·5(O.L.) P&B233'F32' FK	43·0	20·8	Hull British 5BH pt Cem	T.3Cy.22",36"&59"–39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Richardsons,Westgarth &Co.Ld.Sld	23 ″ 0 s2 ″ 3$\frac{1}{4}$ 20 ″ 11	
35129 142666 GNFQ	**Thurston** (exVeraKathleen, exWarSky) ssHpl.No.3–1,32 ssHpl.No.1–37 1Dk(Stl)	3072 2837 1839	✠100A1 ~~3,37~~~~2,37~~ 11,37 ✠LMC2,37 BS11,37	Hpl ~~Hul~~	u	CL ~~2,37~~ 11,37	1918 10mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	MurrellS.S.Co.Ld. (J.E.Murrell&Sons,Mgrs.) CellDB276'734tFPT105tAPT122t	331·3 342·2(O.L.) P33'B98'F28' FK	46·8	23·2	W.Hartlpl British 7BHCem	T.3Cy.25",41"&68"–45" (s) 180lb 429NHP 3SB,9cf,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s3 ″ 11$\frac{3}{4}$ 21 ″ 9	
* 35130 7230 SEIA	**Thyra** ssSkm.No.3–9,37 ~~ssLkr.No.2–34~~ Cargo battens not fitted 1Dk(Stl) D.F. Strengthened for Navigation in Ice	1796 1584 1033	✠100A1 9,37~~6,36~~ BS~~5,36~~ ✠LMC~~5,34~~ 6,37 MS9,37	Dnz Skm	r	OG ~~6,36~~ 9,37	1925 10mo	Fredrikstad Mek.Værks. Fredrikstad Lloyd'sA&CP	A/B Transmarin ~~(B.Ingelsson, Mgr.)~~ (S.Redig,Mgr.) CellDB226'570tFPT35tAPT80t	268·8 P20'B106'F23' FK	42·1	17·5	Hlsngborg Swedish 4BHCem	T3Cy.18$\frac{1}{2}$",29$\frac{1}{2}$"&50"–36" (s) 180lb 187NHP 2SB,6cf,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s2 ″ 4 17 ″ 9$\frac{1}{2}$	
35131 LDAV	— (exCanadianMiner) 1Dk	1655 1450 943			...		1920	Nova ScotiaSteel& CoalCo.Ld. NewGlasgow N.S.	SkibsA/S William HansensRederi (W.Hansen)	270·0 P28'B65'F27' FK	38·2	17·9	Bergen Norwegian WB	T.3Cy.17$\frac{1}{2}$",28$\frac{3}{4}$"&47"–33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 ″ 6	N †
35132 OXZA	— Ref.Mchy. Wireless 1Dk	1088 868 560					1923	Frdkshavn Værft& FlydedokA/S Frederikshvn	DetForenede DampskibsSelsk.	236·2	35·7	14·2	Odense Danish WB	DRgeared Steam Turbine Akt.AtlasMaskinfbk.Cpn.		V
35133 OUMJ	— 1Dk	836 711 493			...		1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S "Progress"(M.Nielsen&Sön Mgs)	211·6 P28'B60'F22' FK	31·5	13·2	Copnhagn Danish WB	T.3Cy.14",22$\frac{1}{2}$"&37"–24" 79NHP KjbnhavnsFlydk.&Skbsv.	15 ″ 6	V †
35134 Broken up OYHS	— Ⓟ Pad (Ferry) 1Dk	494 471 271					1893	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	212·0 B47' len03	26·2	11·7	Masnedö Danish	C.2Cy.32"&60"–45" 201NHP Burmeister&Wain.Cpn.		
35135 OYWH	**Thyra S.** OilEng. 2Dks CruiserStern	1738 1478 972					1936	A/S Nakskov Skibsvarft Nakskov	DampskibsselskabetTorm (A.Schmiegelow&A.Kampen)	305·5	42·7	16·6	Copnhagen Danish WB	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		C
35136 OPTA	**Thysville** Ⓟ TwinSc ssAnt.No.3–1,35 Ref.Mchy. 2Dks(Stl–Uws)&Shelter D.F. dk(Stl–teaks)	8351 6427 4869	✠100A1 Shelterdk withfreeboard 4,37 BS9,37 ~~BS10,36~~ ✠LMC11,33 Lloyd'sRMC~~12,36~~ ~~6,37~~ 1,38 ~~12,37~~ centreaft chamber for temp. 30°F.	Ant	c†	CL 11,35	1922 6mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	Cie.MaritimeBelge (LloydRoyal)Soc.Anon.(Agence MaritimeInternationale,Mgrs.) CellDB377'1312t Tanks at sides of Tunnels a78tFPT90tAPT45t	439·1 459·0(O.L.) P55'F89' on Shelterdk FK	57·0	34·1	Antwerp Belgian Cem 7BHtoShdk	Q.8Cy.28",33",47"&67"–48" 215lb (s) 964NHP 6SB(Spt),18cf,GS345, FD HS14100 Soc.An.J.Cockerill,Seraing	37 ″ 0 s11 ″ 11 25 ″ 7	
35137 160401 GNSR	**Tia Juana** TwinSc ssCco.No.2–36 Mchy.Aft 1Dk(Stl)	2395 1743 1244	✠100A1 12,37~~3,37~~ ✠LMC MS9,36 BS3,37 Carrying Petroleum in bulk Fitted for oil fuel 4,28 F.P. above 150°F.	Cco	t	CL P9,36 S11,37	1928 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	LagoShippingCo.Ld.(F.J.Wolfe,Mgr.) Wing tanks f286t wing tanks a356t FPT60tAPT75t	305·7 P67'F34' FK Trunk204'	50·2	14·3	London British 7BHptCem	T.6Cy.13$\frac{3}{4}$",23$\frac{1}{2}$"&36"–27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10$\frac{1}{2}$ 13 ″ 8$\frac{3}{4}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35138	**Tibagy** (*ex*Nadia) *ss*Rio.No.3–2,15 1*Dk*(*Wood*)&*deep framing*	2422 2241 1552	✠ 4,21 ✠	Rio	*s*		1901 12mo	Grngem'th &GrkDkdCo. Greenock	Cia.Commercio e Navegação *CellDBa*90'	300·1 P25'B60'F27' FK *uE&B*38'*f*122'640*t*	44·6	20·0	R.Janeiro Brazilian 5*BHCem* *APT*112*t*	T.3Cy.22",36"&59"–39" 228NHP 2SB,6*cf*,GS115,HS3450 GreenockFoundryCo.Grk.	22 ″ 1	
35139 FOGL	**Tiberiade** (*ex*JacquesSchiaffino, *ex*RoiLéopold) *Fitted for oil fuel* 1*Dk*&*deep framing*&*Shelter dk*	2696 2556 1681			...		1909	W.Dobson &Co. Newcastle	Soc.deNav.aVap. Daher	301·3 FK	41·4	21·2	Marseilles French *WB*	T.3Cy.22",37"&61"–42" 278NHP N.E.MarineEngCoLd Nwc		V †
35140 PHZO	**Tiberius** *CruiserStern* 2*Dks*	1712 1351 944					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	263·4	42·6	17·0	Amstrdam Dutch *WB*	T.3Cy.18⅛",29⅞"&49$\frac{7}{32}$"–33$\frac{15}{32}$" 140NHP A.G."Neptun,"Rostock		V
* 35141 142861 GKVC	**Tiberton** *ss*Nwc.No.3–7,32 *ss*Nwc.No.1–36 1*Dk*(*Stl*)	5225 4796 3190	✠100A1 ~~7,37 3,37~~ 3,38 ✠LMC8,36 BS11,37	Npt ~~Shl~~ Cf	*y*	CL ~~11,34~~ 7,37	1920 3mo Lloyd	Richards'n Duck&Co.Ld Stockton '*sA&CP*	R.Chapman& Son *CellDB*	400·1 414·4(O.L.) P49'B113'F40' FK 336'1058*t FPT*168	52·4	28·4	Newcastle British 7*BHCem* *tAPT*279*t*	T.3Cy.26",44"&73"–48" (*s*) 180lb ~~100lb~~ 397NHP 2SB(Spt)6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 0 25 ″ 3¼	
35142 DOPT	**Tic** *OilEng.* 1*Dk*	300 272 221					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9⅝"–15¾" 56NHP Mot.WerkeMannheimA G Mannheim		G
35143 2079 IATO	**Ticino** (*ex*HansLeonhardt–36, *ex*Vulcan) *OilEng.* Wireless 1*Dk*	1470 976 761					1924	Akt.Ges. "Vulcan" Hamburg	ItalianNavy(operatedbySoc.Anon. Cooperativa di Nav.Garibaldi)	243·3 230·8 P21'Q55'B102'F23'	36·1	14·9	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.13¾"–13¾" 222NHP *E*made18 A.G."Vulcan,"Hamburg		GI
35144 230116 KGRE	**Tide Water** *Mchy.Aft* *OilEng.* D.F. GyC. 2*Dks* *Longitudinal framing* *CarryingPetroleum in bulk*	8886 8234 5412					1930	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·6 P78'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{15}{16}$" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
35145 230171 KGRF	**Tide Water Associated** *Mchy.Aft* *OilEng.* *Longitudinal framing* 2*Dks* D.F. GyC. *CarryingPetroleum in bulk*	8906 — 5403					1930	SunS.B. &D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·6 P77'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{15}{16}$" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
35146 PKGY	**Tidore** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	872 625 526					1929	NV Burgerhout'sM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9 B49'F34'	34·2	12·7	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14$\frac{9}{16}$"–22$\frac{13}{16}$" 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
35147 148559 KSGL	**Tien Kwang** TwinSc *ss*Shi.No.3–3,37 1*Dk*(*Stl*)&*Web frames* *CruiserStern*	787 458 341	✠ A– *ForServiceon the YangtszeRiver* ~~4,37 3,37~~ 2,38 BS2,38 B&MS3,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 3,25 F.P. above 150° F.*	Shi		OG S3,36 ~~P12,36~~ P1,38	1925 2mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·5 *Shade dk*182' FK *CellDB*	32·9	8·9	Shanghai British 9*BH* *FPT*10*t*	T.8Cy.18",26"&(2)30"–18" 250lb 220lbatEng. (*s*) HS6990 397NHP 2 Water Tube Boilers FD Yarrow&Co.(1922)Ld Gls	10 ″ 5	
35148	**Tien Lee** (*ex*Sokndal–34, *ex*M.H.Kongshavn,*ex*TaikaiMaru) 1*Dk*	2184 — 1322					1919	Uchida S.B.&E.CoLd Yokohama	ChingKeeS.N. Co.Ld.	270·0 P41*t*H89*t*F41*t*	39·1	21·6	Chefoo Chinese *WB*	T.3Cy.19",31½"&52"–39" 168NHP UchidaS.B.&E.Co.Ld.Yka		N
35149 XNAF	**Tienhsing** (*ex*Lienhsing–36, *ex*TêAn,*ex*TakSang) Wireless 1*Dk*(*Stl*)&*Spar dk*3*trB*	1599 — 969	✠ 3,92	Gls	*q*		1892 2mo	Lon.&Gls. I.S.B.&E. Co.Ld. Glasgow	ShawHsingS.S.Co. Ld. *CellDB* *a*52'48*tFPT*83*t*	250·0 B64'F35' *pt Shade dk*43' FK *APT*30*tMT*10'130*t*	36·1	15·3 22·5	New- chwang Chinese 4*BHCem*	T.3Cy.18½",30"&48"–36" NB14 166NHP 1SB,3*cf*,GS56,HS2319 Lon.&Gls.Co.(Lim.),Gls.		
35150 259 JUGB	**Tientsin Maru** Ⓟ *CruiserStern* 1*Dk*	2317 1656 1352					1927	Mitsubishi ZosenKaisha Ld. Kobe	DairenKisenK.K.	275·0 P42'F32' *Promenade dk*115'	42·5	21·0	Dairen Japanese *WB*	T3Cy.20½",33½"&55$\frac{15}{16}$"–39⅜" 197NHP MitsubishiZosenKaishaLd		
35151	**Tiété** (*ex*Norte–34,*ex*Iberier, *ex*LakeFelicity) 1*Dk*	1696 1576 967			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Cia.Carbonifera RioGrandense	251·0 P25'B64'F23' FK	43·8	18·5	R.Janeiro Brazilian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
* 35152 215248 WSCY	**Tiger** *ss*N.Yk.No.3–2,30 *ss*N.Yk.No.1–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	5992 5728 3708	✠100A1 *Shelter dk withfreeboard* 7,37 ~~11,36~~ ~~BS11,36~~ ✠LMC~~3,34~~ 7,37 *Fitted for oil fuel 6,17 F.P. above 150° F.* *Carrying oil fuel in bulk F.P. above 150° F.*	NYk Mob	*a*†	CL 10,36	1917 6mo	UnionIron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*48'	410·0 FK 207*tDTin way of tunnel* 223*tFPT*80*tAPT*200*t*	56·0	29·0	NewYork Utd.States 13*BHptAsp*	T.3Cy.27",47"&78"–48" (*s*) 220lb 594NHP 3SB,9*cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s3 ″ 5½ 28 ″ 8¾	
* 35153 LDAW	— *ss*Pal.No.3–8,34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	3941 3565 2324	✠100A1 3,38 ~~3,37~~ ~~BS3,37~~ ✠LMC8,33 *CarryingPetroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.* BS3,38	Fal Mdb	*v*	CL 3,37	1921 7mo Lloyd	Fairfield Co.Ld. Glasgow '*sA&CP*	A/S Tiger (A/SÖstlandske Petroleums Compagni) *CellDBuE&B*60' *APT*96*t* F	351·0 P80'F29' FK *f*30'190*tFPT*40*t* *W tank in AP* 8'32*t*	47·0	28·2	Bergen Norwegian 14*BHptCem* (*8 to U dk* *6 ,, 2nd ,,*)	T.3Cy.23½",38"&62"–42" (*s*) 180lb 347NHP 2SB(Spt),6*cf*,GS127, HS5112 FD FairfieldCo.Ld.Glasgow	28 ″ 3	
35154 2068 IUVZ	**Tigrai** (*ex*SalvagnoP.–36, 3Mst *ex*Helium,*ex*SénateurReymond,*ex* CommandantJean-Nicolas) 1*Dk*	1302 1116 738					1918	KibiS.B. Co.Ld. Osaka	EliaBibolini	229·0 B52'F24'	32·5	18·9	Genoa Italian *WB*	T.3Cy.14½",24"&40"–30" 88NHP SettsuTekkosho,Osaka		I
* 35155 LDAX	**Tigre** TwinSc *OilEng.* *ss*Osl.No.2–34 *Ref.Mchy* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in aftermost hold*	5498 4711 3070	✠100A1 *withfreeboard* ~~8,37~~ ~~9,36~~ 4,38 ✠LMC CS8,34 DBS~~7,36~~ 7,37 8,35 ✠Lloyd'sRMC~~9,35~~ 5,37	Got Osl	*a*†	CL ~~P8,36~~ ~~S3,37~~ 4,38	1926 5mo Lloyd	Ch.&Atel. deSt.Nazaire Rouen '*sA&CP* *Tanks in*	Wilh.Wilhelmsen *CellDB*360'1134*t* *way of tunnels*291*t*	418·0 P41'F38' FK *FPT*112*tAPT*130*t*	54·5	27·5	Tönsberg Norwegian 7*BHCem* (*4 to Sh dk* *3 ,, 2nd ,,*)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 2 s3 ″ 10½ 26 ″ 5½	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. IHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35156 712 OHON	**Tiira** WoodAux4MstSr *Motor* 1*Dk* (*See Sailing Ship Register*)	435 397 358					1921	Johan Wendelin Brahestad	A.J.Westerholm	150·4 30·7 14·0	Åbo Finnish	Motor 2Cy.$12\frac{5}{16}$"–$14\frac{15}{16}$" Emade19,*fitted*21 BjörneborgsMVBjörnebrg		
35157 1083 ESRK	**Tiiu** (*ex*Colinton-36,*ex*Elisabeth) *ss*Gmh.2ndNo.3–4,32 *ss*Tln.No.1–37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1865 1629 1123	✠100A1 4,37 ✠LMC4,37 ~~BS5,36~~ ~~MS4,37~~	Tln	*r*	4,36	1907 5mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	R.Nelberg&others *CellDBa*90'*u*	280·0 38·3 18·2 P26'B75'F28' FK *E*16'*f*116'434*tFPT*	Tallinn Estonian 4*BHCem* 79*tAPT*40*t*	T.3Cy.19",31½"&51"–33" (*s*) 180lb 167NHP 2SB,4*cf*,GS66,HS2654 N.E.MarineEng.CoLd.Sld.	20 " 7 s 2 " 11½ 17 " 10	
35158 TUNU	**Tijditt** (*ex*Artemis,*ex*Tyne 3Mst Abbey,*ex*Alexander,*ex*Skåne) *Mchy.Aft* 1*Dk*	327 280 148					1897	J.Thormühlen&Co. Elmshorn	Mme.Bazire	124·9 24·8 11·0 H36'F19'	Algiers French *WB*	C.2Cy.11"&22"–13" Ottensener 15NHP Maschinenfb.Altona		
✻ 35159 LDAY	**Tijuca** TwinSc *OilEng.* *ss*Osl.No.2-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) D.F. *except in aftermost hold*	5498 4711 3082	✠100A1 *withfreeboard* 10,37 ~~12,36~~ 3,38 ✠LMC CS6,34 DBS~~5,36~~5,37 ~~3,36~~ 5,37	Osl	*a*†	CL ~~12,36~~ 2,38	1926 3mo *Lloyd*	Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly '*sA&CP*	Wilh.Wilhelmsen *CellDB*360'1134*t* *tunnels* 291*t*	418·0 54·5 27·5 P41'F38' FK *Tanks in way of* *FPT*112*tAPT*130*t*	Tönsberg Norwegian 7*BHCem* (4 *to Sh dk* 3 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$48\frac{1}{16}$" 714NHP DB*114lb* ASBurmeister&Wain,Cpn.	30 " 2 s 3 " 10½ 26 " 5½	
35160 LOGH	— IronAuxBk (*ex*SailingVessel) Wireless *OilEng.* *Mchy.Aft* 1*Dk*2*trB* (*See Sailing Ship Register*)	924 — 735			...		1866	E.Gouin Nantes	Cia.Argentina de PescaS.A.	178·0 34·5 21·6 P42'F30'	Bns.Aires Argentine	Oil Engines2S.C.SA 91NHP 4Cy.$11\frac{5}{8}$"–$16\frac{15}{16}$" NE*fitted*24 A/BAtlasDieselMotorSkm		N †
35161 149670 GNKS	**Tilapa** *Ref.Mchy.* Sub.Sig. E.S.D. D.F. 4*Dks*	5392 4678 3302					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 51·4 30·4 P43'B157'F43'	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
✻ 35162 147894 GKLP	**Tilawa** Ⓟ *ss*Cal No.3–11,35 3*Dks*(*Stl-weather* teak s) *Ref.Mchy* D.F. *CruiserStern*	10006 8060 6153	✠100A1 *withfreeboard* ~~1,37~~ 12,37 BS12,37 ~~BS1,37~~ ✠LMC11,35	Cal	*d*†	CL ~~1,36~~ 12,37	1924 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1536*t* *Tanks at sides of*	451·0 59·3 36·8 P48'B213'F43' FK *funnel*87*tFPT*155*t*	Glasgow British 8*BHptCem* *APT*48*t*	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) FD 900NHP 4SB,16*cf*,GS330,HS13792 Hwthrn,Leslie&CoLdNwc	40 " 0 s13 " 4½ 27 " 1½	
✻ 35163 OFAB	**Tilda** (*ex*Margarita-36) *ss*Lth.3rdNo.3–8,35 1*Dk*(*ptIrn*&*ptStl*)&*Webframes*	2768 2548 1730	✠100A1 2,38 ~~12,36~~ BS~~8,36~~ ✠LMC8,35 1,38	Cff Rot		CL ~~12,36~~ 2,38	1903 1mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	RederiA/B Turret (K.Hansen,*Mgr.*) *CellDB*	314·0 46·5 20·7 P28'B96'F32' FK *a*104'*uE*&*B*42'*f*122'	Helsingfrs Finnish 5*BHCem* 718*tAPT*99*t*	T.3Cy.23½",39"&64"–42" (*s*) 160lb *130lb* NDB24 279NHP 2SB,6*pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 " 0 s 3 " 4½ 19 " 10	
✻ 35164 16 SVJL	**Tilemachos** *ss*Bla.No.3–4,24 *ss*Pir.No.2-32 1*Dk*(*Stl*) *Cargo battens not fitted*	3658 3288 2145	✠100A1 11,34 ~~BS1,37~~ ✠LMC~~11,32~~ 9,37	Sws	*w*	CL ~~1,37~~ 8,37	1911 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	G.C.Dracoulis *WB*=*CellDBa* 120'*uE*&*B*43'	356·3 50·7 21·7 P31'B188'F35' FK *f*151'1258*tFPT*96*t*	Ithaca Greek 6*BHCem* *APT*240*t*	T.3Cy.25",~~40½~~ $40\frac{11}{16}$"&67"–45" (*s*) 180lb *65lb* 324NHP 2SB,6*cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl	24 " 3 s3 " 3½ 21 " 2	
✻ 35165 7653 SHXN	**Tilia Gorthon** *ss*Hbg.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	1776 1590 1010	✠100A1 *withfreeboard* 8,37 ~~10,36~~ ✠LMC MS6,35 BS~~6,36~~ 6,37	Lkr	*r*	CL ~~9,34~~ 8,37	1930 6mo *Lloyd*	Fredrkstad Mek.Værks Fredrikstad '*sA&CP*	RederiA/BActiv (Joh.Gorthon, *Mgr.*) *CellDB*212'545*t*	269·1 42·2 17·6 FK (*FPT*35*tAPT*80*t*	Hlsngborg Swedish 4*BHCem* *Coll toSh dk* 3 „ 2*nd* „)	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad	20 " 0 s " 8½ 19 " 4½	
35166	**Tille** (*ex*Stavstein,*ex*Disa, AuxBk *ex*SailingVessel,*ex*Dennis *OilEng.* Crouan) 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	495 395 330					1893	A.Dubigeon Nantes	"Tille"Compania NavieraSoc.Anon. (H.W.Stock,*Mgr.*)	150·5 28·2 14·6 P47'F25'	Callao Peruvian	Oil Engines 2S.C.SA 2Cy.16½"–$18\frac{9}{16}$" 96NHP NE*fitted*18 J&CGBolindersCoLdSkm		
35167 219655 KUFD	**Tillie Lykes** (*ex*LakeFlorian) *Fitted for oil fuel* 1*Dk*2*trB*	2572 — 1633			...		1920	McDougall DuluthCo. Duluth,Minn.	LykesBros.-RipleySSCo.Inc.	251·0 43·7 25·8 P25'B64'F20' FK	Galveston Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 " 2	R †
35168 DHXT	**Tilly L.-M. Russ** Sub.Sig. *CruiserStern* 1*Dk*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u.Assekuranz Ges.m.b.H. (ErnstRuss, *Mgr.*)	263·2 41·9 15·4 P16'Q81'B108' F35'	Hamburg German *WB*	T.3Cy$17\frac{11}{16}$",$29\frac{5}{8}$"&$48\frac{1}{16}$"–$37\frac{5}{8}$" 141NHP FlensburgerSchiffsb.Ges.		G
35169 160589 GSQT	**Tilsington Court** *ss*Bry.No.2–36 D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 9,37 ~~10,36~~ ✠LMC10,36 BS9,37	Bry Lon	*a*†	CL 10,36	1928 10mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *U'tw* *Ce*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *een dkBHexceptCo* *llDBa*&*uE*158'*f*	420·1 56·5 33·8 F41' FK *Coll* *llBHdispensed with* 182'1499*tFPT*113*t*	London British *Cem* *BH to Wdk* 6 „ „ 2*nd* „ *APT*148*t*	T.3Cy.27",45"&75"–51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 " 4 s 9 " 6 27 " 1	
35170 DABI	**Tilsit** *Mchy.Aft* 1*Dk*	950 714 416					1925	Union-Giesserei Königsberg	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	215·3 34·2 12·6 P&B167'F22'	Königsbrg German *WB*	T.3Cy.18½",$29\frac{1}{16}$"&47½"–29½" 120NHP Union-Giesserei,Königsbg		G
35171 LDAZ	**Tilthorn** *ss*Bgn.No.3–10,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Krone," *see No.* 33853 *in Supplement*	6583 6299 4119	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS3,37 ✠LMC10,34	Shl	*z*	CL 3,37	1921 8mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *Inter*	A/SJacobR. OlsensRederi (O.GrolleOlsen&I. HysingOlsen,*Mgs*) *mediateBH in fore* *CellDB*364'1180*t*	420·0 54·0 34·3 FK *hold dispensed with* *FPT*105*tAPT*127*t*	Bergen Norwegian *Cem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44½"&$75\frac{9}{16}$"–54" 180lb (*s*) 577NHP 3SB,9*cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.	37 " 0 s 8 " 11½ 28 " 4	
✻ 35172 416 ~~101~~ ICJZ	**Timavo** Ⓟ *ss*Tri.No.1–37 *ss*Gen.No.3–12,32 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	7549 6695 4781	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~8,36~~ ✠LMC4,37 ~~MS1,32~~ ~~BS4,36~~ ✠Lloyd'sRMC~~4,37~~ ~~9,37~~ 1,38 *Fitted for oil fuel* 6,30 *F.P. above* 150°F.	Gen Tri	*b*†	CL 5,35	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*398'1630*t*	464·2 57·4 22·0 450·0 32·0 B108' *on Shelter dk* *Coll* *APT*63*t* FK	Trieste Italian *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"–54" (*s*) 180lb HS9851 681NHP 4SB(Spt),12*cf*,GS239 FD StabilimentoTecnico Triestino,Trieste	35 " 0 s 8 " 9 26 " 8	
35173 218018 WJEX	**Timber Rush** (*ex*Explorer-33, *ex*CityofEureka) *Fitted for oil fuel* 2*Dks*	5542 5144 3446					1919	Columbia RiverS.B. Corp. Portland,Or.	ShepardS.S.Co.	410·4 54·2 30·1 P44'B115'F46'	Prtlnd,Me. Utd.States *WB*	DRGearedSteamTurbine DeLavalSteamTurbineCo. Trenton,N.J.		R

1 No. in Book. / Official No. / Code Letters	2 / 3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
* 35174 132442 VJKQ	**Time** ssSyd.No.3-8,25 ssSyd.No.2-34 2Dks(UStl&2nd dkIrn) Cantilever framed Topside tanks amidships Cargo battens not fitted	3322 2849 1752	✠100A1 8,37 ~~7,36~~ BS~~7,36~~ ✠LMC6,33 8,37	Syd	v	CL 7,35	1913 1mo Lloyd W	J.Priestman&Co. Sunderland 'sA&CP B = CellDBa	AustralianSteamshipsProprietary, Ld. (Man.Agents, HowardSmithLd.) 112'uE&B63'fT18	340·0|48·3|21·8 352·2(O.L.) P25'B82'F31' FK 747t Topside tanks	Melbourne British 6BHCem 243tFPT99t	Q.4Cy.24",34",48"&69"-45" 215lb (s) 442NHP 3SB,9cf,GS190,HS7619 Richardsons,Westgarth& APT112t Co.Ld.Hpl.	24 ″ 3 s 4 ″ 2¼ 20 ″ 3	
* 35175 FNUK	**Timgad** Ⓟ TwinSc Fitted for oil fuel D.F. 6Dks	5232 — 2127					1911	Ch.&Atel.deProvence PortdeBouc	Cie.Générale Transatlantique	402·3|51·4|28·7 P43'B220'F58'	Marseilles French WB	T.8Cy.27⅝",45⅝"&(2)55⅛" -51$\frac{3}{16}$" 868NHP Ch.&Atel.deProvence,Msl.		V
35176 UOXD	**Timiryazev** Sunk by torpedo 8,37 Oil Eng. 2Dks	2151 1862 1076					1931	States S.B.Y."61 Communar" Nicolaieff	U.S.S.R.	270·4|39·8|22·5 P31'B62'F28'	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 358NHP KominternWorks, Kharkov		
35177 UOJA	**Timlat** (exIjora-35, exMountpark-33) ssShl.No.2-29 1Dk(Stl)	2699 2386 1617	✠ —— 12,33 ✠	Shl	t		1921 3mo	C.Hill&Sons,Ld. Bristol	U.S.S.R.	310·0|44·0|21·5 P28'B86'F32' FK CellDB263'612tFPT	Vladvostk Russian 5BHCem 90tAPT90t	T.3Cy.21",34"&56"-36" 242NHP 2SB,6cf,GS122,HS4260 Richardsons,Westgarth&Co.Ld.Hpl.	23 ″ 10	
* 35178 YTEQ	**Timok** (exEmmy L-D.-33, exOisterwijk) ssTrl.No.3-1,37 1Dk(Stl)	3117 2847 1869	✠100A1 4,38 ~~1,37~~ BS12,37 ✠LMC1,37	Tri Rot	u	CL ~~7,35~~ 4,38	1924 10mo Lloyd	Wilton's E.&Slpwy.Co Rotterdam 'sA&CP	Brodarsko Akcionarsko Drustvo"Oceania"	325·0|47·0|21·8 P24'B206'F29' FK CellDB278'662t	Susak Yugoslav 5BHCem APT130t	T.3Cy.22⅝",37"&62"-39" (s) 180lb 280NHP 3SB,6cf,GS129,HS4575 Wilton'sE.&SlpwyCo.Rot.	24 ″ 2 s 2 ″ 9¼ 21 ″ 6¾	
35179 116035 VPGG	**Tin Sang** (exTinTing-34, exYeeOn-33,exSanUi-33)	398 211 267					1904	Kwong HipLoong HongKong	FookOnS.S.Co.Ld.	130·0|24·1| 8·6	HongKong British	C.2Cy.14"&28"-20" 33RHP London&Glas.Co.Ld.Gls.		
35180	**Tin Seng** (exGouverneurGénéral MauriceLongII-32,exSaintPierre desLacs,exReam, exVanDiemen) 2Dks&Awning dk	1086 — 779					1890	Nederl. Stoom.Maats Rotterdam	NamLeeCo.	235·0|32·8|16·4	Canton Chinese WB	T.3Cy 21",34"&55"-45" 203NHP Nedrl.Stombt.Maats.Rot.		
35181 154033 VPJY	**Tin Yat** (exWoPing) Ⓟ 2Dks	942 372 579					— reblt 1929	Kwong CheungHing HongKong	FookOn S.S.Co.Ld.	180·9|30·1|11·1	HongKong British	T.3Cy.16¾",26"&41"-30¼" 88RHP		
35182 1037 IUWP	**Tina** (exAsta, exRugsö) Aux4MstSr OilEng. 1Dk (See Sailing Ship Register)	389 349 279					1916	RingAndrsensStaalskb. Svendborg	Ing.L.Ghirardi	139·4|29·8|11·0 Q32'H49t	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.12"-16$\frac{9}{16}$" 101NHP H.ChristoffersensMaskinfabrik,Holbey		I
35183 2067 ICOA	**Tina Primo** (exValsole-36,exArgentina-35,exEliasG.Culucundis, exTenterden,exEliasG. Culucundis,exArtigas,exWiegand) D.F. 3Dks	4853 — 3000					1911	Bremer Vulkan Vegesack	Soc.Anon.Giuseppe BozzoArmamenti e Trasporti Marittimi (A.Lauro,Mgr.)	417·0|53·5|27·6 399·2	Genoa Italian WB	T.3Cy.29½",48⅜"&80¾"-53⅛" 473NHP BremerVulkan,Vegesack		CI
35184 110988 VJXK	**Tinana** ssBsb.No.1-37 ssBsb.2ndNo.3-4,33 Mchy.Aft 1Dk(Stl-teak s)&Web frames Ref.Mchy. Cargo battens not fitted Wireless	808 686 472	✠100A1 ~~10,36~~ 11,37 ~~BS4,36~~ ✠LMC~~4,33~~ 11,37	Bsb	l	~~5,35~~ 10,37	1901 2mo	Caledon SB.&E.Co.Ld Dundee	JohnBurke,Ld. WB = Cell	210·0|31·0|13·2 219·5(O.L.) P19'F35' FK DBf138'186tFPT	Brisbane British 4BHCem 21tAPT13t	T.3Cy.16½",28"&45"-33"(r) 160lb 80lb 130NHP 1SB,3cf,GS66,HS2153 CaledonSB.&E.Co.Ld.Dun	15 ″ 6 s 2 ″ 3 13 ″ 7	
35185 LJFO	**Tindefjell** 1Dk&Shelter dk Wireless CruiserStern	1337 1104 740					1936	Nylands Verksted Oslo	A/SFalkefjell (Olsen&Ugelstad, Mgrs.)	250·9|41·3|14·8 P59tH145tF15t	Oslo Norwegian WB	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$" & LP turbine withDRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
35186 HPGZ	**Tinge** (exOttinge-37, exLordRhondda) ssCff.No.3-9,30 Well deck ssCff.No.1-35 Cargo battens not fitted 1Dk(Stl)	1744 1323 1029	✠100A1 4,38 ~~5,37~~ BS~~11,36~~ ✠LMC10,35 4,38	Ant Ams	q	CL ~~1,37~~ ~~2,38~~ N4,38	1918 3mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP	"Socdeco"Soc. Anon. CellD	260·4|37·7|16·4 Q153'F29' BonRQD52' FK B212'422tFPT92t	Panama Pnamanian 4BHCem APT101t	T.3Cy.20",33"&54"-36" (s) 180lb 207NHP 2SB,6pf,GS94,HS3412 J.Dickinson&Sons,Ld.Sld.	18 ″ 7 s 5 ″ 7 17 ″ 2	
* 35187 146517 VPDQ	**Tingsang** ssShi.No.3-5,34 D.F. 2Dks(Stl-U teak s)	2256 1861 1232	✠100A1 3,37 BS3,37 ✠LMC5,34	Shi	s	CL 2,37	1922 2mo Lloyd	Dunlop, Bremner&Co.Ld. PortGlasgow 'sA&CP	Indo-ChinaStm. Nav.Co.Ld. CellDB237'489tD	285·0|42·6|20·0 299·0(O.L.) P33'B101'F32' FK Ta20'278tFPT33t	HongKong British 4BHCem APT46t	T.3Cy.21",34"&57"-42" (s) 180lb 100lb 298NHP 2SB,6cf,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s 2 ″ 10½ 19 ″ 11	
* 35188 143225 GBRT	**Tinhow** Ⓟ (exHughli,exValencia) ssH.Kg.No.3-4,34 D.F. 2Dks(Stl-Uws) 3rd dk in No.1hold	5232 4589 3164	100A1 4,37 ~~4,36~~ BS~~4,36~~ LMC4,33 4,37	HKg		CL 4,36	1913 Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.)	365·5|50·9|29·7 381·0(O.L.) B104' FK CellDB312'898tFPT	Glasgow British 6BHCem 55tAPT40t	T.3Cy.28$\frac{15}{16}$",46⅝"&76¾"-48" 190lb (s) FD 516NHP 3SB(Spt)9cf,GS148,HS7025 A.G."Neptun,"Rostock	32 ″ 6 s 6 ″ 9¼ 26 ″ 3	
35189 PKGZ	**Tinombo** OilEng. Mchy.Aft 1Dk&Shelter dk	872 625 526					1930	NV BurgerhoutsM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9|34·2|12·6	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
35190 DHXU	**Tinos** (exRio de Janeiro) 1Dk	2827 2397 1490					1914	J.Blumer &Co. Sunderland	DeutscheLevante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.Mgrs.)	332·5|48·7|19·7 P85tH153tF39t	Hamburg German WB	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		G
* 35191 132668 MDRF	**Tioga** ssBel.2ndNo.3-8,37 ~~ssNwc.No.3-1,25~~ ~~ssBel.No.2-34~~ Mchy.Aft 1Dk(ptStl)&Web frames	715 551 288	✠100A1 8,37 ~~6,36~~ ~~BS6,36~~ ✠LMC~~4,34~~ 8,37 CarryingPetroleum in bulk	Bel	j	CL 6,36	1912 2mo Lloyd	Greenock&Grangemo'th Dkyrd Co.Ld. Grangemo'th 'sA&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,Mgr.) WB = CellDBa53	179·9|31·1|12·8 P65'B15'F28' FK '66tDTf11'35tFP	London British 9BHCem T8tAPT7t	T.3Cy.14",23"&37"-24" (s) 180lb 110NHP 1SB,3cf,GS57,HS2200 Richardsons,Westgarth&Co.Ld.Mdb.	13 ″ 6 s 1 ″ 1¼ 12 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35192 145958 WADL	**Tionesta** Ⓟ Mchy.Aft 2Dks&Hurricanedk	4329 — 2652					1903	DetroitS.B.Co.Wyandotte,Mich.	**GreatLakesTransitCorporation**	340·0	45·2	28·0	**Erie,Pa.** Utd.States WB	Q.4Cy.22",31½",45"&65"–42" 274NHP DetroitS.B.Co.Detroit		
* 35193 LDCB	**Tiradentes** **TwinSc** OilEng. Ref.Mchy. ssOsl.No.3–8,34 2Dks(Stl)&Shelter dk(Stl)	4960 4466 2913	100A1 Shelter dk withfreeboard ~~1,37~~ ~~3,37~~12,37 ✠LMC CS8,34 DBS~~8,36~~9,37 9,36 ✠Lloyd'sRMC~~3,33~~ 12,37	Osl Rot NYk	z	~~3,37~~ P7,37 CL SN7,37	1922 9mo	DeutscheWerftA.G. Hamburg CellDB346'13 16t Tanks between tunnels 223t FPT82t APT225t	**Wilh.Wilhelmsen**	401·2 F41'onShelter dk FK Collision	54·2	26·9	**Tönsberg** Norwegian ptCem BHto Sh dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.24½"–37½" 717NHP NDB27 100lb AlgemeineElec.Ges.Berlin	30 ″ 4 s 4 ″ 0 26 ″ 6¼	
35194 2091 IUWV	**Tirana** (exMariu,exCarlin, **TwinSc** exFridius,exVirien) OilEng. 1Dk	438 371 343					1921	A/S MarstalSkibs. Marstal	**EttoreCarmina**	145·5 141·0	30·0	10·5	**Genoa** Italian WB	Oil Engines 8Cy.12½"–16" Brödr.Houmöllero Maskinfbrk,Fredrikshavn		I
35195 DHXV	**Tirpitz** **4Mst** D.F. Sub.Sig. 2Dks	7970 7467 4974					1921	FlensburgrSchiffsb.Ges. Flensburg	**Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)**	471·2 P74'B102'F43	58·2	32·2	**Hamburg** German WB	T.3Cy.32$\frac{7}{32}$",52⅝"&86$\frac{13}{32}$"–55$\frac{3}{32}$" 558NHP FlensburgerSchiffsb.Ges.		G
* 35196 138149 MJBC	**Tirydail** ssLon.No.3–1,31 Mchy.Aft ssLon.No.1–36 Well deck 1Dk(Stl)	650 474 363	✠100A1 5,36 BS6,37 ✠LMC5,36	Lon	i	OG N5,36	1918 3mo Lloyd'sA&CP	CHWalker&Co. Sudbrook	**F.T.Everard&Sons,Ld.** Cell DB112'162t FPT55t APT12t	176·0 Q107'F22' FK	27·6	11·8	London British 3BHCem	T.3Cy.13",23"&34"–22½" 180lb 60RHP 1SB,3pf,GS49,HS1496 Plenty&Son,Ld.Newbury	13 ″ 9 s 4 ″ 4 13 ″ 2	
* 35197 6050 SHQA	**Tisnaren** **TwinSc** OilEng. ssGot.No.3–4,25 ssGot.No.2–34 D.F. 1Dk(Stl)Shelter dk(Stl) 2nd dk(Stl)inNos.1,2,3&4holds CruiserStern	5747 5136 3469	✠100A1 Shelter dk withfreeboard 4,37 ✠LMC CS5,34 DBS~~10,36~~9,37 4,36	Got	a†	OG 4,36	1918 12mo	Aktieb.Götaverken Gothenburg	**Rederiaktieb.Transatlantic (G.Carlsson,Mgr.)** Collision BH to Shltr dk CellDB372' 1188tFPT 89tAPT31t	436·8 441·7(O.L.) F36'on Shelter dk FK	56·2	26·9	**Gothenbrg** Swedish 6BH toU dk	Oil Engines 4S.C.SA 12Cy.29⅛"–43$\frac{5}{16}$" 988NHP DB80lb Aktieb.Götaverken,Got.	30 ″ 0 s 3 ″ 11¾ 26 ″ 3	
35198 124015 GPZM	**Titan** Ⓟ **TwinSc** D.F. 3Dks	9035 8594 5737					1906	D&WHendersn&Co.Ld. Glasgow	**OceanS.S.Co.Ld. (A.Holt&Co.Mgrs)**	485·8	58·3	39·3	**Liverpool** British WB	T.6Cy.23",38½"&65"–48" 585NHP D&W.Hendersn&CoLdGls		BT till ~~10,37~~ 10,38
35199 157571	— **TwinSc** 1Dk	574 530 241					1928	IrrawaddyFlotillaCo.Ld Rangoon	**RangoonPort Commissioners**	168·0	30·0	16·1	**Rangoon** British	T.6Cy.13",20½"&34½"–22" 112NHP W.Simons&Co Ld.Renfrew		
* 35200 LJKV	**Titania** **TwinSc** OilEng. D.F. E.S.D. 1Dk&Shelter dk Gy.C 3rd dk except in after holds Part electrically welded including CruiserStern butts of shell & deck plating Rudder electrically welded	6704 5891 4081	✠100A1 withfreeboard 4,38 ~~5,37~~ ✠LMC5,37 Carrying cargo oil F.P. above 150° F. in deep tank & tanks in way of tunnels	Mmo Got		CL	1937 5mo Lloyd'sA&CP	Kockums M.V.Aktieb Malmö CellDB276' 1117t MT30' 1442t Tanks in way of tunnels 1122tFPT75t APT191t	**Wilh.Wilhelmsen**	479·1 498·0(O.L.) P42'F44' FK	62·3	28·8	**Tönsberg** Norwegian 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.DA 14Cy.23⅝"–43$\frac{5}{16}$" DB100lb 2722NHP KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 0¼ 27 ″ 7½	
35201 885 ICKD	-- (exTirso,exEtna, exWarHound) D.F. 2Dks	5397 4842 3249					1918	Bartram&Sons.Ld. Sunderland	**Soc.Anon. Cooperativa di Nav.“Garibaldi”**	400·3 P49'B113'F39'	52·3	28·5	**Genoa** Italian WB	T.3Cy.27",44"&73"-48" 369NHP A.&J.Inglis,Ld.Glasgow		CI
35202 3125 SGWI	— 1Dk&Awng dk	750 428 440					1897	OskrshmnsM.V.Aktieb. Oskarshamn	**StockholmsRederiaktieb.Svea (Eman.Högberg,** Mgr.)	178·0 H43t	28·1	10·9 17·8	**Stockholm** Swedish WB	T.3Cy.14½",23¼"&39½"–27½" 81NHP GöteborgsMV.Aktieb.Got		V
* 35203 LJKJ	**Titanian** (exIossifoglu) OilEng. ssNwc.No.3–4,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4880 4441 3018	✠100A1 withfreeboard 3,37 DBS3,37 ✠LMC3,37	Nwc	z	CL 3,37	1924 5mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle CellDB353'1200t DTf23' 897tFPT113t APT83t	**A/SRederiet Titanian(Hilmar Reksten,** Mgr.)	400·6 413·3(O.L.) F44' FK	53·5	25·7	**Bergen** Norwegian 7BHptCem (Coll toSh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.22½"–45" 526NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld Nwc.	28 ″ 2 s3 ″ 2¼ 25 ″ 2½	
35204 93996 ZMBR	**Titoki** **TwinSc** Well deck Wireless 1Dk(Stl)	625 433 247	✠ 2,22 ✠	PGl	i		1922 2mo	WHamiltn&Co.Ld. PortGlasgow	**AnchorShipping & FoundryCo.Ld.** CellDB138'144tFPT 29tAPT21t	170·6 Q94'F24' FK	30·1	10·8	**Nelson,NZ** British 4BHCem	T.6Cy.11",17"&28"–21" 86RHP 2SB,4cf,GS65,HS2116 Ross&Duncan,Glasgow	12 ″ 9	
35205 PHZS	**Titus** Cruiser Stern 2Dks	1712 1351 948					1930	Akt.Ges. “Neptun” Rostock	**Koninkl.Nederl. Stoomb.Maats. N.V.**	262·1	42·7	17·0	**Amstrdam** Dutch WB	T.3Cy.18½",29$\frac{15}{16}$"&49$\frac{3}{16}$"–33$\frac{7}{16}$" 140NHP A.G.“Neptun,”Rostock		V
35206 212565 KDCD	**Tivives** Ⓟ Fitted for oil fuel D.F. 2Dks&2pt dks Ref.Mchy. Sub.Sig.	4596 3894 2590					1911	Workman, Clark&Co.Ld Belfast	**UnitedFruitS.S. Corporation (UnitedFruitCo.** Mgrs.)	378·8 B160'F42'	50·3	29·1	**NewYork** Utd.States WB	T.3Cy.27",45"&75"–54" 412NHP Wrkman,Clark&Co.LdBel		C
35207 17 ICKG	**Tiziano** (exLedererSándor) ssFiu.2ndNo.3–7,30 1Dk(Stl)&deep framing &Shelter dk(Stl)	1333 1026 799	✠ ... 9,34 ✠	Fiu	p		1903 8mo	Grngemt'h&Greenock Dockyard Co. Greenock CellDBa67' uE&B52'f88'382tAPT15t	**“Tirrenia”Soc. Anon diNav.**	267·4 255·0 FK	36·2 36·1	22·3 14·3	**Fiume** Italian 4B HCem	T.3Cy.18½",32"&54"–36" 208NHP 2SB,6cf,GS108,HS3330 D.Rowan&Co.Glasgow	16 ″ 6	I †
35208 OYZD	**Tjaldur** Ⓟ (exBaltannic, exSt.Thomas) ssCpn.No.3–5,28 D.F. ssCpn.No.2–37 ~~ssCpn.No.1–33~~ 1Dk(Stl)&Awng dk(Stl–ws)	1130 912 657	✠100A1 Awng dk withfreeboard ~~5,37~~ ~~4,36~~3,38 BS3,38 4,37 ~~[illegible]~~ ✠LMC~~[illegible]~~	Cpn	n	~~8,35~~ CL 3,37	1916 10mo Lloyd'sA&CP	Kjöbnhvns Flydk.&Skbs. Copenhagen	**P/fSkipafelagid Föroyar** CellDB179' 187t FPT31t APT8t	220·3 F46'onAwng dk B79' FK	32·7	17·3	**Thorshavn** Danish 6BHptCem	T.3Cy.17",27"&45"–30" (s) 200lb 166NHP 2SB,6cf,GS90,HS3080 KjbnhvnsFlydk.&Skbsv.	19 ″ 9 s 6 ″ 5¼ 13 ″ 5½	
35209 OUMM	— (exVega) 1Dk	584 502 289			...		1898	Murdoch & Murray Pt.Glasgow	**DetForenede DampskibsSelsk.**	199·1 P48'B80'F51' FK	30·0	11·8	**Esbjerg** Danish WB	T.3Cy.18",29"&47"–33" 160NHP Rankin&Blackmore,Grk.	12 ″ 7	V †
35210 PKIB	**Tjibadak** ssSba.No.2–37 ~~ssSba.No.1–33~~ 3Dks(Stl–Upperdkteaks) 4thdk in No.1 hold	7803 6744 4801	✠100A1 10,37 ~~1,37~~ ✠LMC MS~~1,33~~ 3,37 BS~~8,36~~ 9,37 Fitted for oil fuel 5,29 F.P. above 150° F.	Sba		CL 5,36	1929 5mo Lloyd'sA&CP	N.V.C.VanderGiessen& Zonen'sSchps Krimpen	**Java-China-Japan Lijn** 'Tween dk BHat after deep tank bulkhead dispensed with CellDB343'1077t DTa23' 856t FPT184tAPT43t	433·2 F55' FK	56·2	34·0	**Batavia** Dutch ptCem ptAsp 6 BH to U dk 2 „ „2nd „	2 Steam Turbines DR geared to 1 Sc. Shaft 256lb (s) 928NHP 4W.T.Boilers(Spt) FD HS11744 Maats.deSchelde,Flushing	37 ″ 0 s 9 ″ 4 28 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35211 PKIT	**Tjibesar** ssSba.No.3-2,36 2Dks(Stl)& Shelter dk(Stl)	10836 10308 6730	✠100A1 Shelter dk withfreeboard 8,37 ~~10,36~~ ✠LMC MS2,36 BS~~4,36~~3,37 Fitted for oil fuel 10,22 F.P. above 150° F.	Sba Yka	f†	CL ~~11,34~~ 8,37	1922 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Java-China-Japan Lijn CellDB437'2245t DTa31'1671t	500·1 F42'onShelter dk FK Collision FPT269tAPT48t	63·7	39·2	Batavia Dutch Cem BHtoShdk 7 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 220lb 1140NHP 6SB,18cf,HS15336 FD D.Rowan&Co.Ld.Glasgow	42 ″ 0 s 10 ″ 11½ 31 ″ 4	
35212 PKIN	**Tjikandi** ssSba.No.1-37 ssSba.No.3-10,33 2Dks(Stl)& Shelter dk(Stl)	7979 7472 4853	✠100A1 Shelter dk withfreeboard MS9,37 9,37 ~~12,36~~ ✠LMC ~~MS10,33~~ BS~~3,36~~2,37 Fitted for oil fuel 10,21 F.P. above 150° F.	Sba	b†	CL ~~5,35~~ 9,37	1921 10mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	Java-China-Japan Lijn CellDB392' 1304tDTa34'1455t	448·7 F45'onShelter dk FK Collision FPT120tAPT25t	57·9	34·9	Batavia Dutch ptCem BHtoSh dk 7 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 220lb FD 935NHP 5SB,15cf,GS285,HS12780 D.Rowan&Co.Ld.Glasgow	37 ″ 4 s 9 ″ 6½ 28 ″ 1	
35213 PKIL	**Tjikarang** **2TwinMsts** ssSba.No.3-9,34 2Dks(Stl)&Shelter dk (Stl-teaks)3rd trB in holds	9505 8856 6064	✠100A1 Shelter dk withfreeboard 10,37 ~~12,30~~ ✠LMC MS9,34 BS~~3,36~~3,37 Fitted for oil fuel 1,22 F.P. above 150° F.	Sba	e†	CL 8,35	1922 1mo	Nederl. Schps.Maats Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn CellDB423'1510t DTa25'940t	483·5 F60'onShelter dk FK MT28'1140t FPT137tAPT40t	60·3	37·5	Batavia Dutch Cem 5 BH to S dk 3 „ „ U „	T3Cy33½",52¾"&87$\frac{13}{16}$"-59$\frac{1}{16}$" 191lb (s) 1030NHP 6WaterTubeBoilers FD HS16638 Werkspoor,Amsterdam	40 ″ 6 s10 ″ 2¾ 30 ″ 6	
35214 PKIA	**Tjikembang** **2TwinMsts** ssSba.No.3-4,26 ssSba.No.2-34 3Dks(UStl-teaks)2nd dk(Stl)	8013 7135 5028	✠100A1 2,38 ~~3,37~~ BS~~3,36~~ ✠LMC4,34 3,37	Sba	e†	OG 3,37	1914 7mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP	Java-China-Japan Lijn WB=CellDBa162'uE	493·6 P65'B303'F60' FK 36'f181' 1287t DTa	58·3	31·2	Batavia Dutch 8BHCem 27'1312t DT	T.3Cy.33",54"&90"-60" (r) 180lb 918NHP 6SB,18cf,GS324,HS13931 FD Maats.deSchelde,Flushing f24'1251tFPT125tAPT26t	34 ″ 0 s 6 ″ 9½ 27 ″ 6	
35215 PKIJ	**Tjileboet** **2TwinMsts** ssH.Kg.No.3-2,28 ssSba.No.2-35 2Dks(StlU-teaks)3rdtrB in Nos.1&3holds	5760 4877 3635	✠100A1 1,38 ~~7,36~~ ✠LMC MS10,35 BS~~2,36~~3,37 Fitted for oil fuel 9,18 F.P. above 150° F.	Bat Sba	a†	CL 10,35	1918 2mo	Maats. Fyenoord Rotterdam A&CP	Java-China-Japan Lijn ptNew CellDB353'1105t	420·3 P58'B252'F55' fore end 1928 FK DTa23' 914t FPT82t	54·3	27·5	Batavia Dutch 8BHCem APT13t	T.3Cy.28½",47"&77"-48" (r) 180lb 544NHP 3SB,9cf,GS183,HS7809 FD Maats.Fyenoord,Rot.	30 ″ 2 s 4 ″ 11 25 ″ 6	
35216 PKIC	**Tjimanoek** ssSba.2ndNo.3-5,36 2Dks(Stl-Uteaks)& Web frames Longitudinal framing	5628 4971 3511	✠100A1 ~~5,37~~ ~~5,36~~ 10,37 ✠LMC6,36 BS4,37	Sba ~~Yka~~	a†	OG 5,35	1911 6mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Java-China-Japan Lijn WB=CellDBa f180'1123tDTa	420·0 P58'B250'F54' 111'uE&B48' FK 23'913t FPT83t	54·2	27·5	Batavia Dutch 7BHCem APT19t	T.3Cy.28½",47"&77"-48" (r) 180lb 547NHP 3SB,9cf,GS181,HS7860 FD Maats.Fyenoord.Rot.	30 ″ 0 s4 ″ 11¼ 25 ″ 3	
35217 PKOA	**Tjinegara** OilEng. ssSba.No.1-35 D.F. 3Dks(Stl-Weather dk teaks) 4th dk in No. 1 hold	9227 7411 5783	✠100A1 withfreeboard ~~7,37~~ ~~10,36~~ 12,37 ✠LMC CS11,35 12,36	Sba		CL ~~12,34~~ 7,37	1931 1mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn 'Tween dk bulkheads after deep tankBH CellDB363'1341t	440·6 P109'B133'F53' FK above the dispensed with DTa35'900tFPT148t	62·2	34·4	Batavia Dutch ptCem ptAsp 6 BHto Wdk 1 „ „ 3rd „ APT78t	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"-52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s9 ″ 10¾ 29 ″ 0	
35218 PKOB	**Tjisadane** OilEng. ssSba.No.1-35 3Dks(Stl-Weather dk teaks) D.F. 4th dk in No. 1 hold	9228 7411 5780	✠100A1 withfreeboard ~~9,37~~ ~~1,37~~ 4,38 ✠LMC CS2,36 11,36	Sba		CL 1,37	1931 7mo	Nederl. Schps.Maats Amsterdam Lloyd'sA&CP CellDB363	Java-China-Japan Lijn 'Tween deck BHs above the after deep tank '1341t DTa35'900t	440·6 P109'B133'F53' FK BH dispensed with FPT148tAPT78t	62·2	34·4	Batavia Dutch ptCem ptAsp 6BH to W dk 1 „ „ 3rd „	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"-52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s9 ″ 11 29 ″ 0	
35219 PKIU	**Tjisalak** **2TwinMasts** ssSba.No.3-7,29 ssSba.No.2-37 ~~ssSba.No.1-34~~ 2Dks(StlU-teaks) 3trB in Nos.1,3&4holds	5787 4945 3614	✠100A1 7,37 ~~11,36~~ 7,37 ✠LMC MS7,33 BS~~2,36~~1,37 Fitted for oil fuel 3,17 F.P. above 150° F.	Sba	a†	OG 11,36	1917 3mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn	419·9 P58'B249'F54' FK CellDB358'	54·2	27·3	Batavia Dutch 7BHptAsp ptCem 1090t DTa	T.3Cy.27$\frac{9}{16}$",45¼"&74"-51$\frac{3}{16}$" 180lb (r) 536NHP 3SB.9cf,GS186,HS7842 FD Werkspoor,Amsterdam 24'902tFPT104tAPT25t	30 ″ 0 s 4 ″ 1¾ 25 ″ 3	
35220 PKIO	**Tjisaroea** ssSba.No.2-34 3Dks(Stl-Wthr dk teaks) 4th dk in Nos. 1 & 2 holds	7089 6418 4394	✠100A1 withfreeboard 10,37 ~~1,37~~ ~~BS1,36~~ ✠LMC3,34 Fitted for oil fuel 1,26 F.P. above 150° F.	Shi Sba BS2,37		CL 1,37	1926 1mo	Nederl. Schps. Maats. Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn CellDB349'1127t DTa23'870t	420·5 F54' FK FPT160tAPT43t	55·3	34·2	Batavia Dutch 8BHCem (5 to Wr dk) 3 „ 2nd „	2SteamTurbinesDRgeared to 1 Sc.Shaft (s) 220lb 4WaterTubeBlrs (Spt) FD GS ,HS11092 769NHP Werkspoor,Amsterdam	37 ″ 0 s 9 ″ 1½ 28 ″ 1	
35221 PKIB	**Tjisondari** **2TwinMasts** ssSba.No.3-3,27 ssSba.No.2-35 3Dks(UStl-teaks) 2nd dk(Stl)	8039 7139 5019	✠100A1 ~~6,37~~ ~~9,36~~ 2,38 ✠LMC MS5,35 BS12,36	Sba	e†	OG 9,36	1915 4mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP WB	Java-China-Japan Lijn =CellDBa162'uE	494·0 P65'B303'F60' FK 36'f181'1287t DTa	58·4	31·2	Batavia Dutch 8BHCem 27'1312tDT	T.3Cy.33",54"&90"-60" (r) 180lb 918NHP 6SB,18cf,GS324,HS13932 FD Maats.deSchelde,Flushing f24'1251tFPT125tAPT26t	34 ″ 0 s 6 ″ 9¼ 27 ″ 6	
35222 3146 SGWM	**Tjust** Ⓟ 1Dk&Shelter dk	336 — 227					1898	Göteborgs M.V.Aktieb Gothenburg	TjustsNyaÅngf. Aktieb. (John Salmonsson, Mgr.)	119·5 B71'H37tF15' 16·3	22·4	9·6	Vestervik Swedish	C.2Cy.15½"&32⅞"-17¾" 38NHP GöteborgsM.V.Gothenbrg		
35223 FODC	**Tlemcen** (exEdouardShaki) D.F. 1Dk 2nd dk in holds only	4425 3608 2772				…	1912	Atel.&Ch. deFrance Dunkirk	LesCargos Algériens	361·9 P39'B122'F43' FK	48·8	24·9	Rouen French WB	T.3Cy.24",40"&66"-45" 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
35224 39204 JVUI	**Tōa Maru** OilEng. Mchy.Aft 1Dk&2nd dk clear of oil tanks CruiserStern Longitudinal framing in oil tanks	10052 9038 5823	✠100A1 5,37 ~~3,36~~ DBS4,35 ✠LMC6,34 CarryingPetroleum in bulk	Kob	f†	CL ~~11,34~~ N5,37	1934 6mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	IinoShojiK.K. CellDBuE100' 462tDTf50' 499t	500·0 P162'B37'F36' FK FPT220tAPT98t	65·0	37·0	Nakamaizuru Japanese 12BHptCem	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP 3DB178lb KawasakiDkydCoLdKobe	37 ″ 1	
35225 149410	**Toas** ssCco.No.2-35 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	2034 1580 1139	✠100A1 6,37 ~~8,36~~ ~~BS8,36~~ ✠LMC7,35 CarryingPetroleum in bulk Fitted for oil fuel 5,26 F.P. above 150° F.	Cco BS6,37	s	CL N7,35	1926 5mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MeneGrandeOilCo. C.A. CellDBuE	280·4 P69'B22'F31' FK &B43'93t FPT176t	47·3	16·2	Maracaibo Venezuelan 10BHptCem APT63t	T.3Cy.19¼",30"&49"-36" (s) 180lb 192NHP 2SB,4cf,HS3452 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 1¾ 14 ″ 6¾	
35226 PKHM	**Toba** OilEng. Mchy.Aft 1Dk&Shade dk	983 629 684					1930	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, ... dans le L. R. Durée Cert. B. of Trade
35227 19284 JPFD	**Toba Maru** TwinSc ssOsa.No.3–9,29 ssKob.No.1–33 2*Dks*(*Stl*)	6995 6447 4283	✠100A1 8,37 ~~9,36~~ ~~BS9,36~~ ✠LMC9,33 8,37	Yka	*b*†	CL 9,36	1916 8mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDB*375'1192*t*	445·0|58·0|34·0 P34'B138'F37' FK *DTa*42' 1312*t FPT*	Tokio Japanese 7*BHCem* 55*t APT*60*t*	T.6Cy.$21\frac{5}{16}$",$33\frac{5}{8}$"&56"–48" 200lb (*s*) 628NHP 4SB(Spt),*12cf*,GS220, FD HS9108 KawasakiDkydCoLdKobe	34 ″ 0 s7 ″ 9 26 ″ 5	
35228 VSJB	**Tobago** TwinSc 1*Dk*(*Teak*) *CruiserStern* *Fitted for oil fuel*	537 347 218	✠ ... 3,35 ✠	Sou			1930 12mo	JIThorny- croft&Co.Ld. Southampton	Government of Trinidad	150·5|29·1|11·3 F29' FK *CellDBf*53'55*tFP*	Pt of Spain British 5*BHptCem* *ptAsp* *T*7*t APT*25*t*	C.4Cy.$10\frac{1}{2}$"&21"–15" 69NHP 1SB,*2cf*,GS35,HS1309 J.I.Thornycroft&Co.Ld. Sou.	12 ″ 0	
35229 PKHI	**Tobelo** *OilEng.* *Mchy.Aft* 1*Dk*&*Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·2|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.$14\frac{3}{16}$"–$18\frac{1}{8}$" 247NHP SulzerBros.Winterthur		V
35230 PKGV	**Toboali** *OilEng.* *Mchy.Aft* 1*Dk*	984 629 662					1929	WerfGusto FirmaA.F. Smulders Schiedam	Koninkl.Paketv. Maats.	203·2|34·1|11·5 B49'F37'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.$13\frac{3}{16}$"–$21\frac{5}{8}$" 143NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V
35231 UOYW	**Tobol** (*ex*Manordilo–34,*ex*Anni, *ex*Rostock) ssGms.No.3–6,23 ssBrs.No.2–31 *Well deck* 1*Dk*(*Stl*) *Hatch covers not fitted to No.2 hatch on Upper dk in bridge space* *Cantilever framed topside tanks*	2758 1952 1539	... 8,35	Sws	*t*		1911	Flensburgr Schiffsb.Ges. Flensburg *Intermediate BH in fore hold dispensed with 4BHonly* *CellDB* 256'670*t Topside Tanks* 202' 332*t FPT* 75*t APT* 60*t*	U.S.S.R.	297·6|43·7|18·6 Q123'B110'F29' FK	Leningrad Russian *Cem*	T.3Cy.$21\frac{1}{4}$",$35\frac{1}{2}$"&$58\frac{1}{4}$"–$37\frac{3}{8}$" 287NHP 2SB,*6cf*,GS100,HS4009 FD FlensburgerSchiffsb.Ges.	20 ″ 9	
35232 UOHZ	**Tobolsk** Ⓟ 3*Dks*	2663 2575 1533					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1|40·7|26·6 B95'	Vladvostk Russian *WB*	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
35233 279 ICJF	**Todaro** (*ex*LotteLeonhardt–35, *ex*JulesCambon, ssRou.No.3–1,26 *ex*Bayway,*ex*Mohawk) ssPhl.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5162 4515 3042	✠ ... 4,36 ✠	Ham	*y*		1913 3mo	Howaldts- werke Kiel *CellDBuE&B*74'221*t* *DTf*31'480*t*	Cia.Industrie MarittimeAffini Roma(C.I.M.A.R.)	398·8|52·4|28·5 385·8 P115'B22'F37' FK *FPT*169*t APT*66*t*	Venice Italian 13*BHCem* (10 *to Upr dk* 3 „ 2*nd* „)	Q4Cy$19\frac{1}{2}$",28",41"&59"–$41\frac{3}{8}$" 320NHP 2SB,*6cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	I †
35234	**Toerist** (*ex*Save,*ex*Heerenveen) 1*Dk*	316 — 179					1912	.... Amsterdam	E.Wagenborg	171·6|22·5| 8·5	Delfzijl Dutch	T.3Cy.$10\frac{1}{2}$",$16\frac{1}{2}$"&27"–20" 33NHP Verschure&Co.Amsterdam		
35235 24076 JDDD	**Tofuku Maru** ssNag.No.3–1,32 ssKob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *with freeboard* 11,37~~6,36~~ ✠LMC~~6,36~~ 11,37	Kob	*y*	OG 6,36	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~NipponGodoKosen~~ ~~K.K.~~ ~~NissanKisen~~ ~~K.K.~~DaikoShosen K.K. *Collision BH to Awng dk* *CellDB*334'1118*t FPT*	385·0|51·0|36·0 FK	Moto Japanese *Cem* 5*BH to U dk* 126*t APT*93*t*	T.3Cy.26",$43\frac{1}{2}$"&72"–48" (*s*) 200lb 436NHP 2SB&1AuxSB,*8cf*.GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0 s9 ″ $1\frac{3}{4}$ 27 ″ 1	
35236 PJGX	**Togian** *OilEng.* *Mchy.Aft* 1*Dk*&*Shade dk*	979 — 673					1930	N.V.Werf. Gusto Schiedam	Koninkl.Paketv. Maats.	203·2|34·1|11·5 B49'F36'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.$13\frac{3}{16}$"–$19\frac{11}{16}$" 144NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V
35237 29072 JEHI	**Togo Maru** 1*Dk*	303 255 174					1923	Yendo Hidekichi Osaka	KanemoriShosen K.K.	125·5|22·0|13·0	Tokio Japanese	T.3Cy.10",$16\frac{1}{2}$"&$27\frac{1}{2}$"–20" 34NHP		
35238 148071 MLXD	**Togston** ssShl.No.3–1,37 ~~ssShl.No.2–33~~ *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1547 1140 898	✠100A1 ~~7,37~~ ~~5,35~~ ~~9,33~~ 4,38 ✠LMC MS~~7,33~~ BS~~7,36~~ 1,37 7,37	Shl	*p*	CL ~~4,35~~ 1,37	1924 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Broomhill Steamships,Ld. *CellDB*175'451*t* *DT at sides of tunnel* 34' 192*t FPT*59*t*	245·4|38·6|15·5 Q183'F24' FK	Newcastle British 4*BHptCem* *APT*85*t*	T.3Cy.$17\frac{1}{2}$",29"&48"–33" (*s*) 180lb 166NHP 2SB,*4cf*,GS80,HS2870 N.E.MarineEngCoLd.Nwc	17 ″ 6 s5 ″ $5\frac{1}{2}$ 16 ″ $5\frac{1}{2}$	
35239 PKHE	**Tohiti** *OilEng* *Mchy.Aft* 1*Dk*&*Shade dk*	982 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·1|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S C.SA 7Cy.$14\frac{3}{16}$"–$18\frac{1}{8}$" 247NHP SulzerBros.Winterthur		V
35240 42593 JGYL	**Toho Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy Aft* *CruiserStern* 1*Dk* D.F. GyC. *Longitudinal framing*	9987 — 5885					1936	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K.	500·0|65·0|37·0 P162'B39'F37'	Naka- maizura Japanese	Oil Engines 2S.C.DA 8Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 2115NHP KawasakiDkyd CoLdKobe		
35241 175 JPYC	— (*ex*TohkohMaru, ssDrn.No.3–7,30 *ex*Ernemore, ssKob.No.1–34 *ex*Ardgay) 2*Dks*(*Stl*)	4717 4260 2930	✠ ... 1,38 ✠~~LMC12,36~~	Kob	*y*	CL 12,36	1918 1mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	DairenKisenK.K.	385·0|52·0|26·5 P34'B111'F47' FK *CellDB*334'1029*t*	Dairen Japanese 6*BHCem* *APT*20*t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 500NHP 3SB,*9cf*,GS162,HS7378 FD Rankin&BlackmoreLdGrk	29 ″ 0 ~~s5 ″ $3\frac{1}{2}$~~ ~~23 ″ 11~~	
35242 29890 JKMB	**Tohsei Maru** *Fitted for oil fuel* 2*Dks*	5484 5008 3362					1926	Uraga DockCo. Uraga	YamashitaKisen K.K.	400·0|53·0|32·0 P28'B124'F39'	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Westinghouse ElectricMfg.Co.		C
35243 36099 JJJC	**Tokai Maru** Ⓟ TwinSc *OilEng.* ssKob.No.3–7,36 *Ref.Mchy* 3*Dks*(*Stl*) GyC. *CruiserStern*	8360 7812 5048	✠100A1 *with freeboard* 7,37~~7,36~~ ✠LMC CS7,36 DBS~~7,33~~ 7,37 7,36 ✠Lloyd'sRMC[illegible] *Fitted for carrying oil*	Kob	*d*†	CL 7,36 8,30 F.	1930 8mo *Lloyd* *P. above 150° F. in deep tanks*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	OsakaShosenK.K.	446·0|60·5|40·7 F40' FK *CellDB*373'1295*t* *Tanks in way of tunnels*978*t*	Osaka Japanese 8*BHptCem* (*Coll to Wdk* 7 „ 2*nd* „) *M*	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$47\frac{1}{4}$" 1495NHP DB*100lb* MitsubishiZosenKaishaLd. *Ts*36'1185*t FPT*96*t APT*89*t*	40 ″ 9 s13 ″ $0\frac{1}{2}$ 28 ″ 2	
35244 29817 JPSA	— (*ex*Alstern, *ex*Belos.*ex*Gretavale) 1*Dk*& *deep framing*	3099 2877 2280					1905	Grngem'th &Greenock DockyardCo. Greenock	TaitoKisenGoshi Kaisha	330·6|48·0|22·0 P27'B96'F34' FK	Fuchu Japanese *WB*	T.3Cy.$23\frac{3}{4}$",40"&65"–42" 283NHP J.G.Kincaid&Co.Greenock	24 ″ 5	C †

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35245 41051 JGTJ	**Tokihime Maru**	741 — 371					1935	Mukaijima DockCo. Onomichi	HamaneKisenK.K.	180·0	30·0	15·0	Kobe Japanese WB	T.3Cy.13½",22"&36"–27" 67NHP YokohamaDockCoLd.Yka		
35246 192×5 JYWD	**Tokiwa Maru** TwinSc ssOsa.No.3–9,27 ssKob.No.2–35 2Dks(Stl)	6972 6469 4281	✠100A1 1,38 ~~11,36~~ BS~~11,36~~ ✠LMC11,35 1,38	Yka Kob	b†	CL ~~p11,34~~ s11,35 P1,38	1916 7mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	NipponYusenK.K. CellDB386'1332t	445·0 P35'B138'F35' FK DTa42' 1248t FPT	58·0	34·0	Tokio Japanese 7BHCem 58tAPT61t	4SteamTurbinesSRgeared to 2 Sc.Shafts 816NHP 200lb (s) HS8903 FD 4SB(Spt),12cf,GS225, MitsuBishiD.&E.WksNag	34 ″ 0 s7 ″ 8½ 26 ″ 8	
35247 22962 JLQB	— Wireless 1Dk	1197 970 706					1918	Ono Seikichi Osaka	ShimataniKisen K.K.	220·1	32·0	18·0	Kobe Japanese WB	T.3Cy.14½",24 1/16"&40"–30" 88NHP OnoSeikichi,Osaka		
35248 29320 JOCA	**Tokiwa Maru No. 1** Ⓟ Wireless 1Dk	885 666 524					1923	Yokohama DockCo.Ld Yokohama	FujiyamaKaiun K.K.	190·0 Q128'F29'	31·0	16·0	Tokio Japanese WB	T.3Cy.15",25"&42"–30" 97NHP YokohamaDckCo.Ld.Yka.		
35249 240 JGCB	**Toko Maru** (exKiaLee,exHwahTing, exDeikeRickmers) 2Dks	4168 3866 3082					1908	Rickmers Akt.Ges. Bremerhaven	DairenKisenK.K.	367·2 B91'F44'	47·5	30·0	Dairen Japanese Wb	T.3Cy.23¼",38 9/16"&62"–43¼" 253NHP OttenserMasch.Ottensen		
35250 24975 JEBD	**Tokoh Maru** (exHeinanMaru–34) ssKob.No.3–9,30 1Dk(Stl)&Shelter dk(Stl) Web frames Longitudinal framing	4364 3677 2719	✠ ... 2,36 ✠	Yka	w	CL 1,35	1919 8mo	OsakaIron Works,Ld. Osaka CellDB294'	OkadaSeiichi 1120t DTa 32' 690t	345·0 P30'B98'F34'on Shelter dk FK Collision FPT115tAPT29t	49·8	28·2	Osaka Japanese Cem BH to Sh dk 5 „ „ U „	T.3Cy.24",41"&67"–48" 382NHP 2SB,6cf,GS124,HS5186 FD OsakaIronWrks,Ld.Osaka	28 ″ 2	C †
35251 40301 JCEK	**Tokuho Maru No. 10**	353 — 250					1935	Ishihara Masaichi Shimonoseki	Motoyama Shokai K.K.	125·0	24·0	11·5	Ube Japanese	Oil Engines		
35252 29041 JFBD	**Tokuju Maru** Ⓟ TwinSc CruiserStern 2Dks4trB	3619 2943 1380					1922	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept. of Railways)	360·0 F52'	46·0	28·0	Tokio Japanese WB	4SteamTurbinesSRgeared to 2 Sc.Shafts MitsubishiZosenKaisha,Ld		
35253 16519 JTQD	**Tokushima Maru** 2Dks	5976 5454 3703				...	1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·0 P38'B123'F47' FK	56·0	28·7	Tokio Japanese WB	T.3Cy.27",44"&73"–48" 555NHP Rankin&Blackmore,Grk.	31 ″ 4	C †
35254 39915 JYEH	— Ⓟ OilEng. 2Dks	407 — 215					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	SetsuyoShosen K.K.	150·9 F31'	25·6	11·5	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.15¾"–24 7/16" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
* 35255 41929 JPVK	**Tokyo Maru** OilEng. D.F. Ref.Mchy. 2Dks,3rd dk except in aftermost hold CruiserStern	6486 5831 3864	✠100A1 withfreeboard 1,38 ~~8,36~~ ✠LMC8,36 ✠Lloyd'sRMC~~1,37~~ 1,38 DBS1,38	Tama		CL	1936 8mo Lloyd	Mitsui Bussan Kaisha,Ld. Tama 'sA&CP	SettsuShosenK.K. (OsakaShosenK.K. Mgrs.) CellDB327'939t Tanks in way	424·7 F39' FK of tunnel 83t FPT40tAPT14t	57·4	36·1	Osaka Japanese 8BH	Oil Engines 2S.C.DA 6Cy.24 7/16"–55⅛" 1231NHP DB100lb MitsuiBussanKaisha,Ld. Tama	36 ″ 1 s10 ″ 10¾ 25 ″ 4¾	
35256 115633	**Tolchester** Ⓟ IronPad (exBombay–33,exSt.Johns) 1Dk	1098 — 667					1878	Harlan& Hollings- worthCo. Wlmgtn,Del.	TolchesterBeach ImprovementCo.	250·0	38·0	12·5	Baltimore Utd.States	1Cy.66"–144" 402NHP		
* 35257 LDCE	**Toledo** OilEng. D.F. ssOsl.No.2–34 2Dks(Stl)	4563 4116 2790	✠100A1 ~~4,37~~10,37 ✠LMC CS8,34 DBS~~4,36~~5,37 1,37 Carrying oil fuel F.P. above 150°F. in forward deep tank	Osl	x	OG 4,35	1926 7mo Lloyd	Odense Staalskibs. Odense 'sA&CP CellDB332'	Wilh.Wilhelmsen 1062t Tanks at sides	376·2 P32'B107'F36' FK of tunnel 120t DTf	52·5	27·1	Tönsberg Norwegian 7BHptCem 1 „ to2nd dk 30'820tFPT	Oil Engines 4S.C.SA 6Cy.29¼"–59 1/16" 493NHP DB90lb Akt.Burmeistr&Wain,Cpn 57tAPT33t	29 ″ 5 s5 ″ 4¾ 24 ″ 2¼	
35258 152004	**Tolga** (exSirT.HughBell, exDorlonco) Mchy.Aft 1Dk	418 316 160				...	1925	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	TheAdelaideS.S. Co.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British WB	T.3Cy.14",23"&39"–21" 84RHP N.S.W.Govt.Dkyd.	11 ″ 0	
* 35259 6709 SKCA	**Tolken** ssGot.No.3–7,35 D.F. 1Dk(Stl)&Shelter dk (Stl–ptws)	4471 4039 2722	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~8,36~~ 12,37 BS6,37 ~~BS8,36~~ ✠LMC7,35 Fitted for oil fuel 3,22 F.P. above 150° F.	Got	y	OG 7,35	1922 3mo Lloyd	Akt.Lind- holmen- Motala Gothenburg 'sA&CP	Rederi A/B Transatlantic (G.Carlsson,Mgr.) CellDB	377·8 394·8(O.L.) F38'onShelter dk FK Collision 261'1145tAPT86t	54·1	24·4	Gothenbrg Swedish ptCem BHtoShdk 5 „ „ U „	T.3Cy.27",44 5/16"&72"–48" 185lb (s) 450NHP 3SB(Spt),9cf,GS144, FD HS6150 Akt.Lindholmen-Motala	27 ″ 0 s2 ″ 11¾ 24 ″ 2½	
35260 LHPK	**Tolla** WoodAux3MstSr (exTollaII–34,exTolla) OilEng. 1Dk (See Sailing Ship Register)	324 268 218					1919	Havstad Baat&Træ- skibsbyggeri Arendal	G.Seberg	125·7 Q24tH19t	27·3	12·5	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18 9/16" 192NHP Emade19refitted36 J.&C.G.Bolinders,Skm.		N
35261 228205 WHDR	**Toloa** Ⓟ TwinSc Ref.Mchy. Sub.Sig. Fitted for oil fuel D.F. E.S.D. GyC. 2Dks&2pt dks	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	425·4 P38'B243'F50'	54·3	29·9	NewYork Utd.States Wb	T.6Cy.23½",39½"&67"–48" 622NHP Wrkman,Clark&Co.LdBel		C
35262 220353	**Tolosa** Fitted for oil fuel 2Dks	5527 4985 3965					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P44'B115'F47'	54·2	27·0	Portsmth, N.H. Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		
35263 LDNM	— 1Dk	1974 1734 1177					1930	Smith's DockCo.Ld. Middlesbro'	Dampskintsk. Garonne(Fearnley &Eger,Mgrs.)	270·7 P58tH89t	43·0	18·7	Oslo Norwegian WB	T.3Cy.20½",33"&54"–39" 182NHP Smith'sDockCo.Ld.Mdb.		N
* 35264 118660 MCGF	**Tolsta** (exCairnnevis) ssLth.2ndNo.3–4,31 ssLth.No.1–35 1Dk(Irn)&deep framing Cargo battens not fitted	1587 1440 977	✠100A1 4,37 BS4,37 ✠LMC4,35	Abn	q	CL 4,36	1905 7mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	~~SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.)~~ CellDBa82'uE& C.Strubin&Co. Ld.	259·0 P21'B62'F26' FK B34'f102'418tFPT	36·8	18·0	Leith British 4BHCem 46tAPT39t	T.3Cy.19",30"&48"–36" (s) 160lb 80lb 151NHP 1SB,3cf,GS62,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s2 ″ 9 17 ″ 8	

Now "Juss," see No. 38760 in Supplement

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35265 129200 MDNQ	**Tolsta Head** (*ex*Seaford-35) *ss*Lth.2ndNo.3-2,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	673 458 349	✠100A1 9,37 ~~9,37~~ BS3,38 ✠LMC2,37	Lth	*i*	CL 1,37	1911 5mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	A.F.Henry& MacGregor,Ld. *CellDB*	164·5 169·3(O.L.) Q94'B9'F23' FK *uE22'f95'168tFPT*	30·0	12·1	Leith British *3BHCem* *81tAPT20t*	T.3Cy.15½",25"&41"-30" (*s*) 180lb *90lb* 113NHP 1SB,*3pf*,GS51,HS1910 N.E.MarineEng.CoLdNwc	14 " 0 s4 " 6 13 " 8	
35266 160014 GTVW	**Toltec** *ss*Avn.No.2-36 Sub.Sig. 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* 3rd&4th *dks*(*Stl*) *in holds* D.F. F.S.D.	5518 4710 3000	✠100A1 *with freeboard* 4,37 ✠LMC10,36 *Fitted for oil fuel* 2,29 *F.P. above* 150° F.	Sou	*z*	CL 4,36	1929 2mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Elders&Fyffes,Ld. *IntermediateBH* *CellDB333'740tT*	388·8 405·5(O.L.) P29'F40' FK *in after Coll* *hold dispensed with* *anks at sides of tun*	53·2	31·0	Bristol British *ptCem* *BH to W dk* 4 ,, ,,2nd ,, *nel225tFPT*	T.4Cy.30¾",51"&(2)62"-48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385,HS15285 FD Barclay,Curle&Co.Ld.Gls. *69tAPT36t*	33 " 6 s10 " 4 23 " 7½	
Now	"Knud Rasmussen," *see No.* 38895 *in Supplement*															
35267 162370 GWDC	**Toltén** (*ex*Glenearn-35,*ex*Toltén-33) *OilEng.* *ss*Mdb.No.1-34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. 3rd*Dk*(*Stl*) *except in after hold*	5348 4697 3225	✠100A1 *with freeboard* ~~6,37~~ ~~9,36~~3,38 ✠LMC CS5,34 DBS~~1,37~~3,38 ~~9,36~~3,38 ✠Lloyd'sRMC~~11,36~~ 3,38	Lon ~~Hul~~ Bkn	*a*†	CL ~~9,36~~ 1,38	1930 10mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	Trinder,Anderson &Co. *CellDB362'1349t*	421·3 437·8(O.L.) F37' FK (*FPT195tAPT149t*	56·0	25·5	Liverpool British *7BHptCem* *Coll to Sh dk* 6 ,, ,,2nd,,)	Oil Engines 4S.C.SA 8Cy.29½"-$59\frac{1}{16}$" 652NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	28 " 0 s3 " 2½ 25 " 0½	
35268 162501 MPXG	**Tolworth** *ss*Shl.No.1-34 Wireless *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1351 1062 719	✠100A1 *with freeboard* ~~6,34~~ ~~10,36~~1,38 BS6,37 ~~BS6,35~~ ✠LMC7,34	Shl	*o*	CL ~~6,36~~ ~~6,37~~ 1,38	1930 10mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	Wandsworth& DistrictGasCo. *CellDBu*	226·0 Q128'B15'F22' FK *E18'f142'551tFPT*	36·4	16·5	London British *4BHptCem* *162tAPT8t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 156NHP 1SB,*4cf*,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld	18 " 6 s6 " 11½ 15 " 8½	
35269 EAJH	**Tom** (*ex*Cramond) *ss*Bbo.No.3-4,31 *ss*Bbo.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3056 2830 1860	✠100A1 8,37 ~~8,35~~ 3,37 ✠LMC BS~~6,35~~ MS8,35 ~~No later survey reported~~	Bbo	*u*	CL ~~6,34~~ 7,37	1919 4mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	Cia.NavieraBachi (HijosdeAstigar- raga,*Mgrs.*) *C*	331·3 P33'B98'F28' FK *ellDB276'734tFPT*	46·8	23·2	Bilbao Spanish *7BHptCem* *105tAPT42t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,*9cf*,GS159,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 " 6 s3 " 11½ 21 " 9	
35270 7420 SFQA	— (*ex*Thermidor,*ex*Francillon, *ex*Zuiderdiep) 1*Dk*	*2109* *1811* *1181*					1919	Burgher- out'sM.&S. Rotterdam	A/B Arafart (A.R.Appelqvist, *Mgr.*)	292·0 P36'B68'H92tF24'	43·1	17·4	Stockholm Swedish *WB*	T.3Cy.19¾",32¼"&52"-35¼" 161NHP Burgherout'sMachf.Rot.		V
35271 FOOB	**Tombouctou** (*ex*Kepwickhall, *ex*BallygallyHead) *ss*Msl.No.3-10,30 *ss*Msl.No.1-34 2*Dks*(*Stl*) *Cargo battens not fitted*	5302 — 3253	✠100A1 ~~[illegible]~~ ~~BS10,36~~ ✠LMC11,34 BS~~1,37~~ 1,38 *Carrying vegetable oil in forward and after deep tanks*	Msl	*y*	CL ~~10,34~~ N10,37	1919 6mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Cie. deNavigation Fraissinet *5BH to Udk af* *Cel*	400·4 P49'B113'F39' FK *ter pk&Int.Bk.foru* *lDB338'1085tDTf*	52·4	28·4	Marseilles French *ptCem* *ardto2nd dk* *32'1227tDT*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Workman,Clark&CoLdBel *a28'730tFPT115tAPT45t*	31 " 0 s5 " 11½ 25 " 8½	
35272 23328	**Tomifuku Maru** Wood 1*Dk*	409 295 211					1918	Uno Shozen Uno	DeguchiIkutaro	150·2	24·7	13·2	Nishi- nomiya Japanese	C.2Cy.15"&31½"-20" 37NHP KuboTekkosho,Osaka		
35273 20126 JDEG	**Tomioka Maru** Ⓟ 1*Dk*	969 800 584					1917	Bingo DockCo Mitsunosho	FujiyamaKaiun K.K.	202·0	31·0	18·5	Otaru Japanese			
35274 YTEO	**Tomislav** *ss*Rot.No.2-36 ~~*ss*Cff.No.1-32~~ D.F. 2*Dks*(*Stl*)	5411 4904 3249	✠100A1 7,37 ~~6,36~~ BS~~12,36~~ ✠LMC~~9,32~~ 1,38 MS9,36	Rot Sws	*y*	CL 9,35	1928 9mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	Jugoslavenski Lloyd.a.d. *Intermediate* *in after* *CellDB34*	403·0 P38'B133'F37' FK *'tween dk BH* *hold dispensed with* *2'1050tDTa35'965t*	52·4	27·5	Dubrovnik Yugoslav *ptCem* *5 BH to Udk* 1 ,, ,,2nd,, *APT205t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 512NHP 3SB,*9cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29 " 10 s5 " 6½ 24 " 6½	
35275 22242 JFSD	**Tomiura Maru** 2*Dks*	3821 3468 2345			...		1918	Mitsubishi ZosenKaisha Ld.Nagasaki	KinkaiYusenK.K.	345·0 P33'B77'F40' FK	50·0	29·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"-48" 342NHP MitsubishiZosenKaishaLd	29 " 1	C †
35276 LFCC	**Tommeliten** *Well deck* 1*Dk*	434 374 228					1916	J.Th.Wil- mink Groningen	A/SD/STommeliten (TomasMaaren)	143·2 Q50'B37'F14'	24·1	11·8	Bergen Norwegian *WB*	T.3Cy.11⅜",$17\frac{7}{16}$"&$29\frac{9}{16}$"- $19\frac{7}{16}$" 33NHP MachineFab.Fulton,Hgz.		N
35277 PKHL	**Tomohon** *OilEng.* *Mchy.Aft* 1*Dk*&*Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.$14\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V
35278 PKHD	**Tomori** *OilEng.* *Mchy.Aft* 2*Dks*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 P49'	34·1	11·6	Batavia Dutch	Oil Engine 2S.C.SA 7Cy.$14\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V
35279 98 UNOY	**Tomsk** Ⓟ	2693 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B.&Mch.Works		
35280 OUMN	— 1*Dk*	1229 1055 709					1911	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·4 P157'F27'	37·2	15·1	Copnhagn Danish *WB*	3Cy. Akt.Burmeistr&Wain,Cpn		V
35281 TVSC	**Tomyris** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing in bottom & at decks*	435 — 210					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	St. Nazaire French *WB*	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Greig,Dundee		V
35282 PIAB	**Ton S.** 1*Dk* *OilEng.* *Mchy.Aft* *Cargo battens not fitted* *Cruiser Stern* *Rudder electrically welded*	~~465~~ 466 ~~260~~ 351 252	✠100A1 7,37 ~~(*Class Contemplated*)~~ ✠LMC7,37	Rot	*g*		1937 7mo Lloyd	NV Boele's Schpsw&Mch Bolnes 'sA&CP	N.V.Zeevaart Maats"Ton"(Rot- terdamscheKust- vaartCentrale N.V.*Mgrs.*)	160·4 168·9(O.L.) Q44'F21' FK *CellDB107'127tFPT*	26·4	10·0	Rottrdam Dutch *8BHptCem* *78tAPT11t*	Oil Engines 4S.C.SA 8Cy.11"-~~17¾~~17¼" 94NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	11 " 10 s1 " 2 10 " 8½	
35283 39660 JRQJ	**Tonan Maru** TwinSc (*ex*AntarcticMaru-35,*ex*Antarctic-34, *ex*Opawa) D.F. 2*Dks*&*Shelter dk* (*Whale oil factory*)	9839 6841 6148					1906	Denny& Bros. Dumbarton	KyodoGyogyoK.K.	460·4 P160tH461t	60·2	31·2 40·2	Tokio Japanese *WB*	T.6Cy.24½",41½"&69"-48" 943NHP Denny&Co.Dumbarton		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35284 27527 JPPC	**Tonan Maru** (*ex*YeikokuMaru) *ss*Drn.No.3–7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4370 3677 2733	✠ ... 5,35 ✠	Drn	*w*		1921 5mo	OsakaIron Works Innoshima *Cell DB*294'	DairenKisenK.K. 1120*t DTa*32' 690*t*	345·0 P30'B99'F34' *on* *Shelter dk* FK *Collision* *FPT*114*tAPT*29*t*	49·8	25·8	Dairen Japanese *ptCemptAsp* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIrnWrks,Innoshima	28 ″ 2	
35285 147690 MLYV	**Tonbridge** TwinSc *CruiserStern* 1*Dk*	683 625 267					1924	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 166NHP D.&W.Henderson&Co.Ld.		
* 35286 27128 JTFD	**Tone Maru** *ss*Kob.No.1–36 *ss*Kob.No.3–5,33 2*Dks*(*Stl*)	4070 3504 ~~2519~~ 2514	✠100A1 1,38~~12,36~~ ✠LMC~~12,36~~ 1,38 *Carrying Molasses in deep tanks*	Kob	*w*	CL ~~12,36~~ 1,38	1920 7mo	MitsuiBus- sanKaisha TamaDckyd. A&CP	TamaiShosen K.K. *Cell DB*283' 780*t DTf*33'87	345·0 P33'B74'F40' FK 5*tDTa*33'813*t FPT*	50·0	26·6	Kobe Japanese 6*BHCem* 56*tAPT*26*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 350NHP 2SB,6*cf*,GS110,HS4558 FD MitsuiBussanKaisha	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
* 35287 33215 JBKC	**Tonegawa Maru** (*ex*Ceylon) *ss*Sba.No.3–7,25 *ss*Kob.No.2–32 2*Dks*(*Stl*)	4996 4575 3565	✠100A1 6,36 ✠LMC~~6,36~~ 7,37	Kob	*y*	CL 6,36	1913 8mo *Lloyd*'s A&CP	A.McMil- lan&Son,Ld. Dumbarton	MatsuokaKisen K.K. *Cell DBa*117'*uE*&	400·8 P35'B129'F56' FK *B*42'*f*188'955*tFPT*	52·1	27·3	Fuchu Japanese 6*BHCem* 82*tAPT*45*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 458NHP 3SB,9*cf*,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	
35288 1710 JTBH	— Ⓟ TwinSc 2*Dks*	574 554 336					1897	OsakaIron Works Osaka	SetsuyoShosen K.K.	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP OsakaIronWorks,Osaka		
35289 155982 MDDJ	**Toneline** *Carrying Petroleum in bulk* *OilEng.* *CruiserStern* 1*Dk*	811 653 415					1928	Chantiers Generaux Cette	TonelineTransport Co.Ld. (H.Baerselman)	197·8	29·0	13·7	London British *WB*	Oil Engines 4S.C.SA 6Cy.15"–15" 135NHP Motorenfabriek"Deutz" A.G.Köln-Deutz		V
35290 XNDC	**Tong Lee** (*ex*Dagny) Wireless 1*Dk*&*Spar dk*	1469 1306 886					1902	Nylands Værksted Oslo	Ching-KeeS.N.Co. Ld.	231·5	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"–32" NB33 109NHP NylandsVærksted,Oslo		
* 35291 146002 GLFZ	**Tongariro** *ss*Liv.No.2–33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8719 8179 5472	✠100A1 *Shelter dk* *withfreeboard* 7,36 ✠LMC MS10,33 BS~~2,37~~2,38 ✠Lloyd'sRMC~~3,37~~ 3,38 *Fitted for oil fuel* 2,25 *F.P. above* 150° F.	Npt	*d*†	CL 7,36	1925 2mo *Lloyd*'s A&CP	W.Hamil- ton&Co.Ld. PortGlasgow	NewZealand ShippingCo.Ld. *Cell DB*378'1429*t*	460·5 480·7(O.L.) B&F424' FK *FPT*121*tAPT*42*t*	62·7	35·2	Plymouth British 8*BHptCem* (2 *to Sh dk* 6 „ *U* „)	2 Steam Turbines SR geared to 1 Sc. Shaft 180lb (*s*) 1194NHP 5SB(4Spt),20*cf*,GS385, FD HS16940 D.Rowan&Co.Ld.Glasgow	37 ″ 9 s 6 ″ 9¾ 31 ″ 2¾	
35292 Burnt 4,38 OZPB	**Tongking** TwinSc4Mst *OilEng.* *ss*Cpn.No.3–2,28 *ss*Cpn.No.2–36~~*ss*Cpn.No.1–32~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6645 4778 4244	✠~~100A1~~ *Shelter dk* *withfreeboard* ~~12,35~~ 11,37 ~~✠LMC CS11,34~~ ~~DBS9,36 11,37 7,36~~	Cpn	*a*†	CL 12,35	1914 10mo *Lloyd*'s A&CP	Akt.Bur- meistr&Wain Copenhagen	A/S DetÖstasia- tiskeKompagni *WB*= *Cell DBa*126'*uE*	410·0 FK 42'*f*194'1198*tFPT*	55·2	27·5	Copnhagn Danish 7*BHptCem* 90*tAPT*72*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"–37 13/16" 717NHP DB80lb Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 10 ″ 10¾ 28 ″ 1	
35293 Now "Carenero," see No. 37656 in Supplement PIAC	**Tonijn** *OilEng* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	366 250 184					1936	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	W.Boll	135·7	24·5	9·1	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
35294 659 SYES	**Tonis Chandris** (*ex*Efxinos, *ex*KarlLeonhardt,*ex*Hornburg) 1*Dk*&*Spar dk*	3161 — 2359					1904	Akt.Ges. "Neptun" Rostock	JohnD.Chandris	302·6	45·3	18·9 25·8	Piræus Greek *WB*	T.3Cy.29⅞",35 7/16"&55⅞"–37⅜" 192NHP A.G."Neptun,"Rostock		G
35295 LDCG	**Tonjer** 1*Dk*	3268 2966 1948					1920	Smith's DockCo.Ld. Middlesbro'	Skibs.A/S Corona (H.M.Wrangell& Co.A/S, *Mgrs.*)	334·2 P84*t*H147*t*	48·0	22·7	Haugesnd Norwegian *WB*	T.6Cy.24",39"&65"–42" 274NHP Smith'sDockCo.Ld.Mdb.		N
35296 LDND	**Tönsbergfjord** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	3156 2750 1830					1930	Götaver- kenA/B Gothenburg	A/S DenNorske Amerikalinje	349·0 P98*t*H294*t*F13*t*	50·2	20·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 720NHP GötaverkenA/B.Got.		N
35297 1047 ESUT	**Tönu** (*ex*Roslagen-35, Iron *ex*Probus, *ss*Hbg.3rdNo.3–4,23 *ex*TudorPrince) *ss*Hbg.No.1–28 *Well deck* 1*Dk*(*IrnQws*)&*Web frames*	*1431* *1186* *834*	✠ —— 5,32 ✠	Hbg	*o*		1884 10mo	JLThomp- son&Sons Sunderland	G.Roosvee	245·2 P23'Q69'B59'F27' FK *DBa*69'*f*54'238*t*	35·0	17·6	Tallinn Estonian 4*BHCem*	C.2Cy.31"&57"–36" NDB01 162NHP 1DB,4*pf*,GS80,HS2811 J.Dickinson,Sunderland	18 ″ 8	V †
35298	**Toomas** (*ex*Oresund-37, Iron *ex*Craiglands) *ss*Osc.2ndNo.3–7,08 *ss*Cpn.No.2–16 *Well deck* 1*Dk*(*Irn*)2*trB*	*1350* *1053* *781*	✠ 10,21 ✠	StN	*o*		1883 12mo	Irvine&Co. W Hartlepool	OlgaInkapool, Robt.Nelberg& others(Anton Truberg,*Mgr.*)	245·2 Q90'B63'F65' BK8½" *Cell*	33·3	15·9	Tallinn Estonian 4*BHCem* *DB*201'321*t*	C.2Cy.30"&57"–33" NDB01 156NHP 1DB,4*cf*,GS68 T.Richardson&Sons,Hpl.	18 ″ 11	V †
* 35299 149960 VPGM	**Toorak** (*ex*Voco-34) 3Mst *ss*Yka.No.2–35 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. *Longitudinal framing*	8627 7957 5205	✠100A1 8,37 ~~12,36~~1,38 ✠LMC MS11,35 BS~~6,36~~8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150° F.	Yka Bat	*d*†	CL ~~2,35~~ 8,37	1927 12mo *Lloyd*'s A&CP	Lithgows, Ld. PortGlasgow	StandardTrans- portationCo.Ld. *Cell DBuE*&*B*6	460·0 P118'B43'F42' FK 5'*f*35'318*tFPT*190*t*	62·8	36·4	HongKong British 18*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,9*cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	
35300 152014	**Toorie** (*ex*SirArthurDorman) *Mchy.Aft* 1*Dk*	414 309 159			...		1925	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14",23"&39"–21" 84RHP Govt.Dckyd.Nwc.N.S.W	11 ″ 0	
35301 FPDF	**Tooya** (*ex*Principio, TwinSc *ex*Zaragoza,*ex*Appollo, *OilEng* *ex*Principio,*ex*ErnaDavid) 1*Dk* Wireless	597 525 *344*					1920	Flensburgr Schiffsb.Ges. Flensburg	EmmanuelRougier	190·8 P11'H46'	24·1	15·7	Papeete French *WB*	Oil Engines 2S.C.SA 12Cy.13¾"–12" 401NHP *E*made18 VulcanWerke,Hamburg		C
35302 220421 KDBB	**Topa Topa** D.F. *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5356 — 3330					1920	Ls.Angeles S.B.&D.D.Co. S.Pedro.Cal.	WatermanS.S. Corp.	410·0 P43'B115'F47'	54·4	27·2	Mobile Utd.States	T.3Cy.28½",47½"&78"–48" LosAngeles 421NHP S.B.&D.D.Co.S.Pedro,Cal.		R
35303 144036 MJVP	**Topaz** (*ex*Collooney) *ss*Grk.No.3–11,32 *ss*Bwg.No.1–37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	577 394 265	✠100A1 ~~7,37~~~~3,37~~2,38 ✠LMC BS~~1,37~~ MS3,37 12,37	Bwg ~~Nwc~~ Trn	*h*	CL ~~3,37~~ 2,38	1920 1mo *Lloyd*'s A&CP	J.Lewis& Sons,Ld. Aberdeen	Wm.Robertson *Cell D*	164·8 171·0(O.L.) Q94'B11'F23' FK *Bf*97'125*t FPT*44*t*	27·0	11·1	Glasgow British 3*BHCem* *APT*19*t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 82RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¼ 13 ″ 3¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
35304 LDCH	**Topdalsfjord** *Fitted for oil fuel* D.F. *2Dks*	4271 3753 2574					1921	Canadian Vickers,Ld. Montreal	A/S DenNorske Amerikalinje	365·3 P146tH302tF47t	49·7	26·5	Oslo Norwegian *WB*	T.3Cy.27",43"&70"-48" 339NHP CanadianVickers,Ld.Mtl.		N
35305 LDCI	**Topeka** TwinSc *OilEng.* ssOsl.No.3-5,37 ~~ssOsl.No.2-32~~ D.F. *2Dks(Stl)*	4991 4509 3030	✠100A1 *with freeboard* 3,38 ~~1,37~~ ✠LMC CS~~6,36~~ 6,37 DBS~~6,36~~ 6,37 ~~10,35~~ 1,37 *Fitted for carrying oil 3,25 F.P. above 150°F. in deep tank*	Rot Osl	*x*	CL ~~5,35~~ 3,38	1925 3mo *Lloyd*'sA&CP	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen *Cell DB*301'880t *DTf*24'725t *Tanks in way of tunnels* 196t *FPT*102t *APT*69t	366·3 P32'F62' FK	51·2	31·4	Tönsberg Norwegian *7BHptCem ptAsp (1 to 2nd dk)*	Oil Engines 4S.C.SA 12Cy.21½"-35 7/16" DB*100lb* 545NHP DeutscheWerkeA.G.Kiel	34 " 0 10 " 1½ 23 " 0½	
35306 211469 WICV	**Topila** 3Mst *Fitted for oil fuel* *2Dks* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5125 — 3146					1913	NwprtNws S.B.&D.D.Co. NewprtNews	~~RichfieldOilCo. of California~~ RichfieldOilCorp.	371·5	59·1	28·1	LsAngeles Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 259NHP NewportNewsSB&DDCo.		
35307 5230 SGWR	**Tor** *1Dk*	*1052* 826 575					1911	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	222·7 P17'Q59'B104' H92tF27'	35·1	13·0	Stockholm Swedish *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk&Mskb.		V
35308 354 OHKO	— (*ex*Friesland)	306 280 164					1890	StettinerA. G.(v.M.&H.) Stettin	O/YRaumaWood, Ld.	132·5 Q53'B23'F14'	21·2	10·9	Rauma Finnish *WB*	2Cy.17"&31"-22" 38NHP StettinerA.G.(v.M.&H.)		
35309 LIWX	**Tora Elise** (*ex*Binbrook-34,*ex*Spind) *Mchy.Aft* *1Dk*	721 517 345					1919	v.d.Kuy& v.d.Ree's Scheepsw. Maasdijk	SkibsA/S Hauges RederiII(A.Hauge, *Mgr.*)	180·6 Q99t B13tH14tF22t	28·1	12·4	Arendal Norwegian *WB*	T.3Cy.15",24"&40"-24" 78NHP N.V.v.d.Kuy&v.d.Ree		N
35310 10373 JFAI	**Tora Maru** TwinSc *Carrying Oil in bulk* *Mchy.Aft* *1Dk*	501 — 344					1907	OsakaIron Works Osaka	SanoyasuZosensho K.K.	184·4	27·1	11·3	Osaka Japanese	T.6Cy.8",13"&23"-12" 37NHP OsakaIronWorks,Osaka		
35311 4234 JHBL	**Tora Maru No. 1** TwinSc *OilEng.* Wireless *1Dk* *Mchy.Aft*	428 308 263					1936	Harima S.B.&Eng. Co.Ld. Harima	ShioharaSoyuru	150·0 P63'F23'	28·0	11·0	Tokio Japanese *WB*	Oil Engines 4S.C.SA 12Cy.10 1/16"-15¾" 118NHP ItoIronWks.ShimizuCity		
35312 PKHG	**Toradja** *OilEng.* *1Dk&Shade dk* *Mchy.Aft*	981 629 674					1930	N.V.Werf Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49'F36'	34·1	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13 9/16"-19 11/16" 143NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
35313 LJJC	**Torafire** (*ex*OuedElAbid-37, *ex*ElAbid,*ex*Bergpolder) Wireless *1Dk*	823 660 478					1920	J.Koster Hzn. Groningen	SkibsA/S Hauges Rederi IV (A.Hauge,*Mgr.*)	198·7 Q66'B55'F18'	30·9	12·7	Arendal Norwegian *WB*	T.3Cy.15",25"&39½"-26½" 80NHP L.Straatmann,Dordrecht		V
35314 28884 JKGA	**Torai Maru** (*ex*HimuroMaru) *Ref.Mchy.* *1Dk* Wireless	640 507 352					1922	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	175·0 P21'B62'F28'	28·0	15·5	Yokohama Japanese *WB*	T.3Cy.13",21"&36¾"-27" 70NHP YokohamaDockCo.Yka.		
35315 LDIW	**Toran** (Notanda) ssOsl.No.3-8,30 *ss*Osl.No.1-34 *1Dk(Stl)*	3318 2995 2058	✠100A1 7,37 ~~2,36~~ BS~~8,36~~ 11,37 ✠LMC6,34	Osl Bgn	*v*	CL 2,36	1918 3mo *Lloyd*'sA&CP	R.Thompson& Sons,Ld Sunderland	A/S Chr.ChristensensRederi (Chr. Christensen)	340·7 P29'B98'F33' FK *CellDB*285'733t	48·5	21·9	Oslo Norwegian *6BHCem* *APT*57t	T.3Cy.24",40"&65"-42" (r) 180lb ~~100lb~~ 307NHP 2SB,*6cf*,GS124,HS4874 Blair&Co.Ld.Stockton	24 " 4	
35316 LJAP	**Toratre** (*ex*Nicolas-Toussaint-35) *1Dk*	1016 804 547					1920	N.V.HollandS.B.Co. Hendrik-Ido-Ambacht	SkibsA/S Hauges RederiIII (A.Hauge,*Mgr.*)	216·5 P13'Q57'F26'	34·6	13·4	Arendal Norwegian *WB*	T.3Cy.15",25"&38"-27" 75NHP Verschure&Co.Ams.		V
35317 LDNK	**Torborg** (*ex*HenryDeutsch de la Meurthe) ssRot.No.3-3,34 *2Dks(Stl)& Webframes* *Mchy.Aft* *Longitudinal framing*	*6042* 5884 *3564*	✠100A1 1,38 ~~3,37~~ BS3,37 ✠LMC3,34 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,21 F.P. above 150° F.*	Rot Fal	*z*	CL 3,37	1921 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. A&CP	M.Mosvold *CellDB*63' 185t*DTf*32'322t	412·0 427·0(O.L.) P125'B32'F43' FK *FPT*98t*APT*102t	53·2	30·9	Farsund Norwegian *16BHptCem ptAsp (11 to U dk 5 „ 2nd „)*	T.3Cy.27",45"&74"-48" (s) 180lb 552NHP 3SB,*9cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 " 0 s6 " 10 24 " 7	
35318 ~~811~~ ~~OHOO~~	**Torborg I** (*ex*Torborg-37, *ex*Kauko,*ex*Torborg) Wood *OilEng.* *1Dk*	394 — 229					1921	Nystads Slip&M.V. Nystad	~~ErikNylund~~ Torgersen& MaarenA/S	148·6 P42'F22'	28·2	11·8	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy 15¾"-17¾" 175NHP SkandiaVerken,Lysekil		V
35319 LFCG	**Torbrand** (*ex*Merle) *1Dk*	308 247 114					1918	Forg.&Ch. de laMédit. LaSeyne	D/S A/STangbrand (T.Matland,*Mgr.*)	133·3 len20 Q11tH22tF25t	24·0	11·0	Haugesnd Norwegian	C.2Cy.18"&36"-24" 53NHP Forg.&Ch.delaMédit.Msl.		V
35320 12 ~~281~~ ICKN	**Torcello** (*ex*GustavSchindler-35, *ex*Astrakhan) *Fitted for oil fuel* *Mchy.Aft* *2Dks* *Carrying Petroleum in bulk*	3336 3216 2012					1892	Palmers' Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente(G.Casteldi,Ld.*Mgrs*)	338·8 328·5 P20'F30'	42·1	28·7	Rhodes ~~Venice~~ Italian *WB*	T.3Cy.24",40"&64"-42" NB16 265NHP Palmers'Co.Ld.Newcastle		I
35321 144647 MKBZ	— (*ex*Stahlhof) ssLiv.2ndNo.3-1,34 *Well deck* *1Dk(Stl)*	1479 1037 875	100A1 11,36 BS11,37 MS1,34	Liv LMC ~~BS11,36~~		OG 9,35	1911	Stettiner Oderwerke Stettin	Ellerman'sWilson LineLd. *CellDB*190'321t*FPT*68t*APT*49t	231·7 Q75'B101'F29' FK	36·4	14·7	Hull British *4BHAsp*	T3Cy16 9/16",27½"&43 5/16"-31½" 185lb (s) 105NHP 2SB(Spt),*4cf*,GS66,HS2453 StettinerOderwerke	17 " 7 s " 8½ 17 " 0½	
35322 161324 MPQJ	**Torchbearer** ssSld.No.1-34 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1267 970 684	✠100A1 6,37 ~~10,36~~ BS~~5,36~~ 6,37 ✠LMC6,34	Shl Sld	*n*	CL ~~5,36~~ 6,37	1929 11mo *Lloyd*'sA&CP	J.Crown& Sons,Ld. Sunderland	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE*20'*f*139'329t*DTf*7'117t*FPT*170t*APT*24t	225·0 Q127'B16'F24' FK	36·0	15·3	London British *5BHCem*	T.3Cy.18",30"&49"-33" (s) 180lb *100lb* 156NHP 1SB,*4cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 " 3 s5 " 2 15 " 8½	
35323 164632 GYTL	**Tordene** D.F. *1Dk* *CruiserStern*	4271 3905 2614	✠100A1 1,38 ~~1,37~~ ✠LMC5,36	Lon Ant	*y*	CL	1936 5mo *Lloyd*'sA&CP	W.Gray& Co.Ld. WHartlepool	TordeneShipping Co.Ld.(Dene Shipmanagement Co.Ld.) *CellDB*331'995t*FPT*116t*APT*104t	385·5 P51'B237'F35' FK	53·2	24·6	London British *6BHCem*	T.3Cy.21",33½"&58"-42" 200lb (s) 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 " 10 s3 " 2½ 23 " 10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35324 LFCH	**Tordenskjold** Ⓟ 1*Dk*&*Awngdk*	921 891 550					1906	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·1	29·7	15·7	Trndheim Norwegian *WB*	T.3Cy.16½",26½"&45½"–30" 113NHP TrondhjemsMV.Trndheim		N
35325 LFCI	— **Iron** *Well deck* 1*Dk*	576 431 340			...		1889	Bergens Mek.Værks. Bergen	A/S D/S Tordenskjold(RasmusF. Olsen)	169·4 Q41'B51'F24'	26·3	12·8 BK7"	Bergen Norwegian *WB*	T.3Cy.14",22½"&37"–24" NB16 78NHP BergensM.V.Bergen	13 ″ 8	N †
35326 LFBO	**Tore Hund** (*ex*Bergslien) *Mchy.Aft* 1*Dk*	428 327 226					1920	Hölens VerkstedA/S Larvik	A/SNordlandslinjen(O.Jacobsen, *Mgr.*)	144·9 P66*t*F20*t*	26·3	12·1	Harstad Norwegian *WB*	T.3Cy.9½",15½"&26"–18" SpeedwellIron-works,Coatbridge 27NHP		N
35327 LFCK	**Tore Jarl** 1*Dk*	1514 1319 886					1920	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·0 P28'B67'F29'	39·3	17·3	Trndheim Norwegian *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad		N
35328 LFCL	**Torfinn Jarl** 1*Dk*	1481 1293 861					1922	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·1 P69*t*H42*t*	39·3	17·2	Trndheim Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP FredrikstadM.V.Frdstad		N
35329 5617 SGXU	**Torfrid** (*ex*Laboremus) 1*Dk*	*630* *476* *321*					1903	Framnes Mek.Værks Sandefjord	Rederiaktieb. Ostersjön (A.Christensen, *Mgr.*)	169·5 Q58'B39'H47*t*F17'	28·1	11·5	Trelleborg Swedish *WB*	O.2Cy.13$\frac{3}{10}$"&29$\frac{1}{10}$"–23$\frac{3}{5}$" 34NHP PorsgrundM.V.Porsgrunn		V
35330 LHPW	**Torgeir I** (*ex*Regia, *ex*Lardal,*ex*Slemdal) **Comp3Mst** *OilEng.* 1*Dk*	427 330 253					1919	Larvik Slip &VerksA/S Larvik	D/SA/S Borgundöy(L.Hauge, *Mgr.*)	145·4 P65*t*H6*t*F6*t*	26·9	12·0	Haugesnd Norwegian	Oil Engines 2S.C.SA 4Cy.16$\frac{11}{20}$"–18$\frac{9}{10}$" 192NHP J&CGBolindersCoLd.Skm		N
35331 7783 SIQN	**Torgny Lagman** (*ex*Banchory) *ss*Nwc.No.3–11,27 *ss*Got.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Veli Ragnar," *see No.* 40614 *in Supplement*	*2185* *1976* *1258*	✠100A1 10,37 ~~3,37~~ ✠LMC MS2,35 BS1,37	Sws Gms	*s*	CL 3,36	1914 12mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton	Rederiaktieb. Gottfrid ~~(P. Hagelquist, *Mgr.*)~~ *CellDBa*90'*uE*&	287·0 298·9(O.L.) P27'B72'F30' FK *B*32'*f*120'605*tFPT*	44·0	19·1	Stockholm Swedish 5*BHCem* 84*tAPT*89*t*	T.3Cy.21",35"&57"–39" (*s*) 180lb *100lb* 214NHP 2SB,6*cf*,GS78,HS3232 N.E.MarineEng.Co.Ld.Sld	21 ″ 4 s 3 ″ 0¾ 18 ″ 7½	
❋ 35332 7357 SGXW	**Torkel** (*ex*Yukon) *ss*Osc.2ndNo.3–5,27 *Well deck* *ss*Osc.No.2–35 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1236* *863* *572*	✠100A1 ~~7,37~~ ~~4,36~~ 2,38 BS~~4,36~~ 7,37 ✠LMC4,35	Osc ~~Cff~~	*n*	CL ~~1,36~~ ~~7,37~~ 2,38	1903 6mo *Lloyd's A&CP*	Mackie&Thomson Glasgow	RederiA/B Tellus (A.Wingren,*Mgr.*) *CellDBa*73'*uE*17'	232·1 241·6(O.L.) P18'Q67'B56'F23' FK *f*100' 367*t FPT*43*t*	34·1	13·6	Oscrshmn Swedish 4*BHCem* *APT*44*t*	T.3Cy.19",30"&50"–33" (*s*) 180lb 177NHP 2SB,6*pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15 ″ 10 s 1 ″ 0¼ 15 ″ 0¼	
35333 5409 SFJN	**Torne** *Mchy.Aft* **D.F.** 1*Dk*	3792 3368 1963					1913	Lindholmens V.A. Gothenburg	Trafikaktiebolag. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*)	359·5 Q66*t*B83*t*H46*t*F29*t*	50·2	23·7	Stockholm Swedish *WB*	T.3Cy.24½",40"&66"–45" 292NHP LindholmensV.A.Got.		C
❋ 35334 386 ESAY	**Torni** (*ex*Claudegallus,*ex*WarIsis) *ss*Tln.No.3–5,31 *ss*Tln.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	2044 1825 1209	✠100A1 ~~5,37~~ ~~6,36~~ 4,38 ✠LMC MS5,35 ~~BS1,36~~ BS4,38 ~~4,37~~	Ams ~~Nwc~~ Msl	*r*	CL ~~4,35~~ 3,38	1918 5mo A&CP	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	TallinnShipping Co.Ld. *CellD B*210'628*t F*	251·0 P27'B78'F27' FK *PT*80*tAPT*105*t*	43·8	21·6	Tallinn Estonian 4*BHCem*	T.3Cy.20⅝",33½"&54"–40"(*s*) 190lb 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A.	23 ″ 0 s 3 ″ 0¼ 20 ″ 2	
❋ 35335 165349 GZFP	**Tornus** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Rudder electrically welded* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8054 7224 4756	✠100A1 ~~4,37~~ 12,37 ✠LMC9,36 *Carrying Petroleum in bulk*	Shl Cff	*c*†	CL	1936 9mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*64' 141*t DT*	465·0 483·3(O.L.) P92'B47'F48' FK *f*25' 272*t FPT*139*t*	59·4	33·8	London British 17*BHptCem* *APT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¼	
35336 LDCO	**Torny** (*ex*Marshall) Sub.Sig. 1*Dk*	2424 2148 1389			...		1919	ThePusey &JonesCo. Wlmgtn,Del.	~~D/S A/S Torny (EilertLund)~~ A/S Nesjar (EilertLund)	300·7 P29'B75'F29' FK	44·3	19·6	Bergen Norwegian *WB*	T.3Cy.22",36"&59"–39" NE26 292NHP BeverDorling&Co. Bradford	22 ″ 3	N †
❋ 35337 7139 SEHD	**Torö** (*ex*Fryken–36) *ss*Mmo.No.3–5,37 ~~*ss*Got.No.2–33~~ 1*Dk*(*Stl*)	*1467* *1280* *819*	✠100A1 5,37 ~~2,36~~ BS~~10,36~~ 11,37 ✠LMC~~5,33~~ MS5,37	Got Mmo	*q*	OG ~~2,36~~ 5,37	1924 8mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDB*214'403*t*	254·3 P20'B70'F26' FK *FPT*48*tAPT*73*t*	38·3	16·5	Stockholm Swedish 4*BHCem*	T.3Cy.18½",29⅛"&48"–33$\frac{1}{16}$" 185lb (*s*) 156NHP 2SB,4*cf*,GS70,HS2546 KockumsM V.Akt.Malmö	18 ″ 10 s 2 ″ 4¼ 16 ″ 7½	
35338 LOHS	**Toro** (*ex*Diana) Wireless 1*Dk* *Mchy.Aft* Sub.Sig. *Fitted for oil fuel*	1228 — 555					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0 P&B59'F8'	37·5	12·8	Bns.Aires Argentine *WB*	T.3Cy.17¾",28½"&45¼"–29½" 110NHP OttensenerMaschf.Altona		G
35339 149431	**Torondoc** *Mchy.Aft* 1*Dk*	1927 1638 1151					1927	Swan,Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9	43·4	17·8	Ft William Ont. British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
35340 LDCP	**Toronto** **TwinSc** *OilEng.* *ss*Got.No.2–36 D.F. 2*Dks*(*Stl*)	5018 4282 2883	✠100A1 2,37 ✠LMC CS4,36 DBS~~5,36~~ 5,37 ~~4,36~~7,37 *Carrying oil F.P. above 150° F. in forward deep tank*	Osl	*y*	CL 3,36	1928 1mo *Lloyd's A&CP*	C.de Normandie Rouen	Wilh.Wilhelmsen *CellDB*	381·8 P35'B141'F33' FK 333'798*t* *Tanks in way of tunnels* 198*t D*	52·2	27·7	Tönsberg Norwegian 7*BHptCem* 1,, *to 2nd dk*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP DB*114lb* Ch.&Atel.deSt.Nazaire *Tf*31'877*tFPT*61*tAPT*74*t*	30 ″ 0 s 5 ″ 4 24 ″ 10	
35341 107412 VGTD	— Ⓟ **Pad** 3*Dks*	2779 1742 1652					1899	Bertram E. WorksCo.Ld. Toronto,Ont.	Canada Steamship Lines,Ld.	269·4	36·0	13·8	Toronto British	T.3Cy.28",44"&72"–72" 440NHP BertramEng.Wrks.Co.Ld.		
35342 147337 GMCF	**Toronto City** (*ex*Kyrenia–37, *ex*Nigerian–35) ~~*ss*Liv.No.2–33~~ D.F. *ss*Brs.No.3–3,37 1*Dk*&*Shelter dk*	2486 2176 1486	✠100A1 *withfreeboard* 1,38 ~~3,37~~ ✠LMC BS~~9,36~~ 11,37 MS3,37	Bry Brs	*u*	CL 2,37	1925 10mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	BristolCityLine of Steamships,Ld.(C. Hill&Sons,*Mgrs.*) *CellDBa*86'*uE*21' *f*136'543*tFPT*	321·8 F30' FK 62*tAPT*24*t*	46·2	19·7	Bristol British 6*BHptCem* *Coll ,, to Sh dk*	T.3Cy.20¾",34½"&58"–42" 180lb (*s*) 279NHP 2SB&1Aux.SB,8*cf*,GS155, HS4869 Barclay,Curle&Co.Ld.Gls.	21 ″ 6 s 1 ″ 2¼ 20 ″ 5½	
35343 UOVA	**Toros** (*Icebreaker*) Wireless 2*Dks*	1396 1382 —					1916 *Completed*1930*by*S.B.&E.W. André Marti,Leningrad	Becker& Co. Tallinn	U.S.S.R.	198·2	46·6	25·2	Odessa Russian *WB*	T.3Cy.26",42½"&70"–42" B*made*29 318NHP Becker&Co.Reval		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35344 22 IUYX	**Torquato Gennari** (*ex*Hvitra, *ex*Mineral,*ex*Fredsholm,*ex*England) 1*Dk&Webframes* *Well deck*	1012 727 599			...		1890	W.Dobson &Co. Newcastle	U.GennarifuT.	238·9|29·2|12·6 Q70'B95'F25' len97 FK	Rimini Italian *WB*	T.3Cy.15",25"&41"–30" 98NHP Alley&M'Lellan,Glasgow	15 ″ 4	I †
* 35345 130188 MFGS	**Torquay** ssAbn.No.3–8,26 *Well deck* ssBly.No.2–34 1*Dk(Stl)* *Cargo battens not fitted*	870 605 435	✠100A1 ~~9,07~~ ~~8,36~~4,38 ✠NB7,15 ✠LMC8,34 BS~~8,36~~ 8,37	Abn	*k*	CL ~~7,34~~ 8,37	1914 8mo *Lloyd's A&CP*	J.Crown& Sons,Ld. Sunderland	J.&A.Davidson, Ld. *CellDBa&*	200·0|30·0|12·2 200·0(O.L.) P21'Q44'B48'F21' FK *uE59 f84'196tFPT*	Drtmouth British *4BHCem* *49tAPT41t*	T.3Cy.17",28"&46"–30" (*s*) 180lb 140NHP 2SB,*4pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	14 ″ 3 s ″ 10¾ 13 ″ 6¾	
35346 165160 GZPW	**Torr Head** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5021 4432 3046					1937	Harland& Wolff,Ld. Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld *Mgrs.*)	407·3|58·9|24·8 P25'F32'	Belfast British *WB*	T.3Cy.22",37"&61"–45"& LP turbine with chain drive Harland&Wolff,Ld.Bel.		
35347 EAPY	**Torras y Bages** (*ex*Velasquez) ssBcl.2ndNo.3–3,27 Wireless 1*Dk(Stl)&Spar dk(ptStl &ptIrn)&deep framing*	1344 1300 754	✠ 8,32	Bcl	*p*		1902 1mo	ClydeSB.& E.Co.Ld. Pt.Glasgow	Cia.Trasmediterranea *CellDB*	238·0|35·7|12·2 P37'B63'F54' 19·6 FK *a52'uE&B35' f105'*	Barcelona Spanish *4BHCem* *311tAPT11t*	T.3Cy.19",31"&51"–33" 170NHP NB*made*21,*fitted*3,27 NDB*made*16,*refitted*27 1SB,*3cf*,GS70,HS2736 ClydeS.B.&E.Co.Ld.P.Gls	21 ″ 10	
35348 215233 WICW	**Torres** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4943 — 2955					1917	NwprtNws S.B.&D.D.Co NewprtNews	~~RichfieldOilCo.of California~~ RichfieldOilCorp.	371·5|59·1|26·8 B27'F34'	Ls.Angeles Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 360NHP NewportNewsSB&DD.Co.		
* 35349 LFCP	**Torridal** ssShl.No.1–35 1*Dk(Stl)* *Cargo battens not fitted*	1381 1208 780	✠100A1 4,38~~4,37~~ BS4,37 ✠LMC8,35	Shl Lth	*p*	OG ~~1,35~~ 4,38	1930 6mo *Lloyd's A&CP*	Langesnds Mek.Verks Langesund	IngvaldBjörneboes RederiA/S (I.Björneboe *Mgr.*) *CellDBa&uE*	249·1|38·1|15·2 261·5(O.L.) P22'B56'F26' FK *100' f94' 340t FPT*	Xiansand Norwegian *4BHCem* *50tAPT80t*	C.4Cy.(2)14¾"&(2)31½"– 31½" 205lb (*s*) FD 152NHP 2SB(Spt),*4cf*,GS50,HS2097 TrondhjemsMVTrondheim	17 ″ 3 s 1 ″ 11 15 ″ 6	
* 35350 7954 SKRW	**Torsa** 1*Dk(Stl)& Shelter dk(Stl)* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1511* *1310* *811*	✠100A1 *withfreeboard* ~~6,37~~~~6,36~~ 4,38 ✠LMC5,34 MS4,38	Mch ~~Skm~~	*r* Osc	OG 6,36	1934 5mo *Lloyd's A&CP*	Nya Varvsaktb.Öresund Landskrona	A/B Transmarin (~~B.Ingelsson, Mgr.)~~ (S.Kedig, Mgr.) *CellDB*219' 580t*F*	259·1|40·4|16·0 262·8 FK *PT35tAPT70t*	Hlsngborg Swedish *4BHCem* (*Coll to Sh dk* 3 „ *2nd* „)	T.3Cy.18½",29 5/16"&48 7/16"– 33½" 185lb (*s*) 172NHP 2SB,*4cf*,GS60,HS2379 FD NyaVarvsaktiebOresund	19 ″ 2 s 0 ″ 6½ 18 ″ 9	
35351 7381 SEZD	**Torsten** (*ex*Ingvall–36, Iron *ex*Rondane,*ex*Southwood) *Well deck* 1*Dk2trB*	*1204* *965* *694*			...		1880	Richardsn-Duck&Co. Stockton	RederiA/B Tellus (A.Wingren,*Mgr.*)	240·0|35·0|16·0 Q79'B63'F28' ptND04 BK8½"	Oscarshmn Swedish *WB*	C.2Cy.27⅝"&55⅛"–36" NB97 145NHP Blair&Co.Ld.Stockton	16 ″ 11	V †
* 35352 LEFD	**Tortugas** *OilEng.* ssOsl.No.3–11,34 2*Dks(Stl)* *CruiserStern*	4697 4318 2852	✠100A1 *withfreeboard* 11,37~~1,37~~ ✠LMC OS3,35 DBS9,37 5,37 *Fitted for car*	Stv Osl *rying*	*x* *oil*	CL 4,36 11,23*F*	1923 11mo *.P. ab*	Deutsche WerftA.G. Hamburg *ove150°F.inde*	Wilh.Wilhelmsen *CellDB*294'833t*M* *ep tank*	357·6|51·2|30·7 F60' FK *T24' 776tFPT134t*	Tönsberg Norwegian *6BHptCem* *APT16t*	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" DB*115lb* 493NHP A.E.G.Turbinefabk.Berlin	33 ″ 2 s 7 ″ 8¾ 25 ″ 7	
35353 146267 GDCZ	**Tortuguero** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5285 4557 3275					1921	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·1|51·2|30·1 P42'B155'F41'	Glasgow British *WB*	T.3Cy.27½,46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
* 35354 SPAA	**Torun** (*ex*Brumaire) ssGdy.No.3–4,35 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	2018 1576 1122	✠100A1 ~~5,37~~~~11,36~~1,38 MS4,35	Gdy Dnz LMC BS~~11,36~~1,38	*r*	~~6,36~~ N5,37	1926 2mo	Chant.Nav Français Caen *CellDBa&uE*	"ZeglugaPolska" SpolkaAkcyjna 66'*f*107'405*tdeepta*	269·1|39·7|17·5 P22'Q87'B50'F23' FK *nksaft34'205tFPT*	Gdynia Polish *4BHCem* *77tAPT22t*	T.3Cy.18¼",20⅝"&49 3/16"–(*s*) 37 13/16" 185lb 189NHP 2SB,*4cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s 1·11½ 18· 1	
35355 LDRJ	**Torungen** 1*Dk* *CruiserStern*	1948 1196 1142					1931	Trndhjms Mek.Værks Trondheim	SkibsA/S Remonstrant(Bertrand Jacobsen,*Mgr.*)	276·3|43·1|18·1 P66*t*H101*t*	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMVTrondheim		N
35356 LDCR	**Torvanger** (*ex*GrandeGaard) Sub.Sig. *Fitted for oil fuel* 1*Dk&Shelter dk*	6568 6260 4122			...		1920	W.Doxford &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	420·1|54·0|34·4 H197*t* FK	Bergen Norwegian *WB*	T.3Cy.27",44½"&75"–54" 582NHP W.Doxford&Sons,Ld.Sld.	37 ″ 0	N †
* 35357 124624 MCYV	**Toryisland** (*ex*Shotton) ssSld.2ndNo.3–2,36 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	300 223 110	✠100A1 ~~3,37~~~~2,36~~ 3,38 ~~BS3,37~~5,38 ✠LMC1,36	Sld ~~Nwc~~	*e*	CL ~~1,36~~ ~~3,37~~ N3,38	1909 5mo *Lloyd's A&CP*	Cochrane &Sons Selby	~~W.Carney~~ SirJamesLaing &Sons.Ld.	135·0|23·1|9·3 Q48'B11'F23' BK7½"	Belfast British *3BHCem* *FPT40t*	C.2Cy.17"&36"–24" (*s*) 130lb 62RHP 1SB,*3pf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 ″ 6 s ″ 7 10 ″ 7	
35358 13176 JBHC	**Toryu Maru** (*ex*MisumiMaru, *ex*Hilary,*ex*RedSea) 1*Dk&Spar dk3trB*	1986 1837 1427			...		1889	WBThmpson&Co.Ld. Dundee	YamamotoShoten GoshiKaisha	275·0|37·2|15·8 B64'F36' 22·8 BK9½"	Kobe Japanese *WB*	T.3Cy.21",33"&54"–42" 182NHP W.B.Thompson&Co.Ld.	25 ″ 2	
35359 PIAF	**Tosari** *OilEng.* D.F. 3*Dks*	7027 6682 4458					1919	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	445·8|54·3|34·2 F42'	Rotterdam Dutch *WB*	Oil Engines 2S.C.SA 8Cy.29 5/16"–52 13/16" 1246NHP NE31 Kon.Maats."DeSchelde" Flushing		V
35360 PKHB	— *OilEng.* 1*Dk&Shade dk*	981 629 673					1930	N.V.Werf "Gusto"v/h F.Smulders Schiedam	Koninkl.Paketv. Maats.	203·3|34·2|11·6	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13 5/16"–22 7/16" 142NHP Maschfbk.Augsburg, Nürnberg,Augsburg		V
35361 LDCS	**Tosca** TwinSc *OilEng.* 3*Dks*	5128 4751 3129					1920	Nederl. Schpsbouw My Amstrdm	SkibsA/S Pacific (KnutKnutsen O.A.S.*Mgr.*)	375·0|51·2|25·5 B57'H245*t*F39'	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22 1/16"–39⅜" 564NHP Werkspoor,Amsterdam		N
35362 1925 IUZE	— 3Mst ssHul.No.3–5,20 *Well deck* ssSou.No.2–28 *Mchy.Aft* 1*Dk(Stl)*	474 346 192	✠ 12,33 ✠	Sou	*g*		1908 6mo	AilsaS.B. Co.Ld. Ayr	G.B.Figari, AntonioMaggiolo& Co.(GioBatta Figari,*Mgr.*)	162·2|25·6|11·4 155·4 Q86'B11'F23' BK7" *WB=FPT48t*	Genoa Italian *3BHCem* *APT36t*	C.2Cy.18"&40"–27" 64RHP 1SB,*3pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35363 2049 ICJE	**Toscana** Ⓟ TwinSc (*ex*Saarbrücken-35) *Corrugated sides* Sub.Sig. D.F. 3*Dks*	9442 — 5487					1923	Akt.Ges. “Weser” Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·7 B142'F44'	57·6 62·3	31·2 30·8	Genoa Italian *WB*	T.6Cy.24⅜",$40\frac{9}{16}$"&66⅛"- 47¼" 600NHP A.G.“Weser,”Bremen		I
35364	**Tosei Maru** *OilEng.* *Mchy.Aft* *CruiserStern*	443					1935	Ohara Zosen Tekkosho Osaka	ShintoKosanK.K.	149·0	26·6	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"-$19\frac{11}{16}$" 98NHP HanshinTekkosho,Kobe		
35365 23579 JHIB	**Tosho Maru** (*ex*DaitokuMaruNo.3) Wireless	1236 — 822					1918	....	KitaKyushu ShosenK.K.	225·0	33·0	18·7	Fukuoka Japanese	T.3Cy. YoshidaIronWorks		
35366 31729 JHPB	**Toshu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) 1*Dk*	2115 1772 1218			...		1918	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AbeShokaiK.K.	251·0 P25'B64'F28'	43·8	20·7 FK	Kobe Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP Pt.ArthurS.B.Co.Ld.	23 ″ 0	
35367	**Tosno** (*ex*Brabant-34, *ex*Dotterel, *ss*Mch.No.3-7,24 *ex*Poland) *ss*Ant.No.1-29 2*Dks*(*Stl*)	*1754* *1562* *810*	✠ —— 11,34 ✠	Ant	*q*		1911 8mo	Barclay, Curle&Co.Ld. Glasgow	U.S.S.R. *Cell D B a*58'*u*	260·0 B73'F33' *E*22'*f*116'257*t FPT*	36·0	22·2 FK&BK1½"	Leningrad Russian 4*BHCem* 48*tAPT*25*t*	T.3Cy.19½",34"&55"-42" HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6	
35368 42202 JMMK	**Toso Maru No. 2** *OilEng.*	371 262					1936	Ishihara Masaichi Shimonoseki	Hamada Sanzaimon	130·0	24·0	12·0	Ube Japanese	Oil Engines		
35369 22427 JHTA	**Totai Maru** *Longitudinal framing* 2*Dks*& *Web frames*	3194 2757 1997			...		1918	Osaka Iron Works Innoshima	KawasakiKisen K.K.	305·0 P19'B82'F32'	43·7	27·2 FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 ″ 3	C †
35370 148394 ZMDL	**Totara** (*ex*MargaretBirch) *ss*Wln.No.3-8,37 ~~*ss*Ddn.No.2-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	426 290 148	✠100A1 8,37 ~~7,36~~ ~~BS7,36~~ ✠LMC~~8,33~~ 8,37	Wln	*f*	~~8,35~~ 8,37	1925 1mo *Lloyd*	Warren's NewHolland Shipyard,Ld. NewHolland '*sA&CP*	AnchorShipping& FoundryCo.Ld.	135·4 141·0(O.L.) Q70'*B*on*Q*11' F31'	25·1 *26·3*	11·0 BK7" *FPT*	Nelson,N.Z. British 3*BHCem* 70*tAPT*35*t*	C.2Cy.17"&34"-24" (*s*) 130lb 55RHP 1SB,2*pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar.	12 ″ 0 s 3 ″ 4½ 12 ″ 2¾	
35371 13897 JBOD	**Toten Maru** (*ex*NagatoMaru-34, *ex*HudsonMaru,*ex*Hudson) 1*Dk*& *Spar dk*& *deep framing*	3823 3476 2387			...		1900	Sunderlnd S.B.Co.Ld. Sunderland	NipponGodoKosen K.K.	356·0 P39'B92'F42'	45·2	18·7 26·7 FK	Habu Japanese *WB*	T.3Cy.24",40"&64"-42" 288NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 4	C †
35372 29 IUZP	**Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2*Dks*	674 — 395					1899	Rijkee&Co. Rotterdam	M.Bottiglieri fuG.	197·8 F15'	33·2	10·7	Torre del Greco Italian *WB*	C.2Cy.21"&39"-24" NB17 62NHP Maats deMaas,Rotterdam		I
35373 16520 JPQD	**Tottori Maru** 2*Dks*	5973 5443 3708			...		1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·4 P38'B123'F47'	56·0	28·7 FK	Tokio Japanese *WB*	T.3Cy.27",44"&73"-48" 556NHP J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	C †
35374 FOOP	**Touareg** Ⓟ D.F. *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 2*Dks*	5135 3949 3123					1924	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	390·3 P43'B128'F53'	50·2	25·7	Marseilles French *WB*	T.3Cy.$29\frac{1}{10}$",46"&75"-45" Ch.&At.de 376NHP Provence,Marseilles		V
* 35375 LGRI	**Toulouse** TwinSc *OilEng* GyC. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in after holds* *Rudder electrically welded*	7027 6217 4309	✠100A1 *withfreeboard* 9,37 ~~10,36~~ DBS12,35 ✠LMC1,34 DBS(WT)1,38	Kel Osl	*d*†	CL 9,36	1934 1mo *Lloyd*	Deutsche WerkeKiel A.G. Kiel '*sA&CP*	Wilh.Wilhelmsen	469·0 P54'F41' *CellDB*304'1410*t* *Tanks in way of tun*	60·7	28·9 FK (	Tönsberg Norwegian 7*BHptCem* *ptAsp* *Coll to Sh dk* 6 „ 2*nd* „) *nels*632*tMT*	Oil Engines 4S.C.SA 16Cy.29½"-55⅛" 1345NHP ~~2DB100lb~~ DeutscheWerkeKielA.G. DB100lb DB(WT)100lb 25'1159*tFPT*105*tAPT*133*t*	31 ″ 7 s 4 ″ 1¾ 27 ″ 7¼	
35376 LDCT	**Touraine** TwinSc *OilEng.* *ss*Osl.No.3-2,38 ~~*ss*Osl.No.2-33~~ 1*Dk*(*Stl*)& *ShelterDk*(*Stl*) 3*rdDk*(*Stl*)*except in No.*5*hold*	5811 5224 3579	✠100A1 *withfreeboard* 2,38 ~~1,37~~ ✠LMC DBS~~2,36~~7,37 *Carrying veg*	Osl 2,38 CS~~3,34~~ ~~9,35~~7,37 *etable*	*b*† *oil*	CL ~~6,35~~ 1,38 *in deep*	1925 8mo *Lloyd* *tank*	Odense Staalskibsvft Odense '*sA&CP*	Wilh.Wilhelmsen *CellDB*387'1352*tT* *betwee*	435·9 P32'F46' (*Coll& AftP* *anks* *n & at sides of tun*	56·2	27·8 FK	Tönsberg Norwegian 7*BHCem* *eak to Sh dk* 5 „ 2*nd* „) *nels* 199*tDT*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn *f*30'840*tFPT*116*tAPT*128*t*	30 ″ 6 s 4 ″ 0¼ 26 ″ 7	
* 35377 LDCU	**Tourcoing** TwinSc *OilEng.* *ss*Osl.No.3-8,36 ~~*ss*Osl.No.2-33~~ 1*Dk*(*Stl*)& *ShelterDk*(*Stl*) 3*rdDk*(*Stl*)*except in No.*5*hold*	5798 5224 3578	✠100A1 *withfreeboard* 2,38 ~~6,37~~ ~~8,36~~ ✠LMC DBS4,37 *Carrying veg*	Osl Rot CS7,37 ~~8,35~~ 2,38 *etable*	*b*† *oil*	CL ~~2,36~~ N2,38 *in deep*	1924 10mo *Lloyd* *tank*	Odense Staalskibsvft Odense '*sA&CP* *CellDB*387' 1352*t D*	Wilh.Wilhelmsen *Tf*30'874*t Tanks b*	435·9 P32'F46' (*Coll& AftP* *etween tunnels& at s*	56·2	27·8 FK	Tönsberg Norwegian 7*BHCem* *eak to Sh dk* 5 „ 2*nd* „) *ides of tunne*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn *ls*199*tFPT*116*tAPT*128*t*	30 ″ 6 s 4 ″ 0¼ 26 ″ 7	
35378 SVSY	**Tourliani** (*ex*Marne-36) 1*Dk*	2486 — 1395					1918	Atel.&Ch. deBretagne Nantes	G.M.Assimomytis	290·0 B57'F25'	43·3	20·2	Syra Greek *WB*	DR GearedSteamTurbine Atel.&Ch.deBretagne,Nts		V
35379 108705 MQZL	**Tourmaline** 3Mst *ss*Gls.3rdNo.3-5,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	835 619 357	✠100A1 3,36 ✠NB4,28 ✠LMC MS5,35 BS~~12,36~~ 12,37	Irv	*k*	CL N3,36	1898 2mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson	200·0 Q107'B11'F36' *WB*=*CellDBf*123'	30·1	12·1 BK7½"	Glasgow British 3*BHCem* 186*tFPT*26*t*	T.3Cy.16¾",26"&42"-33" (*s*) 160lb 90RHP 1SB,3*cf*,GS55,HS1954 Muir&Houston,Ld.Gls.	14 ″ 5 s 4 ″ 7¾ 14 ″ 5½	
* 35380 FOXV	**Tourny** (*ex*Argentinier, *ex*LongIsland) *ss*Rot.No.3-7,32 *ss*Msl.No.1-35 2*Dks*(*Stl*)	*2769* *2443* *1595*	✠100A1 ~~7,37~~ ~~4,36~~ 3,38 BS~~11,36~~ ✠LMC8,35 1,38	Msl	*t*	~~N8,35~~ 3,38	1920 2mo	ThePusey &JonesCo. Wlmgtn,Del. CP	Etabl.Maurel& Prom *CellDB*244'644	300·0 P37'B76'F29' *tDTa*12'43*tFPT*64	44·1	22·9 FK	Bordeaux French 6*BHCem* *tAPT*99*t*	T.3Cy.19¾",31½"&54¼"-36" 200lb (*r*) 305NHP 2SB,6*cf*,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s3 ″ 11¼ 21 ″ 3	
35381 FNNS	**Tours** *Well deck* 1*Dk*	4158 3661 2561			...		1920	ForthS.B. &Eng.Co.Ld Alloa	Cie.Delmas Vieljeux	364·4 P18'Q128'B68'	52·8	24·3 FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong, Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
* 35382 117706 GPYT	**Toussika** (*ex*BromptonManorMaru, *ex*Brompton *ss*Gtz.2ndNo.3-12,28 Manor,*ex*Horse- *ss*Gtz.No.1-34 ferry,*ex*Hero) 1*Dk*(*Stl*)2*trBforehold,* *deep framing aft*	1828 1714 1161	✠100A1 7,34 ✠LMC MS12,32	Gtz BS4,37	*r*	CL 4,37	1903 6mo *Lloyd*	Campbel- townS.B.Co. Campbeltwn '*sA&CP*	MediterraneanS.S. Co.Ld.	272·2 P29'B60'F32' *CellDBa*66'*f*114'	40·0	20·5 FK	London British 4*BHCem* 340*tAPT*65*t*	T.3Cy.22",36"&59"-39" (*s*) 165lb 264NHP 2SB,6*cf*,GS138,HS4470 D.Rowan&Co.Glasgow	21 ″ 8 s2 ″ 10 19 ″ 1	

Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre l'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	[illegible]
35383 UNZF	**Tovarishch Krasin** Sub.Sig. 1*Dk*	2414 1925 1349			...		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24'	43·0	20·5 FK	Vladvostk Russian *WB*	T.3Cy.17 11/16",29¼"&48 7/16"- 35 7/16" 192NHP BalticS.B.&EngWrks.Len	22 " 8	
35384 UNGU	**Tovarishch Stalin** Sub.Sig. 1*Dk*	2274 1925 1260			...		1927	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24'	43·0	20·5 FK	Leningrad Russian *WB*	T.3Cy.17 11/16",29¼"&48 7/16"- 35 7/16" 192NHP BalticS.B.&EngWrks.Len	22 " 8	
35385 OUMP	**Tove** 1*Dk*	1191 913 696					1919	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 122NHP KjbnhavnsFlydk.&Skbsv.		C
35386 OXAE	**Tovelil** (*ex*MonicaSeed) *ss*Cpn.No.3-3,38 ~~*ss*Cpn.No.2-33~~ D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides*	2214 1990 1324	✠100A1 3,38 ~~3,25~~ ~~BS6,36~~	Cpn ✠LMC ~~5,36~~ 3,38	*s*	CL 4,37	1925 3mo	NewWater-wayS.B.Co. Schiedam *Lloyd's* A&CP	A/S D/S Dania (Chr.Andresen, *Mgr.*) *CellD*	291·9 P26'B74'F28' *B246' 559t FPT53t*	45·0	19·4 FK	Esbjørg Danish 5*BHCem* *APT94t*	T.3Cy.21",34½"&57"-39" (*s*) 180lb 250NHP 2SB,*6cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 " 6 s 3 " 0½ 18 " 6½	
35387 PIAG	**Towa** *ss*Ant.No.1-34 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in Nos.1&4 holds*	5419 5029 3315	✠100A1 12,37 ~~10,36~~ BS~~7,36~~ 3,37	Ant ✠LMC7,34	*z*	CL 10,36	1930 5mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd's* A&CP	N.V.Maats. Vrachtvaart *CellDBa&uE156'f*	420·3 P36'B250'F33' 182'1188t*FPT*150t	55·2	26·5 FK	Rottrdam Dutch 7*BHCem* *APT34t*	T.3Cy.27 5/16",42½"&72 13/16"- 51 3/16" 180lb (*s*) 500NHP 3SB(Spt),*9cf*,GS171, FD HS7104 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	29 " 0 s 4 " 9½ 24 " 4	
35388 147862 GJVX	**Toward** Ⓟ Wireless 1*Dk*	1571 1164 688					1923	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	270·2 P&B177'F43'	37·2	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C BT till 9.37
* 35389 143057 GQKT	**Tower Crown** (*ex*Bothwell-34, *ex*WarBeryl) *ss*Fal.No.3-3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Now* "Mount Ossa," *see No.* 39186 *in Supplement*	5252 4914 3144	✠100A1 *Shelter dk* *withfreeboard* 12,36 BS11,36	Ams LMC3,34	*a*†	CL N11,36	1919 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's* A&CP *CellDB366'*	TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) 1334t*DTa*27'1019t	412·5 F *on Shelter dk* 36' *FPT*148t*APT*292t	55·5	34·4 FK	London British *ptCem* 6*BHtoSh dk* 2 " " *U* "	T.3Cy.27",44"&73"-48" (*s*) 180lb 596NHP 3SB,*12cf*,GS230,HS9525 FD W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5½ 25 " 9½	
35390 161579 GYFP	**Tower Field** (*ex*Roxburgh-37) D.F. 1*Dk*	4241 3927 2637	✠100A1 1,38 ~~12,36~~	Hul Ams ✠LMC3,35	*x*	CL	1935 3mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's* A&CP	TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) *CellD*	372·0 P48'B226'F31' *B317'1116tFPT95t*	52·4	25·2 FK	London British 6*BHCem* *APT141t*	T.3Cy.22½",37"&63"-45" (*s*) 210lb 335NHP 3SB(Spt)*6cf*,GS117,HS5445 N.E.MarineEngCoLdNwc	27 " 6 s 3 " 4 24 " 5	
35391 116712	**Town of Hull** Ⓟ Pad (*ex*EmpireState-37,*ex*Shinnecock-33)	1402 — 768					1896	Harlan& Hollings-worthCo. Wlmgtn.Del. *Rebuilt*36	Nantasket-Boston SteamboatCo.	226·0	35·0	14·3	Boston Utd.States	C.2Cy.28"&56"-102" 261NHP Harlan&HollingsworthCo. Wilmington.Del.		
35392 145532 GJPY	**Towneley** *ss*Shl.No.3-6,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2888 2592 1703	✠100A1 ~~10,37~~ ~~11,36~~ 12,37 MS6,36	Shl Ant ✠LMC BS~~6,37~~ 12,37	*u*	CL ~~10,36~~ 11,37	1923 7mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd's* A&CP	BurnettS.S.Co.Ld. *CellD*	334·3 P27'B70'F25' *B276' 793t FPT87t*	44·6	21·6 FK	Newcastle British 5*BHptCem* *APT230t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 337NHP 2SB.*8cf*,GS154,HS5732 N.E.MarineEng.CoLdNwc	24 " 0 s 4 " 1½ 20 " 1	
* 35393 18180 JTXD	**Toyama Maru** TwinSc *ss*Kob.No.3-11,33 2*Dks*(*Stl*) *ss*Kob.No.1-37	7090 6574 4386	✠100A1 12,37 ~~12,36~~ ~~BS12,36~~	Yka Kob ✠LMC~~11,33~~ 12,37	*b*†	CL 12,36	1915 6mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's* A&CP *WB=Cell*	~~NanyoKaiunK.K.~~ OnoShojiGomei Kaisha *DBa*135'*uE&B*69'	445·0 P35'B138'F35' *f*188'1348t*DTa*42'1	58·0	34·0 FK	Tokio Japanese 7*BHptCem* *ptAsp* 184t*APT*60t	4 SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 922NHP 4SB,*12cf*,GS225,HS9507 FD MitsuBishiD.&E.Wks Nag	34 " 0 s 7 " 6½ 26 " 8	
35394 26271 JLKB	— Ⓟ Wireless 1*Dk*	913 761 539					1919	Ono Seikichi Osaka	ShimataniKisen K.K.	185·0 P18'B43'F30'	30·0	18·0 *WB*	Kobe Japanese	T.3Cy.17",23"&37½"-26" 70NHP OnoSeikichi.Osaka		
35395 31176 JEFB	**Toyei Maru** (*ex*Moira) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Web frames*	2324 2107 1399	✠ 6,01	Dmb ✠			1901 6mo	W.Denny &Bros. Dumbarton	OginunoKaisho K.K. *CellDBa98'uE&*	301·0 B64'F33' *B40'f127'451tFPT*	42·2	13·2 21·1 FK	Fushiki Japanese 6*BHCem* 61t*APT*21t	T.3Cy.20",32"&51"-42" 224NHP 2SB,*4cf*,GS74,HS3290 Denny&Co.Dumbarton	23 " 6	C †
35396 22886 JFLI	— Wood 1*Dk*	626 580 377					1918	Tokio Zosensho Tokio	TokioShosenK.K.	175·9	28·9	17·2	Shinagawa Japanese	C.2Cy.18½"&37"-20" 51NHP TsukishimaKikao,Tokio		
35397	**Toyo Maru** D.F. 2*Dks* *CruiserStern*	4100					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	360·0 P31'B107'F36'	50·0	29·0	Japanese	2DRgeared steam turbines 450NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
35398	— *OilEng.*	360					1936	Sanoyasu DockGoshi Kaisha Osaka	Sanogawaya Yasutaro	136·0	23·5	13·0	Japanese	Oil Engines 4S.C.SA 5Cy.11⅜"-17⅜" 65NHP HanshinIronWorks,Kob.		
35399 29186 JKYB	**Toyo Maru No. 1** (*ex*Kjellbergen, *ex*SachiMaru) 1*Dk*(*Stl*)	2227 1888 1543	9,25	Nag	*r*		1918 8mo	Fujinagata Dockyard Osaka	SawayamaKisen K.K. *CellDBa86'u*	272·0 P16'B60'F34' *E20'f112'455tFPT*	40·0	24·1 FK	Nagasaki Japanese 4*BHCem* 102t*APT*34t	T.3Cy.18½",30½"&51½"-36" 189NHP 2SB.*4cf*,GS100,HS3135 FujinagataDockyrd.Osaka	24 " 2	C †
35400 [illegible] JBDA	**Toyo Maru No. 2** *Now* "Tamon Maru No. 1," *see No.* 40368 *in Supplement* 1*Dk*&2nd *dk in Nos.1&3holds*	3018 2608 1828			...		1917	Matsuo IronWorks &Dockyard Nagasaki	SawayamaKisen K.K.	311·0 P21'B78'F41'	44·2	27·0 FK	Nagasaki Japanese *WB*	T.3Cy.22",37"&61"-42" 262NHP MatsuoI.Wks.&Dkyd.Nag	27 " 0	C †
35401 31084 JUBF	**Toyo Maru No. 3** 1*Dk*	985 851 569					1925	KobeSteel Works,Ld. Harima	SawayamaKisen K.K.	210·0 P32'B51'F24'	32·0	17·2	Nagasaki Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks,Ld.		
35402 32623 JBMC	**Toyo Maru No. 5** (*ex*Tento) 1*Dk*	2193 1797 1336					1918	PolsonIron WorksCo.Ld. Toronto	SawayamaKisen K.K.	251·4 P65tH91tF23t	43·5	21·0	Nagasaki Japanese *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
35403 33262	**Toyo Maru No. 8** (*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr, *ex*LakeWashburn) 1*Dk*	2191 1798 1300			...		1918	GlobeS.B. Co. Superior,Wis	SawayamaKisen K.K.	251·0 P25'B64'F25'	43·7	21·5 FK	Nagasaki Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP Filer&StowellCo.M'lw'kee	21 " 6	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35404 29068 JICB	**Toyohara Maru** Ⓟ Wireless 1*Dk*	799 671 468					1923	OsakaIron Works Osaka	KitaNipponKisen K.K.	185·0 B50'F28'	31·0	17·0	Amino Japanese	T.3Cy.12½",21"&35"-24" 60NHP		
35405 18162 JPTD	~~**Toyohashi Maru**~~ TwinSc **Toyohasi Maru** *ss*Osa No.3-2,27 *ss*Yka.No.2-35 2*Dks*(*Stl*)	7031 6513 4343	✠100A1 8,37~~8,36~~ BS~~8,36~~ 8,37 ✠LMC2,35	Yka	*b*†	CL ~~2,35~~ 8,37	1915 3mo	Kawasaki DkydCo.Ld. Kobe *Lloyd*'*sA&CP*	NipponYusenK.K.	445·0 P34'B138'F37' FK *CellDB*379'1470*tDTa*42' 1226*t*	58·0	34·0	**Tokio** Japanese 7*BHCem* *APT*42*t*	T.6Cy.21",33½"&56"-48" (*s*) 200lb HS9108 628NHP 4SB(Spt),*12cf*,GS220, FD KawasakiDkydCo.Ld.Kob	34 " 0 s 7 " 10 26 " 4	
35406 27912 JPBA	**Toyohiko Maru** (*ex*Upada) 2*Dks*(*Stl-U*teak s)3*trB* & *Web frames*	5449 4930 4008	✠ 5,99 ✠	Gls	*z*		1899 5mo	A.&J. Inglis Glasgow	ToyohikoKisen K.K. *CellD Ba* *B*43'*f*195'1208*t M*	410·0 B95'F62' 123'*uE&* FK *T*30'922*t FPT*184*t*	50·7	28·8	**Fuchu** Japanese 6*BHCem* *APT*112*t*	T.3Cy.26½",42"&66½"-51" 387NHP 2SB,*6cf*,GS123,HS1500 A.&J.Inglis,Glasgow	32 " 0	C †
35407 32320 JIPB	**Toyohiko Maru No. 2** (*ex*Jalaveera,*ex*Frankinver,*ex*Inveran) 1*Dk& Spar dk&deep framing*	4342 4101 3306			...		1906	Russell& Co. PortGlasgow	ToyohikoKisen K.K.	385·0 P36'B108'F44' 26·4 FK	49·8	18·4	**Kobe** Japanese *WB*	T.3Cy.26",42"&70"-48" 410NHP Rankin&Blackmore,Grk.	29 " 0	C †
* 35408 33202 JAOC	**Toyokawa Maru** (*ex*Seattle, *ex*Bangor, *ex*Seattle, *ex*Bangor) *ss*Kob.2ndNo.3-4,32 *ss*Kob.No.1-36 2*Dks*(*Stl*) *Cargo battens not fitted*	5124 4737 ~~3709~~ 3707	100A1 1,38~~1,27~~ ~~LMC1,37~~ 1,38	Kob	*y*	CL 5,36	1911	WoodSkinner&Co.Ld. Newcastle *Lloyd*'*sA&CP*	MatsuokaKisen K.K. *CellL*	385·0 P34'B108'F31' FK *B*320'1104*t FPT*80*t*	54·0	27·8	**Fuchu** Japanese 6*BHCem* *APT*110*t*	T.3Cy.26⅕",45"&74"-48" 180lb (*s*) 516NH 3SB,*9cf*,GS165,HS7503 FD N.E.MarineEngCoLd Nwc	30 " 3	
35409 17759 JYOD	**Toyooka Maru** TwinSc D.F. *ss*Kob.No.3-9,26 *ss*Yka.No.2-34 2*Dks*(*Stl*)	7098 6574 4388	✠100A1 10,37~~10,36~~ BS~~10,36~~ 10,37 ✠LMC10,35	Yka Kob	*b*†	CL ~~PN4,34~~ s10,36 P10,37	1915 3mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'*sA&CP*	NipponYusenK.K. *CellDBa*13 *f*188'1348*tDTs*	445·0 P35'B138'F35' FK 5'*uE&B*69' *a*42'1255*t APT*60*t*	58·0	34·0	**Tokio** Japanese 7*BHptCem* *ptAsp*	4SteamTurbinesSRgeared to2Sc.Shafts200lb 922NHP 4SB,*12cf*,GS225,HS9507 FD MitsuBishiD.&E.Wks.Nag	34 " 0 s 7 " 6½ 26 " 8	
35410 24660 JORB	**Toyosaki Maru** 1*Dk*	2203 1862 1308					1919	UchidaS.B &E.Co.Ld. Yokohama	KitaNipponKisen Kaisha	270·0 P16'B65'F28'	39·0	23·9	**Yokohama** Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka	23 " 11	
35411 16510 JONB	**Toyoura Maru** *ss*Nag.No.2-21 1*Dk*(*Stl*)	2510 2306 1486	✠ 12,23 ✠	Kob	*t*		1913 8mo	Napier& Miller,Ld. Glasgow *WB*	KinkaiYusenK.K. =*CellDBa*84'*uE&*	302·3 P23'B86'F35' FK *B*42'*f*134'654*tFPT*	46·3	20·4	**Tokio** Japanese 6*BHCem* 73*t APT*54*t*	T.3Cy.23",37"&61"-42" 278NHP 2SB,*6cf*,GS126,HS4500 J.G.Kincaid&Co.Ld.Grk.	22 " 9	
35412 23552 JFYB	**Toyu Maru** Ⓟ Wireless 1*Dk*	1254 1039 735					1918	OsakaIron Works Osaka	IinoKisenK.K.	225·0	33·0	18·7	**Tsuruga** Japanese *WB*	T.3Cy.15¾",26"&42$\frac{1}{16}$"-30" 97NHP YoshidaTomegoro,Osaka		
35413 147883 GKCM	**Trafalgar** *ss*Bkn.No.3-2,37 ~~*ss*Brs.No.2-31~~ 2*Dks*(*Stl*)	4530 4307 2875	✠100A1 ~~2,37~~ ~~9,34~~3,38 ✠LMC MS~~10,32~~ 2,37 BS~~8,36~~ 7,37	Liv ~~Bkn~~Bry	*y*	CL ~~4,36~~ 3,38	1924 2mo	Lithgows, Ld. Pt.Glasgow *Lloyd*'*sA&CP*	GlasgowShipownersCo.Ld. (Glen&Co.*Mgrs.*) '*Tween dk BH in after hold dispensed with* *CellD*	385·0 P34'B113'F44' FK *B*331'1031*t DTa*30'	52·0	26·8	**Glasgow** British *Cem* 5 *BHto U dk* 1 ,, ,,2*nd*,, 780*tAPT*20*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 488NHP 3SB,*9cf*,GS170,HS7345 FD Rankin&BlackmoreLdGrk *only*	29 " 3 s 5 " 7¼ 23 " 11	
35414 145253 GPFX	**Train Ferry No. 1** TwinSc (*TrainFerry*) *Fitted for oil fuel* 1*Dk& Web frames*	2683 2494 1085			...		1917	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·6 F26' FK	58·7	15·5	**London** British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 " 0	
35415 145207 GPFY	**Train Ferry No. 2** TwinSc (*TrainFerry*) *Fitted for oil fuel* 1*Dk& Web frames*	2678 2494 1106			...		1917	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·5 F26' FK	58·7	15·5	**London** British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 " 0	
35416 145234 GPFZ	**Train Ferry No. 3** TwinSc *Fitted for oil fuel* (*TrainFerry*) 1*Dk& Web frames*	2672 2493 1139			...		1917	Fairfield Co.Ld. Glasgow	London&North EasternRailway	350·6 F26' FK	58·6	15·5	**London** British *WB*	T.6Cy.18",29"&47"-27" 410NHP FairfieldCo.Ld.Glasgow	17 " 0	
35417 LFDF	**Trajan** (*ex*Doris,*ex*Yaque) 1*Dk*	1347 1201 773			...		1915	Gt.Lakes Eng.Works Ecorse,Mich.	Skibs A/S Trajan (H.Reksten, *Mgr.*)	246·9 H98*t*F32*t* FK	38·4	16·0	**Bergen** Norwegian *WB*	T.3Cy.17",28½"&45"-36" 200NHP Gt.LakesEngWrksDetroit	18 " 0	N †
35418 PIAJ	**Trajanus** Ⓟ *CruiserStern* 1*Dk& Shelter dk*	1712 1351 943					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	16·9	**Amstrdam** Dutch *WB*	T.3Cy.18⅛".29$\frac{15}{16}$"&49$\frac{3}{16}$"-33$\frac{7}{16}$" 137NHP A.G."Neptun,"Rostock		V
35419 UOJT	**Transbalt** Ⓟ TwinSc (*ex*Riga,*ex*Belgravia) *Ref.Mchy.* 3*Dks& Shelter dk*	11439 — 6677					1899	Blohm& Voss Hamburg	U.S.S.R.	501·1 B110'	62·2	45·3	**Odessa** Russian	Q.8Cy.21½",31⅗",46"&66½"-48" NB15 . 612NHP Blohm&Voss,Hamburg		
* 35420 223068 KLBH	**Transford II** TwinSc (*ex*Aquidaban) *ss*N.Yk.No.3-6,34 *Mchy.Aft* 1*Dk*(*Stl*)	1704 1445 1016	✠100A- 11,37~~8,37~~ ~~9,37~~ BS9,37 ✠LMC6,34 *CarryingPetroleum in bulk* *For coastwise service between Portland,Me,& Galveston,Texas* *Fitted for oil fuel*6,34*F.P.above* 150°F.	Mob ~~Cgo~~Clv		P9,37 CL SN9,37	1920 12mo	Bethlehem S.B.Corp. Elizabethport N.J.	TransfordCorporation	245·0 255·2(O.L.) F32' FK *FPT*45*t*	40·1	17·8	**NewYork** Utd.States 12*BHptCem* *APT*26*t*	T.6Cy.11",18"&29"-20" 200lb HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y.	18 " 7 s 3 " 9½ 14 " 11¾	
35421 158633	**Transiter** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1117 — 996					1935	Horton SteelWks.Ld. Ontario	TransitTankers &Terminals,Ld.	~~169·8~~ 201·5 len.37	~~34·0~~ 34·8	~~15·4~~ 15·4	**Montreal** British *WB*	Oil Engines 2S.C.SA 8Cy.9⅞"-16½" 134NHP E*made*32&35 Atlas-DieselA/B,Skm.		C
* 35422	**Transoil** *Mchy.Aft* *OilEng* *ss*B.As.No.1-34 1*Dk*(*Stl*)& *web frames, wing cofferdam* *Longitudinal framing at bottom & at deck*	1572 1369 923	✠100A1 4,37~~2,36~~ ✠LMC3,34 *CarryingPetroleum in bulk* *For service on River Plate & to Bahia Blanca*	BAs MV		2,38	1930 2mo	Cant.Nav. Triestino Monfalcone *Lloyd*'*sA&CP*	Cia.Transportadora dePetroleos S.A. *CellD*	255·8 F26' FK *BuE*24'33*tFPT*92*t*	40·1	16·3	**Bns.Aires** Argentine 7*BH pt Cem* *APT*12*t*	Oil Engines 2S.C.SA 4Cy.15¾"-19$\frac{11}{16}$" 175NHP Fiat.Stab.GrandiMotori, Turin	16 " 6 s 2 " 9 13 " 10¼	
35423 234569 WOIE	— TwinSc *Mchy.Aft* *CruiserStern* *OilEng.* *Electrically welded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system*	1571 — 1234					1936	Ingalls IronWks.Co. Chickasaw, Ala.	AmericanTankers Corp.	250·2 P36'F20'	43·1	16·6	**Wilmgton (Del.)** Utd.States	Oil Engines 4S.C.SA 12Cy.14½"-18" 246NHP NationalSuperiorCo. Springfield,Ohio		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref Trade.
35424 LJKD	**Transport** (*ex*Alkimos-37, *ex*LeMerlier-34, *ex*DéputéRené ReilleSoult) 1*Dk*	2140 1698 1342			...		1921	Chant.Nav Français Caen	FridtjofKristiansen'sRederiA/S (Fridtjof Kristiansen, *Mgr.*)	260·4 ~~266·6~~ P31'B57'F24' FK	39·7 ~~39·3~~	19·5 ~~22·0~~	Oslo Norwegian *WB*	T.3Cy.18¼",29½"&49 3/16"–37½" 190NHP Schneider&Cie.Havre		G †
35425 207270 KEJX	**Transportation** Sub.Sig. *Mchy.Aft* 1*Dk*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorporation	359·0 P77'B17'F34'	49·2	25·9	Prtlnd,Me. Utd.States *WB*	T.3Cy.24¼",38½"&64"–45" 274NHP NewYorkSBCo.CamdnNJ		R
35426 OXFE	**Transporter** ssCpn.2ndNo.3–3,37 ~~ssCpn.No.3–3,37~~ *Well deck Mchy.Aft* 1*Dk*(*ptStl*) Wireless D.F. *Cargo battens not fitted*	1561 1196 926	✠100A1 ~~1,38~~ ~~3,37~~ 1,38 ~~BS6,36~~	Cpn ✠LMC3,37 ~~MS3,37~~	*p*	OG ~~3,37~~ 1,38	1911 10mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	Rederi A/S "Transporter" *CellDBa*	245·6 P21'Q118'B14'F30' FK 84'*f*73'339*t* *FPT*94*t*	36·9	16·7	Odense Danish 4*BHCem* *APT*20*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 " 10 s1 " 6 17 " 8	
35427 148874 GLKZ	**Transylvania** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. 3*Dks* D.F. E.S.D. GyC. *CruiserStern*	16923 12115 10035					1925	Fairfield Co.Ld. Glasgow	AnchorLineLd.	552·4 B&F578'	70·3	38·8	Glasgow British *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till ~~11,37~~ 12,38
35428 DHXZ	**Trapani** D.F. 2*Dks*	1855 1573 1040					1926	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·5 P&B236'F35'	41·2	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅞"–37⅜" 191NHP A.G."Neptun,"Rostock		G
35429 DHYA	**Traunstein** (*ex*Siptah,*ex*Shahristan) D.F. 1*Dk*&*Spar dk*&*deep framing*	2360 2607 1763			...		1906	ClydeS.B. &E.Co.Ld. PortGlasgow	A.Bernstein Schiffahrtsges. m.b.H.(RedStar LinieG.m.b.H.*Mgs*)	330·2 P25'B84'F34' 22·4 FK	43·2	14·4	Hamburg German *WB*	T.3Cy.23¼",40"&65"–42" 354NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 " 9	C †
35430 DOIR	**Trautenfels** Sub.Sig. 2*Dks*	6418 5914 3924					1921	Flensburgr Schiffsb.Ges. Flensburg	DeutscheDmpfsch. Ges."Hansa"	430·5 P69'B133'F55'	56·5	30·5	Bremen German *WB*	T.3Cy.29 1/16",47⅛"&76⅔"–53 3/16" &L.P.turbine 608NHP FlensburgerSchiffsb.Ges.		G
35431 DOAL	**Trave** Ⓟ 4Mst *OilEng.* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D.	7956 7204 4890	✠Lloyd'sRMC ~~2,37~~ ~~6,37~~ 10,37				1927	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	471·8 P23'Q,B&F439'	60·2	31·8	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27 9/16"–47¼" 1585NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
35432 145916 GJKM	**Traveller** ssLiv.No.3–3,35 2*Dks*(*Stl*)	3963 3669 2499	✠100A1 ~~4,37~~ 12,37 ✠LMC MS3,35	Liv BS~~10,36~~12,37	*w*	CL N9,35	1922 3mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellD*	365·0 378·0(O.L.) P36'B109'F44' FK *B*315' 754*t* *FPT*42*t*	46·9	27·7	Liverpool British 6*BHCem* *APT*18*t*	T.3Cy.23",38½"&64"–48" (*s*) 215lb 390NHP 3SB,9*cf*,GS179,HS6678 Dunsmuir&Jackson,LdGls	29 " 9 s5 " 1½ 24 " 10	
35433 DRCG	**Travemünde** (*ex*LuiseLeonhardt, *ex*Phœnix,*ex*MarieMaschmann) 1*Dk*	1756 1578 1056					1907	Reiherst'g Schiffsw. Hamburg	Lübeck-LinieA.G.	275·9 P&B218'F25'	39·7	17·5	Lübeck German *WB*	T.3Cy.17½",29 3/16"&48 13/16"–35 7/16" 141NHP Reiherst.Maschinenf.Ham		G
35434 1796 ICKQ	**Traviata** (*ex*Bolivier-32) ssGen.No.3–6,33 D.F. 2*Dks*(*Stl*)	5123 4787 3171	✠ ... 9,35 ✠	Gen	*y*		1920 3mo	Bartram& Sons,Ld. Sunderland	I.N.S.A.-Industrie NavaliSoc.Anon. *CellDBa*119'*uE*2	413·0 400·2 P36'B117'F39' FK 6'*f*176' 1050*t* *FPT*1	52·3	28·5	Genoa Italian 7*BHCem* 35*t* *APT*220*t*	T.3Cy.27½",45"&75"–48" 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld	31 " 0	I †
35435	**Traz-os-Montes** TwinSc 1*Dk*	*362* *245* *160*			...		1924	J.Crichton &Co.Ld. Saltney	Cia.Caminhos de FerroPortugueses	155·4 FK	25·1	9·5	Lisbon Portuguese *WB*	C.4Cy.12½"&26"–18" 91NHP Plenty&Sons,Ld.Newbury	10 " 0	
35436 142579 GDWP	**Trebartha** ssCff.No 3–12,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4597 4327 2817	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~11,36~~ ~~BS5,36~~	Bry Cff BS7,37 ✠LMC2,33	*y*	CL 5,36	1920 12mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP*	HainS.S.Co.Ld. *Collisio* *CellDB*352'1219*t*	400·1 413·3(O.L.) FK *FPT*76*t* *APT*156*t*	52·1	25·9	St.Ives British *Cem* *n BH to S dk* 5 " " *U*	T.3Cy.27",44"&73"–48" (*r*) 180lb *90lb* 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&Sons,Ld.SShl	28 " 6 s3 " 3½ 25 " 5½	
35437 142572 GFBR	**Trecarrell** ssCff.No 3–4,32 ssCff.No.1–37 D.F. 1*Dk*(*Stl*)	5271 4796 3173	✠100A1 ~~3,37~~ 12,37 BS12,37 MS6,36	Cff Bry ✠LMC ~~BS11,36~~	*y*	CL ~~6,35~~ 12,37	1919 8mo *Lloyd*	D&W Henderson&CoLd Glasgow '*sA&CP*	HainS.S.Co.Ld. *CellDB*	400·1 P49'B113'F38' FK 344'1035*t* *FPT*125*t*	52·3	28·4	St.Ives British 7*BH* *APT*210*t*	T.3Cy.27 7/16",44"&73"–48" 180lb (*s*) 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 " 0 s5 " 11½ 25 " 4	
35438	**Trece de Diciembre** (13 de Diciembre) *see No.* 35077 *in Letter* T.															
35439 145390	**Tred Avon** Wood 2*Dks*	676 — 598					1884	W.E. Woodall&Co. Baltimore	StoneyCreek ImprovementCo.	151·2	33·3	8·4	Baltimore Utd.States	C.2Cy.20"&34"–26" 49NHP		
35440 142580 GDWQ	**Tredinnick** ssFal.No.3–9,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4589 4327 2812	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ 11,37 BS1,37	Bry Cff ✠LMC9,34	*y*	CL N12,36	1921 2mo *Lloyd*	J Readhead &Sons,Ld. South Shields '*sA&CP*	HainS.S.Co.Ld. *Collisio* *CellDB*352'1219*t*	400·1 413·5(O.L.) FK *FPT*76*t* *APT*156*t*	52·1	25·9	St.Ives British *Cem* *n BH to S dk* 5 " " *U* "	T.3Cy.27¼",44"&73"–48" (*r*) 180lb *90lb* 425NHP 3SB.9*cf*,GS190,HS6876 J Readhead&SonsLd.S.Shl	28 " 6 s3 " 3½ 25 " 5½	
35441 142634 GPJZ	**Trefusis** (*ex*WarAconite) ssFal.No.3–11,34 D.F. 1*Dk*(*Stl*)	5299 4796 3187	100A1 ~~9,37~~ ~~4,37~~ 3,38 ~~BS2,37~~ 3,38	Bry Cff LMC11,34	*y*	CL 4,37	1918 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	HainS.S.Co.Ld. *CellDB*	400·3 413·0(O.L.) P49'B113'F39' FK 345' 1098*t* *FPT*133	52·4	28·5	St.Ives British 7*BHCem* *t* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 " 0 s6 " 0 25 " 3½	
35442 142563 GPJR	**Tregantle** ssFal.No.3–10,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	4324 4080 2711	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~1,37~~ ~~BS12,35~~	PNl Cff 12,37 BS~~1,37~~ ✠LMC10,34	*y*	CL ~~N10,34~~ 9,37	1918 10mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP*	HainS.S.Co.Ld. *Collisi* *CellDBa*	400·2 413·5(O.L.) FK *on BH to Shelter dk* 131'*uE*23'*f*175'977*t*	52·1	25·2	St.Ives British *Cem* 5*BH to U dk* *APT*43*t*	T.3Cy.27",44"&73"–48" (*r*) 180lb 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl	26 " 10 s2 " 10½ 24 " 2½	
35443 164706 GZCD	**Tregarthen** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5201 4644 3067	✠100A1 *withfreeboard* ~~12,37~~ ~~3,37~~ 4,38	Bry Sws ✠LMC9,36	*a*†	CL 12,37	1936 9mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	HainS.S.Co.Ld. *CellDB*	432·3 447·7(O.L.) F34' FK (370'1521*t* *FPT*110*t*	56·2	24·8	London British 7*BHCem* *Coll to Sh dk* 6 " 2*nd* ") *APT*177*t*	T.3Cy.22½",36"&65"–48"& exhaust turbine driving steam compressor (*r*) 280lb 469NHP 2SB(Spt)&1AuxSB,8*cf*, GS142,HS6032 FD D.Rowan&Co.Ld.Gls.	27 " 9 s3 " 2½ 24 " 9¼	
35444 142570 GCDX	**Tregenna** ssCff.No.1–37 ssCff.No.3–6,32 D.F. 2*Dks*(*Stl*)	5242 4808 3201	✠100A1 9,37 ~~5,36~~ ~~MS2,32~~	Cff ✠LMC9,37 ~~BS4,36~~	*y*	CL 2,37	1919 7mo *Lloyd*	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP*	HainS.S.Co.Ld. *CellDB*	400·1 412·7(O.L.) P49'B113'F39' FK 344'1048*t* *FPT*129*t*	52·3	28·4	St.Ives British 7*BHptCem* *APT*61*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD CenMarEngWksLd.WHpl	31 " 0 s5 " 11½ 25 " 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35445 882 SYYB	**Tregothnan** 1Dk2trB&deep framing3Dk rule	3075 — 1983			...		1903	J Readhead &Sons S.Shields	BasileSapovalos	323·0|47·1|23·7 P31'B92'F32' FK	Piræus Greek WB	T.3Cy.24",40"&64"–42" NDB21 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	
35446 149988 GLRN	**Trehata** (exNohata-36) ssCff.No.2–37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4817 4476 2862	✠100A1 withfreeboard 4,38 ~~12,37~~ ✠LMC MS2,37 BS~~5,37~~ 4,38	Cff ~~Syd~~ Bry	z	CL 1,37	1928 1mo Lloyd	W.Gray& Co.Ld. Sunderland 'sA&CP	HainS.S.Co.Ld. CellDB363' 1166tFPT	413·2|54·2|25·1 F35' FK 187tAPT181t	London British 7BHCem (Coll to Sh dk 6 „ 2nd „)	T.3Cy.26",43½"&73"–48" (s) 200lb 100lb 494NHP 3SB,9cf,GS178,HS8550 Cen.Mar.EngWrks.WHpl	27 ″ 7 s 3 ″ 1¾ 24 ″ 8½	
35447 148554 GKMR	**Treherbert** (exGardépée) ssBry.No.3–12,37 ~~ssHul.No.2–33~~ 1Dk(Stl)&Shelter dk(Stl) D.F.	4517 4182 2774	✠100A1 Shelter dk withfreeboard 12,37 ~~1,37~~ ✠LMC MS~~8,33~~ BS~~4,37~~ 12,37 3,38	Liv Bry	y	CL N5,36	1925 2mo Lloyd	Nthmblnd S.B.Co.Ld Newcastle 'sA&CP	PontypriddS.S. Co.Ld.(Morel,Ld. Mgrs.) CellDB351'1296t	399·7|52·9|24·8 F36'on Shelter dk FK Coll FPT86tAPT127t	London British ptCem BH to Sh dk 5 „ „ U „	T.3Cy.26",42"&70"–48" (s) 180lb 427NHP 3SB(Spt)9cf,GS189,HS7380 N.E.MarineEng.CoLdNwc	27 ″ 5 s2 ″ 11¾ 24 ″ 8	
35448 142575 GCMV	**Trekieve** ssShl.No.1–37 ssCff.No.3–8,32 D.F. 2Dks(Stl)	5244 4817 3192	✠100A1 ~~9,37~~ ~~4,36~~ 3,38 9,37 ✠LMC MS~~1,32~~ BS~~11,36~~11,37	Cff ~~Shl~~ Bry	y	CL ~~4,35~~ 9,37	1919 11mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld. CellDB	400·0|52·4|28·5 P49'B117'F39' FK 345' 1085tFPT130	St.Ives British 7BHCem tAPT205t	T.3Cy.27",44"&73"–48" (s) 180lb 513NHP 3SB.9cf,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
35449 149899 GNFS	**Trelawny** ssCff.No.2–37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4689 4379 2848	✠100A1 withfreeboard 10,37 ~~4,37~~ BS4,37 ✠LMC4,36	Cff	z	CL N3,37	1927 9mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	HainS.S.Co.Ld. CellDB353'1199t	406·0|54·7|25·2 419·5(O.L.) F31' FK (FPT110tAPT166t	London British 6BHCem Coll to Sh dk 5 „ 2nd „)	T.3Cy.26",43½"&73"–48' (s) 200lb 100lb 470NHP 3SB,9cf,GS216,HS7830 Hwthrn,Leslie&C.Ld Nwc	27 ″ 8 s 3 ″ 1¼ 24 ″ 9	
35450 142567 GPJX	**Trelissick** ssCff.No.1–37 ssCff.No.3–7,32 D.F. 1Dk(Stl)	5265 4817 3190	✠100A1 ~~6,37~~ ~~7,36~~ 12,37 ✠LMC 7,36 ~~MS11,31~~ BS~~7,36~~ 6,37	Bry Cff	y	CL ~~9,35~~ 6,37	1919 6mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	400·9|52·3|28·5 413·6(O.L.) P49'B113'F39' FK 342'1059tFPT 127t	St.Ives British 7BH~~pt~~Cem ~~&ptAsp~~ APT218t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
* 35451 142564 GPJS	**Treloske** ssFal.No.3–9,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4344 4101 2710	✠100A1 Shelter dk withfreeboard ~~9,37~~ ~~11,36~~ 12,37 BS12,37 ~~BS11,36~~ ✠LMC9,34	Lon ~~Bry~~ Cff	y	CL ~~4,36~~ ~~8,37~~ 12,37	1918 12mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	HainS.S.Co.Ld. CellDBa131'uE23'	400·2|52·1|25·2 413·7(O.L.) FK Coll f175'997tAPT43t	St.Ives British Cem BH to Sh dk 5 „ „ U „	T.3Cy.27",44"&73"–48" (r) 180lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.SShl	26 ″ 10 s2 ″ 10½ 24 ″ 3½	
* 35452 142571 GCKV	**Trelyon** ssFal.No.3–6,35 D.F. 2Dks(Stl) Now "Hans Rickmers," see No. 38513 in Supplement	5294 4843 3196	✠100A1 9,37 ~~2,37~~ BS~~6,36~~ ✠LMC6,35 9,37	Shl Npt	y	CL ~~5,35~~ 9,37	1919 8mo Lloyd	J Readhead &Sons,Ld. S.Shields 'sA&CP	HainS.S.Co.Ld. CellDB	400·0|52·4|28·5 414·3(O.L.) P49'B117'F39' FK 345'1085tFPT130t	St.Ives British 7BHCem APT205t	T.3Cy.27⅜",44"&73"–48"(s) 180lb 513NHP 3SB.9cf,GS190,HS7563 FD J.Readhead&Sons,LdSShl	31 ″ 0 s 5 ″ 10¾ 25 ″ 4½	
35453 142574 GECM	**Trematon** ssCff.No.3–8,32 D.F. 1Dk(Stl) Now "Jurko Topić," see No. 33761 in Supplement	5160 4769 3132	✠100A1 9,37 ~~6,36~~ BS~~9,36~~ ✠LMC8,~~32~~ 9,37 9,36	Bry Cff	y	CL ~~7,35~~ 8,37	1919 10mo Lloyd	D&WHenderson&CoLd Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	400·1|52·3|28·4 412·8(O.L.) P49'B113'F38' FK 344'1035t FPT125t	St.Ives British 7BHCem APT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
35454 142565 GPJT	**Tremeadow** ssBry.No.1–37 ssCff.No.3–7,32 D.F. 1Dk(Stl)	5269 4768 3187	✠100A1 9,37 ~~11,35~~ BS2,37 ✠LMC7,~~32~~ MS8,36	Npt Shl	y	CL ~~5,35~~ 9,37	1919 3mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	400·4|52·2|28·4 P49'B113'F39' FK 345' 1035tFPT125t	St.Ives British 7BHptCem APT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
* 35455 142582 GFDV	**Treminnard** (exMin-36) ssCff.No.3–2,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	4694 4408 2879	✠100A1 Shelter dk withfreeboard 12,37 ~~6,36~~ ✠LMC MS2,35 BS~~12,36~~11,37	Bry Cff	z	CL 11,35	1922 7mo Lloyd	JohnReadhead&Sons. Ld. SouthShields 'sA&CP	HainS.S.Co.Ld. CellBD352'1177t	400·4|53·1|26·3 FK Collisio FPT66tAPT148t	St.Ives British Cem nBHtoShdk 5 „ „ U „	T.3Cy.27",44"&73"–48" (r) 180lb 100lb 457NHP 3SB,9cf,GS190,HS7824 JohnReadhead&Sons,Ld.	28 ″ 10 s 3 ″ 3¼ 25 ″ 10	
35456 149980 GLRB	**Tremoda** (exNimoda-37) ssCff.No.2–37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4736 4440 2858	✠100A1 withfreeboard ~~8,37~~ ~~1,37~~ 1,38 ~~MBS6,36~~ ✠LMC ~~DBS1,37~~ MS1,37 ~~MBS8,37~~ BS8,37	Cff ~~Bkn~~ Bry	a†	CL 12,36	1928 1mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	HainS.S.Co.Ld. CellDB360'1204t	409·0|55·8|25·0 FonShelter dk34' FK (FPT160tAPT150t	London British 7BHCem Coll to Sh dk 6 „2nd„)	T.3Cy.27",44"&73"–48" (s) 200lb 100lb 495NHP 3SB,9cf,GS190,HS8550 Harland&Wolff,Ld.Bel.	27 ″ 9 s 3 ″ 2¾ 24 ″ 8¼	
* 35457 142566 GBPJ	**Tremorvah** ssCff.No.3–6,31 ssCff.No.1–36 D.F. 1Dk(Stl)	5243 4768 3170	✠100A1 ~~4,37~~ 12,37 BS12,37 ✠LMC MS8,35 ~~BS10,36~~	Bry Cff	y	CL N10,36	1919 4mo Lloyd	D&WHendersn&Co.Ld. Glasgow 'sA&CP	HainS.S.Co.Ld. Cell	400·0|52·3|28·4 412·8(O.L.) P49'B113'F37' FK DB344'1035tFPT1	St.Ives British 7BHptCem 25tAPT210t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
35458 147798	**Trenora** (exClearwater) 1Dk	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0|43·4|18·4	Montreal British WB	T.3Cy.16",26"&44"–33" 95RHP Smith'sDockCo Ld.Mdb.		C
* 35459 148168 GTDC	**Trentbank** ssCal.No.2–38 ~~ssCal.No.1–34~~ D.F. 1Dk(Stl)&Shelter dk(Stl–ws)	5060 4628 3003	✠100A1 withfreeboard 4,38 ~~5,37~~ ✠LMC MS12,37 BS~~4,37~~4,38 Carrying Vegetable oil in deep tank above 150° F. Fitted for oil fuel 11,29 F.P.	Pal Cal	a†	CL ~~9,35~~ 3,38	1929 11mo Lloyd	Workman, Clark(1928) Ld.Belfast 'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB366'1176t	421·8|56·8|26·7 FK (C DTa27' 1105t FPT	Belfast British 7BHptCem oll to Sh dk 6 „ 2nd „) 156tAPT79t	Q 4Cy.22",32",46¾"&68"–48" 260lb (s) 565NHP 3SB(Spt),12cf,GS214, HS8112 FD Workman,Clark(1928) Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
35460 139335 GRDC	**Trentino** Cruiser Stern 2Dks	3079 2883 1845					1919	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	310·0|44·7|26·8	Hull British Wb	T.3Cy.21",35"&59"–39" 217NHP Earle'sCo.Ld.Hull		C
35461 2070 IVAZ	— (exOrient, exElmwin, exLoughbrow) Well deck Iron ssCff.3rdNo.3–10,19 ssGen.No.1–23 1Dk(Irn)	671 535 390	✠ 2,29 ✠NB8,98 ✠	Spt	j		1883 2mo	Hodgson& Soulsby Blyth	Francesco Pittaluga fu Giacomo DB	190·3|30·3|12·3 Q99'B18'F22' BK7½" a48'f75'&uE&B35'	Genoa Italian 4BHCem 225t	C.2Cy.23"&46"–33" NDB18 97NHP 1SB,3pf,GS47,HS1570 WighamRichdsn&Co.Nwc	14 ″ 5	I †
* 35462 128818 MDSP	**Trentwood** ssBly.2ndNo.3–3,35 Mchy.Aft Well deck 1Dk(ptIrn ptStl) Cargo battens not fitted	791 562 369	✠100A1 8,37 ~~5,36~~ BS~~5,36~~ ✠LMC3,35 8,37	Shl Gms	k	CL 5,36	1912 6mo Lloyd	W.Harkess &Son.Ld. Middlesbro' 'sA&CP	DonkingS.SCo.Ld. (T.H.Donking& Sons,Ld.Mgrs.)	195·0|30·0|11·7 Q109'B13'F24' FK WB	Middlsbro British 3BHCem = CellDBf	T.3Cy.16",27"&44"–30" (s) 180lb ~~100lb~~ ~~60lb~~ 131NHP 1SB,3pf,GS60,HS2262 Blair&Co.Ld.Stockton 117'158t FPT79t APT24t	13 ″ 10 s 4 ″ 0½ 13 ″ 4¾	

Numéro d'Ordre. Numéro Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
✻ 35463 YTER	**Trepca** ssBkn.No.1-34 D.F. 1Dk(Stl)	5051 4668 3118	✠100A1 ~~5,37 9,36~~ 12,37 ~~BS4,36~~ ✠LMC7,34 12,37	Bkn ~~Npt~~ Rot	z	CL ~~8,34~~ ~~5,37~~ 12,37	1930 7mo Lloyd	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP	Jugoslavenski Lloyd a.d. CellDB350'	407·0 P26'B270'F37' FK 1155t DTa29' 1100t	53·6	25·7	Dubrovnik Yugoslav 6BHCem APT245t	T.3Cy.25½",43"&72"-48" (s) 200lb 470NHP 2SB(FD)&1Aux.B,9cf, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 10½ 24 ″ 4	
35464 LFDH	**Tres** Mchy.Aft 1Dk	946 627 459					1917	Porsgrund Mek.Værks. Porsgrunn	M.S.Pedersens RederiA/S(Rafen &Loennechen, Mgrs.)	202·0 P119tQ70tH63t	32·0	12·7	Tönsberg Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
35465	**Tres de Outubro (3 de Outubro)**		See No.	35122	in	letter	T.									
✻ 35466 148685 GLNP	**Tresillian** ssNpt.No.2-34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4743 4442 2873	✠100A1 withfreeboard 8,37 ~~4,37~~ BS12,36 ✠LMC2,34	Cff Bry	z	CL 11,36	1925 10mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	HainS.S.Co.Ld. CellDB353' 1072t	400·0 412·5(O.L.) FK FPT127tAPT184t	53·0	26·4	London British 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.27",44"&73"-48" (s) 180lb 100lb 467NHP 3SB,9cf,GS194,HS8118 Cen.Mar.Eng.Wrks.W Hpl	28 ″ 11 s 3 ″ 4 25 ″ 10	
35467 UOEQ	**Treti Krabolov** (exShinzanMaru, exMonmouth) ssLiv.No.3-8,13 ssCff.No.1-17 2Dks(Stl)&deepframing &Shelter dk(Stl)	5183 3867 2929	✠ 4,23 ✠	Brs	x		1900 7mo	SirRaylton Dixon&Co Ld Middlesbro'	U.S.S.R. CellDBa138'uE&	375·0 B180' FK B42'/150'448tDTa	48·0	25·7	Vladvostk Russian 6BHCem 30'660tFPT	T.3Cy.25",41"&69"-48" 363NHP 3SB,9cf,GS174,HS5676 SirC.Furness, Westgarth& 135tAPT40t Co.Ld.Mdb.	28 ″ 5	
35468 DOOS	**Treuenfels** Sub.Sig. 2Dks E.S.D. CruiserStern	8457 7779 5196					1928	Deutsche- Schiff und Maschin- enbauA/G Weser- münde-G.	DeutscheDampfs. Ges. "Hansa"	490·3 P66'B285'F39'	62·2	32·3	Bremen German WB	T.3Cy.34¼",52¾"&86½"-55⅛" &1 low pressure turbine 785NHP J.C.TecklenborgA.G. Wesermünde-G.		G
✻ 35469 165560 GBGN	**Trevalgan** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5299 4654 3120	✠100A1 withfreeboard 2,38 ~~11,37~~ ✠LMC8,37 ~~(ClassContemplated)~~	Bkn	a†	CL	1937 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	HainS.S.Co.Ld. CellDB357'1513t	432·3 ~~448·4~~(O.L.) F34' FK (CollBHtoShltr dk, MT26'1008t Wing tanks in mchy space 13'240t FPT	56·2	24·8	London British 7BHptCem 6BHto2nd dk) 10tAPT185t	Oil Engines 2S.C.SA 3Cy.22 1/16"-~~85 11/16"~~ 85 1/16" 2DB-120lb 449NHP Barclay,Curle&Co.Ld.Gls.	27 ″ 9 s3 ″ 2¼ 24 ″ 9	
✻ 35470 165602 GCGT	**Trevanion** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5350 4640 3070	✠100A1 withfreeboard 3,38 ~~11,37~~ ~~(ClassContemplated)~~ ✠LMC11,37	PGl Cff	a†	CL	1937 11mo Lloyd'	Lithgows Ld. PortGlasgow 'sA&CP	HainS.S.Co.Ld. CellDB357'1513t	432·3 448·5(O.L.) F34' FK (CollBHtoShltr dk, MT26'1008t Wing tanks in mchy space 13'240t FPT	56·2	24·8	London British 7BHptCem 6BHto2nd dk) 10tAPT185t	Oil Engines 2S.C.SA 3Cy.22 1/16"-~~85 11/16"~~-85 1/16" 2DB-120lb 449NHP Barclay,Curle& Co.Ld.Gls.	27 ″ 9 s3 ″ 2¼ 24 ″ 9	
✻ 35471 142568 GFCW	**Trevarrack** ssCff.No.1-37 ssCff.No.3-4,32 D.F. 1Dk(Stl)	5270 4795 3181	✠100A1 ~~5,37 11,35~~ 11,37 3,38 ✠LMC MS~~4,32~~ BS~~6,36~~ 10,36 9,37	Bry ~~Cff~~	y	CL ~~12,34~~ 4,37	1919 6mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	400·0 413·0(O.L.) P49'B113'F38' FK 314'1035t FPT125t	52·3	28·4	St.Ives British 7BHptCem APT210t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s5 ″ 11½ 25 ″ 4	
35472 142576 GCBP	**Treverbyn** ssCff.No.1-37 ssNpt.No.3-5,32 D.F. 1Dk(Stl)	5281 4811 3191	✠100A1 ~~8,37~~ ~~1,36~~ 4,38 ✠LMC MS~~5,32~~9,35 BS~~2,37~~ 12,37	Npt ~~Cff~~ Bry	y	CL ~~7,35~~ 7,37	1920 1mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	400·7 413·5(O.L.) P49'B113'F39' FK 342'1059t FPT127t	52·3	28·5	St.Ives British 7BHCem APT218t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
35473 133573	**Trevisa** Mchy.Aft 1Dk&Web frames	1813 1618 1095		...			1915	N.of Irelnd S.B.Co.Ld. Londonderry	CanadianLake CarriersLd.	250·0 F39' FK	42·5	17·4	Montreal British WB	T.3Cy.16",26"&44"-33" 153NHP Kincaid&Co.Ld.Grk.	20 ″ 0	R †
✻ 35474 142578 GDWR	**Trevorian** ssFal.No.3-8,34 D.F. 1Dk(Stl)&Shelter dk(Stl)	4599 4327 2818	✠100A1 Shelter dk withfreeboard ~~3,37~~ 10,37 BS10,37 ~~BS11,36~~ ✠LMC8,34	Bry Cff	y	CL 3,37	1920 10mo Lloyd	J Readhead &Sons,Ld. South Shields 'sA&CP	HainS.S.Co.Ld. CellDB352'121	400·3 419·6(O.L.) FK Collisio 9tFPT76tAPT156t	52·1	25·9	St.Ives British Cem nBHtoShdk 5 „ „ U „	T.3Cy.27¼",44"&73"-48" (r) 180lb 90lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.S.Shl	28 ″ 6 s3 ″ 3½ 25 ″ 5½	
✻ 35475 164680 GYXT	**Trewellard** D.F. 1Dk&Shelter dk CruiserStern	5201 4644 ~~3070~~ 3067	✠100A1 withfreeboard ~~5,37~~ ~~1,37~~ ✠LMC7,36 3,38 ~~10,37~~	Bry ~~Rot~~	a†	CL 1,37	1936 7mo Lloyd	Lithgows Ld. Port Glasgow 'sA&CP	HainS.S.Co.Ld. CellDB	432·3 F34' FK (370'1521t FPT110t	56·2	24·8	London British 7BHCem Coll to Sh dk 6 „ 2nd „) APT177t	T.3Cy.22½",36"&65"-48" & exhaust turbine driving steam compressor 469NHP 2SB(Spt)&1Aux.SB.230lb 8cf,GS142,HS6032 (r) FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 2¼ 24 ″ 9½	
35476 147041 GCLY	**Treworlas** ssCff.No.3-12,35 D.F. 1Dk(Stl)&Shelter dk(Stl)	4692 4408 2867	✠100A1 Shelter dk withfreeboard 11,37 ~~6,36~~ ✠LMC MS3,35 BS~~10,36~~ 11,37	Nwc Bry	z	CL ~~6,35~~ 11,37	1922 11mo Lloyd	J Readhead &Sons,Ld. South Shields 'sA&CP	HainS.S.Co.Ld. CellDB352'1177t	400·4 FK Collisio FPT66tAPT148t	53·1	26·3	St.Ives British Cem n BH to S dk 5 „ „ U „	T.3Cy.27",44"&73"-48" (r) 180lb 100lb 457NHP 3SB,9cf,GS190,HS7824 J.Readhead&SonsLd.S.Shl	28 ″ 10 s 3 ″ 3½ 25 ″ 10	
35477 142577 GCMW	**Trewyn** ssFal.No.3-6,35 D.F. 2Dks(Stl) Now "Moni Rickmers," see No. 39189 in Supplement	5241 4817 3191	✠100A1 3,37 BS~~2,36~~ ✠LMC7,35 3,37	Cff	y	CL 6,35	1920 2mo Lloyd	J Readhead &Sons,Ld South Shields 'sA&CP	HainS.S.Co.Ld. CellDB	400·1 413·8(O.L.) P49'B117'F39' FK 345'1085t FPT130t	52·4	28·5	St.Ives British 7BHCem APT205t	T.3Cy.27",44"&73"-48" (s) 180lb 513NHP 3SB,9cf,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
35478 LDCV	**Trianon** TwinSc OilEng. ssOsl.No.3-12,37 ~~ssOsl.No.2-34~~ 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)except in No.5 hold	5805 5224 3579	✠100A1 withfreeboard 3,38 ~~6,36~~ 3,38 ✠LMC CS5,34 DBS~~10,35~~12,36 ~~11,35~~ 12,37 Carrying vegetable oil in deep tank	Got Cpn	b†	CL 6,36	1926 2mo Lloyd	Odense Staalskibs- værft Odense 'sA&CP	Wilh.Wilhelmsen CellDB387'1352t Tanks between tunnels and at sides of tunnels 199tFPT116tAPT128tDTf30'840t	435·9 P32'F46' FK (Coll.&	56·2	27·8	Tönsberg Norwegian 7BHCem AP to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.24 13/16"-43 5/16" DB100lb 951NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0½ 26 ″ 7	
✻ 35479 163577 GYGL	**Triaster** Ⓟ OilEng. Ref.Mchy. 1Dk&Shelter dk D.F. E.S.D. CruiserStern Cargo battens not fitted	6032 4975 3564	✠100A1 withfreeboard ~~6,37~~ ~~3,37~~ 11,37 DBS~~5,37~~ ✠LMC3,35 3,38	Mel Syd	a†	CL	1935 3mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. Mgr.) CellDBu E&f223'1220t Tanks in way of tunnel 109'1225t FPT257t	423·2 437·6(O.L.) P27'F52' FK (	58·2	25·7	London British 7BHptCem Coll to Sh dk 6 „ 2nd „) APT183t	Oil Engines 4S.C.SA 8Cy.29½"-59 1/16" 653NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 4 ″ 6¾ 24 ″ 7¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T.
35480 164341 GCCR	**Tribesman** 2Dks *CruiserStern*	6242 5809 3777	✠100A1 9,37 ~~(ClassContemplated)~~ ✠LMC9,37	PGl	a†	CL	1937 9mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	CharenteSSCoLd. (T.&J.Harrison, *Mgrs.*)	437·3 452·3(O.L.) P45'B114'F43' FK *CellDB365'1269tDTa32'858tFPT95tAPT70t*	56·0	29·4	Liverpool British 8*BHCem* (1*BHto2nd dk*)	T.3Cy.28",46"&81"–54" (*r*) 215lb *120lb* HS9062 582NHP 2DB(Spt)*12cf*,GS272, D.Rowan&Co.Ld.Gls.	32 ″ 0 s6 ″ 5¾ 25 ″ 8½	
* 35481 LDUB	**Tricolor** TwinSc ssOsl.No.1-37 *OilEng.* 1*Dk(Stl)&Shelter dk(Stl)* GyC. 3*rd dk(Stl)except in after holds*	6850 6013 4208	✠100A1 *withfreeboard* 9,37 ✠LMC OS9,37 DBS6,37 ~~5,35~~ 5,36 *Carrying fuel oil F.P. above 150°F. in deep tank*	Osl	e†	CL 3,37	1933 5mo *Lloyd'sA&CP*	NV Nederl. Schps.Maats. Amsterdam	Wilh.Wilhelmsen	479·1 P48'F46' FK *CellDB365'1345t Tanks in way of tunnels 515tMT28'1318tFPT176tAPT145t*	61·1	29·0	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 2330NHP DB*100lb* Gebr.Stork&Co.N V. Hengelo	31 ″ 7 s4 ″ 2 27 ″ 7	
* 35482 157868 GZFQ	**Tricula** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft Rudder electrically welded* *Longitudinal framing at bottom & at deck* D.F. E.S.D. *CruiserStern*	6221 5483 3616	✠100A1 ~~2,37~~11,37 ✠LMC8,36 *Carrying Petroleum in bulk*	Sng Sba	a†	CL	1936 8mo *Lloyd'sA&CP*	Howaldtswerke A.G. Kiel	Anglo-Saxon PetroleumCo.Ld.	430·1 P89'B41'F48' FK *CellDBuE61'134tDTf25'255tFPT102tAPT60t*	54·5	30·7	London British 16*BHptCen ptAsp*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 377NHP DB*180lb* HowaldtswerkeA.G.Kiel	31 ″ 0 s5 ″ 7½ 25 ″ 7	
35483 140697 GPKD	**Trident** ssShl.No.3-8,30 ssCff.No.1-34 1*Dk(Stl)*	4317 3982 2689	✠100A1 ~~7,37~~ ~~4,36~~ 9,37 BS9,37 ✠LMC3,34 ~~DBS4,36 7,37MBS8,36~~	Cff ~~Hul~~	x	CL ~~2,34~~ 6,37	1917 9mo *Lloyd'sA&CP*	Sunderlnd S.B.Co.Ld. Sunderland	QuaysideShipping Co.Ld.(Connell& GraceLd.*Mgrs.*)	375·0 386·5(O.L.) P29'B106'F38' FK *CellDB328'1051tFPT83tAPT148t*	51·1	25·3	Newcastle British 6*BHCem*	T.3Cy.25",42"&69"–48" (*r*) 180lb *85lb* 371NHP 2SB,6*cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s5 ″ 0¼ 23 ″ 0	
35484 DOKL	**Trifels** Sub.Sig. 2*Dks*	6198 5701 3771					1922	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	430·3 P60'B136'F57'	56·5	30·2	Bremen German *WB*	T.3Cy.$29\frac{1}{8}$",$47\frac{1}{2}$"&$76\frac{3}{8}$"–$53\frac{15}{16}$" &LPturbine 608NHP J.C.TecklenborgA.G.Wsm		G
* 35485 YTET	**Triglav** ssRot.No.1-32 D.F. 1*Dk(Stl)*	*6363* *5800* *3853*	✠100A1 7,37 ~~10,36~~ BS~~10,36~~ 10,37 ✠LMC10,32	Rot	a†	CL N1,36	1929 8mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	Jugoslavenski Lloyd a.d.	425·0 P35'B275'F34' FK *CellDBa&uE150'f196'1273tDTa29'1334tFPT133tAPT198t*	58·2	28·6	Dubrovnik Yugoslav 8*BHptCem ptAsp*	T.3Cy.$27\frac{1}{8}$",45"&75"–51" (*s*) 200lb 573NHP 3SB,9*cf*,GS184,HS8230 FD J.Dickinson&Sons,Ld Sld.	31 ″ 2 s4 ″ 11½ 26 ″ 5¼	
* 35486 137509 GNRL	**Trigonia** (*ex*Marinula, *ex*Santa Margherita) TwinSc *OilEng.* ssAms.No.3-5,28 *Mchy.Aft* ssRot.No.2-36 D.F. E.S.D. 2*Dks(Stl)&Webframes* *Longitudinal framing*	7496 6784 4042	100A1 ~~4,37~~12,37 ✠LMC CS1,36 ~~1,36~~ 1,37 ✠NE5,28 DBS4,37 *Carrying Petroleum in bulk*	Shl Rot	b†	CL 1,36	1916 *Lloyd'sA&CP*	Vickers,Ld Barrow	Anglo-Saxon PetroleumCo.Ld.	440·0 P120'F97' FK *Middle line BH in forward oil tank not oil-tight* *CellDBuE66'148tDTf27'359tDTa16'153tFPT78tAPT76t*	54·3	36·4	London British 19*BHptCem* (14 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$26\frac{3}{8}$"–$47\frac{1}{4}$" 807NHP 2NDB21–*180lb* Werkspoor,Ams.	36 ″ 6 s7 ″ 4¼ 29 ″ 4¼	
35487 219394 KOQF	**Trimountain** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6389 — 3934					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TrimountainS.S. Corp.(B.L.ShippingCo.Inc.*Mgrs.*)	416·9 P101'B37'F33'	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$26\frac{9}{16}$",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
* 35488 147303 GLCF	**Tringa** ssMch.No.3-11,37 ~~ssMch.No.2-33~~ 1*Dk(Stl)&Shelter dk(Stl)*	1930 1680 972	✠100A1 *withfreeboard* ~~11,36~~11,37 ~~BS8,36~~ ✠LMC~~7,33~~ 11,37	Bkn Mch	t	CL ~~3,36~~ 11,37	1925 4mo *Lloyd'sA&CP*	C.Van der Giessen& Zonen'sSchps Krimpen	British&ContinentalS.S.Co.Ld.	290·5 FK *CellDBa78'uE20'f124'417tFPT34tAPT16t*	43·1	19·1	Liverpool British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.$21\frac{3}{4}$",$35\frac{1}{2}$"&$57\frac{1}{8}$"–$41\frac{1}{2}$" 200lb (*s*) 335NHP 3SB,6*cf*,GS114,HS5130 FD BurgerhoutEng.Wks.Rot.	21 ″ 3 s ″ 11½ 20 ″ 5¾	
35489 215915 KLBI	**Trinidad** Wood Wrecked 6,37 *Fitted for oil fuel* 1*Dk*	974 — 551					1917	Hammond LumberCo. Fairhaven, Cal.	Sudden& Christenson	209·9	42·0	14·1	S.Frncisco Utd.States	T.3Cy.$13\frac{1}{2}$",22"&36"–24" 64NHP UnionIronWorks		R
35490 VSJC	— TwinSc *Fitted for oil fuel* Wireless 1*Dk* *CruiserStern*	606 482 244	✠ ... 3,35 ✠	PGl			1931 3mo *Lloyd'sA&CP*	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	TrinidadGovernment	175·4 P24'B&F121' FK *CellDBuE19'29tFPT17tAPT40t*	32·1	11·7	Trinidad British 5*BHptCem ptAsp*	C.4Cy.$12\frac{1}{2}$"&26"–20" 100NHP 1SB 3*cf*,GS46,HS1788 FergusonBros.(Port Glasgow)Ld.P.Gls.	12 ″ 6	
35491 212566 WJCK	**Trinidadian** (*ex*Augusta, *ex*Cadagua) 3Mst *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Now "Stanfield," see No. 40120 in Supplement*	2450 2256 1765					1892	Armstrong Mitchell&Co Ld Newcastle	GulfOil Corporation	295·0 H22'F36'	39·0	25·4	P.Arthur, Texas Utd.States *WB*	T.3Cy.22",36"&59"–39" 217NHP Wllsnd.Slpwy.Co.Ld.Nwc		V
* 35492 ~~4739~~ ~~SGYU~~ OFCA	**Trio** (*ex*Bothnia, *ex*Niord, *ex*YvesConseil, *ex*Golconda) Iron ssMmo.4thNo.3-6,32 ssOsc.No.1-36 *Well deck* 1*Dk ptStl&ptIrn)* *Cargo battens not fitted*	1451 1193 ~~892~~ 848	✠100A1 ~~5,37~~ ~~9,36~~ 10,37 ✠NB10,07 ✠LMC MS2,36 BS9,36	Osc ~~Mmo~~ Skm	p	OG ~~9,36~~ 6,37	1884 12mo A&CP	W.Pickersgill&Sons Sunderland	~~RederiA/B Trio (G.Selander)~~ TrioS.S.Co.Ld. (C.S.Bergström, *Mgr.*)	262·2 260·0 Q102'B48'F32' FK ptND07 *DBa76'f101'338tAPT11t*	35·4	15·4	Helsingfors Finnish 4*BHCem*	C.2Cy.30"&$60\frac{3}{4}$"–39" (*s*) 85lb *90lb* 165NHP NDB10 *fitted*13 2SB,6*pf*,GS90,HS2458 G.Clark,Sunderland	18 ″ 6 s1 ″ 10¼ 16 ″ 10	
35493 OUMS	— (*ex*Südwest–33, *ex*ErikaTreess, *ex*Esther, *ex*Ablasserwaard) 1*Dk* *Mchy.Aft*	493 391 250					1918	Gebr.van Diepen Waterhuizen	Dampskslsk.Trio A/S(Hans Svenningsen)	155·6 P50'F23'	26·3	12·3	Copnhagn Danish *WB*	T3Cy$11\frac{1}{3}$"$18\frac{1}{10}$"&$31\frac{1}{2}$"–$17\frac{7}{10}$" 45NHP N.V.Machinefabriek Fulton,Hoogezand		V
* 35494 162559 GMNS	**Triona** ssMel.No.1-35 *Ref.Mchy.* 1*Dk(Stl)&Shelterdk(Stl)* *& Web frames* *Cargo battens not fitted*	4413 3708 2590	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~ 12,37 BS5,37 ~~BS6,36~~ ✠LMC3,35 *Fitted for oil fuel* 3,31 *F.P. above 150° F*	Mel	y	CL 12,36	1931 3mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)	389·5 401·0(O.L.) P32'F39' FK *CellDBuE&B44'f150'1049tDTs at sides of tunnel1178tFPT111tAPT63t*	54·1	24·5	London British 6*BHptCem* (*Coll to Shdk* 5 ,,*2nd*,,)	T.3Cy.25",42"&70"–48" (*s*) 200lb 534NHP 3SB,9*cf*,GS207,HS8106 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 0 s2 ″ 9 24 ″ 5	
* 35495 7725 SGZD	**Trione** ssGot.No.1-36 *CruiserStern* 1*Dk(Stl)* *Strengthened for Navigation in Ice* *Rudder electrically welded*	1599 1381 863	✠100A1 ~~7,37~~ ~~12,36~~ 2,38 BS~~12,36~~ 2,38 ✠LMC1,36	NYk ~~Bry~~ Got	r	CL 12,36	1931 3mo *Lloyd'sA&CP*	Akt.Lindholmen-Motala Gothenburg	Rederiaktieb. Unda(PerWaller, *Mgr.*)	268·0 278·2(O.L.) P26'B162'F23' FK *CellDB215'524tAPT96t*	40·3	16·1	Gothenbrg Swedish 4*BHptCem*	T3Cy$17\frac{5}{16}$",$28\frac{3}{4}$"&$45\frac{1}{4}$"–$31\frac{1}{2}$" 200lb (*s*) FD 139NHP 2SB(Spt),4*cf*,GS48,HS1787 Akt.Lindholmen-Motala	18 ″ 10 s1 ″ 3 17 ″ 8½	
35496 1621 ICKU	**Tripoli** Wireless	1166 — 664					1921	N.Odero &Co. Foce,Genoa	ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi)	208·0	32·0	19·5	Genoa Italian	T.3Cy.$15\frac{1}{8}$",$24\frac{2}{5}$"&$39\frac{3}{8}$–$25\frac{3}{5}$" 78NHP N.Odero&Co.Genoa		I

1 Numero l'Ordre Numero Officiel ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
35497 404 ICKV	**Tripolitania** Ⓟ (exMarzocco, exWarTank) D.F. *Well deck* 1*Dk*	2722 1771 1544			...		1918	Swan,Hunter&Wigham Richardson, LdSunderlnd	LloydTriestino Soc.Anon.diNav.	285·0 P25'Q71'B66'F32' FK	42·1	19·1	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP Swan,Hunter&Wigham Richardson,Ld.Nwc	21 ″ 2	I †
35498 218311 KIMC	**Tripp** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5703 5230 3513			...		1919	North-west SteelCo. Portland,Or.	LykesBros.-RipleyS.S Co.Inc.	409·8 P44'B115'F47' FK	54·2	27·7	Galveston, Tex. Utd.States *WB*	DR gearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
35499 209001 KLBJ	**Tristan** (exPenobscot,exLairg, exP.L.M.2, ssSld.No.3-12,21 exPenobscot) 1*Dk*(*Stl*) *Mchy.Aft* (*Self-Unloader*) D.F. GyC.	2294 — 1666	11,27 ✠NB12,21	Cff	*s*		1911	Gt.Lakes Eng.Works Ecorse,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	253·0 F25' FK *CellDB*204'634t *T*	43·7	24·7	Wilmingtn (Del.) Utd.States 5*BHAsp* *opside tanks*	T.3Cy.21",34½"&57"-42" 291NHP 2SB,6*cf*,GS103,HS4320 Gt.LakesEng.Works,Det. 157'902t*FPT*137t*APT*35t	27 ″ 6	R †
35500 PIAU	**Trito** E.S.D. Sub.Sig.	1057 787 373					1921	N.V.Boele's Schp.&Mch. Slikkerveer	N.V.Maats"Zeevaart"(Hudig& Veder,*Mgrs.*)	231·9 P25'F23'	36·2	13·3	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP NVBoele'sSch&MchBolnes		V
✻ 35501 LCKZ	**Triton** TwinSc *OilEng.* ssOsl.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6667 5909 4045	✠100A1 *with freeboard* 6,37 ~~3,37~~ ✠LMC CS8,34 DBS~~3,34~~6,37 ~~9,34~~4,37 *Carrying cargo oil F.P. above 150°F. in deep tanks & tanks in way of tunnels*	Mmo	*d*†	CL ~~6,30~~ E6,37 P6,36	1930 6mo *Lloyd*	Kockums M.V.Aktieb Malmö 'sA&CP	Wilh.Wilhelmsen *MT*34'1619t	461·9 P44'F40' FK *CellDB*362'1320t *Tanks in way of tu*	60·6	28·9	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „) *nnels* 495t *F*	Oil Engines 4S.C.SA 16Cy.$27\frac{7}{16}$"-55½" 1169NHP NDB37-100lb KockumsM V.Akt.Malmo *PT*134t*APT*135t	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
35502 44 SVFS	— (exQueenAlexandra, ssShl.No.3-6,27 exElfland) ssPir.No.2-36 1*Dk*(*Stl*)	*4211* *4013* *2670*	✠100A1 ~~6,36~~10,37 ✠LMC6,36 BS10,37	Pir Ant	*x*	CL ~~12,35~~ 10,37	1914 5mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	~~George D.Gratsos~~ ~~Sons~~ GeorgeD. GratsosCo.Ld. *CellDBal*	370·0 P22'B100'F35' FK 17'*uE&B*43'*f*166'11	50·9	26·2	Ithaca Greek 6*BHCem* 20t*APT*140t	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP 3SB,9*cf*,GS160,HS5895 N.E.MarineEng.CoLdNwc	28 ″ 9 s 5 ″ 4½ 28 ″ 6	
35503 PIAY	— Ⓟ *Cruiser Stern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51⅛"-35⅝" 155NHP A.G."Neptun,"Rostock		V
35504 LOGV	— Ⓟ Pad *Fitted for oil fuel* 4*Dks*	2000 — 984					1894	Scotswood S.B.Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich, Ltda.	292·0	36·0	29·5	Bns.Aires Argentine	T.3Cy.30",49"&75"-84" 515NHP A.&J.Inglis,Glasgow		
35505 7206 SLGA	— (exPatria-36,exPhyllisSeed, exWestmore,exPortinglis) 1*Dk*	*1869* *1696* *1101*					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	RederiA/B Amfitrite(Fänges &Påhlssons Rederier,*Mgrs.*)	279·2 P25'B66'F29'	40·1	18·2	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&54"-36" 175NHP McColl&Pollock,Ld.Sld.		C
35506 DOKY	— Sub.Sig. 1*Dk*	1620 1042 883					1920	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	241·3 P11'Q70'B&F158'	36·3	15·2	Bremen German *WB*	T.3Cy$19\frac{7}{10}$",31½"&53½"-35⅝" 168NHP A.G."Weser,"Bremen		G
35507 14 IVDB	**Triton Maris** (exTriton, exIuliaMantaca,exGibelHamam, exSouthford,exMelrose 1*Dk* Abbey,exFranzHorn)	1457 1058 895					1898	Akt.Ges. "Neptun" Rostock	Marittima RavennateSoc. Anon.	246·9 Q72'B112'F24'	35·3	14·9	Ravenna Italian *WB*	T.3Cy.16½",25½"&41¾"-32¼" 99NHP A.G."Neptun,"Rostock		I
35508 217457 KEND	**Triumph** *OilEng.* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* GyC. *Longitudinal framing*	7573 7295 4825			...		1919	Bethlehem S.B.Corp. Alameda,Cal.	UnitedStates Maritime Commission	456·1 len29 FK	56·0	35·4	NewYork Utd.States *WB*	4 Oil Engines connected to Elec. Motor & Sc. Shaft 32Cy.20"-24" 4S.C.SA NE29 1250NHP McIntosh&SeymourCorp. Auburn,N.Y.	38 ″ 0	R †
✻ 35509 149833 GMZR	**Trocas** *OilEng.* *Mchy.Aft* ssAms.No.2-35 D.F. E.S.D. *Cruiser Stern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7406 6761 4277	✠100A1 ~~1,37~~10,37 DBS~~1,37~~ ✠LMC8,35 10,37 *Carrying Petroleum in bulk*	Ams Sng		CL N5,36	1927 6mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'285	440·4 P99'B34'F58' FK t*DTf*32'284t*FPT*1	59·5	32·7	London British 15*BHptCem* 62t*APT*67t	Oil Engines 4S.C.SA 6Cy.32¼"-$59\frac{1}{16}$" 602NHP 2DB180lb N.E.MarineEng.CoLdNwc	32 ″ 9 s 6 ″ 3½ 26 ″ 7½	
35510 145865 GDZB	**Troilus** Ⓟ 2*Dks*&*lower dk* D.F. *in No.1 hold*	7422 6327 4658					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co *Mgrs.*)	459·1 P54'B165'F62'	56·2	32·5	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		BT till 10,37
35511 TUNP	**Trois-Ilets** (exOrontes) 1*Dk*	338 292 180					1920	Schiffs-u Dckbauwerft Flender Lübeck	Cie.Générale Transatlantique	139·0 B34'F20'	22·5	11·8	Fort de France French *WB*	C.2Cy.14¾"&22⅞"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		V
35512 149462	**Troisdoc** *Mchy.Aft* 1*Dk*	1925 1635 1146					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
35513 LDRM	**Troja** TwinSc *OilEng.* ssOsl.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd Dk*(*Stl*)*except in after holds*	6650 5970 4084	✠100A1 *with freeboard* 1,37 ✠LMC CS9,35 DBS~~7,35~~7,37 5,36	Osl	*d*†	CL 7,36	1930 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen 'sA&CP *CellD*	Wilh.Wilhelmsen *B*318'1228t *Tanks*	461·4 P46'F41' FK *in way of tunnels* 2	60·6	29·0	Tonsberg Norwegian 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „) 39' *DTsa*71'	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 946NHP DB120lb Akt.Burmeistr&Wain,Cpn 521t*FPT*129t*APT*94t	31 ″ 7 s 4 ″ 1 27 ″ 8	
35514 DHYB	— D.F. Sub.Sig. 1*Dk*&*Shelter dk*	2390 2125 1375					1922	Howaldtswerke Kiel	Hamburg-Amerik. Packetf.Act.Ges.	309·3 F39'	44·1	20·0	Hamburg German *WB*	T.3Cy.22",37⅝"&60½"-39⅜" 228NHP Howaldtswerke,Kiel		G
35515 206129	**Trojan** Ⓟ Pad 3*Dks*	2572 1309 1739					1909	T.S.Marvel S.B.Co. Newburg,NY	HudsonRiverNav. Corp.	317·2	42·5	12·5	NewYork Utd.States	B 1Cy.70"-144" 452NHP W&A.FletcherCo.Hobokn		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 35516 148498 GKMW	**Trojan Star** TwinSc4Mst (*ex*Trojanstar, *ss*Nwc.No.3-4,29 *ex*LaPérouse) *ss*Shl.No.1-34 *2Dks(Stl)&Shelter dk(Stl-ws)* *Ref.Mchy.*	~~9025~~ ~~8320~~ ~~5612~~ 9037 8320 5620	✠100A1 *Shelter dk* *withfreeboard* 10,36 ✠NB10,36 ✠LMC2,34 ✠Lloyd'sRMC~~3,37~~ ~~Z,37~~ 4,38 ~~17,37~~ *Fitted for oil*	Bkn *fuel* 1	*d*† 2,2	CL 9,36 4 *F.P*	1916 11mo *Lloyd* *above*	Atel.&Ch. deFrance Dunkirk *'sA&CP* 150° F.	BlueStarLineLd. *Cell*	473·8 495·0(O.L.) B*on Shelter dk*189' F48' FK *DB*388' 1502*t FPT*	60·0	36·6	London British 7*BHCem* 101*tAPT*75*t*	T.6Cy.24",38½"&64½"-45" &L.P.turbines with DR gearing & hydraulic couplings 200lb (*r*) 1129NHP 5SB,*20cf*,GS333,HS15850 FD Atel.Ch.deFrance,Dnk.	39 ″ 5 s 9 ″ 1¼ 30 ″ 7	
35517 LFDN	**Trolla** (*ex*Ringaas) 1*Dk*	1598 1189 938					1923	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S Trolla (KarlTorkildsen)	245·9 P62*t*Q109*t*B124*t* H80*t*	37·9	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.18⅔",29"&49"-43" 138NHP LaxevaagsMsk.&Jrns,Bgr		N
* 35518 6823 SLJA	**Trolleholm** TwinSc~~3Mst~~ *OilEng.* *ss*Got.No.3-4,35 D.F. 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	5047 4706 3124	✠100A1 *Shelter dk* *withfreeboard* ~~1,36~~ ~~2,37~~ 3,38 ✠LMC ~~DBS5,36~~ ~~12,37~~	NOs ~~Got~~Mmo DBS3,38 CS4,35 ~~4,35~~ 3,38	*x*	OG ~~P5,36~~ ~~S2,37~~ 12,37	1922 5mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*323'1134*t*	377·9 381·3(O.L.) B79'F38'*on Shelter dk* FK *Collisio* *FPT*76*tAPT*61*t*	51·3	30·6	Gothenbrg Swedish *ptCem* *nBHtoSh dk* 5 ,, ,, *U* ,,	Oil Engines4S.C.SA 12Cy.21½"-28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 1 s 9 ″ 6 24 ″ 9¼	
35519 LFDQ	**Tromösund** Ⓟ 2*Dks*	732 617 392					1928	Nylands Verksted Oslo	A/S Arendals Dampskslsk.	172·9	28·9	18·9	Arendal Norwegian *WB*	C.4Cy.(2)12⅘",&(2)27⅗"- 27⅗" 67NHP NylandsVerksted,Oslo		N
* 35520 PIBH	**Trompenberg** *ss*Ams.No.3-3,32 *ss*Rot.No.1-36 1*Dk(Stl)* *Cargo battens not fitted*	1985 1775 1187	✠100A1 ~~11,37~~12,36 3,38 ✠LMC ~~BS6,36~~ BS~~6,37~~4,38	Rot ~~Ams~~ MS9,36	*r*	OG N12,36	1919 7mo	A.Vuijk& Zonen Capellea/d A&CP Ysel	N.V.Stoomb Maats "Hillegersberg" (Vinke&Co.*Mgrs.*) *C*	280·5 P23'B74'F24' FK *ellDB*244'543*tFPT*	40·1	19·0	Amstrdam Dutch 4*BHCem* 81*tAPT*41*t*	T.3Cy.20",33 1/16"&53⅛"-36" 180lb (*s*) 204NHP 2SB,*6cf*,GS98,HS3424 AlblasserdamMsch.Fab.	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
35521 LCXZ	**Trondanger** *OilEng.* *Ref.Mchy.* D.F. 1*Dk&Shelter dk*	6826 6013 4229					1932	NVNederl. Schps. Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1842NHP StorkGebroeders&Co. Hengelo		N
35522 LFDS	**Trondenes** Ⓟ (*ex*Trondenæs-36) 1*Dk&Awng dk*	321 292 181					1900	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	137·8 H29*t*	21·2	15·6	Tromsö Norwegian	T.3Cy.11½",18½"&30"-20" NB10 40NHP TrndhjemsM.V.Trndheim		
35523 OXPB	**Trondhjem** Ⓟ Wireless D.F. 2*Dks*	1399 1272 826					1923	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
35524 LFDT	— (*ex*Multedo) 2*Dks*	1147 996 653					1923	N.Odero fuA.&Co. SestriPnente	A/S Nordenfjeldske Dampskslsk.	198·7 B103*t*F23*t*H18*t*	34·0	19·6	Tr'ndheim Norwegian *WB*	T.3Cy.15⅛",24 7/16"&39⅜"-25⅜" 79NHP N.Odero fuA,Sestri Pnente		N
35525 LDCX	**Trondhjemsfjord** *Fitted for oil fuel* 3*Dks*	6753 4851 4147					1922	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 F40'	55·8	26·5 34·4	Oslo Norwegian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft CammellLaird&Co.Ld. Birkenhead		N
35526 145738 GKBQ	**Trongate** (*ex*Snowdon) *ss*Nwc.No.3-2,36 1*Dk(Stl)&Shelter dk(Stl)*	3979 3632 2414	✠100A1 *withfreeboard* 7,37~~1,37~~ ✠LMC BS~~5,36~~ 4,37	Nwc Phl MS12,36	*y*	CL 1,37	1924 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellD*	380·3 F28' FK *B*336'1150*tFPT*80*t*	51·9	23·4	London British 6*BH ptCem* 5 ,, *to2nd dk* *APT*130*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 381NHP 3SB,*9cf*,GS150,HS6330 N.E.MarineEngCo.LdNwc	26 ″ 0 s 2 ″ 6½ 23 ″ 7¼	
35527 141680 VGCZ	**Trontolite** *OilEng.* *Mchy.Aft* *ss*Mtl.No.3-6,29 D.F. *ss*St.J.No 1-34 2*Dks(Stl)&Web frames* *Longitudinal framing*	7115 6271 3586	✠100A1 4,37 ✠LMC DBS12,36 ✠NE5,25 *CarryingPetr*	Hfx CS8,34 5,32 *oleum*	*a*† *in*	CL 3,37 *bulk*	1918 2mo	Skinner& EddyCorp. Seattle,Wash A&CP	ImperialOilShipping Co.Ld.(H.J. Rahlves,*Mgr.*) *CellDBuE&B63'* *uBunker*12'18	428·0 P98'B41'F37' FK 8*tDTf*36'457*tFPT*	57·0	31·5	Montreal British 18*BH* 199*tAPT*66*t*	Oil Engines 2S.C.SA 6Cy.25 9/16"-51 3/16" 680NHP DB*190lb* FriedKrupp GermaniaWft. Kiel	31 ″ 7 s 5 ″ 8½ 26 ″ 1¾	
35528	**Tropical** (*ex*EffieGray) Iron3Mst *ss*Ham.3rdNo.3-7,22 *Mchy.Aft* *ss*Hul.No.1-26 1*Dk(Irn)*	388 267 155	✠ 8,27 ✠NB8,19 ✠	Lon	*f*		1891 11mo	Murdoch &Murray PortGlasgow	Cia.Naviera de CubaS.A.	141·8 Q72'B9'F24' BK7" *FP*	25·0	10·9	Havana Cuban 3*BHCem* *T*45*tAPT*4*t*	T.3Cy.13½",21½"&34"-27" 60NHP 1SB,*3pf*,GS38,HS1216 Muir&Houston,Glasgow	12 ″ 1	
35529 240 ICKR	**Trottiera** (*ex*Tankschindler, *ex*BritishEarl, *Fitted for oil fuel* *ex*Pinna) 2*Dks&Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F.	6205 5859 3659			...		1901	Armstrong Whitworth &Co.Ld. Newcastle	CompagniaIndus- trieMarittime AffiniRoma (C.I.M.A.R.)	436·9 420·3 P100'B20'F56' FK	52·0	32·3	Venice Italian *WB*	T.3Cy.27½",46"&77"-48" NB21 511NHP N.E.MarineEngCoLd.Nwc	34 ″ 0	I †
* 35530 LDCY	**Troubadour** *ss*N.Yk.No.3-7,33 3*Dks* *CruiserStern*	5808 — 3668	✠100A1 *Shelter dk* *withfreeboard* 6,37~~4,36~~ ✠LMC MS3,32 BS~~6,36~~6,37 *Carrying oil* *Fitted for oil*	NYk *fuelF* *fuel*11	*y* *.P.* ,20	CL N4,36 *a bove* *F.P. a*	1920 11mo *Lloyd* 150°F *bove* 1	JLThomp- son&SonsLd. Sunderland *'sA&CP* *inDBuB&De* 50° F.	Wilh.Wilhelmsen *CellD* *epTank*	395·1 F31'*onShelter dk* FK *B*342'882*tAPT*82*t* *MT*27"618*t*	53·3	24·7 32·7	Tönsberg Norwegian *Cem* 2*BHtoW dk* 4 ,, ,, *2nd* ,,	T.3Cy.27",44"&73"-48" (*s*) &L.P.turbine withD.R. gearing&hydraulic coupling 180lb 597NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld. Newcastle	35 ″ 0 s9 ″ 4 25 ″ 11	
35531 139243 GNCP	**Troutpool** *ss*Sws.No.2-35 D.F. 1*Dk(Stl)*	4886 4624 3023	✠100A1 ~~6,37~~~~10,36~~2,38 ✠LMC MS5,35 BS~~10,36~~2,38	Sws Shl	*y*	CL ~~4,35~~ 2,38	1927 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	ThePoolShipping Co.Ld.(SirR. Ropner&Co.Ld. *Mgrs.*) *CellDB*	390·0 P30'B220'F40' FK 345'1041*tFPT*180*t*	55·0	26·4	W.Hartlpl British 6*BHCem* *APT*179*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb 439NHP 3SB(Spt)*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
35532 222943 KLIQ	**Troy Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	943 — 601					1923	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	253·9	37·6	13·0	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.12½"-18" 183NHP McIntosh&Seymour, Auburn,N.Y.		
35533 DHYC	**Troyburg** (*ex*Achaia, *ex*HannaKimme) Sub.Sig. 1*Dk*	2288 2011 1368					1923	J.Frerichs &Co.A.G. Einswarden	~~Flensburger~~ ~~DampferCo.(H.~~ ~~Schuldt,*Mgr.*)~~ FlensburgerDampfercompagnie HaraldSchuldt &Co.	~~290·2~~ Q36'B179'F36' 296·2	42·8	19·6	Hamburg German *WB*	T.3Cy.21⅝",35⅜"&55⅞"-35⅜" 180NHP J.Frerichs&Co. A.G.Osterholz		G

1 Numero d'Ordre. Numero officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	 Largeur.	 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote n'est dans le L.R. Durée. Cert. Ref. Trade.
35534 YTEU	**Trsat** (*ex*Allie) *Mchy.Aft* 1*Dk*	*1369* *1046* *738*					1919	ForthS.B. &E.Co.Ld. (Jeffrey's) Alloa	KvarnerBrodarsko D.D.	235·6 Q130'B16'F31'	36·2	15·4	Bakar Yugoslav *WB*	T.3Cy.18",30"&50"–33" 144NHP ForthS.B.&E.Co.Ld. (Jeffrey's)Alloa		C
35535 DATA	**Trude Schünemann** (*ex*Taarnborg) *Welldeck* 1*Dk&deepframing*	1260 967 781			...		1906	W.Harkess &Son,Ld. Middlesbro'	KurlandDampf. SchiffahrtsA.G. (E.Haubuss Schiffahrtsges m.b.H.*Mgrs.*)	229·1 Q82'B59'F31' FK	35·6	14·9	Stettin German *WB*	T.3Cy.17½",29"&48"–33" 130NHP MacColl&Pollock,Ld.Sld.	17 " 2	G †
35536 UOJW	**Trujenik Morya** (*ex*Eros) 1*Dk*	452 341 242					1892	P.Larsson Thorskog	U.S.S.R.	148·9 Q44'F18'	24·4	13·4	Odessa Russian	C.2Cy.18"&30"–22" NB05 35NHP ThorskogM.V.Thorskog		
35537	**Trujillo** Ⓟ (*ex*LakeOgden) Now "Emancipacion," see No. 38008 in Supplement 1*Dk*	2114 [illegible] 1282			...		1918	American S.B.Co. Lorain,O.	Soc.Cooperativa MixtaDeTrans-portesMaritimos y VíasFluviales, S.C.L.	251·0 P25'B64'F23' FK	43·5	20·0	Mexican *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O.	20 " 2	R †
* 35538 146434 MKYC	**Truro** *ss*Hul.No.3–8,34 *Well deck* 1*Dk(Stl)* *CruiserStern*	974 841 548	✠100A1 ~~7,33~~ ~~12,36~~ 2,38 BS12,37 ✠LMC MS5,34 ~~BS12,36~~	Hul	*n*	OG ~~7,34~~ 1,38	1922 3mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen *sA&CP*	Ellerman'sWilson Line,Ld. *CellD*	228·0 P&B143'F52' FK *B*195'272*tAPT*29*t*	34·2	13·8	Hull British 5*BHptCem* *ptAsp*	T.3Cy.14½",24½"&41"–30" 200lb (*s*) 128NHP 2SB,4*pf*,GS70,HS2280 Earle'sCo.Ld.Hull	16 " 0 s " 7 15 " 7½	
* 35539 LDCZ	**Truth** (*ex*AriadneChristine) *ss*Stv.2ndNo.3–2,33 1*Dk(ptIrn ptStl)*	3655 3252 2227	✠100A1 11,35 ✠LMC MS4,32 BS4,37	Sfj	*w*	CL 4,37	1910 5mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	A/S Skjelbreds Rederi(O.A.T. Skjelbred,*Mgr.*) *CellDBa*125' *uE&B*	356·0 P27'B206'F33' FK 45'*f*147'1007*tFPT*	50·5	21·8	Xiansand Norwegian 6*BHCem* 62*tAPT*66*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *85lb* NDB27 337NHP 2SB,6*cf*,GS126,HS5337 Blair&Co.Ld.Stockton	24 " 3	
35540 UNZQ	**Truvor** (*ex*Sleipner) (*Icebreaker*) 1*Dk&Awng dk* Wireless	1151 1088 —					1895	Act.S.Bur-m'str&Wains Mas.ogSkibs. Copenhagen	U.S.S.R.	171·5	40·2	26·0	Leningrad Russian *WB*	T.3Cy.25 1/16",40½"&63½"–36⅝" 246NHP NE&B17 Becker&Co.,Reval		
35541 YNAB	**Truxton** TwinSc (*exU.S.NavyVessel*) *OilEng.* Wireless 1*Dk2trB*	433 — 374					1903	NavyYard Norfolk,Va.	Seaboard S.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"–13" NE29 211NHP AtlasImperialDieselEng. Co.Oakland		
35542 XNBW	**Tsang Woo** (*ex*Drafn,*ex*Iosco, *ex*Johanne) Now "Livatho," see No. 39063 in Supplement 2*Dks*	1765 — 1049					1903	Schiffsw.v. H.Koch,A.G. Lübeck	NationalIndus-trialBank of China	255·8 P31'B65'F29'	36·2	18·1	Shanghai Chinese *WB*	T3Cy.17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		V
35543 135865	**Tseang Tah** TwinSc 1*Dk*	769 694 475					1915	Kiangnan D.&E.Wks. Shanghai	ChinaImport& ExportLumberCo. Ld.	204·3	35·1	11·8	Shanghai British	T.6Cy.10",16"&26"–18" 68RHP KiangnanD.&E.Wks.Shi.		
35543*	**Tseng Yuan** (*ex*HsingHwa–37, *ex*KiyoMaru–34,*ez*Else) 1*Dk&Spar dk3trB*	1424 1277 1058					1896	Howaldts-werke Kiel	YungYuanS.S.Co.	238·5 B51'F27'	32·4	20·7	Chefoo Chinese *WB*	T.3Cy.17½",27⅝"&43⅜"–24⅞" 94NHP Howaldtswerke,Kiel		
35544 XNCZ	**Tsenglee** Wireless	961 — 548					1918	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	190·0	31·0	18·5	Chefoo Chinese	T.3Cy.		
35545 154042 GPKL	**Tsinan** Ⓟ 2*Dks*	2994 2511 2100					1930	Taikoo D.&E Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B94'	45·2	22·7	London British *WB*	T.3Cy.20½",33"&53"–29" 149NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
35546	**Tsing Fat** (*ex*ShiratoriMaru–35) 2*Dks*	329 283 198					1921	Ohara Matsunosuke Osaka	HopHingHong (FarEastShipping Co.*Mgrs.*)	120·0 B14'	22·5	14·2	Canton Chinese	T.3Cy.10½",17"&28½"–20" 36NHP TaishoTekkosho,Osaka		
35547 398 JPIC	**Tsingtao Maru** Ⓟ TwinSc (*ex*ChoshunMaru–34) *CruiserStern* 2*Dks*	4017 3027 2182					1930	Mitsubishi ZosenKaisha Kobe	DairenKisenK.K.	360·0 B36'F42'	46·0	28·5	Dairen Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaishaLd.		
35548 30468 JYXA	**Tsugaru Maru** Ⓟ TwinSc *CruiserStern* (*Ferry*) D.F. 2*Dks*	3484 2291 1273					1924	Mitsubishi ZosenK.K. Nagasaki	JapaneseGovern-ment(Railway Dept.)	350·0	52·0	22·0	Tokio Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
35549 11858 JGPF	**Tsukinada Maru** Ⓟ Sp (*ex*UwajimaMaruNo.12–36) 2*Dks*	534 — 307					1908	S.Ono Osaka	TosaShosenK.K.	155·1	22·8	16·0	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"–20" 52NHP S.Ono,Osaka		
35550 29441 JIWA	**Tsukuba Maru** Ⓟ 2*Dks*	3172 2774 1931					1923	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·0 P23'B80'F36'	46·0	27·0	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C
35551 31186 JIFB	**Tsukushi Maru** 1*Dk*	1858 1705 1117			...		1925	OsakaIron Works,Ld. Osaka	KaijimaTanko K.K.	275·0 B60'F28' FK	41·0	20·5	Shimono-seki Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWorks,Ld.Osa.	20 " 6	
35552 32524 JOJB	**Tsukushi Maru No. 2** 1*Dk*	2418 2084 1423			...		1926	Uraga DockCo.Ld. Uraga	KaijimaTanko K.K.	300·4 P19'B68'F28' FK	43·5	22·2	Shimono-seki Japanese *WB*	T.3Cy.19",31½"&52"–39" 264NHP UragaDockCo.Ld.Uraga	22 " 3	
35553 32550	**Tsukushi Maru No. 3** *Mchy.Aft* 1*Dk*	999 840 537					1927	KobeSteel Works,Ld. HarimaDkyd.	KaijimaTanko K.K.	225·3 P66'B15'F22'	33·5	16·7	Shimono-seki Japanese	T.3Cy.14½",24½"&40"–30" 88NHP KobeStlWorks,Ld.Harima		
* 35554 18490 JPAD	**Tsuruga Maru** TwinSc *ss*Yka.No.3–9,35 2*Dks(Stl)*	6988 6468 4284	✠100A1 12,37 ~~9,36~~ ~~BS9,36~~ ✠LMC3,35 12,37	Yka Nag	*b*†	CL ~~P3,35~~ ~~S9,36~~ 12,37	1916 6mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*392'1338*t*2	445·0 462·6(O.L.) P35'B138'F35' FK *DT*"*sa*42'1353*tFPT*	58·0	34·0	Tokio Japanese 7*BHCem* 58*tAPT*62*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP 4SB(Spt),*12cf*,GS225, FD HS8903 MitsuBishiD.&E.Wks.Nag	34 " 0 s 7 " 6 26 " 8	
35555 27909 JOVA	**Tsurugisan Maru** (*ex*Brookway, *ex*MarshalPlumer,*ex*Campus, *ex*NorfolkRange) *Spar dk2trB&deep framing*	3108 2861 1886			...		1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	AwanokuniKyodo KisenK.K.	325·0 P33'B100'F32' 22·6 FK	47·1	13·8	Komatsu-shima Japanese *WB*	T.3Cy.24 1/16",38"&64"–42" 275NHP Richardsons,Westgarth& Co.Ld.Hpl.	10 " 24	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
35556 28724 JRVE	**Tsuruha Maru** 2*Dks*	361 287 191					1922	Harada ZosenK.K. Osaka	SetsuyoShosen K.K.	130·0|22·5|14·5	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP		
* 35557 25089 JTVD	**Tsurushima Maru** Ⓟ *ss*Yka.No.3–11,31 *ss*Osa.No.1–35 2*Dks*(*Stl*)	4646 3927 3351	✠100A1 2,38 ~~1,37~~ ✠LMC~~1,37~~ 2,38	Kob	*x*	~~10,36~~ 2,38	1919 7mo	Uraga DockCo. Uraga A&CP	UwajimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*) *CellDB*	360·0|51·2|26·1 P21′B91′F35′ FK 291′ 919*t FPT* 114*t*	Uwashima Japanese 6*BHCem* *APT*46*t*	T3Cy24½″,40½″&67″–48″(*s*) 180lb 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Uraga	28 ″ 5 s 5 ″ 5¼ 23 ″ 3	
* 35558 17757 JMAD	**Tsushima Maru** **TwinSc** *ss*Yka.No.3–4,26 *ss*Yka.No.2–34 2*Dks*(*Stl*)	6754 6284 4200	✠100A1 9,37 ~~10,36~~ BS~~10,36~~ ✠LMC10,34 9,37	Yka	*b*†	CL S4,36 P10,36	1914 10mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	NipponYusenK.K. *CellDB*366′	444·4|58·2|31·3 P35′B138′F39′ FK 1376*t DT sa*39′1239*t*	Tokio Japanese 7*BHCem* *APT*36*t*	T.6Cy.20″,33½″&56″–48″(*s*) 200lb 619NHP 4SB,*12cf*,GS217,HS8892 FD D.Rowan&Co.Glasgow	34 ″ 0 s 7 ″ 4¾ 26 ″ 11	
* 35559 19288 JYMD	**Tsuyama Maru** **TwinSc** *ss*Yka.No.3–11,28 *ss*Kob.No.2–36 D.F. 2*Dks*(*Stl*)	6963 6469 4280	✠100A1 9,37 ~~10,36~~ ✠LMC10,36 BS9,37 *Fitted for oil fuel* 9,23 *F.P. above* 150° F. *Adapted for carrying oil fuel* 11,28 *F.P. above* 150°*F. in D&E deep tanks*	Yka Kob	*b*†	CL P10,35 SN 10,35	1916 10mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'*sA&CP*	NipponYusenK.K. *CellDB*392′1338*t*	445·0|58·0|34·0 P35′B138′F35′ FK *DT a*42′1361*t* *DTs f*′1500*t FPT*	Tokio Japanese 7*BHCem* 58*t APT*62*t*	T.6Cy.20½″,33½″&56″–48″ 200lb (*s*) 620NHP 4SB(Spt),*12cf*,GS225, HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
35560 UOWT	**Tsyurupa** *OilEng.* 2*Dks*	2081 1819 1064					1932	States S.B.Y. "61 Kommunar" Nicolaieff	U.S.S.R.	270·4|39·8|22·5 P31′B62′F28′	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½″–32¼″ 358NHP KominternWks.Kharkov		
35561 DOGZ	**Tübingen** (*ex*Delaware) *ss*Kel.No.3–10,29 *ss*Bmn.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge aft* D.F. Sub.Sig. *Cruiser Stern* *Fitted for oil fuel*	5453 5161 3287	✠ ... 3,36	Bmn ✠			1920 12mo	Furness S.B.Co.Ld. Haverton Hill on Tees	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G.DeutscheOst Afrika-Linie *Mgrs*) *CellDB*352′1432*t*	401·5|52·2|31·0 F79′ len & new fore end 29 FK *FPT* 140*t APT*42*t*	Bremen German 7*BHptCem* (4 *to Sh dk* 3 " 2*nd* ")	T.3Cy.26″,41$\frac{9}{16}$″&73″–48″ 538NHP 3SB,*9cf*,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld.	33 ″ 6	G †
35562 [illegible] VPCC	**Tuck-Wo** **TwinSc** Damaged by aircraft 12,37 *ss*Shi.No.3–7,37 1*Dk*&*Shelter dk*	3770 1673 2355	~~✠~~ 7,37 *For Service on the Yangtsze River*	Shi ~~LMC7,34~~		OG 7,37	1904	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld.	330·0|46·1|14·2 F49′	HongKong British	T.8Cy.(2)17″(2)28″(4)31″ –33″ 2SB 185lb FD ~~238NHP~~ London&Glas.Co.Ld.Gls.		
35563 148899 GMPL	**Tucurinca** *Ref.Mchy* Sub.Sig D.F. E.S.D. 2*Dks*&2*pt dks*	5412 4662 3334					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	401·0|51·2|30·1 P42′B155′F41′	Glasgow British *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP A.Stephen&Sons,Ld.Gls.		C
* 35564 LDNB	**Tudor** **TwinSc** *OilEng.* *ss*Sfj.No.2–38 ~~*ss*Ant.No.1–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd* *dk*(*Stl*) *except in after holds* D.F.	6607 5909 4045	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ ~~1,36~~ 4,38 ✠LMC DBS~~3,36~~ 6,37	Mmo ~~Syd~~ Sfj 4,38 CS~~6,34~~ 5,36 ~~9,35~~	*d*†	CL ~~P6,34~~ ~~S11,35~~ ~~P5,37~~ S4,38 PN4,38	1930 4mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *CellDB*362′1320*t*	461·9|60·6|28·9 P44′F40′ FK *Tanks in way of tunnels* 495*t FPT* 134*t APT*135	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 " 2*nd* ")	Oil Engines 4S.C.SA 16Cy.27$\frac{9}{16}$″–55⅛″ 1169NHP DB*100lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
* 35565 143407 GCTB	**Tudor Star** (*ex*EmpireStar–35, *ex*Empirestar) *ss*Nwc.No.3–8,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk* (*Stl*) *inNos.*1&2 *holds* *ss*Nwc.No.1–37	7199 5356 4524	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~3,36~~ ✠LMC MS~~2,32~~8,36 BS~~2,36~~ 4,37 ✠Lloyd'sRMC~~4,37~~ ~~8,37~~ 1,38 *Fitted for oil fuel* 2,20 *F.P. above* 150°F.	Liv Nwc	*a*†	CL ~~8,36~~ ~~4,37~~ 8,37	1919 12mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP* 6*BHonly Collision*&2*other bulkheads to Shelter dk*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*)	423·4|56·0|36·5 28·7 FK *CellDB*360′1259*t APT*31*t*	London British *Cem* 3*BHtoUp dk*	T.3Cy.25½″,44¼″&74″–51″ 200lb (*r*) FD 696NHP 4SB,*16cf*,GS253,HS11170 J.G.Kincaid&Co.Ld.Grk.	39 ″ 1 s10 ″ 10¾ 28 ″ 4½	
* 35566 LDDB	**Tugela** *ss*Osl.No.3–4,34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	5559 5305 3462	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~7,36~~ ✠LMC MS4,34 BS~~2,36~~6,37 *Carrying oil fuel F.P above* 150° F. *in DT* *Fitted for oil fuel* 8,21 *F.P.above* 150° F.	NYk Phl	*y*	CL 7,36	1921 8mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *CellDB*325′876*t*	380·4|52·2|33·6 F31′*on Shelter dk* FK *Collision BHtoSh dk* *MT*32′773*t APT*105*t*	Tönsberg Norwegian *ptCem* 5 " " *U* "	T.3Cy.27$\frac{5}{16}$″,44″&73″–48″ LP.turbine with D.R.gear- ing&hydraulic coupling 180lb (*s*) 595NHP 3SB.*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	36 ″ 0 s 9 ″ 6¼ 26 ″ 9¾	
35567 OUMT	**Tula** 1*Dk aft*,2*Dks in fore hold*	1251 1081 718					1911	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	254·4|37·2|15·1 P158′F26′	Copnhagn Danish *WB*	T.3Cy.19½″,32″&52″–36″ 162NHP HelsingörsJernskb.&Mskb		V
35568 218796 KIXR	**Tulsa** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Web frames* Sub.Sig.	5083 4573 3113			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co. of Delaware	390·0|54·2|27·6 P39′B122′F43′ FK	Savannh,G Utd. States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
35569 221262 KDRZ	**Tulsagas** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7110 6518 4376			...		1921	Baltimore D.D.&S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0|59·2|33·4 P105′B37′F38′ FK	S.Frncisco Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 536NHP NE21*refitted*25 LlewellynIronWorks,LAn	33 ″ 3	R †
* 35570 125616 VTCB	**Tuna** Ⓟ *ss*Adn.2ndNo.3–4,33 1*Dk*&*Shelter dk*	662 481 260	✠100A1 *Shelter dk* *withfreeboard* 10,36 ✠LMC MS2,35 BS10,36	Adn	*k*	CL 3,35	1907 9mo	Ramage& Ferguson,Ld. Leith *Lloyd*'*sA&CP*	Cowasjee,Dinshaw &Bros. *WB = CellDB*	190·0|30·1|11·9 FK *a*26′ *f*75′ 111*t FPT*	Bombay British 4*BHCem* 36*t APT*10*t*	T.3Cy.16⅞″,26⅜″&42″–27″(*s*) 180lb *90lb* 90RHP 1SB,*3cf*,GS64,HS1896 Ramage&Fergusn,Ld.Lth.	12 ″ 8 s ″ 7¾ 12 ″ 4	
35571 UPIS	**Tunets** (*ex*Catania–35) 1*Dk*	1455 1264 815					1922	F.Schichau Elbing	U.S.S.R.	253·2|38·1|16·5 P12′B188′F28′	Vladvostk Russian *WB*	T3Cy19$\frac{7}{10}$″,31$\frac{9}{10}$″&51⅕″–29½″ 141NHP F.Schichau,Elbing		G
35572 XNFY	**Tung Cheng** (*ex*KatieMoller–32, *ex*Shanghai,*ex*Karori, *ss*Syd.No.2–11 *ex*Minas) 1*Dk*(*Stl*)&*Webframes*	*1966* *1688* *1201*	✠ 3,13 ✠	Ddn	*r*		1902 2mo	Craig, Taylor&Co. Stockton	TientsinNav.Co. Ld. *CellDBa*82′*u*	269·4|40·8|19·4 P27′B68′F27′ FK *E*20′*f*100′416*t FPT*	Shanghai Chinese 4*BHAsp* 143*t APT*92*t*	T.3Cy.20″,33″&54″–39″ 189NHP 2SB,*6pf*,GS82,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
35573	**Tung-Hwa** (*ex*TungNing–35, *ex*HuaTung–32,*ex*Hanoï) 2*Dks* *Now* "**Chen Yuan**," *see Supplement*	1057 — 630					1893	Sundrland S.B.Co.Ld. Sunderland	YungYuanS.S.Co.	240·0|32·0|17·3 H— *WB*	Newch- wang Chinese	T.3Cy.20″,32½″&53″–36″ NB14 169NHP N.E.MarineEng.CoLd.Sld.		

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
35574 XNFC	**Tung Lee** (*ex*Chingshun,*ex*Waipori Maru,*ex*Waipori) *ss*Auk.No.3–1,13 1*Dk*(*Stl*)&*deep framing*	2260 — 1371	✠ 3,14 ✠	Ddn	*r*		1901 3mo	Campbel-townS.B.Co. Campbeltwn	TientsinNav.CoLd. *CellDBa*76'*f*116'	282·1 P29'B56'F32' FK	40·0	20·4	Shanghai Chinese 4*BHCem* 366*t APT*89*t*	T.3Cy.21",33"&53"–36" 174NHP 2SB,6*cf*,GS110,HS2650 J.G.Kincaid&Co.Greenock	21 " 8	
35575	**Tung Lung** (*ex*Othander–35, *ex*Choctaw) *ss*N.Yk.No.3–8,29 Now "Syoka Maru," see No. 40176 in Supplement *Cargo battens not fitted* 1*Dk*(*Stl*)	1873 1650 1081	✠100A1 3,37 ✠LMC5,37	Kob	*r*	CL 3,37	1917 9mo	Chicago S.B.Co. Chicago A&CP	TungLungS.S.Co. (TowaKisenK.K. *Mgrs.*) *CellDBa&uE*105*f*102'528*t FPT*67*t*	251·0 P25'B64'F26' FK	43·6	18·2	Yentai Chinese 4*BHCem* *AP*177*t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 " 4 s2 " 7½ 17 " 11	
35576 153558 VPDC	**Tung On** Ⓟ TwinSc 2*Dks*&*Shade dk*	1950 1288 1194					1924	Taikoo Dckyd&Eng. Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	Hong Kong British	T.6Cy.13",21"&35"–24" 120NHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
35577 313 HSAO	— TwinSc (*ex*ThonThale,*ex*Menam)	463 — 271					1906	Hong K'ng &Whampoa DockCo.Ld. HongKong	ChinSeng	150·0	29·0	11·0	Bangkok Siamese	T.6Cy.8½",13½"&23½"–15" 43NHP HongKong&Whampoa DockCo.Ld.		
35578 132317 VPKL	**Tung Song** TwinSc *Fitted for oil fuel* Wireless 1*Dk*&*Shelter dk*	549 388 245					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	183·8 len.36	29·1	10·1	Singapore British	T.6Cy.9",15"&25"–16½" 47RHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
35579	**Tung Tai** (*ex*KoChow–37) 1*Dk*&*Shade dk*	559 — 339					1915	Kwong -TakCheong HongKong	ChowShunOn	150·4	25·0	9·6	Canton Chinese	C.2Cy.17"&36"–22" 51NHP KwongTakCheongH.Kg.		
35580 XNAW	**Tung Wah** (*ex*Prominent) Wireless 1*Dk*&*Spar dk*	1176 1079 746					1906	Nylands Værksted Oslo	ChinaMerchants' Stm.Nav.Co.	225·0 H84*t*	33·7	19·0	Shanghai Chinese *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo		
35581 135821	**Tung Wo** TwinSc 1*Dk*&*Shade dk*	1337 1258 961					1914	Shanghai D.&EngCoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld.	235·0	40·1	9·3	Shanghai British	T.6Cy.9",14½"&25"–15" 89RHP ShanghaiD.&Eng.Co.Ld.		
35582	**Tung Woo** (*ex*Fjeldstrand, *ex*England,*ex*NaokataMaru) 1*Dk*&*Awng dk*	1233 — 873					1919	Kyushu ZozenSho Wakamatsu	National IndustrialBank of China	225·0 P35*t*B92*t*H11*t*F28*t*	33·2	17·9	Shanghai Chinese *WB*	T.3Cy.16",26"&42"–30" Hasegawa 97NHP IronWorks,Osaka		
35583 LFFE	**Tungenes** *Ref.Mchy.* 2*Dks*	560 538 318					1922	Danziger Werft Danzig	DetStavangerske Dampskibsselskap	155·1	24·2	17·5	Stavanger Norwegian *WB*	T.3Cy.12⅝",20½"&32½"–22⅝" 50NHP DanzigerWerft.Danzig		G
35584	**Tunghai** (*ex*TaChi,*ex*Tung Ning) Wood 1*Dk*&*Shade dk*	355 — 185					1904	Kwok Achong HongKong	TunghaiS.S.Co. Ld.	127·4	21·2	7·7	Ningpo Chinese	C.2Cy.13½"&27"–17½" 25NHP TingHingEng.Co.H.Kg.		
35585 LDDC	**Tungsha** TwinSc *OilEng.* *ss*Osl.No.3–11,36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5506 4994 3391	✠100A1 *withfreeboard* ~~5,37~~ ~~11,36~~ 1,38 ✠LMC ~~DBS4,35,37~~	Osl DBS4,38 CS11,36 ~~5,343,35~~	*b*†	CL ~~7,36~~ ~~7,37~~ 1,38	1924 8mo	Deutsche WerftA.G. Hamburg *Lloyd's* A&CP	Wilh.Wilhelmsen *CellDB*363'1196*t* *DTa'tween tunnels* 89'185*t*	426·8 F43' FK *DTf*36'1100*t* *FPT*95*t APT*49*t*	55·2	27·8	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅟₁₆"–37⅟₁₆" DB*115lb* 715NHP AlgemeineElectric.Ges. Turbinenfabrik,Berlin	30 " 6 s4 " 2¼ 26 " 5¾	
35586 UOEU	**Tungus** (*ex*LakeElva) *Fitted for oil fuel* 1*Dk*	2607 2233 1519					1920	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·6 P32'B65'F24'	43·6	25·7	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 226NHP GreatLakesEng.Works.		
35587 OYJH	**Tunis** Ⓟ *OilEng.* Wireless D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	1641 1298 925					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19⅟₁₆"–35⁷⁄₁₆" 338NHP Akt.Burmeistr&Wain,Cpn		V
35588 143988 GNC7	**Tunisia** *ss*Mdb.No.2–35 D.F. 1*Dk*(*Stl*)	4337 4084 2693	✠100A1 ~~2,37~~ 10,37 BS10,37 ✠LMC MS9,35 ~~BS11,36~~	Mdb	*x*	CL 4,36	1927 6mo	JReadhead &Sons,Ld. SouthShields *Lloyd's* A&CP	LaTunisienneS.N. Co.Ld. (F.C.Strick &Co.Ld.*Mgrs.*) *CellDBa&uE*144'*f*	370·2 P28'B104'F36' FK 160'1075*t FPT*135*t*	52·3	25·9	Swansea British 6*BHCem* *APT*115*t*	T.3Cy.24⁹⁄₁₆",41"&66"–45" 180lb *120lb* (*r*) 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 " 3 s5 " 3⅝ 23 " 1½	
35589 TWCG	**Tunisien** (*ex*CapGrizNez–33, *ex*Siegen,*ex*PaulHorn) 1*Dk*&*deep framing* *Carrying Wine in Portable tanks*	1126 838 687					1904	Schömer& Jensen Tönning	Soc.Tunisienne d'Arm.et d'Affrètements	222·4 P12'Q53'B60'F29'	33·5	13·6	Tunis Tunisian *WB*	T 3Cy.17½",21½"&35½"–25" 64NHP Schömer&Jensen,Tönning		V
35590 290 IVDN	**Tunisino** (*ex*Melita,*ex*Blus, *ex*Sieglinde) *Mchy Aft* 1*Dk*	997 773 567					1922	Ostseewft. Schff&Masch A.G. Stettin	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	238·4 P110*t*Q61*t*H89*t* F21*t*	34·1	11·7	Trieste Italian *WB*	T 6Cy16⁵⁄₁₆"22⅜"&42⅟₁₆"–29½" Steen& 98NHP Kaufmann,Elmshorn		I
35591 LFEF	**Tunni** (*ex*Bratholm–32,*ex*Louise Tiemann,*ex*Duivendrecht) 1*Dk*	1281 1105 724			...		1919	NVSchpsw Baanhoek Sliedrecht	A/S Joachim(J.M. Johannesen, *Mgr.*)	237·4 P23'B60'F24' FK	36·6	15·9	Farsund Norwegian *WB*	T.3Cy.17¼",29"&47"–36" 175NHP J&Av.dSchuytPapendrcht	18 " 0	N †
35592	**Tupa** (*ex*BragaSobrinho, *ex*Tupá) TwinSc 1*Dk*&*Promenade dk*	*302* *225* *206*			...		1899	Murdoch& Murray PortGlasgow	HigsonBrooks& Cia.	140·2 F16' FK	30·2	7·7	Para Brazilian	C.4Cy.12"&24"–18" 41NHP J.G.Kincaid&Co.Greenock	8 " 0	
35593 70 YLAN	**Turaida** (*ex*HaraldBecker,*ex*Maceo, *ex*Kydonia,*ex*Baltique) 1*Dk*&*pt Awng dk*	2388 1677 1476					1900	Akt.Ges. "Neptun" Rostock	SeebergBros.	291·3 P22'H96' *ptAwng dk*178'	41·2	16·4	Riga Latvian *WB*	T.3Cy.20½",35½"&55¼"–35½" 182NHP A.G."Neptun,"Rostock		G
❊ 35594 145998 GJVD	**Turakina** *ss*Npt.No.3–7,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F.	8706 8179 ~~5423~~ 5423	✠100A1 *Shelter dk* *withfreeboard* ~~10,37~~ ~~4,38~~ ✠LMC MS1,36 ~~BS6,36~~ 10,37 ✠Lloyd'sRMC ~~11,36,32~~ 4,38 ~~9,37~~	Liv ~~Lon~~	*d*†	CL ~~8,34~~ 10,37	1923 9mo	W.Hamil-ton&Co.Ld. PortGlasgow *Lloyd's* A&CP	NewZealand ShippingCo.Ld. *CellDB*378'1429*t*	460·5 460·7(O.L.) B275'F49'*on Shelter dk* FK *Collision* *FPT*121*t APT*42*t*	62·7	35·2	Plymouth British *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 180lb FD 1194NHP 5SB(4Spt),20*cf*,GS385, HS16940 D.Rowan&Co.Ld.Glasgow	37 " 9 s7 " 11 30 " 0¾	
			Fitted for oil fuel 9,23			*F.P. above* 1	50° F.									

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35595 112201 CYBW	Broken up **Turbinia** Ⓟ TrpSc 3Dks	1064 611 603					1904	Hawthorn,Leslie&Co.Ld Newcastle	~~Canada Steamship Lines,Ld.~~	250·0	33·2	12·6	Hamiltn, Ont. British	3 Steam Turbines ParsonsMar. 500RHP S.TurbineCo.Ld.Nwc.		
35596 135129 GQFP	**Turbo** ssHKg.2ndNo.3-11,37 ~~ssSng.No.3-1,25~~ ~~ssH.Kg.No.2-33~~ E.S.D. 2Dks(1StlUptIrn ptStl) Mchy.Aft &Web frames	4782 4345 2878	✠100A1 11,37~~7,36~~ ~~BS3,37~~ Carrying Petroleum in bulk Fitted for oil fuel 8,12	Sng HKg ✠LMC~~9,33~~	x 11,37	CL ~~N1,35~~ 10,37 F.P. above 150° F.	1912 8mo Lloyd's A&CP	SirJ.Laing&Sons,Ld. Sunderland	Anglo-Saxon PetroleumCo.Ld. WB = DBuE&B72'	374·2 387·0(O.L.) P93'B26'F40' FK 147tFPT186tAPT	50·7	27·5	London British 14BHCem 71tDTf283t	T.3Cy.26",44"&72"-48" (s) 180lb 120lb 443NHP 3SB,9cf,GS204,HS7545 J.Dickinson&Sons,Ld.Sld.	29 ″ 3 s 5 ″ 1½ 24 ″ 4¼	
35597 OYGH	**Tureby** TwinSc OilEng. D.F. 1Dk CruiserStern	4372 3935 2646	✠100A1 7,37~~10,36~~ 2,38 DBS3,38	NYk ~~Cpn~~ ✠LMC1,36	x	CL	1936 1mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/S MotorTramp (A.Reimann, Mgr.) Intermediate Cell	363·6 P33'B160'F37' FK BH in after hold dispensed with DB317'1063tFPT	56·4	24·9	Kallehave Danish 5BH 74tAPT95t	Oil Engines 2S.C.SA 8Cy.19 11/16"-35 7/16" 538NHP DBmade31 fitted36 100lb Akt.Burmeistr&Wain,Cpn	27 ″ 3	
35598 EALP	**Turia** OilEng. Ref.Mchy. ssVal.No.1-35 D.F. 2Dks(Weather dk-Stl)	2610 1849 1433	✠100A1 with freeboard 6,36 No later survey reported	Msl ✠LMC2,35	s	CL 5,34	1931 7mo Lloyd's A&CP	CiaEuskalduna Bilbao	M.M.dePinillos	290·0 B98'F35' FK CellDB248'347t	42·0	23·2	Cadiz Spanish 5BHptCem APT16t	Oil Engines 2S.C.SA 5Cy.23 5/8"-41 3/4" 487NHP Gebr.SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
35599 LCVB	**Turicum** TwinSc ssAms.No.2-37 OilEng. Mchy.Aft ~~ssAms.No.1-32~~ D.F. 1Dk(Stl)&Web frames CruiserStern Longitudinal framing-bracketless system	7824 7237 4666	✠100A1 ~~6,36~~11,37 DBS11,37 Carrying Petroleum in bulk	Shi Fal ✠LMC CS11,37 3,37	c†	CL SN3,37 ~~P3,37~~ P10,37	1928 10mo Lloyd's A&CP	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	Skibs A/S Avanti (Tschudi&Eitzen, Mgrs.) CellDBuE80'220tDT	451·8 P97'B35'F57' FK f35'488tFPT238t	59·2	34·1	Oslo Norwegian 14BHptCem APT171t	Oil Engines 4S.C.SA 12Cy.26 3/8"-47 1/4" 806NHP 2DB180lb Werkspoor,Amsterdam	34 ″ 2	
35600 152 IVDU	**Turiddu**(exTriestino-35, exEugenio,exPlayer) 3Mst ssLon.No.3-2,12 ssTri.No.2-21 Mchy.Aft Well deck 1Dk(Stl)	541 382 245	✠ 3,25	Tri	h		1899 2mo	IrvineS.B.&E.Co.Ld. Irvine	MatteoScuderi Cell	184·5 172·0 Q92'B13'F25' BK7" DBf92' 140t FPT	28·0	10·1	Catania Italian 3BHCem 55tAPT10t	C.2Cy.19"&42"-24" 91NHP NB00fitted21 1SB,3cf,GS64,HS1779 Campbell&Calderw'd,Psy.	12 ″ 9	I †
35601 832 SVER	**Turkia** (exLivorno-35) 1Dk&Shelter dk	*1911* *1672* *1079*					1910	Earle'sCo.Ld. Hull	HellenicLines,Ld. (P.G.Callimanopulos,Mgr.)	300·2	42·5	17·6	Piræus Greek WB	T.3Cy.22",35"&59"-39" 217NHP Amos&Smith,Ld.Hull		C
35602 UOVI	**Turkmen** (exLakeFerrona) Fitted for oil fuel Sub.Sig. 1Dk2trB	2599 2243 1616			...		1919	American S.B.Co. Cleveland	U.S.S.R.	250·9 P25'B64'F23' FK	43·6	26·1	Odessa Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelnd.O	28 ″ 2	
35603 UPIX	**Turksib** (exHardenberg-35) ssRot.No.3-10,34 1Dk(Stl) Fitted for oil fuel	3160 2867 1876	✠ 4,35	Rot ✠	v		1922 1mo	A.Vuijk&Zonen Capelle a/d Ysel	U.S.S.R. CellD	325·9 P28'B207'F25' FK B279'815tFPT52t	48·4	23·0	Leningrad Russian 5BHCem APT86t	2SteamTurbinesDRgeared to 1 Sc. Shaft 356NHP 3SB,6cf,GS132,HS5418 FD Maats deSchelde,Flushing	25 ″ 3	
35604 157710 VPRL	**Turquino** (exComanche-33) TwinSc Wireless 2Dks	476 369 324					1896	IowaIron Wks. Dubuque,Iowa	MunroeTransportationCo.Ld.	158·7	27·2	13·3	Nassau,NP British	T.6Cy.10 3/4",16 1/2"&26 1/2"-24" 69NHP IowaIronWorks,Dubuque	14 ″ 6 s 4 ″ 3½ 10 ″ 7	
35605 OOLC	**Turquoise** TwinSc OilEng. CruiserStern 1Dk	810 614 448					1933	Soc.Anon.Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian WB	Oil Engines 4S.C.SA 16Cy.13"-23 5/8" 260NHP SocAn.J.Cockerill,Seraing		V
35606 147938 MNCL	— ssAyr.No.3-3,36 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	570 392 235	✠100A1 7,37~~3,36~~ BS~~2,37~~ 3,38	Ayr Bwg ✠LMC3,36	h	CL 2,36	1924 12mo Lloyd's A&CP	AilsaS.B.Co.Ld. Troon	Wm.Robertson	165·2 Q94'B9'F27' BK7" FP	26·6	11·4	Glasgow British 3BHCem T60tAPT6t	T.3Cy.13½",21"&35"-26" (s) 180lb 88RHP 1SB,3cf,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0¼ 12 ″ 10¼	
35607 106608	**Turret Court** 3Mst Turret deck 1Dk	1879 1805 1197					1896	W.Doxford&Sons,Ld. Sunderland	Sincennes McNaughton Tugs,Ld.	253·0 F26t	44·0	19·7	Montreal British WB	T.3Cy.20",34"&57"-39" 203NHP W.Doxford&Sons,Ld.Sld.		
35608 212603 KDAU	**Turrialba** Ⓟ Fitted for oil fuel Ref.Mchy. Sub.Sig. 2Dks&2pt dks D.F. E.S.D.	4538 3899 2503					1909	Workman,Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. Mgrs.)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co.LdBel		C
35609 122 HAAR	**Turul** (exWarta-35,exP.L.M.5) ssGen.No.3-4,35 Mchy.Aft 1Dk(Stl)Topside tanks Cargo battens not fitted	2478 2477 1509	✠100A1 3,38 ~~4,37~~ ✠NB4,26 BS~~8,36~~9,37	Bkn HKg ✠LMC4,35	s	CL ~~N3,36~~ 2,38	1916 10mo A&CP	Gt.Lakes Eng.Works Ecorse,Mich. CellD	B.Burger& "Finagra"S.A. (B.BurgerMgr.) B209'595tTopside	253·0 F25' FK tanks 382tFP	43·5	25·6	Budapest Hungarian 4BHCem 180tAPT50t	T.3Cy.21 5/16",34½"&57"-42" 175lb (s) 284NHP 2SB,6cf,GS104,HS4198 FD Gt.LakesEng.Wks.Detroit	27 ″ 7 s 3 ″ 9 24 ″ 0¾	
35610 220885 KDLO	**Tuscaloosa City** Fitted for oil fuel GyC. 2Dks3trB	5687 5082 3450					1920	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	New York Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
35611 161395 GKND	**Tuscan Star** TwinSc OilEng. ssLon.No.2-37 ~~ssLon.No.1-34~~ Ref.Mchy. 3Dks(Stl)4th dk(Stl) D.F. except in mchy. space CruiserStern	11449 8968 7075	✠100A1 ~~12,37~~ ~~2,37~~5,38 DBS~~5,36~~10,37 ✠Lloyd'sRMC~~2,37~~ 12,37~~10,37~~	Liv ~~Lon~~ ✠LMC CS5,34 ~~12,35~~9,36	f†	CL 9,36	1930 4mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	FrederickLeyland &Co.Ld. Duct keel CellDB398'1950t	471·0 489·2(O.L.) B285'F71' FK fwd of mchy.space Tanks in way of tunnels	68·3	35·1	London British 9BHptCem 488tF	Oil Engines 2S.C.SA 16Cy.26¾"-47¼" 2DB100lb 1994NHP SulzerBros.Winterthur PT98tAPT129t	39 ″ 9 s10 ″ 0½ 30 ″ 0	
35612 146307 GDLN	**Tuscania** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. Sub.Sig. 3Dks D.F. E.S.D. GyC. Cruiser Stern	16991 12201 10016					1922	Fairfield Co.Ld. Glasgow	AnchorLineLd.	552·3 B&F469' on Shelter dk	70·3	38·6	Glasgow British WB	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till 2,38
35613 1624 ICLD	— (exCaloric) ssRot.No.3-11,26 Mchy.Aft ssGen.No.1-32 D.F. 2Dks(Stl)&Web frames Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel	6904 6367 4129	✠ ... 3,35	Gen ✠	a†		1914 9mo	SirJ.Laing&Sons,Ld. Sunderland Cell D	DittaL.Pittaluga Vapori BuE&B55'142tD	425·0 P101'B28'F45' FK Tf38'511tAPT53t	57·0	33·1	Genoa Italian 15BHptCem (9 to Uprdk 6 „ 2nd „)	T.3Cy.27",45"&74"-54" 555NHP 4SB,12cf,GS196,HS8150 G.Clark,Ld.Sunderland	33 ″ 0	I †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
35614	**Tuskar** Now "Lola," see No. 39022 in Supplement *Ref. Mchy.* 2*Dks*& *Shade dk*	*1193* *1067* *492*					1920	Caledon SB &Eng.Co.Ld. Dundee		270·0|36·2|16·7 P88'B134'F73'	Swedish *WB*	T.3Cy.26",42"&70"–45" 318NHP CaledonSB&ECo.Ld.Dun.		C
35615 141923 GOLJ	**Tusker Rock** (*ex*Kastalia–36) ssSws.No.3–8,32 D.F. 2*Dks*(*Stl*) Now "Armathia," see No. 37126 in Supplement	4683 4293 2932	✠100A1 3,36 BS7,36 ✠LMC3,32 *Fitted for oil fuel F.P above 150° F.*	Gls	*y*	CL 1,36	1919 10mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	OgmoreS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDB331'985t DTf30' 808t FPT132t APT20t*	384·9|52·0|26·7 P49'B113'F38' FK	London British *7BHCem*	T.3Cy.27½",44"&73"–48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmreLd Grk.	29 ″ 3 s 5 ″ 6¾ 21 ″ 0	
35616 221543 KDTW	**Tustem** *Fitted for oil fuel* *Mchy.Aft* GyC. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6906 — 4271					1921	Moore S.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0|57·2|33·1	Phildlphia Utd. States	T.3Cy.27½",46"&78"–51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
35617	**Tutoya** (*ex*Uno,*ex*Mitcham) TwinSc *Well deck* *Mchy.Aft* 1*Dk*	*1125* *831* *564*			...		1913	W.Dobson &Co. Newcastle	LloydBrasileiro	220·4|35·0|13·6 P34'Q98'B16'F23' FK	R.Janeiro Brazilian *WB*	T.6Cy.13½",22"&37"–27" 187NHP MacColl&Pollock,Ld.Sld.	15 ″ 10	
35618 PIBN	**Tuva** *Oil Eng.* 2*Dks*	4652 4274 2747	✠100A1 6,37 ~~1,36~~ DBS6,37 ✠LMC1,35	Ant	*y*	CL	1935 1mo *Lloyd*	N.V.Mchf. &Scheepswrf. vanP.Smit,Jr Rotterdam *'sA&CP*	N.V.Maatschappij Vrachtvaart *CellDB353' 1180t FPT95t* *Tanks in way of tunnel69'265t*	375·6|53·2|26·3 390·4(O.L.) P33'B217'F36' FK	Rottrdam Dutch *6BH* *APT122t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 490NHP DB*80lb* N.V.Mch.&Scheepswerf vanP.Smit.jr.Rot.	29 ″ 3 s 4 ″ 4 25 ″ 0½	
35619	**Tuxpam** (*ex*Honduras–34) 2*Dks*	1255 1086 704					1915	Fredrkstad Mek. Værks. Fredrikstad	Weinberger BananaCo.	235·0|33·6|19·9	Bluefields Nicaraguan *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
35620 148761	**Tweed** (*ex*Quercus) ssRot.No.2–34 1*Dk*(*Stl*)	2697 2539 1672	✠100A1 1,37 ~~BS1,37~~ 5,38 ✠LMC5,34	Rot	*u*	CL 12,36	1926 5mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow *'sA&CP*	TransitusShipping Ld. (CornelisA. Lensen,*Mgr.*) *CellDBa&u E108' f140'631t APT76t*	314·1|47·2|21·5 P29'B93'F31' FK	London British *5BHptCem*	T.3Cy.22",36"&59"–39" (*s*) 180lb 250NHP 2SB,*6cf*,GS117,HS4062 D.Rowan&Co.Ld.Glasgow	23 ″ 5 s 3 ″ 5½ 20 ″ 1½	
35621 161869 GBYC	**Tweedbank** TwinSc *OilEng.* ssBal.No.1–34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	5627 4979 3412	✠100A1 *withfreeboard* 7,37 ~~12,36~~ ~~DBS6,36~~ ✠Lloyd'sRMC ~~5,37~~ 3,38 for temp. 20° F. *Carrying vegetable oil in deep tanks& in tanks between tunnels*	NYk Shi DBS10,37 ✠LMC7,35	*b*†	CL s6,36 P12,36 ✠LMC(M)7,37	1930 9mo *Lloyd*	Workman, Clark(1928) Ld. Belfast *'sA&CP*	BankLine,Ld.(A. Weir&Co. *Mgrs.*) *CellDB365'1293t* *Tanks in way of tunnels263t MT60'2389t FPT95t APT152t*	426·7|57·4|25·7 444·0(O.L.) FK	Belfast British *7BHptCem* (*Coll to Sh dk* 6 ,, 2nd,,)	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" DB*120lb* 1246NHP Workman,Clark(1928)Ld.	29 ″ 9 s 3 ″ 7½ 26 ″ 4½	
35622 LOED	**12 de Octubre** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	*6123* *5750* *3826*			...		1921	Hawthorn Leslie&Co Ld Newcastle	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	420·5|54·6|32·4 P99'B30' FK	Bns.Aires Argentine *WB*	T.3Cy.27",45"&74"–48" 536NHP HwthrnLeslie&CoLd.Nwc.	32 ″ 8	
35623	**Twenty-eighthOctober(XXVIII Ottobre)** *see letter* X													
35624	**Twenty-third March(XXIII Marzo)** *see letter* X													
35625 FOSA	**Twickenham Ferry** TwinSc (*TrainFerry*) E.S.D. 1*Dk*&*2nd dk at ends* *CruiserStern*	*2839* *2014* *1044*	✠ ... 10,35 ✠	Sou			1934 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Angleterre LorraineAlsace Soc.Anon.deNav. *CellDBuE34'58t DTf18'180t* *Wing tanks abreast ER44'376t APT63t*	346·8|60·7|18·2 *62·3* B&F319' FK	Dunkirk French *8BHptCem* *ptAsp*	4 SteamTurbinesSRgeared to 2 Sc. Shafts 948NHP 4W.T.B. GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0	V †
35626 152016 VLCR	**Tyalgum** TwinSc Wireless *Ref.Mchy.* *Mchy.Aft* 1*Dk*	544 383 198					1925	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	160·0|34·7|8·5 F30'	SydneyNSW British *WB*	T.6Cy.10½",16"&26"–16" 70RHP D.Rowan&Co.Ld.Glasgow		C
35627 226463 KLIR	**Tydol** TwinSc *Mchy.Aft* *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	1257 — 768					1927	SunS.B.& D.D Co. Chester,Pa.	Tide Water AssociatedOilCo.	252·8|40·1|13·6 P43'	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.14"–18" 230NHP WintonEng.Works,Clv.		R
35628 228720 WJDN	**Tydol No. 2** (*ex*Tidewater) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *Carrying Petroleum in bulk*	1783 — 1055					1929	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5 P59'F39'	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA. 12Cy.17"–24" 336NHP MorrisDelaVergneInc. Philadelphia		R
35629 141903 GBJX	**Tymeric** ssH.Kg.No.1–37 ssH.Kg.No.3–4,32 2*Dks*(*Stl*)	5228 4780 3178	100A1 ~~3,37~~ ~~12,35~~ 9,37 2,38 ~~MS3,32~~ *Carrying oil fuel F.P above 150° F in DB* *Fitted for oil fuel 5,19 F.P. above 150° F.*	Mch ~~HK~~ Cal ✠LMC6,37 ~~BS12,3~~	*y*	CL 10,36	1919 5mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle *'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB345'* ~~1094t~~ 940t	400·1|52·3|28·5 413·1(O.L.) P49'B113'F39' FK	Glasgow British *7BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle *FPT119t APT178t*	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
35630 142490 MKJN	**Tynan** 3Mst ssBel.No.3–4,31 ssBel.No.1–36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	432 285 160	✠100A1 7,37 ~~6,36~~ MS5,36	Bel ✠LMC ~~BS11,36~~ 11,37	*f*	CL 4,36	1919 7mo *Lloyd*	J.Fullerton &Co. Paisley *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	142·0|25·1|11·4 Q79'B9'F22' FK	Belfast British *3BHCem* *FPT40t*	C.2Cy.18"&38"–27" (*s*) 130lb 59RHP 1SB,*3cf*,GS59,HS1786 Fishers,Ld.Paisley	12 ″ 7 s 4 ″ 3½ 12 ″ 4½	
35631 162766 MJZM	**Tyndall** ssShl.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1314 996 731	✠100A1 7,37 ~~8,36~~ ~~MS7,34~~	Gmh Shl ✠LMC 7,37	*o*	CL ~~8,35~~ 7,37	1932 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Asso-ciatedCompanies Ld.*Mgrs.*) *CellDBuE23' f151'368t DTf107t FPT142t APT28t*	227·0|36·4|15·4 Q138'B16'F21' FK	London British *5BHptCem*	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 142NHP 1SB,*3cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld.	17 ″ 5 s 4 ″ 11 16 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35632 137527 GMKX	**Tyndareus** Ⓟ TwinSc D.F. 3*Dks*	11361 10516 7186					1916	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgs*)	507·0 F75'	63·2	41·6	Liverpool British *WB*	T.6Cy.22½",38"&65"–54" 622NHP Scotts'S.B.&EngCoLdGrk		
35633 164039 GWWQ	**Tynebank** 1*Dk*& *Shelter dk*	4651 4244 2732	✠100A1 *withfreeboard* ~~5,37~~ ~~12,36~~ 11,37 ✠LMC11,34	Shl ~~Mcl~~	*z*	CL 11,37	1934 11mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*358'1333*t*	412·9 427·7(O.L.) F32' FK *FPT*101*t* *APT*162*t*	54·0	24·0	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.25",42"&71"–48" (*s*) 220lb 524NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&Sons,Ld.SShl	27 ″ 1 s 2 ″ 11 24 ″ 4½	
35634 149405 GLZW	**Tynefield** *OilEng.* *ss*Bkn.No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	5856 5267 3475	✠100A1 ~~5,37~~10,37 ✠LMC CS9,34 DBS4,37 8,36 *CarryingPetroleum in bulk*	Shl Bkn	*z*	CL 4,37	1926 1mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	HuntingS.S.Co. Ld.(Hunting &Son,Ld.*Mgrs.*) *CellDB uE*64' 148*tDTf*27'322*t*	395·0 P86'B34'F39' FK *FPT*160*t* *APT*155*t*	54·5	32·0	Newcastle British 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{3}{16}$"–91¼" 640NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 6¾ 26 ″ 5½	
35635 142870 MJYV	**Tynehome** (*ex*Kilclief) *ss*Sld.No.3–12,32 *ss*Sld.No.1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	628 490 262	✠100A1 ~~1,37~~12,37 ✠LMC1,37 BS12,37	Sld		CL ~~1,37~~ 12,37	1919 1mo	Cook,Wel- t'n&Gemmell Ld. Beverley	HomeLine,Ld. (CommonBros.Ld. *Mgrs.*) *CellDBuE*26'20*t*	175·4 B52' FK *FPT*20*tAPT*15*t*	30·0	15·7	Newcastle British 5*BH*	T.3Cy.16",26"&44"–26" (*s* 200lb 133NH 1SB,3*cf*,GS51,HS1832 FD Amos&Smith,Ld.Hull	16 ″ 6 s1 ″ 6¾ 15 ″ 0¾	
35636 165281 GZRL	**Tynwald** Ⓟ TwinSc D.F. E.S.D. *CruiserStern* *For full particulars see No. 40309 in Supplement*	~~2200~~ 2376 1567 932	A1 *withfreeboard* (*ClassContemplated*) *For Irish Channel service*				1937	Vickers- Armstrongs Ld. Barrow	Isle of ManSteam PacketCo.Ld.	314·6	46·1	17·1	DouglasIM British	4SteamTurbinesSRgeared to 2 screw shafts VickersArmstrongsLdBrw		
35637 LDDD	**Tyr** *OilEng.* 1*Dk* *CruiserStern*	4265 3735 2501					1926	A/B Göta- verken Gothenburg	D/S A/S Björn (ThorvaldHansen, *Mgr.*)	357·0 P123*t*H202*t*F37*t*	51·3	25·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP A/B Götaverken,Got.		N
35638 3936 SHAE	— TwinSc 1*Dk*	*1347* *1163* *696*					1901	O.ABrodin Gefle	Rederiaktieb.Disa (E.Brodin,*Mgr.*)	226·5 B52'F24'	42·2	16·0	Stockholm Swedish *WB*	C.4Cy.20½"&32"–21¼" 94NH JönköpingsM.V.Jönköpg.		V
35639 OUMW	— *Ref.Mchy.* 1*Dk*& *Awng dk*	754 452 456					1890	Lindhol- mensV.A. Gothenburg	DetForenede DampskibsSelsk.	176·6	26·9	12·4 19·5	Esbjerg Danish *WB*	T.3Cy.15",24"&40"–26" NB02 82NH MotalaM.V.Aktieb.Got.		V
35640 OXYS	— Ⓟ (*Icebreaker*) Wireless D.F. 1*Dk*	529 424 203					1893	Helsingörs Skibsbyggeri Elsinore	DoDanskeStats- baner	136·0 Q40'B60'F20'	35·3	14·8	Korsör Danish	C.2Cy.30½"&57"–33" 156NHP HelsingörsMaskinbyggeri		
35641 6962 SHAK	**Tyra Bratt** *ss*Got.No.3–9,35 1*Dk*(*Stl*)	*1301* *1130* *740*	✠100A1 11,37~~10,36~~ BS~~9,36~~ ✠LMC9,35 10,37	Got	*o*	OG ~~8,34~~ 11,37	1923 3mo	Kockums M.V.Aktieb. Malmö A&CP	Ångf.Aktieb. Ostersjön (A.Bratt &Co.*Mgrs.*)	232·4 P17'B63'F25' FK *CellDB*196'364*tFPT*	37·6	16·2	Gothenbrg Swedish 4*BHptCem* 44*tAPT*59*t*	T.3Cy.18½",29⅜"&48"–33$\frac{1}{16}$" 185lb (*s*) FD 158NH 2SB(Spt),4*cf*,GS56,HS2067 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 2½ 16 ″ 7	
35642 LCFA	**Tyrifjord** (*ex*Ramfos) *Fitted for oil fuel* D.F. 1*Dk*	3080 2820 1881					1920	WoodSkin- ner&Co.Ld. Newcastle	DenNorske AmerikalinjeA/S	331·7 P94*t*H160*t*	46·7	23·1	Oslo Norwegian *WB*	T.3Cy.25",41"&68"–45" 310NHP N.E.MarineEng.CoLdNwc		N
35643 LZDB	**Tzar Ferdinand** *ss*Cpl.No.3–8,26 *ss*Ist.No.1–31 2*Dks*(*UptStl*)	1994 1460 1209	✠ ... 6,35 ✠	Varna	*r*		1913 10mo	Flli. Orlando&Co Leghorn *WB*	Soc.Commerciale Bulgare deNav.à Vap. =*CellDBa* 59' *uE*	262·1 P56'B105'F34' FK 23' *f* 80' 282*t* *FPT*	37·9	20·3	Varna Bulgarian 5*BHCem* 42*tAPT*39*t*	T3Cy22$\frac{9}{16}$",36$\frac{7}{16}$"&60⅝"–39⅜" 293NHP 2SB,6*cf*,GS164,HS5210 Flli.Orlando&Co.Leghorn	22 ″ 2	V †

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

Numero d'Ordre — Numero Officiel — Signaux	1 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Ou.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
35644 925 ESEN	**Ubari** (*ex*LudvigPeyron–33) *ss*Osc.2ndNo.3–5,24 *ss*Skm No.1–28 1*Dk*(*Stl*)&*Web frames*	1401 1236 812	✠ 9,33 ✠	Skm	*p*		1899 3mo	Carmichael Maclean&Co. Greenock	Th.Wompa	236·6 P9'B66'F30' FK *CellDBa*68'*uE*18'*f*90'	36·0	17·9	Tallinn Estonian 4*BHCem* 380t*APT*21t	T.3Cy.18",30"&48"–33" 151NHP 2SB,4*pf*,GS66,HS2560 Muir&Houston,Ld.Gls.	20 ″ 4	V †
35645 DHYE	**Ubena** Ⓟ Sub Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *Ref.Mchy.* 3*Dks*	9523 6098 5573					1928	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	468·7 len34	60·3	29·7	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
35646 PUCM	**Uca** (*ex*Westfalia) Wireless 1*Dk*	1334 1041 735					1924	Nüscke& Co. Stettin	LloydBrasileiro	242·1 Q75'B107'F31'	37·0	14·0	R.Janeiro Brazilian *WB*	T.3Cy.17$\frac{5}{16}$",27$\frac{5}{8}$"&46"–27$\frac{5}{8}$" 112NHP A.Borsig,G.m.b.H.Berlin		
35647 DHYF	**Uckermark** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks*	7021 5931 3535					1930	Blohm& Voss, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 P34'B&F418' *Upper*F44'	61·1	27·0	Hamburg German *WB*	4SRgearedSteamTurbines *Emade*27*fitted*30 Blohm&Voss,Hamburg		G
35648 UPLD	**Udarnik** (*ex*Georgii–35,*ex*Antonios Yannoulatos) *ss*Got.No.3–1,33 1*Dk*(*Stl*)	3110 2668 1862	✠ 4,35 ✠	Rot	*u*		1920 12mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S R.	330·2 P23'B96'F38' FK *CellDB*283'854t	48·0	22·4	Leningrad Russian 5*BHCem* *APT*68t	T.3Cy.24",40"&65"–45" 391NHP 2SB,6*cf*,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8	
35649 7975 SMCA	**Uddeholm** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice*	*3628* *3087* *2016*	✠100A1 *withfreeboard* ~~6,37~~ ~~8,36~~ 4,38 ✠LMC10,34	Got ~~Lkr~~ Hfs	*y*	CL ~~9,35~~ 6,37	1934 10mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*317'	367·2 371·0 FK (1057t*APT*51t	52·2	22·5	Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$"–47$\frac{1}{4}$" 644NHP DB80*lb* EriksbergM.V.Aktieb.Got	25 ″ 6 s 2 ″ 1$\frac{3}{4}$ 23 ″ 6$\frac{1}{4}$	
35650 7507 SHAU	— (*ex*Kalö) 1*Dk*	*1036* *870* *538*					1925	F.Schichau Elbing	Uddeholms Aktiebolag (F.Olsson,*Mgr.*)	230·4 P18'B65'H73tF25'	33·6	14·0	Uddeholm Swedish *WB*	T.3Cy.15",24$\frac{4}{5}$"&38$\frac{3}{5}$"–25$\frac{1}{5}$" 75NHP F.Schichau,Elbing		G
35651 EAJK	**Udondo** (*ex*Guadiaro,*ex*BlackPrince, *ex*Provan) *ss*Bbo.2ndNo.3–3,29 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& Sub.Sig. *deepframing*	*3925* *3648* *2560*	✠ 7,35 *Spar dk* ✠	Cff	*w*		1903 1mo	Russell& Co. Pt.Glasgow	Perez y Echevarrieta *Intermediate'tween dk* *BH in after hold dispensed with* *CellDBa*112'*u*	345·2 P20'B202'F37' 25·9 FK *E&B*40'*f*146' 899t	49·9	17·9	Bilbao Spanish 6*BHCem* (5 *to Spr dk* 1 ,, *Main* ,,) *APT*71t	T.3Cy.25",41"&67"–45" NDB20 340NHP 2SB,8*pf*,GS142,HS5438 Rankin&Blackmore.Grk.	28 ″ 5	G †
35652 UOIN	**Uellen** (*ex*Nürnberg–32,*ex*Kosmo, *ex*Nordmark) Sub.Sig. 2*Dks*&*Shelter dk*	5135 4737 3106			...		1913	W.Dox- ford&Sns,Ld. Sunderland	U.S.S.R.	419·9 B82' FK	54·1	26·4	Vladvostk Russian *WB*	T.3Cy.27",44$\frac{1}{2}$"&75"–54" 577NHP W.Doxford&Sons,Ld.Sld	29 ″ 0	
35653 UOYS	**Ufa** (*ex*Aquila–34,*ex*Toulouse) 1*Dk*	1892 1653 1101			...		1917	Superior S.B.Co. W.Superior	U.S.S.R.	251·1 P62tH81tF25t FK	43·6	18·3	Leningrad Russian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
35654 OXFD	**Uffe** *ss*Cpn.2ndNo.3–4,30 *ss*Cpn.No.1–35 1*Dk*(*Irn*)&*part2nd dk*(*Stl*)*in holds*	1889 1690 1165	✠100A1 2,38 ~~4,37~~ BS~~7,36~~ 10,37 ✠LMC5,35	Els	*r*	OG ~~4,37~~ 1,38	1906 5mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	DetForenede DampskibsSelskab *WB= CellDBa*	280·3 289·2(O.L.) P19'B74'F29' FK 88'*uE*20'*f*118' 541t	40·0	18·3	Middelfart Danish 4*BHCem* *APT*28t	T.3Cy.21",33"&56"–36" (*s*) 180lb 200NHP 2SB,4*cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 6 s 2 ″ 11$\frac{1}{2}$ 17 ″ 8	
35655 161308 GPKX	**Uffington Court** *ss*Shl.No.2–37~~*ss*Sld.No.1–33~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4976 4622 3000	✠100A1 *withfreeboard* 5,38 ✠LMC9,37	Bry Shl	*a*†	CL 5,38	1929 10mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP* *CellDBa*&	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *uE*158'*f*180'1217t	405·6 F39' FK (*FPT*127t*APT*204t	55·5	25·8	London British 6*BHCem* *Coll toSh dk* 5 ,,*2nd*,,)	T.3Cy.26",43"&72"–48" (*r*) 180lb 437NHP 3SB(Spt)9*cf*,GS182,HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″ 3$\frac{1}{2}$ 25 ″ 2$\frac{1}{2}$	
35656 29722 JYTA	**Uga Maru** (*ex*Australbrook, *ex*Strathesk) 2*Dks*	4433 4047 3326					1909	Greenock& Gr'ngemouth Dockyard Co. Greenock	MatsuokaKisen K.K.	375·5 P36'B100'F39'	52·2	25·5	Fuchu Japanese *WB*	T.3Cy.25",41$\frac{1}{2}$"&68"–48" 320NHP J.G.Kincaid&Co.Greenock		C
35657 160181 GNLB	**Uganda** *ss*Gls.No.2–35 D.F. 1*Dk*(*Stl*)	4966 4617 3110	✠100A1 8,37 ~~12,36~~ MS8,35 ✠LMC BS~~6,36~~ 4,37	Vcr Rot	*y*	CL ~~N12,34~~ 8,37	1927 11mo *Lloyd*	D&W Hen- derson&CoLd Glasgow '*sA&CP*	SS."Livingstonia" Co.Ld.(Maclay& McIntyre,Ld. *Mgrs.*) Cell	402·5 P45'B125'F47' FK *DB*345'1179t*FPT*	52·2	27·3	Glasgow British 6*BHptCem* 81t*APT*209t	T.3Cy.25",38$\frac{1}{2}$"&68"–51" (*s*) &exhaust turbine driving steam compressor 180lb 505NHP 3SB,9*cf*,GS150,HS6205 FD D&W Hendersn&CoLd.Gls	29 ″ 10 s 5 ″ 8 24 ″ 5$\frac{1}{2}$	
35658 16 ICLH	**Ugo Bassi** (*ex*Duna) *ss*Fiu.2ndNo.3–8,26 *ss*Fiu No.2–35 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2900 2630 1695	✠100A1 *Spar dk* 10,37 ~~12,36~~ BS~~9,36~~ 10,37 ✠LMC11,34	Fiu Tri	*u*	CL ~~5,35~~ 10,37	1902 8mo *Lloyd*	W.Dobson &Co. Newcastle *sA&CP*	"Tirrenia"Soc. Anon.diNav.	325·0 22·0 P40'B110'F35' FK *CellDB*	45·0	14·4	Fiume Italian 6*BHCem* *a&uE*138'*f*	T3Cy.21$\frac{1}{2}$",37$\frac{1}{2}$"&63"–42"(*r*) 200lb 2NDB25 294NHP 2SB,6*cf*,GS116,HS4630 N.E.MarineEng.CoLdNwc 132'567t*FPT*33t*APT*15t	24 ″ 9 s3 ″ 10$\frac{3}{4}$ 21 ″ 0$\frac{1}{2}$	
35659 DOKS	**Uhenfels** Sub.Sig. 2*Dks* E.S.D. *CruiserStern*	7603 6728 4570					1931	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	503·9 P67'B&F421' *Upper*F32'	62·2	27·7	Bremen German *WB*	T.3Cy.30$\frac{3}{4}$",49$\frac{1}{4}$"&78$\frac{3}{4}$"–55$\frac{1}{8}$" & LP turbine withDRgear- ing&hydraulic coupling 672NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn		G
35660 ESXG	**Uhti** (*ex*Whitworth–36) *Mchy.Aft* 1*Dk*	1428 1066 762					1919	W.Harkess &Son,Ld. Middlesbro'	P.Rass	235·4 Q138'B16'F30'	36·2	15·5	Tallinn Estonian *WB*	T.3Cy.18",30"&50"–33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		C
35661 150200 VLCS	**Uki** TwinSc Wireless *Ref.Mchy. Mchy.Aft* 1*Dk*	545 374 217					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	152·9 F30'	34·6	8·5	SydneyNSW British *WB*	T.6Cy.10$\frac{1}{2}$",16"&26"–16" 70RHP D.Rowan&Co.Glasgow		C
35662	**Ukishima Maru** Ⓟ *OilEng.* D.F. 2*Dks*	4730 3780 2810					1936	Mitsui Bussan Kaishi,Ld. Tama	OsakaShosenK.K.	355·7 F14'	51·5	32·0	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 748NHP MitsuiBussanKaisha,Ld. Tama		
35663 UOVN	**Ukraina** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	353·5 B&F269'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"–33$\frac{7}{8}$" 1374NHP *Emade*30 RussianDieselWorks,Len.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	*f* Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of TradeCert
35664	**Ulé** TwinSc *ss*Cco.No.1–33 *Mchy.Aft* 1*Dk*(*Stl*)	3046 2229 1631	✠100A1 1,37 BS1,37 ✠ *CarryingPetr* *Fitted for oil*	Cco LMC5,33 *oleum* *fuel*5,	*u* *in* 29	CL P1,37 ~~S9,37~~ *bulk* *F.P. a*	1929 5mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	StandardOilCo. of Venezuela *Side tanks a*	325·0 P69'F36' *Trunk*220' FK 72'*f*104'1824*t FPT*	55·2	15·3	Maracaibo Venezuelan 7*BHptCem* 83*tAPT*75*t*	T.6Cy.14½",24"&38½"–27" 180lb (*s*) 228NHP 2SB,6*cf*,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1¾ 14 ″ 0¼	
35665 164073 MLGM	**Ulea** 3Mst Wireless E.S.D. *CruiserStern* 1*Dk*	1574 1346 912					1936	Burntislnd S.B.Co.Ld. Burntisland	Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*)	265·0 P17'Q40'B110'F29'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		C
35666	**Uleå** (*ex*Gaunless–37,*ex*Boreas–33) 1*Dk*	1381 1202 772					1925	SirJPriest- man&Co. Sunderland	O/YFinskaInsjö A/B(Fred.Nichols &Son,*Mgrs.*)	245·7 P24'B54'F20'	37·0	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"–33" 132NHP N.E.MarineEng.CoLd Sld.	18 ″ 3	N
35667 EAJV	**Ulia** (*ex*Yandiola,*ex*Swanley) *ss*Bbo.2ndNo.3–3,21 *ss*Bbo.No.2–29 1*Dk*(*Irn*)2*trB*&*Web frames*	2434 2207 1428	✠ —— 12,34 ✠	Bbo	*s*		1896 2mo	Richardsn, Duck&Co. Stockton	Cia.Nav."Bidasoa" (A.Candina,*Mgr.*) *CellDBa*	300·0 P31'B58'F35' FK 104'*uE*24'*f*116'550*t*	43·0	20·3	Bilbao Spanish 5*BHCem* *APT*81*t*	T.3Cy.22½",37"&61"–42" NDB16 246NHP 2SB,6*cf*,GS102,HS3778 Blair&Co.Ld.Stockton	22 ″ 9	G †
35668 6412 SDJN	**Ulla** (*ex*Alcor) 1*Dk*	*1847* *1601* *1072*					1920	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin ~~(B.Ingelsson,~~ ~~*Mgr.*)~~ (S.Redlg, *Mgr.*)	264·5 P30'B71'F29'	42·1	17·8	Hlsngborg Swedish *WB*	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
35669 OZQE	— Wireless D.F. *Ref.Mchy.* 1*Dk*	1575 1212 916					1930	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 P24'Q72'B80'F32'	39·1	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"– 31½"&L.P.turbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
35670 139248 GNML	**Ullapool** *ss*Brs.No.2–36 ~~*ss*Shl.No.1–31~~ D.F. 1*Dk*(*Stl*)	4891 4620 3042	✠100A1 ~~6,37~~ ~~5,35~~ 1,38 6,37 ✠ ~~BS1,36~~	Sws ~~Cff~~ Bry LMC MS5,36	*z*	CL 9,36	1927 12mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1 417·7(O.L.) P30'B229'F41' FK 359'1402*t FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb HS7614 505NHP 3SB(Spt),9*cf*,GS172 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24″11¼	
35671 LFEL	**Ullensvang** Ⓟ 3*Dks*	516 268 294					1907	Trndhjms Mek.Værks. Trondheim	HardangerSunn- hordlandske Dampskibsselsk.	159·9 H31*t*	23·7	19·0	Bergen Norwegian *WB*	T.3Cy.15",25"&41"–26" NB08 86NHP TrondhjemsMVTrondheim		
35672 150197 VJXQ	**Ulmarra** *Ref.Mchy.* 1*Dk*	924 601 439					1923	Lithgows, Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	200·0 Q97'B24'F32'	33·1	12·4	SydnyNSW British *WB*	T.3Cy.17",28½"&47"–30" 121NHP D.Rowan&Co.Ld.Glasgow		C
35673 148764 MBFN	**Ulmus** (*ex*RákócziFerenc–33, *ex*Ulmus) ~~*ss*P.Gl.No.2–33~~ *ss*Shl.No.3-2,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2733 2539 1666	✠100A1 2,38 ~~4,37~~ BS~~11,36~~ ✠ 12,37	Gmh Shl LMC~~12,33~~ MS2,38	*u*	CL 4,37	1926 5mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	Wilson&Harrison Steamships,Ld. *Cell*	314·1 P29'B93'F31' FK *DBa*&*uE*108'*f*140' *PoopTank*14'80*t*	47·2	21·5	Cardiff British 5*BHCem* 631*tAPT*76*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 250NHP 2SB,6*cf*,GS117,HS4062 D.Rowan&Co.Ld.Glasgow	23 ″ 5 s 3 ″ 5¼ 20 ″ 1½	
35674 OHWM	— (*ex*Groveburn–34,*ex*Hekla) 1*Dk* *Now "Groveburn," see No. 38318 in Supplement*	959 — 533					1921	Pusnæs Stöberi&M.V Arendal	A/B UnionS.S.Co. Ld.(A/B Nielsen& ThordenO/Y,*Mgs.*)	210·9 Q77'B50'F29'	33·3	13·7	Helsngfors Finnish *WB*	T.3Cy.15",25"&40"–30" 88RHP PusnæsStöberi&Mek.Vrks		N
35675 152002 VJKT	**Ulooloo** 3Mst *ss*Syd.No.3–4,36 ~~*ss*Syd.No.2–32~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3236 2828 1928	✠100A1 5,37 ~~4,36~~ BS5,37	Syd ✠LMC4,36	*v*	CL 4,36	1924 11mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	332·0 343·5(O.L.) P108'B21'F34' FK *B*281'877*tFPT*157*t*	46·6	23·0	Melbourne British 6*BHCem* *APT*139*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 443NHP 2SB,8*cf*,GS161,HS6636 FD W.Beardmore&Co.Ld Gls.	25 ″ 6 s 3 ″ 11¼ 21 ″ 8¼	
35676 OUMY	**Ulrik Holm** 1*Dk*	1502 1240 930					1905	Schpw.v. JanSmitCzn. Alblasserdm	D/S A/S Progress(M. Nielsen&Sön*Mgs*)	251·4 P14'Q76'B108' 19·4 F28'	37·8	16·3	Copnhagn Danish *WB*	T.3Cy.19",31"&51"–33" 149NHP Maats.deSchelde,Flushing		G
35677 LFEN	**Ulsnes** (*ex*Jelö) 1*Dk*	784 547 458					1907	Akers Mek.Værks. Oslo	DetStavangerske Dampskibsselskap	197·7 P182*t*H41*t*	28·4	14·1	Stavanger Norwegian *WB*	T.3Cy.14",24"&37"–27" 71NHP AkersMek.Værks.Oslo		N
35678 DDHB	**Ulsnis** Sub.Sig. 1*Dk* D.F. *CruiserStern*	951 784 498					1936	Werft Nobiskrug G.m.b.H. Rendsburg	Zerssen&Co.	211·0 P25'B46'F22'	32·3	14·1	Rendsburg German *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)24⅜"– 24⅜" 97NHP Christiansen&Meyer, Harburg		G
35679 144200 MJYL	**Ulster Castle** (*ex*LadyKildare–32, *ex*Setter) *ss*Liv.No.3–3,33 Wireless D.F. E.S.D. 2*Dks*(*Stl–Uws*) *ss*Bkn.No.1–38	1217 908 512	✠100A1 ~~10,36~~ 2,38 2,38 ✠ MS2,33	Liv Bkn LMC BS~~6,36~~7,37	*o*	CL ~~5,34~~ 1,38	1920 4mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow '*sA&CP*	BelfastS.S.Co.Ld. *D*	245·0 P71'B72'F38' BK7" *Ta*10'27*tDTf*4'12*t*	34·1	15·6	Belfast British 4*BHCem* *FPT*17*t*	T.3Cy.23½",36"&58"–42" (*s*) 175lb *70lb* 265NHP 2SB,6*cf*,GS123,HS4424 W.Beardmore&Co.Ld.Gls.	16 ″ 6 s1 ″ 9¾ 15 ″ 6¼	
35680 147272 MLZG	**Ulster Hero** (*ex*Logic–35, *ex*DorsetCoast) *ss*Bkn.No.3-1,37 *Mchy.Aft* 1*Dk*(*Stl*)~~2nd dk aft of hold~~ *Well deck*	483 336 183	✠100A1 1,38 ~~1,37~~ ~~DBS12,36~~ ✠ MS2,37 BS1,38	Bkn LMC ~~MBS2,37~~	*g*	CL 2,36	1924 8mo *Lloyd*	James TowersS.B. Co.Ld. Bristol '*sA&CP*	BelfastS.S.Co.Ld.	150·6 157·0(O.L.) Q86'B9'F22' FK *FPT*	25·4	11·1	Belfast British 3*BHCem* 45*tAPT*22*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb *100lb* 72RHP 1SB.3*cf*,GS58,HS1938 J.G.Kincaid&Co.Ld.Grk.	12 ″ 0 s 4 ″ 4 11 ″ 9	
35681 148163 GBXS	**Ulster Monarch** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–33 D.F. 1*Dk*(*Stl-pt*ws)2*nd dk in* E.S.D. *Cruiser Stern* *Nos.*1&2 *holds*	3791 1841 1825	✠100A1 *withfreeboard* 10,36 ✠ DBS~~2,36~~2,38	Liv 2,38 LMC CS~~8,34~~ ~~3,36~~2,38	*v*	OG ~~S10,35~~ P10,36 S1,38	1929 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa*&*uE*118' *Tank in way of*	346·0 P51'B184'F46' *f*82'356*t* FK *tunnels* 63*t FPT*42*t*	46·2	15·2	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.$24\frac{13}{16}$"–$38\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¾ 15 ″ 1¾	BT till ~~10,37~~ 11,37
35682 161858 GLFM	**Ulster Prince** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–34 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* D.F. E.S.D. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* ~~11,36~~ 11,37 ✠ ~~DBS1,36~~ ~~4,37~~	Liv DBS4,38 LMC CS3,35 11,36	*v*	OG 11,36	1930 3mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa*&*uE*118' *Tank in way*	346·0 P51'B184'F46' *f*82'356*t* FK *of tunnels* 63*t FPT*	46·2	15·2	Belfast British 7*BHptCem* 42*tAPT*37*t*	Oil Engines 4S.C.SA 20Cy.$24\frac{13}{16}$"–$38\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¾ 15 ″ 1¾	BT till ~~11,37~~ 11,38
35683 161857 GMWX	**Ulster Queen** Ⓟ TwinSc *OilEng.* *ss*Liv.No.1–35 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* D.F. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 8,37 ~~2,37~~ ✠ DBS~~2,37~~ 3,38	Liv LMC CS4,35 ~~12,36~~ 3,38	*v*	OG ~~P2,36~~ S2,37 P8,37	1930 2mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BelfastS.S.Co.Ld. *CellDBa*&*uE*118' *Tank in way of*	346·0 P51'B184'F46' FK *f*82'356*t* *tunnels* 63*t FPT*42*t*	46·2	15·2	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.$24\frac{13}{16}$"–$38\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s4 ″ 1¾ 15 ″ 1¾	BT till 2,38

1 Numéro d'Ordre. Numéro Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B. of Trade
35684 118188 MCKF	**Ulster Star** (exDynamic,exLismore, exBroom, ssMch.2ndNo.3-9,30 exJamesCrombie) ssLiv.No.1-35 *1Dk&lower dkforward*	576 460 231	✠100A1 2,37 ✠NB10,22 ✠LMC MS9,35 BS~~1,37~~1,38	Mch	*k*	2,37	1904 10mo	Ramage& Ferguson,Ld. Leith *Lloyd*'sA&CP	BelfastS.S.Co.Ld.	186·4 196·2(O.L.) P29'B75'F61' FK *CellDBa*33' 18t *FPT*	28·1	13·8	Belfast British *4BHCem* 17t*APT*25t	T.3Cy.17",27"&45"-33" (s) 180lb *100lb* 132NHP 1SB,*3cf*,GS63,HS2130 Ramage&Fergusn,Ld.Lth	14 ″ 6 s 1 ″ 6 13 ″ 3½	
35685 228198 WHDQ	**Ulua** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *2Dks&2pt dks* D.F. E.S.D. GyC.	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	425·4 P38'B200'F49'	54·3	29·9	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"-48" 622NHP WorkmanClark&CoLdBel		C
35686 LFDW	**Ulv** (exTrudvang-36) *1Dk*	938 655 539					1920	LarvikS. &Værksted Larvik	D/S A/S Ulv (O.Kvilhaug)	197·8 P34tQ38tB116t H51tF5t	32·4	12·6	Haugesand Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP LarvikS&VærkstedLarvik		N
35687 135321	**Ulva** (exPoznan,exCarronpark) ssHfx.2ndNo.3-2,38 ~~ssGls.No.3-5,25~~ ~~ssHfx.No.2-33~~ *Well deck* *1Dk(Stl)*	1401 1179 840	✠100A1 ~~6,37~~ ~~1,36~~ 2,38 ~~BS4,36~~ ✠LMC~~4,36~~ ~~5,37~~ 2,38	Hfx ~~St.J.~~	*p*	CL ~~4,35~~ 1,38	1912 12mo	Mackay Bros. Alloa *Lloyd*'sA&CP	UlvaShippingCo. Ld.(F.K.Warren) *Cell DBa*61'	241·0 Q91'B58'F29' FK *uE*47 *f*96 319t*FPT*	36·0	16·7	London British *4BHCem* 64t*APT*36t	T.3Cy.18",27¾"&48"-33" (s) 180lb 153NH 1SB,*3cf*,GS66,HS2484 MacColl&Pollock.Ld.Sld.	18 10 s 1 ″ 7½ 17 ″ 5	
35688 135509 GQPZ	**Ulysses** Ⓟ TwinSc *Ref.Mchy.* D.F. *3Dks*	14647 8988 9142					1913	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld. (A.Holt&Co.*Mgrs*)	563·2 P74'B231'F69'	68·4	40·2	Liverpool British *WB*	T.6Cy.26",44"&74"-51" 782NHP Wrkman,Clark&CoLd.Bel		BT till ~~6,37~~ 3,38
35689 213028 WHCT	— TwinSc *Fitted for oil fuel* *Mchy.Aft* *1Dk&Web frames* *Longitudinal framing* GyC. *Carrying oil in bulk*	10780 9374 6791			...		1915	Maryland SteelCo. of Baltimore County Sparro'PtMd	WesternOperating Corp.	514·0 P181'F57' FK	65·2	36·5	NewYork Utd.States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr'Pt.	39 ″ 6	R †
35690 PICJ	— 4Mst *Fitted for oil fuel* *CruiserStern* *2Dks*	2666 2325 1545					1918	A.Vuijk& Zonen,Cap- ellea/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	346·2	48·2	18·4	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		V
35691	**Umba** Ⓟ (exKeret) *1Dk(Stl)&Awngdk*	841 725 472	✠ 6,10 ✠	Nwc	*k*		1910 6mo	W.Dobson &Co. Newcastle	U.S.S.R.	195·5 FK *CellDBa*57'*uB*20'*f*73'	30·0	17·5	Archangel Russian *4BHCem* 162t*APT*23t	T.3Cy.16",26"&43"-30" 133NHP 2SB,*4cf*,GS73,HS2358 N.E.MarineEngCoLd.Nwc	19 ″ 0	
35692 149912 GNFV	**Umberleigh** ssBry.No.2-34 *1Dk(Stl)&Shelter dk(Stl)*	4950 4553 2919	✠100A1 *withfreeboard* 10,37~~3,37~~ ✠LMC MS1,36 BS~~4,36~~ 7,37	NYk Bry	*z*	CL ~~11,34~~ 10,37	1927 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'sA&CP	TatemSteamNav. Co.Ld.(W.J.Tatem Ld.*Mgrs.*) *CellDB*346'1131t	400·0 F34' FK *FPT*220t*APT*215t	54·2	25·7	London British *7BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.25",42"&70"-48" (s) 200lb 501NHP 3SB,*9cf*,GS171,HS7359 FD Cen.Mar.Eng.Wrks.WHpl	28 ″ 3 s 3 ″ 2¾ 25 ″ 3	
35693 2037 ICLO	**Umbria** (exBahiaBlanca-35) TwinSc ssB.As.No.3-9,22 ssHam.No.2-30 *3Dks(Stl U-ws)*	10128 8628 6237	... 8,35 ✠NB3,30	Ham			1912	Reiherst'g Schiffsw. Hamburg	LloydTriestinoSoc. Anon.diNav.	508·3 492·0 B130'F113' *1BHdispensed with* *CellD*	59·3	35·6	Genoa Italian *ptCemptAsp* *7BHonly* *B*445'1701t	T.6Cy.24 7/16",40⅛"&66⅛"-47¼" 848NHP 5SB,*15cf*,GS288,HS12110 FD Reiherst.Maschinenf.Ham	38 ″ 6	I †
35694 25477 JPND	**Ume Maru** (exPortsaidMaru-33) ssNag.No.3-6,32 *2Dks(Stl)&Awng dk(Stl)*	5860 5586 4260	✠ ... 8,37 *Awng dk* *withfreeboard* ~~BS9,36~~ ✠~~LMC9,36~~	Nag	*y*	OG 9,36	1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	TochikiShojiK.K. *Collision* *CellDB*334'1118t	385·0 FK *FPT*126t*APT*93t	51·0	36·0	Kobe Japanese *Cem* *BHtoAwgdk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 ~~s 9 ″ 1¼~~ ~~27 ″ 1~~	
35695 37487 JUGH	— *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk&pt dk*	415 367 232					1932	OsakaIron Works,Ld. Osaka	UwajimaUnyu K.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy 14⅛"-19 1/16" 121NHP YokohamaDockCoLd.Yka		
35696 DJTD	**Umeälv** (exHansa-37,exNordfold) *1Dk*	1320 1111 933					1917	N.V.Schps. "Juliana" Papendrecht	Aug.Bolten,Wm. Miller'sNachfolger	240·1 P25'B63'F25'	36·3	15·7	Hamburg German *WB*	T.3Cy.17½",29"&46"-36" 127NHP J.&A.van derSchuyt,Pap.		
35697 118323 GCRN	**Umkuzi** Ⓟ (exCluny TwinSc Castle) ssNwc.2ndNo.3-3,30 ssMdb.No.1-34 *Ref.Mchy.* *2Dks(1Stl-ws&UStl*-teaks) D.F. *&deepframing*	5175 4680 3208	✠100A1 ~~8,37~~~~3,37~~12,37 BS~~11,36~~ ✠LMC11,34 12,37	Mdb	*z*	CL ~~7,34~~ F6,36 S8,37	1903 9mo	Barclay, Curle&Co.Ld Glasgow *Lloyd*'sA&CP	Bullard,King&Co. Ld. *CellDB*	419·1 P61'B115'F52' FK&BK2" *a*96'*uE*27'*f*179'809t	50·2	28·2	London British *7BHCem*	T.6Cy.19",31"&52"-48" (s) 180lb 548NHP 4SB,*12cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 ″ 1 s 6 ″ 8¾ 24 ″ 8¾	BT till ~~10,37~~ 11,38
35698 129142 GSDF	**Umona** Ⓟ ssMdb.2ndNo 3-9,36 *2Dks(Stl)*	3767 3240 2371	✠100A1 ~~7,37~~ ~~4,37~~ 3,38 BS~~5,36~~ ✠LMC4,36 4,37	Mdb	*w*	CL N1,37	1910 10mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'sA&CP	Bullard,King&Co. Ld. *WB = CellD*	356·0 P36'B128'F37' FK *Ba*104' *uE*22' *f*141'	44·5	26·0	London British *6BHCem* 566t*APT*23t	T.3Cy.27",44"&73"-48" (s) 180lb 497NHP 3SB,*9cf*,GS173,HS7180 FD G.Clark,Ld.Sunderland	28 ″ 6 s 5 ″ 2 23 ″ 9	BT till ~~4,37~~ 4,38
35699 164664 GYWB	**Umtali** Ⓟ TwinSc *2Dks,3rd dk in Nos.1&3 holds* *Ref.Mchy.* *CruiserStern* D.F.	8158 6648 5084	✠100A1 *withfreeboard* ~~5,37~~ ~~1,37~~ ✠LMC7,36 ~~10,37~~ ~~7,37~~ 5,38	Mdb		CL	1936 7mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd*'sA&CP	Bullard,King&Co. Ld. *CellDB*370'940t	451·4 468·0(O.L.) P45'B192'F32' FK *FPT*80t*APT*242t	61·2	32·1	London British *6BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing&hydraulic coupling 225lb (s) 1124NHP 4SB(Spt),*16cf*,GS347, FD HS14184 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	35 ″ 6 s10 ″ 2½ 25 ″ 6	BT till ~~6,37~~ 6,38
35700 164550 GYND	**Umtata** Ⓟ TwinSc *Ref.Mchy.* *2Dks,3rd dk in No.1 hold* D.F. *platform dk in No.3 hold* *CruiserStern*	8137 6643 5061	✠100A1 *withfreeboard* ~~6,37~~~~3,37~~ ✠LMC11,35 12,37	Nwc Mdb		CL	1935 11mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd*'sA&CP	Bullard,King&Co. Ld. *CellDB*370'940t	451·4 P45'B192'F32' FK *FPT*80t*APT*242t	61·2	32·1	London British *6BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear ing&hydrauliccoupling 225lb (s) 1124NHP 4SB(Spt),*16cf*,GS347, FD HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc	35 ″ 6 s10 ″ 2½ 25 ″ 6	BT till ~~11,37~~ 12,38
35701 118342 GCRT	**Umvoti** Ⓟ (exComrie TwinSc Castle) ssNwc.2ndNo.3-7,29 *Ref.Mchy.* ssMdb.No.1-33 D.F. *2Dks(1Stl-ws&UStl*-teaks) *& deep framing*	5183 4690 3217	✠100A1 5,37~~12,36~~ BS~~8,36~~ ✠LMC 7,33 8,37	Mdb	*z*	CL 6,34	1903 11mo	Barclay, Curle&CoLd. Glasgow *Lloyd*'sA&CP	Bullard,King&Co. Ld. *Cell DBa*	419·3 P61'B115'F52' FK&BK2" 96'*uE*27' *f*179'809t	50·2	28·3	London British *7BHCem* *APT*50t	T.6Cy.19",31"&52"-48" (s) 180lb 548NHP 4SB,*12cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 ″ 1 s 6 ″ 8½ 24 ″ 8½	BT till ~~5,37~~ 8,38

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35702 136725 GSDJ	**Umvuma** Ⓟ ssNwc.No.3-10,27 ssMdb.No.2-37 ~~ssMdb.No.1-32~~ 2Dks(Stl)	4419 3857 2785	✠100A1 ~~10,37~~ ~~9,35~~ 2,38 ✠LMC6,36 BS6,37	Mdb	x	CL 2,35	1914 12mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Bullard,King&Co. Ld. WB=CellDB	365·0 P37'B130'F40' FK a104'uE&B43'f164'	49·2	28·1	London British 6BHCem 687tAPT37t	T.3Cy.27",44"&73"-48" (s) 180lb 504NHP 3SB,9cf,GS180,HS7374 FD G.Clark,Ld.Sunderland	30 ″ 6 s 5 ″ 6 25 ″ 5¼	BT till ~~8,37~~ ~~9,37~~ 5,38
❋ 35703 YTEY	**Una** (exŽigaKopajtić,exMexicanLady, exLuque) ~~ssLiv.No.3-7,18~~ ssSsk.2ndNo.3-4,37 ~~ssRot.No.1-23~~ 1Dk(Stl)&Spar dk(ptIrn&ptStl) &deep framing	1397 1299 868	✠100A1 Spar dk with freeboard 1,38 ✠LMC4,37	Fiu Ssk	q	CL 4,37	1904 8mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	BrodarskoAkcionarskoDrustvo "Oceania" CellDBa61'	238·0 248 3(O.L.) P41'B66'F51' uE&B31'f106'322t	35·7	12·2 19·8 FK	Susak Yugoslav 4BHCem APT11t	T.3Cy.$19\frac{7}{16}$",$35\frac{5}{16}$"&53"-33" 175lb (r) 165NHP NDB28-100lb 1SB,4cf,GS74,HS2479 N.E.MarineEngCoLdNwc	21 ″ 10 s2 ″ 7½ 19 ″ 4¾	~~V~~ ~~+~~
35704 149825 GSYX	**Unacana** (exHopsborg) TwinSc OilEng. ssVcr.No.2-35 Mchy.Aft Wireless 1Dk(Stl)	944 783 485	100A1 3,33 ~~3,37~~ ~~11,37~~ ✠LMC CS3,35 10,36 ✠NE3,31 DBS~~3,37~~3,38 CarryingPetroleum in bulk	Vcr	m	OG SN3,36 P3,37	1927	OttoAndersen&Co(London)Ld. Wivenhoe Lloyd'sA&CP	SantaMariaS.S. Co.Ld. CellDB	207·5 214·0(O.L.) P78'F29' FK Trunk in well uE45'f8'69tFPT5	33·6	13·9	London British 9BHptCem 9tAPT15t	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP DB100lb WesternEnterpriseEng. Co.L.An.	15 ″ 9 s1 ″ 0¼ 14 ″ 9¾	
❋ 35705 EAJL	**Unbe-Mendi** ssBbo.No.3-12,35 1Dk(ptStl&ptIrn)	4313 3979 2664	✠100A1 ~~6,36~~12,37 ✠LMC MS12,35 BS~~4,36~~1,38	Npt Bbo	w	CL ~~N11,35~~ 12,37	1914 10mo	CiaEuskalduna deConst Bilbao Lloyd'sA&CP	Cia.Nav.Sota y Aznar~~(SirRamon de la Sota,Mgrs.)~~ WB=CellDBa	365·0 P29'B100'F38' FK 119'uE26'f159'934t	50·2	25·2	Bilbao Spanish 6BHCem APT152t	T.3Cy.26",42"&70"-48" (s) 180lb 382NHP 3SB,9cf,GS156,HS6062 Cen.Mar.Eng.Wrks.WHpl	27 ″ 10 s5 ″ 3½ 22 ″ 8	
35706 6372 SMGA	**Unden** D.F. 1Dk&Shelter dk	*4252* *3946* *2558*					1920	J.Priestman&Co. Sunderland	Rederiaktieb. Transatlantic (G.Carlsson Mgr.)	365·9	51·6	25·2	Gothenbrg Swedish WB	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
35707 160348 VOLB	**Ungava** (exPalatka,exLakeButler) ssGmh.No.3-2,28 ssNFL.No.2-36 ~~ssNFL.No.1-32~~ 1Dk(Stl) Strengthened for Navigation in Ice	1914 1650 1115	✠100A1 6,37 ~~11,35~~ ✠LMC MS11,36 BS~~1,37~~ 3,38	NFL	r	CL ~~9,34~~ N5,37	1918 2mo	Detroit S.B.Co. Wyandotte A&CP	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.Mgrs.) CellDB208'532t	261·3 272·0(O.L.) P25'B46'F34' FK len28 FPT57tAPT69t	43·6	18·3	SJhnsNFL British 6BHCem	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 1 s2 ″ 4¾ 17 ″ 10¾	
35708 219940 KUQP	**Unicoi** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	5873 — 3667					1920	OscarDanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States WB	Oil Engines 2S.C.DA 4Cy.28"-40" NE27 1096NHP WorthingtonPump&Mchy Corp.Buffalo,N.Y.		R
35709 1618 ICLP	**Unio** (exTwingone) 3Mst Fitted for oil fuel Mchy.Aft 1Dk&Spar dk&Web frames CarryingPetroleum in bulk	1797 1649 986			...		1902	Armstrong Whitworth &Co.Ld. Newcastle	"Nafta" Soc.Italiana pel Petrolio ed Affini	250·0 P22'B23'F25'	36·5	16·8 23·8 FK	Genoa Italian WB	T.3Cy.20",33"&54"-36" 198NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	24 ″ 10	I †
35710 LEDT	**Union** (exHögoy-36, exUnion-32) 1Dk2trB	607 483 323					1893	Nylands Værks Oslo	A/SUnion(Dagfinn Næsheim)	162·1 Q29tB49tH13tF11t	26·9	15·6	Haugesnd Norwegian WB	T.3Cy.11⅜",17½"&30"-27" 47NHP NylandsVærks,Oslo		N
35711 LDDF	**Unita** 1Dk	3586 3383 2344					1906	W.Dobson &Co. Newcastle	SkibsA/SCorona (H.M.Wrangell& Co.A/S,Mgrs.)	338·1 H80tF48t	48·0	25·5	Haugesnd Norwegian WB	T.3Cy.25",41"&68"-45" 139NHP N.E.MarineEng.CoLdNwc	28 ″ 0	N
35712 ~~DOCT~~ DOTC	**Unitas** TwinSc 3Dks Longitudinal framing Mchy.Aft CruiserStern D.F. E.S.D. Fitted for oil fuel (Whale oil factory)	~~21000~~ 21846 18256 11841					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	JürgensVan den BerghMargarine VerkaufsUnion G.m.b.H.~~(Unitas Deutsche Walfang Ges.m.b.H.Mgrs.)~~	~~600·0~~ P152' 602·5	~~80·0~~ 80·2	49·1	Bremen German	T6Cy.$22\frac{1}{16}$",36¼&58¼"-39⅜" &L.P.TurbineswithDR gearing&hydraulic coupling 681NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
35713 202087 KFBX	**United States Gypsum** (exStephenM.Clement) Mchy.Aft D.F. GyC. 1Dk	5821 — 4487					1905	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius,Mgrs.)	480·0	52·0	30·0	BuffaloNY Utd.States WB	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.CoCleveland		R
35714 UPIG	**Unja** (exReinbek-35) Wireless Sub.Sig. 1Dk	1432 1154 810					1922	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B109'F32'	37·5	15·8	Leningrad Russian WB	T3Cy$16\frac{9}{16}$",$27\frac{5}{8}$"&$42\frac{9}{16}$"-$27\frac{5}{8}$" 96NHP F.Schichau,Elbing		G
35715 37019 JKKC	**Unkai Maru No. 1** Mchy.Aft 1Dk	2225 — 1223					1932	Mitsui Bussan Kaisha,Ld. Tama	NakamuraKisen K.K.	275·0 P80'B35'F28'	40·7	23·0	Kinoye Japanese WB	T.3Cy.19",32"&53"-36" 168NHP MitsuiBussanKaisha,Ld. Tama		
35716 24230 JDNB	**Unkai Maru No. 2** 1Dk	1709 1410 973					1920	Hakodate Dkyd.Co. Hakodate	NakamuraKisen K.K.	242·0 P12'B64'F30'	36·0	21·5	Kinoye Japanese WB	T.3Cy.18",29"&49"-33" 138NHP HakodateDkyd.Co.Hak.		
35717 24648 JJPC	**Unkai Maru No. 3** Ⓟ (exKwazanMaru) 2Dks	3015 — 1978					1919	Yokohama DockCo.Ld. Yokohama	NakamuraKisen K.K.	310·0 P25'B98'F33'	43·0	26·0	Yokohama Japanese WB	T.3Cy.22",37"&61"-42" 241NHP KobeSteelWorks,Kobe		
35718 23404 JDGB	**Unkai Maru No. 5** (exNichiyo Maru,exMargherita) 1Dk&Spar dk&deep framing	3282 3047 2503			...		1900	Russell &Co. Pt.Glasgow	SatoKuniShoten	330·5 P20'B74'F33'	48·1	15·9 23·5 FK	Kinoye Japanese WB	T.3Cy.24",40¼"&65"-42" 290NHP J.G.Kincaid&Co.Greenock	26 ″ 1	
35719 28407 JGPB	**Unkai Maru No. 6** (exVenus) 1Dk&deep framing	3220 2902 1949			...		1905	W.Gray& Co.Ld. WHartlepool	NakamuraKisen K.K.	331·0 P27'B100'F36'	49·2	21·8 FK	Kinoye Japanese WB	T.3Cy.24",39"&64"-42" 288NHP Blair&Co.Ld.Stockton	24 ″ 3	C †
35720 25443 JGYB	**Unkai Maru No. 7** (exYasokawa Maru-34,exDaishinMaruNo.3-32) 1Dk	2181 1854 1265					1919	Osaka YogyoK.K. Shekizu	NakamuraKisen K.K.	268·7 P16'B64'F34'	40·0	23·2	Kobe Japanese WB	T.3Cy.20",33½"&$57\frac{1}{16}$"-39" 205NHP HatsudokiSeizoK.K.Osaka		
35721 29728 JOCH	**Unkai Maru No. 8** (exKiku Maru-33) 1Dk	1293 1053 924					1924	Aizawa ZosenTekko K.K. Osaka	NakamuraKisen K.K.	218·0	32·0	19·0	Kobe Japanese	T.3Cy.		
35722 29465	**Unkai Maru No. 13** 1Dk	745 625 391					1924	Ujina Zosensho Hiroshima	NakamuraKisen K.K.	180·0	3·20	14·5	Kinoye Japanese	T.3Cy.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce n est dans le L. R. Durée Cert. B of Trade
35723 23589 JEAB	**Unkai Maru No. 15** (*ex*Taisho Maru) Wireless *2Dks*	1209 — 667					1918	MatsuoIrn Wks.&Dckyd Nagasaki	NakamuraKisen K.K.	200·0 P20'B53'F25'	33·0	20·0	Kinoye Japanese *WB*	T.3Cy.14¼",24½"&40"–30" 88NHP MatsuoIrn.Wrks &Dckyd.		
35724 DJSH	**Unkas** *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	499 372 293					1936	D.W.KremerSohn Elmshorn	Hansa-Tank ReedereiG.m.b.H. (AtlanticRhederei G.m.b.H.*Mgrs.*)	165·8 P48'F34'	29·2	10·8	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11⅝"–16 3/16" 79NHP KruppMotorenbauAGKiel		G
35725 24468 JACB	**Unten Maru** Wireless *1Dk*	1025 866 578					1918	Ohara Oisuke Osaka	SettsuShosenK.K. (OsakaShosen K.K.*Mgrs.*)	200·0	31·0	18·5	Fuchu Japanese	T.3Cy.13",22"&36"–26" 66NHP OharaZosensho,Osaka		
35726 29460 JTQA	**Unyo Maru** (*ex*Australford, *ex*Strathavon) *1Dk&Spardk&deepframing*	4643 4133 3518			...		1907	Grngem'th &Greenock DockyardCo. Greenock	InuiKisenK.K.	376·1 P29'B92'F41'	52·2	17·4 25·5 FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"–48" 353NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 0	C †
35727	**Unyo Maru No. 1** *2Dks* *CruiserStern*	2000					1936	Harima S.B.&Eng. Co.Ld. Harima	SankyuUnyuK.K.	275·0 P28'B90'F24'	40·0	21·0	Japanese *WB*	T.3Cy.20 1/16",33 11/16"&56 11/16"–39" 201NHP HarimaSB&EWks.Harima		
35728 29162 JHWB	**Unyo Maru No. 2** (*ex*Carisbrook) Now 'Kiyo Maru,' see No. 38903 in Supplement Sub.Sig. *1Dkdeepframing &Webframes*	2794 2623 2057			...		1902	J.Blumer& Co. Sunderland	KotaniMokunosuke	319·5 P28'B90'F32'	46·0	21·2 FK	Kinoye Japanese *WB*	T.3Cy.23",38"&62"–42" 263NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	C †
35729 25009 JIKB	**Unyo Maru No. 3** Ⓟ (*ex*KibiMaruNo.15,*ex*TokoMaru) *2Dks*	2843 — 1769					1918	Yokohama DockCo. Yokohama	SankyuUnyuK.K.	310·0 P25'B98'F33'	43·0	26·0	Kinoye Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP YokohamaDockCo.Yka.		C
35730 35023 JIEC	**Unyo Maru No. 5** *Mchy.Aft* *1Dk*	2053 1671 1133					1929	MitsuiBussanKaishaLd TamaDkyd. Tama	SankyuUnyuK.K.	276·0 P73'B30'F24'	40·7	21·2	Kinoye Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP MitsuiBussanKaisha,Ld. TamaDkyd.		
35731 33186 JBEC	**Unyo Maru No. 6** (*ex*Tsukumo Maru-32,*ex*Joh.Ludw.Mowinckel, *ex*Spennymoor) *1Dk&deepframing*	2753 2559 1980			...		1905	J.Blumer& Co Sunderland	TomoyeGumiK.K.	314·0 P28'B90'F32'	46·2	23·0 FK	Kinoye Japanese *WB*	T.3Cy.23",38"&62"–42" 257NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
35732 163538 MBYV	**Upminster** *Mchy.Aft* *1Dk* *Cargo battens not fitted*	1013 715 576	✠100A1 *withfreeboard* 7,37 ~~5,36~~ ✠LMC11,34	Shl	*m*	CL 7,37	1934 11mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	HudsonSteamship Co.Ld.	217·0 Q154'F23' *CellDB147' 347t FPT*	34·0	11·8 FK	London British *3BHCem* *89tAPT26t*	T.3Cy.13½",23"&38"–27"(*s*) 220lb 112NHP 1SB,3*cf*,GS60,HS1980 N.E.MarineEngCoLdNwc	14 ″ 3 s 4 ″ 4¼ 13 ″ 6	
35733 EAJM	**Upo-Mendi** *Turret deck* *1Dk*	4193 — 2563					1911	Cia.Euscalduna Bilbao	Cia.Nav.Sota y Aznar ~~(SirRamon de laSota, *Mgr.*)~~	350·2 P31'B117'F32'	50·2	28·4	Bilbao Spanish *WB*	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		
35734 219204 KOLZ	**Upshur** (*ex*LakeGetaway) *Fitted for oil fuel* D.F. Sub.Sig. *3Dks*	2637 2257 1619			...		1920	Chicago S.B.Co. Chicago,Ill.	Merchnts&Miners Transptn.Co.	251·0 P25'B64'F26'	43·6	26·1 FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.CoCleveland	28 ″ 4	R †
35735 148703 GLSF	**Upwey Grange** TwinSc *OilEng.* *ss*Lon.No.2–34 *Ref.Mchy.* *2Dks(Stl) Shelter dk(Stl–ws)* D.F. *3rd dk(Stl) in holds* *CruiserStern*	9130 7375 5812	✠100A1 *Shelter dk* *withfreeboard* 5,37 ~~10,36~~ 6,37 ✠LMC CS5,37 DBS ~~7,36~~ 6,37 ~~10,36~~ 6,37 ✠Lloyd'sRMC ~~10,36~~ 3,38 ~~[illegible]~~	Lon Rot	*c*†	CL ~~12,35~~ 5,37	1925 11mo *Lloyd'sA&CP*	Fairfield Co.Ld. Glasgow	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*)	431·0 451·2(O.L.) B250'F82' *Duct keel frwd. of mchy.space179'* *CellDB 366' 1617t DTf19' 325t Tanks at sides of tunnels 326t FPT89tAPT113t*	62·5	35·3 FK	London British *8BHptCem*	Oil Engines 2S.C.SA 12Cy.28"–39" 1648NHP 2DB*180lb* FairfieldCo.Ld.Glasgow	38 ″ 3 s9 ″ 1¾ 29 ″ 9	
35736 28084 JJVH	**Urado Maru** Ⓟ TwinSc *CruiserStern* *2Dks*	1336 975 646					1921	OsakaIron Works,Ld. Innoshima	TosaShosenK.K.	215·0 P&B150'F41'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.14¼",23⅝"&39"–30" 167NHP OsakaIronWorks,Ld.		
35737 31731 JHHB	**Urajio Maru** Ⓟ (*ex*Serbistan) *1Dk*	3110 2835 1880					1919	SirRaylton Dixon&CoLd Middlesbro'	KawasakiKisen Kaisha	331·0 P33'B98'F29'	46·5	25·5	Kobe Japanese *WB*	T.3Cy.23",41"&68"–45" 310NHP Richardsons,Westgarth& Co.Ld.Mdb.		
35738 9424 JNXA	**Urajiwo Maru** Ⓟ (*ex*Progress) Wireless *1Dk*	897 685 531					1890	Schlesingr Davis&Co. Newcastle	GomeiKaisha TaishinShoten	196·0 Q64'B47'F25'	30·5	15·6	Hakodate Japanese *WB*	T.3Cy.16¼",26½"&43 3/16"–30" 103NHP N.E.MarineEng.CoLdNwc		
35739 18708	**Urakawa Maru** *2Dks*	347 309 205					1915	Namuro Gennosuke Osaka	ChishimaKisen K.K.	130·0	22·5	15·0	Hakodate Japanese	T.3Cy.10⅝",15⅛"&25"–19" 28NHP		
35740 34488 JDBC	**Ural Maru** Ⓟ TwinSc *ss*Kob.No.1–33 *2Dks(Stl–weather dk ws)* *Ref.Mchy.* *3rd dk(Stl) except in after hold–pt No.3 hold*	6374 5112 ~~3766~~ 3761	✠100A1 *withfreeboard* 10,36 ✠LMC ~~10,36~~ 10,37	Kob		CL ~~11,34~~ 10,37	1929 3mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaShosenK.K.	405·2 F43' *CellDB346'918t Wingtanks inER8'62tFPT*	55·0	33·0 FK *Coll*	Osaka Japanese *6BHCem* *to Wthr dk* *49tAPT117t*	4 Steam Turbines DR geared to 2 Sc Shafts (*s*) 225lb HS12565 1158NHP 5SB(Spt),*15cf*,GS320 FD MitsubishiZosenKaisha,Ld	33 ″ 0 s10 ″ 4 23 ″ 0¾	
35741	**Ural Masch** D.F. E.S.D. *Cruiser Stern* *1Dk*	2980					1936	Akt.Burmeistr&Wain Copenhagen	U.S.S.R.	325·2 P34'B97'F40'	48·1	21·3	Leningrad Russian *WB*	T.3Cy.22 3/16",36 7/16"&61"–39" 231NHP HelsingörsJernsk.&Mskb.		
35742 UNMQ	**Uralles** (*ex*Dore) *Well deck* *1Dk(Stl)*	*1975* *1627* *1141*	✠ —— 3,32 ✠	Sld	*r*		1927 1mo	SirJ.Laing &Sons,Ld. Sunderland	U.S.S.R. *CellDB182'390t Tank at sides of*	273·3 P21'Q128'B12'F21' *tunnel 39' 212tFPT*	38·7	18·3 FK	Odessa Russian *4BHCem* *90tAPT66t*	T.3Cy.20",33"&54"–39" 199NHP 2SB.*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland	20 ″ 4	
35743 [illegible] VLCT	**Urana** TwinSc Wrecked 8.37 *Ref.Mchy.* *Mchy.Aft* Wireless *1Dk*	519 363 187					1924	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	153·0 F30'	34·6	8·5	SydneyNSW British *WB*	T.6Cy.10½",16"&26"–16" 70RHP D.Rowan&Co.Ld.Glasgow		C

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which Classed, if not in L.R. B.of Trade Cert.
35744 336 IBTN	**Urania** Ⓟ (exGenova-33, **TwinSc** exHungaria) ssGen.No.3-7,29 ssTri.No.2-37 ~~ssTri.No.1-33~~ Ref.Mchy. 2Dks(Stl-Uws) **D.F.** &Shelter dk(Stl-ws)	~~7039~~ ~~5441~~ ~~4085~~ 7099 5442 4166	✠100A1 Shelter dk withfreeboard ~~6,37~~ ~~2,37~~ 3,38 ✠LMC MS~~9,33~~2,37 BS5,~~36~~8,37 Lloyd'sRMC2,37 ~~[illegible]~~ 3,38 Fitted for oil	Tri Nap fuel 9,	a† 24	CL s1,37 P6,37 F.P.a	1916 9mo Lloyd bove 1	Cantiere SanRoccoSA Trieste 'sA&CP 50° F.	LloydTriestino Soc.Anon.diNav. CellDB345'	411·1|53·1|24·8 400·0 B190'F83'on FK Shelter dk Coll 1013t DT f19' 494t	Trieste Italian Cem BH to Sh dk 6 „ „ U „ APT46t	T.6Cy.25½",40½"&66"-48" 180lb (r) 853NHP 5SB(Spt),15cf,GS314, HS12735 FD StabilimentoTecnico,Tri.	28 ″ 6 s2 ″ 11¼ 26 ″ 0	
35745 SVOD	— ssHul.3rdNo.3-12,37 (exNarvarchosSachtouris-37, exMaid ofHydra, ~~ssPir.No.3-4,33~~ exNarvarchosG.Sachtouris, D.F. exLordBroughton,exPatmos) 1Dk(Stl)	1953 1755 1207	100A1 12,37 ~~3,37~~ ~~BS12,36~~	Ham Hul LMC~~4,33~~ 12,37		OG ~~3,37~~ ~~6,37~~ 12,37	1902 Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	**P.S.Antippas**	281·7|40·5|18·4 P25'B166'F31' FK CellDB220'	Piræus ~~Argostoli~~ Greek 6BHCem 469t	T.3Cy20⅞"35$\frac{7}{16}$"&55⅛"-35$\frac{7}{16}$" 175lb (s) 208NHP 2SB,4cf,GS76,HS3426 A.G."Neptun,"Rostock	21 ″ 1 s1 ″ 10¼ 19 ″ 5½	
35746 DMAP	— (exGeorgZelck,exParklands, exMarieGlaeser) 1Dk Well deck	1329 1097 798			...		1905	Akt.Ges. "Neptun" Rostock	**"Orion"Schiffahrts** **Ges.m.b.H.**	244·0|36·1|14·9 P15'Q64'B110'F31' FK	Rostock German WB	T.3Cy.16⅛",25⅝"&41¾"-31½" 98NHP A.G."Neptun,"Rostock	17 ″ 8	G †
35747 3529 SHBG	— ssSkm.3rdNo.3-7,37 (exErik) ~~ssLbc.2ndNo.3-6,25~~ ~~ssSkm.No.2-34~~ Well deck 1Dk(Stl)	628 421 334	✠100A1 ~~7,37~~ ~~7,36~~ 4,38 ~~BS7,36~~	Skm ✠LMC~~4,34~~ 7,37	i	OG ~~6,35~~ 4,38	1899 7mo	Lindhol- mensV.A. Gothenburg A&CP	**Stockholms** **Rederiaktieb.Svea** **(Eman.Högberg,** Mgr.) WB=CellD	165·7|29·1|11·0 Q85'B10'F21' FK Ba37'uE&B33'f73'	Stockholm Swedish 4BHCem 173tAPT9t	T.3Cy.13½",22½"&36"-27"(s) 170lb 90lb 81NH 1SB,3rf,GS45,HS1408 N.E.MarineEng.CoLdNwc	13 ″ 4 s ″ 5½ 12 ″ 11¾	
35748 OXGD	**Uranienborg** Fitted for oil fuel **D.F.** 1Dk&Shelter dk CruiserStern	3300 2952 1998					1922	Kjöbnhvns Flydk.&Skbs. Copenhagen	**A/SD/SDannebrog** **(C.K.Hansen,** Mgr.)	346·8|50·2|22·0	Copnhagn Danish WB	DR Geared Steam Turbine SvenskaTrbfrk.Akt. Ljungström,Finspong		V
35749 593 ESDH	**Uranus** (exCroxdale-34) ssGms.No.3-8,28 Well deck 1Dk(ptIrn&ptStl)& deep framing	1327 1104 805	✠ 5,34 ✠	Tln	o		1906 10mo	J.Crown& Sons,Ld. Sunderland	**J.Rang** Cell	230·0|36·0|14·7 P17'Q65'B48'F26' FK DBa61'uE19'f96'	Tallinn Estonian 4BHCem 321tAPT34t	T.3Cy.17½",29"&47"-33" 147NHP 1SB,3rf,GS61,HS2405 N.E.MarineEng.Co.Ld.Sld	16 ″ 10	V †
35750 LHRO	— OilEng. 1Dk&Shelter dk	935 907 527					1925	Trosvik Mek.Verks. Brevik	**DetBergenske** **Dampskibsselskap**	192·5|30·2|20·4 B48'H20t	Bergen Norwegian WB	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Skm.		N
35751 DOGY	— Now "Aequator," see No. 37146 in Supplement Ref.Mchy. Wireless 1Dk	726 549 402					1913	Akt.Ges. "Weser" Bremen	 (CarstenRehder, Mgr.)	185·8|28·3|12·8 Q64'B46'F23'	Hamburg German WB	T.3Cy.13",21"&34⅔"-23⅜" 57NHP A.G."Weser,"Bremen		G
35752 39753 JFCH	**Urara Maru** Ⓟ OilEng. 2Dks	408 — 215					1935	Mitsubishi Jukogyo Kaisha,Ld. Kobe	**AwanokuniKyodo** **KisenK.K.**	150·9|25·6|11·5 F31'	Toku- shima Japanese WB	Oil Engines 4S.C.SA 6Cy.15¾"-24$\frac{7}{16}$" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
35753	**Urbi** For particulars see "**Duero,**" No. 23942													
35754 139343 GBWP	**Urbino** 2Dks	5198 4817 3212					1918	Earle'sCo. Ld. Hull	**Ellerman'sWilson** **Line,Ld.**	400·4|52·2|28·5 P49'B113'F39'	Hull British WB	T.3Cy.27",44"&73"-48" 369NHP Earle'sCo.Ld.Hull		C
35755 7485 SHBK	**Urd** (exMars) Sub.Sig. 1Dk	1008 781 541					1922	Stettiner OderwrkeAG Stettin	**Stockholms** **Rederiaktieb.Svea** **(Eman.Högberg,** Mgr.)	208·8|33·9|13·1 P19'Q53'B55' H82tF18'	Stockholm Swedish WB	T.3Cy.15¼",25¼"&41⅜"-29½" 93NHP StettinerOderwerkeA.G.		V
35756 4672 SHBM	— Now "São Paulo," see No. 40060 in Supplement 1Dk	727 477 385					1907	Göteborgs M.V.Aktieb. Gothenburg	**RederiA/B** **Verdandi(O.** **Ahrenberg,**Mgr.)	183·1|28·4|11·0 Q135tB38'H40t F22'	Gothenbrg Swedish WB	T.3Cy14$\frac{3}{16}$"22¼"&37$\frac{7}{16}$"-23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
35757	**Urdaneta** **TwinSc** ssN.Yk.No.2-36 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2647 1890 1513	✠100A1 11,37 2,37 BS2,37 CarryingPetr Fitted for oil	Cco Mob ✠LMC5,36 oleum fuel 8,	t in 27	CL ~~5,36~~ 11,37 bulk F.P.a	1927 8mo Lloyd bove 1	Palmers' Co.Ld. Newcastle 'sA&CP 50° F.	**MeneGrandeOil** **Co.C.A.** CellDBuE&	305·4|50·2|16·3 316·5(O.L.) P69'B22'F33' FK Trunk181' B42'107t FPT194t	Maracaibo Venezuelan 11BHptCem APT85t	T.6Cy.13¾",23"&37"-27" (s) 180lb 210NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	
35758 EAJN	**Uribitarte** ssBbo.No.3-6,34 Cargo battens not fitted 1Dk(Stl) **Now registered as Italian and sailing as "COSENZA," see No. 23286**	3456 3212 2130	✠100A1 8,35 BS8,35	Mdb ✠LMC6,34	v	CL 10,34	1922 3mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland sA&CP	**A.Menchaca** CellDBa	331·6|48·7|25·1 P32 B98'F30' FK 96'uE19'f145'872t	Bilbao Spanish 5BHCem APT143t	T.3Cy.24,"40"&65"-42" (s) 180lb 311NHP 3SB,9cf,GS135,HS4983 Cooper&Greig,Ld.Dundee	27 ″ 3 s5 ″ 2¾ 22 ″ 2½	
35759 UOAX	**Uritski** Sub.Sig. 1Dk	2336 2023 1283			...		1929	BalticS.B. &E.Works Leningrad	**U.S.S.R.**	284·8|43·1|20·5 P21'Q128'F21' FK	Vladvostk Russian WB	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 ″ 7	
35760 EAJO	**Urkiola-Mendi** (exAzalea) ssBbo.2ndNo.3-8,26 ssBbo.No.1-32 Spar dk(ptStl&ptIrn) 2trB&deep framing	3552 3333 2289	✠100A1 Spar dk withfreeboard 7,34 BS8,35 **NO LATER S**	Mdb ✠LMC6,32 **URVE**	w **Y**	CL 6,32 **REPO**	1902 7mo **RTED**	Irvine'sSB &D.D.Co.Ld. WHartlepool A&CF	**Cia.Nav.Sotay** **Aznar** ~~(SirRamon~~ ~~delaSota, Mgrs.)~~ WB	340·0|47·3|16·0 24·8 P27'B202'F31' FK =CellDB a 112'uE	Bilbao Spanish 6BHCem 24'f144'785t	T.3Cy.25",39"&65"-42" (s) 160lb 286NHP 2SB,6cf,GS100,HS4477 Richardsons,Westgarth& APT91t Co.Ld.Hpl.	27 ″ 3 s3 ″ 7 23 ″ 10¾	
35761 148525 GKXS	**Urla** ssShl.No.3-3,35 **D.F.** **E.S.D.** 1Dk(Stl)	5198 4771 3169	✠100A1 4,38 ~~4,37~~ BS~~12,36~~ 12,37	Mch Bry ✠LMC4,35	y	CL ~~3,35~~ 4,38	1924 12mo Lloyd	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	**BowringS.S.Co.** **Ld.(C.T.Bowring** **&Co.Ld.**Mgrs.) CellDB	391·1|53·3|28·1 P37'B120'F42' FK 337'1147t FPT106t	London British 6BHCem APT98t	T.3Cy.26",42"&70"-48" (s) 180lb HS7254 421NHP 3SB(2Spt),9cf,GS189, J.G.Kincaid&Co.Ld.Grk.	30 ″ 9 s5 ″ 8¾ 25 ″ 3½	
35762 EAJQ	**Urola** (exMercedes,exStorfond) ssBcl.2ndNo.3-11,23 1Dk(Stl)&Spar dk(Stl)&deep framing	3675 3291 2878	✠ 4,29 ✠	Gen	w		1898 10mo	Russell& Co. Pt.Glasgow	**Cia.Naviera** **BidasoaS.A.** CellDBa110'	316·4|45·6|24·9 P30'B72'F36' FK uE&B36'f142'792t	Bilbao Spanish 6BHCem APT56t	T.3Cy.24½",39"&65"-45" NDB12 301NHP 2SB,6rf,GS118,HS4520 Rankin&Blackmore,Grk.	28 ″ 5	G †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R. Trade.
35763 6983 SHBO	**Ursa** 1*Dk*	1497 1282 850					1923	Jarlsö Værft. Tönsberg	A/B Transmarin (S.Redig, *Mgr.*)	243·0 P30'B66'F29'	39·3	17·3	Hlsngborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
35764 LFET	— 1*Dk*2*trB*	958 737 552					1911	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	214·3 Q110*t*B50*t*H12*t* F28*t*	32·2	12·8	Bergen Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP BergensMekVærksBergen		N
35765 DHYI	**Ursula Rickmers** (*ex*Wheatmore, *ex*Thistlemore) *ss*Ham.No.3-11,29 *ss*Ham.No.1-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk beams in No.*1 *hold* Sub.Sig. *Cargo battens not fitted in Shelter 'tween dks*	5050 4711 3106	✠100A1 *Shelter dk* *with freeboard* 7,37 ~~1,37~~ ✠LMC MS8,33 BS~~1,36~~7,37 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Ham	*a*†	CL ~~12,34~~ 1,33	1917 10mo *Lloyd's A&CP*	Irvine'sSB &DDCo.Ld. WHartlepool	RickmersRhederei A.G.	418·7 *F on Shelter dk* 34' FK *Cell DB*351'	53·4	27·7	Hamburg German 7*BHCem* 1156*t* *DTa*35	T.3Cy.29",49"&80"–54" (*s*) 180lb 686NHP 3SB,12*cf*,GS246HS10410 FD Blair&Co.Ld.Stockton '904*t* *FPT*102*t* *APT*108*t*	30 " 6 s 3 " 8½ 27 " 1	
35766 7689 SHBR	**Ursus** (*ex*KätheChristophersen, *ex*IrmgardHorn) 1*Dk*	1499 1360 855					1902	Akt.Ges. "Neptun" Rostock	RederiA/B Ursus (KurtW.Bensow)	260·6 P25'B165'F30'	37·2	17·1	Gothenbrg Swedish *WB*	T.3Cy.17⅞",30½"&48"–33 1/16" 136NHP A.G."Neptun,"Rostock		G
35767 PUCN	**Uru** (*ex*Anneliese, *ex*Pearlmead, *ex*Pearlmoor) *Turret deck* 1*Dk*2*trB*	4097 3449 2594					1905	W.Doxford &Sons,Ld. Sunderland	LloydBrasileiro	348·6 P28'F41'	50·7	24·1	R.Janeiro Brazilian *WB*	T.3Cy.26",42"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		
35768 87 OAPB	**Urubamba** **TwinSc** *Fitted for oil fuel* 2*Dks*&*Awng dk*	4744 3769 2673					1910	Ch.&Atel. deProvence Port deBouc	Cia.Peruana de Vapores y Dique delCallao	381·2	45·9	21·2	Callao Peruvian	T.6Cy.20",33"&55"–40" 383NHP Ch.&Atel.deProvence,Msl.		V
35769 EAFG	**Uruguay** Ⓟ **TrpSc** (*ex*InfantaIsabel DeBorbon) *ss*Cdz.No.3-9,25 *ss*Cdz.No.1-29 Sub.Sig. 3*Dks*(*Stl–U* teaks)& D.F. *Shade dk*(*Stl*–teaks)	10348 7225 5740	✠100A1 *Shade dk* 2,32 BS4,32 ✠LMC1,29 NO LATER SURVEY REPORTED	Msl	*e*†	CL P1,31 C2,32 S2,32	1913 3mo *Lloyd's A&CP*	W.Denny &Bros. Dumbarton	Cia.Trasatlántica *Cell DBa*122' *uE&B*123'	481·9 FK&BK1' *f*188' 1087*t* *FPT*90*t*	61·3	32·7	Barcelona Spanish 8*BHCem* *APT*65*t*	T.6Cy.28",43"&66"–45"& 1L.P.Turbine 200lb (*r*) 3DB&2SB,24*cf*, 1570NHP GS540,HS22816 FD Denny&Co.Dumbarton	35 " 9 s 11 " 4 25 " 0	
35770 DHYK	— (*ex*Optima, *ex*Einfeld) Sub.Sig. D.F. 1*Dk*&*Shelter dk*	5846 5391 3525					1921	Frd.Krupp Akt.Ges. Kiel	Hamburg-SüdamerikDampfschifff Ges.	393·2 P38'B14'F42'	54·3	31·3	Hamburg German *WB*	T.3Cy.28⅛",46⅛"&75⅜"–47⅛" 394NHP Frd.KruppA.G.Kiel		G
35771 8048 SJLA	— **TwinSc** *Ref.Mchy.* *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk*	5294 4171 2901	✠100A1 *with freeboard* ~~4,36~~ 5,38 ✠LMC11,35 ✠Lloyd's RMC~~4,37~~7,37 5,38 ~~1,38~~ No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got Mmo	*a*†	OG P10,36	1935 11mo *Lloyd's A&CP*	Götaverken A/B Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell*	420·7 F80' FK *DB*307' 1486*t* *Tanks in way of tunnels* 309*t* *FPT*76*t* *APT*52*t*	55·9	23·9	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 945NHP DB85*lb* GötaverkenA/B,Got.	28 " 0 s 2 " 10⅜ 25 " 3½	
35772 LOIO	— (*ex*Star of Alexandria-36, *ss*Osl.No.3-4,34 *ex*Anjer-34) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3425 — 1866	✠100A1 *Shelter dk* *with freeboard* 3,37 ~~BS6,36~~ BS6,37 ✠LMC5,34 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	BAs	*u*	~~OG~~ ~~2,37~~ CL 6,37	1921 9mo *Lloyd's A&CP*	N.V.Schps "DeMaas" Slikkerveer	Cia.Argentina de Nav.Mihanovich, Ltda. *Cell*	359·4 FK *DB*304' 972*t* *FPT*28*t*	50·2	30·0	Bns.Aires Argentine 6*BHCem* *APT*122*t*	T.3Cy.23 7/16",38⅜"&63"–41" 185lb (*s*) 388NHP 3SB,9*cf*,GS147,HS5943 FD Gebr.Stork&Co.Hengelo	32 " 6 s 8 " 8½ 24 " 0½	
35773 PUCO	— Ⓟ **TwinSc** *OilEng.* 1*Dk* Wireless *Cruiser Stern*	929 718 513					1926	Deutsche Werft Hamburg	LloydBrasileiro	236·5 B65'F24'	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11 7/16"–16 15/16" 204NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
35774 LCAB	**Uruguayo** **TwinSc4Mst** (*ex*SudPacifico) *OilEng.* *ss*Bal.No.2-37 ~~*ss*Cpn.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in No.*1 *hold*	4639 4119 2771	✠100A1 *with freeboard* ~~4,37~~ ~~4,33~~ ~~10,37~~ 4,38 ✠LMC CS4,36 DBS~~12,36~~11,37 12,35	Bal	*z*	CL ~~S2,35~~ ~~P4,36~~ 10,37	1928 6mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	IvaransRederiA/S (S.Holter-Sörensen, *Mgr.*) *Cell DB*334' 1062*t*	381·8 FK *FPT*112*t* *APT*156*t*	53·8	25·1	Oslo Norwegian 6*BHCem* (*Coll to Sh dk* 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.21⅝"–59 1/16" 534NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	28 " 9 s 2 " 11 25 " 11	
35775 EAIQ	**Urumea** (*ex*SanSalvador, *ex*Fairhaven) *ss*Bbo.No.3-4,32 *ss*Bbo.No.1-36 1*Dk*(*pt Irn pt Stl*)	3250 2947 1976	✠100A1 3,38 ~~1,37~~ ✠LMC MS6,36 BS~~1,37~~3,38	Bbo	*u*	CL ~~9,35~~ 3,38	1913 6mo *Lloyd's A&CP*	J.Blumer &Co. Sunderland	Cia.Naviera Guipuzcoana *Cell DBa*108'	331·3 P27'B94'F30' FK *u E & B*43' *f*137' 856*t*	47·7	22·5	Bilbao Spanish 5*BHCem* *APT*184*t*	T.3Cy.24",40"&65"–42" (*r*) 180lb 70*lb* 299NHP 2SB,6*cf*,GS118,HS4640 N.E.MarineEng.Co.Ld.Sld	24 " 6 s3 " 8 21 " 1	
35776 DHYL	**Urundi** Sub.Sig. D.F. 2*Dks*	5791 5199 3569					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 P&B332'F57'	56·2	28·2	Hamburg German *WB*	SR geared SteamTurbines Blohm&Voss,Hamburg		G
35777 19008 JFBA	**Usa Maru** Ⓟ Wireless 2*Dks*	819 688 464					1915	S.Nagata Osaka	OsakaShosenK.K.	179·5 B36'F29'	30·5	18·5	Osaka Japanese *WB*	T.3Cy.14⅜",25"&42"–30" 97NHP S.Nagata,Osaka		
35778 DHYM	**Usambara** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*3*trB*	8690 5867 5104					1922	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	433·5	58·2	37·4	Hamburg German *WB*	4SteamTurbinesSR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
35779 DHYN	**Usaramo** Ⓟ Sub.Sig. D.F. 2*Dks*&*Shelter dk*	7775 6772 4490					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 H—	56·2	36·0	Hamburg German *WB*	4SRgearedSteamTurbines Blohm&Voss,Hamburg		G
35780	**Usbelistan** Should be "Uzbekistan," see No. 40502 in Supplement	3400					1937	Atel.&Ch. de laLoire St.Nazaire	U.S.S.R.	328·1	47·9	22·9	Russian	T.3Cy. & LP turbine with DR gearing & hydraulic coupling Rheinmetall-BorsigA.G. Berlin-Tegel		
35781 DOPE	**Usedom** **TwinSc** *Fitted for oil fuel* *Mchy. Aft* 1*Dk* *Carrying Petroleum in bulk*	1783 1450 941					1916	Howaldtswerke Kiel	~~Atlantic-Tank-RhedereiG.m.b.H. (JohnT.Essberger G.m.b.H., *Mgrs.*)~~ JohnT.Essberger	255·3 Q99'F46'	38·5	18·4	Hamburg German *WB*	T.6Cy.14½",23¼"&38½"–19 5/16" 128NHP Howaldtswerke,Kiel		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Da.* when tail sha.t last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✻ 35782 145651 GMWQ	**Uskmouth** ssSws.No.2-37 ~~ssShl.No.1-33~~ 1Dk(Stl) Cargo battens not fitted	2483 2281 1493	✠100A1 ~~2,37~~~~3,36~~ 2,38 DBS4,37 MS~~2,35~~ 2,37	Shl ~~Sld~~ MBS6,37 ✠LMC ~~BS2,36~~	t	CL 3,36	1928 9mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.)	300·0 310·0(O.L.) P23'B79'F26' FK CellDBa&uE110'f130'676t FPT82t APT118t	43·9	21·3	Newport British 5BHCem	T.3Cy.22",36"&60"-39" (s) 180lb 120lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 " 6 s 3 " 5¾ 20 " 2½	
✻ 35783 503 OHSQ	**Usko** (exNivaa-33,exFloreal, exLakeOtisco) ssHfs.No.3-6,33 1Dk(Stl)	1841 1566 1020	✠100A1 7,36 ~~BS8,36~~	Rot BS8,37 ✠LMC6,33	r	CL ~~9,35~~ N8,37	1918 2mo	American S.B.Co. Cleveland,O. A&CP	Hoyrylaiva O/Y "Usko"(John Nurminen)	251·0 P25'B64'F23' FK CellDB218'538t FPT56t APT69t	43·5	20·0	Raumo Finnish 4BHCem	T.3Cy.20",33"&54"-40" (s) 180lb 272NHP 2SB,6cf,GS126,HS5246 AmericanSBCoClevelndO.	20 " 2 s2 " 7¼ 17 " 9	
✻ 35784 145649 GBSF	**Uskport** ssShl.No.3-11,37 ~~ssShl.No.2-34~~ 1Dk(Stl) Cargo battens not fitted	2462 2264 1490	✠100A1 ~~9,36~~ 11,37 BS4.37 MS~~10,33~~ 11,37	Rot Shl ✠LMC ~~BS2,36~~	t	CL 9,36	1925 4mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	UskportS.S.Co.Ld. (R.W.Jones&Co.)	298·5 P23'B79'F26' FK CellDBa89'uE18'f125'663t FPT122t APT94t	44·0	21·2	Newport British 5BHptCem	T.3Cy.22",36"&60"-39" (s) 180lb 70lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 " 6 s 3 " 5¾ 20 " 2½	
35785 162143 GZJX	**Uskside** 1Dk D.F. Cargo battens not fitted CruiserStern	2706 2411 1563	✠100A1 9,37 ~~3,37~~	Sld Cff ✠LMC1,37	t	CL	1937 1mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.)	314·0 324·2(O.L.) P28'B62'F33' FK CellDB257'658t FPT103tAPT196t	45·2	21·7	Newport British 5BHCem	T.3Cy.17½",28"&50"-33" (s) 220lb 100lb 213NHP 2SB(Spt),4cf,GS65, FD HS3010 D.Rowan&Co.Ld.Gls.	23 " 10 s 3 " 6¾ 20 " 5¾	
35786 TCDH	**Üsküdar** (exVelizade,exAikaterini M.Goulandris, ssCff.2ndNo.3-12,18 exPendarves) ssBla.No.2-27 1Dk(ptStl ptIrn)&Web frames&ptAwng dk(Irn)	2541 2068 1466	✠ 3,31	Ist ✠	t		1892 9mo	SirRDixon &Co. Middlesbro'	KalkavanZade Riza veMahdumu IsmailVapur Sirketi	299·5 P27'Q84' FK CellDB234'513t	40·1	20·5	Istanbul Turkish 6BHCem	T.3Cy23",37½"&61½"-39" NDB17 244NHP 2SB,6cf,GS91,HS3788 T.Richardson&Sons,Hpl.	22 " 10	I †
35787 145655 GFDQ	**Uskvalley** ssShl.No.1-34 1Dk(Stl) (STRANDED 10,35—REFLOATED)	2480 2281 1487	✠ 9,35	Cff ✠	t		1929 10mo	Burntislnd S.B.Co.Ld. Burntisland	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.)	300·0 P23'B79'F26' FK CellDBa&uE110'f130'676t FPT82t APT118t	43·9	21·3	Newport British 5BHptCem	T.3Cy.22",36"&60"-39" 259NHP 2SB,6cf,GS116,HS4200 D.Rowan&Co.Ld.Glasgow	23 " 6	
35788 DHYC	**Ussukuma** Ⓟ Sub.Sig. D.F. 2Dks&Shelter dk	7834 — 4561					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6 H193'	56·2	36·0	Hamburg German WB	4SRGearedSteam Turbines Blohm&Voss,Hamburg		G
35789 UPCD	**Ussuri** (exBaronSempill-34, exWarPlum) ssGmh.No.3-4,31 1Dk(Stl) CruiserStern	*2498* *2255* *1447*	✠ ... 1,35 ✠NB7,27	Gls ✠	t		1919 1mo	C.Hill& Sons Bristol	U.S.S.R.	303·0 P33'B80'F33' FK CellDB252'670tFPT70tAPT180t	43·0	20·8	Leningrad Russian 6BHptCem	T.3Cy.22",36"&59"-39" 268NHP 2SB,6cf,GS113,HS4604 W.Simons&CoLd.Renfrew	23 " 0	
35790 37063 JKGC	**Ussuri Maru** Ⓟ TwinSc ssKob.No.3-3,38 Ref.Mchy. 2Dks(Stl-Wthr dk ws) CruiserStern 3rd dk(Stl)except in after hold&ptNo.3hold	6386 5110 ~~3789~~ 3784	✠100A1 withfreeboard 3,38 ~~2,36~~	Osa Kob ✠LMC~~3,37~~ 3,38	a†	CL ~~2,35~~ 3,38	1932 3mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaShosenK.K.	406·6 F45' FK CellDB341'869t Coll „ toWdk Wing tanks inER8'64tFPT52t APT121t	55·0	33·0	Osaka Japanese 6BHCem	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 225lb HS12565 1157NHP 5SB(Spt),15cf,GS320, FD MitsubishiZosenKaishaLd.	33 " 0 s 2 " 7 23 " 0¾	
35791 18 IHVR	**Ustica** Ⓟ 1Dk	403 — 198					1911	Mackie& Thomson,Ld Glasgow	LaMeridionaleSoc. Anon.diNavig.	153·0	24·1	10·7	Trapani Italian WB	T.3Cy.13",22"&36"-24" 64NHP W.V.V.Lidgerwood,Gls.		CI
35792 219817 KUMC	**Utacarbon** Fitted for oil fuel Mchy.Aft 2Dks D.F. Longitudinal framing Carrying oil in bulk	6878 — 4283					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P106'B50'F44'	56·0	32·0	Ls.Angeles Utd.States WB	T.3Cy.27$\frac{11}{16}$",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
✻ 35793	**Utena** (exBarfrost-37,exMeathside) ssOsl.No.3-10,33 Well deck Mchy.Aft 1Dk(Stl) Wireless Ref.Mchy.	542 362 205	✠100A1 8,36 BS~~8,36~~ 9,37	Lie ✠LMC10,33	h	CL 8,36	1920 9mo Lloyd'sA&CP	W.Simons &Co.Ld. Renfrew	Akc.B-véLietuvos BaltijosLloydas (BaltijosTransportoBendrové s.a.a. Mgrs.)	167·5 Q94'B9'F32' BK7½" CellDBf90'134tFPT47t APT23t	26·7	10·4	Klaipeda Lithuanian 3BHCem	T.3Cy.14",24"&40"-30" (s) 180lb 89NHP 1SB,3cf,GS61,HS2009 W.Simons&Co.Ld.Rnf.	12 " 8 s 4 " 3¾ 13 " 0½	
35794 200954	**Utica** Mchy.Aft 2Dks	3533 — 2658					1904	Detroit S.B.Co. Wyandotte.	GreatLakes TransitCorporation	325·0	44·2	20·9	BuffaloNY Utd.States WB	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
35795 845 IBQB	**Utilitas** (exAnsaldoTerzo) Carrying oil in bulk D.F. Mchy.Aft 1Dk	5342 4574 3026					1918	G.Ansaldo &Co. SestriP'nente	Soc.Anon.IndustriaArmamento	393·2 P134'B30'F36'	51·6	28·4	Genoa Italian WB	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
35796 7347 SHBU	**Utklippan** (exTrostan, Iron exJersey) ssOsc.4thNo.3-3,36 Well deck 1Dk(Stl)&Webframes2trB	*1599* *1298* *858*	✠100A1 ~~8,37~~~~3,36~~ 3,38 ✠NB3,11 BS~~4,37~~3,38	Osc ~~Skm~~ Sbg ✠LMC3,36	q	~~3,36~~ 3,38	1883 3mo Lloyd'sA&CP	Palmers' Co. Newcastle	JohnCarlbom& J.T.I.Carlbom (J.T.I.Carlbom, Mgr.)	260·0 Q94'B60'F31' FK Cell DB220'365t APT75t	36·2	17·0	Stockholm Swedish 4BHCem	C.2Cy.24½"&50"-39" (s) 120lb 99NHP 2SB,4pf,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 " 0 s1 " 8½ 17 " 6	
35797 TCDP	**Utku** (exZafer-36,exVictoria, exCampania,exMarcial, OilEng. exRioCaete,exItararé, 1Dk exArminda,exBosnian) Well deck	378 — 259	✠ 6,91	Ayr ✠	f		1890 7mo	Mackie& Thomson Glasgow	NihatBekdik	148·0 Q79'B19'F21' BK7" DBa35'29t FPT31t	23·6	10·5	Istanbul Turkish 4BHAsp	Oil Engines 4Cy. NE34	11 " 6	
35798 7266 SHBW	**Utö** (exRiverTeign,exHolmpark) ssOsc.2ndNo.3-3,38 ~~ssMmo.No.3-3,26~~ ~~ssLkr.No.2-34~~ Well deck 1Dk(Stl) Cargo battens not fitted	*1444* *1192* *842*	✠100A1 ~~7,37~~~~8,36~~ 3,38 ~~BS6,36~~ 6,37	Mmo Osc ✠LMC~~7,34~~ MS3,38	p	CL ~~4,35~~ 3,38	1914 2mo Lloyd'sA&CP	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	RederiA/B Rex (K.M.Källström, Mgr.)	250·1 P17'Q70'B65'F26' FK CellDBa68'uE15'f107'357tFPT31tAPT50t	37·2	16·5	Stockholm Swedish 4BHCem	T.3Cy.18",30"&50"-36" (r) 180lb 172NHP 2SB,6cf,GS94,HS2766 Cooper&Greig,Dundee	18 " 7 s 1 " 6½ 17 " 3	
35799 LGLA	**Utsire** (exEliasKræmmer,exCapto) 2Dks(Stl) Fitted for oil fuel	4441 4111 2786	✠ 3,22	NNs ✠	x		1917 1mo	Moore& ScottIron Works Oakland,Cal.	D/S A/S Aslaug (JohnK.Haaland& Co.A/S,Mgrs.)	376·1 P107tH180t CellDB283' FK 1061tDTf21'347t DTa30'230tFPT96t APT132t	52·3	25·5	Haugesnd Norwegian 6BHptAsp	T.3Cy.24",41"&68"-45" NE28 310NHP 3SB,9cf, HS7704 N.E.MarineEng.CoLdNwc	28 " 0	N †
35800 13140 JGQF	**Uwajima Maru No. 13** Sp 2Dks	472 402 278					1910	S.Ono Osaka	UwajimaUnyu K.K.	163·5	22·3	15·6	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"-24" 58NHP S.Ono,Osaka		
35801 14877 JGRF	**Uwajima Maru No. 14** Sp 2Dks	339 285 198					1912	S.Ono Osaka	UwajimaUnyu K.K.	148·7	20·4	12·9	Yawata Japanese	T.3Cy.12",19"&32"-22" 48NHP S.Ono,Osaka		

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Ro' Trade
35802 16680 JGSF	**Uwajima Maru No. 15** Ⓟ Sp *2Dks*	824 676 493					1913	S.Ono Osaka	UwajimaUnyu K.K.	187·7	27·3	17·5	Yawata Japanese *WB*	T.3Cy.14½",24"&40"-30" 88NHP S.Ono,Osaka		
35803 28725 JGTF	**Uwajima Maru No. 18** Ⓟ *2Dks*	885 683 536					1922	Harada ZosenK.K. Osaka	UwajimaUnyu K.K.	182·0	30·0	18·5	Osaka Japanese	T.3Cy.15½",26"&44"-30" 107NHP		
35804 9121 JJYE	**Uwajima Maru No. 21** Ⓟ (*ex*GishuMaru-33) *2Dks*	739 655 444					1904	OsakaIron Works Osaka	UwajimaUnyu K.K.	183·6 B42'	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
35805 9128 JJZE	**Uwajima Maru No. 22** Ⓟ (*ex*AntoMaru-33) *2Dks*	731 680 428					1904	OsakaIron Works Osaka	UwajimaUnyu K.K.	183·6	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
35806 40407 JISH	**Uwajima Maru No. 23** Ⓟ *OilEng.*	347 — 185					1935	YendoIron Works Osaka	UwajimaUnyu K.K.	145·0	22·0	13·5	Uwajima Japanese	Oil Engines 2S.C.SA 5Cy.16$\frac{9}{16}$"-18½" 240NHP NipponHatsudokiK.K. Kobe		
35807 10343 JLVE	**Uwajima Maru No. 25** Ⓟ (*ex*BeppuMaru-36) *2Dks*	709 663 400					1907	OsakaIron Works Osaka	UwajimaUnyu K.K.	180·0	26·3	18·1	Osaka Japanese	T.3Cy13½",21$\frac{11}{16}$"&36$\frac{5}{16}$"-27" 68NHP OsakaIronWorks,Osaka		
35808 38732 JBTI	**Uyo Maru** *OilEng.* *2Dks(Stl)* ‡sKob.No.1-37	7503 3069 5498	✠100A1 8,37 ~~10,36~~ DBS~~10,36~~ 8,37	Osa Tama	*b*†	CL ~~8,36~~ 8,37	1933 10mo	Mitsubishi ZosenKaisha Ld. Nagasaki	~~ToyoKisenK.K.~~ ToyoKaiunK.K.	436·4 P30'B157'F41'	58·5	32·8 FK	Tokio Japanese *ptCem*	Oil Engines 2S.C.SA 6Cy.28¾"-49$\frac{5}{16}$" 839NHP DB*120lb* MitsubishiZosenKaishaLd.	32″10 s6″6¾ 26″5¼	

~~✠LMC10,36~~ ✠LMC CS8,37 8,37

Lloyd'sA&CP

Carrying cargo oil F.P. above150° F. in D.T.

'Tween dkBH above afterDeep Tank BH dispensed with 6BH to Udk 1 ,, ,, 2nd ,,

CellDB368' 1383t FPT259t AP Ts224t DTa 36'1131t

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
35809 EAQA	**V. Puchol** Ⓟ TwinSc (exMarcoPolo) OilEng. Wireless 2Dks	1551 — 637					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	277·2	36·9	19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20$\frac{7}{8}$"–20$\frac{7}{8}$" 856NHP Emade—,fitted25 MaschinenfbrkAugsburg-NürnbergA.G.Augsburg		V
35810 LFFB	**Vaagan** (exSkaupsjönut, exBokeröenII) Mchy.Aft 1Dk	687 571 366					1921	Bokeröens Skibsbyggeri Svelvik	A/SVesteraalens Dampskibsselskap	181·2 P60tH7tF27t WB	31·1	12·9	Stokmarknæs Norwegian	T.3Cy.13½",22"&37½"–28" 75NHP AkersMek.Verk.Oslo		N
35811 8102 SJQN	**Vaalaren** TwinSc OilEng. 1Dk&Shelter dk,3rd dk in No.3hold Ref.Mchy. CruiserStern Strengthened for navigation in ice	3406 2651 1851	✠100A1 with freeboard 12,37 ~~12,36~~ ✠LMC9,36 ✠Lloyd'sRMC~~3,37~~ ,37 3,38 ~~12,37~~ for temp. 30° F.	Got	x	CL	1936 9mo	Eriksbergs M.V.Aktieb. Gothenberg Lloyd's A&CP	RederiA/B Transatlantic(G. Carlsson,Mgr.)	367·9 380·7(O.L.) FK CellDB305' 1087t Tanks at sides of tunnels 65t FPT	51·7	20·3	Gothenbrg Swedish 7BH (Coll to Sh dk 6 ,, 2nd ,,) 46tAPT134t	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s 1 ″ 11 23 ″ 9¼	
35812 160618 GSRM	**Vaclite** ssFal.No.2-37 ~~ssLon.No.1-32~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing–bracketless system	5026 4617 2918	✠100A1 12,37 ~~11,36~~ ✠LMC7,37 ~~MS12,31~~ ~~BS11,36 7,37~~ Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 12,28	Fal	y	CL 11,36	1928 12mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	~~VacuumOilCo.Ld.~~ StandardTransportationCo.Ld.	386·0 P101'B32'F35' FK Cell DBuE&B58'151t DTf 48'701t FPT	52·2	29·7	London British 15BHptCem 134tAPT89t	T.3Cy.27",45"&74"–48" (s) 180lb (s) 511NHP 3SB,9cf, HS7395 FD Armstrong,Whitworth &Co.Ld.Nwc.	30 ″ 0 s 4 ″ 11¾ 25 ″ 2½	
35813 220165 KUTS	**Vacuum** ssNYk.No.1-37 ssBal.No.3-6,33 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	7020 6444 4329	✠100A1 ~~9,37~~ ~~10,36~~ 3,38 ~~BS10,36~~ ✠LMC~~6,33~~ Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 5,20	NYk 9,37	a†	CL ~~2,35~~ 3,38	1920 5mo	MooreS.B. Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc.	425·8 438·4(O.L.) P106'B50'F41' FK CellDBuE&B 61'143t DTf35'948t	57·0	31·2	NewYork Utd.States 16BHptAsp (9 to U dk 7 ,, 2nd ,,) APT122t	T.3Cy.27$\frac{1}{16}$",46"&78"–51"(s) 220lb 680NHP 3SB,9cf, HS9900 FD Hooven,Owens,RentschlerCo.Hamilton,O.	33 ″ 0 s 5 ″ 11 27 ″ 4	
35814 OPVA	**Væ Victis** ssBdx.No.3-8,33 Well deck 1Dk(Stl) Cargo battens not fitted	*1829* *1499* *1038*	✠100A1 1,36 ✠LMC MS5,33 BS2,37	Bdx	q	~~10,34~~ 10,37	1920 7mo	J.Crown &Sons,Ld. Sunderland Lloyd's A&CP	M.Goossens	268·0 277·5(O.L.) P24'Q82'B51'F30' FK Cell DB 223' 426t FPT 105t	37·9	17·6	Antwerp Belgian 3BHCem APT100t	T.3Cy.20½",33"&54"–39" 180lb (s) 199NHP 2SB,4pf,GS80,HS3086 NE.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
35815 OUNI	**Væring** (exElectra-32) Sub.Sig. 1Dk	1154 937 701					1893	Flensburgr Schiffsb.Ges. Flensburg	AabenraaRederi A/S(P.F.Cleemann,Mgr.)	229·1 Q71'B57'F27'	34·3	13·7	Aabenraa Danish WB	T.3Cy.16",26"&43"–33" NB15 106NHP FlensburgerSchiffsb.Ges.		G
35816 LDRE	**Vaga** 1Dk	1615 1204 944					1924	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk.	246·2 P65tQ109tB124t H77t	37·9	15·6	Bergen Norwegian WB	T.3Cy.18$\frac{2}{3}$",29"&49"–33" 133NHP LaxevaagsMsk&Jrns.Bgn		N
35817 891 ESEO	**Vahur** (exHendrikConscience-32, exRose,exGenbert, ssBry.2ndNo.3-11,19 exRose) ssAnt.No.2-29 Well deck 1Dk(Irn)&Web frames	893 775 498	✠ 11,32 ✠NB8,15✠	Ant	l		1894 5mo	Wood, Skinner&Co. Newcastle	M.Utow	200·4 P17'Q82'B9'F25' FK CellDB167'245tFPT	32·7	12·7	Tallinn Estonian 4BHCem 35tAPT22t	T.3Cy.14½",26"&43"–30" NDB02fitted07 93NHP 1SB,3pf,GS49,HS1835 N.E.MarineEngCoLd.Nwc	15 ″ 0	V †
35818 TUHZ	**Val de la Haye** (exHerbert, exPietje) 1Dk	385 311 181					1923	Schiffs-u. Dockbauwrft FlenderA.G. Lübeck	Soc.deNavigation Côtière(Eugène Huret,Mgr.)	142·1 P43'F30'	24·1	10·9	Rouen French WB	C.2Cy.14$\frac{3}{8}$"&24$\frac{4}{5}$"–15$\frac{3}{4}$" 20NHP G.SeebeckA.G. Wesermünde-G.		V
35819 299 HSAG	**Valaya** ssBgk.No.3-3,30 ssH.Kg.No.1-33 1Dk(Stl)&Awng dk(Teak) Cargo battens not fitted in Awng 'tween dks	1311 1153 803	✠100A1 Awng dk with freeboard ~~1,37~~ ~~11,36~~ 10,37 BS10,37 ~~BS11,36~~ ✠LMC12,33 Fitted for oil fuel 6,18 F.P. above 150° F.	Bgk	n	CL 11,36	1918 6mo	Hong K'ng &Whampoa DockCo.Ld. HongKong Lloyd's A&CP	SiamSteamNav. Co.Ld.	223·4 F31' FK CollisionBH to Awng dk CellDB180' 237t FPT	35·6	17·8	Bangkok Siamese ptCem 3BHto U dk 18tAPT18t	T.3Cy.17",27"&44"–30" (s) 190lb 136NHP 2SB,4cf,GS88,HS2322 HongKong&Whampoa DockCo.Ld.HongKong	20 ″ 0 ~~s 7 ″ 5~~ ~~12 ″ 11~~ s4 ″ 11 15 ″ 5	
35820 745 OHVI	**Valborg** WoodAux4MstSr (exSailingVessel, OilEng. exCyntia, Salted 1Dk2trB SSLon.27 exWashington) (See Sailing Ship Register)	965 — 472	✠ 12,27 ✠DB9,19	Lon	12		1919 8mo	Cholberg Shipyard Victoria,B.C.	G.Erikson	210·7 P26'F46'	39·5	16·4	Marlehmn Finnish	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"–15$\frac{3}{4}$" 284NHP Emade17,refitted33 SkandiaPacificOilEng.Co. Oakland,Cal.	19 ″ 8	V †
35821 OUNA	— ssCpn.No.3-8,28 ssSvb.No.2-37 ~~ssSvb.No.1-33~~ Well deck 1Dk(Stl)	847 703 495	✠100A1 4,37 ~~5,36~~ ✠LMC4,37 ~~MS4,33~~ ~~BS9,36~~	Abg Svb	m	OG ~~5,36~~ 3,37	1914 6mo	Antwerp Eng.Co.Ld. Hoboken Lloyd's A&CP	D/SA/SProgress (M.Nielsen&Søn, Mgrs.) WB	210·3 P29'B62'F26' FK = Cell DB a47' uE 21'f99'273t FPT17t	31·8	13·3	Copnhagn Danish 4BHCem APT10t	T.3Cy.13",21"&35"–27" (s) 180lb 81NHP 2SB,4cf.GS44,HS1410 MacColl&Pollock,Ld.Sld.	15 ″ 7 s 1 ″ 6¼ 14 ″ 3	
35822 Broken up 116573 CYDS	**Valcartier** (exWilliamHenryMack) Mchy.Aft 1Dk2trB	3755 3315 2248					1903	American S.B.Co. Cleveland,O.	~~CanadaS.S.Lines Ld.~~	361·0 F44'	48·2	24·0	Montreal British WB	T.3Cy.20",33½"&54"–40" 184NHP AmericanSBCo.ClevelndO		
35823 1677 IBCD	**Valdarno** (exAttività, exWarColumn) ssGen.No.3-5,29 D.F. ssMfl.No.1-34 2Dks(Stl)	5696 5100 3465	✠ … 6,36 ✠ ✠NE15refitted6,29	Gen	z		1919 7mo	J Coughlan &Sons Vancouver, B.C.	"Corrado"Soc. Anon.diNav.	421·2 410·6 P44'B115'F47' FK Intermediate BH in fore hold dispensed with CellDB 268'1274t FPT131t	51·7 54·1	27·2 27·5	Genoa Italian pt Cem 6BHonly APT85t	T.3Cy.26",43½"&73"–48" 480NHP 3SB,9cf,GS189,HS8325 Stabilimento Tecnico,Tri.	29 ″ 9	I †
35824 OYIS	**Valdemar** Ⓟ TwinSc (Ferry) 1Dk2trB	348 331 140					1886	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	140·0	31·6	12·0	Fredericia Danish WB	C.4Cy.21½"&37"–18" 97NHP Burmeister&Wain,Cpn.		
35825 1165 ICLU	**Valdirosa** (exEggesford) D.F. 1Dk	4434 4114 2773			…		1914	R.Thompson&Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	385·0 P35'B240'F37' FK	52·0	24·0	Genoa Italian WB	T.3Cy.25",41"&68"–45" 348NHP N.E.MarineEng.Co.Ld.Sld.	26 ″ 6	I †
35826 196 YLFO	**Valdona** (exMortlake-33, exAntiope, ssShl.2ndNo.3-9,28 exCragside) ssShl.No.3-11,30 1Dk(Irn)&deep framing 3Dk rule	3042 2878 1903	✠ 1,36 ✠NE1,19✠	Bly	v		1904 2mo	Bartram& Sons Sunderland	J.Freyman,J. Zalcmanis&K. Jansons(Latvian Shipping Co.Mgrs)	339·0 P30'B189'F33' FK Cell DBa 104'uE&B 48'f139'904t FPT5	48·1	22·0	Riga Latvian 6BHCem 6tAPT44t	T.3Cy.24",38"&64"–42" 296NHP 2SB,6rf,GS106,HS4667 J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	C †

1 Numéro d'Ordre Numéro Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. 3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ce cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade
35827 DHYP	**Valencia** Sub.Sig. *2Dks*	3096 2785 1808					1922	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	338·0 F34'	49·3	21·0	Hamburg German *WB*	T 3Cy.27 1/16",38 1/16"&62"–41½" 248NHP A.G."Neptun,"Rostock		G
✻ 35828 7240 SGXN	— ssSbg.No.2–35 Wireless *1Dk(Stl)&Shelter dk(Stl)*	*1593* *1241* *792*	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~11,35~~ ✠LMC MS3,34 BS~~5,36~~5,37	Skm ~~Got~~	*r*	OG ~~3,34~~ 5,37	1925 12mo *Lloyd*	NyaVarvs- AktbÖresund Landskrona *'sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellD*	283·1 285·5(O.L.) *B233'466t FPT43t*	41·1	22·9 15·5 FK *Coll*	Gothenbrg Swedish *4BHCem* *BH to Sh dk* *APT18t*	T.3Cy.20 1/16",33 1/16"&54"–36" 185lb *100lb* (*s*) 222NHP 2SB(Spt),*6cf*,GS84,HS3800 NyaVarvsaktb.Öresund	18 ″ 0 s ″ 2¾ 17 ″ 10½	
35829 PKFL	**Valentijn** *2Dks*	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C4Cy(2)18½"&(2)39¼"–39¼" 160NHP Maats.Fyenoord,Rot.		V
35830 EAJR	**Valentin Ruiz Senen** (*ex*Margari. ssBbo.2ndNo.3–11,27 *ex*Maria, ssBbo.No.1–31 *ex*Agenoria) *1Dk(ptIrn&ptStl)* *Shelter dk(ptIrn&ptStl)3trB&Web* D.F. *frames3Dk rule*	3827 2803 2919	✠ ... 2,36 ✠	Bbo	*v*		1902 1mo	R.Craggs& Sons Middlesbro'	Soc.Metalurgica Duro-Felguera *Collision* *CellDBa*	330·2 F42' *102'uE&B40'f 140'*	46·0	22·2 FK	Gijon Spanish *Cem* *BH toSh dk* *4 ″ ″ U ″* *747tAPT45t*	T.3Cy.24",38"&64"–42" 279NHP 2SB,*6cf*,GS129,HS4398 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 4	G †
35831 1940 ICMF	**Valentino Coda** (*ex*Bellailsa-34) ssCff.No.2–33 D.F. *2Dks(Stl)*	4486 4244 2866	✠ ... 5,36 ✠	Pal	*y*		1924 10mo	Lithgows Ld. PortGlasgow *C*	"Corrado"Soc. Anon.diNav. *Intermedia* *in after* *ellDB 332'1012tD*	397·5 385·0 P33'B112'F44' *te 'tween dkBH* *hold dispensed with* *Ta30'760tAPT16t*	52·0	26·6 FK	Genoa Italian *Cem* *5BHtoUdk* *1 ″ ″2nd″*	T.3Cy.26,"42"&70"–48" 437NHP 2SB,*8cf*,GS147,HS6152 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
35832	**Valeria** *1Dk* *CruiserStern*	1445 1260 800						Lübecker Maschb.Ges. Lübeck	ReedereiA.Kirsten	267·7 P22'F33'	36·4	14·7	Hamburg German *WB*	C.4Cy.(2)15 5/16"&(2)33 7/16"– 33 7/16" HS2906 200NHP LübeckerMaschb.Ges.		
35833 UOQW	**Valerian Kuibishev** TwinSc (*ex*Surahany-35,*ex* *OilEng.* Surakhanneft-34, *2Dks&Webframes* *ex*Elbrus-33) *Mchy.Aft* *Carrying Petroleum in bulk*	4629 4153 2511			...		1914	TyneI.S.B. Co Ld. Newcastle	U.S.S.R.	374·4 P102'B33'F43'	51·2	27·4 FK	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.22½"–33 1/16" 605NHP NE33 KolomskieStateEng.Wks.	29 ″ 0	
35834	**Valeska** (*ex*SailingVessel, WoodBg *ex*JoseGinebra) *OilEng.* *1Dk2trB*	369 290 241					1878 1918	F.J.Nicolai Brake	AsgeirPetursson	124·0 Q54'H27*t*	28·0	13·3	Akureyri Icelandic	Oil Engines 2S.C.SA 138NHP 4Cy.14"–15¾" NE*fitted*18 LysekilsM.V.Lysekil		
✻ 35835 148853 GLCQ	**Valetta** ssRot.No.2–36 *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*	4903 4211 2997	✠100A1 ~~5,27 6,36~~ 7,37 BS5,37 ✠LMC4,36 *CarryingPetr* *Fitted for oil*	Rot ~~Fal~~ *oleum* *fuel5,*	*x* *in* *25*	CL 4,36 *bulk* *F.P. a*	1925 5mo *Lloyd* *bove 1*	Greenock Dkyd.Co.Ld. Greenock *'sA&CP* 50° F.	~~ValettaS.S.Co.Ld.~~ ~~(Gow,Harrison&~~ ~~Co.)~~ ArlonS.S.Co. Ld. *CellDBuE*	375·0 P106'B35'F41' *&B60'122tAPT90t*	51·7	29·0 FK	London ~~Glasgow~~ British *ptCem* *11BHtoUdk* *5 ″ ″2nd″*	T.3Cy.26",42"&70"–48" (*s*) 180lb *120lb* 461NHP 2SB,*8cf*,GS158,HS6706 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 2 s 4 ″ 8¾ 24 ″ 7¾	
Now	"Arlon," see No. 37135 in Supplement															
35836 2097 ~~IBTV~~ IAGV	**Valgiuba** (*ex*Ascensione-35, *ex*Mediterraneo) ssGen.No.3–4,23 ssPla.No.1–27 D.F. *1Dk(Stl)*	4496 4073 2711	✠ 7,32 ✠	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland *Ce*	ItalianNavy (operated bySoc. An.Cooperativa diNav.Garibaldi) *llDBa100'uE26'f*	379·9 369·5 P32'B115'F32' *174' 846t FPT176t*	50·0	26·5 FK	Genoa Italian *6BHCem* *APT225t*	T.3Cy.25",41"&68"–45" 395NHP 2SB(FD)&1AuxSB,*8cf*, GS140,HS5833 W.Doxford&Sons,Ld.Sld	28 ″ 9	I †
35837 3389 SHCM	**Valkyrian** (*ex*Lynton) Iron *Welldeck* *1Dk2trB*	*1230* *956* *705*			...		1881	J.Read- head&Co. SouthShields	K.A.Andersson	240·4 Q90'B50'F20'	33·2	17·0 BK8½"	Karlskrna Swedish *WB*	O.2Cy.27"&54"–36" 132NHP J.Readhead&Co.S.Shields	18 ″ 0	V †
35838 164046 GYGF	**Valldemosa** *Mchy.Aft* *2Dks* D.F. *Longitudinal framing*	7222 6619 4369	✠100A1 1,38 ~~2,37~~ ✠LMC2,35 *CarryingPetr* *Fitted for oil*	Fal Rot *oleum* *fuel2,*	 *in* *35*	CL N1,38 *bulk* *F.P. a*	1935 2mo *Lloyd* *bove 1*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP CellD* 50° F.	ValldemosaS.S.Co. Ld.(Gow,Harrison &Co.) *BuE&B88'228tD*	446·0 P133'B39'F50' *Tf20'256tAPT252t*	59·5	32·3 FK	Glasgow British *17BHptCem* *(11 to U dk* *6 ″2nd″)*	T.3Cy.25",43½"&74"–48" (*s*) 220lb FD 676NHP 3SB,*12cf*,GS198,HS10452 Rankin&BlackmoreLdGrk	32 ″ 0	
35839 149427 VGFL	**Valley Camp** (*Self-Unloader*) *Mchy.Aft* *1Dk*	2351 2199 1327					1927	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ValleyCampCoal Co.ofCanada,Ld.	252·2 F36'	43·3	23·6	S Cathrnes Ont. British *WB*	T.3Cy.17",25"&43"–30" 101NHP C.&G.CooperCo. Mt.Vernon,Ohio		C
✻ 35840 5890 SGWA	**Valparaiso** TwinSc3Mst *OilEng* ssMmo.No.3–9,29 ssMmo.No.1–34 D.F. *2Dks(Stl)&Shelterdk(Stl)*	*3762* *3375* *2259*	✠100A1 *Shelter dk* *withfreeboard* ~~12,36~~9,37 DBS~~6,36~~ ✠LMC6,34 9,37 ✠LMC(M)10,35	Skm Mme	*x*	OG ~~6,35~~ s12,36 F5,37	1917 4mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellD*	364·5 *B323'1148tFPT75t*	51·4	22·1 FK	Stockholm Swedish *6BH* *APT60t*	Oil Engines 4S.C.SA 12Cy.23¾"–35 7/16" 629NHP DB*100lb* AktBurmeistr&Wain,Cpn	25 ″ 6 s2 ″ 4 23 ″ 4½	
35841 967 ICMQ	**Valsavoia** (*ex*RosolinoOrlando) *Mchy.Aft* *2Dks* D.F.	5733 4596 3500					1919	Società Esercizio Bacini RivaTrigoso	I.N.S.A.(Industrie NavaliSoc.Anon.)	385·9 P16'B252'F36'	51·5	27·4	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"–48" 336NHP SocietàEsercizioBacini, RivaTrigoso		I
✻ 35842 ~~164688~~ ~~[illegible]~~	**Valverda** TwinSc *OilEng.* *Mchy.Aft* *2Dks* D.F. *Longitudinal framing*	8807 8308 5272	✠100A1 8,37 ~~4,37~~ DBS11,35 ✠LMC11,35 *CarryingPetr*	Rot Sws *oleum*	*d*† *in*	CL 11,35 *bulk*	1934 11mo *Lloyd*	Wm.Ham- ilton&Co. Ld. PortGlasgow *'sA&CP*	A/S Binta (PerGjerding, *Mgr.*) *CellDBuE83'* *315tDTf49'701t*	475·0 495·0(O.L.) P119'B38'F48' *FPT219tAPT434t*	63·3	35·0 FK	Bergen Norwegian *16BHptCem* *(10 to U dk* *6 ″ 2nd ″)*	Oil Engines 4S.C.SA 12Cy.24 1/16"–51 3/16" 709NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
Now	"Alfred Olsen," see No. 37135 in Supplement															
35843 1134 ICMU	**Valverde** (*ex*Quantock) D.F. *1Dk*	4463 4163 2721					1910	W.Doxford &Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	378·9 365·0 P36'B117'F35'	50·1	26·1	Genoa Italian *WB*	T.3Cy.25",42"&68"–45" 810NHP W.Doxford&Sons,Ld.Sld.		I
35844																

1	2	3	4	5	6	7	7a	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. *Late Name if any.* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of TradeCert.
35845 227064 WFAT	**Vamar** (*ex*EleanorBoling-33, *ex*Kilmarnock,*ex*EleanorBoling, *ex*Chelsea,*ex*Kilmarnock) Wireless D.F.	1*Dk*	598 491 246					1919	Smith's DockCo.Ld. Middlesbro'	VamarS.S.Co.	170·0|30·0|15·7	Wilmgton Del. Utd. States *WB*	T.3Cy.16",26"&44"–26" 99NHP Smith'sDockCo.Ld.Mdb.		C
35846 PKET	**Van Cloon**	*Fitted for oil fuel* 2*Dks*3*trB*	4519 3876 2863					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6|48·6|26·8 F40'*Shade dk*250'	Batavia Dutch	T.3Cy.28½",47"&77"–54" 436NHP NedFb.v.Wrk&Spoor,Ams		V
35847 PKGC	**Van den Bosch**	*Fitted for oil fuel* 2*Dks&Shade dk*	2382 — 1491					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0|41·3|19·4 P67'F74'	Batavia Dutch *WB*	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
35848 PKFD	**Van der Hagen**	2*Dks*	3033 2516 1912					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3|44·1|22·9 F40'	Batavia Dutch *WB*	T.3Cy.22",36½"&40"–42" 104NHP Maats.Fyenoord,Rot.		V
35849 PKGL	**Van der Lijn**	1*Dk*	2464 1811 1431					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	290·9|43·2|19·2 P45'F53'	Batavia Dutch *WB*	C.4Cy.(2)16$\frac{3}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP Werkspoor,Amsterdam		V
35850 PKSL	**Van Diemen**	1*Dk*	1030 712 537					1926	Wilton's E. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1|38·2|10·7 P35'B80'F29'	Batavia Dutch *WB*	C.4Cy.(2)12¾"&(2)27$\frac{9}{16}$"–27$\frac{9}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
35851 PKSM	**Van Goens**	1*Dk*	1032 712 539					1926	Wilton'sE. &Slipway Co. Schiedam	Koninkl.Paketv. Maats.	230·1|38·2|10·4 P35'B80'F29'	Batavia Dutch *WB*	C.4Cy.12$\frac{13}{16}$"&27$\frac{9}{16}$"–27$\frac{9}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
35852 PKEL	**Van Heemskerk**	3*Dks*	2996 2855 1896					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	325·5|43·8|25·0 F40'	Batavia Dutch *WB*	T.3Cy.22",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35853 PKEH	**Van Heutsz** D.F.	TwinSc *OilEng.* 2*Dks& Awng dk*	4552 3773 2679					1926	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	390·3|52·2|24·2 P17'B85'F64'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"–41¾" 1164NHP Maats.deSchelde,Flushing		V
35854 PKFC	**Van Imhoff**	3*Dks*	2980 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·1|22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35855 PKSO	**Van Lansberge**	*Fitted for oil fuel* 2*Dks*	1937 1374 1085					1913	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	278·4|41·2|16·8 P42'B90'F35'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 166NHP Maats.Fyenoord,Rot.		V
35856 PKSQ	**Van Linschoten**	2*Dks*3*trB*	3004 2490 1886					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	328·5|43·9|22·6 F40' *Shade dk*219'	Batavia Dutch *WB*	T.3Cy.22",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35857 PKFA	**Van Neck**	*Fitted for oil fuel* 2*Dks*	3027 2500 1909					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	326·0|44·0|22·7 B219'F41'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
35858 PKFM	**Van Outhoorn**	1*Dk&Shade dk*	2069 1570 1180					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3|46·2|14·6 P36'B94'F47'	Batavia Dutch *WB*	C.4Cy.(2)18⅝"&(2)39¼" –39¼" 193NHP Maats.Fyenoord,Rot.		V
35859 PKEI	**Van Overstraten**	2*Dks&Shelter dk*	4482 3827 2837					1911	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	383·2|48·3|27·3 B120'F40' *pt Shelter dk*250'	Batavia Dutch *WB*	T.3Cy.28½",47"&77"–54" 436NHP Maats.Fyenoord,Rot.		V
35860 PKGU	**Van Rees**	3*Dks*	3000 2437 1758					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	325·6|43·1|22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35861 PIDQ	**Van Rensselaer** Ⓟ D.F.	*Fitted for oil fuel* 2*Dks*	4191 3031 2523					1920	Nederl. Schps. Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·0|47·7|24·3 P43'B143'F62'	Amstrdam Dutch *WB*	T.3Cy.25",42"&68"–51" 330NHP NedFb.v.Wrk&Spoor,Ams		V
35862 PKSR	**Van Riebeeck**	*Fitted for oil fuel* 2*Dks&Shade dk*	2322 — 1451					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	316·9|41·7|19·4 P63'F63'	Batavia Dutch *WB*	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
35863 Broken up	**Van Riemsdijk**	*Fitted for oil fuel* 2*Dks&Shade dk*	2009 1719 1258					1900	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	300·0|40·5|21·5 P60'H68'F61'	Batavia Dutch *WB*	T.3Cy.23",36"&60"–42" NB03 233NHP NedFb.v.Wrk&Spoor,Ams		
35864 PKGB	**Van Spilbergen**	2*Dks*	3237 2518 2033					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·0|22·8 P40'B104'F40'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35865 PKHQ	**Van Swoll**	2*Dks*	2147 1563 1235					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6|46·2|14·7 P43'B108'F47'	Batavia Dutch *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"– 47¼" 256NHP RotterdamDroogd.Maats.		V
35866 PKHU	**Van Waerwijck**	2*Dks&ptAwng dk*	3040 2516 1906					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3|44·0|22·8 P&B219'F40'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
35867 159769 VRVM	**Vanadis** (*ex*Warrior-37, *ex*Vanadis) Wireless D.F.	TwinSc (*Yacht*) *OilEng.* *ss*N.Yk.No.3-3,36 A.S.Gen.2,37 2*Dks*(*Stl–U* teak s)	1451 1337 719	✠100A1 2,37 DBS2,37 ✠LMC3,36	Gen	*o*	s2,36 CL P2,36	1924 3mo *Lloyd*	Frd.Krupp Germania- werftA.G. Kiel '*sA&CP*	HekorInvestment HoldingCo.Ld.	~~208·8|34·8|17·1~~ 223·3|34·7|26·4 F46' FK *DTa*108*tFPT*8*t*	Malta British 4*BHCem* *APT*12*t*	Oil Engines 4S.C.SA 12Cy.18⅛"–24$\frac{13}{16}$" 384NHP DB*142lb* Frd.KruppGermaniawerft A.G.Kiel	~~10 // 6~~ 28 // 6	
35868 160203 VGLQ	**Vancolite** *Mchy.Aft* *Longitudinal framing–bracketless system* D.F. GyC.	TwinSc *OilEng.* *ss*Hav.No.2-36 2*Dks*(*Stl*)&*Web frames*	11404 10800 6253	✠100A1 1,38 ~~4,37~~ ✠LMC CS1,36 DBS~~8,36~~1,38 ~~8,36~~4,37 *CarryingPetroleum in bulk*	Fal Hfx	*g*†	CL ~~1,35~~ 12,37	1928 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP* *CellDBuE*97'	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,*Mgr.*) 415*t DT f*36' 388*t*	510·2|68·2|38·0 B34'F40' FK *FPT*319*tAPT*149*t*	Montreal British 19*BH* (14 *to U dk* 5 ,,*2nd*,,)	Oil Engines 2S.C.SA 8Cy.26¾"–43$\frac{5}{16}$" 1000NHP 2 Water Tube DB*250lb* 2NDB32 *100lb* A.Stephen&Sons,Ld.Gls.	38 // 0 s 8 // 9½ 29 // 6¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Registre où coté. n'est dans le L.R. Durée Cert. Ref. Trade
35869 DHYQ	**Vancouver** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 2*Dks*	8269 6883 5018					1930	Deutsche Werft, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7|63·0|29·5 P36'B&F432' *Upper*F45'	Hamburg German *WB*	4SRgearedSteamTurbines *Emade22refitted30* Blohm&Voss,Hamburg		G
35870 160207 GSNF	— *ss*Nwc.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5729 5157 3432	✠100A1 3,38 ~~5,37~~ ~~BS4,37~~ ✠LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Rot BS2,35	*z*	CL 4,36	1928 6mo *Lloyd's*A&CP	Greenock Dkyd.Co.Ld. Greenock	VancouverS.S.Co. Ld. (Gow,Harrison &Co.)	410·3|54·5|30·1 P118'B38'F52' FK *CellDBuE&B*72'180*tAPT*199*t*	Glasgow British 16*BHptCem* (11 *to U dk* 5 „2nd „)	T.3Cy.25″,43½″&74″-48″ (*s*) 210lb 565NHP 3SB,*9cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
35871 161615 GPVR	**Vancouver City** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4955 4626 3005					1930	W.Doxford &Sons,Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	415·6|55·0|24·5 F41'*onShelter dk*	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″-91⅜″ 687NHP W.Doxford&Sons,Ld.Sld.		C
35872 153115	**Vandoc** (*ex*Argus, *ex*HendrickS.Holden) *Mchy.Aft* 1*Dk2trB*	4488 4286 2539					1898	GlobeIron WorksCo. ClevelandO.	PatersonSteamships,Ld.	416·4|50·2|23·9	Ft William Ont. *WB* British	Q.4Cy.20¼″,30¼″,44″&63½″-42″ 261NHP GlobeIronWorksCo.		R
35873 148856 GLKF	**Vanduara** *ss*Nwc.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* Now "Arletta," see No. 37149 in Supplement	4870 4228 2944	✠100A1 5,37 ~~5,36~~ BS5,37 ✠LMC5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Nwc Rot	*x*	CL 4,36	1925 5mo *Lloyd's*A&CP	R.Duncan &Co.Ld. PortGlasgow	VanduaraS.S.Co. Ld.(Gow,Harrison &Co.)	375·1|51·7|29·0 P108'B35'F51' *CellDBuE&B*60'123*tAPT*81*t*	Glasgow British *ptCem* 11*BHtoUdk* 5 „ „2nd„	T.3Cy.26″,42″&70″-48″ (*s*) 180lb *120lb* 470NHP 2SB,*8cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 8 24 ″ 8½	
35874 145876 GFNC	**Vandyck** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. E.S.D. *CruiserStern*	13241 10485 7951					1921	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·6|64·3|39·3 B255'F58'	Liverpool British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts Wrkman,Clark&Co.Ld Bel		C BT till ~~12,37~~ 12,38
35875 145128 GDVW	**Vanellus** *ss*Bkn.No.3–5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1886 1631 915	✠100A1 *Shelter dk* *withfreeboard* ~~11,36~~ 2,38 ~~BS11,36~~ ✠LMC5,34	Mch BS2,38	*s*	CL 10,36	1921 1mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.SunderInd	British&ContinentalS.S.Co.Ld.	290·0|42·5|18·8 FK *CellDB*224' 437*tMT*20'140*t* *FPT*31*tAPT*39*t*	Liverpool British *ptCemptAsp* *Collision BHto Sh dk* 5 „ „ *U* „	T.3Cy.20½″,34″&56″-42″ (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s ″ 11½ 20 ″ 5	
35876 LFFF	**Vang** (*ex*Benedicte,*ex*Dagbjörg) 1*Dk*	678 505 363					1901	Akers Mek.Værks. Oslo	VangsRederiA/S (S.Lyngholm, *Mgr.*)	177·2|29·6|14·0 Q44*t*B66*t*H28*t*F19*t*	Haugesnd Norwegian *WB*	T.3Cy.12″,20″&32″-27″ 53NHP AkersMek.Værks.Oslo		N
35877 201544 KLBT	**Vanguard** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	358 — 228					1904	J.WDickie Alameda,Cal.	C.H.Higgins	137·5|32·5|10·8	S.Frncisco Utd.States	T.3Cy.11″,18½″&32″-24″ FultonI.Wks. 50NHP SanFrancisco,Cal.		
35878 LDMR	**Vanja** **TwinSc** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6198 5545 3663					1929	GötaverkenA/B, Gothenburg	SkibsA/S Sydheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·3|55·3|32·3 P220*t*H356*t*F74*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ 543NHP GötaverkenA/B,Got.		N
35879 UOAS	**Vanzetti** Sub.Sig. 1*Dk*	2363 2023 1278		...			1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8|43·1|20·6 P18'B71'F32' FK	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$″,29⅛″&48$\frac{7}{16}$″-35$\frac{7}{16}$″ 191NHP BalticS.B.&Eng.Wks.Len.	22 ″ 5	
35880	**Vaquillona** (*ex*Campeiro,*ex*Bia) *ss*B.As.No.3–1,15 *Mchy.Aft* 1*Dk*(*Stl*)	590 — 214	✠ 8,21 ✠	BAs	*k*		1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0|32·2|12·5 P59'F23' FK *WB=CellDB* 165' 261*t FPT*	Bns. Aires Argentine 3*BHCem* 51*tAPT*40*t*	T.3Cy.15″,25″&41″-27″ 104NHP 1SB,*3pf*,GS54,HS1750 MacColl&Pollock,Sld.	14 ″ 8	
35881 149958 GNLP	**Varand** *ss*Shl.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6023 5521 3682	✠100A1 ~~6,37~~ ~~12,36~~ 12,37 BS12,37 ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150° F.	Shl Fal	*z*	CL 11,36	1927 12mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	BalticTradingCo. Ld.	412·0|53·4|31·6 P108'B28'F46' FK *CellDBuB*40'64*tDTf*38' 338*t FPT*	London British 17*BHptCem* (10 *to U dk* 7 „2nd „) 66*tAPT*59*t*	T.3Cy.27″,45″&75″-48″ (*s*) 180lb *120lb* 552NHP 3SB,*9cf*,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31 ″ 6 s5 ″ 5½ 26 ″ 3½	
35882 LDDJ	**Varanger** **TwinSc** *Mchy.Aft* *OilEng* D.F. 2*Dks* *Longitudinal framing at bottom&at deck* *Carrying Petroleum in bulk*	9305 8510 5505		...			1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1|60·2|38·5 P110'B28'F41' FK	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜″-47¼″ 806NHP Werkspoor,Amsterdam	38 ″ 5	N †
35883 LCPJ	**Varangfjell** (*ex*Jotunfjell–34, *ex*MorrisAdler) *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks*	2842 2492 1509		...			1915	Gt.Lakes Eng.Works Ashtabula,O.	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	282·8|43·6|25·2 P137*t*F109*t* len34 FK	Oslo Norwegian *WB*	T.3Cy.21″34½″&57″-42″ 284NHP Gt.LakesEngWrksDetroit	27 ″ 6	N †
35884 LJIL	**Varangmalm** (*ex*Hadjipateras–36, *ex*OuedBeht–34,*ex*ZwarteZee) 1*Dk*	3618 3318 2205					1919	A.Vuijk& Zonen Capelle a/d Ysel	A/S Malmfart (Reinh.Mithassel, *Mgr.*)	360·6|48·3|22·6 P22'B101'F25'	Oslo Norwegian *WB*	T.3Cy.24½″,40″&67″-45″ 301NHP Maats.Fyenoord,Rot.		V
35885 LFFG	**Vard** (*ex*Woerden) **3Mst** *Mchy.Aft* 1*Dk*	581 529 363					1917	W.C.Boele &Zonen Slikkerveer	EgilNæsheimA/S	181·3|28·2|12·4 Q64*t*H27*t*	Haugesnd Norwegian *WB*	T.3Cy.14⅝″,23⅝″&38⅜″-26¾″ 77NHP Alblasserdam.Msch.Fab.		N
35886 LDSR	**Vardaas** **TwinSc** *ss*Syd.No.1–36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in way of Mchy.space* D.F. *Rudder electrically welded* *CruiserStern*	8176 7704 4869	✠100A1 5,37 ~~2,37~~ ✠LMC CS7,36 ~~DBS3,35~~ 2,37 ~~7,36~~ 7,37 *Carrying Petroleum in bulk*	Sba HKg	*c*†	CL 6,36	1931 4mo *Lloyd's*A&CP	Deutsche WerkeA.G. Kiel	Agdesidens Rederi A/S(A.J.Mörland, *Mgr.*)	459·2|59·5|35·2 P97'B27'F37' FK *CellDBuE*61'208*tDTf*	Arendal Norwegian 12*BHpt Cem* *ptAsp*	Oil Engines 4S.C.SA 16Cy.21⅝″-35$\frac{7}{16}$″ 725NHP 4DB*114lb* DeutscheWerkeA.G.Kiel 38'333*tFPT*237*tAPT*196*t*	34 ″ 10	
35887 YTOF	**Vardar** Ⓟ (*ex*Vértes) *ss*Spt.2ndNo.3–12,34 1*Dk*(*Stl*)	550 395 305	A– *withfreeboard* 12,36 ~~BS12,36~~ ✠LMC12,34 *For service in the Adriatic*	Ssk BS11,37		N12,36	1908	M.U.Martinolich Lussinpiccolo	Jadranska Plovidba d.d.	177·5|26·2|12·9 187·5(O.L.) P41'B47'F41' FK *FPT*38	Susak Yugoslav 5*BHptCem* *tAPT*32*t*	T.3Cy.14½″,23″&36″-24″ (*s*) 160lb 90NHP 1SB,*3pf*,GS57,HS1753 Plenty&Son,Newbury	13 ″ 9 s 1 ″ 2½ 12 ″ 8½	

1 No. in Book. / Official No. / Code Letters.	2-3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
35888 LFFH	**Vardefjell** (exDixie) CruiserStern Mchy.Aft Wireless D.F. 1Dk	1566 1283 903					1931	Porsgrund Mek.Værks. Porsgrunn	A/S Filefjell(Olsen &Ugelstad, Mgrs.)	246·6|37·9|18·2 P28tH147t	Oslo Norwegian WB	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundM.V.Porsgrunn		N
35889 136296 GRYB	**Varela** Ⓟ TwinSc ssBom.No.3-7,28 ssBom.No.2-36 2Dks(Stl-Uws)& Ref.Mchy. Shade dk(Stl-teaks)	4651 3576 1926	✠100A1 Shade dk 6,37 ~~6,36~~ ✠LMC6,36 BS6,37	Bom	y	CL ~~P8,34~~ SN6,36 P6,37	1914 5mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP WB	BritishIndiaStm. Nav.Co.Ld. =CellDBa96'uE&	390·1|53·3|24·0 403·8(O.L.) F32'onShade dk FK B98'f142'763tFPT	Glasgow British 7BHCem 55tAPT41t	T.6Cy.20¾",35"&60"-45" (s) 215lb 987NHP 6SB,18cf,GS388,HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 6 s 4 ″ 1¼ 22 ″ 10¼	
35890 LFFK	**Varhaug** (exNidar,exModena) Sunk by Collision 5,38 1Dk	1159 992 659					1910	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Varhaug (Ch.Aug.Sandvig)	228·6|35·1|15·8 P21tH59tF28t	Haugesnd Norwegian WB	T.3Cy.16",25½"&43"-30" 103NHP LaxevaagsMsk.&Jrns.Bgn		N
35891 LFFL	**Varild** (exGaula) 1Dk	1085 808 633					1910	Bergens Mek.Værks. Bergen	EgilNæsheimA/S	223·9|33·2|15·2 Q88tB113tH27t F28t	Haugesnd Norwegian WB	T.3Cy.17",26½"&46"-30" 116NHP BergensMekVærksBergen		N
35892 6960 SHJU	**Väring** (exElna) ssHbg.2ndNo.3-12,24 1Dk(ptIrn&ptStl)&deep framing	1307 1146 777	✠ 1,30 ✠	Hbg	o		1898 7mo	SirRaylton Dixon&Co Ld Middlesbro'	FörnyadeRederi A/B Commercial (H.Johnsson, Mgr.)	240·0|35·4|16·9 P22'B64'F30' FK CellDB198'343t	Höganäs Swedish 4BHCem APT50t	T.3Cy.18$\frac{1}{16}$",29"&48"-33" NDB16 135NHP 1SB,4pf,GS62,HS2092 G.Clark,Ld.Sunderland	19 ″ 2	V †
35893 UOWU	**Varlaam Avanesov** TwinSc (exEidsvold) OilEng. Mchy.Aft 1Dk CarryingPetroleum in bulk CruiserStern	6557 5954 3976					1932	Götaverken A/B Gothenburg	U.S.S.R.	407·0|55·0|33·7 P91'F41'	Tuapse Russian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP GötaverkenA/B,Got.		N
35894 6343 SGUN	**Värmdö** (exStorvik-34,exPrimula, exArciduchessa ssGms.2ndNo.3-3,29 MariaTeresa) ssOsc.No.2-36 1Dk(Stl)&deep framing3Dk rule Cargo battens not fitted	2956 2665 1747	✠100A1 ~~11,374,37~~3,38 ✠LMC MS5,36 BS~~12,36~~ 12,37 DBS3,38	Osc ~~Mmd~~Lkr	u	CL ~~4,37~~ 11,37	1901 3mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Rex (K.M.Kallström, Mgr.) CellDB	318·6|46·1|21·3 330·7(O.L.) P29'B88'F32' FK a&uE124'f136'631t	Stockholm Swedish 6BHCem APT111t	T.3Cy.22½",37"&61"-42" (s) 160lb 80lb NDB13 254NHP 2SB,6pf,GS108,HS4010 ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 9 s 3 ″ 7¾ 20 ″ 4	
35895 LZDG	**Varna** E.S.D. 1Dk CruiserStern	~~2147~~ ~~1025~~ ~~1105~~ 2141 1653 1083					1937	Neptunwerft Rostock G.m.b.H. Rostock	Soc.Commerciale Bulgare de Nav. à Vap.	~~303·2~~|43·6|~~16·1~~ 16·3 P24'F272' 303·0	Varna Bulgarian	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling 306NHP NeptunwerftRostock G.m.b.H.Rostock		G
35896 147902 MLXJ	— Wireless 1Dk	1514 1272 912					1924	R. Duncan &Co.Ld. PortGlasgow	ClydesdaleShipownersCo.Ld. (Glen&Co.Mgrs.)	250·0|37·2|16·8 P15'Q84'B62'F28'	Glasgow British WB	T.3Cy.18",30"&49"-33" 138NHP D.Rowan&Co.Ld.Glasgow		C
35897 LFFN	**Varöy** (exHegre,exLarsLea,exFollo, exCiscar, ssHam.2ndNo.3-6,14 exLissabon) ssMch.No 2-23 1Dk(Stl)& Wireless Spar dk(Irn)3trB	1531 1388 890	✠ 1,28 ✠	Bkn	q		1892 3mo	J.Blumer &Co. Sunderland	D/S A/S Föina (KnutKnutsen, O.A.S.Mgr.)	249·9|33·5|13·8 B90tH6tF32t 21·5 BK8½" CellDB201'266t	Haugesnd Norwegian 4BHCem APT22t	T.3Cy.20",32"&52"-39" NDB12 185NHP 2SB,6pf,GS95,HS3004 G.Clark,Ld.Sunderland	23 ″ 9	V †
35898 136312 GRYL	**Varsova** Ⓟ TwinSc ssBom.No.3-8,28 ssBom.No.2-36 2Dks(Stl-Uws)&Shade dk Ref.Mchy. (Stl-teak s)	4701 3576 1955	✠100A1 Shade dk 7,37~~8,36~~ ✠LMC8,36 BS8,37	Bom	y	CL ~~7,34~~ PN7,37 S7,37	1914 8mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. WB=CellDBa 96'uE&B98'	390·2|53·3|24·0 403·9(O.L.) F32'onShade dk FK f142'763t FPT55t	Glasgow British 7BHCem APT41t	T.6Cy.20¾",35"&60"-45" (s) 215lb 987NHP 6SB,18cf,GS388HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 6 s 4 ″ 1¼ 22 ″ 10¼	
35899 766 SZKY	**Varvara** (exMaryII-35, exYainville-34, ssPir.2ndNo.3-4,36 exSolent) 1Dk(Stl) Well deck Wireless Mchy.Aft	1354 1123 799	✠100A1 1,38~~4,36~~ ✠LMC4,36 BS7,37	Pir	o	CL 4,36	1910 7mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	A.N.Zoiopoulos CellDBuE23' f165'3	239·3|36·0|15·6 Q131'B13'F24' FK 86t MT8'122t FPT	Piræus Greek 5BHCem 100tAPT32t	T.3Cy.19",31"&51"-36" (s) 180lb 186NHP 2SB,4cf,GS68,HS3092 N.E.MarineEng.Co.Ld Sld.	17 ″ 9 s 5 ″ 4 16 ″ 4	
35900 241 ESAW	**Vasa** Ⓟ Iron Wireless 1Dk	524 288 383					1871	W.Lindbergs.Aktieb. Stockholm	PärnuLaevaA/S	172·7|24·8|10·5	Parnu Estonian WB	C.2Cy.20½"&41"-24" NB10 69NHP A/B Bergsunds M.V.Skm.		N
35901 7588 SHFN	**Vasaholm** OilEng. ssGfl.No.1-34 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold Strengthened for Navigation in Ice	4217 3652 2475	✠100A1 withfreeboard 11,37~~4,37~~ ✠LMC CS9,34 DBS~~4,36~~7,37 ~~4,36~~4,37	Got Skm	y	CL 2,36	1930 1mo Lloyd	A/BGötaverken Gothenburg 'sA&CP	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB333'	390·5|52·6|23·5 FK 1468tAPT78t	Gothenbrg Swedish 7BHptCem (Coll to Shdk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB85lb A/B Götaverken,Got.	26 ″ 3 s 2 ″ 5¾ 23 ″ 11¼	
35902 7970 SKWA	**Vasaland** OilEng. D.F. 1Dk&Shelter dk Strengthened for Navigation in Ice	2709 2199 1405	✠100A1 withfreeboard ~~10,374,37~~3,38 DBS8,36 ✠LMC8,34 Carrying oil fuel F.P. above 150° F. or vegetable oil in deep tanks & in wing DB tnks in ER	Got	w	CL 10,37	1934 8mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	Ångf.A/B Tirfing (T.E.J.:son Broström,Mgr.) (SvenskaOrient Linien) CellDB2	339·4|48·6|19·5 364·5(O.L.) FK 87'768tDTf21'302t	Gothenbrg Swedish 7BH (Coll to Sh dk 6 „ 2nd „) APT50t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got	22 ″ 6 s 1 ″ 2¼ 21 ″ 6	
35903 EGRV	**Vasco** ssVal.No.2-34 Well deck 1Dk(Stl) Cargo battens not fitted Now sailing as "GARBI," of Bilbao	1193 983 719	✠100A1 8,36 ✠LMC MS9,34 BS11,35	Cff	n	CL ~~8,35~~ 5,37	1926 6mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	M.M.DePinillos CellD	221·3|34·5|15·6 Q63'B63'F28' FK B180'274tAPT22t	Cadiz Spanish 4BHptCem ptAsp	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 137NHP 2SB,4cf,GS63,HS2412 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ 6½ 16 ″ 3	
35904 UOLH	**Vasili Fomin** TwinSc 1Dk Wireless	1062 996 482					1929	S.B.&Eng. Wks."Marti" Nicolaieff	U.S.S.R.	229·9|33·9|12·4 P19'B24'F23'	Odessa Russian WB	T.6Cy.11",19$\frac{7}{10}$"&29$\frac{1}{10}$"-15¾" 67NHP S.B.&Eng.Wks. "Marti" Nicolaieff		
35905 137850 GRZK	**Vasna** Ⓟ TwinSc ssBom.No.3-8,29 ssBom.No.2-37~~ssBom.No.1-33~~ 2Dks(Stl-Uws)&Web frames Ref.Mchy. &Shade dk(Stl-teak s)	4820 3580 2026	✠100A1 Shade dk 7,37~~7,36~~ ~~BS7,36~~ ✠LMC~~7,33~~7,37 Fitted for oil fuel 6,17 F.P. above 150° F.	Bom		CL P7,35 S7,36	1917 6mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	390·1|53·3|24·2 404·3(O.L.) F52'onShade dk FK CellDB335'792t	Glasgow British 6BHptCem FPT35tAPT75t	T.6Cy.20¾",35"&60"-45" (s) 215lb 969NHP 6SB,18cf, HS15907 FD A.Stephen&Sons,Ld.Gls.	26 ″ 6 s4 ″ 0½ 22 ″ 10½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Permis assigné maintenant expiré. Lettre l'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Bureau, Cert. B. of Trade
35906 147 SWGI	**Vassilios A. Polemis** (exOehringen) ssPir.2ndNo.3–8,33 1Dk(Stl)2trBdeep framing& Web frames3Dk rule Cargo battens not fitted	3429 3209 2106	✠100A1 6,37 ~~5,36~~ ✠LMC MS4,33 ~~BS5,36~~ 6,37	Pir Hul	v	CL 4,36	1907 9mo Lloyd	Chant.Nav Anversois Hoboken 'sA&CP	J.G.Goumas Cell DBa 108'uE&	347·2|48·3|23·0 300·0(O.L.) P31'B180'F31' FK B42'f152'788tFPT	Andros Greek 6BHCem 108tAPT81t	T.3Cy.24",40"&66"–45" (s) 180lb 320NHP 3SB,9cf,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 ″ 7 s 3 ″ 2½ 22 ″ 6½	
35907 107 SVNY	**Vassilios Destounis** (exNorthborough–33, ssShl.No.3–4,25 exArdenhall, ssPir.No.2–34 exBathampton, 1Dk(ptIrn&ptStl) exWithernsea)	3299 3144 2058	✠100A1 10,36 ~~BS6,36~~ ✠LMC10,33 9,37	Rot	w	CL 9,36	1912 10mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	~~P.B.Destounis~~ P.E.Panas CellDBa108'u	352·0|49·6|22·0 P30'B189'F37' FK E22'f156'844tFPT	Argostoli Greek 6BHCem 65tAPT105t	T.3Cy.24",39"&66"–45" (s) 180lb 307NHP 3SB,6cf,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 8 s 3 ″ 1½ 21 ″ 4	
35908 SVIR	**Vassos** (exEmanuelNobel–35) Carrying Petroleum in bulk Mchy.Aft 2Dks	4733 4255 2529					1912	Nederl. Schps.Maats. Amsterdam	J.D.Chandris	375·0|51·0|29·0 P88'B33'F40'	Piræus Greek WB	T.3Cy.26",43"&72"–48" NE&B20 359NHP WallsendSlipway&E.Co.		V
35909 TCDI	**Vatan** Ⓟ (exPort deCette, exBaysarnia,exSarnia,exGerda) 3Dks	3490 — 1985					1892	Blohm& Voss Hamburg	Denizyollari Idaresi	352·4|42·2|26·0 P54'B101'F44'	Istanbul Turkish WB	T.3Cy.25 5/16",40"&66"–42½" 283NHP Blohm&Voss,Hamburg		I
35910 875 SVSJ	**Vathy of Samos** (exDougga–37, exUndine,exZanzibar) Wireless 1Dk	1570 — 936					1912	Schiffsw.v. HenryKoch Lübeck	D.InglessiFilsS.A. Nav.deSamos	241·4|36·1|16·0 P&B190'F35'	Piræus Greek WB	T3Cy.18¼",28¾"&47¼"–33 1/16" 129NHP OttensenerMasch.Fab.Alt.		
35911 LCGJ	**Vav** TwinSc Carrying Petroleum in bulk Oil Eng. Mchy.Aft 1Dk D.F. CruiserStern	6415 5555 3844					1931	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/S Östheim (HalfdanDitlev-Simonsen&Co. Mgrs.)	408·6|55·3|32·4 P217tH502tF74t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 549NHP EriksbergM.V.Aktieb,Got		N
35912 UNXW	**Vatslav Vorovski** (exMaskinonge) ssHam.No.3–4,23 1Dk(Stl)&Webframes Sub.Sig. Longitudinal framing	4793 4513 2672	✠ 12,26 ✠	Rot	x		1912 3mo	ShortBros. Ld. Sunderland	U.S.S.R. CellDBa117'uE	361·5|52·0|27·8 P29'B89'F35' FK &B46'f159'1223t T	Vladvostk Russian 6BHCem opside tanks	T.3Cy.26",44"&73"–48" 484NHP 3SB,9cf,GS154,HS6888 FD N.E.MarineEng.Co.Ld.Sld. 275'871tFPT160tAPT223t	30 ″ 9	
35913 PIDV	**Vecht** (exGraakallen) ssRot.No.3–4,30 ssRot.No.1–35 1Dk(Stl)	1965 1764 1158	✠100A1 ~~6,37 4,36~~ 1,38 BS10,37 ✠LMC MS4,35 ~~BS10,34~~	Rot	r	OG ~~9,33~~ 6,37	1917 3mo	A.Vuijk& Zonen Capelle a/d A&CP Ysel	N.V."Houtvaart" (Vinke&Co. Mgrs) CellD	281·3|40·2|19·2 P23'B72'F24' FK B244' 538t FPT81t	Rottrdam Dutch 4BHCem APT41t	T.3Cy.21",34½"&57"–36" (r) 190lb 225NHP 2SB,6cf,GS104,HS3560 ArnhemscheStoomsleep	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
35914 PIEG	**Vechtstroom** (exEnergieII) Mchy.Aft 1Dk	845 620 442					1918	N.V.Haar-lemsche Scheeps.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	201·5|30·2|13·0 Q121'B11'F20'	Amstrdam Dutch WB	T3Cy15¾",25½"&41 3/16"–27½" 89NHP BurgerhoutsMachf.Rot.		V
35915 151087 VGZF	**Vedas** 1Dk&pt dk	641 522 334					1901	Thames Eng.Works Greenwich	J.E.McQueen	183·5|34·1|14·0	Amherst-burg,Ont. British	T.3Cy.16 13/16",26½"&42"–24" 91RHP ThamesEngineWorks		
35916 220672 KLBU	**Veedol** Fitted for oil fuel Wireless Mchy.Aft 1Dk D.F. CarryingPetroleum in bulk	1224 — 698					1920	StatenIs-landS.B.Co. StatenIsland, N.Y.	TideWater AssociatedOilCo.	220·0|37·6|15·8 P63'F24'	Wilmgton (Del.) Utd.States WB	T.3Cy.15¼",24"&48"–20" 103NHP StatenIslandS.B.Co.		VR
35917 229673 KGNE	**Veedol No. 2** OilEng. Mchy.Aft 1Dk D.F. CarryingPetroleum in bulk	1818 — 1055					1930	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5 P60'B28'F39'	Wilmgton (Del.) Utd.States	2 OilEngines connected to Electric Motor & Sc. Shaft 4S.C.SA 338NHP 12Cy.17"–24" I.P.Morris&DeLa Vergne,Inc.Phl.		R
35918 PIEP	**Veendam** Ⓟ TwinSc ssRot.No.1–36 ssRot.No.3–1,32 2Dks(Stl)&Awng dk(Stl-ptws)&Shade dk(Stl)3rddk(Stl)in Sub.Sig. Nos.1,2&3holds D.F. CruiserStern	15450 12159 9202	✠100A1 Awng dk withfreeboard ~~2,37~~ ~~1,36~~ 4,38 ~~BS2,36~~ Fitted for oil	Rot 4,38 BS1,37 MS11,36 ✠LMC1,32 fuel 3,23	j†	CL ~~1,35~~ N4,37 F.P. a	1923 3mo Lloyd bove 1	Harland& Wolff,Ld. Glasgow 'sA&CP 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB465'2254t of tunn	550·2|67·3|41·1 P76'B&F391' FK on Awng dk Tanks at sides els 8'140t FPT190t	Rottrdam Dutch ptCem 9BH to A dk APT245t	4SteamTurbinesSRgeared to 2 Sc. Shafts (s) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	45 ″ 2 s13 ″ 2 32 ″ 5	
35919 PIEX	**Veerhaven** ssRot.No.1–34 1Dk(Stl)	5291 4934 3262	✠100A1 8,37 ~~8,36~~ ✠NB8,36 ✠LMC MS5,34	Rot Ant	a†	CL ~~4,35~~ 8,37	1930 2mo Lloyd	W.Gray& Co.Ld. Sunderland 'sA&CP	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats. CellDB	421·3|54·3|27·2 P32'B268'F36' FK 373'1246tFPT117t	Rottrdam Dutch 7BHCem APT157t	Q.4Cy.20",28½",41½"&61" –48" 260lb (s) 457NHP 3SB(Spt),9cf,GS158, FD HS6589 Cen.Mar.EWrks.LdWHpl	29 ″ 8 s 4 ″ 8½ 25 ″ 2½	
35920 202865	**Vega** (exPendennisWhite) D.F. GyC. Mchy.Aft 1Dk	4382 — 3205					1905	American S.B.Corp. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	416·0|50·0|28·0 F48' WB	Wilmgton (Del.) Utd.States	T.3Cy.21",32"&57"–43½" 1Bmade00 211NHP AmericanSB.Co.Cleveland		R
35921 7541 SHDO	— (exNordland) 1Dk&Awng dk	1294 1047 749					1897	Flensburgr Schiffsb.Ges. Flensburg	RederiA/BFalkvik (T.Carlsson,Mgr.)	243·7|35·9|14·2 P14'Q70'	Sölvesborg Swedish	T.3Cy.18",29"&48"–33" 131NHP FlensburgerSchiffsb.Ges.		V
35922 5447 SHDR	— 1Dk	1073 901 623					1913	Lindhol-mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	226·4|35·1|14·4 B60'H104tF28'	Stockholm Swedish WB	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
35923 269 OHGN	— ssHfs.2ndNo.3–2,32 ssHfs.No.1–36 Wireless 2Dks(2nd dk–Stl) D.F.	974 582 535	✠100A1 withfreeboard 6,37 ~~9,36~~ ~~BS6,36~~ 6,37	Hfs Abo ✠LMC MS9,36	l	OG ~~5,34~~ 6,37	1906 8mo Lloyd	Fevigs Jernskibsbyg Fevig 'sA&CP	FinskaÅngfAktieb WB=Cell	192·0|31·1|12·3 FK DBa28'uE18'f35'	Helsingfrs Finnish 4BHCem 100tAPT18t	T.3Cy.16",26"&44"–30" (r) 180lb 100lb 128NHP 1SB,3pf,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 9 s 7 ″ 2½ 14 ″ 10½	
35924 388 ESER	— (exGrane,exGöthe,exHerma, exWilhelmLüdke) 1Dk	406 350 217					1892	Nüscke &Co. Stettin	J.Rang	154·9|23·3|12·0 Q58'B24'H13tF17'	Tallinn Estonian	C.2Cy.17¾"&30¾"–19¾" DeutscheElbschiff.35NHP Ges."Kette,"Uebigau		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35925 DORC	**Vegesack** (*ex*Manzanares-36) D.F. Sub.Sig. 4*Dks* *Ref.Mchy.*	4061 3668 2488					1911	A.Stephen &Sons,Ld. Glasgow	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	375·5 F45'	48·2	29·3	Bremen German *WB*	T.3Cy.27",45"&75"-54" 413NHP A.Stephen&Sons,Ld.Gls.		C
35926 LDLJ	**Vela** Wireless D.F. 1*Dk*	1180 826 605					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	223·9 Q77*t*B89*t*H74*t*F31*t*	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
35927 YTEZ	**Velebit** (*ex*Atlantica-33,*ex*Gróf KhuenHéderváry) *ss*Rot.2ndNo.3-9,34 1*Dk*(*Stl*) *Cargo battens not fitted*	*4153* *3929* *2578*	✠100A1 ~~1,37~~ 1,38 BS~~1,37~~ 1,38 ✠LMC1,33	Shl Rot	*x*	CL ~~9,34~~ N1,38	1911 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	Jugoslavenska OceanskaPlovidba d.d. *CellDBa*132'*uE*&	378·2 P23'B201'F34' FK *B*78'*f*161'987*tFPT*	52·3	23·9	Split Yugoslav 6*BHCem* 131*tAPT*95*t*	T.3Cy.26",42"&68"-48" (*s*) 180lb *125lb* 391NHP 2SB,8*cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26″4 s3″10¼ 22″8	
35928 160399 GRCL	**Velho** Ⓟ (*ex*GonçaloVelho, *ex*Chellah, *ex*Independencia) *ss*Adn.2ndNo.3-5,31 *ss*Shl.No.1-36 Wireless 1*Dk*(*Stl*) &*Awngdk*(*Teak*)	1098 1021 589	✠100A1 *Awng dk with freeboard* 12,37 ~~8,36~~ BS9,37 ✠LMC8,36	Shl Adn	*m*	OG 8,36	1905 11mo	Smith's DockCo.Ld. NorthShields *Lloyd*'*sCP*	Cowasjee,Dinshaw &Bros. *CellDBa*40'*uE*&	210·0 *AfterPeak* „ *B*33'*f*90 190*t FPT*	32·2	11·8 18·9 FK 4*BH*	London British *Cem* *to Awningdk* „ *2nd* „ 16*tAPT*14*t*	T.3Cy.17",28½"&46"-30" (*s*) 180lb NDB36 *100lb* 99RHP 1SB,3*cf*,GS54,HS1989 MacColl&Pollock,Ld.Sld.	21″0 s7″5¾ 13″10½	
35929 LDPL	**Velma** TwinSc *OilEng* *ss*L.An.No.1,34 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	9720 8987 5861	✠100A1 3,38 ~~4,37~~ ~~11,37~~ ✠LMC CS11,34 DBS5,~~36~~ 5,37 4,36 *CarryingPetroleum in bulk*	LAn	*e*†	CL S4,37 P3,38	1930 8mo	Götaverken A/B Gothenburg *Lloyd*'*sA&CP*	SkibsA/S Nordheim(Halfdan Ditlev-Simonsen& Co.*Mgrs.*) *CellDBuE*71'304*t*	475·6 P103'B35'F39' FK *DTf*33'622*t FPT*1	64·2	37·8	Oslo Norwegian 10*BHptCem* 96*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB*180lb* GötaverkenA/B,Got.	37″3 s8″7½ 28″10¾	
35930 219657 KUFG	**Velma Lykes** (*ex*Southseas, *ex*LakeFlournoy) *Fitted for oil fuel* 1*Dk*2*trB*	2572 — 1636			...		1920	McDougall DuluthCo. Duluth,Minn.	~~LykesBros.S.S.Co., Inc.~~ LykesBros.-RipleySSCo.Inc.	251·0 P25'B64'F20' FK	43·7	26·2	Houston, Tex. Utd.States *WB*	T.3Cy.21¼",35"&59"-42" 352NHP McDougallDuluthCo.	28″2	R †
35931 443 ICMJ	**Veloce** (*ex*Media-35) *Fitted for oil fuel* D.F. 2*Dks*	5464 5022 3362					1911	A.Stephen &Sons,Ld. Glasgow	A.Lauro	424·4 410·1 P45'B138'F37'	53·2	30·0	Naples Italian *WB*	T.3Cy.28",46"&77"-51" 424NHP A.Stephen&Sons,Ld.Gls.		I
35932 842 SVSD	**Velos** (*ex*Arafat-35, *ex*Velos-36,*ex*Marylebone-34) 2*Dks* Used as a target & sunk	*2082* *1421* *1070*			...		1906	Cammell Laird&Co.Ld Birkenhead	PandelisN.Macris	270·2 P33'B117'F36' FK	41·1	20·3	Piræus Greek *WB*	T.3Cy.23½",38"&62"-42" 398NHP NE11 NB06*refitted*11 Earle'sS.B.&E.Co.Ld.Hull	21″6	
35933 LJEZ	**Velox** (*ex*Sveajarl-36, *ex*Arator) TwinSc *OilEng.* *ss*Got.No.3-4,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *ss*Got.No.1-36	3831 3439 2281	✠100A1 *Shelter dk with freeboard* 12,37 ~~2,37~~ ✠LMC CS~~4,36~~ 12,37 DBS~~4,36~~ 12,37 ~~4,35~~ 12,37	NYk Ant	*x*	OG P3,36 S7,36	1922 2mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	SkibsA/S Velox (C.H.Sörensen& Sönner,*Mgrs.*) *CellDB*323'1134*t*	~~377·9~~ 367·8 F38'*onShelter dk* FK *FPT*76*t APT*61*t*	~~51·4~~ 51·6	~~22·3~~ 22·7 *Collision*	Arendal Norwegian *ptCem* *BH to Shdk* 5 „ „ *U dk*	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn.	25″6 s2″4½ 23″4	
35934 YLAA	**Velta** (*ex*Fairmead) *ss*Lie.3rdNo.3-3,35 *Well deck* 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2347 1776 1382	✠100A1 3,37 ✠LMC MS3,35 BS~~11,36~~ 9,37	Lie		2,37	1890 4mo	T.Turnbull &Son Whitby *Lloyd*'*sA&CP*	P.Danneberg *WB*= *Intermediate BH*	289·6 P28'Q76'B124'F32' ptND02 FK *CellDBa*96'*uE*&*B* *in forehold dispens*	38·3	19·3	Riga Latvian *Cem* 42'*f*114'504*t* *ed with* 4 *BH*	T.3Cy.22",36"&59"-39" (*s*) 160lb 219NHP 2SB,6*cf*,GS84,HS3300 Blair&Co.Ld.Stockton	22″2 s1″8¼ 20″8	
35935	**Ven-Koh** (*ex*City of Vancouver-36) *ss*Vcr.No.3-6,33 2*Dks*(*Stl*) *Cargo battens not fitted*	5768 5289 3531	✠100A1 6,37 ~~6,36~~ ✠LMC7,36 BS6,37 *Fitted for oil fuel*10,20 *F.P. above* 150°F.	Shi Kob	*z*	CL N7,36	1920 10mo	JCoughlan &Sons,Ld. Vancouver, B.C. A&CP	SkibsA/SThule (T.B.Torgersen, *Mgr.*) *IntermediateBH in foreholds&after* *CellDB*361'1287*t DT*	410·5 P44'B115'F47' FK *holds dispensed with* *f*25'550*tFPT*131*tA*	54·1	27·5	Tsingtao Chinese *ptCem* 5*BHonly* *PT*87*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS199,HS7743 FD FairfieldS.B.&E.Co.Ld.Gls	29″9 s5″9¾ 24″2	
35936	**Venator** (*ex*Katie) Broken up 1*Dk*&*ptAwng dk*	1113 652 627			...		1901	Fevigs Jernskibsbyg Fevig	NorthAmerican Fruit&S.S.Corp.	220·1	30·2	13·5	Pto.Cortes Honduran *WB*	T.3Cy.20",32"&53"-33" 186NHP Richardsons,Westgarth& Co.Ld.Mdb.	14″5	
35937 135254 VGYD	**Vencedor** (*ex*ExmouthII) 3Mst *ss*Lon.No.3-12,26 Wireless *ss*Vcr.No.2-34 2*Dks*(*Upper dk-Teak*)	357 305 218	100A1 *with freeboard* 6,37 ~~5,36~~ ~~BS5,36~~ LMC~~5,34~~ 6,37 *Adapted for oil fuel*9,28 *F.P. above* 150° F.	Vcr		5,36	1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	E.W.Hamber	146·3 BOX KEEL42"	27·1	13·3	Vancouver British 5*BHCem*	C.2Cy.12"&24"-16" (*r*) 140lb 24RHP 1SB,2*pf*,GS29,HS796 A.G.Mumford,Ld.Colchstr	14″7 s2″10½ 15″6	
35938 FPBG	**Vendémiaire** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	9228 8215 6449			...		1929	Deutsche Wrft.A.G. Hamburg	Cie.Nationale de Nav.	468·1 P108'F40' FK	61·8	36·4	Havre French *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)47¼"-47¼" 545NHP DeutscheWerft,Hamburg	36″0	V †
35939 OZXA	**Vendia** Wireless *ss*Abg.No.3-4,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1150 686 627	✠100A1 4,38 ~~4,37~~ ✠LMC3,37 ~~BS7,36~~ ~~MS3,37~~ BS4,38	Abg Els	*n*	CL N3,37	1924 10mo	Howaldtswerke Kiel *Lloyd*'*sCP*	A/S Dampskibsselskabet D.F.K.(De forenedeKulimportörerA/S, *Mgrs.*) *CellDB*	226·0 235·5(O.L.) P68'Q94'F29' FK 182'524*t MTuDk*15'	36·1	10·6	Copnhagn Danish 4*BHCem* 48*t FPT*50*t*	T.3Cy.14¾",24"&39⅜"-$25\frac{9}{16}$" 185lb (*s*) 113NHP 2SB,4*cf*,GS58,HS2112 Howaldtswerke,Kiel *APT*27*t*	13″6 s4″4¼ 13″3	
35940 FNNT	**Vendôme** *Well deck* 1*Dk*	4192 3646 2534			...		1920	TyneIron S.B.Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·1 P18'Q128'B68'F29' FK	52·8	24·5	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26″8	V †
35941 8028 SKWI	**Venern** (*ex*Chloris-35, *ex*Eider) 4Mst *ss*Sbg.No.3-4,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Sub.Sig.	*1171* *966* *596*	100A1 5,37 LMC MS4,36 BS~~12,36~~ 11,37	Gls		OG 5,37	1921	Werft Nobiskrug G.m.b.H. Rendsburg	HugoSilvén *IntermediateBHin* *C*	249·7 P&B193'F30' FK *hold dispensed with* *ellDB*201'427*tFPT*	37·5	12·5	Säffle Swedish *Cem* 3*BH only* 181*tAPT*32*t*	T.3Cy.17¾",$28\frac{9}{16}$"&$45\frac{5}{16}$"-$29\frac{9}{16}$" 185lb (*s*) 143NHP 2SB(Spt),4*cf*,GS78,HS2476 OttensenerMch.G.m.b.H. Altona	15″0 s ″5¼ 14″9¼	
35942 5650 SHDW	**Venersborg** *ss*Skm.No.3-4,27 *ss*Lkr.No.2-35 1*Dk*(*Stl*)	*1065* *868* *577*	✠100A1 6,37 ~~6,36~~ ~~BS5,36~~ ✠LMC2,35 BS~~1,37~~2,38	Skm	*n*	OG 6,36	1914 11mo	Trndhjms Mek.Værks Trondheim *Lloyd*'*sA&CP*	StockholmsRederiaktiebSvea(Eman. Högberg,*Mgr.*) *WB*=*CellDBa*67'	226·2 P28'B67'H118*t*F12' FK *uE*13'*f*90'268*tFPT*	35·0	13·5	Stockholm Swedish 4*BHCem* 32*tAPT*35*t*	T.3Cy.17",27½"&46"-30" (*s*) 180lb 139NHP 2SB,4*cf*,GS72,HS2312 TrondhjemsMV.Trondhm	15″10 s1″6½ 14″6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où vote ne s'est dans le L. R. Durée Cert. Refrig.
35943 148939 GMNX	**Venetia** ssRot.No.2-36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5728 5163 3432	✠100A1 1,38 ~~2,37~~ ~~BS1,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 8,27*	Rot BS1,38 ✠LMC5,36	*z*	CL 3,36 *F.P. above 150° F.*	1927 8mo *Lloyd'sA&CP*	R.Duncan &Co.Ld. PortGlasgow	VenetiaS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*) *CellDBuE&*	410·1 424·0(O.L.) P121'B38'F42' FK *B*76'170*t APT*204*t*	54·5	30·1	Glasgow British 16*BHptCem* (5,,*to2nddk*)	T.3Cy.25",43½"&74"-48" (*s*) 210lb 567NHP 3SB,*9cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 " 0	
35944 Broken up	**Venezia** (*ex*Kingfisher) TrpSc *2Dks&Promenade dk* *Fitted for oil fuel*	1250 — 702			...		1906	W.Denny &Bros. Dumbarton	ShumShuKai	275·0 Q20' *Promenade dk*254' BK5'	32·1	10·2	Canton Chinese	3 Steam Turbines Denny&Co.Dumbarton	10 " 9	
35945 PIFA	**Venezuela** Ⓟ TwinSc (*ex*Westminster ssAms.3rdNo.3-4,33 Abbey,*ex*Adolph *2Dks(Stl-Uteak s)&* Woermann) *Web frames* *Well deck* D.F.	6355 4839 3847	100A1 9,36 ~~BS8,36~~ BS ~~1,36~~ 2,37 *Fitted for oil fuel 8,21*	Ham LMC4,33		OG PN2,36 SN4,37 *F.P. above 150° F.*	1906 *Lloyd'sA&CP*	Reiherst'g Schiffsw. Hamburg	Koninkl.Nederl. Stoomb.Maats.	411·4 428·0(O.L.) P&B263'F60' FK *CellDB*384'	50·7	28·8	Amstrdam Dutch 7*BHCem* 108*t*	T6Cy21⅝",37¾"&60$\frac{5}{16}$"-42$\frac{1}{16}$" 200lb (*s*) 730NHP 5SB(Spt),*15cf*,GS262, FD HS11000 Reiherst.Maschinenf.Ham.	31 " 7 s 5 " 9½ 26 " 3	
35946 LFNA	**Veni** (*ex*Tonbridge) ssBgn.2ndNo.3-4,25 *1Dk(Stl)2trB&deepframing*	3006 2724 1798	✠ 5,30	Stv ✠	*u*		1901 7mo	W.Pickers-gill&Sons. Sunderland	D/S A/S Veni (P.Smedvig) *CellDBa*	324·1 P21'B96'F35' FK 104'*uE*20'*f*128'709*t*	47·1	21·7	Stavanger Norwegian 6*BHCem* *APT*39*t*	T.3Cy.22",38½"&64"-42" 277NHP 2SB,*8pf*,GS123,HS4147 J.Dickinson&SonsLd.Sld.	24 " 1	N †
35947 28027 JANA	**Venice Maru** ssKob.No.3-5,33 *2Dks(Stl)&Awng dk(Stl)*	6571 6157 4013	✠100A1 *Awng dk* *withfreeboard* 3,37 ~~BS3,37~~ *Fitted for oil fuel 7,21*	Kob 2,38 ✠LMC~~1,36~~	*z*	OG ~~1,36~~ 2,38 *F.P. above 150° F.*	1921 7mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Kawasaki KisenK.K. *CellDB*342' 1234*tDTa*35'807*t*	405·0 F33'*onAwng dk* FK *Collision* *FPT*104*t APT*36*t*	53·0	37·0	Kobe Japanese *ptCem* *BHtoAwdk* 5 ,, ,, *U* ,,	T.3Cy.28",46½"&78"-54" 200lb (*s*) 578NHP 3SB(Spt),*9cf*,GS190, FD HS7800 KawasakiDkydCoLdKobe	37 " 0 s 9 " 3½ 28 " 0	
35948 89 YLBG	**Venta** (*ex*Willowmore,*ex*Cundall) Sub.Sig. 1*Dk*	1886 1709 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle	LatvianGovt. (ValstsKugu Parvalde,*Mgrs.*)	276·0 P24'B60'F29'	40·5	18·6	Riga Latvian	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Sld		C
35949 129475 VGYF	**Venture** Ⓟ TwinSc ssVcr.2ndNo.3-1,34 Wireless *1Dk(Stl)&Awng dk* ssVcr.No.1-37	1011 743 580	✠100A1 *Awng dk* *withfreeboard* ~~10,37~~ ~~1,37~~4,38 ~~BS1,37~~ *Fitted for oil fuel 4,12*	Vcr BS10,37 ✠LMC~~1,34~~1,37	*k*	CL ~~12,34~~ 10,37 *F.P. above 150°F.*	1910 3mo *Lloyd'sA&CP*	Napier& Miller,Ld. Glasgow	UnionSteamships Ld. ... *WB=*	180·4 B121' FK ND20 *CellDBuE*18' *f* 79'	32·0	17·0	Vancouver British 4*BHCem* 112*tDTa*17'	T.6Cy.12",19"&33"-27" (*s*) 180lb 171NHP 2SB,*6cf*,GS108,HS3300 Miller&Macfie,Ld.Gls. 46*tFPT*9*tAPT*60*t*	19 " 0 s 7 " 3 12 " 3	
35950 LDSV	**Venus** Ⓟ TwinSc *OilEng.* D.F. *1Dk&Shelter dk &pt3rd&4th dks* *Ref.Mchy.* *CruiserStern*	5407 4156 2867					1931	Helsingörs Jernsk& Msk. Elsinore	DetBergenske Dampskibsselskab	398·5 H1120*t*	54·2	26·6	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"-42¼" 1190NHP Akt.Burmeistr&Wain,Cpn		
35951 161876 WPBI	— *(Self-Unloader)* *Mchy.Aft* D.F. GyC. *1Dk2trB*	3719 — 2766					1901	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *WB*	346·0	48·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Lorain,O		
35952 OXID	— ssCpn.No.1-37 ssAbg.No.3-7,33 *1Dk(Stl)*	2456 2212 1460	✠100A1 8,37 ~~1,36~~ ~~BS1,36~~ *Fitted for oil fuel 6,20*	Cpn ✠LMC~~7,33~~ 8,37	*t*	CL ~~9,36~~ 8,37 *F.P. above 150° F.*	1920 6mo *Lloyd'sA&CP*	WoodSkin-ner&Co.Ld. Newcastle	A/S D/S "Orion" (C.P.Jensen,*Mgr*) *CellD*	303·0 314·0(O.L.) P33'B81'F32' FK *B*240' 649*t FPT*70*t*	43·0	20·8	Copnhagn Danish 5*BHCem* *APT*87*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 N.E.MarineEngCoLd.Nwc	23 " 0 s3 " 4½ 19 " 10	
35953 PIFF	— *2Dks*	1855 1474 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·2 Q87'B147'F34'	38·2	18·8	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"-36" 156NHP RotterdamDroogd.Maats.		V
35954 KZAV	— Ⓟ Iron (*ex*LochMaree) *Well deck* Wireless *1Dk2trB*	1050 632 554			...		1880	Gourlay Bros.&Co. Dundee	ManilaS.S.Co.Inc. (Elizalde&Co. Inc. *Mgrs.*)	210·0 P116'F31' FK	29·8	15·7	Manila Utd.States *WB*	C.2Cy.23"&44"-42" 99NHP GourlayBros&Co.Dundee	16 " 11	
35955 DOOX	—	603 592 361					1897	Helsingörs Jernsk&Msk. Elsinore	Dampfschiffahrts Ges.Neptun	169·0	26·0	16·5	Bremen German *WB*	T.3Cy.12½",21"&34½"-24" 58NHP HelsingörsJrnsk.&Mskb.		G
35956 941 ESTB	— WoodAux3MstSr (*ex*St.Peters-34,*ex*Vega-33, *OilEng.* *ex*Ilmatar,*ex*LudvigTheisen) (*See Sailing Ship Register*)	351 321 261					1919	A/SNak-skovSkibs-værft Nakskov	JacobLinkrus ...	135·6	30·3	12·8	Tallinn Estonian	Oil Engines 2S.C.SA 4Cy.13$\frac{1}{16}$"-13¾" 120NHP *Emade*24 J.&C.G.BolindersMV.A/B		V
35957 PUTJ	— (*ex*Caninde,*ex*Itajahy,*ex*Lucania, *ex*Franklin,*ex*Pampa, 1*Dk* *ex*L'Italia)	346 314 207					1890	E.Cravero &Co. Genoa	RodolphoSousa& Cia.	157·6	27·2	10·9	R.Janeiro Brazilian	C.2Cy.15¾"&31½"-19¾" B*made*06*refitted*30 37NHP E.Cravero&Co.Genoa		V
35958 LITS	**Vera** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6485 5560 3881					1934	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/SVaarheim (H.Ditlev-Simon-sen&Co.*Mgrs.*)	408·6 P202*t*H534*t*F73*t*	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 561NHP EriksbergM.V.Aktieb.Got		N
35959 7025 SHED	— (*ex*Bryssel) ssHbg.2ndNo.3-5,27 ssHbg.No.2-35 *1Dk(Stl)&deep framing* *Cargo battens not fitted*	*1341* *1202* *763*	✠100A1 ~~3,37~~11,37 BS3,37	Hbg ✠LMC4,35	*p*	OG 2,36	1904 8mo *Lloyd'sA&CP*	Soc.Anon. LeVulcain Belge Hoboken	RederiA/B Sirius (O.Hillerström, *Mgr.*)	240·3 254·7(O.L.) P15'B146'F29' FK	37·2	16·6	Hlsngborg Swedish 4*BHCem* *CellDBa*34'	T.3Cy.18$\frac{5}{16}$",29$\frac{13}{16}$"&49¼"- 33$\frac{7}{16}$" 185lb (*s*) 167NHP 2SB,*4cf*,GS82,HS2796 LeVulcainBelge,Hoboken *uE&B*32'*f*96'274*tAPT*20*t*	19 " 2 s 1 " 6½ 17 " 9	
35960 OHSM	— Comp *OilEng.* 1*Dk*	446 350 204					1918	A/BÖsters-jövarfvet Norrköping	GustafErikson	149·5 P40'H20*t*F18'	28·6	11·0	Mariehmn Finnish	OilEngines2S.C.SA 4Cy.12½"-18½" 109NHP A/BAtlasDiesel,Skm.		V
35961 148529 GDJB	**Vera Radcliffe** ssNpt.No.3-8,37 ~~ssSld.No.2-33~~ D.F. *1Dk(Stl)*	5587 5113 3417	✠100A1 ~~✠11,35~~ 8,38 MS~~7,33~~ 8,37	Npt Mel ✠LMC BS~~12,34~~ 12,37	*z*	CL ~~1,35~~ ~~8,37~~ 8,38	1925 1mo *Lloyd'sA&CP*	Craig,Tay-lor&Co.Ld. Stockton	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*	415·5 431·7(O.L.) P45'B&F327' FK 362' 1581*t FPT*113*t*	55·5	26·6	London British 7*BHCem* *APT*147*t*	T.3Cy.26½",46"&75"-48" (*s*) 180lb *180lb* 471NHP 3SB(Spt) *9cf*,GS197,HS7917 Blair&Co.Ld.Stockton	28 " 7 s 3 " 8½ 25 " 2	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist^d Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
35962 1944 IVJI	**Verace** (*ex*Giuseppina-34,*ex*Iberia) *ss*Rot.3rdNo.3-9,22 1*Dk*(*Irn*)2*trB*	1219 1075 750	✠ 1,28 ✠ ✠NB90*refitted*10,14	Rot	*n*		1884 6mo	L.Smit& Zoon Kinderdijk	IgnazioMessina &C.	257·5 B60'F26' len87 ptNDO2 BK8" *DBa* 63'*f*88'&*u*	33·0	15·2	Genoa Italian 4*BHCem* *E&B*40'285*t*	C.2Cy.27⅜"&52"-33" 151NHP 2SB,6*cf*,GS90,HS2940 KonMaats.deSchld.Flshng	18 ″ 9	I †
35963 231755 KDCT	**Veragua** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. E.S.D. GyC.	6982 4073 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States	2SteamTurbines connect'd toElec.Motors&Sc.Shafts GeneralElectric 1783NHP Co.Schenectady,N.Y.		R
35964 ~~2012~~ ICLZ	**Verbania** (*ex*KiaOra-35) TwinSc *ss*Lon.2ndNo.3-5,34 *Ref.Mchy.* 2*Dks*(*Stl-Upt*ws)&*deep framing*&*Shelter dk*(*Stl*-ws) D.F.	6640 6031 4190	✠ ... 10,36 ✠	Gen	*c*†		1907 11mo	Workman, Clark&Co.Ld Belfast	~~DittaLuigi~~ ~~PittalugaVaperi~~ A.Lauro *CellDBa*95'	463·4 448·3 FK&BK1$\frac{13}{20}$" *uE&B*80'*f* 191'1305	56·3 56·5	30·5	Naples ~~Genoa~~ Italian 7*BHCem* *tAPT*54*t*	T.6Cy.22",37"&63"-48" 810NHP 5SB,15*cf*,GS289,HS11755 WrkmanClark&Co.Ld Bel	33 ″ 6	I †
35965 162697 GJVP	**Verbormilia** (*ex*Danubio, *ex*GrófSerényiBela) 1*Dk*2*trB*&*deep framing*	3275 2960 2063			...		1907	W.Gray &Co.Ld. W Hartlepool	VerbormiliaS.S. Co.Ld.	331·0 P25'B124'F30' FK	48·3	22·0	London British *WB*	T.3Cy.24",40"&65"-42" 292NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 6	V †
35966 836 OHKS	**Verdandi** (*ex*Manhem) Iron *ss*Got.3rdNo.3-8,20 *ss*Got.No.2-29 *Well deck* 1*Dk*2*trB*	*447* *346* *242*	✠ 10,33 ✠NB3,04 ✠	Got	*g*		1883 11mo	MotalaCo. Gothenburg	H.Johansson's Arvingar	141·1 Q44'B34'F22' BK7"	24·3	13·8	Mariehmn Finnish 4*BHCem* *MT*17'90*t*	C.2Cy.16"&29"-20½" NDB04 41NHP 1SB,2*cf*,GS32,HS770 MotalaCo.Gothenburg	14 ″ 6	
35967 56 ICNG	**Verdi** Ⓟ *OilEng.* *ss*Tri.No.2-36 2*Dks*(*Stl*)	2423 1836 1423	✠100A1 ~~10,37~~ ~~2,37~~ 3,38 ✠LMC CS11,36 DBS~~2,37~~2,38 ~~4,35~~3,38	Fiu ~~Tri~~	*s*	CL ~~7,34~~ N10,37	1928 10mo	Cant.Nav. Triestino Monfalcone *Lloyd*'*sA&CP*	"Tirrenia" Soc.Anon.diNav. *CellDB*213'398*t*	294·0 281·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-37⅜" 391NHP DB*100lb* "Fiat"Stab.GrandiMotori. Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
35968 TVKM	**Verdun** 1*Dk*	324 — 174					1916	Soc.des AteliersMarit Haïphong	Transp.Maritimes &Fluv.de l'Indo-Chine	130·9 P38'F30'	25·0	10·8	Haïphong French	C.2Cy.9⅘"&20"-14$\frac{9}{10}$" 16NHP Soc.des Atel.Marit.Haïphong		
35969 219268 KOPK	**Vermar** (*ex*Circinus) *ss*Bal.No.3-2,32 D.F. *ss*Bal.No.1-36 2*Dks*(*Stl*)	5568 5144 3428	✠100A1 8,37 ~~1,37~~ ✠LMC MS7,35 BS~~4,36~~5,37 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	*z*	CL ~~8,34~~ 8,37	1919 12mo	Columbia RiverSBCorp PortlandOr. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold dispensed with* *CellDB*355'1139*t*	410·0 P44'B115'F47' FK *MT*29'745*t FPT*1:	54·2	27·5	NewYork Utd.States *ptCem* 5*BH to Udk* 1 ,, ,, 2*nd*,, 2*tAPT*143*t*	T.3Cy.24¾",41½"&72"-48" 210lb (*r*) 562NHP 3SB,9*cf*,GS190,HS8324 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 2 s 6 ″ 5 24 ″ 0	
35970 FNUP	**Vermont** (*ex*Easterly) 2*Dks*	5186 — 3200					1919	Bartram& Sons,Ld. Sunderland	Cie.Générale Transatlantique	399·6 P48'B112'F39'	52·3	28·3	Havre French *WB*	T.3Cy.27",44"&73"-48" 369NHP N.E.Mar.Eng.Co.Ld.Sld.		V
35971 7837 SHGK	**Verna** *ss*Hbg.No.1-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1451* *1116* *801*	✠100A1 4,37 ~~3,36~~ ✠LMC3,36	Hbg Lkr	*p*	OG ~~3,36~~ 4,37	1932 7mo	Helsing- borgsVarfs. Aktiebolaget Helsingborg *Lloyd*'*sA&CP*	Aktiebolaget Verna(~~B.Ingelsson~~) (S.Redig, *Mgr.*) *CellD*	247·1 P19'Q79'B100'F23' *Trunk in after well* FK *B*213'437*t FPT*28*t*	38·1	15·3	Hlsngborg Swedish 4*BHCem* *APT*54*t*	T.3Cy.17¾",29$\frac{17}{32}$"&46⅞"-27$\frac{9}{16}$" 200lb 145NHP 2SB,4*cf*,GS68,HS2337 HelsingborgsVarfs.A/B.	17 ″ 6 s ″ 8¼ 16 ″ 11¼	
35972 5579 SHEK	— *ss*Got.No.3-7,26 *Mchy.Aft* *ss*Got.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*512* *281* *348*	✠100A1 *Shelter dk withfreeboard* 9,37 ~~3,37~~ ✠LMC MS3,35 BS~~9,36~~2,38	Got	*g*	~~3,37~~ OG N9,37	1914 5mo	Aktieb. LödöseVarf Lödöse *Lloyd*'*sA&CP*	RederiA/BEvald (K.Assmundson, *Mgr.*) *WB* = *CellDB*	131·4 142·9(O.L.) FK *uE*13'*f*83'110*tFPT*	28·2	10·1	Gothenbrg Swedish 3*BHCem* 19*tAPT*7*t*	C.2Cy.12"&27"-15" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Akt.LödöseVarf,Lödöse	18 ″ 9 s 5 ″ 5½ 13 ″ 5¼	
35973 408 OHKT	**Verna H.** (*ex*Elvi-32,*ex*Barbara, *ex*Torridal,*ex*Barbara,*ex*Oddgeir, *ex*Frank) *Well deck* 1*Dk*	918 772 502					1900	Fredrkstad Mek.Værks. Fredrikstad	WernerHacklin	209·4 Q59*t*B105*t*H54*t* F33*t*	32·6	13·4	Pori Finnish	T.3Cy.14½",24"&39"-27" 79NHP FredrikstadM.V.Frdstad.	15 ″ 9	V
35974 161612 GJPK	**Vernon City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4748 4432 2875					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld.*Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
35975 204684	**Verona** GyC. *Mchy.Aft* 1*Dk*	5880 — 4515					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs*)	480·0	52·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanSBCo.Cleveland		
35976 6018 SHEM	**Veronica** 1*Dk*	*1316* *1145* *724*	.				1918	Limhamn's Skeppsv.A/B. Limhamn	RederiA/B Activ (Joh.Gorthon, *Mgr.*)	238·0 P29'B60'F28'	37·6	16·2	Hlsngborg Swedish *WB*	T.3Cy.17¼",29½"&48"-31½" 129NHP LimhamnsSkppsv.A/B.		V
35977 FOYW	**Versailles** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*	2156 1730 695					1919	Forg.&Ch. dela Mediter-ranée Havre	Chemins de Fer de l'État Français (SouthernRailway *Mgrs.*)	298·1	36·1	22·4	Dieppe French *WB*	2SteamTurbinesSRGeared to 2 Sc. Shafts Forges&Ch.dela Mediterranée,Havre		V
35978 1317 ICGP	**Vertunno** (*ex*Santarosa-37, *ex*Loughborough, *ss*Gen.2ndNo.3-3,27 *ex*Kyleakin) *ss*Gen.No.1-31 D.F. 1*Dk*(*Stl*)&*deep framing*	3159 2899 2000	✠ ... 4,36 ✠	Gen	*v*		1905 6mo	Grngem'th &Greenock DockyardCo. Greenock	Soc.Anon.Sbarchi, Imbarchi e Trasporti *CellDBa*98'	345·0 330·5 P27'B96'F34' FK *uE&B*40'*f*142' 898*t*	48·1	22·0	Rome Italian 5*BHCem* *APT*77*t*	T.3Cy.24",40"&65"-42" 286NHP NDB*made*20*refitted*25 2SB,6*cf*,GS99,HS4468 D.Rowan&Co.Glasgow	24 ″ 5	I †
35979 LHUK	**Vesco** *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* 1*Dk*	331 253 150					1926	Harstads Mek.Værks. Harstad	A/S Vestlandske Petroleum Compagni	136·2 B54*t*H15*t*	25·3	10·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15"-16⅛" 159NHP J&CGBolindersCoLd.Skm.		N
35980 LFFT	**Vesla** 1*Dk*	1107 982 663					1913	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	226·3 P18'B51'H48*t*F30'	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"-30" 116NHP BergensMekVærksBergen		N
35981 235 ICNH	**Vesta** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	3351 2918 1934					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4 B84'F35'	44·5	27·0	Trieste Italian *WB*	T.3Cy.22$\frac{7}{10}$".36⅔"&61⅓"-39⅖" NE&B25 240NHP Soc.Vickers-Terni,Spezia		I
35982 PIFX	— 2*Dks*	1854 1472 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·3 Q87'B147'F34'	38·1	18·8	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"-36" 156NHP RotterdamDroogd.Maats.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Date Cert. Réfrig.
35983 DOHW	**Vesta** Sub.Sig. 1*Dk*	1620 1043 883					1920	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	240·1|36·1|15·3 P23'Q71'	Bremen German *WB*	T.3Cy19$\frac{1}{16}$",31½"&53½"-35½" 168NHP A.G."Weser,"Bremen		G
35984 LFFV	— (*ex*Skinfaxe) Wireless 1*Dk*	1310 1110 789					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetBergenske Dampskibselskab	241·4|36·3|16·3 P10*t*H68*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" KjbnhavnsFlydk. 128NHP &Skbsv.Copenhagen		V
35985 9 OHGO	— *ss*Hfs.3rdNo.3-5,26 Wireless D.F. *ss*Abo.No.2-34 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1015 796 590	✠100A1 6,37 ~~4,36~~ ✠NB4,20 BS~~4,36~~6,37	Abo Hfs ✠LMC5,34	*m*	CL ~~4,34~~ 7,37	1889 5mo	TyneI.S.B. Co.(Lim.) Newcastle A&CP	FinskaÅngiAktieb *WB*=*DBa*64'	210·5|31·2|15·3 Q78'B61'F23' FK *f*49'&*uE*&*B*35'291*t*	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.17¾",28"&46"-30" (*s*) 150lb *100lb* NDB20 114NHP 1SB,3*pf*,GS57,HS1753 NEMarineE.C.(Lim.)Nwc	16 " 1 s 1 · 0½ 15 " 2	
35986 1062 ESUY	— **WoodAux3MstSr** (*ex*Westa,*ex*Sunbeam, *OilEng.* *exSailingVessel*Harelda) 1*Dk* (*See Sailing Ship Register*)	369 312 277					1919	E.H.Eriks-son Haraldby, Åland	J.Mäesalu& M.Kalmuk	135·8|33·3|12·5 P27'Q22*t*H44*t*	Pärnu Estonian	Oil Engines 2S.C.SA 2Cy.14⅝"-15" 75NHP *Emade&fitted*20 A/BJ.V.Svenson,MtfSkm		
35987 4563 SHER	**Vestanvik** (*ex*Carl) *ss*Osc.No.1-37 *ss*Skm.2ndNo.3-4,33 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1213* *970* *715*	✠100A1 ~~5,37~~~~12,35~~5,38 MS~~7,32~~ 5,37	Mmo Osc ✠LMC BS~~9,36~~ 8,37	*o*	OG ~~11,35~~ 5,37	1906 4mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle '*sA&CP*	Rederi A/B Vestanvik (K.W.Bensow) *Cell DBa*69'*uE*&*B*	236·0|35·6|14·3 P14'Q74'B62'F24' FK 33'*f*94'371*tFPT*57*t*	Gothenbrg Swedish 4*BHCem* *APT*19*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 " 6 s 1 " 2 15 " 5¼	
35988 To be Broken up LCIW	**Vestavind** (*ex*Esperanza-37, 3Mst *ex*Esperanca,*ex* *ss*Osl.3rdNo.3-5,33 Basil,*ex*San *ss*Sfj.No.1-37 Bernardo,*ex*James 1*Dk*(*Stl*)&*Spar dk* Brand) (*Irn*)&*Webframes* D.F. *Mchy.Aft*	3840 3508 2236	✠~~100A1~~ *Spar dk* 4,37 ✠NB11,12 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,11 *F.P. above* 150°F.	NYk ✠~~LMC8,37~~	*w*	CL 4,37	1893 4mo	Armstrong Mitchell&Co. Ld.Newcastle A&CP	~~SkibsA/SVesta-vind(Magnus Konow&Co.)~~ *DBuE*&	339·7|44·0|29·9 P84'B24'F35' FK *B*64' 138*t* *FPT*180*t*	Oslo Norwegian 12*BHCem* *APT*65*t*	T.3Cy.25",41"&67"-48" (*s*) 160lb 326NHP NDB20*refitted*28-*160lb* 2SB,6*cf*,GS115,HS4700 WllsndSlpwayCo.Ld.Nwc.	31 " 2 s 5 " 11½ 25 " 5½	
35989 LFFX	**Vesteraalen** Ⓟ **Iron** 1*Dk*&*Awngdk*3*trB*	682 597 389					1891	AkersMek. Værks. Oslo	Vesteraalens Dampskibsselskab	165·8|27·1|13·1 H16*t* 20·2 *WB*	Stok-marknes Norwegian	T.3Cy.15",25"&40"-24" 78NHP AkersMek.Vrk.Oslo		N
35990 3471 SDLM	**Vesterbotten** Ⓟ **Iron** (*ex*Borgholm-34,*ex*NyaVesterbotten, *ex*NyaSöderhamn. 1*Dk*&*ptShelterdk* *ex*Finland)	*611* *312* *443*					1876	W.Crich-ton Åbo	Stockholms Rederiaktieb.Svea (Eman.Hogberg, *Mgr.*)	166·9|25·6|12·0 H54*t*F45'	Stockholm Swedish *WB*	T.3Cy.14⅜",22⅝"&37½"-27¼" NE&B02 73NHP BergsundsMV.Aktb.Skm.		
35991 HPEL	**Vestfold** **TwinSc** *ss*Sfj.No.1-35 *Mchy.Aft CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck* *Strengthened for Navigation in Ice*	14547 9942 8277	✠100A1 *withfreeboard* 4,37 ~~8,36~~ Pr.BS~~10,35~~10,37 *Whaling Service* *CarryingPetroleum in bulk* *Fitted for oil fuel*7,31 *F.P. above* 150° F.	Sfj Got ✠LMC10,35 BS10,37	*j*†	CL ~~8,36~~ 4,37	1931 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	VestfoldCorpora-tion Cell	538·1|74·3|33·3 554·1(O.L.) P120'F108' FK *DBuE*&*B*92' 553*tD* *Side tanks i*	Panama Pnamanian 18*BHptCem* (4 *to W dk* 14 „ 2*nd* „) *Ts f*44'924*t* *n mchy. spac*	Q8Cy20½"29½"42½"&62"-45" 265lb (*s*) 997NHP 21Pr.B-*60lb* 10Pr.B.-*43lb* 5SB(4Spt),20*cf*,HS14800FD Richardsons,Westgarth& Co.Ld.Hpl. *e* 90'440*tFPT*408*tAPT*493*t*	48 " 9 s 15 " 4 33 " 8½	
35992 LFGB	**Vestfos** 1*Dk*	1388 1254 826					1909	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen, A/S,*Mgrs.*)	254·0|38·0|16·4 P44*t*H65*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
35993 LFGD	**Vestkyst I.** *Mchy.Aft* 1*Dk*	370 287 187					1923	Husö Værft. Husö	SkibsA/S Kysten (F.J.Röstand&B. Pedersen,*Mgrs.*)	137·3|25·3|11·0 P52*t*F14*t*	Arendal Norwegian *WB*	T.3Cy.9½",14½"&24½"-18" 25NHP BergensMek.VerksBergen		
35994 LDDK	**Vestland** *ss*H.Kg.No.3-8,28 1*Dk*(*Stl*)	1934 1700 1139	✠ 11,33 ✠	Bgn	*r*		1916 8mo	Detroit S.B.Co. Wyandotte	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*) Ce	251·0|43·8|18·2 P28'B65'F27' FK *llDB*212' 545*tFPT*	Haugesnd Norwegian 4*BHCem* 68*tAPT*77*t*	T.3Cy.20",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 " 2	N †
35995 LFGE	**Vestmanröd** (*ex*Snenut) *Mchy.Aft* 1*Dk*	691 522 343					1919	Wortelboer &Co. Delfzyl	SkibsA/S Vest-manröd(O.G. GjessensEftf.)	180·0|28·8|12·5 Q81*t*B19*t*H15*t*F22*t* *WB*	Skudes-neshavn Norwegian	T.3Cy.14⅝",23⅝",&38⅝"-26¾" 77NHP Mch.Koopman,Dordrecht		N
35996 LERT	**Vestra** (*ex*Risör-36,*ex*Ornefjell, *ex*Hufterö,*ex*Norma) *Well deck* 1*Dk*	1422 1174 855			...		1904	N.V.Schpw v.J.Smit,Czn. Alblasserdam	A/S Vestra(Rich. Jansen)	244·8|37·2|16·4 P41*t*Q94*t*H54*t*F36*t* FK	Haugesnd Norwegian *WB*	T.3Cy.19"31"&51-33" 163NHP Maats.deSchelde,Flushing	18 " 6	N †
35997 LFGF	**Vestri** Ⓟ *Ref.Mchy.* 1*Dk*&*Awngdk*	499 472 265					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskslsk.	160·0|26·7|15·3 P105'F24'	Stavanger Norwegian *WB*	T.3Cy.12¼",19"&31"-18" 40NHP HelsingörsJernsk.&Mskb.		
35998 LDQX	**Vestvangen** *ss*Mob.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	2420 1993 1394	✠100A1 ~~7,~~~~10,36~~ 3,38 BS~~1,37~~ 4,38 *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	NOs ~~Mob~~ ✠LMC3,35	*s*	OG ~~1,37~~ 3,38	1930 10mo *Lloyd*	Intrnationl S.B.&E.CoLd Danzig '*sA&CP*	SkibsA/S Karai-bien(Görrissen& Co.A/S,*Mgrs.*) *Intermediat*	291·2|45·7|18·5 P28'B84'F33' FK *e BH in fore hold di* *CellDB*248'623*t F*	Oslo Norwegian 4*BHptCem* *spensed with* *PT*61*t APT*	C.4Cy.(2)16$\frac{3}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalS.B.&ECoLd 78*t Wing tanks in Bridge*42*t*	20 " 6 s 2 " 8½ 17 " 11½	
35999 LDDL	**Vestvard** *OilEng.* 2*Dks*	4319 3865 2441					1925	Akt.Ges. "Neptun" Rostock	KlostersRederi A/S (Lauritz Kloster,*Mgr.*)	386·0|53·0|23·5 P109*t*H266*t*F25*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27⅜"-55$\frac{1}{16}$" 440NHP Mchfbk.Augsburg- Nürnberg,Augsburg		N
36000 711 ICNJ	**Vesuvio** D.F. 1*Dk*	5430 4555 3391					1914	Soc.Fiat SanGiorgio Spezia	Soc.Anon.per l'Industria ed il Commercio Marittimo "Nova Genuensis"	394·9|51·7|27·5 P30'B200'F35'	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{7}{16}$"-48" 337NHP Cant.Nav.Riuniti,Ancona		CI
36001 7107 SHFE	**Vesuvius** (*ex*Bruckhausen, *ex*Wobun) *ss*Lkr.3rdNo 3-10,35 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1580* *1441* *933*	✠100A1 9,37 ~~5,37~~ MBS~~10,34~~ 9,37	Hbg Lkr ✠LMC10,35 DBS5,37	*q*	CL 5,37	1902 6mo *Lloyd*	Grngem'th &Greenock Dockyard Co. Greenock '*sA&CP*	RederiA/B Wega (I.Wettin,*Mgr.*) *CellDB*	257·5|37·1|18·2 266·6(O.L.) B58'F27' FK *a*68'*uE*&*B*36' *f*103'	Hlsngborg Swedish 4*BHCem* 399*tAPT*25*t*	T.3Cy.19",31"&51"-36" (*s*) 160lb *80lb* 183NHP 2SB,6*pf*,GS92,HS3161 Dunsmuir&Jackson,Gls.	20 " 4 s 2 " 11½ 17 " 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36002 UOYL	**Vetluga** (*ex*Drechtstroom-34, *ex*Helder) 2*Dks*	1717 1358 949					1918	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R.	270·7 B173′	41·7	19·0	Leningrad Russian *WB*	T.3Cy.20″,31″&51″–35½″ 155NHP Werkspoor,Amsterdam		
36003 DANX	**Viadra** 1*Dk*	947 725 578					1899	Oderwerke A.G. Grabow	Rud.Christ.Gribel	206·3 Q63′B51′F29′	32·0	14·1	Stettin German *WB*	T.3Cy.14½″,22¾″&38″–28″ 76NHP OderwerkeA.G.Grabow		G
36004 OUNE	**Vibeke Mærsk** 1*Dk*	953 681 514					1925	F.Schichau Elbing	Dampskslskb. af1912 (A.P.Möller, Copenhagen,*Mgr.*)	221·0 P25′B94′F28′	32·2	14·2	Aarhus Danish *WB*	T.3Cy.15″,24⅔″&38½″–25⅙″ 75NHP F.Schichau,Elbing		V
36005 OXJD	**Viborg** *ss*Cpn.No.3-5,31 *ss*Els.No.1-35 1*Dk*(*Stl*)	2028 1794 1188	✠100A1 5,38 ~~12,36~~ BS~~3,37~~ 5,38	Cpn Els ✠LMC9,34	*s*	OG ~~12,36~~ 4,38	1919 3mo *Lloyd*	NVSchpw. v.J.Smit.Czn. Alblasserdm '*sA&CP*	A/S D/S "Dannebrog"(C.K Hansen,*Mgr.*) *CellD*	283·4 P22′B166′F35′ FK *B*239′ 604*t FPT*82	42·1	18·3	Copnhagn Danish 4*BHCem* *tAPT*84*t*	T.3Cy.20½″,32″&52″–39″ (*s*) 180lb *140lb* NDB20 208NHP 2SB(Spt),6*cf*,GS84,HS3450 Kon.My."deSchelde," Fls.	20 ″ 9 s 1 ″ 7¾ 19 ″ 3¾	
36006 LIYB	**Vibran** Ⓟ *OilEng.* D.F. 1*Dk*,*2nd dk for fruit cargo* *Ref.Mchy.* *3rd dk in forward holds* *CruiserStern* *sparred for fruit cargo*	2993 2619 1759	✠100A1 *withfreeboard* ~~6,37~~ 11,37 ✠Lloyd'sRMC~~12,36~~ 5,38 ~~11,37~~ ~~6,37~~ for temp. 33° F.	Ham ~~Rot~~ Fal ✠LMC3,35	*u*	CL ✠LMC(M)6,37	1935 3mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	SkibsA/S Ogeka ~~(O.A.Knutsen,~~ ~~*Mgr.*)~~(KnutKnut- senO.A.S.*Mgr.*) *CellDB*262′536*t*	322·5 F44′ FK *Tanks at sides of* *tunnel*79′450*tFPT*	45·8	26·7	Haugesnd Norwegian 5*BHptCem* (*Coll to W dk* 4 ,,2nd,,) 19*tAPT*87*t*	Oil Engines 2S.C.SA 9Cy.19 1/16″–35 7/16″ 606NHP DB70lb Akt.Burmeistr&Wain,Cpn	28 ″ 10 s 8 ″ 9¼ 20 ″ 3	
36007 EGSE	**Vicente** (*ex*Vinaroz,*ex*Paris, *ex*Edith) *ss*Bcl.No.3-12,19 *Well deck* 1*Dk*(*Stl*)	534 376 299	✠ 2,23 ✠	Bcl	*h*		1899 2mo	W.Harkess &Son Middlesbro'	Soc.Anon.Ferrer Peset	158·1 Q82′B14′F20′ FK *DBa*32′35*tFPT*	26·5	12·3	Valencia Spanish 4*BHCem* 35*tAPT*18*t*	T.3Cy.13″,21⅜″&33″–24″ 62NHP 1SB,2*rf*,GS40,HS1033 Whyte&Mair,Dundee	13 ″ 0	V †
36008 EAQC	**Vicente La Roda** Ⓟ (*ex*Una) *Well deck* Wireless 1*Dk*2*trB*	1508 — 915			…		1899	J.Scott& Co. Kinghorn	Cia.Trasmediter- ranea	237·2 P&B144′F57′ BK8″	34·2	16·6	Valencia Spanish *WB*	T.3Cy.20″,32″&54″–39″ 274NHP J.Scott&Co.Kinghorn	17 ″ 9	V †
36009 160238 GLVX	**Viceroy of India** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl–Wthr* *dk* teaks) *4th&5th dks*(*Stl*) *in fwd. holds & pt after holds* D.F. E.S.D. *CruiserStern*	19627 14069 10027	✠ 7,32 ✠	Lon			1929 3mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*	586·1 B354′F82′ FK 524′3039*t FPT*170*t* *Motors by* B	76·2	41·5	Glasgow British 11*BHptCem* (1*to Wthr dk* 10 ,, *2nd*,,) *APT*138*t*- ritish Thom	2 Stm.Turbines connected toElec.Mots.&Sc.Shafts 3565NHP 6 WaterTubeBoilers HS32500 A.Stephen&Sons,Ld.Gls. son-HoustonCo.Ld.Rugby	45 ″ 6	BT till ~~6,37~~ ~~9,37~~ ~~12,37~~ 6,38
36010 653 OHBS	**Vicia** (*ex*Sigrid,*ex*Carham) 1*Dk&deep framing*	2660 — 1836					1896	Furness, Withy&CoLd WHartlepool	A/B Transport (KristianHansen, *Mgr.*)	314·3 P41′B77′H98*t*F30′	43·1	20·4	Helsngfors Finnish *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP W.Allan&Co.Ld.Sld.		V
36010* LDDM	**Victo** (*ex*Skogstad) 1*Dk*2*trBdeep framing* *& Web frames*	3655 3474 2357			…		1906	R.Thomp- son&Sons,Ld. Sunderland	E.B.Aaby	346·5 P23′B92′F30′ FK	50·8	22·9	Oslo Norwegian *WB*	T.3Cy.25″,41″&67″–45″ 318NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	N †
36011 160197 VGLK	**Victolite** TwinSc *ss*NNs.No.2-36 *OilEng.* D.F. GyC. ~~*ss*Gls.No.1–32~~ *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing–bracketless system*	11410 10800 6250	✠100A1 ~~6,37 2,36~~ 12,37 DBS~~9,36~~12,37 *CarryingPetr*	NNs ~~Mtl~~ StJ ✠LMC CS5,37 2,36 *oleum*	*g*† *in*	CL 2,36 *bulk*	1928 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,*Mgr.*) *CellDBuE*97′415*t* *DTf*36′388*tFPT*	510·2 B34′F40′ FK 319*tAPT*149*t*	68·2	38·0	Montreal British 19*BH* (14 *to U dk* 5 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.26¾″–51 3/16″ 995NHP 2DB*100lb* 2WaterTubeDB*250lb* Frd.KruppA.G.Kiel	38 ″ 1 s8 ″ 9½ 29 ″ 7	
36012 DHYR	**Victor** (*ex*ChristineSell) 1*Dk*	777 578 469					1904	Nüscke& Co. Stettin	Reed.JohannesIck G.m.b.H.(Arthur Sommer,*Mgr.*)	202·7 Q69′B46′F24′	30·4	12·5	Hamburg German *WB*	T.3Cy.13⅘″,21¾″&35⅘″–23⅗″ 62NHP Ver.Elbesch Ges.Ueb.		G
36013 124200 MCQX	— *ss*Liv.2ndNo.3-9,32 *Well deck* *ss*Bkn.No.1-36 *Mchy.Aft* 1*Dk*(*Irn*)	435 287 165	✠100A1 ~~7,37~~ ~~7,36~~1,38 BS~~5,36~~7,37	Bkn ✠LMC MS7,36	*g*	CL 12,35	1907 7mo *Lloyd*	J.Shearer &Sons,Ld. Glasgow '*sA&CP*	SouthWales&Liv- erpoolS.S.Co.Ld. (R.Gilchrist&Co. *Mgrs.*) *WB=C*	150·0 Q83′B8′F22′ BK7″ *ellDBf*84′97*tFPT*	25·1	9·3	Aberdeen British 3*BHCem* 43*tAPT*8*t*	C.2Cy.16″&41″–30″ (*s*) 130lb 68RHP 1SB,3*pf*,GS56,HS1771 Hutson&Sons,Ld.Glasgow	11 ″ 9 s 3 ″ 9 12 ″ 1	
36014 EAJT	**Victor de Chavarri** *ss*Bbo.No.3-8,32 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing in DB* *Cargo battens not fitted*	3308 2673 1997	✠100A1 11,35 ~~BS9,35~~ ~~NO LATER SURVEY REPORTED~~	Val ✠LMC~~8,32~~ 10,37	*u*	CL N10,36	1919 6mo *Lloyd*	Soc. Española de Cons.Nav. Bilbao '*sA&CP*	AltosHornos de VizcayaSoc.An. *CellD*	314·0 P88′F44′ FK *B*267′801*tFPT*268*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT*88*t*	T.3Cy.22″,35″&58″–39″ (*s*) 190lb *100lb* 304NHP 2WaterTubeBoilers HS5528 Swan,Hunter&Wigham RichardsonLd.Nwc.	24 ″ 4 s4 ″ 5¼ 20 ″ 2	
36015 HPFB	**Victor Ross** TwinSc *ss*Ham.No.1-37 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)*2nd dk*(*Stl*) *clear* *of cargo tanks3rd dk*(*Stl*) *aft of* D.F. E.S.D. *cargo tanks* *Web frames* GyC. *Rudder electrically welded* *CruiserStern* *Longitudinal framing*	~~11222~~ —— ~~6935~~ 11188 —— 6913	✠100A1 ~~6,37~~ ~~8,36~~ 3,38 DBS6,37 *CarryingPetr* ✠LMC 3,38 ~~6,37~~	Ham ~~✠LMC1,33~~ *oleum* CS6,37	*in*	CL 7,36 *bulk*	1933 1mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	PanamaTransport Co.~~(Waried~~ ~~Tankschiff Rhederi~~ ~~G.m.b.H.*Mgrs.*)~~ *CellDBuE*78	521·4 542·0(O.L.) *aft*B55′B40′F39′ FK	70·3	38·6	Panama Pnamanian 16*BHptCem* *ptAsp* ′118*t DT′sf*	Oil Engines 2S.C.DA 8Cy.23⅝″–35 7/16″ 1560NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* BremerVulkan,Vegesack 53′2307*tFPT*295*tAPT*249*t*	38 ″ 9 s 8 ″ 6¼ 30 ″ 5¼	
36016 1863 ICNK	**Victoria** Ⓟ QuadSc *OilEng.* *ss*Gen.No.1-35 D.F. E.S.D. 2*Dks*(*Stl*)*3rd dk*(*Stl*) *Ref.Mchy* *fwd.&aft of Mchy.space* *CruiserStern*	13098 7261 7145	✠100A1 *withfreeboard* ~~7,37 3,37~~1,38 DBS~~6,35~~7,37 ✠Lloyd'sRMC~~3,37~~ 1,38	Gen ✠LMC CS2,36 8,35 ~~2,37~~	*h*†	CL S*f*N 9,36 S*a*8,35 P*f*N 9,36 P*a*6,35	1931 7mo *Lloyd*	Cantieri RiunitiDell' Adriatico Trieste '*sA&CP* *CellD*	LloydTriestino Soc.Anon.diNav. *B*423′1367*t Wing t*	540·6 524·0 FK B&F488′ *Upper bridge*324′ *anks aft*9′130*tFPT*	69·9 68·9	30·9 29·6	Genoa Italian 8*BHptCem* 82*tAPT*56*t*	Oil Engines 2S.C.SA 32Cy.26¾″–39⅜″ 4025NHP 2DB*100lb* CantRiuniti Dell'Adriatico Trieste	34 ″ 3½ s10 ″ 8½ 23 ″ 10	
36017 347 SVGB	— (*ex*Sylva-37, *ss*Cff.No.3-7,27 *ex*Trewellard-33) *ss*Sld.No.2-36 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	*4202* *3907* *2667*	✠100A1 *Shelter dk* *withfreeboard* ~~11,37 2,36~~ 2,38 BS3,37	Sld ~~Ham~~ Dnz ✠LMC11,35	*x*	CL ~~1,36~~ 1,38	1914 7mo *Lloyd*	JReadhead &Sons,Ld. South Shields '*sA&CP*	Ch.N.Pateras&Co. *CellD*	370·2 FK *Ba*117′ *uE*23′ *f*163′	51·6	25·0	Piræus Greek 6*BHCem* 978*tAPT*59*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *90lb* 386NHP 2SB,6*cf*,GS132,HS6329 J.Readhead&Sns.Ld.S.Shl	26 ″ 8 s 2 ″ 9½ 24 ″ 1¼	
36018 161826 WCCY	— Ⓟ Iron (*ex*Parthia) *Fitted for oil fuel* D.F. 4*Dks*	3914 — 2355					1870	W.Denny &Bros. Dumbarton	AlaskaS.S.Co.Inc.	360·5	40·4	34·3	NewYork Utd.States	T.3Cy.31″,50″&76″–54″ NE&B85 424NHP J.Elder&Co.,Glasgow		
36019 SVSH	— (*ex*Katie-35) *ss*Alx.No.3-3,36 1*Dk*(*Stl*)*&deep framing* *Now* "**Inari,**" *see Supplement*	2345 1983 1439	✠100A1 3,36 MS11,35	Alx ✠LMC BS3,37	*s*	OG 7,34	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A.G.Pappadakis *CellDBa*58′*a&u*	291·5 Q16′B70′F36′ FK *E*54′*f*120′578*tFPT*	42·7	19·2	Piræus Greek 5*BHCem* 58*tAPT*44*t*	T.3Cy.20½″,35″&57″–39″ (*s*) 180lb 215NHP 2SB,6*rf*,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pts. po.*	15 Registres où cote, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
36020 Sunk after collision 6,37 OZLA	**Victoria** ssAbg.No.2–33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	2030 1458 1160	✠~~100A1~~ 6,35 ~~BS7,36~~ ~~✠LMC7,36~~	Cpn	*r*	CL 7,36	1924 6mo	Howaldtswerke Kiel *Lloyd's A&CP*	A/S Dampskibsselskabet D.F.K. (De forenede Kulimportörer A/S, *Mgrs.*) *Cell DB222'706t DkTs135t FPT92t APT24t*	264·8	41·2	17·0	Copnhagn Danish 4*BHptCem*	T8Cy20 1/16"32 11/16"&54 5/16"–37⅜" 185lb (*s*) 220NHP 2SB,6*cf*,GS104,HS3660 Howaldtswerke,Kiel	19 ″ 9 s 5 ″ 4 18 ″ 5½	
36021 123511 GNTF	— Ⓟ **TrpSc** D.F. 2*Dks*&*Shade dk*	1641 1163 684					1907	W.Denny &Bros. Dumbarton	Isle of ManSteam PacketCo.Ld	311·0	40·1	15·8	DouglasIM British *WB*	3 Turbines 800RHP Denny&Co.Dumbarton		BT till 11,37
36022 DOIG	— 1*Dk*	743 580 412					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	196·8 Q50'B45'F22' len36	28·2	12·9	Bremen German *WB*	T.3Cy.13",21 1/16"&34 7/16"–23⅝" 58NHP A.G."Weser,"Bremen		G
36023 Broken up 509 SXIM	— Ⓟ **TwinSc** 2*Dks*	*710* *627* *302*					1896	J.&G. Thomson,Ld. Clydebank	Th.L.Teryazos	220·5 *Shade dk*96'	28·1	16·3	Piræus Greek	T.6Cy.13½",21"&33"–24" 107NHP J&GThomsonLdClydebnk		
36024 DANV	— Ⓟ Wireless 1*Dk*	690 494 390					1914	Stettiner Oderwerke Stettin	Rud.Christ. Gribel	188·0 Q55'B57'F18'	29·0	11·6	Stettin German *WB*	T.3Cy.14⅝",22⅝"&33½"–27⅝" 76NHP StettinerOderwerke		G
36025 166615	— **TwinSc** (*ex Barge* Accommodation) *Mchy.Aft* 1*Dk*	596 — 405					1917	.... Buffalo,N.Y.	BuffaloGravel Corp.	122·0	36·0	11·0	Buffalo NY Utd.States	C.4Cy.(2)10"&(2)20"–16" E*fitted*— 27NHP B*made*08*refitted*—		
36026 161614 GBNY	**Victoria City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4739 4429 2876					1929	W.Gray& Co.Ld. W Hartlepool	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q4Cy20",28½",41½"&61"–48" 258NHP Cen.Mar.EWrks.LdWHpl		C
36027 156047 VTDN	**Victoria-Marie** (*ex* Africana–33) ssBom.No.1–37 ssBom.No.3–7,33 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	1432 1120 882	100A1 11,37 LMC8,37	Bom	*o*	CL 10,36	1927	M.Martinolich Lussinpiccolo	ThobanDevji, PadamsiShivji &MeghjiGopalji	227·0 Q28'B56'F33' FK *Cell DB*168'300*t*	38·2	16·9	Bombay British 4*BHCem* *FPT*34*t*	T.3Cy.15¼",24½"&39⅝"–25⅝" 180lb (*s*) HS3192 150NHP 1SB&1AuxSB,5*cf*,GS100, E&B*made*20*refitted*27 N.OderofuA.SestriPnente.	19 ″ 5 s 2 ″ 2½ 17 ″ 4½	
36028 26865 JISD	**Victoria Maru** ssYka.No.1–37 ssNag.No.3–7,33 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5876 5590 4257	✠100A1 *Awng dk* *withfreeboard* 7,37 ~~10,36~~ ✠LMC7,37 ~~10,36~~ *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Nag Yka	*y*	OG 8,35	1921 2mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OginunoSotaro *Cell DB*327'1126*t*	385·0 FK *Collision* *FPT*127*t* *APT*94*t*	51·0	36·0	Hashidate Japanese *ptCem* *BH to Awdk* 5 ,, ,, *U* ,,	T.3Cy.26¼"43½"&72"–48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
36029 161758	**Victory** *Mchy.Aft* GyC. 1*Dk*2*trB*	4527 — 3707					1895	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	450·0 len 05 *WB*	48·3	22·5	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"–40" 251NHP ClevelandS.B.CoCleveland		R
36030 YTBM	**Vid** (*ex* Istina–35) ssSpt.2ndNo.3–3,34 1*Dk*(*Stl*)	3547 3259 2244	100A1 10,36 BS4,37 LMC3,34	Tri	*x*	CL 4,35	1910	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *Cell DBa&uE*129'*f*163'854*t* *APT*20*t*	360·5 P26'B232'F33' FK	50·3	21·5	Susak Yugoslav 6*BHCem*	T.3Cy.26",42"&68"–42" (*s*) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 2 21 ″ 0¼	
36031 4786 SLCA	**Vidar** ssSkm.No.1–37 ssSkm.2ndNo.3–7,33 1*Dk*(*Stl*)&*deep framing*	~~2060~~ ~~1893~~ ~~1210~~ *2104* *1893* *1215*	✠100A1 7,37 ~~4,36~~ ✠LMC6,37 ~~MS3,33~~ ~~BS3,36~~	Skm	*s*	OG ~~3,35~~ 7,37 *Intermediate bulkhead in forehold dispensed with* 4*BH only*	1907 9mo	Murdoch &Murray Pt.Glasgow *Lloyd's A&CP*	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*) *WB=Cell DBa*82'*uE&B*53'*f*108'567*t* *FPT*41*t* *APT*72*t*	285·3 P27'Q7'B74'F35' FK	42·1	19·6	Stockholm Swedish *Cem*	T.3Cy.21",35"&57"–39" (*s*) 180lb 230NHP 2SB,6*cf*,GS107,HS3705 D.Rowan&Co.Glasgow	22 ″ 0 s 2 ″ 11½ 19 ″ 2	
36032 OXLD	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1353 1102 713					1915	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·7 P169'F28'	37·0	16·9	Esbjerg Danish *WB*	T.3Cy.22",36"&60"–42" 233NHP Akt.Burmeistr&Wain,Cpn		V
36033 708 OHOT	— **WoodAuxTwinSc3MstSr** (*ex* Annikki) *Motor* 1*Dk* (*See Sailing Ship Register*)	351 — 238					1919	A.Viika Ahlainen	O.J.Engman	131·2	32·5	12·3	Mariehmn Finnish	2 Motors 4Cy.11"&13" BjörneborgsMek. Verkstad,Björneborg		
36034 YTFA	**Vidovdan** (*ex* Braunfels) ssAnt.No.1–38 ssSpt.2ndNo.3–11,33 1*Dk*(*Stl*)&*Spar dk* (*Stl-pt* teaks)&*Web frames*	5581 5282 3543	✠100A1 *Spar dk* 2,38 ~~8,37~~ ~~BS6,36~~ ✠LMC~~11,33~~ 6,37 MS2,38	Npt Ant	*a*†	CL ~~N3,37~~ 2,38	1906 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	Jugoslavenski Lloyd a.d. *Cell DBa*138'*uE*25 *f*183'1100*t*	421·9 435·7(O.L.) P60'B123'F51' FK&BK2½"	55·3	20·3 28·5	Dubrovnik Yugoslav 6*BHonly* *Cem* *FPT*80*t*	Q.4Cy.24",34",51"&74"–54" 213lb (*r*) 500NHP 3SB,9*cf*,GS159,HS6372 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 2 s 6 ″ 4½ 25 ″ 1½	
36035 Stranded & Sunk 6,37 LOHK	**Viena** Ⓟ **TwinScSp** (*ex* Golondrina) *Fitted for oil fuel* Wireless 1*Dk*2*trB*	590 — 214					1893	Mackie& Thomson Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 *Shade dk*154'	28·0	10·0	Bns.Aires Argentine	T.6Cy.13",21"&33"–22" NB11*fitted*13 102NHP Muir&Houston,Glasgow		
36036 ICNL	**Vienna** Ⓟ (*ex* Wien) **TwinSc** *Now "Po" see No. 39669 in Supplement* *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk* 3*dks in holds*	7156 5988 3288		...			1911	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	442·7 FK	55·7	28·5	Trieste Italian *WB*	Q.8Cy.27½",39",56"&80"–54" 1580NHP LloydAustriaco,Trieste	40 ″ 6	I †
36037 161034 GTBR	— Ⓟ **TwinSc** ssIps.No.1–33 E.S.D. 2*Dks*(*ptStl*) Sub.Sig. 3*rd dk forward of Mchy.space* *CruiserStern*	4227 3028 1985	✠100A1 *withfreeboard* 6,37 ~~12,36~~ BS5,37 ~~BS5,36~~ ✠LMC5,33 *For service between Harwich &the Hook of Holland*	Rot Gms	*w*	OG ~~5,33~~ 6,37	1929 7mo	J.Brown& Co.Ld. Clydebank *Lloyd's A&CP*	London&North EasternRailway *Cell DBuE*42'55*t* *DTs f*48'57*t* *DTs a*22'42*t* *FPT*12*t* *APT*42*t*	350·8 *Promenade dk&* FK F268' *MT*12'120*t*	50·1	26·0	Harwich British 8*BHptCem* *ptAsp*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 215lb FD 1520NHP 5SB,20*cf*,GS430,HS15033 J.Brown&CoLd.Clydebnk	27 ″ 0 s12 ″ 2½ 15 ″ 3	BT till ~~6,37~~ 6,38
36038 OHZA	**Vienti** (*ex* Bris–36, *ex* Bruse–33) **4Mst** E.S.D. 1*Dk*	1715 — 966					1911	Nylands Værksted Oslo	LaivaO/YAnsio (A/B Meritoimi O/Y,*Mgrs.*)	264·5 P51*t*H87*t*F7*t*	40·0	17·6	Åbo Finnish *WB*	T.3Cy.19",31"&51½"–33" 153NHP NylandsVærksted,Oslo		N
36039 EAQY	**Viera y Clavijo** Ⓟ ssLa.P.No.3–5,24 ssLa.P.No.2–32 Wireless 1*Dk*&*Shelter dk*(*Teak*)	*862* *703* *501*	✠100A1 *Shelter dk* *withfreeboard* 8,32 BS12,35 ✠LMC8,32 No later survey reported	LaP	*m*	CL 3,35	1912 2mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	Cia.Trasmediterránea *WB=Cell DBa*29'*uE*18'*f*95'101*t* *FPT*15*t* *APT*10*t*	210·2 FK	30·0	9·9	LasPalmas Spanish 5*BHCem*	T.3Cy.16½",27"&44"–28" (*s*) 180lb 139NHP 2SB,4*cf*,GS74,HS2547 CaledonSB.&E.Co.Ld.Dun	12 ″ 3 s ″ 6½ 12 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36040 LDQU	**Vigdis** *OilEng.* ssOsl.No.1-34 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* D.F. *Longitudinal framing*	6094 5668 3624	✠100A1 9,37 ~~6,36~~ ✠LMC CS10,35 DBS~~5,34~~6,37 10,35 *Carrying Petroleum in bulk*	Rot BAs	*z*	CL 6,36	1930 10mo	JLThompson&Sons,Ld Sunderland *Lloyd'sA&CP*	SkibsA/SVigrid (Bruun&von der Lippe,*Mgrs.*) *CellDBuE*52'147t*DTf*36'358t*FPT*87t*APT*114t	413·1 P100'B32'F37' FK	56·2	31·8	Tönsberg Norwegian 15*BHptCem* (10 ,, *to Udk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	31 " 9	
36041 LJKL	**Vigeo** (*ex*Ionopolis-37, *ex*Glenluce-36) **TwinSc** *OilEng.* ssGls.No.3-10,25 *Ref.Mchy.* ssHul.No.2-35 1*Dk*&*Shelter dk*	6755 6095 4120	✠100A1 *Shelter dk* *withfreeboard* 4,37 DBS9,37 ✠LMC CS4,35 ~~DBS5,366,37~~ 4,37	Rot	*z*	CL 1,37	1920 1mo	Harland&Wolff,Ld. Glasgow *Lloyd'sA&CP*	Skibs.A/S Vigrid (Bruun & von der Lippe,*Mgrs.*) *CellDB*348' 1039t *DTa*46'706t*FPT*116t*APT*123t	405·9 P43'B81'F48'*on Shelter dk* FK	54·2	32·9	Tönsberg Norwegian *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 " 5 s8 " 9 27 " 0	
36042 LCZU	**Vigilant** (*ex*Talisman-37) **TwinSc** *OilEng.* *Ref.Mchy.* ssN.Yk.No.3-11,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2833	✠100A1 *Shelter dk* *withfreeboard* 5,37~~2,37~~ ✠LMC CS5,35 DBS~~9,36~~1,38 5,35 ✠Lloyd'sRMC~~9,37~~1,38	Osl NYk	*z*	CL SN2,35 P11,35	1923 4mo	Deutsche WerftA.G. Hamburg A&CP	Bruun&von der Lippe'sRederiA/S (Bruun&von der Lippe,*Mgrs.*) *CellDB*338'1052t*DTa between tunnels* 90'186t*DT's a at tunnelsides* 18'106t*FPT*81t*APT*88t	400·6 416·0(O.L.) F38'*onShelterdk* FK	54·2	26·3	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *U* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*100lb* AlgemeineElec.Ges.Berlin	28 " 10 s3 " 5½ 25 " 7½	
36043 DHYS	**Vigo** Ⓟ *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk* D.F. *Corrugated sides*	7387 5146 4474					1922	Howaldtswerke Kiel	Hamburg-Südamerik.Dampfschifffahrts Ges.	413·3 F92'*onShelter dk*	55·1	36·1	Hamburg German *WB*	T.3Cy.28⅕",45$\frac{3}{10}$"&74"-55⅛" & 1 low pressure Turbine 585NHP Howaldtswerke,Kiel		G
36044 LITX	— (*ex*Irisen-37,*ex*Iris-34, *ex*Borghild) 1*Dk*	710 559 388					1920	Kalundborgs Skibsværft Kalundborg	D/S A/S Vigo(Nils Bech)	187·5 Q62'B60'H82tF21'	29·7	12·5	Oslo Norwegian *WB*	T3Cy.12⅝",20⅞"&33⅞"-19$\frac{11}{16}$" 51NHP A/S Smith,Mygind&Hüttemeier,Cpn.		V
36045 1116 ICNM	**Vigor** ssMfl.No.3-12,35 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* D.F Sub.Sig	6650 5750 3839	✠100A1 5,37 ~~7,36~~ ✠NB3,29 ✠LMC1,35 BS~~7,36~~5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Gen Pal	*z*	CL ~~10,33~~ 5,37	1923 3mo	Ansaldo SanGiorgio Spezia A&CP	Soc.Marit perTrasporto diPetrolio e Derivati "La Columbia" *CellDBuE*&*B*58'200t *DTf*29'365t *FPT*290t*APT*290t	406·9 P105'B30'F36' FK	54·8	30·9	Genoa Italian 17*BHptCem* (14 *to U dk* 3 ,, *2nd* ,,)	Q.4Cy.21",29½",43"&62"-45" 230lb *120lb* (*s*) 399NHP 3SB,*9cf*,GS136,HS5679 FD Mackie&Baxter,Glasgow	31 " 3 s6 " 6½ 25 " 1	
36046 7608 SEWN	— (*ex*SheafDart, *ex*Leander) ,, ssLkr.No.1-37 ssGot.2ndNo.3-5,33 1*Dk*(*ptIrn&ptStl*) &*deep framing* *Now "Ostfriesland," see No.* 395[illegible] *in Supplement*	2896 *2639* *1781*	✠100A1 7,37~~6,36~~ 7,37 ✠LMC MS~~4,32~~ BS~~3,36~~3,37	Lkr	*u*	CL ~~9,35~~ N7,37	1905 1mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	A/B Vinda (S.Redig,*Mgr.*) *Cell DB a*114'*uE*&*B*40'*f*140'905t*FPT*85t*APT*74t	331·0 342·0(O.L.) P27'B176'F34' FK	47·5	20·1	Hlsngborg Swedish 5*BHCem*	T.3Cy24¼",38⅛"&64"-42"(*s*) 180lb 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 " 6 s2 " 8½ 20 " 0	
36047 LIYP	**Vigör** *CruiserStern* Wireless *Mchy.Aft* 1*Dk*	1518 1297 850					1935	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*)	248·3 P&B161'F24'	38·6	17·2	Oslo Norwegian *WB*	C.2Cy.14½"&29½"-30" & 1 LP turbine LangesundsMek.Verks.		N
36048 LDCC	**Vigrid** (*ex*Titania-37) **TwinSc** *OilEng.* ssGot.No.3-6,35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2834	✠100A1 *Shelter dk* *withfreeboard* ~~1,38~~ ~~1,37~~5,38 ✠LMC CS2,36 DBS~~6,36~~9,37 ~~9,35~~1,38 ✠Lloyd'sRMC~~1,37~~4,38	Osl ~~Mmo~~ Sfj	*z*	CL ~~P5,35~~ ~~s1,37~~ ~~P1,38~~ 5,38	1923 2mo	Deutsche Werft,A.G. Hamburg A&CP	Bruun&von der Lippe'sRederiA/S (Bruun&von der Lippe,*Mgrs.*) *CellDB*338' 1052t *DTa between tunnels*90'186t*DT's a at tunnel sides* 18'106t *FPT*81t*APT*88t	400·6 F38'*onShelterdk* FK	54·2	26·3	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *U* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*100lb* 717NHP AlgemeineElec.Ges. Turbinenfabrik,Berlin	28 " 10 s3 " 5½ 25 " 7¼	
36049 LFGM	**Vigsnes** 1*Dk*	1599 1170 937					1930	Bergens Mek.Værks. Bergen	A/SKr.Jebsens Rederi (Kr.Jebsen, jnr.*Mgr.*)	244·8 Q103tP73tB101t H102t	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
36050 1135 ~~ESRN~~ ESRS	**Viiu** (*ex*Flamma-36) ssShl.No.3-6,30 ssShl.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1908 1483 1118	✠100A1 11,37~~9,36~~ BS~~9,36~~ 9,37 ✠LMC5,34	Shl Npt	*r*	CL ~~6,35~~ 11,37	1917 6mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	A.Inkapööl& ~~t hers~~ others *CellDB*222'595t*FPT*91t*APT*56t	270·6 Q163'BonQ11'F29' FK	38·2	18·0	Tallinn Estonian 4*BHCem*	T.3Cy.20½",33"&54"-39"(*s*) 180lb 202NHP 2SB,*6cf*,GS112,HS3178 Geo.T.Grey&Co.Ld.S.Shl.	20 " 6 s6 " 0¼ 18 " 3¾	
36051 118604 GPMD	**Viking** Ⓟ (*ex*Vindex, *ex*Viking) **TrpSc** ssBrw.2ndNo.3-5,33 D.F. 2*Dks*&*Shelter dk*(*ptStl-ws*)	1957 1418 827	✠ A1 *Shelter dk* *withfreeboard* 4,37~~5,36~~ ~~BS2,36~~ ✠LMC~~5,32~~5,37 *Irish Channel Service*	Brw		CL ~~s1,35~~ ~~c4,35~~ P4,36 C3,37 S3,37	1905 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Isle ofManSteam PacketCo.Ld.	350·4 *Promenade dk*230' FK	42·0	16·1	DouglasIM British 9*BHAsp* *APT*36t	3 Steam Turbines (*s*) 160lb 1446NHP 4DB,*24cf*GS610HS19712 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	17 " 3 s5 " 7¼ 12 " 0	BT till 11,37
36052 4209 SHGO	— (*ex*JohannesMærsk,*ex*Grovehurst) *Well deck* 1*Dk*&*Webframes*	*1336* *1028* *809*			...		1903	Irvine'sSB &D.D.Co.Ld. WHartlepool	RederiA/B Mercurius (H.Selander, *Mgr*)	230·5 P22'Q65'B52'F25' FK	36·1	14·8	Stockholm Swedish *WB*	T.3Cy.19",31"&51"-36" 160NHP Richardsons,Westgarth&Co.Ld.Hpl	17 " 2	V †
36053 QUNF	— (*ex*Taygeta) Sub.Sig.	1271 949 776					1893	Flensburgr Schiffsb.Ges. Flensburg	AabenraaRederi A/S(P.F.Cleemann,*Mgr.*)	231·3 Q71'B57'F27'	34·3	13·7	Aabenraa Danish *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		G
36054 114813 GQDL	— (*CableVessel*) Wireless 1*Dk*	929 775 463					1901	Armstrong Whitworth &Co.Ld. Newcastle	AmazonTelegraph Co.Ld.	207·0	36·0	13·7	London British *WB*	T.3Cy.14",22½"&36"-27" 164NHP WllsndSlpwy.Co.Ld.Nwc.		C
36055 145113 GDLT	**Viking Star** (*ex*Vikingstar, *ex*Lusiada) ssNwc.No.3-5,33 *Ref.Mchy.* ssShl.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6445 6213 3928	100A1 *Shelter dk* *withfreeboard* ~~11,37~~~~4,37~~ 4,38 LMC4,37 ✠Lloyd'sRMC~~11,36~~~~4,37~~ 4,38 BS4,38 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Shl Nwc	*z*	CL 3,37	1920 3mo	Napier&Miller,Ld. Glasgow *Lloyd'sA&CP*	BlueStarLine,Ld. *CellDB*345'1040t*FPT*125t*APT*206t	400·3 36·6 FK *Collision*	52·3	28·5	London British *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&Jackson,LdGls	38 " 11 s11 " 10¼ 27 " 4¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
36056 HPEC	**Vikingen** TwinSc ssRot.No.2–37 ~~ssSt.No.1–34~~ 2Dks(Stl)&3rdDk(Stl)in *Mchy.Aft* Nos.1,2,3,4,5&9tanks&fore D.F. hold&Web frames *CruiserStern Longitudinal framing* *Strengthened for Navigation in Ice*	14526 13951 10816	✠100A1 *withfreeboard* *Whaling Service* 8,37 ✠LMC Pr.BS8,37 BS7,37 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 9,29	Rot MS5,37	h†	CL 8,37	1929 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's* A&CP	VikingCorporation (JohanRasmussen &Co. *Mgrs.*) *Tanks above after peak* 683t *CellDBuE&B*96'487t	493·0|71·1|50·0 FK *DTf*48'775t *FPT*316t	Panama Pnamanian 16*BHptCem* (12*to2nddk* 2 „ 3rd „) *APT*123t	T6Cy22½",36½"&61"–39" (s) 210lb 2DB*100lb* 773NHP 4SB(Spt),*16cf*,GS , FD HS11810 28 ~~26~~Pr.B.–60lb 4Pr.B.–*43lb* 8 ~~18~~Pr.B.–25lb Swan,Hunter&Wigham Richardson,Ld.Nwc	51 ″ 0 s15 ″ 11 35 ″ 3¾	
36057 LFGQ	— Ⓟ 1*Dk*	421 257 243					1900	Trond- hjems M.V. Trondheim	Hardanger Sunnhordlandske Dampskibsselskap	149·7|23·0|11·7 P97tH24tF41t	Bergen Norwegian	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.VTrndheim		
36058 7850 SJGN	**Vikingland** ssGot No.1–37 *OilEng.* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Strengthened for Navigation in Ice*	2626 2158 1386	✠100A1 *withfreeboard* 4,38 ✠LMC CS4,38 5,34 *Carrying vegetable oil or molasses in deep tank & vegetable oil in wing DB tanks in engine room*	Got	v	CL 4,36	1932 12mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's* A&CP	Angf.A/B Tirfing (T.E.J.: son Broström, *Mgr.*) (SvenskaOrient Linien) *CellDB*	332·3|46·6|19·9 355·6(O.L.) FK 283'717t *MT*21'570t	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) *APT*43t	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 641NHP DB*80lb* EriksbergsM.V.AktiebGot	22 ″ 6 s 1 ″ 0¾ 21 ″ 7½	
36059 LDDO	**Vilja** *OilEng.* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* D.F. *Cruiser Stern*	6672 5696 3907					1928	Kockums M.V.Aktieb. Malmö	SkibsA/S Nord- heim(H.Ditlev- Simonsen&Co. *Mgrs.*)	411·2|56·2|32·4 P418tH559t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 438NHP KockumsM.V.Akt.Malmö		N
36060 6 IVLC	**Villa** Ⓟ TwinSc (*Ferry*) 1*Dk*	932 758 281					1909	Flli. Orlando&Co. Leghorn	ItalianState Railways	264·5|33·8|13·1	Messina Italian	T.6Cy.16",26½"&41½"–23¾" NB28 167NHP Flli.Orlando&Co.Leghorn		I
36061 EARQ	**Villa de Madrid** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks*&*Shade dk*	6942 5576 3977					1931	Frd.Krupp Germaniawf. A.G. Kiel	Cia.Trasmedi- terránsa	400·7|55·9|31·3 P340'F42'	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 18Cy.23⅝"–41⅜" 1024NHP FrdKruppGermaniawf AG		V
36062	**Villa Encarnacion** (*ex*Estreito) *Mchy.Aft* 1*Dk*	419 — 252					1895	Bremer Vulkan Vegesack	Cia.Argentina de Nav.Mihanovich, Ltda.	184·6|26·0| 9·3 Q49'B16'F15'	Bns.Aires Argentine *WB*	C.2Cy.14 13/16"&27 9/16"–21⅝" 29NHP BremerVulkan,Vegesack		
36063 CSBT	**Villa Franca** (*ex*Esposende, *ex*Arkadia) 1*Dk*&*Spar dk*	2045 1678 1245					1906	C.Seebeck Akt.Ges. Bremerhaven	Cia.deNav. "Carregadores Açoreanos"	263·4|37·5|21·8 P22'B65'F22'	Lisbon Portuguese *WB*	T.3Cy.19 5/16",32¼"&52"–42½" 174NHP G.SeebeckA.G.Bremerhvn		V
36064 EGTB	**Villamanrique** (*ex*SanIsidoro) ssCff.No.3–8,15 *Well deck* ssBbo.No.2–24 1*Dk*(*Stl*)2*trB*	*1537* *1212* *974*	✠ 2,28 ✠	Bbo	p		1902 11mo	Grngem'th &Greenock DockyardCo. Grngemouth	A.SuardiazValdes *CellDB*	244·1|35·8|16·7 Q87'B62'F26' FK *a*56'*uE&B*36'*f*102'	S.Sebast'n Spanish 4*BHCem* 375t*APT*40t	T.3Cy.18",30"&50"–33" NDB20 165NHP 2SB,*6cf*,GS74,HS2656 Cooper&Greig,Dundee	18 ″ 8	V †
36065 LDKD	**Villanger** TwinSc *Ref. Mchy.* *OilEng.* D.F. 1*Dk*&*Shelter dk*	4884 4372 3005					1929	Armstrong Whitworth &Co.Ld. Newcastle	WestfalLarsen& Co.A/S	398·0|54·7|26·1 P70tH366tF22t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
36066 1758 ICNO	**Villarperosa** (*ex*Valsugana, *ex*PiombinoI) *OilEng* *Mchy.Aft* D.F. 2*Dks*	6255 5922 3621					1921	Soc.Anon. Ilva Piombino	Soc.Commerciale diNav.	396·7|51·8|34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA NE27 4Cy.29½"–49 3/16" 606NHP FiatS.G.M.Turin		I
36067	**Villarreal** (*ex*Orotava) 1*Dk lower dk forward* *beams only in after hold&Awng dk*	1593 1269 932			...		1897	W.Dobson &Co. Newcastle		242·5|35·3|16·7 24·2 BK9"	*WB*	T.3Cy.19½",32½"&54"–39" 208NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 0	
36068 FOOR	**Ville d'Ajaccio** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2444 1657 1146					1929	Ch.&Atel. deProvence Marseilles	Cie.deNavigation Fraissinet	269·0|41·1|22·7 P&B187'F43'	Marseilles French *WB*	T.3Cy.24⅜",39⅜"&64 9/16"–39⅜" 262NHP Ch.&Atel.deProvence,Msl.		V
36069 FNSL	**Ville d'Alger** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy* 3*Dks*4*trB* D.F. *CruiserStern*	10172 7028 3811					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	461·9|63·2|30·3 F383' 38·6	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc.Shafts 3000NHP Ch.&Atel.deSt.Nazaire		V
36070 FOBL	**Ville d'Amiens** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	6975 6223 4216	✠ 12,25 ✠	Syd	a†		1924 11mo	NofIreland S.B.Co.Ld. Londonderry *Cell*	Soc.desServices Contractuels des Messag.Mar. *DB*351'1160t *FPT*	410·0|53·7|38·2 F37'*on Shelter dk* FK 95t*APT*120t *Coll*	Dunkirk French 7*BHCem* *BH to Sh dk*	T.3Cy.27",46"&77"–51" &L.P.Turbine FD 4SB,*12cf*,GS264,HS11364 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
36071 FNSQ	**Ville d'Oran** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 4*Dks*	10172 7028 3811					1936	Soc.Pro- vençale de Cnst.Nav. LaCiotat	FrenchGovern- ment(Ministère de laMarine Marchande)	461·9|63·2|38·6 P18'F380'	Marseilles French *WB*	6SteamTurbinesSRgeared to2ScShafts 3333NHP Ch.&Atel.deSt.Nazaire		V
36072 FNQR	— Ⓟ ssHav.No.3–10,24 ssHav.No.2–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames*	4861 4331 3005	✠100A1 *Shelter dk* *withfreeboard* 10,36 BS10,37 ~~BS10,36~~ ✠LMC1,33	Hav	w	CL 4,36	1912 4mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.Hav- raisePéninsulaire de Nav. *WB=CellD*	351·5|46·6|24·9 P38'B104'F34' FK *on Shelter dk* *Ba*104'*uE*25'*f*148'	Havre French 6*BHCem* 642t*APT*26t	T.3Cy.24½",40"&66"–45" (s) 185lb ~~*100lb*~~ 331NHP 3SB,*6cf*,GS102,HS4178 FD Forg.&Ch.de laMédit.Hav	35 ″ 10 s9 ″ 10½ 26 ″ 2	
36073 FNKQ	**Ville de Bastia** (*ex*Spaarne) Wireless 2*Dks*	1336 — 783					1920	N.V.Haar- lemSchps.My Haarlem	Cie.Française des ExtraitsTinctori- aux etTannants	223·4|34·6|20·0	Havre French	T.3Cy.17½",29"&46"–36" 127NHP Maats.Fyenoord,Rot.		V
36074 FPDO	**Ville de Beyrouth** (*ex*Chenab) ssAlx.2ndNo.3–10,36 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)*lowerdk in forehold*	*3549* *3316* *2157*	✠100A1 *Shelter dk* *withfreeboard* 8,37 10,36 ✠LMC10,36	Alx Rot	v	CL ~~10,35~~ ~~8,37~~ 11,37	1911 8mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's* A&CP	Soc.Orientale de Nav.(Khedivial MailS.S.&Graving DockCo.Ld.*Mgrs.*) *CellDBa*100'*uE&B*	350·2|44·2|27·6 P41'F45' FK *on Shelter dk* 201'*f*126'603t*FPT*	Beyrouth French 6*BHCem* 48t*APT*44t	T.3Cy.24½",40"&68"–45" (s) 200lb *100lb* 426NHP 2SB,*6cf*,GS125,HS5994 FD D.Rowan&Co.Glasgow	30 ″ 0 s11 ″ 4½ 19 ″ 0½	
36075 FNQL	**Ville de Majunga** Ⓟ *Ref.Mchy. Mchy.Aft* 2*Dks*&*Shelter dk*	4972 4140 2923					1931	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie.Hav- raisePéninsulaire de Nav.	392·9|53·5|24·8 F44'	Havre French *WB*	T.3Cy.26 11/16",44"&73"–48 1/16" 370NHP Atel &Ch.de laSeine MaritimeWormsetCie		V

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 36076 FNQN	**Ville de Metz** Ⓟ ssHav.No.3-6,33 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws) ssHav.No.1-38	7007 6362 4402	✠100A1 *Shelter dk withfreeboard* 4,38 ~~3,37~~ BS9,37 ~~BS9,36~~ ✠LMC1,32 MS3,37 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	Hav	*a*†	CL ~~9,36~~ 4,38	1920 7mo	N.ofIrelnd S.B.Co.Ld. Londonderry *Lloyd*'*sA&CP*	NouvelleCie.Hav-raisePéninsulaire de Nav.	411·0 427·7(O.L.) F37'*onShelter dk* FK *CellDB*355'1180*t FPT* 95*t APT*120*t*	53·8	35·6	Havre French *Cem* *Collision BHtoShdk* 6 „ „ *U* „	T.3Cy.27",46"&77"-51" (*s*) 200lb 710NH 4SB,*12cf*,GS247,HS11044 FD J.G.Kincaid&Co.Ld.Grk.	38 ″ 2 s10 ″ 7¾ 27 ″ 9	
36077 TSXM	**Ville de Mostaganem** (*ex*Haut-Brion-32) Now "Tregastel," see No.40319 in Supplement 1*Dk*2*tr*B	966 812 538					1901	W.Dobson &Co. Newcastle	SociétéNouvelle deCabotage (L.Delom)	209·8 P18'B54'F28'	29·8	15·4	Bordeaux French *WB*	C.2Cy.24"&48"-27" 100NH WllsndSlpwy.Co.Ld.Nwc.		V
* 36078 FNQP	**Ville de Reims** Ⓟ ssHav.No.3-9,30 ssHav.No.1-34 2*Dks*(*Stl*)	4617 4124 2874	✠100A1 ~~6,37~~ ~~12,36~~ 2,38 ~~BS12,36~~ ✠LMC7,34 2,38	Hav	*x*	CL 3,35	1918 5mo	W.Hamil-ton&Co.Ld. PortGlasgow *Lloyd*'*sCP*	NouvelleCie.Hav-raisePéninsulaire de Nav.	376·0 P27'B217'F35' FK *CellD B*332'1061*tFPT*81*t APT*43*t*	52·2	25·5	Havre French 7*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb *100lb* 489NHP 3SB,*9cf*,GS185,HS7602 FD Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 64 ″ 1 24 ″ 1	
* 36079 FNQQ	**Ville de Rouen** Ⓟ ssHav.No.3-2,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) ssHav.No.1-36	5083 3921 3144	100A1 *Shelter dk withfreeboard* ~~6,37~~ ~~9,35~~ 12,37 BS12,37 ~~BS11,36~~ LMC9,35	Hav	*x*	~~8,35~~ 5,37	1919 10mo	N.ofIrelnd S.B.Co.Ld. Londonderry *Lloyd*'*sA&CP*	NouvelleCie.Hav-raisePéninsulaire de Nav.	370·4 384·5(O.L.) FK *CellDB*357'908*t FPT*70*t APT*112*t*	51·2	25·7	Havre French *Cem* *Collision BH to S dk* 6 „ „ *U* „	T.3Cy.25",41"&68"-48" (*s*) 180lb 462NH 3SB,*9cf*,GS160,HS6972 FD Kincaid&Co.Greenock	28 ″ 2 ~~s 3 ″ 6½~~ ~~24 ″ 10~~ s3 ″ 3¾ 25 ″ 0¾	
36080 TSUT	**Ville de Sète** (*ex*Michel-Claude, *ex*JeanDoublet,*ex*FrutisF.,*ex*Barmen, *ex*ClausHorn) Now "Ploubazlanec" see No. 39966 in Supplement 1*Dk*&*deep framing*	1126 828 658					1904	Schömer &Jensen Tönning	Soc.Nouvelle de Cabotage (L.Delom)	223·2 P13'Q57'B59'F23'	33·5	13·7	Bordeaux French *WB*	T.3Cy.17⅛",28⅜"&46⅝"-31½" 122NHP Schömer&Jensen,Tönning		V
36081 FOBM	**Ville de Strasbourg** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Fitted for oil fuel*	7138 6366 4380	✠ 9,24 ✠	Hav	*a*†		1920 10mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar.	410·0 F37'*onShelter dk* FK *CellDB*355'1180*t FPT*95*tAPT*120*t*	53·5	38·2	Dunkirk French *Cem* *Collision BH to S dk* 6 „ „ *U* „	T.3Cy.27",46"&77"-51" 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
36082 FNQT	**Ville de Tamatave** Ⓟ *Ref.Mchy* 2*Dks*&*Shelter dk*	4993 4140 2938					1931	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie.Hav-raisePéninsulaire deNav.	392·9 F44'	53·5	24·8	Havre French *WB*	T.3Cy.26$\frac{15}{16}$",44"&73"-48$\frac{1}{16}$" 370NHP Atel.&Ch.de laSeine Maritime,LeTrait		V
36083 TUTD	**Ville-de-Ténès** (*ex*Cartenée, *ex*FalmouthCastle,*ex*Braeside) *Mchy.Aft Well deck* 1*Dk*	390 272 152			…		1909	J.Crown& Sons,Ld. Sunderland	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	142·1 Q78'B7'F22' FK	23·6	9·8	Algiers French *WB*	C.2Cy.18"&38"-27" 59NHP MacColl&Pollock,Ld.Sld.	10 ″ 10	V †
36084 TUWR	**Ville de Tipaza** (*ex*Michel&Renée) *OilEng.* 1*Dk*	366 267 106					1917	Atel.&Ch. deBretagne Nantes	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino &Cie.*Mgrs.*)	140·5 P47'B11'F23'	24·0	10·5	Algiers French *WB*	Oil Engines 2S.C. 6Cy.9$\frac{1}{16}$"-14$\frac{15}{16}$" NE36 SulzerBros.Winterthur		V
36085	**Ville de Toulon** TwinSc (*ex*Elpidifor) 1*Dk*	672 587 394					1905	Howaldts-werke Kiel	A.Dunin-Slepsc	210·0 Q53'	33·8	10·3	Polish *WB*	T.6Cy.11$\frac{15}{16}$"18¾"&29½"-15¾" 69NHP Howaldtswerke,Kiel		
36086 FOBN	**Ville de Verdun** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	7007 6366 4402	✠ 3,25 ✠	Syd	*a*†		1921 5mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar.	410·0 F37'*onShelter dk* FK *CellDB*355'1180*t FPT*95*tAPT*120*t*	53·5	38·2 35·6	Havre French *Cem* *Collision BH to S dk* 6 „ „ *U* „	T.3Cy.27",46"&77"-51" 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
* 36087 FNQS	**Ville du Havre** ssHav.No.3-5,37 ~~ssHav.No.3-6,32~~ 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	5083 3921 3144	100A1 *Shelter dk withfreeboard* ~~5,37~~ ~~6,32~~ 10,37 LMC~~6,32~~ BS1,37 MS5,37	Hav	*x*	~~CL~~ ~~4,31~~ 1,37	1919 6mo	N.of Irelnd S.B.Co.Ld. Londonderry *Lloyd*'*sA&CP.*	NouvelleCie. HavraisePénin-sulaire de Nav.	370·4 384·3(O.L.) P32'B217'F34' FK *CellDB*317'1044*tFPT*61*t APT*107*t*	51·2	25·7	Havre French *Cem WB* *Collision BH to S dk* 6 „ „ *U* „	T.3Cy.25",41"&68"-48" (*s*) 180lb 462NHP 3SB,*9cf*,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk.	28 ″ 2 s 3 ″ 6½ 24 ″ 10	
36088 FNJS	**Villiers** (*ex*Barmbek) *Well deck* 1*Dk*	2548 2158 1488			…		1923	Schiffsw(v. J.&Sch.) A.G Hamburg	Cie.desAffrêteurs Français(Heuzey &Chastellain, *Mgrs.*)	329·1 P19'Q46'B200'F38' FK	45·5	18·1	Rouen French *WB*	T.3Cy.22$\frac{13}{16}$",37"&60"-39⅜" 317NHP HannoverscheMch.Fab. Hannover	20 ″ 6	V †
36089 LFGW	**Vilma** (*ex*Capitol,*ex*Grovemont, *ex*Tudhoe) *Well deck* 1*Dk*&*deep framing*	1314 1010 795			…		1906	J.Crown& Sons,Ld. Sunderland	D/S A/S Vilma (K.S.Nordgreen)	230·1 P17'Q65'B48'F26' FK	36·0	14·7	Bergen Norwegian *WB*	T.3Cy.17½",29"&47"-33" 144NHP J.Dickinson&Sons,Ld.Sld.	16 ″ 10	N †
36090 LFGX	**Vim** (*ex*Barbara-32,*ex*Recto) 1*Dk*	1114 983 670					1913	Bergens Mek.Værks Bergen	A/S VictorMullers Rederi	226·3 P21*t*H52*t*F30*t*	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"-30" 115NHP BergensMekVærksBergen		N
36091 160180 GBKF	**Vimeira** ssRot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5728 5163 3432	✠100A1 5,38 ~~4,37~~ BS5,38 ~~BS4,37~~ ✠LMC3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Rot	*z*	CL 3,36	1927 11mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	VimeiraS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*)	410·1 423·8(O.L.) P118'B38'F42' FK *CellDBuE&B*76'170*t APT*204*t*	54·5	30·1	Glasgow British 16*BHptCem* 5,, *to2nd dk*	T.3Cy.25",43½"&74"-48" (*s*) 210lb 567NHP 3SB,*9cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	
* 36092 1743 ICNQ	**Viminale** Ⓟ TwinSc *OilEng.* D.F. GyC. ssGen.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8657 6733 5355	✠100A1 *Shelter dk withfreeboard* 7,37 ~~4,37~~ ✠LMC CS11,34 DBS~~4,37~~ 2,38 4,37	Gen	*c*†	CL 7,36	1925 10mo	Cant.San Rocco(S.A.) Trieste *Lloyd*'*sA&CP*	LloydTriestino Soc.Anon.diNav.	467·5 B185'F74' FK *CellDB*393'1510*t DTf*13'295*tFPT*172*tAPT*91*t*	57·2	31·5	Genoa Italian *ptCem* 9*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	35 ″ 0 s 7 ″ 11¼ 27 ″ 3½	
* 36093 90912 MQNZ	**Vina** ssGmh.3rdNo.3-4,33 ssGmh.No.1-37 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1021 755 610	✠100A1 2,38 ~~4,37~~ BS3,38 ✠LMC4,37	Gmh	*m*	OG ~~N3,36~~ 2,38	1894 3mo	Ramage& Ferguson,Ld. Leith A&CP	J.T.Salvesen&Co.	215·8 226·5(O.L.) P27'Q38'B58'F30' FK *WB=CellDB*174' 215*t FPT*19*tAPT*37*t*	32·0	14·0	Grngemth British 5*BHCem*	T.3Cy.15$\frac{7}{16}$",24"&39"-30"(*s*) 160lb *100lb* NDB13 99RHP 1SB,*3pf*,GS55,HS1715 Ramage&Ferguson,LdLth	16 ″ 3 s ″ 11¼ 15 ″ 6¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B. of Trade
36094 CBVM	**Viña del Mar** 3Mst (*ex*Champerico-34, *ss*Vpo.2ndNo.3-5,35 *ex*Andorinha) *Well deck* 2*Dks*(*UStl*-ws)	*2533* *1683* *1411*	✠100A1 ~~B,36~~ 12,37 BS~~4,36~~ ✠LMC5,35 6,37	Vpo	*s*	CL 5,35	1911 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *Intermedia* *'sA&CP*	Soc.Anon.Comer-cialTorres y Ward *te bulkhead in fore*	290·1 P&B197'F45' BK10' *hold dispensed with CellD*	41·7	17·0	Valparaiso Chilean *Cem* *4BH only* *Ba34' uE24'*	T.3Cy.24",39"&64"-42" (*s*) 180lb 321NHP 3SB,9*cf*,GS162,HS5412 CaledonSB.&E.Co.Ld.Dun *f* 142'400*tFPT*46*tAPT*87*t*	20 " 0	
36095 218850 KIZS	**Vincent** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Webframes* *Longitudinal framing*	6210 5705 3857			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft619NHP MidWestEng.Co. Indianapolis,Ind.	34 " 11	R †
36096 TTZT Wrecked 2,37	**Vincent-Davin** TwinSc (*ex*ChanHing,*ex*GeneralHenryKnox) 1*Dk*	529 — 231					1904	Neafie& Levy Philadelphia	S.A.deChalandage &Rem.de l'Indo-chine	145·6	29·4	11·8	Haiphong French	C.4Cy.11"&22"-14" 36NHP		
36097 874 SVSK	**Vincenzia** (*ex*Rollon-36,*ex*Portici) 1*Dk*	1881 — 1071					1911	Akt.Ges. "Neptun" Rostock	A.G.Pappadakis	287·3 P&B226'F20'	41·1	16·8	Piræus Greek *WB*	T.3Cy.22 1/16",35 7/16"&55 5/8"-37 7/16" 192NHP A.G."Neptun,"Rostock		V
36098 LDDP	**Vindeggen** 1*Dk*	3124 2841 1868					1921	Armstrong Whitworth& Co.Ld. Newcastle	A/S Vindeggen (Chr.Östberg)	330·8 P97*t*H150*t*	46·8	23·3	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"-45" 283NHP Armstrong,Whitworth, &Co.Ld.		N
36099 147728 GCQL	**Vinemoor** *OilEng.* *ss*Shl.No.3-8,37 ~~*ss*Shl.No.2-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* 8,37 ~~5,36~~ DBS4,37 ✠LMC~~7,33~~ 8,37 ~~✠LMC(M)10,35~~	Fal Shl	*y*	CL ~~5,36~~ 8,37	1924 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	MoorLine,Ld. (RuncimanShip-pingCo.Ld.*Mgrs*) *CellDB*322'1011*t* *DTf*26'976*tF*	375·0 390·8(O.L.) F30' FK *Coll* *PT*140*tAPT*220*t*	52·6	25·7	London British *7BHptCem* *BH to Sh dk* 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 3 s 3 " 0½ 25 " 5	
36100 DAVG	**Vineta** (*ex*Masuren,*ex*Frieda, *ex*FranzLansert) *Ref.Mchy.* 1*Dk*	513 396 299					1899	Nüscke& Co. Grabow	Rud.Christ.Gribel	168·4 Q56'B43'F21'	25·7	12·5	Stettin German *WB*	C.2Cy.17¾"&30¾"-19¾" NB23 35NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
36101 LDDQ	**Vinga** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	7321 6745 4339					1927	F.Schichau Danzig	A/S J.Ludwig MowinckelsRederi	441·6 P393*t*H182*t*	57·4	34·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26 13/16"-47 5/16" 752NHP F.Schichau,Elbing		N
36102 8162 SKFN	**—** *ss*Got.No.1-37 (*ex*Aydon-37) *ss*Shl.No.3-11,33 Sub.Sig. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*1974* *1469* *1027*	✠100A1 ~~2,37~~ 1,38 BS~~11,36~~ ✠LMC~~11,33~~ 1,38 MS2,37	Shl Got	*r*	CL ~~2,37~~ 1,38	1923 1mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth *'sA&CP* *Ce*	RederiA/B Bifrost (J.R.Trapp,*Mgr.*) *llDBa74'uE&B36'*	~~265·3~~ 268·1 P23'Q114'B14'F75' FK *f112'499tFPT122t*	40·4	~~17·3~~ 17·2	Gothenbrg Swedish *4BHCem* *APT87t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 272NHP 2SB,6*cf*,GS114,HS4630 N.E.MarineEngCo.LdNwc	19 " 5 s 5 " 10½ 17 " 8	
❋ 36103 8032 SEDN	**Vingaland** *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *Strengthened for Navigation in Ice*	*2734* *2200* *1525*	✠100A1 *withfreeboard* ~~6,37~~ ~~12,36~~ ✠LMC8,35 5,38 *Carrying oil* *in deep tank*	Got *fuel F* *& in wi*	*w* *.P.* *ng*	CL *above1* *DB ta*	1935 8mo *Lloyd* *50° F.* *nks in*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP* *or vegetable o* *Engine Room*	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström,*Mgr.*) *il* *CellDB*	339·1 FK (287'768*tDTf*21'302	48·6	19·6	Gothenbrg Swedish *7BH* *Coll to Sh dk* *6 ,, 2nd ,,*) *tAPT*50*t*	Oil Engines 2S.C.DA 6Cy.17 13/16"-47¼" 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 " 6 s 1 " 2¼ 21 " 6	
❋ 36104 8114 SJUN	**Vingaren** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*3154* *2646* *1686*	✠100A1 *withfreeboard* 11,37 ~~5,37~~ ✠LMC11,36	Hfs Got	*x*	CL	1936 11mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP Cell*	RederiA/B Trans-atlantic(G. Carlsson,*Mgr.*) *DB*304'1091*tTank* *sides of tunnels* 65*t*	368·0 380·7(O.L.) FK (*s at* *FPT*46*tAPT*134*t*	51·7	20·3	Gothenbrg Swedish *7BH* *Coll to Sh dk* 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 12Cy.19 13/16"-35 7/16" 810NHP EriksbergM.V.Aktieb.Got	25 " 6 s1 " 11 23 " 9½	
36105 LDDR	**Vinland** TwinSc *OilEng.* 1*Dk&2nd dk in Nos.*1&2*holds*	4436 3990 2664					1924	Akt.Bur-meistr&Wain Copenhagen	D/S A/S John Bakke (Knut Knutsen O.A.S. *Mgr.*)	368·5 P116*t*H244*t*	53·7	24·9	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 13/16"-35 7/16" 452NHP Akt.Burmeistr&Wain,Cpn		N
36106 138859 CYMP	**Vinmount** (*ex*Vulcan) *Mchy.Aft* 1*Dk*2*trB*	1799 1646 1024				*Rebuil*	1889 *t* 1920	GlobeIron WorksCo. Cleveland,O. *by*Collingwoo	~~CanadaS.S.Lines, Ltd.~~ dS B.Co.Ld.Collin	243·0 gwood,Ont.	38·0	21·0	Montreal British *WB*	C.2Cy.27"&50"-36" 108NHP GlobeIrnWrks.Clevelnd,O		
36107 LJMB	**Vinni** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	5181 4503 3059					1937	Götaver-kenA/B Gothenburg	A/S Eidsiva (SverreDitlev-Simonsen&Co. *Mgrs.*)	425·0 F38'	56·8	21·6	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17 13/16"-47¼" 856NHP GotaverkenA/B,Got		
❋ 36108 CTBX	**Vinte e Oito de Maio** (*ex*Westpolder-34) ~~*ss*Rot.No.1-32~~ *Ref.Mchy.* *ss*DakarNo.2-38 1*Dk*(*Stl*) Wireless	1113 ~~668~~ 650	✠100A1 *withfreeboard* 1,38 ~~8,34~~ LMC1,38 ~~MS12,32~~ ~~BS1,36~~	Rot Dakar	*m*	CL 6,34	1929 1mo *Lloyd*	J.Meyer's S.B.Co. ZaltBommel *'sA&CP*	Government of the CapeVerdeIslands *CellDB*169'2	210·4 Q66'B&F144' FK 01*t FPT*22*tAPT*8*t*	32·2	13·0	StVincent C.V.I. Portuguese *4BHCem*	T.3Cy.16½",26¾"&42½"-29½" 192lb (*s*) 145NHP 2SB,4*cf*,GS70,HS2675 Steen&Kaufman,Elmshrn	15 " 0 s 7 " 6½ 15 " 0½	
36109 OZJE	**Viola** Wireless D.F. 1*Dk*	1595 1212 934					1929	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Torm (A.Schmiegelow& A.Kampen)	253·5 P17'Q74'B112'F34'	39·1	15·4	Copnhagn Danish *WB*	C.4Cy.(2)14⅝"&(2)31½"- 31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		C
36110 DHGW	**—** (*ex*Este-35,*ex*Viola) Wireless 1*Dk*	991 804 484					1921	Reiherst'g Schiffsw Hamburg	A.Kirsten	222·3 P&B180'F31'	34·6	13·1	Hamburg German *WB*	T3Cy.16½",27½"&43 3/16"-33½" 109NHP Reiherst.Maschinenf.Ham.		G
36111 OHEY	**—** Ⓟ (*ex*FredrikWilhelm) 1*Dk&Shade dk*	324 — 163					1893	W.Rosen-lew&Co. Björneborg	FinskaÅngf. Aktiebolaget	135·0 *Hurricane dk*92'	23·0	9·4	Helsingfrs Finnish *WB*	C.2Cy.21"&38"-22" NB28 56NHP W.Rosenlew&Co.		
36112 195 SVQM	**Violando N. Goulandris** (*ex*Walcheren) 1*Dk*	3598 3263 2180					1919	Rotterdam Droogd.Maat Rotterdam	GoulandrisBros.	361·4 P24'B21'F24'	49·8	22·0	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36113 EGSA	**Virgen de la Cinta No. 6** (*ex*Verge delCarme–34, ssShl.No.3–6,14 *ex*Santander, ssMsl.No.2–24 *ex*Dimecres,*ex*Euzkera, 1*Dk*(*Stl*)2*trB* *ex*SantaFlorentina) *Well deck*	1536 — 939	✠ 8,27 ✠	Bcl	*p*		1901 11mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd's A&CP*	NavieraCandina S.L.(Manuel de la CorteGutierrez, *Mgr.*) *CellDBa*56'*uE&B*36'*f*102'375t*APT*40t	244·4 Q87'B62'F27' FK	35·8	17·4	Huelva Spanish 4*BHCem*	T.3Cy.18",30"&50"–33" NDB19 151NHP 1SB,3*cf*,GS61,HS2251 Cooper&Greig,Dundee	18 ″ 8	
36114 160179 GDYV	**Virgilia** ssRot.No.2–36 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	5723 5157 3415	✠100A1 1,38 ~~3,27~~ ~~BS1,37~~ ✠LMC4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	Rot BS1,38	*z*	CL 4,36	1927 10mo	Greenock DockyardCo. Ld. Greenock *Lloyd's A&CP*	VirgiliaS.S.Co.Ld. (Gow,Harrison& Co.) *CellDBuE&B*72'180t*APT*199t	410·3 415·3(O.L.) P118'B38'F52' FK	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 „ *2nd* „)	T.3Cy.25",43½"&74"–48" (*s*) 210lb 565NHP 3SB,9*cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
36115 1534 ICNS	**Virgilio** Ⓟ TwinSc *OilEng.* ssGen.No.2–36 3*Dks*(*Stl*)&*Shade dk*(*Stl*–teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*inNo.3hold* D.F. *CruiserStern*	11718 9464 6750	✠100A1 *withfreeboard* ~~7,37~~ ~~4,37~~ ~~12,37~~ 4,38 ✠LMC DBS5,37 ✠Lloyd'sRMC ~~5,37~~ ~~9,37~~ 2,38 "F" dk. chambers for temp. 32° F.	Gen CS5,37 12,36	*f*†	CL 6,36	1928 4mo	Cantieri ed Officine Meridionali Baia *Lloyd's A&CP*	"Italia"Soc.Anon. diNav. *CellDB*404'1586t*DTa*161t *Tanks in way of tunnels* 500t*FPT*119t*APT*137t	506·1 482·8 FK	61·8	32·4	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"–51$\frac{3}{16}$" 1312NHP 2DB*100lb* StabilimentoTecnico,Tri.	36 ″ 1 s 9 ″ 1⅝ 27 ″ 1½	
36116 227983 WSBW	**Virginia** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 5*Dks* D.F. GyC. *CruiserStern*	18298 — 9781					1928	NwprtNws S.B.&D.D.Co NewprtNews	AmericanLineS.S. Corp.	586·4 B315'F57'	80·3	20·5 52·0	NewYork Utd.States *WB*	Two Steam Turbines connected to Electric Motors & Sc. Shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
36117 215371 WKCY	— ssN.Yk.No.3–7,29 ssN.Yk.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6390 6064 3964	✠100A1 ~~9,37~~ ~~12,36~~3,38 BS3,38 ✠LMC12,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	NYk	*a*†	CL ~~N9,35~~ 3,38	1917 7mo	ForeRiver S.B.Corp. Quincy,Mass A&CP	TheTexasCo. *CellDBuE&B*60'209t*FPT*229t*APT*130t	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.~~26½~~",44"&71¼"–51" 190lb 26⅛" (*r*) 549NHP 3SB,9*cf*,HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7¼	
36118 OZQB	— (*ex*Pacific) *Fitted for oil fuel* D.F. 2*Dks*	4088 3685 2506					1920	Kjöbnhvns Flydk&Skbs. Copenhagen	DetForenede DampskibsSelsk	378·0 H104'F32'	52·2	24·5	Copnhagn Danish *WB*	DRGearedSteamTurbine Sven.Trbfab.Akt. Ljungström,Finspång		G
36119 5540 SIHA	— ssHbg.No.1–38 (*ex*Gustavsholm, ssHbg.2ndNo.3–2,33 *ex*OscarTrapp, 1*Dk*(*ptIrn*&*ptStl*) *ex*Marina) &*deep framing* *Cargo battens not fitted*	*2811* *2661* *1702*	✠100A1 4,38 ~~5,36~~ ~~MS4,33~~ ✠LMC DBS~~5,36~~4,37 MBS~~8,36~~ 7,37 MS4,33	Hpl Hbg	*u*	CL ~~2,35~~ N2,38	1907 4mo	R.Stephen- son&Co.Ld. Newcastle *Lloyd's A&CP*	RederiA/B Virginia(N.M. Thore) *CellDBa*102' *uE*20' *f*138'740t*APT*95t	318·0 P30'B94'F30' FK	46·6	20·8	Jonstorp Swedish 4*BHCem*	T.3Cy.23",38"&62"–42" (*s*) 160lb *90lb* 262NHP 2SB,6*pf*,GS115,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
36120 725 SVGJ	— (*ex*CapFedhala–32,*ex*Koffiehandel, *ex*Sicilier,*ex*Lakeside) 1*Dk*	2041 — 1138			...		1917	Superior S.B.Co. Superior,Wis.	A.G.Pappadakis	251·0 P28'B64'F27' FK	43·8	18·2	Piræus Greek *WB*	T.3Cy 20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	V †
36121 HRBK	— ssN.Os.3rdNo.3–5,37 (*ex*Minadora, ~~ssN.Yk.2ndNo.3–2,31~~ *ex*Rousslane) 1*Dk*(*Stl*)&*Spar dk* &*Web frames*	1636 1461 940	✠100A1 *Spar dk* *withfreeboard* ~~7,37~~ 3,38 ✠LMC5,37 ~~MS6,30~~ ~~BS12,34~~ *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Bos ~~NOs~~ NOs BS3,38	*r*	CL ~~12,34~~ 4,37	1904 12mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*63'*uE&B*60'*f*90'325t	265·0 P55'B66'F50' FK	36·0	13·8 21·3	Ceiba Honduran 5*BHCem*	T3Cy22$\frac{15}{16}$",35$\frac{13}{16}$&57½"–43$\frac{5}{16}$" 170lb (*s*) 278NHP 3SB,9*cf*,GS159,HS4962 SocAn.J.Cockerill,Seraing	23 ″ 6 s 5 ″ 9½ 18 ″ 1	
36122 3930 WOKC	— Ⓟ (*ex*Berkeley) 1*Dk*	1075 — 648					1902	W.R.Trigg Co. Richmond Va	MuskegonDock& FuelCo.	201·2	39·0	16·2	Grand Havn.Mich Utd.States	T.3Cy.18",29"&48"–30" 126NHP W.R.TriggCo.		
36123 161909	— Ⓟ	635 — 354					1902	W.R.Trigg Co.Richmond Va.	Chesapeake&Ohio Rly.Co.	191·0	32·0	12·0	Newport News,Va. Utd.States	T.3Cy.17",27"&43"–24" NB10 91NHP W.R.TriggCo.		
36124 228015	**Virginia Lee** Ⓟ TwinSc 2*Dks*	2158 1217 1189					1928	Bethlehem S.B.Corp Ld. Quincy,Mass.	NewYork,Phila- delphia&Norfolk RailroadCo.	291·0	50·1	16·5	Cape Charles Utd.States	T8Cy(2)18",(2)30"&(4)34" –27" 240NHP BethlehemS.B.Corp.Ld.		
36125 768 SVHC	**Virginia Nicolaou** (*ex*Vechtdijk–33) ssRot.No.3–3,33 1*Dk*&*Shelter dk*	6869 — 4211	✠100A1 *Shelter dk* *withfreeboard* 3,36 BS11,35 ✠LMC3,33	Ams	*a*†	CL 9,36	1920 7mo	Sunderland S.B.Co.Ld. Sunderland *Lloyd's A&CP*	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*) *CellDB*369'1270t*FPT*124t*APT*205t	425·0 FK *Coll*	55·0	26·6 34·7	Piræus Greek *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"–54" (*s*) 180lb 629NHP 4SB,12*cf*,GS268,HS11670 Blair&Co.Ld.Stockton	37 ″ 3 s 9 ″ 1¼ 28 ″ 5	
	Now "Nicolaou Virginia," *see No.* 39434 *in Supplement*															
36126 208 SVNB	**Virginia S.**(*ex*Pasubio,*ex*Penrhydd, *ex*Trojan, ssPir.2ndNo.3–8,30 *ex*Inchborva) ssSyr.No.1–34 2*Dks*(*Stl*) & *deep framing*	3885 3706 2428	✠100A1 8,37 ~~8,35~~ BS5,37 ✠LMC8,34	Nwc Lth	*x*	CL 8,35	1905 3mo	W.Pickers- gill&Sons Sunderland *Lloyd's A&CP*	Z.A.Samothrakis *CellDBa*122'*uE&B*44'*f*156'972t *DTa*28'583t*FPT*104t*APT*48t	392·0 375·0 P31'B208'F39' FK	47·4 47·5	23·5 25·7	Syra Greek 6*BHCem*	T.3Cy.25",42"&71"–48" 180lb *150lb* NDB25 423NHP 2SB,6*rf*,GS122,HS5720 FD G.Clark,Ld.Sunderland	28 ″ 6 s 4 ″ 2¼ 24 ″ 6¾	
36127 230365 KGOJ	**Virginia Sinclair** ssMob.No.1–34 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Rudder electrically welded* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC.	6151 5525 3796	✠100A1 7,37 ~~10,36~~ ✠LMC MS8,34 BS~~10,36~~ 10,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,30 *F.P. above* 150° F.	Mob NOs	*a*†	CL 10,36	1930 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. *Lloyd's A&CP*	SinclairNav.Co. *CellDBuE&B*70'172t*DTf*31'221t*FPT*219t*APT*176t	416·5 P91'B36'F35' FK	57·1	31·9	NewYork Utd.States 15*BHptCem*	2SteamTurbinesDRgeared to1 Sc Shaft (*s*) 996NHP 3WTB(Spt) 400lb HS10116 FD DeLavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
36128 93369 WACV	**Virginian** (*ex*Maine) TwinSc4Mst ssN.Yk.2ndNo 3–7,28 ssSea.No.1–33 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel*	7985 7543 5028	✠ ... 1,35 ✠	Sea	*f*†		1903 7mo	Maryland SteelCo. Sparro'PtMd A&CP	American- HawaiianS.S.Co. *CellDBa*138'*uE&B*80'*f*190' 1524t*DT f*35'1025t*APT*67t	492·0 FK&BK3"	58·3	31·9	NewYork Utd.States 8*BHptAsp*	T.6Cy.25",42½"&72"–48" 935NHP 2D&2SB18*cf*GS322HS12702 MarylandStl.Co.Sparr'.Pt.	35 ″ 6	R †
36129	**Virgo** (*ex*Adriatico–36,*ex*Adriatic, *ex*Trumf, ssGms.2ndNo.3–2,24 *ex*Newlands) ssBbo.No.3–1,31 ssBbo.No.1–35 1*Dk*(*Irn*)2*trB*&*deep framing* *Cargo battens not fitted* 3*Dk rule*	2959 2807 1873	✠100A1 8,37 ~~11,35~~ BS11,36 ✠LMC10,35	Rot Lkr	*u*	CL N11,35	1902 2mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	RederiA/B Iris (E.Erikson,*Mgr.*) *CellDBa&uE*130'*f*136'732t*APT*53t	325·0 P27'B88'F30' FK	47·0	22·5	Mariehmn Finnish 5*BHCem*	T.3Cy.24",38"&64"–42" (*s*) 160lb NDB17 *100lb* 257NHP 2SB,6*cf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 3 20 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Dur.Cert.B.of Trade
36130 267 OHDG	**Virgo** ssHfs.2ndNo.3–8,31 ssHfs.No.1–35 Wireless D.F. *1Dk(Stl)&Awng dk*	1082 1028 625	✠100A1 *Awng dk* *withfreeboard* 6,37 ~~5,36~~ ✠LMC MS9,35 BS~~[illegible]~~6,37	Abo Hfs	*m*	CL 7,35	1906 5mo *Lloyd*	Fevigs Jernskibsbyg Fevig *'sA&CP*	FinskaÅngfAktieb *WB=Ce*	204·9 *llDBuE&B46'f44'*	32·2	12·7 19·8 BK7½'	Helsingfrs Finnish *4BHCem* *127tAPT26t*	T.3Cy.17",27"&47"–33" (r) 180lb 151NHP 2SB,*4pf*,GS80,HS2520 Richardsons,Westgarth&Co.Ld.Mdb.	22 " 0 s 5 " 4½ 17 " 5½	
36131 75 IVOI	**Virtus** (*ex*Sissie,*ex* RaymondeNaval,*ex*Slotermeer, *ex*Zwollerkarspel, *ex*NavisIV.) Aux3MstSr *OilEng.* *1Dk* *Mchy.Aft* *(See Sailing Ship Register)*	377 326 279					1919	J.Smit& Zoon Foxhol	B.&G.Apollonio	141·5 133·4 P26'Q12'	26·1	12·3	Trieste Italian	Oil Engines 4S.C.SA 2Cy.15¾"–17$\frac{7}{16}$" 49NHP D.Goedkoop,Jr.Ams.		I
36132 546 ESFO	**Virumaa** 4Mst *OilEng.* *1Dk*	604 483 325					1922	Peter Wharf Tallinn	TheTallinnShppg. Co.Ld.	166·6	28·7	12·1	Tallinn Estonian	Oil Engines 4S.C.SA 6Cy.12⅝"–16½" 96NHP Gebr.Körting,Hannover		G
36133 864 ESFP	**Viru-ōli** (*ex*Minisadam) *OilEng.* *CarryingPetroleum in bulk*	300 287 157					1915	Beckeri Lehas Tallinn	EstonianGovernment	113·4	28·5	10·7	Tallinn Estonian	Oil Engines 2Cy. J.&C.G.Bolinders, M.V.A/B,Skm.		
36134 ~~YTPQ~~ YTFS	**Vis** (*ex*Renteria-34) *Fitted for oil fuel* *1Dk*	1772 — 1017					1921	Dunlop, Bremner&Co. Ld. PortGlasgow	Brodarsko Akcionarsko Drustvo "Oceania"	260·4 P28'B151'F25'	41·2	18·5	Susak Yugoslav *WB*	T.3Cy.20½",33"&56"–39" 182NHP Dunlop,Bremner&Co.Ld.		N
36135 7106 SGZN	**Visby** Ⓟ Wireless *CruiserStern* *2Dks*	799 367 461					1924	Oskrshmns M.V.Aktieb. Oskarshamn	Ång.A/B Gotland (C.E.Ekman, *Mgr.*)	171·2	30·5	13·7	Visby Swedish *WB*	T.3Cy.17⅛",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
※ 36136 139143 GXFF	**Viscol** *Mchy.Aft* ssGib.No.3–8,28 ssGib.No.2–36 *1Dk(Stl)&Webframes* *Longitudinal framing*	1163 850 595	✠100A1 12,37 ~~10,36~~ ✠LMC10,36 BS11,37 *CarryingPetr* *Fitted for oil*	Gib *oleum* *fuel*8,	*n* *in* 16	OG 10,36 *bulk* *F.P. a*	1916 8mo *Lloyd* *bove 1*	Craig,Taylor&Co.Ld. Stockton *'sA&CP* 50° F.	TheAdmiralty *Middle line Bulkh* *Ce*	210·0 P45'F40' FK *ead not oil-tight* *llDBuE&B36'62t* *DTf21'162tFPT*	34·7	16·5	London British *13BHptCem* *32tAPT25t*	T.3Cy.15",25"&40"–27" (s) 180lb 82RHP 2SB,*4cf*,HS2160 FD McKie&Baxter,Glasgow	16 " 6 s 1 " 6½ 15 " 0½	
36137 UOBX	**Vishera** (*ex*Badacsony–33, *ex*Attacca,*ex*Copalgrove) Sub.Sig. *1Dk*	2200 1980 1284					1919	GlobeS.B. Co. Superior, Wis	U.S.S.R.	251·0 P25'B64'F23'	43·5	22·2	Leningrad Russian *WB*	T.3Cy.20",33"&54"–40" 184NHP NationalIron Works,Duluth,Min.	24 " 0	G
36138 7735 SHJO	**Visten** (*ex*Alsen,*ex*LottyGabriele, *ex*MarthaHalm) *1Dk*	993 852 527					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	223·4 P14'B59'F29'	33·6	13·7	Karlstad Swedish *WB*	T.3Cy.15",24⅝"&38⅝"–25½" 75NHP F.Schichau,Elbing		G
36139 232943 WCFR	**Vistula** TwinSc *OilEng.* *MchyAft* GyC. *2Dks3trB* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	8537 7892 5237					1920	Howaldtswerke Kiel	StandardOilCo. ofNewJersey	498·8 B45'	64·1	31·7	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 8Cy.25⅝"–51$\frac{3}{16}$" 910NHP NE26 Fried.KruppGermaniawerftA.G Kiel		R
36140 OYJE	— Ⓟ *OilEng.* Wireless D.F. *CruiserStern* *2Dks*	1337 — 806					1930	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	243·3 len36	35·8	11·6	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 225NHP Akt.Burmeistr&Wain,Cpn		V
36141 Sunk by Collision 5,37 DOGI	**Visurgis** *Mchy.Aft* Wireless D.F. *1Dk*	1306 1078 717					1927	G.Seebeck Akt.Ges. Wesermünde-G.	ArgoReederei RichardAdler&Co.	231·2 P63'F29'	37·8	15·0	Bremen German *WB*	T.3Cy.17$\frac{5}{16}$",28"&45½"–31½" 115NHP G.Seebeck,Akt.Ges. Wesermünde-G.		G
※ 36142 136321 GRYT	**Vita** Ⓟ TwinSc ssBom.No.3–7,30 *Ref.Mchy.* ssBom.No.1–34 *2Dks(StlU-ws)&* *Shade dk(Stl-teak s)*	4691 3576 1955	✠100A1 *Shade dk* 8,37 ~~6,36~~ BS~~9,36~~ 9,37 ✠LMC6,34	Bom	*y*	CL PN9,35 s8,36	1914 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB=Cell* *DBa96'uE&*	390·2 F32'*onShade dk* FK *B98'f142'763tFPT*	53·3	24·0	Glasgow British *7BHCem* *55tAPT41t*	T.6Cy.20½",35"&60½"–45" 215lb (s) FD 987NHP 6SB,*18cf*,GS388,HS16280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 " 6 s 4 " 1½ 22 " 10½	
36143 UPIH	**Vitegra** (*ex*Jersbek–35) Sub.Sig. *1Dk*	1398 1155 783					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B97'F26'	37·5	16·0	Leningrad Russian *WB*	T.3Cy16$\frac{9}{16}$",27⅝"&42$\frac{9}{16}$"-27⅝" 95NHP F.Schichau,Elbing		G
36144 LJIU	**Vito** *OilEng.* D.F. *CruiserStern* *1Dk&Shelter dk*	5181 4503 3058					1937	GötaverkenA/B Gothenburg	SkibsA/S"Vito" (OlafDitlev- Simonsen,Jr.*Mgr*)	425·0 F38'	56·8	21·6	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47¼" 856NHP GotaverkenA/B,Got		N
※ 36145 148906 GDRB	**Vitruvia** ssRot.No2–36 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing* Now "Maryad," see No. 39203 in Supplement	4870 4228 2944	✠100A1 ~~5,37~~ ~~6,36~~11,37 BS5,37 ✠LMC4,36 *CarryingPetr* *Fitted for oil*	Rot Bkn *oleum* *fuel*5,	*x* *in* 26	CL ~~4,36~~ 11,37 *bulk* *F.P. a*	1926 5mo *Lloyd* *bove 1*	R.Duncan &Co.Ld. Pt.Glasgow *'sA&CP* 50° F.	PallasOil&TradingCo.Ld. (O. Margulies,*Mgr.*) *CellDBuE*	375·1 P108'B35'F51' FK *&B60'123tAPT81t*	51·7	29·0	London ~~Glasgow~~ British *ptCem* *11BHtoUdk* 5 " " 2nd "	T.3Cy.25½",42"&70"–48" (s) 180lb *120lb* 470NHP 2SB,*8cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 " 2 s 4 " 8 24 " 8	
36146 324 IVRC	**Vittorio** (*ex*Thetis-32, *ex*Countess) 3Mst ssTrn.2ndNo.3–6,21 *Mchy.Aft* ssRou.No.2–29 *Well deck* *1Dk(Stl)*	659 444 278	✠ ... 8,33 ✠	Tri			1896 6mo	Mackie& Thomson Glasgow	C.Midolo&Co. *Ce*	179·3 178·0 Q63'B63'F23' FK *llDBf91'120tFPT*	27·0	10·9	Trieste Italian *3BHCem* *48tAPT12t*	T.3Cy.17¼",27¼"&43"–33" NDB18 111NHP 1SB,*3cf*,GS57,HS1730 Muir&Houston,Ld.Gls.	13 " 0	
36147 ~~210197~~ ~~KLBW~~	**Vittorio Emmanuele III** Sub.Sig. *2Dks*	4855 4366 3601			...		1918	Seattle Const&DDCo Seattle, Wsh.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ G.E.Marden	380·0 P40'B100'F41' FK	53·2	27·0	~~Seattle~~ ~~Utd.States~~ British *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co.	29 " 4	R †
※ 36148 906 ICNU	**Vittorio Veneto** (*ex*WarJoy) ssGen.No.3–7,31 ssGen.No.1–35 D.F. *1Dk(Stl)* *Cargo battens not fitted*	4595 3952 2776	✠100A1 ~~2,37~~ ~~3,36~~1,38 BS~~9,36~~ ✠LMC8,35 8,37	Gen	*x*	CL ~~8,35~~ 7,37	1918 12mo *Lloyd*	Canadian Vickers,Ld. Montreal *'sA&CP*	Soc.Anon.diNav. LaCamogliese *CellDB*	381·0 P43'B105'F41' FK 316'1367t*FPT*102t	49·3	26·9	Genoa Italian *6BHCem* *APT*136t	T.3Cy.27",44½"&73"–48" (s) 180lb 474NHP 3SB,*9cf*,GS174,HS6660 FD Canadian Vickers,Ld.Mtl.	30 " 2 s5 " 11½ 24 " 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36149 LCWN	**Vivi** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6546 5620 3853					1932	A/S Akers Mek. Værks. Oslo	A/S Vestheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	407·4 P238*t*H551*t*F58*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"–39$\frac{7}{16}$" 544NHP A/SAkersMek.Værks.Oslo		N
36150 KZAT	**Vizcaya** (*ex*Chusan) Wireless 1*Dk*&*Spar dk*	1249 914 719					1890	Blohm& Voss Hamburg	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	217·0 H77′	29·6	17·5	ManilaP.I. Utd.States *WB*	T.3Cy.15",24"&39"–33" 87NHP Blohm&Voss,Hamburg		
✻ 36151 148 YLCL	**Vizma** (*ex*Blairbeg,*ex*Moerdijk, *ex*Northcliffe) *ss*Kel.2ndNo.3–5,33 *ss*Rot.No.1-37 1*Dk*(*ptIrn*&*ptStl*) &*deep framing*3*Dk rule* *Cargo battens not fitted*	2875 2692 1788	✠100A1 ~~5,37~~ ~~6,36~~ 11,37 ~~BS10,36~~ ✠LMC~~5,33~~ 5,37	Rot Rou	*u*	CL ~~2,34~~ N4,37	1905 11mo	J.Blumer& Co. Sunderland *Lloyd's A&CP*	A.Friedenbergs& Partners(Chr. Jensen(Riga), *Mgr.*)	317·3 327·3(O.L.) P30′B92′F30′ FK *Cell D B a*110′ *uE*22′ *f*128′	46·5	20·9	Riga Latvian 5*BHCem* 674*tAPT*70*t*	T.3Cy.23",38"&62"–42" (*s*) 160lb 260NHP 2SB,*6pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld.	23 ″ 3 s 3 ″ 6¼ 20 ″ 0	
36152 UNAC	**Vladimir Rusanov** (*ex*Bonaventure,*ex*VladimirRousanov, *ex*Bonaventure) 1*Dk*& *Well deck* Wireless *deep framing*	1383 943 467				...	1909	Napier& Miller,Ld. Glasgow	U.S.S.R.	238·7 P&B145′F26′ FK	35·9	16·9	Archangel Russian *WB*	T.3Cy.22½",37"&61"–42" 350NHP D.Rowan&Co.Glasgow	19 ″ 0	
36153 PIHK	**Vliestroom** *ss*Ams.2ndNo.3–12,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	655 482 289	✠100A1 12,37 ~~12,36~~ BS11,37 ✠LMC11,36	Ams	*i*	CL N12,36	1912 3mo	VanVliet& Co. Hardinxveld A&CP	N.V.Hollandsche Stoomb.Maats.	173·2 Q89′B15′F24′ FK *WB* =*DBa*31′ 32*tFPT*	28·2	12·5	Amstrdam Dutch 4*BHCem* 44*tAPT*18*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb *100lb* 104NHP 1SB,*3pf*,GS54,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s 4 ″ 4¾ 13 ″ 1¼	
✻ 36154 148653 GLNF	**Voco** (*ex*Mobiloil-36) *ss*Rot.No.3-7,37 ~~*ss*Lon.No.2–33~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in Nos.*3, 4,5&6 *tanks*& *Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing*	5090 4623 2961	✠100A1 ~~7,37~~ ~~4,37~~ 4,38 BS4,38 ✠LMC 1,37 ~~MS5,33~~ ~~BS1,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,25 *F.P. above* 150° F.	NYk ~~Rot~~	*y*	CL 1,37	1925 8mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	~~VacuumOilCo.Ld.~~ StandardTransportationCo.Ld.	394·3 P100′B39′F37′ FK *Cell D B u E*&*B*60′ 141*tDTf*48′ 770*tFP*	53·3	28·6	London British 15*BHptCem* 2*Longl.BH* *T*195*tAPT*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,HS7656 FD Rankin&Blackmore,Ld. 90*t* Greenock	28 ″ 9 s 4 ″ 11½ 24 ″ 0¼	
✻ 36155 DHYV	**Vogesen** (*ex*ManchesterPort) *ss*Kel.2ndNo.3–5,29 *ss*Ant.No.2–37 ~~*ss*Ham.No.1–33~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	4240 3978 2676	✠100A1 *Spar dk* 3,38 ~~9,36~~ BS~~4,36~~ 4,37 ✠LMC~~1,35~~ MS7,37	Ant Nag	*x*	~~N6,35~~ 6,37	1904 1mo	Furness, Withy&CoLd WHartlepool *Lloyd's A&CP*	H.Vogemann	~~359·8~~ 359·7 P30′B92′F34′ FK *Cell DBa*118′*uE*&*B*42′*f*150′	47·9	27·8	Hamburg German 6*BHCem* 823*tAPT*36*t*	T.3Cy.26",42"&72"–48" (*s*) 180lb 400NHP 3SB,*9cf*,GS153,HS6340 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10	
36156 DIFK	**Vogtland** Ⓟ TwinSc *OilEng.* D.F. GyC. Sub.Sig. 3*Dks*	6608 5880 3734					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0	58·1	27·2	Hamburg German *WB*	5 Oil Engines 4S.C.SA 40Cy.13¾"–19$\frac{11}{16}$" 738NHP &ElectricDrive NE37 Fahrzeug-uMotorenw.G.m.b.H. vorm.Linke-HofmannBreslau		G
36157 UNHW	**Voikov** (*ex*Browton,*ex*Hitteröy, *ex*L.O.Stensland, *ex*Arcotes, *ex*Manchester) *ss*Bbo.2ndNo.3–9,15 *ss*Shl.No.2–25 1*Dk*(*Irn*)& *Web frames* *Well deck*	2052 1726 1246	✠ 4,25 ✠	Cff	*r*	CL	1890 8mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R.	275·0 P27′Q86′B106′F28′ BK9½″ *DBa*88′*f*102′477*t*	37·2	20·0	Odessa Russian 4*BHCem* *APT*20*t*	T.3Cy.21½",34"&57"–39" 207NHP 2SB,*6rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.WHpl	21 ″ 10	
36158 YTFD	**Vojvoda Putnik** (*ex*Blossom Heath,*ex*Kerry Range) *ss*Rot.No.3–2,29 *ss*Rot.No.2–37 ~~*ss*Rot.No.1–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*trB* *Cargo battens not fitted in Shelter 'tween dks*	5875 4329 3726	✠100A1 *Shelter dk withfreeboard* 1,38 ~~1,37~~ ✠LMO MS8,33 ~~BS7,36~~ 3,37 8,37	Rot	*z*	CL 1,37	1916 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	Jugoslavenski Lloyd a.d.	400·0 F36′*onShelter dk* FK *CellDBa*140′*uE*28′*f*171′ 1143*tFPT*	52·0	35·4	Split Yugoslav 6*BHCem* 62*tAPT*115*t*	T.3Cy.26",43"&73"–48" (*s*) 180lb 535NHP 3SB,*9cf*,GS180,HS8060 FD Richardsons,Westgarth& Co.Ld.Sld.	38 ″ 0 s 9 ″ 9¼ 28 ″ 5	
36159 PIHP	**Volendam** Ⓟ TwinSc *ss*Rot.No.3–11,31 *ss*Rot.No.1–36 2*Dks*(*Stl*)&*Awng dk* (*Stl–ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*) *in Nos.*1,2&3*holds* D.F. Sub.Sig. *CruiserStern*	15434 12155 9197	✠100A1 *Awng dk withfreeboard* 1,38 ~~6,36~~ ✠LMO MS1,36 ~~BS5,36~~ 5,37 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Rot	*j*†	CL ~~1,36~~ 5,37	1922 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	550·2 FK *CellDB*465′ 2254*t Tanks at sides of tunnels* 8′	67·3	32·6	Rottrdam Dutch *ptCem* 9*BHtoAwdk*	4SteamTurbinesSR geared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Belfast 140*tFPT*190*tAPT*245*t*	45 ″ 1 s 13 ″ 2 32 ″ 5	
36160 UOVW	**Volga** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21′B90′F29′	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP M.A.N.Augsburg		
36161	**Volgo-Don** TwinSc 1*Dk*	956 — 414					1917 *Completed* 1929 *at* Odessa	NavalWks. Nicolaieff	U.S.S.R.	230·3 F25′	34·0	12·1	Rost'v/Don Russian	T.6Cy.11",19$\frac{9}{16}$"&29⅛"–15¾" NB26 68NHP ,Nicolaieff		
36162 UNLD	**Volgoles** *OilEng.* 1*Dk*	3946 3527 2196					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29′B53′F30′	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
36163	**Volharding** Iron&SteelSp (*ex*Athelrill–33, *ex*HopperNo.46,*ex*No.46) *ss*Bal.3rdNo.3–1,26 1*Dk*(*Stl*) *Mchy.Aft* *Carrying Molasses in bulk*	*393* *379* *165*	— 3,31	Dem			1895	Executors of the late T.A.Walker Sudbrook	deBruin	160·0 B18′ FK	26·0	10·6	Paramribo Dutch 6*BH*	C.2Cy.18"&36"–22" 51NHP 1SB,*2pf*,GS40,HS1100 Plenty&Son,Newbury	11 ″ 6	
36164 UOBQ	**Volkhov** (*ex*Immo–32) Sub.Sig. 1*Dk*	2290 2021 1315					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P&B243′F36′	42·9	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to1Sc.Shaft Frd.Krupp,A.G.Kiel		
36165 UOVF	**Volkhovstroi** (*ex*Galesburg) 2*Dks*	4943 4286 2982				...	1918	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 P25′B106′F34′ FK	52·0	26·8	Vladvostk Russian *WB*	T.3Cy.24",40"&70"–48" 478NHP StandardS.B.Corp.	29 ″ 0	
36166 5055 SFON	**Vollrath Tham** (*exSteamer*) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	5787 *5283* *2630*					1909	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grängesberg Oxelösund(M.Waldenström, *Mgr.*)	387·1 P86′H155*t*F46′	56·5	30·9	Stockholm Swedish	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP *Emade&fitted*25 A/B Götaverken,Got.		C
36167 UOAY	**Volodarsky** Sub.Sig. 1*Dk*	2336 2023 1282				...	1929	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 P18′B71′F32′ FK	45·1	20·5	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP BalticS.B.&Eng.Works	22 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref'Trade.
36168 UNJS	**Vologda** Ⓟ Wireless *CruiserStern* 2*Dks*	1480 1202 785					1930	Klawitter werftGmbH. Danzig	U.S.S.R.	228·3 B88'F24'	34·9	18·2	Archangel Russian *WB*	C.4Cy.(2)16½"&(2)35 7/16"–35 7/16" 124NHP A.Borsig,Berlin-Tegel		
36169 239 ICNX	**Volpi** *OilEng.* ssTri.No.1–35 D.F. 2*Dks(Stl)*3rd*dk(Stl)* in*No.*1*hold*	5292 — 3061	✠100A1 *withfreeboard* ~~8,37~~12,37 DBS12,37 ✠LMC CS10,35 ~~DBS10,36~~ 2,36 *Fitted for carrying oil* 8,31 *F.P. above* 150° F. *in deep tank*	Tri	*a*†	3,37	1931 8mo *Lloyd's*A&CP	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino Soc.Anon.diNav. *CellDB*340' 1159t*DTa*41' 1155t*FPT*133t*APT*107t	440·6 423·1 F35'	56·2	33·2 22·5 FK (	Venice Italian 8*BH* *Coll to W dk* 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.29½"–49 3/16" 1219NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2½	
36170 124318 GQJC	**Volsella** (*ex*Veraston) ssSng.2ndNo.3–3,29 ssHKg.No.2-37~~ssSng.No.1-33~~ 1*Dk(Irn)&deep framing* *Cargo battens not fitted*	2103 1697 1260	✠100A1 ~~9,37 12,36~~4,38 ~~BS12,36~~ ✠LMC~~5,35~~ 9,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Sba ~~HKg~~Sng	*r*	~~3,35~~ 4,38	1906 10mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	Anglo-Saxon PetroleumCo.Ld. *Cell DBa&uE*104'*f*122'	281·0 291·5(O.L.) P21'B74'F30'	40·0	18·2 FK	London British 4*BHCem* 530t*APT*30t	T.3Cy.20",31½"&53"–36" (*s*) 160lb 167NHP 2SB,4*pf*,GS65,HS2495 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 7 s 2 ″ 9½ 17 ″ 11½	
36171 147238 GFND	**Voltaire** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. Sub.Sig. *CruiserStern*	13245 10485 7925					1923	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·5 B249'F58'	64·3	39·3	Liverpool British *WB*	Q.8Cy.26½",37",53"&74"–54" 806NHP Wrkman,Clark&Co.Ld.Bel		C BT till 1,38
36172 135597 GSLM	**Volturno** (*ex*Bosforo,*ex*Falernian) ssMsl.No.3-4,28 ssBkn.No.2-36 1*Dk(Stl)&2nd dk(Stl) in Nos.*1&2*holds* *Well deck* *CruiserStern*	3424 2349 2191	✠100A1 ~~3,37 7,36~~ 2,35 ✠LMC ~~BS3,36~~ 5,37 MS8,36	Bkn ~~Hul~~Liv	*u*	CL 1,36	1914 7mo *Lloyd's*A&CP	W.Harkess &Son,Ld. Middlesbro'	EllermanLinesLd. (Ellerman&PapayanniLines,Ld. *Mgrs.*) *CellDBa*98'*uE&B*53'*f*130'	318·0 P&B205'F40'	42·4	21·6 FK	London British 6*BHCem* 649t*APT*11t	T3Cy20½",35¼"&60"–42" (*s*) 215lb FD 215NHP 3SB,6*cf*,GS115,HS4896 Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 9 s 3 ″ 4 23 ″ 7¾	
36173 216762 WFAO	**Volunteer** *Fitted for oil fuel* Sub.Sig. 2*Dks&Shelter dk&Web frames* *Longitudinal framing*	7717 7598 5839			...		1918	Bethlehem S.B.Corp.Ld. Alameda,Cal.	LykesBros.-RipleyS.S.Co.Inc.	410·0	56·0	29·0 38·0 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 562NHP GeneralElectricCo. Schenectady,N.Y.	41 ″ 0	R †
36174 219846 KUMV	**Volusia** (*ex*LakeGlaucus) *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*	2686 — 1665					1920	Globe S.B.Co. Superior,Wis.	Merchnts&Miners Transptn.Co.	255·4 P29'B64'F23'	43·8	26·9	Baltimore Utd.States *WB*	T.3Cy.20",35"&54"–40" 184NHP NordbyMfg.Co.Milwaukee		R
36175 OHCU	**Von Döbeln** **Iron** 1*Dk*	666 377 414					1876	W.LindbergsAktieb. Stockholm	FinskaÅngf. Aktieb.	177·2	26·0	12·3	Helsingfrs Finnish	C.2Cy.16½"&28¼"–20½" 30NHP *Cmp*88 BergsundsMV.Skm		
36176	**Voo Yang** (*ex*TingOn,*ex*YinTung, *ex*Owego) *Mchy.Aft* 2*Dks*	3047 — 1917					1888	UnionDry DockCo. Buffalo,N.Y.	ChiPingS.S.Co.Ld.	325·7 B77'F31'	41·2	14·6	Shanghai Chinese *WB*	T.3Cy.24",38"&63" NB12 289NHP QuintardIronWorks,N.Yk		
36177 164049 GYJC	**Voreda** *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	7216 6600 4373	✠100A1 12,37~~4,37~~ ✠LMC3,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,35 *F.P. above* 150° F.	Fal Rot		CL 12,37	1935 3mo *Lloyd's*A&CP	Greenock Dockyard Co.Ld. Greenock	VoredaSteamship Co.Ld.(Gow,Harrison&Co.*Mgrs.*) *CellDBuE&B*88'209t *DTf*20'273t*APT*255t	447·7 P134'B39'F51'	59·5	32·2 FK	Glasgow British 17*BHptCem ptAsp* (11 *to U dk* 6 „2nd „)	T.3Cy.25",43½"&74"–48" (*s*) 220lb 681NHP 3SB,12*cf*,GS236,HS10596FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 0	
36178 LFHH	**Vöringen** Ⓟ **Iron&Steel** 1*Dk*	510 477 296					1891	Laxevaags skibsbyggeri Bergen	Hardanger Sunnhordlandske Dampskibsselskap	166·4 P122tH19tF40t	23·6	12·0	Bergen Norwegian	T.3Cy.15½",25"&41"–27" NB09 87NHP G.Clark,Sunderland		
36179 UNJU	**Voronej** Ⓟ Wireless 2*Dks* *CruiserStern*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85'F25'	35·0	18·3	Archangel Russian *WB*	C.4Cy.(2)14 9/16"&(2)31½"–31½" 93NHP StabilimentoTecnico,Tri.		
36180 UOXS	**Voroshilov** (*ex*Brazilian Prince–33,*ex*Tramore) **TwinSc** *OilEng.* Sub.Sig. ssHpl.No.2–33 1*Dk(Stl)*2nd*dk(Stl) in forward holds* *Well deck* *CruiserStern*	3908 3298 2041	✠ 2,33 ✠	Hpl	*x*		1924 3mo	Furness, S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *Duct keel amidships* 140' *CellDB*270'1164t*DTa between tunnels*39'88t *DTf*29'590t *FPT*80t*APT*67t	364·0 P&B225'F88'	52·2	24·1 FK	Odessa Russian 6*BH ptAsp*	Oil Engines 4S.C.SA 12Cy.24 7/16"–38 3/8" 695NHP Richardsons,Westgarth& Co.Ld.	26 ″ 11	
36181 DOPD	**Vorwärts** Ⓟ **TwinSc** (*Tender*) Wireless 1*Dk*	726 547 304					1906	Bremer Vulkan Vegesack	Norddeutscher Lloyd	206·0 B44'H—	41·3	12·1	Bremen German *WB*	T6Cy.13⅝",21⅝"&35 7/16"–19 11/16" 112NHP BremerVulkan,Vegesack		G
36182 UNGQ	**Vostok** (*ex*Loos,*ex*Darwin) 1*Dk deep framing & Web frames*	2787 2623 1797			...		1901	J.Blumer& Co. Sunderland	U.S.S.R.	319·6 P28'B91'F31'	46·1	21·2 FK	Odessa Russian *WB*	T.3Cy.23",38"&62"–42" DB*made*14 262NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	
36183 YTPE	**Vranjic** (*ex*Waypark–32,*ex*Brixton) ssHul.No.3–12,30 ssSpt.No.1–35 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1541 1284 837	✠100A1 3,38 ~~3,37~~ ~~BS3,37~~ 3,38 ✠LMC2,35	Spt	*p*	CL 10,35	1918 11mo *Lloyd's*A&CP	Dublin Dkyd.Co.Ld. Dublin	I.L.Bulic *CellDB*171'310t *DTa*29'131t *FPT*80t*APT*38t	240·3 Q94'B52'F23'	36·3	18·4 FK	Vranjic Yugoslav 4*BHCem*	T.3Cy.18",30"&50"–33" (*s*) 180lb 197NHP 2SB,6*cf*,GS97,HS2886 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s 2 ″ 5 18 ″ 3	
36184 PIKD	**Vredenburg** D.F. 2*Dks*	6419 5835 3517					1921	Flensburgr Schiffsb.Ges Flensburg	N.V.Scheepv.& Transp.Mij. "Atlantica"(Halcyon-LijnN.V. *Mgrs.*)	453·9 H59'&21'	59·9	27·7	Rottrdam Dutch	T.3Cy.28¾",46⅔"&76"–48" 400NHP FlensburgerSchiffsb.Ges.		G
36185 UOIC	**Vsevolod Sibirtsev** (*ex*Kangean) ssAms.No.3–3,24 ssAms.No.1–28 2*Dks(Stl)&Shelter dk(Stl*–teak s)	6687 5006 4048	✠ —— 12,32 ✠	Osa	*a*†		1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle	U.S.S.R. *CellDBa*110'*u E&B*91 *f*170'1225t*DTa*24'	431·3	55·5	26·9 34·7 FK	Vladvostk Russian 8*BHCem* 975t*FPT*60t	T.3Cy27½",46½"&80"–54" HS10450 719NHP 2DB&2AuxSB,18*cf*,GS255 N.E.MarineEng CoLdNwc	37 ″ 3	
36186 UOYH	**Vtoraya Pyatiletka** (*ex*Lesbel) *OilEng.* 1*Dk*	3974 3527 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47 3/16" 497NHP RussianDieselWks.Len.		
36187 UOEM	**Vtoroi Krabolov** (*ex*Tangistan, *ex*Bencleuch) 2*Dks*	4159 3601 2679			...		1901	Ramage& Ferguson,Ld. Leith	U.S.S.R.	384·2 P43'B100'F44'	46·2	26·1 FK	Vladvostk Russian *WB*	T.3Cy.25 1/16",41"&67"–45" 324NHP Ramage&Fergusn,Ld.Lth.	28 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in Lr. Date of B. of Trade Cert.
36188 FODJ	**Vulcain** D.F. 1*Dk*&2*nd dk in holds only*	4362 3648 2724			...		1911	Atel.&Ch. deFrance Dunkirk	LesCargosAlgériensSoc.Anon.	361·9 P39'B122'F43' FK	48·8	25·0	Rouen French *WB*	T.3Cy.24",40"&66"–45" 383NHP Atel.&Ch.deFrance,Dnk.	27″10	V †
36189 DOLA	**Vulcan** 1*Dk*	594 463 347					1904	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8 Q58'B43'F22'	27·2	11·9	Bremen German *WB*	T.3Cy.13",20$\frac{7}{16}$"&33$\frac{1}{16}$"–21$\frac{5}{8}$" 51NHP A.G."Weser,"Bremen		G
36190 288 ICOF	**Vulcania** Ⓟ **TwinSc** *OilEng.* *ss*Tri.No.3–12,35 4*Dks*(*Stl*)&*Shade dk*(*Stl*–ws) *Ref.Mchy.* 5*th dk*(*Stl*) *in No.* 1 *hold* Sub.Sig. *Topsides—special* D.F. GyC. *quality steel*	24469 15352 14697	✠100A1 *withfreeboard* ~~7,37~~ 1,38 ✠LMC12,35 ✠NE12,35 DBS12,36 ✠Lloyd'sRMC~~12,36~~ 1,38 ~~6,37~~	Ven Tri		CL ~~PN12,35~~ ~~S10,36~~ 4,38	1928 12mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	"Italia"Soc.Anon. di Nav. *Duct keel* *Cell DB*493'2135*t*	631·4 601·2 B356' *fwd. of mchy. space* *tanks in way of tunn*	79·8	24·4 42·6 FK (*Co*	Trieste Italian 10*BHpt Cem* *ll to Sh dk* 7 ,, *U* ,, 2 ,, 2*nd* ,,) *els* 581*t DTf*	Oil Engines 2S.C.DA 20Cy.29½"–49$\frac{3}{16}$" 6074NHP 2DB&2NDB(*waste heat*)35 *100lb* Soc.An"Fiat"S.G.M.Turin 25'206*t FPT* 161*t APT* 161*t*	46″6 s17″11 29″0¼	
36191 PIKU	**Vulcanus** 2*Dks*	1819 1639 1128					1907	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·7 P17'B127'F35'	40·2	18·6	Amstrdam Dutch *WB*	T.3Cy.20⅞",32⅝"&55"–35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		V
36192 DIFM	**Vulkan** **3Mst** *OilEng.*	989 739 514					1927	Union Giesserei Königsberg	ErnstKomrowski Reed.G.m.b.H.	217·7 Q74'B54'F24'	33·9	11·9	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.18$\frac{1}{16}$"–29$\frac{1}{16}$" 190NHP Motorenfb."Deutz"A.G. Köln-Deutz		G
36193 UNJT	**Vyatka** Ⓟ Wireless *CruiserStern* 2*Dks*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·2 B86'F25'	35·0	18·3	Archangel Russian *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 93NHP StabilimentoTecnico,Tri.		
36194 VSBJ	**Vyner Brooke** **TwinSc** *ss*Sng.No.2–36 1*Dk*(*Stl*–teaks)	1670 1133 713	✠100A1 6,36 BS4,37 ✠LMC4,36 *Fitted for oil fuel* 6,37 *F.P. above* 150°F	Sng	*q*	CL 5,35	1928 2mo *Lloyd's A&CP*	Ramage& Ferguson,Ld. Leith	SarawakS.S.Co. Ld. *Cell*	240·7 P48'B76'F58' *DBuE*19' 44*t FPT*	41·3	16·1 FK	Kuching Sarawak 6*BH Cem* 71*t APT* 70*t*	T.6Cy.16",27"&44"–30" (*s*) 180lb *100lb* 297NHP 2SB,6*cf*,GS121,HS4390 FD Ramage&Fergusn,Ld.Lth.	17″7 s1″8¾ 16″2¾	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
36195 159439 VPJD	**W. B. Walker** D.F. GyC. OilEng Mchy.Aft Cruiser Stern 2Dks Longitudinal framing–bracketless system Rudder electrically welded	10468 9621 6127	✠100A1 4,37 ✠LMC6,35 Carrying Petroleum in bulk	SFo	f†	CL	1935 6mo Lloyd's A&CP	Frd.Krupp Germaniawft A.G. Kiel	OrientalTankers, Ld. CellDBuE85'184t	490·2|68·2|37·0 P107'B34'F51' FK DTf30'990t FPT323tAPTs240t	HongKong British 16BH (12 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.25⅝"–49¼" 912NHP 3DB200lb Fr.KruppGermaniawftAG Kiel	37 ″ 0 s 7 ″ 3¼ 30 ″ 0	
36196 215152 WPCG	**W. C. Fairbanks** (exHarold Walker-35) ssN.Os.No.3-1,29 Mchy.Aft ~~ssN.Yk.No.1-32~~ D.F. 2Dks(Stl)&Web frames ssMob.No.2-36 Longitudinal framing	6353 6056 3925	✠100A1 2,38 BS2,33 ✠LMC10,36 Carrying Petroleum in bulk Fitted for oil fuel 6,17 F.P. above 150° F.	Mob Gal	b†	CL 10,36	1917 6mo A&CP	WCramp& SonsS&EBCo Philadelphia	PureOilCo. CellDB61' 235tDTf45'629t	430·0|58·2|33·3 P103'B36'F49' FK FPT246tAPT49t	Baltimore Utd.States 15BHptCem (7 to U dk 8 „ 2nd „)	T.3Cy.27",45½"&76"–51" (r) 190lb 565NHP 3SB,9cf,GS185,HS8095 FD WCramp&SnsS&EBC.Phl	33 ″ 4 s 6 ″ 7¼ 26 ″ 11¼	
36197 DDRW	**W. C. Frohne** Sub.Sig. Welldeck 1Dk	373 266 189					1906	Stettiner Oderwerke Stettin	Flensburg-Stettiner Dampfschifffahrt Ges.	144·5|22·8|11·1 Q56'B18'F16'	Flensburg German WB	T.3Cy.11",18"&28"–20" 35NHP StettinerOderwerke		G
36198 205012	**W. C. Richardson** (exWainwright) Mchy.Aft 1Dk	4937 — 3714					1908	Detroit S.B.Co. Detroit,Mich.	ColumbiaTransportationCo.(John T.Kelly, Mgr.)	420·0|52·2|29·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.DetroitMch		R
36199 215284 WSCB	**W.C.Teagle** TwinSc3Mst ssN.Yk.No.3-9,29 ssGal.No.1-34 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames Longitudinal framing D.F. GyC.	9552 7844 5920	✠100A1 Shelter dk withfreeboard 9,37 ~~1,37~~ ~~BS9,36~~ ✠LMC9,33 Carrying Petroleum in bulk Fitted for oil fuel 7,17 F.P. above 150° F.	Gal NYk BS9,37	f†	CL ~~S9,34~~ PN3,36 S9,37	1917 7mo A&CP	Bethlehem SteelCo. Sparro'PtMd	StandardOilCo. of NewJersey CellDBa17'uE&B DTf54'745t	499·1|68·2|35·9 FK 68'275t FPT244tAPT108t	Wilmgton (Del.) Utd.States 19BHptCem (15 to U dk 4 „ 2nd „)	T.6Cy.20½",35"&60"–42" (s) 200lb 652NHP 3SB,12cf,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 ″ 3 s10 ″ 0½ 28 ″ 6	
36200 221648 WICU	**W. D. Anderson** (exTamiahua-36) Fitted for oil fuel D.F. 2Dks&Shelter dk Mchy.Aft Carrying Petroleum in bulk GyC. Longitudinal framing	10227 — 6552					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	500·0|71·2|31·2	Phildlphia Utd.States WB	Q.4Cy27½",40",59"&86"–54" 544NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
36201 96635 KDXS	**W. D. Calverley, Jr.** (exHaroldB.Nye) D.F. GyC. Mchy.Aft 1Dk2trB	3851 — 2735					1902	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	380·0|50·0|28·0 WB	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		R
36202 81535	**W. D. Rees** GyC. Mchy.Aft 1Dk2trB	3760 — 2992					1896	Cleveland S.B.Co. Cleveland	CargoCarriers,Inc	396·4|45·0|23·5 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"–40" NB01 251NHP ClevelandSB.Co.Clevelnd		R
36203 203561 WSBV	**W. E. Fitzgerald** (Self-Unloader) Mchy.Aft D.F. 1Dk	4940 — 3701					1906	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	420·0|52·2|29·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
36204 219834 KUMN	**W. E. Hutton** (exPortolaPlumas) Fitted for oil fuel 2Dks Mchy.Aft Carrying Petroleum in bulk D.F. Longitudinal framing	7076 — 4359					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	PureOilCo.	435·0|56·0|32·0 P123'B50'F33'	Baltimore Utd.States WB	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. S.Fo.		R
36205 219600 KUCQ	**W. F. Burdell** (exCityofAlameda) Fitted for oil fuel 2Dks Mchy.Aft Carrying oil in bulk Longitudinal framing	7044 — 4351					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	PureOilCo.	435·0|56·0|32·0 P123'B50'F33'	Baltimore Utd. States WB	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Fo.		R
36206 213555 WBDM	**W. F. White** Mchy.Aft (Self-Unloader) D.F. GyC. 1Dk	7180 — 5548					1915	American S.B.Co. Lorain,Ohio	Bradley Transptn.Co.	530·0|60·0|32·0 F52'	Fairport,O Utd.States WB	T.3Cy.25½",41"&67"–42" 291NHP AmericanS.B.Co Lorain,O.		R
36207 203342 KFJT	**W. G. Pollock** Mchy.Aft D.F. 1Dk	4872 — 3585					1906	American S.B.Co. Cleveland	MidlandS.S.Line, Inc.	420·0|52·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Clevelnd		R
36208 220951 KDMP	**W. H. Libby** ssN.Yk.No.3-6,33 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames D.F. GyC. Longitudinal framing	7992 — 5030	✠100A1 Shelter dk withfreeboard 3,37 ✠LMC MS1,33 BS8,36 Carrying Petroleum in bulk Fitted for oil fuel 1,21 F.P. above 150° F.	Gal	c†	CL 3,37	1921 1mo A&CP	GMStandiferCnst.Corp. Vancouver, Wash. CellDBuE&B	StandardOilCo. of NewJersey bunker86'280tDTf 'tween dk tanks a9'67t	462·4|60·2|36·5 FK 50'335t FPT179tAPT103t	Wilmgton (Del.) Utd.States 18BHptCem (3 to S dk 11 „ U „ 4 „ 2nd „)	Q.4Cy.24 3⁄16",35",51"&75"–51" 220lb (s) 552NHP 3SB,9cf,HS7434 FD Hooven,Owens,RentschlerCo.Hamilton,O.	37 ″ 3 s10 ″ 3½ 27 ″ 3	
36209 206419 WMIO	**W. H. McGean** (exStadacona) D.F. GyC. Mchy.Aft 1Dk	6014 — 4654					1909	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	479·0|56·0|31·0 F44' WB	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&61"–42" 241NHP Gt.LakesEng.Wks.Detroit		R
36210 139235 GLDY	**W. Hendrik** (exMaryWalton-37, exTynebridge-34) ~~ssShl.No.2-34~~ D.F. ssBkn.No.3-6,37 1Dk(Stl) Cargo battens not fitted	4360 4056 2711	✠100A1 6,37 ~~2,37~~ ~~BS4,36~~ ✠LMC~~6,34~~ 6,37	Shl Bkn	x	CL 2,36	1925 3mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EuxineShipping Co.Ld. CellDBa	360·5|52·2|27·6 377·3(O.L.) P28'B105'F35' FK 96'uE23'f161'1020	Newcastle British 6BHptCem tAPT132t	T.3Cy.25½",42"&69"–48"(s) 180lb 100lb 376NHP 2SB,8cf,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 0 s6 ″ 1½ 24 ″ 1½	
36211 93133	**W. J. Conners** (exMauchChunk) Mchy.Aft 2Dks	4625 — 3609					1901	UnionDry DockCo. Buffalo,N.Y.	GreatLakesTransit Corp.	381·7|50·5|15·5 28·0	Buffalo NY Utd. States WB	Q4Cy20½",30",48½"&63"–42" 257NHP DetroitSBCo.Detroit,Mich.		
36212 Now "Barbara" see No. 37400	**W. L. Connelly** (exWalter Hardcastle, exL.V.Stoddard) Fitted for oil fuel 1Dk Mchy.Aft Carrying Petroleum in bulk	3099 2716 2365			...		1912	Toledo S.B.Co. Toledo,Ohio		304·0|44·2|24·7 P76'B19'F24' len16 FK	WB	T.3Cy.21",34½"&57"–42" 275NHP ToledoS.B.Co.Toledo,Ohio	27 ″ 6	
36213 216877 WSEE	**W. L. Steed** ssN.Yk.No.3-9,30 ssBal.No.1-34 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6182 6002 3799	✠100A1 ~~7,37~~ ~~12,36~~ 12,37 ~~BS6,36~~ ✠LMC4,34 BS5,37 12,37 Carrying Petroleum in bulk Fitted for oil fuel 9,18 F.P. above 150° F.	Gal NYk	a†	CL N12,36	1918 9mo A&CP	Bethlehem S.B.Corp. Quincy,Mass. CellDBuE&B2	StandardOilCo. of NewJersey 50'200tDTf33'420t	416·8|56·1|31·1 P107'B35'F33' FK FPT229tAPT130t	Wilmgton (Del.) Utd.States 16BHptCem (12 to Udk 4 „ 2nd „)	T.3Cy.26⅝",44"&74"–51"(s) 190lb 525NHP 3SB,9cf,HS7425 FD BethlehemS.B.Corp.	32 ″ 9 s6 ″ 5¾ 26 ″ 5¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
✲ 36214 216508 KMIU	**W. M. Burton** ssN.Ns.No.3–1,31 ssBal.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7094 6382 4476	✠100A1 ~~3,37~~ 1,38 ✠NE11,20 MS9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	NNs ✠LMO BS~~4,37~~1,38	*b*†	CL ~~4,37~~ 1,38	1918 6mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. *CellDBuE&B57'179t* *DTf56'1038t*	435·0 P122'B50'F42' FK *FPT97tAPT74t*	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb HS9750 (*s*) 672NHP 3 Water Tube Boilers(Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
✲ 36215 216249 KJOE	**W. M. Irish** ssN.Ns.No.3–7,30 *Mchy.Aft* ssBal.No.1–34 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7123 6410 4496	✠100A1 ~~6,379,36~~3,38 ✠NE6,21 MS9,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	NNs BS3,38 ✠LMO ~~BS6,36~~ 6,37	*b*†	CL ~~9,36~~ 6,37	1918 4mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. *CellDBuE&B57'* 179*tDTf*56'1038*t*	435·0 P122'B50'F42' FK *FPT97tAPT74t*	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb (*s*) 763NHP HS9750 FD 3 Water Tube Boilers (Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
36216 215841 WADY	**W. M. Tupper** *Fitted for oil fuel* 2*Dks*	1756 — 1092					1917	Merrill- StevensCo. Jacksonville	SantaAnaS.S.Co. (W.Langley, *Pres.*)	217·6	38·0	25·0	Seattle Utd.States *WB*	T.3Cy.16¼″,24¼″&41¼″–30″ KingsfordFoundry 93NHP &MachineWorks		R
36217 210768 WBDV	**W. R. Chamberlin, Jr.** (*ex*StanleyDollar, *Fitted for oil fuel* *ex*AdelineSmith) 1*Dk* *Mchy.Aft*	2264 — 1300					1912	NwprtNws S.B.&D.D.Co. NewprtNews	W.R.Chamberlin& Co.	288·8 P53'F31'	44·6	19·0	S. Frncisco Utd. States *WB*	T.3Cy.22″,37″&60″–42″ 233NHP NewportNewsSB.&DD.Co.		
36218 220194 KUVX	**W. R. Keever** (*ex*Exanthia–34, *ex*HalfMoon) *Fitted for oil fuel* 2*Dks*	5350 — 3357					1920	Newburgh Shipyard,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc.	400·5 P36'B124'F33'	54·2	30·4	NewYork Utd.States *WB*	T.3Cy.24½″,$42\frac{1}{16}$″&72″–48″ 359NHP WestinghouseElectric& Mfg.Co.Pittsburg,Pa.		R
36219 230308 KGWI	**W. S. Farish** D.F. *Fitted for oil fuel* E.S.D. GyC. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	11787 11387 7362					1930	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	525·0 B36'F40'	74·3	40·5	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J.		R
36220 220953 KDMR	**W. S. Miller** D.F. *Fitted for oil fuel* GyC. *Longitudinal framing* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	6984 6642 4311					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	435·0 P112'B54'F42'	56·0	32·0	S.Frncisco Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
36221 221884 KDWP	**W. S. Rheem** TwinSc *Mchy.Aft* *Fitted for oil fuel* GyC. 3*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	10859 — 7808					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States *WB*	T.6Cy.24″,39″&65″–42″ 548NHP BethlehemS.B.Corp.Ld.		R
36222 206558	**W. W. Atterbury** (*ex*Conemaugh) *Mchy.Aft* 2*Dks*	4060 — 3129					1909	Detroit S.B.Co. Wyandotte	Gt.LakesTransit Corp.	350·0	46·0	31·0	BuffaloNY Utd. States *WB*	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
36223 216033 WCDO	**W. W. Bruce** (*ex*SabineSun) ssBal.No.2–37 ssPhl.No.3–7,29 ~~ssBal.No.1–33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6728 6112 4083	✠100A1 ~~3,37~~11,37 BS5,37 MS11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Gal Bal ✠LMO ~~BS5,36~~	*b*†	CL 10,36	1918 3mo	SunS.B. Co. Chester,Pa. A&CP	ContinentalSS.Co. *CellDBuE&B60'* 259*tDT*40'552*t*	429·3 P133'B36'F40' FK *FPT222tAPT57t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd*,„)	T3Cy.27″,$46\frac{7}{16}$″&76″–51″(*s*) 190lb 532NHP 3SB,9*cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
✲ 36224 221360 KDSS	**W. W. Mills** (*ex*Puente) ssMob.No.3–2,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6817 6058 4245	✠100A1 11,37~~11,36~~ MS2,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Mob ✠LMO BS~~11,36~~11,37	*a*†	CL ~~11,36~~ 11,37	1921 6mo	Merchant S.B.Corp. Chester,Pa. A&CP	PureOilCo. *CellDBuE&B60'* 236*tDTf*43'750*t*	424·4 440·4(O.L.) P128'B25'F41' FK *FPT228tAPT178t*	58·2	32·9	Baltimore Utd.States 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27¼″,45″&75″–51″ (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkSBCoCamdenNJ	33 ″ 0 s6 ″ 8¼ 26 ″ 6¼	
36225	**Wa Sun** 1*Dk*&*Shade dk*	388 160 245					1914	Kwong TakCheong HongKong	PakHang&Co.	136·5	21·8	8·0	HongKong British	O.2Cy.13½″&27″–16″ 30RHP KwongTakCheong,H.Kg.		
36226 PILQ	**Waalhaven** 1*Dk*	3551 3263 2170					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Waalhaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	361·4 P24'B214'F34'	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
36227 218222 WBCU	**Waban** *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*&*Shelter dk* *Longitudinal framing*	6038 5500 3742					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	LykesBros.– RipleyS.S.Co.Inc.	401·4 P34'F38'	53·2	32·0	Galveston, Tex. Utd.States *WB*	T.3Cy.25″,40″&72″–48″ 359NHP Hoover,Owens,Rentsch- lerCo.Hamilton,O.		R
36228 DOCS	**Wachtel** (*ex*Hornsriff) Wireless 1*Dk*	992 877 554					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·5 P14'B65'F30'	33·6	14·2	Bremen German *WB*	T.3Cy.15″,26⅔″&38⅘″–25⅕″ 74NHP F.Schichau,Elbing		G
36229 DOHG	**Wachtfels** E.S.D. *Cruiser Stern* 2*Dks* Sub.Sig.	8467 7771 5208					1928	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	490·7 P65'B283'F34'	62·2	32·3	Bremen German *WB*	T3Cy.34¼″52¾″&86⅝″–55⅛″& LPTurbine 785NHP J.C.TecklenborgA.G.Wsm		G
36230 220878 KDLM	**Wacosta** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5432 4971 3335		…			1920	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	32″10	R †
36231 DHYZ	**Wadai** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	4696 3396 2763					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2 P&B240'F49'	50·3	23·7	Hamburg German *WB*	Q.4Cy.21⅘″,$32\frac{3}{16}$″,47″&69″– 49⅘″ NB31 335NHP Reiherst.Maschinenf.Ham.		G
36232 DHZB	**Wagogo** (*ex*St.Andrews,*ex*Sofia) Sub.Sig. 1*Dk*&*Shelter dk*	3118 2761 1854		…			1914	Akt.Ges. "Neptun" Rostock	WoermannLinie A.G.	338·1 F33' *on Shelter dk* FK	48·1	21·0	Hamburg German *WB*	T.3Cy.23⅝″,$38\frac{3}{16}$″&62″–$41\frac{3}{16}$″ 308NHP A.G."Neptun,"Rostock	23 ″ 9	G †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
36233 102577	**Wahcondah** *Mchy.Aft* 1*Dk&Awng dk2trB*	1575 1492 976					1903	Russell&Co. Pt.Glasgow	AbitibiPower&PaperCo.Ld. (*in liq.*)	230·4	37·1	21·8	Toronto British *WB*	T.3Cy.18",28"&47"–33" 127NHP J.G.Kincaid&Co.Greenock		C
36234 DHZD	**Wahehe** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	4709 3396 2771					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2 P&B240'F49'	50·3	23·7	Hamburg German *WB*	Q4Cy.21½",32 5/16",47"&69"–49½" NB31 336NHP Reiherst.Maschinenf.Ham		G
36235 127813 GFYN	**Wahine** Ⓟ TrpSc ssWln.2ndNo.3–12,36 ~~ssDdn.No.3–12,24~~ ~~ssWln.No.2–32~~ 2*Dks&Awng dk*(*Stl*–teak s) &*Promenade dk*(*Stl*–teak s)	4436 3189 1798	✠100A1 *Awng dk withfreeboard* 8,37 ~~12,36~~ BS8,37 12,36 ~~BS12,36~~ ✠LMC~~10,33~~ *Fitted for oil fuel* 12,24 *F.P. above* 150° F. ✠NB(C.S.WT)12,36	Wln	*x*	CL P10,35 C&S 8,36	1913 5mo	W.Denny &Bros. Dumbarton *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld.	375·0 BK9" *CellDBa67'uE&B125' f104'*	52·2 *52·9*	25·6	London British 6*BHCem*	3 Steam Turbines (*s*) 200lb HS20173 1461NHP 5WaterTubeBoilers FD Denny&Co.Dumbarton 325*t FPT*35*t APT*61*t*	27 " 6 s11 " 0½ 17 " 5	
36236 227590 KLCG	**Waialeale** Ⓟ TwinSc 4*Dks* *CruiserStern*	3092 — 1765					1928	Bethlehem S.B.Corp.Ld. SanFrancisco	Inter-Island SteamNav.Co.Ld.	309·5 F34'	48·0	27·6	Honolulu Utd.States *WB*	2 DR geared Steam Turbines WestinghouseElectric &Mfg.Co.S.Philadelphia		R
36237 142016 ZMDQ	**Waiana** *OilEng.* 2*Dks* *CruiserStern* *RudderElectrically welded*	3363 2960 1910	✠100A1 3,37 ✠LMC3,37	Gls	*u*	CL	1937 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	322·3 336·0(O.L.) P30'B72'F33' FK *B264'577tFPT108t*	48·2	24·3	Dunedin British 5*BHAsp* *APT116t*	Oil Engines 2S.C.SA 6Cy.23⅝"–40⅛" 584NHP DB*50lb* A.Stephen&Sons,Ld.Gls.	26 " 6 s4 " 4½ 22 " 4½	
36238 143151 ZMFB	**Waikouaiti** (*ex*Irmgard) ssWln.No.3–2,27 *Ref.Mchy.* ssDdn.No.2–36 Sub.Sig. *Well deck* 2*Dks*(*StlU*–ws)	3926 3450 2379	✠100A1 ~~4,37~~ ~~4,26~~9,37 3,38 BS~~4,37~~ 3,33 ✠LMC4,36	Ddn ~~Lyt~~	*w*	CL ~~9,34~~ 9,37	1914 12mo	Akt.Ges. "Neptun" Rostock *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	362·4 377·0(O.L.) P&B234'F45' FK *B303' 940t FPT80t*	50·1	23·6	Wellingt'n British 7*BHAsp* *APT8t*	T.3Cy.25",41"&69"–47" 200lb HS6393 (*s*) 452NHP 3SB(Spt),*9cf*,GS150 FD A.G."Neptun,"Rostock	26 " 2 s3 " 6 22 " 10	
36239 131795 GMRX	**Waimana** TwinSc (*ex*Herminius–32, *ex*Waimana) ~~ssLon.No.3–11,24~~ ~~ssLon.No.2–33~~ E.S.D. ssGls.2ndNo.3–5,37 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*–*ptws*)	~~7852~~ ~~7318~~ ~~5020~~ 7870 7318 4948	✠100A1 *Shelter dk withfreeboard* 5,38 MS5,37 BS4,38 ✠LMO ✠Lloyd'sRMC5,38	Nwc Gls	*e*†	CL ~~12,34~~ P11,36 S11,37	1911 11mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*) *Cell*	477·6 494·0(O.L.) B181'F48'*on Sheltr dk* FK&BK2" *DBa131'uE&B100'*	63·1	31·3	S'thamptn British 9*BHCem* *f183'1625t*	T.6Cy.23½",39"&66½"–48"(*s*) 205lb FD 943NHP 5SB,*20cf*,GS350,HS14000 Wrkman,Clark&Co.Ld.Bel	34 " 4 s5 " 6½ 29 " 0½	
36240 151519 ZMGV	**Waimarino** ssAuk.No.1–34 *Mchy.Aft* 2*Dks*(*Stl*)	3067 2704 1752	✠100A1 4,37 ~~9,36~~ ✠LMO MS6,34 BS3,37 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Auk	*u*	CL 4,36	1930 4mo	Ardrossan Dkyd,Ld. Ardrossan *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *Duct keel fwd of Mchy space* 86' *CellD*	320·5 P78'B33'F28' FK *B267'789tFPT107t*	46·8	23·2	Wellingt'n British 5*BHptCem* *ptAsp* *APT137t*	T.3Cy.24",41"&68"–45" (*s*) 200lb 507NHP 2SB,*8cf*,GS HS7834 FD J.G.Kincaid&Co.Ld.Grk.	25 " 6 s4 " 3 21 " 5½	
36241 93993 ZMBY	**Waimea** TwinSc *Well deck* 1*Dk*	454 315 207	✠ 2,09 ✠	Gls	*f*		1909 2mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping &FoundryCo.Ld. *WB*=	150·6 Q76'B14'F25' FK *DTa14'36tFPT20t*	26·0	9·9	Nelson, NZ British 4*BHCem* *APT12t*	T.6Cy.11",17"&28"–21" 100RHP 1SB,*3cf*,GS59,HS1859 Ross&Duncan,Glasgow	10 " 9	
36242 151518 ZMGT	**Wainui** ssDdn.No.1–35 2*Dks*(*Stl*)	1633 1356 822	✠100A1 ~~6,37~~ ~~1,37~~2,37 BS~~4,37~~ 12,37 ✠LMC1,34 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Ddn	*p*	CL 12,35	1930 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB192'337t*	242·0 P27'B70'F27' FK *FPT22tAPT42t*	38·2	19·0	Wellingt'n British 4*BHptCem* *ptAsp*	T.3Cy.18½",31"&53"–36" (*s*) 200lb 290NHP 2SB,*6cf*,HS4572 FD Hwthrn,Leslie&Co.Ld.	21 " 0 s2 " 6½ 18 " 8½	
36243 144637 GDKM	**Waiotapu** (*ex*Stolberg) ssSyd.No.3–11,25 *Ref.Mchy.* ssAuk.No.2–36 *Well deck* 2*Dks*(*Stl*)3*rd dk in No.1hold*	6035 5565 3736	✠100A1 8,37 ~~3,37~~ BS3,37 ✠LMC4,36 *Carrying oil fuel F. P. above* 150° F. *in DB*	Syd	*b*†	CL 3,37	1913 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBa155'u*	451·0 467·0(O.L.) P&B375'F35' FK *E&B72'f173' 1615t*	58·2	27·0	London British 8*BHCem*	T.3Cy.30 5/16",50 9/16"&84"–54" 185lb (*s*) FD 750NHP 4SB,*12cf*,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 " 6 s4 " 3½ 25 " 5½	
36244 151504 ZMBD	**Waipahi** Ⓟ ssWln.No.3–5,37 ~~ssAuk.No.2–33~~ 2*Dks*(*Stl*–*Weather dk ptws*)	1783 1621 1019	✠100A1 *withfreeboard* 5,37 ~~11,36~~ 5,37 ~~BS4,36~~ ✠LMC~~4,33~~ *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	Ddn Wln	*p*	CL N4,36	1925 7mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB198'400t*	240·3 250·0(O.L.) F24' FK *FPT72t APT26t*	37·5	22·0	Wellingt'n British 4*BHptCem*	T.3Cy.18½",31"&52"–36" (*s*) 190lb 223NHP 2SB,*6cf*,GS121,HS4000 G.T.Grey&Co.Ld S.Shl.	24 " 0 s7 " 2½ 16 " 11½	
36245 163657 GWXQ	**Waipawa** TwinSc *OilEng.* *Ref.Mchy.* E.S.D. 2*Dks&Shelter dk* GyC. D.F. 4*th dk in No.* 3*hold* *Cruiser Stern*	10801 8818 6538	✠100A1 *withfreeboard* 9,37 ~~12,36~~ ✠LMC10,34 ✠Lloyd'sRMC~~5,37~~ ~~4,37~~ 2,38	Gls Lon	*i*†	CL	1934 10mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ShawSavill& AlbionCo.Ld. *CellDB431'2438t*	516·2 535·5(O.L.) B196'F65' FK *FPT122t APT171t*	70·4	32·4	S'thamptn British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59 1/16" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	35 " 0 s5 " 7½ 29 " 7	
36246 151510 ZMCP	**Waipiata** ssAuk No.2–34 *Mchy.Aft* 2*Dks*(*Stl*)	2826 2539 1603	✠100A1 12,37 ~~10,36~~ BS~~10,36~~ 10,37 ✠LMC11,34 *Fitted for oil fuel* 11,30 *F.P. above* 150° F.	Ddn	*u*	CL ~~11,34~~ 11.37	1926 8mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&* *B49f215'762t*	315·6 P93'B26'F29' FK *FPT130t APT135t*	45·1	22·8	Wellingt'n British 5*BHCem*	T.3Cy.24",41"&68"–45" (*s*) 200lb 417NHP 2SB,*6cf*,GS132,HS5800 FD J.G.Kincaid&Co.Ld.Grk.	25 " 4 s4 " 1½ 21 " 4½	
36247 163660 GWWJ	**Wairangi** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk* GyC. D.F. 4*th dk inNo.*3*hold* E.S.D. *CruiserStern*	10796 8817 6532	✠100A1 *withfreeboard* 3,38 ~~3,38~~ ✠LMC2,35 ✠Lloyd'sRMC~~1,37~~ ~~6,37~~ 3,38 ~~10,37~~	Lon	*i*†	CL 3,38	1935 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	ShawSavill& AlbionCo.Ld. *Duct keel in way of* *CellDB431'2413t*	516·3 535·3(O.L.) B196'F65' FK *No.3hold* *FPT122tAPT171t*	70·4	32·4	S'thamptn British 8*BHptCem* (*Coll toSh dk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59 1/16" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Gls.	35 " 0 s5 " 7½ 29 " 7½	
36248 133274	**Wairua** Ⓟ WoodTwinScCtr 2*Dks*	352 266 220					1913	G.T.Niccol Auckland	KaiparaS.S.Co.Ld.	139·5	23·0	12·7	AuklndNZ British	T.6Cy.8¼",13⅝"&21 3/32"–16" 44RHP Ross&Duncan,Glasgow		
36249 132926 GNXR	**Wairuna** (*ex*Polescar,*ex*Gibraltar, *ex*Schneefels) ssSyd.No.3–6,26 ssSyd.No.2–35 *Ref.Mchy.* 2*Dks*(*Stl*–*U*teak s)	5832 5478 3642	✠100A1 ~~5,37~~ ~~12,36~~ 3,38 ✠LMO MS4,35 BS~~9,36~~ 10,37 *Carrying oil fuel F. P. above* 150° F. *in DB*	Auk ~~Syd~~ Mel	*a*†	CL ~~3,35~~ 3,38	1914 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. 1*BH in fore* *Cell DB*	420·0 437·7(O.L.) P60'B126'F54' FK *hold dispensed with* *a140'uE&B23' f187'* 1848*t FPT60t*	56·2	29·6	London British *Cem* 6*BHonly* *APT62t*	T.3Cy.28¾",47¼"&78"–54"(*s*) 185lb FD 580NHP 3SB(Spt)*9cf*,GS148,HS6956 FlensburgerSchiffsb.Ges.	32 " 4 s6 " 4½ 26 " 1½	

1	2 3	4		6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 36250 142913 ZMLR	**Waitaki** *Ref.Mchy.* 2*Dks* *Rudder electrically welded*	2212 1823 1098	✠100A1 ~~4,37~~ ~~6,36~~ 11,37 ✠LMC4,34 *Fitted for oil fuel* 4,34 *F.P. above* 150° F.	Ddn ~~Wln~~ Syd		CL 4,37	1934 4mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellD*	270·5 281·3(O.L.) P27'B95'F25' FK *B*223' 456*t FPT*30*t*	42·7	20·8	Dunedin British 4*BHptCem* *APT*58*t*	T.3Cy.21",34"&56"–39" (*s*) 200lb 353NHP 2SB,*6cf*,GS124,HS5706 FD A.Stephen&Sons,Ld.Gls.	23 ″ 0 s 2″10¾ 20 ″ 3¾	
* 36251 163655 GWTZ	**Waiwera** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks& Shelter dk* D.F. E.S.D. GyC. *4th dk in No.3hold* *CruiserStern*	10800 8818 6537	✠100A1 *withfreeboard* 11,37 ~~2,37~~ ✠LMC8,34 ✠Lloyd'sRMC~~2,37~~ ~~6,34~~ 4,38 ~~11,37~~	Lon	*i*†	CL 11,37	1934 8mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	ShawSavill& AlbionCo.Ld. *CellDB*431'2438*t*	516·2 535·5(O.L.) B196'F65' FK *FPT*122*t APT*171*t*	70·4	32·4	S'thamptn British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd*,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59$\frac{1}{16}$" 2DB*100lb* 1631NHP Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7¼ 29 ″ 7	
36252 32645 JUAB	**Waka Maru** (*ex*Emperor of Fredericton,*ex*CanadianSower) 1*Dk*	2028 1797 1162			...		1919	Pt.Arthur S.B.Co. Port Arthur, Ont.	TowaKisenK.K.	251·3 P26'B64'F25' FK	43·9	20·3	Amagasaki Japanese *WB*	T.3Cy.20",33"&54"–40" 257NHP PortArthurS.B.Co.	23 ″ 0	C †
36253 DHZF	**Wakama** (*ex*Odin) Sub.Sig. 1*Dk& Shelter dk*	3771 3279 2287					1921	Nordsee-werke Emden	Woermann-Linie A.G.	369·7 H25'F37'	50·8	21·8	Hamburg German *WB*	T.3Cy.24",38⅗"&63"–43$\frac{3}{10}$" F.Wilhelms- 262NHP Hütte,Mülheim,a/dRuhr		G
36254 7833 JOTB	**Wakamatsu Maru** 1*Dk2trB& Webframes*	2723 2539 1659			...		1902	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	326·0 P16'F31' FK	41·3	22·2	Tokio Japanese *WB*	Q.4Cy.20½",29",42"&60"–45" 278NHP MitsuBishi D&E.Wks.Nag	25 ″ 1	
36255	**Wakamiya Maru** *OilEng.* *Mchy.Aft*	500					1937	YendoIron Works,Osaka	IwaiKenzo				Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
36256 1334 JAGC	**Wakanoura Maru** Iron (*ex*Ching-Wo) *ss*Kob.No.3–4,98 *ss*Yka.No.2–06 2*Dks*(*Irn–Uws*)*3trB*	2401 2205 1495	✠ 1,07 ✠	Kob	*u*		1885 3mo	R.Dixon& Co. Middlesbro'	NipponGodoKosen K.K. *WB=DBa*88'*&u*	320·0 P24'B60'F41' BK10"	38·0	25·7	Fuchu Japanese 6*BHCem* *E&B*46'236*t*	T.3Cy.26",42"&66"–42' 282NHP 2DB,*8f*,GS160 T.Richardson&Sons,Hpl.	27 ″ 0	
* 36257 2969 SHCE	**Walborg** (*ex*Solvik,*ex*Gunhild) *ss*Got.3rdNo.3–5,35 *Well deck* 1*Dk*(*ptIrn&ptStl*)*2trB* *Cargo battens not fitted*	*1483* *1182* *872*	✠100A1 1,38 ~~4,36~~ ✠LMC MS5,35 BS~~4,36~~ 7,37	Got	*p*	OG 5,35	1896 11mo	R.Craggs& Sons Middlesbro' A&CP	V.H.Andersson *CellDBa&u*	255·0 Q94'B68'F28' FK *E*100'*f*94'303*tFPT*	37·0	15·4	Oscrshmn Swedish 4*BHCem* 22*tAPT*25*t*	T.3Cy.19",31½"&52"–36" (*s*) 160lb 173NHP 2SB,*6cf*,GS90,HS2760 Sir C.Furness,Westgarth& Co.Ld.Mdb.	17 ″ 9 s1 ″ 7 16 ″ 4	
36258 PIMB	— (*ex*Korsborg–37, *ex*Inga–33) 1*Dk*	1258 805 744					1918	Oskrshmns M.V.Aktieb Oskarshamn	N.V.Reed. "Baltica"	226·4 Q61'B112'F28'	32·9	13·1	Rottrdam Dutch *WB*	T.3Cy.16$\frac{1}{10}$",24"&35⅗"–25⅗" E&B*made*11,*refitted*18 64NHP G.SeebeckA.G.Bremerhvn		V
36259 ~~218095~~	**Walden** *Fitted for oil fuel* 2*Dks&Web frames*	5511 5166 3397			...		1919	Newburgh Shpyds,Inc. Newburgh, N.Y.	~~UnitedStates Maritime Commission~~	400·5 P36'B124'F44' FK	54·2	30·0	British *WB*	2 Steam Turbines DR geared to1ScShaft 645NHP WestinghouseElectric& Mfg.Co. E.Pittsburgh,Pa.	32″10	
36260 ~~[illegible]~~ ~~GNWB~~	**Waldinge** (*ex*Sybil) Now "Kolchis," *see No.*38854 *in Supplement* 1*Dk&deepframing*	2219 2020 1314			...		1909	Atel.&Ch. deFrance Dunkirk	~~A.Lusi~~	288·7 P19'B74'F33' FK	42·8	19·7	~~Cardiff~~ ~~British~~ Greek *WB*	T.3Cy.21",33"&56"–36" 208NHP Atel&Chant.deFranceDnk	22 ″ 6	V †
36261 DIEQ	**Waldtraut Horn** Ⓟ (*ex*PresidenteGomez–36) *OilEng.* D.F. 2*Dks*	3995 3333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 622NHP F.Schichau,Elbing		G
36262	**Walerii Meshlauk** Now "Tsiolkovsky," *see No.*40361 *in Supplement* *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern*	2847 2005 1367					1935	NVNederl. Schps.Maats. Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·5	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"–35$\frac{7}{16}$" 472NHP MachinefabriekGebrStork &Co.N.V.Hengelo		
* 36263 28527 JAWA	**Wales Maru** *ss*Kob.No.1–37 *ss*Kob.No.3–12,33 2*Dks*(*Stl*)*& Awng dk*(*Stl*)	6586 6157 4038	✠100A1 *Awng dk* *withfreeboard* 11,37 ~~2,37~~ ✠LMC~~2,37~~ 11,37 *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Kob	*z*	OG ~~1,36~~ 11,37	1921 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	Kawasaki KisenK.K. *CellDB*342'1234*t*	405·0 F33'*onAwngdk* FK *DTa*35'808*t* *FPT*104*tAPT*36*t*	53·0	37·0	Kobe Japanese *ptCem* *Coll BH to A dk* 5 ,, ,, *U* ,,	T.3Cy.28",46½"&78"–54" (*s*) 200lb HS7800 578NHP 3SB(Spt),*9cf*,GS190, FD KawasakiDockyardCo.Ld.	37 ″ 0 s 9 ″3¼ 28 ″ 0	
36264 DONH	**Walküre** (*ex*Lisa–36, *ex*Gonzenheim–33,*ex*CornishPoint, *ex*BlandHall) D.F. 1*Dk& Shelter dk*	4251 4000 2642					1914	W Doxford &Sons,Ld. Sunderland	H.Vogemann	388·4	51·9	23·5	Hamburg German *WB*	T.3Cy.25",42½"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		G
* 36265 162336 MPYV	**Wallace Rose** *ss*Bkn.No.1–35 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	632 428 277	✠100A1 5,38 ~~3,35~~ BS~~5,37~~ 5,38 ✠LMC3,35	Bkn Bly	*i*	CL ~~3,35~~ 5,38	1931 1mo	NVSchpsw "deMerwede" v/h vanVliet &Co. Hardinxveld Lloyd'sA&CP	RichardHughes& Co.(Liverpool),Ld. *CellDB*105'1	175·3 Q101'B11'F25' FK 44*tFPT*54*tAPT*4*t*	27·1	11·1	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3″10¼ 12 ″ 9	
* 36266 136403 VJZX	**Wallarah** 3Mst *ss*Syd.No.3–2,27 *Well deck* *ss*Syd.No.2–36 *Mchy.Aft* Wireless 1*Dk*(*Irn*) *Cargo battens not fitted*	815 580 375	✠100A1 5,37 ~~8,36~~ BS~~8,36~~ 5,37 ✠LMC11,35	Syd	*k*	CL 8,36	1914 12mo	ClydeSB.& Eng.Co.Ld. Pt.Glasgow Lloyd'sA&CP	WallarahCoalCo. Ld. *WB=CellDBuE&B*	196·5 205·7(O.L.) Q103'B11'F37' FK&BK1½" 40'*f* 114' 210*t FPT*	29·7 *31·4*	12·5	SydnyNSW British 3*BHCem* 72*tAPT*9*t*	T.3Cy.16",26"&43"–33" (*s*) 180lb 93RHP 2SB,*4cf*,GS77,HS2514 ClydeS.B.&E.Co.Ld.P.Gl.	14 ″ 9 s 4 ″ 5 14 ″ 3¼	
36267 217694 KEPV	**Wallingford** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2256 — 1229					1919	LongBeach S.B.Co. LongBeach, Cal.	WallingfordS.S. Co.	244·0	42·0	26·0	S.Frncisco Utd.States	T.3Cy 18,"30"&44$\frac{5}{16}$"–30" 105NHP UnionIronWorks,S.Fo.		R
* 36268 6179 SHCR	**Wallonia** *ss*Got.No.3–5,31 *ss*Got.No.1–35 1*Dk*(*Stl*)	1435 1135 811	✠100A1 11,37 ~~6,36~~ ✠LMC MS5,34 BS~~4,36~~ 7,37	Got	*p*	OG ~~4,35~~ 11,37	1919 10mo	Kockums M.V.Aktieb. Malmö A&CP	FörnyadeÅngf. Aktieb.Götha (F.Sternhagen, *Mgr.*) *Cell*	231·7 245·5(O.L.) P17'B63'F25' FK *DB* 196' 364*t FPT*	37·7	16·4	Gothenbrg Swedish 4*BHCem* 44*tAPT*59*t*	T3Cy.18⅛",28¾"&48$\frac{13}{16}$"–31½" 185lb (*s*) 160NHP 2SB,*4cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″7½ 17 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Ref. Trade.
36269 127996 MDBK	**Wallroy** (exWhiterock-36, exBalnieIII) ssBel.No.3-1,22 Mchy.Aft ssBel.No.2-29 Wireless 1Dk(Stl)	628 438 253	✠ 2,35 ✠	Bel	j		1909 8mo	Dublin DockyardCo. Dublin Cell DB f 103'179t FPT 55t APT 3t	J.Campbell	185·0 Q101'B7'F30' BK6"	27·8	11·3	Irvine British 3BHCem	C.2Cy.19½"&46"-30" 83RHP 1SB,4cf,GS68,HS2465 McColl&Co.Ld.Belfast	13 ″ 8	C †
36270 161006 GZYL	**Wallsend** D.F. 1Dk CruiserStern	3157 2713 1839	✠100A1 9,37 ~~6,37~~ ~~(ClassContemplated)~~ ✠LMC6,37	Sld Shl		CL	1937 6mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP CellDB287'979tFPT 9tAPT215t	BurnettS.S.Co.Ld.	343·3 B56·9(O.L.) P35' ~~B76'F24'~~ FK B78'F28'	48·0	20·9	Newcastle British 6BHCem	T.3Cy.20",34"&57"-39" 220lb FD (s) 275NHP 2SB(Spt)6cf,GS85,HS3686 GeorgeClark(1936)Ld.Sld.	24 ″ 0 s3 ″ 10 20 ″ 4½	
36271 OHWS	**Walma** (exAina-34,exLennart, exDriva) ssHfs.2ndNo.3-5,35 Well deck 1Dk(Stl)&deepframing Cargo battens not fitted	1361 — 791	✠100A1 ~~4,37~~ ~~6,36~~,38 BS~~6,36~~ 6,37 ✠LMC5,35	Hfs Abo	o	CL ~~7,34~~ 6,37	1908 1mo	Cmpbltwn S.B.Co. Campbeltwn Lloyd'sA&CP	A/B BalticLloyd Line,Ld.(H. Janhonen,Mgr.) Cell DB a54'uE&B33'f102'315tAPT95t	229·4 Q79'B58'F28' FK	35·0	16·0	Helsingfrs Finnish 4BHCem	T3Cy.16⅝",27½"&45"-33" (s) 180lb 100lb 131NHP 1SB(Spt),3cf,GS65,HS2096 Hutson&Sons,Ld.Gls.	18 ″ 3 s 1 ″ 7½ 16 ″ 10	
36272 165337 GZDF	**Walmer Castle** OilEng. Wireless D.F. 1Dk&Shelter dk CruiserStern	906 681 350	✠100A1 withfreeboard 9,37 ~~3,37~~ ✠LMC11,36	Sou	p	CL	1936 11mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP CellDB177'254tFPT12tAPT17t	Union-CastleMail S.S.Co.Ld.	236·2 B56'F31'	39·3 40·3	12·5 FK	London British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.19⅛"-35 7/16" 539NHP Harland&Wolff,Ld.Bel.	14 ″ 6 s ″ 2 14 ″ 5	
36273 127473 MDFW	**Walnut** 3Mst ssBwg.2ndNo.3-6,34 Welldeck 1Dk(Irn) Mchy.Aft Cargo battens not fitted	340 247 125	✠100A1 6,34 BS~~6,36~~ 6,37 ✠LMC6,34	Bwg	f	CL 6,36	1910 3mo	J Fullerton &Co. Paisley Lloyd'sA&CP	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.Mgrs.)	142·6 Q80'B7'F25' BK6" WB	23·6	10·4	Newry British 3BHCem =FPT45t	C.2Cy.15½"&34"-24" (s) 130lb 50RHP 1SB,2pf,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s4 ″ 0 11 ″ 6½	
36274 216218 KJIE	**Walter A. Luckenbach** TwinSc ssBos.No.3-7,30 GyC. ssSea.No.1-34 2Dks(Stl)&Shelter dk(Stl) D.F. CruiserStern	6006 5477 3757	✠100A1 Shelter dk withfreeboard 1,38 ~~4,37~~ ✠LMC MS10,34 BS~~4,37~~1,38 Fitted for oil fuel 6,18 F.P. above 150° F.	Sea	b†	CL ~~8,35~~ 12,37	1918 6mo	Seattle Const&DDCo Seattle,Wsh. A&CP CellDB384'1626tSidetanks in No.5&6 holds 84'376t 'tween dk tanks in E&B spaces 36'285tFPT225tAPT445t	LuckenbachS.S. Co.Inc.	446·5	56·1	28·0 37·7 FK	NewYork Utd.States 10BHptCem (ColltoShdk 9 ,, 2nd,,)	4SteamTurbinesSRgeared to 2Sc.Shafts(s) 1200NHP 4WTB(Spt)225lb FD HS16560 SeattleConst.&D.D.Co.	31 ″ 2 s4 ″ 5½ 27 ″ 0½	
36275 147790	**Walter B. Reynolds** 1Dk	1905 1613 1123					1927	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	252·6	43·4	17·8	Montreal British WB	T.3Cy.15",25"&40"-33" 138NHP Smith'sDockCo.Ld.		C
36276 215621 WNCK	**Walter D. Munson** ssMob.No.3-10,35 2Dks(Stl)&Webframes Longitudinal framing	3703 3508 2238	✠100A1 2,38 ~~5,37~~ BS~~2,37~~ 2,38 ✠LMC10,35 Fitted for oil fuel 10,17 F.P. above 150° F. Fitted for carrying Petroleum in cylindrical tanks in No.2 lower hold	NYk	w	CL 5,37	1917 10mo	Bethlehem SteelCo. Sparro'PtMd A&CP 'Tween dk BH in after hold dispensed with CellDB311'834tFPT63tAPT21t	MunsonSteamship Line	368·2 P52'B108'F41' FK	48·3	24·7	NewYork Utd.States Cem 5BH to U dk 1 ,, ,, 2nd,,	T.3Cy.24",41"&68"-48" (s) 200lb 486NHP 3SB,9cf,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt only	27 ″ 4	
36277 213479 WJCY	**Walter D. Noyes** Mchy.Aft D.F. 1Dk	4387 3933 3114			...		1915	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. Mgrs.)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States WB	T.3Cy.23",37 5/16"&66"-45" 365NHP NewportNewsSB&D.D.Co.	30 ″ 0	R †
36278 221083 KDPL	**Walter Jennings** TwinSc ssN.Yk.No.3-7,33 GyC. 2Dks(Stl)&Shelter dk Mchy.Aft (Stl)&Webframes D.F. Longitudinal framing	9564 7827 5978	✠100A1 Shelter dk withfreeboard 3,37 ✠LMC MS7,33 BS~~6,36~~9,37 Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	NYk	f†	CL 2,36	1921 3mo	FederalS.B Co. Kearny,N.J. A&CP CellDBuE&B68'199tDTf54'646tFPT258tAPT142t	StandardOilCo. ofNewJersey	499·2	68·1	38·9 FK	Wilmgton (Del.) Utd.States ptAspptCem 19BH (4 to Sh dk 11 ,, U ,, 4 ,, 2nd ,,)	T.3Cy.20½",35"&60"-42" (s) 210lb 676NHP 3SB,12cf,HS9618 FD FederalS.B.Co.Kearny	38 ″ 10 s10 ″ 3 28 ″ 11	
36279 DHZG	**Walter L.-M. Russ** CruiserStern Wireless Sub.Sig. 1Dk	1538 1235 890					1927	Akt.Ges. "Neptun" Rostock	Ernst.Russ	246·9 P15'Q73'B61'F28'	40·1	15·5	Hamburg German WB	T3Cy19 5/16",31½&51 5/16"-35 7/16" 156NHP A.G."Neptun,"Rostock		G
36279* DHZI	**Wameru** (exPorthia,exPolaria) 1Dk&Shelter dk2nd dk in forehold	4076 3633 2523			...		1919	Flensburgr Schiffsb.Ges. Flensburg	Woermann-Linie A.G.	383·4 FK	52·9	20·7	Hamburg German WB	T.3Cy.28¾",46 7/16"&76"-48" 527NHP FlensburgerSchiffsb.Ges.	24 ″ 9	G †
36280 XNBV	**Wan Hsiang** (exHaiFoong, exTungus) 1Dk&Spar dk&deep framing	1883 — 1162			...		1903	Sunderlnd S.B.Co.Ld. Sunderland	SanPehS.N.Co.Ld.	260·0 P24'B69'F27'	36·6	12·4 19·9 FK	Shanghai Chinese WB	T.3Cy.19",31"&51"-36" 170NHP N.E.MarineEng.CoLd.Sld	22 ″ 2	
36281	**Wan Shun** (exManiema-37, exAlgerier) ssAnt.No.3-5,34 D.F. 2Dks(Stl)	3080 2843 1807	✠100A1 2,37 ✠LMC1,37	Drn	u	CL 1,37	1920 1mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow Lloyd'sA&CP	HsuYiNien	331·0 P38'B100'F28' FK	46·7	23·2	Chefoo Chinese 6BHCem CellDB278'735tFPT106tAPT42t	T.3Cy.25",41"&68"-45" (s) 180lb 359NHP 3SB,9cf,GS152,HS5844 D.Rowan&Co.Ld.Gls.	25 ″ 6 s4 ″ 0 21 ″ 9	
36282	**Wan-Tsai** (exBalguerieStuttenberg-37,exJeanne Schiaffino,exSarneio,exElbe) 1Dk Wireless	1093 — 652					1910	Schiffsw.v. HenryKoch Lübeck	DingYaoDung (Fujii&Co.Mgrs.)	224·2 P11'Q62'B53'F29'	35·7	12·5	Chefoo Chinese WB	C.2Cy.19¾"&36"-25⅝" 55NHP OttensenerMsch.Fab.Alt.		V
36283 OHHQ	**Wanda** (exSkanderborg-33) D.F. ssHfs.3rdNo.3-11,34 1Dk(Stl)&deep framing	1902 1697 1049	✠100A1 6,37 ~~7,36~~ ✠LMC MS11,34 BS~~7,36~~ 7,37	Abo Hfs	r	OG 10,34	1897 4mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A/B BalticLloyd Line,Ld.(H.Janhonen,Mgr.) CellDBa88'uE&B36'f110'530tFPT46tAPT34t	279·6 Q16'B68'F34' FK	40·5	18·0	Helsingfrs Finnish 4BHCem	T.3Cy.20",31"&53"-36" (s) 175lb 187NHP 2SB,4rf,GS68,HS2984 HelsingörsJernsk.&Mskb.	20 ″ 7 s3 ″ 1½ 17 ″ 8	
36284 122745 VJPT	**Wandana** Ⓟ Ref.Mchy. Well deck Wireless 1Dk	974 543 531			...		1913	Mackie& Thomson,Ld. Glasgow	JohnBurke,Ld.	205·7 Q85'B45'F26' FK&BK1¼"	32·6	11·8	Brisbane British WB	T.3Cy.17",28"&45"-33" 156NHP Muir&Houston,Ld.Gls.	12 ″ 6	C †
36285 147294 GLBM	**Wanderer** ssLiv.No.3-4,38 ~~ssLiv.No.2-34~~ 2Dks(Stl)	5079 4720 3152	✠100A1 ~~11,36~~1,38 ✠LMC MS 4,38 BS~~6,36~~8,37	Mdb Liv	y	CL 8,35	1925 2mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, Mgrs.) CellDB334'1122t DTa30'762tFPT70tAPT26t	395·5 409·2(O.L.) P38'B128'F40' FK	52·5	28·0	Liverpool British Cem 7BH to Udk 1 ,, ,,2nd,,	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10¾	
36286 7262 SHCU	**Wandia** (exClaraKunstmann, exHeelsum) ssHbg.3rdNo.3-4,36 1Dk(Stl)&deep framing Cargo battens not fitted	1371 1351 798	✠100A1 ~~5,37~~ ~~2,37~~ 4,38 ✠NB8,15 ✠LMC4,36 BS~~2,37~~1,38	Hbg ~~Sk~~	p	CL ~~3,36~~ 5,37	1899 5mo	Nederl. Scheepsbouw Maats. Amsterdam A&CP	RederiA/BWandia (A.J.Falkland, Mgr.) CellDBa68'uE18'f100'375tAPT66t	239·6 B58'F31' FK	37·0	17·4	Hlsngborg Swedish 4BHCem	T.3Cy.18½",29½"&47½"-36" 160lb (s) 156NHP 2SB,4pf,GS77,HS2700 NedFab.vWerk.&Spr.Ams	20 ″ 0 s2 ″ 6½ 17 ″ 7½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36287 163297 MKBB	**Wandle** *Well deck* ssShl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1482 1158 796	✠100A1 *withfreeboard* 4,38 ~~11,36~~ ✠LMC BS5,36 MS7,36	Shl	*p*	CL ~~7,36~~ ~~7,37~~ 4,38	1932 10mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	**Wandsworth& DistrictGasCo.** *CellDBuE*18'*f*152'628*tMT*70*tFPT*77*tAPT*99*t*	236·0 242·7(O.L.) Q136'B15'F23' FK	38·0	16·5	**London** British 4*BHptCem*	T.3Cy.16½",27½"&46"-33" 200lb (*s*) 164NHP 1SB,4*cf*,GS66,HS2850 N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 6 ″ 7¾ 16 ″ 0¼	
36288 DHZK	**Wandrahm** Wireless D.F. 1*Dk*	1228 1074 683					1927	Stettiner Oderwerke Stettin	**H.M.Gehrckens**	239·5 P&B187'F26'	37·8	14·4	**Hamburg** German *WB*	T.3Cy.$17\frac{11}{16}$",$28\frac{5}{16}$"&$45\frac{11}{16}$"- $33\frac{7}{16}$" 120NHP StettinerOderwerke		G
Wrecked 5,37 36289 DHZL	**Wandsbek** ssHam.No.1-34 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2446 2231 1434	~~✠100A1~~ 1,37 ~~BS8,36~~ ~~✠LMC7,34~~	Ham	*l*	CL 8,36	1930 1mo *Lloyd'sA&CP*	Flensburgr Schiffsb.Ges Flensburg	**Knöhr&Burchard, Nfl.** *CellDB*264'695*tFPT*31*tAPT*120*t*	307·1 P&B250'F34' FK	45·5	19·7	**Hamburg** German 5*BHptCem* *ptAsp*	C.4Cy.(2)$18\frac{11}{16}$"&(2)39⅜"- 39⅜" 199lb (*s*) 272NHP 2SB(Spt),4*cf*,GS73, FD HS3879 A.Borsig,G.m.b.H.Berlin	21 ″ 9	
* 36290 153940 VJPQ	**Wanganella** Ⓟ **TwinSc** ssSyd.No.1-37 *OilEng.* 2*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern*	9576 6766 5625	✠100A1 *withfreeboard* ~~7,37~~ ~~11,36~~ ~~11,37~~ 3,38 ✠LMC CS7,37 DBS~~5,37~~3,38 7,37	Syd	*e*†	CL s7,35 P11,35	1932 11mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	**HuddartParker, Ld.** *CellDB*375'1311*tFPT*53*tAPT*201*t*	461·2 474·0(O.L.) P38'B276'F53' FK	63·9	29·1	**Melbourne** British 7*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-$59\frac{1}{16}$" 1305NHP DB*100lb* Harland&Wolff,Ld.Gls.	34 ″ 7 s10 ″ 5 24 ″ 6½	
36291 DHZM	**Wangoni** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*&*Shelterdk*	7848 — 4526					1920	Blohm& Voss Hamburg	**WoermannLinie A.G.**	418·6	56·2	36·0	**Hamburg** German *WB*	4SRGearedSteamTurbines Blohm&Voss,Hamburg		G
36292 152081 VPDP	**Wanhsien** **TwinSc** 1*Dk*	868 556 473					1922	Yarrow& Co.Ld. Glasgow	**TaikooChinese Nav.Co.Ld.**	203·9	33·0	9·9	**HongKong** British *WB*	T.6Cy.18",26"&39½"-17⅝" 130NHP Yarrow&Co.Ld.Glasgow		
36293 6180 SDGA	**Wanja** (*ex*EstherElina,*ex*Aldebaran) 1*Dk*	*2618* *2364* *1554*					1919	Fredrkstad Mek.Værks. Fredrikstad	**A/B Transmarin** ~~(B.Ingelsson,~~ ~~*Mgr.*)~~ (S.Redig, *Mgr.*)	300·6 P80*t*H92*t*	47·2	20·8	**Hlsngborg** Swedish	T.3Cy.22",35½"&58½"-39" NE26 212NHP A/B LindholmenMotala, Got.		N
36294 HRBQ	**Wanks** (*ex*CayoMambi, *ex*BargeP.D.8) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 409				*Rebuilt*	1919 1921	N.ofIrelnd S.B.Co.Ld. Londonderry *by* Franco-Belge de Réparations Nav.Antwerp	**StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*)**	180·0 P16'B48'F28'	31·2	13·0	**Ceiba** Honduran *WB*	T.3Cy.13",23"&37"-26" 70NHP Cooper&Greig,Ld.Dundee		C
36295 158022	**Wanliu** Ⓟ **TwinSc** (*ex*I.Ping-35) 1*Dk*	781 368 451					1924	Kiangnan Dk&EngWks Shanghai	**TaikooChinese Nav.Co.Ld.**	148·3	29·0	7·3	**HongKong** British	T.6Cy.11⅞",17½"&27¾"-16" 62NHP KiangnanDk.&Eng.Wks.		
36296 144616 VLDR	**Wannon** (*ex*Gale-35,*ex*Rawlinson, *ex*Boschpolder) Wireless 1*Dk*	567 394 287					1919	N.V.Werf Voorhuit Enkhuizen	**Belfast&Koroit SteamNav.Co.Ld.**	167·4 Q58'B41'F24'	26·6 *27·9*	11·0	**Melbourne** British *WB*	T.3Cy.13⅜",21¾"&35⅞"-24⅞" DeMan& 61NHP TeVeldhuys,Dordrecht		
* 36297 160578 GSLY	**Wanstead** ssShl.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	5423 4993 3306	✠100A1 3,38 ~~2,37~~ BS~~3,37~~ ✠LMC4,36 4,38	Shl	*z*	CL 2,37	1928 10mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	**BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*)** *CellDBa&uE*156'*f*186'1242*tFPT*126*tAPT*280*t*	405·8 420·5(O.L.) P36'B126'F39' FK	54·2	27·9	**London** British 6*BHAsp*	T.3Cy.25½",42"&70"-48" (*s*) 185lb 448NHP 3SB(Spt)9*cf*,GS187,HS7926 N.E.MarineEngCoLd.Nwc	30 ″ 4 s 5 ″ 9¼ 24 ″ 8	
36298 153672	**Wantung** (*ex*AliceDollar) **TwinSc** 2*Dks*&*Shade dk*	1061 709 558					1921	Kiangnan Dk.&E.Wrks. Shanghai	**TaikooChinese Nav.Co.Ld.**	197·6	31·0	9·5	**HongKong** British *WB*	T.6Cy.15",22"&34"-18" 98NHP KiangnanDk.&Eng.Wrks.		
36299 213092 WCDV	**Wapama** **Wood** *Mchy.Aft* *Fitted for oil fuel* Wireless 1*Dk*	951 — 584					1915	St.Helens S.B.Co. St.Helens,Or.	**ErikKrag**	204·8	40·2	14·3	**S.Frncisco** Utd.States	T.3Cy.13½",23"&40"-20" Moore&Scott 72NHP IronWorks,Oakland,Cal.		
* 36300 OGZZ	**Wappu** (*ex*Gower-33) ssCff.No.1-35 Wireless **D.F.** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1513 — 867	✠100A1 5,37 ~~2,35~~ ✠LMC7,35 BS4,37	Cff Abg	*p*	CL ~~3,36~~ 5,37	1930 10mo *Lloyd'sA&CP*	GooleS.B. &Repg.Co. (1927)Ld. Goole	**O/Y "Wappu" (AnttiWihuri)** *CellDBa&uE*84'*f*102'391*tFPT*61*tAPT*84*t*	250·3 260·2(O.L.) Q151'B*on*Q56'F24' FK	38·0	14·7	**Helsingfrs** Finnish 4*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb 171NHP 2SB,4*cf*,GS77,HS2940 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s 4 ″ 9½ 15 ″ 7	
36301 144340 GCVR	**War Afridi** ssNwc.No.1-37 ssPly.No.3-3,33 D.F. 1*Dk*(*Stl*)2*trB*&*Webframes* *Longitudinalframing*	5570 4696 3330	✠100A1 5,38 BS5,38 LMC4,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 1,20 F.P.*	Nwc	*z*	CL ~~3,34~~ N3,37	1920 1mo *Lloyd'sA&CP*	R.Duncan &Co.Ld. PortGlasgow	**TheAdmiralty** *CellDBuE&B*68'264*tf*50'65*tFPT*95*tAPT*80*t*	400·3 P50'B121'F39' FK	52·2	28·4	**London** British 15*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
* 36302 142737 GLDK	**War Bahadur** ssLth.No.3-10,35 D.F. 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5559 4702 3452	✠100A1 5,37 BS~~12,36~~ LMC10,35 10,37 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 12,18 F.P. above 150° F.*	Lth	*z*	CL 4,37	1918 12mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	**TheAdmiralty** *CellDBuE&B*59'240*t*	400·0 409·8(O.L.) P49'B121'F39' FK *Middle line Bulkhead not oil-tight*	52·4	28·4	**London** British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEngCo.LdNwc	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
36303 144311 GCVD	**War Bharata** ssLth.No.3-5,34 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in fore* *hold*&*Web frames* *Longitudinal framing*	5604 4717 3404	✠100A1 7,37 ~~7,36~~ ~~BS8,36~~ ✠LMC5,34 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 3,20 F.P. above 150° F.*	Sld BS7,37	*z*	CL 7,36	1920 3mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	**TheAdmiralty** *CellDBuE&B*65'282*tDTa*25'130*tDTf*40'223*tFPT*99*tAPT*69*t*	400·2 P50'B121'F39' FK *Middleline Bulkhead not oil-tight*	52·3	28·4	**London** British 16*BH*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
36304 144353 GCVS	**War Brahmin** ssShl.No.1-37 ssLon.No.3-5,33 D.F. 1*Dk*(*Stl*)2*trB*& *Web frames* *Longitudinalframing*	5567 4696 3325	✠100A1 10,37 ~~10,36~~ ~~BS10,36~~ ✠LMC[illegible] *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 2,20 F.P. above 150° F.*	Gls Shl 10,37	*z*	CL 10,36	1920 2mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	**TheAdmiralty** *CellDBuE&B*72'250*tf*50'65*tFPT*95*tAPT*75*t*	400·3 P50'B121'F39' FK *Middleline Bulkhead not oil-tight*	52·2	28·4	**London** British 15*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
* 36305 143379 GLDR	**War Diwan** ssPts.No.3-2,32 D.F. 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinalframing*	5551 4696 3430	✠100A1 2,36 BS2,36 ✠LMC2,32 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 8,19 F.P. above 150° F.*	Mlt	*z*	CL 12,33	1919 8mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	**TheAdmiralty** *CellDBuE&B*72'250*tf*50'65*tFPT*95*tAPT*75*t*	400·3 P50'B121'F39' FK *Middle line Bulkhead not oil-tight*	52·2	28·4	**London** British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté et dans le L.R. Durée Cert. Ref Trade
36306 143456 GCZK	**War Hindoo** D.F.	ssPly.No.3–7,32 ssNwc.No.1–36 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5565 4696 3337	✠100A1 ~~11,36~~12,37 BS12,37 ✠LMC11,36 *Carrying Petr* *Fitted for oil*	Nwc *oleum* *fuel* 10	z *in* ,19	CL ~~8,35~~ N12,37 *bulk* *F.P. a*	1919 10mo *Lloyd* *bove* 1	W.Hamil- ton&Co.Ld. Pt.Glasgow '*sA&CP* 50° F.	TheAdmiralty *CellDBu*	400·3|52·2|28·4 P50'B121'F39' FK *E&B64'132tf50'64t*	London British 15*BHCem* *FPT97tAP*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow *T13t*	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36307 143823 GCTD	**War Krishna** *Mchy.Aft* D.F.	ssPly.No.3–2,32 ssSld.No.1–36 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in fore hold&Web frames* *Longitudinal framing*	5760 4697 3504	✠100A1 12,37~~12,36~~ 9,37 ✠LMC ~~BS8,36~~ MS12,36 *Carrying Petr* *Fitted for oil*	Sld *oleum* *fuel*11	z *in* ,19	CL N11,36 *bulk* *F.P. a*	1919 11mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP* 50° F.	TheAdmiralty *CellDBuE40' 100t*	400·0|52·3|30·8 408·2(O.L.) P126'B31'F39' FK *DTf45'242t FPT95*	London British 13*BHptCem* *tAPT72t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36308 144350 GLDJ	**War Mehtar** D.F.	ssShl.No.1-37 ssPly.No.3–10,32 1*Dk*(*Stl*)2*trB* &*Web frames* *Longitudinal framing*	5502 4701 3407 —	✠100A1 ~~4,36~~4,38 ~~BS4,36~~ ✠LMC~~10,32~~ BS4,38 4,37 *Carrying Petr* *Fitted for oil*	Sng ~~Shl~~ Sld *oleum* *fuel* 3,	z *in* 20	CL ~~11,33~~ ~~4,37~~ 4,38 *bulk* *F.P. a*	1920 3mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	TheAdmiralty *CellDBu*	400·2|52·4|28·4 P49'B121'F40' FK *E&B66 f39' 321t F*	London British 16*BHptCem* *PT89tAPT*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle 82*t*	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36309 143383 GLDQ	**War Nawab** D.F.	ssPts.No.3–1,32 ssFal.No.1–36 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5586 4715 3427	✠100A1 9,37~~4,37~~ ✠LMC9,36 BS10,37 *Carrying oil* *Fitted for oil*	Sws Sld *fuel in* *fuel* 8,	z *bul* 19	CL ~~10,31~~ N9,37 *k F.P.* *F.P. a*	1919 8mo *Lloyd* *above* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 150° F. 50° F.	TheAdmiralty *M* *CellDBuE&B*	400·0|52·3|28·4 P50'B121'F39' FK *iddle line Bulkhead* *59'f50'337tFPT99t*	London British 11*BHptCem* *not oil-tight* *APT68t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36310 142691 GLDP	**War Nizam** D.F.	ssLon.No.3–12,30 ssPly.No.1–34 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5605 4716 3450	✠100A1 12,37~~11,36~~ BS~~8,37~~ ✠LMC12,34 12,37 *Carrying oil* *Fitted for oil*	Sws Alx *fuel in* *fuel*10	z *bul* ,18	CL 2,36 *kF.P.* *F.P. a*	1918 10mo *Lloyd* *above* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 150° F. 50° F.	TheAdmiralty *M* *CellDBuE*	400·0|52·3|28·4 P50'B121'F39' FK *iddle line Bulkhead* *&B59'f50'317tFPT*	London British 11*BHptCem* *not oil-tight* *99tAPT68t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36311 143217 GBCM	**War Pathan** D.F.	ssLon.No.3–1,32 ssFal.No.1–36 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5581 4702 3408	✠100A1 5,37~~7,36~~ ✠LMC7,36 BS7,37 *Carrying oil* *Fitted for oil*	Fal Cff *fuel in* *fuel* 5,	z *bu* 19	CL 7,35 *lk F.P* *F.P. a*	1919 5mo *Lloyd* *. abov* *bove* 1	Sir J.Laing &Sons,Ld Sunderland '*sA&CP* *e* 150° F. 50° F.	TheAdmiralty *M* *CellDBuE&B*	400·0|52·4|28·5 410·1(O.L.) P50'B121'F45' FK *iddle line Bulkhead* *65'274tf50'67tFPT*	London British 11*BHptCem* *not oil-tight* *100tAPT80t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36312 144388 GDMQ	**War Pindari** D.F.	ssLth.No.3–10,35 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5559 4696 3813	✠100A1 11,37~~10,36~~ BS11,37 ✠LMC10,35 *Carrying Petr* *Fitted for oil*	Gls Nwc *oleum* *fuel* 3.	z *in* 20	CL 10,35 *bulk* *F.P. a*	1920 3mo *Lloyd* *bove* 1	Lithgows, Ld. PortGlasgow '*sA&CP* 50° F.	TheAdmiralty *M* *CellDBuE&B*	400·0|52·2|28·4 P50'B121'F39' FK *iddleline Bulkhead* *72'250tf50'65tFPT*	London British 15*BHptCem* *not oil-tight* *95tAPT75t*	T.3Cy 27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36313 142773 GLDN	**War Sepoy** D.F.	ssPly.No 3–4,32 ssShl.No.1–36 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5575 4714 3503	✠100A1 5,37~~5,36~~ ✠LMC5,36 BS6,37 *Carrying oil* *Fitted for oil*	Shl Gls *fuel in* *fuel* 2,	z *bul* 19	CL 5,36 *k F.P* *F.P. a*	1919 2mo *Lloyd* *above*1 *bove* 1	W.Gray& Co.Ld. WHartlepool '*sA&CP* 50° F. 50° F.	TheAdmiralty *M*	400·0|52·3|28·4 P49'B121'F39' FK *iddle line Bulkhead* *CellDBuE&B65'*	London British 11*BHptCem* *not oil-tight* *262tf50'65t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36314 144354 GCVW	**War Sirdar** D.F.	ssPts.No.3–1,33 ssNwc.No.1–36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5542 4701 3424	✠100A1 8,36 BS7,37 ✠LMC8,36 *Carrying Petr* *Fitted for oil*	Nwc *oleum* *fuel* 2,	z *in* 20	CL 6,35 *bulk* *F.P. a*	1920 2mo *Lloyd* *bove* 1	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* 50° F.	TheAdmiralty ~~(Hunting&Son,Ld~~ ~~*Mgrs.*~~) *CellDBuE&B*	400·0|52·4|28·4 P49'B121'F45' FK *62'252t DTf40' 207*	London British 16*BHptCem* *tDTa25'114t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD Geo.Clark,Ld.Sunderland *FPT100tAPT80t*	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36315 144527 GCVF	**War Sudra** D.F.	ssFal.No.1–36 ssPts.No.3–12,32 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing*	5627 4718 3413	✠100A1 9,37~~10,36~~ BS4,37 ✠LMC~~12,32~~ *Carrying Petr* *Fitted for oil*	Gls MS10,36 *oleum* *fuel* 5,	z *in* 20	CL 9,35 *bulk* *F.P. a*	1920 5mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50°F.	TheAdmiralty ~~(BritishTanker~~ ~~Co.Ld.*Mgrs.*~~) *M* *CellDBuE&B6*	400·2|52·4|28·4 409·7(O.L.) P50'B121'F39' FK *iddle lineBulkhead* *5'f41'324tFPT99t*	London British 16*BHptCem* *not oil-tight* *APT68t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
36316 221111 KDQB	**Ward** Sub.Sig. GyC.	*OilEng.* 2*Dks* *Longitudinal framing*	6167 — 3885					1921	Doullut& Williams S.B.Co.Inc NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd. States *WB*	OilEngines 2S.C.SA 6Cy.30″–52″ NE29 941NHP Busch-SulzerBros.Diesel Eng.Co.		R
36317 84486 VJYJ	**Wareatea**	Iron 1*Dk*2*trB*	475 363 272			...		1883	H.M'In- tyre&Co. Paisley	W.Holyman&Sons Proprietary,Ld.	170·2|26·1|11·4 Q84'F20' FK *WB*	Melbourne British	C.2Cy.20″&40″–30″ NB20 70RHP Fleming&Ferguson,Psy.		
36318 137840 GRZN	**Warfield**	ssAnt.No.3–9,29 ssFal.No.2–37~~ssMdb.No.1–33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk inNo.*1*hold*	6066 5870 3805	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ ~~1,33~~ ✠LMC MS~~4,33~~9,37	Mdb ~~Fal~~ BS12,37 ~~BS8,36 1,37~~	z	CL ~~4,34~~ 9,37	1917 4mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB359'*	415·0|52·7|33·9 FK *1200t DTf27' 969t*	Glasgow British 7*BHCem* *APT71t*	T.3Cy.26″,44″&72¼″–48″ (*r*) 200lb *90lb* 498NHP 2DB,12*cf*,GS202,HS8706 Dunsmuir&JacksonLd Gls	36 ″ 6 s 8 ″ 7½ 28 ″ 1	
36319 142587 GSBC	**Warialda** (*ex*WarMansion)	ssCal.No.3–9,30 ssCal.No.1–34 1*Dk*(*Stl*) *Cargo battens not fitted*	3135 2866 1859	✠100A1 6,37~~7,36~~ ✠LMC MS3,34	Cal BS~~8,36~~ 11,37	*u*	CL 9,35	1918 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD*	331·0|46·8|23·1 P33'B98'F29' FK *B284'714tFPT103t*	London British 7*BHptCem* *APT131t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NH 3SB,9*cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
36320 142433 GSBJ	**Warina** (*ex*WarLoch) *Cargo battens not fitted*	ssCal.No.3–4,30 ssCal.No.2–38~~ssCal.No.1–34~~ 1*Dk*(*Stl*)	3120 2869 1874	✠100A1 ~~6,37~~~~7,36~~ 2,38 BS~~7,36~~ ✠LMC~~4,34~~ 1,37	Cal MS2,38	*u*	CL N6,36	1918 5mo *Lloyd*	Craig, Tay- lor&Co.Ld Stockton '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD*	331·1|46·8|23·2 P33'B98'F29' FK *B280'687tFPT109t*	London British 7*BHptCem* *APT112t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6304 FD N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
36321 137097 MLFK	**Warita** *Mchy.Aft.*	*OilEng.* 1*Dk*	305 241 140			...		1919	I.J.Abdela &Mitchell,Ld Queen'sFerry	J.Summers&Sons, Ld.	127·0|23·6|10·4 Q33'F18' FK	Chester British *WB*	Oil Engines 2S.C.SA 6Cy.10½″–13½″ 116NHP *Emade*35 CrossleyBrosLd.Openshaw	11 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 36322 7389 SFMA	**Warjo** ssSkm.No.2-36 1Dk(Stl)2nd dk in after hold Wireless D.F. CruiserStern	768 499 289	✠100A1 withfreeboard 5,37~~7,36~~ BS8,37	Skm Got ✠LMC6,36		OG 6,35	1927 10mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	186·5 P16'Q40'B&F111' len35 FK CellDB142'164tFPT	31·6	12·0	Stockholm Swedish 4BHCem 42tAPT23t	T.3Cy.16½",27"&44"-30" (s) 200lb 150NHP 2SB(Spt),4cf,GS63,HS2692 HelsingörsJernsk.&Mskb.	14 ″ 3 s ″ 2 14 ″ 2	
36323 148105 GBFS	**Warkworth** ssBly.No.3-9,37~~ssNwc.No.2-33~~ D.F. 1Dk(Stl)	4941 4547 3039	✠100A1 9,37~~11,35~~ MS~~12,33~~ 9,37	Nwc Bly ✠LMC BS12,36	y	CL ~~12,36~~ 9,37	1924 11mo	Blyths-woodSBCoLd Glasgow Lloyd'sA&CP	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.) CellDBa&uE158'f	401·4 P36'B118'F35' FK 181'1408tFPT100t	53·2	26·9	Newcastle British 6BHCem APT130t	T.3Cy.26",42"&71"-48" (r) 180lb 425NHP 3SB,9cf,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2	
36324 139241 GMXS	**Warlaby** ssHpl.No.2-35 D.F. 1Dk(Stl)	4876 4626 3013	✠100A1 ~~3,37~~12,37 BS~~7,36~~ 10,37	Npt Bry ✠LMC4,35	y	CL ~~1,36~~ 12,37	1927 2mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	RopnerShipping Co.Ld. CellDB	390·1 402·3(O.L.) P30'B220'F40' FK 345'1041t FPT180t	55·0	26·5	W.Hartlpl British 6BHCem APT179t	T.3Cy.25⅓",40"&71"-48" (s) 180lb 150lb 439NHP 3SB(Spt)9cf,GS190,HS7614 CenMar.E.Wrks.Ld.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
36325 PIMH	**Warmond** (exLodewyk-36, exGoote-36,exGrane) 1Dk	1096 897 489					1921	JohnCran &Somerville, Ld. Leith	N.V.Stoomschip Willem van Driel Sr.(Nederlandsch Bevrachtingskantoor N.V. Mgrs.)	235·2 P25'B63'F25'	34·0	15·2	Amstrdam Dutch WB	T.3Cy.17½",28½"&47¾"-28" 120NHP JohnCran&Somerville,Ld.		G
36326 [illegible]	**Warnow** (exTrost,exSpicaII, exImport,exFusiljer) Well deck [illegible] for "Harald Schröder," see No. 38469 in Supplement	922 749 551				...	1900	J.P.Ren-noldsn&Sons SouthShields	Dampfsch.Ges. "Warnow"G.m.bH (RichardSchröder, Mgr.)	206·2 Q100'B21'F20' FK	32·2	14·3	Rostock German WB	T.3Cy.17½",28"&47"-33" 138NHP J.P.Rennoldsn&Sns,S.Shl	16 ″ 7	N †
36327 142348 GSBD	**Warora** (exWarCuirass) ssCal.No.2-37 ssCal.No.3-8,29 Well deck ~~ssCal.No.1-33~~ 1Dk(Stl) Cargo battens not fitted	2334 1774 1336	✠100A1 8,37~~11,36~~ BS~~11,36~~ 12,37	Cal ✠LMC~~4,33~~ MS8,37	s	CL 8,35	1918 3mo	Osbourne, Graham&Co. Ld.Sunderlnd Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellD	285·0 PonQ25'Q97'B65' F32' FK B226'573tFPT108t	42·0	19·1	London British 7BHptCem APT229t	T.3Cy.25",41"&68"-45" (s) 180lb 420NHP 2SB,8cf,GS150,HS6106 FD MacColl&Pollock,Ld Sld.	21 ″ 2 s2 ″ 1¼ 19 ″ 3	
36328 122726	**Warrawee** Ⓟ 1Dk	423 254 165				...	1909	J.Reid& Co.Ld. Glasgow	CoastSteamships, Ld.	155·7 P&B65'F25' FK&BK⅞"	27·1	10·1	P.Adelaide British WB	C.2Cy.18"&40"-27" 64RHP Muir&Houston,Ld.Gls.	10 ″ 8	
36329 SPBS	**Warszawa** Ⓟ (exSmolensk) 2Dks&Awng dk	2487 2255 1534					1916	W.Doxford &Sons,Ld. Sunderland	PolishBritishS.S. Co.Ld.	286·7	40·6	26·0	Gdynia Polish WB	T.3Cy.22",36"&60"-42" 233NHP W.Doxford&Sons,Ld.Sld.		V BT till 4,37
36330 DAOJ	**Wartburg** Ⓟ Ref.Mchy. Wireless 1Dk	888 589 523					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·4 P28'Q46'B53'F25'	30·4	12·2	Stettin German WB	T.3Cy.13⅗",21⅗"&35⅗"-25⅗" 63NHP StettinerOderwerke		G
36331 DOHZ	**Wartenfels** Sub.Sig. 2Dks	6181 5701 3766					1921	J.C.Teck-lenborgA.G. Weser-münde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P79'B135'F55'	56·4	30·3	Bremen German WB	T.3Cy.29⅜",47¼"&76⅜"-53$\frac{9}{16}$" &L.P.turbine 608NHP J.C.TecklenborgAG,Wsm		G
※ 36332 8016 SDJG	**Warun** OilEng. Wireless D.F. 1Dk&Shelter dk Strengthened for Navigation in Ice CruiserStern	842 595 293	✠100A1 withfreeboard ~~5,37~~ ~~1,37~~ 12,37	Mmo Got ✠LMC5,35	n	OG ~~5,36~~ 5,37	1935 5mo	NyaVarvs-aktb.Öresund Landskrona Lloyd'sA&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.) CellDB162'220tF	216·1 220·8(O.L.) FK PT54tAPT49t	35·6	12·1	Stockholm Swedish 4BHptCem (Coll to Sh dk 3 „2nd „)	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 367NHP DB30lb KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
36333 220986 KESX	**Warwick** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk D.F. Longitudinal framing	4469 3946 2628				...	1921	Baltimore D.D.&S.B. Co. Baltimore	UnionOilCo.of California	340·1 P92'B35'F31'	49·2	28·7	Ls.Angeles Cal. Utd.States	DR Geared Steam Turbine NB37 WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
36334 162527 GTPY	**Warwick Castle** Ⓟ TwinSc OilEng. Ref.Mchy. 4Dks D.F. E.S.D. CruiserStern	20445 15006 12443					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	651·5	75·5	37·4	London British WB	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$"-63" 3360NHP Harland&Wolff,Ld.Bel.		BT till 1,38
36335 5498 SHDE	**Wasaborg** 1Dk	1274 1072 708					1913	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	227·6 P23'B58'H139t	36·6	16·0	Stockholm Swedish WB	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
36336 DHZO	**Wasgenwald** Fitted for oil fuel Cruiser Stern 2Dks Sub.Sig. D.F.	4990 4478 2956					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F50'	54·0	27·4	Hamburg German WB	T3Cy26$\frac{3}{16}$"43⅜"&70$\frac{15}{16}$"-47$\frac{5}{16}$" 345NHP Gutehoffnungshütte, Sterkrade		G
36337 23628 JCUC	**Washin Maru** 1Dk	1861 — 1086					1918	Mitsubishi ZosenKaisha, Ld.Nagasaki	MoriheiKisenK.K.	250·0 P&B132'F32'	37·7	20·5	Amagasaki Japanese WB	T.3Cy.17",28½"&48"-36" 138NHP MitsubishiZosenKaishaLd		
36338 232210 WLEE	**Washington** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks GyC. E.S.D. D.F.	24289 — 13869					1933	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.~~(Man.Agents, InternationalMercantileMarineCo.)~~	668·4 B&F584'	86·3	33·3	NewYork Utd.States WB	6SteamTurbinesSRgeared to2Sc.Shafts NewYork S.B.Co.Camden,N.J.		R
36339 FNQK	— Ⓟ TwinSc Ref.Mchy. OilEng. D.F. 3Dks	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4 F12'	61·2	27·5	Havre French WB	Oil Engines 2S.C.DA 10Cy.23⅝"-35⅜" 976NHP BremerVulkan,Vegesack		V
36340 220437 KDCB	— (exHelenOlmsted, ssN.Yk.No.3-8,32 exCapeAnn, ssN.Yk.No.1-36 exSapulpa) 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F.	7030 — 4352	✠100A1 4,38 ~~2,37~~ ~~10,37~~ BS10,37 CarryingPetroleum in bulk Fitted for oil fuel 7,20 F.P. above 150° F.	NYk N.Cs LMC7,36	a†	CL ~~12,34~~ 9,37	1920 6mo	MooreS.B. Co. Oakland,Cal. A&CP	TheTexasCo. CellD BuE&B61'143tD	425·8 P106'B40'F41' FK Tf43'540tAPT28t	57·0	33·1	Wilmgton (Del.) Utd.States 16BHptAsp (9 to U dk 7 „2nd „)	T.3Cy.~~24$\frac{1}{16}$"~~ 24⅝",41½"&72¼"-48" 210lb 579NHP 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0 s 6 ″ 1¾ 27 ″ 1	
36341 218614 KIRF	— (exWestCayote) Fitted for oil fuel 2Dks	5564 — 3472					1919	S.Western S.B.Co. SanPedro,Cal	StatesSteamship Co.	410·5 P43'B114'F46' WB	54·3	27·2	Portlnd,Or Utd.States	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R

1 Numero d'Ordre / Numero Officiel / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36342 LOGJ	**Washington** Ⓟ Pad (*ex*Viena) *Fitted for oil fuel* *2Dks*	1675 — 650					1906	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	320·0 *Shade dk* 270′	40·2	20·1	Bns.Aires Argentine	T.3Cy.31″,52″&78″-84″ 558NHP A.&J.Inglis,Ld.Glasgow		
36343 LITB	**Washington Express** TwinSc ssOsl.No.1-37 *OilEng.* *Ref.Mchy.* *2Dks(Stl-Weather dk ws)* *3rd dk in forward holds* D.F. *CruiserStern*	3643 2956 2165	✠100A1 *withfreeboard* ~~7,07~~ 3,38 ✠LMC CS9,37 11,36 ✠Lloyd'sRMC ~~1,37~~ 2,38	Gls ~~Osl~~	*v*	CL ~~37,36~~ ~~F3,37~~ 7,37	1933 9mo *Lloyd*'s*A&CP* for temp.33°F	Götaverken A/B Gothenburg *CellDBuE&f*	Skibs.A/S Seattle (BiornBiörnstad& Co. *Mgrs*) 158′427t*DTs a*695t	338·4 334·4 352·0(O.L.) F154′ *FPT*35t*APT*60t	47·2	27·1 FK	Oslo Norwegian 5*BHptCem* (*Coll to W dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝″-39⅜″ 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7½ 21 ″ 3	
36344 219684 KUGB	**Washingtonian** (*ex*Willzipo-37, *ex*EasternMariner) *Fitted for oil fuel* D.F. *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6617 6071 4161			…		1919	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	415·1 P45′B148′F45′*on Shelter dk*	55·7	32·0 FK	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″-51″ 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
36345 113907 MJSC	**Waterbuck** (*ex*Neilson, *ex*T.O.O.HopperNo.2) TwinSc ssGls.No.3-5,20 *Mchy.Aft* *1Dk(Irn)*	875 671 504	✠ 3,28 ✠ ✠NB(P)5,20	PNl	*k*		1903 8mo	Ropner& Son Stockton	SenaSugarEstates Ld. *CellDBf*69′264t	180·1 B52′F31′ *FPT*22t	33·1	14·3 FK	London British 4*BHCem*	T.6Cy.10″,16½″&27″-22″ 117NHP 2SB,*3cf&2pf*,GS77,HS2454 Blair&Co.Ld.Stockton	15 ″ 0	
36346 132872 MDVB	**Watergate** (*ex*Wheatlands) 3Mst *Cargo battens not fitted* ~~ssCf.No.3-2,24~~ *Well deck* ~~ssBkn.No.2-33~~ *Mchy.Aft* ssBkn.2ndNo.3-10,36 *1Dk(Stl)*	499 313 190	✠100A1 10,36 ~~6,32~~ ~~BS10,36~~ ✠LMC ~~2,32~~ 10,36	Bkn	*h*	OG 10,36	1912 9mo *Lloyd*'s*A&CP*	DublinDk-yardCo. Dublin	CoppackBros.&Co. *Cell*	162·4 Q95′B12′F23′ *DBf*91′99t*FPT*33t	25·7	9·7 BK7″	Chester British 3*BHCem* *APT*22t	O.2Cy.20″&42″-27″ (*s*) 130lb 97RHP 1SB,*3pf*,GS55,HS1830 Muir&Houston,Ld.Gls.	12 ″ 0 s 4 ″ 0½ 12 ″ 5	
36347 PIMU	**Waterland** ssAms.No.3-5,34 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	6847 6297 4165	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~2,37~~ BS5,37 ~~BS5,35~~ ✠LMC8,33 ✠Lloyd'sRMC ~~11,35~~ ~~7,37~~ 2,38 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Ams Ham	*c*†	CL ~~1,35~~ 4,38	1922 5mo *Lloyd*'s*A&CP*	Barclay, Curle&Co.Ld Glasgow	N.V.totVoortzetting van denKoninklijkenHollandschenLloyd *CellDB*405′1559t	460·7 *FPT*79t*APT*38t	60·2	27·8 FK *Collisio*	Amstrdam Dutch *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 5SB(Spt),*15cf*,GS311 HS13105 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6 s 4 ″ 5½ 26 ″ 2½	
36348 142350 MJMJ	— (*ex*Gaasterland) ssRot.No.3-4,28 ssRot.No.2-37 ~~ssRot.No.1-22~~ *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1107 769 631	✠100A1 6,37 ~~9,35~~ ✠NB4,28 ✠LMC ~~2,32~~ ~~BS6,36~~ 6,37	Shl Rot	*n*	OG ~~2,34~~ 5,37	1915 5mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	Shipping&Coal Co.Ld. *CellDBa*58′*uE*	225·2 Q72′B55′F22′ 19′*f*98′291t*FPT*21t	33·1	14·1 FK	London British 4*BHCem* *APT*20t	T.3Cy.16½″,29″&46″-36″ (*s*) 180lb 164NHP 2SB,*4cf*,GS82,HS2892 Maats,Fyenoord,Rot.	15 ″ 0 s 1 ″ 0½ 14 ″ 1	
36349 145521 CYMQ	**Waterloo** (*ex*Glenburnie) *Mchy.Aft* *1Dk*	1905 1579 1143					1923	Barclay Curle&Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	252·5 Q100′F36′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″-33″ 97RHP J.G.Kincaid&Co Ld,Grk		C
36350 149472 MPBW	**Waterton** ssTto.No.1-32 *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	2115 1747 1286	✠100A1 *withfreeboard* 6,33 BS12,36 ✠LMC4,32 *For Service on the Great Lakes & River St. Lawrence, also to St.John's,NF L& Nova Scotia from 1st April to 30th November*	Tto		CL ~~6,33~~ 6,37	1928 5mo *Lloyd*'s*A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	McKellarSteamships,Ld.(R.Scott Misener,*Mgr.*) 3*WT BH also Intermediate BH* *CellDB*	253·0 P70′F37′ *in holds lower part* 228′667t *FPT*140t	43·7	19·3 FK	Newcastle British *watertight* *APT*15t	T.3Cy.17″,28″&46″-36″ (*s*) 200lb 190NHP 2SB,*4cf*,GS74,HS2762 FD ArmstrngWhitwth&Co.Ld	21 ″ 6 s 7 ″ 9½ 14 ″ 0	
36351 218436 KING	**Watertown** *Fitted for oil fuel* *Mchy.Aft* *2Dks* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6372 — 3950					1919	Bethlehem S.B.Corp.Ld Quincy,Mass.	CitiesServiceOil Co.	416·9 P91′B39′F33	56·2	31·0	NewYork Utd.States *WB*	T.3Cy.26½″,44″&74″-51″ 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
36352 ~~217393~~ Broken up	**Wathena** *Fitted for oil fuel* *2Dks&Webframes*	6107 5037 3744			…		1918	Merchant S.B.Corp. Harriman,Pa.	~~UnitedStates Maritime Commission~~	400·7 P36′B124′F44′	54·2	29·9 FK	~~Philidlphia~~ Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP WestinghouseMfg.Co. Essington,Pa.	32 ″ 10	
36353 147230	**Watkins F. Nisbet** *Mchy.Aft* *1Dk*	1747 1593 1265					1923	Cammell Laird&Co.Ld. Birkenhead	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16″,27″&44″-33″ 97RHP CammellLaird&Co.Ld.		C
36354 217394 WPUI	**Watsonville** (*ex*Callabasas) *Fitted for oil fuel* *1Dk*	2220 — 1330					1918	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0	44·1	19·2	S.Frncisco Utd States *WB*	T.3Cy.22″,37½″&60″-42″ 233NHP EllicottMachineCorp.		R
36355 138653 VGWC	**Watuka** ssHfx.No.3-4,31 *Well deck* ssHfx.No.1-35 D.F. *1Dk(Stl)*	1621 1275 1023	✠100A1 4,38 ~~4,37~~ ~~BS4,37~~ ✠LMC4,35 4,38	Hfx	*p*	OG ~~3,36~~ N3,38	1918 12mo *Lloyd*'s*A&CP*	NovaScotia Steel&Coal Co.Ld. New Glasgow, N.S	WasisS.S.Co.Ld. (DominionShippingCo.Ld. *Mgrs.*)	248·7 Q91′B56′F26′ *CellDB*211′432t	35·1	17·3 FK	Picton,NS British 4*BHCem* *APT*33t	T.3Cy.17″,28″&46″-33″ (*s*) 185lb 150NHP 2SB,*4cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0 s 2 ″ 1 18 ″ 1½	
36356 DHZP	**Watussi** Ⓟ *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks*	9521 6098 5571					1928	Blohm& Voss Hamburg	WoermannLinie A.G.	468·7 len34	60·3	29·7	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc.Shaft Blohm&Voss,Hamburg		G
36357 Damaged by Fire 1,38	**Waubic** Ⓟ TwinSc *3Dks*	469 369 264					1909	Collingw'd S.B.Co.Ld. CollngwdOnt	~~A.R.&V.C.Irvine~~ J.E.McQueen	134·1	25·0	9·5	Collingwd Ont. British	T.6Cy.10″,16½″&27″-15″ 67RHP CollingwoodS.B.Co Ld.		
36358 218019	**Waukau** *Fitted for oil fuel* *2Dks&Web frames*	6126 5090 3796			…		1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 P36′B124′F44′	54·2	30·4 FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36359 218004 KIDX	**Waukegan** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6209 5894 3836			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110' F38'*onShltr dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
36360 206077	**Wauketa** Ⓟ 3*Dks*	543 — 267					1909	ToledoS.B. Co. Toledo	SteamerWauketa	175·0	38·4	14·5	NewYork Utd.States	T.3Cy.17¼″,27½″&43″–30″ 101NHP ToledoS.B.Co.Toledo		
36361	**Waunta** (*ex*CayoCristo, *ex*BargeP.D.10) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 409					1919	N.ofIrelnd. S.B.Co.Ld. Londonderry *Rebuilt* 1921 *by* Franco-Belge de Réparations Nav.Antwerp	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)	180·0 P16'B48'F28'	31·2	13·0	Ceiba Honduran *WB*	T.3Cy.13″,23″&37″–26″ 70NHP Cooper&Greig,Ld.Dundee		C
* 36362 LJLJ	**Wave** (*ex*Japanese Prince–37) TwinSc *OilEng.* Sub.Sig. D.F. *ss*Drt.No.2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*6734* *5800* *3656*	✠100A1 *withfreeboard* 1,38 ~~4,37~~ ✠LMO CS2,37 DBS2,37 2,37 *Carrying oil F.P. above 150° F.or Latex in deep tanks* *Carrying vegetable oil or Latex in fore & after peak tanks*	Hav PN1	*d*†	CL 7,36	1926 5mo	Deutsche WerftA.G. Hamburg *Lloyd'sA4CP*	ButlerWang's RederiA/S(W. ButlerWang, *Mgr*) *Duct keel forward of machinery space* 159' *CellDB*367' 1466*t*	441·6 F42' FK 1386*tMTs*42' *FPT*130*t APT*156*t*	60·3	29·2	Tonsberg Norwegian 8*BHptCem* *ptAsp* (*Coll BH to Sh dk* 7 ,, ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.29⅛″–47¼″ 1313NHP DB*100lb* DB*43lb* AlgemeineElec.Ges.Berlin	32 ″ 3 s4 ″ 6¼ 27 ″ 10¾	
36363 111205	**Waverley** Ⓟ PadSk 1*Dk*	537 354 208					1899	A&J Inglis Glasgow	London&North- EasternRly.	235·0	26·1	8·4	Glasgow British	C.D.2Cy.37″&67″–66″ NB20 304NHP A.&J.Inglis,Glasgow		BT till ~~4,37~~ 4,38
36364 123180 GMFW	— Ⓟ Pad (*ex*Barry) Wireless D.F. 1*Dk* ~~2*Dks*~~	466 310 ~~183~~ 180					1907	J.Brown& Co.Ld. Clydebank	P.&A.Campbell, Ld.	225·6 *Promenade dk*	26·6	8·7	Bristol British	C.D.2Cy.25½″&54″–54″ 178NHP J.Brown&Co.Ld.Clydebnk		BT till 10,37
36365 HRBW	**Wawa** *ss*NOs.No.3–3,37 ~~*ss*N.Os.No.2–32~~ *Mchy.Aft* 1*Dk*(*Stl–ws*)	*1650* *1384* *1023*	✠100A1 *withfreeboard* ~~6,37~~ ~~9,36~~ 12,37 ~~BS3,37~~ ✠LMO~~11,32~~ 3,37 *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	NOs	*q*	OG ~~9,35~~ 6,37	1925 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *IntermediateBHin hold dispensed with* *CellDBuE*18' *f*150'328*tDT f* 10'134*tFPT*	255·2 P70'F35' FK	38·2	18·9	Ceiba Honduran 3*BHptCem* 97*tAPT*22*t*	T.3Cy.19″,32″&54″–36″ (*s*) 195lb 263NHP 2SB,6*cf*,HS3932 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 0 s3 ″ 10 17 ″ 6½	
36366 Broken up	**Waxahachie** *Fitted for oil fuel* 2*Dks*&*Web frames*	5497 4970 3379			...		1919	Merchant S.B.Corp. Harriman,Pa.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	400·7 P36'B124'F44' FK	54·2	30·4	~~Philadlphia~~ ~~Utd.States~~ *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
36367 147324 GLNT	**Wayfarer** *ss*Liv.No.3–3,38 ~~*ss*Bkn.No.2–34~~ 2*Dks*(*Stl*)	5068 4720 3157	✠100A1 ~~7,37~~ ~~3,37~~ 3,38 ✠LMC ~~MS7,34~~ ~~BS6,36~~ 3,38 7,37	Liv	*y*	CL ~~8,35~~ N6,37	1925 8mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334' 1122*tDTa*30'7	395·5 409·0(O.L.) P38'B128'F40' FK 62*tFPT*76*tAPT*26*t*	52·5	28·0	Liverpool British *Cem* 7*BHto Udk* 1 ,, ,, *2nd* ,,	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10¾	
36368 162526 GKMP	**Waynegate** *ss*Cff.No.1–34 1*Dk*(*Stl*)	4260 3927 ~~2639~~ 2642	✠100A1 4,38 ~~5,37~~ ~~BS12,37~~ ✠LMC MS9,34 ~~BS1,37~~	Npt Bry		CL 5,37	1931 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	TurnbullScott ShippingCo.Ld. (TurnbullScott& Co.*Mgrs.*) *CellD*	372·0 383·5(O.L.) FK P48'B226'F32' *B*315'1116*tFPT*95*t*	52·4	25·2	London British 6*BHptCem* *APT*141*t*	T.3Cy.23″,39″&65″–45″ (*s*) 200lb HS5851 354NHP 2SB&1AuxB,8*cf*,GS146 D.Rowan&Co.Ld.Glasgow	27 ″ 6 s3 ″ 4¼ 24 ″ 4¾	
* 36369 148048 GCZV	**Waziristan** *ss*Nwc.No.3–7,36 D.F. 1*Dk*(*Stl*)	5135 4750 3191	✠100A1 9,37 ~~3,37~~ ✠LMC8,36 BS9,37	NYk Shl	*y*	CL ~~11,35~~ 9,37	1924 1mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanStm. Shppng.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB* 342' 1524*t FPT*128*t*	390·0 P33'B113'F41' FK	53·5	28·6	Newcastle British 6*BHptCem* *ptAsp* *APT*167*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb ~~*180lb*~~ *150lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 1¼ 25 ″ 7¾	
* 36370 129777 VJKY	**Wear** *ss*Mel.2ndNo.3–1,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1489 1086	✠100A1 ~~1,37~~ 1,38 ~~BS1,37~~ ✠LMC1,36 2,38	Mel	*q*	CL ~~11,34~~ 1,38	1911 9mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	JamesPaterson& Co.ProprietaryLd. *WB* = *CellDBa*&*uE*&	268·0 277·5(O.L.) P24'Q82'B51'F31' FK *B*102'*f*104'383*t FPT*105*t APT*100*t*	37·9	17·6	Melbourne British 4*BHCem*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 205NHP 2SB,6*pf*,GS94,HS3279 G.Clark,Ld.Sunderland	19 ″ 9 s1 ″ 11 18 ″ 0	
* 36371 162112 GYYL	**Wearpool** *OilEng.* Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4982 4627 3050	✠100A1 *withfreeboard* ~~7,37~~ ~~8,36~~ ✠LMC8,36 10,37	Sld ~~Hpl~~ Ant	*a*†	CL	1936 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	PooleShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*347'1174*t*	423·5 FK *MT* 1236*t* *FPT*134*tAPT*191*t*	54·2	26·1	Cardiff British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4½ 25 ″ 6	
* 36372 160727 GPDM	**Wearwood** *ss*Shl.No.1–32 D.F. E.S.D. GyC. 1*Dk*(*Stl*)	4597 4156 2851	✠100A1 ~~5,37~~ ~~9,36~~ 12,37 ✠LMC MS12,32 ~~BS4,36~~ 5,37	Shl ~~Sws~~ Cff	*y*	CL 7,35	1930 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd'sA&CP*	JosephConstantine S.S.Line,Ld. *CellD*	382·6 395·4(O.L.) P35'B119'F30' FK *B*332'1056*tFPT*96*t*	52·0	26·6	Middlsbro' British 6*BHCem* *APT*140*t*	T.3Cy.24″,39″&66″–45″ (*s*) 200lb 432NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS152,HS6619 N.E.MarineEngCoLd.Nwc	29 ″ 0 s5 ″ 4¼ 23 ″ 10¼	
36373 120766 VLFJ	**Weeroona** Ⓟ Pad Wireless 1*Dk*&*Promenade dk*	1412 969 623			...		1910	A.&J. Inglis,Ld. Glasgow	BaySteamers,Ld.	310·6 FK	36·2	12·0	Melbourne British	C.3Cy.39″&(2)56″–66″ 517NHP A.&J.Inglis,Ld.Glasgow	12 ″ 7	
36374 344 YMCK	**Weichsel** (*ex*QueenAlexandra) Sub.Sig. 1*Dk*	1021 837 602					1906	Helsingörs Jernsk&Msk Elsinore	Hamburg-Danzig Linie,G.m.b.H.	225·7 P11'Q59'B105'F27'	34·9	12·7	Danzig *WB*	T.3Cy.16½″,26½″&44″–30″ 106NHP HelsingörsJernsk.&Mskb.		G
36375 148873 GLPS	**Weirbank** TwinSc *OilEng.* *ss*Bry.No.2–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*)	5150 4764 3118	✠100A1 *withfreeboard* 3,37 DBS7,37 ~~DBS6,36~~ ✠LMC5,34 ✠LMC(M)7,36 *Carrying vegetable oil in deep tank*	Ant	*a*†	CL 7,36	1925 9mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357'11 21*tTanks between tunnels*115' 251*tD*	420·1 FK (*Coll* *Tf*32'1067*t FPT*10	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd*,,) 6*tAPT*132*t*	Oil Engines 4S.C.SA 12Cy.24 13/16″–37 13/16″ DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
36376 DOOZ	**Weissenfels** TwinSc *OilEng.* Sub.Sig *Cruiser Stern* 2*Dks* E.S.D.	7861 7264 4852					1925	J.C.Teck- lenborgA.G. Weser- mündeG.	DeutscheDampfs. Ges."Hansa"	468·4 P133'B143'F90'	60·4	32·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27½″–55⅛″ 873NHP J.C.TecklenborgA.G.Wsm		G

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux; Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté et ce n'est dans le L.R. Durée Cert. Bd of Trade.
36377 DQOA	**Weissesee** (*ex*Bulla,*ex*Hessen) 2*Dks*	5066 4821 3164			…		1905	J.C.TecklenborgA.G. Wesermünde-G.	W.Schuchmann	409·4 P&B336'F46' FE	52·7	29·0	Brmrhavn German WB	Q4Cy.24$\frac{1}{16}$",34¾",50"&72$\frac{1}{16}$"–53¼" 594NHP J.C.TecklenborgA.G.Wsm	30 " 9	G †
36378 161383 GPQS	**Welcombe** *ss*N.Yk.No.3–4,36 1*Dk*(*Stl*)&*Shelter* dk(*Stl*)	5122 4686 3120	✠100A1 *with freeboard* ~~3,37~~ ~~1,36~~ 3,38 ✠LMC4,36 BS7,37	Mtl Bry	*a*†	CL ~~3,36~~ 3,38	1930 3mo Lloyd	W.Gray&Co.Ld. WHartlepool '*sA&CP*	PymanBros.Ld. *CellDB*369'1309*t*	421·8 FK *FPT*165*tAPT*84*t*	55·0	25·5	London British 7*BHCem* (*Coll to Sh dk* 6 „*2nd*„)	Q4Cy20",28½",41¼"&61"–48" 260lb *180lb* (*s*) 421NHP 2SB,*8cf*,GS133,HS5834 FD Cen.Mar.E.Wrks.LdWHpl	28 " 0 s3 " 2¼ 25 " 0½	
36379 DJEI	**Welf** (*ex*Donau-32,*ex*Saalfeld, Comp *ex*Trude,*ex*Henny,*ex*Brage) *OilEng.* 1*Dk*	349 292 191					1918	Varfs.&Rederi A/B Brage Norrköping	W.Gräpel,W.Hönemann&J.Gräpel(Vega ReedereiG.m.b.H. *Mgrs.*)	135·5 P30'F12'	25·9	11·2	Hamburg German	Oil Engines 4S.C.SA 4Cy.10⅝"–13" NE27 42NHP Starke&Hoffmann, Hirschberg		V
36380 644 OHBX	**Wellamo** Ⓟ *ss*Hfs.No.2–35 Sub.Sig. 2*Dks*(*Stl-weather dk* ws) *Strengthened for Navigation in Ice* D.F.	1996 — 988	✠100A1 *with freeboard* 11,37 ~~5,37~~ BS5,37 ✠LMC5,35	Hfs	*r*	CL ~~12,35~~ 10,37	1927 6mo Lloyd	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	FinskaÅngfAktieb *CellDB*210' 246*t F*	250·5 F24' FK *Duct keel* 127½' *PT*17*tAPT*34*t*	39·8	22·4	Helsingfrs Finnish 5*BHCem* (*Coll to Wdk* 4 „*2nd*„)	T.3Cy.22½",36½"&61"–39" 200lb FD (*s*) 364NHP 2SB,*6cf*,GS63,HS5502 Akt.Burmeistr.&WainCpn	24 " 9 s8 " 0 17 " 1	
36381 OHSO	— WoodAux3MstSr (*ex*Sailing Vessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	337 253 202					1919	Nystad Varv. Nystad	GustafErikson	139·4	28·6	12·2	Mariehmn Finnish	Oil Engines 3Cy.12¼"–13¾" *Emade—, fitted*34		V
36382 149435	**Wellandoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British WB	T.3Cy.15",25"&40"–33" 92NHP MacColl&Pollock,Ld.Sld.		C
36383 203928 KLCM	**Wellesley** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	770 — 432					1907	E.Henckendorff Prosper,Or.	J.R.HanifyCo.	186·3	38·0	13·8	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP UnitedEng.Wrks,S.Frisco.		
36384 148055 GDRW	**Wellfield** TwinSc *OilEng.* *ss*Shl.No.3–8,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CruiserStern*	6054 4951 3584	✠100A1 ~~6,37~~ ~~8,36~~ 12,37 ~~Hfs~~ ~~DBS8,36~~ ✠LMC8,36 DBS~~6,37~~ 12,37 *Carrying Petroleum in bulk*	Shl	*y*	CL 10,35	1924 3mo Lloyd	TyneIron S.B.Co.Ld. Newcastle '*sA&CP*	FieldTankS.S.Co. Ld.(Hunting& Son,Ld. *Mgrs.*) *CellDB*	409·8 P92'B37'F40' FK len32 *uE*27' 46*t FPT*140*t*	51·4	30·1	Newcastle British 16*BHptCem* 10 „ *to Udk* *APT*64*t*	Oil Engines 4S.C.SA 12Cy.22¼"–39$\frac{7}{16}$" 2DB*120lb* 563NHP N.E.Mar.Eng.Co.Ld.Nw	30 " 6 s4 " 7½ 26 " 1½	
36385 116555 WBEQ	**Wellhart** (*ex*Hall,*ex*SelwynEddy) *Mchy.Aft* 1*Dk*&*Spar dk*	2846 — 2164					1893	Detroit S.B.&D.D.Co Wyandotte, Mich.	WellhartS.S.Co. Inc.(H.N.Hartwell &Sons,Inc. *Mgrs.*)	343·0 F36'	42·2	21·6	Boston Utd.States	T.3Cy.22",35"&56"–44" 208NHP DetroitS.B.&D.D.Co.Det.		R
36386 161366 GMJB	**Wellington Court** *ss*Sld.No.1–33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4979 4622 3003	✠100A1 *with freeboard* 4,37 BS~~4,36~~ 9,37 ✠LMC12,33	Mob	*a*†	CL 1,37	1930 2mo Lloyd	W.Pickersgill&Sons,Ld. Sunderlan '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs*) *CellDBa&uE*158' *f*180'1217*tF*	405·6 422·3(O.L.) F39' FK *PT*127*tAPT*204*t*	55·5	25·8	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd*„)	T.3Cy.26",43"&72"–48" (*r*) 180lb 437NHP 3SB(Spt),*9cf*,GS182, HS7401 N.E.MarineEng.Co.Ld.Sld	28 " 3 s3 " 3½ 25 " 2½	
36387 144722 GFWD	**Welsh City** *Fitted for oil fuel* D.F. 2*Dks* ~~1*Dk*&*Shelter dk*~~	6303 5966 3997					1922	RopnerS.B. &Repg.Co. (Stk)Ld. Stockton	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	411·7 F36'	54·5	33·6	Bideford British WB	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
36388	**Welsh Coast** *OilEng.* *Mchy.Aft* *CruiserStern*	465 365 260	100A1 (*Class Contemplated*)				1937	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Plymouth,Channel Islands&Brittany S.S.Co.Ld. (J.W.H. Stokes,*Mgr.*)	159·1 P43'F21'	26·3	11·8	London British	Oil Engines 4S.C.SA 8Cy.11"–18" HumboldtDeutzmotoren, A.G.Köln-Deutz		
	Should be "**Emerald Queen**," *see Supplement*															
36389 144860 MLDV	**Welsh Rose** (*ex*Brookside) *ss*Bly.No.3–11,35 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	581 400 252	✠100A1 1,37 BS2,38 ~~BS1,37~~ ✠LMC11,35	Shl	*i*	CL 1,37	1922 10mo Lloyd	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	RichardHughes &Co.(Liverpool) Ld. *CellD*	175·2 Q99'B11'F24' FK *Bf*105'118*tFPT*43*t*	27·0	10·8	Liverpool British 3*BHCem* *APT*25*t*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 85RHP 1SB,*3pf*,GS47,HS1530 W.Beardmore&Co.Ld.Gls.	13 " 0 s3 " 10½ 12 " 9½	
36390 PINS	**Weltevreden** TwinSc *For full particulars see No. 40714 in Supplement* *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Rudder electrically welded*	7200 [illegible] 6012 4079	✠100A1 *with freeboard* 6,37 ✠LMC6,37 ✠Lloyd'sRMC6,37 after chamber for temp. 32°F. *Carrying cargo oil F.P.above*150°F *in deep tanks & fore peak tanks*	Rot		OG	1937 6mo Lloyd	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) *CellDB*285'1318*t MTs*723483*t DTf*65'417*t DTa*64'945*t* *Tanks in way of tunnels*700*t FPTs*90*t APT*125*t*	483·4 513·2 ~~F102~~ F109' FK (*Coll BH to Shltr dk 7 BH to 2nd dk*)	62·8	28·8	Rottrdam Dutch 8*BHptCem*	Oil Engines 2S.C.SA 16Cy.~~[illegible]~~ 25$\frac{9}{16}$"–49¼" 2DD*100lb* 1824NHP Fr.KruppGermaniawftAG Kel.	32 " 8 s4 " 8¾ 28 " 1½	
36391	**Wen Yuan** (*ex*Kawatiri-36, *ex*Shahristan) *ss*Kob.2ndNo.3–6,36 1*Dk*(*Stl*) *Cargo battens not fitted*	*3127* *2850* *1856*	✠100A1 6,37 ~~11,36~~ ✠LMC~~6,36~~ 6,37	Nag Osa	*u*	CL ~~5,36~~ 6,37	1919 7mo Lloyd	J.Priestman&Co. Sunderland '*sA&CP*	SungWenKuei (KawasakiKisen K.K.*Mgrs.*) *CellD*	331·3 P33'B98'F28' FK *B*278'749*tFPT*113*t*	46·8	23·2	Tsingtao Chinese 5*BHCem* *APT*122*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb FD 429NHP 3SB,*9cf*,GS156,HS6321 G.Clark,Ld.Sunderland	25 " 6 s3 " 11½ 21 " 9	
36392 152422 MCMY	**Wenchow** TwinSc 2*Dks*	3113 2892 1887					1923	TaikooDkyd.&E.Co. ofHongKong Ld. HongKong	ChinaNavigation Co.Ld.	320·0	46·1	23·7	London British WB	T.6Cy.15",24½"&40"–30" 175NHP TaikooDockyard&Eng. Co.Ld.		
36393 160605 GSLZ	**Wendover** *ss*Shl.No2.–37 D.F. 1*Dk*(*Stl*) E.S.D.	5419 4993 3303	✠100A1 3,38 ~~1,37~~ BS4,38 ~~BS[illegible]~~ ✠LMC2,37	Shl	*z*	CL ~~1,37~~ 3,38	1928 11mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *CellDBa&uE*156'*f*	405·8 P36'B126'F39' FK 186 1242*t FPT*126*t*	54·2	27·9	London British 6*BHAsp* *APT*280	T.3Cy.25½",42"&70"–48" (*s*) 185lb HS7926 448NHP 3SB(Spt),*9cf*,GS187 N.E.MarineEng CoLdNwc	30 " 4 s5 " 9¼ 24 " 8	
36394 142836 GBCN	**Wentworth** *ss*Shl.No.3–11,32 D.F. *ss*Nwc.No.1–37 1*Dk*(*Stl*)	5212 4792 3210	✠100A1 9,37 ~~8,36~~ BS~~3,36~~ 2,37 LMC~~5,32~~ MS9,37	Nwc	*y*	CL ~~8,36~~ 9,37	1919 7mo Lloyd	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	DalglieshStm. Shppg.Co.Ld.(R.S. Dalgliesh,Ld.*Mgs*) *CellDBa*117'*uE*22'*f*180'988*tFPT*132*t*	400·6 413·0(O.L.) P49'B113'F40' FK	52·4	28·4	Newcastle British 6*BHCem* *APT*213*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s5 " 11½ 25 " 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36395 DOPA	**Werdenfels** Sub.Sig. *2Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs-fahrts.Ges.Hansa	431·6|56·4|30·3 P64'B135'F52'	Bremen German *WB*	T.3Cy.29⅛",47$\frac{5}{16}$"&76$\frac{7}{16}$"-54"&L.P.turbine 608NHP A.G."Weser,"Bremen		G
36396 8178 SKIN	**Werna** *1Dk&Shelter dk* *OilEng.* *Strengthened for Navigation in Ice* *CruiserStern*	900 903 623 345	✠100A1 *with freeboard* 12,376,~~37~~ ~~(Class Contemplated)~~ ✠LMC6,37	Mmo Got	*O*	OG *Lloyd's* A&CP	1937 6mo	Öresunds-varvet Aktiebolag Landskrona	Stockholms Rederiaktieb.Svea (E.Högberg, *Mgr.*)	224·6|35·6|12·0 231·6(O.L.) *B on Shltr dk* 42' FK (*CollBH to Shltr dk, 3BH to 2nd dk*) *Cell DB 70' 242t FPT 54t APT 49t*	Stockholm Swedish *4BHpt Cem*	Oil Engines 2S.C.SA 8Cy.13⅜"-22$\frac{7}{16}$" with electro-magnetic slip couplings& SR gearing 250NHP DB50lb Atlas-Diesel A/B,Skm.	15″3 5″2 15″2¼	
36397 DHZQ	**Werner** *1Dk*	875 662 479					1909	Stettiner Oderwerke Stettin	MathiesReed, A.G.	211·2|30·8|12·8 P14'Q41'B80'F22'	Hamburg German *WB*	T3Cy15$\frac{7}{16}$",25½"&41$\frac{3}{16}$"-29½" 93NHP StettinerOderwerke		G
36398 DHLC	— (*ex*Heluan-36,*ex*HansRudolf Reichel,*ex*ElbingII) *1Dk*	563 419 340					1895	F.Schichau Danzig	WernerPeters	179·2|27·6|11·9 Q59'B39'F20'	Hamburg German *WB*	T.3Cy.12⅜",20½"&31½"-19¾" 44NHP F.Schichau,Elbing		
36399 DATB	**Werner Kunstmann** *Now "Hermann Fritzen" see No. 38486 in Supplement* (*ex*Efstathios,*ex*Clearway, *ex*Nonsuch) *Turret deck* *1Dk*	3845 3580 2387					1906	W.Doxford &SonsLd. Sunderland	W.Kunstmann	349·4|50·2|22·2	Stettin German *WB*	T.3Cy.24",41"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		C
36400 DOHL	**Werner Vinnen** ~~Aux5MstSr~~ Sub.Sig. *OilEng.* *Mchy.Aft* *2Dks* ~~(*See Sailing Ship Register*)~~	2342 1935 1320					1922	Frd.Krupp Act.Ges. Kiel	Chr.J.W.Vinnen (F.A.Vinnen&Co. *Mgrs.*)	~~261·5|44·4|19·2~~ Q83'F55' |18·9 305·5|44·3| len.37	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛"-30$\frac{11}{16}$" 190NHP NE37 Fried.KruppA.G.,Kiel		G
36401 DCHE	**Weser**Ⓟ(*ex*YakimaStar-34, *ex*SudAmericano) **TwinSc** *OilEng.* *2Dks* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	9179 8630 5694				...	1929 6mo	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3|60·6|39·6 B31'F52' 27·3 len34 FK	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"-43$\frac{5}{16}$" 2720NHP NE34 Maschf.Augsburg-Nürnberg A.G.,Augsburg		G †
36402 DQOE	— (*ex*Charles,*ex*Weser) *1Dk*	999 802 571					1910	Schiffsw.v. H.KochA.G. Lübeck	Bugsier,Reed.& BergungsA.G.	224·2|35·6|12·5	Brmrhavn German	C.2Cy.19$\frac{3}{16}$"&36"-25½" 55NHP OttensenerMaschf.Altona		G
36403 DSLA	— Wireless D.F. GyC. *1Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	373 317 95					1927	Atlas-WerkeA.G. Bremen	WeserSeelotsenges	144·2|26·7|11·8 B20'F27'	Brmrhavn German *WB*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&37$\frac{13}{16}$"-21⅝" 143NHP Atlas-WerkeA.G.Bremen		G
36404 DORD	**Wesermünde** (*ex*Chirripo-36) *Ref.Mchy.* Sub.Sig. D.F. *2Dks&2pt dks*	5356 4676 3231					1920	Workman Clark&Co.Ld Belfast	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	399·4|51·3|30·0 P42'B155'F41'	Bremen German *WB*	T.3Cy.27½,"46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
36405 217631 KLCP	**West Amargosa** *Fitted for oil fuel* Sub.Sig. *2Dks*	5462 — 3411					1919	LsAngeles SB.&D.D.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·0|54·4|27·2 P43'B115'F47'	LsAngeles Utd.States *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP		R
36406 218806 KIVV	**West Cactus** *Fitted for oil fuel* *2Dks*	5581 — 3520					1919	Western Pipe&SteelCo San Francisco	PacificArgentine BrazilLine,Inc.	410·5|54·0|27·1 P60'B114'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",40⅜"&72"-48" Joshua HendyCo.SanFrancisco 359NHP		R
36407 218973 KODF	**West Caddoa** *Fitted for oil fuel* Sub.Sig. *2Dks*	5641 — 3522					1919	Western Pipe&SteelCo San Francisco	UnitedStates Maritime Commission	410·5|54·0|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua HendyCo.SanFrancisco 359NHP		R
36408 218294 KILT	**West Calumb** *Fitted for oil fuel* Sub.Sig. *2Dks*	5946 — 3744					1919	LsAngeles S.B.&D.D.Co. L.AngelesCal	UnitedStates Maritime Commission	410·0|54·4|27·2 P43'B114'F46' *WB*	LsAngeles Cal. Utd.States	T.3Cy.28½",47"&78"-48" LosAngelesS.B.& D.D.Co.SanPedro,Cal. 422NHP		R
36409 220061 KUST	**West Camak** *Fitted for oil fuel* Sub.Sig. *2Dks*	5647 — 3513					1920	Western Pipe&Steel Co.SFrncisco	LykesBros.-RipleyS.S.Co.Inc.	410·5|54·0|27·1 P46'B112'F46'	Corpus ChristieTx Utd.States *WB*	T.3Cy.24",41½"&72"-48" Joshua HendyCo.SanFrancisco 359NHP		R
36410 220385 KDBL	**West Camargo** *Fitted for oil fuel* *Ref.Mchy.* *2Dks*	5804 — 3665					1920	Western Pipe&Steel Co.SFrncisco	PacificArgentine BrazilLine,Inc.	410·5|54·2|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua HendyCo.SanFrancisco 359NHP		R
36411 219682 KUFR	**West Campgaw** *Fitted for oil fuel* Sub.Sig. *2Dks*	5565 5094 3451					1920	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	410·3|54·2|27·7 P44'B115'F47'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
36412 217238 WXEO	**West Cape** *2Dks*	5661 5112 3576				...	1919	AmesS.B. &D.D.Co. Seattle,Wash	McCormickS.S.Co.	409·5|54·2|27·4 P44'B115'F47' FK	S.Frncisco Utd.States *WB*	T.3Cy.26",43$\frac{3}{16}$"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30″2	R †
36413 218322 KILZ	**West Cawthon** *Fitted for oil fuel* *2Dks*	5611 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	AmericanSouth AfricanLineInc.	410·5|54·3|27·2 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24½",41$\frac{27}{32}$"&72"-48" LlewellynIron Works,LosAngeles 359NHP		R
36414 218096 WCCB	**West Celeron** *Fitted for oil fuel* Sub.Sig. *2Dks*	5763 5241 3554				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30″2	R †
36415 218097 KEZR	**West Celina** *Fitted for oil fuel* Sub.Sig. *2Dks*	6187 5138 3838				...	1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·2 P44'B115'F47' FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30″2	R †
36416 218581 KIPJ	**West Chatala** *Fitted for oil fuel* Sub.Sig. *2Dks*	6187 5138 3838				...	1919	Northwest SteelCo. Portland,Or. CP	LykesBros.-RipleyS.S.Co.Inc.	409·8|54·2|27·7 P44'B115'F47' FK	Houston, Tex. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30.″2	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
36417 218797 KIXB	**West Cheswald** *Fitted for oil fuel* Sub.Sig. *2Dks*	5711 5139 3518			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36418 218323 KIMG	**West Chetac** *Fitted for oil fuel* Sub.Sig. *2Dks*	5627 — 3505					1919	S.Western S.B.Co. LAngelesCal.	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½".41½"&72"–48" LlewellynIron 359NHP Works Ld.LosAngeles		R
36419 217341 KEKD	**West Cobalt** *Fitted for oil fuel* Sub.Sig. *2Dks*	5724 5248 3552			...		1918	Columbia RiverSBCorp Portland,Or.	LykesBros.- RipleyS.S.Co.Inc.	410·0 P44'B115'F47'	54·2	27·6 FK	Galveston Tex. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36420 216549 KNAE	**West Cohas** *Fitted for oil fuel* Sub.Sig. *2Dks*	5647 5173 3465					1918	Skinner& Eddy Corp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6 P43'B115'F47'	54·2	27·1	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36421 217524	**West Compo** *Fitted for oil fuel* *2Dks*	5700 5241 3517			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36422 217533 KEVD	**West Corum** *Fitted for oil fuel* *2Dks*	5795 5144 3599			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F47'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36423 217382	**West Cressey** *Fitted for oil fuel* *2Dks*	5596 5173 3497					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36424 220967 KDIK	**West Cusseta** *OilEng.* Sub.Sig. GyC. E.S.D. *2Dks*	5428 — 3374					1920	L.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·2	27·2	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
36425 216342	**West Durfee** *Fitted for oil fuel* *2Dks*	5522 5173 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36426 216620 KQIU	**West Ekonk** *Fitted for oil fuel* *2Dks*	5630 5173 3455					1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6 P43'B115'F47'	54·2	27·1 *WB*	Houston, Tex. Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36427 217128 WJOA	**West Elcasco** *Fitted for oil fuel* Sub.Sig. *2Dks*	5766 5169 4118					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36428 Broken up ~~[illegible]~~	**West Galeta** *Fitted for oil fuel* *2Dks*	5435 5115 3323			...		1918	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	410·0 P44'B115'F47'	54·4	27·2 FK	~~LsAngeles~~ ~~Cal.~~ Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Westinghouse 670NHP MachineCo.Pittsburg,Pa.	29 ″ 9	
36429 216664 KQUU	**West Gambo** *Fitted for oil fuel* Sub.Sig. *2Dks*	5579 5173 4171					1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6 P43'B115'F47'	54·2	27·1	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36430 216737	**West Gotomska** *Fitted for oil fuel* *2Dks*	5728 5073 4123					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36431 217220 WGIA	**West Grama** GyC. *OilEng.* Sub.Sig. E.S.D. *2Dks*	5326 — 3806					1918	Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0	54·4	27·2	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.DA 4Cy.32"–52" NE27 794NHP McIntosh&SeymourCorp. Auburn,N.Y		R
36432 ~~217580~~	**West Harcuvar Maru** (*ex* WestHarcuvar-37) *Fitted for oil fuel* Sub.Sig. *2Dks*	5696 5248 3533					1919	Columbia RiverSBCorp Portland,Or.	Taminosuke Miyachi	410·0 P44'B115'F46'	54·2	27·6	Kobe Japanese *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36433 217708 KEDX	**West Hardaway** *Fitted for oil fuel* Sub.Sig. *2Dks*	5702 5248 3532					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36434 218532 KEFX	**West Harshaw** *Fitted for oil fuel* Sub.Sig. *2Dks*	5756 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	LykesBros.– RipleyS.S.Co.Inc.	410·0 P43'B114'F47'	54·2	27·6	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36435 218877	**West Hartley** *Fitted for oil fuel* *2Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P43'B114'F47'	54·2	27·6	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine DeLaval SteamTurbineCo Trenton,N.J.		
36436 Broken up ~~218491~~	**West Hassayampa** *Fitted for oil fuel* *2Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	410·0 P44'B115'F46'	54·2	27·6	~~PortlndOr~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36437 218111 KLCS	**West Hematite** *Fitted for oil fuel* Sub.Sig. *2Dks*	5621 5300 3491					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
36438 216786 WFAI	**West Hobomac** *Fitted for oil fuel* Sub.Sig. *2Dks*	5527 5117 3385					1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.– RipleyS.S.Co.Inc.	409·6 P44'B115'F47'	54·2	27·1	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
36439 220842 KFDX	**West Honaker** GyC. *OilEng.* Sub.Sig. E.S.D. *2Dks*	5428 — 3374					1920	Ls.Angeles S.B.&D.D.Co SanPedro,Cal	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·2	27·2	LsAngeles Cal. Utd.States *WB*	Oil Engine 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Special Surveys.	3 Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade Cert.
36440 216925 WZAE	**West Humhaw** GyC. Sub.Sig. E.S.D.	*Fitted for oil fuel* 2*Dks*	5527 5160 3385					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36441 217617 KECX	**West Imboden** Sub.Sig. D.F.	*Fitted for oil fuel* 2*Dks*	5751 5248 3570			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	R †
36442 ~~216910~~ Broken up	**West Indian**	*Fitted for oil fuel* 2*Dks*	5702 5076 3485			...		1918	Columbia RiverSBCorp Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	410·0 P44'B115'F47'	54·2	27·6 FK	~~Portlnd Or~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 " 2	
36443 219060 KOGL	**West Ira** *Ref.Mchy.*	*Fitted for oil fuel* 2*Dks*	5681 5291 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	PacificArgentine BrazilLine,Inc.	410·5 P44'B119'F47'	54·2	29·2	S.Frncisco Utd.States *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36444 218025 KIFB	**West Irmo** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5775 5218 3585					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48 359NHP O'NeilIronWorks,Inc.		R
36445 218638 KICQ	**West Isleta**	*Fitted for oil fuel* 2*Dks*	5680 5176 3508					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanSouth AfricanLine,Inc.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24",43"&73"–48" 369NHP Ames S.B.&D.D.Co.Seattle		R
36446 219305 KOQQ	**West Ivis** *Ref.Mchy.*	*Fitted for oil fuel* 2*Dks*	5666 5218 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	PacificArgentine BrazilLine,Inc.	410·5 P44'B119'F47'	54·2	29·2	S.Frncisco Utd.States *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36447 218965 KLCT	**West Jaffrey** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5663 5139 3487			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft605NHP FletcherTurbineCo. JerseyCity,N.Y.	30 " 2	R †
36448 220316 KDAN	**West Kebar** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36449 220317 KDAP	**West Kedron** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36450 218674 KISK	**West Keene** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5600 — 3503					1919	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	LsAngeles Cal. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
36451 217224 WJOU	**West Kyska** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5552 5241 3364			...		1918	Northwest SteelCo. Portland,Or.	WatermanS.S. Corp.	409·8 P47'B115'F44'	54·2	27·7 FK	Mobile Utd.States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	R †
36452 217002 WREA	**West Lashaway** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5637 5173 3458					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLine,Inc (BarberS.S.Lines Inc.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36453 217070	**West Loquassuck**	*Fitted for oil fuel* 2*Dks*	5644 5033 3463					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36454 217176 WJOO	**West Madaket** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5565 5033 3483					1918	Skinner& EddyCorp. Seattle,Wash	WatermanS.S. Corp.	409·6 P43'B115'F47'	54·2	27·1	Mobile Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36455 ~~217248~~ Broken up	**West Mahomet**	*Fitted for oil fuel* 2*Dks*	5527 5033 3423					1918	Skinner& EddyCorp. Seattle,Wash.	Douglas&Ramsey	409·6 P43'B115'F47'	54·2	27·1	~~Seattle~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
36456 220091 KUTC	**West Mahwah** ~~Stranded 7-37-Refloated~~ *Now "Norse King," see No. 39452 in Supplement*	*Fitted for oil fuel* 2*Dks*	5496 — 3434					1920	J.F.Duthie &Co. Seattle,Wash	PacificArgentine BrazilLine,Inc.	410·4 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
36457 217861 KEDQ	**West Maximus** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5561 5166 4006					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
36458 217525 KENK	**West Modus** Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5690 5241 3510			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	R †
36459 ~~217770~~	**West Munham Maru**	(*ex*WestMunham-37) *Fitted for oil fuel* 2*Dks*	5753 5248 3571			...		1919	Columbia RiverSBCorp Portland,Or.	Taminosuke Miyachi	410·4 P44'B115'F47'	54·2	27·7 FK	Japanese *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	
36460 219434 KOTK	**West Neris**	*Fitted for oil fuel* 2*Dks*	5588 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	N.Orleans Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
36461 219658 KUFJ	**West Nilus**	*Fitted for oil fuel* 2*Dks*	5495 — 3465					1920	S.Western S.B.Co. SanPedro,Cal	PacificArgentine BrazilLine,Inc.	410·5 P46'B112'F46'	54·3	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24¾",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L.R. Durée Cert. Hull Trade.
36462 217936 KEXG	**West Nohno** Fitted for oil fuel Sub.Sig. 2Dks	5769 5241 3564			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	NewYork Utd.States WB	DRGearedSteamTurbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36463 ~~[illegible]~~	**West Nosska Maru** (exWestNosska-37) Fitted for oil fuel Sub.Sig. 2Dks	5563 5237 3438			...		1919	Columbia RiverSBCorp Portland,Or.	Taminosuke Miyachi	410·0 P44'B115'F47' FK	54·2	27·7	Kobe Japanese WB	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36464 220315 KDAM	**West Notus** Fitted for oil fuel 2Dks	5496 — 3460					1920	S.Western S.B.Co. SanPedro,Cal	PacificArgentine Brazil Line,Inc.	410·5 P46'B112'F46'	54·3	27·2	S.Frncisco Utd.States WB	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
36465 219068 KOGS	**West Planter** (exTexas Planter-35,exLake Fitted for oil fuel Flatonia-32) 1Dk2trB	2609 2261 1610			...		1919	McDougall -DuluthCo. Duluth Minn.	SilveradoS.S.Co. andWallingford S.S.Co.	251·0 P25'B64'F20' FK	43·7	25·8	S.Frncisco Utd.States WB	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
36466 218963 KLCV	**West Pocasset** Fitted for oil fuel Sub.Sig. 2Dks	5707 5139 3516			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
36467 Broken Up ~~[illegible]~~ ~~KLCW~~	**West Point** Sub.Sig. 2Dks	5657 5029 3441			...		1918	J.F.Duthie &Co. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·5 P44'B115'F47' FK	54·2	27·6	~~Seattle~~ ~~Utd.States~~ WB	DRGearedSteamTurbine 505NHP GeneralElectricCo. Schenectady,N.Y.		R †
* 36468 143753 GDMF	— (exElmpark-37) E.S.D. ssBry.No.1-37 ssRot.No.3-6,33 D.F. 2Dks(Stl)&Shelter dk(Stl) Longitudinal framing inDB&at decks Cargo battens not fitted inShelter CruiserStern 'tween decks	4999 4672 3120	✠100A1 Shelter dk withfreeboard ~~3,37~~10,37 ~~BS3,37~~ ✠LMC 3,37	Bry Ams	z	CL N2,37	1920 5mo Lloyd's A4CP	Greenock Dkyd.Co.Ld. Greenock	CerealTrade& ShippingCo.Ld. CellDB347'1123t	409·2 F38'on Shelter dk FK ~~MT30'1010t~~FPT	53·5	27·9	London British ptCem ptAsp CollBHtoShdk G ,, ,, U ,, 61tAPT 20t	T.3Cy.27¼",46"&75"–48" (s) 180lb 561NHP 3SB,9cf,GS190,HS8451 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s3 ″ 8¾ 26 ″ 11¾	
36469 218010 KEDT	**West Quechee** Fitted for oil fuel Sub.Sig. 2Dks	5711 5248 3539			...		1919	Columbia RiverSBCorp Portland,Or.	LykesBros.– RipleyS.S.Co.Inc.	410·0 P44'B115'F47' FK	54·3	27·7	N.Orleans Utd.States WB	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36470 218798	**West Raritans** Fitted for oil fuel 2Dks	5703 5139 3513			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd.States WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP VulcanIronWorks, JerseyCity,N.J.	30 ″ 2	
36471 218964 KLDA	**West Saginaw** Fitted for oil fuel Sub.Sig. 2Dks	6187 5139 3827			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd.States WB	2 Steam Turbines DR gearedto1Sc.Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
36472 218582 KIPK	**West Segovia** Fitted for oil fuel 2Dks	5701 5139 3513			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	N.Orleans Utd.States WB	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36473 218810 KIXZ	**West Selene** Fitted for oil fuel Sub.Sig. 2Dks	5940 — 3729					1919	Ls.Angeles S.B.&D.D.Co SanPedro,Cal	UnitedStates Maritime Commission	410·0 P43'B115'F47' WE	54·4	27·2	LsAngeles Cal. Utd.States	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
36474 219601 KUCR	**West Shipper** (exTexas Shipper-35,exLake Fitted for oil fuel Giddings-32) 1Dk2trB	2592 2243 1613			...		1920	Chicago S.B.Co Chicago,Ill.	SilveradoS.S.Co. andWallingford S.S.Co.	251·0 P25'B64'F26' FK	43·6	26·1	S.Frncisco Utd.States WB	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 3	R †
36475 207808	**West Shore** TwinSc (Self-Unloader) 1Dk	675 — 294					1910	Buffalo D.D.Co. Buffalo,N.Y.	P.M.Fuel,Inc.	168·0	36·0	15·0	Cleveland, Ohio Utd.States	S.2Cy.18"–20" 22NHP AmericanSB.Co.Clvelnd.O		
36476 217738 KECR	**West Tacook** Fitted for oil fuel Sub.Sig. 2Dks	6176 5139 3841			...		1919	Northwest SteelCo. Portland,Or.	LykesBros.– RipleyS.S.Co.Inc.	409·8 P44'B115'F47' FK	54·2	27·7	N.Orleans Utd.States WB	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36477 219847 KUMX	**West Texas** (exLakeFlag) Fitted for oil fuel Sub.Sig. 1Dk	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	SouthernS.S.Co.	253·4 P24'B64'F23'	43·8	26·9	Phildlphia Utd.States WB	T.3Cy.19",32"&56"–36" 188NHP NordbergMfg.CoM'lw'kee		R
36478 217961 KEXK	**West Totant** Fitted for oil fuel Sub.Sig. 2Dks	5628 5248 3488			...		1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F47' FK	54·2	27·7	Portlnd Or Utd.States WB	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
36479 ~~217993~~	**West View** 2Dks	5769 5241 3509			...		1918	Northwest SteelCo. Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·5 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or~~ ~~Utd.States~~ British WB	DR Geared Steam Turbine 676NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 2	
36480 PIOL	**West Vlaanderen** Mchy.Aft OilEng. Cruiser Stern 1Dk	346 266 205					1927	Scheepsw. Gebr.Pot. Bolnes	N.V.West Vlaanderen (T.denHartigh, Mgr.)	147·9 P47'F20'	25·2	8·7	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–17¾" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36481 148283 GJQP	**West Wales** ssCff.No.3-9,37 ~~ssSld.No.2-33~~ 1Dk(Stl)&Shelter dk(Stl)	4353 4081 2627	✠100A1 withfreeboard ~~5,37~~ ~~1,37~~10,38 ~~BS9,37~~ ✠LMC~~9,37~~ 9,37	Cff Npt	z	CL ~~9,36~~ N9,37	1925 3mo Lloyd's A4CP	W.Dobson &Co. Newcastle	WestWalesS.S.Co. Ld.(Gibbs&Co.) CellDB348'1059t	400·0 412·0(O.L.) FK FPT118t APT198t	53·0	25·3	Cardiff British 6BHCem (CollBHto Sh dk 5,, ,, 2nd ,,)	T.3Cy.25½",45"&75"–48" (s) 180lb 120lb 490NHP 3SB,12cf,GS228,HS8460 N.E.MarineEng.CoLdNwc	27 ″ 10 s3 ″ 2½ 24 ″ 9½	
36482 217431 WSUE	**West Wauna** Fitted for oil fuel Sub.Sig. 2Dks	5735 5241 3541			...		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47' FK	54·2	27·7	PortlndOr Utd.States WB	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36483 217225 WKUU	**West Zeda** Fitted for oil fuel Sub.Sig. 2Dks	5658 5241 3488			…		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
Broken up 36484 ~~[illegible]~~	**West Zucker** Fitted for oil fuel 2Dks	5548 5115 3400			…		1918	Ls.Angeles S.B.&D.D.Co. SanPedro Cal	~~UnitedStates Maritime Commission~~	410·0 P44'B115'F47' FK	54·4	27·2	~~Ls Angeles Cal.~~ Utd.States WB	2 Steam Turbines DR geared to1Sc.Shaft 670NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	29 ″ 9	
Broken up 36485 ~~216363~~	**West Zula** Fitted for oil fuel 2Dks	6000 5115 4553					1918	Ls.Angeles S.B.&D.D.Co. SanPedro Cal	~~UnitedStates Maritime Commission~~	410·0 P44'B115'F47' FK	54·4	27·2	~~Ls Angeles Cal.~~ Utd.States WB	2 Steam Turbines DR geared to1Sc.Shaft 670NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	29 ″ 9	
36486 160313 GKYX	**Westavon** ssShl.No.2-38 ~~ssSld.No.1-34~~ 1Dk(Stl) Cargo battens not fitted	2842 2464 1625	✠100A1 ~~9,37 10,36~~4,38 ~~BS10,36~~ ✠LMC~~8,34~~ ~~10,37~~ 4,38	Shl	t	CL ~~9,35~~ 9,37	1929 9mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	WestwickS.S.Co. Ld.(JamesWestoll, Ld. Mgrs.) CellDB258'	312·0 P24'B66'F27' FK 760t wing tanks in	45·2	21·0	Sundrland British 5BHCem mchy. space	T.3Cy.22½",37"&61"-42" (s) 180lb 277NHP 2SB,6cf,GS126,HS4488 G.Clark,Ld.Sunderland 207tFPT158tAPT145t	23 ″ 3 s3 ″ 8¾ 19 ″ 8½	
36487 160315 GNVR	**Westburn** ssSld.No.1-34 1Dk(Stl) Cargo battens not fitted	2842 2464 1625	✠100A1 8,37 ~~11,36~~ ~~BS10,36~~ ✠LMC8,34 8,37	Bly Shl	t	CL 10,36	1929 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	WestwickS.S.Co. Ld.(JamesWestoll, Ld. Mgrs.) CellDB258'760t tanks in mchy. s	312·0 P24'B66'F27' FK Wing pace 207t FPT158t	45·2	21·0	Sundrland British 5BHCem APT145t	T.3Cy.22½",37"&61"-42" (s) 180lb 277NHP 2SB,6cf,GS126,HS4488 G.Clark,Ld.Sunderland	23 ″ 3 s3 ″ 8¾ 19 ″ 8½	
* 36488 149978 GNMW	**Westbury** ssShl.No.2-37 1Dk(Stl)&Shelter dk(Stl)	4712 4454 2921	✠100A1 withfreeboard 4,38 ~~2,37~~ ✠LMC1,37 BS4,38	Cff	z	CL ~~2,37~~ 4,38	1928 1mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP CellDBa&uE	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) 149'f180'1259tDT	405·0 417·0(O.L.) FK a21'773tAPT136t	54·3	25·3	London British 6BHCem (Coll to S dk 5 „ 2nd „)	T.3Cy.27",44"&73"-48" (s) 180lb 493NHP 3SB,9cf,GS160,HS7107 FD D.Rowan&Co.Ld Gls.	27 ″ 10 s 3 ″ 2½ 24 ″ 10	
36489 215041	**Westchester** Ⓟ (exPoughkeepsie-37) 2Dks	1566 772 948					1917	Tampa Shpbldg.& RepairCo. Tampa,Fla.	MeseckSteamboat Corp.	206·8	47·0	14·2	NewYork Utd.States WB	T.3Cy.18",29"&47"-30" 121NHP TampaS.B.&RepairCo. Tampa,Fla.		
36490 156704	— Ⓟ 3Dks	529 191 363					1904	…………… Philadelphia	EasternCanada CoastalSteam-ships,Ld.	130·8	27·0	6·5	SJhnsNFL British	C.4Cy.11⅝"&22$\frac{1}{16}$"-16" 41RHP Neafie&Levy,Philadelphia		
36491 160708	**Westcliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
* 36492 135160 GFQR	**Westcove** (exCorcove,exCove) ssSld.No.3-8,35 1Dk(Stl)	2734 2427 1597	✠100A1 2,37 ~~BS11,36~~ ✠LMC8,35 10,37	Shl	t	CL 7,36	1912 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	WestwickS.S.Co. Ld.(JamesWestoll, Ld. Mgrs.) Cell DBa100' uE& FPT170tAPT145t	312·5 P23'B60'F28' FK B42'f112'800t DTanksinER P12'	45·3	20·8	Sundrland British 5BHCem 80ts 14'105t	T.3Cy.22½",37"&61"-42" (s) 180lb 264NHP 2SB,8pf,GS125,HS4082 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 9¾ 19 ″ 6	
36493 131398 MDQS	**Westdale** ssBkn.2ndNo.3-7,36 Mchy.Aft Welldeck 1Dk(ptStl)	424 284 183	✠100A1 7,36 BS10,37 ✠LMC7,36	Bkn	f	CL 7,36	1911 11mo	JTEltring-ham&Co.Ld. SouthShields Lloyd'sA&CP	OvertonS.S.Co.Ld. (R.R.Clark, Mgr.)	143·5 Q81'B9'F25' FK WB=FPT	24·4	10·5	Liverpool British 3BHCem 24tAPT23t	C.2Cy.17"&36"-24" (s) 130lb 70RHP 1SB,3cf,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s3 ″ 8½ 11 ″ 8	
Broken up 36494 ~~217182~~	**Western Belle** 2Dks&Web frames Longitudinal framing	5698 5145 3473			…		1918	Columbia RiverSBCorp Portland,Or.	~~UnitedStates Maritime Commission~~	409·8 P41'B121'F44' FK	54·2	27·7	~~Portlnd Or Utd.States~~ British WB	DRGearedSteam Turbine 654NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	
36495 216525	**Western Chief** 2Dks	5759 5139 3505			…		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DRGearedSteam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36496 216372	**Western City** Fitted for oil fuel 2Dks	5828 5076 3571					1918	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F47' FK	54·2	27·6	Seattle Utd.States WB	DRGearedSteam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 ″ 2	
36497 143050 GTXZ	**Western Coast** (exLimoges, exWarLeven) Wireless D.F. 1Dk	1390 1100 552					1919	CaledonS. B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6	38·1	16·2	Liverpool British WB	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.Co.Ld.		C
36498 215908	**Western Hero** Fitted for oil fuel 2Dks	5611 5076 3439					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P44'B115'F47'	54·1	27·1	Seattle Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		
36499 ~~216673~~	**Western King** 2Dks	5659 5115 4204			…		1918	J.F.Duthie &Co. Seattle,Wash	~~UnitedStates Maritime Commission~~	409·5 P44'B115'F47' FK	54·2	27·6	~~Seattle Utd.States~~ British WB	DR GearedSteamTurbine 508NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 3	
Broken up 36500 ~~215631~~	**Western Light** 2Dks	5759 5241 3504			…		1918	Northwest SteelCo. Portland,Or.	~~UnitedStates Maritime Commission~~ Douglas&Ramsey	409·8 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or Utd.States~~ British WB	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36501 216754	**Western Maid** 2Dks	5760 5139 3503			…		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DR GearedSteamTurbine DeLavalSteam 594NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36502 216446	**Western Ocean** 2Dks	5760 5139 3504			…		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
36503 216976	**Western Plains** *2Dks& Web frames* *Longitudinal framing*	5688 5148 3468			...		1918	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	409·8 P41'B121'F44' FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR GearedSteamTurbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
36504 161005 GTCX	**Western Prince** Ⓟ TwinSc *OilEng.* *ss*N.Yk.No.1–33 3*Dks*(*Stl–Weather dk pt* ws) D.F. GyC. *Ref.Mchy.* *CruiserStern*	10926 9388 6499	✠100A1 *withfreeboard* 3,36 ✠LMC OS5,34 DBS~~12,36~~ 9,37 6,36 ✠Lloyd'sRMC12,36 12,37 ~~[illegible]~~	NYk		CL ~~P9,34~~ s6,35 P12,37	1929 10mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	PrinceLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *Ductkeel fwd.* *CellDB*416 *way of*	496·2 F47' FK *of mchy.space* 1804*t Tanks in* *tunnels*374*t FPT*12	64·8	35·4	London British 9*BHptCem* (6 „ *to W dk* 3 „ „ *2nd* „) 0*t APT*213*t*	Oil Engines 4S.C.DA 16Cy.26¾″–55⅛″ 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk.	41 ″ 0 s15 ″ 0½ 26 ″ 6	
36505 216224 KGDK	**Western Queen** *Fitted for oil fuel* Sub.Sig. *2Dks*	5853 5169 4484			...		1918	Skinner& EddyCorp. Seattle,Wash	LykesBros.- RipleyS.S.Co.Inc.	409·6 P44'B115'F47' FK	54·2	27·1	HoustnTex Utd.States *WB*	DR GearedSteamTurbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	R †
36506 ~~[illegible]~~	**Western Scout** *2Dks*	5760 5138 3503			...		1918	Northwest SteelCo. Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·8 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or~~ ~~Utd.States~~ British *WB*	DR GearedSteamTurbine DeLavalSteam 676NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36507 81811 WTCA	**Western States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52″&(2)72″–84″ 792NHP DetroitS.B.Co.,Detroit		
36508 229687 KGOG	**Western Sun** *OilEng.* *Mchy.Aft* GyC. *ss*Phl.No.1–34 *2Dks(Stl)& Web frames* *Longitudinal framing–bracketless system*	9100 8521 5523	✠100A1 12,37 ~~3,37~~ 10,37 ~~DBS4,37~~ DBS4,38 ✠LMC6,34 ✠LMC(M)5,36 *CarryingPetr*	Phl *oleum*	*e*† *in*	CL ~~7,36~~ 12,37 *bulk*	1930 5mo *Lloyd*	SunS.B.& D.D.Co. Chester,Pa. '*sA&CP*	MotorTankship Corporation *CellDBuE*76' *f*40'488*t*	480·6 P79'F48' FK *FPT*186*t APT*84*t*	66·0	36·8	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd dk*)	Oil Engines 2S.C.SA 4Cy.23⅝″–91⁵⁄₁₆″ 690NHP 2 Water TubeDB*200lb* (*Upper*)&*217lb* SunSB&DDCo.Chester,Pa.	37 ″ 0	
36509 219567 KUBM	**Western Sword** (*ex*Biboco–33, *ex*St.Anthony) *Fitted for oil fuel* *1Dk* *Longitudinal framing*	4794 4271 3023					1920	ToddD.D. &Const.Co. Tacoma	SwordS.S.Line Inc.	379·1 P39'B102'F42'	53·1	27·1	NewYork Utd.States *WB*	T.3Cy.24″,40″&70″–48″ 339NHP ToddDryDock& ConstructionCorp.		R
36510 216373	**Western Wave** *Fitted for oil fuel* *2Dks*	5832 5125 3557			...		1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR GearedSteamTurbine DeLavalSteam 579NHP TurbineCo.Trenton,N.J.	30 ″ 2	
36511 222063 KDYI	**Western World** Ⓟ TwinSc (*ex*NutmegState) *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. *4Dks* E.S.D. *Longitudinal framing* *Cruiser Stern*	13712 — 8054					1922	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	MunsonS.S.Line	517·0 B229'	72·2	41·0	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
36512 DJNW	**Westernland** Ⓟ TrpSc (*ex*Regina) Sub.Sig. *CruiserStern* *Ref.Mchy.* D.F. GyC. *4Dks*	16231 12841 9646					1918	Harland& Wolff,Ld. Glasgow	RedStarLinie G.m.b.H.	574·4 P54'B313'F92'	67·8	40·9	Hamburg German *WB*	T.8Cy.(2)28″,(2)44″& (4)49½″–54″&1L.P.Turbine Harland&Wolff,Ld.Bel.		G
36513 1319 SHEU	**Westernorrland** Ⓟ Iron *1Dk&Shelterdk*	545 273 396					1867	W.Lind- bergs Aktieb. Stockholm	StockholmRederi- aktieb.Svea (Eman.Högberg, *Mgr.*)	148·6 H59*t*	24·4	11·8 18·9	Stockholm Swedish	C.2Cy.20″&41″–24″ NB99 69NHP W.LindbergsAktieb.,Skm.		
36514 DHZT	**Westerwald** 3Mst Now "Campinas," see No. 37655 in Supplement *Fitted for oil fuel* Sub.Sig. D.F. *1Dk&Shelter dk*	4541 4114 2759					1921	Deutsche WerftA.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schiff.Ges.	391·2 P&B257'F50'	50·4	26·9	Hamburg German *WB*	T.3Cy.26⁹⁄₁₆″,43⁵⁄₁₆″&70⅛″– 47⁵⁄₁₆″ 845NHP GuteHoffnungshütte, Oberhausen		G
36515 DODB	**Westfalen** *ss*Bhn.No.1–09 *2Dks(Stl–Upt*teaks*)deep framing aft* D.F. Sub.Sig. *&lower dk(Stl) forward*	5367 4849 3200	✠ 12,15 ✠	Bmn	*z*		1906 1mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Deutsche LufthansaA.G. *CellDBa*119'*uE*	409·4 P&B327'F46' FK 29'*f*173'1057*tFPT*	52·8	28·0	Bremen German 7*BHCem* 157*tAPT*55*t*	Q.4Cy.24²⁵⁄₃₂″,34⅝″,50″&72½″ –53⅛″ 386NHP NB(1)24 J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
36516 DFVS	**—** Ⓟ Pad *1Dk*	354 290 152					1907	J.L.Meyer Papenburg	Act.Ges."Ems"	187·8	23·6	8·9	Emden German	C.2Cy.23⅝″&47⁵⁄₁₆″–54⁵⁄₁₆″ 136NHP J.L.Meyer,Papenburg		G
36517 DGWH	**Westfalia** (*ex*Bonn, TwinSc *ex*Westfalia) Sunk by Collision 10,37 *1Dk*	945 740 513					1911	Akt.Ges. "Neptun" Rostock	KölnerReed.A.G.	220·8 Q64'B52'F26'	33·6	12·2	Cologne German *WB*	T.6Cy.8⅞″,16½″&26⅝″–17⅞″ 57NHP A.G."Neptun,"Rostock		G
36518 PIOA	**Westland** *ss*Rot.No.2–35 *Ref.Mchy.* *1Dk(Stl)*	1259 1004 510	✠100A1 ~~10,36~~ 1,38 ✠LMC MS1,35 BS~~4,37~~ 1,38	Rot	*p*	OG 10,36	1926 8mo *Lloyd*	Schpw.v. JanSmit,Czn. Alblasserdm '*sA&CP*	Scheepvaart en SteenkolenMaats. *Ce*	250·2 P46'B115'F32' FK *llDB*204'306*tFPT*	36·2	16·0	Rottrdam Dutch 4*BHCem* 27*tAPT*59*t*	T.3Cy.22½″,37″&62″–39″ (*s*) 180lb 304NHP 2SB,*6cf*,GS104,HS4228 FD Maats.deSchelde,Flushing	18 ″ 0 s ″ 11½ 17 ″ 2	
36519 PIOB	**—** *OilEng.* *Mchy.Aft* *1Dk* *Well deck* *CruiserStern*	426 280 263					1931	NVSchpsw Gebr.Pot Bolnes	N.V.Motorschip Westland(T. den Hartigh,*Mgr.*)	152·1 P42'Q54'F17'	25·6	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″–19¹¹⁄₁₆″ 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36520 163550 GYCK	**Westminster** (*ex*CapitaineMaurice Eugène–34) *ss*Dnk.No.3–4,34 *1Dk(Stl)2nd dk(Stl)in holds* *Cargo battens not fitted* Now "Capitaine Maurice Eugène," see No. 37628 in Supplement	4499 4161 2799	✠100A1 3,37 ✠LMC [illegible] BS10,36	Ant	*y*	CL 3,37	1921 9mo *Lloyd*	Atel.&Ch. duSud-Ouest Bordeaux '*sA&CP*	MinsterS.S.Co.Ld. *CellDB*	386·3 400·0(O.L.) P35'B110 F45' FK 340' 1270*t FPT* 85*t*	52·6	25·3	London British 6*BHCem* *APT*30*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 437NHP 3SB,*12cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 ″ 4 s5 ″ 6½ 23 ″ 0½	
36521 148494 GKSF	**Westmoor** *OilEng.* *ss*Bly.No.3–10,37 ~~*ss*Shl.No.2-[illegible]~~ *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* 10,37 ~~6,36~~ ~~✠LMC4,33~~ DBS~~10,36~~ ~~✠LMC(M)10,34~~ 10,37 ✠LMC10,37	Liv Bly	*y*	CL 3,37	1924 10mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	MoorLine,Ld. (RuncimanShip- pingCo.Ld.*Mgrs.*) *CellDB* 32	375·0 F30' FK *Coll* 2'1011*tDTf*26'976*tFPT*140*tAPT*220*t*	52·6	25·7	London British 7*BHptCem* *BHtoShdk* 6 „ „ *2nd* „	Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP 2DB*120lb* W.Doxford&Sons,Ld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36522 140292 GLZP	**Westmoreland** **TwinSc** *ss*Liv.No.3-10,29 *Ref.Mchy.* *ss*Liv.No.1-34 **D.F.** 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	~~8999~~ ~~8407~~ ~~5608~~ 9001 8407 5664	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~3,37~~ MS8,34 ✠Lloyd'sRMC ~~3,37~~ *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Gls Lon BS3,38 ✠LMC ~~BS1,36~~	*d*† ~~3,37~~ 3,38	CL 9,35	1917 5mo *Lloyd*'*sA&CP*	D&WHendersn&Co.Ld Glasgow	**FederalS.N.Co.Ld.** *CellD*	473·0 494·5(O.L.) B186'F43 *on* *Shelter dk* FK B400'1573t*FPT*97t	~~60·1~~ 60·7	36·7	**London** British 7*BHCem* *APT*98t	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 190lb 918NHP 5SB,20*cf*,GS357HS15592 FD WllsndSlpwy.Co.Ld.Nwc.	39 ″ 5 s 9 ″ 1¾ 30 ″ 7	
36523 218501 KIQC	— *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6207 5882 3835			...		1919	Federal S.B.Co. Kearny,N.J.	**LykesBros.-RipleyS.S.Co.Inc.**	395·5 P44'B110'F38' *on* *Shelter dk* FK	55·0	31·4	**Galveston** Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	R †
36524 138232 VGWD	**Westmount** **D.F.** *Mchy.Aft* 1*Dk*	7392 7008 5635					1917	Collingw'd S.B.Co.Ld. Collingwood	**CanadaS.S.Lines, Ld.**	536·0 F47'	58·3	26·7	**Montreal** British *WB*	T.3Cy.24″,40″&66⅛″–42″ 283NHP CollingwoodS.B.Co.Ld.		R
36525 143670 MKFT	**Weston** **3Mst** *ss*Bkn.No.1-37 *ss*Bkn.No.3-6,33 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	485 340 210	✠100A1 12,37 ~~9,35~~ ~~BS5,36~~	Bkn ✠LMC ~~6,33~~ 12,37		CL ~~8,35~~ 11,37	1920 9mo *Lloyd*'*sA&CP*	Cochrane& Sons,Ld. Selby	**OvertonS.S.Co.Ld.** **(R.R.Clark,** ***Mgr.*****)**	152·0 158·0(O.L.) Q86'B9'F25' FK *FPT*48t	25·2	10·8	**Liverpool** British 3*BHCem* *APT*21t	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 85RHP 1SB,3*cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8¾ 11 ″ 10¼	
36526 127547 KLDC	**Weston M. Carroll** (*ex*Gabino, *ex*Serpentine,*ex*CharlesS.Neff) *Mchy.Aft* 1*Dk*	1069 — 871					1901	JenksS.B. Co. Port Huron,Mich.	**BuffaloGravel Corporation**	200·0	38·0	11·6	**Buffalo** Utd. States *WB*	C.2Cy.22″&44″–20″ 72NHP JenksS.B.Co.Pt.Huron		R
36527 PIOD	**Westplein** 2*Dks*	4370 4096 2780					1920	Deutsche Werft.A.G. Hamburg	**N.V.Scheepv. Maats." Millingen"(G.A.Splietthoff,** ***Mgr.*****)**	391·5 P37'B110'F49'	50·3	26·9	**Rottrdam** Dutch *WB*	T.3Cy.$27\frac{9}{25}$″,$43\frac{3}{10}$″&$69\frac{7}{10}$″–$47\frac{1}{5}$″ 332NHP GuteHoffnungshütte, Sterkrade		G
36528 217127 KLCX	**Westpool** Sub.Sig. 2*Dks*&*Webframes* *Longitudinal framing*	5724 5131 3519			...		1918	J.F.Duthie &Co. Seattle,Wash	**UnitedStates Maritime Commission**	409·5 P41'B121'F43' FK	54·2	27·6	**Seattle** Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 601NHP LlewellynIronWorks, LosAngeles	30 ″ 2	R †
36529 216902 KLCZ	**Westport** Sub.Sig. 2*Dks*	5665 5082 3529			...		1918	AmesS.B. &D.D.Co. Seattle,Wash	**UnitedStates Maritime Commission**	409·5 P44'B115'F44' FK	54·2	27·4	**Seattle** Utd.States *WB*	T.3Cy.26″,43″&73″–48″ 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
36530 153935 VJNG	**Westralia** Ⓟ **TwinSc** *OilEng.* *ss*Syd No.2-36 ~~*ss*Syd.No.1-33~~ *Ref.Mchy.* 2*Dks*(*Stl*,*Wthr dk* teaks) **D.F.** 3*rd dk*(*Stl*)*in Nos.*1,2,3&4*holds* *CruiserStern*	8108 5718 4717	✠100A1 *withfreeboard* ~~9,37~~ ~~12,36~~ 11,37 ~~DBS9,36~~ ✠LMC	Syd DBS11,37 ~~✠LMC8,32~~ CS9,37 ~~7,36~~	*c*†	CL s6,35 P3,36	1929 8mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	**HuddartParker, Ld.** *CellD*	431·1 448·0(O.L) P38'B249'F95' FK B338'1127t*FPT*46t	60·2	28·0	**Melbourne** British *ptCem* 7*BHtoW dk* *APT*52t	Oil Engines 4S.C.SA 16Cy.29⅛″–$59\frac{1}{16}$″ 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	33 ″ 7 s 8 ″ 10½ 25 ″ 0¾	
36531 OZGH	— **TwinSc** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* **D.F.** *CruiserStern*	4568 3939 2745	✠100A1 *withfreeboard* 5,38 ~~2,37~~ ✠Lloyd'sRMC ~~1,37~~ 3,38	Cpn ~~Shl~~ Hul ✠LMC2,37	*z*	CL	1937 2mo *Lloyd*'*sA&CP*	Nakskov Skibs.A/S Nakskov	**A/S D/S Orient** *CellDB*366'1282t *tunnels*108t	390·8 415·3(O.L.) P24'F43' FK *Tanks at sides of* (*FPT*71t*APT*136t	56·4	24·9	**Copnhagn** Danish 6*BH* *Coll toSh dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 676NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 6 s 2 ″ 11 24 ″ 9¾	
36532 DOFQ	**Westsee** (*ex*Ehrenfels-33, *ex*BaronCawdor,*ex*Neumark) Sub.Sig. 2*Dks*	5911 5486 3680					1914	Akt.Ges. "Weser" Bremen	**W.Schuchmann**	421·6 P59'B126'F54'	56·2	29·6	**Brmrhavn** German *WB*	T3Cy 28½″,46⅓″&75⅗″–53⅗″ 420NHP A.G."Weser"Bremen		G
36533 148556 MNDX	**Westward** **AuxTwinSc4MstSr** (*ex*Danefolk) *OilEng.* *ss*Sou.No.3-4,36 ~~*ss*Ham.No.1-25~~ *Mchy.Aft* 2*Dks*(*Stl*-*Upt* ws) (*SeeSailingShipRegister&YachtRegister*)	2001 1510 1176	✠100A1 3,38 DBS4,38	Sou Lon ✠LMC4,36	*l*	OG 1,38	1920 9mo	A/SRödby Havns Jernskibs. RödbyHavn *Cell*	**H.K.Hales** *DBuE*32'*a*38'*f*76'1	250·6 P&B172'F42' BK9″ 88t*MT*58'820t *FPT*	40·2	22·0	**London** British 6*BHptCem* 63t*APT*50t	Oil Engines 4S.C.SA 8Cy.$11\frac{13}{16}$″–16½″ 109NHP NDB25 *100lb* A/SHolebyDieselmotor Fbk.Holeby	23 ″ 8 s6 ″ 5½ 18 ″ 0	
36534 ~~215990~~	**Westward Ho** Maru (*ex*Westward Ho-37) *Fitted for oil fuel* 2*Dks*	5648 5593 3501			...		1918	Columbia RiverS.B.Co. Portland,Or.	~~**UnitedStates Maritime Commission**~~	410·0 P47'B115'F44' FK	54·2	27·5	Japanese *WB*	DR Geared Steam Turbine NE20 551NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	
36535 102485 GTXF	Westward Ho Ⓟ **PadSk** 1*Dk* Wireless	460 354 175					1894	S.Mc-Knight&Co. Ayr	**P.&A.CampbellLd**	225·0 Q13' *Promenade dk*212'	26·1	9·5	**Bristol** British	C.2Cy.36″&64″–66″ NB12 277NHP Hutson&Son,Glasgow		BT till 10,37
36536 164826 MKKQ	**Westwood** *Mchy.Aft* 1*Dk* *CruiserStern*	1040 703 595	✠100A1 *withfreeboard* 4,38 ~~3,37~~	Shl ✠LMC8,35	*m*	CL 4,38	1935 8mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	**JosephConstantine S.S.Line,Ld.** *CellD*	199·9 Q144'F26' FK *Bf*132'307t*FPT*82t	33·3	13·6	**Middlsbro'** British 3*BHCem* *APT*48t	T.3Cy.13″,21″&36″–27″ (*s*) 200lb *125lb* 98NHP 1SB(Spt),3*cf*,GS41,HS1772 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11¾ 15 ″ 2	
36537 153437 OYKL	**Weyburn** *Mchy.Aft* 2*Dks*	2408 2226 1453					1927	Midland S.B.Co.Ld. Midland,Ont.	**CanadaS.S.Lines, Ld.**	250·1 F34'	42·9	24·3	**Montreal** British *WB*	T.3Cy.18″,30″&50″–36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
36538 151420 MCMT	**Whangpu** **TwinSc** 2*Dks*	3204 2708 1975					1920	Taikoo Dkyd&E.Co. ofH.Kg.Ld. HongKong	**ChinaNavigation Co.Ld.**	320·0	46·5	22·3	**London** British *WB*	T.6Cy.14½″,24″&39½″–30″ 172NHP TaikooDckyd.&Eng.Co.Ld		
36539 145737 MLSN	**Wheatcrop** *ss*Bkn.No.3-3,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	523 321 199	✠100A1 3,38 ~~3,37~~ MS11,35	Bkn ✠LMC BS~~3,37~~ 3,38	*h*	OG ~~1,35~~ 3,38	1924 1mo *Lloyd*'*sA&CP*	HansenS.B &ShipRepg Co.Ld. Bideford	**Spillers,Ld.** *Ce*	162·0 Q96'B12'F23' BK7″ *llDB*91'99t*FPT*33t	25·6	9·9	**Cardiff** British 3*BHCem* *APT*22t	C.2Cy.20″&42″–30″ (*s*) 130lb 108RHP 1SB,3*pf*,GS61,HS2005 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 4 ″ 2 12 ″ 5½	
36540 142503 MNCZ	**Whin** **3Mst** *ss*Bel.No.3-7,32 *ss*Bel.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	466 321 192	✠100A1 ~~5,37~~ ~~6,36~~ 3,38 MS9,35	Bel ✠LMC BS~~6,36~~ 5,37		CL ~~6,36~~ ~~5,37~~ 3,38	1920 10mo *Lloyd*'*sA&CP*	Cochrane &Sons,Ld. Selby	**R.Neill&Sons,Ld.**	152·0 Q86'B9'F25' FK *FPT*	25·2 *26·2*	10·8	**Belfast** British 3*BHCem* 48t*APT*21t	T.3Cy.13½″,23″&37″–24″ (*s*) 180lb 85RHP 1SB,3*cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8¾ 11 ″ 10¼	

1 Numero d'Ordre Numero Officiel Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
36541 160930 MPVX	**Whippingham** Ⓟ Pad Wireless CruiserStern 1Dk	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0|30·1|10·5	Portsmth British	C.2Cy.30½″&59″–54″ 196NH FairfieldCo.Ld.Glasgow		BT till ~~5,37~~ 4,38
36542 YNAC	**Whipple** TwinSc (exU.S.NavyVessel) OilEng. Wireless 1Dk2trB	433 — 374					1903	NavyYard Norfolk,Va.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.)	264·5|23·0|14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10″–13″NE29 211NHP AtlasImperialDieselEng. Co.Oakland		
36543 149454 GJZR	**White Crest** ssHul.No.2–36 D.F. 1Dk(Stl)&Shelter dk(Stl)	4365 4105 2647	✠100A1 with freeboard 12,37 ~~4,37~~ MS3,36 ✠LMC BS~~9,36~~ 11,37	Bry	z	CL 2,36	1928 3mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) CellDB348′1188t	400·4|53·0|25·3 F39′ FK FPT120tAPT198t	Newcastle British 6BHCem (Coll to Shdk 5 ,, 2nd ,,)	T.3Cy.25½″,42″&70″–48″ (s) 180lb 410NHP 3SB(Spt)9cf,GS178,HS6900 N.E.MarineEngCoLd.Nwc	27 ″ 10 s 3 ″ 3 24 ″ 10	
36544 231126 WFFU	**White Flash** OilEng. Carrying oil in bulk Mchy.Aft 1Dk Electrically welded	616 536 366					1931	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	194·5|34·1|11·3 P36′F25′	Phildlphia Utd. States	OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP 6Cy.7½″–10″ 4S.C.SA Cooper,BessemerCorpn GroveCity,Pa.		
36545 145077 GDTB	**Whitemantle** ssShl.No.1–37 ssShl.No.3–9,33 Well deck 1Dk(Stl) Cargo battens not fitted	1692 1306 993	✠100A1 ~~9,37 8,36~~ 4,38 ~~BS8,36~~ ✠LMC~~7,32~~ 9,37	Sld Shl	q	CL 8,36	1920 11mo	WoodSkin- ner&Co.Ld. Newcastle Lloyd'sA&CP	GasLight&Coke Co.(Stephenson, Clarke&Associa- tedCompanies,Ld. Mgrs.)	260·1|37·7|16·4 Q158′BonRQD52′ F19′ FK CellDB212′448tFPT	London British 4BHCem 92tAPT150t	T.3Cy.20″,33″&54″–36″ (s) 180lb 208NHP 2SB,6cf,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
36546 113407 MNSP	**Whitethorn** (exEastoft–36, 3Mst exTaasinge, ssCpn.2ndNo.3–7,25 exCountyClare) ssLan.No.2–34 Mchy.Aft Well deck 1Dk(Stl)	306 210 123	✠100A1 11,35 ~~BS11,35~~ ✠LMC12,34 4,37	Bel	e	OG 11,35	1900 9mo	Ardrossan DD&SBCoLd Ardrossan A&CP	ThornLine,Ld. (W.J.Ireland, Mgr.)	135·0|23·1| 9·5 24·5 FK Q74′B8′F21′ FPT	Goole British 3BHCem 28tAPT4t	C.2Cy.18″&36″–27″ 110lb 54RHP 1SB,3pf,GS49,HS1107 Shanks,Anderson&Co.Gls.	10 ″ 9 s3 ″ 0½ 10 ″ 5	
36547 147119 MLTY	**Whitetoft** (exWeltondale–36) ssGoo.No.3–10,36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	883 619 442	✠100A1 1,38 ~~10,36~~ DBS12,37 ~~BS10,36~~ ✠LMC1,36 MBS5,37	Goo	k	OG 10,36	1924 2mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.Mgrs.) CellD	195·6|31·1|12·6 Q117′B11′F26 FK Bf122′188tFPT60t	Middlsbro′ British 3BHCem APT38t	T.3Cy.16″,27″&44″–30″ (s) 180lb 60lb 98RHP 1SB,3pf,GS62,HS2040 Amos&Smith,Ld.Hull	14 ″ 6 s 4 ″ 0½ 14 ″ 0½	
36548 149690 GSPR	**Whitford Point** (exBenholm–37) ssLiv.No.2–37 2Dks(Stl)	5026 4789 3162	✠100A1 ~~3,37~~ 3,38 ✠LMC3,37 BS3,38	Liv	z	CL ~~3,37~~ 3,38	1928 9mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	GowanShippingCo. Ld. Intermediate ′tween dk BH in after hold dispensed with CellDB351′1237tDTa35′950tAPT145t	407·0|53·5|26·7 P29′B249′F38′ FK	London British ptCem 5BHto Udk 1 ,, ,,2nd ,,	T.3Cy.26″,44″&73″–48″ (s) 200lb 545NHP 3SB,9cf,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4½ 24 ″ 10½	
36549 148083 MLZF	**Whitley** (exJamesDunford–35) Mchy.Aft ssShl.No.3–3,37 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1196 930 712	✠100A1 ~~3,37~~ 3,38 ✠LMC ~~BS5,34~~ MS3,37 3,37	Shl	o	CL ~~2,37~~ 3,38	1924 8mo	Swan,Hun- ter&Wigham Richardson, LdSunderlnd Lloyd'sA&CP	AlnS.S.Co.Ld.	235·0|36·0|14·0 Q145′F25′ FK CellDBuE&B44′f154′	Newcastle British 4BHptCem 381tFPT92t	T.3Cy.17″,28″&46″–30″ (s) 180lb 160NHP 2SB,4cf,GS74,HS2944 N.E.MarineEng.Co.Ld.Sld	16 ″ 1 s 4 ″ 8 14 ″ 7½	
36550 215494 KLDE	**Whitney Olson** Wood (exGhislaine, Fitted for oil fuel exEdnaChristensen) 1Dk Wireless	1558 — 880					1917	Wilmingtn S.B.Co. Sn.Pedro,Cal.	OliverJ.Olson&Co.	221·9|43·0|19·0	S.Frncisco Utd. States	T.3Cy.16″,27″&46″–33″ 121NHP MainStreetIronWks.S.Fo.		
36551 148656 MNKG	**Whitstable** TwinSc CruiserStern 1Dk	688 626 270					1925	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·6|33·6|14·1 B90′F37′	London British WB	T.6Cy.15″,25″&41″–24″ 165NHP D&WHendersn&CoLd.Gls		
36552 143104 GPDR	**Whitwood** ssSld.No.3–2,32 ssSld.No.1–36 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	1926 1504 1147	✠100A1 ~~4,37~~ 10,37 ✠LMC MS3,36 BS~~8,36~~ 10,37	Shl	q	CL 3,36	1919 4mo	J.Crown Sons,Ld. Sunderland Lloyd'sA&CP	WFrance,Fenwick &Co.Ld. CellD	268·0|38·1|17·6 P24′Q82′B51′F30′ FK B223′425tFPT105t	London British 4BHptCem APT100t	T.3Cy.20½″,33″&54″–39″ (s) 180lb 199NHP 2SB,4pf,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
36553 DRAA	**Wiborg** Iron 1Dk	578 426 350					1891	H.Koch Lübeck	P.Zoeke(Lübeck- Wyburger Dmpfsfffahrts.Ges. Mgrs.)	194·5|25·2|12·0 Q40′B87′F14′ len00	Lübeck German	C.2Cy.$19\frac{11}{16}$″&31½″–21⅝″ NB23 38NHP C.Daevel,Kiel		G
36554 1046 ~~SDZA~~ YMEA	**Wiborg II** (exViksten–37, exNewton) ssGot.3rdNo.3–4,28 ssSbg.No.2–36 Wireless 1Dk(Irn) Well deck Cargo battens not fitted	556 418 357	✠100A1 5,37 ~~9,36~~ ✠LMC9,36 BS1,38	Sbg Dnz	ǹ	OG N11,34	1890 10mo	P.Larsson Thorskog Lloyd'sA&CP	DanzigerSee- transportG.m.b.H. FPT10	167·1|26·9|13·2 Q55′B35′H14tF21 tAPT5t BK7′	Danzig 4BHCem	T.3Cy.12″,19¼″&32″–24″ (s) 160lb 50NHP 1SB,2cf,GS33,HS760 Ross&Duncan,Glasgow	14 ″ 2 ~~s ″ 10½~~ ~~13 ″ 11~~	
36555 220961 KDMU	**Wichita** OilEng. Sub.Sig. 2Dks Gyc. Longitudinal framing	6174 — 3833					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P44′B108′F37′	N.Orleans Utd. States	Oil Engines 2S.C.DA 4Cy.27½″–47¼″ 934NHP NE29 Hooven,Owens,Rentschler Co.Hamilton,O		R
36556 219857 KUNG	**Wichita Falls** (exUnionLiberty) Fitted for oil fuel Sub.Sig. 1Dk2trB	2560 2203 1586				...	1920	Toledo S.B.Co. Toledo,Ohio	SouthernS.S.Co.	251·0|43·6|25·8 P25′B64′F23′ FK	Phildlphia Utd. States WB	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
36557 DJQG	**Widar** Mchy.Aft Sub.Sig. 2Dks D.F. E.S.D. CruiserStern	5972 4998 2943					1935	Nordsee- werkeEmden G.m.b.H. Emden	Seereederei "Frigga"A.G.	437·1|58·9|23·6 F52′	Hamburg German WB	C4Cy.(2)$18\frac{11}{16}$″&$43\frac{5}{16}$″–$43\frac{5}{16}$″ &LPturbine with DRgear- ing & hydraulic coupling. A.Borsig,Berlin 313NHP		G
36558 DHZV	**Wiedau** Sub.Sig. 2Dks Wireless CruiserStern	964 766 471					1925	Norder- werftA.G. Hamburg	Bugsier,Reed.& Bergungs,A.-G.	221·0|35·1|13·0	Hamburg German WB	T.3Cy.16¼″,25¾″&43¼″–27½″ DresdnerMasch.& 98NHP Schiffs.UebigauA.G.		G

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36559 DOBQ	**Wiegand** Ⓟ D.F. Sub.Sig. 2*Dks*	5869 5400 3599					1922	Frd.Krupp Akt.Ges. Kiel	Norddeutscher Lloyd	393·2 P34'B122'F40'	54·3	23·3	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
36560 PIPQ	**Wieringen** (*ex*Turbinia) *OilEng.* 1*Dk*	3196 2950 1990					1915	Rotterdam Droogd.Maat Rotterdam	Stoomv.Maats. "Rotterdam" (W.Ruys&Zonen, *Mgrs.*)	331·0 P32'B100'F30'	48·0	24·5	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NHP NE24 SulzerBros.Winterthur		V
36561 DODN	**Wigbert** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(Woermann LinieA.G.Deutsche OstAfrikaLinie, *Mgrs.*)	361·0	49·9	22·5	Bremen German *WB*	T.3Cy.25⅗",40½"&68⅒"-47⅗" Görlitzer 320NHP Maschb.A.G.Görlitz		G
✻ 36562 719 OHFO	**Wiides** (*ex*Ladykirk-32) *ss*Gls.2ndNo.3-3,29 *ss*Cpn.No.2-37 ~~*ss*Hfs.No.1-34~~ 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	2324 — 1402	✠100A1 8,37 ~~2,37~~ ~~MS1,34~~ 8,37	Els Cpn ✠LMC 8,37 ~~BS5,36~~	*s*	5,36	1904 9mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle *'sA&CP*	WiidesO/Y (A.Wihuri) *Cell*	295·0 305·2(O.L.) P22'B64'F29' FK *DBa&uE*112'*f*130'	46·0	19·2	Helsingfrs Finnish 6*BHCem* 604*tAPT*66*t*	T.3Cy.22",36"&60"-39" (*s*) 160lb 247NHP 2SB,6*pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld.	21″7 s3″2¾ 18″7	
✻ 36563 684 OHBU	**Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) *ss*Abg.3rdNo.3-8,35 1*Dk*(*Irn*)2*trB*& *Web frames3Dk rule* *Cargo battens not fitted*	3232 2870 1956	✠100A1 ~~7,37~~ ~~8,35~~ 3,38 MS8,35	Abg ~~Cpn~~ Got ✠LMC BS~~4,36~~ 7,37	*u*	~~N6,36~~ ~~7,37~~ N11,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	A.Wihuri *Cell*	325·0 336·3(O.L.) P27'B82'F32' FK *DBa&uE* 130'*f*136'	47·0	22·4	Brändö ~~Helsingfrs~~ Finnish 5*BHCem* 731*tAPT*53*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,4*rf*&2*cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24″10 s 4″3½ 20″8	
✻ 36564 OHDT	**Wiiri** (*ex*Charterhulme,*ex*Northway, *ex*Tempestuous, *ex*Hornfels) *ss*Sld.No.3-4,26 *ss*Abg.No.2-35 *Well deck* 1*Dk*(*Stl*)	3525 — 2057	✠100A1 4,36 MS1,35	Abg ✠LMC BS~~10,36~~ 11,37	*w*	CL 11,36	1912 9mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton *'sA&CP*	WiiriO/Y (A.Wihuri,*Mgr.*) *Intermediate BH in fore& after*	360·5 P&B228'F39' FK *holdsdispensedwith* *CellDBa*	50·1	21·6	Helsingfrs Finnish *Cem* 4*BH only* 114'*uE*21'*f*	T.3Cy.25",41"&68"-45" (*s*) 180lb 376NHP 2SB,6*cf*,GS121,HS5064 FD N.E.MarineEng.Co.Ld.Sld 155'924*tFPT*92*t APT*116*t*	23″11 s 2″8¼ 21″5	
36565 DREE	**Wiking** Ⓟ Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	907 654 507					1935	Lübecker Maschb.Ges. Lübeck	LübeckLinieA.G.	208·6 P12'Q44'B107'F18'	32·1	12·0	Lübeck German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMaschb.Ges.		G
36566 SKRE	**Wikla** (*ex*Tempo-36,*ex*Bruno-33) 1*Dk*	1143 — 609					1909	Fredrkstad Mek.Værks. Fredrikstad	Wilke O/Y (A.Wihuri,*Mgr.*)	228·5 P43*t*H76*t*F8*t*	36·0	14·6	Helsingfrs Finnish *WB*	T.3Cy.16½",27"&45½"-31" 115NHP FredrikstadM.V.Frdstad.		N
36567 200067	**Wilbert L. Smith** *Mchy.Aft* 1*Dk*2*trB*	4319 — 3039					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0 F48'	50·0	28·0	Oswego, N.Y. *WB* Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd.		
36568 145179 MKPX	**Wild Rose** (*ex*Monkstone) *ss*Bly.No.3-11,33 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *ss*Nwc.No.1-37	873 592 431	✠100A1 6,37 ~~1,36~~ BS~~12,36~~ 2,38	Bly Nwc ✠LMC~~11,33~~ MS6,37	*k*	CL ~~N1,36~~ 6,37	1921 4mo *Lloyd*	HansenSB.&S.R.Co.Ld. Bideford *'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellD*	190·0 Q120'BonQ14'F26' FK *Bf*126'239*tFPT*53*t*	30·1	12·5	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 51RHP 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLythm	14″6 s4″6¼ 14″1½	
36569 DOFE	**Wildenfels** Sub.Sig. 2*Dks*	6224 5753 3794					1922	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	431·1 P60'B136'F57'	56·5	30·2	Bremen German *WB*	T.3Cy.29⅛",47¼"&76⅜"-54" &LPTurbine 424NHP J.C.TecklenborgA.G.Wsm		G
36570 219356 KORV	**Wildwood** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5043 — 3146					1919	American International S.B.Corp. HogIslandPa	American-Foreign S.S.Corp.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
36571 LJGO	**Wilford** (*ex*RioRimac-36, *ex*NauruChief-36) 1*Dk&Shelter dk*	2158 1924 1277					1921	Nylands Værksted Oslo	BorgesRederiA/S (HansBorgs,*Mgr.*)	289·5 P28'B&F240'	44·1	19·3	Tönsberg Norwegian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		
36571* DJLR	**Wilhelm A. Riedemann** TwinSc (*ex*Zoppot,*ex*WilhelmA. Riedemann) *OilEng.* *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk*	10326 9369 5929					1920	Frd.Krupp Akt.Ges. Kiel	WariedTankschiff RhedereiG.m.b.H.	525·7 H49'	66·5	33·5	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.22⅝"-39⅜" 1070NHP Fried.KruppA.G.Kiel		G
36572 OUNJ	**Wilh. Colding** 1*Dk*	1510 1248 928					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	251·3 P15'Q79'B113'F27'	37·8	16·3	Copnhagn Danish *WB*	T.3Cy.19",31"&51"-33" 149NHP Maats.deSchelde,Flushing		G
36573 DJVZ	**Wilhelm Gustloff** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. ~~4*Dks*~~ 5*Dks* Sub.Sig. *CruiserStern*	25484 — 17350					1937	Blohm& Voss,K.a.A. Hamburg	DeutscheArbeitsfrontG.m.b.H. (Hamburg-SüdamerikDampfschifff.Ges.*Mgrs.*)	650·4 B50'F538'	77·4	42·9	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. shafts 2S.C.SA 32Cy.20½"-27 9/16" 2360NHP Blohm&Voss,K.a.A.Ham.		
36574 DAQC	**Wilhelm Kunstmann** 1*Dk*	2936 2429 1696					1922	Vulcan Werke Hamburg	W.Kunstmann	316·5 P38'B62'F28'	45·1	21·3	Stettin German *WB*	T3Cy19 11/16",31½"&51 3/16"-31½" 147NHP VulcanWerke,Hamburg		G
36575 DHZY	**Wilhelm Russ** Wireless 1*Dk*	997 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz G.m.b.H.(Ernst Russ,*Mgr.*)	210·9 P23'Q59'B55'F25'	33·8	13·5	Hamburg German	T.3Cy15¾",25⅕"&41 3/16"-29½" 92NHP StettinerOderwerke		G
36576 DJPO	**Wilhelm Traber** Sub.Sig. D.F. E.S.D. GyC. 1*Dk* *CruiserStern*	3093 2496 1600					1935	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	310·7 P21'Q48'B56'F29'	48·8	21·1	Hamburg German *WB*	C.4Cy.(2)18 11/16"&(2)39⅜"-39⅜" 163NHP A.Borsig,G.m.b.H. Berlin-Tegel		C
36577 206997 WMCI	**Wilhelmina** *ss*S.Fo.No.3-10,22 *ss*S.Fo.No.2-31 *Well deck* *Mchy.Aft* 2*Dks*(*Stl*) *Ref.Mchy* &*Web frames* *Lower dk*(*Stl*)*in fore hold*	6725 5623 4212	✠ ... 5,38 ~~MS1,31~~ *Fitted for oil*	SFo ✠~~LMC~~ ~~BS6,31~~ *fuel*	*b*† 12,09	CL 1,31 *F. P.*	1909 12mo *above*	NwprtNws S.B.&D.D.Co. Newprt News A&CP 150°F.	MatsonNav.Co. *W B= Cell DBa*56' *u*	426·1 P&B310'F50' FK *E&B*78'*f*143'962*tM*	54·1	33·5	S.Frncisco Utd.States 7*BHCem* *T*78'1110*t D*	T4Cy35",58"&(2)69"-60"(*s*) 190lb 976NHP 6SB,24*cf*,GS468,HS17070 NewportNewsSB.&DD.Co *Tf*65'913*tFPT*86*tAPT*100*t*	33″6	

Now "Klaus Fritzen," see No. 38886 in Supplement

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
36578 717 OHFP	**Wilke** (*ex*Relillio-32) *ss*Cpn.No.1-37 *ss*Hfs.2ndNo.3-2,33 1*Dk*(*ptIrnptStl*)&*deep framing* *Cargo battens not fitted*	2598 2255 1506	✠100A1 6,37 ~~9,35~~ 6,37 ✠LMC MS~~2,35~~ BS~~1,36~~ 12,37	Abg Cpn	*s*	CL ~~9,35~~ 6,37	1909 6mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland '*sA&CP*	WilkeO/Y (A.Wihuri) *CellDBa*90'	290·0 B74'F29' FK *uE&B*36' *f*116' 669*t*	46·0	19·7	Helsingfrs Finnish 5*BHCem* *APT*163*t*	T.3Cy.21½",36"&59"-39" (*s*) 180lb *100lb* 237NHP 2SB,6*pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 " 0 s 3 " 4½ 18 " 10	
36579 148837 GCFD	**Willamette Valley** (*ex*WestLynn) *OilEng.* D.F. 1*Dk*&*Shelter dk*	4702 4318 2865					1928	Napier&Miller,Ld. Glasgow	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	401·1 F41'	54·2	25·8	Bideford British *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 488NHP J.G.Kincaid&Co.Ld.Grk.		C
36580 143446 GBST	**Willandra** (*ex*TowerAbbey-35, *ex*Bata-34) *ss*Drt.No.3-2,34 2*Dks*(*Stl*) Now "Utide Maru," *see No.* 40514 *in Supplement*	5328 4747 3278	✠100A1 5,37 ~~10,36~~ BS1,37 ✠LMC2,34	Mel HKg	*y*	CL 10,36	1919 10mo *Lloyd*	J.Brown&Co.Ld. Glasgow '*sA&CP*	WilliamCrosby&Co.Proprietary, Ld. *CellDB*	400·8 P40'B113'F49' FK 345'1134*t FPT*118*t*	52·3	28·5	London British 7*BHptCem* *APT*176*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 " 0 s 6 " 0 25 " 3	
36581 214976 KLDF	**Willapa** (*ex*FlorenceOlson) **Wood** *Fitted for oil fuel* 1*Dk*	1185 — 604					1917	Kruse&Banks Marshfield	Hart-Wood LumberCo.	213·7	42·0	16·6	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP UnionIronWorks,S.Fo.		
36582 OWBO	**Willemoes** **WoodAux3MstSr** (*ex*Havet) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	331 296 254					1920	V.Kragh Christensen Kolding	Seilskibsselskb. Havet(Rs.Nielsen, *Mgr.*)	129·8	28·9	13·0	Thurö Danish	Oil Engine 2Cy. J&CGBolindersCo.Ld.Skm		V
36583 PIQE	**Willemsplein** (*ex*Morus, *ex*Valdura) *ss*Rot.2ndNo.3-7,35 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	5489 5168 3445	✠100A1 *Spar dk* 4,38 ~~12,36~~ ~~9,37~~ BS~~10,36~~ ✠LMC7,35 9,37	Rot	*z*	CL ~~7,35~~ 9,37	1910 2mo *Lloyd*	Russell&Co. Pt.Glasgow '*sA&CP* *CellDBa*137'*u*	N.V.Scheepvaart Maats"Millingen" (G.A.Spliethoff, *Mgr.*) *E*24'*f*178'1227*tDT*	414·3 P43'B119'F41' FK a35'1034*tAPT*34*t*	56·0	28·0	Rottrdam Dutch *Cem* 4*BHtoSpdk* 2 " " *M* "	T.3Cy.27",45"&74"-51" (*r*) 180lb 538NHP 3SB,9*cf*,GS172,HS7890 FD Rankin&Blackmore,Grk.	30 " 6 s 5 " 11½ 24 " 9	
36584 148530 GKYC	**Willesden** (*ex*Antinous-33) *ss*Shl.No.3-1,38 ~~*ss*Cff.No.2-33~~ D.F. 1*Dk*(*Stl*)& E.S.D. *Shelter dk*(*Stl*)	4563 4318 2851	✠100A1 *withfreeboard* 1,38 ~~12,36~~ ✠LMC5,37 ~~MS7,33~~ ~~BS4,36~~ BS5,38	Npt Shl	*z*	CL ~~4,36~~ 6,37	1925 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.*Mgrs.*) *CellDB*	401·6 416·7(O.L.) F42' FK 348'960*tAPT*125*t*	54·3	25·3	London British 6*BHCem* (*Coll to Sh dk* 5 " *2nd* ")	T.3Cy.26",42"&71"-48" (*s*) 180lb 423NHP 3SB(Spt)9*cf*,GS190,HS7146 Wrkman,Clark&Co.Ld Bel	27 " 9 s2 " 11½ 25 " 0¾	
36585 77 OHKY	**William** **Iron** 1*Dk*2*trB*	326 275 164					1884	W.Lind-bergsAktieb. Stockholm	RederiA/B North Baltic(John Lindblom,*Mgr.*)	128·0 B29'H8*t*	22·6	12·9	Abo Finnish *WB*	C.2Cy.16"&31"-21" NB97 37NHP R.Thelander,Stockholm		
36586 214234	**William A. McGonagle** *Mchy.Aft* *ss*Clv.No.3-36 GyC. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	7811 7381 6006	✠100A- 6,36 BS4,38 ✠LMC4,36 *For Service on the Great Lakes*	Clv			1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B55'f &in Hopper side tanks* 479'8494*t FPT*	580·0 F53' FK	60·0	27·9	D'luth,Min Utd.States 3*BHCem* 299*tAPT*59*t*	T.3Cy.24½",40"&65"-42"(*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 " 0 s 10 " 4 21 " 10½	
36587 214583 WJCZ	**William A. McKenney** *ss*N.Yk.No.3-10,28 *ss*Bal.No.1-38 2*Dks*(*Stl*)	6153 — 3763	✠[illegible] 8,37 ~~✠LMC8,36~~ *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Bal	*z*	CL 1,36	1916 11mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDB*	395·0 P27'B117'F37' FK 326'1711*tFPT*316*t*	55·1	31·0	Boston Utd.States 6*BHCem* *APT*334*t*	T3Cy.24½",41½"&72"-48"(*s*) 180lb 467NHP 3SB,12*cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 " 6 ~~s 7 " 9~~ ~~27 " 1~~	
36588 202305 KDXZ	**William A. Paine** *Mchy.Aft* D.F. GyC. 1*Dk*	5798 — 4435					1905	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	480·0	52·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP AmericanSB.Co.Cleveland		R
36589 225045	**William A. Reiss** (*ex*JohnA.Topping-35) GyC. *Mchy.Aft* 1*Dk*	8345 — 6553					1925	Gt.Lakes Eng.Works RiverRouge Mich.	ReissS.S.Co.	592·0	62·0	27·8	Wilmgton (Del.) Utd.States *WB*	Q4Cy21½",31",46½"&68"-42" 300NHP Gt.LakesEng.Wks.Detroit		R
36590 204121	**William B. Davock** GyC. 1*Dk*	4220 — 2971					1907	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	23·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works		
36591 207981	**William B. Dickson** *Mchy.Aft* D.F. GyC. 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&65$\frac{1}{16}$"-42" 275NHP Gt.LakesEng.Wks.Detroit		R
36592 116732	**William B. Pilkey** (*ex*SirWilliam Siemens) *Mchy.Aft* 1*Dk*2*trB*	3886 — 3293					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTrans-portationCo.(John T.Kelly,*Mgr.*)	413·2	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",41"&66"-42" NB08 282NHP GlobeI.W.Co.Cleveland,O		R
36593 207252	**William B. Schiller** *Mchy.Aft* GyC. 1*Dk*	7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
36594	**William Blumer** *ss*Sfj.No.1-37 *ss*Shl.No.3-7,33 1*Dk*(*Stl*)	3604 3310 2176	✠100A1 12,37 BS4,38 ✠LMC5,37	Cal PNl	*w*	CL ~~N6,33~~ 5,37	1920 8mo *Lloyd*	J.Blumer &Co.Ld. Sunderland '*sA&CP*	C.H.Sörensen *CellDB*	356·3 P35'B221'F30' FK 312'802*t FPT*67*t*	48·7	23·8	Arendal Norwegian 6*BHCem* *APT*109*t*	T.3Cy.~~25~~",42"&68"-45" (*s*) 200lb 25$\frac{1}{8}$ 365NHP 2SB,6*cf*,GS139,HS5751 J.Dickinson&Sons,Ld.Sld.	25 " 11	
36595 221508 KDHS	**Wm. Boyce Thompson** *ss*Mob.No.3-9,33 *ss*N.Os.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 ~~5,37~~ ~~3,37~~ 1,38 BS2,38 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NOs ~~Gal~~	*b*†	CL ~~N2,35~~ 1,38	1921 7mo A&CP	Bethlehem S.B.Corp.Ld. Quincy,Mass.	SinclairNav.Co. *CellDBuE&B* 62'200*tDTf*40'588*tFPT*228*tAPT*72*t*	430·3 P134'B37'F40' FK	59·3	33·2	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 " *2nd* ")	T.3Cy.26½",44"&74"-51" (*s*) 200lb 586NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33 " 3 s 6 " 8¼ 26 " 10	
36596 217513 WTOU	**William C. Atwater** (*ex*Coulee) *Mchy.Aft* 1*Dk*	2450 1855 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	FallRiverNav.Co.	253·4 P115'F25'	43·7	24·5	FallRiver Utd. States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Wks.Detroit		R
36597 148851	**William C. Warren** *Mchy.Aft* 1*Dk*	1745 1594 1233					1925	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F36'	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
36598 161303 MPNW	**William Cash** *ss*Shl.No.1-34 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1186 891 681	✠100A1 9,37 ~~9,36~~ BS~~9,34~~ ✠LMC9,34 9,37	Shl	*n*	CL ~~9,33~~ 9,37	1929 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	StephensonClarke &AssociatedCom-panies,Ld. *CellDBuE*20'	225·5 Q127'B14'F24' FK *f*146'320*t FPT*125*t*	36·1	14·0	London British 4*BHCem* *APT*24*t*	T.3Cy.17",28"&46"-30" (*s*) 180lb *100lb* 137NHP 1SB,3*cf*,GS55,HS2260 N.E.MarineEng.Co.Ld.Sld	16 " 0 s 5 " 0 14 " 7	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36599 212197	**William D. Crawford** *1Dk&Web frames* *Mchy.Aft* GyC. *Longitudinal framing*	6385 — 4899			...		1914	American S.B.Co. Lorain,O.	VirginiaS.S.Co. (M.A.HannaCo. *Mgrs.*)	504·0 F44'	54·0	30·0 FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",37"&63"–42" 388NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
36600 220841 KLIZ	**Wm. Donovan** WoodTwinSc (*ex*Kirketind) *OilEng.* *Mchy.Aft* *2Dks*	2205 1914 1621					1919	ElliottBay S.B.Co. Seattle,Wash	WilliamDonovan S.S.Co.	243·8 P50'F35'	47·3	24·3	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12 15/16"–18" 261NHP WintonEng.Works Cleveland,O.		
36601 202296	**William E. Corey** *Mchy.Aft* GyC. *1Dk*	6363 — 5045					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5 *WB*	D'luth,Min Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
36602 81702	**William Edenborn** *Mchy.Aft* GyC. *1Dk2trB*	5186 — 4127					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	25·1 *WB*	D'luth,Min Utd.States	Q.4Cy.16½",25½",38½"&60"–40" 228NHP AmericanSB.Co.Cleveland		
36603 81807	**William F. Fitch** *Mchy.Aft* GyC. *1Dk2trB*	3629 — 2632					1902	Detroit S.B.Co. Wyandotte	Detroit&Cleveland S.S.Co.	346·0	48·0	28·0 *WB*	Detroit Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
36604 221354 KDSR	**William F. Humphrey** 3Mst (*ex*AxtellJ.Byles,*ex*Agwibay) D.F. *Mchy.Aft* *2Dks&Shelter dk* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7983 7632 4938			...		1921	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TideWater AssociatedOilCo.	468·3	62·7	32·0 FK *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.24",35",51"&75"–51" 636NHP BethlehemS.B.Corp.Ld.	32 ″ 0	R †
36605 205017	**William F. Stifel** (*ex*Normania) *Mchy.Aft* *1Dk*	4871 — 3705					1908	Gt.Lakes Eng.Works St.Clair	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	420·0	52·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",34½"&57"–42" GreatLakes 211NHP Eng.Works,Detroit		R
36606 228886 WLEP	**William G. Clyde** GyC. *1Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O	PittsburghS.S.Co.	580·0	60·8	28·0 *WB*	D'luth,Min Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
36607 224850 WADJ	**William G. Mather** D.F. GyC. *Mchy.Aft* *1Dk*	8662 — 6810					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	ClevelandCliffsS.S Co.(Cleveland CliffsIronCo. *Mgrs.*)	590·0	62·0	32·0	Wilmgton (Del.) Utd.States	Q.4Cy.21",31½",46"&68"–42" 300NHP GreatLakesEng.Works, Detroit		R
36608 214684 WSCD	**Wm. G. Warden** TwinSc3Mst *ss*N.Yk.No.3–4,29 *ss*NYk.No.2-36 ~~*ss*Mob.No.1–33~~ *Mchy.Aft* *2Dks(Stl)&Shelter* D.F. GyC. *dk(Stl)&Webframes* *Longitudinal framing*	9114 7561 5686	✠100A1 *Shelter dk* *withfreeboard* 4,38 ~~10,37~~ ~~MS1,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 1,17 F.P. above 150° F.*	NYk ~~Gal~~ BS4,38 ✠LMC4,37 ~~BS4,36~~	*f*†	CL 4,36	1917 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. ofNewJersey *CellDBuE&B59'* *f17'71tDTf54'673t*	500·0 184*t* *FPT243tAPT127t*	68·2	35·5 FK	Wilmgton (Del.) Utd.States 19*BHptCem* (15 *to U dk* 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"–42" 200lb (*s*) 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
36609 147764	**William H. Daniels** *1Dk* *Mchy.Aft*	1764 1616 1302					1923	Furness S.B.Co.Ld. HavertonHill -on-Tees	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·5 F34'	43·3	17·8 *WB*	S Cathrnes Ont. British	T.3Cy.16",27"&44"–33" 183NHP MacColl&Pollock,Ld.Sld.		C
36610 212354	**William H. Donner** *1Dk&Webframes* *Mchy.Aft* *Longitudinal framing*	6311 — 4843			...		1914	Gt.Lakes Eng.Wrks. Ashtabula	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F43'	54·0	30·0 FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 388NHP GtLakesEngWrks,Detroit	30 ″ 0	R †
36611 213859 KEGO	**William H. Machen** (*ex*Bristol) *ss*Bos.No.3–6,31 *ss*N.Ns.No.1–35 D.F. Sub.Sig. *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	3922 3556 2454	100A1 ~~5,37~~ ~~11,36~~ ~~2,38~~ ~~BS5,36~~ 4,38 BS~~5,37~~4,38	NNs ~~Bos~~ Bos LMC6,35	*w*	CL 5,36	1916 2mo	NewYork S.B.Co. Camden,N.J. *Cell*	PocahontasS.S.Co. *DBuE&B41'f251'*	359·5 P77'B17'F34' 1513*tDT*306*t FPT*	49·2	25·6 FK	Wilmgton (Del.) Utd.States 8*BHCem* 306*tAPT*62*t*	T.3Cy.23¼",38½"&67"–45" 190lb (*r*) 390NHP 2SB,*6cf*,GS128,HS5406 NewYorkSBCo.CamdnNJ	30 ″ 0	
36612 205180	**William H. Wolf** *Mchy.Aft* *1Dk*	6281 — 4767					1908	American S.B.Co. Lorain,O.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22⅓",36"&60"–42" American 233NHP S.B.Co.Cleveland,O.		R
36613 204417	**William J. Filbert** (*ex*WilliamM. Mills) *Mchy.Aft* GyC. *1Dk*	7962 — 6189					1907	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	585·0	60·0	32·0 *WB*	Dluth,Min Utd.States	T.3Cy.22¼",37½"&65"–42" NB35 274NHP AmericanSB.Co.Cleveland		R
36614 207790	**William J. Olcott** *Mchy.Aft* GyC. *1Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich	PittsburghS.S.Co.	580·0 F45'	58·2	33·2 *WB*	Dluth,Min Utd.States	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesE.Works,Detroit		R
36615 215709 WJFE	**William Luckenbach** (*ex*Rappahannock–34, *ex*Pommern) *ss*Sea.2ndNo.3–8,34 *2Dks&Shelter dk* Sub.Sig. D.F. GyC.	6939 6179 4012	100A1 *withfreeboard* 9,37 ~~4,36~~ ~~BS7,36~~ ✠NB(2*fwd.*)*made*18*refitted*34 *Fitted for oil fuel 8,34 F.P. above 150° F.*	Sea BS6,37 LMC8,34	*d*†	CL ~~10,34~~ 9,37	1913	Bremer Vulkan Vegesack *Cell*	LuckenbachS.S. Co.Inc. *DB411'1604t* *'Tween dk tanks 256t*	471·7 *FPT87t APT37t*	59·2	29·0 FK	NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	T.3Cy32½",52 13/16"&86⅝"–55⅜" 220lb (*s*) 890NHP NB(3*aft*)17 FD 5SB,*15cf*,GS270,HS13125 BremerVulkan,Vegesack	31 ″ 8 s 5 ″ 0 26 ″ 10¾	
36616 144821 VJLB	**William McArthur** *ss*Syd.No.3–9,37 ~~*ss*Syd.No.2–33~~ *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2393 1790 1296	✠100A1 9,37 ~~8,36~~ ~~BS11,36~~ ✠LMC~~8,32~~ 9,37	Syd	*s*	CL ~~8,36~~ 9,37	1924 8mo	J.Lewis& Sons,Ld. Aberdeen Lloyd's A&CP	R.W.Miller&Co~~Ld~~. Pty.Ld. *CellDB240'608tD*	284·0 Q186'B18'F34' *Tf10'275t FPT110*	40·6	19·1 FK	Melbourne British 5*BHCem* *tAPT75t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 270NHP 2SB,*6cf*,GS132,HS4958 JohnLewis&Sons,Ld.Abn.	21 ″ 3 s5 ″ 10¾ 19 ″ 6¾	
36617 226176 WPBB	**William McLauchlan** D.F. GyC. *Mchy.Aft* *1Dk*	8024 — 6314					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·0	60·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
36618 217126 WFOO	**William N. Page** *ss*Bal.No.3–6,30 *ss*Bal.No.1–35 *1Dk(Stl)&Web frames* D.F. *Cargo battens not fitted*	5438 4795 3339	✠100A1 9,37 ~~9,36~~ MS1,35	Bal ✠LMC BS~~8,36~~ 9,37	*y*	CL ~~1,35~~ N9,37	1918 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	368·6 P27'B72'F31' *CellDB320'* 1832*tFPT*220	55·2	30·5 FK	Boston Utd.States 9*BHCem* *tAPT*201*t*	T.3Cy.25",41½"&70"–46"(*r*) 195lb 463NHP 3SB,*9cf*,GS155,HS6624 FD NewYorkSBCo.CamdnNJ	34 ″ 5 s 7 ″ 10 27 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
36619 81804	**William Nottingham** *Mchy.Aft* 1*Dk*2*trB*	4234 — 3070					1902	Buffalo DryDockCo. Buffalo	Great LakesS.S.Co Inc.	376·5	50·0	29·0 *WB*	Oswego, N.Y. Utd.States	T.3Cy.22",35"&58"–40" NB23 213NHP AmericanS.B.Co.Clevelnd		
36620 216311	**William P. Cowan** ssOgo.No.3–36 GyC 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5429 5063 3962	✠100A1 4,36 ~~BS1,37~~ ✠LMC4,36 *For Service on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Cgo BS4,38		N8,31	1918 6mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) *CellDB*374'1803*t FPT* 193*t APT*53*t*	F62'		FK	Chicago Utd.States 14*BH*	T.3Cy.25½",41"&67"–42" (r) 185lb 444NHP 3SB,6*cf*,GS147,HS6840 FD AmericanS.B.Co.LorainO.	28 ″ 0 s5 ″ 4 22 ″ 11½	
36621 208157	**William P. Palmer** ssClv.No.4–12,34 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7602 — 5746	✠100A– ~~12,34~~ 4,37 ~~BS4,36~~ LMC12,34 ~~BS4,37~~ 3,38 *For Service on the Great Lakes*	Clv		~~11,18~~ N3,37	1910 12mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *WB=CellDBuE&B*64'*f& in Hopper side tanks* 470'7770*tFPT*286*tAPT*60*t*	580·0 F53'	58·2	33·2 FK	D'luth,Min Utd.States 4*BH*	T.3Cy.24",38"&65"–42" (s) 170lb 404NHP 2SB,6*cf*,GS132,HS6285 FD GtLakesEngWrks,Detroit	32 ″ 0 s11 ″ 0¾ 21 ″ 2	
36622 209662 WOLZ	**William P. Snyder, Jr.** *Mchy.Aft* D.F. GyC. 1*Dk*	8603 — 6650					1912	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	590·0 F56'	64·0	34·2 *WB*	Pitsburgh, Pa. Utd.States	Q.4Cy22¼",33½"48"&69"–42" 309NHP GtLakesEngWrks,Detroit		R
36623 220678 KLJA	**William Penn** TwinSc *OilEng.* 1*Dk&Shelter dk&2nd dk forward Web frames* Sub.Sig. *Longitudinal framing*	7615 7229 4837			...		1921	Pusey&JonesCo. Gloucester City,N.J.	UnitedStates Maritime Commission	439·6 P41'B134'F46'*on Shelter dk*	60·2	33·7	Phildlphia Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.29½"–45¼" 987NHP Akt.Burmeister&WainCpn	36 ″ 8	R †
36624 81597	**William R. Linn** *Mchy.Aft* 1*Dk*2*trB*	3878 — 3137					1898	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	400·0	48·3	23·9	D'luth,Min Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" NB24 218NHP ChicagoS.B.Co.Chicago		
36625 221675 KDVI	**William Rockefeller** TwinSc *Fitted for oil fuel* D.F. GyC. 3*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	14054 — 8790					1921	NwprtNws S.B.&D.DCo. NewportNws	StandardOilCo.of NewJersey	554·9	75·3	43·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",39"&68"–45" 621NHP NewportNewsSB&DD.Co.		R
36626 160713 MPDV	**William Schupp** *Mchy.Aft* 1*Dk*	1779 1595 1285					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld.(J.B.Foote, *Mgr.*)	252·5 F34'	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
36627 LDRS	**William Strachan** ssRot.No.1–38 *OilEng.* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Special Surveys to date from* 6,33	6157 5716 3650	✠100A1 2,38 ~~10,36~~ DBS8,37 ~~✠LMC[illegible]~~ *Carrying Petroleum in bulk* ✠LMC2,38	Ams Rot	z	CL ~~9,35~~ N2,38	1931 1mo *Lloyd's A&CP*	Workman Clark(1928) Ld. Belfast	Oppen&Sorensen's TankrederiA/S *CellDBuE*58'744*t*	407·5 P98'B34'F38' 142*tDTf*41' *FPT*132*tAPT*62*t*	55·2	33·6 FK	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 623NHP 2DB*150lb* WorkmanClark(1928)Ld.	33 ″ 6	
36628 OXND	**Wm. Th. Malling** ssOpn.No.3–10,26 ssOpn.No.2–35 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1934 1456 1125	✠100A1 ~~6,37~~ ~~2,36~~ 3,38 ✠LMC MS3,35 ~~BS12,36~~ BS3,38 ~~5,37~~	Els Cpn	q	OG ~~2,35~~ 3,35	1913 11mo *Lloyd's A&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetDanske Kulkompagni *WB=CellDBuE*20'*f*183'500*tFPT*100*tAPT*18*t Deck tank aft & deck tank fwd* 58*t*	262·6 272·2(O.L.) Q157'F29'	39·2	17·0 FK	Copnhagn Danish 4*BHCem*	T.3Cy.20",32"&53"–36" (s) 185lb 194NHP 2SB,6*cf*,GS90,HS3080 KjbnhavnsFlydk.&Skbsv.	19 ″ 9 s 5 ″ 8½ 18 ″ 4	
36629 161406 GSJW	**William Wilberforce** *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk*	4013 3132 2162					1930	D&WHendersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·2 P37'F43'	51·7	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
36630 217129 KLDO	**Willimantic** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4857 4437 2992					1918	ToddD.D. &Constr.Co. Tacoma	UnitedStates Maritime Commission	379·4 380·2 F41'	53·0 P39'B102'	27·0	Tacoma Wash. Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP SeattleCnst.&D.D.Co.Sea.		R
36631 208397	**Willis L. King** *Mchy.Aft* 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	580·0 F53'	58·2	33·2	D'luthMin Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks,Detroit		R
36632 218088 KIGF	**Willmoto** (*ex*Seekonk) *OilEng.* ssN.Yk.No.3–4,31 ssBal.No.1–35 2*Dks*(*Stl*)&*Web frames*	4999 4573 3115	✠100A1 ~~6,37~~ ~~3,37~~ 4,38 ✠NE23 ✠LMC CS3,37 ~~DBS3,37~~ 1,38 6,35	Bal	z	CL 2,37	1919 5mo A&CP	American International S.B.Corp. HogIslandPa	SeekonkCorporation *CellDB*279'1248*tMT*24'748*tFPT*144*tAPT*100*t*	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States 7*BHCem*	OilEngines 4S.C.SA 6Cy.29½"–59" 488NHP NDB23 *150lb* WCramp&SnsS&EBCoPhl	32 ″ 0 s 7 ″ 10 24 ″ 4	
36633 139053 GDTK	**Willodale** (*ex*Ightham, *ex*Braywood, *ex*Leversons) ssShl.No.3–4,32 *Well deck* ssNpt.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1777 1395 1096	✠100A1 ~~9,37~~ ~~6,36~~ ~~11,37~~ 3,38 BS9,37 ✠LMC6,36	Npt ~~Swa~~	q	CL ~~9,35~~ 3,38	1909 11mo *Lloyd's A&CP*	R.Thompson&Sons,Ld Sunderland	BromageShipping Co.Ld. *CellDBa*80'*uE&B*35'*f*110'535*tFPT*36*tAPT*54*t*	268·0 P20'Q84'B55'F26'	38·5	17·0 FK	Cardiff British 4*BHCem*	T.3Cy.21",34"&56"–36" (s) 180lb 218NHP 2SB,6*rf*,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8 s2 ″ 0½ 17 ″ 10	
36634 139236 GLMP	**Willowpool** ssNpt.No.3–9,37 ~~ssHpl.No.2–33~~ D.F. 1*Dk*(*Stl*)	4815 4582 3006	✠100A1 ~~9,37~~ ~~12,36~~ 12,37 ~~BS4,36~~ ✠LMC~~11,33~~ 9,37	Shl Npt	y	CL 4,36	1925 5mo *Lloyd's A&CP*	RopnerSB &RepairgCo. (Stocktn)Ld. Stockton	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld. *Mgrs.*) *CellDBa*126'*uE*25'*f*171'1103*tFPT*162*tAPT*194*t*	390·0 P29'B221'F42' 403·0(O.L.)	55·5	26·4 FK	W.Hartlpl British 6*BHCem*	T.3Cy.25½",40"&71"–48" (s) 180lb *150lb* 437NHP 3SB(Spt)9*cf*,GS190,HS7526 Blair&Co.Ld Stockton	28 ″ 9 s 4 ″ 5 24 ″ 6½	
36635 LCKH	**Willy** (*ex*GoldShell) ssBkn.No.3–9,28 ssH.Kg.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5832 5310 3466	✠100A1 ~~4,37~~ 11,37 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	HKg Sng	z	CL 3,37	1916 2mo A&CP	Harlan& Hollingsworth Cor. Wlmgtn, Del.	VictorJenssens RederiA/S (VictorJenssen, *Mgr.*) *CellDBuE&B*74'199*tDTf*32'337*tFPT*114*tAPT*106*t*	411·6 426·0(O.L.) P110'B29'F40'	53·4	29·8 FK	Oslo Norwegian 16*BHptCem* (12 *to Udk* 4 „ *2nd* „)	T.3Cy.27",45"&74"–48" (s) 180lb 550NHP 3SB,9*cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 s 6 ″ 7½ 24 ″ 7½	
36636 DIFP	— (*ex*Sailing Vessel) *OilEng.* 1*Dk*	307 265 182					1907	C.Lühring Hammelwarden	J.A.Reinecke	125·6 H15'F17'	28·0	9·2	Hamburg German	Oil Engines 4S.C.SA 6Cy.8 7/16"–14 3/16" 41NHP NE35 DeutscheWerke,KielA.G.		G

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36637 SPAD	**Wilno** ssGdy.No.3–2,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2018 1576 1121 —	✠100A1 ~~9,37~~ ~~3,37~~ 4,38 BS~~2,37~~ 3,38	Rot Gdy LMC4,35	*r*	3,37	1926 12mo	Chant.Nav Français Caen *CellDBa&*	"ZeglugaPolska" SpolkaAkcyjna *uE66'f107'405tD*	269·1 276·2(O.L.) P22'Q87'B50'F23' FK *Tsaft34'205tFPT*	39·7	17·5	Gdynia Polish 4*BHCem* *77tAPT22t*	T3Cy18⅓"29 5/16"&49 3/16"–37 13/16" 185lb (*s*) 186NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19"10 s1"11¾ 18"0¾	
36638 219401 WPAO	**Wilscox** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	5861 — 3653					1919	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B118'F38'	54·2	31·3	TampaFla Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1050NHP NE27 NewLondonS.&E.Co. Groton.Conn.		R
36639 137823 GPTW	**Wilston** ssShl.No.3–12,28 ssGls.No.2-37 ~~ssShl.No.1–32~~ 1*Dk*(*Stl*)	3221 2975 2024	✠100A1 7,~~310,36~~ 12,37 ~~BS3,36~~	Bry ~~Gls.~~ Npt ✠LMC~~4,35~~ 7,37	*v*	CL ~~10,36~~ 6,37	1916 9mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	WilstonS.S.Co.Ld. (W.S.Miller&Co.)	335·0 348·5(O.L.) P29'B100'F38' FK *CellDB*293'894*t*	48·0	22·4	Glasgow British 5*BHCem* *APT*88*t*	T.3Cy.24",38"&64"–42" (*s*) 180lb *100lb* 297NHP 2SB,6*cf*,GS123,HS4706 Rankin&BlackmoreLdGrk	24"10 s3"10¼ 21"2	
36640 222720 KLDQ	**Wilton** *Fitted for oil fuel* 2*Dks*	1827 — 1094					1923	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	EasternS.S.Lines Inc.	233·6 *WB*	40·2	24·3	NwptNews Utd.States	T.3Cy.19",32"&56"–36" Hooven,Owens, 188NHP RentschlerCo.Hamilton,O.		
36641 3170 SHIR	— Iron *Well deck* 1*Dk*2*tr*B	*1575* *1272* *922*			...		1878	W.Gray& Co. WHartlepool	RederiAktieb.Box (E.Brodin,*Mgr.*)	260·8 Q100'B62'F34' BK9"	34·2	19·6	Stockholm Swedish *WB*	C.2Cy.32¼"&61"–33" 178NHP T.Richardson&Sons,Hpl.	21"0	V †
36642 PIQM	**Wim** *OilEng.* 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	477 366 260	✠100A1 4,38 ~~2,37~~	Rot ✠LMC2,37	*g*	OG	1937 2mo	N.V.Industrieele Maats. "DeNoord" Alblasserdam Lloyd'sA&CP	N.V.Motorship 'Wim'(J.Vermaas' Scheepvaartbedrijf N.V.*Mgrs.*) *CellD*	160·5 169·0(O.L.) Q43'F23' FK *B*107' 140*t* *FPT*56*t*	26·4	10·3	Rottrdam Dutch 3*BHptCem* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11"–17 1/8" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11"10 s1"1¾ 10"9	
36643 PIQL	— Now "Philis" see No. 39705 in Supplement Wireless D.F. *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk*	362 238 196					1936	E.J.Smit& Zoon Westerbroek	K.R.Bosma	139·7 P37'F26'	24·8	8·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 3/16"–15¾" 68NHP Mtrn.WerkeMannheimAG		V
36644 149732 VPCY	**Winamac** (*ex*PulpitPoint–34) ssBat No.2–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinalframing*	8621 7957 5208	✠100A1 ~~6,37~~~~8,36~~ 3,38 BS3,38 MS1,35 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,26 *F.P. above* 150° F.	Sng ~~Yka~~ Fal ✠LMC ~~BS3,36~~ 7,37	*d*†	CL 8,36	1926 10mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	StandardTransportationCo.Ld. *CellDBuE&B65'*	460·0 P118'B43'F42' FK *f35'318tFPT190t*	62·8	36·4	HongKong British 18*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,9*cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36"6 s7"5½ 29"3½	
36645 162489 GTPZ	**Winchester Castle** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. Sub.Sig. *CruiserStern* 4*Dks*	20109 14594 12228					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	631·6 P59'B330'F108'	75·5	37·5	London British *WB*	Oil Engines 4S.C.DA 16Cy.33 1/16"–63" 3360NHP Harland&Wolff,Ld.Bel.		BT till ~~6,37~~ 10,38
36646 216076 WJDK	**Wind Rush** (*ex*Westbrook) *Fitted for oil fuel* Sub.Sig. 2*Dks* D.F.	5586 — 3491			...		1918	Columbia RiverSBCorp Portland,Or.	ShepardS.S.Co.	410·0 P47'B115'F44' FK	54·2	27·5	PortlndMe Utd.States *WB*	DR geared Steam Turbine 551NHP GeneralElectricCo. Schenectady,N.Y.	30"2	R †
36647 7543 SHIU	**Windar** (*ex*Figaro) 4Mst 1*Dk*	*1162* *981* *641*					1911	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Norrström(I.Jeansson, *Mgr.*)	227·6 P26'B59'H62*t*F16'	36·1	15·4	Stockholm Swedish *WB*	T.3Cy.16½",27"&45½"–31" 115NHP FredrikstadM.V.Frdstad.		N
36648 DJTH	**Windhuk** Ⓟ TwSc D.F. E.S.D. *Fitted for oil fuel* GyC. Sub.Sig. 3*Dks* *Ref.Mchy.* *CruiserStern*	16662 12077 9580					1936	Blohm& Voss,K.a.A. Hamburg	WoermannLinie A.G.	547·8 B&F426' *Upper*B118'	72·5	31·5	Hamburg German *WB*	6SteamTurbinesSRgeared HS13778 4050NHP Blohm&Voss,K.a.A.Ham.		G
36649 216767 WFEE	**Winding Gulf** ssBal.No.3–7,30 ssBal.No.1–34 D.F. 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5438 4795 3339	✠100A1 ~~12,36~~11,37 BS~~12,36~~ 11,37	Bal ✠LMC8,34	*y*	CL 11,35	1918 8mo	New York S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell*	368·6 P27'B72'F31' FK *DB*320'1832*tFPT*2	55·2	30·5	Boston Utd.States 7*BHCem* 20*tAPT*201*t*	T.3Cy.24½",41¾"&70"–46" 195lb (*r*) 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkSBCor.Cmdn NJ	34"5 ~~s7"8¼~~ ~~27"5~~ s7"3½ 27"4¾	
36650 153116	**Windoc** (*ex*Hydrus,*ex*M.A.Hanna) *Mchy.Aft* 1*Dk*2*tr*B	4599 4229 3277					1899	GlobeIron WorksCo. Cleveland,O.	PatersonSteamships,Ld.	428·0 *WB*	50·0	24·0	Ft.William Ont. British	T.3Cy.21",33½"&57"–42" 211NHP GlobeIronWorks,Clevelnd		R
36651 138580	**Windsolite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk* *CarryingPetroleum in bulk*	1930 1470 1196	✠ 5,27	Mdb ✠			1927 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilShippingCo.Ld.(H.J. Rahlves,*Mgr.*) *Middle line bu* *CellDBuE&*	250·0 P62'F41' *Trunk*147' FK *lkhead non-oiltight* *B40'112tFPT133t*	43·2	18·0	Wndsr Ont British 11*BHptCem* *APT*48*t*	T.3Cy.17",28"&46"–36" 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18"0	
36652 146535 GFMS	**Windsor Castle** Ⓟ TwinSc 3*Dks* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	19141 14956 11462					1922	J.Brown& Co.Ld. Clydebank	Union-CastleMail S.S.Co.Ld.	~~632·4~~ P89'B333'F97' 661·3 len37	72·5	41·6	London British *WB*	6 Stm Turbines SR geared to 2Sc.Shfts. NE&4NB(W.T.)37 Harland&Wolff,Ld.Bel.		BT till ~~4,37~~ 12,38
36653 164828 GYWG	**Windsorwood** D.F. E.S.D. GyC. 1*Dk*&*Shelter dk* *Longitudinal framing at shelter deck* *Ref.Mchy.* *CruiserStern*	5395 4515 3146	✠100A1 *withfreeboard* 9,37 ~~3,37~~	Nwc Bry ✠LMC6,36		CL 9,37	1936 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	Constantine ShippingCo.Ld. *CellDB*	438·9 454·8(O.L. F38' FK (372'1249*t* *FPT*175	55·8	24·8	Middlsbro' British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd* ,,) *tAPT*270*t*	T.3Cy.23½",38"&65"–42" & Exhaust turbine driving steam compressor 220lb (*s*) 443NHP 2SB(Spt)(FD)&1AuxSB, 9*cf*,GS130,HS6022 N.E.MarineEng.CoLdNwc	28"0 s3"3½ 25"0¾	
36654	**Wing Fook** (*ex*KingLee–35, *ex*YuanLee–35,*ex*Charon) 2*Dks*	*2736* *2111* *1643*					1903	CaledonS. B.&E.Co.Ld. Dundee	KwangTung ProductsSales Bureau	306·1 P47'B124'F35'	45·2	19·7	Canton Chinese *WB*	T.3Cy.21½",37"&60"–42" 233NHP CaledonS.B.&E.Co.LdDun		
36655 CSNH	**Wing Wah** Ⓟ (*ex*WingLee–35, *ex*Haimun) Wireless 2*Dks*	*1248* *1055* *651*			...		1896	W.Hamilton&Co. PortGlasgow	LeeYuFung	239·7 B60'F50' BK6" *ptPromenadedk*80'	35·6	17·8	Macao Portuguese	T.3Cy.22",35"&55"–36" 214NHP Hutson&Son,Glasgow	19"0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire, Tirant d'eau correspondant. pds. ps.	16 Registres où ce n est dans le L.R. Durée Cert. B of Trade
36656 CQAB	**Wing Wo** (*ex*Kasara) Wireless 2*Dks*(*UptStl*–ws)&*Shelter dk*	*1195* *923* *505*	✠ 4,00 ✠	Cly	*o*		1890 4mo	AilsaS.B. Co. Troon	WongTzeShan	239·8	34·1	16·6 BK8½'	Macao Portuguese 4*BHCem*	T.3Cy.25",40"&65"–42" 274NHP 2DB,8*cf*,GS156 Dunsmuir&Jackson,Gls.	17 ″ 6	
36657 147927 MNBK	**Winga** Wireless 1*Dk*	1478 1229 900					1924	NewWater -wayS.B.Co. Schiedam	ClydesdaleShip- ownersCo.Ld. (Glen&Co.*Mgrs.*)	250·0 P14'Q63'B84'F28'	37·1	16·3	Glasgow British *WB*	T.3Cy.18",30"&49"–36" 144NHP NewWaterwayS.B.Co.		C
36658 143129 ZMFD	**Wingatui** (*ex*Kairanga, *ex*Antwerpen) 1*Dk*&*Shelter dk*	2378 2059 1344					1914	Schiffsw.v. H.KochA.G Lübeck	UnionS.S.Co.of NewZealand,Ld.	312·0	42·6	18·1 *WB*	Wellingtn, N.Z. British	T.3Cy.22½",37"&57"–35½" 193NHP OttensenerMaschf.Altona		
36659 OHXC	**Winha** (*ex*Atlantic-35) ssGot.2ndNo.3–4,29 ssGot.No.~~[illegible]~~2–33 D.F. 1*Dk*(*Stl*)2trB&*deep framing* 3*Dk rule*	3331 3122 1975	✠100A1 1,38 ~~9,36~~ ✠LMC1,38 ~~[illegible]~~ ~~BS7,36~~	Rio Got	*v*	OG ~~9,36~~ 1,38	1904 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	WinhaO/Y (A.Wihuri)	340·0 352·0(O.L.) P28'B96'F34' FK *Cell DB*	49·0	22·6	Brandö Finnish 6*BHCem* *a*114' uE&B	T.3Cy.25",40½"&67"–45" (*s*) 180lb 332NHP 3SB,9*pf*,GS153,HS5208 N.E.MarineEng.CoLdNwc 44' *f* 140'721*t* *APT*95*t*	25 ″ 3 s 4 ″ 6½ 20 ″ 11	
36660	**Winifred** TwinSc	550					1901	Bow,Mc- Lachlan&Co. Ld. Paisley	Government of Kenya	175·0	29·0	9·0	Kisumu British	T.6Cy.9½",15½"&25"–16" 25NHP Bow,McLachln&CoLd.Psy		
36661 127811 GWWP	**Winifred Moller** (*ex*Katoa-34) 1*Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	298·0 P21'B80'F29'	45·3	20·0	Shanghai British *WB*	T.3Cy.24",40"&65"–42" 274NHP G.Clark,Ld.Sunderland		C
36662 141906 GRZT	**Winkfield** ssCal.No.3–8,27 ssCal.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	5279 4839 3194	✠100A1 7,37 ~~10,36~~ ~~BS10,36~~ ✠LMC10,35 10,37	Cal	*y*	CL N10,36	1919 5mo	W.Pickers- gill&Sons, Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P49'B113'F38' FK 345'1047*t* *FPT*132*t*	52·2	28·5	Glasgow British 7*BHptCem* *APT*218*t*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 0 25 ″ 3½	
36663 149898 GNFW	**Winkleigh** 1*Dk*&*Shelter dk*	5055 4642 3005					1927	W.Pickers- gill&Sons,Ld. Sunderland	TatemSteam NavigationCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	403·0	55·4	25·8	London British *WB*	T.3Cy.27",45"&75"–51" 402NHP G.Clark,Ld.Sunderland		C
36664 HPBM	**Winkler** *OilEng.* *Mchy.Aft* ssHam.No.1–34 GyC. 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in way of mchy.space*& *Web frames* *Longitudinal framing*	6927 6515 4383	✠100A1 3,38 ~~10,36~~ ✠LMC CS4,35 DBS~~4,35~~ 7,37 ~~7,34~~7,38 *Carrying Petroleum in bulk*	Phl	*b*†	CL ~~7,34~~ 7,37	1930 12mo	Scotts'S.B. &E.Co.Ld. Greenock Lloyd'sA&CP	AtlanticOilShppng Co. *CellDBuE*65'230*t*	421·2 P110'F41' FK *DTf*32' 423*t* *FPT*1	58·3	34·9	Panama Pnamanian 17*BH* 73*t* *APT*116*t*	4 Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"–24" 4S.C.SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent	35 ″ 0 s 7 ″ 7¾ 27 ″ 7	
36665 DIAD	**Winnetou** (*ex*Corning,*ex*Mohican) ssHam,2ndNo.3–12,37 ~~ssSws.No.3–2,25~~ *Mchy.Aft* ~~ssPhl.No.2–32~~ 2*Dks*(*Stl*)& *Web frames* 3*rd dk*(*Stl*)*inNo.1hold only* & *Web frames* *Longitudinal framing*	5113 4466 3055	✠100A1 12,37 ~~3,36~~ ✠NB2,28 ✠LMC~~6,33~~ 12,37 ~~BS3,36 5,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*9,13 *F.P. above* 150° F.	Ham	*y*	CL ~~3,36~~ 11,37	1913 9mo	Howaldts- werke Kiel Lloyd'sA&CP	Hansa-Tank- ReedereiG.m.b.H. (Atlantic- RhedereiF.&W Joch*Mgrs.*) *CellDBuE&B*74'	385·9 399·9(O.L.) P115'B22'F37' FK 221*t* *DT f* 31'480*t* *FPT* 169*t* *APT* 66*t*	52·4	28·5	Hamburg German 13*BHCem* (10*BHtoUdk* 8 ,, 2*nd* ,,)	Q.4Cy.19½"28"41"&59"–41¾" 213lb (*s*) 331NHP 2SB,6*cf*,GS116,HS5025 FD Howaldtswerke,Kiel	28 ″ 8	
36666 FNRN	**Winnipeg** Ⓟ TwinSc4Mst (*ex*JacquesCartier) ssBmn.No.3–4,30 ssHav.No.1–34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	8379 6476 5081	✠100A1 *Shelter dk* *withfreeboard* 3,37 ✠LMC3,34 ✠NB(c)9,21 BS6,36 ✠Lloyd'sRMC~~3,37~~7,37	Hav	*d*†	CL SN 11,35 P3,37	1918 10mo	Atel.&Ch. deFrance Dunkirk Lloyd'sA&CP	Cie.Générale Transatlantique *CellDB*388'1494*t* *Tank between*	473·5 B189'F48' *on* *Shelter dk* FK *FPT*101*t* *APT*75*t* *tunnels*92*t*	59·8	28·7 *Coll*	Havre French *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T6Cy23",38½"&64½"–45"(*r*) 200lb FD 968NHP (*aft centre boiler*) 210lb 5SB,*20cf*,GS357,HS15378 Ateliers etChantiers de France	31 ″ 5 s4 ″ 11¼ 26 ″ 8	
Now	'Paimpol,' *see No.* 39718 *in Supplement*															
			No. 5 'tween dk. chambers & port chambers & stbd. fwd. chamber in No. 4 'tween dk. for temp. 32° F. *Fitted for oil fuel*4,30 *F.P. above* 150° F.													
36667 152854 CYKM	— *Mchy.Aft* 2*Dks*	2383 1299 1448					1926	DavieS.B. &Repg Co.Ld Lauzon,Que.	CanadaSteamship Lines,Ld.	250·0 F35'	42·8	14·7	Montreal British *WB*	T.3Cy.18",30"&50"–36" Richardsons, 150NHP Westgarth&Co.Ld Hpl.		C
36668 217611 KEBZ	**Winona** (*ex*Exporter-37, *ex*TheLambs) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6197 — 3828			...		1919	Federal S.B.Co. Kearny,N.J.	WeyerhaeuserS.S. Co.	395·5 P45'B110'F38' *on* *Shelter dk* FK	55·0	31·4	Tacoma Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
36669 122851 CYMT	— *Mchy.Aft* 1*Dk*	2085 1919 1327					1906	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 P18'F36'	43·5	21·3	Hamilton, Ont. British *WB*	T.3Cy.20½",33"&54"–36" 175NHP MacColl&Pollock,Ld.Sld.		C
36670 218851 KIZR	**Winona County** Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6049 5579 3767			...		1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. 645NHP Indianapolis,Ind.	34 ″ 11	R †
36671 219746 KUJS	**Winston-Salem** *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Longitudinal framing*	6223 5614 3842			...		1920	G.A.Fuller Co. Wilmington, N.C.	LykesBros.- RipleyS.S.Co.Inc.	395·3 P45'B110'F38' *on* *Shelter dk* FK	55·1	31·4	N.Orleans Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 590NHP Hooven,Owens,Rent- schlerCo.Hamilton,O	34 ″ 11	R †
36672 PIQR	**Winsum** ssRot.No.1-37 ssRot.No.3–10,33 D.F. 1*Dk*(*Stl*)	3224 2892 ~~1945~~	✠100A1 11,37 ~~10,36~~ BS~~5,37~~ ✠LMC~~5,33~~ 2,38 MS11,37 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Rot	*v*	CL ~~10,36~~ 11,37	1921 3mo	Antwerp Eng.Co. Hoboken Lloyd'sA&CP	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) *CellD*	332·0 P27'B93'F27' FK *B*277' 823*t* *FPT*59*t*	48·2	22·1	Amstrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb 320NHP 2SB,6*cf*,GS106,HS4496 FD N.E.MarineEng.Co.Ld.Sld.	24 ″ 7 s4 ″ 2½ 20 ″ 7	
36673 PIQX	**Winterswijk** ssRot.No.3–7,26 ssRot.No.2–35 D.F. Sub.Sig. 1*Dk*(*Stl*)	3205 2898 1937	✠100A1 11,37 ~~12,36~~ BS12,36 ✠LMC5,34	Rot	*u*	OG 12,36	1914 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP *WB*=	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) *CellDBa*92' *uE*22'	320·0 P28'B96'F34' FK *f*138'801*t* *FPT*114*t*	47·5	22·9	Rottrdam Dutch 5*BHCem* *APT*142*t*	T.3Cy.23",38"&62"–42" (*r*) 180lb *100lb* 282NHP 2SB,6*cf*,GS131,HS4510 Kon.Maats.deSchelde, Flushing	25 ″ 2 ~~s ″ 10½~~ ~~21 ″ 6~~ s8·10½ 21 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36674 712 OHFR	**Wipunen** (*ex*Tabarka-32) ssCpn.2ndNo.3-8,37 ~~ssMdb.No.3-5,25~~ ~~ssHfs.No.2-34~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	4103 3620 2459	✠100A1 8,37 ~~6,36~~ ~~BS8,36~~ ✠LMC~~5,34~~ 8,37	Hfs Cpn	*w*	CL ~~11,34~~ 8,37	1913 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	WipuO/Y (A.Wihuri,*Mgr.*) *CellDBa*113'	350·0 362·9(O.L.) P30'B67'F34' FK *uE*23' *f*154' 1035*t*	50·0	25·3	Helsingfrs Finnish 6*BHCem* *APT*105*t*	T.3Cy.24",38"&64"-42" (*s*) 180lb *65lb* 314NHP 2SB,6*cf*,GS98,HS4172 FD Cen.Mar.Eng.Wks.W.Hpl	27 ″ 8 s 5 ″ 2 22 ″ 8	
✻ 36675 7647 SILN	**Wirgo** ssSkm.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *CruiserStern* *Strengthened for Navigation in Ice*	*701* *482* *251*	✠100A1 *withfreeboard* 5,37 ~~8,36~~ ~~BS8,36~~ 5,37 ✠LMC6,35	Skm Got	*l*	OG 6,35	1930 5mo *Lloyd*	Akt.Finn-bodaVarf Stockholm '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDB*132'172*t FPT*	183·6 P16'B52'F17' FK	32·1	12·9	Stockholm Swedish 4*BHCem* 37*tAPT*23*t*	T.3Cy.16½",27"&44"-30" 200lb (*s*) 150NHP 2SB(Spt),4*cf*,GS63,HS2692 HelsingörsJernsk.&Mskb. Elsinore	15 ″ 2 s ″ 2 15 ″ 1¼	
✻ 36676 721 OHFQ	**Wirma** (*ex*Rhio-32) ssShl.2ndNo.3-11,29 ssHfs.No.1-34 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	2609 — 1535	✠100A1 11,36 MS2,38 ~~MS5,34~~ ✠LMC DBS11,36 MB3,37	Hfs	*t*	~~11,36~~ N2,38	1903 11mo *Lloyd*	R.Thompson&Sons Sunderland '*sA&CP*	WirmaO/Y (A.Wihuri) *CellDBa*90'	299·0 310·2(O.L.) B74'F30' FK *uE&B*36 *f*124'706*t*	44·5	19·8	Brando Finnish 5*BHCem* *APT*62*t*	T.3Cy.21½",36"&59"-39" (*s*) 180lb *80lb* 233NHP 2SB,6*pf*,GS98,HS3546 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s 3 ″ 6½ 18 ″ 10	
✻ 36677 8203 SKMN	**Wiros** *OilEng.* 1*Dk & Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	~~900~~ 904 *624* *342*	✠100A1 *withfreeboard* ~~10,37~~ 12,37 ~~(ClassContemplated)~~ ✠LMC10,37	Lkr Got	*o*	OG	1937 10mo *Lloyd*	Öresunds-varvet Aktiebolag Landskrona '*sA&CP*	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*)	224·6 231·6(O.L.) FK *B on Shelter dk* 42' (*CollBHto Shltr dk* 3*BH to* 2*nd dk*) *CellDB*170'242*tFPT*	35·6	12·0	Stockholm Swedish 4*BHptCem* 54*tAPT*49*t*	2 Oil Engines 2S.C.SA 8Cy.13⅜"-22$\frac{7}{16}$" 250NHP with electro-magnetic slip couplings&SRgearing DB80lb Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
✻ 36678	**Wirpi** (*ex*Scandinavia-36) *ss*Abg.3rdNo.3-4,30 ssSbg.No.1-35 1*Dk*(*Stl*)*lower dk forward* *deepframing aft*	*1239* *1026* *585*	✠100A1 7,37 ~~11,36~~ ~~BS4,36~~ 4,37 ✠LMC4,35	Skm Hfs	*o*	OG ~~4,35~~ 7,37	1899 6mo	Carmichael MacLean&Co Greenock A&CP	WiiriO/Y (A.Wihuri,*Mgr.*) *CellDBa*54'*uE&*	239·7 P21'B&F204' FK *B*36'*f*108'293*tFPT*	35·0	15·5	Helsingfrs Finnish 4*BHCem* 53*t APT*34*t*	T.3Cy 18⅝",31"&51"-36"(*s*) 160lb 160NHP 2SB,6*pf*,GS100,HS2460 Muir&Houston,Ld.Gls.	17 ″ 9 s ″ 7½ 17 ″ 3	
✻ 36679 OHZY	**Wirta** (*ex*Nippon-36) ssGot.2ndNo.3-4,32 ssGot.No.1-35 D.F. 2*Dks*(*Stl-U pt* ws)& *deep framing*	4028 — 2428	✠100A1 12,36 BS~~12,36~~ 1,38 ✠LMC8,35	Got	*y*	OG 6,36	1909 1mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	WappuO/Y (A.Wihuri,*Mgr.*) *CellD*	380·4 P22'B278'F44' FK *Ba*120'*uE*28 *f*172'	49·0	25·7	Brändö Finnish 6*BHCem* 824*tAPT*21*t*	T.3Cy.27½",45"&74"-48" (*s*) 180lb 434NHP 2SB,6*cf*,GS130,HS5604 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 8 2 ″ 0½	
36680	**Wisa** (*ex*DagmarSalen-36, *ex*Valdivia-34,*ex*Österdal,*ex*Alden) D.F. 1*Dk2trB*	3846 — 2232					1907	J,Priestman&Co. Sunderland	O/YWiides (A.Wihuri, *Mgr.*)	343·6 P35'B100'H125*t* F34'	49·1	24·8	Brandö Finnish *WB*	T.3Cy.24",40"&66"-45" 292NHP J.Dickinson&Sons,Ld.Sld.		V
✻ 36681 3554 SHJK	**Wisborg** (*ex*Aira) *Mchy.Aft* ssGot.3rdNo.3-4,36 *Well deck* 1*Dk*(*Irn*)	*716* *503* *280*	✠100A1 4,38 ~~4,36~~ ✠LMC MS4,36 BS~~2,37~~ 4,38	Got	*j*	OG 4,36	1899 10mo	Scott& Sons Bowling A&CP	RederiA/B Carlsten(E.H.Edman, *Mgr.*) *CellDBuE&*	180·0 Q93'B10'H53*t*F19' FK *B*39'*f*103'222*tFPT*	30·1	11·7	Marstrand Swedish 3*BHCem* 46*tAPT*16*t*	T.3Cy13¼",25½"&41"-27"(*s*) 160lb *65lb* 98NHP 1SB,3*pf*,GS51,HS1634 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 6¾ 13 ″ 6¾	
36682 FNTD	**Wisconsin** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	8062 6329 4295					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4 Q46'	61·2	27·5	Havre French *WB*	T.4Cy.34¼",56¼"&(2)65⅜"-59" 654NHP BremerVulkan,Vegesack		V
36683 218711 KEXM	— (*ex*Wawalona) *Fitted for oil fuel* 1*Dk2trB&Shelter dk* *Longitudinal framing*	6076 5632 3729					1919	GMStandiferCnst.Corp. Vancouver, Wash.	BulkCarriers Corporation	402·5 P34'F38'	53·0	34·5	Portlnd Or Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
✻ 36684 SPAJ	**Wisla** ssDnz.No.3-11,35 1*Dk*(*Stl*)	3106 2816 1842	✠100A1 7,37 ~~7,36~~ BS~~11,36~~ 11,37 ✠LMC11,35	Ams Dnz	*u*	CL 10,35	1928 8mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	"ZeglugaPolska" SpolkaAkcyjna *Intermediate BH in forehold dispensed with* *CellDB*280'812*t FPT*	325·0 P33'B94'F28' FK	48·0	22·2	Gdynia Polish *Cem* 4*BH only* 86*tAPT*109*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb *100lb* 293NHP 2SB,6*cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9½ 20 ″ 8½	
36685 DFZW	**Wittekind** (*ex*Tricolor) 1*Dk2trB* &*deep framing*	4028 3773 2528			...		1906	TyneI.S.B. Co.Ld. Newcastle	EmderDampferkompagnie,A.G. (Wilh.Nübel,*Mgr*)	351·0 P28'B103'F36' FK	50·0	25·7	Emden German *WB*	T.3Cy.26",42½"&69½"-45" 368NHP Blair&Co.Ld.Stockton	28 ″ 1	G †
36686	**Wladiwostock** 2*Dks* *CruiserStern*	1415 1137 740					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85'F25'	34·9	18·3	Archangel Russian *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"-31½" 93NHP Cant.Riuniti dell' Adriatico,Trieste		
✻ 36687 PIRJ	**Woensdrecht** *ss*Rot.No.3-11,37 *OilEng* ~~ssRot.No.2-34~~ 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at* D.F. *bottom and at decks*	4668 4151 2627	✠100A1 ~~3,37~~ 11,37 DBS~~11,36~~ 11,37 ✠LMC~~2,34~~ 11,37 *CarryingPetroleum in bulk*	Rot	*x*	CL ~~3,37~~ 11,37	1926 3mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	N.V.Maats.Motorschip"Woensdrecht"(N.V.Phs. VanOmmeren's Scheepv.Bedrijf, *Mgrs.*) *CellDBuE*64'137*t*	370·0 P99'F33' FK	53·3	27·8	Rottrdam Dutch 16*BHptCem* *FPT*150*tA*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NHP 3DB-(1NDB*aft*27)*142lb* Maats.Fyenoord,Rot. *PT*66*t*	28 ″ 0 s 5 ″ 2 23 ″ 0	
36688 DOEV	**Wolfram** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOstAfrika Linie,*Mgrs.*)	362·7 P&B286'F47'	50·3	22·2	Bremen German *WB*	T.3Cy.25⅔",40½"&68$\frac{1}{10}$"-47⅓" 318NHP GörlitzerMasch.Görlitz		G
36689 DOOY	**Wolfsburg** (*ex*BaronLovat, *ex*Wolfsburg) ssBmn.No.3-8,28 *ss*Ham.No.2-36 ~~ssHam.No.1-32~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* Sub.Sig. *No.1hold*	6201 5685 3827	100A1 11,37 ~~11,35~~ ~~12,30~~ LMC MS~~8,32~~ 12,36 BS~~6,36~~ 3,37	Bmn ~~Ham~~	*d*†	CL ~~12,34~~ 11,37	1915	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDampfs. Ges."Hansa" *CellDB*389'1819*t*	469·6 B&F394'*upper*F52' FK *FPT*120*tAPT*81*t*	62·1	25·3	Bremen German 7*BH* *ptCemptAsp*	T.3Cy.31½",50¾"&82¾"-55⅛" 199lb (*r*) 703NHP 4SB(Spt),12*cf*,GS226, FD HS9920 J.C.TecklenborgA.G.Wsm	28 ″ 1	
36690	**Wollin** Ⓟ 1*Dk*	305 189 115					1928	LübeckerFlender-WerkeA.G. LübeckSiems	Stettin-Wollin-Cammin-DievenowerDampfschifff. G.m.b.H.	145·1	23·1	9·4	Cammin. Pom. German	T.3Cy.10⅜",16¾"&27½"-15¾" 36NHP Christiansen&Meyer, Harburg		G
36691 150190 VJYQ	**Wollongbar** Ⓟ *Ref.Mchy.* 1*Dk&Awng dk*	2239 1942 874					1922	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	285·1 F51'	42·1	23·9	SydnyNSW British *WB*	T.4Cy.25",40"&(2)44½"-36" 218NHP D.Rowan&Co.Ld.Glasgow		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres des Certificats...
36692 PIRP	**Wolsum** ssRot.No.3-4,34 D.F. 1*Dk*(*Stl*)	3699 3346 2226	✠100A1 ~~5,37 3,36~~ 3,38 BS~~3,37~~ ✠LMC4,34 3,38 *Fitted for oil fuel 7, 21 F.P. above 150° F.*	Rot	*w*	OG ~~3,36~~ 3,38	1921 4mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *Inter mediateBHinafter hold dispensed with* *CellD*	359·9|48·3|23·0 P30'B229'F27' FK *B*312' 950*t FPT*74*t*	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 180lb 443NHP 3SB,*6cf*,GS144,HS6312 FD Maats.deSchelde,Flushing	25 ″ 3 s 3 ″ 2¼ 22 ″ 3	
36693	**Wong Shek Kung** (*ex*Helios) 1*Dk*	1656 1250 1044					1905	WoodSkin- ner&Co.Ld. Newcastle	HingLeeS.S.Co. (KwongHang Hing,*Mgrs.*)	260·0|38·0|15·5	Canton Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP G.Clark,Ld.Sunderland		N
36694 131861 VJYR	**Woniora** ssMel.2ndNo.3-11,37 ~~ssSyd.No.3-10,25~~ ~~ssMel.No.2-33~~ *Well deck Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	823 588 338	✠100A1 11,37 ~~10,36~~ ~~BS10,36~~ ✠LMC9,33 11,37	Mel	*k*	CL ~~10,36~~ 10,37	1913 6mo *Lloyd*'*sA&CP*	Hall,Rus- sell&Co.Ld. Aberdeen	W.Holyman&Sons, Pty.Ld. *WB=CellDB*	195·0|30·3|12·6 31·7 204·5(O.L.) Q110'B9'F34' FK *uE*28'*f*108'187*t FP*	Melbourne British 3*BHCem* *T*70*t APT*8*t*	T.3Cy.~~40~~",26"&43"-33" (*r*) 16½" 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s 4 ″ 3½ 14 ″ 2	
36695 10566 JBTE	**Woo-Ling Maru** Ⓟ TwinSc 1*Dk*	1298 666 715					1906	Kawasaki DckyrdCoLd Kobe	NisshinKisenK.K.	228·8|39·5| 9·6 F31'	Tokio Japanese	T.6Cy.12½",20"&33"-18" 92NHP KawasakiDockyardCo.Ld.		
36696 164565 GYPW	**Woodbury** 1*Dk&Shelter dk* *CruiserStern*	4434 4012 2672	✠100A1 *withfreeboard* 2,38 ~~2,37~~ ✠LMC1,36	Cff Bry	*z*	CL	1936 1mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	AlexanderShip- pingCo.Ld.(Cap- perAlexander& Co.) *CellDB*326'1190*t*	400·0|55·1|25·0 F33' FK *FPT*117*t APT*118*t*	London British 6*BHCem* (*Coll toSh dk* 5 ,, ,,*2nd* ,,)	T.3Cy.21",33"&60"-45" & exhaust turbine driving steam compressor 358NHP 2SB,(FD)&1Aux.SB,*8cf*, GS115,HS4350 (*s*) 220lb D.Rowan&Co.Ld.Gls.	27 ″ 5 s 2 ″ 9¼ 24 ″ 10¼	
36697 149831 GJSP	**Woodcock** ssLon.No.2-35 Wireless 1*Dk& Shelter dk* *CruiserStern*	1561 824 713	✠100A1 *withfreeboard* 1,37 BS5,36 ✠LMC5,35 5,37	Lth	*q*	CL 1,37	1927 5mo *Lloyd*'*sA&CP*	Greenock Dkyd.Co.Ld. Greenock	GeneralStm.Nav. Co.Ld. *CellD*	241·4|40·2|12·7 B84' FK *B*200'285*t FPT*25*t*	Leith British 5*BHCem* (*Coll to Sh dk* 4 ,, *2nd* ,,) *APT*15*t*	T.3Cy.23",37"&62"-39" (*s*) 200lb 341NHP 2SB,*8cf*,GS180,HS6136 J.G.Kincaid&Co.Ld.Grk.	15 ″ 0 s8 ″ 6¼ 14 ″ 11¼	
36698 160555 MPDY	**Woodlark** ssLon.No.2-37 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1501 826 694	✠100A1 *withfreeboard* 10,37 ~~3,37~~ ✠LMC3,37 BS4,38	Lon Lth	*q*	CL 3,37	1928 8mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *CellDB*194'265*t*	240·0|40·1|13·3 B72' *FPT*21*t APT*12*t*	Leith British 5*BHCem* (3 *toSh dk* 2 ,,*2nd* ,,)	T.3Cy.22",36"&59"-36" (*r*) 200lb 321NHP 2SB,*8cf*,GS174,HS6006 AilsaS.B.Co.Ld.Troon	15 ″ 3 s 8 ″ 3½ 15 ″ 2	
36699 118019	**Woodside** TwinSc 1*Dk*(*ptStl*-teaks)	445 445 125	✠ 6,07 ✠	Liv			1903 6mo	London- derryS.B.& E.Co.Ld. Londonderry	BermudaTrans- portationCo.Ld.	150·0|41·0|10·9 *Promenade dk*134' FK *WB=DTa*10'39*t*	Liverpool British 6*BHAsp* *DT f*12'53*t*	T.8Cy.(2)15",(2)23"&(4)28"-18" 183NHP 2SB,*6rf*,GS104,HS3433 Cen.Mar.Eng.Wrks.WHpl	11 ″ 5	
36700 139077 MFXY	**Woodtown** (*ex*Dunvegan Head-36,*ex*Madame Doretta,*ex*Doretta, *ex*Freshet) 4Mst ~~ssGms.No.3-7,26~~ ~~ssLth.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* ssAnt.2ndNo.3-4,38	794 544 363	✠100A1 ~~3,37 10,36~~ 4,38 BS~~10,36~~ ✠LMC~~12,34~~ 10.37 MS2,38	Shl Ant	*k*	CL ~~11,35~~ ~~11,37~~ 2,38	1915 8mo *Lloyd*'*sA&CP*	R William- son&Son Workington	WoodtownShppg. Co.Ld.(Comben Longstaff&Co.Ld. *Mgrs.*) *CellDBf*112'	186·3|29·4|12·4 Q116'B9'F25' FK	Leith British 3*BHCem* 162*t FPT*40*t*	T.3Cy.15½",26"&44"-30" (*s*) 180lb 95RHP 1SB,*3cf*,GS58,HS1972 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 7 s5 ″ 0¾ 14 ″ 1½	
36701 163048 MLLY	**Wooler** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	507 374 251	✠100A1 9,37 ~~4,37~~ ✠LMC5,36	Nwc Mdb	*h*	CL	1936 5mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. S.Bank,Mdb.	TyneTeesSteam ShippingCo.Ld. *CellD*	165·2|27·2|10·5 P60'F22' FK *B*106' 152*t FPT*65*t*	Sundrland British 3*BHCem* *APT*11*t*	Oil Engines 4S.C.SA 7Cy.11"-17¹⁄₁₆" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4½	
36702 LDTD	**Woolgar** ssMel.No.3-10,27 ssHKgNo.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Cargo battens not fitted*~~	3060 2754 1811	✠100A1 *Shelter dk* *withfreeboard* 11,37 ~~11,36~~ ✠LMC11,36 BS11,37	HKg Sba	*w*	CL 10,36	1914 11mo *Lloyd*'*sA&CP*	Swan,Hun- ter& Wigham Richardson, Ld.Newcastle	BorgesRederi A/S(HansBorge, *Mgr.*) *CellDBa*114'*uE&*	350·0|47·1|21·1 FK *B*41'*f*153'934*t FPT*	Tonsberg Norwegian 6*BHCem* 84*t APT*27*t*	T.3Cy.24",39⅞"&65"-45" 180lb *180lb* (*s*) 385NHP 2SB,*8cf*,GS144,HS5606 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 0 s 2 ″ 1 22 ″ 1	
36703 206658 KLDU	**Woonsocket** Ⓟ (*ex*Mackinac) 2*Dks*	434 — 231					1909	Johnston Bros. Ferrysburg, Mich.	Norfolk-Baltimore &CarolinaLineInc.	162·0|28·2|12·0	Norfolk Utd.States	C.2Cy.18"&40"-30" 73NHP MontagueIronWorks, Montague,Mich.		
36704 142913 MCMS	**Woosung** TwinSc 2*Dks*	3426 2740 2119					1918	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	ChinaNav.Co.Ld.	320·0|46·2|22·3	HongKong British *WB*	T.6Cy.14½",24"&39½"-30" 171NHP TaikooD.&E.Co.ofH.Kg. Ld.HongKong		
36705 29836 JTTA	**Woosung Maru** Ⓟ (*ex*Dunmail) 1*Dk&2nd dk inNos.*1, 2&3*holds*	3090 2839 1884		...			1919	BlythS.B. &D.DCo.Ld. Blyth	KawasakiKisen K.K.	331·3|46·7|23·2 P33'B98'F29' FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"-45" 368NHP Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	
36706 162334 GFZM	**Worcestershire** Ⓟ TwinSc *OilEng.* *Ref.Mchy* ssBkn.No.1-35 D.F. 3*Dks*(*Stl*-*U* ws) *CruiserStern*	11402 7834 7126	✠100A1 ~~1,37~~ 11,37 ✠LMC CS3,35 DBS~~3,35~~ 5,37 ~~3,35~~ 2,38	Bkn	*f*†	CL P10,36 s1,37	1931 2mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	483·0|64·2|32·0 P51'B265'F78' FK *B*417'1746*t FPT*42*t*	Liverpool British 8*BHptCem* *APT*91*t*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 1 29 ″ 9½	BT till ~~1,37~~ 1,38
36707 YNAD	**Worden** TwinSc (*exU.S.NavyVessel*) *OilEng.* Wireless 1*Dk*2*trB*	433 — 374					1903	NavyYard Norfolk,Va.	Seaboard,S.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	264·5|23·0|14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13" 211NHP NE29 AtlasImperialDieselEng. Co.Oakland		
36708 8023 SKWE	**Wormo** *OilEng.* Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	842 595 294	✠100A1 *withfreeboard* 5,37 ~~4,37~~ ✠LMC7,35 12,37	Mmo Got	*n*	OG 5,37	1935 7mo *Lloyd*'*sA&CP*	NyaVarvs- aktb.Öresund Landskrona	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellDB*162'220*t*	210·0|35·5|22·5 220·8(O.L.) *BonShelter dk*42' FK *FPT*54*t APT*49*t*	Stockholm Swedish 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA 5Cy.20½"-27⁹⁄₁₆" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registres où cote d ce n'est dans le L.R. Durée Cert. B.of Trade.
36709 160135 GJYW	**Worthing** Ⓟ TwinSc Sub.Sig. D.F. 2*Dks&Awng dk* *CruiserStern*	2294 1143 932					1928	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	297·7	38·7	15·0	Newhaven British	6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb.		BT till 1.38
* 36710 28306 JAUA	**Woyo Maru** *ss*Yka.No.3-5,34 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5458 4996 3323	✠100A1 6,37 ~~6,36~~ ✠LMC~~6,36~~ *Fitted for oil fuel* 9, 21 *F.P. above* 150° F.	Nag Kob 6,37	*z*	6,36	1921 9mo A&CP	Asano S.B.Co. Tsurumi	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*339'944*t*	53·2	29·4	Yokohama Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS181,HS7362 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
36711 148355 GMZB	**Wrotham** (*ex*Firtree-35, *ex*Ramshope) *ss*Sld.No.2-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1884 1493 1107	✠100A1 4,37 BS~~10,36~~ 3,38 ✠LMC10,35	Cff	*q*	CL 3,37	1927 2mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	Constants(South Wales)Ld.(M. Constant,*Mgr.*)	270·8 P21'Q126'B12'F22' FK *CellDB*229' 523*t MTs*109*t FPT*	38·0	18·0	Sunderlnd British 4*BHCem* 47*tAPT*99*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s6 ″ 1¾ 18 ″ 4¾	
36712 133250	**Wuchang** TwinSc 2*Dks*	3204 2708 1975					1914	TaikooDkyd&E.Co.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	320·0	46·0	22·3	London British *WB*	T.6Cy.14½",24"&39½"-30" 171NHP TaikooDkyd.&Eng.Co.of HongKongLd. HongKong		
36713 25099	**Wugo Maru** *ss*Kob.No.3-4,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	3683 3252 2223	✠ ... 6,34 ✠	Kob	*v*		1920 5mo	Uraga DockCo.Ld. Uraga *CellDB*278'716*t*	KitaNipponKisen K.K.	330·0 P17'B72'F39'*on Awng dk* FK *FPT*50*tAPT*31*t* 6	46·0	27·7	Kobe Japanese *Cem* *BH to Aw dk*	T.3Cy.24¾",41"&69"-45" 390NHP 2SB,6*cf*,GS118,HS5058 UragaDockCo.Ld.	29 ″ 11	
36714 154047 MDMB	**Wuhu** TwinSc 2*Dks*	2938 2317 1712					1930	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British *WB*	T.8Cy.15",24¾",&(2)29"-18" 143NHP TaikooD.&E.Co. ofHongKong,Ld.		
36715 159418 MKKJ	**Wulin** Ⓟ TwinSc *OilEng.* (*RiverService*) 2*Dks*	2515 1836 1741					1935	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	249·0	50·0	9·4	London British *WB*	Oil Engines 2S.C.SA 10Cy.14$\frac{3}{16}$"-26¾" 349NHP SulzerBros.Winterthur		
36716 DJSF	**Wuppertal** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6737 5634 3960					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	469·8 P26'F39'	61·7	26·2	Hamburg German *WB*	3 Oil Engines 2.S.CSA connected to electricMotor & Sc.Shaft 1548NHP 21Cy.20½"-27$\frac{9}{16}$" Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		G
36717 154058 MDMC	**Wusueh** TwinSc *OilEng.* 2*Dks*	3009 2308 1731					1931	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British *WB*	Oil Engines 2S.C.SA 16Cy.13¾"-21¼" 531NHP SulzerBros.A.G. Ludwigshafen a Rh.		
36718 205458 WADR	**Wyandotte** D.F. (*Self-Unloader*) GyC. *Mchy.Aft* 1*Dk*	2450 — 1541					1908	Gt.Lakes Eng.Works Ecorse,Mich.	WyandotteTransportationCo.	346·0 len10	45·2	24·0	Wyndotte, Mich. *WB* Utd.States	T.3Cy.18",31"&50"-36" 150NHP GtLakesEngWrks,Detroit		R
36719 LDUC	**Wyatt Earp** Wood (*ex*Fanefjord-33) *OilEng.* Wireless 1*Dk* *Mchy.Aft*	402 348 274					1919	Bolsönes Skbs.&Mek Værks. Molde	WyattEarpA/S Ld. (AxelHolm)	135·6 P48*t*	29·2	14·3	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 64NHP J&CGBolinder'sCoLdSkm		N
* 36720 163515 GWVM	**Wychwood** D.F. *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	2794 2124 1558	✠100A1 12,37 ~~4,37~~ ✠LMC9,34	Shl		CL 4,36	1934 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *CellDB*260'661*t*	W.France, Fenwick&Co.Ld.	306·0 Q177'F34' FK *MT*8'264*tFPT*214*t*	44·5	19·3	London British 6*BHCem* *APT*106*t*	T.3Cy.19",31½"&52"-39" (*s*) 200lb FD 238NHP 2SB(Spt),6*cf*, GS65,HS3400 N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 7 ″ 1 19 ″ 3¾	
36721 1454[illegible] MKYS	**Wynding** Now "Stokesley," see No. 40119 in Supplement *ss*.Hpl.No.3-6,35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1149 [illegible] 666	✠100A1 5,36 BS5,36 ✠LMC6,35	Lon	*n*	OG 5,36	1922 4mo *Lloyd*	Verschure &Co. Amsterdam '*sA&CP* *CellDBu*	~~W.A.Souter&Co. Ld.~~ J.T.Duncan &Co.Ld.	231·0 Q138'B131'F23' FK *B*19'*f*156'397*tFPT*	34·2	13·2	Cardiff British 4*BHCem* 88*tAPT*48*t*	T.3Cy.15½",25½"&41"-36" 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,GS69,HS2010 Verschure&Co.Amsterdam	16 ″ 0 s 4 ″ 7¾ 14 ″ 11¾	
36722 136686 GRFJ	**Wyneric** (*ex*RicardoA.Mestres) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks in holds for carrying Petroleum* *Now* "**Bratton,**" *see Supplement*	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	TheBankLine,Ld. (A.Weir&Co. *Mgrs.*)	365·0 P97'B20'F36'	50·7	26·7	Glasgow British *WB*	T.3Cy.25",41"&68"-48" 320NHP Cen.Mar.Eng.Wrks,WHpl		C
36723 FNTZ	**Wyoming** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks&Shelterdk*	8062 6329 4295					1930	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	T.4Cy.34¼",56¼"&(2)65⅝"-59" 656NHP BremerVulkan,Vegesack		V
36724 219090 KOJJ	— (*ex*LakeGalata) *Fitted for oil fuel* Sub.Sig. 3*Dks*	2689 2329 1667			...		1919	Manitowoc S.B.Co. Manitowoc	Merchnts&Miners Transptn.Co.	253·5 P25'B65'F26' FK	43·9	25·9	Baltimore Utd.States *WB*	T.3Cy.21$\frac{3}{16}$",35"&59"-42" 326NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
36725 157619 VLDP	**Wyrallah** *OilEng.* *Ref.Mchy.* 1*Dk*	1049 655 535					1934	Akt.Burmeistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	216·4 Q108'B31'F30'	36·7	8·3	Sydney British *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn		C
* 36726 128970 MDQL	**Wythburn** 3Mst *Well deck* *ss*Liv.2ndNo.3-12,35 *Mchy.Aft* 1*Dk*(*Stl*)	420 279 161	✠100A1 12,35 ✠LMC MS12,35 BS~~7,36~~ 10,37	Liv	*f*	CL 12,35	1911 10mo *Lloyd*	R.Williamson&Son Workington '*sA&CP*	~~KyleShippingCo. Ld.(MonroeBros Mgrs.)~~ WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*)	141·6 Q81'B9'F22' FK *WB*=	24·3	11·0	Wrkingtn British 3*BHCem* *FPT*30*t*	C.2Cy.16"&36"-27" (*s*) 130lb 83RHP 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s 4 ″ 7½ 11 ″ 9	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou noté, si ce n'est dans le L.R. Durée Cert. Hor'Trade.
36727 2089 IBAZ	**XXIII Marzo** (*ex*Congonian-36, *ex*Quercus) ssHam.No.2-35 2*Dks*(*Stl*)	~~5003~~ ~~4329~~ ~~3164~~ 5006 4323 3163	✠100A1 3,37 BS11,36 ✠LMC10,35	Gen	*y*	CL 10,35	1927 11mo	Lithgows Ld. Port Glasgow *Lloyd*'s*A&CP* *Inter*	"Garibaldi"Soc. Anon.Cooperativa diNav. *mediate 'tween dk* *CellDB* 331' 1012t	397·5|52·0|26·6 385·0 P33'B112'F44' FK *BH in after hold dispensed with* *DT a* 30' 784t *FPT*	Genoa Italian *ptCem* 4*BH to Udk* 2 „ „2nd„ 80t *APT*16t	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	29 „ 0 s 5 „ 3½ 23 „ 11½	
36728 1997 ICMB	**XXVIII Ottobre** (*ex*Nairn-34, *ex*LammerLaw-32) ssBly.No.1-34 1*Dk*(*Stl*)	4832 4541 3040	✠ ... 6,36 ✠	Gen	*z*		1929 12mo	C.Connell &Co.Ld. Glasgow	"Garibaldi"Soc. Anon.Cooperativa diNav. *CellDB*344'	417·8|53·4|26·1 405·3 P35'B255' F40 FK 1037t *DTa*27' 1045t	Genoa Italian 6*BHCem* *APT*33t	T.3Cy.25",42"&70"–48" 442NHP 2SB,8*cf*,GS143,HS6002 D.Rowan&Co.Ld.Gls.	28 „ 7	I †
36729 EEBL	**Xaquin** 1*Dk*2*trB*	506 424 318					1920	Astilleros Riera Gijon	M.CamposPeña	148·3|24·1|14·2	Gijon Spanish *WB*	T.3Cy.10½",17"&27"–20½" 32NHP M.Bori,Barcelona		
36730 UNGI	**Yacov Sverdlov** (*ex*TinternAbbey) 1*Dk&deep framing*	1812 1652 1091			...		1909	Richardsn, Duck&Co. Stockton	U.S.S.R.	275·0|40·8|18·1 P24'B54'F27' FK	Archangel Russian *WB*	T.3Cy.20½",33½"&55"–36" 187NHP Blair&Co.Ld.Stockton	20 „ 4	
36731 10314 JXSB	**Yaedake Maru** (*ex*BakkaiMaru) Wireless 1*Dk*	358 263 176					1899	Boyd&Co. Shanghai	KyushuShosen K.K.	127·6|25·0|11·9	Osaka Japanese	O.2Cy.		
36732 UPLA	**Yagoda** Ⓟ (*ex*Almelo-35) Sub.Sig. *Fitted for oil fuel* *CruiserStern* 3*Dks&Shelter dk*	6948 6380 4191					1918	Kon.Maats deSchelde Flushing	U.S.S.R.	447·5|62·8|29·7 P31'	Nogaevo Russian *WB*	T.3Cy.31",50"&82½"–54" 500NHP Maats.deSchelde,Flushing		V
36733 32481 JKJB	**Yahiko Maru** TwinSc *OilEng.* ssTama.No.2-35 2*Dks*(*Stl*)	5747 5336 3575	✠100A1 6,37 ~~5,36~~ DBS~~5,36~~ ✠LMC2,35 6,37	Tama	*z*	CL 5,36	1926 11mo	KobeSteel Works Harima *Lloyd*'s*A&CP* *Inter*	ItayaMiyakichi (ItayaShosenK.K. *Mgrs.*) *mediateBH in fore* *CellDB*348'1358t	417·2|54·5|31·5 P35'B142'F44' FK *holds dispensed with* *Tanks at sides of*	Tokio Japanese 6*BHptCem* *tunnels* 192t	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅜" 776NHP NDB18*refitted*35–120*lb* KobeSteelWorks,Kobe *FPT*250t*APT*262t	31 „ 6 s 6 „ 0½ 25 „ 7	
36734 220520 KDDF	**Yaka** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5432 4971 3335			...		1920	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7|54·2|30·2 P36'B124'F44' FK	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32 „ 10	R †
36735	**Yakugir** (*ex*LakeElmwood) 1*Dk*2*trB*	2701 — 1513					1920	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8|43·6|25·1 P32'B65'F24'	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		
36736 25848 JCFB	**Yakumo Maru** ssOsa.No.3-10,31 ssKob.No.1-35 2*Dks*(*Stl*)	3198 2676 1913	✠100A1 1,38 ~~1,37~~ ✠LMC~~1,37~~ 1,38	Osa Kob	*u*	CL ~~1,37~~ 1,38	1919 7mo	Ishikawa-jimaS.B.&E. Co.Ld.Tokio A&CP	OsakaShosenK.K.	305·0|43·9|27·3 P25'B92'F30' FK *CellDB*262'587t*FPT*	Osaka Japanese 5*BHCem* 58t*APT*56t	T.3Cy.22",37"&61"–42" (*s*) 180lb 279NHP 2SB,6*cf*,GS93,HS3640 FD IshikawajimaSB.&E.CoLd	27 „ 3 s 4 „ 4½ 23 „ 1	
36737 UOEV	**Yakut** (*ex*LakeElmsford-32) Sub.Sig 1*Dk*2*trB*	2694 2342 1508					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8|43·6|25·1 P32'B65'F24'	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–62" 225NHP Gt.LakesEng.Wks.Detroit		
36738 204047 WSCT	**Yale** Ⓟ TrpSc *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk*	3818 — 514					1906	Delaware RiverCo. Chester,Pa.	MatsonNav.Co.	376·0|61·3|20·2	L.Angeles Utd.States *WB*	3 Steam Turbines W.&.A.FletcherCo. Hoboken,N.J.		R
36739 223525	**—** TwinSc 2*Dks*	1670 — 1136					1923	NewJersey D.D.&Trans-portationCo. NewJersey	Starin'sNewHaven Line	223·8|42·1|14·1 P20'F21'	NewYork Utd.States *WB*	T.6Cy.15½",26"&45"–26" 206NHP JohnW.SullivanCo.N.Yk.		
36740 FNYR	**Yalou** Ⓟ (*ex*Raimund) *Fitted for oil fuel* D.F. 2*Dks&Shelter dk*	8564 8199 5381					1914	Akt.Ges. "Weser" Bremen	Cie.desMessa-geriesMaritimes	477·9|58·4|28·3 B44' 36·7	Dunkirk French *WB*	Q.4Cy28³⁄₁₆",40½",58³⁄₁₆"&85⅝"–55¹⁄₁₆"&LPturbine A.G."Weser,"Bremen		V
36741 DOBA	**Yalova** (*ex*Winfried-36) Sub.Sig. 2*Dks*	3750 3239 2241					1920	Frerichs &Co. Einswarden	Deutsche Levante-LinieHamburg A.G.(Deutsche Levante-Linie G.m.b.H.*Mgrs.*)	362·7|50·3|22·2 P&B300'F47'	Hamburg German *WB*	T.3Cy.25⅝",40½"&67⅝"–47½" 316NHP GörlitzMach.A.G.Görlitz		G
36742 UOQV	**Yalta** (*ex*Grozny-34,*ex*Acheronte) *OilEng* Wireless *Carrying oil in bulk* 1*Dk*	611 519 323					1916	Soc.Eser-cizioBacini RivaTrigoso	U.S.S.R.	160·1|30·5|14·0 B54'	Tuapse Russian	Oil Engines 4S.C.SA 6Cy.13⁹⁄₁₆"–19¹¹⁄₁₆" 109NHP NE32 KolomenskieStateE.Wks.		
36743 ~~220770~~ ~~KDJK~~	**Yalza** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman, Pa.	~~UnitedStates Maritime Commission~~	400·7|54·2|30·4 P36'B124'F44' FK	~~Philadlphia~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 „ 10	R †
36744 19281 JCPD	**Yamagata Maru** 2*Dks*	3807 3463 2322			...		1916	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0|50·0|29·1 P33'B74'F40' FK	Tokio Japanese *WB*	T.3Cy.23½",38⅝"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 „ 1	C †
36745 UNAM	**Yamal** Ⓟ (*ex*Vaigatch) *Ref.Mchy.* 1*Dk*(*Stl*)&*Awng dk* Wireless Sub.Sig.	938 548 447	✠ 7,11 ✠	Nwc	*m*		1911 7mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	U.S.S.R. *CellDBa&u*	216·0|32·2|17·9 FK *E*66'*uB*20' *f*83'175t	Archangel Russian 4*BHCem* *APT*15t	T.3Cy.16",26"&43"–30" 163NHP 2SB,6*cf*,GS107,HS3250 Swan,Hunter&Wigham Richardson,LdNwc.	20 „ 0	
36746 10840 JTWF	**Yamamitsu Maru** Ⓟ 1*Dk*	845 — 509					1907	Ishikawa-jimaS.B.&E. Co.Ld.Tokio	SawayamaKisen K.K.	216·4|28·2|17·5 B36'	Nagasaki Japanese *WB*	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaSB&ECo.Ld.		
36747 160104 GNVC	**Yamanota** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 2,38 ~~2,37~~ ✠LMC MS7,36 BS~~2,37~~2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Cco	*t*	CL P2,38 ~~s7,36~~ s10,37	1928 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'s*A&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks* *f*286t *wing*	305·7|50·2|14·3 P67'F34' FK *Trunk*204' *tanks a*356t*FPT*60t	London British 7*BHptCem* *APT*75t	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 „ 0 s 1 „ 10½ 13 „ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
36748 15810 JCQA	**Yamashiro Maru** Ⓟ *2Dks*	3427 3015 2085			...		1912	Kawasaki Dkyd.Co.Ld. Kobe	**NipponYusenK.K.**	352·0|44·7|25·9 P36'F44' FK	**Tokio** Japanese *WB*	T.3Cy.24½",41"&68"–48" 400NHP KawasakiDkydCoLdKobe	28 ″ 2	
36749 33769 JQRB	**Yamato Maru** Ⓟ **TwinSc** (*ex*GiuseppeVerdi) D.F. *2Dks&Shelter dk*	9656 6971 5662					1915	Soc.Eser- cizioBacini RivaTrigoso	**KinkaiYusenK.K.**	505·1|59·6|25·5 P103'B189'F136'	**Tokio** Japanese	Q8Cy$25\frac{9}{16}$"$37\frac{7}{16}$"$53\frac{15}{16}$"&$78\frac{3}{16}$" –$53\frac{3}{16}$" 1512NHP Soc.EsercizioBacini,Genoa		
36750 21059 JBWD	— *ss*Kob.No.3–8,29 *ss*Kob.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	4379 3693 2763	✠ ... 3,35 ✠	Kob	*w*		1917 11mo	OsakaIron Works,Ld. Innoshima	**HakuyoKisenK.K.** *CellDB*298'1136*tDT*	345·0|49·8|28·1 P30'B99'F34' *on Shelter dk* FK *a* 32' 693*t FPT*115*t*	**Amagasaki** Japanese 6*BHCem*	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	C †
36751 137241	**Yandra** Ⓟ *OilEng.* *Ref.Mchy.* 1*Dk* *Well deck* *CruiserStern*	990 630 418			...		1928	Akt.Bur- meistr&Wain Copenhagen	**CoastSteamships, Ld.**	211·1|35·2|11·9 P27'Q90'F24' FK	**P.Adelaide** British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 224NHP Akt.Burmeistr&WainCpn	13 ″ 9	
36752 FNYS	**Yang-Tse** Ⓟ (*ex*Remscheid) *Fitted for oil fuel* D.F.	8150 7388 4600					1915	Howaldts- werke,A.G. Kiel	**Cie.desMessageriesMaritimes**	475·7|60·5|32·8 P42'B143'F84'	**Dunkirk** French *WB*	T3Cy$33\frac{1}{16}$",$53\frac{1}{3}$"&$86\frac{3}{8}$"–$57\frac{1}{16}$" &L.P.turbine HowaldtswerkeA.G.Kiel		V
36753 200980	**Yankee** Ⓟ **WoodPad** (*ex*J.T.Morse–33) *2Dks*	780 — 410					1904	WmMcKie Boston	**FerriesOperating Co.**	199·0|31·0|12·1	**New York** Utd. States	B.1Cy.51"–108" NB25 208NHP W.&A.FletcherCo.Hbkn.		
36754 221457 KDTG	**Yankee Arrow** *ss*NYk.No.1–37 *ss*Bal.No.3–7,34 *Mchy.Aft* *2Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk* *withfreeboard* 10,37 ~~1,37~~ MS10,37 BS1,37 ✠LMC~~7,34~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	N Yk	*d*†	CL 1,37	1921 8mo	NewYork S.B.Co. Camden,N.J. A&CP	**Socony-Vacuum OilCo.Inc.** *CellDB* *a*19' *uE&B*76'440*t* *dk tank aft* 99*t*	468·3|62·7|32·0 435·2(O.L.) FK *DTf*40'644*t'Tween* *FPT*229*tAPT*131*t*	**NewYork** Utd. States 16*BHptCem* (*Coll to Sh dk* 9 „ *U* „ 6 „ *2nd*„)	Q.4Cy.24",36",51"&75"–51" 220lb (*r*) 625NHP 3SB,*9cf*,GS173,HS9052 FD NewYorkSBCorp.Camden	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
36755 220717 KDHK	**Yapalaga** *Fitted for oil fuel* Sub.Sig. *2Dks&Webframes*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman,Pa.	**UnitedStates Maritime Commission**	400·7|54·2|30·2 P36'B124'F44' FK	**Phildlphia** Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
36756 226635 KGAY	**Yarmouth** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern 2Dks*	5043 — 2714					1927	W Cramp& SonsS&EBCo Philadelphia	**EasternS.S.Lines Inc.**	365·4|55·6|26·8 B&F354' *WB*	**Boston** Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts W.Cramp&SnsS&EBCPhl		R
36757 143512 MKCT	**Yarmouth Trader** (*ex*Ashdene, *ex*Stertpoint) *ss*Yar.No.3–9,33 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *ss*Yar.No.1–33 *Cargo battens not fitted*	312 209 125	✠100A1 2,38 ~~1,36~~ ~~BS1,36~~ ✠LMC~~9,33~~ ~~5,37~~ 2,38	Yar	*d*	~~1,36~~ 2,38	1920 7mo	Crabtree& Co.Ld. Gt.Yarmouth Lloyd'sA&CP	**Gt.Yarmouth ShippingCo.Ld.**	130·0|23·2| 9·5 Q51'B9'F16' FK *FPT*44*t*	**Yarmouth** British 3*BHCem* *APT*28*t*	C.2Cy.14"&33"–22" (*s*) 130lb 45RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
36758 120737 VJLG	**Yarra** *ss*Mel.No.1–37 *ss*Syd.2ndNo.3–9,33 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	2257 1987 1384	✠100A1 ~~8,36~~12,37 ✠LMC12,37 ~~MS9,33~~ ~~BS8,36~~	Mel	*s*	CL ~~10,35~~ 11,37	1907 5mo	Furness, Withy&CoLd WHartlepool Lloyd'sA&CP *WB*	**HuddartParker, Ld.** = *CellDBa*90'*uE&*	292·0|43·9|19·1 303·3(O.L.) B64'F29' FK *B*44'*f*116'610*tFPT*	**Melbourne** British 5*BHCem* 83*tAPT*98*t*	T.3Cy.22½",37"&61"–39" (*r*) 180lb *100lb* 260NHP 2SB,*6cf*,GS118,HS4135 Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 6 s 3 ″ 4¾ 18 ″ 0	
36759 160395 VPGF	**Yarraville** **3Mst** *ss*Bat.No.2–36 *Mchy.Aft* *2Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 ~~7,37~~ ~~1,37~~ 3,38 ✠LMC MS2,36 BS~~1,37~~3,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Sba ~~Yka~~ Fal	*d*†	CL 2,36	1928 4mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	**StandardTransportationCo.Ld.** *CellDBuE&B*65'	460·0|62·8|36·4 P118'B43'F42' FK *f*35' 318*t FPT*190*t*	**Hong Kong** British 18*BHptAsp* *APT*130*t*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,*9cf*, ,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 8 ″ 9 28 ″ 1¾	
36760	**Yastreb** Ⓟ (*ex*BoreII.) *ss*Skm.No.3–4,13 1*Dk*(*Stl*)&*ptAwng dk*	758 669 373	✠ 4,14 ✠	Skm	*i*		1900 9mo	Helsingörs Jernsk&Msk. Elsinore	**U.S.S.R.** *Prom* *DB*	180·5|29·3|20·0 F16'*ptAwng dk*168' *enade dk*100' BK7½" *uE&B*53' 22*t FPT*	**Archangel** Russian 5*BHCem* 50*tAPT*20*t*	T.3Cy.18½",28"&47"–27" 176NHP 2SB,*6rf*,GS92,HS3400 HelsingörsJernsk.&Mskb.		
36761 36223 JRZB	**Yasukuni Maru** Ⓟ **TwinSc** *OilEng.* *ss*Yka.No.1–34 *2Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 3rd*Dk*(*Stl*)*inNos.*1,3&4 D.F. GyC. & *fore end of No.* 5 *hold*	~~11939~~ ~~8373~~ ~~7158~~ 11933 8373 7156	✠100A1 *withfreeboard* 8,37 ~~10,36~~ ✠LMC CS4,35 DBS~~11,36~~ 8,37 3,37 ✠Lloyd'sRMC~~3,37~~ ~~8,37~~ 12,37	Yka	*g*†	CL ~~7,34~~ s6,36 P8,37	1930 9mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	**NipponYusenK.K.** *CellDB*432'1808*t* *tan*	505·0|64·0|37·0 P&B373'F73' FK *ks in way of tunnels*	**Tokio** Japanese 8*BHptCem* 501*t DTa*13'	Oil Engines 2S.C.SA 20Cy.26¾"–47¼" 2492NHP 2DB*100lb* MitsubishiZosenKaisha,Ld 381*tFPT*100*tAPT*160*t*	37 ″ 0 s 8 ″ 5½ 28 ″ 9	
36762 32647 JUIB	— (*ex*Onega) 1*Dk*	3021 2797 1800			...		1920	N.ofIre- landS.B. Co.Ld. Londonderry	**HamaneShoten K.K.**	331·1|46·7|23·1 P33'B100'F34' FK	**Takasago** Japanese *WB*	T.3Cy.25",41"&68"–45" 433NHP McKie&Baxter,Glasgow	25 ″ 6	C †
36763 118378 VPGT	**Yat Shing** 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s) &*deep framing*	2284 2126 1424	✠ 2,04 ✠	Nwc	*t*		1904 2mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	**Indo-ChinaSteam Nav.Co.Ld.** *CellDBa*84' 399*tDTf*18'256*t*	290·4|42·1|15·4 B67'F38' 22·6 FK *uE*22' *f*108' *DTa*24' 374*t FPT*	**Hong Kong** British 5*BHCem* 56*tAPT*25*t*	T.3Cy.21",34"&56"–42" 226NHP 1SB,*4rf*,GS76,HS2913 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0	
36764 137242	**Yawarra** **WoodAux4MstSr** (*ex*Fides) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	432 370 326					1919	Lindstöl& Söns Skibs og Båtbyggeri Risör	**J.A.Olsen**	140·6|31·4|13·7 P40'Q5'	**P.Adelaide** British *WB*	Oil Engines 2S.C.SA 2Cy.16½"–$18\frac{9}{16}$" 96NHP J&CGBolinder'sCoLdSkm		
36765 40111 JYHJ	**Yawata Maru** *Mchy.Aft* *CruiserStern* 1*Dk*	1852 1549 1340					1935	AsanoS.B. Co.Ld. Yokohama	**HinodeKisenK.K.**	270·0|40·0|20·3 P85'F29'	**Tokio** Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP AsanoS.B.Co.Ld.Yka.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cert. (s'il n'est dans le L.R.) par le Cert. B of Trade
36766 JAED	Yaye Maru Now "Yae Maru," see No. 40873 in Supplement ssYka.No.3-10,31 ssYka.No.1-36 2Dks(Stl)&Shelter dk(Stl)	6781 6507 5059	✠100A1 Shelter dk with freeboard 7,37 ~~12,36~~ BS7,37 ✠LMC7,36	Yka	a†	CL ~~N7,34~~ 7,37	1919 6mo	Harima Dkyd.Co.Ld. Oh,Harima A&CP	KokusaiKisen K.K. Colli Cell	425·0|53·6|37·5 FK sionBHtoShelter dk DB 1142t FPT 148t	Kobe Japanese Cem 6BH to U dk APT220t	T.3Cy.27",45"&75"-51" (s) ~~180lb~~ 190lb 556NHP 3SB,6cf,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
36767 25010 JYID	Yayoi Maru ssKob.No.3-7,32 ssKob.No.1-37 2Dks(Stl)	5439 4996 3417	✠100A1 3,38 ~~2,37~~ ✠LMC~~2,37~~ 3,38	Kob	z	CL 6,36	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	~~KarafutoKisen K.K.~~ Nissan Kisen K.K.	400·0|53·2|29·4 P33'B124'F41' FK CellDB 342' 844tA	Tokio Japanese BHCem PT28t	T.3Cy.26⅝",43½"&72"-48" 200lb (s) 513NHP 3SB,9cf,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
36768 40617 JYZH	— OilEng. Mchy.Aft 1Dk	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0|27·5|14·0 P40'F18'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14 1/16"-20¾" 117NHP HanshinTekkosho,Kobe		
36769 OZDD	Ydun Ⓟ Wireless 1Dk	645 430 328					1910	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	184·2|31·2|12·5 P115'F24'	Horsens Danish WB	T.3Cy.16½",27"&44"-44" 128NHP HelsingörsJernsk.& Msbk.		V
36770 160764 GQRT	Yearby ssShl.No.2-38 ~~ssShl.No.1-33~~ D.F. 1Dk(Stl)	5666 5355 3514	✠100A1 ~~6,37~~ ~~7,36~~ 4,38 ~~BS12,35~~ ✠LMC7,33 ~~BS6,37~~ 4,38 MS11,37	Shl ~~Npt~~ ~~Sws~~	a†	CL 12,35	1929 12mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	TheRopnerShippingCo.Ld. CellDB	435·0|55·5|28·1 448·3(O.L.) P63'B251'F42' FK 386'1504t FPT189t	W.Hartlpl British 8BHCem APT167t	T.3Cy.26",41"&73"-48" (s) 180lb HS7932 529NHP 3SB(Spt),9cf,GS172, FD Cen.Mar.E.Wrks.W.Hpl.	31 ″ 1 s 5 ″ 1¼ 26 ″ 2¼	
36771 40188 JFQJ	Yebisu Maru OilEng. 1Dk	424 — 348					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5|28·5|13·0	Kobe Japanese	Oil Engines		
36772	Yedo Maru Mchy.Aft.	1280					1937	Osaka Zosen K.K. Osaka	HinodeKisenK.K.	217·8|35·7|18·5	Tokio Japanese	T.3Cy.17 11/16",29 11/16"&49 3/16"-35 7/16" 145NHP OsakaChuzosho		
36773 25094 JAXD	Yehime Maru ssKob.No.3-12,31 ssKob.No.1-35 2Dks(Stl)	4654 3927 3367	✠100A1 2,38 ~~12,36~~ ✠LMC~~12,36~~ 2,38	Kob	x	12,36	1920 1mo	Uraga DockCo.Ld. Uraga A&CP	YamashitaKisen K.K. C	360·0|51·2|28·5 P20'B91'F35' FK ellDB291'919tFPT	Kobe Japanese 6BHCem 114tAPT46t	T.3Cy.22",36½"&61"-48" (s) 200lb 358NHP 2SB,6cf,GS126,HS5067 FD UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5¼ 23 ″ 3	
36774 8689 JJTE	— Ⓟ 2Dks	638 — 339					1903	Kawasaki DkyrdCo.Ld. Kobe	SetsuyoShosen K.K.	178·1|25·3|16·0	Osaka Japanese	T.3Cy.15",24"&40"-27" 83NHP KawasakiDockyardCo.Ld		
36775 228 JYLA	Yeian Maru (exOswestry) ssShl.No.3-8,19 ssKob.No.1-24 1Dk(ptIrn&ptStl)1ptDk(Stl) &deep framing	3826 3439 2401	✠ 9,28 ✠	Drn	w		1905 11mo	JLThompson&Sons,Ld. Sunderland	DairenKisenK.K. CellD	352·0|49·7|24·6 P34'B100'F35' FK Ba115'uE23' f154'	Dairen Japanese 6BHCem 824tAPT36t	T.3Cy.24⅞",40"&67"-45" 328NHP 3SB,9pf,GS129,HS5090 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 2	
36776 22940 JFGD	Yeifuku Maru ssYka.No.3-12,30 ssKob.No.1-35 2Dks(Stl)&Awng dk(Stl)	5866 5586 4292	✠100A1 Awng dk with freeboard 1,38 ~~2,37~~ ✠LMC~~2,37~~ 1,38	Kob Yka	y	CL 2,37	1918 8mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	TodaiKisenK.K. (YamashitaKisen K.K Mgrs) Collisio CellDB	385·0|51·0|36·0 FK n BH to Awng deck 333'1118t FPT126t	Kobe Japanese Cem 5BH to U dk APT98t	T.3Cy.26",43½"&72"-48" (s) 200lb 444NHP 2SB,6cf,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
36777 28949 JCGA	— Ⓟ Wireless 1Dk	756 616 428					1923	Namura Gennosuke Osaka	KitaNipponKisen K.K.	183·8|27·5|17·0 P18'B50'F20'	Hakodate Japanese	T.3Cy.13 7/16",22 11/16"&37½"-28" 74NHP		
36778 28704 JHAA	Yeiho Maru Ⓟ Wireless 2Dks	741 599 424					1922	Namura Gennosuke Osaka	ShiotaShojiK.K.	180·0|27·5|17·0 P21'B53'F22'	Osaka Japanese	T.3Cy.13½",23½"&39½"-28" 81NHP		
36779 186 JKWA	Yeijun Maru (exUragaMaru) 1Dk	2156 1886 1284					1916	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	268·0|40·7|23·6 P13'B58'F27'	Dairen Japanese WB	T.3Cy.19",31½"&52"-39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
36780 8788 JHUA	Yeiko Maru Ⓟ 1Dk&Spar dk(Stl-teaks) &deep framing	1843 1585 1066	✠ 2,07 ✠	Yka	r		1903 9mo	MitsuBishi Dkyd&EWks Nagasaki WB	KinkaiYusenK.K. =Cell DB a59'uE	262·0|35·5|14·1 P31'B82'F40' 21·3 FK &B54'f94'361tFPT	Tokio Japanese 5BHCem 40tAPT26t	T.3Cy.21 1/16",35"&58"-36" 263NHP 2SB,4cf,GS82,HS3690 MitsuBishiD.&E.Wks.Nag	23 ″ 10	
36781 1112 JEMG	— Ⓟ (exSapporoMaruNo.2, exHakodateMaru) 1Dk	1164 986 808					1918	Hakodate DockyardCo Hakodate	ChosenYusenK.K.	215·0|31·5|18·5 B49'F29'	Jinsen Japanese	T.3Cy.13½",22½"&37½"-28" 74NHP TakedaTekkosho,Osaka		
36782 33217 JEMI	Yeiryu Maru Ⓟ 1Dk	758 647 440					1928	Yendo Hidekichi Osaka	SanrikuKisenK.K.	175·0|27·0|19·0 P11'B45'F22'	Tokio Japanese			
36783 34540 JFAC	Yeiyo Maru TwinSc ssNag.No.3-4,36 ~~ssYka.No.1-33~~ Mchy.Aft 2Dks(Stl)	8674 8037 5102	✠100A1 4,37 ~~1,33~~ ✠LMC~~4,36~~ Carrying Petr Fitted for oil	Nag 4,37 oleum fuel 8,	in 29	CL P4,35 SN4,35 bulk F.P. a	1929 8mo Lloyd bove 1	Yokohama DockCo.Ld. Yokohama 'sA&CP 50°F.	NipponTanker K.K. CellDBuE&B93' 500t	460·9|60·0|37·5 P141'B33'F38' FK f52' FPT133tAPT130t	Tokio Japanese 15BHptCem (12 to U dk 3 ,, 2nd ,,)	T.6Cy.~~25~~",42"&70"-51" (s) 200lb 25½ 975NHP 5SB,15cf, HS13825 FD YokohamaDockCo.LdYka	37 ″ 6 s 7 ″ 9¼ 29 ″ 11¼	
36784 140	Yekishin Maru	993 — 559					1918	....	DairenKisenK.K.	208·0|31·0|18·5	Dairen Japanese			
36785 TCDK	Sunk by Collision 1.38 Yekta (exTrabizon,exTrebizon, Iron exMasaccio,exMarte,exMars) Well deck 1Dk(ptIrn)2trB	879 692 482	✠ 4,83	Ams	m		1880 5mo	J.Laing Sunderland	Kaptan ZadeYekta	216·0|30·8|18·0 Q70'B44'F24' FPT70tAPT56t	Istanbul Turkish 4BHCem	O.2Cy.27"&50"-36" 125NHP G.Clark,Sunderland		
36786 TCDM	Yelkenci (exNazarenus, Iron exHesperus,exMons,exTorvig, exCastlefield) 1Dk pt Awng dk& Web frames	2253 — 1353			...		1890	Richardsn, Duck&Co. Stockton	YelkenciLutfi	277·0|37·5|18·5 P26'Q98' BK9½" ptAwng dk177'	Istanbul Turkish WB	T.3Cy.21",35"&57"-39" NB19 201NHP Blair&Co.Ld.Stockton		I ‡

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
36787 226 JTRB	**Yendai Maru** (*ex*CanadianSettler, *ex*Portmore, *ss*Drn.No.3-6,31 *ex*CanadianSettler) *ss*Drn.No.1-36 1*Dk*(*Stl*)	3461 2867 2070	✠[illegible] 1,38 ✠~~LMC10,36~~ ~~9,37~~	Drn	*v*	CL ~~8,34~~ 9,37	1919 12mo *Lloyd*	Tidewater Shipbldrs,Ld. ThreeRivers, '*sA&CP* P.Q.	DairenKisenK.K.	331·3 P33'B98'F33' FK *CellDB*266'674t*FPT*	46·8	22·9	Dairen Japanese 6*BHCem* 95t*APT*73t	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD Goldie,McCulloch,Ld. Galt,Ont.	25 ″ 6 ~~s4 ″ 1¼~~ ~~21 ″ 8~~	
36788 24286 JHPD	**Yesutoru Maru** (*ex*KibiMaruNo.6)	3295 2747 2041					1918	Bingo Dck. Co. Bingo	KarafutoKisen K.K.	305·0	44·5	27·3	Tokio Japanese	T.3Cy.22",37"&61"-42" E*made*98*refitted*18 241NHP KobeSteelWorks,Kobe		C
36789 18188 JIDB	**Yetsuzen Maru** TwinSc (*ex*PalingMaru-33,*ex*Tamoshima Maru,*ex*Sui-Mow) 2*Dks*	2425 — 1676					1907	W.Hamilton&Co.Ld. Pt.Glasgow	KitaNipponKisen K.K.	294·4	44·0	13·3	Fuchu Japanese *WB*	T.6Cy.16",26½"&43"-30" 202NHP Muir&Houston,Ld.Gls.		
✳ 36790 161955 MQCK	**Yewarch** *ss*Shl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	827 566 410	✠100A1 8,37 ~~8,35~~ ✠LMC8,35 BS8,37	Shl	*k*	CL ~~7,35~~ 8,37	1931 8mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 202·3(O.L.) Q110'B11'F28' FK *Cell DBf*116'183t*FPT*7	31·1	11·9	Glasgow British 3*BHAsp* 8t*APT*55t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36791 135580 MFDB	**Yewbank** (*ex*Okehampton, 3Mst *ex*Aberdale) *ss*Nwc.No.3-11,25 *Mchy.Aft* *ss*P.Gl.No.2-34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* New "Bun[illegible]ge," see No. 37870 in Supplement	621 413 265	✠100A1 6,36 ✠LMC12,36	Bly	*i*	CL 12,36	1914 5mo *Lloyd*	J.Fullerton&Co. Paisley '*sA&CP*	J.Stewart&Co. Shipping,Ld.	175·0 Q96'B9'F32' BK6" *Cell DB f*95'137t*FPT*51t	28·1	10·4	Grngmouth ~~Glasgow~~ British 3*BHCem* *APT*44t	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1848 Fishers,Ld.Paisley	13 ″ 0 s4 ″ 4¾ 13 ″ 1¼	
36792 160273 MPNL	**Yewcroft** *ss*Shl.No.2-37 ~~*ss*Shl.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	827 566 410	✠100A1 9,37 ~~1,36~~ ~~BS10,36~~ ✠~~LMC9,33~~ 9,37	Bly Shl	*k*	CL ~~1,36~~ 9,37	1929 9mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 Q110'B11'F28' FK *Cell DBf*116'183t*FPT*	31·1	11·9	Glasgow British 3*BHAsp* 78t*APT*55t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&CoLd.Col	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36793 160241 MPJN	**Yewdale** *ss*Shl.No.2-37 ~~*ss*Shl.No.1-33~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	823 562 410	✠100A1 ~~3,37~~ ~~10,36~~ 3,38 ~~BS10,36~~ LMC~~6,33~~	Shl Sld 8,37	*k*	CL ~~10,36~~ 3,38	1929 3mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 Q110'B11'F28' FK *Cell DBf*116'185t*FPT*	31·2	11·9	Glasgow British 3*BHAsp* 78t*APT*55t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 J.Abernethy&Co.Abn.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
36794 129510 MDKB	**Yewforest** (*ex*Barshaw) *Mchy.Aft* *ss*Irv.2ndNo.3-6,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	794 563 346	✠100A1 5,37 ~~10,36~~ ~~BS7,36~~ ✠LMC6,35 7,37	Shl Bly	*l*	CL ~~10,36~~ 5,37	1910 8mo *Lloyd*	Greenock& Grngemouth DkyrdCo.Ld. Greenock '*sA&CP*	J.Stewart&Co. Shipping,Ld.	199·3 Q114'B11'F35' FK *Cell DBf*127'183t*FPT*	30·1	12·1	Glasgow British 3*BHCem* 55t*APT*33t	T.3Cy.17",27"&44"-30" (*s*) 160lb 99RHP 1SB,4*cf*,GS65,HS2493 D.Rowan&Co.Glasgow	14 ″ 4 s4 ″ 11¼ 13 ″ 9	
✳ 36795 137788 MLZW	**Yewglen** (*ex*Lokrum, 3Mst *ex*Fairmuir) *ss*Hul.No.3-7,27 *Mchy.Aft* *ss*P.Gl.No.2-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	593 420 274	✠100A1 7,36 BS7,37 ✠LMC7,36	PGl	*i*	CL 8,35	1915 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	J.Stewart&Co. Shipping,Ld.	175·8 Q101'B11'F26' BK8" *Cell DBf*97'150t *FPT*	28·1	10·4	Glasgow British 3*BHCem* 31t*APT*5t	T.3Cy.14",23"&38"-27" (*r*) 180lb 99RHP 1SB,3*pf*,GS58,HS1814 LidgerwoodLd.Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 11½	
✳ 36796 140288 MGRC	**Yewkyle** (*ex*Carterside-36, *ex*Sunnycroft, *ss*Shl.No.3-6,29 *ex*Ennistown) ~~*ss*Sld.No.1-34~~ *Mchy.Aft* *ss*PGl.No.2-38 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	824 582 380	✠100A1 ~~9,36~~ 2,38 ✠LMO MS~~5,34~~ BS~~6,36~~ 2,38 6,37	PGl	*k*	CL ~~5,36~~ 2,38	1917 4mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 Q94'B11'F20' *Cell D Bf*120'166t*FPT*49t	30·0	12·0	Glasgow British 3*BHCem* *APT*28t	T.3Cy.16",26"&43"-27" (*s*) 180lb ~~160lb~~ 119NHP 1SB,3*pf*,GS53,HS2028 J.Dickinson&Sons,Ld.Sld.	14 ″ 0 s ″ 10¾ 13 ″ 3	
36797 161899 MPQX	**Yewpark** *ss*Bwg.No.2-38 ~~*ss*Shl.No.1-34~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	827 566 410	✠100A1 5,38 ~~8,36~~ ~~BS2,37~~ ✠LMC~~8,34~~ 2,38	Shl Bwg	*k*	CL ~~8,36~~ 2,38	1930 2mo *Lloyd*	Scott& Sons, Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 Q110'B11'F28' FK *Cell DB f*116'183t *FPT*78t	31·1	11·9	Glasgow British 3*BHAsp* *APT*55t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 DaveyPaxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
36798 160189 MNYQ	**Yewtree** *ss*P.Gl.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	826 564 419	✠100A1 ~~8,36~~ 2,38 ✠LMO MS8,36 BS~~3,37~~ 4,38	PGl Grk	*k*	CL ~~3,35~~ 1,38	1928 1mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 Q110'B11'F28' FK *Cell DBf*108'175t*FPT*	31·2	11·9	Glasgow British 3*BHCem* 65t*APT*10t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Fleming&Fergusn,Ld.Psy.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
36799 160224 MPFT	**Yewvalley** *ss*Bwg.No.2-37 ~~*ss*Bwg.No.1-32~~ *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	823 562 404	✠100A1 8,37 ~~12,35~~ ~~BS9,36~~ ✠LMC~~6,32~~ 8,37	Shl Bwg	*k*	CL ~~12,35~~ 8,37	1928 10mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.Stewart&Co. Shipping,Ld.	195·0 202·0(O.L.) Q110'B11'F28' FK *Cell D Bf*116'185t*FPT*78t	31·2	11·9	Glasgow British 3*BHAsp* *APT*55t	T.3Cy.15",25"&40"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
36800 XNBI	**Yi Chang** (*ex*Nissho-28,*ex*Genkai Maru) Wireless 2*Dks*&*pt Shade dk*	1329 1206 784					1891	Napier Shanks&Bell Glasgow	YiChangSteamshipCo.	244·9 F30' *pt Shade dk*157'	32·3	20·0	Nwchwng Chinese *WB*	T.3Cy.18",30"&48"-33" 132NHP J.&J.Thomson,Glasgow		
36801 XNAT	**Yi Li** (*ex*Okhotsk) Wireless 1*Dk*	1104 — 633					1908	Sunderlnd S.B.Co.Ld. Sunderland	TienHsinSteamshipCo.	193·5	29·5	17·8	Shanghai Chinese	T.3Cy.14",23"&38"-27" 75NHP G.T.Grey,SouthShields		
36802	**Yi Sung** (*ex*Union-33,*ex*H.S.Everett, *ex*SailingVesselJ.W.Wendt) *Mchy.Aft* 2*Dks*	1833 — 1018					1890	J.Lange Vegesack	ChungHsing SteamshipCo.Ld. ~~(YoungWong, *Mgr.*)~~	246·0 P74'F32'	39·5	22·7	Shanghai Chinese	T.3Cy.16",27"&45"-36" NE&B21 121NHP OnoIronWorks,Osaka		
36803 183 SVNT	**Yiannis** (*ex*NewbyHall)	*4391* *4103* *2840*					1905	Barclay, Curle&Co.Ld Glasgow	G.Andreou	375·0 P42'B95'F43'	47·2	27·9	Andros Greek *WB*	T.3Cy.23½",40"&69"-48" 330NHP Barclay,Curle&Co.Ld.Gls.		C
✳ 36804 XNYH	**Yih Hsing** (*ex*Dromana-35) *ss*Syd.No.3-1,35 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3675 — 2099	✠100A1 4,37 ~~7,36~~ BS7,36 ✠LMC1,35	Shi	*v*	CL ~~6,36~~ 4,37	1919 8mo	Govt.Dkyd Williamstown A&CP	ChungHsingS.S. Co.Ld. ~~(YoungWong, *Mgr.*)~~	331·0 P31'B100'F29' FK *Cell DB*277'882t*FPT*118t	47·7	26·0	Shanghai Chinese 5*BHCem* *APT*204t	T.3Cy.25$\frac{5}{16}$",38$\frac{7}{8}$"&68"-45" 185lb (*s*) HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s4 ″ 5¾ 21 ″ 10	
36805 OHVS	**Yildum** 1*Dk*	3300 2950 1891					1913	Rotterdam Droogd.Maat Rotterdam	Rederi A/B Yildum (ErikNylund)	331·7 P25'B94'F31'	48·2	22·3	Mariehmn Finnish *WB*	T.3Cy.23",38"&62"-42" 249NHP Rotterdam Droogd.Maats.		V

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. — Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. RHP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
36806 TODL	**Yilmaz** (exHizmet, exAdana, exFlora) Iron ssOda.No.3–4,96 *Well deck* 1*Dk*(*Irn*)	712 543 380	✠ 1,01	Oda	j		1885 12mo	Wigham Richrdsn&Co Newcastle	AbdiVehbi *DBa44'*	189·5|29·2|11·6 Q62'B48'F23' FK *&uE&B31'90t FPT*	Istanbul Turkish *4BHCem* *24t APT14t*	C.2Cy.25"&48"–33" 110NHP 1SB,*3pf*,GS49 WighamRhrdson&C.Nwc.	14 " 0	
36807	**Ying Chun** (exHimekawa Maru–34, exMiyagawaMaru) Sp 2*Dks*	414 389 245					1894	OsakaIron Works Osaka	HoYinAn	165·1|20·8|15·4	Tsingtao Chinese	T.3Cy.14 5/16",22½"&36½"–24" 63NHP OsakaIronWorks,Osaka		
36808 XNCB	**Ying Hsiang** (exShengAn–37, exRyukoMaru–32, exOpland) Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	1398 1275 928	✠ 1,07 ✠	Mdb	p		1903 7mo	Fevigs Jernskibsbyg Arendal	TaTungStm.Nav. Co. *CellDBa52'f104'*	235·7|35·0|19·6 FK	Tientsin Chinese *4BHCem* *281t APT27t*	T.3Cy.17½",27"&47"–33" 138NHP 1SB,*3pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 " 0	C †
36809 XNFH	**Ying Ping** (exYeiMaruNo.2, exOuraka) *Well deck* 1*Dk*&*Web frames*	2655 — 1646			…		1890	Russell& Co. Greenock	YingPingS.S.Co. Ld.	300·3|41·2|19·6 P30'Q84'B123' F26' FK	Shanghai Chinese *WB*	T.3Cy.22½",35½"&58½"–39" 222NHP J.Howden&Co.Glasgow	22 " 3	
36810 120647 GMKF	**Yingchow** Ⓟ 2*Dks*	1992 1728 1216					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·8|40·2|21·7 B81'F34'	London British *WB*	T.3Cy.20",33½"&56"–39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
36811	**Yiu Lee** 2*Dks*	494 — 271					1913	Heng Chang Dockyard Shanghai	Ching-KeeS.N.Co. Ld.	144·5|22·2|18·6	Chefoo Chinese	T.3Cy.13½",21½"&34½"–24" 58NHP		
36812 7146 SHKI	**Ylva** ssGot.No.3–9,37 ~~ssGot.No.2–33~~ 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	519 382 258	✠100A1 9,37~~6,36~~ ~~BS1,36~~ ✠LMC~~6,33~~ 9,37	Got	h	OG ~~1,34~~ 8,37	1924 9mo *Lloyd's A&CP*	Aktieb. LödöseVarf Lödöse	Aktieb.LödöseVarf (T.Petterson, *Mgr.*) *Cell*	151·7|28·1|12·5 P46'F25' FK *DBf59'84t FPT13t*	Lödöse Swedish *3BHCem* *APT19t*	C.2Cy.12"&27"–18" (*s*) 125lb 32NHP 1SB,*2cf*,GS27,HS583 Aktieb.LödöseVarf.Lödöse	13 " 3 s 1 " 0½ 12 " 4	
36813 6653 SHPA	**Yngaren** *OilEng.* ssGot.No.3–5,33 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ssGot.No.1–37	5246 4656 3145	✠100A1 *Shelter dk with freeboard* ~~5,37 11,36~~ 12,37 ✠LMC CS12,37 DBS~~11,36~~ 2,38 12,37	Got	a†	CL N6,35	1921 3mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	Rederiaktb. Transatlantic (G.Carlsson, *Mgr.*) *CellDB364'1299t*	420·0|54·0|25·0 F41'*on* FK *Shelter dk* *Coll* *FPT105t APT127t*	Gothenbrg Swedish *ptCem* *BH to Sh dk* 6 " " *U* "	Oil Engines 2S.C.SA 4Cy.22⅜"–91¼" 640NHP DB–*100lb* W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 7½ 25 " 7½	
36814 163421 GWQB	**Yochow** *OilEng.* 2*Dks*	2810 2336 1630					1933	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNavigation Co.Ld.	299·9|44·2|21·7 P36'B79'F40'	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"–36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
36815 10808 JBWE	**Yoh Yang Maru** Ⓟ TwinSc ~~Sunk to block Whangpoo River, 8,37~~ 3*Dks*	3298 1517 1956					1906	Kawasaki DockyardCo. Ld. Kobe	NisshinKisenK.K.	310·0|44·0|14·5	Tokio Japanese *WB*	T.6Cy.17",28"&46"–33" 243NHP KawasakiDkydCoLdKobe		
36816 129515 MDJZ	**Yokefleet** (exBrentham) ssBly.2ndNo.3–1,35 *Mchy.Aft* *Well deck* 1*Dk*(*ptStl*)	822 588 361	✠100A1 4,37 BS2,36 ✠LMC6,35 7,37	Goo	l	OG N6,35	1910 9mo *Lloyd's A&CP*	Mackie& Thomson,Ld. Glasgow	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	200·0|30·2|11·9 Q116'B11'F35' FK *DBf127'190t FPT*	Goole British *3BHCem* *88t APT62t*	T.3Cy.17",27"&44"–30" (*s*) 160lb NDB21 98RHP 1SB,*4cf*,GS76,HS2503 W.V.V.Lidgerwood,Gls.	14 " 3 s 4 " 10½ 13 " 10	
36817 14812 JYHD	**Yokohama Maru** Ⓟ TwinSc ssKob.2ndNo.3-7,37 ~~ssH.Kg.No.3–8,24~~ ~~ssOsa.No.2–32~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*)	6143 5820 3790	✠100A1 *Shelter dk with freeboard* 7,37 ✠LMC7,37 *Carrying Cargo oil F.P. above 150°F. in deep tanks*	Kob	z	OG 7,36	1912 5mo *Lloyd's A&CP*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *WB = Cell*	406·4|49·1|27·4 35·4 FK *DBa108' uE&B 61'*	Tokio Japanese *7BHCem* *f175'1035tD*	T.6Cy.20",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS220,HS9222 FD MitsuBishiD.&E.Wks.Nag [illegible]*FPT99t APT26t*	38 " 0 s 10 " 10½ 27 " 6	
36818 FPDI	**Yolande** (exYolandeB.–34, exChislehurst–33, exFenwell, exDebreczen, exMountSeward, exKeresan, exErodiade, exElectra) Wrecked 8,38 ssCff.No.3-6,29 ssHKg.No.2-37 1*Dk*(*Stl*) &*Web frames* *Longitudinal framing*	3859 3539 2384	~~✠100A1~~ ~~3,36~~12,37 ~~BS3,36~~ ✠~~LMC8,33~~ ~~7,37~~ ~~MS12,37~~	HKg	w	CL ~~2,36~~ 11,37	1912 2mo *Lloyd's A&CP*	Pickersgill &Sons,Ld. Sunderland	O.E.Bertin *Cell*	348·5|50·1|23·5 360·2(O.L.) P31'B211'F33' FK *DBa 108'u E&B41'*	Shanghai French *6BHCem* *f156'1018tF*	T.3Cy.24",40"&66"–45" (*s*) 180lb ~~[illegible]~~ 323NHP 2SB,*8pf*,GS156,HS5081 G.Clark,Ld.Sunderland *PT87t APT134t*	25 " 10 s 3 " 3 22 " 9½	
36819 160225 GJKS	**Yoma** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	8139 6503 5019					1928	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*)	460·3|61·2|31·0 P53'B187'F51'	Glasgow British *WB*	Q4Cy28½",40½",58"&84"–60" 550NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~11,37~~ 11,38
36820 219052 WPAI	**Yomachichi** *OilEng.* GyC. Sub.Sig. 2*Dks* *Longitudinal framing*	5868 — 3673					1919	O.Daniels S.B.Co. Tampa,Fla.	UnitedStates Maritime Commission	402·1|54·0|34·4 P34'B118'F38'	Tampa,Fla Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"–52" NE27 938NHP BuschSulzerDieselEng. Co.St.Louis,Mo.		R
36821 42331 JJFK	**Yomei Maru** 2*Dks*	2861 — 1553					1936	Mitsubishi JukogyoK.K. Yokohama	KinkaiYusenK.K.	326·2|44·3|24·0 P18'B66'F28'	Tokio Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP MitsubishiJukogyoK.K.		
36821* 37941	**Yone Maru No. 8** *OilEng.* 1*Dk*	321 242 132					1932	Tochigi ShojiK.K. Wakamatsu	FujimuraShosen K.K.	130·0|23·0|12·0	Kochi Japanese	Oil Engines		
36822 23864 JIPD	**Yoneyama Maru** (exKaianMaru) ssKob.No.3–5,31 ssKob.No.1–35 2*Dks*(*Stl*)	5274 4826 3276	✠100A1 4,38 ~~4,37~~ ✠LMC~~4,37~~ 4,38	Kob Tama	z	CL 4,37	1919 3mo A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	ItayaShosenK.K. *CellDB350'1080t*	400·0|54·5|30·0 P39'B121'F40' FK *FPT133t APT89t*	Tokio Japanese *6BHCem*	T.3Cy.26½",42½"&75"–48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 " 0 s 5 " 8½ 24 " 8	
36823 27457	— 1*Dk*	584 488 312					1920	Osaka YogyoK.K. Shikizu	NaoyetsuShosen K.K.	171·2|26·2|15·1 B40'F26'	Osaka Japanese	T.3Cy.11½",19"&32"–22" 47NHP NishibeTekkosho,Osaka		
36824	**Yong Shyang** (exRinos–37, exRaisdale–33, exDrammensfjord, exChilternRange) ssKob.2ndNo.3-4,37 2*Dks*(*Stl*) *Cargo battens not fitted* Now 'Eisyo Maru,' see No. 33055 in Supplement	4443 4086 2874	✠100A1 4,37 ~~6,34~~ ✠LMC4,37 ~~MS8,31~~ ~~BS12,35~~	Pir Kob	x	CL ~~N10,36~~ 4,37	1911 12mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld. Newcastle	V.K.Song *CellDBa129'*	380·0|49·0|26·4 P31'B94'F36' FK *uE&B42'f59'1108t*	Tsingtao Chinese *6BHCem* *APT42t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 2SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 " 0 s 5 " 6½ 23 " 8	
36825 221009 KDNS	**Yorba Linda** ssBal.No.1–37 ssN.Yk.No.3–3,33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6900 6642 4250	✠100A1 2,38~~5,33~~ BS2,38 ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 1,21	Bal	b†	CL N4,37	1921 1mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc. *CellDBuE&B62'197t DTf50'884t*	435·0|56·0|33·6 453·0(O.L.) P106'B50'F42' FK *FPT104t APT70t*	NewYork Utd.States *14BHptAsp* (*9 to U dk* *5* " *2nd* ")	T.3Cy.27",47"&78"–48" (*s*) 220lb 600NHP 3SB,*9cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 " 6 s 6 " 8 27 " 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
36826 40700 JGIJ	**Yorihime Maru** Twin OilEng. *Mchy.Aft* *CruiserStern* 1*Dk*	526 — 351					1935	Sanoyasu DockCo. Osaka	HamaneKisenK.K.	155·0|28·5|13·8	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.12⅝"–16¾" 112NHP SanyoKosakuSho,Kobe		
36827 220826 KDKP	**York** (*ex*LakeGatun) *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo.	253·4|43·8|26·2 P25'B65'F26'	Baltimore Utd. States *WB*	T.3Cy.21",35"&59$\frac{1}{16}$"–42" 226NHP BuckeyeEngineCoSalem,O		R
36828 ~~124758~~ ~~MCQL~~	Now "Ville de Bougie," see No. 40603 in Supplement 1*Dk*	1132 879 451					1907	CaledonS. B.&E.Co.Ld. Dundee	~~Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines)~~	255·7|36·2|14·8 P&B171'F29'	~~Hull~~ ~~British~~ French *WB*	T.3Cy.23½",38"&62"–39" 240NHP CaledonS.B.&E.Co.LdDun		C
36829 ~~144723~~ ~~GJCK~~	**York City** D.F. 2*Dks* Now "Nicolaou Ourania," see No. 39402 in Supplement	6397 6055 4054					1922	JLThompson&Sons,Ld. Sunderland	~~ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)~~	411·8|55·0|33·6 F36'	~~Bideford~~ ~~British~~ Greek *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
* 36830 ~~1121~~ ~~ESUW~~ 122832	**Yorkbrook** (*ex*Solo) ssGms.2ndNo.3–4,32 ssShl.No.1-37 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1236 955 732	✠100A1 9,37 ~~4,37~~ MS4,37	Shl Ant ✠LMC BS1,37	*o*	CL ~~4,37~~ 9,37	1905 9mo	J.P.Renoldson&Sns SouthShields *Lloyd's A&CP*	~~CharlesStrubin&Co.Ld.~~ Angel, Son&Co.Ld. *CellDBa56'uE&*	~~235·0~~|34·2|14·5 234·0| P26'Q56'B48'F27' FK *B31'f100'401tFPT*	~~London~~ Swansea British 4*BHCem* 23*tAPT19t*	T.3Cy.19",31"&51"–33" (*s*) 160lb 156NHP 1SB,*3pf*,GS67,HS2461 J.P.Renoldsn&Sns.S.Shl.	17 " 3 s 1 " 5 16 " 0	
36831 218466 KICP	**Yorkmar** (*ex*WilliamPerkins, *ex*WestIslay) *Fitted for oil fuel* 2*Dks* D.F.	5612 5174 3498					1919	AmesS.B. &D.D.Co. Seattle,Wash	CalmarS.S.Corp.	409·8|54·2|29·2 P44'B119'F47'	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles,Cal.	—	R
* 36832 148531 GLFQ	**Yorkmoor** ssGls.No.3-1,38 ~~ssBly.No.2-33~~ 1*Dk*(*Stl*)	4457 4173 2768	✠100A1 1,38 ~~5,36~~ BS~~4,36~~ 6,37	Shl Gls ✠LMC~~11,33~~ MS1,38	*x*	CL 5,36	1925 1mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs*)	381·0|52·4|26·5 P34'B105'F43' FK *CellDB336'1084t*	London British 6*BHCem* *APT148t*	T.3Cy.26",43"&72"–48" (*r*) 180lb HS6690 470NHP 3SB(Spt),*9cf*,GS164 FD J.Readhead&Sons,Ld.SShl	28 " 10 s 5 " 5¼ 23 " 7½	
* 36833 143663 GDKC	**Yorkshire** Ⓟ TwinSc4Mst ssBkn.No.3-2,33 D.F. ssBkn.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl–ws*)3*rd dk* (*Stl*)*inNos.1&3holds&Webframes* *Ref.Mchy.* *CruiserStern*	10183 9176 6254	✠100A1 *Awng dk withfreeboard* ~~5,37~~ ~~11,36~~ 12,37	Bkn BS9,37 ✠LMC11,36	*e*†	CL ~~10,6~~ 10,36	1920 2mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	482·4|58·3|40·4 FK *B410'1600tFPT80t*	Liverpool British *Cem* 8*BHtoAwdk* *APT48t*	4SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*s*) 2DB&2SB,*24cf*, 946NHP GS420,HS17040 FD Harland&Wolff,Ld.Bel.	43 " 7 s12 " 0 32 " 0½	BT till ~~11,37~~ 5,38
			Fitted for oil	*fuel*	9,20	*F.P. a*	*bove* 1	50° F.						
36834 135884 MDXT	**Yorkshire Coast** (*ex*Llanelly Trader) ssLon.No.3-6,25 *Well deck* ssMch.No.2-34 1*Dk*(*Stl*)	702 584 296	✠100A1 6,36 MS7,34	Brs ✠LMC BS~~6,36~~ 6,37	*l*	CL N7,35	1913 5mo	Dundee S.B.Co.Ld. Dundee *Lloyd's A&CP*	CoastLines,Ld. *CellDBa36'uE*	200·3|31·5|12·2 P&B115'F57 FK *19'f86'168tFPT24t*	Liverpool British 4*BHCem* *APT9t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 100lb 171NHP 1SB,*4cf*,GS81,HS3177 Richardsons,Westgarth& Co.Ld.Hpl.	14 " 4 s " 3¼ 14 " 2	
36835 132060	**Yorkton** *Mchy.Aft* 1*Dk*	1772 1478 1136					1911	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	250·0|42·7|16·4	Toronto British *WB*	T.3Cy.17",28"&46"–33" 122NHP N.E.MarineEng.CoLd.Sld.		R
36836 227462 KLDY	**Yorktown** Ⓟ	1547 — 817					1928	NwprtNws S.B.&D.D.Co NewprtNews	ChesapeakeS.S.Co.	267·0|46·0|18·0	Baltimore Utd. States *WB*	T.4Cy.23",39"&(2)47"–40" 279NHP NewportNewsSB&DD.Co.		R
* 36837 164829 GYXL	**Yorkwood** *Ref.Mchy.* *CruiserStern* D.F. E.S.D. GyC. 1*Dk*&*Shelter dk* *Longitudinal framing at shelter deck*	5401 4515 3150	✠100A1 *withfreeboard* ~~6,37~~ ~~11,36~~ 12,37	Mch ~~Sws~~ Nwc ✠LMC7,36		CL 12,37	1936 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	ConstantineShippingCo.Ld. *CellDB*	438·9|55·8|24·8 455·1(O.L.) F38' FK 372' 1249t FPT175	Middlsbro' British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd*„) *tAPT270t*	T.3Cy.23½",38"&65"–42" & Exhaust Turbine driving Steam Compressor 443NHP 2SB(Spt)(FD)& 220lb (*s*) 1AuxSB,*9cf*,GS130,HS6022 N.E.MarineEngCoLd.Nwc	28 " 0 s 3 " 3½ 25 " 0¾	
* 36838 129638 HRBM	**Yoro** ssN.Os.2ndNo.3–9,35 *Ref.Mchy.* 1*Dk*(*Stl*)2*trB*& *Shelterdk*(*Stl–teak s*)	1697 1489 1052	✠100A1 *Shelter dk withfreeboard* ~~7,37~~ ~~3,37~~ 4,33 ~~BS6,34~~ ✠Lloyd'sRMC~~12,36~~ 11,37 for temp. 50° F.	Phl ~~NYk~~ BS11,37 ✠LMC9,35	*r* NOs	OG ~~8,34~~ 7,37	1911 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	309·3|39·2|16·6 len15 FK	Ceiba Honduran 4*BHCem*	T.3Cy.23",39"&66"–42" (*r*) 195lb 100lb 347NHP 2SB,*8cf*,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 " 11 s 1 " 3½ 17 " 9	
			Fitted for oil	*fuel*	4,21	*F.P. a*	*bove* 1	50° F.	*CellDBa41'uE20'*	*f180' 342t FPT 12t*	*APT30t*			
36839 22933 JEXD	**Yoro Maru No. 2** 1*Dk*&2*nd dk inNo.1hold*	2220 1897 1303			...		1918	Fujinagata DockydCoLd Osaka	KinkaiYusenK.K.	272·0|40·0|24·1 P16'B60'F34' FK	Tokio Japanese *WB*	T.3Cy.18½",30½"&51½"–36" 189NHP FujinagataDockyardCoLd	24 " 2	
36840 ~~215959~~	**Yosemite** *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6077 5721 4409			...		1918	Moore& Scott IronWorks Oakland,Cal.	~~UnitedStates Maritime Commission~~	402·5|53·0|24·0 P34'F38' 32·0 *onShelter dk* FK	~~S.Frncisco~~ Utd. States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 496NHP Westinghouse,E.&M.Co. E.Pittsburgh	34 " 6	
36841 27682 WDDT	— D.F. *Mchy.Aft* 1*Dk*2*trB*	3554 — 2719					1901	Detroit S.B.Co. Wyandotte	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0|50·0|28·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.18⅛",29⅛"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
* 36842 22318 JIHD	**Yoshida Maru No. 1** ssKob.No.3–10,29 ssKob.No.1–33 2*Dks*(*Stl*)	5425 4975 3386	✠100A1 10,37 ~~7,36~~	Kob ✠LMC~~7,36~~ 10,37	*z*	CL 9,35	1919 1mo	Asano S.B.Co.Ld. Tsurumi A&CP	YamashitaKisen K.K. *CellDB*	400·0|53·2|29·4 P33'B124'F41' 342'844t*APT28t*	Kobe Japanese 6*BHCem*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS7376 FD KobeSteelWorks,Kobe	32 " 0 s 6 " 7 25 " 9	
* 36843 22313 ~~JCYD~~	**Yoshida Maru No. 3** ssOsa.No.3–1,30 ssKob.No.1–34 2*Dks*(*Stl*) Now "Yosida Maru No.3," see No. 40877 in Supplement	4646 3927 ~~2350~~	✠100A1 4,37	Kob ✠LMC4,37	*x*	4,37	1918 12mo	Uraga DockCo.Ld Uraga A&CP	YamashitaKisen K.K. *CellDB291'919tF*	360·0|51·0|28·4 P21'B91'F33' FK *PT114tAPT46t*	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40$\frac{11}{16}$"&67"–48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 6 s 5 " 5¼ 23 " 3	
36844 28457 JODD	**Yoshino Maru** Ⓟ TwinSc (*ex*Kleist) 4*Dks*	8998 — 5529					1906	F.Schichau Danzig	KinkaiYusenK.K.	463·5|57·5|38·9 P88'B196'F91'	Kobe Japanese *WB*	Q.8Cy.24⅖",36⅕",55$\frac{9}{16}$"&75⅘"–53" 820NHP F.Schichau,Danzig	39 " 0	C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
36845 38844 JLUJ	**Yoshitomo Maru No. 16** *OilEng.* 1*Dk*	323 — 225					1935	Matsuura Zosensho Hiroshima	TateishiYoshio	120·1	23·1	12·6	Higashino Japanese	Oil Engines		
36846 13880 JPFE	**Yoshiura Maru** 1*Dk*	541 — 309					1910	Kawasaki S.B.Yard Kobe	UsuiShoten SenpakubuGomei Kaisha	169·0	26·5	16·5	Tokio Japanese	T.3Cy.12½",20"&33"-23" 52NHP		
36847 32325 JIVB	**Yoshu Maru** (*ex*NielsNielsen) *Fitted for oil fuel* 2*Dks*	5711 5169 4360			...		1916	Skinner& EddyCorp. Seattle,Wash	UwajimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*)	411·6 P44'B115'F47' FK	54·2	27·1	Kobe Japanese *WB*	DR Geared Steam Turbine 476NHP Gen.Electric,SchnctdyNY	29 ″ 9	C †
36848 15838 JPPE	— (*ex*FukuriMaru) 1*Dk*	499 464 284					1913	I.Aizawa Osaka	HeianKisenGochi Kaisha	113·0	21·0	10·0	Kobe Japanese	T.3Cy.11",18"&30"-22" 42NHP T.Hirao		
36849 40620 JZEH	**Yoshun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·1 P40'F18'	27·5	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\tfrac{3}{16}$"-20½" 117NHP HanshinTekkoshoKobe		
36850 220605 WPBH	**Youngstown** (*ex*H.H.Porter) *Mchy.Aft* D.F. GyC. 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	580·0	60·2	27·8	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
36851 218078 KIFX	— *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	6633 5895 4121			...		1919	Federal S.B.Co. Kearny,N.J.	LykesBros.- RipleyS.S.Co.Inc.	395·5 P45'B110'F38'*on* *Shelter dk* FK	55·0	31·4	Houston, Tex. Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
36852 23162 JKFC	**Yozan Maru** (*ex*UwajimaMaruNo.16-36) Wireless 1*Dk*	1227 1028 681					1918	Teikoku Kisen Oh	YamamotoKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.15½",26"&42½"-32" 101NHP KobeSeikosho,Kobe		
36853 LFHJ	**Yrjar** Ⓟ 2*Dks*	340 307 184					1925	Trndhjms Mek.Værks. Trondheim	FosensAktie- Dampskslsk.	130·3 H33*t*	22·1	16·1	Trondheim Norwegian *WB*	T.3Cy.12½",20"&33"-21" 50NHP TrondhjemsMV.Trondhm		N
36854 OHYV	**Yrsa** (*ex*Blairadam-36,*ex*Ubier) *ss*Rot.No.3-9,26 *ss*Ard.No.2-35 1*Dk*(*ptIrnptStl*) *Cargo battens not fitted*	2889 2635 1779	✠100A1 10,37 ~~7,36~~ BS4,37	Got Ant ✠LMC6,35	*u*	CL ~~6,35~~ 10,37	1914 4mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	RederiA/B"Yrsa" (E.Nylund,*Mgr.*) *CellDBa*98'	320·3 P25'B98'F34' FK *uE&B*41'*f*141'817*t*	46·5	21·1	Mariehmn Finnish 5*BHCem* *APT*146*t*	T.3Cy.23",36½"&62"-42"(*s*) 180lb NDB27 *100lb* 288NHP 2SB,*6cf*,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s3 ″ 7½ 20 ″ 0	
36855 OUNM	— 1*Dk*	455 322 264					1889	Helsingörs Skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	173·2 Q57'B22*t*F13*t*	24·1	9·1	Aarhus Danish	C.2Cy.19"&35"-21" 47NHP HelsingörsMskinbyggeri		V
36856 PITU	**Yselhaven** *ss*Ant.No.3-7,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4802 4631 2987	✠100A1 *Shelter dk* *withfreeboard* 4,37 MS3,33	Ant ✠LMC BS1,37	*x*	CL 4,37	1921 1mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	N.V.Gebr.Van Uden'sScheepv.en AgentuurMaats. *CellDB*313'960*t*	360·0 FK *Collisio* *FPT*100*tAPT*87*t*	52·0	31·5	Rottrdam Dutch *Cem* *nBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&69"-48" (*s*) 180lb 401NHP 3SB,*9cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34 ″ 0 s8 ″ 11½ 25 ″ 3	
36857 OOJC	**Yser** (*ex*Minerva) 1*Dk*	*1165* *948* *677*					1903	J.C.Teck- lenborgA.G. Weser- münde-G.	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	230·0 Q82'B56'F26'	36·2	15·2	Antwerp Belgian *WB*	T.3Cy.17",28"&45"-33" 116NHP J.C.TecklenborgA.G.Wsm		V
36858 PIUL	**Yssel** *OilEng.* 1*Dk* *CruiserStern*	2262 1956 1314	✠100A1 ~~9,37~~ ~~5,37~~ 4,38	Rot ✠LMC5,37	*s*	CL 4,38	1937 5mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs.*) *Intermediate* *BHin forward* *Ce*	294·1 306·2(O.L.) P25'B58'F25' FK *hold dispensed with* *llDB*248'579*t FPT*	43·8	18·2	Rottrdam Dutch 4*BHptCem* 36*tAPT*115*t*	Oil Engines 2S.C.SA 6Cy.21¼"-35$\tfrac{7}{16}$" 474NHP Gbr.Stork&CoNVHengelo	21 ″ 7 s3 ″ 2½ 18 ″ 5½	
36859 PIUV	**Ystroom** *OilEng.* *Mchy.Aft* D.F. 1*Dk&Shelter dk* *Rudder electrically welded* *CruiserStern*	400 308 152	✠100A1 *withfreeboard* ~~6,37~~ ~~11,36~~ 4,38 ~~12,37~~	Rot Ams ✠LMC11,36	*k*	CL	1936 11mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	N.V.Hollandsche Stoomb.Maats. *CellDB*125'18	198·3 30·7 FK (5*tFPT*22*tAPT*13*t*	29·6	8·1	Amstrdam Dutch 4*BHptCem* *Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 4S.C.SA 7Cy.15¾"-24$\tfrac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11 ″ 0 s ″ 2 10 ″ 11	
36860 XNBE	**Yu Chi** (*ex*Rollon,*ex*GangerRolf) Wireless 2*Dks*	1280 1209 774					1901	Nylands Værksted Oslo	YuTaHong	219·5 H52*t*	32·9	21·6	Newchang Chinese *WB*	T.3Cy.16",26"&43"-30" 101NHP NylandsVærksted,Oslo		
36861	**Yu Ping** (*ex*Koromiko-36) *Turret deck* 1*Dk*	*2479* *2024* *1541*					1907	W Doxford &Sons,Ld. Sunderland	YuChung SteamshipCo.	312·3 P21'F26'	43·6	19·5	Shanghai Chinese *WB*	T.3Cy.22",37"&61"-42" 241NHP W.Doxford&Sons,Ld.Sld.		C
36862 XNCI	**Yu Shun** 2*Dks*	*1696* *1504* *1079*					1900	Grngem'th DockyardCo. Grngemouth	ChinaMerchants' Stm.Nav.Co.	260·2 P30'B68'F37'	40·2	18·3	Shanghai Chinese *WB*	T.3Cy.20",33"&53"-36" 169NHP Hutson&Sons,Ld.Glasgow		
36863 XNCV	**Yu Tung** (*ex*Eiger) Wireless 1*Dk&Spar dk*	1505 1309 912					1904	Nylands Værksted Oslo	YuTaHong	231·5 H80*t*	35·2	14·7 20·4	Shanghai Chinese *WB*	T.3Cy.18",29"&48"-33" 132NHP NylandsVærksted,Oslo		
36864	**Yuan Chan** (*ex*Warla-34, *ex*WarHathor) *ss*Cal.No.3-10,26 *ss*Cal.No.1-30 1*Dk*(*Stl*)	*2264* *1800* *1342*	✠ 6,34	Cal ✠	*r*		1918 8mo	Pt.Arthur S.B.Co.Ld. PArthur Ont.	ChungWeiS.S.Co. *CellDBa&*	251·0 P25'B64'F28' FK *uE*98'*f*94'457*tFPT*	43·8	20·7	Shanghai Chinese 4*BHCem* 80*tAPT*78*t*	T.3Cy.20",33"&54"-40" 278NHP 2SB,*6cf*,GS46,HS5246 PortArthurS.B.Co.Ld.	23 ″ 0	
36865	**Yuan Cheng** Ⓟ (*ex*KinkiMaruNo.2-34,*ex*Progress) 1*Dk&Spar dk*	998 — 650					1892	Flensburgr Schiffsb.Ges. Flensburg	TungYuanS.S.Co.	206·0 B58'F26'	31·0	20·9	Tsingtao Chinese *WB*	T.3Cy.15¼",24⅝"&43"-27" 96NHP FlensburgerSchiffsb.Ges.		
36866	**Yuan Hsing** (*ex*Bulusan-34, *ex*DomingaA.-33,*ex*VanVollenhoven) 1*Dk*	1191 — 609					1922	At.Mar.de Haïphong Haïphong	LeeKongPeh	226·6 P20'B59'F26'	32·8	16·5	Shanghai Chinese	T.3Cy.16½",27"&43½"-31½" 106NHP At.&ChdeBretagneNantes		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36867 25602 JYED	**Yubae Maru** *ss*Osa.No.3-9,31 *ss*Kob.No.1-36 2*Dks*(*Stl*)	3217 2676 1986	✠100A1 ~~10,36~~11,37 ✠LMC~~10,36~~ 11,37	Kob	*u*	~~3,36~~ 10,37	1919 5mo	Ishikawa-jimaS.B.Co. Tokio A&CP	Kuribayashi ShosenK.K.	305·0 P25'B92'F30' FK *CellDB*262'587*tFPT*	43·9	27·3	Tokio Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 279NHP 2SB,6*cf*,GS93,HS3640 FD Ishikawajima SBCo.Tokio	27 ″ 4 s 4 ″ 4½ 23 ″ 2	
36868 35338 JFKC	**Yubari Maru** 2*Dks*	4109 3419 2489					1930	MitsuiBus-sanKaishaLd. TamaDkyd.	KyoritsuKisen K.K.	351·5	49·0	27·7	Akashi Japanese *WB*	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanKaishaLd.		C
36869 203791 WQBI	**Yucatan** Ⓟ TwinSc (*ex*Havana-35, *Fitted for oil fuel* *ex*Comfort,*ex*Havana) 4*Dks* E.S.D. *Ref.Mchy.*	6678 — 4075					1907	WCramp&SonsS&EBCo Philadelphia	AtlanticGulf&WestIndiesS.S.Lines(NewYork andCubaMailS.S.Co.*Mgrs.*)	413·0	50·2	30·0	NewYork Utd. States *WB*	T.6Cy.29¼",49¾"&86¼"-48" NB27 1030NHP W.Cramp&SonsS.&E.B.Co		R
36870 8893 JALE	**Yuen Kiang Maru** Ⓟ TwinScSp 1*Dk*	875 418 495					1903	OsakaIron Works Osaka	NisshinKisenK.K.	202·6	37·4	6·5	Tokio Japanese	T.6Cy.10",16"&28"-15" 61NHP OsakaIronWorks,Osaka		
36871 152444 VPGL	**Yuen Sang** Ⓟ *ss*H.Kg.No.3-4,36 2*Dks*(*Stl-U* teaks)	3229 2351 1983	✠100A1 5,37~~4,36~~ ✠LMC4,36 BS5,37	HKg	*u*	CL 4,36	1923 12mo	HongKong &WhampoaDockCo.Ld. HongKong *Lloyd'sA&CP*	Indo-ChinaSteamNav.Co.Ld.	310·0 324·5(O.L.) P&B201'F40' FK *CellDB*265'443*t FPT*	46·1	22·7	HongKong British 5*BHCem* 46*tAPT*54*t*	T.3Cy.23",38"&63"-45" (*s*) 190lb *100lb* 414NHP 2SB,6*cf*,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s 2 ″ 11 22 ″ 7	
36872 Sunk 9,37	**Yuet On** Ⓟ TwinSc 2*Dks*	1130 430 698					1926	ChingNgai &Co. HongKong	HoongTakS.S.Co.Ld.	185·0	32·1	10·1	Canton Chinese	T.6Cy.11½",18"&29⅝"-24" 86NHP Glasgow		
36873	**Yuet Shang** WoodTwinSc *OilEng.* 2*Dks*	704 621 394					1919	Kwong TuckCheong HongKong	ChungKwokPoLeeS.S.Co.Ld.	175·0 B48'F22'	28·0	18·0	Canton Chinese	Oil Engines 4S.C.SA 8Cy.12"-16" 112NHP KwongTuckCheong,H.Kg		
36874 XNAG	**Yuhsing** (*ex*MeiShun,*ex*LokSang) 1*Dk*(*Stl*)&*Spar dk*3*trB*	1657 — 971	✠ 12,91	Gls	*q*		1891 12mo	Lon.&Gls. Co.Ld. Glasgow *D*	ShawHsingS.S.Co.Ld. *Ba*52' 48*t FPT*83*t*	250·0 B64'F35' 22·5 *Shade dk a*43' FK *APT*30*tMT*10'130*t*	36·1	15·6	New-chwang Chinese 4*BHCem*	T.3Cy.18½",30"&48"-36" NB14 166NHP 1SB,3*rf*,GS55,HS2327 Lon.&Gls.Co.Ld.Glasgow		
36875 JNZG	**Yuki Maru** (*ex*Waitemata-33) *ss*Drn.No.3-8,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *ss*Kob.No.1-37	5704 5428 3507	✠ 1,38 *Shelter dk* *with freeboard* ✠LMC~~9,36~~ *Carrying oil fuel F.P. above 150°F. in DB*	Kob	*y*	CL 9,36	1919 5mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	DairenKisenK.K. *CellDB*351'128	400·0 F*on Shelter dk*39' FK *Collision BH to Sh dk* 4*tFPT* 60*t APT*90*t*	53·0	32·8	Dairen Japanese *ptCem* 6 „ „ *U* „	T.3Cy.27",45"&75"-54" (*s*) 180lb 619NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 ″ 5 ~~s 8 ″ 4¾~~ ~~26 ″ 3~~	
36876 18829 JDCD	— *ss*Kob.No.3-5,27 *ss*Kob.No.1-31 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3168 2738 1983	✠ ... 8,35 ✠	Kob	*t*		1916 2mo	OsakaIron Works,Ld. Innoshima	TatsuumaKisenK.K. *Cell DB*255'519*t*	305·0 P19'B82'F32' FK *FPT*76*tAPT*65*t*	43·7	27·2	Nishino-miya Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3	
36877 92936 WCCZ	**Yukon** Ⓟ (*ex*Colon, TwinSc *ex*Mexico) *Fitted for oil fuel* D.F. 3*Dks*&*Awng dk*	5863 — 3638					1899	WCramp&SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	360·0	50·0	32·2	NewYork Utd. States *WB*	T.6Cy.25",41½"&68"-42" NB24 599NHP W.Cramp&SonsS.&E.B.Co.		R
36878 10893 JOUE	**Yumihari Maru** (*ex*Tzizikar, *ex*Newark) *ss*Nag.No.2-02 *Well deck* 1*Dk*(*Irn*)&*Web frames*	977 781 552	4,02 ✠	Nag	*m*		1894 1mo	Palmers' Co.Ld. Newcastle *WB*	UyechiK.K. =*CellDB*142'256*t*	227·4 Q92'B44'F22' FK *FPT*40*tAPT*40*t*	31·0	13·5	Nishino-miya Japanese 4*BHCem*	T.3Cy.19",31½"&51½"-33" 150NHP 1SB,4*pf*,GS51,HS2220 Palmers'Co.Ld.Newcastle	16 ″ 4	
36879	**Yun Mow** (*ex*Fowning-37, *ex*FooPing-36,*ex*Davao-34.*ex*LesFils dePaulDoumer) 1*Dk* Now "S[illegible]" No. 40174 in Supplement	1202 — 654					1922	At.Mar.de Haïphong Haïphong	FooMowS.S.Co.	226·5 P18'B51'F26'	32·8	16·5	Foochow Chinese *WB*	T.3Cy.16½",27"&43"-31½" 104NHP At.&Ch.deBretagneNantes		
36880 28675 JBSE	**Yun Yang Maru** Ⓟ TwinSc 1*Dk*	1038 438 596					1922	KiangNan DockCo. Shanghai	NisshinKisenK.K.	197·0 B92'F86'	31·0	10·0	Tokio Japanese	T.6Cy.15",22"&34-18" 98NHP KiangNanDkCo.Shanghai		
36881	**Yung An** TwinSc *OilEng.* 2*Dks*	1422 — 985					1930	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64'F22'	33·5	10·5	Shanghai Chinese *WB*	Oil Engines 4S.C.SA 14Cy.11"-$16\frac{9}{16}$" 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
36882	**Yung Chi** (*ex*Biodd-34, *ex*CapD'Alprecht,*ex*Cambrier, *ex*Lakewood) 1*Dk*	1847 1607 1075			...		1917	Detroit S.B.Co. Wyandotte	TaChenNav.Co.Ld.	251·0 P25'B64'F23' FK	43·7	17·7	Shanghai Chinese *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
36883	**Yung Heng** (*ex*Freikoll-34,*ex*Bjorn) 1*Dk*	1195 — 706					1900	Bergens Mek.Værks. Bergen	YungHengS.S.Co.(KooChungSui,*Mgr.*)	230·9 Q126*t*B52*t*H17*t* F30*t*	34·3	13·6	Shanghai Chinese *WB*	T.3Cy.16",25"&42"-30" 97NHP BergensMekVærksBergen		
36884	**Yung Hwa** (*ex*Baldina-34, *ex*WarDuchess) *ss*Syd.No.3-11,32 *ss*Kob.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	4670 3937 2819	✠100A1 8,37~~8,36~~ ✠LMC8,36 BS8,37	Kob	*x*	CL 5,34 8,37	1918 9mo	Canadian Vickers,Ld. Montreal *Lloyd'sA&CP*	MeiShunS.S.Co. *CellDB*	380·6 P30'B105'F41' FK 316'1367*tFPT*102*t*	49·2	26·7	Shanghai Chinese 6*BHCem* *APT*136*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 1 s5 ″ 11¾ 24 ″ 5	
36885	**Yung-Kia** (*ex*Tachong-35, TwinSc *ex*SiangKiangMaru-33) Sp 1*Dk*	883 — 506					1903	OsakaIron Works Osaka	NingShinS.S.Co.Ld.	202·6	37·4	6·5	Shanghai Chinese	T.6Cy.$10\frac{3}{16}$",16"&28"-15" 61NHP OsakaIronWorks,Osaka		
36886	**Yung Lee** (*ex*KiodoMaruNo.14, *ex*KiodoMaruNo.10) 2*Dks*	632 538 421					1906	S.Ono Osaka	Ching-KeeS.N.Co.Ld.	170·7	23·7	18·0	Chefoo Chinese *WB*	T.3Cy.13½",21⅜"&34"-24" 57NHP S.Ono,Osaka		
36887	**Yung Lung** (*ex*TaChung, *ex*WongKoi) 2*Dks*	1777 — 1115					1896	Fairfield Co.(Lim.) Glasgow	HengAnChengKeeS.S.Co.	289·0	37·8	21·6	Shanghai Chinese *WB*	T.3Cy.22",36"&57"-42" 210NHP FairfieldCo.(Lim.),Gls.		
36888 XNEG	**Yung Sheng** (*ex*HsinFooSing-33, *ex*Alm,*ex*Snepiggen,*ex*Alm) 1*Dk*&*Spar dk*	1689 — 998					1903	Nylands Værkstad Oslo	YungAnS.N.Co.(KooChungSui,*Mgr.*)	260·2 H102*t*F33*t*	36·9	20·9	Shanghai Chinese	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
36889	**Yung Shun** (*ex*Nuestra Señora de Alba-34, *ex*Liscum,*ex*Kongsee) Iron ssSng.No.1-33 2*Dks*	1343 — 667	✠ 7,33 ✠				1878 10mo	C.Mitchell &Co. Newcastle	YungShunS.S.Co. (T.A.Chow,*Mgr.*)	248·0|31·2|17·9 P30'B61'F34' *DBa62'&uE&B46'*	New-chwang Chinese	C.2Cy.33"&66"-42" 200NHP R.&W.Hawthorn,Nwc.		
36890	**Yung Wei** (*ex*Tsuruga Maru-33,*ex*Luzon) Iron 3*Dks*	972 — 594					1864	Blackwood &Gordon Pt.Glasgow	HsinTungHong	219·2|28·2|15·0	Weihaiwei Chinese	C.2Cy.27"&50½"-26" 109NHP Blackwood&Gordon,PGls.		
36891 XNFT	**Yung Yuan** (*ex*SoshuMaru-31, *ex*Tai-Fu) 1*Dk&Spar dk2trB*	1731 — 1063					1897	Akt.Ges. "Neptun" Rostock	YungYuanS.S.Co.	259·0|34·9|21·2 B74'F37'	Chefoo Chinese *WB*	T.3Cy.21",35⅝"&55 3/16"-36" 183NHP A.G."Neptun,"Rostock		
36892	**Yunghsing** (*ex*NagataMaruNo.27)	832 — 502					1915	.... Japan	ShawHsingS.S. Co.Ld.	185·0|31·0|17·7	New-chwang Chinese			
36893 163517 GWXP	**Yunnan** Ⓟ *OilEng.* 2*Dks*	2812 2336 1634					1934	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9|44·2|21·7 P36'B79'F40'	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"-36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
36894 25489 JAFD	**Yuri Maru** ssNag.No.3-11,31 ssKob.No.1-36 2*Dks(Stl)&Shelter dk(Stl)*	6787 6507 5085	✠100A1 *Shelter dk withfreeboard* ~~9,37~~ ~~9,36~~ 3,38 ✠LMC~~9,36~~ 9,37	Kob ~~Nag~~ Yka	*a*†	CL ~~7,36~~ 3,38	1919 8mo	Harima Dkyd.Co. O.Harima A&CP	KokusaiKisen K.K.	425·0|53·6|37·5 FK *Collision BH to Shelter dk* *CellDB*371'1224t *FPT*148t	Kobe Japanese *Cem* 6*BH to U dk* *APT*220t	T.3Cy.27",45"&75"-51" (*s*) 200lb 557NHP 3SB,9*cf*,GS192,HS7884 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1½ 28 ″ 7	
36895 UNAL	**Yushar** Ⓟ (*ex*Kolguyev) Wireless 1*Dk(Stl)&Awng dk* *Ref.Mchy.* Sub.Sig.	1262 1129 722	✠ 6,20 ✠	Nwc	*o*		1915 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R.	240·2|35·0|18·0 FK *CellDBa&uE77'uB19'f100'*	Archangel Russian 4*BHCem* 256t*APT*20t	T.3Cy.16½",27"&44"-30" 179NHP 2SB,6*cf*,GS114,HS3640 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 0	
36896 OOKC	**Yvonne** (*ex*Feronia) *Welldeck* 1*Dk*	731 — 409			...		1899	W.Harkess &Son Middlesbro'	ArmementL. Hermans,Soc. Anon.	184·3|28·5|13·9 Q93'B16'F22' FK	Bruges Belgian *WB*	T.3Cy.14",22½"&37"-27" 80NHP MacColl&Pollock,Sld.	14 ″ 10	V †
36897 220949 KLJE	**Z.R.3.** (*ex*Muriel) WoodTwinSc *OilEng.* *Mchy.Aft* 2*Dks* *Salted*	2375 — 1837	✠ 8,24 ✠	Sea	*s*		1920 6mo	J.H.Price Constr.Co. Seattle,Wash	H.J.Emard	245·8|46·7|23·9 P57'F37'	Seward Utd.States	Oil Engines 2S.C.SA 12Cy.16 3/16"-18½" 579NHP SkandiaPacific OilEng.Co.OaklandCal.	26 ″ 10	
36898 ~~146164~~ ~~MKVR~~ 75 SUBB	**Zaafaran** (*ex*Philomel-34) ssAlx.No.3-6,34 1*Dk(Stl)&Shelter dk (Stl-ws)2nd dk in No.1hold* Wireless D.F.	1563 1103 928	✠100A1 *Shelter dk withfreeboard* 5,37 ~~12,36~~ BS1,33 ~~BS12,36~~ ✠LMC6,34 *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Alx	*r*	CL ~~12,36~~ 4,37	1921 11mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	PharaonicMail Line,S.A.E.	270·4|39·2|14·9 B73'*on Shelter dk* FK *CellDB*236'357t *FPT*16t*APT*18t	Alexandria Egyptian *Cem* 3*BH to S dk* 2 ″ ″ *U* ″	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2 16 ″ 11½	
36899 PIVH	**Zaan** ssRot.No.3-4,34 1*Dk(Stl)*	1299 1106 726	✠100A1 10,37 ~~9,36~~ BS10,37 ✠LMC MS3,34 ~~[illegible]~~	Rot	*o*	OG ~~8,34~~ 10,37	1921 4mo	NVSchpsw Baanhoek Sliedrecht Lloyd's A&CP	N.V.Houtvaart (Vinke&Co., *Mgrs.*)	237·4|36·7|15·9 P23'B64'F24' FK *CellDB*195'324t *FPT*30t *APT*52t	Rottrdam Dutch 4*BHCem*	T.3Cy.17¾",29"&47"-36" (*s*) 180lb 209NHP 2SB,4*cf*,GS66,HS3350 FD Penn&Bauduin, Dordrecht	18 ″ 0 s 2 ″ 0½ 16 ″ 1	
36900 PIVS	**Zaanland** ssAms.No.3-7,33 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*	6813 6294 4141	✠100A1 *Shelter dk withfreeboard* 3,37 ✠LMC MS7,33 BS~~7,36~~3,37 ✠Lloyd'sRMC~~2,37~~ 2,38~~[illegible]~~ *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Ham	*c*†	CL ~~5,35~~ 2,38	1921 6mo	Barclay Curle&Co.Ld. Glasgow Lloyd's A&CP	N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd	460·4|60·2|27·9 477·3(O.L.) FK *Collision* *CellDB*405'1559t *FPT*79t*APT*38t	Amstrdam Dutch *Cem* *BH to Shdk* 6 ″ ″ *U* ″	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 5SB(Spt),15*cf*,GS311, HS13105 FD BarclayCurle&Co.Ld.	30 ″ 6 s 4 ″ 5½ 26 ″ 2½	
36901 PIVY	**Zaanstroom** *Ref.Mchy.* 1*Dk2trB*	1519 1189 912					1920	N.V.Haarlemsche Schpsb Maats Haarlem	N.V.Hollandsche Stoomb.Maats.	265·1|37·9|16·2 Q98'B78'F28'	Amstrdam Dutch *WB*	T.3Cy.21",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
36902	**Zaboishtchik** (*ex*Komsomol, *ex*Hogland,*ex*Adonis,*ex*EinarSimers) 2*Dks*	596 572 385					1895	Akers Mek. Værks Oslo	U.S.S.R.	160·3|26·3|17·5 H5t	Leningrad Russian *WB*	T.3Cy.12",20"&32"-27" 53NHP AkersMek.Værks.Oslo		
36903 212583 KDCI	**Zacapa** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&2pt dks* D.F. Sub.Sig.	4488 — 2476					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·9|50·3|29·1 B160'F45'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co.Ld.Bel		C
36904 YTOS	**Zagreb** Ⓟ (*ex*Gödöllö) ssSsk.3rdNo.3-6,36 2*Dks(StlMpt teak's)* *&Shade dk(Teak)*	840 480 440	✠100A1 *withfreeboard* 6,36 BS4,33 ~~[illegible]~~ ✠LMC6,36	Ssk	*m*	CL 4,36	1902 2mo	Wigham-Richrdsn&Co LdNewcastle Lloyd's A&CP	Jadranska PlovidbaD.D.	225·0|29·1|12·6 BK7" *CellDBa42'uE24'*	Susak Yugoslav 5*BHCem* *f* 66'95t	Q.4Cy.17",24",36"&52"-36" 200lb (*r*) 203NHP 2SB,6*cf*,GS116,HS3338 WghmRchrdsn&C.LdNwc	15 ″ 1 s 2 ″ 1½ 13 ″ 6½	
36905 149944 VPDV	**Zahra** ssIst.No.2-36 1*Dk(Stl)2trBinNos.1&2tanks* *Mchy.Aft* *CruiserStern* ~~ssPir.2ndNo.3-4,29~~	821 577 312	✠100A1 1,38 ~~10,36~~ ✠LMC MS4,36 BS~~2,37~~1,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Pir	*k*	CL 10,36	1927 11mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	StandardTransportationCo.Ld.	180·2|33·9|13·2 Q83'F27' FK *Trunk*70' *CellDBuE&B*35'56t*FPT*46t*APT*17t	HongKong British 10*BHptCem*	T.3Cy.16",26"&42"-27" (*s*) 180lb 159NHP 2SB,4*cf*,HS2608 FD D&WHnderson&CoLdGls	14 ″ 0 s ″ 11 13 ″ 3	
36906 142 SVDM	**Zakynthos** Ⓟ (*ex*Eperoki-33, *ex*Insulaire, *ex*Victoria) ssMsl.No.3-4,05 1*Dk(Stl-ws)* Wireless 2*trB&Shade dk*	960 — 576	✠ 12,09	Msl	*m*		1892 6mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	230·6|26·5|14·8 BK7" *WB=FPT*30t	Piræus Greek 4*BHCem* *APT*35t	T.3Cy.23½",35"&57"-33" NB15 215NHP Earle'sCo.Ld.Hull	15 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36907 ~~110134~~ ~~MKTJ~~ 79 SUDM	**Zamalek** (*ex*Halcyon-34) *ss*Alx.No.3-5,34 Wireless **D.F.** 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)2*nd dk in No.*1 *hold*	1566 1105 929	✠100A1 *Shelter dk* *withfreeboard* 12,36 ~~BS12,36~~ *Fitted for oil fuel 10,21 F.P. above 150° F.*	Alx BS12,37 ✠LMC5,34	*r*	CL 12,36	1921 10mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Troon	PharaonicMail Line,S.A.E. *CellDB*236'35	270·4|39·2|14·9 B73'*onShelter dk* FK 7*tFPT*16*tAPT*18*t*	Alexandria Egyptian *Cem* 3*BHtoSh dk* 2 „ „ *U* „	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2 16 ″ 11½	
36908 150034 VRWC	**Zambezia** (*ex*Buzi-34, *ex*Zambezia) *ss*C.Tn.2ndNo.3-4,25 *ss*C.Tn.No.1-30 1*Dk*(*Stl*)&*Awng dk* Wireless (*ptStl*-teak s)	1282 977 879			...		1903 9mo	SirRaylton Dixon&CoLd Middlesbro'	ColonialSteamshipsCo.Ld. (Rogers&Co. *Mgrs.*) *CellDBa*61'	220·0|33·0|10·9 F30' 18·9 FK '*uE&B*31' *f*92'263*t*	PortLouis, Mauritius British 4*BHCem* *APT*14*t*	T.3Cy.17",27"&45"-33" 133NHP 1SB,3*cf*,GS62,HS2165 N.E.MarineEng.CoLd.Sld	21 ″ 1	
❊ 36909 51 SUBZ	**Zamzam** Ⓟ **TwinSc4Mst** (*ex*BritishExhibitor-33, *ex*Leicestershire) *ss*Alx.2ndNo.3-2,34 Sub.Sig. *Ref.Mchy.* **D.F.** 3*Dks*(*Stl*-*U*ws)&*web frames*	8299 6305 5165	✠100A1 ~~1,36~~12,37 BS12,37 MS2,34 *Fitted for oil fuel 10,19 F.P. above 150° F.*	Suz ✠LMC ~~BS1,37~~	*d*†	CL 1,37	1909 9mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	SociétéMisr de NavigationMaritime *CellDBa*115' *uE&B*	467·2|54·3|31·7 P51'B240'F75' FK 72'*f*210'1296*tFPT*	Alexndria Egyptian 7*BHCem* 66*tAPT*55*t*	Q8Cy22",31½",46"&65½"-48" 215lb (*s*) 823NHP 2D&2SB24*cf*GS405HS14094 Harland&Wolff,Ld.Bel.	35 ″ 1 s 7 ″ 9 27 ″ 8	
36910 DIAG	**Zander** (*ex*MaxWeidtman,*ex*ErnaII., *ex*Harriet) 1*Dk*	782 569 388					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	ArgoReederei RichardAdler&Co.	191·0|30·4|12·4 Q52*t*H62*t*F31*t*	Bremen German *WB*	T3Cy.14¾"23⅝"&38$\frac{3}{16}$"-27$\frac{9}{16}$" DresdenerMchfbk. 77NHP UebigauA.G.Uebigau		G
❊ 36911 173 SVMC	**Zannes Gounaris** (*ex*Tuscania, *ex*Alexandros, *ss*Msl.2ndNo 3-6,29 *ex*RiverAraxes, *ss*Pir.No.1-34 *ex*Fitzclarence) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing* *Hatch covers dispensed with in 'tween decks*	*4407* *4100* *2832*	✠100A1 *Spar dk* 11,36 MS9,34	Bry ✠LMC ~~BS9,36~~ 10,37	*x*	CL ~~7,34~~ 10,37	1907 4mo *Lloyd'sA&CP*	R.Craggs& Sons,Ld. Middlesbro'	A.Z.&G.Z. Gounaris *CellDBa*118' *uE&B*42'*f*16	376·0|52·3|25·4 P28'B93'F40' FK 6'1159*tDTf*24'608*t*	Andros Greek 7*BHCem* *APT*109*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP 3SB,9*cf*,GS169,HS5900 N.E.MarineEngCoLd.Nwc	28 ″ 0 s 5 ″ 3 22 ″ 11	
❊ 36912 120 SWSS	**Zannis L. Cambanis** (*ex*Evros) *ss*Pir.No.3-10,32 *ss*Hul.No.1-35 **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	5317 5052 3263	✠100A1 *Shelter dk* *withfreeboard* 12,37~~10,35~~ ~~BS3,37~~ *Fitted for oil fuel 6,20 F.P. above 150° F.*	Hul Rot BS3,38 ✠LMC10,35	*x*	CL ~~10,35~~ ~~10,37~~ N12,37	1920 6mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton	TheHeirs of the lateL.Z.Cambanis *Collision* *CellD*	370·7|51·4|32·4 FK *on BH to Shelter dk* B317'1141*tFPT*85*t*	Andros Greek *Cem* 5*BH to U dk* *APT*149*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb 386NHP 3SB,9*cf*,GS190,HS6194 Blair&Co.Ld.Stockton	34 ″ 9 s 9 ″ 8 25 ″ 4¼	
❊ 36913	**Zapara** *ss*Cco.No.2-35 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	*2036* *1580* *1138*	✠100A1 12,37~~3,37~~ BS12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,26 F.P. above 150° F.*	Cco Mob ✠LMC11,35	*s*	CL ~~3,37~~ 12,37	1926 4mo *Lloyd'sCP*	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A. *CellDBuE*	280·4|47·2|16·2 290·5(O.L.) P69'B22'F31' FK &B43'93*t* *FPT*176*t*	Maracaibo Venezuelan 10*BHptCem* *APT*63*t*	T.3Cy.19¼",30"&49"-36" (*s*) 180lb 192NHP 2SB,4*cf*,HS3452 MacColl&Pollock,Sld.	16 ″ 6 s 2 ″ 1¾ 14 ″ 6¾	
36914 53 ICOP	**Zara** Ⓟ **TwinSc** *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·4|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{1}{16}$"-29⅛" 654NHP Soc An"Fiat"S.G.M.Turin		I
36915 218701 KICS	**Zarembo** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4957 4374 3073					1919	ToddD.D. &Const.Co Tacoma	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	380·1|53·1|27·0 P39'B102'F41'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
36916 31672 JEZB	**Zawosan Maru** (*ex*Monaro) 1*Dk*&*deep framing* *lower dk in Nos.*1&3*holds*	2631 2247 1867			...		1906	W.Gray& Co.Ld. WHartlepool	SatoShotenK.K.	306·0|45·0|20·1 P29'B92'F31' FK	Tokio Japanese *WB*	T.3Cy.22",35"&59"-39" 231NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 5	C †
❊ 36917 CSBV	**Zé Manel** (*ex*JoséManuel, *ex*Argus,*ex*Minna) *ss*Ams.No.3-11,28 *ss*Lis.No.2-38 ~~*ss*Lis.No.1-33~~ Wireless Sub.Sig. 1*Dk*(*Stl*)	926 701 536	100A1 2,38~~11,36~~ ~~MS2,33~~	Lis LMC2,38 ~~BS11,36~~		~~CL~~ ~~11,36~~ ~~12,37~~ 2,38	1921	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deComercioIndustria e TransportesLtda. *Ce*	209·9|31·9|13·2 Q64'B56'F26' FK *llDB*182'348*t FPT*	Lisbon Portuguese 4*BHAsp* 34*tAPT*17*t*	T.3Cy.16$\frac{15}{16}$",26$\frac{15}{16}$"&43$\frac{5}{16}$"- 33$\frac{7}{16}$" 185lb (*s*) 148NHP 2SB(Spt),4*cf*,GS71,HS2698 Gall&Seitz,Hamburg	15 ″ 6 s 1 ″ 2 14 ″ 5¾	
36918 164363 MKPP	**Zealand** Wireless **D.F.** 1*Dk*&*Shelter dk* **E.S.D.** *CruiserStern*	1433 1131 727					1936	Barclay, Curle&Co.Ld Glasgow	Leith,Hull& HamburgSteam PacketCo.Ld.(J. Currie&Co.*Mgrs.*)	262·2|40·2|15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
36919 120764 VJLK	**Zealandia** Ⓟ **TwinSc** *ss*Syd.2ndNo.3-10,34 *Ref.Mchy.* 2*Dks*(*Stl*-ws)&*Shelter dk* (*Stl*-teak s)&*Web frames*	6683 5274 3435	✠100A1 *Shelter dk* *withfreeboard* ~~4,37~~ 10,37 ~~BS9,36~~	Syd BS9,37 ✠LMC9,34	*a*†	CL P5,35 S10,35	1910 5mo *Lloyd'sA&CP*	J.Brown& Co.Ld. Clydebank	HuddartParker Ld. *CellDBa*88'*uE&B*	410·3|54·7|31·1 23·4 B100'F90' BK9" *onShelter dk* 117'*f*144'899*tFPT*	Melbourne British 8*BHCem* 42*tAPT*49*t*	Q8Cy24½",35",49½"&70"-48" 215lb (*r*) 1157NHP 7SB,21*cf*,GS433, FD HS17775 J.Brown&Co.Ld.Clydebnk	34 ″ 0 s10 ″ 8½ 24 ″ 4¼	
36920 149300 GNRB	**Zealandic** **TwinSc** *OilEng.* *ss*Lon.No.2-36 ~~*ss*Lon.No.1-32~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** **E.S.D.**	8443 7488 5219	✠100A1 *withfreeboard* 12,37~~1,36~~ DBS~~7,35~~5,37 ✠Lloyd'sRMC~~4,37~~	Lon Nwc ✠LMC CS~~1,33~~ 12,37 ~~1,33~~ 12,37 5,38	*f*†	CL ~~9,34~~ 4,37	1928 3mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	ShawSavill& AlbionCo.Ld. *CellDB*408'1571*t*	482·6|64·2|30·8 499·5(O.L.) B173'F61' FK (*FPT*109*t APT*60*t*	S'thamptn British 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd*„)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB100*lb* WllsndSlpwy.Co.Ld.Nwc.	34 ″ 4 s5 ″ 4¼ 29 ″ 2½	
❊ 36921 116094 MFVF	**Zealous** (*ex*Wharfedale,*ex*Dot) *ss*Abn.2ndNo.3-2,29 *ss*Pet.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	324 259 173	✠100A1 5,36 BS~~9,36~~ 11,37	Abn ✠LMC4,34	*e*	CL ~~5,36~~ 11,37	1902 10mo *Lloyd'sA&CP*	GooleS.B. &Repg.Co.Ld Goole	G.McDonald (WilliamR.Aiken, Ld.*Mgrs.*)	136·0|23·4| 9·4 142·1(O.L.) Q42'B10'F16' FK *Cell*	Aberdeen British 3*BHCem* *DBf*77'83*t*	T.3Cy.12",20"&33"-24" (*s*) 180lb 60RHP 1SB,2*pf*,GS34,HS1156 N.E.MarineEng.Co.Ld.Sld	11 ″ 6 s ″ 11½ 10 ″ 8	
36922 PIWQ	**Zeeland** *ss*Rot.No.1-34 *Well deck* **D.F.** 1*Dk*(*Stl*) *Mchy.Aft*	2726 2032 1557	✠100A1 1,38~~11,36~~ MS11,34	Rot ✠LMC BS~~4,37~~1,38	*s*	OG 11,36	1930 6mo *Lloyd'sA&CP*	N.V.Schpw v.J.Smit,Czn. Alblasserdam	Scheepvaart en SteenkolenMaats. *CellDB*200'552	288·5|45·2|19·1 P73'Q100'F30' *Trunk between* P&F FK *t MT*10'266*t FPT*	Rottrdam Dutch 6*BHCem* 163*tAPT*38*t*	T3Cy.20⅞",32$\frac{5}{16}$"&55⅓"-39⅜" 190lb (*s*) 272NHP 2SB,6*cf*,GS143,HS4950 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	21 ″ 0 s 6 ″ 5½ 19 ″ 8¼	
36923														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrigé.
36924 PIWT	**Zeeland** OilEng. 1Dk	421 292 286					1930	J.Smit& Zoon Foxhol	N.V.Scheeps. Maats.Limburg (T.denHartigh, Mgr.)	148·8|25·6|9·3 Q47'F17'	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–17¾" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36925 PIXY	**Zeester** (exAmsterdam) 1Dk	379 235 187					1918	Gebr. Fikkers Muntendam	J.L.deGroot	121·0|22·6|10·5 P38'F16'	Kampen Dutch WB	C.2Cy.12½"&25½"–14½" 21NHP L.Schaatman,Dordrecht		G
36926 1694 ICOS	**Zeffiro** (exRiverHudson,exVennonia, exWarCarp) D.F. 2Dks	5165 4737 3093					1918	CaledonS. B.&E.Co.Ld. Dundee	"Corrado"Soc. Anon.diNav.	413·2|52·3|28·4 400·6 P49'B113'F39'	Genoa Italian WB	T.3Cy.27",44"&73"–48" 369NHP CaledonS.B.&E.Co.LdDun		I
36927	**Zelandia** (exSailingVessel) OilEng. 1Dk	585 — 403					1913	Soc.Esercizio Bacini RivaTrigoso	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6|40·2|11·5	Bns.Aires Argentine WB	Oil Engines 2S.C.SA 4Cy.16½"–18½" NEfitted18 192NHP J.&C.G.Bolinders,Skm.		
※ 36928 145457 GCLP	**Zelo** ssNwc.No.3–7,35 D.F. 1Dk(Stl) Cargo battens not fitted	2294 2012 1346	✠100A1 ~~9,36~~10,37 BS8,37 ~~[illegible]~~ ✠LMC7,35 Fitted for oil	Nwc fuel10	t ,21	CL 7,35 F.P.a	1921 10mo Lloyd bove 1	S.P.Austin &Son,Ld. Sunderland 'sA&CP 50° F.	PeltonS.S.Co.Ld. CellDB228'601tT 22'73t side Tan	308·0|43·0|19·7 P25'B64'F29' FK ank at sides of tunn ks in ER 182t FPT	Newcastle British 5BHCem el 115tAPT65t	T.3Cy.24",40"&65"–42" (s) 180lb ~~100lb~~ 100lb 300NHP 2SB,6pf,2cf,GS145,HS4670 Richardsons,Westgarth& Co.Ld.Sld.	22 " 0 s 3 " 4½ 18 " 10	
36929 ~~[illegible]~~ ~~[illegible]~~	**Zembra** ssShl.No.3–6,36 Mchy.Aft 1Dk(Stl)2nd dk(Stl) in No.1 Cantilever framed hold Topside tanks Longitudinal framing at double bottom & [illegible] pt fitted Now "Oslebshausen" No. 39555 in Supplement	5074 3775 2823	✠100A1 5,37 ✠LMC MS6,36 BS12,36	Mdb	x	CL 2,37	1923 10mo Lloyd	G.Seebeck Akt.Ges. Weser- münde-G. 'sCP	~~LaTunisienne~~ ~~SteamNav.Co.Ld.~~ ~~(F.C.Strick&Co.~~ ~~Ld.Mgrs.)~~ CellDB311'1835t Transverse	370·6|51·0|27·1 P108'F29' FK DTf26'157tFPT13 Topside tank aft46t	 German 7BHCem 9tAPT197t	T.3Cy.22½",38 9/16"&63"–43⅜" 206lb 120lb (s) 347NHP 2SB,6cf,GS115,HS4736 FD G.SeebeckA.G.Wsm.	29 " 10 s 5 " 10½ 24 " 3	
36930 UOUZ	**Zemlyak** TwinSc OilEng. Wireless Mchy,Aft 1Dk	967 769 472					1928	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6|34·0|11·8 P68'F33'	Sevastopol Russian WB	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP StateEngWksKolominska		
36931 2064 ICOU	**Zena** Ⓟ (exAlban-36) ssLiv.No.3–10,26 ssLiv.No.1–30 2Dks(Stl)	5219 4539 3229	✠ —— 11,35 ✠	Liv	y		1914 7mo	CaledonS. B.&E.Co.Ld. Dundee C	ellDBa115'uE24' f160'809tD	392·9|51·7|29·7 375·2 P33'B119'F44' FK Ta22' 536t FPT80t	Genoa Italian 7BHCem APT22t	T.3Cy.25½",41"&68"–48" 466NHP 3SB,9cf,GS171,HS7041 CaledonS.B.&E.CoLd.Dun	32 " 3	I †
36932 129588 MDPR	— ssGls.2ndNo.3–2,37 Wireless 1Dk(Irn) Well deck	1416 1071 875	✠100A1 4,38 ~~2,37~~ ✠NB4,33 ✠LMC2,37 DBS2,38	Got	o	CL ~~1,37~~ 4,38	1911 7mo Lloyd	A.Vuijk& Zonen Capelle a/d sA&CP Ysel	ClydesdaleShipowners Co.Ld. (Glen&Co.Mgrs.) WB	240·8|35·2|16·4 Q75'B82'F29' FK =CellDBa61'f104'	Glasgow British 4BHCem 274tAPT18t	T.3Cy.17",28½"&46"–36" (s) 180lb 95lb 145NHP 1SB,3cf,GS63,HS2331 G.T.Grey,SouthShields	17 " 6 s 1 " 0½ 16 " 6½	
※ 36933 161567	**Zenda** ssHfx.No.1–36 1Dk(Stl)& Shelter dk(Stl)	1416 1211 797	✠100A1 withfreeboard 5,38 ~~4,37~~ BS~~4,37~~ ✠LMC4,36 5,38	StJ	q	CL 5,36	1932 5mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	ZendaShippingCo. Ld.(F.K.Warren) CellDB206'46	248·2|39·5|14·9 FK 6'FPT57tAPT39t	HalifaxNS British 4BHptCem (Coll to Shdk 3 " 2nd ")	T.3Cy.15½",25"&40"–33" 180lb (s) 128NHP 2SB,4cf,GS61,HS2358 Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 " 10 s " 3½ 16 " 8½	
36934 28129	**Zenith City** Mchy.Aft 1Dk2trB	3581 — 3429					1895	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	387·5|48·3|23·3 WB	Duluth, Minn. Utd.States	T.3Cy.22",38"&63"–40" 251NHP ClevelandSB.CoCleveland		
36935	**Zenyo Maru** OilEng. D.F. 2Dks CruiserStern	6500					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	436·4|58·3|32·0 P36'B17'F39'	Japanese WB	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1167NHP MitsubishiJukogyoK.K. Yokohama		
※ 36936 96 SVQW	**Zephyros** (exCherryBranch, exDunedin) ssGen.2ndNo.3–3,35 1Dk(Stl)&Spardk(Stl) &deep framing	4796 4546 3051	✠100A1 Spar dk 1,38 ~~3,37~~ ✠LMC MS3,35 BS11,36	Cff	y	CL 3,37	1909 6mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	~~A.Lusi~~ "Zephyros" S.S.Co.Ld. CellDBa118'uE	400·0|51·9|17·9 412·7(O.L.) 26·9 P37'B120'F44' FK &B50' f180'	Argostoli Greek 6BHCem	T.3Cy.27",43"&72"–48" (s) 180lb 80lb 513NHP 3SB,9cf,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls 1067tDTa34'878tAPT29t	29 " 7 s 5 " 9½ 24 " 0	
36937 267 SVMY	**Zeus** (exEmilieL.D.-34,exDagfred, exVestheim) Fitted for oil fuel 1Dk&Shelter dk	4279 — 2433					1920	Richardsn Duck&Co.Ld. Stockton	E.E.Hadjilias	400·6|52·9|32·2 H161t	Syra Greek WB	T.3Cy.26",43"&71"–48" 349NHP Blair&Co.Ld.Stockton		V
※ 36938 111365 MFFK	**Zillah** ssLiv.3rdNo.3–5,37 ~~ssLiv.2ndNo.3–3,25~~ Mchy.Aft ~~ssLiv.No.2–33~~ Well deck 1Dk(Stl–pt teak s)	373 273 146	✠100A1 5,37 ~~1,37~~ BS1,37 ✠LMC7,~~33~~ MS5,37	Liv	f	CL 1,37	1901 6mo	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.)	143·0|24·1|11·5 Q46'B11'F26' BK7" WB=~~FPT~~APT9t DTf21'54t FPT7t	Liverpool British 3BHCem	C.2Cy.17½"&37"–24" (s) 130lb 71RHP 1SB,3pf,GS57,HS1268 Ross&Duncan,Glasgow	12 " 5 s " 9½ 12 " 3	
36939 OFAW	**Zilos** (exZelos-37, Iron exCymmrodorion) 6thSurvey,Skm.4,33 Wireless 1Dk(ptIrn)&Web frames Well deck Cargo battens not fitted 1stSurveyHfs.No.2–38	1711 — 952	✠A1* 1 5,38 ~~3,37~~ BS~~2,37~~ LMC~~4,33~~ 2,38 MS11,37	Got Shl	Lv	~~8,37~~ 11,37	1884 2mo	Schlesinger Davis&Co. Newcastle	RederiA/B Mars (T.Avellan,Mgr.)	260·0|36·3|19·4 P60tQ103tB119t F34t BK9" DBa&fAPT	Helsingfrs Finnish 4BHCem 1PBH	C.2Cy.29"&63"–39" 70lb 191NHP 2SB,6pf,GS68,HS3200 Black,Hawthorn&Co.Gts.	20 " 7 s 2 " 5 18 " 11	
36940 453 SVHS	**Zinovia** (exUlefos,exLysekloster, exAndriana) ssPir.2ndNo.3–6,33 1Dk(ptIrn&ptStl)&deep framing ssPir.No.1–37	2975 2701 1758	✠100A1 10,37 ~~6,33~~ 4,37 ✠LMC MS~~2,33~~ BS~~6,36~~ 10,37	Pir	v	CL ~~6,36~~ 4,37	1906 7mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP Cell	MichalinosMaritime&Commercial Co.Ld. DBa108'uE&B42'	336·6|47·1|20·5 P35'B214'F38' FK f142'912tFPT125t	Piræus Greek 6BHCem APT165t	T.3Cy.24",39"&65"–42" (s) 180lb 180lb NDB25 298NHP 2SB,6cf,GS127,HS4607 G.Clark,Ld.Sunderland	23 " 0 s 2 " 1½ 21 " 2½	
36941 UOVD	**Ziryanin** (exLakeFavonia) Fitted for oil fuel 1Dk2trB	2593 2243 1613			...		1919	American S.B.Co. Lorain,O.	U.S.S.R.	251·0|43·6|26·1 P25'B64'F23' FK	Odessa Russian WB	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 " 2	
36942 161275 GTCR	**Zitella** ssBkn.No.2-38 ~~ssNwc.No.1–34~~ D.F. 1Dk(Stl)	4251 3804 2632	✠100A1 ~~8,37~~ ~~9,36~~ 5,38 ~~BS6,34~~ ✠LMC~~9,34~~ ~~8,37~~ 5,38	Ham ~~Cff~~ Bkn	x	CL ~~9,36~~ ~~8,37~~ 5,38	1929 8mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	"Z"S.S.Co.Ld. (Turner,Brightman&Co.Mgrs.) CellD	370·9|51·4|25·1 382·4(O.L.) P29'B233'F32' FK B322'1133tFPT96t	London British 6BHptCem APT175t	T.3Cy.23",39"&65"–45" (s) 200lb ~~120lb~~ 120lb 351NHP 2SB,6cf,GS115,HS4606 FD D.Rowan&Co.Ld.Gls.	27 " 6 s 3 " 7½ 24 " 1½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Tr. Cert.
36943 OHXN	**Ziva** (exAnvall–35, exNiobe, exKingscote) Iron Well deck 1Dk2trB	965 767 487			…		1883	R.Thompson&Sons Sunderland	RederiA/BMars (TorstenAvellan)	220·2|32·1|15·5 Q75'B48'F25' BK10''	Helsingfrs Finnish WB	C.2Cy.28⅝"&54"–36" 142NHP R.&W.Hawthorn,Nwc.	16 ″ 5	V
36944 225632 KLEA	**Zizania** IronTwinSc 2Dks	439 — 298					1888	Ramsey&Son Baltimore Md	J.F.Burke	157·3|27·3|10·7	Bostn,Mas Utd.States	T.6Cy.7¼",15"&28"–27" 82NHP		
36945 SVEK	**Zografia Nicolaou** (exPisco-34, Now "Nicolaou Zografia," see No. 39456 in Supplement Sub.Sig. 2Dks&Shelter dk	7050 4257					1913	J.C.TecklenborgA.G. Wesermünde-G.	N.G.Nicolaou (GeorgiosNicolaou(Hellas)Ld. Mgrs.)	470·7|60·7|28·6 F50' 36·6	Piræus Greek WB	T.3Cy.29 9/10",48⅘"&80 7/10"–55 1/10" 482NHP J.C.TecklenborgAG.Wsm		V
36946 TCDN	**Zonguldak** (exHelka, exScheldestroom) 1Dk	1222 952 736					1903	Rijkee&Co Rotterdam	TürkSilepcilik LimitedSirketi	230·0|33·0|17·6 Q77'B40'F32'	Istanbul Turkish WB	T.3Cy.17½",28"&45"–36" 121NHP Maats.Fyenoord,Rot.		
⁎ 36947 PIYK	**Zonnewijk** ssRot.No.2–37 ~~ssRot.No.1–32~~ D.F. 1Dk(Stl)	4499 4113 2670	✠100A1 5,37 ~~6,36~~ ✠LMC4,37 ~~MS11,32~~ ~~BS6,36~~ ~~4,37~~	Rot	y	OG 6,36	1928 8mo Lloyd's A&CP	ClydeS.B.&Eng.Co.Ld. PortGlasgow	N.V.Stoom.Maats. "Wijklijn" (Erhardt&Dekkers, Mgrs.) CellDBa&uE142' f 166'1100t FPT147t APT172t	383·9|52·9|25·2 P39'B234'F32' FK	Rottrdam Dutch 6BHCem	T.3Cy.23",39"&67"–48" (s) 210lb 403NHP 3SB,9cf,GS190,HS6664 ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 6 s 3 ″ 9 23 ″ 11¾	
36948 EABS	**Zorroza** (exArtza-Mendi) ssVal.No.3–11,35 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	4597 4060 2403	✠100A1 11,35 ✠LMC MS4,35 BS11,35 No later survey reported Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Val	w	CL N11,35	1921 7mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Cia.Arrendataria delMonopoleo de PetroleoS.A. CellDBuE& B72'144tDTf38'337tFPT58tAPT41t	360·0|49·1|29·1 P78'B25'F38' FK	Bilbao Spanish 14BHptCem (13 to U dk 1 ,, 2nd ,,)	T.3Cy.25",41"&68"–48" (s) 180lb 489NHP 3SB,9cf,GS174,HS7594 FD Cen.Mar.E.WrksLd.WHpl	28 ″ 3	
⁎ 36949 161344 GTCS	**Zouave** ssHul.No.1–34 D.F. 1Dk(Stl)	4253 3894 2628	✠100A1 7,37 ~~6,36~~ BS~~6,36~~ ✠LMC10,34 8,37	Avn Npt	x	CL 6,36	1930 1mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	ZinalS.S.Co.Ld. (Turner,Brightman&Co.Mgrs.) CellDB 322' 1133t FPT96t APT175t	370·9|51·4|25·1 382·5(O.L.) P29'B233'F32' FK	London British 6BHptCem	T.3Cy.23",39"&65"–45" (s) 200lb 120lb 351NHP 2SB,6cf,GS115,HS4606 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7¼ 24 ″ 1½	
36950 YTFG	**Zrinski** (exErle) ssRot.No.1–36 ssRot.No.3–12,32 1Dk(Stl)&Shelter dk(Stl)	5652 5421 3524	✠100A1 Shelter dk with freeboard 3,38 ~~6,36~~ ✠LMC MS~~5,32~~2,37 BS~~6,36~~7,37 Fitted for oil fuel 5,20 F.P. above 150° F.	Pla Rot	y	CL 4,37	1920 5mo Lloyd's A&CP	Nthmblnd S.B Co.Ld. Newcastle	Jugoslavenski Lloyd a.d. CellDB351'1178t FPT60tAPT90t	399·6|53·0|32·8 413·0(O.L.) F37' on Shelter dk FK	Split Yugoslav ptCem 2BHtoSh dk 5 ,, ,, U ,,	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'S.B.Co.Ld.Nwc.	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
36951 TCDO	**Zuhal** (exCandilli, exNadina, exVera Geelmuyden, exOlga Methinity, exTarasBoulba, exBaronHambro') Iron3Mst ssLon.No.3–72 ssHul.No.2–80 1Dk2trB Mchy.Aft	597 — 318	✠ 1,83	Hul	j		1861 1mo	C.Lungley London	Dr.Nihat	209·0|25·2|14·5 Q30t len68 FK	Istanbul Turkish 3BH	C.2Cy.21"&40⅔"–26" NE83 NB92 69NHP C.&W.Earle,Hull		
36952 PIYQ	**Zuid-Beijerland** OilEng. Mchy.Aft 1Dk CruiserStern	401 291 240					1929	N.V. Industrieele DeNoord Alblasserdam	N.V.Scheepv.Maats."Zuid-Beijerland" (Gebr.Voskamp, Mgrs.)	148·9|25·3| 9·2 P41'F17'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–18" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
⁎ 36953 PIYU	**Zuiderkerk** (exZosma) ssRot.No.3–10,33 D.F. 2Dks(Stl)&Shelter dk CruiserStern ssRot.No.1–37	8424 5967 5265	✠100A1 Shelter dk withfreeboard 1,38 ~~2,37~~ ~~BS5,36~~ ✠LMC~~10,33~~ ~~3,37~~ 3,37 Fitted for oil fuel 5,22 F.P. above 150° F.	Rot	c†	CL ~~7,35~~ 1,38	1922 4mo Lloyd's A&CP	NewWaterwayS.B.Co. Schiedam	N.V.Vereenigde Nederlandsche ScheepvMaats(Directie-enAgentuur Maats,"Holland OostAzie"LijnN.V. Mgrs.) CellDB391' 1401t DTa33'722tFPT144t APT163t	476·8|60·4|27·8 37·0 Intermediate FK BHdispensed with len33	TheHague Dutch ptCem 2BHtoSh dk 5 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) FD 1000NHP 4SB(Spt),16cf,GS322, HS13600 BritishThomson-HoustonCo.Ld.Rugby	39 ″ 6 s10 ″ 4¾ 29 ″ 3¾	
36954 PKBV	**Zuiderkruis** TwinSc (CableVessel) 2Dks	1820 — 834					1923	Nederl. Schps.Maats. Amsterdam	DutchEastIndian Government (Dienst van Scheepvaart)	257·6|36·7|22·2	Sourabaya Dutch WB	T.6Cy.16¾",27⅝"&43 5/16"–21⅘" 177NHP Werkspoor,Ams		
36955 PIZB	**Zuidland** OilEng. Well Deck 1Dk Mchy.Aft CruiserStern	426 280 263					1931	NVSchspw Gebr.Pot. Bolnes	N.V.Motorschip Zuidland(T.den Hartigh,Mgr.)	152·1|25·6| 9·0 P42'Q54'F20'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
36956 31356 JESB	**Zuiko Maru** (exJaladuta, exShadwell) 1Dk&Spar dk&deep framing	4156 3846 2528			…		1904	JLThompson&Sons,Ld Sunderland	InuiKisenK.K.	368·0|49·6|19·0 P30 B108'F44'27·1 FK	Kobe Japanese WB	T.3Cy.26 5/16",44"&72"–48" 417NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 6	C †
36957 33786 JQXB	**Zuiyo Maru** (exAtheltarn, exIndia, exBoxleaf) TwinSc ssYka.No.3–1,30 ssYka.No.1–34 2Dks(Stl)&Webframes	7385 6842 4302	✠100A1 4,37 ~~4,36~~ ✠LMC4,36 BS5,37 Carrying Petroleum in bulk Fitted for oil fuel 5,20 F.P. above 150° F.	Yka	c†	CL ~~4,36~~ 10,37	1917 2mo Lloyd's A&CP	Barclay, Curle&CoLd Glasgow	NipponTanker K.K CellDBuE&B70'308tDTf27'291t FPT124tAPT70t	450·0|58·0|35·5 P44'B161'F42' FK	Yokohama Japanese 22BHptCem (21 to U dk 1 ,, 2nd ,,)	T.6Cy.20",35½"&61"–45" (s) 215lb 900NHP 4SB&1Aux.SB,18cf, GS338,HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
⁎ 36958 148669 GLRJ	**Zurichmoor** ssBly.No.2–34 1Dk(Stl)&Webframes Corrugated sides	4455 4155 2768	✠100A1 4,37 BS~~11,36~~ ✠LMC8,34 11,37	Bly	x	CL 4,37	1925 9mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	MoorLine,Ld. ~~(W.Runciman&Co. Ld.Mgrs.)~~ (RuncimanShippingCo.Ld.Mgrs) CellDB326'1029t APT145t	371·8|55·3|26·3 386·2(O.L.) P34'B106'F44' FK	London British 6BHCem	T.3Cy.26",43"&72"–48" (r) 180lb HS6450 460NHP 3SB(Spt),9cf,GS164, FD J.Readhead&SonsLd.S.Shl	28 ″ 9 s 5 ″ 3¾ 23 ″ 7¾	
⁎ 36959 EAJY	**Zurriola** (exBegoñaNo.3, exMatienzo) ~~ssBbo.2ndNo.3–11,24~~ ~~ssBbo.No.2–32~~ 1Dk(Irn)&deep framing ssBbo.3rdNo.3–5,37	1866 1721 1163	✠100A1 5,37 ~~9,35~~ ✠LMC5,37 ~~MS6,32~~ ~~BS4,35~~ ~~NO LATER SURVEY REPORTED~~	Bbo	r	~~4,34~~ 3,37	1899 6mo A&CP	R.Thompson&Son Sunderland	Cia.Nav. Guipuzcoana CellDBa82'uE18'f112'569t APT112t	276·5|40·5|17·9 P23'B64'F27' FK	S.Sebast'n Spanish 4BHCem	T.3Cy.20⅝",33"&54"–39" (s) 160lb 80lb 185NHP 2SB,6pf,GS78,HS2872 N.E.MarineEng Co.Ld.Sld.	20 ″ 5 s2 ″ 10½ 17 ″ 8¾	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pcs.*	15 Registres où est dans le L. Durée Cert. Ref Trade
36960 YTFH	**Zvir** ssRot.No.2–34 *2Dks(Stl)*	5605 5073 3469	✠100A1 ~~8,36~~ 4,38 ✠LMC MS4,34 BS 2,38	Cff ~~Bry~~ Rot	*y*	CL 8,36	1926 7mo *Lloyd*'*sA&CP*	ClydeS.B. &Eng.Co.Ld. PortGlasgow *CellDBa&u*	Prekomorska PlovidbaD.D. *E152'f166'1147tD*	390·1|54·0|29·6 403·9(O.L.) B125'F35' FK *Ta33'906t FPT122t*	Susak Yugoslav *7BHptCem* *1 „ to2nd dk* *APT258t*	T.3Cy.25",41"&68"–45" (*s*) 200lb 468NHP 3SB(Spt),*9cf*,GS148, FD HS6960 ClydeSB.&Eng.CoLd.P.Gl	32 „ 0 s 6 „ 7½ 25 „ 7½	
36961 PIZM	**Zwartewater** *OilEng.* *1Dk & Shelter dk* *Mchy.Aft* D.F. *Cruiser Stern* *Ref.Mchy.* *Rudder electrically welded*	374 307 195	✠100A1 *with freeboard* 2,38 ~~3,37~~ ✠LMC5,37 ✠Lloyd'sRMC 2,38 for temp.32°F.	Rot	*k*		1937 3mo *Lloyd*'*sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Stoomv.Maats Nederlandsche Lloyd *Cell DB127' 194tF*	198·3|29·6| 8·1 205·8(O.L.) FK *PT22tAPT10t*	Rottrdam Dutch *4BHptCem* (*Coll to Sh dk* *3 „ 2nd „*)	Oil Engines 2S.C.SA 6Cy.13½"–23⅝" 197NHP GbrStork&CoNV Hengelo	11 „ 0 s „ 2 10 „ 11	
36962 8203 TVUY	**Zweena** **TwinSc** *OilEng.* ssMsl.No.1–34 *Mchy.Aft* *1Dk(Stl)*	651 452 307	✠100A1 6,37 ~~6,36~~ ✠LMC11,34 *Carrying Petroleum in bulk*	Rou Bdx	*i*	CL 6,37	1930 10mo *Lloyd*'*sA&CP*	G.Brown &Co. Greenock	Soc.Anon.des PétrolesJupiter	174·6|30·3|11·0 P51'*Trunk*91' FK	Marseilles French *9BH* *APT32t*	Oil Engines 2S.C.SA 8Cy.11⅞"–17½" 195NHP NV.KromhoutMtrnfbAms	12 „ 0 s „ 8½ 11 „ 5½	
36963 PIZW	**Zypenberg** (*ex*Charterhurst–35) ssBry.No.1–34 *1Dk(Stl)*	4973 4668 3085	✠100A1 ~~5,36~~ 10,37 ~~BS4,37~~ 2,38 ✠LMC6,34	Rot	*z*	CL ~~5,35~~ 10,37	1930 3mo *Lloyd*'*sA&CP*	Ayrshire Dockyard Co.Ld. Irvine	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*) *CellDB350'*	406·2|53·6|25·7 P26'B270'F37' FK *1155tAPT45t*	Amstrdam Dutch *6BHptCem*	T.3Cy.25½",43"&72"–48" (*s*) 200lb 470NHP 2SB(FD)&1AuxSB,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 „ 0 s 3 „ 10½ 24 „ 4	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

NEW SHIPS NOT NAMED.

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corrsponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade C't.
	No. 106 *Now* "Bolshevik," *see No.* 37414 *in Supplement* D.F. E.S.D. ***Cruiser Stern***	1850 1600 900	100A1 (*Class Contemplated*)				1937	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·3 P23′ B73′ F34′	42·0	23·0	Russian	T.3Cy.$18\frac{7}{8}''$, $31\frac{7}{8}''$ & $52\frac{3}{4}''$–39″ MatsuoZosen-sho,Nag.		
	No. 108 *Now* "Komsomolets," *see No.* 38883 *in Supplement* D.F. E.S.D. ***Cruiser Stern***	1850 1600 900	100A1 (*Class Contemplated*)				1937	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·4 P23′ B73′ F34′	42·0	23·0	Russian	T.3Cy.$18\frac{7}{8}''$, $31\frac{7}{8}''$ & $52\frac{3}{4}''$–39″ MatsuoZosen-shoNagasaki		

SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1937-38.

SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:—

A	No. 37101	to	No. 37350	M	No. 39151	to	No. 39400
B	„ 37351	„	37600	N	„ 39401	„	39550
C	„ 37601	„	37850	O	„ 39551	„	39650
D	„ 37851	„	38000	P	„ 39651	„	39800
E	„ 38001	„	38150	Q	„ 39801	„	39900
F	„ 38151	„	38300	R	„ 39901	„	40050
G	„ 38301	„	38450	S	„ 40051	„	40300
H	„ 38451	„	38600	T	„ 40301	„	40500
I	„ 38601	„	38750	U	„ 40501	„	40600
J	„ 38751	„	38850	V	„ 40601	„	40700
K	„ 38851	„	39000	W	„ 40701	„	40850
L	„ 39001	„	39150	X Y Z ...	„ 40851	„	41000

1 o. in ook. ficial No. ode tters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade cert.
7101 219918 KUPT	**Azalea City** (*ex*Excelsior-37, *ex*Waterbury) *Fitted for oil fuel* *2Dks & Webframes*	5588 — 3504			•••		1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2 steam turbinesDRgeared to 1 sc.shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
37102 DOSQ	**Ankara** *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	4768 3697 2733					1937	Nordsee-werkeEmden G.m.b.H. Emden	Atlas-Levante-Linie,A.G. (~~DeutscheLevante-LinieG.m.b.H.Mgrs.~~)	~~414·5~~ F36' 408·5	56·7	30·6 21·4	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$″-$49\frac{3}{16}$″ 797NHP Fr.KruppGermaniawftAG		
37103 IPGX	**Acme** (*ex*Amalienborg-37) *ss*Abg.No.3-4,31 *ss*Abg.No.1-36 *1Dk(Stl)*	2864 2581 1690	✠100A1 ~~3,37~~ 10,37 BS~~1,37~~4,37	Ham ✠LMC MS2,36	*u*	OG 3,37	1919 5mo	Schpw.v. JanSmit,Czn. Alblasserdm. A&CP	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesells-chaftAschpurwis&Veltjens,*Mgrs.*)	320·4 334·0(O.L.) P28'B186'F41' FK *CellDB*268' 847t*FPT*144t	47·2	21·2	Panama Pnamanian 5*BHCem* *APT*150t	T.3Cy.23″,38″&62″-42″ (*s*) 180lb *180lb* 282NHP 2SB,*6cf*,GS97,HS4520 Maats.deSchelde,Flushing	23 ″ 6 s2 ″ $4\frac{1}{4}$ 21 ″ 3	
7104 25734 GZSF	**African Trader** *Cargo battens not fitted* (*ex*Laurent *ss*Alg.2ndNo.3-4,33 Schiaffino-37, *1Dk(Stl)&Spar dk(Irn)* *ex*Scientist,*ex*Sargasso) *&deepframing* *Hatch covers dispensed with in tween decks*	3825 3493 2431	✠100A1 *Spar dk* 4,37 ~~4,36~~ MS1,33	Alg ✠LMC BS~~4,36~~4,37	*x*	CL 10,37	1908 10mo	J.Read-head&Sons S.Shields *Lloyd's*A&CP	African&Con-tinentalS.S.Co.Ld. *CellDBa*110'	359·4 371·5(O.L.) P83'B122'F39' FK *uE&B*42'*f*156'849t	47·6	15·4 25·3	London British 6*BHCem* *APT*13t	T.3Cy.$26\frac{1}{2}$″,43″&71″-48″(*r*) 180lb NDB21 *80lb* 409NHP 2SB,*6cf*,GS115,HS5425 FD J.Readhead&Sons,S Shl.	27 ″ 8 s4 ″ 5 23 ″ 6	
7105	**Arimasan Maru** *OilEng.* D.F. *3Dks* *Ref.Mchy.* *CruiserStern*	6500					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha	450·0 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$″-$55\frac{1}{8}$″ 1230NHP MitsuiBussanKaisha.Ld. Tama		
7106 2023 BYW	**Antonietta Costa** (*ex*MonteBianco-37, *ss*Tri.No.3-9,31 *ex*Nimrod) *ss*Gen.No.1-35 D.F. *2Dks(Stl)*	6880 5440 4277	✠100A1 ~~9,37~~~~5,37~~ 4,38 MS6,35	Gen ✠LMC BS~~9,36~~ 9,37	*a*†	CL ~~8,36~~ 4,38	1913 10mo	Stabilmnto Tecnico Trieste *Lloyd's*A&CP	G.Costa fuAndrea *CellDBa*151'*uE*25'	451·6 435·0 P38'B279'F44' FK *f*191'1355t	54·5	27·8	Genoa Italian 7*BHCem* *APT*29t	T.3Cy.$27\frac{1}{2}$″,45″&75″-18″ 180lb 529NHP 3SB,*9cf*,GS177,HS7688 FD J.G.Kincaid&Co.Grk.	30 ″ 6 s4 ″ $11\frac{3}{4}$ 25 ″ $8\frac{1}{2}$	
37107	**Adamastos** (*ex*RichmondHill-37, *ex*GreatCity-36) *1Dk&Shelter dk*	*5491* *5123* *3332*					1914	Ropner& Sons,Ld. Stockton	~~AdamasS.S.Co.Ld.~~ AdamasS.S.Co.Ld.	420·0	56·7	26·4	Piræus Greek *WB*	T.3Cy.28″,46″&75″-48″ 390NHP Blair&Co.Ld.Stockton		C
	"**Dora Fritzen**," *see No. 37866 in Supplement*															
7108 DOTI	**Altair** *Fitted for oil fuel* D.F. E.S.D. *1Dk* *CruiserStern*	~~2400~~ 2414 2079 1393					1937	Nordsee-werkeEmden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	324·3 P191'B&F296' *Upper*F30'	46·9	18·2	Bremen German *WB*	Q.4Cy.$12\frac{3}{16}$″,$16\frac{5}{16}$″,$24\frac{13}{16}$″& $45\frac{1}{4}$″-$39\frac{3}{8}$″ 127NHP Rheinmetall-BorsigA.G. BerlinTegel		G
7109	**Anshu Maru** *2Dks* *CruiserStern*	2500 2200 1450					1937	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	295·0 P29'B75'F32'	45·0	23·8	Jinsen Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$″&(2)$20\frac{1}{2}$″- $13\frac{3}{4}$″S.R.geared&L.P.Turbine D.R.geared to 1Sc.Shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
7110 recked 1,38	**Alba** (*ex*Cayuga-37) ~~*Fitted for oil fuel*~~ *ss*Ant.No.3-8,37 *1Dk(Stl)*	2310 1949 1440	✠ ~~100A1~~ 8,37 ~~6,27~~ ~~MS8,37~~ *Fitted for oil fuel* 8,20 *F.P. above* 150°F. *Lloyd's*A&CP	Ant ✠~~LMC~~ ~~BS3,37~~	*r*	CL 8,37	1920 8mo	DetroitS.B Co. Wyandotte	"Finagra" Soc. Anon.(B.Burger, *Mgr.*)	251·0 261·4(O.L.) P27'B64'F26' FK *Cell DB*204'531t *FPT*	43·6	22·2	Panama Pnamanian 4*BHptCem* 58t*APT*89t	T.3Cy.$20\frac{1}{4}$″,$33\frac{3}{16}$″&$54\frac{5}{16}$″ -40″ 185lb (*r*) 265NHP 2SB,*4cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s3 ″ $2\frac{1}{2}$ 21 ″ 2	
37111 1969 IUQF	**Adda** (*ex*Tai-37,*ex*Rinin-35, (*ex*Molly-34,*ex*Beharrlichkeit,*ex*Trave, *ex*Süd,*ex*Norden) *1Dk*	792 610 426					1905	Nylands Værksted Oslo	GestioneArma-mentoPiroscafo "Adda"	204·6 191·9 Q56*t*B85*t*H11*t*F22*t*	30·1	15·3	Genoa Italian *WB*	T.3Cy.$15\frac{1}{2}$″,25″&42″-30″ 97NHP NylandsVærksted,Oslo		I
37112 517 SVVG	**Anna Maria** (*ex*Compostela-37, *ex*Ariadne, *ss*Gls.2ndNo.3-3,06 *ex*GeneralGordon) *ss*Bdx.No.2-15) *Well deck* *1Dk(Stl)2trB*	1317 1027 831	✠ 5,19 ✠NB3,06 ✠	Bbo	*o*		1885 8mo	A.Stephen &Sons Glasgow	E.N.Vintiadis	240·4 Q84'B57'F28' BK8" *CellDB*184'	34·1	16·0	Syra Greek 4*BHCem* 326t*APT*21t	T.3Cy.15″,24″&40″-36″ 106NHP 1SB,*3cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6	
37113 UOAB	**Andrei Zhdanov** Ⓟ (*ex*AlexeiRikov-37) *OilEng.* *Ref Mchy.* Sub.Sig. *2Dks*	3570 2889 2249			...		1928	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36' FK	48·0	25·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.$25\frac{5}{8}$″-$33\frac{7}{8}$″ 692NHP RussianDieselWorks,Len.	28 ″ 0	
37114 2092 IBQL	**Aniene** *OilEng.* *Ref.Mchy.* *ss*Msl.No.1-33 *2Dks(Udk-Stl)*	2522 1849 1375	✠ 2,38 *with freeboard* ~~DBS1,36~~ ~~✠Lloyd'sRMC5,35~~	Msl ~~✠LMC3,33~~	*s*	CL 11,34	1928 8mo	Cia Euskal-duna deConst Bilbao *Lloyd's*A&CP	~~Soc.Idrovolanti AltaItaliaSavoia (S.I.A.I.)~~ Soc. ItalianaAeroplani Idrovolanti"Sav-oiaMarchetti"	290·0 B98'F35' FK *CellDB*248'347t	42·2	21·0	Genoa Italian 5*BH* *APT*16t	Oil Engines 2S.C.SA 5Cy.$23\frac{5}{8}$″-$41\frac{3}{4}$″ 487NHP Gebr. DB*100lb* SulzerA.G.Ludwigshafen	23 ″ 3 ~~s5 ″ 5~~ ~~18 ″ 1½~~	
	See also "**Ebro**," *No. 24083 in body of Register*															
37115 PHK	**Anglo** (*ex*Anana-37, *ex*Nordamerika-35) *ss*Kel.2ndNo.3-1,29 *ss*Els.No.1-33 *1Dk(ptIrn&ptStl)& deep framing& Web* *Cargo battens not fitted frames3Dk rule*	2978 2486 1709	✠ 3,38 ~~BS10,36~~ ~~6,37~~	Lth ~~✠LMC12,33~~	*u*	CL ~~8,35~~ 6,37	1905 4mo	JLThomp-son&Sons,Ld. Sunderland *Lloyd's*A&CP	AngloS.S.Corp. (ValdemarSkog-landA/S,*Mgrs.*) *Cell*	315·1 327·0(O.L.) P29'B190'F34' FK *DBa*106'*uE&B*30'*f*	46·5	20·8	Panama Pnamanian 5*BHCem* 132'720t *DT*	T3Cy.$23\frac{11}{16}$″,$38\frac{5}{16}$″&$62\frac{1}{2}$″-42″ 180lb ~~100lb~~ (*s*) 264NHP 2SB,*6cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld *a*24'616t*FPT*40t*APT*46t	23 ″ 2 ~~s2 ″ 3¼~~ ~~21 ″ 2~~	
37116 165572	**Aldersdale** *1Dk,2nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8400~~ 8402 7489 5009	✠100A1 ~~9,37~~12,37 ~~(ClassContem-plated)~~ *CarryingPetroleum in bulk* ✠LMC9,37	Bkn	*d*†	CL	1937 9mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*A&CP *CellDBuE*75'249t*DTf*32'422t*FPT*251t*APT*250t	TheAdmiralty	466·9 482·5(O.L.) ~~P121'B43'~~F58' FK P103'B35'	62·0	34·0	London British 17*BHptCem*	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$″-~~$91\frac{1}{16}$″~~$91\frac{5}{16}$″687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 1 s3 ″ $9\frac{1}{4}$ 27 ″ $6\frac{1}{4}$	
37117 PCVX	**Att-S** *OilEng.* *Mchy.Aft* *Cargo battens not fitted* 1*Dk* *Rudder electrically welded* *CruiserStern*	466 351 252	✠100A1 ~~1,36~~ ~~8,37~~ 4,38 ~~(ClassContem-plated)~~ ✠LMC8,37	Rot ~~Mil~~	*g*		1937 8mo	NVBoele's Schpsw&Mch Bolnes *Lloyd's*A&CP	N.V.Zeevaart Maats.Holland-Engeland (Rotterdamsche Kustvaart CentraleNV*Mgrs*)	159·1 Q44'F21' *CellDB*107'127t*FPT*48t	26·2	11·8	Rottrdam Dutch 3*BHptCem* *APT*11t	Oil Engines 4S.C.SA 8Cy.11″~~$17\frac{3}{4}$″~~-$17\frac{11}{16}$″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ $8\frac{1}{2}$	
37118	**Asakasan Maru** *OilEng.* D.F. GyC. *3Dks* *Cruiser Stern*	6550 5445 3850					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	452·8 F35'	62·0	30·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$″-$55\frac{1}{8}$″ 1230NHP MitsuiBussanKaisha,Ld. Tama		
37119 492 IJZL	**Alga** (*ex*Antonios-37,*ex*Pessades-36, *ex*D'Enambuc-34,*ex*AndréMontreuil, *ex*Janine,*ex*Tours) *1Dk*	1957 — 1202			•••		1917	Toledo S.B.Co. Toledo,Ohio	~~O.Rosini~~ A.Lauro	251·0 P21'B64'F30' FK	43·8	18·9	Naples ~~Genoa~~ Italian *WB*	T.3Cy.$20\frac{1}{2}$″,33″&54″-40″ 260NHP ToledoS.B.Co.Toledo	21 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n est dans le L.R. Durée, Cert. B. of Trade
37120 PCMC	**Alioth** *OilEng.* D.F. 1*Dk,2nd dk in No.3hold&mchy.space* E.S.D. *Part electrically welded* *including sheerstrake,keel&deck* *CruiserStern stringers* *Rudder electrically welded*	5483 4984 3246	✠100A1 ~~5,37~~10,37 ✠LMC5,37	Ham Rot	*a*†	CL	1937 5mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg *'sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*372'1238*t*	429·2|58·7|24·9 451·2(O.L.) P24'B&F395' FK *MT*56' 1385*t FPT*1	Rottrdam Dutch 7*BHptAsp* 92*tAPT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 ″ 2 s 3 ″ 3¼ 24 ″ 0½	
37121 HPHQ	**Actor** TwinSc 1*Dk 2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. *Longitudinal framing–bracketless system* *CruiserStern*	9512 8778 5874	✠100A1 8,38~~9,37~~ ~~(ClassContemplated)~~ *CarryingPetroleum in bulk* ✠LMC9,37	Cpn Fal	*d*†	CL	1937 9mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	NeptuneShipping Ltda.S.A.(Mos- voldShipping& Agency,*Mgrs.*) *CellDBuE*76'329*tDTf*43'600*tFPT*9	479·8|65·4|33·2 501·1(O.L.) P101'B31'F44' FK	Panama ~~Norwegian~~ Pnamanian 12*BHptCem* 7*tAPTs*175*t*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 943NHP 2DB–*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s7 ″ 2¼ 28 ″ 4¾	
37122 44013 JWUL	**Asaka Maru** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	~~7450~~ ~~7398~~ 7399 6551 ~~4331~~ 4231	✠100A1 11,37 ✠LMC11,37 ~~(ClassContemplated)~~ ✠Lloyd'sRMC11,37 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Nag	*d*†	CL	1937 11mo *Lloyd*	Mitsubishi JukogyoK.K Nagasaki *'sA&CP*	NipponYusenK.K. *CellDB*361'1538*t* *DTsa*37'1304*tTanks at sides of tunnel*	462·7|62·3|34·4 ~~P23'B184'F41'~~ 482·3(O.L.) FK P24'B183'F41' 94*tFPT*85*t*	Tokio Japanese 8*BHptCem* *APT*79*t*	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 ″ 5	
37123	**Adria** (*ex*Cottonwood–37) *Mchy.Aft* 1*Dk*	2450 — 1485					1918	Gt.Lakes Eng.Works Ecorse,Mich.	Soc.AnonMaritime et Commerciale (B.Burger,*Mgr.*)	253·4|43·7|24·5	Panama Pnamanian *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works,Det.		
37124 144428 GBGC	**African Mariner** (*ex*Bois-Soleil–37, *ex*Wolhandel, *ss*Hav.No.3–12,31 *ex*Andalusier,*ex*War *ss*Rot.No.1–36 Vigour) 1*Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in 'tween dks* *Straight frames bevelled bilge*	6581 6222 4166	✠100A1 *Shelter dk* *withfreeboard* 4,37 BS~~9,36~~ 8,37 ✠LMC10,35	Hav	*a*†	CL 9,36	1919 12mo *Lloyd*	Furness S.B.Co.Ld. Middlesbro' *'sA&CP*	African& ContinentalS.S. Co.Ld. *Cell DB*344' 1482*t DTa*23' 846*t FPT*97*t*	~~411·9~~|55·6|~~34·4~~ 412·5| |34·5 F40'*on Shelter dk* FK	London British *ptCem* 5*BHtoShdk* 3 „ „ *U* „ *APT*119*t*	2 Steam Turbines DR geared to 1 sc. shaft (*s*) 200lb HS9636 677NHP 3WaterTubeBoilers FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	38 ″ 1 s10 ″ 1 28 ″ 2	
37125 44231 JWVL	**Awata Maru** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy* *CruiserStern*	~~7450~~ 7398 6551 4323	✠100A1 12,37 ✠LMC12,37 ~~(ClassContemplated)~~ ✠Lloyd'sRMC12,37 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Nag	*d*†	CL	1937 12mo *Lloyd*	Mitsubishi JukogyoK.K Nagasaki *'sA&CP*	NipponYusenK.K. *CellDB*361'1538*tDTsa*37'1304*t* *Tanks at sides of tunnel* 94*tFPT*85*t*	462·7|62·3|34·4 482·3(O.L.) P24'B183'F41' FK	Tokio Japanese 8*BHptCem* *APT*79*t*	Oil Engines 2S.C.DA 8Cy.~~$28\frac{5}{16}$"~~–47¼" 2248NHP 28⅜" DB*100lb* MitsubishiJukogyoK.K. Nag.	34 ″ 5	
37126 532 SVVM	**Armathia** (*ex*TuskerRock–37, (*ex*Kastalia–36) *ss*Sws.No.3–8,32 D.F. 2*Dks(Stl)* *ss*Gls.No.1–36	4683 4293 2932	✠100A1 8,37~~3,36~~ BS8,37 ✠LMC MS3,36 *Fitted for oil fuel F.P. above 150° F.*	Gls Ams	*y*	CL 1,36	1919 10mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	~~G.J.Yannaghas~~ ~~&Co.~~ Yannaghas Bros.&Co. *CellDB*331'985*t* ~~*DTf*30'808*t*~~ *FPT*	384·9|52·0|26·7 P49'B113'F38' FK	Piræus Greek 7*BHCem* 132*tAPT*20*t*	T.3Cy.27⅝",44"&73"–48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmreLd Grk.	29 ″ 3 s 5 ″ 6¼ 24 ″ 0	
37127 692 SZKI	**Aristone** Ⓟ (*ex*Leonia–37, TwinSc *ex*Kimon–37,*ex*Numidia) Wireless 1*Dk&Awng dk*	1134 — 449					1904	Cie.Franc. deNav.&de Const.Nav. Nantes	S.Theofanides& Co.Ld.(A.Davaris, *Mgr.*)	260·7|28·5|16·2 H— 22·9	Piræus Greek	T.6Cy.$19\frac{11}{16}$"–31½"&$51\frac{31}{32}$"– 31½" NB11 305NHP Cie.Franc.deNav.& deConst.Nav.Lyons		
37128 FNFJ	**Al Racou** (*ex*Nijverdal–37) Wireless *OilEng.* *Mchy.Aft* 2*Dks* *Cruiser Stern*	673 446 370					1930	N.V. Industrieele DeNoord Alblasserdam	Cie.France- Navigation	171·7|27·2|11·6 P109'F23'	Havre French *WB*	Oil Engines 4S.C.SA 6Cy$14\frac{9}{16}$"–$22\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
37129	**Aeolus** Ⓟ (*ex*NewMathilde–37, *ex*Paz,*ex*DonZoilo,*ex*Mathilde) Wireless 1*Dk&Spar dk*	*1410* *1198* *842*					1906	Howaldts- werke Kiel	Madrigal&Co.	230·8|34·1|19·3 P20'B68'F36'	Manila Utd.States *WB*	T.3Cy.17¼",29¼"&44"–25" 97NHP Howaldtswerke,Kiel		
37130	**Amba Snia** (*ex*SantaTecla–37). *ld be* "Snia Amba," *see No. 40098 in Supplement* *ss*N.Os.No.3–2,36 2*Dks(Stl)*	2492 [illegible] 1483	✠100A– ~~4,37~~ BS2,37 ✠LMC2,36 *Fitted for oil fuel 7,18 F.P. above 150°F.*	NYk Bal	*t*	CL 1,36	1918 7mo	NewYork S.B.Corp. Camden,N.J.	"LaCostiera"Soc. Anon.diNav. *Cell DB*264'652*tFPT*89	298·6|40·0|22·9 309·9(O.L.) P35'B78'F28' FK	Genoa Italian 6*BHCem* *tAPT*106*t*	T.3Cy.19¼",31½"&54½"–36" 200lb (*r*) 262NHP 2SB,*4cf*,GS84,HS3860 NYorkSBCorpCamdenNJ	26 ″ 0	
37131 1686 IORG	**Anna Martini** (*ex*Ileana–37, *ex*Renzo,*ex*AmedeoCeretti, *OilEng.* *ex*SunnyMaid, 1*Dk&Web frames* *ex*Anthony,*ex*Julienne, *Mchy.Aft* *ex*Q.H.C.GrainBoatNo.1)	935 — 681			•••		1914	Smith's DockCo.Ld. Middlesbro'	Piero&Mario Martini("Cicoma" Soc.Anon.)	208·7|39·0|15·0 202·0 FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.20½"–29½" 294NHP NE30 J&CGBolinder'sM.V.A/B Skm.	16 ″ 0	1 †
37132 534 SVVO	**Athinai** (*ex*ScottishPrince–37) *ss*Mch.2ndNo.3–11,34 1*Dk(Stl)&Shelterdk(Stl–ws)*	*2897* *2655* *1794*	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~ ~~9,36~~ 3,38 ✠LMC MS7,34 BS12,36	Mch Ham	*v*	CL ~~9,36~~ 9,37	1910 3mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	HellenicLines,Ld. (P.G.Callimano- pulos,*Mgr.*) *CellDBa*102'*u*	340·6|46·4|21·5 F37' FK *E*25'*f*145'636*tFPT*	Piræus Greek 6*BHCem* 106*tAPT*21*t*	T.3Cy.25",42"&69"–45" (*s*) 180lb *75lb* 389NHP 2SB,*6cf*,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22 ″ 11 s 1 ″ 7¼ 21 ″ 7	
37133 489 IBEG	**Aida Lauro** (*ex*Mina–37, *ex*Illingworth–34) *ss*Nwc.No.3–8,34 2*Dks(Stl)*	*6067* *5709* *3709*	✠100A1 6,37 BS5,37 ✠LMC8,34	Rot	*a*†	CL 6,37	1922 1mo *Lloyd* *CellD*	Richardsn, Duck&CoLd. Stockton *'sA&CP* *Ba*133'*uE*27'	A.Lauro *Intermediate 'tween* *dkBHin after* *f*185'1374*tDTa*34'	430·4|55·8|29·2 P37'B185'F40' FK *hold dispensed with* 1030*t FPT*139*t AP*	Naples Italian *Cem* 6*BHtoUdk* 1 „ „*2nd* „ *T*204*t*	Q.4Cy25½"36½",52½"&76"–54" 220lb (*s*) 629NHP 3SB,*12cf*,GS216,HS8875 Blair&Co.Ld.Stockton	31 ″ 10 s 6 ″ 0¾ 26 ″ 1	
37134	**Arcturus** D.F. E.S.D. 1*Dk* *CruiserStern*	2600					1937	Lübecker Maschb.Ges. Lübeck	ArgoReederei, RichardAdler&Co.	317·4|46·7|18·3 P36'F42'	Bremen German *WB*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"– $43\frac{5}{16}$" HS4628 342NHP LübeckerMaschb.Ges.		
37135 LJOT	**Alfred Olsen** TwinSc (*ex*Valverda–37) *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	~~8807~~ ~~8308~~ ~~5272~~ 8817 8313 5208	✠100A1 ~~8,37~~ 12,37 *CarryingPetroleum in bulk* DBS11,35 ✠LMC11,35	Sws Cpn	*d*†	CL ~~11,35~~ 11,37	1934 11mo *Lloyd*	Wm.Ham- ilton&Co. Ld. PortGlasgow *'sA&CP*	A/S Binta(Per Gjerding,*Mgr.*) *CellDBuE*83' 315*tDTf*49'701*t*	475·0|63·3|~~35·0~~ 492·3(O.L.)|35·1 P119'B38'F48' FK *FPT*219*tAPT*434*t*	Bergen Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10¾ 28 ″ 4¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37136 148853 GLCQ	**Arlon** (*ex*Valetta-37) *ss*Rot.No.2-36 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	4903 4211 2997	✠100A1 2,38 ~~7,37~~ BS5,37 ✠LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,25 F.P. above 150° F.*	Rot Msl	*x*	CL 4,36	1925 5mo *Lloyd's*SA&CP	Greenock Dkyd.Co.Ld. Greenock	ArlonS.S.Co.Ld. (Jas.German&Co. Ld.*Mgrs.*) *CellDBuE*	375·0 P106'B35'F41' FK &*B*60'122t*APT*90t	51·7	29·0	London British *ptCem* 11*BHtoUdk* 5 „ „2*nd*„	T.3Cy.26",42"&70"-48" (*s*) 180lb *120lb* 461NHP 2SB,8*cf*,GS158,HS6706 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 2 s4 ″ 8¾ 24 ″ 7¾	
37137	**Abel Tasman** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	313					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	J.Bonninga	126·2	24·0	8·3	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"-$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		
37138	**Atlas** (*ex*PanAmerican-37, *ex*Willpolo-33, *Fitted for oil fuel* *ex*Yaphank) 2*Dks* D.F.	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	"Finagra"Soc. Anon.(B.Burger, *Mgr.*)	386·8 P40'B110'F40'	52·2	27·4	Panama Pnamanian *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
37139 40 IUVA	**Atlante** (*ex*Teresita-37,*ex*Teresita Terzo-35,*ex*Ain-Taya-34,*ex*Antoine Achaque,*ex*Tillydrine) 1*Dk* *Mchy.Aft* *Welldeck*	305 232 122			●●●		1908	Dundee S.B.Co.Ld. Dundee	LucioVecchi	138·0 132·3 Q47'B11'F25' FK	23·1	10·0	Trieste Italian *WB*	C.2Cy.16"&34"-24" 60NHP W.V.V.Lidgerwood,Gls.	11 ″ 0	
❊ 37140 HPIA	**Argus** TwinSc 1*Dk*,2*nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. *Longitudinal framing-bracketless system* *CruiserStern*	9512 8778 5874	✠100A1 11,37 ~~(*ClassContemplated*)~~ *Carrying Petroleum in bulk* ✠LMC11,37	Cpn	*d*†	CL	1937 11mo *Lloyd's*SA&CP	Akt.Burmeistr&Wain Copenhagen	NeptuneShipping Ltda.S.A.(MosvoldShipping& Agency,*Mgrs.*) *CellDBuE*76'329t	479·8 501·1(O.L.) P101'B31'F44' FK *DTf*43'600t*FPT*97t	65·4	33·2	Panama Pnamanian 12*BHptCem* *APTs*175t	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 943NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s7 ″ 2¼ 28 ″ 4¾	
37141	**Aegeus** (*ex*Simonside-37, *ex*Dalworth-35) *ss*Shi.No.3-5,33 D.F. *ss*Cff.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4538* *4185* *2737*	✠100A1 *Shelter dk withfreeboard* 10,37 ✠LMC3,37 BS4,38 *Fitted for oil fuel 5,20 F.P. above 150° F.*	Lon	*z*	CL 10,37	1920 5mo *Lloyd's*SA&CP	A.McMillan&Son,Ld. Dumbarton	PaterasBros. *CellDBa*134' *uE*23'*f*174'1278t	400·4 413·8(O.L.) FK *Coll* *FPT*137t*APT*129t	52·5	24·7	Piræus Greek *ptCem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 6 s2 ″ 10¾ 24 ″ 10	
37142 PUQC	**Apody** (*ex*Assu-37) TwinSc Wireless	*1185* *1126* *925*					1891	Hawthorn, Leslie&Co Ld Newcastle	Cia.Commercio e Navegação	260·7 P25'F35'	36·2	14·3	R.Janeiro Brazilian *WB*	C.4Cy.17"&34"-22" 90NHP Ross&Duncan,Glasgow		
37143 1548 ICGA	**Agata**(*ex*SanGiovanni-37, *ex*Indeficienter) 1*Dk*&*Webframes*	2282 1940 1425			●●●		1901	Craig, Taylor&Co. Stockton	AlfioNapoli	299·0 289·0 P27'B74'F33' FK	43·3 43·1	18·7 20·2	Genoa Italian *WB*	T.3Cy.21",35"&57"-39" 216NHP MacColl&Pollock,Sld.	21 ″ 3	I †
37144 PUQV	**Amaragy** (*ex*Camaragibe-37, *ex*Mirabella,*ex*Enare,*ex*B.G.Kronberg) 1*Dk*	1848 1638 1117					1915	Sörlandets Skibsbygger Fevig	Cia.Commercio e Navegação	265·0 P22'B71'H147t F29'	42·1	17·9	R.Janeiro Brazilian *WB*	T.3Cy 18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
37145	**Actinia** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	352 215 ~~172~~ 174					1937	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	F.A.Voigt&Co.	~~136·8~~ P39'Q79'F19' 137·5	~~24·0~~ 24·1	~~9·7~~ 7·8	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
37146 DOGY	**Aequator** (*ex*Uranus-37) *Ref.Mchy.* Wireless 1*Dk*	726 549 402					1913	Akt.Ges. "Weser" Bremen	Versuchsges.für Haifisch.-Hochseefang G.m.b.H.	185·8 Q64'B46'F23'	28·3	12·8	Hamburg German *WB*	T.3Cy.13",21"&34⅖"-23⅗" 57NHP A.G."Weser,"Bremen		G
37147 721 SVFW	**Aliakmon** (*ex*Evi-37,*ex* VictorianTransport-33) 1*Dk*	*4521* *4271* *2847*					1913	Nthmblnd S.B.Co.Ld. Newcastle	N.G.Livanos	385·1 P35'B119'F37'	52·0	27·1	Piræus Greek *WB*	T.3Cy.25",40"&68"-48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		O
37148	**Antonios Chandris** (*ex*Easterling-37) Sub.Sig 2*Dks*&*Awng dk*	5866 5584 4399			●●●		1918	Kawasaki Dkyd.Co.Ld. Kobe	J.D.Chandris	385·0 FK	51·0	36·0	Piræus Greek *WB*	T.3Cy 26",43½"&72"-48" 440NHP KawasakiDkydCoLd Kobe	36 ″ 0	
❊ 37149 148856 GLKF	**Arletta** (*ex*Vanduara-37) *ss*Nwc.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	4870 4228 2944	✠100A1 10,37 BS5,37 ✠LMC5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,25 F.P. above 150° F.*	Msl	*x*	CL 4,36	1925 5mo *Lloyd's*SA&CP	R.Duncan &Co.Ld. PortGlasgow	ArlonS.S.Co.Ld. *CellDBuE*	375·1 P108'B35'F51' &*B*60'123t*APT*81t	51·7	29·0	London British *ptCem* 11*BHtoUdk* 5 „ „2*nd*„	T.3Cy.26",42"&70"-48" (*s*) 180lb *120lb* 470NHP 2SB,8*cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 s4 ″ 8 24 ″ 8½	
37150 216528 KJTR	**Aetna** (*ex*OscarJ Lingeman-37, *ex*LakeCatherine) 1*Dk*	2016 1631 1193			●●		1918	ToledoS.B. Co. Toledo,O.	Mid-West Transptn.Co.Inc.	252·0 P21'B64'F30' FK	43·5	18·9	Detroit Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
37151 44404 JWZL	**Azuma Maru** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern* 1*Dk*&*Shltr dk 3rd dk except in after hold*	~~6700~~ 6646 5651 3673	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ✠Lloyd'sRMC3,38 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Nag	*d*†	CL	~~1937~~ 1938 3mo *Lloyd's*A&CP	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K. *CellDB*357'1618t	461·6 485·4(O.L.) F39' FK (*CollBHtoShelter dk*7*BHto 2nd dk*) *DTs a*42'1360t*FPT*55t	62·3	31·5	Tokyo ~~Tokio~~ Japanese 8*BHptCem* *APT*149t	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K.	31 ″ 6 s4 ″ 0 27 ″ 7½	
❊ 37152 547 SVXA	**Adamantios** (*ex*Eastgate-37) *ss*Cff.No.3-11,27 *ss*Hul.No.2-36 1*Dk*(*Stl*)	*4277* *4034* *2694*	✠100A1 11,37 ~~6,37~~ BS5,37 ✠LMC6,36	Hul Mch	*y*	CL ~~6,37~~ 11,37	1915 11mo *Lloyd's*SA&CP	W.Gray& Co.Ld. WHartlepool	AdamasS.S.Co.Ld. *CellDB*	380·1 392·0(O.L.) P27'B230'F36' FK *a*128'*uE*&*B*	53·5	24·1	Piræus Greek 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb *100lb* 380NHP 2SB,8*cf*,GS151,HS6284 Cen.Mar.Eng.Wrks.WHpl 45'*f*166'1270t*APT*130t	26 ″ 8 s3 ″ 9¾ 23 ″ 0½	
37153	**Atsutasan Maru** *OilEng.* D.F. E.S.D. *Ref.Mchy.* 2*Dks* Gy.C *CruiserStern*	6576 5445 3850					1937	Tama Zosen-Sho K.K. Tama	MitsuiBussan Kaisha	449·6 F35'	62·0	39·4	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1230NHP TamaZosen-ShoK.K.Tama		
37154 166338 GFGT	**Anglo Indian** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at dks "Arcform"*	~~5800~~ 5609 5078 3341	✠100A1 *withfreeboard* 1,38 ✠LMC1,38 ~~(*ClassContemplated*)~~ *Fitted for oil fuel 1,38 F.P. above 150°F.*	Nwc		CL	~~1937~~ 1938 1mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	NitrateProducers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *CellDB*366'1069t	433·1 447·4(O.L.) F35' FK (*CollBHtoShelter dk*6*BHto2nd dk*) *DTa*23'959t*FPT*147t	61·5	26·1	London British 7*BHCem* *APT*207t	T.3Cy.24",39"&68"-48" 220lb (*s*) 477NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS136,HS7030 N.E.MarineEngCoLdNwc	28 ″ 6 s3 ″ 2¾ 25 ″ 5¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B.of Trade
37155 Transferred to No. 16950	**A. A. Cowan** TwinSc *OilEng.* *Mchy.Aft*	300 215 150	A1 *withfreeboard* *(ClassContemplated)* *ForService on the Gulf of Guinea*				1937	Henry Robb,Ld. Leith	UnitedAfricaCo. Ld.	126·2 Q43'F24'	24·2	8·9	British	Oil Engines 4S.C.SA 12Cy.$9\frac{7}{16}$"-$14\frac{3}{16}$" Humboldt-Deutzmotoren, A.G.Köln-Deutz		
※ 37156 8190 SKBT	**Astri** D.F. *OilEng* E.S.D. *CruiserStern* 1*Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	2557 *1907* *1399*	✠100A1 4,38 ~~11,37~~ ✠LMC8,37	Got NYk	*t*	CL	1937 8mo	Akt.Lindholmens Varv Gothenburg *Lloyd'sA&CP*	RederiA/B Disa (E.Brodin,*Mgr.*) *IntermediateBH in forward hold dispensed with*	322·4 331·3(O.L.) FK P26'Q100'B&F191' 4*BHptCem* *CellDB*260' 544*t* *FPT*63*t* *APT*125*t*	44·6	17·2	Stockholm Swedish	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"-$22\frac{7}{16}$" 312NHP DB*100lb* Atlas-DieselA/B,Skm.	20 ″ 0 s1 ″ 4¾ 18 ″ 8¼	
37157	**Advance** (*ex*Groveburn-37,Ulmus-37, *ex*Groveburn-34,*ex*Hekla) 1*Dk*	949 685 576					1921	Pusnæs Stöberi&M.V Arendal	LarsFredriksen	210·9 Q77'B50'F29'	33·3	13·7	Oslo Norwegian	T.3Cy.15",25"&40"-30" 88NHP ~~88RHP~~ *WB* PusnæsStöberi&Mek.Vrks		N
37158 LCZP	**Arena** (*ex*Svolder-37) TwinSc *OilEng.* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *CruiserStern* 1*Dk*	6362 5518 3772					1927	Aktieb. Götaverken Gothenburg	A/S Alida(Rudolf KureOlsen,*Mgr.*)	408·3 P367*t*H396*t*F81*t*	55·3	32·0	Xiansand Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP *WB* Aktieb.Götaverken,Got.		N
※ 37159 8233 SLBN	**Anita** *OilEng.* D.F. E.S.D. 1*Dk* *Cruiser Stern* *Strengthened for navigation in ice* *Part electrically welded including butts of shell plating*	~~2600~~ ~~1000~~ ~~1400~~ 2566 *1907* *1408*	✠100A1 3,38 ~~*(ClassContemplated)*~~ ✠LMC3,38	Got	*t*	CL	1938 3mo	Akt.Lindholmens Varv Gothenburg *Lloyd'sA&CP*	RederiA/B Disa (E.Brodin,*Mgr.*) *IntermediateBH in forward hold dispensed with*	322·4 331·3(O.L.) FK P26'Q100'B&F191' 4*BHptCem* *CellDB*260'544*t* *FPT*63*t* *APT*125*t*	44·6	17·2	Stockholm Swedish	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"-$22\frac{7}{16}$" 312NHP DB*100lb* Atlas-DieselA/B,Skm.	20 ″ 0 s1 ″ 4¾ 18 ″ 8¼	
37160 170811	**Albert H. Willis** WoodAuxTwSc (*ex*SailingVessel-37) *Pet.Mot.* 3MstSr 1*Dk* *(See Sailing Ship Register)*	525 494 395					1914	FS.Bowker Phippsburg, Me.	R.Ogilvie	156·0	34·1	14·2	StJohn,NB British	2 Petrol Motors 12Cy.3⅝"-5" 3RHP ~~9NHP~~ E*made29 refitted*— GeneralMotors of Canada, Ld.Oshawa,Ont.		
※ 37161 CBAB	**Aconcagua** Ⓟ *OilEng* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	7237 — 4451	100A1 *(ClassContemplated)*				1938	Nakskov Skibs.A/S Nakskov	CompañiaSud Americana deVap.	410·0 P45'F51'	58·0	33·7	Valparaiso Chilian	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" Akt.Burmeistr&Wain,Cpn	33 ″ 9 s11 ″ 1 23 ″ 0½	
37162 Now "Kasuaris," see No. 38905 in Supplement	**Antilope** *Mchy.Aft* *CruiserStern* 1*Dk*	338 200 164					1937	Muller& Suurmeyer Foxhol	R.Wester	135·0 P40'Q39'F20'	24·8	8·0	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11¼"-$16\frac{9}{16}$" 74NHP *WB* Benz,Mannheim		
37163 SVVQ	**Atea** (*ex*Anversoise-37,*ex*Reigate) *ss*Got.2ndNo.3-6,28 *ss*Got.No.1-33 2*Dks*(*Stl*)&*Webframes*	4109 3714 2500	✠ 9,35 ✠ *(Reclassification contemplated)*	Els	*w*	CL	1901 11mo	Palmers' Co.Ld. Newcastle	"K"Navigation Co.(G.H.Kokotos)	365·0 B78'F41' FK 6*BHCem* *CellDBa* 126'*uE*26'*f*148'819*t* *APT*34*t*	48·2	25·4	Corfu Greek	T.3Cy.24½",41½"&70"-45" 392NHP 2SB,6*cf*,GS121,HS4993 FD Palmers'Co.Ld.Newcastle	28 ″ 4	
37164 UOBD	**Alexander Pushkin** (*ex*Boukharin-37) Sub.Sig. 1*Dk*(*Stl*)	2332 2013 1296	✠ 8,33 ✠	Len	*s*		1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK 4*BHptCem* *CellDB*228'554*t* *APT*51*t* *APT*55*t*	43·1	20·5	Archangel Russian	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"-$35\frac{7}{16}$" 193NHP 2SB,4*cf*,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
37165 DAXS	**Anna Katrin Fritzen** (*ex*Gerda Kunstmann-38,*ex*Vulcan) *Mchy.Aft* 1*Dk*	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	W.Kunstmann	166·1 P56'F26'	32·0	14·1	Stettin German	2Cy.22⅞"-23⅝" 39NHP A.G."Vulcan",Stettin		G
37166	**Aïn El Turk** (*ex*KoninginElisabeth-37) ~~*ss*AntNo.2-33~~ D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *ss*Ant.No.3-7,37	*2477* *2293* *1466*	✠100A1 *withfreeboard* 1,38 ~~4,36~~ ✠LMC7,37 ~~MS7,33~~ ~~BS7,37~~	Ant	*u*	CL ~~7,37~~ 1,38	1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Cie.France-Navigation,S.A.	315·9 FK 5*BHptCem* (*Coll toSh dk* 4 ,, 2*nd* ,,) *CellDBa*93'*uE*21'*f*142'595*t* *APT*57*t*	45·1	20·6	Oran French	T.3Cy.22",37"&61"-42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4662 WllsndSlpwyCo.Ld.Nwc.	22 ″ 10 s1 ″ 6 21 ″ 5¾	
37167	**Anglo No. 2** TwinSc (*ex*GeneralFlores-37, *ex*AngloNo.2-35, *ex*Reformer) 1*Dk* *Ref.Mchy.* *Mchy.Aft*	1206 — 729			•••		1901	A.Rodger &Co. Pt.Glasgow	UnionColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	230·2 FK	42·0	11·5	Bns.Aires Argentine	T.6Cy.11",17"&28"-21" 130NHP *WB* Ross&Duncan,Glasgow	13 ″ 6	
37168	**Annita** (*ex*Mydol-38,*ex*Robert-37, *ex*Signe,*ex*Mediana) 1*Dk*	2709 *2302* *1604*					1897	Sir Raylton Dixon&Co. Middlesbro'	G.H.Kokotos	311·8 P31'B77'F30'	43·1	20·4	Corfu Greek	T.3Cy.22½",36½"&60"-42" 233NHP *WB* SirC.Furness,Westgarth &Co.Ld.Middlesbro'		G
37169 TCCQ	**Aktan** (*ex*Sami-38, *ex*AghiosSpyridon, *ex*CityofCadiz,*ex*Corcyra) Iron 1*Dk*2*trB*	831 699 468			•••		1862	Richardsn, Duck&Co. Stockton	HamdiSelimoglu veSerikleri(Hamdi Selimoglu,*Mgr.*)	204·4 P34'F36' ND94 BK6½"	28·5	17·3	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 NB94 95NHP T.Richardson&Sons,Hpl.	18 ″ 1	
37170 OFCH	**Anja** (*ex*Airthria-38,*ex*Trelevan, *ex*Lübeck) *ss*Gls.2ndNo.3-1,38 D.F. 2*Dks*(*Stl*)3*rd dk in No.*1 *hold only*	*4770* *4371* *2946*	✠100A1 1,38 ✠LMC1,38 ~~BS1,37~~ ~~MS1,38~~	Gls		CL 12,37	1914 6mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd'sA&CP*	RederiA/B Atlanta (B.Krogius,*Mgr.*)	396·5 412·2(O.L.) P&B320'F54' FK 8*BHCem* *CellDBa*133'*uE&B*47'*f*178'1315*t* *APT*20*t*	54·8	26·2	Helsingfrs Finnish	T.3Cy.28⅜",47¼"&78"-54" 185lb (*s*) 620NHP 3SB,9*cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges.	28 ″ 8 s3 ″ 10½ 25 ″ 0¾	
* 37171 171308 VQZD	**Alex** (*ex*Nicos-38,*ex*Ionia, *ex*ConstantinosXII) *ss*Sld.No.3-4,27 *ss*Ant.No.2-36 1*Dk*(*Stl*)	3907 3647 2440	✠100A1 1,38 ~~4,37~~ BS2,38 ✠LMC10,36	Ant	*x*	CL 4,37	1914 1mo	J.Priestman&Co. Sunderland *Lloyd'sA&CP*	HectorS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	380·0 393·6(O.L.) P37'B238'F41' FK 6*BHCem* *CellDBa*127'*uE&B*42'*f*165'1529*t* *FPT*154*t* *APT*217*t*	51·5	22·1	Gibraltar British	T.3Cy.26",42"&70"-48" (*s*) 180lb 380NHP 3SB,9*cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 1½ 22 ″ 6¾	
37172 Should be "Mount Ida," see No. 39227 in Supplement	**Arcscott** D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & decks "Arcform"*	4000	100A1 *withfreeboard* *(ClassContemplated)*				1938	Wm.Hamilton&Co.Ld. Pt.Glasgow	Rethymnis& Kulukundis (Hellas)Ld.	380·0	56·1	23·5	Greek	T.3Cy.21½",37"&62"-42" D.Rowan&Co.Ld.Gls.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37173 491 IMUW	Arsia (exCredere-38,exEzilda Croce-37,exEzilda-36,exAnubis-33, exEastcheap,exVal de Travers) 1Dk Mchy.Aft Well deck	736 558 337			•••		1900	SMcKnght &Co.Ld. Ayr	RaffaeleRomano	206·6 200·0 Q103'B13'F27' FK	30·6	11·6	Naples Italian	T.3Cy.17",27½"&44"-33" NB27 NDB17 116NHP WB Ross&Duncan,Glasgow	14 " 0	I
37174	~~Adelfi Chandri~~ (exCokesit-38) Adelfoi Chandris Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6176 — 4401	(Classification contemplated)				1919	GMStandiferCnst.Corp. Vancouver, Wash.	J.D.Chandris	401·0	53·0	34·6	Piræus Greek	T.3Cy.24½",41½"&72"-48" 359NHP WB Hooven,Owens,Rentschler Co.		R
37175	Adige (exAdriana-38) 1Dk	999 907 608					1906	Flensburgr Schiffsb.Ges. Flensburg	PaoloFerraro	226·7 P&B140'F30'	33·4	15·2	Genoa Italian	T.3Cy.16",26¾"&44"-33" 111NHP WB FlensburgerSchiffsb.Ges.		G
37176 4514 JDKC	Asahi Maru (exZuihoMaru-37, exSwatow Maru,exSwatow) Wireless 1Dk&Spar dk	1001 916 611					1889	Blohm& Voss Hamburg	MarutatsuKaiun K.K.	225·0 H75'	30·4	17·6	Osaka Japanese	T.3Cy.15½",24⅜"&39⅝"-33" 90NHP WB Blohm&Voss,Hamburg		
37177 166427 GKKJ	Aelybryn D.F. 1Dk&Shelter dk CruiserStern	4986 ~~4462~~ ~~2941~~ 4463 2947	✠100A1 with freeboard 4,38 ✠LMC4,38	Sld	z	CL	1938 4mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews Ld.Mgrs.)	412·5 428·0(O.L.) F39' FK (CollBH to Shelter dk 5BH to 2nd dk) CellDB349'1114tFPT204tAPT168t	57·7	24·0	London British 6BHCem	T.3Cy.21½",37"&62"-42" 220lb (s) 353NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS122,HS5087 N.E.MarineEng.CoLd.Sld.	27 " 0 s2 " 8¾ 24 " 6¼	
37178 110358 VPJX	Asian (exHwahChong-38, exWinifredMoller-33,exGurth-32, exAlbr.W.Selmer,exSaltwell) 1Dk	2461 2135 1488			•••		1900	ShortBros. Ld. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.Mgrs.)	299·0 P27'B68'F32'	43·0	~~19·8~~ 19·5 FK	HongKong British	T.3Cy.21½",35"&59-39" NDB19 219NHP WB J.Dickinson&Sons,Ld.Sld.	22 " 0	
37179 165933 MMTB	Alhama 1Dk&Shelter dk Wireless D.F. E.S.D. 2~~Dks~~ CruiserStern	1352 1114 746					1938	Nylands Verksted Oslo	~~JohnBruce&Co.~~ MossgielS.S.Co. Ld.(JohnBruce &Co.Mgrs.)	~~250·9~~ 250·7	~~41·3~~ 41·2	14·8	Glasgow British	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPturbine with DRgearing WB &hydraulic coupling 107NHP NylandsVerksted,Oslo		
37180	Adler Ⓟ Wireless D.F. E.S.D. 1Dk Ref.Mchy. CruiserStern	1300					1938	Lübecker Maschb.Ges. Lübeck	ArgoReederei RichardAdler&Co.	243·5 P48'B&F189'F30'	39·4	12·2	Bremen German	C.4Cy.(2)17$\frac{11}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"&LPturbine withDR WB gearing&hydraulic 240NHP coupling HS2799 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
37181	Amsco (ex~~Steamer~~Torino-38) ~~OilEng.~~ Mchy.Aft	4200	100A1 Carrying Petroleum in bulk (Classification contemplated)				1920	Internatnl. S.B.Co. Pascagoula Miss.	AmericanMineral SpiritsCo.	370·0	52·0	27·5	Utd.States	~~Oil Engines~~ T.3Cy.	27 " 6 s5 " 0½ 22 " 7	
37182	Alice (exGatun-38,exHelendra-38, exDjebel-Antar-37,ex MustaphaII-33, exTheodoreMante) 2Dks&Promenade dk	3257 2415 1491					1912	Forg.&Ch. de laMédit. LaSeyne	EdouardGodillot (A.Davaris,Mgr.)	346·4 F46'	44·6	22·2	Colon Pnamanian	T.3Cy.34",54"&85$\frac{7}{16}$"-45$\frac{9}{32}$" 490NHP WB Forg.&Ch.de laMédit.Msl.		V
✻ 37183	Argentea (exSaramacca-38) ssN.Yk.2ndNo.3-8,33 Ref.Mchy. 2Dks(Stl)&Spar dk D.F. (Stl-ws)	3212 2467 1917	✠100A1 Spar dk 2,37 BS2,~~37~~3,38 ✠LMC8,33 Fitted for oil fuel 3,24 F.P. above 150° F.	NYk	v	CL ~~2,35~~ 3,38	1908 3mo Intermediate bulkhead in after hold dispensed with 5BH only Cem Lloyd's A&CP	Nederl. Schps.Maats Amsterdam	"LaCostiera"Soc. Anon.diNav.	336·7 P&B218'F46' FK&BK2" CellDBa76'f134'418t	42·0	15·2 23·0	Genoa Italian	T.3Cy.24",42"&68"-48" 180lb (s) 503NHP 3SB,9cf,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 " 0 s3 " 3¾ 23 " 2¾	
37184	Ano Vathy TwinSc (exTaiChow-38,exGeorgy,exAmur, exOchotsk,exChungKing)	1524 — 929					1882	Scott&Co. Greenock	I.D.Tsounis	251·6	32·5	18·9	Greek	C.4Cy.25"&50"-30" 228NHP Scott&Co.Greenock		
✻ 37185 718 SVOF	Anna S. (exNeraida-38, exAmazon,ex Scarpa,exWilster) ssRou.2ndNo.3-1,32 ssPir.No.1-37 Spar dk(Irn)2trB&deep framing	2759 2560 1763	✠100A1 Spar dk with freeboard 6,37	Pir ✠LMC BS6,37 MS2,37	u	CL 8,36	1903 10mo Lloyd's A&CP	Irvine'sSB &D.D.Co.Ld. WHartlepool	J.Stephanopoulos &N.M.Andronicos (Balkans&Near EastShipping Agency,S.A.Mgrs.)	320·0 P30'B96'F30' FK CellDBa98'uE 22'f140' 736t FPT 80tAPT75t	46·0	21·3	Piræus Greek 5BHCem	T3Cy23",38$\frac{3}{16}$"&62½"-42"(s) 160lb NDB16 278NHP 2SB,6cf,GS120,HS4530 Blair&Co.Ld.Stockton	23 " 7 s3 " 8½ 20 " 1	
37186	Ariston TwinSc OilEng. Mchy.Aft CruiserStern D.F. E.S.D. GyC.	10000	100A1 (ClassContemplated) Carrying Petroleum in bulk				1938	A/B Götaverken Gothenburg	A/SOnassisGothenburgLd(GustE. SandströmMgr.)	495·5 P95'B34'F59'	64·2	38·7	Swedish	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" A/BGotaverken,Got.		
✻ 37187 EAET	Aldam (exGaldames-38) ssBbo.No.3-3,30 ssBbo.No.1-34 1Dk(Stl) Cargo battens not fitted	3337 3002 2018	✠100A1 12,37 MBS12,37	Cdz ✠LMC4,34 DBS11,36	u	CL 11,36	1918 9mo Lloyd's A&CP	Soc.Anon. Astilleros del Nervion Bilbao	Auxiliar MaritimaS.A.	325·7 P31'B80'F39' FK CellDB280'818t	47·1	22·5	Bilbao Spanish 6BHCem FPT130t	T.3Cy.24",40"&65"-45" (s) 180lb 100lb 295NHP 2SB,6cf,GS121,HS4374 Astilleros del Nervion,Bbo	24 " 11 s4 " 4½ 20 " 9	
✻ 37188 112803 MFCF	Arpha Ⓟ TwinSc (exYacht-38, exSteamerCanterbury-27) ssBly.3rd.No.3-4,38 1Dk Wireless D.F. E.S.D.	602 451 233	100A- with freeboard 4,38 Coasting Great Britain & Ireland — Continent, Hamburg to Brest Fitted for oil fuel 5,27 F.P. above 150°F.	Bly LMC4,38		3,38	1901	WmDenny &Bros. Dumbarton	SarkMotorships, Ld. CellDBa26'f17'24tDTa18'69t FPT19tAPT30t	195·4 B66'F46' FK&BK2"	28·0	14·2	Guernsey British 6BHCem	T.6Cy.13½",20½"&31"-21" 160lb 80lb (r) 148NHP NB12 1SB,4cf,GS76,HS2504 FD Wm.Denny&BrosLd.Dmb.	15 " 0 s3 " 11 11 " 6½	
37189	Agios Georgios IV D.F. CruiserStern	4920 4474 2370	100A1 with freeboard (ClassContemplated)				1938	Bartram& Sons,Ld. Sunderland	N.G.Nicolaou (G.Nicolaou,Ld. Mgrs.)	417·2 F35'	56·5	24·5	Piræus Greek	C.4Cy.(2)10$\frac{7}{16}$"&(2)21¼"-13"SRgeared&LP turbine DRgeared to sc.shaft White'sMarEngCoLdNwc		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any.	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under decs. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Freeboard Assigned now expired Equipment	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 37190 IBEM	Ada (exCanadianConqueror-38) Ref.Mchy.	ssMtl.No.3-4,33 ssMtl.No.1-37 2Dks(Stl)	5448 4865 3336	✠100A1 4,38 ✠LMC MS1,38 BS3,37 ~~✠Lloyd's BMC10,35~~	Rot	y	CL 4,38	1920 10mo	Canadian Vickers,Ld. Montreal A&CP	I.N.C.S.A. (ImpresaNav. CommercialeSoc. Anon.) Cell	400·4|52·3|28·5 P49'B120'F41' FK DB333'1025tFPT1	Rome Italian 6BHptCem 49tAPT133t	T.3Cy.27″,44″&73″-48″ (s) 180lb 520NHP 3SB,9cf,GS198,HS7800 FD Canadian Vickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11¼ 25 ″ 4½	
* 37191	Amba Alagi (exSung-Shan-38, exYarrowdale-35, exBoukadra)	ssShi.2ndNo.3-8,35 1Dk(Stl)	3710 3424 2333	✠100A1 10,36 BS10,36 ✠LMC8,35	Shi	w	CL 10,36	1910 7mo	W.Gray& Co.Ld. WHartlepool A&CP	ChinaTrade DevelopmentNav. Co.Ld. CellDBa	350·1|50·1|23·6 P29'B67'F33' FK 113'uE23'f154'997	Trieste Italian 6BHCem tAPT41t	T.3Cy.24″,38″&64″-42″ (s) 180lb 100lb NDB29 313NHP 2SB,6cf,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 8½ 21 ″ 5	
37192	Amra Ⓟ D.F. E.S.D.	TwinSc Cruiser Stern	8700 4800	100A1 (Class Contemplated)				1938	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld.	444·3|61·3|25·3	London British	6 steam turbines SRgeared to 2 screw shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		
37193	Aldebaran D.F.	Cruiser Stern	2600	100A1 (Class Contemplated)				1938	Sandvikns. Skeppd&M.V Helsingfors	FinskaÅngfAktieb	289·0|41·0|28·0	Helsingfrs Finnish	T.3Cy.22$\frac{1}{16}$″,32$\frac{1}{16}$″&53$\frac{15}{16}$″-36″ SandvikensSkeppd.&M.V.		
37194	Algier D.F. Ref.Mchy.	OilEng. 2Dks Cruiser Stern	1650 — 925					1938	Elsinore S.B.&Eng. Co.Ld. Elsinore	DetForenede DampskibsSelsk.	270·0|40·3|26·5	Copnhagn Danish	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 338NHP HelsingörsJernsk.&Mskb.		

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1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
37351	**Bangkok Maru** Ⓟ OilEng. D.F. 2Dks	5400					1937	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	370·7 F44'	55·8	32·8	Osaka Japanese WB	Oil Engines 4S.C.SA 16Cy.17$\frac{11}{16}$"–24⅜" & hydraulic coupling SR geared to 1 sc. shaft 488NHP MitsubishiJukogyoK.K. Kobe		
37352 PDGF	**Brastagi** TwinSc OilEng. D F. E.S.D. 3Dks ~~2Dks&Shelter dk~~ Ref.Mchy. CruiserStern Rudder electrically welded Tonnage opening closed'38	~~7081~~ ~~6012~~ ~~4080~~ 9247 — 5640	✠100A1 ~~with freeboard~~ 1,38 ~~5,37~~ ✠LMC5,37 ✠Lloyd'sRMC ~~4,37~~ 5,38 Carrying cargo oil F.P. above 150° F in deep & fore peak tanks	Fls Ham		OG	1937 5mo Lloyd	N.V.Kon- ink.Maats "DeSchelde" Flushing sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.) Upper tween dk bhds. except coll bhd. dispensed with CellDB284' 1317t MTs72' 3488t DTf63' 477t DTs a 64' 945t Tanks in way of tunnels769t FPTs390t APT125t Coll BH to Wthr dk 7BH to 2nd dk	483·4 513·2(O.L.) F109' FK	62·8	~~36·8~~ 28·8	Rottrdam Dutch ~~8BH~~pt Cem	Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$"–47¼" 1810NHP 2DB100lb N.V.Konink.Maats. "DeSchelde"Flushing	~~32 ″ 8~~ ~~s 4 ″ 8¾~~ ~~28 ″ 1½~~ 40 ″ 8 s10 ″ 2 30 ″ 8	
37353 165458 GZNT	**Baltistan** D.F. E.S.D. 2Dks CruiserStern	6803 6097 4194	✠100A1 ~~5,37~~10,37 ✠LMC5,37 Fitted for oil fuel 5,37 F.P. above 150° F.	Shl		CL	1937 5mo Lloyd	J.Read- head&SonsLd SouthShields sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld. Mgrs.) CellDB392' 1475t DTa 39' 990t FPT100t APT40t	453·9 471·2(O.L.) P39'B133'F41' FK	58·5	29·6	London British 7BHptCem	T.3Cy.29",48"&81"–51"& LPturbine with DR gearing & hydraulic coupling 220lb (s) FD 914NHP 3SB(Spt)&1AuxSB(Spt), 15cf,GS242,HS11480 J.Readhead&SonsLd.S.Shl	32 ″ 1 s 6 ″ 9 25 ″ 6¾	
37354	**Belize** (exCornore,exCornucopia) 1Dk	2153 1753 1280			...		1919	Manitowoc S.B.Co. Manitowoc, Wis.	RederiA/SNidaros (Geo.Hansen, Mgr.)	250·5 P27'B64'F26' FK	43·7	20·1	Oslo Norwegian WB	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	R †
37355 220989 KDNE	**Bienville** (exExarch-37, exNaamhok) Fitted for oil fuel 2Dks& Web frames	5491 — 3467			...		1921	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32 ″ 10	R †
37356 [illegible] GZRR	**Bachaquero** TwinSc For full particulars see No. 37370 over-leaf Mchy.Aft CruiserStern "Arcform"	4890 3685 2432	100A1 (Class Contemplated) Carrying Petroleum in bulk				1937	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.)	371·1 P94'B37'F37'	64·2	18·1	London British	T.6Cy.16½",28½"&48"–36" N.E.MarineEng.CoLdNwc	18 ″ 0 s 1 ″ 6 16 ″ 8¼	
37357 136686 GRFJ	**Bratton** (exWyneric-37, exRicardoA.Mestres) Fitted for oil fuel Mchy.Aft D.F. 1Dk Now "Stanmount," see No. 40121 in Supplement Fitted with cylindrical tanks in holds for carrying Petroleum	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	Stevinson,Hardy &Co.Ld.	365·0 P97'B20'F36'	50·7	26·7	London British WB	T3Cy.25",41"&68"–48" 320NHP Cen.Mar.Eng.Wrks,WHpl		C
37358 161606 GZZF	**Biddlestone** D.F. E.S.D. 1Dk CruiserStern	4910 4512 2953	✠100A1 10,37 ~~7,37~~ ~~(Class Contemplated)~~ ✠LMC7,37	Sld Nwc		CL	1937 7mo Lloyd	Short Bros. Ld. Sunderland sA&CP	WhiteShippingCo. Ld.(R.I.James, Mgr.) CellDB350' 1249t FPT110t APT205t	401·9 414·8(O.L.) P36'B123'F35' FK	53·9	26·6	Newcastle British 6BHCem	C.4Cy.(2)10⅛"&(2)20¼"–13" SR geared &LP turbine DR geared to sc shaft 240lb (s) 348NHP 2SB,(Spt&FD)&1AuxSB9cf, GS124,HS4936 White'sMar.Eng.CoLdNwc	29 ″ 0 s5 ″ 7¼ 23 ″ 7¼	
37359 PDFV	**Bothnia** OilEng D.F. Mchy.Aft 1Dk CruiserStern	494 355 252	✠100A1 2,38 ~~6,37~~ ~~(Class Contemplated)~~ ✠LMC6,37	Rot Ost	g		1937 6mo Lloyd	N.V.Schpw v.J.Smit,Czn. Alblasserdam sA&CP	N.V.Motorvracht- vaart"Oke" (J.J.Onnes,Mgr.) CellDB102' 158t FPT48t APT10t	159·7 169·3(O.L.) Q43'F25' FK	27·4	9·7	Groningen Dutch 3BHptCem	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 8 s 1 ″ 1¾ 10 ″ 7¼	
37360 165459 GZSJ	**Baltanglia** (exLangfond-37, exLaatefos) Ref.Mchy. Wireless 1Dk For full particulars see No. 37367 over-leaf	1523 1340 891	(Classification contemplated) ✠Lloyd'sRMC5,37				1921	Ardrossan S.B.&D.D.Co. Ld.Ardrossan	UnitedBaltic Corporation,Ld.	255·6 P63tH106tF10t	39·4	16·5	London British WB	T.3Cy.19",32"&52"–36" 162NHP J.G.Kincaid&Co.Ld.Grk.	18 ″ 8 s ″ 10 18 ″ 0½	
37361 ~~HPBH~~	**Balboa** (exAllegro-37, Iron exHemland, ssGot.4thNo.3-3,30 exMidas) ssOsc.No.1-34 1Dk(Irn)2trB	1953 1667 1149	✠100A1 ~~6,36~~2,38 ✠NB5,03 ✠LMC4,34 BS ~~6,36~~ 10,37	Lkr Ham	r	OG ~~4,34~~ 10,37	1883 5mo	T.&W. Smith N.Shields A&CP	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesells- chaftAschpurwis& Veltjens,Mgrs.)	276·0 P29'B64'F29' FK DBa82'f28'&uE& 297t FPT24t	36·7	21·2	Panama Pnamanian 4BHCem B40' APT17t	T.3Cy.19½",32"&56"–40"(s) 160lb 80lb NDB00 180NHP 1SB,3cf,GS60,HS2417 Tpd03 LindholmnsMVGot	22 ″ 6 s 3 ″ 5 19 ″ 3½	
37362 159564 VLJX	**Bungaree** 1Dk&Shelter dk CruiserStern	3043 2641 1592	✠100A1 with freeboard 10,37 ~~5,37~~ ✠LMC5,37	Dun Syd		CL	1937 5mo Lloyd CellDB287' 748t Tanks at sides of tunnel 95t FPT225t APT135t	CaledonS. B.&E.Co.Ld. Dundee sA&CP	TheAdelaide SteamshipCo.Ld.	357·2 370·0(O.L.) F40' FK	48·7	20·5	Melbourne British 7BHCem (Coll to Sh dk 6 ″ 2nd ″)	T.3Cy.20½",33"&54"–42"& LP turbine with DR gear- ing & hydraulic coupling 220lb (Spt) (s) 391NHP 2SB,6cf,GS135,HS5406 FD J.G.Kincaid&Co.Ld.Grk.	23 ″ 10 s 1 ″ 7½ 22 ″ 3¾	
37363 165448 GZNP	**British Fortitude** OilEng. D.F. E.S.D. 1Dk, 2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8402 7489 5009	✠100A1 ~~8,37~~ ~~4,37~~ 4,38 ✠LMC4,37 Carrying Petroleum in bulk	Bkn ~~Fal~~	d†	CL	1937 4mo Lloyd	Cammell Laird&Co.Ld. Birkenhead sA&CP	BritishTankerCo. Ld. CellDBuE75 249t DTf32' 422t FPT251t APT250t	466·9 482·9(O.L.) P103'B35'F58' FK	62·0	34·0	London British 17BHptCem	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	34 ″ 1 s 6 ″ 9½ 27 ″ 6¼	
37364 164894 MMFT	**Brendonia** OilEng. Mchy.Aft 1Dk Cruiser Stern	313 223 153	✠100A1 4,37 ✠LMC4,37	Goo	e	OG	1937 4mo Lloyd	GooleS.B. &RepgCo.Ld. Goole sA&CP	JackWharton Cell DB91' 114t FPT42t APT16t	143·2 148·8(O.L.) P35'F16'	24·7	7·8	Goole British 3BHCem	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s ″ 11½ 9 ″ 1¼	
37365 165468	**Bishopdale** D.F. E.S.D. OilEng. Mchy.Aft 1Dk,2nd dk clear of CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8406 7484 5007	✠100A1 9,37 ~~6,37~~ ✠LMC6,37 Carrying Petroleum in bulk	PGl Grk	d†	CL	1937 6mo Lloyd	Lithgows Ld. PortGlasgow sA&CP	TheAdmiralty CellDBuE78' 178t DTf34' 427t FPT209t APT198t	467·6 481·5(O.L.) P105'B43'F46' FK	61·7	33·9	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
37366 165466 GZPB	**British Diligence** OilEng. D.F. E.S.D. 1Dk,2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8297 7423 4985	✠100A1 11,37 ~~6,37~~ ✠LMC6,37 Carrying Petroleum in bulk	Nwc Mch	d†	CL	1937 6mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle sA&CP	BritishTankerCo. Ld. CellDBuE75' 176t DTf34' 397t FPT209t APT183t	466·3 481·6(O.L.) P107'B43'F45' FK	61·9	33·9	London British 17BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registrés ou coté, si ce n'est dans le L.R. Bureau Cert. B.of Trade
* 37367 165459 GZSJ	Baltanglia (*ex*Langfond-37, *ex*Laatefos) ssLon.No.3-5,37 *Ref.Mchy.* Wireless 1*Dk*	1523 1340 891	100A1 ~~8,37~~5,37 1,38 ✠Lloyd'sRMC~~5,37~~12,37	Lon ~~Hul~~ LMC5,37		CL 5,37	1921 *Lloyd's A&CP*	Ardrossan D.D.&SB.Co. Ld.Ardrossan	Anglo-Lithuanian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*)	255·6|39·4|16·5 266·2(O.L.) P24'B&F210' FK *CellDB*215'453t*FTP*	London British 4*BHCem* 42t*APT*35t	T.3Cy.19",32"&52"-36" (s) 180lb 203NHP 2SB,6cf,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk.	18 ″ 8 s ″ 10 18 ″ 0¼	
37368 DJTP	Bernlef (*ex*SevenSeasSound-37, *ex*Hunstanworth-37) ssShl.No.3-12,32 D.F. ssCff.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted CruiserStern*	2470 2236 1448	✠100A1 ~~11,37~~ ~~1,36~~ 2,38 MS~~11,32~~ 11,37	Nwc ~~Cff~~ Rot ✠LMC BS~~1,36~~ 2,37	*t*	CL 2,37	1919 10mo *Lloyd's A&CP*	Ardrossan DD&SBCoLd Ardrossan	EmderDampfer-kompagnieA.G. (Wilh.Nübel, *Mgr.*)	303·1|43·0|20·7 P33'B80'F32' FK *CellDB*260' 644t*FPT*68t*APT*172t	Hamburg German 6*BHCem*	T.3Cy.22",36"&59"-39" (s) 180lb ~~100lb~~ 265NHP 2SB,6cf,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
37369 164896 MMLS	Begerin *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	~~420~~ ~~300~~ ~~205~~ 483 313 253	✠100A1 3,38~~7,37~~ ~~(ClassContemplated)~~	Goo Nwc ✠LMC7,37	*g*	OG	1937 7mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	H.Wilson	164·3|26·7|8·8 170·3(O.L.) FK P29'Q66'B*on*Q11' F17' *CellDB*106'148t*FPT*47t*APT*19t	Goole British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 0 s3 ″ 11 10 ″ 7¾	
* 37370 165486 GZRR	Bachaquero TwinSc *Mchy.Aft* 1*Dk* *CruiserStern "Arcform"* *Rudders electrically welded* *Longitudinal framing at bottom & at deck*	4390 3685 2432	✠100A1 11,37~~6,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,37 *F.P. above* 150° F.	Nwc Boa ✠LMC6,37		CL PN9,37 SN2,38	1937 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *CellDBuE&B*58'	371·1|64·2|18·1 379·4(O.L.) P89'B36'F37' FK *Trunk in wells* 195t*DTf*40t555t *FPT*333t	London British 8*BHptCem* *ptAsp* *APT*215t	T.6Cy.16½",28½"&48"-36" 225lb (s) FD 551NHP 2SB,8cf,HS8870 N.E.MarineEng.CoLdNwc	18 ″ 0 s 1 ″ 6 16 ″ 8¼	
37371 143762 GFCR	Balmore (*ex*Kirkliston-37, *ex*Rowanpark) ssGmh.No.3-5,34 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1925 1741 1166	✠100A1 1,38 ~~6,37~~ MS2,34	Lth Shl ✠LMC BS~~6,36~~ 10,37	*r*	CL 5,35	1920 11mo *Lloyd's A&CP*	Grngem'th DockyardCo. Ld.Grngmth	BalmoreS.S.Co. Ld.(JohnBruce& Co.*Mgrs.*) *CellDBa*66'*uE*27'*f*121'550t*FPT*43t	280·2|41·9|19·0 291·3(O.L.) P24'B65'F29' FK	Glasgow British 4*BHCem* *APT*43t	T.3Cy.21",35"&57"-36" (r) 180lb *100lb* 230NHP 2SB,6cf,GS113,HS3796 Cooper&Greig,Ld.Dun.	20 ″ 9 s2 ″ 8¾ 18 ″ 3	
37372 MMLD	Burlington(*ex*Nausicaa-37) ssRou.No.3-6,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now "Nausicaa," see No. 39449 in Supplement*	5005 4575 2886	✠100A1 11,37~~3,37~~ BS2,37 ✠LMC6,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Rou Pir	*y*	CL ~~5,34~~ 11,37	1922 5mo *Lloyd's A&CP*	NofIreland S.B.Co.Ld. Loudonderry	FinchleyS.S.Co. Ld. *CellDBuE&B*70' 198t*DTf*46'585t	388·0|52·7|29·0 P106'B27'F61' FK *FPT*53t*APT*25t	 British 14*BHptCem* (12 „ *to Udk* 2 „ „ *2nd* „	T.3Cy.26",43"&72"-48" (s) 180lb 495NHP 3SB,9cf,GS177,HS7272 FD J.G.Kincaid&Co.Ld.Grk.)	29 ″ 3 s4 ″ 4¾ 25 ″ 1	
37373 171383 VQYT	Bobie (*ex*Actif-37) Iron 1*Dk*	782 700 437	✠ 7,87	Shl	*l*		1883 4mo	A.Hall& Co. Aberdeen	W.H.McEwan	202·4|31·6|14·2 Q67'B48' F22'	Gibraltar British *WB*	C.2Cy.27"&50"-33" *Bmade12fitted*— 120NHP BlaikieBros.Aberdeen		V †
37374 6203 SGAU	Brattfors (*ex*Regulus-37) 1*Dk*	915 722 485					1919	Helsingbrg VarfsAkt. Helsingborg	UddeholmsAktie-bolag(Fritiof Olsson,*Mgr.*)	205·1|33·5|12·7 Q64'B56'F20'	Uddeholm Swedish *WB*	T3Cy17¾",29 5/16"&46⅞"-27½" 175NHP HelsingbrgsVrfsA.B.Hbg.		V
37375 LJNC	Breiva (*ex*Santa Veronica-37) *Fitted for oil fuel* 1*Dk*2*trB*	2623 2254 1617			●●●		1920	ToledoS.B. Co. Toledo,O.	A/SÖstfart (ErlingSannes, *Mgr.*)	~~251·0|43·6|25·8~~ P25'B64'F23' |26·0 251·1|13·8| FK	Bodö Norwegian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	R †
* 37376 LJOY	Balla (*ex*Gresham-37, TwinSc *ex*Margretian) *OilEng* ssBly.No.3-3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft CruiserStern*	~~2578~~ ~~2209~~ ~~1584~~ 2565 2288 1502	✠100A1 *Shelter dk* *withfreeboard* ~~8,37~~ ~~1,37~~ 11,37 DBS~~3,37~~8,37 LMC3,36	Cff ~~Mdb~~	*t* Osl	CL ~~2,36~~ 8,37	1923 11mo *Lloyd's A&CP*	C.Hill& Sons,Ld. Bristol	Th.Brövig *CellDB*257'328t *MT*47'770t	~~297·8|43·6|~~21·5 297·7|43·9| F26'*onShelter dk* FK *Coll* *FPT*57t*APT*80t	Farsund Norwegian *ptCem* *BH to Sh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.20⅞"-20⅞" 518NHP NE12,30NDB(*f*)30— NDB(*a*)23 *120lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	24 ″ 0 s1 ″ 7 22 ″ 7¼	
37377 PDBE	Berta (*ex*Autom-37,*ex*Reidun-37, *ex*Wenchita-33,*ex*Hollandia, *ex*Raamsdonkveer, 1*Dk* *ex*Jan van Steen)	1278 1114 728					1917	T.v.Dui-vendijk Lekkerkerk	N.V.Europeesche VrachtvaartMaats (N.V.Nederl.Bev-rachtingskantoor, *Mgrs.*)	237·3|36·4|16·0 P40tH66tF33t	Amstrdam Dutch *WB*	T.3Cy.17",28"&46"-36" 127NHP N.V.v.d.Kuy&v.d.Rees' Mchf.&Schpb.Rot.		N
* 37378 165674 GBGJ	Bedale H. (*ex*Obor-37) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	493 349 185	✠100A1 10,37~~8,37~~ *CarryingPetroleum in bulk*	Goo Gmh ✠LMC1,37	*g*	10,37	1937 1mo *Lloyd's A&CP*	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	Harker(Coasters) Ld.(J.Harker,Ld. *Mgrs.*)	168·2|25·9|9·8 175·5(O.L.) Q61'F23'*Trunk*82' FK *FPT*	Hull British 8*BHptCem* 100t*APT*19t	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0¼	
37379 PDCX	Bill S. *OilEng.* *Mchy.Aft Cargo battens not fitted* 1*Dk* *Rudder electrically welded CruiserStern*	466 351 252	✠100A1 9,37 ~~(ClassContemplated)~~	Rot ✠LMC9,37	*g*		1937 9mo *Lloyd's A&CP*	NV Boele's Schpsw&Mch Bolnes	N.V.Zeevaart Maats"Bill"(Rotter damscheKustvaart CentraleN.V.*Mgrs.*)	160·4|26·4|10·0 168·9(O.L.) Q44'F21' FK *CellDB*107'127t*FPT*48t*APT*11t	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"-~~17¾~~"17 11/16" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ 8¾	
37380 PCYK	Barendsz (*ex*ApollinarisVI.-37) ssSld.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted CruiserStern*	313 — 229	✠100A1 9,37 ~~6,36~~	Sld Rot ✠LMC6,36	*d*	N6,36	1931 5mo *Lloyd's A&CP*	N.V.Indus-trieeleMaats. DeNoord Alblasserdam	N.V.Motorschip "Barendsz" (J.Vermaas' Scheepvaart BedrijfN.V.*Mgrs*)	131·9|23·5|8·8 Q26'B8'F16' FK *CellDBf*28'28t*FPT*10t*APT*4t	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 3Cy.11"-17¾" 35NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
* 37381 LETA	Binna (*ex*Bessa-37) ssCpn.No.3-3,29 ssOsl.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	7815 7422 5847	✠100A1 *Shelter dk* *withfreeboard* 8,36 *Fitted for oil fuel* 4,17 *F.P above* 150° F.	Ham ✠LMC4,37	*a*†	CL ~~8,36~~ N11,37	1917 4mo A&CP	UnionIron WorksCo Alameda,Cal.	Rederi A/S Henneseid(Thoralf Holta,*Mgr.*)	410·9|56·2|38·4 FK *CellDB*355'1213t*DTa*30'228t	Porsgrunn Norwegian 7*BHptAsp*	T.3Cy.27",47"&78"-48" (s) 220lb 600NHP 3SB,9cf,GS165,HS8265 FD UnionIronWorksCo.S.Fo. *FPT*80t	41 ″ 0 s10 ″ 8½ 30 ″ 6	
37382 LJQT	Baden Wireless E.S.D. *Cruiser Stern* ~~2*Dks*~~ 1*Dk*	1392 995 599					1937	A/S Akers Mek.Verks. Oslo	A/SJelölinjen (Fred.Olsen&Co. *Mgrs.*)	258·8|39·3|15·0 P29'B111'F55'	Oslo Norwegian *WB*	C.4Cy.(2)17⅛"&(2)37⅜"-37⅜" 142NHP A/S AkersMek.Verks.Oslo		N
37383	Borneo *OilEng* *Mchy.Aft* 1*Dk* *Cruiser Stern*	320					1937	NVSchpsw "Vooruit-gang" Foxhol	J.Wester	133·0|23·9|9·5 P35'Q45'F21'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-16 9/16" 74NHP MtrnWerkeMannheimAG		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B. of Trade Cert.
37384 LEEJ	**Bims** (*ex*Ino-37,*ex*Mitkjel, *ex*Capri) Wood 1*Dk*	570 450 331					1900	Brunchrst &Dekke Bergen	Skibs.A/S Bims (Realfsen& Andersen)	165·4 Q39*t*B53*t*F22*t*	27·2	15·2	Oslo Norwegian	T.3Cy.12¼",20"&32"-26" 52NHP LaxevaagsMsk&Jrns.Bgn.		N
37385 LEKT	**Bygdöy** (*ex*Maisol,*ex*Roma, *ex*Nordland,*ex*Freja) 1*Dk*	1252 1083 708					1921	Akt.Rödby Havns Jernskibsv. RödbyHavn	LudvigLorentzen	236·1 P10*t*H120*t*F34*t*	37·2	14·7	Oslo Norwegian	T.3Cy.15",24"&40"-27" 83NHP A/SFricho,Aarhus		V
37386 163845 GCCD	**Baron Elphinstone** D.F. E.S.D. 1*Dk&Shelter dk* ~~2*Dks*~~ *CruiserStern*	4635 4172 2692					1937	Sir J.Laing &Sons,Ld. Sunderland	~~H.Hogarth&Sons~~ HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NHP GeorgeClark(1936)Ld.Sld.		
37387 165691 GDDB	**Bassano** D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	4843 4122 2687	✠100A1 *withfreeboard* 12,37 ~~(*ClassContem plated*)~~ *Carrying vegetable oil in deep tank* ✠LMC12,37	Nwc	*z*	CL	1937 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	Ellerman'sWilson Line,Ld.	401·5 419·6(O.L.) B119'F35' FK (*CollBHtoShelter dk 6BH to 2nd dk*) *CellDB*335'899*tDTa*28'706*tFPT*63*tAPT*48*t*	55·8	25·7	Hull British 7*BHptCem* *ptAsp*	T.3Cy.26½",44"&73"-48"& LP turbine with DR gearing & hydraulic coupling 225lb FD (*s*) 786NHP 4SB(Spt)12*cf*.GS248,HS9870 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28″3 s2″10 25″7	
❊ 37388 DJUU	**Brake** 1*Dk,2nd dk in mchy. space* *OilEng* ~~*Ref.Mchy.*~~ *Mchy.Aft* D.F. ~~E.S.D.~~ *CruiserStern* *Rudder electrically welded*	9925 9173 5884	✠100A1 3,38 ~~10,37~~ (*ClassContem plated*) *CarryingPetroleum in bulk* ✠LMC10,37	Bmn Bhn	*e*†	CL	1937 10mo	Bremer Vulkan Vegesack *Lloyd's*A&CP	JurgensVan den Bergh Margarine Verkaufs-Union G.m.b.H.(Schiffahrts-&Speditions-kontor"Elbe" G.m.b.H.*Mgrs.*)	489·3 510·7(O.L.) P113'F75' FK *CellDBuE*75'222*t* *DTf*43'715*tFPT*164*tAPT*258*t*	66·0	36·4	Hamburg German 12*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1167NHP 2DB170*lb*DB(WT)170*lb* BremerVulkan,Vegesack	35″11	
❊ 37389 148107 GLDS	**Becheville** (*ex*NewtonElm-37, *ex*Westlea) ~~*ss*N.S.W.No.2-32~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Nwc.No.3-10,37	4228 3942 2561	✠100A1 *withfreeboard* ~~10,36~~10,37 BS~~8,36~~ 10,37 ✠LMC~~7,32~~ MS2,37	Bry Nwc	*x*	CL 10,36	1924 11mo	SirJPriestman&Co. Sunderland *Lloyd's*A&CP	ArlonS.S.Co.Ld.	365·0 FK *CellDB*315'950*t FPT*125*tAPT*134*t*	51·5	25·1	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.24½",43"&69"-48"(*s*) 180lb 375NHP 3SB(Spt)9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27″6 s2″10 24″10¼	
37390	**Bandeirante** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	~~2600~~ 2930 2633 1698	✠100A1 12,37 ✠LMC12,37 ~~(*ClassContem plated*)~~ ✠Lloyd'sRMC1,38	Rot	*u*	OG	1937 12mo	NVSchpsw"DeMerwede"v/h van Vliet&Co. Hardinxveld *Lloyd's*A&CP	~~Govt.of State of RioGrandedeSul~~ Govt.of theState ofRioGrande do Sul	322·5 336·3(O.L.) P33'B90'F30' FK *CellDB*238'647*tFPT*66*t APT*88*t*	47·4	21·3	PtoAlegre Brazilian 6*BHCem*	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24″0 s3″8 20″5½	
37391	**Bena** (*ex*Jaron-37,*ex*Nikolina Matkovic-37,*ex*Antoine Schiaffino-32, *ex*Mogador,*ex*Gibraltar) *ss*Shl.No.3-7,20 *ss*Alg.No.2-29 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2089 1971 1245	~~—~~ 9,33	Alg			1905	Howaldtswerke Kiel	N.Vassilakis	261·5 F33' *on Shelter dk* BK7⅞" *CollisionBHtoShdk* *CellD*B220'554*tAPT*15*t*	38·3	24·3	Greek *Cem* 3 ,, ,, *U*	T.3Cy.20½",32$\frac{7}{16}$"&51$\frac{9}{16}$"-35$\frac{7}{16}$" 192NHP 2SB,4*cf*,GS100,HS3240 Howaldtswerke,Kiel	26″9	G †
	Now "**Vassiliki,**" *see No.* 40624 *in Supplement*															
❊ 37392 145456 GCKQ	**Bramwell** (*ex*SheafGarth-37) *ss*Bly.No.3-12,34 *Arch deck* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	1927 1665 1077	✠100A1 ~~7,37~~10,37 BS4,37 ✠LMC12,34	Nwc	*q*	OG ~~11,34~~ 10,37	1921 9mo	BlythS.B.&D.D.Co.Ld. Blyth *Lloyd's*A&CP	Angel,Son&Co.Ld.	260·5 271·8(O.L.) P19'F19' FK *CellDB*220'523*t side tanks in ER*20'95*tFPT*40*tAPT*72*t*	38·7	22·3	Newcastle British 4*BHCem*	T.3Cy.22½",37"&62"-39"(*s*) 180lb 314NHP 2SB,8*pf*,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24″7 s6″7¼ 18″2¼	
37393 DJVM	**Brage** D.F. E.S.D. 2*Dks* *CruiserStern*	5954 3024					1937	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga"A.G.	~~431·4~~ B49'F35' 437·1	~~58·7~~ 59·0	~~23·5~~ 23·6	Hamburg German *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$"&LP turbine with DR gearing & hydraulic coupling 313NHP A.Borsig,G.m.b.H. Berlin-Tegel		
❊ 37394 8202 SKON	**Brageland** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *Part electrically welded* *Strengthened for navigation in ice* *CruiserStern*	2608 2220 1363	✠100A1 *withfreeboard* 9,37 ✠LMC9,37 ✠Lloyd'sRMC9,37 for temp. 21°F. for 3 aft chambers in No. 3 hold *Carrying oil fuel F.P. above* 150°F. *or vegetable oil in deep tank & in wing double bottom tanks in E.R.*	Got	*w*	CL	1937 9mo	EriksbergsM.V.Aktieb. Gothenburg *Lloyd's*A&CP	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,*Mgr.*)	353·6 370·3(O.L.) FK *CellDB*252'780*t MT*24' 300*t Tanks in way of tunnel* 170*tAPT*59*t*	50·2	19·4	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB80*lb* EriksbergM.V.Aktieb.Got	22″3 s″10¾ 21″6	
37395 145498 GDQZ	**Bellwyn** (*ex*Gordonia-37, *ex*Eleveen-35) *ss*Shl.No.3-11,35 *Arch deck* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	1687 1508 969	✠100A1 10,37 ~~8,37~~ BS~~12,36~~10,37 LMC11,35	Bly Gls	*p*	CL ~~2,37~~ 10,37	1922 10mo	BurntisIndS.B.Co.Ld. Burntisland *Lloyd's*A&CP	DillwynS.S.Co. Ld.(Angel,Son& Co.Ld.*Mgrs.*)	245·3 254·0(O.L.) P18'F21' FK *CellDB*210'446*tFPT*42*tAPT*47*t*	37·3	22·3	Newcastle British 4*BHCem*	T.3Cy.19",31"&51½"-33"(*s*) 180lb 179NHP 2SB,6*cf*,GS103,HS2947 Cooper&Greig,Ld.Dundee	24″3 s6″0¾ 18″4	
37396 146147 MKVB	**Brooktown** (*ex*Blackcock-37) 3Mst *ss*Lon.No.3-8,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	492 331 226	✠100A1 ~~9,37~~ 11,37 BS7,37 ✠LMC8,34	Lon	*h*	CL 11,35	1921 10mo	Day,Summers&Co.Ld. Southmpton *Lloyd's*A&CP	A.F.Henry & MacGregorLd	165·5 Q95'B11'F23' FK *CellDB*93'146*t FPT*20*t*	25·7	9·7	Leith British 3*BHCem*	T.3Cy.13¾",22"&37"-27"(*s*) 180lb 72RHP 1SB,3*cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou.	12″0 s3″6½ 11″7½	
	Now "**Rora Head,**" *see No.* 39936 *in Supplement*															
37397 163846 GFFB	**Baron Minto** D.F. E.S.D. 1*Dk&Shelter dk* ~~2*Dks*~~ *CruiserStern*	4637 4172 2693					1937	SirJ.Laing &Sons,Ld. Sunderland	~~H.Hogarth&Sons~~ HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NHP GeorgeClark(1936)Ld.Sld.		
❊ 37398 166436 GKKK	**Beacon Grange** TwinSc 4*Dks* *OilEng.* D.F. *Ref.Mchy.* *CruiserStern*	10200 10119 8000 6221	✠100A1 5,38 ~~(*ClassContem plated*)~~ ✠LMC5,38 ✠Lloyd'sRMC5,38	Nwc	*e*†	CL	~~1937~~ 1938 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP	HoulderLine,Ld. (HoulderBros.& ~~Co.Ld.)~~ Co.Ld. *Mgrs.*)	447·5 464·5(O.L.) B&F384' FK *CellDB*354'1389*tFPT*99*tAPT*82*t*	65·5	35·3	London British 8*BHptCem*	Oil Engines 4S.C.SA 16Cy.25$\frac{9}{16}$"-55⅛" 1006NHP 3DB125*lb* Hwthrn,Leslie&CoLdNwc.	38″2 s7″0¼ 31″5¼	
37399 166326 GFFC	**Boscan** TwinSc 1*Dk* *Mchy.Aft* *Rudders electrically welded* *CruiserStern*	3953 2955 1812	✠100A1 12,37 ✠LMC12,37 ~~(*ClassContem plated*)~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,37 *F.P. above* 150°F.	Nwc	*w*	CL	1937 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*)	355·9 365·2(O.L.) FK P73'F41'*Trunk*240' *CellDBuE*12'23*tFPT*164*tAPT*141*t*	60·2	16·7	London British 8*BHptCem* *ptAsp*	T.6Cy.16",26'&43"-27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17″6 s4″1¾ 13″6¾	
37400 173 IBCB	**Barbara** (*ex*W.L.Connelly-37, *ex*WalterHardcastle, *ex*L.V.Stoddard) *Fitted for oil fuel* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	~~3099~~ ~~2716~~ ~~2365~~ 3065 2726 1825			•••		1912	Toledo S.B.Co. Toledo,Ohio	~~Soc.Anon.Italiana Petroli&Derivati~~ Capt.Enrico Saletnich	304·0 P76'B19'F24' len16 FK	44·2	24·7	Rome Italian *WB*	T.3Cy.21",34½"&57"-42" 275NHP ToledoS.B.Co.Toledo,Ohio	27″6	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.RoffTrade.
37401 166230 MMSL	**Broomfield** 1*Dk* *Mchy.Aft* *CruiserStern*	657 ~~660~~ 442 ~~258~~ ~~274~~ 268	✠100A1 4,38 ~~(ClassContemplated)~~ ✠LMC4,38	Liv	*i*	CL	~~1937~~ 1938 4mo	LythamSB &E.Co.Ld. Lytham *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	171·0|28·8|11·2 176·7(O.L.) ~~RQD107'F24'~~ FK Q102'F25 *CellDB*86'113t*FPT*110t*APT*47t	Liverpool British 3*BHCem*	T.3Cy.12¾",21"&36"–24" 200lb (*s*) 105NHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld	13 " 6 84 " 2 13"1¼	
37402	**Brestois** (*ex*LyrasN.–37, *ex*Matadi–37) *ss*Ant.No.3–6,31 D.F. *ss*Ant.No.1–36 1*Dk*(*Stl*)2*nd**Dk*(*Stl*) *inNos.*1,2,4*&*5*holds*	*3094* *2856* *1843*	✠ ... 11,37 ✠	Ant	*u*		1919 7mo	R.Thompson&Sons,Ld Sunderland	Cie.Franco- Africaine de Nav. "Francafrica" (Soc Anon.deGérance et d'Armement, *Mgrs.*)	331·3|46·8|23·2 P33'B100'F28' FK *CellDB*276'729t *FPT* 112t *APT*44t	Rouen French 7*BHptCem*	T.3Cy.25",41"&68"–45" 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld	25 " 6	
37403 170128 VCMK	**Beeceelite** *OilEng.* Wireless *Mchy.Aft* *Longitudinal framing*	400 288 208	100A1 *CarryingPetroleum in bulk* (*ClassContemplated*) *BritishColumbiaService*				1937	Marine Industries, Ld. Sorel,P.Q.	**ImperialOil** **Shipping,Ld.** **(H.J.Rahlves,** ***Mgr.*)**	~~126·5~~|27·0|~~12·5~~ 120·0| |12·6 **P41'F17'**	**Vancouver** **British**	Oil Engines **2S.C.SA** 6Cy.14"–17" FairbanksMorse&Co. Beloit,Wis.	12 " 6 81 " 0 11 " 6¾	
37404	**Barrage** Wireless *Mchy.Aft* ***CruiserStern***	550	100A (*ClassContemplated*)				1937	Hall,Russell&Co.Ld. Aberdeen	**TheAdmiralty**	150·0|32·0|	**British**	T.3Cy.14¾",23½"&39"–24" Hall,Russell&Co.Ld.Abn.		
37405 164347 MMNX	**Brackenfield** 1*Dk* *Mchy.Aft* *CruiserStern*	660 442 253	✠100A1 2,38~~1,37~~ ~~(ClassContemplated)~~ ✠LMC11,37	Liv	*i*	CL	1937 11mo	LythamSB &E.Co.Ld. Lytham *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	171·0|28·8|11·2 176·7(O.L.) FK ~~P60'F23'~~Q102'F25' *CellDB*86'113t*FPT*115t*APT*47t	Liverpool British 3*BHCem*	T.3Cy.12¾",~~22"~~&36"–24" 200lb 21" (*s*) 105NHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	13 " 6 s 4 " 2 13 " 1¾	
37406 FNGJ	**Bougaroni** (*ex*SheafSpear–37) *ss*Nwc.No.3–2,32 *ss*Rot.No.1–35 D.F. E.S.D. 1*Dk*(*Stl*)	*3050* *2831* *1913*	✠100A1 ~~12,37~~ ~~6,37~~4,38 BS4,38 ~~BS6,37~~ ✠LMC12,35 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	Shl Bdx	*u*	CL 6,37	1919 1mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	Cie.France- Navigation	331·3|46·8|23·2 P33'B98'F28' FK *CellDB*276'734t *FPT*105t *APT*122t	Rouen French 7*BHptCem*	T.3Cy.23",41"&68"–45" (*s*) 180lb 340NHP 2SB,6*cf*,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 " 6 s 3"11¾ 21 " 9	
37407 FNWR	**Brisbane** (*ex*MarieLouise *ss*Alg.2nd.No.3–11,32 Schiaffino–37, *ss*Alg.No.1–37 *ex*Schiaffino,*ex*Noruega) 1*Dk*(*Stl*) *&Spar dk*(*Stl–ws*)3*trB*	4004 ~~3087~~ ~~2451~~ 3133 2451	✠100A1 *Spar dk* 3,38 ~~5,37~~ BS3,38 ✠LMC5,37 *Fitted for oil fuel* 4,20 *F.P. above* 150°F.	Alg	*v*	CL 5,37	1909 1mo	Fevigs Jernskibsbyg Fevig *Lloyd'sA&CP*	**AndréPuech**	334·7|47·1|24·8 343·5(O.L.) P74 B116'F36' FK *CellDBa*90'*uE*22'*f*150'681t*APT*29t	Algiers French 6*BHCem* (5 *to Sp dk* 1 „ *Mdk*)	T.3Cy.24",40"&66"–45" (*r*) 185lb 340NHP 2SB&1AuxSB,8*cf*,GS151, Richardsons, HS5403 Westgarth&Co.Ld.Mdb.	27 " 0 s 3 " 9 23 " 5¾	
37408 LJSB	**Bernhard** (*ex*Innaren–37) *OilEng.* **D.F.** 1*Dk* ***CruiserStern***	3563 3224 2159					**1924**	Sorlandets Skibsbyggeri Grimstad *Completed by* Langesunds Mek. Verks.Fevig	SkibsA/S Oiltank III(ReidarRöd, *Mgr.*)	~~340·1|50·1|23·8~~ P37'B102'F30' 331·8|50·3|24·1	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24⅛"–51⅛" 354NHP Götaverken,Gothenburg		N
37409 ~~FNGZ~~ ~~TVDI~~ FNGZ	**Biscarosse** (*ex*SeaVictory–37) *ss*Bkn.No.3–4,32 *ss*Gmh.No.1–36 1*Dk*(*Stl*)*&Shelter dk*)*Stl*)	*1937* *1634* *1002*	✠100A1 *Shelter dk* *withfreeboard* 11,37 BS11,37 ✠LMC12,36	Bkn Rot	*s*	CL 11,37	1919 12mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd'sA&CP*	Cie.France- Navigation,S.A.	290·0|42·4|26·9 FK *CellDB*244 564t *FPT*62t*APT*79t	Marseilles ~~Havre~~ French *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.22",36"&61"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS129,HS4502 ClydeS.B.&Eng.Co.Ld.	21 " 2 s " 11 20 " 5¼	
37410 FNIB	**Bonifacio** (*ex*CragganHill–37, *ex*WulstyCastle–36) *ss*Ams.No.3–9,36 1*Dk*(*Stl*)	*3566* *3303* *2184*	✠100A1 3,38~~4,37~~ BS9,37 ✠LMC9,36 ✠NE&B21*refitted*36	Ant Hav	*w*	CL ~~9,36~~ 3,38	1918 4mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	Cie.France- Navigation,S.A.	356·3|48·7|23·9 P35'B&F281' FK *CellDB*288'786t*DTa*27'805t *FPT*67t *APT*109t	Dieppe French 6*BHCem*	T.3Cy.23",36$\frac{13}{16}$"&58"–42" 180lb *100lb* (*r*) 349NHP 2SB,6*cf*,HS5548 FD W.Beardmore&Co.Ld.Gls.	25"11 s 2 " 8¾ 23 " 5	
37411 166344 MMQL	**Brasted** 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	1076 740 605	✠100A1 *withfreeboard* 1,38 ~~(ClassContemplated)~~ ✠LMC1,38	Nwc	*m*	CL	1938 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	**HudsonSteamship** **Co.Ld.**	223·4|34·0|11·9 229·6(O.L.) Q156'~~F24'~~F25' FK *CellDB*172'368t*FPT*91t*APT*28t	London British 4*BHCem*	T.3Cy.13½",23"&38"–27" 220lb (*s*) 115NHP 1SB,3*cf*,GS60,HS2067 N.E.MarineEng.CoLdNwc	14 " 3 s 4 " 4¾ 13 " 6⅛	
37412 LJWG	**Black Prince** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. *CruiserStern*	5039 3431 2935					1937	A/S Akers Mek.Verks. Oslo	**Fred.Olsen&Co.**	365·1|53·3|26·5	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 18Cy 19$\frac{11}{16}$"–35$\frac{7}{16}$" 1215NHP A/SAkersMek.Verks.Oslo		
37413 LJVA	**Bertha Brøvig** 1*Dk* *Fitted for oil fuel* *Cruiser Stern*	~~2240~~ 2412 2077 1449					~~1937~~ 1938	MossVærft &Dokk,A/S Moss	**Th.Brovig**	~~301·0|47·6|17·5~~ 304·7|47·7|18·5 P24'B182'F21'	Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"~~–31½~~" &LP turbine with reduction gear&chain drive 228NHP HS3245 MossVærft&Dokk,A/S		
37414	**Bolshevik** D.F. E.S.D. ***CruiserStern***	1850 1600 900	100A1 (*ClassContemplated*)				1937	Matsuo Zosen-sho Nagasaki	**U.S.S.R.**	254·3|42·0|23·0 P23'B73'F34'	**Russian**	T.3Cy.18⅛",31⅞"&52¾"–39" MatsuoZosen-shoNagasaki		
37415 LJSC	**Brott** *Mchy.Aft* Wireless 1*Dk* *CruiserStern*	1583 1283 889					**1937**	Porsgrund Mek.Værks. Porsgrunn	D/S A/S Henriksen &Kierulf(Dagfin Henriksen& HaakonKierulf, *Mgrs.*)	246·6|37·9|18·2 P66'B14'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27$\frac{9}{16}$"–27$\frac{9}{16}$" & LPturbine withDRgearing & hydraulic coupling 63NHP PorsgrundM V.Porsgrunn		
37416	**Bogota** TwinSc *OilEng* *Mchy.Aft* Wireless 2*Dks* *CruiserStern*	1200					1937	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Norddeutscher Lloyd	246·0|34·4|16·1 P16'F36'	Bremen German *WB*	2 Oil Engines 4S.C.SA 16Cy. red –19$\frac{11}{16}$" 322NHP Fr.Kr GermaniawftAG		
37417 DJVG	**Bollwerk** (*ex*Söderham–37, *ex*NailseaMoor–37, *ss*Npt.No.3–7,30 *ex*DavidLloydGeorge–32) 1*Dk*(*Stl*) D.F.	*4176* *3766* *2466*	✠ ... 1,35 ✠	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld Stockton	Aug.Bolten Wm.Miller'sNachf.	369·2|51·5| 3·8 P52'B&F285' FK *CollDB*319'1134t *FPT*106t *APT*134t	Hamburg German 6*BHCem*	T.3Cy.26",42½"&69½"–45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*&2*pf* N.E.MarineEng.Co.Ld.Sld	26 " 6	O †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Trans.
37418 494 ESBI	**Baltonia** (*ex*Kustas,*ex*Bjarmla, *ex*Greyfriars) *ss*Hsf.2ndNo.8–6,20 *ss*Ant.No.1-25 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1364 1063 788	✠ 11,28 ✠NB4,11 ✠	Msl	*n*		1894 6mo	Hall, Russell&Co. Aberdeen	C.F.Gahlnback	240·0|34·2|14·6 Q84'B104'F29' FK *CellDBa*69'*f*95'	Tallinn Estonian 4*BHCem* 235*tAPT*70*t*	T.3Cy.$17\frac{5}{16}$",27"&45"-36" 159NHP 2SB,4*cf*,GS74,HS2412 Hall,Russell&Co Aberdeen	15 " 5	
37419 OZWE	**Betta** (*ex*Betty-37) Wireless D.F 1*Dk*	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2|39·2|15·4 P16'Q71'B107'F36'	Esbjerg Danish *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"- $31\frac{1}{2}$" HS2350 164NHP A.Borsig,Berlin-Tegel		G
37420 LJTS	**Braganza** (*ex*PacificTrader-38) *Oil Eng.* D.F. E.S.D. *ss*Gls.No.3-5,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*in Nos.*1&2*holds*	*6327* *5298* *3935*	✠100A1 *with freeboard* 1,38 ✠LMC CS1,38 DBS1,38 4,37	Shl	*b*†	CL 4,36	1924 5mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland	~~L.G.Braathen~~A/S Braganza (L.G. Braathen,*Mgr.*) *Duct keel forward of boiler space* 128' *CellDB*358' 1284*t* *DTa* 16' 164*t*	420·0|58·0|28·1 436·6(O.L.) F41' FK *DTf*22'996'*FPT*1	Oslo Norwegian 8*BHptCem* (*Coll to Sh dk* 7 ,, 2nd,,) 20*tAPT*126*t*	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"-$91\frac{1}{4}$" 640NHP NDB(S)38 *125lb* DB*125lb* W.Doxford&Sons,Ld.Sld.	30" 11 s 3"$11\frac{1}{2}$ 27 " $1\frac{3}{4}$	
37421 145469 MKVY	**Bloomfield** (*ex*Swiftsure-38, *ex*Moland,*ex*Jomaas) *ss*Hpl.No.3-12,33 *Well deck Mchy.Aft* *ss*Shl.No.1-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	1414 1028 793	100A1 2,38 ~~10,37~~ LMC10,37	Shl	*o*	CL 10,37	1920 *Lloyd's*A&CP	G.Brown& Co. Greenock	HarriesBros.&Co. Ld. *CellDBuE*&*B*35'	235·0|35·3|15·1 FK *Pon*Q75'Q166'F28' *f*161'355*t* *FPT*80*t*	Swansea British 4*BHCem* *APT*33*t*	T.3Cy.$19\frac{1}{4}$",31"&52"-33 (*s*) 180lb 179NHP 2SB,6*cf*,GS97,HS2896 McKie&Baxter,Glasgow	17 " 1 s 4"$10\frac{3}{4}$ 16 " $3\frac{1}{2}$	
37422 DIEE	**Babitonga** Ⓟ TwinSc (*ex*Osiris-38) *OilEng.* D.F. 2*Dks*	4422 3883 2600					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2|51·8|25·9 P303'F41'	Hamburg German	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{5}$"-$37\frac{4}{5}$" 717NHP Allgem.Electr.Ges.Berlin		G
37423 2143 IADJ	**Bronte** TwinSc *Fitted for oil fuel* *Carrying oil fuel in bulk*	5049 — 2964					1905	Flli. Orlando Leghorn	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	391·9|47·0|31·0	Genoa Italian	T.6Cy.$22\frac{3}{8}$",$36\frac{3}{8}$"&$60\frac{3}{8}$"-$39\frac{3}{8}$" 460NHP Flli.Orlando,Leghorn		I
37424	**Bris** 1*Dk* *CruiserStern*	2000					1938	Trndhjms Mek.Verks. Trondheim	D/SA/STruls (M.Thorvik,*Mgr.*)		Oslo Norwegian *WB*	T.3Cy.$20\frac{1}{2}$",33"&56"-36" 188NHP TrondhjemsM.V.		
37425 LJVI	**Brush** Wireless 2*Dks* *CruiserStern*	~~1300~~ 1320 1043 714					1938	Fredrkstad MekVrksA/S Fredrikstad	A/SEestumII (K.Th.Einersen, *Mgr.*)	251·2|42·8|14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)$30\frac{5}{16}$"- $28\frac{3}{4}$" 82NHP FredrikstadM.V.A/S Fredrikstad		
37426 LCRG	**Bratli** (*ex*Bomma-38, *ex*IngeborgBakkevig) 1*Dk*	805 582 461					1920	Xiansands Mek.Værks. Xiansand	Berg.Thorsen	186·0|31·2|12·0 Q57*t*H46*t*B76*t*F28*t*	Arendal Norwegian *WB*	T.3Cy.14",$23\frac{1}{2}$"&38"-27" 75NHP XiansandsM.V.Xiansand		N
37427 137224 VJTT	**Buranda** (*ex*Nalpa-38,*ex*Solholm) *ss*Syd.No.1-38 *ss*Syd.No.3-1,34 *Well deck Mchy. Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	685 532 365	100A1 3,38 ~~7,37~~ ~~BS1,37~~ LMC~~1,34~~ 4,38	Syd		CL 12,36	1918	Wortel- boer&Co. Delfzijl	Australasian UnitedS.Nav.Co. Ld. *CellD*	180·8|28·7|12·6 *30·2* 190·6(O.L.) Q88'B11'F24' FK *B*115' 151*t* *FPT*25*t*	Bundaberg British 3*BHCem* *APT*3*t*	T3Cy.$14\frac{3}{4}$",$23\frac{3}{8}$"&$38\frac{5}{8}$"-$26\frac{13}{16}$" 180lb (*s*) 84RHP 2SB,4*cf*,GS66,HS2002 Wortelboer&Co.Delfzijl	14 " 4 s " $10\frac{1}{2}$ 13 " 7	
37428	**Boreland** *Oil Eng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	2600 2200 1360	100A1 *with freeboard* (*Class Contemplated*)				1938	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,*Mgr.*)	353·6|50·2|19·4	Gothenbrg Swedish	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" EriksbergM.V.Aktieb.Got		
37429	**Barossa** 1*Dk* *Hatch Covers & Webs dispensed with in bridge 'tween decks* *Cruiser Stern*	4240 3416 2383	✠100A1 4,38 ~~(*Class Contemplated*)~~ ✠LMC4,38	Dun		CL	1938 4mo *Lloyd's*A&CP	CaledonS. B.&E.Co.Ld. Dundee	TheAdelaide SteamshipCo.Ld. *CellDB*300'756*t* *Tanks at sides of tunnel* 183*t*	367·1|50·3|24·6 378·2(O.L.) P&B147'F43' FK *FPT*190*t*	Melbourne British 6*BHCem* *APT*199*t*	T.3Cy.$20\frac{1}{2}$",33"&54"-42" & LP turbine withDRgearing & hydraulic coupling 220lb FD (*s*) 395NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	27 " 3 s4 " $9\frac{1}{2}$ 22 " $7\frac{1}{2}$	
37430 LJUR	**Buccaneer** (*ex*Duivendrecht-38) *Oil Eng.* *ss*Rot.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *Cruiser Stern* *Longitudinal framing at bottom, decks & topsides*	6222 5638 3679	✠100A1 3,38 ~~11,37~~ DBS3,38 ~~DBS4,37~~ ✠LMC1,36 *Carrying Petroleum in bulk* ✠LMC(M)11,37	Rot	*z*	CL ~~8,37~~ 3,38	1927 10mo *Lloyd's*A&CP	NewWater- wayS.B.Co. Rotterdam	A.O.Andersen ShippingCo.A/S (A.O.Andersen& Co'sEfterfolger A/S,*Mgrs.*)	403·4|55·2|32·7 P102'F32' FK *CellDBuE*70' 259*t*	Oslo Norwegian 14*BHptCem* *FPT*186*t* A	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{2}$"-$59\frac{1}{16}$" 652NHP 3DB*142lb* Harland&Wolff,Ld.Gls. *PT*100*t*	32 " 9 s6 " 2 26 " $8\frac{3}{4}$	
37431	**Benty** D.F. E.S.D. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	3000 2100					1938	Helsingörs Jernsk&Msk. Elsinore	Cie.deNavigation Fraissinet	333·0|44·0|27·3 F82'	Marseilles French *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 610NHP HelsingörsJernsk.&Mskb.		
37432 166403 GJGB	**Baltavia** Ⓟ (*ex*Chimu-38, TwinSc *ex*SantaCatalina-35, ~~*ss*S.Fc.No.3-10,32~~ *ex*CityofPanama) *OilEng.* D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd *dk*(*Stl*)*in No.*1*hold* *ss*Liv.No.3-4,38	2592 ~~1755~~ ~~1350~~ 1785 1391	✠100A1 *with freeboard* 4,38 ~~6,36~~ ✠LMC CS4,38 DBS4,38 4,38 ✠Lloyd'sRMC4,38	NYk Liv	*u*	CL 9,37	1924 10mo *Lloyd's*A&CP	Aktieb. Götaverken Gothenburg	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellDB*207'561*t* *MT*19'436*t*	302·0|46·0|18·4 314·6(O.L.) P38'B110'F38' FK *FPT*105*tAPT*51*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"-$35\frac{7}{16}$" 629NHP DB*100lb* Aktieb.Götaverken,Got.	21 " 6 s 1 " $1\frac{1}{4}$ 20 " $6\frac{3}{4}$	
37433 LJRL	**Brarena** (*ex*Scottish TwinSc Borderer-38) *Oil Eng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	*6996* *6245* *4111*					1923	W.Denny &Bros.Ld. Dumbarton	BraathensRederi (L.G.Braathen, *Mgr.*)	426·5|56·9|33·4 P95'B37'F55'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.$23\frac{1}{2}$"-$41\frac{3}{4}$" 769NHP W.Denny&Bros.Ld.Dmb.		G
37434	**Bidevind** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	5000 4400					1938	Flensburgr Schiffsb.Ges. Flensburg	A/S Borgestad	414·3|55·7|25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 969NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. ps.	15
37435	Bakir (*ex*Glenardle-38, *ex*NordkynII) *ss*Npt.No.3-8,34 *ss*Shl.No.1-38 2*Dks*(*Stl*) *Longitudinal framing in DB & at decks*	4584 4235 2786	✠100A1 3,38 ✠LMC3,38 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Shl	*x*	CL 11,36	1921 11mo	Greenock Dockyard Co. Ld. Greenock *Lloyd's A&CP*	MuhipOzyigit	376·6 P37'B105'F37' FK *CellDB*321'1068*t*	52·3	26·1	Istanbul Turkish 6*BHptCem* *APT*128*t*	T.3Cy.25",41"&68"-43" (*s*) 180lb 432NHP s 3SB,9*cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 ″ 6 5 ″ 1¼ 23 ″ 7	
37436	Bolivar (*ex*Hwadah-38, *ex*Bolivar-37, *ex*LakeFackler) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612					1919	Detroit S.B.Co. Wyandotte, Mich.	Wallem&Co.Ld.	251·0 P25'B64'F23' FK	43·6	26·1	Panama Pnamanian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 ″ 2	R
37437 166411	Baltabor *ss*Liv.No.3-4,38 TwinSc (*ex*Cumbal-37,*ex*Santa Monica-36, *ex*City of San Francisco) *OilEng.* *Ref.Mchy.* ~~*es*S.Fo.No.3-11,32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNo.*1*hold*	2592 1785 1391	✠100A1 *withfreeboard* 4,38 ~~10,36~~ ✠LMC CS4,38 DBS4,38 4,38 ✠Lloyd's RMC4,38	NYk Liv	*u*	CL 10,36	1924 9mo	A/BGotaverken Gothenburg *Lloyd's A&CP*	Anglo-Latvian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*)	302·0 314·6(O.L.) P38'B110'F38' FK *CellDB*207'561*t* *MT*19'436*t* *FPT*105*t*APT51*t*	46·0	18·4	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"-$35\frac{7}{16}$" 629NHP s DB*100lb* A/BGotaverkenGot.	21 ″ 6 1 ″ 1¼ 20 ″ 6½	
37438	Beau *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9600 8900 5800	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Kockums M.V.Aktieb. Malmö	D/S A/S Avenir (BjörnBjörnstad& Co.*Mgrs.*)	506·1 P97'B41'F59'	63·1	36·4	Oslo Norwegian	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"-$43\frac{3}{16}$" KockumsM.V.Akt.Malmö		
37439	Basarabia Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	7000					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0 B&F334'	57·7	30·2	Constantza Roumanian *WB*	Oil Engines 2S.C.SA 24Cy.$24\frac{7}{16}$"-45¼" 2490NHP Akt.Burmeistr&Wain,Cpn		
* 37440 145913 GLGZ	Benlomond (*ex*MariongaJ. Goulandris,*ex*London Corporation-37, *ex*Hoosac, *ex*Cynthiana) *ss*Mch.No.3-9,34 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)3*rd dk in No.* 1 *hold* D.F. *Tonnage opening closed* 37	6630 4809 4160	✠100A1 *Shelter dk* *withfreeboard* 3,37 BS12,37 ✠LMC9,34 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Ham	*a*†	CL 3,37	1922 1mo	IrvinesS.B. & D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*)	420·0 F35'*onShelter dk* FK *CellDB*364'1099*t* 972*tDTa*31'865*t* *MT*31' *FPT*102*tAPT*128*t*	55·0	36·3 27·8	Leith British *ptCem* *Collision BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.29",49"&80"-54" (*s*) 180lb FD 705NHP s 4SB,12*cf*,GS250,HS10855 Richarsons,Westgarth& Co.Ld.Hpl.	39 ″ 0 9 ″ 10¼ 29 ″ 5	
37441	Barendrecht *OilEng.* D.F. *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks* *Mchy.Aft*	9310 8650 5590	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Odense Staalskibsvft vedAPMöller Odense	(N.V.Ths.van Ommeren's Scheepv.Bedrijf, *Mgr.*)	482·9 P91'B32'F32'	65·5	33·9	Rottrdam Dutch	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" Akt.Burmeistr&Wain,Cpn		
37442	Brabant *OilEng.* *Cruiser Stern* 2*Dks*	2600					1938	Soc.Anon. Jhn.Cockerill Hoboken	Cie.Nationale Belge deTransportsMaritimes (ArmementDeppe S.A.*Mgrs.*)	300·9 F26'	45·0	21·3	Belgian *WB*	Oil Engines 2S.C.SA 5Cy.20"-$35\frac{9}{16}$" 366NHP SocAn.J.Cockerill,Seriang		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cet si ce n est dans le L R Durée, Cert. B. of Trade
37601 8196 SKDT	**Colombia** TwinSc OilEng. D.F. E.S.D. *Ref.Mchy.* *2Dks&Shelter dk* *Strengthened for Navigation in Ice*	5297 4171 2905	✠100A1 *withfreeboard*~~[illegible]~~ ~~[illegible]~~8,37 4,38 ✠LMC8,37 ✠Lloyd'sRMC~~8,37~~ 5,38 No.3 lower hold & Nos.2&4 lower tween decks for temp. 31°F.	Got BAs	*a*†	OG	1937 8mo *Lloyd's A&CP*	Götaverken A/B Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*307' 1486t *Tanks in way of tunnels* 309t *FPT*76t *APT*52t	420·7 440·1(O.L.) F80'	55·9	23·9	Stockholm Swedish FK 7*BH* (*Coll „ to Sh dk* 6 „ *2nd dk*)	Oil Engines 4S.C.SA 16Cy.24 $\frac{3}{16}$"–51 $\frac{3}{16}$" 945NHP DB85lb GotaverkenA/B.Got.	28 ″ 0 s2 ″ 10¾ 25 ″ 3¼	
37602 1705 ILAQ	**Campidoglio** (*ex*Active.*ex*Ameise, *ex*HellaDaitz,*ex*Peter) *OilEng.* 1*Dk*	399 — 204	RJ/37					A.H.Arnold Germany	LaLigureRomana Soc.Anon.diNav. Marittima e Fluviale	~~155·9~~ H13' (159·3	28·1	9·2 (4	Genoa Italian	Oil Engines 4S.C.SA 6Cy.10¼"–14½" 60NHP *E made*20 *fitted*23 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		CI
37603	**Cidade do Pará**	363 — 263					1889	…………… England	HigsonBrooks &Cia.	193·5	29·2	13·8	Para Brazilian			
37604 TCAV	**Cihat** (*ex*Aydin-33,*ex*Aidin, *ex*Ihsanié,*ex*Fauvette, *ex*Chrysalis,*ex*Honfleur) Iron *OilEng.* *Well deck*	499 — 179			•••		1873	Aitken& Mansel Glasgow	Muratzade MahmutNadim	176·4 Q91'B11'F25'	24·1	12·3	Istanbul Turkish	Oil Engines *E fitted*36		
37605	**Chen Yuan** (*ex*Tung-Hwa-37, *ex*TungNing-35,*ex*HuaTung-32, *ex*Hanoï) 2*Dks*	1057 — 630					1893	Sundrland S.B.Co.Ld. Sunderland	YungYuanS.S.Co.	240·0 H—	32·0	17·3	Newchwang *WB* Chinese	T.3Cy.20",32½"&53"–36" NB14 169NHP N.E.MarineEng.CoLd.Sld.		
37606	**Cantabria**	*For particulars see* "Alfonso Perez," *No.* 19915 *in body of Register*														
37607 OYKH	**Canadian Reefer** D.F. *CruiserStern* *OilEng.* *Ref.Mchy.* 1*Dk&ptShelter dk*	1831 1438 999					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·2	Esbjerg Danish	Oil Engines 2S.C.SA 6Cy.19 $\frac{11}{16}$"–35 $\frac{7}{16}$" 405NHP *WB* Akt.Burmeistr&Wain,Cpn		G
37608 165504 MMKQ	**Corfield** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1791 1344 1004	✠100A1 2,38 ~~7,37~~ ~~(ClassContemplated)~~ ✠LMC7,37	Sld	*q*	CL 2,38	1937 6mo *Lloyd's A&CP*	BurntisInd S.B.Co.Ld. Burntisland	CoryColliersLd. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214' 500t *MT*9' 166t *FPT*158t *APT*21t	257·0 265·0(O.L.) Q150'F25'	39·5	16·7	London British FK 4*BHCem*	~~T.3Cy.16½",26"&47"–33"~~ T.3Cy.16",25"&45"–33" (*s*) 220lb FD 176NHP 2SB(Spt)*6cf*,GS49,HS2506 N.E.MarineEng.CoLd.Sld.	18 ″ 9 s6 ″ 1 17 ″ 4	
37609	**Cocle** (*ex*America-37, *ex*VeraCruz-36,*ex*Santi-36, *ex*Hercule,*ex*WarGlen) 1*Dk*	2958 — 1704					1918	W.Dobson &Co. Newcastle	Cia.Naviera Amaya(A.Davaris,*Mgr.*)	331·0 P33'B100'F32'	48·0	24·5	Colon Panamanian	T.3Cy.25",41"&68"–45" 430NHP *WB* N.E.MarineEngCoLd.Nwc	24 ″ 6 s4 ″ 0 20 ″ 8½	V
37610 LJOI	**Charles Racine** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks*	~~9859~~ 9957 9288 5953	✠100A1 ~~8,37~~12,37 ~~(ClassContemplated)~~ *Carrying Petroleum in bulk* ✠LMC8,37	Odn NYk	*e*†	CL	1937 8mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	Skibs.A/S Snefonn (SigvalBergesen d.y.&Co.*Mgrs.*) *CellDBuE*79' 300t *DTf*38' 550t *FPT*182t *APT*181t	496·0 512·5(O.L.) P103'B34'F40'	66·1	36·4	Stavanger Norwegian FK 15*BH*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s7 ″ 11 28 ″ 7½	
37611	**Claycarrier** *OilEng.* *Mchy.Aft* 1*Dk*	492					1937	Harland& Wolff,Ld. N.Woolwich	TheAssociated PortlandCement ManufacturersLd.	160·0	30·3		London British	Oil Engines 2S.C.SA 4Cy.11"–13 $\frac{11}{16}$" 84NHP *WB* Harland&Wolff,Ld.Gls.		
37612 165561 GBGF	**Corabella** D.F. 1*Dk* *CruiserStern*	5682 5128 3373	✠100A1 4,38 ~~8,37~~ ~~(ClassContemplated)~~ ✠LMC8,37	Sld		CL 4,38	1937 8mo *Lloyd's A&CP*	J.L.Thompson&Sons,Ld. Sunderland	TenaxSteamship Co.Ld.(Muir Young,Ld.*Mgrs.*) *CellDB*294' 1142t *Tank in way of tunnel*315t *FPT*165t *APT*190t	409·3 425·3(O.L.) P35'B122'F32'	57·6	29·1	London British FK 6*BHCem*	T.3Cy.22",37¾"&63"–45" 220lb (*s*) 395NHP 3SB(Spt)*9cf*,GS140,HS5580 FD GeorgeClark(1936) Ld.Sld.	31 ″ 7 s6 ″ 9¾ 25 ″ 0	
37613 164346 GBBQ	**City of Cape Town** TwinSc D.F. E.S.D. *2Dks.3rd dk in No.1hold* *Cruiser Stern*	~~7000~~ 8046 7229 3935	✠100A1 *withfreeboard* 3,38 ~~9,37~~ ✠LMC10,37 *Carrying cargo oil F.P.above150°F.in deep tank* *Fitted for oil fuel* 10,37 *F.P.above* 150°F.	Bkn Mdb		CL	1937 10mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	EllermanLines, Ld.(HallLine,Ld. *Mgrs.*) *CellDB*422' 1947t *DTa*30' 721t *Tanks in way of tunnels*192t *FPT*88t *APT*82t	496·7 515·5(O.L.) P76'B&F351' *Duct keel forward of mchy.space*	62·4	31·3	Liverpool British FK 8*BHptCem*	6 steam turbines SR geared to 2 screw shafts 1867NHP 265lb HS19800 FD (*s*) 6SB(Spt)*24cf*,GS414 CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8¼ 28 ″ 6¼	
37614	**Cascade** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	313					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	N.V. "Cascade"	133·0 P40'B16'F20'	24·0	9·5	Delfzijl Dutch	Oil Engines 4S.C.SA 4Cy.12 $\frac{3}{16}$"–13¾" 68NHP *WB* AppingedammerBrons Motorenfb.N.V.		
37615	**Cervinia** (*ex*JulesHanzeur-37, *ex*Porvenir,*ex*Candelaria,*ex*Jan van Rijswick) 2*Dks*	1212 — 814					1900	Rijkee&Co Rotterdam	Pittaluga& Bertorello	231·6 B60'F30'	34·0	15·3	Genoa Italian	T.3Cy.17½",28"&45"–36" 122NHP *WB* Maats.Fyenoord,Rot.		V
37616 165907 GZYT	**Clan Chattan** TwinSc D.F. E.S.D. *2Dks&Shelter dk* GyC. *Cruiser Stern*	7262 6320 3666	✠100A1 *withfreeboard* 11,37~~7,37~~ ✠LMC7,37 *Fitted for oil fuel* 7,37 *F.P. above* 150° F.	Grk		CL	1937 7mo *Lloyd's A&CP*	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*393' 1266t *MT*39' 1360t *FPT*68t *APT*126t	463·7 487·6(O.L.) P31'B102'F69' *Duct keel fwd. of mchy. space*	63·0	29·9	Glasgow British FK 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings 220lb (*s*) 1362NHP 5SB(Spt),*20cf*,GS402, FD HS17780 J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4¾ 28 ″ 4	
37617 164342 GBGX	**City of Bombay** *Fitted for oil fuel* D.F. E.S.D. *2Dks* *CruiserStern*	7140 6569 4270					1937	Barclay, Curle&Co. Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	~~476·9~~ P73'F30' 464·3	59·2	~~31·0~~ 31·2	Liverpool British	3 steam turbines SR geared to 1 screw shaft 750NHP *WB* ParsonsMarineSteam TurbineCo.Ld.Nwc.		
37618 129113 MDJG	**Chloris** (*ex*Corncrake-37) ~~Ctr~~ *ss*Lon.2ndNo.3-3,36 1*Dk*(*Stl*)&*Shelter dk*(*ptStl–ws*) *Mchy.Aft* *Lower dk in No.1hold*	1180 860 516	✠100A1 *Shelter dk withfreeboard* ~~3,36~~12,37 BS~~1,37~~ 12,37 ✠LMC3,36	Lon Liv	*p*	CL 2,36	1910 7mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	MossHutchison Line,Ld. *CellDB*144' 208t *FPT*22t	240·1	35·2	14·2	Liverpool British BK7½" 4*BHCem*	T.3Cy.22",35"&59"–39" (*s*) 170lb *80lb* 251NHP s 2SB,*6cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	16 ″ 6 ″ 2 16 ″ 11½	
37619	**Canopus** (*ex*SanMateo-37) 1*Dk*	1655 1343 728					1911	WoodSkinner&Co.Ld. Newcastle	FinskaÅngt.A/B	270·0 P83tH112tF10t	40·8	18·3	Helsingfrs Finnish	T.3Cy 22",36"&60"–39" 225NHP *WB* N.E.MarineEng.CoLdNwc		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under decs. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned, new expired, Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	13 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37620 165683 GCGQ	**Consuelo** D.F. E.S.D. *2Dks&Shelter dk* *Ref.Mchy.* **CruiserStern** *Strengthened for Navigation in Ice*	~~4500~~ ~~4000~~ ~~2000~~ 4347 4126 2686	✠100A1 *withfreeboard* 2,38~~10,37~~ ✠LMC10,37 ~~(ClassContem plated)~~ *Carrying vegetable oil in deep tank*	Nwc NYk	*z*	CL	1937 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld.	~~401·7|55·7|25·8~~ 401·5|55·8|25·7 419·6(O.L.) FK B119'F35' *(CollBHtoShelter dk6BHto2nd dk)* *CellDB*335'899t*DTa*28'706t*FPT*63t*APT*48t	Hull British *7BHptCem ptAsp*	T.3Cy.26½",44"&73"-48" & LP turbine with DR gearing & hydraulic coupling 225lb FD (s) 786NHP 4SB(Spt)*12cf*,GS248 HS9870 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 3 s2 ″ 10 25 ″ 7	
37621 8216 SKUN	**Chile** TwinSc *OilEng,* D.F. E.S.D. *Ref.Mchy.* *2Dks&Shelter dk* *Strengthened for Navigation in Ice*	5297 *4171* *2904*	✠100A1 *withfreeboard* 2,38~~11,37~~ ✠LMC11,37 ✠Lloyd'sRMC~~11,37~~2,38 No.3 lower hold & Nos. 2 & 4 lower tween decks for temp. 31°F.	Got	*a*†	OG	1937 11mo	GötaverkenA/B Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	420·8|55·9|23·9 440·1(O.L.) F80' FK *CellDB*307'1486t,*Tanks in way of tunnels*309t*FPT*76t*APT*52t	Stockholm Swedish *7BH (Coll ,, to Sh dk, 6 ,, 2nd dk)*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{13}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got.	28 ″ 0 s2 ″ 10½ 25 ″ 3¼	
37622	**Chepo** Ⓟ (*ex*Laris-37, *ex*KatinaP.-37,*ex*Barletta-33) Wireless *2Dks*	1054 — 675					1898	Flli. Orlando Leghorn	C.Despotopoulos (A.Davaris,*Mgr*)	222·7|29·0|17·1 P&B122'F35' *WB*	Colon Pnamanian	T.3Cy.17",26¾"&45½"-33" 119NHP Flli.Orlando,Leghorn		
37623 FOID	**Cassidaigne** (*ex*Schiaffino XXIII-37,*ex* Sofiliege,*ex*Zeeland) *Fitted for oil fuel* *1Dk* *Mchy.Aft* *Well deck*	1417 1075 817			•••		1923	Frd.Krupp Act.Ges. Kiel	Cie.France-Navigation	242·9|36·1|15·7 Q79'P66'F24' FK	Marseilles French *WB*	T.3Cy.$19\frac{11}{16}$",$32\frac{11}{16}$"&54¾"-39⅜" 224NHP Frd.Krupp,A.G.Kiel	18 ″ 0	V †
37624 PDJB	**Celebes** *1Dk* *OilEng.* *Mchy.Aft* *Rudder electrically welded*	453 325 269	✠100A1 1,38~~9,37~~ ~~(ClassContem plated)~~ ✠LMC9,37	Ams Hul	*f*		1937 9mo	E.J.Smit& Zoon Westerbroek *Lloyd'sA&CP*	R.J.Kajuiter	145·7|26·5|10·2 156·2(O.L.) FK P36'*Trunk*91'F16' *CellDB*95'113t*FPT*61t*APTs*22t	Groningen Dutch *3BHptCem*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s1 ″ 1¼ 10 ″ 10½	
37625 200537	**Carrollton** (*ex*Marquette&BessemerNo.1-37) *Mchy.Aft* *1Dk*	1525 — 925					1903	BuffaloDry DockCo. Buffalo,N.Y.	SaginawDock& TerminalCo.	241·0|43·0|18·3	Wilmngtn (Del.) Utd.States	T.3Cy.17",27½"&46"-36" 127NHP DetroitS.B.Co.Detroit		
37626 121226	**Caper** (*ex*OlgaS.-37,*ex*Olga-36, *ex*MorayCoast-35,*ex* PrincessHelena) *1Dk*	687 617 331					1905	CaledonS. B.&E.Co.Ld. Dundee	CapeLines,Ld.	210·5|31·1|14·3 P&B123'F55'	London British *WB*	T.3Cy.17",28"&45"-33" 116NHP CaledonSB.&E.Co.Ld.Dun		G
37627 129051 CYFS	**Colony Trader** Ⓟ (*ex*ManIsle-37, *ex*Manisle-33, *ex*Sambro-33,*ex* Pellegrini,*ex*Skerne) *ss*Hav.No.3-5,20 *ss*Hfx.No.1-25 *Welldeck* 1*Dk*(*Stl*)	888 696 497	✠ ~~5,38~~9,28 ✠	Hfx	*k*		1909 6mo	ShortBros. Ld. Sunderland	OldColonySteamships,Ld.	195·7|34·1|11·5 Q92'B17'F22' FK *CellDBa*37'*uE*15'*f*92'223t*FPT*31t*APT*20t	HalifaxNS British *4BHCem*	T.3Cy.15",25"&41"-27" 84RHP 1SB,*3pf*,GS49,HS1600 G.T.Grey,SouthShields	13 ″ 6	C †
* 37628 FNXB	**Capitaine Maurice Eugène** (*ex*Westminster-37, *ex*CapitaineMaurice Eugene-34) *ss*Dnk.No.3-4,34 1*Dk*(*Stl*)2nd *dk* (*Stl*) *in holds* *Cargo battens not fitted*	*4499* *4161* *2799*	✠100A1 9,37 ~~8,07~~ MS4,34 ✠LMC BS~~10,36~~ 9,37	Ant Msl	*y*	CL ~~8,37~~ 9,37	1921 9mo	Atel.&Ch. duSud-Ouest Bordeaux *Lloyd'sA&CP*	LesCargos Algériens,Soc. Anon.	386·3|52·6|25·3 400·0(O.L.) P35'B110'F45' FK *CellDB*340' ~~1270t~~ 1052t *FPT*85t*APT*30t	Algiers French *6BHCem*	T.3Cy.26",42"&70"-48" (s) 180lb 457NHP 3SB,*12cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 ″ 4 s5 ″ 6½ 23 ″ 0½	
37629 2095 IINF	**Cigno** Ⓟ Iron&SteelSr (*ex*Sagitta-37, *ex*Yacht-36, *ex*Arrow, *ex*Sagitta) *ss*Gen.3rdNo.3-11,26 *ss*Nap.No.1-31 AnnualSurveyGen.7,34 *2Dks*	440 403 224	✠ ... 5,35 *Yacht* ✠NB9,09 ✠	Gen			1894 6mo	Wm.Hamilton&Co. PortGlasgow	TitoCampanella SocAnondiNav.	213·3|26·1|13·7 179·7 BK	Genoa Italian *4BHCem*	T.3Cy.17",27"&45"-30" NDB26 109NHP 1SB,*3cf*,GS51,HS1601 D.Rowan&Sons,Gls.		I †
* 37630 157536 VPTN	**Conakrian** *1Dk&Shelter dk* D.F. *Platform dk in part No.2hold* **Cruiser Stern**	4876 4344 2865	✠100A1 *withfreeboard* 3,38~~11,37~~ ✠LMC11,37 ~~(ClassContem plated)~~ *Fitted for oil fuel* 11,37 *F.P. above* 150°F.	Nwc Liv	*a*†	CL	1937 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	Elmins,Ld.	422·5|56·7|23·6 438·3(O.L.) F44' FK *(CollBHtoShelter dk6BHto2nd dk)* *CellDB*296'1072t*MT*25'931t *Tanks in way of tunnel*563t*FPT*183t*APT*139t	Freetown, Sierra Leone British *7BHptAsp*	T.3Cy.23",38"&65"-45" 220lb (s) 456NHP 2SB(Spt&FD)&1AuxSB *8cf*,GS142,HS7030 N.E.MarineEngCoLd.Nwc	26 ″ 2 s2 ″ 4½ 24 ″ 0⅛	
37631 165601 GDDW	**Corferry** *1Dk* *Mchy.Aft* E.S.D.*Cargo battens not fitted* **CruiserStern**	1788 1344 1003	✠100A1 11,37 ~~(ClassContem plated)~~ ✠LMC11,37	Sld	*c*	CL	1937 11mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·0|39·5|16·7 265·0(O.L.) Q150'F25' FK *CellDB*214'500t*MT*9'166t*FPT*158t*APT*21t	London British *4BHCem*	~~T.3Cy.16½",26"&47"-33"~~ T.3Cy.16",25"&45"-33" (s) 220lb FD 176NHP 2SB(Spt)*6cf*,GS49,HS2506 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s6 ″ 1 17 ″ 4	
37632 165620 GDGR	**City of Pretoria** TwinSc D.F. E.S.D. *2Dks,3rd dk in No.1 hold* **Cruiser Stern**	8046 ~~7228~~ ~~3034~~ 7229 3977	✠100A1 *withfreeboard* 1,38 ✠LMC12,37 *Carrying cargo oil F.P. above* 150°F. *in deep tank* *Fitted for oil fuel* 12,37 *F.P. above* 150°F.	Bkn		CL	1937 12mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	Ellerman&BucknallS.S.Co.Ld.	496·7|62·4|31·3 516·0(O.L.) P76'B&F351' FK *Duct keel forward of mchy.space* *CellDB*422'1944t*DTa*30'721t *Tanks in way of tunnels*192t*FPT*88t*APT*82t	London British *8BHptCem*	6 steam turbines SR geared to 2 screw shafts 1867NHP 265lb HS19800 FD (s) 6SB,(Spt)*24cf*,GS414 CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 6¼	
* 37633 148084 GDZY	**Carslogie** (*ex*Hartside-37) *ss*Shl.No.3-12,36 D.F. 1*Dk*(*Stl*)	3786 3519 2317	✠100A1 1,38~~4,37~~ ✠LMC12,36	Bry Cff	*w*	CL ~~12,36~~ 1,38	1924 8mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	CarslogieS.S.Co. Ld.(Honeyman& Co.*Mgrs.*)	363·8|50·5|23·6 377·5(O.L.) P25'B101'F35' FK *CellDB*318'989t*APT*170t	Glasgow British *6BHptCem*	T.3Cy.25",42"&69"-45" (r) 180lb ~~175lb~~ *100lb* 371NHP 2SB,*6cf*,GS120,HS6044 J.Readhead&Sons,Ld.	26 ″ 0 s4 ″ 8¾ 21 ″ 6	
37634 134 IMXQ	**Carla** (*ex*Fede-37, (*ex*Ester-33,*ex*Esther, *exSailingVessel*Jenny,*ex*Louise Linnemann,*ex*Voorwaarts) Aux3MstSr *OilEng.* 1*Dk* *Mchy.Aft* (*SeeSailingShipRegisterSupplement*)	347 303 259					1903	Gebr. Verstockt Martenshoek	CarloLandi	145·4|26·2|10·6 Q17'	Savona Italian	Oil Engines 2S.C.SA 2Cy.$14\frac{9}{20}$"-$16\frac{3}{20}$" 79NHP E*made*15*fitted*— J&CGBolinder'sCoLdSkm		I
37635 207272	**Charles W. Galloway** (*ex*LeonardB.Miller-37) *Mchy.Aft* *1Dk*	6291 — 4921					1910	American S.B.Co Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd.		R
* 37636 CBCB	**Copiapó** Ⓟ *OilEng.* D.F. E.S.D. *3Dks* *Ref.Mchy.* *CruiserStern*	7216 5436 4434	✠100A1 *withfreeboard* 5,38~~12,37~~ ✠LMC12,37 ✠Lloyd'sRMC~~12,37~~5,38 No.3hold&No.3lower'tween dks for temp.10°F.all other chambers for temp.32°F.	Cpn		CL	1937 12mo	Nakskov SkibsA/S Nakskov *Lloyd'sA&CP*	CompañiaSud Americana deVap.	414·3|58·3|29·7 410·5(O.L.) P45'F51' FK *CellDB*360'1373t *DTs a*154t*FPT*42t*APT*125t	Valparaiso Chilean *7BHtoWdk p'Cem*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1027NHP Akt.Burmeistr&Wain,Cpn	33 ″ 9 s11 ″ 1 23 ″ 0½	
37637	**Carioca** TwinSc *OilEng.* *2Dks* *Ref.Mchy.* *CruiserStern*	~~2600~~ 2927 2630 1694	✠100A1 12,37 ~~(ClassContem plated)~~ ✠LMC12,37 ✠Lloyd'sRMC1,38	Rot	*u*	OG	1937 12mo	NV.IndustrieeleMaats. "DeNoord" Alblasserdam *Lloyd'sA&CP*	Govt.of theState of RioGrande doSul	322·5|47·4|21·4 336·3(O.L.) P33'B90'F30' FK *CellDB*238'647t*FPT*66t*APT*88t	Porto Alegre Brazilian *6BHptCem*	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s3 ″ 8 20 ″ 5½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
37633 203974 WOKX	**Charles A. Paul** (*ex*Powhatan-37, *ex*E.J.Kulas-36,*ex*General Garretson-35) *Mchy.Aft* GyC. 1*Dk*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0|54·0|26·2	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		B
37639 HPHW	**Clairy** (*ex*Romford-37,*ex*Ionia-37, *ex*Glenfield-35, ssShl.No.3-10,28 *ex*Mirita-34) ssRot.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5845 5302 3655	✠100A1 3,38 ~~5,36~~ ~~BS10,36~~ *CarryingPetr* *Fitted for oil*	Ant Rot ✠LMC *oleum* *fuel*	z 3,38 *in* 7,16	CL ~~11,34~~ N1,38 *bulk* *F. P.*	1916 7mo *Lloyd* *above*	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP 150° F.	Cia.Primera de Nav.Ltda. CellDB *uE&B*73'189*tDT*	407·0|52·4|31·5 P99'B28'F40' FK *f*40' 433*t APT*102*t*	Panama Pnamanian 15*BHptCem* (8 *to U dk* 7 „ *2nd* „)	T.3Cy.26½″,44″&73″–48″ (*s*) 180lb 498NHP 3SB,9*cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 ″ 6 s 5 ″ 10 25 ″ 9¾	
37640	**Chincha** *OilEng.* 1*Dk* Wireless *Mchy.Aft* *CruiserStern*	765					1937	D.W.Kre- merSohn Elmshorn	Compania Administradora delGuano	201·7|31·2|11·5 P56'F39'	Callao Peruvian *WB*	Oil Engines 2S.C.SA 6Cy.11$\frac{7}{16}$″–19$\frac{11}{16}$″ 137NHP SulzerBros.Ld.Winterthur		
37641 826 OFCK	**Carolina Thordén** *OilEng* D.F. E.S.D. GyC. *CruiserStern* 1*Dk*&*Shelter dk*,3*rd dk in forward hold* *Strengthened for Navigation in Ice*	3645 2776 1868	✠100A1 *withfreeboard* 3,38 ✠LMC3,38	Abo	x	CL	~~1937~~ 1938 3mo *Lloyd*	Crichton- VulcanA.B. Åbo 'sA&CP	~~GustafB.Thordén~~ RederiA/BSuomi (GBThordén*Mgr*)	365·9|51·4|21·6 388·2(O.L.) FK (*CollBHtoShelter dk*,5 *CellDB*286'956*tDTa*31*tFPT*69	Brändö Finnish 6*BH* *BHto2nd dk*) *tAPT*155*t*	Oil Engines 2S.C.SA 7Cy.~~26⅜″–49 [illegible]″~~ 25$\frac{9}{16}$″–49$\frac{3}{16}$″ DB57*lb* 795NHP Fr.KruppGermaniawftAG Kiel	25 ″ 5 s1 ″ 9½ 23 ″ 8¾	
37642 165925 GDGS	**City of Karachi** *Fitted for oil fuel* D.F. E.S.D. 2*Dks* *Cruiser Stern*	7140 6569 4267					1937	Barclay, Curle&Co Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	464·3|59·2|31·2 P74'B195'F31'	Glasgow British *WB*	3 steam turbinesSR geared to 1 screw shaft 750NHP ParsonsMarineTurbine Co.Ld.Nwc.		
37643 XNCO	**Chin Kiang** (*ex*NgoMei, TwinSc *ex*KiangKing) Wireless	1077 — 555					1920	Kiangnan Dk&EngWks Shanghai	ChinaMechants' Stm.Nav.Co.	196·5|31·0| 9·6	Shanghai Chinese	T.6Cy.15″,22″&34″–18″ 98NHP		
37644 DOBN	**Curityba** (*ex*Holstein-37, Sub.Sig. 2*Dks*&*Shelter dk* D.F.	4969 4647 3045					1911	Flensburgr Schiffsb.Ges. Flensburg	Hamburg- Südamerik. Dampfschifff.Ges.	402·3|54·0|26·5	Bremen German *WB*	T.3Cy.28⅜″,47¼″&78″–54″ 447NHP FlensburgerSchiffsb.Ges.		G
37645	**Chang Fu** (*ex*Phaethon-37, *ex*Greleden, ssShl.No.3-8,25 *ex*Atherstone) ssBry.No.2-34 *Now* “TaiyoMaru,” *see No.*40390 *in Supplement*	4168 3786 2570	✠100A1 5,37 MS11,33	Lgn ✠LMO BS5,37	x	CL ~~5,37~~ 10,37	1913 7mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	DingYaoDung *Cell DBa*127'*uE&B*40'	370·0|51·4|24·1 P52'B&F289' FK *f*152'1152*t FPT*98*t*	Yentai Chinese 6*BHCem* *APT*207*t*	T3Cy.26″,42½″&69½″–45″(*s*) 180lb *80lb* 371NHP 2SB,6*cf*,GS126,HS5983 Blair&Co.Ld.Stockton	26 ″ 6 s2 ″ 11¾ 23 ″ 9	
37646 142743 MJLD	**Capito** (*ex*Ardgarroch-37, *ex*PortlandHouse) ssGrk.No.3-3,31 ssBkn.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	968 671 501	✠100A1 4,37 BS~~12,36~~ 8,38	Bkn ✠LMC1,35	l	CL 4,37	1918 12mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	BristolSteamNav. Co.Ld.	200·2|31·2|13·2 Q139'F36' FK *CellDB*126' 186*t FPT*	Bristol British 3*BH Asp* 66*tAPT*48*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 149NHP 2SB.4*cf*.GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s4 ″ 5½ 15 ″ 2¼	
37647 DJVA	**Christoph v. Doornum** (*ex*Goodleigh-37) ssNpt.No.2-36 1*Dk*(*Stl*)	3751 3472 2240	✠100A1 ~~3,37~~11,37 MBS8,37 DBS3,37	Bly Shl ✠LMO MS11,36	w	CL ~~11,36~~ 11,37	1928 3mo *Lloyd*	R.Thomp- son&Sons,Ld. Sunderland 'sA&CP	Reunert&Co. G.m.b.H.(Fisser& vonDoornum, *Mgrs.*) *CellDBa&uE*135'	357·6|50·3|23·9 371·7(O.L.) P34'B225'F33' FK *f*156'869*tFPT*152*t*	Hamburg German 6*BHCem* *APT*150*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb ~~100lb~~ 361NHP 2SB,6*cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld.	26 ″ 3 s3 ″ 3½ 23 ″ 2½	
37648	**Chollin** (*ex*Este-37, (*ex*Tabakhandel, ssB.As.No.3-3.30 *ex*Venetier, ssB.As.No.1-35 *ex*LakeForest) Wireless 1*Dk*(*Stl*)	1285 — 559	✠100A1 8,37 MS3,34	BAs ✠LMC BS3,37	r	3,37	1917 11mo	Detroit S.B.Co. Wyandotte A&CP	Cia.Carbonifera y de Fundicion Schwager	251·0|43·8|18·5 P25'B64'F23' FK *CellDB*208'538*t FPT*	Vlparaiso Chilean 4*BHCem* 55*tAPT*69*t*	T.3Cy.20″,23″&54″–40″ (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 0	
37649 969 HPIE	**China** TwinSc 1*Dk*,2*nd dk clear of cargo tanks* 3*rd dk aft* D.F. E.S.D. Gy.C *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Rudder electrically welded*	10781 10212 6545	✠100A1 4,38 ~~1,38~~ ~~(ClassContem~~ *CarryingPetr*	Kel SFo ~~plated)~~ *oleum* ✠LMC1,38	g† *in*	CL *bulk*	~~1937~~ 1938 1mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel 'sA&CP	~~StandardOilCo.~~ ~~ofCalifornia~~ BalboaTransport Corp. *CellDB*	513·7|68·1|39·4 *AfterBridge*58' B39'F44' FK *DTf*31'892*tFPT*285	Panama Pnamanian 12*BHptCem* *ptAsp* *tAPT*205*t*	Oil Engines 2S.C.SA 12Cy.23⅝″–45¼″ 1165NHP 2DB200*lb* 2DB100*lb* Fr.KruppGermaniawftAG	39 ″ 5 s9 ″ 6¼ 30 ″ 2½	
37650 236654 WPMR	**Clevedon** Ⓟ (*ex*Feltre-37) ssPld.No.3-11,37 *OilEng.* D.F. *Ref.Mchy.* ~~ssTri.No.3-35~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ~~(*DAMAGED BY COLLISION 2,37*)~~	~~6211~~ — ~~3886~~ 5975 5353 3727	✠100A1 *withfreeboard* ~~11,36~~ 11,37 DBS11,37	Tri Pld ✠LMC11,37	b†	CL N7,37	1927 2mo *Lloyd*	Stabilmnto Tecnico Trieste 'sA&CP	PacificAmerican Fisheries,Inc. *CellDB*377' 1245*tDTa*42'981*t*	448·5|55·4|27·3 430·8| FK (*CollBHto Shltr dk*7 *FPT*121*tAPT*40*t*	Bellinghm Utd. States 8*BHptCem* *BHto 2nd dk*)	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB 100*lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 5 26 ″ 1½	
37651 136468 GDGP	**Cree** (*ex*YohHsing-37,*ex*Ivanhoe-37, *ex*Wollert-32,*ex*Biloela) *Mchy.Aft* 1*Dk*	5226 4316 3235					1920	Common- wealthNaval Dockyard Sydney NSW	CreeS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)	372·0|54·3|25·6	London British *WB*	T.3Cy.26″,41½″&67″–48″ Commonwealth 311NHP NavalDckyd.SydneyNSW		C
37652 170613	**Casca** Ⓟ WoodPad 1*Dk*	1300 313 1033					1937	British YukonNav. Co.Ld. Whitehorse, YukonTrty.	BritishYukonNav. Co.Ld.	180·0|36·5| 5·6	Vict'riaBC British	H.2Cy.16″–72″ E*made*97,*fitted*37 17RHP B*made*07,*fitted*37 AlbionIronWorks, Victoria,B.C.		
Broken up 37653	**Città di Torino** IronTwinSc (*ex*Sherard ssSng.2ndNo.3-5,03 Osborn-37) ssLon.No.2-11 2*Dks*(*UptIrnptStl*-teak s)	1481 1354 766	✠ 8,21 ✠NB10,05	PNl	q		1878 4mo	Scott&Co. Grennock	Soc.Anon.Ricuperi Metallici	274·7|32·2|21·0 F62' ND91ptND05 FK *DBa*70'*f*72'*F*	Savona Italian 4*BHCem* *PT APT*	C.4Cy.P21″&42½″S21″&42″– 30″ NDB05 207NHP 3SB,6*cf*,GS110,HS4269 GreenockFoundryCo.Grk.	22 ″ 4	
37654 DHXK	**Cordoba** (*ex*Taunus-37,*ex*Lisa, *ex*Galtymore) D.F. Sub.Sig. 2*Dks*	4611 4198 2784			•		1919	Lithgows, Ld. PortGlasgow	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	384·6|52·0|26·5 P49'B113'F38' FK	Hamburg German *WB*	T.3Cy.27″,44″&73″–48″ 517NHP Rankin&BlackmoreLdGrk	29 ″ 0	G †
37655 DHZT	**Campinas** (*ex*Westerwald-37) 3Mst *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*&*Shelter dk*	4541 4114 2759					1921	Deutsche WerftA.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	391·2|50·4|26·9 P&B257'F50'	Hamburg German *WB*	T.3Cy.26$\frac{9}{16}$″,43$\frac{5}{16}$″&70$\frac{15}{16}$″– 47$\frac{5}{16}$″ 345NHP GuteHoffnungshütte, Oberhausen		G

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
37656	Carenero (exTonijn-37) OilEng. Mchy.Aft 1Dk D.F. CruiserStern	366 250 184					1936	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	Cia.Anon.de Navegación de Carenero	135·7	24·5	9·1	La Guayra Venezuelan WB	Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
37657 219541 KOZS	Canadian (exGoldenWest-37, exWestIvan) Fitted for oil fuel Ref.Mchy. 2Dks D.F.	5802 5113 3639					1919	J.F.Duthie &Co. Seattle,Wash	American-HawaiianS.S.Co.	410·3 P44'B115'F47'	54·2	27·7	New York Utd.States WB	T.3Cy.24¾",41½'&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
37658 165929 GJGL	Clan Buchanan TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern	~~7250~~ 7266 6320 3692	✠100A1 withfreeboard 2,38 ~~(ClassContem plated)~~ Fitted for oil fuel 2,38 F.P. above 150°F	Grk ✠LMC2,38		CL	1938 2mo	Greenock Dockyard Co.Ld. Greenock Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7 487·6(O.L.) P31'B102'F69' FK CellDB393'1266tMT39'1360tFPT68tAPT126t	63·0	29·9	Glasgow British 7BHptCem Duct keel fwd. of mchy.space (Coll to Sh dk 6 to 2nd dk)	T.6Cy.26",42"&68"-48" & LP turbines with DR gearing& hydraulic couplings 220lb (s) FD 1370NHP 5SB(Spt)20cf,GS402.HS17780 J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4¾ 28 ″ 4	
37659 166440 GJGM	Chulmleigh D.F. CruiserStern	5445 4987 2202	100A1 withfreeboord (ClassContem plated)				1938	W.Pickersgill&Sons,Ld Sunderland	DulvertonS.S.Co Ld.(W.J.Tatem, Ld.Mgrs.)	430·1 F38'	56·2	26·8	London British	T.3Cy.24",40"&69"-48' Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 4 s3 ″ 9½ 25 ″ 9	
37660 220710	Colabee (exPagasset-37) Fitted for oil fuel 2Dks	5518 — 3420					1920	Atlantic Corp. Prtsmth,N.H	ColabeeS.S.Co. (AmericanRange Lines,Inc.Mgrs.)	410·5 P44'B115'F47'	54·2	27·0	Wilmgton (Del.) Utd.States WB	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH		
37661 148072 GKQF	Creemuir (exLangleemere-38, exMedomsley) ssNwc.No.3-5,37 D.F. 1Dk(Stl)	3997 3680 2466	✠100A1 1,38 ~~5,37~~ BS9,37	Nwc Rot ✠LMC MS6,37	w	CL N5,36	1924 6mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MuirS.S.Co.Ld. (MuirYoung,Ld. Mgrs.)	360·2 P37'B102'F38' FK CellDB309'996tFPT88tAPT106t	51·0	24·7	Newcastle British 6BHCem	T.3Cy.25",41"&66"-45" (s) 180lb 352NHP 3SB,9cf,GS150,HS5908 Palmers'Co.Ld.Newcastle	27 ″ 0 s4 ″ 10½ 22 ″ 4½	
37662	Canada (exFederal-38, exC.A.I.M.Primero) TwinSc OilEng. Mchy.Aft 1Dk	374 717 627					1926	Deutsche WerftA.G. Hamburg	Cia.Argentina de Nav.Mihanovich Ltda.	217·6 Q19'B34'F20'	38·0	10·1	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 8Cy.9$\frac{13}{16}$"-13¾" 75NHP Motorenwerke vorm.Benz. Mannheim		
37663 114559	Corfe Castle Ⓟ PadSp (exMauretania-38,exQueen-36) 1Dk&Promenade dk	345 267 145					1902	J.Reid&Co Ld. Glasgow	Sou.I.ofWight& S.ofEng.Royal MailStm.PktCo.Ld	200·3	24·1	8·3	S'thamptn British	C.2Cy.27"&55"-54" 185NHP Barclay,Curle&Co.Ld.Gls.		BT till 1,38
* 37664 165698 MMRJ	Coxwold 1Dk OilEng. Cargo battens not fitted Mchy.Aft CruiserStern	1124 759 629	✠100A1 3,38 ~~(ClassContem plated)~~	Goo ✠LMC3,38	m	OG	1938 3mo	GooleS.B. &RepgCo.Ld. Goole Lloyd'sA&CP	Atkinson& Prickett,Ld.	~~217·5~~ 216·0 224·2(O.L.) Q158'F19' FK CellDB141'280tFPT117tAPT11t	~~32·8~~ 33·0	~~12·8~~ 13·1	Hull British 3BHCem	Oil Engines 2S.C.SA 4Cy.13⅜"-~~22½~~"22$\frac{7}{16}$" 64RHP BritishAuxiliaries,Ld.Gls.	15 ″ 3 s4 ″ 11¼ 14 ″ 10½	
37665 DOOR	Carl Fritzen (exTaifun-38, exFiume) 1Dk&Shelter dk	6594 6257 4048			●●●		1920	Monmouth S.B.Co.Ld. Chepstow	Lexzau,Scharbau &Co.	412·4 F39'onShelter dk FK	55·8	34·5	Emden German WB	2 steam turbines DR geared to1 sc. shaft 676NHP Metropolitan-Vickers Elec.Co.Ld.Mch.	38 ″ 0	G †
37666 212584 KDAA	Cartago Ⓟ (exGeneralLee-38, exCartago-32) Fitted for oil fuel D.F. Ref.Mchy. 2Dks&2ptDks	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	Prtlnd,Or. Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co Ld.Bel		C
* 37667 133032 GJJT	Creekirk (exHyphaestos-38, exMilcovul-33, exMariston) ~~ssBla.No.3-11,24~~ ~~ssCff.No.2-33~~ D.F. ssNpt.2ndNo.3-2,38 1Dk(Stl)	3913 3537 2405	✠100A1 2,38 ~~4,36~~ BS3,37	Npt ~~Bom~~ MS2,38 ✠LMC8,38	w	CL ~~N2,37~~ 12,37	1912 5mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	CreeS.S.Co.Ld. (MuirYoung,Ld. Mgrs.)	353·3 366·9(O.L.) P21'B90'F36' FK CellDBa115'uE&B36'f156'915tAPT105t	51·1	23·8	London British 6BHCem	T.3Cy.25",41"&67"-45" (s) 180lb 75lb 338NHP 2SB,6cf,GS130,HS5384 Rankin&Blackmore,Grk.	26 ″ 3 s4 ″ 7¼ 21 ″ 10	
37668	Capo Alga (exMunbeaver-38, exSudbury) ssMob.No.3-4,31 2Dks(Stl) Fitted for oil fuel	4835 4306 2980	✠ 1,38 ✠	NOs	y		1918 8mo	Chester S.B.Co. Chester,Pa.	Cia.Genovese di Nav.aVap.S.A.	384·8 P29'B104'F36' FK CellDB320'1157tFPT98tAPT109t	51·2	27·7	Genoa Italian 6BHptCem	2 steam turbines DR geared to 1 sc. shaft 483NHP 3WTB(Spt),HS7989 WestinghouseMachineCo. Pittsburgh,Pa.	30 ″ 6	
37669	Capo Orso (exMunsomo-38) Fitted for oil fuel ssN.Os.No.3-7,28 ssBal.No.1-33 2Dks(Stl)&Web frames Longitudinal framing	2948 2732 1855	✠ 1,38 ✠	Bal	u		1916 5mo	Maryland SteelCo.of Baltimore County Sparro'Pt Md	Cia.Genovese di Nav.aVap.S.A.	327·2 P35'B98'F39' FK 'Tween dk BH in forward hold dispensed with CellDB278'768tFPT78tAPT296t	46·2	22·9	Genoa Italian Cem 4BH to U dk 1 ,, ,, 2nd ,, only	T.3Cy.24¼",41"&68"-48" 449NHP 2SB,8cf,GS144,HS6397 MarylandStl.Co.Sparr'.Pt.	25 ″ 6	
* 37670 144661 GDKW	Christine Marie (exHesperia-38, exPatria) ssGls.No.3-1,34 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in fore hold ssBkn.No.1-38	3895 3570 2380	100A1 Shelter dk withfreeboard 3,38 ~~5,37~~ ~~MS1,34~~	Grk Bkn LMC3,38 ~~BS2,37~~	x	CL 5,37	1919	Flensburgr Schiffsb.Ges. Flensburg	EuxineShipping Co.Ld.	384·5 399.5(O.L.) FK Collision CellDB346'1140tFPT40tAPT47t	52·0	22·5	Liverpool British Cem BHto Shdk 5 ,, ,, U ,,	T.3Cy.28¾",46$\frac{7}{16}$"&76"-48" 185lb (s) 530NHP 3SB(Spt),9cf,GS165, FD HS7537 FlensburgerSchiffsb.Ges.	24 ″ 9 s2 ″ 0½ 22 ″ 11	
37671	Cap Hadid Fitted for oil fuel D.F. E.S.D. 1Dk Ref.Mchy. CruiserStern	1700					1938	Frdrkshvn Værft og Flydk.A/S ~~Fredrikstad~~ Fredrikshavn	Soc.Anon. de Gérance et d'Armement	290·0	41·5	26·7	Dunkirk French WB	C.3Cy (2)15¾"&39⅜"-37⅝"& LPturbine with reduction gear & chain drive 269NHP HS4000 HelsingörsJensk.&Mskb		
* 37672	Calvados (exEftychiaVergotti-38, exRowtor, exAsiana) ssNwc.2ndNo.3-11,35 Spar dk(Stl)2trB &deepframing	2903 2819 1867	✠100A1 Spar dk withfreeboard 11,36 BS11,36	Ant ✠LMC11,34	u	CL 11,36	1909 6mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool Lloyd'sA&CP	Soc.Européenne deNavigation	325·0 P32'B101'F31' FK CellDBa102'uE24'f138'573tFPT60tAPT77t	47·0	22·4	Havre French 5BHCem	T.3Cy.23½",38"&64"-42" (s) 180lb 290NHP 2SB,6cf,GS97,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s3 ″ 11½ 21 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. ins.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37673 166428	**Camroux IV** OilEng. 1Dk Mchy.Aft. CruiserStern	~~596~~ ~~361~~ ~~310~~ 590 361 306	✠100A1 4,38 ~~(ClassContemplated)~~ ✠LMC4,38	Rot	h		1938 4mo	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk Lloyd's A&CP	NewcastleCoal& ShippingCo.Ld.	162·5 170·0(O.L.) P45'Q102'F17' FK CellDB102 163tFPT54tAPT30t	28·8	9·6	London British 4BHCem	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11″10 s4″2 11″5¾	
37674 160779 GLLL	**Cliftonhall** OilEng. CruiserStern	5063 4640 2968	100A1 withfreeboard (ClassContemplated)				1938	Wm.Doxford &SonsLd Sunderland	WestHartlepool Stm.Nav.Co.Ld.	~~426·8~~ 426·2 FonShelter dk40'	~~54·2~~ 54·3	26·1	W.Hartlpl British	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"-$85\frac{1}{16}$" Wm.Doxford&Sons,LdSld	28″8 s3″4½ 25″6	
37675	**Chapaev** (exCommercial Navigator-38,exLake Farber) Sub.Sig. D.F. Fitted for oil fuel 1Dk2trB	2638 2278 1634			•••		1919	American S.B.Co. Cleveland,O.	U.S.S.R.	251·0 P25'B64'F23' FK	43·6	26·2	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO.	28″2	R †
37676 DOED	**Corrientes** Ⓟ (exMünster-38, exNord-Friesland,exLouisiana) Sub.Sig. 1Dk&Shelter dk D.F. CruiserStern	4565 4221 2783			•••		1921	Furness S.B.Co.Ld. Haverton Hill-on Tees	Hamburg-Süd-Amerik.Dampfschifffahrts-Ges.	362·6 FC8' on shelter dk FK	52·2	31·0	Bremen German WB	T.3Cy.26",43"&73"-48" 538NHP Richardsons,Westgarth&Co.Ld.Sld.	24″9	G †
37677 123248 EIBM	**Cavan** (exLadyCavan-38, exWexfordian-33,exPoolmina, exFido) 1Dk	602 518 267					1906	Earle'sCo. Ld. Hull	British&IrishStm. PacketCo.(1936) Ld.	178·0 P101'F22'	29·6	14·1	Dublin British WB	T.3Cy.14½,"24"&40"-27" 79RHP Earle'sCo.Ld.Hull		O
37678 203813 WGCQ	**Columbia** Ⓟ (exDorothy Alexander-38, exPresident) Fitted for oil fuel 3Dks&Shelter dk D.F. Ref.Mchy.	5453 — 2546					1907	NewYork S.B.Co. Camden,N.J.	AlaskaS.S.Co.Inc.	391·9	48·2	19·7	NewYork Utd.States WB	T.3Cy.34",56"&90"-60" 601NHP NewYorkS.B.Co.		R
37679	**Clifford** (exStorm-38,exCarmen-37, exIsly-35,exBauermeister,exMajfrid, exRuth) 1Dk2trB	350 276 215					1889	MotalaCo. Gothenburg	RamonBoixFerré	132·5 Q46'B35'H12t	23·3	9·2	Panama Pnamanian WB	T.3Cy.11¼",18¼"&29¼"-19½" 38NHP MotalaCo.Motala		
37680	**Carelia** OilEng. D.F. E.S.D. CruiserStern Mchy.Aft pt Longitudinal framing	8033 7235 4729	100A1 (ClassContemplated) CarryingPetroleum in bulk				1938	NV Nederl. Schps. Maats Amsterdam	N.V.Petroleum Maats. "La Corona"	~~460·0~~ 462·9	~~59·0~~ 59·3	~~34·0~~ 33·6	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" WerkspoorN.V Ams.		
37681 130805 VGKY	**Chelohsin** Ⓟ TwinSc ssVcr.2nd.No.3-1,38 Wireless 2Dks.	1134 528 597	A1 withfreeboard 1,38 LMC1,38 ForChannel&Sound Service Tacoma to Anyox Fitted for oil fuel F.P. above150° F.	Vcr		CL	1911	Dublin DockyardCo. Dublin	UnionSteamships Ld.	175·5 182·5(O.L.) B&F146' FK CellDBuE24'32tTanks at sides of tunnel 17tFPT11tAPT11t	35·1	14·0	Vancouver British 5BHCem	T.6Cy.13½",22"&36"-25"(s) 185lb 184NHP 2SB,6cf,GS104,HS4400 MacColl&Co.Ld.Belfast	15″0 s2″0¼ 13″0½	
37682	**Cadiz** For particulars see "Janu," No. 27267 in body of Register															
❊ 37683	**Champenois** (exLancastrian Prince-38, exTunisiana) 1Dk(Stl)&Shelter dk(Stl) ssMch.No.3-9,33 ssHul.No.1-37 Straight frames, bevelled bilge CruiserStern	3482 2897 1794	✠100A1 Shelter dk withfreeboard 4,38 ~~9,37~~ ✠LMC9,37 Fitted for oil fuel 10,21 F.P. above 150° F.	Hul Mch	x	CL ~~9,36~~ 3,38	1921 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	Cie.desBateauxà Vapeur duNord (Soc.Anon.de Gérance et d'Armement, Mgrs.)	363·3 F68' on Shelter dk Collision FK CellDB294'1303tFPT45tAPT43t	52·1	22·3	Dunkirk French Cem BH to Sh dk 6 „ „ U „	T.3Cy.26",43"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS192,HS8166 FD Richardsons,Westgarth&Co.Ld.Sld.	24″9 s2″3¾ 22″8	
37684	**Clan Ferguson** TwinSc Fitted for oil fuel D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7250					1938	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine&Co.Ld.Mgrs.)	463·7	63·0	29·9	Glasgow British WB	T.3Cy.26",42"&70"-48" & LP turbine with DR gearing & hydraulic coupling 878NHP J.G.Kincaid&Co.Ld.Grk.		
❊ 37685 FNUA	**Cap Tafelneh** (exAriege-38, exSydneyLasry) ssMsl.No.3-12,34 D.F. 2Dks(Stl)	2266 2144 1410	✠100A1 2,38 BS11,36 ✠LMC12,34	Rou	t	CL N1,38	1920 9mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	Soc.Anon.de Gérance et d'Armement Intermediate 'tween dk BH in fore hold dispensed with	300·7 P28'B81'F33' FK CellDBa86'uE20'f124'523t FPT55tAPT42t	43·7	22·5	Dunkirk French Cem (4BHtoUdk 1 „ „2nd„ only)	T.3Cy.$22\frac{9}{16}$",36"&59"-39"(s) 180lb 100lb 286NHP 2SB,6cf,GS144,HS5091 Cooper&Greig,Ld.Dundee	25″0 s4″2¼ 21″0	
❊ 37686 FNTF	**Cap El Hank** (exArdennes-38, exNellyLasry) ssMsl.No.3-12,34 D.F. 2Dks(Stl)	2275 2144 1406	✠100A1 10,37 BS11,36 ✠LMC12,34	Rou	t	CL N9,36	1920 7mo	Burntisl'nd S.B.Co.Ld. Burntisland Lloyd's A&CP	Soc.Anon.de Gérance et d'Armement Intermediate'tween dk BH in fore hold dispensed with	300·7 P28'B81'F29' FK CellDBa86'uE20'f124'523t FPT55tAPT42t	43·7	22·5	Dunkirk French Cem 4BH to U dk 1 „ „2nd„ only	T.3Cy.22",36"&59"-39" (s) 180lb 286NHP 2SB,6cf,GS142,HS5091 Cooper&Greig,Ld.Dundee	25″0 s4″2¼ 21″0	
❊ 37687 164958 GZBX	**Cromarty** (exSkipsea-38) OilEng. D.F. 1Dk&Shelter dk CruiserStern	4974 4629 3031	✠100A1 withfreeboard 4,38 1,38 ✠LMC9,36 Carrying vegetable oil in deep tank	HKg Shl		CL 1,38	1936 9mo	W Doxford &Sons,Ld. Sunderland Lloyd's A&CP	B.J.Sutherland &Co.Ld.	426·8 F40' FK CellDB347'1174t MT1146tAPT177t	54·2	26·1	Newcastle British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"-$85\frac{1}{16}$" 449NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28″8 s3″4½ 25″6	
37688	**Canton** Ⓟ TwinSc D.F. E.S.D. GyC. Ref.Mchy. CruiserStern	15700 1211 9300	100A1 withfreeboard (ClassContemplated)				1938	Alexander Stephen& SonsLd. Glasgow	P.&O.Stm.Nav.Co.	541·6 B286'F91'	73·3	41·9	London British	6 steam turbines SR geared to 2 screw shafts Alex.Stephen&Sons,Ld.		
37689	**Charles Plumier** TwinSc OilEng. Ref.Mchy E.S.D. 4Dks CruiserStern	4200 2500					1938	Ch.&Atel. deProvence S.A. Port deBouc	Cie.Gen.d'ArmementsMaritimes	343·8 B108 F46'	51·8	33·1	Rouen French WB	Oil Engines 2S.C.SA 8Cy.20½"-$35\frac{7}{16}$" 584NHP Soc.Gen.Const.Mecaniques LaCourneuve		

1 No. in Book Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under decs. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired Equipment	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
37690	**Corinthian** D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3130 2485 1395	100A1 *withfreeboard* (*ClassContem plated*)				1938	W.Gray&Co.Ld. WHartlepool	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld.)	345·6 F23′	50·1	20·7	Liverpool British *WB*	T.3Cy.23″,38″&65″–48″& LPturbine withDRgearing &hydraulic coupling Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
37691	**Cymbula** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *ptLongitudinal framing*	8029 7236 4740	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1938	NVNederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats. "LaCorona"	460·0	59·0	34·0	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ WerkspoorN.V.Ams.		
37692 PDKV	**Clea** *OilEng.* D.F. E.S.D. *CruiserStern* *Mchy.Aft* *pt Longitudinal framing*	8028 ~~7987~~ 7238 4764	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1938	NVRotter-damDroogd. Maats. Rotterdam	~~Anglo-Saxen PetroleumCo.~~ N.V.Petroleum Maats"LaCorona"	463·0 P93′B47′F48′	59·3	33·8	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$–55$\frac{1}{8}$″ Werkspoor,N.V.Ams.	34 ″ 0 s6 ″ 8$\frac{1}{4}$ 27 ″ 6	
37693	**Cavalier** *Fitted for oil fuel* *4Dks*	3000 2000					1938	ThePusey &JonesCo. Wlmgtn, Del.	Philadelphia& NorfolkS.S.Co.	282·0	47·5	30·0	Wilmgton (Del.) Utd.States *WB*	2 steam turbines DRgeared to 1 screw shaft GeneralElectricCo. Lynn,Mass.		
✻ 37694	**Caid-Kebir** (*ex*Memphis–38, *ex*Smerdis) *ss*Liv.No.3–9,35 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)*	784 595 329	✠100A1 *Shelter dk* *withfreeboard* 1,37 BS3,38 ✠LMC9,35	Liv	*l*	CL 1,37	1917 3mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Union d'Entre- prisesMarocaines *CellDBuB40′*	200·4 *f*100′196*t*	30·7	12·1 19·1 FK *FPT*81*t*	Casablnca French 3*BHCem* *APT*13*t*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 149NHP s 2SB,*4cf*,GS63,HS2712 W.Beardmore&Co.Ld.Gls.	14 ″ 4 ″ 2 14 ″ 4	
37695 DOFB	**Coburg** Ⓟ (*ex*Havel–38) 4Mst *OilEng.* Sub.Sig. *Ref.Mchy* *2Dks* D.F. E.S.D.	7400 6601 4521	✠Lloyd'sRMC~~8,37~~5,38				1928	F.Schichau Danzig	Norddeutscher Lloyd	504·0 P25′B&F469′ len38	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.SA SR geared to 1 sc. shaft 16Cy.20$\frac{7}{8}$″–29$\frac{15}{16}$″ 2440NHP NE38 DeutscheSchiff.-uMschb. A.G.Seebeck,Bmn.		G
37696	**Clyde Coast** *OilEng.* Wireless E.S.D. *Mchy.Aft* *CruiserStern*	509 414 253	100A1 (*ClassContem plated*)				1938	N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam	CoastLines,Ld.	185·0 F22′	31·5	18·5	Liverpool British	Oil Engines 4S.C.SA 6Cy.15$\frac{3}{4}$″–26″ HumboldtDeutzmotoren, A.G.Köln-Deutz		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a liéu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où est, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
37851 DOSL	**Dresden** D.F. E.S.D. *OilEng.* *Ref.Mchy.* *Cruiser Stern* ~~2Dks~~ 3*Dks*	5567 4414 3263	✠Lloyd'sRMC7,~~37~~ 1,38 for temp. 32°F				1937	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1|56·3|23·1 P21'B&F399' *upper*F39'	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" BremerVulkan,Vegesack		G
37852 6013 SKHA	**Dorotea** (*ex*AdolfBratt,*ex*Adolf) *ss*Skm.No 3–5,30 *ss*Got.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	*1818* *1621* *1068*	✠100A– 2,38 ~~5,37~~ BS~~9,36~~9,37 ✠LMC9,34	Got NYk		OG 5,37	1918 6mo	Lindhol- mensV.A. Gothenburg	Rederi A/B Fredrika(Erik Högberg,*Mgr.*)	262·0|42·7|18·1 P26'B151'F24' FK *CellDB*223'470*t*	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy.19¼",32"&52"–36" (*s*) 185lb FD 200NHP 2SB(Spt),4*cf*,GS62,HS2700 LindholmensM.V.Got.	20 ″ 6 s 1 ″ 8½ 18 ″ 11¼	
37853 LJMZ	**Dixie** Wireless *Mchy.Aft* *CruiserStern* 1*Dk*	1571 1283 888					1937	Porsgrund Mek.Værks. Porsgrunn	A/SFrank(Chr.J. Reim,*Mgr.*)	246·6|37·9|18·2	Porsgrunn Norwegian *WB*	C2Cy13¾"&$27\frac{9}{16}$"–$27\frac{9}{16}$"&LP turbine with DR gearing& hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		
37854 164118 GZQQ	**Dunkeld** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4944 4558 2994	✠100A1 *withfreeboard* 10,37~~5,37~~ ✠LMC5,37 *Carrying vegetable oil in deep tank*	Gls Liv		CL	1937 5mo *Lloyd*'*sA&CP*	Barclay Curle&Co.Ld. Glasgow	LomondShipping Co.Ld.(Robt.J. DunlopJr.*Mgr.*)	418·2|55·2|25·5 431·8(O.L.) F40' FK *CellDB*360'1393*tMT*32'1284*tFPT*119*tAPT*95*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
37855 8199 SKLN	**Dagmar Salén** *OilEng.* D.F. ~~Mchy.Aft~~ 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	~~5200~~ *5001* *4328* *2852*	✠100A1 *withfreeboard* 2,38 ~~9,37~~ ✠LMC9,37 *Carrying Vegetable oil in DTs. in way of E.R.,&wing tanks in way of tunnel*	Lkr	*b*†	CL	1937 9mo *Lloyd*'*sA&CP*	Öresunds- varvet Aktiebolag Landskrona	RederiA/B Pulp (SvenSalén,*Mgr.*)	442·2|57·2|22·1 453·7(O.L.) F40' FK (*CollBHtoShltr dk*, *CellDB*328'1241*tDTs.in E.R.P*66'*S*28'550*t* *Tanks at sides of tunnel*635*tFPT*110*tAPT*44*t*	Stockholm Swedish 7*BHptCem* 6*BHto2nd dk*)	4Oil Engines 2S.C.SA 24Cy.13⅜"–$22\frac{7}{16}$" 752NHP with electro-magnetic slip couplings&S.R gearing DB85lb Atlas-Diesel A/B,Skm	29 ″ 0 s3 ″ 6½ 25 ″ 6¾	
37856 160776 GZSQ	**Danby** D.F. 1*Dk* *CruiserStern*	4258 3905 2614	✠100A1 2,38 ~~6,37~~ ✠LMC6,37	Hpl Shl	*y*	CL	1937 6mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. W Hartlepool	RopnerShipping Co.Ld.	385·5|53·2|24·6 396·4(O.L.) P51'B237'F31' FK *CellDB*331'995*tFPT*116*t*	W.Hartlpl British 6*BHCem* *APT*104*t*	T.3Cy.21",33½"&58"–42"(*s*) 200lb 289NHP 2SB(Spt)6*cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ 2¾ 23 ″ 10¼	
37857 165161 MMLV	**Donaghadee** 3Mst *Mchy.Aft* 1*Dk* *CruiserStern*	662 ~~434~~ ~~282~~ 434 284	✠100A1 9,37 ~~(ClassContemplated)~~ ✠LMC9,37	Gls	*i*	CL	1937 9mo *Lloyd*'*sA&CP*	A&J.Inglis Ld. Glasgow	JohnKellyLd.(W. Clint,*Mgr.*)	176·0|27·9|11·0 184·0(O.L.) Q105'B11'F27' FK *29·4* *CellDB*97'139*tFPT*50*tAPT*19*t*	Belfast British 3*BHptCem*, *ptAsp*	T.3Cy.13½",23"&38"–27" 200lb (*s*) 86RHP 1SB,3*cf*,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 5 s4 ″ 2¼ 13 ″ 3⅜	
37858 139306 MGJD	**Deedon** (*ex*Magrix–37) 3Mst *Well deck* *ss*Hul.No 3–7,29 *Mchy.Aft* *ss*Hul.No.1–34 1*Dk*(*Stl*)	314 220 124	✠100A1 12,35 ✠NB11,16 ✠LMC7,34 ✠NE10,00 *refitted*16 BS~~6,36~~11,37	Hul	*e*	CL N11,35	1916 12mo *Lloyd*'*sA&CP*	Cochrane &Sons,Ld. Selby	A.M.Massie	135·3|23·1| 9·5 144·6(O.L.) Q68'B*on*Q9'F20' BK7' *FPT*39*t*	Aberdeen British 3*BHCem*	T.3Cy.$10\frac{9}{16}$",18⅜"&31½"–21" 180lb (*s*) 57RHP 1SB,2*pf*,GS29,HS1007 Hall,Russell&Co.Ld.Abn.	10 ″ 6 s ″ 5½ 10 ″ 8	
37859 LJNM	**Dido** (*ex*PionierI–37, TwinSc *ex*Njord–35,*ex*Sunkist) *OilEng.* 1*Dk*	528 — 260					1919	Sandvikns Skeppd.&MV Helsingfors	D/S A/S Saga (D.Anfindsen& C.Skogland *Mgrs.*)	~~181·9|27·8~~|12·2 175·2|28·1| H50'F47'	Haugesund Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.16½"–$18\frac{9}{16}$" 192NHP J&CGBolindersCoLd.Skm		G
37860 ~~NJOW~~ LJOW	**Danio** (*ex*BaronDalmeny–37) *OilEng.* *ss*Shl.No.3-4,36 2*Dks*(*Stl*)	*8496* *3317* *2189*	✠100A1 ~~8,37~~~~4,36~~2,38 ✠NE7,29 ✠LMC4,36 DBS~~4,36~~8,37	Shl ~~NNs~~NYk	*w*	CL ~~4,36~~ 10,37	1924 3mo *Lloyd*'*sA&CP*	W.Hamil- ton&Co.Ld. Port Glasgow	Dann'sSkibsA/S (ClemethDann) *Intermediate 'tween deck BH in after hold dispensed with*	348·7|50·0|24·0 354·5(O.L.) P36'B102'F39' FK *CellDB*299'914*t*	Oslo Norwegian *ptCem* 5*BH to U dk* 1 „ „ 2*nd* „ *DTa*37'705*t*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*85*tAPT*57*t*	26 ″ 4 s 4 ″ 6¼ 21 ″ 11	
37861	**Darlyon** *Should be* "**Nereus**," *see No.* 39426 *in Supplement* *CruiserStern*	5200	100A1 *withfreeboard* (*ClassContemplated*)				1937	Wm.Ham- ilton&Co.Ld. PortGlasgow	CumbraeShipping Co.Ld.(Douglas& Ramsey,*Mgrs.*)	432·0|56·2|25·6	Glasgow British	T.3Cy.22",36"&65"–48" Rankin&BlackmoreLdGrk		
37862 216021 KJVJ	**Dorothy Philips** (*ex*PointLoma–37) *Fitted for oil fuel* 1*Dk*	2119 1746 1289					1918	AlbinaEng &Mach. Wrks Portland,Or.	Lawrence-Philips S.S.Co.	251·0|43·5|18·1 P27'B64'F26' FK	L.Angeles Utd. States *WB*	T.3Cy.20",33"&54"–40" 279NHP AlbinaEngine&Machine Works,Inc.Portland,Or.	19 ″ 11	R †
37863 105158 MKNF	**Dixley** (*ex*Oakover–37, *ex*Eendracht) 1*Dk*	347 252 162					1914	J.Th.Wil- mink Gideon	Harris&DixonS.S. Co.Ld.(J.E.P. Hocken,*Mgr.*)	132·3|23·1|10·8 Q&B72'F11'	London British *WB*	T3Cy11⅗",$17\frac{7}{10}$"&29½"–$17\frac{7}{10}$" D.H.Landweer 60RHP &Zn.Martenshoek NB21*fitted*25		V
37864	**Deo Duce** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern*	346 222 170					1937	D.&J.Boot Schps."De Industrie" Alphen a/d Rijn	J.Boll	148·2|25·7| 7·1 P&B92'F22'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–15¾" 70NHP D.&J.BootMtrnfb."De Industrie"Alphen a/dRijn		
37865 143506 GDQT	**Danybryn** (*ex*NailseaManor–37, *ex*NailseaCourt–36, *ss*Shl.No.3–6,33 *ex*H.H.Asquith–32) 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*) *ss*Shl.No.1–37	5630 5298 3460	✠100A1 *Shelter dk* *withfreeboard* ~~9,37~~~~11,36~~ 12,37 ✠LMC MS~~7,33~~9,37 BS~~4,36~~6,37	Ant ~~Shl~~ Bry	*y*	CL ~~8,36~~ ~~8,37~~ 12,37	1920 6mo *Lloyd*'*sA&CP*	RopnerSB. &RepairngCo (Stocktn)Ld. Stockton	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews Ld.*Mgrs.*)	390·0|52·5|32·6 24·7 P34'F36' *on* FK *Shelter dk* *Coll* *CellDB*341'1099*t FPT*135*t APT*166*t*	Cardiff British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" (*s*) 180lb 475NHP 3SB&1AuxSB,12*cf*,GS228, HS8647 Blair&Co.Ld.Stockton	35 ″ 3 s 9 ″ 6¾ 25 ″ 11	
37866	**Dora Fritzen** (*ex*Adamastos–37, *ex*RichmondHill–37,*ex*GreatCity–36) 1*Dk&Shelter dk*	*5491* *5123* *3332*					1914	Ropner& Sons,Ld. Stockton	W.Kunstmann	420·0|56·7|26·4	Stettin German *WB*	T.3Cy.28",46"&75"–48" 390NHP Blair&Co.Ld.Stockton		C
37867 IBFP	**Dentice** (*ex*Adna–37, *ex*WarPatriot) *ss*Sba.No.3–5,30 *ss*Rot.No.1–34 1*Dk*(*Stl*)	*5197* *4778* *3155*	✠100A1 ~~7,37~~10,37 10,37 BS~~10,36~~ ✠LMC6,34 *Carrying oil fuel in bulk F.P above 150° F.* *Fitted for oil fuel4,18 F.P. above 150° F.*	Rot Nwc	*y*	CL 9,36	1918 4mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	"Polena"Società diNavigazione	400·5|52·3|28·5 P49'B112'F38' FK *Middle line Bulkhead* *CellDB*345'1136*tFPT*118*t*	Genoa Italian 11*BHptCem* *not oil tight* *APT*185*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s5 ″ 10¾ 25 ″ 4¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Certs.
37868 164348 MMNW	**Delane** OilEng. D.F. 2Dks&Shelterdk CruiserStern	6060 5460 3750	✠100A1 withfreeboard 1,38 ~~(ClassContem plated)~~ ✠LMC1,38	Bel		CL	~~1937~~ 1938 1mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	438·6|62·3|25·4 456·0(O.L.) B83'F32' FK (CollBHtoShltrdk,7BHto2nddk) CellDB350'1507t Tanks in way of tunnel147tFPT66tAPT53t	Liverpool British 8BHptCem	Oil Engines 2S.C.DA 6Cy.$20\frac{7}{8}$"–$49\frac{3}{16}$" 898NHP 2DB120lb Harland&Wolff,Ld.Bel.	30″3 s3″8¼ 26″8¾	
* 37869 FNFR.	**Djebel Nador** OilEng. CruiserStern	~~3000~~ 2990	100A1 withfreeboard (ClassContem plated)				1937	Internatnl S.B.&E.CoLd Danzig	Compagnie de NavigationMixte (Cie.Touache)	315·0|45·6| F43'	Marseilles French	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28″10 s8″1 21″1½	
* 37870 135580 MFDB	**Dungrange** (exYewbank-37, 3Mst exOkehampton, ssBwg.2ndNo.3-10,37 exAberdale) Mchy Aft 1Dk(Stl) Well deck Cargo battens not fitted	621 413 265	✠100A1 10,37 BS1,38 ✠LMC12,36	Bwg	i	CL 12,36	1914 5mo Lloyd's A&CP	J.Fuller- ton&Co. Paisley	Buchan&Hogg	175·0|28·1|10·4 Q96'B9'F32' BK6" CellDBf95'137tFPT51tAPT44t	Grngemth British 3BHCem	T.3Cy.14",24"&40"–27" (s) 180lb 90RHP 1SB,3pf,GS54,HS1848 Fishers,Ld.Paisley	13″0 s4″4¾ 13″1¼	
37871 HPEZ	**Dan** Ⓟ (exNoumea-37, TwinSc3Mst exJutlandia-34) OilEng. 2Dks&Awng dk Stranded12-37-refloated	4874 4239 3121					1912	Barclay, Curle&Co.Ld Glasgow	DanmotorShipping Co.(V.Burkoff, Mgr.)	370·4|53·2|27·1 P25'F34' B(aft)25'(fore)78'	Panama Pnamanian WB	Oil Engines 4S.C.SA 16Cy.$20\frac{7}{8}$"–$28\frac{3}{4}$" 468NHP Barclay,Curle&Co.Ld.Gls.		C
37872 YTTD	**Dubrovnik** D.F. 1Dk&Shelterdk Cruiser Stern	~~5400~~ 5156 4644 3053	✠100A1 withfreeboard 2,38 ~~(ClassContem plated)~~ ✠LMC2,38 Fitted for oil fuel 2,38 F.P. above 150°F.	PGl	a†	CL	1938 2mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	Dubrovacka Plovidba A.D.	432·5|56·2|24·8 448·5(O.L.) F34' FK (CollBHtoShelterdk6BHto2nddk) CellDB367'1583tMT26'754tFPT110tAPT177t	Dubrovnik Yugoslav 7BHptCem	T.3Cy.22½",36"&65"–48" 230lb (s) 503NHP 2SB(Spt)&1AuxSB,9cf, GS159,HS7525 FD D.Rowan&Co.Ld.Gls.	27″9 s3″2 24″9	
37873 219937 KUQJ	**Delawarean** (exGoldenCoast-37, exWestNivaria) Fitted for oil fuel D.F. Ref.Mchy. 2Dks	5705 — 3325					1920	S.Western S.B.Co. SanPedro,Cal	American- HawaiianCo.	410·5|54·2|27·2 P46'B112'F46'	NewYork Utd. States WB	T.3Cy.$24\frac{5}{8}$",$41\frac{1}{2}$"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
* 37874 164350 GFGJ	**Devis** OilEng. D.F. 2Dks&Shelterdk CruiserStern	6054 5458 3744	✠100A1 withfreeboard 5,38 ~~2,38~~ ~~(ClassContem plated)~~ ✠LMC2,38	Bel Liv		CL	1938 2mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	438·6|62·3|25·4 456·0(O.L.) B83'F32' FK (CollBHtoShelterdk7BHto2nddk) CellDB350'1507t Tanks in way of tunnel 147tFPT66tAPT53t	Liverpool British 8BHptCem	Oil Engines 2S.C.DA 6Cy.$20\frac{7}{8}$"–$49\frac{3}{16}$" 898NHP 2DB120lb Harland&Wolff,Ld.Bel.	30″3 s3″8¼ 26″8¾	
* 37875 143518 MKFV	**Dellwyn** (exMadgeLlewellyn-38) ssGmh.No.3-6,34 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1451 1119 886	✠100A1 1,38 ~~7,37~~ MS9,34 ✠LMC ~~BS9,36~~ 1,38	Cff	o	CL 10,35	1920 9mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	DillwynS.S.Co.Ld. (Angel,Son&Co. Ld.Mgrs.)	234·8|35·7|16·6 241·3(O.L.) P16'Q67'B58'F23' FK CellDB192'381tFPT41tAPT46t	Cardiff British 4BHCem	T.3Cy.$18\frac{1}{4}$",$28\frac{1}{2}$"&$48\frac{1}{4}$"–33" 180 ~~162lb~~ (s) 86RHP 2SB,6pf,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18″7 s1″5½ 17″4	
* 37876 166384 GKGQ	**Derrymore** OilEng. D.F. 1Dk&Shelterdk CruiserStern	4799 4360 2822	✠100A1 withfreeboard 4,38 ~~(ClassContem plated)~~ ✠LMC4,38	Sld		CL	1938 4mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	McCowen&Gross, Ld.	~~415·0~~|56·9|25·7 414·0 431·7(O.L.) FK (CollBHtoShelterdk6BHto2nddk) CellDB351'1441tMT30'1216tFPT147tAPT262t	London British 7BHptCem	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"–$85\frac{1}{16}$" 449NHP 2DB120lb Wm.Doxford&Sons,Ld Sld	28″1 s3″0 25″3½	
37877 165760 GKKT	**Duffield** 1Dk2nddk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern ~~pt~~ Longitudinal framing at bottom& deck	8516 7687 5045	✠100A1 3,38 ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC3,38	Odn		CL	1938 3mo Lloyd's A&CP	Odense Staalskibsvft vedAPMöller Odense	NorthernPetroleumTankS.S.Co. Ld.(Hunting&Son Ld.Mgrs.)	475·9|61·8|33·8 493·1(O.L.) P101'~~B40'F47'~~ FK B42'F50' CellDBuE82'301tDTf23'395tFPT139tAPT86t	Newcastle British 16BH	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 653NHP 2DB–150lb Akt.Burmeistr&Wain,Cpn	34″0 s6″8¾ 27″6½	
37878	**Daigen Maru No. 7**	1289					1937	Namura,G. Shipbldg.Yd. Osaka	Namura Kisen Goshi Kaisha (TaiyoKaiunK.K Mgrs.)	217·8|35·7|18·5	Osaka Japanese	T.3Cy.$16\frac{3}{4}$",$27\frac{1}{2}$"&$46\frac{1}{2}$"–36" 130NHP Namura,G.S.B.Yard,Osa.		
37879	**Draga** (exGyuri-37,exCapFerrat-37, exLieselotte,exTurnus,exTarset, exKilburn) 1Dk	643 — 277					1918	Hall,Russell&Co.Ld. Aberdeen	A.Davaris	172·5|30·0|15·7 B54'	Colon Pnamanian WB	T.3Cy.16",26"&44"–26" 99NHP Hall,Russell&Co.Ld.Abn.	16″6	V †
37880	**Daishin Maru** OilEng. Cruiser Stern	300					1937	Urabe Zosen Tekko-sho Osaka	OsumiDenfun KogyoK.K.	120·0|23·5|11·5	Kagoshima Japanese	Oil Engines 4S.C.SA 6Cy.$10\frac{5}{8}$"–$15\frac{3}{4}$" 66NHP HanshinIronWorks,Kobe		
37881 145631	**Dolomite 2** (exThomas 3Mst Maytham-38) Mchy.Aft 1Dk2trB	2330 2153 1978					1892	Chicago S.B.Co. Chicago	DolomiteMarine Corp.(J.H. Odenbach,Mgr.)	286·0|41·3|21·3 WB	Rochester, N.Y. Utd. States	T.3Cy.19",32"&52"–45" 181NHP H.G.Trout,Buffalo		
37882 226878 WQCA	**Denali** Ⓟ TwinSc (exCaracas-38) Fitted for oil fuel Ref.Mchy. CruiserStern 2Dks	3365 — 1961					1927	NwprtNws S.B.&D.D.Co. Newprt News	AlaskaS.S.Co.Inc.	323·0|51·0|22·0 P51'B137'F36' WB	NewYork Utd.States	2 steam turbinesSRgeared to 2 sc. shafts NewportNewsSB.&DDCo.		R
37883 22664 JILC	**Daishin Maru** (exShinkoMaru-37) Wireless 1Dk	1147 973 665					1918	Chitose Shipyard Osaka	DaishinKisenK.K.	224·5|33·0|17·6 P15'B50'F31'	Kobe Japanese	T.3Cy.$14\frac{1}{8}$",$24\frac{1}{16}$"&39"–28" Takahashi 81NHP Tekkosho,Osaka		
37884 148277 MFLN	**Downleaze** (exFarleighCombe-38, exSouthwell-36) ssApl.No.3-1,38 Mchy.Aft 1Dk(Stl) Well deck	486 309 195	✠100A1 1,38 MS1,38 ✠LMC BS9,37	Apl	g	CL 1,38	1924 12mo Lloyd's A&CP	GooleS.B. &RepgCo.Ld. Goole	Osborn &Wallis Ld.	156·2|25·6|9·8 Q86'B11'F23' FK CellDBf89'115tFPT37tAPT25t	Bristol British 3BHCem	T.3Cy.13",21"35"–24" (s) 180lb 82RHP 1SB,3pf,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12″0 s4″6¾ 11″9¾	
* 37885 HPGR	**Diana** (exScotia-38,exRing-37, exLordRosebery) ssGot.4thNo.3-6,35 Well deck 1Dk(Irn)2trB	1196 886 695	✠100A1 ~~2,30~~ ~~7,37~~ 5,38 ✠NB2,09 ✠LMC MS9,34 BS7,37	Rot Dnz	n	OG ~~2,35~~ 2,38	1888 8mo Lloyd's A&CP	Russell& Co. Pt.Glasgow	ScotiaCorporation (F.Leon,Mgr.)	231·3|33·0|17·0 P135'F31' BK8" DBa56'f84'245tFPT44t	Pnamanian 4BH(Irn) Cem	T.3Cy.17",28"&45"–36" (s) 150lb 80lb NDB03 115NHP 1SB,3cf,GS54,HS1710 Kincaid&Co.Greenock	18″0 s1″3½ 17″4½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres du Société où n'est dans le L.it. Durée. Cert. R. of Trade.
37886	Daphnella *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8000 4700	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Hawthorn, Leslie&Co.Ld Newcastle	**Anglo-Saxon PetroleumCo.Ld.**	465·0 P94′B45′F53′	59·2	33·8	**London** **British**	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ **Hwthrn,Leslie&CoLd Nwc**		
✻ 37887 YTKD	Dedinje Ⓟ (*ex*Dubrovnik-38, *ex*Lovrjenac) *ss*Spt.2ndNo.3-12,34 1*Dk*(*Stl*-ws)&*Shelter dk* (*ptStl*-teak s)	996 816 598	✠100A1 *withfreeboard* 6,37 ✠LMC11,33 ✠NB1,27 BS12,36 *Service in the Adriatic*	Spt	*l*	CL 6,37	1909 8mo	Cant.Nav. Triestino Monfalcone	~~DubrovackaParobrodskaPlovidba A.D.~~ Dubrovacka Plovidba A.D	208·9 *Cell DBa*40′*uE*	29·2 30·8	18·7 BK6″	Dubrovnik Yugoslav 6*BHCem* 23′ *DTsf*27′	T.3Cy.18$\frac{13}{16}$″,29$\frac{1}{4}$″&48″–30″ 180lb (*s*) 203NHP 2SB,*4cf*,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc. 33*tf*40′80*tAPT*12*t*	13 ″ 0 s ″ 6 13 ″ 2$\frac{1}{4}$	
37888 166464	**Davila** *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8000~~ 8053	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Lithgows Ld. Port Glasgow	Anglo-Saxon PetroleumCo.Ld.	465·0 P90′B42′F50′	59·3	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ **J.G.Kincaid&Co.Ld.Grk.**	34 ″ 0 s6 ″ 8$\frac{1}{4}$ 27 ″ 7$\frac{1}{4}$	
37889	Demir (*ex*Eastpool-38, *ex*Eastville-37) *ss*Cff.No.3-3,38 D.F. 1*Dk*(*Stl*)	*3709* *3414* *2278*	✠100A1 3,38 ✠LMC BS~~5,37~~ 3,38 MS11,37	Cff	*v*	CL 2,38	1925 11mo	J Readhead &Sons.Ld. SouthShields *Lloyd's A&CP*	MuhipOzyigit	347·0 P30′B93′F35′ FK *CellD Ba*110′*uE*23′*f*152′	49·1	25·1	Istanbul Turkish 6*BHCem* 812*tAPT*54*t*	T.3Cy.24$\frac{1}{2}$″,41″&66″–45″(*r*) 180lb *90lb* 328NHP 2SB,*6cf*,GS120,HS5173 J.Readhead&Sons,Ld.SShl	26 ″ 9 s 4 ″ 8$\frac{1}{4}$ 22 ″ 2$\frac{1}{2}$	
37890	**Donax** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8000	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Harland& Wolff,Ld. Glasgow	**Anglo-Saxon PetroleumCo.Ld.**	465·2 **P90′B41′F51′**	59·2	33·8	**London** **British**	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ **Harland&Wolff,Ld.Gls.**		
37891	**Dorcasia** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8000	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Lithgows, Ld. Port Glasgow	Anglo-Saxon PetroleumCo.Ld.	465·0 P90′B42′F50′	59·3	33·8	**London** British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ J G.Kincaid&Co Ld.Grk.		
✻ 37892 2193 IBOW	Docilitas (*ex*Eider-38, *ex*Stanhill-37,*ex*Eider-36) *ss*Cff.2ndNo.3-4,25 Sub.Sig. *ss*Sou.No.2-34 Wireless 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl*-*pt*ws)	*1236* *911* *779*	✠100A1 *ptAwng dk* *withfreeboard* 5,36 ✠LMC MS6,33 BS3,37	Sou	*n*	CL 7,37	1900 10mo	Campbeltown S.B Co. Campbeltwn A&CP	**AdriaticoTirreno JonioLigure (A.T.J.L.)Soc. Anon.diNav.(A. Ravano,*Mgr.*)**	230·5 Q79′ *ptAwng dk*151′ FK *CellDBa*54′*f*94′	32·7	16·4	**Genoa** Italian 4*BHCem* 205*tAPT*80*t*	T.3Cy.18″,27$\frac{1}{2}$″&45″–33″ 160lb 120NHP 1SB,*3pf*,GS65,HS1871 Hurson&Sons,Ld.Glasgow	17 ″ 4 s7 ″ 2$\frac{3}{4}$ 17 ″ 3	
37893	**Doryssa** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8000 — 4700	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Hawthorn, Leslie&Co.Ld Newcastle	**Anglo-Saxon PetroleumCo.Ld.**	465·0 **P94′B45′F53′**	59·2	33·8	**London** **British**	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{8}$″ **Hwthrn,Leslie&CoLd.Nwc**		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
38001	Ella (exKrusaa-37,exLoke-34, exI.D.S.Adolph) 1Dk	1503 1241 876					1904	Helsingörs Jernsk&Msk. Elsinore	O.Tiedemann	249·1 P16'Q73'B106'F27'	37·5	15·9	Tallinn Estonian WB	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk&Mskb.		V
38002 ~~[illegible]~~ ~~[illegible]~~	Eastpool (exEastville-37) ssCff.No.3-3,38 ~~ssMdb.No.2-34~~ D.F. 1Dk(Stl) Now "Demir," see No. 37889 in Supplement	3709 3414 2278	✠100A1 3,38 ~~5,37~~ BS5,37	Cff MS11,37 ✠LMC~~5,34~~	v	CL ~~9,36~~ 2,38	1925 11mo Lloyd	J Readhead &Sons.Ld. SouthShields sA&CP	~~PoolShippingCo.Ld.(SirR.Ropner&Co.Ld.Mgrs.)~~ CellD	347·0 P30'B93'F35' FK Ba110'uE23'f152'	49·1	25·1	Turkish 6BHCem 812tAPT54t	T.3Cy.24½",41"&66"-45"(r) 180lb 90lb 328NHP 2SB,6cf,GS120,HS5173 J.Readhead&Sons,Ld.SShl	26 ″ 9 s4 ″ 8¼ 22 ″ 2½	
38003 165464 MMGX	Emerald Queen OilEng. CruiserStern For full particulars see No. 38009 below	481 366 258	100A1 (Class Contemplated)				1937	N.V.Industrieele Maats. "DeNoord" Alblasserdam	Plymouth,Channel Islands&Brittany S.S.Co.Ld.(J.W.H. Stokes,Mgr.)	163·8 F23'	26·4	10·0	London British	Oil Engines 4S.C.SA 8Cy.11"-17 1/16" Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s1 ″ 1¾ 10 ″ 9	
38004 LJMI	Emma Bakke TwinSc (exSveadrott-37) OilEng. ssGot.No.2-37 ~~ssGot.No.1-34~~ Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNos.1&3holds D.F. Ref.Mchy.	4721 4153 2831	✠100A1 withfreeboard 5,37 ~~1,37~~ 2,38 ~~✠LMC CS1,34~~ ✠LMC10,37 ~~8,36~~ ✠Lloyd'sRMC ~~5,37~~ 2,38	Got Mmo	z	CL PN1,37 ~~S1,37~~ S5,37	1929 8mo Lloyd	Kockums M.V.Aktieb. Malmö sCP	Skibs.A/S Hilda Knudsen(Knut Knutsen,O.A.S. Mgrs.) CellDB343'1400t tanks in way of tunnels74t	397·0 414·5(O.L.) P32'F40' FK FPT105tAPT114t	54·7	24·9	Haugesnd Norwegian 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.22 7/16"-39⅜" 778NHP KockumsM.V.Akt.Malmö	28″10 s3 ″ 2½ 25 ″ 9½	
38005 529 SVVK	Elena R. (exMunindies-37) ssMob.No.3-2,30 ssAms.No.2-37 2Dks(Stl)	4576 4138 2845	✠100A1 9,37 ~~9,33~~ ~~BS1,34~~ Fitted for oil fuel12,17 F.P. above 150°F.	NYk Ams 6,37 ✠LMC2~~,36~~	x	CL ~~N9,33~~ 4,37	1917 12mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	A.Roussos&Co. CellDB	370·0 P27'B104'F22' FK 302'1033tFPT138t	53·2	27·0	Syra Greek 6BHCem APT271t	T.3Cy.~~24½~~"41½"&72"-48"(s) 190lb 24 1/16" 471NHP 2SB,8cf,HS6564 FD NewportNewsSB.&DD.Co	30 ″ 0 s6 ″ 0½ 24 ″ 2½	
38006 ~~GZEK~~	Eregli (exErinoula,exSweethope) ssBly.2ndNo.3-5,31 ssBly.No.1-36 1Dk(ptIrn&ptStl)&deep framing (STRANDED 11,36—REFLOATED—NOW TRADING)	2715 2513 1708	✠ 2,36 ✠	Bly	u		1905 1mo	Sunderlnd S.B.Co.Ld. Sunderland	TankCoasters (LeProgrès)Ld. (S.Catsell,Mgr.) CellDBa110' uE&B36'	314·0 P31'B152'F30' FK f122'701tFPT100t	46·5	20·6	Pnamanian 5BHCem APT125t	T.3Cy.23",38"&62"-42" NDB27 262NHP 2SB,6pf,GS111,HS4124 N.E.MarineEng.Co.LdSld	23 ″ 0	
38007 164117 GZRJ	Eskbank OilEng. 1Dk&Shelter dk 3rd dk in No.1 hold D.F. E.S.D. CruiserStern	5137 4697 3039	✠100A1 withfreeboard ~~8,37~~ ~~4,37~~ ~~1,38~~ 2,38 Carrying cargo oil F.P. above150°F. in deep tank Carrying latex in fore peak tank	Sld ~~Cal~~ ~~Gls~~ NOs ✠LMC4,37	g†	CL	1937 4mo Lloyd	Wm.Doxford&SonsLd Sunderland sA&CP	InverTransport &TradingCo.Ld. (A.Weir&Co, Mgrs.) CellDB347'1311t DT	423·2 438·6(O.L.) FK a29'1132tFPT150t	55·5	24·7	Glasgow British 8BH (Coll to Sh dk 7 ,, 2nd ,,) APT190t	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB120lb Wm.Doxford&Sons,LdSld	28 ″ 8 s3 ″ 3¾ 25″6¼	
38008	Emancipacion Ⓟ (exTrujillo-37,exLakeOgden) 1Dk	2114 1646 1282			...		1918	American S.B.Co. Lorain,O.	Transportes Maritimos y Vias FluvialesS.C.M. deR.L.	251·0 P25'B64 F23' FK	43·5	20·0	VeraCruz Mexican WB	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	R †
38009 165464 MMGX	Emerald Queen OilEng. Mchy.Aft 1Dk CruiserStern	481 366 258	✠100A1 10,37 ~~5,37~~	Rot Sou ✠LMC5,37	g	OG	1937 5mo Lloyd	N.V.Industrieele Maats. "DeNoord" Alblasserdam sA&CP	Plymouth,Channel Islands&Brittany S.S.Co.Ld.(~~J.W.H. Stokes,Mgr.~~) CellDB109'141tFPT56tAPT12t	163·8 169·1(O.L.) Q43'F23' FK	26·4 27·5	10·0	London British 3BHptCem	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s1 ″ 1¾ 10 ″ 9	
38010 131994 MBQN	Embassy Ⓟ Pad (exDuchess of Norfolk-37) 1Dk	381 303 154					1911	D&WHendersn&Co.Ld Glasgow	Cosens&Co.Ld.	190·0	26·1	8·7	Wymouth British	C.D.2Cy.27"&51"-54" 159NHP D&W.Hendersn&CoLdGls		BT till ~~7,37~~ 10,37
38011 ~~113313~~ ~~GKCB~~	Eider (exStanhill-37, exEider-36) ssCff.2ndNo.3-4,25 Sub.Sig. ssSou.No.2-34 Wireless 1Dk(Stl)&deep framing Now "Docilitas," see No. 37899 in Supplement	1236 911 779	✠100A1 ptAwng dk withfreeboard 5,36 MS6,33	Sou ✠LMC BS~~10,35~~ 3,37	n	CL ~~6,35~~ 7,37	1900 10mo	Campbeltown S.B.Co. Campbeltwn A&CP	~~J.Stavrou&Co.Ld.~~ AdriaticoTirreno JonioLigure (A.T.J.L.)Soc.Anon diNav.(A.Ravano, Mgr.) CellDBa54'f94'	230·5 Q79' ptAwng dk151' FK	32·7	16·4	Genoa Italian 4BHCem 205tAPT80t	T.3Cy.18",27½"&45"-33" 160lb ~~80lb~~ 120NHP 1SB,3pf,GS65,HS1871 Hutson&Sons,Ld.Glasgow	17 ″ 4 s7 ″ 2¾ 17 ″ 3	
38012 236723 WPKA	Esso Bayonne D.F. E.S.D. GyC. 1Dk Mchy.Aft CruiserStern Longitudinal framing-~~bracketless system~~ "Arcform" part electrically welded	~~7559~~ 7697 6943 4653	100A1 2,38 ~~9,37~~ ~~(Class Contemplated)~~ Carrying Petroleum in bulk Fitted for oil fuel 9,37 F.P. above 150°F.	NYk LMC9,37		CL	1937 9mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. ofNewJersey CellDB72'166tDTf30'781tFPT232tAPT247t	440·0 ~~P96'B33'F36'~~ 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd.States 12BH	2 Steam Turbines DR geared to 1 sc. shaft 912NHP 2WTB(Spt)450lb (s) HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
38013	Elli (exMontLiban-37,exVille de Lattaquié-37,exVille deNice-34, exChristiana,exMelford, 1Dk exKilmelford)	611 485 257					1919	Smiths' DockCo.Ld. Middlesbro'	S.Theofanides&Co.Ld.(A.Davaris, Mgr.)	170·6 B27'F29'	29·8	15·6	Pnamanian WB	T.3Cy16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		
38014 159610 VWJL	El Madina Ⓟ TwinSc ~~2Dks~~ ~~D.F.~~ CruiserStern	3962 2660 1628	✠100A1 2,38 ~~11,37~~ ~~(Class Contemplated)~~ ✠LMC11,37	Gls Bom		CL	1937 11mo Lloyd	Barclay, Curle&Co.Ld Glasgow sA&CP	ScindiaSteam Nav.Co.Ld. CellDB295'609tDTa26'316tDTf12'205tFPT52tAPT60t	359·8 374·4(O.L.) Shade dk, F on shade dk44' FK	50·2	22·0	Bombay British 6BHCem	T.6Cy.20",31½"&53"-36"& LP turbines withDR gearing & hydraulic couplings 220lb HS13144 (s) 916NHP 4SB(Spt)16cf,GS320, FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0 s3″10¼ 20 ″ 6	
38015	Eha (exBausen-37, Comp exLiberta-35,exFenja) 1Dk	386 308 207					1906	O.ABrodin Gefle	Ludw.Warik& E.H.Vilu	145·8 H44tF11t	27·0	9·6	Tallinn Estonian	C.2Cy.16"&31"-21" NE08 37NHP W.LindbergsAktieb.Skm.		V
38016	Endla (exEbbaMunck-37) 1Dk&Awng dk	396 — 214					1888	W.Crichton&Co. Åbo	BalticSalvage Association	121·7	21·9	10·5	Tallinn Estonian WB	T.3Cy.10",17½"&26"-21" 31NHP W.Crichton&Co.Åbo		
38017	El Boeiro For particulars see "Cabo Carvoeiro," No. 21958 in body of Register															
38018 107738 WDDP	E.G.Mathiott (exD.E.Callender-37, exHowardP.Eells,Jr.-34,exS.B.Way, exC.B.Nienaber,exSargent, 1Dk exA.G.Brower) (Self-Unloader) Mchy.Aft D.F.	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTranspn. Co.(Oglebay, Norton&Co. Mgrs.)	346·0	48·2	24·0	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33½"&53"-40" 178NHP ChicagoS.B.Co.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord au milieu du navire Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
38019 SVXB	**Evi Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4839 4379 2870	✠100A1 *withfreeboard* 11,37 ~~(*ClassContem plated*)~~ ✠LMC11,37	Hpl	a†	CL	1937 11mo	W.Gray&Co.Ld. W Hartlepool *Lloyd's*A&CP	~~S.G.Livanos~~ N.G.Livanos	419·2 ~~419·0~~|56·7|25·3 431·1(O.L.) ~~F32~~'F35' FK (*CollBHtoShelter dk6BHto 2nd dk*) *CellDB365'1200tFPT217tAPT200t*	Chios Greek 7*BHCem*	T.3Cy.22½",39"&65"–45" 225lb (s) 460NHP 2SB(Spt&FD)&1AuxSB *9cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27"10 s2"11¾ 25"1½	
38020 709 IMPO	**Enrichetta Maddalena** AuxBkn (*ex*EnricoBeraldo–37, *OilEng.* *exSailingVessel* *ss*Hul.2ndNo.3–8,19 Norge–35,*ex*Bellmore, 1*Dk* *ex*Maracaibo) (*SeeSailing ShipRegisterSupplement*)	340 309 204	✠ 5,25	Hul	i		1892 6mo	Grngemth Dkyd.Co. Grngemouth	FrancescoTomei	147·9|27·1|10·8 F17' BK7"	Viareggio Italian 3*BHCem*	Oil Engines 4S.C.SA 6Cy.8¼"–12⅝" 40NHP *Emade30fitted35* Motorenfbr."Deutz"A.G. Köln-Deutz	11"11	I †
38021 236844 WPKL	**Esso Bayway** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing "Arcform"* *part electrically welded*	7699 6943 4654	100A1 11,37 ~~(*ClassContem plated*)~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,37 *F.P. above* 150°F. LMC11,37	NYk		CL	1937 11mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *CellDB72'166tDTf30'781tFPT232tAPT247t*	Wilmgton (Del.) Utd. States 12*BH*	2steam turbinesDR geared to 1 sc.shaft 912NHP 2WTB(Spt)450lb (s) HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34"6	
38022 798 SZJA	**Evangelcs Georgiou** (*ex*Eleni–37, *ex*Kyril–34, *ss*Cpl No.2–12 *ex*Devonia) 1*Dk*	549 — 250	3,16 ✠	Cpl	h		1903 2mo	Grandes Chaud.d'Anvers,Hobokn	E.G.Georgiou& I.C.Miras	172·5|27·7|10·3 P21'B70'F26' FK *DTf3'25tFPT22tAPT35t*	Piræus Greek 5*BHAsp*	T.3Cy.16",26½"&43"–30" 123NHP 2SB,*4cf*,GS74,HS2174 SocAnonMt.d'AnversAnt	10"10	V †
38023	**Elli** (*ex*Relay–37) TwinSc *Mchy.Aft* 2*Dks&Awng dk*	1198 1182 742			●●●		1890	R.Thompson&Sons Sunderland	YannoulatosBros. (China)	240·0|32·2|14·2 ND13 21·5 BK8"	Argostoli Greek	T.6Cy.16½",26½"&43½"–30" NB22 193NHP *WB* G.Clark(Lim.),Sld.	24"10	
38024	**Eiko Maru** Ⓟ *CruiserStern*	3050					1937	OsakaIron Works,Ld. Innoshima	OsakaShosen Kaisha	300·0|43·6|24·4	Japanese	1DRgeared steam turbine IshikawajimaS.B.&E.Co. Ld.Tokio		
38025 673 IMQP	**Equità** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	409 — 321					1918	E.Picchiotti Viareggio	GiuseppeTomei	139·4|29·4|16·9	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"–15¾" 36NHP *Emade&fitted36* SocAn"Fiat"S.G.M.Turin		I
38026	**Esperos** Ⓟ (*ex*NorthVoyageur–37, *ex*Nayarit,*ex*Sinaloa, *ss*Mtl.No.3–8,30 *ex*Ivy) Wireless *ss*Qbc.No.1–34 *Well deck* 1*Dk*(*Stl*–ws) 2*nd dk*(*Stl*)*inNos.1&3holds*	1461 827 850	✠ ⋯ 4,38 *withfreeboard* ~~BS4,35~~ ~~✠LMC9,34~~ *For Service in the Gulf of St. Lawrence and to Newfoundland from May to October inclusive* *Fitted for oil fuel* 6,22 *F. P. above*150°F.	Qbc		CL 5,37	1918 4mo	BlythS.B. &D.D.Co.Ld Blyth *Lloyd's*A&CP	HellenicShipping& CommercialCo.Ld.	255·2|35·0|16·2 P&B197'F33' FK *CellDBuB11'f11'27tDTf34tFPT14tAPT20t*	Greek 8*BHptCem*	T.4Cy.22",35"&(2)40"–30" 180lb (s) 237NHP 1SB,*3cf*,GS77,HS3447 Richardsons,Westgarth &Co.Ld.Hpl.	18"0	
~~38027~~	~~Esparide *Formerly* "Sparire," *for particulars see* "Cabo Espartel," *No.* 21963 *in body of Register*~~													
38028 LJRB	**Erling Brøvig** 1*Dk,2nd dk in mchy. space* *OilEng.* D.F. E.S.D. *Part electrically welded* *Mchy.Aft* *CruiserStern* *Rudder electrically welded*	~~9950~~ 9970 9191 5909	✠100A1 4,38 ~~12,37~~ ~~(*ClassContem plated*)~~ *CarryingPetroleum in bulk* ✠LMC12,37	Bmn Rot	e†	CL	1937 12mo	Bremer Vulkan Vegesack *Lloyd's*A&CP	~~Th.Brøvig~~ Partrederiet "Brövigtank" (Th.Brövig,*Mgr.*)	492·9|66·1|36·4 510·7(O.L.) P113'F75' FK *CellDBuE75'222t* *DTf43'714tFPT164tAPT258t*	Farsund Norwegian 12*BHptCem ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP 2DB*170lb* DB(WT)*170lb* BremerVulkan,Vegesack	35"11 s7"10 28"4½	
38029 166468 GLGC	**Edwy R. Brown** 1*Dk,2nd dk clear of cargotanks* *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing* *Rudder electrically welded*	~~11000~~ 10455 9637 6068	✠100A1 4,38 ~~(*ClassContem plated*)~~ *CarryingPetroleum in bulk* ✠LMC4,38	Mfl	f†	CL	~~1937~~ 1938 4mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's*A&CP	~~SoconyVacuumOil~~ ~~Co.ofNewYork~~ OrientalTankers Ld	490·2|70·0|37·0 506·6(O.L.) FK P107'B41'F35' *CellDBuE89'175t* *DTf24'647tFPT196tAPT169t*	~~London~~ ~~British~~ London British 16*BHptAsp*	Oil Engines 2S.C.SA 8Cy.26¾"–43$\frac{5}{16}$" 1008NHP 2DB–*199lb* SocAn"Fiat"S.G.M.Turin	37"0 s7"4¼ 29"10¼	
38030 OFCC	**Emmi** (*ex*Soutra–37,*ex*Cairnavon) *ss*Gmh.2ndNo.3–2,31 *ss*Gmh.No.1–35 Wireless 1*Dk*(*Irn*)&*deepframing* *Cargo battens not fitted*	1592 — 921	✠100A1 10,37 MS3,35 ✠LMC BS4,37	Brs	q	CL 9,37	1905 6mo	ShortBros. Ld. Sunderland *Lloyd's*A&CP	O/Y Wildfart,Ld. (H.Liljestrand, *Mgr.*)	259·0|36·9|18·0 270·0(O.L.) P21'B62'F26' FK *CellDBa82'uE&B34'f102'418tFPT46tAPT39t*	Munksnäs Finnish 4*BHCem*	T.3Cy.19",30"&48"–36" (s) 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20"4 s2"9 17"8	
38031 DGLM	**Elisabeth Hendrik Fisser** (*ex*Dunrobin–37) *ss*Bkn.No.3–3,37 2*Dks*(*Stl*)	5145 4759 3179	✠100A1 ~~11,37~~ ~~3,37~~ 2,38 BS7,37 ✠LMC5,36	Bkn ~~Sld~~ Ant	y	CL ~~N5,36~~ 11,37	1924 8mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's*A&CP	HendrikFisser A.G.(Fisser&von Doornum,*Mgrs.*) *Intermediate 'tween dkBHin after hold dispensed with* *CellDB348'1143tDTa30'860t*	403·0|53·0|27·8 426·9(O.L.) P38'B119'F43' FK	Emden German *Cem* 5*BH to U dk* 1 ,, ,,2*nd* ,, *only* *APT102t*	T.3Cy.~~26",42"&70"–48"~~ 25½",42½",70½"–48" (s) 180lb 410NHP 3SB,*9cf*,GS181,HS6900 D.Rowan&Co.Ld.Glasgow	30"0 s5"8¼ 24"7	
38032 236900 WPKK	**Esso Baytown** 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* *Part electrically welded*	~~8021~~ ~~7208~~ ~~4704~~ 7991 — 4774	100A1 3,38 ~~11,37~~ *CarryingPetroleum in bulk* ~~(*ClassContem plated*)~~ *Fitted for oil fuel*11,37 *F.P.above*150°F. LMC11,37	Phl		CL	1937 11mo	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	444·1|65·3|35·1 462·3(O.L.) P93'B35'F40' FK *CellDBuE69'102tDTf26'738tFPT351tAPT152t*	Wilmgton (Del.) Utd. States 14*BH*	2steam turbinesDR geared to 1 screw shaft 475lb (s) 852NHP 2WTB(Spt) HS7192 FD WestinghouseElec.&Mfg. Co.Phl.	35"0	
38033	**Esterel** *OilEng.* 1*Dk & Awning dk* D.F. E.S.D. *CruiserStern* *Ref.Mchy.* *Part electrically welded*	3100					1937	GötaverkenA/B Gothenburg	Cie.Générale D'Armements Maritimes	315·0|46·0|28·8	LeHavre French	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP *WB* GotaverkenA/B,Got		
38034 LGD	**Everelza** (*ex*CapeWrath–37, *ex*Cycle–36) *ss*Syd.No.3–3,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4513 3582 2733	✠100A1 10,37 ~~BS8,36~~9,37 ✠LMC1,34 *Fitted for oil fuel*10,21 *F.P.above* 150°F.	Ant	x	CL 1,36	1921 6mo	JLThompson&Sons,Ld Sunderland *Lloyd's*A&CP	F.GraudsShipping Co.Ld.	364·5|52·8|24·3 P28'Q118'B68'F29' FK *CellDB309'944tFPT70tAPT221t*	Riga Latvian 6*BHCem*	T.3Cy.23½",38"&64"–42" (s) 180lb 347NHP 3SB,*9cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26"8 s3"11¼ 23"0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38035	Esso-Delivery No. II *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded*	1730 1000					1937	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo. ofNewJersey	250·0|43·5|18·2 P60'B24'F20'	Baltimore Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.12½"-13" connected to electric motors and sc. shaft 245NHP AmericanLoco.Co. Auburn,N.Y.		
38036 164839 MMQX	Edenwood *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~1000~~ 1167 736 645	✠100A1 3,38 ~~(ClassContemplated)~~ ✠LMC2,38	Shl	*n*	OG	1938 2mo *Lloyd's* *A&CP*	G.Brown& Co.(Marine) Ld. Greenock	JosephConstantine SteamshipLine,Ld.	217·8|34·0|13·0 226·0(O.L.) Q150'F26' FK *CellDB*148'348t*FPT*76t*APT*51t	Middlsbro' British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls.	16 ″ 0 s5 ″ 1 15 ″ 7	
38037 145529 GBSM	English Tanker (*ex*Oilfield-37) *ss*Rot.No.3-4,37 *Mchy.Aft* 2*Dks(Stl)*& *Web frames* D.F. *Longitudinal framing*	5387 4407 3063	✠100A1 1,38 ~~4,37~~ ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Rot Msl	*x*	CL 3,37	1923 6mo *Lloyd's* *A&CP*	TyneI.S.B. Co.Ld. Newcastle	Mid-Atlantic ShippingCo.Ld.	365·2|51·3|30·7 P93'B36'F40' FK *CellDBuE*27'55t*DTf*34'279t*FPT*122t*APT*22t	Newcastle British 10*BHptCem*	2 steam turbines DR geared to 1 sc.shaft (*s*) 220lb 467NHP 2SB,6*cf*,HS5368 FD WllsndSlpwy&ECoLdNwc	30 ″ 9 s4 ″ 3 26 ″ 8¼	
38038 DJSK	Erica (*ex*Blanca-37) *ss*Bbo.No.3-5,35 1*Dk(Stl)*&*Shelter dk(Stl)* (*See also* "Aizkarai-Mendi," *No.* 19753)	3274 3034 2010	✠100A1 *Shelter dk* *with freeboard* 12,37 ~~12,36~~ MS5,35 ✠LMC BS~~10,35~~12,37	Ham	*v*	CL 5,35	1922 3mo *Lloyd's* *A&CP*	RopnerSB &RepairngCo (Stocktn)Ld. Stockton	Rob.M.Sloman,Jr.	~~339·5~~|48·6|22·5 339·5| FK *Collision* *Cell DBa*108'*uE*25' 147'784t*APT*126t	Hamburg German *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11¾ 23 ″ 0½	
38039 132[illegible]94 MFQK	Eilian Hill 3Mst (*ex*CardiganCoast-37) *ss*Dub.No.3-5,26 *ex*Patricia) *ss*Bkn.No.2-34 *Mchy.Aft* *Well deck* 1*Dk(Stl)*	761 557 342	✠100A1 12,37 ~~9,36~~ BS1,37 ✠LMC11,34	Liv	*k*	CL ~~11,34~~ 11,37	1913 10mo *Lloyd's* *A&CP*	Dublin Dkyd.Co.Ld. Dublin	W.Thomas&Sons	192·7|30·6|12·5 Q115'B9'F29' BK7" *Cell DBf*113'148t *FPT* 52t*APT*13t	Liverpool British 3*BHCem*	C.2Cy.21½"&46"-30" (*s*) 135lb *90lb* 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s4 ″ 4¾ 14 ″ 11½	
38040 236960 WPKO	Esso Houston D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing "Arcform"* *Part electrically welded*	7699 6943 4654	100A1 1,38 ~~(ClassContemplated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,38 *F.P. above* 150°F. LMC1,38	NYk		CL	1938 1mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *CellDB*72'166t*DTf*30'781t*FPT*232t*APT*247t	Wilmgton (Del.) Utd.States 12*BH*	2 steam turbines DR geared to 1 screw shaft 450lb (*s*) 912NHP 2WTB(Spt)HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
38041	Ellin D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4917 4474 3148	✠100A1 *with freeboard* 4,38 ✠LMC5,38 ~~(ClassContemplated)~~ *Fitted for oil fuel* 3,38 *F.P. above* 150°F.	Rot		CL	1938 3mo *Lloyd's* *A&CP*	Bartram& Sons,Ld. Sunderland	S.G.Embiricos	417·2|56·5|24·5 432·3(O.L.) FK (*CollBHto Shelter dk*,6*BHto2nd dk*) *CellDB*355'1358t*FPT*175t*APT*272t	Andros Greek 7*BHCem*	T.3Cy.23",37"&66"-45" 220lb (*s*) 414NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5950 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 8 s2 ″ 9¾ 25 ″ 0¾	
38042	Esso Baton Rouge D.F. GyC. Sub.Sig *Mchy.Aft* *Longitudinal framing* *CruiserStern*	7200	100A1 (*ClassContemplated*) *Carrying Petroleum in bulk*				1938	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	StandardOilCo.of NewJersey	442·0|64·0|34·9 P106'B35'F44'	Utd.States	2 steam turbines DR geared to 1 sc. shaft BethlehemS.B.Corp.Ld. Quincy,Mass.		
38043 166370 MMRF	Eleanor Brooke *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	1037 750 571	✠100A1 3,38 ~~(ClassContemplated)~~ ✠LMC3,38	Sld	*m*	CL	1938 3mo *Lloyd's* *A&CP*	S.P.Austin &Son,Ld. Sunderland	StephensonClarke &Associated Companies,Ld.	211·3|34·2|13·4 220·5(O.L.) FK Q120'B11'~~F19'~~F22' *CellDBuE*16 *f*142'440t*FPT*90t*APT*30t	London British 3*BHCem*	~~T.3Cy.14½",41"&24"-30"~~ T.3Cy.14½",24"&41"-30" (*s*) 200lb *100lb* FD 141NHP 1SB(Spt)3*cf*,GS48,HS2113 N.E.MarineEng.CoLd.Sld.	15 ″ 4 s4 ″ 7¼ 14 ″ 7	
38044 161025 MMRX	Egton D.F. 1*Dk* *Cruiser Stern*	4363 3981 2536	✠100A1 4,38 ~~(ClassContemplated)~~ ✠LMC4,38	Sld	*y*	CL	1938 4mo *Lloyd's* *A&CP*	W.Pickersgill&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	398·0|53·8|24·1 412·2(O.L.) ~~P32'B244'F42'~~ FK P33'B245'F42' *CellDB*336'942t*FPT*132t*APT*221t	Whitby British 6*BHCem*	T.3Cy.21½",36½"&63"-42" 220lb (*s*) 403NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS144,HS6154 GeorgeClark(1936)Ld.Sld.	26 ″ 3 s3 ″ 3¼ 23 ″ 3	
38045 171151	Elsie Moller (*ex*Mawatta-38, *ex*Germania) Wireless 1*Dk*	1136 754 609					1904	Frd.Krupp Germaniawft A.G. Kiel	MollerLineLd. (Mollers'Ld.*Mgrs*)	210·8|33·0|14·0 P125'F31'	Shanghai British *WB*	T.3Cy.20",31½"&51"-35½" 155NHP Fr.KruppGermaniawftAG		C
38046 166434 MMSS	Eileen-M. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Carrying Petroleum in bulk*	~~350~~ 323 225 134					1938	Scheepswrf Waterhuizen J.Pattje Waterhuizen	T.J.Metcalf	~~127·7~~|25·3|~~10·5~~ P46'F15' |9·5 131·6|	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
38047 107004 MGVZ	Efford (*ex*NewVerdun-38, K *ex*Dellside-36, *ss*Goo.2ndNo.3-9,29 *ex*Shellie-33) *ss*Liv.No.1-33 *Well deck* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	339 267 130	✠100A1 4,37 ✠NB12,30 ✠LMC MS10,33 BS4,37	Ply	*f*	3,37	1905 11mo *Lloyd's* *A&CP*	Dublin DockyardCo. Dublin	~~R.C.L.Pike~~ DonDavidSand& GravelCo.Ld. (A.E.Russell,*Mgr.*)	145·0|24·1|10·4 Q51'B12'F24' BK7½" *DBf*13'22t *FPT*42t *APT*2t	London British 3*BHCem*	C.2Cy.18"&38"-27" (*s*) 125lb 80RHP 1SB,2*pf*,GS40,HS1474 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 6	
38048	Efes Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	600 400					1938	Atlas- WerkeA.G. Bremen	IzmirLiman Isletmesi	155·8|26·2| 8·7	Izmir Turkey	Oil Engines 4S.C.SA 12Cy.11"-16 9/16" 142NHP FrKruppGermaniawftA.G.		
38049 ONXH	Escaut *OilEng.* *Mchy.Aft* *CruiserStern*	~~1725~~ 1087 936 529	100A1 *with freeboard* (*ClassContemplated*)				1938	Soc.Anon. Jhn.Cockerill Hoboken	~~ArmementDeppe~~ CieNationaleBelge deTransportsMaritimes(Armement Deppe,*Mgrs.*)	228·0|36·1|15·6 F18'	Antwerp Belgian	Oil Engines 2S.C.SA 6Cy.13 13/16"-24 7/16" SocAn.J.Cockerill,Seraing	15 ″ 6 s ″ 2 15 ″ 5¼	
38050	Etrüsk Ⓟ TwinSc Wireless D.F. E.S.D. 3*Dks* *CruiserStern*	~~1500~~ 3000					1938	Neptun- werftRostock G.m.b.H. Rostock	Denizyollari Idaresi		Istanbul Turkish *WB*	T.3Cy.16⅛",26"&41 5/16"-27 3/16" & LP turbines with DR gearing & hydraulic couplings HS1973 328NHP NeptunwerftRostock G.m.b.H.Rostock		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, ✱ not in L.R. Dated B. of Trade Cert.
38051 SVDA	Ellinico Ypethro (*ex*Kypros-38, *ex*Pilion-33, *ex*Eustratios, *ex*Thraki) Wireless 2*Dks*	1499 1261 868			•••		1887	A.McMillan&Son Dumbarton	Theo.Papadimitriou	264·0|34·0|19·8 P26'B74'F59' BK9"	Piræus Greek	T.3Cy.25",38"&62"-42" 285NHP *WB* D.Rowan&Son,Glasgow	21 ″ 0	
38052 556 SVXI	Elias G. Kulukundis D.F. E.S.D. *Longitudinal framing at bottom & at decks* *CruiserStern* *"Arcform"*	5580 5548 — 3234	100A1 *with freeboard* (*Class Contemplated*)				1938	ShortBros. Ld. Sunderland	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*)	420·5|60·6|26·4	Piræus Greek	T.3Cy.23½",38"&66"-45" N.E.MarineEngCoLd.Nwc	28 ″ 9 s3 ″ 0¼ 25 ″ 11¼	
38053	Erato (*ex*ChinaExporter-38, *ex*CowdenLaw-33, *ex*Scottish Monarch) D.F. 2*Dks*	5904 — 3636					1918	Napier&Miller Glasgow	J.Scarlatides (HellasShipping Co.*Mgrs.*)	419·6|54·5|29·0 P48'B129'F46'	Piræus Greek	T.3Cy.26½"44"&73"-51" 381NHP *WB* Dunsmuir&Jackson,LdGls		G
✻ 38054 237087 WPKM	Esso Boston D.F. E.S.D. GyC. *Mchy.Aft* 1*Dk* *Part electrically welded* *CruiserStern* *Longitudinal framing—"Arcform"*	~~7697~~ ~~6943~~ ~~4653~~ 7699 6943 4654	100A1 3,38 ~~(*Class Contemplated*)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F.P. above* 150°F. LMC3,38	NYk		CL	1938 3mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *CellDB*72'166t *DTf*30'781t *FPT*232t	Wilmgton (Del.) Utd.States 12*BII* *APT*247t	2 steam turbines DR geared to 1 screw shaft 450lb (*s*) 912NHP 2WTB(Spt) HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
38055 44104 JDNM	Eisyo Maru (*ex*YongShyang-38, *ex*Rinos-37, *ex*Raisdale-33, *ex*Drammensfjord, *ex*ChilternRange) *ss*Kob.2ndNo.3-4,37 2*Dks*(*Stl*) *Cargo battens not fitted*	4383 — ~~2578~~ 2753	✠100A1 3,38 ~~4,37~~ ✠LMC~~4,37~~ 3,38	Kob	*x*	CL ~~4,37~~ 2,38	1911 12mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	KyodoKaiunK.K.	380·0|49·0|26·4 P31'B94'F36' FK *CellDBa*129' *uE&B*42'*f*59'1108t	Tokyo Japanese 6*BHCem* *APT*42t	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 2SB.*9cf*,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld.	29 ″ 0 s5 ″ 6¾ 23 ″ 8	
38056 166439 MMSJ	Elizabeth Lysaght *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1037 739 572	✠100A1 5,38 ~~(*Class Contemplated*)~~ ✠LMC5,38	Sld	*m*	CL	1938 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld.	211·3|34·2|13·4 220·5(O.L.) FK Q120'B11'~~F19'~~F22' *CellDB* *uE*16'*f*142'440t*FPT*90t	London British 3*BHCem* *APT*30t	T.3Cy.14½",~~41"&24"~~-30" 24"&41" (*s*) 200lb *100lb* FD 141NHP 1SB(Spt)*3cf*,GS48,HS2113 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s4 ″ 7¼ 14 ″ 7	
38057 54 SYGO	Evdoxia (*ex*Dionyssios-38, *ex*Hesbaye, *ex*AlbertKilling, *ex*Captain W.Menzell) 1*Dk & deep framing*	*2018* *1839* *1213*					1903	Flensburgr Schiffsb.Ges. Flensburg	J.Theofanopoulos &N.M.Andronicos	292·0|41·4|18·8 P16'B175'F34'	Ithaca Greek	T.3Cy.20⅞",36 7/16"&55⅛"-35 7/16" 180NHP *WB* FlensburgerSchiffsb.Ges.		G
38058	El Hind Ⓟ *CruiserStern*	5000	100A1 (*Class Contemplated*)				1938	Lithgows Ld. PortGlasgow	ScindiaS.N.Co.Ld.	400·0|52·0|28·0 P36'B146'F32'	Bombay British	T.3Cy.24½",41"&70"-48" J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 6½ 25 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où cote, et ce n'est dans le L.R. Dur. Cert. B. of Trade.
38151 145310 GZNY	**Fenella** Ⓟ TwinSc D.F. E.S.D. 2Dks&Shelter dk CruiserStern	2376 1567 932	✠ A1 withfreeboard ~~9,37~~ ~~4,37~~4,38 ✠LMC4,37 BS4,38 For Irish Channel service Fitted for oil fuel 4,37 F.P. above 150° F.	Brw ~~Bkn~~		OG P9,37	1937 4mo	Vickers-Armstrongs, Ld. Barrow Lloyd'sA&CP	Isle ofManSteam PacketCo.Ld.	314·6|46·1|17·1 328·9(O.L.) Promenade dk BK9" Cell DBa&uE82'f78'159t centreDT f10'33tFPT55tAPTs135t	DouglasIM British 10BHCem	4 steam turbinesSRgeared to 2 screw shafts 250lb (s) 1379NHP 3WTB HS13590 FD VickersArmstrongsLdBrw	18 ″ 0 s 5 ″ 7¼ 13 ″ 5	BT till 10,37
38152 8194 SKCT	**Frans Gorthon** 1Dk&Shelter dk Rudder electrically welded CruiserStern Strengthened for Navigation in Ice	1824 1437 932	✠100A1 withfreeboard ~~8,37~~12,37 ~~(Class Contemplated)~~ ✠LMC8,37 Fitted for oil fuel 8,37 F.P. above 150°F	Osl Shl	t	CL	1937 8mo	Fredrkstad Mek VrksA/S Fredrikstad Lloyd'sA&CP	RederiA/B Gylfe (JohGorthon Mgr)	304·4|44·2|15·6 315·3(O.L.) F26' FK Intermediate BH in forward hold dispensed with Coll.&Aft pk. BHs to Shelter dk, 2BH to 2nd dk CellDB242'535tFPT80tAPT70t	Hlsngborg Swedish	C.4Cy.(2)$15\frac{3}{8}$"&(2)$37\frac{13}{16}$"–$34\frac{7}{16}$" 220lb FD (s) 277NHP 2SB(Spt)6cf,GS98,HS4120 FredrikstadM.V.A/S Fredrikstad	19 ″ 1 s ″ 4¾ 18 ″ 9	
38153 162124 GCGS	**Forest** OilEng. E.S.D. D.F. 1Dk & Shelter dk CruiserStern	4998 4634 3027	✠100A1 withfreeboard 2,38~~10,37~~ (~~Class Contemplated~~) ✠LMC10,37	Nwc Mch		CL	1937 10mo	Wm.Doxford&SonsLd Sunderland Lloyd'sA&CP	NolisementS.S. Co.Ld (Morel,Ld.Mgrs)	424·0|54·2|26·1 439·2(O.L.) FK (Coll BH to Shelter dk 6BH to 2nd dk) CellDB347'1174tMT29'1146tFPT134tAPT177t	Cardiff British 7BHptCem	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"–$85\frac{1}{16}$" 449NHP 2DB120lb Wm.Doxford&Sons,LdSld	28 ″ 8 s3 ″ 4 25 ″ 6½	
38154 145527 GFRZ	**Frances Dawson** (exSteelville-37) ssNwc.No.3-7,35 D.F. 1Dk(Stl)	3724 3436 2300	✠100A1 5,37 ✠LMC MS7,35 BS5,37	Cff	v	CL 7,35	1923 5mo	J.Readhead&Sons, Ld. S.Shields Lloyd'sA&CP	BeverleyS.S.Co. Ld.(F.L.Dawson& Co.Ld.Mgrs.)	347·0|49·1|25·1 P31'B93'F34' FK CellDBa110uE23'f152'810tAPT54t	Newcastle British 6BHptCem	T.3Cy.24½",41"&66"–45" (r) 180lb 90lb 328NHP 2SB,6cf,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 8 s 4 ″ 8¼ 22 ″ 3	
38155 PEDD	**Flying Welshman** (exSecunda-37) OilEng. Mchy.Aft ssRot.No.1-35 1Dk(Stl) CruiserStern	400 287 212	✠100A1 6,37 ✠LMC8,35 ✠LMC(M)7,37	Rot	f	N7,37	1932 4mo	N.V.Werf. "Voorhuit" Spaarndam Lloyd'sA&CP	H.van denBroek (N.V.W.H.James& Co's.Scheep.& HandelMaats. Mgrs.)	152·9|25·2|8·5 P34'F20' FK	Rottrdam Dutch 3BHptCem	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$17\frac{11}{16}$" 87NHP Mtrn.WerkeMannheimAG Cell DB98'145tFPT17tAPT29t	11 ″ 0 s 1 ″ 1½ 9 ″ 11¼	
38156	**Fushimi Maru** D.F. GyC. 2Dks CruiserStern	4850 4201 2937					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	365·8|54·1|29·2 P36'B86'F39'	Kobe Japanese WB	1DRgeared steam turbine 433NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
38157 INGM	**Fertilia** (exFrancescaR.-37, exTosca-34,exSaraMinnola, exMaréchalLyautey, exGloria,exBelgica,exWearmouth) 1Dk&Webframes Well deck	986 733 585					1894	Strand SlipwayCo. Sunderland	~~Pittaluga&~~ ~~Bertorello~~ RaffaeleRomano	220·1|32·0|13·2 211·6|32·0|13·5 P22'Q46'B42'F28' BK7"	Naples ~~Genoa~~ Italian WB	T.3Cy.17",28"&46"–30" 120NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 7	I †
38158 236769 WPNJ	**Florida** OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing ~~bracketless system~~ at bottom&deck in centre tanks	8569 5069	✠100A1 3,38~~10,37~~ ~~(Class Contemplated)~~ Carrying Petroleum in bulk ✠LMC10,37	Phl		CL	1937 10mo	SunS.B.& DryDockCo. Chester,Pa. Lloyd'sA&CP	TheTexasCompany	468·1|65·3|34·3 490·5(O.L.) P111'B39'F61' FK CellDBuE82'277tFPT141tAPT115t	Wilmgton (Del.) Utd.States 14BH	Oil Engines 2S.C.SA 4Cy.31"–86" 1197NHP 3DB(W.T.)227lb SunSB&DD.Co.ChesterPa	34 ″ 3	
38159	**Farrapo** TwinSc OilEng. 2Dks Ref.Mchy. CruiserStern	~~2600~~ 2926 2629 1694	✠100A1 12,37 ✠LMC12,37 ~~(Class Contemplated)~~ ✠Lloyd'sRMC12,37	Rot	u	OG	1937 12mo	NVSchpsb. enMachfab. "DeKlop" Sliedrecht Lloyd'sA&CP	~~EstadoRioGrande doSul~~ Govt.of the State of Rio Grande do Sul	322·5|47·4|21·3 336·3(O.L.) P33'B90'F30' FK CellDB238'647tFPT66tAPT88t	PortoAlegre Brazilian 6BHCem	Oil Engines 2S.C.SA 14Cy.13¾"–23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s 3 ″ 8 20 ″ 5½	
38160 DOTD	**Friedenau** (exAdrar-37) Ref.Mchy. 2Dks	5219 4811 3165					1920	Atel.&Ch. de la Loire, St.Nazaire	Bugsier-, Reederei-u. Bergungs-A.G.	393·3|56·1|29·0 P56'B123'F50'	Brmrhavn German WB	T.3Cy.25⅝",42½"&70"–48" 340NHP Atel.&Ch.de laLoire.Nts.		G
38161 LHBB	**Fönix** (exProspect-37) Wood OilEng. Mchy.Aft 1Dk	442 366 237					1919	O.K. Haabestad Fevig	A/S M/S Fönix (GunnarKjöde)	145·7|30·7|14·2 Q31tH36t	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–$18\frac{9}{10}$" 192NHP J&CGBolindersCoLd.Skm		
38162	**François** (exPagasitikos-37, exSicily-33) Longitudinal framing 1Dk&Shelter dk	3457 3209 2146					1914	Richardsn, Duck&Co.Ld. Stockton	Soc.Commerciale d'Affrêtements et deCommission	380·5|48·0|22·4 P22'F40' on Shelter dk	French WB	T.3Cy.26",42"&70½"–45" 352NHP Blair&Co.Ld.Stockton		O
38163 2118 IUJF	**Fiumicino** (exSilvioPagan-37,exSilvio-34,exSilva-34,exNordlicht-33, exGreta,exEms,exMarieScherlau,exKopernikus) Well deck 1Dk	634 — 357					1889	S.&H. Morton&Co. Leith	EttoreCarmina	187·3|28·3|12·4 179·3 Q55'B46'F25'	Genoa Italian WB	T.3Cy.13½",22"&36"–30" NB01 71NHP S.&H.Morton&Co.Leith	14 ″ 5	I †
38164 DJUG	**Frisia** (exAdvance-37, exArgonaut-34) OilEng. 1Dk Mchy.Aft	561 463 310					1930	Deutsche WerkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	173·0|30·1|10·5 P46tF12t	Hamburg German WB	Oil Engines 2S.C.SA 6Cy.11"–15" 127NHP NE34 Akt.Burmeistr&Wain,Cpn		V
38165 LCVU	**Far** (exRavnefjell-37) D.F. 1Dk	2475 2191 1420					1921	ForthS.B. Co.Ld. Newcastle	A/S Skibsfart (Jac.Salvesen, Mgr.)	295·5|43·7|22·5 P86tH255t	Farsund Norwegian WB	T.3Cy.20½",33"&54"–39" 182NHP G.T.Gray&Co.Ld.S.Shl.		N
38166	**Faro** (exRandi-37) 1Dk	844 722 493					1918	Schiffsbau Ges Unterweser, Wesermünde-L.	E.B.AabysRederi A/S(E.B.Aaby, Mgr.)	212·9|31·4|13·2	Oslo Norwegian	T.3Cy.14⅜",21⅞"&35¾"–24⅝" 85NHP Christiansen &Meyer,Harburg		G
38167 LJTX	**Fagerheim** Wireless D.F. 1Dk CruiserStern	~~1560~~ 1590 1287 932					~~1937~~ 1938	Kaldnæs Mek.Verks. Tönsberg	D/SA/S Fagerheim (Th.Bugge)	248·6|42·2|17·9 P27'B56'F28'	Tönsberg Norwegian WB	C.2Cy.15¾"&31½"–30"&LP turbine with DR gearing HS3035 205NHP KaldnæsM.V.Tönsberg		N
38168	**Francine** OilEng. Mchy.Aft 1Dk CruiserStern	550					1938	Beliard Crighton& Co (Belgium)SA Ostend	Armement Alexander	177·2|28·6|12·4 P47'Q45'F19'	Antwerp Belgium WB	Oil Engines 4S.C.SA 6Cy.12"–18½" 84NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent		

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1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38169 7593 SFTR	Fårösund (*ex*Norrköping-38) *ss*Skm.No.1-34 1*Dk*(*Stl*) *Strengthened for navigation in ice*	*454* *291* *162*	✠100A1 *with freeboard* 6,37 BS6,372,38 ✠LMC7,34	Skm	*g*	CL ~~6,36~~ 1,33	1930 1mo *Lloyd*	Hlsingbrgs Varfs&Svetsnings Aktieb. Helsingborg '*sA&CP*	SliteCement-och KalkA/B *CellDBuE*	142·6 Q44'B49'F34' 18' *f* 28'60*t FPT*11*t*	26·9	12·0 BK6½"	Slite ~~Stockholm~~ Swedish 4*BHCem* *APT*11*t*	T.3Cy12$\frac{3}{16}$",20$\frac{21}{32}$"&32¼"-24" 200lb (*s*) 84NHP 1SB,2*cf*,GS52,HS1620 FD HelsingborgsVarfs& SvetsningsA/B	12 " 8 s 1 " 11 11 " 6¾	
38170	Freja *OilEng.* *CruiserStern*	1600 1150	100A1 *with freeboard* (*Class Contemplated*)				1938	A.B. Finnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	269·9 B67'F26'	39·5	26·0	Stockholm Swedish	Oil Engines 2S.C.SA with electro-magnetic slip coupling&SRgearing 10Cy.13⅜"-22$\frac{7}{16}$" Atlas-DieselA/B,Skm.		
38171	Ferrolano *For particulars see* "Hordena," *No.* 26609 *in body of Register*															
38172 PEEU	Frisia (*ex*Daxhound-38, (*ex*CorneliaS.-37) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* Wireless *CruiserStern* *Rudders electrically welded*	953 729 581	✠100A1 4,38 ~~3,38~~ ✠LMC12,36 *Carrying Petroleum in bulk* ✠LMC(M)4,38	Nwc Rot	*l*	3,38	1936 12mo *Lloyd*	Werft Nobiskrug G.m.b.H. Rendsburg '*sA&CP*	N.V.Maats. Zeeschip"Frisia" (N.V.Phs.van Ommeren'sScheepv Bedrijf.*Mgrs.*) *CellDBuMchy*	~~197·8~~ 196·0 P54'F27' *Trunk*116' *space* 28' 38*t FPT*	~~32·8~~ 33·0	15·4 FK	Rotterdam Dutch 12*BHptCem* 30*tAPT*31*t*	Oil Engines 4S.C.SA 14Cy.11¼"-16$\frac{9}{16}$" 172NHP DB*170lb* Maschinenfab.Augsburg. NürnbergA.G.Augsburg	15 " 1 s 1 " 3¼ 13 " 11¼	
38173 126592	Frosty Moller (*ex*Southland-38) TwinSc *OilEng.* 2*Dks*(*Teak*) *CruiserStern*	525 517 186	✠ 12,37 *with freeboard* ✠	Ddn	*h*	CL 12,29	1927 5mo	Dublin DockyardCo. (VickersIreland),Ld. Dublin	MollerLineLd. (Mollers'Ld. *Mgrs.*) *CellDB* *uE*28'*f*34'54*t FP*	135·4 *T*30*tAPT*33*t*	30·1	18·3 BK6"	Shanghai British 5*BHCem* (*Coll to Wdk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy.16½"-18½" 575NHP VickersPettersLd.Ipswich	20 " 0	
38174	Friedrich Karl 1*Dk* D.F. *CruiserStern*	1200					1938	Neptunwerft Rostock G.m.b.H. Rostock	Reederei Wendenhof G.m.b.H.				Wismar German	T.3Cy.16⅛",26"&41$\frac{5}{16}$"-27$\frac{9}{16}$" HS2583 167NHP NeptunwerftRostock G.m.b.H.Rostock		
38175	Foch (*ex*Ha-Ven-38,*ex*Maréchal Foch-36,*ex*BudaII) *ss*Fiu.No.2-14 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2894 — 1791	✠ 9,16 ✠	Fiu	*t*		1905 3mo	Napier& MillerLd. Glasgow *Cell*	Wallem&Co. *DBa*108'*uE*&*B*34'	314·1 P40'B104'F34'21·3 *f*134' 633*t FPT*17*t*	41·9	13·3 FK	Panama Pnamanian 6*BHCem* *APT*21*t*	T.3Cy.20¼",35"&59½"-42" 257NHP 2SB,6*rf*,GS116,HS3898 D.Rowan&Co.Glasgow	23 " 9	V †
38176	~~Fujigawa Maru~~ Fugikawa Maru *OilEng.* 3*Dks*	6800 4850					1938	Mitsubishi Jukogyo K.K Nagasaki	ToyoKaiunK.K.	436·4 P30'B157'F41'	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" 839NHP MitsubishiJukogyoK.K. Nag.		
38177	Flores *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	350 175					1938	NVSchpsw "Vooruitgang" Foxhol	H.Sloots	142·7 P46'Q39'F22'	24·0	9·7	Groningen Dutch *WB*	Oil Engines 2S.C.SA 5Cy. N.V.Mchfb.Bolnes, Bolnes		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref.Trade
38301	**Geziena Henderika** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	443 309 264					1937	E.J.Smit& Zoon Westerbroek	J.Damhof	144·2 P39'F22'	26·5	9·7	Hoogezand Dutch	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP *WB* Humboldt-Deutzmotoren, A.G Köln-Deutz		
※ 38302 LJLW	**Germa** (*ex*Adderstone–37, *ex*Boswell–34) ssNwc.No.3–3,34 ~~D.F.~~ 2*Dks*(*Stl*)	*5255* *4800* *3116*	✠100A1 5,37 ✠NE3,34 BS5,37 *Fitted for oil fuel*11,20 *F.P. above* 150° F.	Hul ✠LMC3,34	*y*	CL 10,36	1920 11mo	Harland& Wolff,Ld. Belfast *Lloyd* *sA&CP*	SkibsA/S Germa (JohanGerrard, Jr.*Mgr.*) *CellDB*335' 1051*tDTa*26'587*tFPT*111*t APT*215*t*	400·4 P40'B128'F47' FK	52·4	28·4	Kristinsnd Norwegian 6*BHCem*	C.4Cy.(2)12"&(2)22¼"–15" SR geared & LP Turbine DR geared to sc. Shaft 200lb *120lb* (*s*) 399NHP 2SB.6*cf*,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s5 ″ 10½ 25 ″ 4	
38303 DOSG	**Ginnheim** **D.F.** 1*Dk&Shelter dk* **E.S.D.** *CruiserStern*	4794 4596 2936	✠100A1 *withfreeboard* ~~9,37~~ ~~5,37~~ 5,38	Lth ~~Dnz~~ Ham ✠LMC5,37	*z*	CL	1937 5mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd* *sA&CP*	Unterweser ReedereiA.G. *CellDB*348'1346*t FPT*136*tAPT*159*t*	408·4 422·0(O.L.) FK	55·6	25·4	Bremen German 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,	T.3Cy.21½",35"&62"–45"(*s*) 220lb 377NHP s 2SB(Spt&FD)&1Aux.SB, 8*cf*,GS143,HS5537 D.Rowan&Co.Ld.Gls.	28 ″ 0 3 ″ 1 25 ″ 1¾	
38304 165460 MMGV	**George Balfour** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1570 1153 918	✠100A1 5,37	Sld ✠LMC5,37	*p*	CL	1937 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd* *sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	239·0 246·7(O.L.) Q147'B16'F21' FK *CellDBuE*23'*f*164' 600*tMT*100*tFPT*	38·7	16·2	London British 4*BHptCem* *ptAsp* 150*tAPT*10*t*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*s*) 193NHP 1SB,3*cf*,GS59,HS2952 FD NE.MarineEng.Co.Ld.Sld.	18 ″ 3 s5 ″ 5 16 ″ 11½	
※ 38305 LGIA	**Gudvor** (*ex*St.Therese–37) ssNwc.No.2–37 1*Dk*(*Stl*)	*2280* *2013* *1354*	✠100A1 1,38 ~~4,37~~	Nwc Sld ✠LMC4,37	*s*	CL N4,37	1928 3mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd* *sA&CP*	D/S A/S Gudvin (H.Gjerpen,*Mgr.*) *Intermediate Bulkhead in forward hold dispensed with* *CellDB* 250' 624*t FPT*29*t APT*85*t*	293·1 P26'B72'F25' FK	44·2	19·4	Oslo Norwegian 4*BHptCem*	T.3Cy.20½",34"&56"–39" (*s*) 180lb *100lb* 224NHP 2SB,6*cf*,GS111,HS3614 G.Clark,Ld.Sunderland	21 ″ 6 s3 ″ 1½ 18 ″ 6½	
38306 148092 GBFP	**Garesfield** (*ex*BelleMarie–37) ssNwc.No.3–7,37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *Well deck*	2168 1706 1211	✠100A1 4,38 ~~7,37~~ BS~~10,36~~ 10,37	Nwc ✠LMC MS7,37	*r*	CL 6,37	1924 10mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd* *sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellDB*228'530*tMT*159*tFPT*81*t*	279·2 291·0(O.L.) Q159'F27' FK	40·6	18·7	Newcastle British 4*BHCem* *APT*250*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb *80lb* 243NHP 2SB,6*cf*,GS113,HS3952 Richardsons,Westgarth& Co.Ld.Sld.	20 ″ 9 s6 ″ 8½ 18 ″ 9½	
38307 7 SEJW	**Gun** (*ex*Gevalia–37,*ex*Örnen) 1*Dk&Webframe*	*1198* *1050* *673*			●●●		1891	J.Blumer &Co. Sunderland	~~KnutBergquist~~ RederiA/BVinga (KnutBergquist, *Mgr.*)	237·2 B54'H17*t*F22' FK	34·2	16·2	Gothenbrg Swedish	T.3Cy.18½",30"&49"–33" 142NHP *WB* N.E.MarineEng.CoLd.Sld.	19 ″ 0	V †
38308 SVVU	**G. S. Livanos** **D.F. E.S.D.** 1*Dk&Shelter dk* *CruiserStern*	*4835* *4379* *2867*	✠100A1 *withfreeboard* 2,38~~10,37~~ ~~(ClassContemplated)~~ ✠LMC10,37	Hpl Cff	*a*†	CL	1937 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd's* *A&CP*	**S.G.Livanos &** LivanosMaritime Co.Ld.	**419·2** 431·1(O.L.) ~~F33'~~F35' FK (*CollBHtoShelter dk*,6*BHto 2nd dk*) *CellDB*365'1200*tFPT*217*tAPT*200*t*	**56·7**	**25·3**	**Chios** **Greek** 7*BHCem*	**T.3Cy.22½",39"&65"–48"** 225lb (*s*) 466NHP 2SB(Spt&FD)&1AuxSB.9*cf*, GS146,HS7115 Cen.Mar.E.Wks, (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s2 ″ 11¾ 25 ″ 1½	
38309	**Gyuri** (*ex*CapFerrat–37,*ex*Liesclotte, *ex*Turnus,*ex*Tarset,*ex*Kilburn) *Now* "Draga," *see No.* 37879 *in Supplement*	643 — 277			●●●		1918	Hall,Russell&Co.Ld. Aberdeen	S.Theofanides& Co.Ld.(A.Davaris, *Mgr.*)	172·5 B54'	30·0	15·7	Pnamanian	T.3Cy.16",26"&44"–26" 99NHP *WB* Hall,Russell&Co.Ld.Abn.	16 ″ 6	V †
38310	**Götaälv** (*ex*BoreVII–37, *ex*MarthaHalm,*ex*Rhenania) Wireless 1*Dk*	1080 1032 654					1923	Nüscke& Co.A.G. Stettin	Aug.Bolten,Wm. Miller'sNachf.	223·9 Q64'B63'F30'	34·9	14·7	Hamburg German	T3Cy 17$\frac{5}{16}$"27⅝"&45$\frac{11}{16}$"–27⅝" 109NHP *WB* A.BorsigG.m.b.H.Berlin		G
38311 165248 GCGR	**Glen Farg** Wireless **D.F** *Mchy.Aft* *CruiserStern* 1*Dk*	~~865~~ 876 601 451					1937	J.Lewis& Sons,Ld. Aberdeen	SouthGeorgiaCoLd (Chr.Salvesen& Co.*Mgrs.*)	197·7 Q112'B11'F31'	30·7	12·1	Aberdeen British	T.3Cy.14½",25"&41"–30" 99~~N~~RHP *WB* J.Lewis&Sons,Ld.Abn.		
38312 LJOS	**Grado** (*ex*LouisMercier–37,*ex* AndreasGerakis,*ex*Thermidor,*ex* Albergallus,*ex*WarForest) 1*Dk* D.F.	3082 2886 1842			●●●		1918	E.Finch& Co.(1916)Ld. Chepstow	Dampsk.A/S Iris (HansFr.Grann, *Mgr.*)	331·0 P48'B100'F29' FK	47·3	23·2	Oslo Norwegian	T.3Cy.25",41"&68"–45" 513NHP *WB* D.Rowan&Co.Ld.Gls.	25 ″ 6	V †
38313 1384 IMEJ	**Gimma** (*ex*Doride–37,*ex*Stralsund, *ex*Tanger) 1*Dk&Spar dk*	1542 1339 913					1897	Schiffs.v. HenryKoch Lübeck	ServizioItalo- PortogheseSoc. Anon.diNav.	255·0 245·9 B67'F28'	35·2	18·3	Genoa Italian	T.3Cy.16½",28"&44"–27½" 101NHP *WB* H.Paucksch,Landsberg		I
38314 236370	**Green Island** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded*	1946 — 1603					1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	**FordMotorCo.**	**290·7**	**43·1**	**18·2**	Dearborn Utd.States	Oil Engines 4S.C.SA 16Cy.10½"–13½" 172NHP Cooper-BessemerCorp.		R
38315 157932 ZSFB	**Gamtoos** *Mchy.Aft* 1*Dk* *CruiserStern*	794 540 380	✠100A1 11,37 ~~(ClassContemplated)~~ ✠LMC11,37	Bwg	*k*	CL	1937 11mo	Scott& Sons Bowling *Lloyd's* *A&CP*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) *CellDB*112'184*tFPT*66*tAPT*36*t*	192·0 199·1(O.L.) Q105'B15'F35' FK	30·9	12·1	Durban ~~PortNatal~~ British 3*BHCem*	T.3Cy.15",25½"&41"–30" 200lb *100lb* (*s*) 127NHP 1SB,3*cf*,GS63,HS2224 Aitchison,Blair,Ld. Clydebank	14 ″ 1 s4 ″ 1 13 ″ 9¾	
38316 375 IOMK	**GuglielmoMarconi** **WoodAuxBn** (*ex*SailingVessel–36) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	304 303 251					1914	B.Gino Viareggio	SalvatoreCardella	134·5	27·4	14·5	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"–11$\frac{13}{16}$" 44NHP *Emade&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
38317	**Gadofu** *For particulars see* "Cabo Roche," *No.* 21974 *in body of Register*															
38318 ~~[illegible]~~	**Groveburn** (*ex*Ulmus–37, *ex*Groveburn–34,*ex*Hekla) *Now* "Advance," *see No.* 37157 *in Supplement* 1*Dk*	949 685 476					1921	Pusnæs Stöberi&M.V. Arendal	~~Smith,Hogg&Co.~~ ~~Ld.~~	210·9 Q77'B50'F29'	33·3	13·7	~~V~~ Norwegian	T.3Cy.15",25"&40"–30" 88RHP *WB* PusnæsStöberi&Mek.Vrks		N
38319	**Golfo de Panama** (*ex*Cartagena–37) **D.F.** 1*Dk* *CruiserStern*	2643 2333 1534					1927	Frerichswerft AktGes Einswarden	HanseaticaAschpurwis&Veltjens S.A.(Hansegesellschaft Aschpurwis &Veltjens,*Mgrs.*)	326·9 P275'F43'	46·1	19·7	Panama Pnamanian	T.3Cy.23⅝",38$\frac{3}{16}$"&62$\frac{7}{16}$"–41$\frac{5}{16}$" 250NHP *WB* A.Borsig,G.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38320	**Golfo de Darien** (*ex*Tarragona–37) D.F. 1*Dk* *Cruiser Stern*	2642 2333 1534					1928	Frerichs-werftAkt.Ges Einswarden	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesell-schaftAschpurwis &Veltjens,*Mgrs*)	326·9|46·1|19·7 P275'F43'	Panama Pnamanian *WB*	T.3Cy.$23\frac{5}{8}$",$38\frac{3}{16}$"&$62\frac{7}{16}$"–$41\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
38321 2142 IOVN	**Ginetto** (*ex*IrmaCalzi–37, TwinSc *ex*Spadaccino–35, *ex*TamazerI–34, *ex*Neufchâtel,*ex*Tisserand) 1*Dk* *Mchy.Aft*	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	Cap.LuigiMonta	229·6|34·2|12·7 P74'F30'	Genoa Italian *WB*	C.4Cy.$16\frac{1}{8}$"&$30\frac{3}{8}$"–$19\frac{5}{16}$" 68NHP Ateliers&Chantiers de la Loire,St.Denis		I
※ 38322 8243 SLCN	**Gullmaren** TwinSc *OilEng.* 1*Dk&Shelter dk 3rd dk in No.3 hold* *Part electrically welded including butts of shell& decks* D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation In Ice*	*3400* *2644* *1855*	✠100A1 *with freeboard* 3,38 ✠LMC3,38 ✠Lloyd'sRMC3,38 for temp.30°F.	Got	*x*	CL	~~1937~~ 1938 3mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*)	367·9|51·7|20·2 380·7(O.L.) FK *Duct keel forward of mchy. space* *(CollBH to Shelter dk 6BH to 2nd dk)* *CellDB305'1087tTanks at sides of tunnels 65tFPT46tAPT134t*	Gothenbrg Swedish *7BH*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25″6 s1″11 23″$8\frac{1}{2}$	
38323	**Gran** (*ex*Ming Shan–37,*ex*Gran–33, *ex*KamijiMaru) 1*Dk*	1983 1806 1152					1919	Teikoku S.S.Co.Ld. Toba	~~SanPehStm.Nav. Co.Ld.~~ Wallem& Co.Ld.	270·0|39·0|23·9 P16'B65'F31' FK	Panama Pnamanian *WB*	T.3Cy.20",33"&55"–39" 254NHP KobeSteelWks.Ld.Kobe	23″11	
38324 FOIK	**Guilvinec** (*ex*Stanmore–37, *ex*Mambika–37, *ss*Ant.No.3–8,35 *ex*Asier) 2*Dks*(*Stl*) D.F.	*3222* *2869* *1853*	✠100A1 8,37 BS11,37 ✠LMC9,35	Ant	*u*	CL 7,37	1920 9mo *Lloyd's A&CP*	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	Cie.France-Navigation(A. Dumay,*Mgr.*)	331·0|46·5|23·3 P32'B102'F33' FK *Cell DB280'585t FPT86tAPT63t*	Bordeaux French 5*BHCem*	T.3Cy.22",37"&62"–48" (*s*) 215lb 442NHP 3SB,9*cf*,GS161,HS6705 FD Dunsmuir&JacksonLd.Gls	25″6 s3″$11\frac{3}{4}$ 21″9	
※ 38325 147352 GMDQ	**Garthorpe** (*ex*JohnHolt–37) *ss*Liv.No.2–33 D.F. 2*Dks*(*Stl–Wthr dk* teak s)	2922 2630 1794	✠100A1 *with freeboard* 12,37 ~~5,37~~ MS12,33 ✠LMC DBS3,37 MBS8,37	Liv		CL 5,37	1926 1mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	JohnHolt&Co. (Liverpool)Ld.	310·0|44·6|24·3 F29' FK *CellDB263'520t FPT50tAPT26t*	Liverpool British *Cem* *6BHtoW dk*	T.3Cy.$21\frac{1}{2}$",35"&59"–39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26″4 s6″$6\frac{3}{4}$ 20″$2\frac{1}{4}$	
38326	**Grijalva** (*ex*GulfTrader–37, TwinSc *ex*MexicoTrader–36,*ex*HullTrader, *ex*Tonnay,*ex*Argentina) 1*Dk*	*646* *530* *326*					1904	Grngem'th &Greenock DockyardCo. Grngemouth	Ricarevo,Arce& Gomez	205·3|33·8|9·7 B55'F17'	Bluefields Nicaraguan	T.6Cy.11",18"&30"–22" 84NHP Muir&Houston,Ld.Gls.		
38327 37 IRLE	**Giuseppina** (*ex*Occident–37) 1*Dk*	735 610 487					1889 6mo	Flensburgr Schiffsb.Ges. Flensburg	GiovanniMusicò fuMichele	200·1|30·4|13·3 Q64'B52'F26'	Messina Italian *WB*	T.3Cy.14",23"&$40\frac{1}{2}$"–27" 85NHP FlensburgerSchiffsb.Ges.		I
38328 474 IJMI	**Gigliola** (*ex*RinaCroce–37,*ex* Alvernia–36, *ss*Lon.No.3–5,21 *ex*Giannina–35, *ss*Shl.No.2–29 *ex*Lancing–33, *Mchy.Aft* 1*Dk*(*Stl*) *ex*Ravonia) *Well deck*	734 516 291	✠ ... 10,33 ✠	Sld			1908 8mo	R.William-son&Son Workington	AlbertoMaria Volpe	188·0|27·9|12·5 182·7 12·3 Q101'B11'F22' FK *DBf*101'	Naples Italian 3*BHCem* 138*t*FPT53*t*	T.3Cy.14",$25\frac{1}{2}$"&41"–30" 93NHP 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14″7	I †
※ 38329 LJUX	**Gefion** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Part electrically welded including butts of shell,upr dk&longitudinal bulkhead plating* *Mchy.Aft* *Rudder electrically welded* *CruiserStern* *Longitudinal framing*	9475 8793 5562	✠100A1 3,38 ~~(Class Contemplated)~~ *CarryingPetroleum in bulk* ✠LMC3,38	Mmo		CL	1938 3mo *Lloyd's A&CP*	Kockums M.V.Aktieb Malmö	Tankrederiet GefionA/S (EivindEvensen)	505·4|63·1|36·4 523·4(O.L.) FK P97'B41'~~F59~~F67' *CellDBuE75'180tDTf34'469tFPT143tAPT342t*	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1361NHP 2DB*171lb* DB(WT)*171lb* KockumsM.V.Akt.Malmö	36″7 s8″$5\frac{1}{2}$ 28″$3\frac{1}{2}$	
38330	**Globe** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	314 152					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	Joh.Beck	134·5|24·0|9·3 P32'Q40'F16'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 47NHP AppingedammerBrons Motorenfb.N.V		
38331	**Governor Miller** *Mchy.Aft* D.F. GyC. 1*Dk* *Longitudinal framing at bottom & at deck*	7900 — 6200					1937	American S.B.Co. Lorain,O.	PittsburghSteamshipCo.	593·2|60·0|32·5 F48'	Dul'th,Min Utd. States *WB*	DR geared steam turbine 383NHP DeLavelSteam TurbineCo.Trenton,N.J.		
※ 38332 493 IBRP	**Gaeta** (*ex*Benwell Tower–37) *ss*Shl.No.2–36 1*Dk*(*Stl*)&*ShelterDk*(*Stl*)	*4439* *4176* *2697*	✠100A1 *with freeboard* 11,37 BS11,37 ✠LMC7,35	Avn	*z*	CL 11,37	1927 7mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	"Nivose"Soc. di Nav.(A.Scinicar-iello,*Mgr.*)	401·0|53·2|25·0 414·5(O.L.) F41' FK *CellDB348'1072t* *FPT126tAPT209t*	Naples Italian 6*BHCem* (*Coll to S dk* 5 " *2nd* ")	T.3Cy.$25\frac{1}{2}$",42"&70"–48" (*s*) 180lb 426NHP 2SB&1AuxSB,9*cf*,GS192 HS7350 N.E.MarineEngCoLdNwc	27″6 s3″2 24″7	
38333 5524 SEAG Wrecked 3,38	**Godhem** (*ex*Ewy–37) 3Mst *Mchy.Aft* 1*Dk*	316 258 203					1913	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BGodhem (Th.Ahrenberg)	124·7|22·5|11·4 P31'F15'	Gothenbrg Swedish *WB*	C.2Cy.10"&$22\frac{1}{2}$"–15" 16NHP EriksbergM.V.Aktieb.Got		V
38334	**Goldenfels** *OilEng.* D.F. E.S.D. 2*Dks* *Cruiser Stern*	8000					1937	Bremer Vulkan Vegesack	DeutscheDampfs. Ges."Hansa"	479·0|61·0|	Bremen German *WB*	2 Oil Engines 2S.C.DA 12Cy.$20\frac{7}{8}$"–$29\frac{15}{16}$" SR geared to 1 Sc. shaft 1830NHP BremerVulkan,Vegesack		
38335 DAXI	**Gertrud Fritzen** (*ex*ArthurKunstmann–38, *ex*Sortehavet, *ss*Kel.2nd.No.3–5,32 *ex*St.Andrews) *ss*Lbc.No.1–36 1*Dk*(*ptIrn&ptStl*)&*deep framing*	2999 2745 1843	✠100A1 4,36 BS5,37 ✠LMC4,36	Lbc	*u*	CL 3,36	1906 1mo *Lloyd's A&CP*	J.Blumer& Co. Sunderland	W.Kunstmann	324·0|46·7|21·3 P28'B90'F31' FK *CellDBa&uE138'f128'688t*	Stettin German 5*BHCem* *APT175t*	T.3Cy.$23\frac{1}{2}$",39"&64"–42" 160lb 288NHP 2SB,4*pf*,2*cf*,GS120,HS4652 G.Clark,Ld.Sunderland	23″10	
38336 166359	**Gemstone** ~~TrpSc~~ D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4986 4463 2941	✠100A1 *with freeboard* 2,38 ✠LMC2,38	Shl	*z*	CL	1938 2mo *Lloyd's A&CP*	Sir J.Laing &Sons.Ld. Sunderland	~~MinsterSteamship Co.Ld.~~ AlvaS.S. Co.Ld.(Naviga-tion&CoalTrade Co.Ld.*Mgrs.*)	412·5|57·7|24·0 428·0(O.L.) F39' FK (*CollBHtoShelter dk5BHto2nd dk*) *CellDB349'1114tFPT204tAPT168t*	London British 6*BHCem*	T.3Cy. ~~T.3Cy.~~$21\frac{1}{2}$",37"&62"–42" 220lb (*s*) 353NHP 2SB(Spt&FD)&1Aux.SB 8*cf*,GS122,HS5087 N.E.MarineEng.CoLd.Sld.	27″0 s2″$8\frac{3}{4}$ 24″$6\frac{1}{2}$	
38337 236882 WPPL	**Gulfwave** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system* *CarryingPetroleum in bulk* "*Arcform*"	7141 6543 4381					1937	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	GulfOil Corporation	426·4|64·2|34·0 P106'B35'F41'	Philadlphia Utd. States *WB*	2DR geared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
38338 236980 WPSU	**Gulfdisc** *Mchy.Aft* E.S.D. *Fitted for oil fuel* D.F. Gy.C *Cruiser Stern 2Dks* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk "Arcform"*	7141 6545 4381					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOil Corporation	426·4|64·2|34·0 P106'B35'F42'	Phildlphia Utd.States *WB*	2 DRgeared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		
38339 159379	**Griqua** Ⓟ (*ex*Lingestroom–38) Wireless 1*Dk* ~~2*Dks*~~ *Ref.Mchy.*	1352 1048 600					1917	Rotterdam Droogd Maat. Rotterdam	Thesen'sS.S.Co. Ld.(MitchellCotts &Co.(SouthAfrica) Ld.*Mgrs.*)	243·2|37·2|17·3	CapeTown British *WB*	T.3Cy.21½",33"&57" ~~56½"~~–39" 200NHP RotterdamDroogd.Maats.		V
38340	**Grand Quevilly** (*ex*SanCarlos–38, *ex*Rio de la Plata) 2*Dks*	2844 2395 1547					1914	J.Blumer &Co. Sunderland	Cie.France- Navigation,S.A.	333·6|48·7|19·6 P77*t*H191*t*F39*t*	Algiers French *WB*	T.3Cy.24",40"&66"–42" 282NHP N.E.MarineEng.Co.Ld.Sld		N
38341 FNIQ	**Gravelines** (*ex*RoiAlbert–38) *ss*Ant.No.3–6,37 ~~*ss*Ant.No.2–34~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*2477* *2298* *1466*	✠100A1 *with freeboard* 1,38 ~~8,36~~ ~~BS6,37~~ ✠LMC6,37 ~~2,34~~	Ant	*u*	CL 6,37	1925 4mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cie.France- Navigation,S.A.	315·9|45·1|20·6 *CellDBa*93'*uE*21' *f*142'595*t*APT57*t*	Dunkirk French FK 5*BIIptCem* (*Coll toSh dk* 4 „ *2nd* „)	T.3Cy.22",37"&61"–42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22″10 s 1″6 21″5¾	
38342 *2172*	**Giove** TwinSc *Carrying oil in bulk* *Mchy.Aft* 2*Dks* *Longitudinal framing*	5211 — 2857					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated by Soc. Anon.Cooperativa di Nav.Garibaldi)	416·7|51·2|28·3 P59'B104'F56'	Genoa Italian	T.6Cy.23⅜",38⅜"&63⅜"–35⅜" 484NHP Cant.Riuniti,Ancona		I
38343	**Genyo Maru** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* *CruiserStern*	10000					1937	Kawasaki Dkyd.Co.Ld. Kobe	AsanoBussanK.K.	500·0|65·0|37·1	Japanese	Oil Engines 2S.C.DA 8Cy 28⅜"–47¼" 2250NHP KawasakiDkyd CoLdKobe		
38344 UPTH	**Gijiga** TwinSc *OilEng.* 1*Dk*	987 760 462					1937	S.B.Yard "André Marti" Odessa	U.S.S.R.	229·6|34·0|10·8 P64'F32'	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP KolomenskieStateE.Wks.		
38345	**Gatun** (*ex*Helendra–38,*ex*Djebel- Antar–37,*ex*[illegible] Now "Alice" see No. 37182 in Supplement TheodoreMante) 2*Dks*& *Promenade dk*	*3257* *2415* *1491*					1912	Forg.&Ch. de laMédit. LaSeyne	EdouardGodillot (A.Davaris,*Mgr.*)	346·4|44·6|22·2 F46'	Colon Pnamanian *WB*	T.3Cy.34",54"&85 7/16"–45 9/32" 490NHP Forg.&Ch.de laMédit.Msl.		V
38346	**Gerassimos Vergottis** (*ex*ParisCity–38) D.F. 2*Dks*	*6343* *6057* *3959*					1920	Craig,Taylor&Co.Ld. Stockton	RokosVergottis	412·2|55·0|33·5 F35'	Argostoli Greek *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		O
38347	**Granatiere Padula** (*ex*Hua-Shan–38, *ss*Shi.2ndNo.3–1,34 *ex*Werribee–33) 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deep framing* *ss*HKg.No.1-38	*3904* *3590* *2364*	✠100A1 3,38 ~~10,36~~ ~~MS5,33~~ ✠LMC3,38 ~~BS10,34~~	Shi HKg	*w*	CL ~~N10,36~~ 3,38	1909 1mo *Lloyd's*A&CP	BlythS.B. Co.Ld. Blyth	Cia.ItalianadiNav. S.A.I.(Chinese ItalianNav.Co.Ld)	354·8|50·0|23·7 P11'B85'F38' *CellDBa*98'*uE*&*B*44' *f*165'941*t*FPT135*t*	Shanghai Italian FK 7*BHCem* APT240*t*	T.3Cy.24",39"&66"–45" (*r*) 180lb 327NHP 3SB,9*cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl.	26″5 s4″11½ 21″8	
38348	**Gran Canaria** *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	3500					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpssch.Rhed.	377·3|54·5|23·9	Oldenburg German *WB*	2steam turbinesDR geared to 1 screw shaft918 ~~994~~NHP HS3229 AllgemeineElecGes.Berlin		
* 38349 DJWF	**Germania** *OilEng.* D.F. 1*Dk*,2*nd dk in mchy space* *Mchy.Aft* *CruiserStern* *Rudder electrically welded*	9851 9168 5885	✠100A1 4,38 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC4,38	Ham	*e*	CL	1938 4mo *Lloyd's*A&CP	Deutsche WerftAGBet Finkenwrder Hamburg	Jürgens van den BerghMargarine Verkaufs Union G.m.b.H.	490·0|65·9|36·3 510·7(O.L.) P114'F69' *CellDBuE*75'227*t*DT*f*36'724*t*FPT167*t*APT262*t*	Hamburg German FK 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1163NHP 2DB*170lb* DB(WT)*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35″11	
38350 99760 EIFR	**Galway** (*ex*LadyGalway–38, *ex*Bandon,*ex*LadyLouth,*ex*Louth) Wireless 2*Dks*	1045 960 392					1894	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.(1936) Ld.	260·6|34·1|15·8 P72'B88'F77'	Dublin British *WB*	T.3Cy.27",42"&69"–48" NB11 330NHP Blackwood&Gordon,P.Gl.		
38351	**Gerrit Fritzen** (*ex*Aylsham–38, *ex*Star of Cairo–36, *ss*Hul.2ndNo.3–1,37 *ex*Chatham, *ex*Lingfield) 1*Dk*(*Stl*)	4131 3875 2580	✠ 5,38 ✠LMC ~~MS12,35~~ ~~BS1,37~~	Hul	*x*	CL 12,35	1910 8mo *Lloyd's*A&CP	Irvine'sSB &D.D.Co.Ld. WHartlepool	W.Kunstmann	365·2|51·3|26·0 377·5(O.L.) P23'B234'F32' *CellDBa*125' *uE*&*B*43'*f*151'882*t*FPT67*t*	Stettin German FK 6*BHCem* APT108*t*	T.3Cy.26",42½"&70"–48" (*s*) 180lb 397NHP 3SB,9*cf*,GS152,HS6524 Richardsons,Westgarth& Co.Ld.Hpl.	28″4 ~~s 3″11¾~~ ~~24″6¾~~	
38352	**Giovanni Boccaccio** (*ex*Makala–38, *ss*Ant.No.3–6,32 *ex*European, *ss*Ant.No.1–37 *ex*Panagis) 1*Dk*(*Stl*) 2*ndDk*(*Stl*)*in Nos.* D.F. 2&3*holds*	*3111* *2776* *1891*	✠100A1 ~~5,37~~ 4,38 BS4,38 ✠LMC2,37 *Carrying Palm oil in deeptanks*	Ant	*u*	CL ~~2,36~~ 3,38	1919 12mo *Lloyd's*A&CP	Shanghai Dk.&E.CoLd. Shanghai	"Tirrenia"Soc. Anon.diNav.	330·9|46·7|23·2 P33'B100'F29' *CellDB*284'745*t*FPT110*t*APT45*t*	Fiume Italian FK 9*BHCem* (7 „ *to U dk* 2 „ „ *2nd* „)	T.3Cy.25",41"&68"–45" (*s*) 180lb 434NHP 3SB,9*cf*,GS153,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25″6 s 4″0¼ 21″8	
38353	**Good Gulf** *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	7600 6604 4900	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1938	Howaldtswerke A.G. Kiel	BelgianOil Corporation	474·9|58·7|33·1 P125'B36'F39'	Antwerp Belgian	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" HowaldtswerkeA.G.Kiel		
38354 43990 JWRL	**Gosei Maru**	1931 1390					1937	Tsurumi SeitetsuZosen K.K. Yokohama	KounKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	271·6|40·0|20·3	Tokyo Japanese	Steam Engines TsurumiSeitetsuZosen K.K.Tsurumi		
38355 LJVS	**Granli** (*ex*Siredal–38) *CruiserStern* 1*Dk*	1577 1316 910					1934	Nylands Værksted Oslo	A/S Granli(Rolf Ugelstad)	247·5|39·2|17·4 P44*t*H97*t*	Oslo Norwegian *WB*	C.4Cy.(2)12 13/16"&(2)29 15/16"– 27 9/16" HS2035 142NHP NylandsVerksted,Oslo		N.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38451 161607 GZZQ	**Hopecrown** OilEng. D.F. 1Dk&Shelter dk Cruiser Stern	5180 4784 3131					1937	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CliveShipping Co.Ld.(A.Stott& Co.Ld.Mgrs.)	~~416·9~~|57·4|25·6 F29' 418·9	Newcastle British	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"–91$\frac{5}{16}$" 687NHP WB Swan,Hunter&Wigham Richardson,Ld.Nwc.		
* 38452 OFBK	**Hammarland** (exJurkoTopić–37, (exWien–36, ssSpt.2ndNo.3–5,37 exJurko 1Dk(ptIrn ptStl)&Webframes Topic–34, Longitudinal framing exCento) Cargo battens not fitted	3875 3440 2350	✠100A1 6,37 ✠LMC1,37 ✠NB(s)1,19	Rot	w	CL 6,37	1911 11mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	A/BNaxosPrince (CurtMattson, Mgr.)	363·7|50·2|23·6 348·3 P23'B94'F33' FK CellDBa 125'uE&B38'f143' 895tAPT25t	Helsingfrs Finnish 6BHCem	T.3Cy.24½",40"&66"–45" 180lb (s) 305NHP NDB17–refitted37–100lb 2SB,4pf,3cf,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25″11 s4″5¾ 21″8	
38453	**Hakkaisan Maru** 2Dks CruiserStern	2900					1937	Harima S.B.&Eng. Co.Ld. Harima	KaburagiKisen K.K.	318·5|45·9|20·8 P35'B81'F34'	Tokio Japanese	T3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&55$\frac{1}{8}$"–39" 190NHP WB HarimaS.B.&Eng.CoLdOh		
38454 164335 GZZX	**Haughton Hall** D.F. 1Dk&Shelter dk CruiserStern Longitudinal framing at bottom & decks	5103 4563 2968	✠100A1 withfreeboard 3,38~~7,37~~ ✠LMC7,37 Fitted for oil fuel 7,37 F.P. above 150°F.	Shl Gal		CL	1937 7mo	SirJ.Laing&Sons,Ld. Sunderland Lloyd'sA&CP	~~C.G.Dunn&Co.Ld.~~ Chas.G.Dunn ShippingCo.Ld.	440·6|57·1|24·3 454·2(O.L.) F39' FK (CollBHtoShltrdk,6BHto2nddk) CellDB370'1219tFPT174tAPT168t	Liverpool British 7BHptCem	T.3Cy.23",37"&66"–45" 150lb (s) 434NHP 5SB(Spt)9cf,HS6150 FD Richardsons,Westgarth& Co.Ld.Hpl.	27″5 s2″11½ 24″8½	
38455 125176	**Hsin Tseangtah** (exMinHo–37, exBeulah–35) ssOsa.2ndNo.3–2,35 Well deck 1Dk(Irn)&deep framing Mchy.Aft	~~932~~ ~~683~~ ~~491~~ 933 684 530	✠100A1 5,37 BS~~3,37~~ 4,38 ✠LMC3,36	Shi	l	CL 5,37	1908 9mo	ClydeS.B.&E.Co.Ld. Pt.Glasgow Lloyd'sA&CP	ChinaImport&ExportLumber Co.Ld.	~~210·9~~|30·5|13·2 210·0 32·3 218·0(O.L.) Q122'B9'F27' FK&BK1½" CellDBu E24'f134'227tFPT 51APT8t	Shanghai British 3BHCem	T.3Cy.17",28"&46"–33" (s) 180lb 151NHP 2SB,4cf,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15″6	
38456 LJNW	**Hermion** 1Dk&Shelter dk OilEng. D.F. E.S.D. Cruiser Stern ~~2Dks~~	5202 4535 2980					1937	Bremer Vulkan Vegesack	BruusgaardKiösterudsSkibsA/S (Bruusgaard,Kiösterud&Co.Mgrs.)	~~434·0|55·7|25·0~~ 434·5|55·8|25·2	Drammen Norwegian	Oil Engines 2S.C.DA 5Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 972NHP WB BremerVulkan,Vegesack		N
38457	**Hwadah** (exBolivar–37, exLakeFackler) Fitted for oil fuel Now "Bolivar," see No. 37436 in Supplement	2606 2237 [illegible]			•••		1919	Detroit S.B.Co. Wyandotte, Mich.	CathaySteelSash Factory	251·0|43·6|26·1 P25'B64'F23' FK	Chinese	T.3Cy.21",35"&59"–42" 352NHP WB DetroitS.B.Co.Detroit, Mich.	28″2	R †
38458	**Hai Da** (exBurgeoStar–37, exQuincy–36,exVogesen) Missing since 10.37 1Dk	3789 3438 2368					1909	W.Doxford&Sons.Ld Sunderland	G.E.Marden (Wheelock&Co. Ld.Mgrs.)	350·5|51·0|22·6 P23'B156'F37'	~~Shanghai~~ ~~Chinese~~ British	T.3Cy.23",38"&64"–42" 265NHP WB W.Doxford&Sons,Ld.Sld.		
38459 DJTO	**Helios** (exBoscombeChine–37, exNailseaBrook–35, ssShl.No.3–6,25 exCymricQueen. ssShl.No.1–30 exApsleyhall,exNewfield) 1Dk(Stl) D.F.	3821 — 2379	✠ 8,34 ✠	Shl	w		1912 10mo	Irvine'sSB&D.D.Co.Ld. WHartlepool	Wachsmuth&Krogmann(August Bolten,WmMiller's Nachf.Mgrs.)	~~350·0~~|51·1|23·9 348·9 P31'B101'F34' FK CellD Ba113'uE27'f157' 822tFPT85t APT117t	Hamburg German 6BHCem	T.3Cy.25",40"&67"–45" 341NHP 2SB,6cf,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl.	26″3	C †
38460 164652 MLMR	**Highwear** (exSpringwear–37) Mchy.Aft 1Dk Cargo battens not fitted	1173 859 655	✠100A1 4,38 ~~5,37~~ ✠LMC6,36	Cff Shl	n	CL	1936 6mo	ShortBros.Ld. Sunderland Lloyd'sA&CP	HighHook ShippingCo.Ld. (SpringwellShippingCo.Ld.Mgrs.)	221·3|36·2|14·1 230·5(O.L.) PonQ59'Q136' FK BonQ11'F21' CellD B178'283tFPT120t APT37t	London British 4BHptCem	T.3Cy.13½",23"&38"–27" (s) 200lb 119NHP 2SB(Spt),4cf,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16″0 s4″11 15″3	
38461 LJPI	**Havmann** Wireless 1Dk&Shelter dk ~~2Dks~~ D.F. E.S.D. Cruiser Stern Fitted for oil fuel	1342 1104 743					1937	Nylands Verksted Oslo	~~P.Meyer~~ A/S"Havbor" (P.Meyer)	250·9|41·3|14·8	Oslo Norwegian	C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& LP turbine withDRgearing WB & hydraulic coupling 107NHP NylandsVerksted,Oslo		
38462 LITZ	**Hamlet** (exAbu–37) TwinSc D.F. OilEng. Mchy.Aft CruiserStern 1Dk(Stl) CarryingPetroleum in bulk	6578 5954 3994					1934	GötaverkenA/B Gothenburg	Bruusgaard KiösterudsSkibs A/S(Bruusgaard Kiösterud&Co. Mgrs.)	408·5|55·2|33·9 P225tH197tF87t	Drammen Norwegian	Oil Engines 4S.C.SA 12Cy.21$\frac{2}{3}\frac{1}{4}$"–39$\frac{3}{8}$" 561NHP WB Gotaverken A/B,Got.		N
* 38463 165335 MMBT	**Highwave** (exSpringwave–37) Mchy.Aft 1Dk Cargo battens not fitted	1178 859 655	✠100A1 3,38 ~~1,37~~ ✠LMC11,36	Cff Shl	n	CL 1,37	1936 11mo	ShortBros.Ld. Sunderland Lloyd'sA&CP	HighHook ShippingCo.Ld. (SpringwellShippingCo.Ld.Mgrs.)	221·3|36·2|14·1 PonQ59'Q136' BonQ11'F21' FK CellDB178'283tFPT 120tAPT37t	London British 4BHptCem	T.3Cy.13½",23"&38"–27"(s) 200lb 119NHP 2SB(Spt),4cf,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16″0 s4″11 15″3	
38464 164679 MLQQ	**Highwood** (exSpringwood–37) 1Dk Mchy.Aft Cargo battens not fitted	1177 859 657	✠100A1 12,37 ~~3,37~~ ✠LMC7,36	Brs Shl	n	CL 3,37	1936 7mo	Short Bros.Ld. Sunderland Lloyd'sA&CP	HighHookShippingCo.Ld. (SpringwellShippingCo.Ld.Mgrs.)	221·3|36·2|14·1 PonQ59'Q136' BonQ11'F21' FK CellDB 178'283tFPT120tAPT37t	London British 4BHptCem	T.3Cy.13½",23"&38"–27"(s) 200lb 119NHP 2SB(Spt),4cf,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16″0 s4″11 15″3	
38465 LJLQ	**Herma** (exBeldisa–37, 3Mst exBeldis–36) OilEng. Mchy.Aft ssNpt.No.3–3,36 1Dk(Stl)	2406 1999 1284	✠ ... 5,37 ✠	Npt	s	CL 1,36	1924 6mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	LeifErichsen	294·1|45·3|19·1 P88'B26'F32' FK One IntermediateBHin holdsdispensedwith 4BHonly CellDB236'509tBridge'tween dk tank 26'242tFPT	Bergen Norwegian Cem	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"–41¾" 387NHP 2DB100lb Armstrong,Whitworth& Co.Ld.Newcastle 165tAPT84t	21″6	N †
38466 LJPL	**Höegh Ray** OilEng. D.F. CruiserStern 1Dk Mchy.Aft Longitudinal framing at bottom & deck in centre tanks	~~9350~~ ~~8700~~ ~~5656~~ 9357 8680 5659	✠100A1 10,37 ~~(Class Contemplated)~~ CarryingPetroleum in bulk ✠LMC10,37	Odn	e†	CL	1937 10mo	Odense StaalskibsvftvedAPMöller Odense Lloyd'sA&CP	SkibsA/S Arcadia(~~Leir~~ Leif Höegh,Mgr.)	485·8|65·7|35·8 501·1(O.L.) P98'B34'F37' FK CellDBuE81'329tDTf26'443tFPT167tAPTs230t	Oslo Norwegian 14BH	Oil Engines 4S.C.SA 7Cy.29⅛"–59$\frac{1}{16}$" 572NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35″10 s8″1 28″0	
38467 163468	**Harley** (exHondene–37,exCondor–34) Mchy.Aft 1Dk	400 295 185					1919	A.deYong Vlaardingen	Harris&DixonS.S.Co.Ld.(J.E.P. Hocken,Mgr.)	133·3|24·1|11·2 P49'B9'F14'	London British	T.3Cy.10",16"&27½"–21" 35RHP WB My.Hera,Ymuiden		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord au milieu du navire Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
38468 DMAS	**Helga Schröder** (*ex*Rugia-37, *ex*LitiLarsen,*ex*FranzFischer, *ex*KäteVick) 1*Dk*	656 501 349					1904	Act.Ges. "Neptun" Rostock	RichardSchröder	171·4 Q53'B58'F19	28·7	12·7	Rostock German *WB*	T.3Cy.12⅝",19$\frac{11}{16}$"&33½"–23⅝" 55NHP A.G."Neptun,"Rostock		G
38469 DMBE	**Harald Schröder** (*ex*Warnow-37, *ex*Trost,*ex*SpicaII,*ex*Import, *ex*Fusilier) *Well deck* 1*Dk*2*trB*	922 749 551					1900	J.P.Renoldsn&Sons SouthShields	RichardSchröder	206·2 Q100'B21'F20' FK	32·2	14·3	Rostock German *WB*	T.3Cy.17½",28"&47"–33" 138NHP J.P.Rennoldsn&Sns,S.Shl.	16 ″ 7	N †
38470 PEPL	**Heemskerk** (*ex*ApollinarisV.-37) *ss*Rot.No.1-35 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	315 — 229	✠100A1 ~~8,37~~~~12,36~~ 4,38 ~~✠LMC0,35~~ ~~✠LMC(M)8,37~~ ✠LMC4,38	Lon Rot	*d*	~~N0,35~~ ~~8,37~~ N4,38	1931 4mo *Lloyd'sA&CP*	N.V.IndustrieeleMaats. DeNoord Alblasserdam	N.V.Motorschip "Heemskerk" (J.Vermaas' Scheepvaart BedrijfN.V.*Mgrs*)	131·9 Q26'B8'F16' FK *CellDBf*28' 28*tFPT*	23·5	8·8	Rottrdam Dutch 3*BHptCem* 10*tAPT*4*t*	Oil Engines 4S.C.SA 3Cy.11"–17$\frac{11}{16}$" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
38471 TCAK	**Hatay** (*ex*Abuislah-37,*ex*Ab-Isslah, *ex*CapNègre,*ex*IroMaru) 1*Dk*	667 491 378					1913	BingoSenkyoK.K. Mitsumosho	OsmanSevki ~~Kaptan&Fuat~~	175·2	27·1	13·0	Istanbul Turkish	T3Cy13$\frac{1}{32}$",20$\frac{1}{16}$"&32$\frac{1}{16}$"–23" *Emade*05*refitted*14 49NHP MacColl&Pollock,Sld.		
38472 DGLD	**Heinrich Schulte** (*ex*MountOssa-37, *ss*Fal.No.3-12,32 *ex*Grelbank-32, *ss*Rou.No.1-37 *ex*WarLegate) 1*Dk*(*Stl*)	5056 4654 3104	✠100A1 8,37 MS1,37	Lon ✠LMC BS6,37	*y*	CL 8,37	1918 6mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Glasgow	"Atlas"Reederei A.G. *CellDB*344'1136*tDT*	~~400·3~~ 399·3 P49'B112'F38' FK *a*28'1200*tFPT*118*t*	52·3	28·5	Emden German 7*BHptCem* *APT*185*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s 6 ″ 0 25 ″ 3	
38473 DRBH	**Hansestadt Lübeck** (*ex*Lübeck-37) 1*Dk*	1704 1365 1007					1925	Schiffsw.v.H.KochA.G. Lübeck	LübeckLinieA.G.	261·4 F14'Q83'B61'F31'	40·7	16·0	Lübeck German *WB*	T.3Cy.18½",29½"&47¼"–31½" 125NHP LübeckerMaschb.Ges.		G
✻ 38474 164083 GYXD	**Huncliffe** (*ex*Dornoch-37) D.F. 1*Dk*&2*nd dk in way of mchy.space*	4511 4197 2762	✠100A1 10,37~~1,37~~ ✠LMC6,36	Cff Bly	*y*	CL 10,37	1936 6mo *Lloyd'sA&CP*	LithgowsLd. PortGlasgow	PrimroseHillS.S.Co.Ld.(LambertBros.Ld.*Mgrs.*) *CellDBa&uE*137'	385·0 P31'B239'F41' FK *f*173'986*tFPT*114*t*	53·5	25·2	London British 6*BHCem* *APT*145*t*	T.3Cy.23½",40"&60"–45"& LPturbine withDRgearing &hydraulic coupling 200lb (*s*) 451NHP 3SB.9*cf*.GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 ″ 6 s 3 ″ 8 24 ″ 0¾	
38475	**Hakka Maru** Ⓟ *Mchy.Aft*	1480					1937	OsakaIronWorks,Ld. Osaka	DairenKisenK.K.	245·0	39·0	18·0	Dairen Japanese	T.3Cy.17⅛",28⅜"&47¼"–31½" 125NHP OsakaIronWorks,Osaka		
38476 OZQH	**Helvig** 1*Dk*&*Shelter dk* *OilEng.* D.F. *CruiserStern* ~~2*Dks*~~	2252 1933 1268					1937	HelsingörsJernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmieglow&A.Kampen,*Mgrs.*)	~~325·0~~ F75' 326·8	~~45·8~~ 45·8	~~28·9~~ 18·4	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 540NHP Akt.Burmeistr&Wain,Cpn		
38477	**Hinde** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	352 215 ~~172~~ 174					1937	NV.Schpsfv/hDeGroot&VanVliet Slikkerveer	~~C.G.J.v.d.Berge~~ C.G.J.v.d.Berge	~~136·8~~ P39'Q79'F20' 137·5	~~24·0~~ 24·1	~~9·7~~ 7·8	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy. "Benz,"Mannheim		
✻ 38478 123802 GDGN	**Houstone** (*ex*Mari-37, *ex*Ulversmead *ss*Bbo.2ndNo.3-10,35 *ex*Renfrew.*ex*Claveresk) 1*Dk*(*Stl*)& D.F. *Webframes*	3859 3129 2429	100A1 *Turret deck* 5,37 BS1,37 LMC10,35	Cff DBS11,37		CL 9,35	1907 *Lloyd'sA&CP*	W.Doxford&Sons,Ld. Sunderland	PhœnixShipping Co.Ld.	~~350·0~~ 350·4 P32'F31' FK *CellDB*315'1097*t*	~~50·0~~ 50·1	~~25·2~~ 22·4	London British 6*BHCem* *APT*23*t*	T.3Cy.24",41"&68"–45" (*s*) 180lb *110lb* 342NHP NDB10*refitted*22 2SB,6*cf*,GS144,HS5340 W.Doxford&Sons,Ld.Sld.	25 ″ 3 s 10 ″ 9 21 ″ 8½	
✻ 38479 8220 SKXN	**Hamal** 1*Dk* *OilEng.* Wireless *Rudder electrically welded* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	~~1000~~ 978 714 444	✠100A1 12,37 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC12,37	Ham	*l*	CL	1937 12mo *Lloyd'sA&CP*	DeutscheWerftAG Bet Reihstgwrft Hamburg	TrelleborgsÅngf.NyaAktieb. (J.Malmros,*Mgr.*)	205·0 209·8(O.L.) P54'F29' FK *Trunk*116' *CellDBuE*22'20*tFPT*39*t*	32·3	15·1	Trelleborg Swedish 11*BHptCem* *APT*43*t*	Oil Engines 4S.C.SA 6Cy.15¾"–26⅜" 144NHP DB142*lb* Fr.Krupp GermaniawftAG Kiel.	15 ″ 0 s1 ″ 2¼ 13 ″ 11½	
38480 221385 KDSX	**Honolulan** (*ex*GoldenHind-37, *ex*WestFaralon) *Fitted for oil fuel* 2*Dks*&*Shelter dk*	7493 — 4595					1921	Ls.AngelesS.B.&D.D.Co SanPedro Cal	American-HawaiianS.S.Co.	430·7	54·3	26·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal		R
✻ 38481 LIYG	**Herbrand** (*ex*Mosvold-37,) TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system*	9108 8551 5573	✠100A1 ~~2,33~~~~3,37~~~~12,37~~ 4,38 *CarryingPetroleum in bulk*	Rot ✠LMC2,35	*d*†	CL PN11,37 S11,37	1935 2mo	Akt.Burmeistr&Wain Copenhagen *Cell*	SkibsA/S Herbjörn (S.Herlofson&Co.A/S,*Mgrs.*) *DBuE*71'361*tDTf*	471·8 487·7(O.L.) P101'B29'F44' FK 43'629*tAPT*150*t* (	64·4	34·9	Moss Norwegian 16*BH* 12 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 807NHP 2DB180*lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
✻ 38482	**Höegh Silverstar** *For full particulars see No. 38500 below* *OilEng.* D.F. *Ref.Mchy.* *CruiserStern*	5500 3500	100A1 (*ClassContemplated*)				1937	Akt.Burmeistr&Wain Copenhagen	(Leif Höegh,*Mgr.*)	430·0	58·0	37·6	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47¼" Akt.Burmeistr&Wain,Cpn	29 ″ 0 s3 ″ 6¾ 25 ″ 7½	
38483	**Helendra** (*ex*Djebel-Antar-37, *ex*MustaphaII-33, 2*Dks*& *ex*TheodoreMante) *Promenade dk* *Now* "**Gatun,**" *see No.* 38345 *in Supplement*	3257 2415 1491					1912	Forg.&Ch.de laMédit. LaSeyne	LamornaShipping Co.Ld.(J.A.Billmeir&CoLd.*Mgrs*)	346·4 F46'	44·6	22·2	London British *WB*	T.3Cy.34",54"&85$\frac{7}{16}$"–45$\frac{9}{32}$" 490NHP Forg.&Ch.de laMédit.Msl.		V
38484	**Hokuju Maru** (*ex*Campden Hill-37, *ex*Umlazi-36, *ss*Mdb.No.3-4,31 *ex*RosythCastle, *ss*Mdb.No.1-36 *ex*WarEarl) 1*Dk*(*Stl*)	*4276* *3924* *2619*	✠100A1 9,36 ✠LMC9,36	Mdb	*x*	CL 6,36	1918 8mo *Lloyd'sA&CP*	CanadianVickers,Ld Montreal *Cell*	KitagawaAsakichi	380·4 P43'B102'F41' FK *DB*316'1367*tFPT*1	49·2	26·7	Osaka Japanese 6*BH* 02*tAPT*136*t*	T.3Cy.26",44"&73"–48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD Canadian Vickers,Ld.Mtl.	30 ″ 1 s 5 ″ 11¾ 24 ″ 5	
38485 147361 GMDR	**Halstead** (*ex*JonathanC.Holt-37) *ss*Liv.No.2-33 D.F. 2*Dks*(*Stl-Weatherdk*-teak s)	2921 2630 1794	✠100A1 *withfreeboard* ~~5,37~~12,37 MS12,33	Liv ✠LMC ~~BS8,36~~ 7,37		CL 10,36	1926 3mo *Lloyd'sA&CP*	Smith'sDockCo.Ld. Middlesbro'	JohnHolt&Co.(Liverpool)Ld. *CellDB*263'520*t*	310·0 F29' FK *FPT*50*tAPT*26*t*	44·6	24·3	Liverpool British *Cem* 6*BH to W dk*	T.3Cy.21½",35"&59"–39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2¼	
38486 DATB	**Hermann Fritzen** (*ex*WernerKunstmann-38, *ex*Efstathios,*ex*Clearway, *ex*Nonsuch) *Turret deck* 1*Dk*	3845 3130 2387					1906	W.Doxford&Sons,Ld. Sunderland	W.Kunstmann	349·4	50·2	22·2	Stettin German *WB*	T.3Cy.24",41"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		O

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
※ 38487 DAXP	**Herta Engeline Fritzen** (exHeinzW. Kunstmann-38, (exSevenSeasTransport, exPicton) ssStn.2ndNo.3-8,32 ssHam.No.1-36 1Dk(Irn) *2trB&deepframing3Dkrule*	5100 4753 3104	✠100A1 1,38 ~~2,36~~ BS~~11,36~~ ✠LMC11,35 1,38	Ham Stn	y	CL ~~7,34~~ 12,37	1906 8mo *Lloyd's A&CP*	Richardsn Duck&Co. Stockton	W.Kunstmann	377·6 P28'B111'F27' FK *CellDBa126'uE&B43'f169'* 1260t*FPT*177t*APT*193t	52·1	27·7	Stettin German 6*BHptCem* *ptAsp*	T.3Cy.27",44½"&73"-48" (s) 180lb ~~120lb~~ NDB27 419NHP 3SB,9*cf*,GS175,HS6700 Blair&Co.Ld.Stockton	30 " 4	
38488 166364 GJJV	**Herisle** (exFairisle-38, exAnnieMurphy-32, exLakeFalama) *Fitted for oil fuel* *1Dk2trB*	2640 2265 1605	(*Reclassification contemplated*)		●●●		1919	Superior S.B.Co. Superior,Wis.	HercoalShipping Co.Ld.	251·0 P25'B64'F20' 261·6(O.L.)	43·7	~~25·8~~ 26·0 FK	London British *WB*	T.3Cy.21",35"&59"-42" 352NHP SuperiorS.B.Co.Superior	28 " 3	R †
38489 166374 GJJY	**Herport** (exFairport-38, exLakeFairport) *Fitted for oil fuel* *1Dk2trB*	2633 2271 1618	(*Reclassification contemplated*)		●●●		1919	Detroit S.B.Co. Wyandotte	HercoalShipping Co.Ld.	251·3 261·5(O.L.) P25'B64'F23'	43·8	26·1 FK	London British *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
38490 166336 MMQD	**Hester** (exAud-37,exFrances) *1Dk*	1199 998 669					1908	Laxevaags Msk.&Jrnsk. Bergen	CullifordShipping Co.Ld.(Culliford& Clark,Ld.*Mgrs.*)	228·8	36·2	15·9	London British *WB*	T.3Cy.16¾",27"&44"-30" 106NHP Lavevaags Msk.&Jrns.Bgn		N
38491 166404 GKKQ	**Herland** (exFairland-38, exLakeTreba-33) *Fitted for oil fuel* *1Dk2trB*	2649 2264 1610	(*Reclassification contemplated*)		●●●		1920	Detroit S.B.Co. Wyandotte	HercoalShipping Co.Ld.	~~251·0~~ P25'B64'F23' 250·9	~~43·6~~ 43·7	~~26·1~~ 26·0 FK	London British *WB*	T 3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
38492 212605 KDAH	**Heredia** Ⓟ (exGeneralPershing-38, exHeredia-32) *Fitted for oil fuel* D.F. *Ref.Mchy.* *2Dks&2ptDks*	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B154'F44'	49·8	29·6	Prtlnd, Or. Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		O
38493 DHJA	**Hundseck** (exGirgenti-37) Wireless D.F. *2Dks*	1456 1360 816					1923	F.Schichau Elbing	DeutscheDampfs. Ges."Hansa"	253·0 P&B200'F33'	38·2	16·6	Bremen German *WB*	T.3Cy.$19\frac{11}{16}$",$31\frac{7}{8}$"&$51\frac{3}{16}$"-$29\frac{9}{16}$" 143NHP F.Schichau,Elbing		G
38494	**Holnis** (exLuksefjell-37) D.F. *Mchy.Aft* *CruiserStern* *1Dk*	1530 1234 872					1930	Porsgrund Mek.Værks. Porsgrunn	Zerssen&Co.	245·7 P38tH145t	37·9	18·3	Rendsburg German *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundM.V.Porsgrunn		N
38495	**Hino Maru No. 3** *Cruiser Stern*	4400					1937	Mitsubishi JukogyoK.K Kobe	NipponShokuen KaisoK.K.	360·0	50·0	29·0	Japanese	2 steam turbines DRgeared to 1 screw shaft 383NHP MitsubishiJukogyoK.K. Kobe		
38496 237051 WPTD	**H. D. Collier** *Fitted for oil fuel* D.F. E.S.D. *1Dk(Stl)2nd dk fwd* GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	8298 — 4934					1938	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 P92'B35'F42'	65·3	35·1	S.Frncisco Utd.States	2 steam turbines DRgeared to 1 screw shaft 600NHP WestinghouseElec.&Mfg. Co.Phl.		
38497 165761 GKGJ	**Hopepeak** *OilEng.* D.F. *1Dk&Shelter dk* *CruiserStern*	5179 4784 3130					1938	SwanHunter&Wigham Richardson, Ld.Newcastle	Hopemount ShippingCo.Ld (A.Stott&Co.Ld. *Mgrs.*)	~~420·2~~ F29' 418·9	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
38498 PEOM	**Havik** *OilEng.* *Mchy.Aft* *1Dk* *Rudder electrically welded* *Cruiser Stern*	479 — 251	✠100A1 3,38 ~~(ClassContemplated)~~ ✠LMC3,38	Gro	g		1938 3mo *Lloyd's A&CP*	Gebr.van DiepenN.V. Waterhuizen	J.van derLaan (J.J.Onnes,*Mgr.*)	154·5 162·4(O.L.) P39'Q54'F24' FK *CellDB*58'97t*FPT*61t*APT*12t	27·4	9·6	Groningen Dutch 3*BHCem*	Oil Engines 4S.C.SA 7Cy.11"-$17\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 6 s3 " 10 11 " 5¾	
38499 26751 JODE	**Horaizan Maru** (exDaihoMaruNo.1-37) *1Dk*	1999 1802 1167			●●●		1920	Teikoku S.S.Co.Ld. Toba	Tsurumaru Hirataro	270·0 P16'B65'F36'	39·0	23·9 FK	Tokio Japanese *WB*	T.3Cy.20",33"&55"-39" 256NHP KobeSteelWorks,Kobe	23 " 11	
※ 38500 LJSX	**Höegh Silverstar** *OilEng.* D.F. E.S.D. *1Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	5415 4725 3260	✠100A1 *withfreeboard* 1,38 ✠LMC1,38 ✠Lloyd'sRMC12,37 for temp.32°F. *Carrying fuel oil F.P. above 150°F. in peaks, midship & forward deep tanks* *Carrying vegetable oil in after deep tank*	Cpn	b†	CL	1938 1mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Noruega SkibsA/S Astrea SkibsA/S Aruba SkibsA/S Abaco (LeifHöegh,*Mgr.*)	442·0 459·5(O.L.) P32'F72' FK *CellDB*379'1432t*DTa*55'1171t*MT*30'1148t *DTs in mchy.space*8'254t*DTf*47'1180t*FPT*134t*APT*136t	58·4	25·4	Oslo Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"-47¼" 860NHP 2DB*90lb* Akt.Burmeistr&Wain,Cpn	29 " 0 s3 " 6¾ 25 " 7½	
38501	**Hera** (exDa-Shing-38,exDatzing, exFookSang) *1Dk(Stl)&Spar dk(Stl-pt teak s)* *&deep framing*	3208 — 1986	✠ 7,05 ✠	Nwc	v		1905 7mo	W.Dobson &Co. Newcastle	G.Stamatilatos	331·3 P27'B96'F38' FK *Cell DBa*102'*uE&B*44'*f*140'619t*DTa*26'484t*APT*44t	44·2	16·2 24·2	Cephlonia Greek 5*BHCem*	T.3Cy.23½",39"&66"-45" 370NHP 2SB,6*cf*,GS116,HS5150 FD N.E.MarineEngCoLdNwc	26 " 6	
38502	**Hildur** (exMonark-38,exHelgöy, exFreda) *1Dk*	*1816* *1597* *1068*					1914	Fredrkstad Mek.Værks. Fredrikstad	KäsmuLaeva Omanikud(Oscar Tiedemann,*Mgr.*)	264·6 P22'B71'F29'	42·1	17·7	Käsmu Estonian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
38503	**Hellenic Pioneer** (exGisla-38) TwinSc *OilEng.* *2Dks*	3549 3174 2098					1924	Odense Staalskibs. Odense	YannoulatosBros. (China)	360·5 P96tH252tF27t	51·0	21·5	Argostoli Greek *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$",-$35\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain.Cpn		
38504	**Habicht** Ⓟ Wireless D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	1430					1938	Nordseewerke Emden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	243·5 P49'B189'F35'	39·4	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LP turbine withDRgearing &hydraulic coupling 120NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. ins.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38505 DJVX	**Hannah Böge** D.F. E.S.D. 1*Dk* *CruiserStern*	2337 5190 1334					1938	Neptun-werftRostock G.m.b.H. Rostock	Joh M.K. Blumenthal	288·7 P22'Q93'B113'F59'	45·1	17·6	Hamburg German	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"-31½" & LP turbine with DR gearing & hydraulic coupling 126NHP HS1464 OttensenerMch.G.m.b.H. Altona		
38506	**Hoop** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	385 256 233					1938	NVSchpsw "Foxhol" Foxhol	H.Damhof	~~187·8~~ P45'F23' 140·1	~~25·3~~ 25·5	~~10·2~~ 9·1	Hoogezand Dutch *WB*	Oil Engines 2S.C SA 3Cy.$11\frac{7}{16}$"-17⅛" 69NHP AppingedammerBrons Motorenfb.N.V.		
38507 525 SZOH	**Hermes** (*ex*Nepheligeretis-38, *ex*Stancourt-37,*ex*Douglas-37) *ss*Goo.2ndNo.3-5,32 Wireless D.F. *ss*Goo.No.1-37 *Ref.Mchy.* 1*Dk*(*Stl*)&*deep framing*	*950* *765* *418*	✠100A1 1,38 ✠LMC4,37	Msl	*n*	OG 4,37	1907 2mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd's*A&CP	B.Athanassiades (A.Davaris,*Mgr.*)	236·6 P30'B79'F31' BK7" 5*BHCem* *Cell DBa*48'*uE*21'*f*67'185*t*	32·1	13·6	Piræus Greek	T.3Cy.21",35"&58"-36" (*s*) 180lb HS3620 227NHP 2SB(Spt),6*cf*,GS134 ClydeS.B.&E.Co.Ld.P.Gls.	16 ″ 2 s 1 ″ 6½ 15 ″ 2¾	
38508	**Hohenfels** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7872 4845					1938	Bremer Vulkan Vegesack	DeutscheDampfs. Ges."Hansa"	479·8	61·0	33·5	Bremen German *WB*	Oil Engines 2S.C.DA 12Cy.20⅞"-$29\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP BremerVulkan,Vegesack		
* 38509 29718 JYJA	**Huso Maru** Ⓟ (*ex*Fuso Maru-38, *ex*Latvia, *ex*Russia,*ex*Russ, *ex*Rossija) TwinSc *ss*Kob.2ndNo.3 3,33 *ss*Kob.No.1-36 3*Dks*(*Stl*-*MwsU* teaks)	8199 6744 4990	✠100A1 3,38 ~~3,37~~ ✠LMC~~3,37~~ 3,38	Kob	*e*†	CL ~~P2,35~~ ~~SN3,37~~ 3,38	1908 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	OsakaShosenK.K. *CellDBa*115' *uB*&*f*248'1174*t* *Tank between tunnels*135*t FPT* 61*t APT*36*t*	475·0 P47'B199'F83' FK 8*BHCem*	57·7	32·6	Osaka Japanese	T.6Cy.26",45"&76"-54" (*s*) 185lb 1130NHP 3D&1SB,21*cf*,GS409, HS16040 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
38510	**Hokutai Maru** (*ex*PeiTai-38, *ex*Galvan-37, *ex*Foreric,*ex*Verentia, *ex*WarLemur) *ss*Npt.No.3-2,31 *ss*Ams.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	*5185* *4747* *3152*	✠100A1 9,37 ✠LMC9,37	Nag	*y*	CL 9,37	1918 5mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	KitagawaSangyo KaiunK.K.	400·4 P49'B113'F40' FK 7*BHptCem* *CellDB*345'1123*t FPT*122*t APT*181*t*	52·3	28·4	Osaka Japanese	T.3Cy.27⅛",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
38511 24035 JHMD	**Hohuku Maru** (*ex*HofukuMaru-38) *ss*Kob.No.3-5,31 *ss*Yka.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5325 5586 4243	✠100A1 *Awng dk with freeboard* 6,37 ✠LMC6,37 *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Nag	*y*	OG 8,35	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K.	385·0 FK *Collision BH to Awng dk* 5*BH to U dk* *CellDB*334'1118*t FPT* 126*t APT*95*t*	51·0	36·0	Hashidate Japanese *Cem*	T.3Cy.26",43½"&72"-48"(*s*) 200lb 436NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLd Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
38512	**H. P. Hanssen** (*ex*Gertrud-38, *ex*Donator-38,*ex*Gorm, *ex*Nedenes) 1*Dk*	1578 1418 938					1899	ShortBros. Sunderland	P.F.Cleeman	255·7 P15*t*H58*t*F36*t*	36·8	18·1	Aabenraa Danish *WB*	T.3Cy.19",31"&51"-36" 156NHP W.Allan&Co.Ld.Sld.		N
* 38513 DJWH	**Hans Rickmers** (*ex*Trelyon-38) *ss*Fal.No.3-6,35 D.F. 2*Dks*(*Stl*)	*5294* *4843* *3196*	✠100A1 9,37 BS9,37 ✠LMC6,35	Npt	*y*	CL 9,37	1919 8mo	JReadhead &Sons,Ld. S.Shields *Lloyd's*A&CP	Rickmers RhedereiA.G.	400·0 414·3(O.L.) P49'B117'F39' FK 7*BHCem* *CellDB*345'1085*t FPT*130*t APT*205*t*	52·4	28·5	Hamburg German	T.3Cy.27⅜",44"&73"-48" (*s*) 180lb 513NHP 3SB,9*cf*,GS190,HS7563 FD J.Readhead&Sons,Ld SShl	31 ″ 0 s 5 ″ 10¾ 25 ″ 4¼	
* 38514	**Helga Moller** (*ex*DeikeRickmers-38,*ex*Aker,*ex*Istok, *ex*Kurmark) *ss*Ham.2ndNo.3-5,35 2*Dks*(*Stl U-pt* teaks)	5341 4749 3304	100A1 12,37 BS12,36 LMC5,34	Ant	*e*	CL 12,37	1912	Rickmers Akt.Ges. Bremerhaven *Lloyd's* CP	MollerLine,Ld. (Mollers'Ld *Mgrs*) *CellDBa*129' *uE*&*B*49'*f*178'1163*t FPT*46*t APT*8*t*	401·0 P50'B134'F35' FK 6*BHptCem* *ptAsp*	53·2	27·5	Shanghai British	T.3Cy.28",45"&74"-54" 192lb FD 510NHP 3SB(Spt)9*cf*,GS225,HS6943 A.G."Weser,"Bremen	30 ″ 0	

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	**Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	**Machines.** No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pe.*	Registres où coté et ce n'est dans le L. R. Durée, Cert. B. of Trade.
38601 OFBF	**Inari** (*ex*Victoria-37,*ex*Katie-35) ssAlx.No.3-3,36 1*Dk*(*Stl*)&*deep framing*	2216 — 1276	✠100A1 4,37 BS3,37 ✠LMC MS11,35	Ant	*s*	OG 7,34	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	F.A.B."Inari" L.O.Y.(A/B John Dahlberg,*Mgr.*) *CellDBa*58'*a&u*	291·5 Q16'B70'F36' FK *E*54'*f*120'578*tFPT*	42·7	19·2	Helsingfrs Finnish 5*BHCem* 58*tAPT*44*t*	T.3Cy.20½",35"&57"-39"(*s*) 180lb 215NHP 2SB,6*rf*,GS76,HS3247 HelsingörsJernsk.&Mskb.	21″10 s3″4¼ 18″8 —	
38602 164323 GZSS	**Inkosi** Ⓟ D.F. 2*Dks* *Ref.Mchy.* *CruiserStern* E.S.D.	6618 4950 4055	✠100A1 ~~6,37~~12,37 ✠LMC6,37 ✠Lloyd'sBMC6,37 *Fitted for oil fuel*6,37 *F.P above* 150°F.	Nwc Lon	*a*†	CL	1937 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Cell*	414·8 429·6(O.L.) P37'B163'F41' FK *DB*340'1039*t FP*42*t*	56·0	28·5	Liverpool British 8*BHptCem* *ptAsp* *APT*58*t*	Q4Cy.28",41½",59"&84"-54" 235lb (*r*) 835NHP 4SB(Spt),16*cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld.	31″0 s5″7 25″7	BT till 5,38
38603 OFBV	**Inha** (*ex*Sitav-37,*ex*Miguel-37, *ex*Eros) ssBbo.2ndNo.3-12,25 D.F. ssBbo.No.2-33 1*Dk*(*Irn*)&*deep framing*	2705 2400 1800	✠100A1 7,37 ~~2,36~~ BS~~3,36~~ 7,37 ✠LMC12,33	Mdb Hul	*t*	~~6,35~~ 7,37	1899 11mo	R.Thompson&Sons Sunderland A&CP	FartygsA/BInha LaivaO/Y (A/B JohnDahlberg) *CellDBa*	313·0 323·8(O.L.) P29'B94'F34' FK 98'*uE*22'*f*128'662*t*	44·2	20·6	Helsingfrs Finnish 5*BHCem* *APT*55*t*	T.3Cy.22",36½"&60"-42" (*s*) 180lb ~~80lb~~ NDB13 253NHP 2SB,6*pf*,GS97,HS3910 *40lb* N.E.MarineCo.Ld.Sld.	23″0 s3″5¼ 19″9	
38604	**Ilford** (*ex*Iossifoglu-37, *ex*NordAtlantic-34, ssHam.No.3-4,25 *ex*Uncas) D.F. ssHam.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now* "Yolanda," *see No.* 40351 *in Supplement*	4680 4214 2790	✠100A1 2,37 BS2,37 ✠LMC5,34 *CarryingPetroleum in bulk*	Pir	*x*	CL 4,37	1913 6mo	Greenock &Grangem'th DkydCo. Ld. Greenock *Lloyd's*A&CP	~~FinchleyS.S.Co.Ld.~~ Cia.Primera de Nav.Ltda. *CellDBuE&B*75'122*t*	374·2 P103'B28'F46' FK *FPT*138*tAPT*90*t*	51·2	29·0	Panama Pnamanian 16*BHCem* (11 *to Udk* 5 ,, 2*nd* ,,)	T.3Cy.27",44"&73"-48" (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29″2	
38605 OFBY	**Ilves** (*ex*Edenhurst-37) ssNwc.No.1-34 1*Dk*(*Stl*) *Cargo battens not fitted*	1599 1432 922	✠100A1 *withfreeboard* 8,37 ~~12,35~~ BS~~10,36~~ 10,37 ✠LMC11,34	Sld Nwc	*p*	CL ~~11,34~~ 8,37	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	F.A.B."Ilves" L.O.Y.(A/B John Dahlberg) *CellDB*173'464*t D*	256·0 245·3 P23'F28' FK *Ta*36' 176*t FPT*57*t*	39·4	19·0	Helsingfrs Finnish 4*BH pt Cem* *APT*32*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 182NHP 2SB,4*cf*,GS74,HS3152 Blair&Co.(1926)Ld.Stk.	21″1 s3″7 17″8½	
38606	**Itsukushima Maru** *OilEng.* *Mchy.Aft CruiserStern* *CarryingPetroleum in bulk*	10000					1937	Kawasaki Dkyd.Co.Ld. Kobe	NipponSuisanK.K.	500·0	65·0	37·1	Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		
38607	**Ioannis Fafalios** (*ex*Muntropic-37, *ex*TerreHaute) *Fitted for oil fuel* 2*Dks*	5670 5063 3424			•••		1919	Merchant S.B.Corp. Chester,Pa.	S.&D.Fafalios	400·7 P36'B123'F43' FK	54·2	30·1	Chios Greek *WB*	T.3Cy.24½",41½",&72"-48" E *fitted*29 359NHP Hoovers,Owens& Reutschler	32″9	R †
38608	**Islas Visayas** (*ex*Visayas, *ex*Andres,*ex*Illaroo) 1*Dk*2*trB*	516 — 283	✠ 1,85 ✠	Nwc	*i*		1884 12mo	Wigham Richrdsn&Co Newcastle	CebuNav.Co.	166·2 Q21'B15'F25' *DB*	25·9	14·1	Cebu Utd.States 5*BHCem* *a*36'*f*18'58*t*	C.2Cy.23"&44"-33" 93NHP WighamRichrdsn&CoNwc	15″2	
38609	**Ile Rousse** (*ex*Skarp-37,*ex*Vanja, *ex*Kleven) 1*Dk*	1363 1197 785					1918	T.van Duijvendijk Lekkerkerk	Cie.France- Navigation	238·8 P52*t*H88*t*	36·5	16·9	Marseilles French *WB*	T.3Cy.17½",29"&46"-36" 128NHP Penn&Bauduin,Dordrecht		N
38610	**Inconfidente** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	~~2600~~ 2933 2636 1698	✠100A1 12,37 ✠LMC12,37 ~~(ClassContemplated)~~ ✠Lloyd'sRMC1,38	Rot	*u*	OG	1937 12mo	NV.Boele's Schpsw&Mch Bolnes *Lloyd's*A&CP	Govt.of the State of RioGrande doSul *CellD*	322·5 336·3(O.L.) P33'B90'F30' FK *B*238'647*tFPT*66*tA*	47·4	21·4	Pto.Alegre Brazilian 6*BHptCem* *PT*88*t*	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24″0 s3″8 20″5½	
38611 166337 GFFD	**Itinda** D.F. 2*Dks* *CruiserStern*	6619 6128 3964	✠100A1 *withfreeboard* 1,38 ~~(ClassContemplated)~~ ✠LMC1,38	Hpl		CL	~~1937~~ 1938 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	426·8 442·8(O.L.) P39'B132'F39' FK 366'1126*tFPT*190*t*	57·6	32·0	London British 7*BHCem* *APT*190*t*	T.3Cy.22",37"&65"-48" &LPturbine withDRgearing & hydraulic coupling 250lb (s) FD 592NHP 3SB(Spt)9*cf*,GS168,HS6858 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34″6 s9″8¾ 25″0	
38612 OYNU	**Isafold** (*ex*Orion-35) **Wood**	871 662 512					1909	O.B.Sörensens Værft Arendal	A/SSkipafelagid Færöyar (Z.Niclasen,*Mgr.*)	183·0 Q61*t*B87*t*H11*t*F21*t*	29·9	17·2	Thorshavn FaroeIsds. Danish	T.3Cy.13⅝",21"&36"-37" 67NHP MossMek.Værks.Moss		~~V~~
38613 LJRY	**Inviken** (*ex*LuHsing-37, *ex*ElaineL.D.-35, *Fitted for oil fuel* *ex*Merkator) 1*Dk*	4171 3603 2840					1925	Nüscke& Co.A.G. Stettin	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	~~346·4~~ P26'B118'F48' 346·8	~~50·9~~ 50·8	~~24·6~~ 24·5	Bergen Norwegian *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"-39⅜" 162NHP A.Borsig,Berlin		V
38614 217725 WBCP	**Iberville** (*ex*Munmystic-37, *ex*Mystic) ssPhl.No.3-11,32 2*Dks*(*Stl*) ssMob.No.1-37	5685 5062 3413	✠100A1 2,38 ~~6,34~~ ✠LMC11,37 ~~BS11,37~~ ~~MS10,32~~ *Fitted for oil fuel*4,19 *F.P. above* 150° F.	NOs ~~Phl~~ Mob	*g*	CL 11,37	1919 4mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	WatermanS.S. Corp. *CellDB*	400·7 P36'B123'F43' FK 338'1387*tFPT*147*t*	54·2	30·1	Mobile Utd.States 6*BHptCem* *APT*180*t*	2 steam turbinesDRgeared to 1 sc.shaft 200lb (*s*) GS272,HS8703 524NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	32″9	
38615 166382 GKGS	**Indora** D.F. 2*Dks* *CruiserStern*	~~6620~~ ~~6128~~ ~~3965~~ 6622 6128 3963	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ~~(ClassContemplated)~~	Hpl		CL	1938 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	426·8 442·8(O.L.) P39'~~B137'F38'~~ FK B132'F39' 366'1126*tFPT*190*t*	57·6	32·0	London British 7*BHCem* *APT*190*t*	T.3Cy.22",37"&65"-48"&LP turbine with DR gearing & hydraulic coupling 250lb (*s*) 592NHP 3SB(Spt)9*cf*,GS163,HS6858 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34″6 s9″8¾ 25″0	
38616	**Inez** (*ex*Niit-37, **WoodAux3MstSr** *ex*Elisabeth-36,*ex*Elizabete, *OilEng.* *ex*Greif) 1*Dk* (*See SailingShipRegisterSupplement*)	301 272 224					1921	F.Dawartz Tönning	Rederiet för M/S "Inez"(Axel Hansson)	126·8 P13'H20'	25·5	13·8	Västervik Swedish	OilEngines 2S.C SA 2Cy.16"-19$\frac{7}{16}$" 57NHP Möller&Bindseil,Marne		
38617	**Italo Balbo** (*ex*AvonCliff-37, *ex*Lomas-36,*ex* ssNpt.No.3-2,32 Brazilier) ssHul.No.1-37 E.S.D. 1*Dk*(*Stl*)	~~5256~~ ~~4779~~ ~~3181~~ 5114 4709 3103	✠100A1 12,37 BS12,37 ✠LMC MS2,37	Rot	*y*	CL 12,37	1919 5mo	Fairfield S.B.&E.CoLd Glasgow *Lloyd's*A&CP	Soc.Anon. Emanuele v Parodi *CellDB*345'1136*t DT*	~~400·1~~ 413·2 P49'B113'F39' FK *a*28' 1120*t FPT*118*t*	52·3	28·4	Genoa Italian 7*BHptCem* *APT*185*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD FairfieldS.B.&E.Co.Ld.Gls	31″0 s5″11½ 25″3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in LR. Date of R. of Trade Cert.
38618	Ioannis Chandris (*ex*Arcturus-38) *Fitted for oil fuel* 1*Dk & Shelter dk* *Longitudinal framing & Web frames*	6094 5632 3816	(*Reclassification contemplated*)		●●●		1920	GMStandiferCnst.Corp. Vancouver, Wash.	J.D.Chandris	401·4 417·0(O.L.) P34'B114'F38'*on Shelter dk* FK	53·2	31·9	Chios Greek	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–18" 552NHP *WB* LlewellynIronWorks, LosAngeles,Cal.	34 " 7	R †
38619	Inverdargle *OilEng.* *MchyAft*	8900	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1937	Deutsche WerftA.G. Hamburg	InverTankers,Ld. (A.Weir&Co. *Mgrs.*)				British	Oil Engines Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		
38620	Imperial Ⓟ *OilEng.* D.F. *Ref.Mchy.* *CruiserStern*	7216 4433	100A1 (*ClassContemplated*)				1938	Nakskov Skibs.A/S Nakskov	CompaniaSud Americana deVap.	414·3 P43'B260'F43'	58·3	21·7	Valparaiso Chilean	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" Akt.Burmeistr&Wain,Cpn	33 " 9 s11 " 1 23 " $0\frac{1}{2}$	
38621	Inger Benedicte TwinSc Wireless D.F. *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	1163 877 745					1938	Lübecker Flender-WerkeA.G. Lübeck Siems		228·5 P55'B33'F34'	34·5	14·0	Bergen Norwegian	Oil Engines 4S.C.SA 16Cy.11"–$16\frac{9}{16}$" 189NHP DeutscheWerkeKielA.G. Kiel		
38622	Isikari Maru D.F. *CruiserStern* 2*Dks*	3260					1938	TamaS.B. Co.Ld. Tama	KyoritsuKisen K.K.	330·0 P29'B100'F27'	47·0	25·0	Tokyo Japanese	T.3Cy.$22\frac{7}{16}$",$33\frac{7}{16}$"&$59\frac{1}{16}$"–$44\frac{7}{8}$" & exhaust turbine *WB* driving steam compressor 233NHP TamaS.B.Co.Ld.Tama		
38623	Ionian D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3130 2485 1395	100A1 *withfreeboard* (*ClassContemplated*)				1938	W.Gray& Co.Ld. W Hartlepool	EllermanLines,Ld. (Ellerman& PapayanniLines Ld.)	345·6 F24'	50·1	20·7	Liverpool British	T.3Cy.23",38"&65"–48"& LPturbine withDRgearing &hydraulic coupling Cen.Mar.E.Wks. (W.Gray.&Co.Ld.)W.Hpl.		
38624	Ivaran *OilEng.* 2*Dks*	4900 4300 2900					1938	Kockums M.V.Aktieb. Malmö	A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*)	395·0 P29'F34'	54·6	37·4	Oslo Norwegian	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 972NHP *WB* KockumsM.V.Akt.Malmö		
38625	Ivorea (*ex*Suriname-38) *ss*N.Yk.2ndNo.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk*(*Stl*–ws) D.F.	3234 2457 1865	✠100A1 *Spar dk* 6,36 BS7,37 *Fitted for oil fuel*	NOs	*v* ✠LMC8,33 2,24	CL 6,36 *F.P. above* 150° F	1908 2mo	Nederl. Schps.Maats. Amsterdam *Intermediate bulkhead in after hold dispensed with*	"LaCostiera"Soc. Anon.diNav.	336·7 B180'F46' FK&BK2" CellDBa76' f134'418 t	41·9	22·7	Genoa Italian *Cem* 5*BH only*	T.3Cy.$24\frac{3}{8}$",$41\frac{5}{8}$"&$68\frac{1}{4}$"–51" 180lb (*s*) 503NHP 3SB.9*cf*,GS187.HS7827 FD NedFb.v.Wrk&Spoor,Ams	26 " 0 s3 " $3\frac{3}{4}$ 23 " $2\frac{3}{4}$	
38626 LCSV	Ingertre (*ex*JulianneI-38, *ex*Lövstakken-33) *Fitted for oil fuel* 1*Dk*	2462 2215 1462					1921	Burntislnd S.B.Co.Ld. Burntisland	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	301·0 P72tH102t	43·7	22·2	Bergen Norwegian	T.3Cy.21",35"&57"–36" 195NHP *WB* Cooper&Greig,Dundee		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15
38751 MMKJ	**Jaron** (exNikolinaMatkovic-37,ex AntoineSchiaffino-32, exMogador,exGibraltar) ssShl.No.3-7,20 ssAlg.No.2-29 1Dk(Stl)&Shelter dk(Stl) Now "Bena," see No. 37391 in Supplement	2089 1971 1245	9,33	Alg			1905	Howaldtswerke Kiel	ArrowS.S.Co.Ld.	261·5|38·3|24·3 F33' on Shelter dk BK7⅞" CollisionBHtoShdk CellDB220'554tAPT15t	London British Cem B „ „ U	T.3Cy.20½",32 7/16"&51 9/16"-35 7/16" 192NHP 2SB,4cf,GS100,HS3240 Howaldtswerke,Kiel	26 ″ 9	G †
38752 PUQH	**Jacuhy** (exOswaldo Aranha-37,exJacuhy) TwinSc ssRio.2ndNo.3-5,34 1Dk(Stl)	1951 1599 1182	✠ A1 withfreeboard 12,35 ~~BS12,35~~ ✠LMC5,34 BrazilianCoasting	Rio BS5,37	r	CL 11,35	1912 5mo Lloyd'sA&CP	Mackie&Thomson,Ld Glasgow	Cia.Commercio e Navegação CellDBa86'uE14'	276·7|45·2|15·4 P27'B61'F22' FK f114'569tFPT126t	R.Janeiro Brazilian 6BHCem APT127t	T.6Cy.15",25"&40"-27" (s) 180lb 140lb 208NHP 2SB,6cf,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6 s 2 ″ 9½ 15 ″ 0	
38753 210935	**Jason** TwinSc Fitted for oil fuel Mchy.Aft 1Dk Longitudinal framing	10005 — 6548					1913	MarylandSteelCo. Sparrows'Pt.Md.	AmericanS.S.Co.(Boland&Cornelius,Mgrs.)	514·0|65·0|39·5 P193'F55'	Baltimore Utd.States	T.6Cy.27",46",&76"-48" 801NHP MarylandSteelCo. Sparrows'Pt.Md.		
38754	**Jutland** OilEng. D.F. 1Dk Mchy.Aft Cruiser Stern	357 241 158					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Kuipers	135·6|23·0| 9·7 P43'F16'	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11¼"-16 9/16" 74NHP MtrnWerkeMannheimAG		
38755 92736	**John P. Geistman** (exMaricopa-37) Mchy.Aft 1Dk2trB	3979 — 2966					1896	Chicago S.B.Co. Chicago	JohnP.Geistman	406·0|48·2|23·4	D'luth,Min Utd.States WB	T.3Cy.25",40"&68"-42" Bmade14 300NHP ClevelandS.B.Co.Clevelnd		
38756 165618 MMPK	**John M.** OilEng. 1Dk Mchy.Aft CruiserStern	~~666~~ 500 329 262					1937	J.Koster Hzn.Schpsw. "Gideon" Groningen	T.J.Metcalf	~~150·0|27·2|11·5~~ P37'Q54'F18'|9·6 156·1|27·4|	London British WB	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
38757 202977	**J. Clare Miller** (exHarveyD. Goulder-37) Mchy.Aft 1Dk	6617 — 5219					1906	American S.B.Co. Lorain,O.	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	525·0|55·0|31·0 F46'	Wilmgton (Del.) WB Utd.States	T.3Cy.24",39"&65"-42" 273NHP AmericanS.B.Co.Clevelnd.		B
38758 165577 MMKT	**Joseph Flint** TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	320 237 165	✠ A1 withfreeboard 9,37 ✠LMC9,37 For service in the Gulf of Guinea	Lth			1937 9mo Lloyd'sA&CP	Henry Robb,Ld. Leith	UnitedAfricaCo. Ld.	137·2|24·2| 8·8 142·7(O.L.) Q43'F25' FK FPT26tAPT6t	London British 3BHptAsp	Oil Engines 4S.C.SA 12Cy.9 7/16"-14 3/16" 104NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6 s1 ″ 6¾ 8 ″ 0	
38759 86140	**Joseph S. Scobell** (exGriffin-37 3Mst Mchy.Aft 2Dks	1879 — 1526					1891	Cleveland S.B.Co. Cleveland,O	ErieSand&Gravel Co.	266·0|38·2|19·6 F40'	Erie Utd.States WB	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		B
* 38760 ESXM	**Juss** (exTolsta-37,exCairnnevis) ssLth.2ndNo.3-4,31 ssLth.No.1-35 1Dk(Irn)&deep framing Cargo battens not fitted	1587 1440 977	✠100A1 10,37~~4,37~~ BS4,37 ✠LMC4,35	Abn Bly	q	CL 4,36	1905 7mo Lloyd'sA&CP	ShortBros. Ld. Sunderland	M.Inkapööl&others(A.Inkapööl, Mgr.) CellDBa82'uE&	259·0|36·8|18·0 P21'B62'F26' FK B34'f102'418tFPT	Tallinn Estonian 4BHCem 46tAPT39t	T.3Cy.19",30"&48"-36" (s) 160lb 80lb 151NHP 1SB,3cf,GS62,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s2 ″ 9 17 ″ 8	
38761 YTTB	**Jurko Topić** (exTrematon-37) ssCff.No.3-8,32 D.F. ssCff.No.1-37 1Dk(Stl)	5160 4769 3132	✠100A1 ~~10,379,37~~ 5,38 BS9,37 ✠LMC9,36	Cff ~~Hul~~ Rot	y	CL 8,37	1919 10mo Lloyd'sA&CP	D&WHenderson&CoLd Glasgow	SlobodnaPlovidba TopićD.D.(Ant. Topić,Mgr.) CellDB	400·1|52·3|28·4 412·8(O.L.) P49'B113'F38' FK 344'1035tFPT125t	Susak Yugoslav 7BHCem APT210t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
38762	**Jenny Chandris** (exEasternPlanet-37) Foundered11.37 Sub.Sig 2Dks&Awng dk	5815 4112 3604			●●●		1920	Kawasaki Dkyd.Co.Ld. Kobe	J.D.Chandris	384·8|51·2|25·5 FK	Piræus Greek WB	T.3Cy.26",43½"&72"-48" 437NHP KawasakiDkydCoLdKobe	36 ″ 0	
38763 159611 VWJM	**Jalakrishna** 2Dks Cruiser Stern	4991 4658 3075	✠100A1 3,38 12,37 ~~(ClassContemplated)~~ ✠LMC12,37	PGl Bom		CL	1937 12mo Lloyd'sA&CP	Lithgows, Ld. PortGlasgow	ScindiaS.N.Co.Ld.	400·0|52·0|28·0 414·7(O.L.) P37'B145'F33' FK CellDB343'1149tFPT78t	Bombay British 6BHCem APT47t	T.3Cy.24½",41"&70"-48" 220lb 150lb (r) 524NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 10¼ 24 ″ 10¼	
38764 165923 MMNZ	**Jacinth** OilEng. Mchy.Aft 1Dk CruiserStern	650 ~~450~~ ~~330~~ 452 332	✠100A1 12,37 ~~(ClassContemplated)~~ ✠LMC12,37	Lth	i	OG	1937 12mo Lloyd'sA&CP	Henry Robb,Ld. Leith	Wm.Robertson	178·0|28·7|11·4 185·0(O.L.) ~~P45'Q62'F24'~~ P45'Q60'F27' FK CellDB114'154tFPT85t	Glasgow British 3BHptCem APT24t	Oil Engines 2S.C.SA 7Cy.9 13/16"-16 9/16" 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s4 ″ 0¼ 13 ″ 0⅝	
38765 237044 WPTU	**J. W. Van Dyke** D.F. E.S.D. Fitted for oil fuel GyC. CruiserStern 1Dk MchyAft CarryingPetroleum in bulk Longitudinal framing-bracketless system	11651 — 7258					~~1937~~ 1938	SunS.B.&DryDockCo. Chester,Pa.	AtlanticRefining Co.	521·0|70·0|40·0 P104'B32'F45'	Phildlphia Utd.States	1 steam turbine connected to electric motor & screw shaft 833NHP GeneralElectricCo. Schenectady,N.Y.		
38766	**Julian** Wireless 2Dks CruiserStern	1310 1040 700					1937	Fredrkstad MekVrksA/S Fredrikstad	H.Reksten	251·2|42·3|14·0	Bergen Norwegian WB	C.4Cy.(2)13"&(2)30 5/16"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		
38767 OUHE	**Jörgen** (exHuldaMærsk, exN.A.Christensen) 1Dk	891 674 493					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S VikingA/S (ChristianBorg, Mgr.)	218·2|32·5|12·0 P17'Q56'B86'F29'	Copnhagn Danish WB	T.3Cy.14",22½",&37"-24" 67NHP KjbnhavnsFlydk.&Skbsv.		C
38768 DOIW	**Jantje Fritzen** (exPassat-37, exSile) 1Dk&Shelter dk CruiserStern	6582 6257 4066			●●●		1920	Monmouth S.B.Co.Ld. Chepstow	Lexzau,Scharbau &Co.	412·4|55·8|34·5 F41'on Shelter dk FK	Emden German WB	2 steam turbinesDR geared to 1 sc. shaft 678NHP BritishWestinghouseCo. Mch.	38 ″ 0	G †
38769	**Jangadeiro** TwinSc OilEng. Ref.Mchy. 2Dks CruiserStern	2927 2630 1694	✠100A1 3,38 ✠LMC3,38 ~~(ClassContemplated)~~ ✠Lloyd'sRMC3,38	Rot	u	OG	1938 3mo Lloyd'sA&CP	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Govt.of theState of RioGrande do Sul	322·5|47·4|21·4 336·3(O.L.) P33'B90'F30' FK CellDB238'647tFPT66t	Porto Alegre Brazilian 6BHptCem APT88t	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s 3 ″ 8 20 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38770 232139 KDCY	Jamaica Ⓟ (*ex*Peten-37) TwinSc *Fitted for oil fuel* D.F. GyC. *4Dks* *Ref.Mchy.* E.S.D.	6968 — 3152					1933	NwprtNws S.B.&D.D.Co NewprtNews	~~ColombianS.S.Co. Inc.~~ UnitedMail S.S.Co. (United FruitCo,*Mgrs.*)	415·4|60·2|24·0 P36'B&F348'	NewYork Utd.States *WB*	2 steam turbines connected to elec. motor & sc. shafts GeneralElectricCo. Schenectady,N.Y.		R
* 38771 166452 GLGD	John A. Brown *1Dk 2nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	~~11000~~ 10455 9637 6059	✠100A1 5,38 ~~*(Class Contemplated)*~~ *Carrying Petroleum in bulk* ✠LMC5,38	Mfl	*ft*	CL	1938 5mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	~~StandardOilCo.~~ OrientalTankers, Ld.	490·2|70·0|37·0 506·6(O.L.) P107'B41'F35' FK *CellDBuE*89'175t*DTf*24'647t*FPT*196t*APT*169t	London British 16*BHptAsp*	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}''-43\frac{5}{16}''$ 1000NHP 2DB–*199lb* Soc.An"Fiat"S.G.M.Turin	37″0 S7″$4\frac{1}{4}$ 29″$10\frac{1}{4}$	
38772	John Hulst D.F. GyC. *Mchy.Aft* *1Dk* *Longitudinal framing at bottom & at deck*	7900 6200					1938	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghSteamshipCompany	593·2|60·0|32·5 F48'	Dul'th,Min Utd.States *WB*	1DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y.		
38773 FPBC	Jean et Jacques (*ex*Corsican Prince-38,*ex* Chickahominy, *ex*Persiana) ssDrt.No.3-10,35 *1Dk(Stl)& Shelter dk(Stl)* *CruiserStern*	*3493* *2911* *1802*	✠100A1 *Shelter dk with freeboard* 3,38 ~~10,37~~ BS3,38 ~~BS9,37~~ ✠LMC10,35 *Carrying oil fuel F.P. above 150° F. in deep tank aft* *Fitted for oil fuel 5,22 F.P. above 150° F.*	Ant Mch	*x*	CL ~~10,35~~ 2,38	1921 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	LesCargos Algériens,Soc. Anon.	363·3|52·2|22·0 F68'*onShelter dk* *Duct keel in Blr.space & forward* 153' *CellDB* 294' 1155t *DTa*22'643t*FPT*45t*APT*43t	Algiers French FK *Cem Collision BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"–48" (*s*) 180lb 547NHP 3SB,9*cf*,GS188,HS8365 Richardsons,Westgarth& Co.Ld.Hpl.	24″9 s 2″$3\frac{3}{4}$ FD 22″8	
38774 PBYV	Jaedjoer *OilEng.* D.F. *1Dk* *Mchy.Aft* *CruiserStern*	309 142					1937	Gebr. Niestern&Co. Delfzijl	J.E.Wicherts	125·3|23·9|10·1 P41'F22'	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}''-14\frac{3}{16}''$ 62NHP AppingedammerBrons Motorenfb.N.V.		
38775	John Holt D.F. E.S.D.	3310	100A1 *with freeboard* *(Class Contemplated)*				1938	Cammell Laird&Co.Ld. Birkenhead	J.Holt&Co.(Liverpool)Ld.	360·0|52·5|31·5 P41'B131'F43'	Liverpool British	T.3Cy.$23\frac{1}{2}''$,38"&64"–45"& LPturbine with DR gearing & hydraulic coupling Cammell Laird&CoLd.Bkn	23″0 S1″$5\frac{1}{4}$ 21″$8\frac{1}{2}$	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
38851 DOBP	Konya (*ex*Angora-37, *ex*ElsbethKimme) Sub.Sig. 1*Dk*	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	AtlasLevante- LinieA.G.~~(Deut- scheLevante-Linie G.m.b.H.*Mgrs.*)~~	296·2 P15'Q36'B182'F33'	42·8	19·6	Bremen German *WB*	T.3Cy.21⅝",35⅜"&55⅞"-35⅜" J.Frerichs&Co. 185NHP A.G.Einswarden		G
※ 38852 143526 MKJW	Kellwyn (*ex*MarieLlewellyn-37) *ss*Npt.No.3-10,35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1464 1119 885	✠100A1 1,37 BS1,37 ✠LMC10,35	Sws	*o*	CL 4,36	1920 12mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	DillwynS.S.Co. Ld.(Angel,Son& Co.Ld.*Mgrs.*) *CellDB*192' 381*t FPT*40*t APT*36*t*	234·8 P16'Q67'B58'F23'	35·7	16·6 FK	Cardiff British 4*BHCem*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 86RHP 2SB,6*cf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s1 ″ 5½ 17 ″ 4	
38853 LDAZ	Krone (*ex*Tilthorn-37) *ss*Bgn.No.3-10,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Kob.No.1-37	6583 6299 4119	✠100A1 *Shelter dk* *withfreeboard* ~~6,37~~ ~~3,37~~12,37 ~~BS3,37~~ ✠LMC~~10,37~~ 12,37	Shl ~~Ant~~ Kob	*z*	CL ~~3,37~~ 11,37	1921 8mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland	SteamshipCo. "Cosmopolite,"Ld. A/S(JohanGran, *Mgr.*) *IntermediateBH in fore hold dispensed with* *CellDB*364'1180*t FPT*105*tAPT*127*t*	420·0	54·0	34·3 FK	Bergen Norwegian *Cem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44½"&75 9/16"-54" 180lb (*s*) 577NHP 3SB,9*cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
38854	Kolchis (*ex*Waldinge-37,*ex*Sybil) 1*Dk*&*deep framing*	*2219* *2020* *1314*			•••		1909	Atel.&Ch. deFrance Dunkirk	SynodinosBros.	288·7 P19'B74'F33'	42·8	19·7 FK	Piræus Greek *WB*	T.3Cy.21",33"&56"-36" 208NHP Atel&Chant.deFranceDnk	22 ″ 6	V †
※ 38855 LJLX	Kollbjörg *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Part electrically welded* *CruiserStern*	8259 7561 4978	✠100A1 3,38 ~~5,37~~ ✠LMC5,37 *CarryingPetroleum in bulk*	Got Gal	*c*†	CL	1937 5mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/S Kollbjörg (Odd.Berg& HjalmarBjörge) *CellDBuE*68'173*tDTf*23'500*tAPT*141*t*	469·2 486·6(O.L.) P92'B28'F41'	61·1	34·5 FK	Oslo Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got.	34 ″ 0 s7 ″ 5 26 ″ 9¾	
38856	**Kunishima Maru** ***2Dks*** ***Cruiser Stern***	4100					1937	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	360·0 P29'B107'F30'	50·0	29·0	Japanese *WB*	2 steam turbinesDRgeared to 1 screw shaft KawasakiDkydCoLd Kobe		
38857	**Kamitsu Maru** 2*Dks* *Cruiser Stern*	2550					1937	Harima S.B.&Eng. Co.Ld Harima	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)	300·0 P32'B76'F34'	45·0	24·5	Kobe Japanese	2 steam turbines DRgeared to 1 screw shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
38858 LCSJ	Kari (*ex*Leif-37,*ex*Bygdö) 1*Dk*	1925 1653 1107					1920	C.Hill& Sons Bristol	D/SA/STruls(M. Thorvik,*Mgr.*)	270·0 P69*t*H124*t*F12*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" Richardsons, 156NHP Westgarth&Co.Ld.Hpl.		N
38859 163204 GWFT	Kathleen Hawksfield (*ex*Rosapenna-37) *ss*Bel.No.1-37 *Well deck* 1*Dk*(*Stl*) Wireless *CruiserStern* *Mchy.Aft* *Cargo battens not fitted*	869 597 457	✠100A1 7,37 ✠LMC7,37	Bel	*k*	CL 5,37	1933 9mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	P.Hawksfield& Son,Ld. *CellDB*125'200*tFPT*73*tAPTs*26*t*	197·7 Q112'B11'F30'	30·7 *32·0*	12·1 FK	Dover British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"-30" (*s*) 200lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s4 ″ 5¾ 13 ″ 11	
38860	Kalarand (*ex*SanLucar-37) Wireless 1*Dk*&*Spar dk*	1521 1441 ~~780~~ 870					1906	Fredrkstad Mek.Værks. Fredrikstad	O.Y.Kalandus	251·1 H50*t*	35·0	21·3	Tallinn Estonian *WB*	T.3Cy.20",34"&54"-36" 175NHP FredrikstadM.V.Frdstad.		N
38861 157653 ZMDJ	Kakapo 1*Dk* *Rudder electrically welded*	~~2280~~ 2498 1911 1279	✠100A1 10,37 ~~(*ClassContemplated*)~~ ✠LMC10,37	Gls	*s*	CL	1937 10mo *Lloyd*'*sA&CP*	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealandLd. *CellDB*228'461*tMT*8'192*tFPT*58*tAPT*68*t*	282·9 293·7(O.L.) P29'B88'F25'	45·2	19·5 FK	Wellington British 4*BHAsp*	T.3Cy.21",34"&56"-39" (*s*) 200lb 356NHP 2SB,6*cf*,GS120,HS5770 FD A.Stephen&Sons,Ld.Gls.	21 ″ 6 s2 ″ 9¼ 18 ″ 11	
38862 165603 GDDN	Kingsbury 1*Dk*&*Shelter dk* *CruiserStern*	4898 4291 2816	✠100A1 *withfreeboard* 3,38 ~~11,37~~ ~~(*ClassContemplated*)~~ ✠LMC11,37	Lth Bry	*a*†	CL	1937 11mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	Alexander ShippingCo.Ld. (Capper,Alexander &Co.*Mgrs.*) (*CollBHtoShltrdk*,5*BHto2nddk*) *CellDB*349'1345*tFPT*106*tAPT*255*t*	415·9 430·2(O.L.) F34'	56·9	25·2 FK	London British 6*BHCem*	T.3Cy.22",37"&63"-45" 220lb (*s*) 407NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS6050 D.Rowan&Co.Ld.Gls.	28 ″ 1 s2 ″ 11¼ 25 ″ 4	
※ 38863 165874 GZPZ	Kaikoura *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Rudder electrically welded*	~~6000~~ 5852 5294 3432	✠100A1 *withfreeboard* 11,37 ✠LMC11,37 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC11,37	Gls		CL	1937 11mo *Lloyd*'*sA&CP*	A.Stephen &Sons,Ld. Glasgow	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) (*CollBHtoShelter dk*6*BHto2nd dk*) -*CellDB*362'1307*tDTf*43'1216*tFPT*123*tAPT*171*t*	446·3 460·0(O.L.) ~~F*onShelter dk*43'~~ F43'	59·0	25·8 FK	Plymouth British 7*BHptCem*	Oil Engines 2S.C.SA 4Cy.26⅜"-91 5/16" 863NHP 2DB-*120lb* JohnBrown&Co.Ld. Clydebank	29 ″ 8 s3 ″ 6¼ 26 ″ 4	
※ 38864 43187 JJTL	Kotoku Maru *OilEng.* *Ref.Mchy.* *2Dks*	6702 6077 ~~4863~~ 5010	✠100A1 1,38 ~~5,37~~ ✠LMC5,37 ✠Lloyd'sRMC~~5,37~~1,38 *Carrying cargo oil F.P. above 150°F.in deep tank*	Nag	*b*†	CL	1937 5mo *Lloyd*'*sA&CP*	Mitsubishi JukogyoK.K Nagasaki	HiroumiShojiK.K. *CellDB*322'1378*t DTa*34'1112*t* *Tank in way of tunnel*257*t FPT*259*t APT*224*t*	436·4 453·7(O.L.) P30'B127'F41'	58·5	30·2 FK	Osaka Japanese *ptCem* 7*BH to U dk* 1 „ „ *2nd* „	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB*121lb* MitsubishiJukogyoK.K. Nag.	33 ″ 0	
38865 OZSH	Kronprins Olav Ⓟ TwinSc D.F. E.S.D. 2*Dks*&*Shltr dk* *OilEng.* *Cruiser Stern* ~~4*Dks*~~	3038 1302 1807					1937	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	~~300·0~~ 302·7	~~45·6~~ 45·7	~~35·6~~ 16·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 14Cy.19 11/16"-35 7/16" 945NHP HelsingörsJernsk.&Mskb.		
※ 38866 43992 JWGL	Kaijo Maru *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *at bottom*&*at deck*	~~8637~~ ~~8027~~ ~~6368~~ 8637 8030 6368	✠100A1 10,37 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC10,37	Yka		CL	1937 10mo *Lloyd*'*sA&CP*	Mitsubishi JukogyoK.K Yokohama	NipponTanker K.K. *CellDBuE*48'169*tDTf*36'292*tFPT*186*tAPT*143*t*	474·9 ~~P126'F40'~~ 494·3(O.L.) P137'F40'B37'	61·0	37·5 FK	Tokio Japanese 14*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1163NHP 2DB-*163lb* MitsubishiJukogyoK.K. Yka.	37 ″ 6	
38867	**Kyojin Maru** *OilEng.* *CruiserStern*	400					1937	Urabe ZosenTekko- sho Osaka	SaitoGomeiKaisha	135·0	26·0	13·0	Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17 5/16" 79NHP HanshinIronWorks,Kobe		
38868	**Kyojin Maru No. 2** *OilEng.* *CruiserStern*	400					1937	Urabe ZosenTekko- sho Osaka	SaitoGomeiKaisha	135·0	26·0	13·0	Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17 5/16" 79NHP HanshinIronWorks,Kobe		
38869	**Kyojin Maru No. 3** *OilEng.* *CruiserStern*	400					1937	Urabe ZosenTekko- sho Osaka	SaitoGomeiKaisha	135·0	26·0	13·0	Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17 5/16" 79NHP HanshinIronWorks,Kobe		

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
※ 38870 132859 MDRB	Kylecroft (*ex*NormanQueen,-37 *ex*Anglesey *ss*Mch.2ndNo.3-8,36 Coast-37,*ex*Enda) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	863 593 428	✠100A1 1,37 BS10,37 ✠LMC8,36	Mch	*l*	CL 8,36	1911 12mo *Lloyd's* A&CP	Dublin DockyardCo. Dublin	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*)	200·2 Q115'B9'F34' *CellD Ba64'f53'159tFPT64tAPT15t*	30·6 *32·3*	12·5 BK7"	London British 3*BHCem*	C.2Cy.22"&46"-30" (*s*) 135lb *90lb* 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s 4 ″ 5 14″11$\frac{3}{4}$	
38871	Kiri Maru *OilEng.* *Mchy.Aft*	980					1937	Sanoyasu Zosen-sho Osaka	SanyoNenryoK.K.	205·8	30·0	17·2	Japanese	Oil Engines 3Cy. SanoyasuDockCo.Osaka		
38872	Kunitsu Maru *CruiserStern*	2700					1937	Harima S.B.&Eng. Co.Ld. Harima	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)	300·0	45·0	24·5	Osaka Japanese	2DRgeared steam turbines 266NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
38873	Kyoei Maru *OilEng.* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	570					1937	Harima S.B.&Eng. Co.Ld. Harima	KyoeiKisenK.K.	175·0	30·0	12·8	Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"-$22\frac{7}{16}$" 116NHP KobeSteelWorks,Kobe		
※ 38874 8226 SKYN	Kanangoora TwinSc 1*Dk&Shelter dk 3rd dk in No.1 hold* D.F. E.S.D. *OilEng.* *CruiserStern* *Strengthened for Navigation in Ice*	~~5000~~ *5061* *3985* *2624*	✠100A1 *withfreeboard* 1,38 ~~(*ClassContemplated*)~~ ✠LMC1,38	Got	*a*†	OG	~~1937~~ 1938 1mo *Lloyd's* A&CP	Götaver- kenA/B Gothenburg	RederiA/B Trans- atlantic(G. Carlsson,*Mgr.*)	430·2 437·9(O.L.) *Duct keel forward of mchy.space* *(CollBH to Shelter dk 6BH to 2nd dk)* *CellDB355'1515tTanks at sides of tunnels 590tFPT45tAPT143t*	56·7	23·4 FK	Gothenbrg Swedish 7*BH*	Oil Engines 2S.C.SA 16Cy.$24\frac{7}{16}$"-$45\frac{1}{4}$" 1659NHP GötaverkenA/B,Got.	29 ″ 0 s3 ″ 0 26 ″ 2	
※ 38875 165876 GZPY	Kaipara *OilEng.* E.S.D. D.F. 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	5883 5320 3455	✠100A1 *withfreeboard* 2,38 ~~1,38~~ ✠LMC1,38 ✠Lloyd'sRMC1,38	Shl Gls		CL	~~1937~~ 1938 1mo *Lloyd's* A&CP	Wm.Dox- ford&Sons,Ld Sunderland	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co,*Mgrs.*)	438·9 454·6(O.L.) F43' *(CollBHtoShltr dk,6BHto2nd dk)* *CellDB356'1385tMT43'1206tFPT148tAPT187t*	58·9	25·7 FK	Plymouth British 7*BHptCem*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{8}$"~~-$91\frac{11}{32}$"~~-$91\frac{5}{16}$" 2DB-*120lb* 861NHP Wm.Doxford&Sons,Ld.Sld	29 ″ 8 s3 ″ 6$\frac{1}{2}$ 26 ″ 4$\frac{1}{2}$	
38876 LJTB	Karmt *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	~~4300~~ 4991 4483 2964	✠100A1 *withfreeboard* 4,38 ~~2,38~~ ~~(*ClassContemplated*)~~ ✠LMC2,38	Gls Boa	*a*†	CL	~~1937~~ 1938 2mo *Lloyd's* A&CP	Blythsw'd S.B.Co.Ld. Glasgow.	Skibs.A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	417·6 431·5(O.L.) F39' *(CollBH to Shelter dk 6BH to 2nd dk)* *CellDB363'1253tMT27'1054tFPT170tAPT172t*	56·1	24·7 FK	Haugesnd Norwegian 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$"-$81\frac{7}{8}$" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s3 ″ 0$\frac{1}{4}$ 24 ″ 7$\frac{3}{4}$	
※ 38877 161958 GRJL	Kaimata (*ex*Ardenvohr-37) *ss*Avn.No.1-35 *OilEng.* D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5237 4837 3190	✠100A1 *withfreeboard* 9,37 ✠LMC CS6,35 DBS3,37 6,35	Ddn	*a*†	CL 9,37	1931 10mo *Lloyd's* A&CP	W.Denny &Bros.Ld. Dumbarton	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*)	415·5 *Duct keel fwd. of mchy. space* *CellDB351'1129tMT37'1009tFPT81tAPT80t*	56·2	25·8 FK	Plymouth British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy $26\frac{3}{4}$"-$47\frac{1}{4}$" 996NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	29 ″ 10 s 3 ″ 5$\frac{1}{4}$ 26 ″ 7$\frac{1}{2}$	
38878	~~Kinkwa Maru~~ Kinka Maru *OilEng.* *Ref.Mchy.* *CruiserStern*	6850					1937	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K.	475·7			Japanese	Oil Engines 2S.C.SA 8Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 2115NHP KawasakiDkyd CoLdKobe		
38879	Koun Maru *Should be "Gosei Maru," see No.38354 in Supplement*	1900					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	YamashitaKisen K.K.				Japanese	Steam TsurumiSeitetsuZosen K.K.Tsurumi		
※ 38880 159572 VLKG	Kahika TwinSc 1*Dk* *OilEng.* Wireless *Longitudinal framing at deck* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted*	1537 1167 834	✠100A1 *with freeboard* 2,38 ✠LMC2,38	Lth	*p*	CL	1938 2mo *Lloyd's* A&CP	Henry Robb,Ld. Leith	UnionS.S.Co.of NewZealand,Ld.	242·7 252·0(O.L.) P67'~~F51~~ F46' *CellDBuE12'f152'420tFPT87tAPT34t*	45·1	13·4 FK	Melbourne British 4*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 6 s 3 ″ 0$\frac{1}{2}$ 12 ″ 7	
38881 MMRS	Koolama Ⓟ TwinSc *OilEng.* D.F. 1*Dk,2nd dk in forward holds* *Ref.Mchy.* *Cruiser Stern*	~~4150~~ 4026 2464 2113	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC3,38	Gls	*w*	CL	1938 3mo *Lloyd's* A&CP	Harland& Wolff,Ld. Glasgow	Govt.ofWestern Australia	348·0 362·2(O.L.) *Shade dk* *Fon Shade dk41'* *CellDB277'812t* *Tanks between tunnels114tFPT37tAPT87t*	54·2	18·5 FK	Fremantle British 6*BHptCem*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 808NHP Harland&Wolff,Ld.Gls.	22 ″ 6 s4 ″ 7$\frac{3}{4}$ 18 ″ 0	
38882	Kiri Maru No. 5 *OilEng.*	335					1937	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.				Japanese	Oil Engines HanshinIronWorksKobe		
38883	Komsomolets D.F. E.S.D. *CruiserStern*	1850 1600 900	100A1 (*ClassContemplated*)				1937	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·4 P23'B73'F34'	42·0	23·0	Russian	T.3Cy.$18\frac{7}{8}$",$31\frac{7}{8}$"&$52\frac{3}{4}$"-39" MatsuoZosen-shoNagasaki		
38884 159573 VLKR	Kooringa 1*Dk&Shelter dk* *CruiserStern*	3292 2903 1827	✠100A1 *withfreeboard* 3,38 ~~(*ClassContemplated*)~~ ✠LMC3,38	Dun		CL	1938 3mo *Lloyd's* A&CP	CaledonS. B.&E.Co.Ld. Dundee	McIlwraith McEacharn,Ld.	363·6 374·5(O.L.) F32' *(CollBHtoSh dk,6BHto2nd dk)* *CellDB288'824t* *Tanks at sides of tunnel40tFPT260tAPT150t*	49·7	20·7 FK	Melbourne British 7*BHCem*	T.3Cy,20",32"&52"-42" & LP turbine withDR gearing &hydraulic coupling 220lb (*s*) FD 387NHP 2SB(Spt)6*cf*,GS132,HS5410 Barclay,Curle&Co.Ld.Gls.	24 ″ 4 s1 ″ 9$\frac{3}{4}$ 22 ″ 7$\frac{1}{2}$	
38885	Katina P. II. (*ex*LjubicaMatkovic-37, *ex*Ljubica,*ex*Mirone, 1*Dk&Web frames* *ex*CarloZeno,*ex*St.Dunstan) *Well deck*	951 — 550			•••		1892	S.P.Austin &Son Sunderland	GeorgeJ. Papayannakis	220·0 Q75'B46'F27'	31·0	14·0 FK	Piræus Greek *WB*	T.3Cy.18",30"&49"-33" 137NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	G †
38886 DAQC	Klaus Fritzen (*ex*WilhelmKunstmann-38) 1*Dk*	2936 2499 1696					1922	Vulcan Werke Hamburg	W.Kunstmann	316·5 P38'B62'F28'	45·1	21·3	Stettin German *WB*	T.3Cy.$19\frac{11}{16}$",$31\frac{1}{2}$"&$51\frac{3}{16}$"- $31\frac{1}{2}$" 147NHP VulcanWerke,Hamburg		G
38887 LCTS	Ketty Brøvig (*ex*Montana-38) *ss*Osl.No.3-11,30 *ss*Osl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinalframing*	7031 6375 4411	✠100A1 1,38 ~~5,37~~ BS~~1,37~~1,38 ✠LMC3,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	NYk Rot	*a*†	CL ~~7,36~~ 12,37	1918 1mo *Lloyd's* A&CP	SirJ.Laing &Sons,Ld. Sunderland	Th.Brövig	425·0 440·0(O.L.) P101'B28'F45' *CellD BuE&B55'142tDTf38'518tAPT53t*	57·0	33·1 FK	Farsund Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s~~7 ″ 2~~ ~~26 ″ 0$\frac{1}{4}$~~	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. R. of Trade
38888 23126 JCYC	Kano Maru No. 3 (*ex*Ginzan Maru-36)	1708 — 1007					1918	....	KanoKisenK.K.	250·0|37·7|20·5	Kobe Japanese			
38889	Kyūsyū Maru TwinSc *OilEng.* *Ref.Mchy.* *3Dks* *CruiserStern*	6600					1937	Mitsubishi JukogyoK.K Nagasaki	HaradaKisenK.K.	459·3|62·3|41·0 F12'	Osaka Japanese	Oil Engines 2S.C.SA 14Cy.$28\frac{3}{8}$"-$49\frac{3}{16}$" 1960NHP *WB* MitsubishiJukogyoK.K. Nag.		
38890 2787 OHEQ	Karjala Wood	348 — 216					1922	A.Wahl-qvist Johannes Riosaari	LaivaO/Y Karjala (ToivoKari)	128·0|28·9|10·9	Wiborg Finnish	SteamEngine		
38891 166367 ~~MMHD~~ EIMB	Kerlogue *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk*	~~300~~ 335 251 171	✠100A1 2,38 ~~(Class Contemplated)~~ ✠LMC2,38	Rot	*e*		1938 2mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	WexfordSteamshipsCo.Ld. *CellDB*91'93t	142·1|23·8| 9·2 148·5(O.L.) *24·7* P33'F14 *FPT*32t*APT*25t FK	Wexford ~~London~~ British *3BHCem*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″3 s1″0½ 10″4½	
38892 165930 GFFJ	Katha D.F. E.S.D. *2Dks* *CruiserStern*	4357 3949 2572					1938	WmDenny &Bros.Ld. Dumbarton	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	~~405·0|55·0|28·0~~ B25'F38' |24·9 409·2|55·2|	Glasgow British	T.3Cy.22",38"&65"-45" 283NHP *WB* Rankin&BlackmoreLdGrk		
✻ 38893 36399 JJOC	Kansai Maru (*ex*KwansaiMaru-37) TwinSc *OilEng.* *ssYka.No.1-34* *Ref.Mchy.* *2Dks(Stl)3rd dk(Stl)* GyC. *except in after hold* *CruiserStern*	8614 7971 5204	✠100A1 *withfreeboard* ~~12,37~~12,37 DBS12,37 ~~DBS12,37~~ ✠LMC12,34 ✠Lloyd'sRMC12,37 *Fitted for carrying oil* 12,30 *F.P. above* 150° F. *in deep tanks*	Kob	*d*†	CL 12,35	1930 12mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	HaradaKisenK.K. *CellDB*318'1317t *tunnels*650t*D*	461·7|61·5|39·7 F36' *Tanks in way of* *Ts a*44' 1017t *FPT* FK	~~Fuchu~~ Hutyu Japanese 8*BH* 1 ,, *to 3rd dk* 88t*APT*86t	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 2350NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	39″9 s12″0¼ 28″1¾	
✻ 38894 36105 JJKC	Kanto Maru (*ex*KwantoMaru-37) TwinSc *OilEng* *ssYka.No.1-34* *Ref.Mchy.* *2Dks(Stl)3rddk(Stl)* GyC. *except in after hold* *CruiserStern*	8607 7971 5188	✠100A1 *withfreeboard* 10,37 DBS10,37 ✠LMC10,34 ✠LMC(M)10,35 ✠Lloyd'sRMC10,37 *Fitted for carrying oil* 9,30 *F.P. above* 150° F. *in deep tanks*	Kob	*d*†	CL 10,35	1930 9mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	HaradaKisenK.K. *CellDB*318'1317t *tunnels*650t*D*	461·7|61·5|39·7 F36' *Tanks in way of* *Ts a* 44' 1017t *FPT* FK	Fuchu Japanese 8*BH* 1 ,, *to 3rddk* 88t*APT*86t	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 2350NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	39″9 s12″0¼ 28″1¾	
✻ 38895 OYUW	Knud Rasmussen (*ex*Toltec-38) *ssAvn.No.2-36* Sub.Sig. *2Dks(Stl-Weather dk teaks)* *Ref.Mchy.* *3rd&4th dks(Stl)in holds* ~~E.S.D.~~	5399 4708 3086	✠100A1 *withfreeboard* 3,38 ~~4,37~~ BS3,38 ✠LMC10,36 *Fitted for oil fuel* 2,29 *F.P. above* 150° F.	Sou Avn.	*z*	CL 4,36	1929 2mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	Dampskslsk. "Gloria"A/S.(P.A. Jensen,*Mgr.*) *IntermediateBH in after hold dispensed with* *CellDB*333'740t*Tanks at sides of tunnel*225t*FPT* 69t*APT*36t	388·8|53·2|~~31·0~~ 405·5(O.L.) |31·2 P29'F40' FK	Copnhagn Danish *ptCem* *Coll BH to W dk* 4 ,, ,,*2nd* ,,	T.4Cy.30¾",51"&(2)62"-48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls.	33″6 s10″4 23″7½	
38896	Kamikaze Maru *Cruiser Stern*	4950					1937	OsakaIron Works,Ld. Osaka	TodaiKisenK.K.	365·8|54·1|27·9	Japanese	1 steam turbine DR geared 542NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
38897	Koga Maru *Mchy.Aft* *Cruiser Stern*	1490					1937	OsakaIron Works,Ld. Osako	DairenKisenK.K.	245·0|39·0|18·0	Dairen Japanese	T.3Cy.$17\frac{1}{8}$",$28\frac{3}{8}$"&$47\frac{1}{4}$"-$31\frac{1}{2}$" 125NHP OsakaIronWorks,Ld.Osa.		
38398	Kashima Maru *OilEng.* *CruiserStern*	850					1937	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0|31·0|17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$12\frac{13}{16}$"-$19\frac{11}{16}$" 172NHP NipponHatsudokiKKKob.		
38899	Keijin Maru No. 5 *OilEng* *CruiserStern*	400					1937	Urabe ZosenTekko-sho Osaka	KeijinShosenK.K.	135·0|26·0|13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.$11\frac{5}{8}$"-$17\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
38900 153529	Kau Tung (*ex*Charles Hardouin-38,*ex*Wei-Shun,*ex*Charles Hardouin) TwinSc *2Dks&Awngdk*	1665 1144 1054					1903	Cie.Française de Nav. Nantes	TaiSangS.S.Co. Ld.	222·2|38·1|12·3 H—	Hong Kong British	T.6Cy.14",$21\frac{21}{32}$"&$35\frac{7}{16}$"-$21\frac{21}{32}$" 118NHP Cie.Franç.deNav.Lyons		
38901 9043 JJXE	Karafuto Maru Ⓟ (*ex*IkiMaru-37) TwSc *2Dks*	1599 1417 815					1905	MitsuBishi Dkyd&EWks Nagasaki	KitaNipponKisen K.K.	272·9|35·8|22·0	Osaka Japanese	T.6Cy.16",26"&$43\frac{1}{4}$"-30" 205NHP *WB* MitsuBishiD.&E.Wks.Nag		
38902 44023 JSZL	Kiyo Maru (*ex*PrometheusMaru-37, *ex*Prometheus-37,*ex*Herakles-38) *1Dk&Shelterdk*	4426 — 3161					1912	W.Doxford &Sons,Ld. Sunderland	~~OkukaziSharing~~ ~~KojoK.K.~~ Okukoji SharingKojo K.K.	390·0|54·1|27·5	Osaka Japanese	T.3Cy.26",42"&70"-48" 339NHP *WB* W.Doxford&Sons,Ld.Sld.		N
38903 29462 JHWB	Kiyo Maru (*ex*UnyoMaruNo.2-37, *ex*Carisbrook) Sub.Sig. *1Dk,deep framing &Webframes*	2794 2623 2057				•••	1902	J.Blumer& Co. Sunderland	KotaniMokunosuke	319·5|46·0|21·2 P28'B90'F32' FK	Kinoye Japanese	T.3Cy.23",38"&62"-42" 263NHP *WB* J.Dickinson&Sons,Ld.Sld.	23″9	C †
✻ 38904 36919 JGIC	Kirisima Maru (*ex*KirishimaMaru-38) *OilEng.* GyC. D.F. *ssKob.No.1-36* *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)except in aftermost hold* *Rudder electrically welded* *Tonnage opening closed'38* *CruiserStern*	~~7792~~ — ~~5579~~ 7792 7666 5579	✠100A1 *withfreeboard* 10,37 ✠LMC CS9,36 DBS10,37 10,37 *Carrying cargo oil F.P.above* 150° F. *in deeptanks*	Kob	*c*†	CL 7,35	1931 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP*	KokusaiKisenK.K. *CellDB*338'1560t	~~443·1~~|60·0|40·1 445·3| 30·0 F39' *Tanks in way of tunnel*185t*MT*36' FK	Yokohama Japanese 8*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,) 1085t*DTa*27'700t*FPT*100t*APT*49t	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 1857NHP DB*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	~~30″1~~ ~~s3″3¾~~ ~~26″11~~ 40″1 s12″6 27″9	
38905	Kasuaris *Mchy.Aft* *OilEng.* *CruiserStern* *1Dk*	340 200 166					1937	NV Schpsw "Vooruit-gang" Foxhol	N.V.Nederl.Nieuw GuineePetroleum Maats.	135·0|24·1| 8·0 P40'Q39'F20'	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$"-$16\frac{13}{16}$" 74NHP *WB* Mtrn.WerkeMannheimAG		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. po.	15
38906	**Kamogawa Maru** *OilEng.* D.F. *2Dks* *CruiserStern*	6442 5757 4836					1938	Mitsubishi JukogyoK.K. Yokohama	ToyoKisenK.K.	436·4 P36'B167'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1166NHP MitsubishiJukogyoK.K. Yka.		
38907 39904 JXUH	**Kiturin Maru** Ⓟ TwinSc (*ex*KitsurinMaru–38) D.F. *3Dks* *CruiserStern*	6783 5175 3911	✠100A1 *withfreeboard* 2,38 ✠LMC2,38	Kob		CL 2,37	1935 1mo *Lloyd*'*sA&CP*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	OsakaSyosenK.K. *CellDB*367'949T*ank in way of tunnels*15'22t*FPT*32t	427·0 F52'	56·1	33·1 FK	Osaka Japanese 7*BHCem* *APT*119t	4 steam turbinesDRgeared to 2 sc. shafts (*s*) 225lb FD 1225NHP 6SB(Spt),*18cf*,GS384, HS15078 MitsubishiJukogyoK.K. Nag.	33 ″ 3 s13 ″ 4¾ 20 ″ 3¼	
38908	**Katori Maru** *Mchy.Aft* *1Dk*	1900					1938	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	270·0 P86'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"–39" HS5457 266~~456~~NHP TsurumiSeitetsuZosen K.K.Yka.		
✻ 38909 41651 JHOJ	**Kasii Maru** (*ex*KashiiMaru–38) *OilEng.* D.F. *1Dk&Shelter dk* GyC. *3rd dk except in aftermost hold* *CruiserStern*	6825 5574 3664	✠100A1 *withfreeboard* 6,37 DBS6,37 ✠LMC4,36 *Carrying cargo oil F. P. above* 150° *F. in deep tanks*	Kob	*d*†	CL	1936 4mo *Lloyd*'*sA&CP*	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K. *CellDB*359' 1365t *Tanks at sides of tunnel* 144t *DTs a*48'1401t *FPT*46t*APTs*188t	453·4 F42'	60·7	31·1 FK	Tokyo Japanese 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.29 5/16"–47¼" 1875NHP DB*100lb* KobeSteelWorks,Ld.Kobe	31 ″ 0 s3 ″ 8⅞ 27 ″ 6	
38910 165932 GFFG	**Kindat** D.F. E.S.D. *1Dk&Shelter dk*~~*2Dks*~~ *CruiserStern*	4358 3949 2572					1938	WmDenny &Bros.Ld. Dumbarton	Brit.&BurmeseSN Co.Ld.~~&Burmah S.S.Co.Ld.~~(P.Henderson&Co.*Mgrs.*)	~~405·0~~ B25'F38' 409·2	~~55·0~~ 55·2	~~28·0~~ 24·9	Glasgow British *WB*	T.3Cy.22",38"&65"–45" 283NHP Rankin&BlackmoreLdGrk		
38911	**Krom** (*ex*Braddovey–38) D.F. *1Dk*	*3359* *3080* *2045*					1927	Napier& Miller,Ld. Glasgow	MuhipOzyigit	340·2 P35'B104'F34'	48·7	23·2	Istanbul Turkish *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		O'
38912	**Karavados** (*ex*DahLoh–37, *ex*LlantwitMajor–33, *ss*Cff.No.3–12,25 *ex*Rubens,*ex*Slav) *ss*Shi.No.2–34 *Well deck* *1Dk*(*Stl*) *Cargo battens not fitted*	2325 — 1389	✠100A1 7,37 BS7,37 ✠LMC12,34	Shi	*s*	CL 6,37	1913 8mo *Lloyd*'*sA&CP*	J.Crown& Sons,Ld. Sunderland	G.Stamatilatos *Intermediate BH in fore hold dispensed with*	290·0 P24'Q90'B53'F30'	40·8	17·8 FK	Greek *Cem* 4*BH only* *CellDBa*	T.3Cy.21",35"&57"–39" (*s*) 180lb 222NHP 2SB.*6pf*,GS104,HS3463 G.Clark.Ld.Sunderland *&uE*108'*f*116'497t*APT*97t	20 ″ 0 s2 ″ 1 18 ″ 2	
38913	**Kogane Maru** *2Dks* *CruiserStern*	3000					1938	Harima S B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	314·9 P36'B79'F36'	45·9	24·6	Tokyo Japanese *WB*	T.3Cy.19 11/16",33 11/16"&56 11/16"–39" 200NHP HarimaS.B.&Eng.Co.Ld. Kobe		
38914 ZMKD	**Korowai** *CruiserStern*	2560 2000 1400	100A1 (*ClassContemplated*)				1938	A.Stephen &Sons,Ld. Glasgow	**UnionS.S.Co.of NewZealand,Ld.**	293·0 P25'B90'F31'	45·2	19·7	Wellingtn British	T.3Cy.21½",34"&56"–39" A.Stephen&Sons,Ld.Gls.	21 ″ 10 s3 ″ 0¾ 18 ″ 10⅝	
38915 44248 JDCM	**Kyokusei Maru** (*ex*ShunHwa–38, *ex*Chilcop–36, *ss*N.Yk No.3–6,34 *ex*MargaretCoughlan) *2Dks*(*Stl*) **D.F.**	5493 — 4008	✠100A1 1,37 BS9,36 ✠LMC6,34 *Fitted for oil fuel*6,20 *F.P. above* 150° F.	Kob	*z*	CL 1,37	1920 6mo A&CP	JCoughlan &Sons,Ld. Vancouver, B.C.	AsahiShojiK.K. *Intermediate Bulkhead in fore &afterholds dispensed with* 5*BH only* *CellDB*361' 1287t *DT*25' 511t*FPT*131t*APT*87t	~~411·5~~ 410·5 P44'B115'F47'	~~54·1~~ 54·0	~~27·5~~ 29·7 FK	Tokyo Japanese *ptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 ~~s5 ″ 9¾~~ ~~24 ″ 3~~	
✻ 38916 PFKQ	**Koert** (*ex*Raket–38) *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	482 338 236	✠100A1 6,37 ✠LMC4,36	Ams	*g*	CL	1936 4mo *Lloyd*'*sA&CP*	N.V.Werf JanSmitCzn. Alblasserdam	MotorbootMaats. "Bynia" (F.FonteinJzn, *Mgr.*) *CellDB*104'150t*FPT*23t*APT*23t	156·1 P47'F20'	26·4	9·6 FK	Harlingen Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11 13/16"–18⅞" 81NHP WerkspoorN.V.Ams.	11 ″ 6 s1 ″ 1 10 ″ 6	
38917	**Kentish Coast** *OilEng.* Wireless E.S.D. *Mchy.Aft* *CruiserStern*	465	100A1 (*ClassContemplated*)				1938	Werf.Jan Smit,Czn. Alblasserdam	CoastLines,Ld.	159·9 Q43'F21'	26·2	11·8	Liverpool British	Oil Engines 8Cy.11–17 1/16" Humboldt-Deutzmotoren, A.G.Köln-Deutz		
38918 44594 JLIM	**Kizan Maru** (*ex*Shang-Ho–38, *ex*CapeVerde–35, *ss*Shl.No.3–3,31 *ex*Balfour,*ex*Bedwyn, *ss*Kob.No.1–35 *ex*Montezuma) *2Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5081 4790 3808	✠100A1 5,37 BS5,37 ✠LMC6,35	Kob	*s*	CL 5,37	1918 5mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. PortGlasgow	MiyachiKisenK.K. *CellDBa*130'*uE*24'*f*184'1233t	405·3 P43'B126'F46'	53·0	27·4 FK	Kobe Japanese 6*BHCem* *APT*25t	T.3Cy.27",44"&73"–48" (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s5 ″ 7¼ 24 ″ 3	
38919 22956 JFLD	**Kohuku Maru** (*ex*KofukuMaru–38) *ss*Yka.No.3–12,30 *ss*Nag.No.1–35 *2Dks*(*Stl*)&*Awng dk*(*Stl*)	5822 5586 4280	✠100A1 *Awng dk withfreeboard* 9,37 ✠LMC5,37 *Fitted for oil fuel*5,23 *F.P. above* 150° F.	Yka	*y*	OG 8,36	1918 8mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. (*CollisionBHtoAwngdk* *CellDB*331'1118t*FTP*126t	385·0	51·0	36·0 FK	Kobe Japanese *Cem* 5*BHtoUdk*) *APT*93t	T.3Cy.26",43½"&72"–48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnages. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Now expired. Equipment Letter	7* Date when tail shaft last drawn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39001 164122 GZQN	**Loch Dee** E.S.D. D.F. 1*Dk&Shelter dk* *CruiserStern*	5252 4756 2978	✠100A1 *withfreeboard* ~~5,37~~10,37	Sld Lon ✠LMC5,37	*a*†	CL	1937 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd's A&CP*	Steamship "Irduna"Co.Ld. (Maclay& McIntyreLd.*Mgs.*)	420·0 437·2(O.L.) F39' FK	58·9	26·4	Glasgow British *Cem*	T.3Cy.23",38"&65"-45" (*s*) 220lb FD 409NHP 3SB(Spt)9*cf*,GS139,HS5682 N.E.MarineEng.CoLd.Sld.	28 ″ 10 s 3 ″ 1 25 ″ 11	
									One intermediate BH dispensed with Collision BH to Sh dk 5 ,, ,, 2nd ,, *CellDB*291'1011*t Tanks in way of tunnel* 65' 355*t*					*FPT*255*tAPT*187*t*		
※ 39002 143934 ~~MMJC~~ VQYW	**Latymer** (*ex*Saint-Tropez-37) *ss*Msl.No.3-2,31 *ss*Rou.No.1-35 1*Dk*(*Stl*)*&2nd dk*(*Stl*) *inNos1,2&3holds*	2300 1842 1864	100A1 5,37 BS5,37	Rou LMC1,35	*r*	CL 5,37	1919	PolsonIron Wrks.Co.Ld. Toronto	FinchleyS.S.Co. Ld.	251·0 P25'B68'F20' FK *Cell DB*204'454*tFPT*57*tAPT*102*t*	43·6	20·7	Gibraltar British 4*BH*	T.3Cy.20½",33"&54"-36" (*s*) 180lb 276NHP 2SB,6*cf*,GS115,HS2173 FD PolsonI.W.Co.Ld.Tto.	23 ″ 1 s 3 ″ 3 20 ″ 1	
39003 108764 GDTN	**Lochgarry** Ⓟ (*ex*Lairdsrock-37, *ex*Vulture) *Fitted for oil fuel* Wireless 2*Dks*	1670 929 727					1898	A&J.Inglis Glasgow	DavidMacBrayne, Ld.	265·0 P79'B91'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28",46"&74"-45" NB24 367NHP A.&J.Inglis,Glasgow		C BT till 5,38
※ 39004	**Lealtad** *For particulars see* "Darro", *No.* 23564 *in body of Register*															
※ 39005 143728 MMJB	**Lairdshill** Ⓟ (*ex*Lady Longford-37, *ex*Lairdshill-36, *ex*LadyLongford, *ex*Ardmore) E.S.D. *ss*Ard.No.3-3,33 2*Dks*(*UptStl*) *ss*Ard.No.1-37	1776 1143 755	✠100A1 6,37 ~~7,36~~ BS6,37	Dub Ard ✠LMC5,36	*r*	CL 5,36	1921 2mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Burns&Laird Lines,Ld.	274·4 285·4(O.L.) 89·7 FK P35'B&F227' UprB100'UprF45' *Cell DBa*67' *uE*27' *f*89'	37·9	17·2	Glasgow British 5*BHCem* (2 *to Sh dk* 3 ,, *U* ,,) 213*tAPT*12*t*	T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP 4SB,12*cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 8½ 16 ″ 11¾	BT till ~~5,37~~ 5,38
			Fitted for oil fuel 4,21 ***F.P. above*** 150° F.													
39006 515 SVVA	**Lyras N.** (*ex*Matadi-37) D.F. *ss*Ant.No.3-6,31 *ss*Ant.No.1-36 *inNos.1,2,4&5holds* *Now* "**Brestois,**" *see No.* 87402 *in Supplement*	*3094* *2856* *1843*	✠100A1 5,37 BS9,36	Ant ✠LMC7,35	*u*	CL 7,35	1919 7mo	R.Thompson&Sons,Ld. Sunderland *Lloyd's A&CP*	M.N.&P.G.Lyras &Co.	331·3 P33'B100'F28' FK *CellDB*276'729*t*	46·8	23·2	Piræus Greek 7*BHptCem* *FPT* 112*t APT*44*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
39007 171304 VQYV	**Lingfield** (*ex*Niki-37,*ex*Slinger) *Mchy.Aft* 1*Dk*	1002 813 584			•••		1917	Lobnitz& Co.Ld. Renfrew	FinchleyS.S.Co. Ld.	~~195·7~~ F20' 195·0 FK	~~35·7~~ 35·5	14·4	Gibraltar British *WB*	T.3Cy.17",27"&43"-27" 151NHP Lobnitz&Co.Ld.Renfrew	15 ″ 6	C †
39008	**Leny** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	343 261 167					1937	Gebr.van Diepen Waterhuizen	G.deGroot	136·3	25·1	9·7	Kampen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
39009 YTFY	**Lucijana** (*ex*Offham-37, *ex*Pentyne-33) *ss*Bry.No.2-35 1*Dk*(*Stl*)	*4062* *3847* *2481*	✠100A1 ~~6,37~~ ~~8,36~~ 5,38 MS3,36	Cff Rot ✠LMC BS~~7,36~~9,37	*x*	CL ~~3,36~~ 4,38	1928 3mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	AtlantskaPlovidba d.d.	370·0 380·9(O.L.) P29'B224'F34' FK *Cell DB*318' 1126*t FPT*	51·4	25·1	Susak Yugoslav 6*BHCem* 77*tAPT*189*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 371NHP 3SB,9*cf*,GS173,HS6201 D.Rowan&Co.Gls.	27 ″ 6 s 3 ″ 8¾ 24 ″ 0	
※ 39010 236493 WOYO	**Louisiana** *OilEng.* D.F. E.S.D. 1*Dk* ~~GyC.~~ ~~Sub.Sig.~~ *Mchy.Aft CruiserStern* *Longitudinal framing* ~~*bracketless system*~~ *at bottom&deck in centre tanks*	8569 — 5069	✠100A1 ~~11,37~~1,38 ~~(*Class Contem plated*)~~ *Carrying Petroleum in bulk*	Phl ✠LMC7,37		CL 1,38	1937 7mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd's A&CP*	TheTexasCompany	468·1 490·5(O.L.) P111'B39'F61' FK *CellDBuE*82'277*tFPT*141*tAPT*115*t*	65·3	34·3	Wilmgton (Del.) Utd.States 14*BH*	Oil Engines 2S.C.SA 4Cy.31"-86" 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.Chester Pa	34 ″ 3	
39011	**Legazpi** *OilEng.* Wireless 1*Dk* *CruiserStern*	1179 894 676	✠ ••• 2,38	HKg ✠~~LMC5,37~~	*o*	CL	1937 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	LaNavieraFilipina Inc. ~~*CellDBuE*~~	213·6 221·5(O.L.) F36' FK *CellDBuE*58'150*tFPT*34*t*	40·2	12·0	Cebu Utd.States 4*BHCem* *APT*45*t*	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 337NHP Akt.Burmeistr&Wain.Cpn	15 ″ 9 ~~s2 ″ 1¾~~ ~~13 ″ 8¾~~	
39012 165463 GZPJ	**Llandaff** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4825 4406 2902	✠100A1 *withfreeboard* 12,37~~5,37~~	Sld SFo ✠LMC5,37		CL	1937 5mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*362'1217*t*	417·8 432·7(O.L.) FK *FPT*100*tAPT*150*t*	56·6	25·1	London British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	C.4Cy.(2)10¼"&(2)20"-13" SR geared & LP turbine DR geared to sc. shaft (*s*) 230lb 348NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS110,HS4837 White'sMarEngCoLdNwc	27 ″ 8 s2 ″ 10 25 ″ 0½	
39013 144719 GBBX	**Lochee** Wireless 1*Dk* *OilEng.* D.F. E.S.D. *CruiserStern* *Mchy.Aft*	964 691 535	✠100A1 8,37 ~~(*Class Contem plated*)~~	Lth ✠LMC8,37	*o*	OG	1937 8mo	Henry Robb,Ld. Leith *Lloyd's A&CP*	Dundee,Perth& LondonShpg.CoLd	227·0 237·0(O.L.) P103' *Raised dk*58' F67' FK *CellDB*172'370*tFPT*	36·2	12·0	Dundee British 5*BHptCem* 51*tAPT*29*t*	Oil Engines 2S.C.SA 8Cy.13⅝"-22$\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 0 s4 ″ 1½ 14 ″ 5½	
39014 LJOJ	**Lenda** (*ex*Lenfield-37) *OilEng.* *ss*Nwc.No.3-6,37 1*Dk*(*Stl*)	4005 3599 2409	✠100A1 2,38 ~~6,37~~ DBS6,37	Nwc Mob ✠LMC6,37	*w*	CL 4,37	1924 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	LeifErichsens RederiA/S(Leif Erichsen,*Mgr.*) *CellDB*	~~360·2~~ 361·2 P36'B122'F31' FK 316' 1068*t FPT* 95*t*	~~51·2~~ 51·3	24·1	Bergen Norwegian 6*BHptCem* *APT*155*t*	Oil Engines 2S.C.SA 4Cy.24"-50" 398NHP 2DB*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 10 s 4 ″ 9 22 ″ 3½	
39015 139240 MPGQ	**Lakeland** (*ex*Otterburn-37, *ex*Jordaens) *Well deck* ~~*ss*Bly.No.2-34~~ *ss*Lth.No.3-7,37 1*Dk*(*Stl*) D.F. E.S.D.	1543 1131 861	✠100A1 7,37~~3,37~~ ~~MS6,34~~	Cff Lth ✠LMC7,37 ~~BS7,36~~	*p*	CL ~~2,36~~ 6,37	1925 4mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's A&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld,(J. Currie&Co.*Mgrs.*) *CellDBa*81'*uE*	240·2 249·0(O.L.) Q181'F27' FK 16'*f*92'418*tFPT*46*t*	37·1	15·9	Leith British 4*BHCem* *APT*101*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 175NHP 2SB,4*cf*,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s 4 ″ 10¼ 17 ″ 0¼	
39016 164379 MMLK	**Lapland** (*ex*Honnör-37) Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	1330 1047 750					1936	Fredrkstad Mek.Verks. Fredrikstad	Leith,Hull& HamburgSteam PacketCo.Ld.(J. Currie&Co.*Mgrs.*)	251·2 P58*t*H124*t*F15*t*	42·2	14·0	Leith British *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.Frdstad		N
39017 160778 GCCV	**Lindenhall** D.F. 1*Dk & Shelter dk* *Cruiser Stern*	~~5300~~ ~~4700~~ ~~3140~~ 5248 4749 3130	✠100A1 *withfreeboard* 2,38~~11,37~~	Hpl Npt ✠LMC10,37	*a*†	CL	1937 10mo	W.Gray &Co.Ld. WHartlepool *Lloyd's A&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*373'1092*t*	~~438·6~~ F36' 439·0 FK (*CollBH* *DTa*32'1091*tFPT*155*t*	[illegible]·1 *to Shltr dk* 6*BH to 2nd dk*)	26·0	W.Hartlpl British 7*BHCem* *APT*172*t*	T.3Cy.23",37"&65"-45"& LP turbine with DR gearing & hydraulic coupling 220lb (*s*) FD 548NHP 3SB,(Spt)9*cf*,GS153,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	28 ″ 4 s3 ″ 3¾ 25 ″ 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert. B.of Trade.
39018 145577 MMMN	**Lottie R.** *OilEng.* *Mchy.Aft Cargo battens not fitted 1Dk* *CruiserStern*	972 628 551	✠100A1 9,37 ~~(ClassContemplated)~~ ✠LMC9,37	Lth	*l*	CL	1937 9mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *A&CP*	~~Stone&Rolfe,Ld.~~ S.&R. Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*)	204·6 213·4(O.L.) Q146'F25' *CellDB*136'290t*FPT*61t*APT*47t	32·7	12·1 FK	Llanelly British 3*BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅝"-22 7/16" 156NHP BritishAuxiliaries,Ld.Gls.	14 ″ 8 s4 ″ 7 14 ″ 5¼	
39019 PNED	**Lézardrieux** (*ex*ProsperSchiaffino-37,*ex*Hinrich Peters,*ex*Leona) *1Dk*	934 670 535					1922	Howaldts-werke Kiel	Cie.France-Navigation	194·6 P12'Q43'B53'F24'	32·9	14·0	Marseilles French *WB*	T.3Cy.14⅜",23¼"&38 3/16"-25⅜" 73NHP Howaldtswerke,Kiel		V'
39020 DOKT	**Lucy Borchardt** (*ex*Saturn-37, *ex*Rolandseck-32,*ex*Brocklane,*ex* Florenz) *1Dk&Shelter dk*	1842 1722 1142					1905	Flensburgr Schiffsb.Ges. Flensburg	FairplaySchlepp-dampfsch.Reed. RichardBorchardt	268·8 H73'	37·8	21·0	Hamburg German *WB*	T.3Cy.20 7/16",33½"&55 13/16"-37⅜" NB13 190NHP FlensburgerSchiffsb.Ges.		G
39021 217293 WPUE	**Lurline Burns** (*ex*Caddopeak-37) *Fitted for oil fuel* *1Dk*	2865 — 1769					1918	Albina E.&M.Wrks Astoria,Or.	BurnsS.S.Co.	289·0	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.22⅝",36 15/16"&60"-42" AlbinaEng.& Mach.Wks.Astoria,Or. 233NHP		R
39022 SKDN	**Lola** (*ex*Tuskar-37) *Ref.Mchy.* *2Dks&Shade dk*	1193 1067 492					1920	Caledon SB &Eng.Co.Ld. Dundee	EricEricsson	270·0 P38'B134'F73'	36·2	16·7	Surte Swedish *WB*	T.3Cy.26",42"&70"-45" 328NHP CaledonSB&ECo.Ld.Dun.		O
✻ 39023	"Libero," *formerly sailing as* "Aketz." *For particulars see* "Cabo Ortegal"															
39024 386 ISJT	**Letizia** Steel&Iron3Mst (*ex*IlneaI-37,*ex*QuintinoV-36,*ex*Monte Moro-35,*ex*QuintinoV-34, *ex*Poolton,*ex*Oliver, *ex*StanleyForce) *1Dk* *Well deck* *Mchy.Aft*	391 298 209			•••		1890	R.William-son&Son Workington	GustavoMontanari	154·8 152·6 Q84'B10'F20'	23·6	9·9 9·7 BK7"	Trieste Italian *WB*	T.3Cy.13½",20"&33"-24" NB03 53NHP Dunsmuir&Jackson,Gls.	11 ″ 3	I †
39025 535	**Leonidas** (*ex*Bellorado-37) *ss*Cff.No.2-37 D.F. *2Dks(Stl)*	4573 4327 2902	✠100A1 9,37 ✠LMC2,37	Bry	*y*	CL 9,37	1928 9mo *Lloyd's*	Lithgows Ld. PortGlasgow *A&CP*	Th.L.Boyazides (Th.L.Boyazides &Co,*Mgrs.*) *Intermediate'Tweendk BH in after hold dispensed with*	385·0 398·0(O.L.) P33'B112'F44' *CellDB*331' 1012t *DTa*30'784t*APT*16t	52·0	26·6 FK	Andros Greek *ptCem* 4*BHtoUdk* 2 ,, ,,*2nd*,,	T.3Cy.25",42"&70"-48" (*s*) 200lb 471NHP 3SB,*9cf*,GS161,HS6786 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s5 ″ 3¼ 23 ″ 11½	
✻ 39026 136786 GDMR	**Laleham** (*ex*DoringtonCourt-37) *ss*Shl.No.3-6,27 *ss*Shl.No.2-36 *1Dk(Stl)2trB*	4818 4546 3032	✠100A1 9,37~~8,36~~ ✠LMC8,36 BS6,37	Shl Bry	*y*	CL ~~8,36~~ 9,37	1915 2mo *Lloyd's*	Richardsn, Duck&Co.Ld Stockton *A&CP*	~~AthosS.S.Co.Ld.~~ AlphaS.S.Co.Ld.	389·6 P45'B108'F35' *CellDBa*130'*uE*26'*f*165'1091t*FPT*	53·4	26·4 FK	London British 6*BHCem* 90t*APT*165t	T.3Cy.26",42"&70"-48" (*s*) 180lb HS7167 419NHP 2SB&1AuxSB,*10cf*,GS209 Blair&Co.Ld.Stockton	28 ″ 10½ s5 ″ 4¾ 23 ″ 8½	
39027 161610 MMNL	**Lowick** 3Mst *1Dk&Shelter dk* *OilEng.* *Rudder electrically welded* *Mchy.Aft* *CruiserStern*	~~615~~ 586 465 276	✠100A1 *withfreeboard* 12,37 ✠LMC12,37	Bly	*k*	CL 2,38	1937 12mo *Lloyd's*	J.Koster Hzn.Schpsw. "Gideon" Groningen *A&CP*	Tyne-Tees Steam ShippingCo.Ld.	~~180·0~~ 189·6 195·9(O.L.) (*CollBHtoShltrdk2BHto2nddk*) *CellDB*114'291t*FPT*65t*APT*30t	31·6	~~13·6~~ 10·9 FK	Newcastle British 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.15¾"-26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5½	
39028	**Libelle** *OilEng.* D.F. *1Dk* *Mchy.Aft* *CruiserStern*	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	T.vanDijk	134·5 P40'B16'F20'	24·1	8·2	Delfzijl Dutch	Oil Engines 4S.C.SA 4Cy.12 3/16"-13¾" 68NHP AppingedammerBrons Motorenfb.N.V.		
39029 165606 GZYJ	**Lynton Grange** *1Dk&Shelter dk* ~~*Mchy.Aft*~~ *CruiserStern*	~~4800~~ 5029 4420 2986					1937	Blythsw'd S.B.Co.Ld. Glasgow	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)	~~417·5~~ *FonShelter dk*34' 417·7	~~55·9~~ 56·0	~~24·2~~ 24·3	London British *WB*	T.3Cy.22½",36"&65"-48" 293NHP D.Rowan&Co.Ld.Gls.		
39030 LJSI	**Leif** *1Dk&Shelter dk* *OilEng.* D.F. ~~*2Dks*~~ *CruiserStern*	~~1700~~ 1582 1220 851					1937	Akt.Lind-holmensVarv Gothenburg	D/SA/SLaly (C.T.Gogstad& Co.*Mgrs.*)	~~286·1~~ 285·4	~~42·1~~ 42·3	~~15·0~~ 16·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.19 5/16"-35 7/16" 398NHP SulzerBros.Ld.Winterthur		
39031	**Lakis Nomikos** (*ex*Eleni-37, *ex*Monastir,*ex*Kythnos) *Now* "Teti Nomicos," *see No.* 40363 *in Supplement*	1882 1758					1901	Schiffsw.v. HenryKoch Lübeck	PetrosM.Nomikos, Ld.	281·0 P&B231'F36'	40·4	18·1	Piræus Greek *WB*	T.3Cy.21",35½"&55"-35½" 180NHP J.F.Ahrens,Ottensen		G
✻ 39032 SVVT	**Lyras** (*ex*AvonBridge-37, *ex*AlmaDawson-35, *ex*Bradclyde-31, *ex*WarCastle) *ss*Sws.No.3-8,30 *ss*Fal.No.1-34 *1Dk(Stl)&Shelter dk(Stl)* D.F.	5685 5486 3558	✠100A1 *Shelter dk withfreeboard* 10,37~~7,37~~ ~~BS9,36~~ BS10,37 ✠LMC1,34	Rot Ant	*y*	CL 12,36	1918 10mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *A&CP*	M.N.&P.G.Lyras	399·6 F39'*onShelter dk* *CellDB*351'1284t*FPT*60t*APT*90t	53·0	32·8 24·3 FK	Piræus Greek 7*BHptCem* (*ColltoShdk* 6 ,, *2nd*,,)	T.3Cy.27",45"&75"-54" (*s*) 180lb 620NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	35 ″ 5 s9 ″ 4¾ 26 ″ 3	
✻ 39033 171307 ~~MMNS~~ VQYZ	**Lucky** (*ex*Loke-37) *ss*Skm.No.3-4,26 *ss*Skm.No.2-31 *Well deck* *1Dk(Stl)&deep framing* ~~*Cargo battens not fitted*~~	1235 997 644	✠100A1 10,37~~6,37~~ BS~~8,36~~ 9,37 ✠LMC4,34	Skm Ant	*o*	OG 6,37	1905 5mo *Lloyd's*	Cmpbltwn S.B.Co. Campbeltwn *A&CP*	African&Conti-nentalS.S.Co.Ld	230·1 Q80'B57'F29' *CellDBa*54*uE&B*37'*f*100'300t	34·4	16·0 FK	Gibraltar British 4*BHCem* *APT*90t	T.3Cy.18",27½"&45"-33" (*s*) 165lb 128NHP 2SB,*4cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3 s1 ″ 7½ 16 ″ 10	
39034 101755 MQTK	**Lancaster City** (*ex*Penrhyn-37) *ss*Bng 3rdNo.3-12,33 *Well deck* *Mchy.Aft* *ss*Lan.No.1-37 *1Dk(Stl)*	354 ~~[illegible]~~ 253 ~~[illegible]~~ 134	✠100A1 11,37~~10,36~~ ✠NB4,21 ~~MS12,33~~ ✠LMC11,37 ~~BS9,36~~	Bkn Lan	*f*	CL ~~12,36~~ 9,37	1895 8mo	Scott& Sons Bowling A&CP	R.Gardner	145·0 Q54'B10'F24' *CellDBf*67'72t*FPT*30t	24·0	9·0 BK7"	Lancaster British 3*BHCem*	C.2Cy.18⅝"&40"-27" (*s*) 120lb 64RHP 1SB,*2pf*,GS45,HS1578 Ross&Duncan,Gls.	11 ″ 2 s ″ 6½ 11 ″ 3¾	
39035 163074 MMMY	**Loch Fisher** (*ex*Ngarua-37, *ex*Maraboe-36) *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	511 307 245					1931	NVSchpsw Gebr.Pot. Bolnes	JamesFisher& Sons,Ld.	151·6 Q96'F65'	25·6	9·8	Barrow British *WB*	Oil Engines 4S.C.SA 6Cy.11"-19 11/16" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
39036 159571 VLKN	**Lorinna** *OilEng.* Wireless *Mchy.Aft* *1Dk* *CruiserStern*	~~[illegible]~~ 1185 920 706	✠100A1 1,38 ~~(ClassContemplated)~~ ✠LMC1,38	Gmh	*n*	OG	~~1937~~ 1938 1mo *Lloyd's*	Grngemth Dkyd.Co.Ld. Grngemouth *A&CP*	W.Holyman&Sons Proprietary,Ld. *Intermediate bulkhead in hold dispensed with*	230·7 241·0(O.L.) P60'B18'F27' *CellDB*188'292t*FPT*92t*APT*50t	35·2 36·8	14·9 FK	Melbourne British 3*BHAsp*	Oil Engines 2S.C.SA 7Cy.13¾"-24 7/16" 231NHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 2 s1 ″ 11½ 15 ″ 4¼	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39037	**Leontios Teryazos** (*ex*Tarantia-37,*ex*Kirkfield) D.F. 2*Dks*	*4958* *4511* *3201*			●●●		1911	Russell&Co. PortGlasgow	Th.L.Teryazos	400·0 P47'B119'F46' FK	51·9	26·9	Piræus Greek *WB*	T.3Cy.26½",44"&72"-48" 488NHP D.Rowan&Co.Glasgow	29 " 6	C †
* 39038 SYVZ	**Leonidas M.** (*ex*Bellucia-37) *ss*Shl.No.2-37 D.F. 2*Dks*(*Stl*)	4573 4327 2902	✠100A1 11,37 BS12,36	Lon ✠LMC MS4,37	*y*	CL 11,37	1929 1mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	C.N.Michalos& J.C.,N.C.&A.C. Hadjipateras (C.Hadjipateras& Sons,*Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with*	385·0 P33'B112'F44'	52·0	26·6	Chios Greek *ptCem* 4*BH to Udk* 2 ,, ,,2*nd* ,, *Cell DB*331'	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk 1012*t DTa*30'784*tAPT*16*t*	29 " 0 s 5 " 3¼ 23 " 11½	
39039 157540	**Lafian** 1*Dk&Shelter dk* D.F. *Platform deck in part No.2 hold* *Cruiser Stern*	4876 4344 ~~2865~~ 2776	✠100A1 *withfreeboard* 4,38 ~~12,37~~ ✠LMC12,37 ~~(ClassContem plated)~~ *Fitted for oil fuel* 12,37 *F.P. above*150°F.	Nwc Liv	*a*†	CL	1937 12mo *Lloyd*'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Elmina,Ld. *(CollBHtoShelter dk,6BHto2nd dk)* *CellDB*296'1072*tMT*25'931*t* *Tanks in way of tunnel* 363*tFPT*183*tAPT*139*t*	422·5 438·3(O.L.) F44' FK	56·7	23·6	Freetown, Sierra Leone British 7*BHptAsp*	T.3Cy.23",38"&65"-45" 220lb (*s*) 456NHP 2SB(Spt&FD)&1AuxSB 8*cf*,GS142,HS7030 N.E.MarineEng.CoLdNwc	26 " 2 s2 " 4½ 24 " 0	
39040 144397 ~~GCWK~~ VPJT	**Leana** (*ex*Tapti-37,*ex*Ulm) *ss*Fal.No.3-2,27 *ss*Cal.No.2-35 2*Dks*(*Stl*)&*lower dk beams in No.1 hold* *Well deck*	4742 4371 ~~2914~~ 2915	✠100A1 8,37 MS6,35	HKg ✠LMC BS1,37	*z*	CL 2,37	1914 4mo *Lloyd*'sA&CP	Akt.Ges. "Neptun" Rostock	LeanaS.S.Co.Ld. (Williamson&Co. *Mgrs.*) *CellDBa*121'*uE&B*56'*f*178'12	399·5 415·9(O.L.) P&B321'F54' FK 54*tFPT*85*t*	54·1	25·6	Hong Kong British 7*BHCem* *APT*5*t*	T.3Cy.28¾",47¼"&77½"-48" 213lb (*s*) FD 653NHP 3SB(Spt)9*cf*,GS261,HS9688 A.G."Neptun,"Rostock	28 " 6 s 3 " 6 25 " 2¾	
39041 PFPM	**Loppersum** (*ex*Harpalyce-37) *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*)	4691 4308 2792	✠100A1 11,37 ~~7,37~~	Shl Ams ✠LMC7,37	*y*	CL ~~7,35~~ 10,37	1930 9mo *Lloyd*'sA&CP	JReadhead &Sons,Ld. SouthShields	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) *CellDBa&uE*152'	394·6 409·6(O.L.) P36'B245'F32' FK 177'1160*t FPT*102*t*	54·2	24·8	Amstrdam Dutch 6*BHCem* *APT*220*t*	T.3Cy.24¾",41"&68"-45"(*r*) 200lb 436NHP 2SB(Spt)&1AuxB,9*cf*, GS176,HS7743 J.Readhead&Sons,Ld.SShl	27 " 2 s 3 " 8 23 " 8¾	
39042 LJQD	**Lutz** (*ex*Martinique-37,*ex*Ninna-35) *Fitted for oil fuel* Wireless D.F. 1*Dk* *Cruiser Stern*	1409 1214 790					1933	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	263·0 P198'F34'	39·7	15·6	Oslo Norwegian *WB*	C.4Cy.(2)14¾"(2)31½"- 31½"&LP turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		GV
39043	**Leverkusen** TwinSc *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1290 — 655					1937	Lübecker Flender-WerkeA.G. LübeckSiems	ErnstRuss	242·5 Q123'F29'	36·4	14·3	Hamburg German *WB*	2 Oil Engines 4S.C.SA 12Cy.14⅜"-19 11/16" 241NHP Fr.KruppGermaniawftAG		
* 39044 120491 GMFP	**Lake Geneva** (*ex*Eastbury-37, *ex*Paris,*ex*Olaf L. Kongsted, *ex*MaindyHouse, *ex*Harmonic) *ss*Shl.2ndNo.3-4,30 *ss*Nwc.No.1-35 1*Dk*(*ptIrn&ptStl*) &*deep framing*	2868 2697 1825	✠100A1 ~~6,37~~ 12,37 BS1,37	Nwc ✠LMC10,35	*u*	CL ~~5,37~~ 10,37	1905 1mo *Lloyd*'sA&CP	Furness, Withy&CoLd WHartlepool	Chas.Strubin& Co.Ld. *CellDBa*102'	325·0 P24'B94'F32' FK *uE&B*42'*f*136'713*t*	47·0	22·3	London ~~Newcastle~~ British 5*BHCem* *APT*30*t*	T.3Cy.22½",40"&65"-42" (*s*) 200lb *125lb* 304NHP 2SB,6*cf*,GS100,HS4547 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10 s 4 " 0½ 21 " 0	
39045 LJUT	**Lind** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	461 351 186					1938	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	J.O.Odfjell	~~165·7~~ B16'Q57'F23' 168·3	~~25·8~~ 25·9	~~10·4~~ 9·9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 93NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
39046 PFOQ	**Liberty** (*ex*Ardjoeno-37) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	312 210 148					1936	Gebr. Niestern&Co. Delfzijl	J.P.Beck	127·6 P30'F15'	24·1	8·7	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"&14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		V*
39047	**Lydia** (*ex*Stanrock-37,*ex*Castro-37, *ex*Darlington-35) *ss*Hul.2ndNo.3-11,35 Wireless 1*Dk*(*Stl-ptws*) *Welldeck* *Now* "Ocu," *see No.* 39580 *in Supplement*	*1105* *897* *446*	✠100A1 10,37 BS11,36	Hul ✠LMC11,35	*p*	OG 9,37	1910 8mo *Lloyd*'sA&CP	Earle'sCo. Ld. Hull	E.Godillot (A.Davaris,*Mgr.*) *CellDBa*44'	256·0 266·0(O.L.) P&B169'F54' FK *uE*23'*f*121'196*tFP*	36·2	15·0	Colon Pnamanian 5*BHCem* *T*12*tAPT*8*t*	T.3Cy.23½",38"&62"-39" (*s*) 180lb 373NHP 2SB,8*cf*,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 " 4 s 1 " 0¾ 16 " 7¾	
39048 165555 GBBF	**Lake Lugano** (*ex*Pracat-38, *ex*Presjednik Becher) *ss*Tri.2ndNo.3-3,28 1*Dk*(*Stl*)&*deep framing*	2120 1924 1285	✠ 7,33 ✠	Ssk	*s*		1900 7mo	Craig, Taylor&Co. Stockton	Chas.Strubin&Co. Ld. *CellDBa*	289·2 P27'B76'F33' FK 90'*uE*20'*f*114 493*t*	43·2	20·1	London British 5*BHCem* *APT*42*t*	T.3Cy.21",35"&57"-39" 206NHP 2SB,6*cf*,GS92,HS3150 Blair&Co.Ld.Stockton	21 " 3	V †
39049 162129 GLLT	**Lady Glanely** *OilEng* D.F. 1*Dk&Shelter dk* *CruiserStern*	5497 4959 3232	✠100A1 *withfreeboard* 5,38 ~~(ClassContem plated)~~	Sld ✠LMC5,38	*a*†	CL	1938 5mo *Lloyd*'sA&CP	Wm.Doxford&SonsLd Sunderland	TatemS.Nav.Co. Ld.(W.J.Tatem, Ld.*Mgrs.*) *CellDB*357'	~~432·1~~ 430·5 447·6(O.L.) F43' FK *(CollBHtoShelterdk,6BHto2nd dk)* 1318*tMT*32'1350*tFPT*85*tAPT*160*t*	~~57·7~~ 57·7	~~26·6~~ 26·5	Cardiff British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.23⅝"~~-91 11/32"~~-91 5/16" 2DB*120lb* 516NHP Wm.Doxford&Sons,Ld Sld	29 " 1 s3 " 6¼ 25 " 9½	
39050 166401 MMRV	**La Pampa** *OilEng.* D.F. E.S.D. GyC. 1*Dk&Shelter dk* *CruiserStern*	4149 3636 2484	✠100A1 *withfreeboard* 4,38 ~~(ClassContem plated)~~	Got ✠LMC4,38	*z*	CL	1938 4mo *Lloyd*'sA&CP	Götaverken A/B Gothenburg	BuriesMarkes,Ld. *CellDB*330'1569*t* *Water ballast tank*	381·4 397·0(O.L.) F38' FK *IntermediateBH in after hold dispensed with* *(CollBHtoShelter dk,4BHto2nd dk)* *onShltr dk*28'273*tFPT*97*tAPT*243*t*	55·2	22·7	London British *ptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*85lb* GötaverkenA/B,Got.	27 " 6 s2 " 10¾ 24 " 9¾	
39051	**Leipzig** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	~~5500~~ 5898 — 3419	✠Lloyd'sRMC4,38 for temp.32°F.				1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	428·1 P20'B&F397'	56·1	24·6	Bremen German *WB*	Oil Engines 2S.C.DA 10Cy.20⅞"-29 15/16" 1529NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
* 39052 DIBH	**Lisa Essberger** TwinSc (*ex*ElsaEssberger-38) *ss*Ham.No.1-34 Wireless D.F. *Mchy.Aft* *OilEng.* 2*Dks*(*Stl*) *Longitudinal framing at dk* *CruiserStern* *& sides in summer tanks* *Strengthened for navigation in ice* *Rudder electrically welded*	1172 1134 794	✠100A1 2,38 ~~6,37~~ ~~DBS2,37~~ *CarryingPetroleum in bulk* DBS2,38	Ham ~~✠LMC3,34~~ ✠LMC6,37		CL S12,35 PN 12,35	1930 12mo *Lloyd*'sA&CP	Deutsche Werft.A.G. Hamburg	JohnT.Essberger *CellD*	~~244·7~~ 244·8 254·0(O.L.) F35' FK len34 *BuE*16'13*tFPT*39*t*	36·6	15·8	Hamburg German 10*BHptCem* *ptAsp* *APT*23*t*	Oil Engines 4S.C.SA 12Cy.10 12/16"-16 8/16" 137NHP WTDB *170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	11 " 9	
39053	**Lina** (*ex*Minhla-38) *ss*Ist.2ndNo.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	*1300* *966* *630*	✠ 3,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,09	Varna ✠~~LMC~~ ~~BS5,37~~	*n*	CL 8,34 *bulk* *F.P.*	1909 3mo *Lloyd*'sA&CP *above* 150° F	Armstrong Whitworth &Co.Ld. Newcastle	Navigazione e CommercioSoc. Anon.Italiana	200·0 P26'B32'F30' FK	34·0	17·5	Genoa Italian 10*BHCem* *CellDB*	T.3Cy.17",28"&46 1/16"-30" 180lb (*r*) 136NHP 2SB,4*cf*,GS62,HS2230 WilsndSlpwy.Co.Ld.Nwc. *uB*21'25*tFPT*38*tAPT*4*t*	18 " 6 ~~1 " 10½~~ ~~16 " 9¾~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39054 166435 GLLK	**Lerwick** *1Dk* E.S.D. D.F. *CruiserStern*	~~5670~~ 5626 5130 3396	✠100A1 4,38 ~~(ClassContemplated)~~ *Fitted for oil fuel* 4,38 *F.P. above* 150°F. ✠LMC4,38	Sld		CL	1938 4mo	JLThompson&Sons,Ld Sunderland *Lloyd'sA&CP* *CellDB*294 1142*t Tanks at sides of tunnel* 315*tFPT*105*tAPTs*225*t*	Wallem&Co.Ld.	409·3 425·3(O.L.) P35'B122'F32'	~~56·6~~ 57·6	29·1 FK	London British 6*BHCem*	T.3Cy.22",37½"&63"-45" 220lb (*s*) 395NHP 3SB(Spt)9*cf*,HS5580 FD GeorgeClark(1936)Ld.Sld.	31 " 7 s6 " 9¾ 25 " 0	
39055	**Ljubica Matkovic** (*ex*PhyllisSoto-38, *ex*Chetopa-37) *Fitted for oil fuel* 1*Dk*2*trB in fore& after holds& Web frames*	3252 3005 1989			●●●		1919	Submarine BoatCorp. Newark,N.J.	E.Matkovic	324·0 P30'B90'F35'	46·2	25·0 FK	Split Yugoslav *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
39056	**Lochavon** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	8960 5310	100A1 *withfreeboard* (*ClassContemplated*)				1938	Harland&Wolff,Ld. Govan	RoyalMailLines,Ld.	478·5 B170'F48'	66·2	30·0	London British	Oil Engines 2S.C.DA 10Cy.$24\frac{7}{16}$"-55⅛" Harland&Wolff,Ld.Gls.		
39057 330 ESRU	**Lake Lucerne** (*ex*Barmoor-38) *ss*Shl.2ndNo.3-12,36 *Well deck* D.F. 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2317 2044 1331	✠100A1 11,37 BS11,37 ✠LMC12,36	Shl	*s*	CL 11,37	1909 8mo	WoodSkinner&Co.Ld Newcastle *Lloyd'sA&CP*	Usaldusühing Jakobson ja Ko (C.Strubin&Co.Ld. *Mgrs.*) *Intermediate bulkheads in fore& afterholds dispensed with* *CellDBa*90'*uE&B* 38'*f* 116' 547*tFPT*113*tAPT*177*t*	295·3 Q115'B52'F31'	40·5	18·2 FK	Pärnu Estonian *Cem* 4*BH only*	T.3Cy.21",34"&56"-36" (*s*) 180lb 223NHP 2SB,6*cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc	20 " 6 s2 " 2 18 " 6	
39058 120712 EICM	**Longford** Ⓟ (*ex*Lady Connaught-38, *ex*Heroic) TwinSc *ss*Liv.2ndNo.3-4,32 *ss*Liv.No.1-36 D.F. 2*Dks*(*UStl*-ws)	1913 1333 791	100A1 *withfreeboard* 4,37 BS4,37 LMC4,36 *Fitted for oil fuel*2,24 *F.P. above* 150° F.	Liv	*t*	OG S4,35 P4,36	1906	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	British&IrishStm. PacketCo.(1936) Ld. *CellDBa*58' *uE*24'109*tFPT* 15*tAPT*25*t*	320·3 P51'B160'F76' FK&BK1½"	41·3	16·8	Dublin British 6*BHCem*	Q.8Cy.21",29",41"&58"-36" 200lb FD (*s*) 649NHP 1DB(*made*20,*refitted*2,24)& 2SB(*new*2,24),12*cf*,HS9948 Harland&Wolff,Ld.Bel.	18 " 2 s1 " 11 16 " 6	
39059 120714 EICL	**Louth** Ⓟ (*ex*Lady Munster-38, *ex*Graphic) TwinSc *ss*Liv.3rdNo.3-5,36 2*Dks*(*UStl*-ws) D.F.	1915 1333 791	100A1 *withfreeboard* 5,37 BS5,37 LMC5,36 *Fitted for oil fuel*11,23 *F.P. above* 150° F.	Liv	*t*	OG P4,35 S4,36	1906	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	British&IrishStm. PacketCo.(1936) Ld. *CellDBa*58' *uE*24'109*tFPT* 15*tAPT*25*t*	320·3 P51'B160'F76' FK&BK1½"	41·3	16·8	Dublin British 6*BHCem*	Q8Cy21",29"41"&58"-36"(*s*) 215lb FD 660NHP 1DB&2SB(DB19*fittd*11,23) SB(*New*11,23)12*cf*,HS9922 Harland&Wolff,Ld.Bel.	18 " 2 s1 " 11 16 " 6	
39060	**Lakatoi** *OilEng.* *Mchy.Aft* *CruiserStern*	360 190	100A1 (*ClassContemplated*)				1938	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	BurnsPhilp&Co.Ld.	130·0 F22'	26·0	10·2	HongKong British	Oil Engines 2S.C.SA 4Cy.$11\frac{7}{16}$"-$19\frac{1}{16}$" TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
39061 132019 EICY	**Lady Connaught** Ⓟ TwinSc (*ex*LadyLeinster-38, *ss*Liv.2ndNo.3-5,36 *ex*Patriotic) 1*Dk*(*Stl-ptws*)2*nd dk in Nos.*1&2*holds* D.F.	2284 1427 962	✠100A1 *withfreeboard* 5,37 BS5,37 ✠LMC5,35 *Fitted for oil fuel*4,24 *F.P. above* 150° F.	Liv		OG P10,35 S5,37	1912 8mo	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	British&IrishStm. PacketCo.(1936) Ld. *Cell D Bu E*40'81*t FPT* 37*tAPT*48*t*	325·4 P53'B162'F76' FK&BK1½"	41·7	16·2	Dublin British 7*BHCem*	T8Cy(2)21½"(2)35"&(4)41" -36" 195lb (*s*) 840NHP 2DB&1SB20*cf*,GS386, HS14437 FD Harland&Wolff,Ld.Bel.	17 " 11 s1 " 7½ 16 " 6	
39062 CSLW	**Lavi** (*ex*Secil-38,*ex*Rosafred-34, *ex*Jyden,*ex*Irmgard Linnemann) *ss*Osl.No.3-7,27 *ss*Lis.No.2-34 *Well deck* 1*Dk*(*Stl*)	573 444 333	100A1 9,37 BS4,37 LMC5,34	Lis	*i*	OG 4,37	1908	EiderwerftAkt.Ges. Tönning *Lloyd'sA&CP*	Vieira&Labrincha Lda. *CellD Ba&uE*52'*f*73'166*t FPT*25*t*	176·3 Q55'B47'F25'	29·2	10·7 FK	Lisbon Portuguese 4*BHCem*	T.3Cy.13¾",23¼"&37⅝"-23⅝" 185lb (*s*) 93NHP 2SB,4*cf*,GS72,HS1700 EiderwerftA.G.Tönning.	13 " 0 " 8½ 12 " 5½	
39063 XNBW	**Livatho** (*ex*TsangWoo-38, *ex*Drafn,*ex*Iosco,*ex*Johanne) 2*Dks*	1765 — 1049					1903	Schiffsw.v. H.Koch,A.G. Lübeck	G.Stamatilatos	255·8 P31'B65'F29'	36·2	18·1	Greek *WB*	T3Cy.17¾",29½"&47¼"-33½" 130NHP J.F.Ahrens,Altona		V'
39064	**Lotta** D.F. E.S.D. *CruiserStern*	1850 1540 960	100A1 *withfreeboard* (*ClassContemplated*)				1938	A/S Aalbrg Msk.ogSkibs Aalborg	Dampskibsselsk. "Vesterhavet" (J.Lauritzen)	281·5	43·5	19·7	Danish	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear&chain drive HelsingörsJernsk.&Mskb.		
39065 DJWK	**Luise Leonhardt** (*ex*Siltonhall-38) *ss*Hpl.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4831* *4383* *2810*	✠100A1 *withfreeboard* 5,38 ~~12,37~~ ✠LMC12,36	Hpl Bry	*z*	CL ~~7,36~~ 5,38	1932 9mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	Leonhardt&Blumberg *CellDB*358'1143*t* *DTa*28'1076*t FPT*170*tAPT*152*t*	410·7 F35'	54·8	24·9 FK	Hamburg German 7*BHCem* (*ColltoShdk* 6 " 2*nd* ")	Q4Cy20",25½",41½"&61"-48" 260lb FD (*s*) 467NHP 3SB(Spt)9*cf*,GS144,HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 " 7 s3 " 0½ 24 " 9¼	
39066 YLGF	**Lettonia** (*ex*Roehampton-38, *ex*Michael L.-34, *ex*Helmsloch) *ss*Bry.No.3-1,26 *ss*Hul.No.2-34 1*Dk*(*Stl*)	*4163* *3905* *2558*	✠100A1 9,37 BS11,36 ✠LMC3,34	Cff	*x*	CL 6,37	1913 9mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd'sA&CP*	G.W.Grace&Co. (LatvianRepresentatives— J.Zalcmanis,K.Jansons&J.Freyman) *CellDBa*129'*uE&B*40'*f*167'1178*tFPT*145*tAPT*181*t*	380·0 391·0(O.L.) P31'B221'F36'	52·2	22·9 FK	Riga Latvian 6*BHCem*	T.3Cy.26",42"&71"-48" (*s*) 180lb 395NHP 2SB,8*cf*,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25 " 5 s3 " 5¼ 22 " 3½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
39151 * 888 SVMA	**Mount Mycale** ssRou.No.1-37 (exMaroussioCoulouthros-37, exRyde) ssPir.2ndNo 3-11,32 1Dk(pt Irn pt Stl)& deep framing	3556 3331 2288	✠100A1 ~~6,37~~2,~~36~~5,38 MBS9,37 MS6,37 ✠LMC~~11,32~~ ~~MBS9,36~~ DBS2,~~36~~6,37	Nwc	w	CL N2,36	1907 2mo	TyneI.S.B. Co.Ld Newcastle Lloyd'sA&CP	AtlanticosS.S.Co. Ld.&GiorgilisBros. (KulukundisShippingCo.S.A.Mgrs.) CellD	348·5 P28'B100'F37' FK Ba110 uE25' f152'	50·1	23·1	Piræus Greek 6BHCem 868tAPT99t	T.3Cy.24",40"&66"-45" (s) 180lb NDB30 120lb 307NHP 2SB,8pf,GS142,HS1600 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s 4 ″ 5¼ 21 ″ 5	
39152 ~~GZSZ~~	**Mydol** (exRobert-37,exSigne, exMediana) 1Dk Now "Annita," see No.37168 in Supplement	2709 2302 1604					1897	Sir Raylton Dixon&Co. Middlesbro'	ArrowS.S.Co.Ld. (G.H.Kokotos)	311·8 P31'B77'F30'	43·1	20·4	~~London~~ ~~British~~ WB	T 3Cy.22½",36½"&60"-42" 233NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro'		G
39153 * 514 SVUZ	**Mount Helmos** (exInvergordon-37) ssAms.No.3-6,37 ~~ssBel.No.1-37~~ 1Dk(Stl)&Shelter dk(Stl) Straight frames & bevelled bilge	~~5140~~ ~~4121~~ ~~3071~~ 6481 6069 3976	✠100A1 Shelter dk with freeboard ~~6,37~~ ~~3,30~~ 12,37 ~~BS3,30~~ ✠LMC~~10,27~~ 6,37 Fitted for oil fuel 4,23 F.P. above 150° F.	Fal Ams	a†	CL ~~7,29~~ N4,37	1923 4mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	KulukundisShippingCo.S.A. CellD	412·9 F40' on Shelter dk (CollBHtoShltr dk,6BHto2nd dk) B342'1482t ~~CellDBuE&B79'410t~~ FPT	55·6	25·0 34·4	Piræus Greek ~~8BHCem~~ FK 7BH 87tAPT126t	T.3Cy.27",44"&73"-48" (s) 180lb 540NHP 4SB,12cf,HS10224 JBrown&CoLd.Clydebank	~~28 ″ 8~~ ~~s 3 ″ 6~~ ~~25 ″ 3¾~~ 38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
39154 516 SVVB	**Mount Aetna** (exLeithHill-37, exFife-36, ssSws.No.2-37 ~~ssSld.No.1-33~~ exPenybryn-32) 1Dk(Stl) D.F.	4230 3878 2623	✠100A1 1,38 ~~2,36~~ BS~~7,36~~6,37 ✠LMC5,~~33~~ MS1,38	Bly Ant	x	CL ~~3,36~~ N1,38	1929 3mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	AtlanticosS.S.Co. Ld.&Kulukundis ShippingCo.S.A. (KulukundisShippingCo.S.A.Mgrs.) CellDB322'1133t	370·9 P29'B233'F35' FK FPT96tAPT175t	51·4	25·1	Piræus Greek 6BHptCem	T.3Cy.23",39"&65"-45" (s) 200lb 120lb 331NHP 2SB(Spt),6cf,GS129, HS5190 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7¼ 24 ″ 1½	
39155 159461 VPJQ	**Muliama** OilEng. Wireless 1Dk CruiserStern	689 434 384	✠100A1 8,37 ~~(ClassContemplated)~~ ✠LMC8,37	HKg	j	CL	1937 8mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	BurnsPhilp&Co. Ld. CellDBa11'f6'19t	165·7 173·2(O.L.) P&B109'F31' FK FPT17tAPT24t	31·1	12·6	HongKong British 4BHCem	Oil Engines 2S.C.SA 7Cy.~~11"-19$\frac{11}{16}$"~~ 11$\frac{1}{16}$"-19$\frac{11}{16}$" 148NHP Harland&Wolff,Ld.Gls.	13 ″ 6 s ″ 4½ 13 ″ 3¼	
39156 165526 GZRS	**Misoa** TwinSc 1Dk Longitudinal framing at bottom& deck Mchy.Aft CruiserStern "Arcform" Rudders electrically welded	4800 3685 2372	✠100A1 12,37~~7,37~~ ✠LMC7,37 ~~(ClassContemplated)~~ Carrying Petroleum in bulk Fitted for oil fuel 7,37 F.P. above 150°F.	Boa		CL 12,37	1937 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	LagoShipping Co.Ld. ~~(F.G.Wolfe,Mgr.)~~ (F.J.Wolfe,Mgr.) CellDBuE&B58'195tDTf40'555tFPT333tAPT215t	371·1 379·4(O.L.) P89'B36'F37' FK Trunk in wells	64·2	18·1	London British 8BHptCem ptAsp	T.6Cy.16½",28½"&48"-36" 225lb (s) 551NHP 2SB,8cf,HS8870 FD N.E.MarineEng.CoLdNwc	18 ″ 0 s2 ″ 11¾ 15 ″ 2½	
39157 147429 GBBP	**Manchester City** 1Dk&Shelter dk 3rd dk except in D.F. E.S.D. aftermost hold Ref.Mchy. CruiserStern	~~5800~~ 5600 4939 3329	✠100A1 with freeboard 4,38 ~~8,37~~ ✠LMC8,37 ~~(ClassContemplated)~~ ✠Lloyd'sRMC8,~~37~~4,38	Gls ~~Mch~~		CL	1937 8mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd'sA&CP	Manchester Liners,Ld. CellDB354'1065tMT27'776tDTa35'852tFPT106tAPT78t	430·7 446·5(O.L.) B127'F37' FK Duct keel fwd. of mchy. space (CollBH to Shltr dk6BH to 2nd dk)	57·0	27·0	Manchestr British 7BHCem	3 steam turbines SR geared to 1 screw shaft 225lb (s) FD 800NHP 3SB(Spt),9cf,GS153,HS9279 D.Rowan&Co.Ld.Gls.	29 ″ 9 s3 ″ 6¾ 26 ″ 4½	
39158 236327 WOZH	**Mercury** TwinSc OilEng. Mchy.Aft 1Dk Longitudinal framing-bracketless system Electrically welded	1518 1362 1182	✠100A1 3,38~~6,37~~ ✠LMC6,37 Carrying Petroleum in bulk For Service on the Great Lakes, between the Great Lakes & Father Point via the St. Lawrence Canals; between the Great Lakes & New York, via the New York State Barge Canal; also between New York, Norfolk & Eastport,Me.	Clv		CL	1937 6mo	Pennsylvania Shipyard,Inc. Beaumont, Tex. Lloyd'sA&CP	~~ClevelandTankers, Inc.~~ TankersInc. (ClevelandTankers,Inc.Mgrs.)	250·8 258·0(O.L.) after B34'F33' FK Trunk172' FPT62t	43·0	16·3	Wilmingtn Del. Utd.States 10BH APT19t	Oil Engines 4S.C.SA 12Cy.14"-16" 230NHP DB125lb WintonEng.Corp.Clevelnd	16 ″ 6 s2 ″ 9½ 13 ″ 10	
39159 DJTN	**Mendoza** (exMountIda-37, exBallena-33) ssBly.No.3-1,33 ssRou.No.1-37 2Dks(Stl)	5193 4783 3168	✠ [illegible] 3,38 ~~BS6,37~~ ✠~~LMC~~ ~~MS1,37~~	Ham	y	CL 5,37	1920 2mo	W. Dobson &Co. Newcastle Lloyd'sA&CP	Hamburg-Süd-Amerik.Dampfschifffahrts Ges. CellDB344'1073t	399·5 P49'B113'F39' FK FPT130tAPT198t	52·3	28·4	Hamburg German 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 452NHP 3SB,9cf,GS190,HS7668 N.E.MarineEng.CoLdNwc	31 ″ 0	
39160 147708 VLKD	**Mortlake Bank** (exElfstone-37) ssNwc.No.3-3,37 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1371 1032 791	✠100A1 ~~9,373,37~~4,38 LMC3,37 BS3,38	Nwc Syd	o	CL ~~12,36~~ 4,38	1924 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	McIlwraith, McEacharn,Ld. CellDB198'380tFPT	235·1 241·0(O.L.) Q145'F25' FK	36·1	15·3	SydneyNSW British 4BHptCem 102tAPT82t	T.3Cy.15½",25"&40"-27" 180lb (s) 129NHP NE&B19refitted24 2SB,4cf,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn.	17 ″ 6 s 5 ″ 3¼ 16 ″ 4½	
39161	**Mei Lee No. 2** (exFooTong-37, exSong-Bo-32,exTitania) 1Dk	1187 841 730					1912	Schiffsw.v. H.KochA.G. Lübeck	MeiLeeSteam Nav.Co.	225·6 P&B177'F28'	32·8	14·9	Shanghai Chinese WB	T.3Cy.18$\frac{1}{10}$",29$\frac{1}{10}$"&46$\frac{1}{4}$"-32½" 122NHP OttensenerMaschf.Altona		
39162 164324 GZMM	**Malvernian** D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy.	3133 2485 1397	✠100A1 with freeboard 10,37~~6,37~~ ✠LMC6,37 ✠Lloyd'sRMC~~5,37~~1,38	Hpl Hul	w	CL	1937 6mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	EllermanLines,Ld. (Ellerman&PapayanniLines,Mgrs.) CellD	345·6 F29' B291'745tFPT24t	50·1	20·7	Liverpool British FK 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) APT11t	T.3Cy.23",38"&65"-48"& LP turbine with DRgearing & hydraulic coupling 225lb (s) FD 606NHP 3SB(Spt)9cf,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
39163	**Mira** OilEng. D.F. 1Dk Mchy.Aft CruiserStern	304					1937	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	H.Nieboer	126·2	24·0	8·3	Groningen Dutch WB	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"-18$\frac{7}{8}$" 53NHP N.V.Werkspoor Amsterdam		
39164 524 SVVH	**Mount Dirfys** (exInvergarry-37) ssAms.No.3-6,37 1Dk(Stl)&Shelter dk(Stl) Straight frames, bevelled bilge	6651 6190 4062	✠100A1 Shelter dk with freeboard 6.37 ✠LMC6,37 Fitted for oil fuel 4,24 F.P. above 150° F	Ams	a†	CL 6,37	1924 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Kulukundis ShippingCo.S.A. CellD	412·6 F40' on Shelter dk B342'1482tFPT87t	55·6	34·0	Piræus Greek 7BHCem Coll BH to Sh dk FK 6 ,, ,, 2nd ,, APT125t	T.3Cy.27",44"&73"-48" (s) 180lb 531NHP 4SB,12cf,GS251,HS9982 Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0 28 ″ 2½	
39165 UOXT	**Michurin** TwinSc3Mst (exG.Yagoda-37, OilEng. exEnukidze-35, ssGls.No.2-31 exCastilian 1Dk(Stl)2nd dk(Stl) Prince-33,exSycamore) in forward holds Well deck Sub.Sig. CruiserStern	3908 3298 2041	✠ 2,34 ✠	Gls	x		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. CellDB270'1164t	364·0 P&B225'F88' Duct keel amidships DTa between tunnels39'88tDTf29'590tFPT80tAPT67t	52·2	24·1	Odessa Russian FK 6BHptAsp 140'	Oil Engines 4S.C SA 12Cy.24$\frac{7}{16}$"-38$\frac{3}{8}$" 695NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 11	
39166	**Myconos** (exLaMacta-37, exGuercif-34, ssHam.2ndNo.3-3,25 exFaneromeni, ssMsl.No.2-33 exFreifrau,ex 1Dk(Stl)& Web frames SeaHound) Wireless & pt Awng dk(Stl)	1085 903 472	✠ ~~4,38~~ pt Awning dk with freeboard ~~BS10,36~~ ~~LMC~~	Msl	o	1,37	1901 10mo	Mackie& Thomson Glasgow	SigalasBros.& N.Andronicos ~~(G.Sigalas,Mgr.)~~ (G.Th.Sigalas,Mgr.) CellDBa	226·7 228·4 P54'B&F153' FK 54'uE15'f104'276t	34·0	14·4	Piræus Greek 4BHCem FPT36t	T3Cy18$\frac{5}{16}$"30¼"&48"-33" (s) 160lb NB2,25 159NHP 2SB,4cf,GS70,HS2798 W.V.V.Lidgerwood,Gls.	16 ″ 6 ~~s 1 ″ 2½~~ ~~15 ″ 6~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
* 39167 137457 MFWT	**Melito** (*ex*Kyleglen-37, *ex*WelshCoast,-36, ssBkn.No.3-11,27 *ex*Macroom, ~~ssLiv.No.1-31~~ *ex*WelshCoast) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* ssBkn.No.2-36	1070 811 545	✠100A1 8,37 ~~12,34~~ ~~MS9,31~~ BS12,37	Liv Bkn ✠LMC12,36 ~~BS12,36~~	*m*	CL 2,36	1915 6mo *Lloyd*	C.Hill& Sons Bristol *'sA&CP*	BristolSteamNav. Co.Ld. *Cell*	212·4 Q116'B15'F34' FK *DBf*112'222*t*FPT	34·1	13·2	Bristol British 3*BHCem* 47*t*APT15*t*	T.3Cy.18",29½"&48½"-33" 180lb (*s*) 174NHP 2SB.6*pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s4 ″ 8¾ 14 ″ 11¼	
39168 LDUV	**Motto** (*ex*Fagerstrand-37,*ex*Hird) D.F. 1*Dk*	1171 929 690					1903	Hasselda- lensJrnskbs. Grimstad	SkibsA/SMotto (Osw.Aamodt)	231·4 Q132*t*B52*t*F35*t*H8*t*	34·2	13·5	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP J.S.Vaux&Co.Ld.Sld		N
39169	**Marie Fisser** Wireless 1*Dk* *CruiserStern*	1100					1937	Lübecker Flender- WerkeA.G. LübeckSiems	(Fisser&van Doornum,*Mgrs.*)	219·8 Q131'F18'	34·4	13·1	Emden German *WB*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"- $27\frac{9}{16}$" 213lb 134NHP HS2045 Christiansen&Meyer, Harburg		
39170 LJPH	**Molda** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5137 4567 2983					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	A/SJ.Ludwig MowinckelsRederi	435·2	55·8	25·2	Bergen Norwegian *WB*	2 Oil Engines 2S.C.SA SR geared to 1 sc. shaft 12Cy.20½"-$27\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
* 39171 SVVL	**Marathon** (*ex*Kumara-37, TwinSc *ex*Horatius-33, ~~ssBel.No.3-4,25~~ *ex*Bardic) ~~ssFal.No.2-23~~ ssBly.No.3-8,37 1*Dk&Shelter dk,3rd dk* *inNos.3&4holds* *Cargo battens not fitted* ~~*in'tween dks*~~ ~~*or Shelter'tween dks Nos.1,3&6*~~ *CruiserStern*	6352 5836 8810	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~2,37~~ BS2,37	Gls Bly ✠LMC~~12,33~~ MS8,37	c†	CL 1,37	1919 3mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	M.Fatsis&others *CellDB*392'1461*t*	450·0 P31'F43'*onShltr dk* FK *FPT*119*t*APT76*t* (*CollBHtoShltr dk*,7	58·4	29·2 37·2	Piræus Greek *ptCem* ~~*8BHtoSh.dk*~~ 8*BH* *BHto2nd dk*)	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP 3DB,24*cf*,GS440,HS17079 Harland&Wolff,Ld.Bel.	32 ″ 0 s4 ″ 9¼ 27 ″ 6	
39172 UOAC	**Maria Ulyanova** Ⓟ (*ex*JanRudzutak-37) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*	3870 2889 2249			●●●		1928	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36' FK	48·0	25·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.$25\frac{5}{8}$"-$33\frac{7}{8}$" 692NHP Russian Diesel Works,Len.	28 ″ 0	
39173 2069 IUIG	**Mino** (*ex*Siciliano-37,*ex*FifeCoast-32, *ex*PrincessEna,*ex*Glenariff) *Well deck* 1*Dk*	653 531 362			●●●		1892	McIlwaine &McColl,Ld. Belfast	L.Mangiarotti	209·3 201·0 P20'Q83'B11'F31 BK7½"	29·1	13·8	Genoa Italian *WB*	T.3Cy.$17\frac{5}{8}$",28"&46"-33" 136NHP M'Ilwaine&McColl,Ld.Bel	14 ″ 9	I †
39174 165566 MMML	**Marsworth** (*ex*Merwede-37, *ex*Koningsdiep) *Mchy.Aft* 1*Dk*	366 270 188					1925	J.Smit Vierverlaten	GrandUnion (Shipping)Ld.	131·6 P38'F21'	23·2	11·5	London British *WB*	T.3Cy.10",16"&27"-19½" 32RHP Botje,Ensing&Co.Grningn		V
* 39175 159465 VPJS	**Moamoa** *OilEng.* Wireless 1*Dk* *CruiserStern*	554 338 296	✠100A1 10,37 ~~(*ClassContem-plated*).~~	HKg ✠LMC10,37	*g*	CL	1937 10mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong *'sA&CP*	Burns,Philp (SouthSea)Co.Ld.	148·5 161·4(O.L.) P52'F31' FK *DBlanks at ends of motor space*22*tDTf*7'32*t*FPT6*t*APT23*t*	28·5	10·6	HongKong British 6*BHCem*	Oil Engines 2S.C.SA 4Cy.11"-$19\frac{11}{16}$" 84NHP Harland&Wolff,Ld.Gls.	12 ″ 3 s1 ″ 0½ 11 ″ 7	
39176 220199 KJUC	**Maine** (*ex*PacificPine-37.*ex* WestNorranus) *Fitted for oil fuel* 2*Dks*	5435 — 3392					1920	S.Western S.B.Co. SanPedro,Cal	CaliforniaEastern Line,Inc.(Pacific- AtlanticS.S.Co. *Mgrs.*)	410·5 P46'B112'F46'	54·3	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
39177 DJUZ	**Mathias Stinnes** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	~~5300~~ 5337 4458 2640					1937	Flensburgr Schiffsb.Ges. Flensburg	Brennstoff-Chem- ikalien-uTransp. A.G.(vormPh. MühsamA.G.)	415·5 B&F376'*Upr*F33'	60·2	21·3	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy.20½"-$27\frac{9}{16}$" connected to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
39178 OFBB	**Martta** (*ex*Märta-37,*ex*Louise) *Mchy.Aft* 1*Dk*	315 258 195					1913	Eriksbergs M.V.Aktieb Gothenburg	Laiva O/Y Martta (Aug.Soini)	123·3 P32'H20*t*F15'	22·6	11·4	Wiborg Finnish *WB*	C.2Cy.10"&22½"-15" 17NHP EriksbergM.V.Aktieb.Got		V
39179 164047 GYFR	**Middleton** (*ex*Darcolm-37) 1*Dk&Shelter dk*	4297 4033 2603	✠100A1 *withfreeboard* ~~9,36~~10,37	Bkn Ant ✠LMC3,35	*y*	CL 10,37	1935 3mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow *'sA&CP*	MiddletonS.S.Co. Ld.(LambertBros. Ld.*Mgrs.*) *CellDB*332' 1141*t*	390·0 F31' FK *FPT*153*t*APT 125*t*	53·0	24·7	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25",38"&70"-48"& exhaust turbine driving steam compressor 200lb (*s*) 476NHP 3SB,9*cf*,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 10¾ 24 ″ 6	
39180 147934 GKWM	**Macbrae** (*ex*Carlbeath-37) ssSld.No.3-7,37 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Cruiser Stern*	2117 1904 1256	✠100A1 *withfreeboard* 10,37 ~~7,37~~	Sld Bry ✠LMC7,37	*r*	CL 6,37	1924 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	GuardianLine,Ld. (C.A.Roberts, *Mgr.*) *Cell DB*231'592*tDT in*	274·5 P19'F19' FK *ER*13'139*t* FPT90*t*	39·9	23·3	Glasgow British 4*BHptCem* *APT*101*t*	T3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s6 ″ 9¾ 18 ″ 9¼	
39181 DJUY	**Moonsund** *OilEng.* *Cruiser Stern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	321 245 153					1937	Werft Nobiskrug G.m.b.h. Rendsburg	JohnT.Essberger ~~G.m.b.H.~~	~~136·4~~ ~~P31'F23'~~ P32'F24' 136·3	24·8	9·6	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.11¼"-$16\frac{9}{16}$" 49NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
39182	**Muko Maru** *CruiserStern*	4859					1937	OsakaIron Works,Ld. Osaka	TaiheiKisenK.K.	365·8	54·1	29·2	Kobe Japanese	T.3Cy.27",45"&74"-48" 378NHP		
Broken up 39183 13822[illegible]	**Mikula** (*ex*Mikula TwinSc Seleaninovitch-37, (*Icebreaker*) *ex*J.D.Hazen) 2*Dks pt3rd dk* *CruiserStern*	3515 3165 2042			●●●		1916	Canadian Vickers,Ld. Montreal	MaritimeNav.Co. Ld.	275·0 F63' FK	57·8	28·4	Ottawa British *WB*	T.6Cy.29",46"&76"-48" 1355NHP CanadianVickers,Ld.Brw.	32 ″ 0	–
39184 158113	**Manharton** Wood (*ex*JacquelineM.-37) *OilEng.* 1*Dk*	~~408~~ ~~341~~ ~~277~~ 473 341 222					1932	J.Ernst& Sons,Ld. MahoneBay, N.S.	WestmountShip- pingCo.Ld.(I.W. Horton,*Mgr.*)	161·4	30·0	12·0	Bridgetwn Barbados British	Oil Engines 2S.C.SA 6Cy.14"-17" 200NHP FairbanksMorse&Co. Beloit,Wis.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B of Trade.
39185 545 SVVY	**Mount Ossa** (*ex*TowerCrown-37, *ex*Bothwell-34,*ex* ssFal.No.3-3,34 WarBeryl) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	5252 4914 3144	✠100A1 *Shelter dk* *with freeboard* 10,37 ~~12,36~~ BS~~11,36~~ 10,37	Ams LMC3,34	*a*†	CL N11,36	1919 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	AtlanticosS.S.Co. Ld.&Kulukundis ShippingCo.S.A. (KulukundisShippingCo.S.A.*Mgrs.*) *CellDB*	412·5|55·5|34·4 F *on Shelter dk* 36' FK 366'1334*tDTa*27'10	Piræus Greek *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ 19*tFPT*148*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 596NHP 3SB,*12cf*,GS230,HS9525 FD W.Doxford&Sons,Ld.Sld. *APT*292*t*	29 ″ 0 s 3 ″ 5½ 25 ″ 9¾	
39186 93331	**Manhattan** Ⓟ Pad (*ex*Plymouth-37,*ex*Middlesex)	1197 — 754					1902	Neafie& Levy Philadelphia	SoundS.S.Lines, Inc.	200·0|36·0|11·5	NewYork Utd. States	O.2Cy.24"&53"–84" 224NHP		
39187 LCJA	**Mabuhay III** (*ex*Eir-37, *ex*CamillaGilbert) *Fitted for oil fuel* 1*Dk*&*Shelter dk*	5653 5453 3532			●●●		1920	Nthmblnd S.B.Co.Ld. Newcastle	FarEastern SteamshipCo.Ld. A/S(JohanGran, *Mgr.*)	399·5|53·0|32·8 F37'*onShelter dk*	Bergen Norwegian *WB*	T.3Cy.27",44"&73"–48" 517NHP Palmers'Co.Ld.Newcastle	35 ″ 5	N †
39188 287 IMXT	**Marco** (*ex*Federazione-37,*ex*Brand, *ex*Labor) 1*Dk*	1487 1174 888					1901	Grngem'th &Greenock DockyardCo. Grngemouth	SocietàAlluminio Veneto-Anonima (Soc.Abruzzese di Nav.Anon.*Mgrs.*)	254·4|36·2|16·2 245·5 Q99*t*B—H—F31*t*	Venice Italian *WB*	T.3Cy.18",30"&50"–33" 144NHP Cooper&Greig,Dundee		I
39189 DJVB	**Moni Rickmers** (*ex*Trewyn-37) ssFal.No.3-6,35 D.F. 2*Dks*(*Stl*)	5272 4787 3225	✠100A1 1,37 ~~3,37~~ BS8,37	Cff Ant ✠LMC7,35	*y*	CL ~~6,35~~ 11,37	1920 2mo	JReadhead &Sons,Ld South Shields *Lloyd's*A&CP	RickmersRhederei Akt.Ges. *CellDB*	399·4|52·4|28·5 413·8(O.L.) P49'B117'F39' FK 345' 1085*t* *FPT*130*t*	Hamburg German 7*BHCem* *APT*205*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 513NHP 3SB,*9cf*,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s 5″11¼ 25 ″ 4	
39190 166343 GFFP	**Monkwood** 1*Dk* *Mchy.Aft* *Cargo battens not fitted* Wireless *Cruiser Stern*	1591 1229 922	✠100A1 1,38 ~~(*Class Contemplated*)~~	Sld ✠LMC1,38	*p*	CL	~~1937~~ 1938 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*A&CP	W France,Fenwick &Co.Ld.	255·2|37·4|16·5 264·0(O.L.) Q140'B12'~~F26'~~ FK F27' *CellDB*213'559*tFPT*140*t*	London British 4*BHCem* *APT*26*t*	T.3Cy.15½",~~44"&25"–33"~~ 25"&44" 220lb (*s*) FD 176NHP 2SB(Spt)*6cf*,GS50,HS2570 N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 5 ″ 7 17 ″ 0½	
39191	**Myoko Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	5100					1937	Tama Zosen-sho K.K.Tama	ItayaShosenK.K.	420·0|58·1|36·1	Japanese	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47¼" 854NHP TamaZosen-shoKK,Tama		
39192 LJQW	**Marit II** (*ex*ScottishStrath-37) *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks*	7417 6734 4523					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/S Jensens RederiII(JörgenP. Jensen,*Mgr.*)	440·8|57·4|34·0 P101'B35'F39'	Arendal Norwegian *WB*	T.3Cy.27",46"&77"–51" 424NHP Armstrong,Whitworth&Co.Ld.Nwc.		O
39193 125209 GFGQ	**Marie Moller** TwinSc (*ex*Macquarie-37) Wireless 1*Dk*(*ptStl*)	493 290 263	✠ 7,09 ✠	Hul	*g*		1909 7mo	Earle'sCo. Ld. Hull	MollerLineLd. (Mollers'Ld. *Mgrs.*)	160·2|29·1|9·0 P91'F29' FK *FPT*14*tAPT*24*t*	Shanghai British 4*BHAsp*	T.6Cy.11",18"&30"–18" 90RHP 1SB,*3cf*,GS65,HS231 Earle'sCo.Ld.Hull	9 ″ 6	C †
39194	**Mari Chandris** (*ex*Easterner-37, *ex*SeifukuMaru) Sub.Sig. 2*Dks*&*Awng dk*	5840 5585 4497			●●●		1918	Kawasaki Dkyd.Co.Ld. Kobe	J.D.Chandris	385·0|51·0|36·0 FK	Piræus Greek *WB*	T.3Cy.26",43½"&72–48" 444NHP KawasakiDkydCoLd Kobe	36 ″ 0	
39195 162127 GFGW	**Margam Abbey** 1*Dk* *Cruiser Stern*	2470 2276 1481	✠100A1 4,38 ~~2,38~~ ~~(*Class Contemplated*)~~	Hpl Cff ✠LMC2,38	*t*	CL	1938 2mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*A&CP	MelroseAbbey ShippingCo.Ld. ~~(FrederickJones &Co.Mgrs.)~~ (F.Jones&Co*Mgrs*)	308·0|45·1|20·7 317·1(O.L.) P25'B68'F30' FK *CellDB*262'796*tFPT*88*t*	Cardiff British 5*BHCem* *APT*115*t*	T.3Cy.20",33"&55"–39" 200lb *100lb* (*s*) 234NHP 2SB,*6cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 4 s3 ″ 7¾ 19″11	
39196	**Miyo Maru** *OilEng.*	335					1937	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.		Japanese	Oil Engines HanshinIronWorksKobe		
39197	**Mitakesan Maru** 2*Dks* *Cruiser Stern*	4100 3700 2500					1937	Harima S.B.&Eng. Co.Ld. Harima	KaburagiKisen K.K.	360·0|50·0|29·0 P31'B110'F33'	Tokio Japanese *WB*	2 steam turbinesDR geared to 1 sc. shaft 467NHP KawasakiDkydCoLd Kobe		
39198 166228 GKKF	**Macharda** D.F. E.S.D. 2*Dks.3rd dk inNo.1 hold* *Ref.Mchy.* *Cruiser Stern*	~~8000~~ 7998 7308 4762	✠100A1 3,38 ~~(*Class Contemplated*)~~ *Fitted for oil fuel* 3,38*F.P.above*150°F	PGl ✠LMC3,38		CL	1938 3mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's*A&CP	~~T.&J.Brocklebank,Ld.~~ Thos.& Jno.Brocklebank, Ld.	475·6|62·7|32·3 496·5(O.L.) P51'B161'F57' FK *Duct keel fwd. of mchy space* *CellDB*386'1244*tDTa*36'1227*tFPT*90*tAPT*95*t*	Liverpool British 8*BHptCem* (1*BHto2nd dk*)	3 steam turbinesSR geared to 1 sc shaft 250lb (*r*) 1170NHP 1SB(Spt)*16cf* HS14060 FD D.Rowan&Co.Ld.Gls.	34″10 s7 ″ 3½ 27 ″ 10	
39199 226454 WMCE	**Matsonia** Ⓟ TwinSc (*ex*Malolo-37) ssS.Fo.No.2-35 D.F. GyC. 3*Dks*(*Stl*)*4th Dk*(*Stl*) *in* E.S.D. *forward holds* *Cruiser Stern*	~~17232~~ ~~12442~~ ~~8805~~ 17226 12442 8210	✠100A1 *with freeboard* 1,38 ~~1,37~~ ~~BS3,37~~ *Fitted for oil fuel*10,27 *F.P. above* 150° F.	SFo BS1,38 ✠LMC12,35	*n*†	CL ~~12,35~~ s12,35 P1,38	1927 10mo	W.Cramp& SonsS&EBCo Philadelphia *Lloyd's*A&CP	MatsonNav.Co. *Cell DB*424' 1959*tD*	554·0|83·2|30·7 B&F490' FK *Ts a* 938*t* *FPT*181*t*	S.Frncisco Utd.States 12*BHCem* *APT*168*t*	8 steam turbines SR geared to 2 sc. shafts (*s*) 280lb 5112NHP 12WaterTubeBoilers(Spt) HS55764 FD W.Cramp&SonsS&E.B.Co.	44 ″ 6 s15 ″ 9 29 ″ 0	
39200 DJVL	**Mülheim Ruhr** *OilEng.* D.F. E.S.D. 1*Dk* *Cruiser Stern*	5350 4520 2604					1937	Flensburger Schiffsb.Ges. Flensburg	Brennstoff-Chemikalien-u, Transport A.G. (vorm Philipp Mühsam,A.G.)	415·5|60·2|21·3 P25'F376'	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy20$\frac{1}{16}$"–27$\frac{9}{16}$"connected to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
39201 43 IQVS	**Milano** WoodAuxBkn (*ex*SailingVessel-37) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	379 — 334					1919	E.Picchiotti Viareggio	Soc.Anon Sbarchi Imbarchi e Trasporti	142·3|30·2|14·4	Rome Italian	Oil Engines 2S.C.SA 4Cy.8¼"–10¼" 48NHP *Emade & fitted*37 SulzerBros.Ld.Winterthur		I
39202 DFBD	**Meripoika** WoodAux3MstSr (*exSailingVessel*Pescador-37) *OilEng.* (*SeeSailingShipRegisterSupplement*)	323 286 249					1912	Tranchemer LaRichardais	KoivistonLaiva O/Y MeripoikaA/B SörenWagnerO/Y, *Mgrs.*	123·7|27·7|13·2	Koivisto Finnish	Oil Engines NE37 SkandiaVerkenA/B,Lyskl.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39203 146906 GDRB	**Maryad** (*ex*Vitruvia–38) ssRot.No.2–36 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	4870 4228 2041	✠100A1 4,38~~11,37~~ BS5,37 Carrying Petroleum in bulk Fitted for oil fuel 5,26 F.P. above 150° F.	Msl. MBS4,38 ✠LMC4,36	*x*	CL ~~11,37~~ 3,38	1926 5mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd's A&CP	PallasOil&TradingCo.Ld.(O. Margulies,*Mgr.*) CellDBuE	375·1 P108'B35'F51' FK &B60'123tAPT81t	51·7	29·0	London British ptCem 11BH to Udk 5 ,, ,, 2nd ,,	T.3Cy.25½",42"&70"–48"(s) 180lb 120lb 470NHP 2SB,8cf,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 8 24 ″ 8	
39204 165696 MMQQ	**Mytongate** 1Dk OilEng. Mchy.Aft Cargo battens not fitted CruiserStern	410 264 215	✠100A1 2,38 ~~(Class Contem plated)~~ ✠LMC2,38	Nwc		OG	1938 2mo Lloyd	Clelands (Successrs)Ld. Willington Quay on Tyne 'sA&CP	HullGates ShippingCo.Ld.	155·5 161·0(O.L.) FK P27'Q67'AfterB on Q11'F21' CellDB100'131tFPT32tAPT18t	26·2	7·9	Hull British 3BHCem	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 ″ 0 s3 ″ 6¾ 9 ″ 10¼	
39205 137517 GPFK	**Meopham** (*ex*Gibraltar–38, *ex*Maplemore) ssLth.No.3–4,29 ssBel.No.2–38 1Dk(Stl)	4330 3970 2668	✠100A1 5,38~~1,38~~ ✠LMC1,38	Bel Bry	*x*	CL 4,37	1916 7mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	ApexShipping Co.Ld. CellDBa119'uE25	365·0 P36'B117'F32' FK f162'977tFPT108t	51·0	25·9	London ~~Glasgow~~ British 6BHCem APT161t	T.3Cy.26",42¼"&69½–45"(s) 180lb 100lb 361NHP 2SB,8pf,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4 s 4 ″ 11¾ 23 ″ 7	
39206 166362	**Marali** OilEng. Mchy.Aft 1Dk CruiserStern Rudder electrically welded	~~529~~ ~~[illegible]~~ 535 362 259	✠100A1 2,38 ~~(Class Contem plated)~~ ✠LMC2,38	Gro	*h*		1938 2mo Lloyd's	N.V.E.J. Smit&Zoon's Schpsw Westerbroek A&CP	M.Porn	163·9 175·0(O.L.) FK P49'Q48'~~F20'~~F18' CellDB95'135tFPT8tAPT27t	28·1	9·9	London British 3BHptCem	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s3 ″ 7½ 11 ″ 7¼	
39207	**Martini** OilEng. Mchy.Aft 1Dk CruiserStern						1938	Schpsw. "Volharding" GebrBodewes Foxhol	N.V."Martini"	133·0 Q79'F20'	24·6	9·8	Delfzijl Dutch WB	Oil Engines 4S.C.SA 6Cy.11¼"–16$\frac{9}{16}$" 74NHP Mtrn WerkeMannheimAG		
39208 LJWB	**Mostun** D.F. 1Dk&Shelter dk OilEng. Ref.Mchy. CruiserStern ~~2Dks~~	2713 2284 1519					1938	Eriksbergs M.V.Aktieb. Gothenburg	(M.Mosvold,*Mgr.*)	~~322·4~~ 314·4	50·3	~~23·1~~ 23·3	Farsund Norwegian WB	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP EriksbergM.V.Aktieb.Got		
39209 166122 MMRN	**Mountpark** E.S.D.D.F. 1Dk&Shelter dk	~~4800~~ 4648 4256 2723	✠100A1 with freeboard 3,38 ~~(Class Contem plated)~~ ✠LMC3,38	Gls		CL	1938 3mo Lloyd's	C.Connell &Co.Ld. Glasgow A&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	407·4 419·5(O.L.) F32' FK (Coll BH to Shelter dk 5BH to 2nd dk) CellDB344'1298tFPT169tAPT210t	54·7	24·5	Greenock British 6BHCem	T.3Cy.22",38"&65"–45" 220lb (s) 431NHP 2SB(Spt&FD)&1AuxSB, 9cf,GS146,HS6471 Rankin&BlackmoreLdGrk	27 ″ 8 s2 ″ 10½ 25 ″ 0¼	
39210 FNHV	**Mostaganem** (*ex*OuedZem–37, *ex*Aug.Borremans) 1Dk	1942 1660 1173					1921	T vanDuijvendijks Lekkerkerk	Cie.France-Navigation,S.A.	265·2 P24'B77'F30'	42·3	18·6	Rouen French WB	T.3Cy.19",31"&52"–36" N.V.Versteeg's 162NHP Mschf.Hardinxveld		V
39211 LJVF	**Marietta** Carrying Petroleum in bulk OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	9946 9191 5895					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	A/S Tanktransport(Thorvald Berg,*Mgr.*)	~~483·5~~ P112'F68' 492·9	~~65·7~~ 66·1	~~36·5~~ 36·4	Tönsberg Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
39212 2184 IAMG	**Marte** (*ex*Naval Vessel Procione, *ex*Vesta) 2Dks Carrying Petroleum in bulk	2502 2309 1455					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	ItalianNavy (operated by Soc. Anon.Cooperativa diNav.Garibaldi	300·9	37·8	26·3	Genoa Italian	T.3Cy.23$\frac{9}{16}$",36"&59"–~~39"~~ 199NHP NorthumberlandEng Wks. Nwc.		I
39213 146429 FIJK	**Meath** (*ex*LadyMeath–38) TwinSc E.S.D. Fitted for oil fuel CruiserStern 1Dk&Shelter dk	1593 1441 732					1929	Ardrossan Dockyard Ld. Ardrossan	British&IrishStm. PacketCo.(1936) Ld.	321·2	40·1	16·4	Dublin British WB	T.6Cy 16",27"&44"–33" 222NHP J.G.Kincaid&Co.Ld.Grk.		C
39214	**Mitsu Maru** (*ex*Concordia–38, *ex*Cardita, *ex*WarGaekwar) ssH.Kg.No.3–10,32 ssKob.No.1–37 1Dk(Stl)2trB& Longitudinal framing Web frames Now "Mitu Maru," see No. 39225 in Supplement	5545 4696 3413	✠100A1 10,37 ✠LMC10,37 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 9,19 F.P. above 150° F.	Kob	*z*	CL N9,37	1919 9mo	Lithgow's Ld. Port Glasgow Lloyd's A&CP	TaiheiKisen K.K. (Yamashita Kisen K.K.*Mgrs.*) Middle line CellDBuE&B	400·3 P50'B121'F39' FK BH not oil tight 72'250tf50'65tFPT	52·2	28·4	Kobe Japanese 11BHptCem 95tAPT75t	T.3Cy.27"44"&73"–48"(s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 8 25 ″ 6½	
39215	**Mazatlan** Wood OilEng Mchy.Aft 1Dk CruiserStern	375 — 275					1937	W.J.H. Eisenhauer, MahoneBay, N.S.	A.deCima	133·0 P42'B12'F23'	28·0	11·3	Mazatlan Mexican	Oil Engines 2S.C.SA 6Cy.14"–17" 207NHP Emade30,refitted37 FairbanksMorse&Co. Beloit,Wis.		
3 39216 220718 KDHL	**Mormacsun** (*ex*Argosy–38) Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk GyC. E.S.D.	4996 — 3094					1920	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0	54·2	27·8	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
39217 218682 KISI	**Mormacport** (*ex*CityofFairbury–38) Fitted for oil fuel Sub.Sig. D.F. 2Dks&Shelter dk GyC. E.S.D. Web frames	4942 — 3077			●●●		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0 FK	54·2	27·6	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
5 39218 217619 KZIU	**Mormactide** (*ex*Sagaporack–38) Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk D.F. E.S.D. GyC. Web frames	4951 — 3079			●●●		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0 FK	54·2	27·6	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
4 39219 218741 KIVB	**Mormacstar** (*ex*Minnequa–38) Fitted for oil fuel GyC. 2Dks&Shelter dk Sub.Sig. E.S.D. D.F. Web frames	4941 — 3082			●●●		1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0 FK	54·2	27·6	NewYork Utd.States WB	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
2 39220 219357 KORX	**Mormacsea** (*ex*Cliffwood–38) Fitted for oil fuel Sub.Sig. D.F. 2Dks&Shelter dk GyC. E.S.D.	4955 — 3103					1919	American International S.B.Corp. HogIslandPa	AmericanScantic Line,Inc.(Moore &McCormackCo. Inc.*Mgrs.*)	390·0	54·2	27·8	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Low expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39221	**Mamutu** Wood *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	306 206 116					1938	HongK'ng &Whampoa DockCo.Ld. HongKong	BurnsPhilp (SouthSea)Co.Ld.	110·0 F30'	25·5	11·5	HongKong British	Oil Engines 2S.C.SA 7Cy.8$\frac{11}{16}$"–14$\frac{3}{16}$" 92NHP HongKong&Whampoa DockCo.Ld.HongKong		
39222	**Morviken** *OilEng.* D.F. *CruiserStern*	5200	100A1 *withfreeboard* (*ClassContemplated*)				1938	Öresunds-varvet Aktiebolag Landskrona	A/S Wallem&Co. (HaakonJ.Wallem, *Mgr.*)	442·2	57·2	22·1	Bergen Norwegian	Oil Engines 24Cy.13$\frac{3}{8}$"–22$\frac{7}{16}$" Atlas-DieselA/B,Skm.	29 ″ 0 s3 ″ 6½ 25 ″ 6⅝	
39223 153506	**Macau** (*ex*PaulBeau-38, TwinSc *ex*MingShun,*ev*PaulBeau) 2*Dks*&*Shade dk*	1665 1144 1054					1903	Cie.Française deNav. Nantes	TaiSangS.S.Co.Ld.	222·2 H—	38·1	12·3	HongKong British	T.6Cy.14$\frac{21}{32}$",21$\frac{21}{32}$"&35$\frac{7}{16}$"–21$\frac{21}{32}$" 118NHP Cie.FrançaisedeNav.Lyons		
※ 39224 148064 MLWK	**Marlwood** (*ex*Swandale-38, *ex*Fellside) *ss*Goo.No.3-10,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	996 706 529	✠100A1 2,38 BS2,38 ✠LMC10,36	Goo	*m*	OG 2,38	1924 5mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*176'	212·0 Q122'F26' FK 275*tMT*8'129*tFPT*	33·5	12·7	London British 5*BHCem* 68*tAPT*34*t*	T.3Cy.17",28½"&47"–33"(*s*) 180lb 166NHP 2SB,*4cf*,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14 ″ 8 s4 ″ 10¾ 13 ″ 11¾	
※ 39225 44133 JCCM	**Mitu Maru** (*ex*MitsuMaru-38, *ex*Concordia-38, *ss*H.Kg.No.3-10,32 *ex*Cardita, *ss*Kob.No.1-37 *ex*WarGaekwar) 1*Dk*(*Stl*)2*trB*& *Longitudinal framing* *Web frames*	5685 — 3561	✠100A1 10,37 ✠LMC10,37 *Carrying oil fuel inbulk F.P. above 150° F.* *Fitted for oil fuel* 9,19 *F.P. above 150° F.*	Kob	*z*	CL N9,37	1919 9mo	Lithgow's Ld. Port Glasgow *Lloyd'sA&CP*	Taihei Kisen K.K. (Yamashita Kisen K.K.*Mgrs.*) *Middle line* *CellDBuE&B*	400·3 P50'B121'F39' FK *BH not oil tight* 72'250*tf*50'65*tFPT*	52·2	28·4	Kobe Japanese 11*BHptCem* 95*tAPT*75*t*	T.3Cy.27"44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 8 25 ″ 6½	
39226	**Michael Livanos** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	~~4840~~ 4774 *4379* *2843*	✠100A1 *withfreeboard* 4,38 ~~(*ClassContemplated*)~~ ✠LMC4,38	Hpl	*a*†	CL	1938 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	S.G.Livanos	419·2 431·1(O.L.) ~~F32~~F35' FK (*CollBHtoShelter dk,6* *CellDB*365'1200*tFPT*1	56·7	25·3	Chios Greek 7*BHCem* *BHto2nd dk*) 8*tAPT*200*t*	T.3Cy.22½",39"&65"–45" 225lb (*s*) 463NHP 2SB(Spt&FD)&1AuxSB *8cf*,GS147,HS7135 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s3 ″ 0 25 ″ 1	
39227	**Mount Ida** (Launched as Arcscott) 1*Dk*&*Shelter dk* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom* ~~*& decks*~~ *'tween deck sides&decks "Arcform"* *Locked steel interchangeable hatches*	4202 3840 2475	✠100A1 *withfreeboard* 3,38 ~~(*ClassContemplated*)~~ ✠LMC3,38	PGl		CL	1938 3mo	Wm.Hamilton&Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	AtlanticosS.S.Co. Ld.&others (Kulukundis ShippingCo.Ld. S.A.*Mgrs.*) *Cell*	380·5 392·6(O.L.) F33' FK (*CollBHtoSh dk5B* *DB*320'963*tFPT*16	56·2	23·5	Piræus Greek 6*BHCem* *Hto2nd dk*) 0*tAPT*111*t*	T.3Cy.21½",37"&62"–42" 220lb (*s*) 380NHP 2SB(Spt&FD)&1AuxSB *8cf*,GS143,HS5742 D.Rowan&Co.Ld.Gls.	25 ″ 9 s2 ″ 2½ 23 ″ 9	
39228 28109 JCDA	**Matumoto Maru** TwinSc (*ex*Matsumoto *ss*Yka.No.3-1,36 Maru-38) 2*Dks*(*Stl*)	7025 6450 4334	✠100A1 2,38 BS2,38 ✠LMC7,35 *Carrying oil fuel F.P. above 150° F. in DB & forward DT*	Yka	*b*†	CL 7,37	1921 5mo	Yokohama DockCo. Yokohama *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*382'1326*t* *DTsa*39'1309*t*	445·0 P35'B135'F35' FK *DTf*27'1002*t FPT*	58·0	34·0	Tokyo Japanese 7*BHptCem* 73*tAPT*58*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka	34 ″ 0 s7 ″ 8½ 26 ″ 8	
39229	**Margrethe Bakke** *OilEng.* D.F. *Ref.Mchy.* *CruiserStern*	5400 4700 3200	100A1 *withfreeboard* (*ClassContemplated*)				1938	GötaverkenA/B Gothenburg	(KnutKnutsen O.A.S.*Mgr.*)	435·9 F36'	58·8	26·0	Haugesnd Norwegian	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" GotaverkenA/B,Got.		
※ 39230	**Motatan** (*ex*Paraguaná-38) *ss*N.Yk.No.3-4,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*1977* *1540* *1111*	✠100A1 4,38 ~~11,37~~ BS4,38 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above 150° F.*	Gal Aru	*s*	CL 4,37	1925 1mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	StandardOilCo.of Venezuela *CellDBuE*	280·0 P69'B22'F31' FK &*B*43'83*t FPT* 149*t*	47·2	16·2	Maracaibo Venezuelan 10*BHptCem* *APT*58*t*	T.3Cy.19",30"&49"–36" (*s*) 180lb 18[illegible]NHP 2SB,*4cf*,HS3279 MacColl&Pollock,Ld.Sld.	16 ″ 6 s2 ″ 1¼ 14 ″ 7¼	
39231	**Margarita Chandris** (*ex*Rockport-38) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5401 1942 3364			...		1920	Pensacola S.B.Co. Pensacola Fla.	J.D.Chandris	400·7 P36'B124'F44' FK	54·2	30·2	Piræus Greek *WB*	2 steam turbines DR geared to 1 screw shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R† †
39232	**Mylla** *Mchy.Aft* *Cruiser Stern* *OilEng.* *Electrically welded* 1*Dk* *Carrying Petroleum in bulk*	370					1938	Glommens Mek.Værks. Fredrikstad	Skibs.A/S Mylla (Simonsen& Astrup,*Mgrs.*)	141·0 P38'	25·5	11·0	Oslo Norwegian *WB*	Oil Engines 6Cy. Nydqvist&HolmA/B Trollhättan		
39233 166234 GMGD	**Mersey Coast** *OilEng.* Wireless E.S.D. 2*Dks* *Mchy.Aft* *CruiserStern*	509 414 253	100A1 (*ClassContemplated*)				1938	N.V.IndustrieeleMaats "DeNoord" Alblasserdam	CoastLines,Ld.	~~185·0~~ 195·6 F22'	~~31·5~~ 31·6	~~18·5~~ 9·7	Liverpool British *WB*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 8 s ″ 2 17 ″ 7¼	
39234	**Mim** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	5000 4400					1938	FlensburgrSchiffsb.Ges. Flensburg	(YngvarHvistendahl,*Mgr.*)	414·3	55·7	25·0	Tönsberg Norwegian *WB*	Oil Enignes 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 973NHP Macshinenfbrk.Augsburg-NürnbergA.G.Augsburg		
39235 149387 MMJK	**Migrante** TwinSc (*ex*Audacieux-38, *ss*Msl.No.2-36 *ex*Victrix-36, AnnualSurvey Msl.2,37 *ex*Migrant) (*Yacht*) *OilEng.* Wireless 1*Dk*(*Teak*)	348 235 201	✠100A1 4,38 ~~2,37~~ ✠LMC12,35 ✠LMC(M)3,38	Msl Sou		CL ~~5,36~~ 2,38	1927 11mo	ClydeS.B. &Eng Co.Ld. Port Glasgow *Lloyd'sA&CP*	F.G.T.Dawson	128·0 B57'F24' BK7½" *DTa*8'5*tFPT*	24·2	11·3	Greenock British 5*BHptCem* *ptAsp* 3*tAPT*16*t*	Oil Engines 4S.C.SA 12Cy.10$\frac{13}{16}$"–16$\frac{9}{16}$" 136NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
39236	**Miramar**	1500	100A1 (*ClassContemplated*)				1938	Helsing-borgsVarfs Aktiebolaget	RederiA/B Erling (IvarH.Galeen, *Mgr.*)	255·6 P19'Q82'B100'F20'	38·0	17·5	Gothenbrg Swedish	T.3Cy.17$\frac{3}{16}$",27$\frac{3}{16}$"&45¼"–33$\frac{7}{16}$" HelsingborgsVarfs.A/B		

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LLOYD'S REGISTER. STEAMERS & MOTORSHIPS.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Now expired Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39237 33998 JCPC	Miharu Maru ~~Mihara Maru~~ (*ex*OyamaMaru-38, *ex*TsurugisanMaru,*ex*Cardiganshire) 1*Dk&Spar dk&deep framing*	3857 3450 2371			▬		1899	Sunderlnd S.B.Co.Ld. Sunderland	SugayaK.K.	356·0|45·2|18·7 P38'B92'F46' 26·5 FK	Kobe Japanese *WB*	T.3Cy.24",40"&64"–42" 292NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 4	
39238	Martano (*ex*Martand-38, TwinSc *ex*PortNapier-36, ssMdb.2ndNo.3-12,37 *ex*HawkesBay) D.F. 2*Dks(Stl)&* *Ref.Mchy.* *Shelter dk(Stl-ws)*	*8446* *7800* *5208*	✠100A1 *Shelter dk* *withfreeboard* 4,38 ✠LMC MS9,37 BS4,37	Gls	*e*†	CL 4,38	1912 12mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	A.Zanchi *CellDBa131'*	490·2|61·4|32·9 FK *uE&B88'f*209'1530*t*	Genoa Italian 8*BHCem* *APT70t*	T6Cy.23",$38\frac{1}{2}$"&$64\frac{1}{2}$"–45"(*s*) 200lb 804NHP 4SB,*16cf*,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s 5 ″ $11\frac{3}{4}$ 29 ″ $11\frac{3}{4}$	
39239 HPGI	Matros Ⓟ (*ex*Olymp-38, TwinSc *ex*Falstria-36) *OilEng.* ssCpn.No.3-8,27 ssH.Kg.No.2-36 2*Dks(Stl)*	4358 3923 2771	✠100A1 9,37 ✠LMC CS9,36 9,36 DBS2,37	Got	*w*	CL 9,36	1915 3mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Y.Hvistendahl *CellDBa88'uE*	365·3|50·1|26·5 381·8(O.L.) P22'B91'F36' FK 42'*f*174'770*t*	Panama Pnamanian 1*BHto Udk* 5 „ „ 2*nd* „	Oil Engines 4S.C.SA 12Cy.22"–$29\frac{15}{16}$" 567NHP DB*80lb* Burmeister&Wain,Ld.Gls. *FPT49tAPT50t*	29 ″ 2 s 5 ″ $11\frac{1}{2}$ 23 ″ 7	
39240 137246 MFQZ	Methilhill (*ex*Bamburgh-38, *ex*Arkleside) ssShl.No.3-12,27 *Mchy.Aft Well deck* ssMdb.No.2-36 *Cargo battens not fitted* 1*Dk(Irn)*	648 463 373	✠100A1 2,38 BS3,38 ✠LMC2,36	Bly	*j*	OG 2,38	1914 12mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	M.Taylor	179·9|28·0|11·4 Q119'B11'F22' FK *CellDBf*136'*FPT*	Methil British 3*BHCem* 33*tAPT*28*t*	T.3Cy.$15\frac{1}{2}$",25"&41"–30"(*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s 3 ″ $9\frac{1}{2}$ 13 ″ $4\frac{1}{2}$	
39241	Mathilda Thordén *OilEng.* D.F. E.S.D. GyC. *Cruiser Stern*	3650 2780 1870	100A1 *withfreeboard* (*ClassContemplated*)				1938	Crichton-VulcanA.B. Åbo	G.B.Thordén	365·9|51·4|21·6	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"–$49\frac{3}{16}$" Fr.KruppGermaniawftAG		
39242	Matane Ⓟ *OilEng.* *Cruiser Stern*	432 359 282	100A1 (*ClassContemplated*) *For Service on the River St.Lawrence & for coastwise service on the north shore of the Gulf of St.Lawrence, west of CapeCharles*				1938	Marine Industries,Ld Sorel,P.Q.	LaCie deTransport duBasSt.Laurent, Ltee.	142·5|32·0|15·2 Q84'F21'	Quebec British	Oil Engines SA 6Cy.$11\frac{7}{16}$"–$19\frac{11}{16}$" SulzerBros.Ld.Winterthur		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
39401	**Neptuno** (*ex*Munisla-37, *ex*Glorieta) *Fitted for oil fuel* 1*Dk*	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.	L.Garcia	289·0|44·1|19·2 P26'B148'F32'	Puerto Cortes Honduran	T.3Cy.22",36½"&60"-42" 313NHP *WB* AlbinaEng.& Mach.Wks.Portland,Or.		R
39402	**Nicolaou Ourania** (*ex*YorkCity-37) D.F. 2*Dks*	6397 6055 4054					1922	JLThompson&Sons,Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld,*Mgrs.*)	411·8|55·0|33·6 F36'	Piræus Greek	T.3Cy.28",46"&75"-51" 402NHP *WB* Blair&Co.Ld.Stockton		C
39403 162123 GCCB	**Nailsea Moor** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* ~~2*Dks*~~ *CruiserStern*	4926 4415 2948					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	420·3|56·0|25·4 F28'	Cardiff British	C4Cy(2)10 5/16"&(2)20¾"-13" SR geared & LP turbine DR *WB* geared to sc.shaft 255NHP White'sMarEngCoLdNwc		
39404 165573 GBBN	**Northleigh** 1*Dk*&*Shelter dk* D.F. *CruiserStern*	5450 ~~4865~~ ~~8200~~ 4987 3207	✠100A1 *with freeboard* 3,38 ~~9,37~~ ~~(*Class Contemplated*)~~ ✠LMC9,37	Hpl Bry	*a*†	CL	1937 9mo *Lloyd's*A&CP	W.Pickersgill&SonsLd. Sunderland	W.J.Tatem,Ld.	430·1|56·2|26·8 447·2(O.L.) F38' FK 7*BHCem* (*Coll BH to Shltr dk 6BH to 2nd dk*) *CellDB*378'1206*tFPT*94*tAPT*288*t*	London British	T.3Cy.24",40"&69-48" 220lb (*s*) 502NHP 2SB(Spt)&1AuxSB,9*cf*, GS165,HS7225 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 4 s3 ″ 9½ 25 ″ 9	
39405	**Nisshin Maru No. 2** (*Whale oil Factory*) *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* E.S.D. GyC. *Carrying Whale oil in bulk*	16760					1937	Kawasaki Dkyd.Co.Ld. Kobe	TaiyoHogeiK.K.	537·0|74·0|48·8	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.23⅝"-35 7/16" 1561NHP *WB* KawasakiDkydCoLdKobe		
39406 PGDI	**Nederland** *Mchy.Aft* *OilEng.* GyC. 1*Dk*, *2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *CruiserStern*	8147 7237 4762	✠100A1 12,37 ~~5,37~~ ✠LMC5,37 *Carrying Petroleum in bulk*	Rot		CL	1937 5mo *Lloyd's*A&CP	N.V. Wilton- Fijenoord Schiedam	Nederlandsche PacificTankvaart Maats.	463·0|59·3|33·9 483·2(O.L.) P93'B47'F48' FK 16*BH* *CellDBuE*69'146*tDTf*25'263*tFPT*134*t APT*80*t*	TheHague Dutch	Oil Engines 2S.C.SA 7Cy.26¾"-47¼" 872NHP DB200*lb* DB100*lb* N.V.Wilton-FijenoordSch.	34 ″ 0 s 6 ″ 9 27 ″ 6½	
39407	**Nidardal** (*ex*LakeGorin-37) *Fitted for oil fuel* D.F. 1*Dk*	2368 2040 1445			•••		1918	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (A/S Krogstads ShippingAgencies Ld.*Mgrs.*)	250·5|43·8|22·2 P25'B64'F23' FK	Oslo Norwegian	T.3Cy.20",33 5/16"&54"-40" 323NHP *WB* DetroitS B.Co.Detroit		R †
39408	**Nidaros** (*ex*LakeBenbow-37) *Fitted for oil fuel* D.F. GyC. 1*Dk*	2368 2040 1445			•••		1918	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (A/S Krogstads ShippingAgencies Ld.*Mgrs.*)	250·5|43·8|22·2 P25'B64'F23' FK	Oslo Norwegian	T.3Cy.20",33"&54"-40" 328NHP *WB* DetroitS.B.Co.Detroit		R †
39409 FOML	**Notou** (*ex*MargamAbbey-37) *ss*Ant.No.2-37 1*Dk*(*Stl*)	2384 2231 1467	✠ ... 10,37 ~~MS6,37~~ ✠~~LMC~~ ~~BS2,37~~	Ant	*t*	CL 6,37	1930 4mo *Lloyd's*A&CP	W.Gray& Co.Ld. W Hartlepool	Société "LeNickel"	305·2|44·0|20·6 316·4(O.L.) P22'B72'F30' FK 5*BHCem* *CellDB*262'802*tFPT*93*tAPT*88*t*	Dunkirk French	T.3Cy.21½",36"&60"-39"(*s*) 180lb 100*lb* 275NHP 2SB,6*cf*,GS105,HS4670 Cen.Mar.EWrks.Ld.WHpl	23 ″ 2 ~~3 ″ 6¾~~ ~~10 ″ 0½~~	
39410 8029 SKQN	**Nippon** TwinSc *OilEng.* D.F. E.S.D. GyC, 1*Dk*&*Shelter dk* *3rdDk except in aftermost hold* *Rudder electrically welded* *CruiserStern*	~~7000~~ 6095 5138 3447	✠100A1 *with freeboard* 4,38 ~~11,37~~ ✠LMC11,37 ~~(*Class Contemplated*)~~ *Carrying vegetable oil in deep tanks & tanks between tunnels*	Got	*d*†	CL	1937 11mo *Lloyd's*A&CP	Götaverken A/B Gothenburg	A/B Svenska Ostasiatiska Kompaniet(G. Borin,*Mgr*)	461·9|62·2|27·1 478·0(O.L.) F108' FK 7*BHptCem* (*CollBHtoShltrdk,6BHto2nddk*) *CellDB*393'1261*tMT*32'997*t* *Tanks at sides & between tunnels*1091*tAPT*117*t*	Gothenbrg Swedish	Oil Engines 2S.C.SA 14Cy.24 7/16"-45¼" 1448NHP DB-100*lb* GötaverkenA/B,Got.	31 ″ 0 s3 ″ 7¼ 27 ″ 7	
39411	**Naukratousa** (*ex*Stanmore-37, *ex*Morna-37) 1*Dk* Now "Virginia," *see No.* 40621 *in Supplement*	1385 1053 803					1919	ForthS.B. &Eng.Co.Ld. Alloa	G.M.Mavroleon	235·6|36·2|15·6 Q136'B16'F30'	Piræus Greek	T.3Cy.18",30"&50"-33" 144NHP *WB* ForthS.B.&Eng.Co.Ld.		C
39412 854 SVOJ	**Nicolaou Georgios** (*ex*GeorgiosNicolaou-37, *ss*Bry.No.1-33 *ex*Atthis) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4108 3832 2467	✠100A1 *with freeboard* 11,37 ~~5,37~~ MS11,33 ✠LMC BS~~1,37~~3,38	Cff Ams	*y*	CL 5,37	1930 5mo *Lloyd's*A&CP	W.Gray& Co.Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	390·7|53·7|23·3 403·7(O.L.) F35' FK 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „) *CellDB*345'1137*tFPT*139*tAPT*189*t*	Piræus Greek	T.3Cy.24½",41"&68"-48"(*s*) 200lb 435NHP 3SB,9*cf*,GS173,HS7590 Cen.Mar.E.Wks.Ld.WHpl	25 ″ 8 s 2 ″ 5¼ 23 ″ 5½	
* 39413 YTTA	**Neti** (*ex*T.A.D.Jones-37, (*ex*C.A.Snider, *ss*N.Yk.No.3-12,28 *ex*Olean) *ss*Tri.No.2-37 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted* Now "Ucayali," *see No.* 40509 *in Supplement*	2768 2524 1700	✠100A1 7,37 ~~12,30~~ ✠LMC7,37 *Fitted for oil fuel*11,19 *F.P. above* 150° F.	NYk Tri	*t*	CL 2,37	1917 7mo A&CP	Harlan& Hollingsworth Cor. Wlmgtn,Del.	Parobrodarsko Drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*) *IntermediateBH in 'tween dk forward dispensed with*	299·2|45·2|24·3 P24'B96'F29' FK	Susak Yugoslav *Cem* 4*BH to U dk* 1 „ „ *2nd* „ *only* *CellDB*220'547*tFPT*74*tAPT*108*t*	T.3Cy.21½",35"&58"-42"(*s*) 180lb 271NHP 2SB.6*cf*.GS135.HS4664 Harlan&HollingsworthCo	26 ″ 6 s 4 ″ 3¼ 22 ″ 5¼	
39414 165913 GCGD	**Navarino** E.S.D. *CruiserStern* 1*Dk*&*Shelter dk*	4841 4291 2857					1937	Burntislnd S.B.Co.Ld. Burntisland	GlasgowShipowners'Co.Ld. (Glen&Co.*Mgrs.*)	~~415·0|57·0|25·7~~ 415·4|56·9|25·2	Glasgow British	T.3Cy.21½",35"&62"-45" 258NHP *WB* D.Rowan&Co.Ld.Gls.		
39415	**Neoptolemos** (*ex*Stancroft-37, *ex*Greenbatt-37) *ss*Nwc.2ndNo.3-12,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Stancroft," *see No.* 40132 *in Supplement*	1407 1118 842	✠100A1 10,37 ~~3,37~~ MBS~~1,36~~ ✠LMC12,34 3,37 DBS10,37	Lon Msl	*o*	CL 2,36	1908 11mo *Lloyd's*A&CP	J.Priestman&Co. Sunderland	G.M.Mavroleon	240·0|36·0|15·8 Q129'B10'F21' FK 4*BHCem* *CellDBa*70'*uE&B*32'*f*96'372*t FPT* 63*tAPT*94*t*	Piræus Greek	T.3Cy.19".31"&51"-36" (*s*) 180lb 100*lb* NDB31 180NHP 1SB,4*cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 5 ″ 2¾ 15 ″ 11¾	
39416 525 SZOH	**Nepheligeretis** (*ex*Stancourt-37, *ex*Douglas-37) *ss*Goo.2ndNo.3-5,32 Wireless D.F. *ss*Goo.No.1-37 *Ref.Mchy.* [illegible] *framing* ow "Hermes," *see No.* 38507 *in Supplement*	950 765 418	✠100A1 ~~9,37~~ ~~4,37~~ 1,38 ✠LMC4,37	Goo Msl	*n*	OG 4,37	1907 2mo *Lloyd's*A&CP	ClydeS.B. &E.Co.Ld. Pt.Glasgow	G.M.Mavroleon	236·6|32·1|13·6 P30'B79'F31' BK7" 5*BHCem* *Cell DBa*48'*uE* 21'*f*67'185*t*	Piræus Greek	T.3Cy.21",35"&58"-36" (*s*) 180lb HS3620 227NHP 2SB(Spt),6*cf*,GS134 ClydeS.B.&E.Co.Ld.P.Gls.	16 ″ 2 s 1 ″ 6½ 15 ″ 2¾	
39417	~~N. 4~~ **No. 4** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	~~1100~~ 1040 822 634	✠100A1 8,37 ~~(*Class Contemplated*)~~ *Carrying Petroleum in bulk* ✠LMC7,37	Yka	*m*	CL	1937 8mo *Lloyd's*A&CP	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	196·8|36·1|17·0 209·0(O.L.) ~~P75'~~F25' FK 12*BHptCem* P69' *Trunk*~~67'~~71' *CellDBuE*41'52*tDTf*36'44*tAPT*53*t*	Vladvostk Russian	Oil Engines 4S.C.SA 7Cy.14⅜"-19 11/16" 141NHP DB121*lb* MitsubishiJukogyoK.K. Yka.	17 ″ 0	
* 39418 483 SVIY	**Nicolaou Maria** (*ex*Maria Nicolaou-37,*ex* *ss*Nwc.No.2-35 Oilshipper-36) 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Mchy.Aft*	5525 5186 3285	✠100A1 9,37 ~~1,37~~ MS7,35 ✠LMO BS~~6,36~~7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*7,27 *F.P. above* 150° F.	Ams	*s*	CL 2,35	1927 7mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	410·0|53·5|30·9 P106'B26'F39' FK 15*BHptCem* (*10 to U dk* 5 „ *2nd* „) *CellDBuE&B*62'186*tDTf*30'122*tFPT*77*tAPT*208*t*	Piræus Greek	T.3Cy.25½",42"&70"-48" (*s*) 200lb 482NHP 3SB,9*cf*,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
❊ 39419	**Norse Trader** (*ex*Fotis-37) ssShl.2ndNo.3-8,37 1*Dk*(*pt Irn pt Stl*)	3507 3268 2091	✠100A1 8,37 MS8,37 ✠LMC MBS5,37 DBS10,36	Shl	*w*	CL 5,36	1912 12mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	Wallem&Co.Ld. *CellDBa108'u* *E&B43'f*147'1015	352·7 P30'B216'F38' FK *tDTa*18'538*tFPT*1	50·8	21·4	Panama Pnamanian 7*BHCem* 24*tAPT*176*t*	T.3Cy.24½",40"&66"-45" (*s*) 180lb *120lb* 331NHP 2SB.*6cf*,GS130,HS5296 N.E.Marine Eng.Co.Ld.Sld	24 ″ 0 s 2 ″ 9 21 ″ 5¼	
39420 156885 VGFZ	**North Star** Ⓟ TwinSc (*ex*PrinceHenry-37) *Fitted for oil fuel* GyC. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	6893 3990 3055					1930	Cammell Laird&Co.Ld. Birkenhead	**PrinceHenry,Ld.**	366·4	57·1	27·4	Vancouver British *WB*	6 steam turbines SR geared to 2 Sc. Shafts Cammell Laird&CoLd.Bkn		C
39421	**Nippo Maru No. 15** *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	500					1937	Mitsubishi JukogyoK.K Hikoshima	ShimatsuShoten GoshiK.	150·0 F51'	29·0	13·4	Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.14¾"-20⅞" 127NHP HanshinIronWrks,LdKob		
39422 236397	**Norfolk** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded*	1946 — 1603					1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	**FordMotorCo.**	290·7	43·1	18·2	Dearborn Utd.States	Oil Engines 4S.C.SA 16Cy.10½"-13½" 172NHP Cooper-BessemerCorp.		R.
❊ 39423	**Nenets** *OilEng.* Wireless D.F. E.S.D. 2*Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at decks* *Strengthened for Navigation in Ice*	1435 1106 860	✠100A1 ~~*withfreeboard*~~ 10,37 ✠LMC10,37 ~~(*ClassContem-plated*)~~ *Carrying Petroleum in bulk*	Yka		CL	1937 10mo	Mitsubishi JukogyoK.K Yokohama *Lloyd'sA&CP*	**U.S.S.R.** *CellDBuE*28'49*t*	236·2 246·1(O.L.) P69'F24' FK *DTf*28'34*tFPT*28*t*	36·1	20·3	Murmansk Russian 11*BHptCem* *APT*41*t*	Oil Engines 4S.C.SA 6Cy.$17\frac{11}{16}$"-23⅝"& hydraulic coupling SR geared to 1 screw shaft 184NHP DB*121lb* MitsubishiJukogyoK.K.Yka.	20 ″ 4	
❊ 39424 FOOL	**Nicole Schiaffino** (*ex*Muirton-37, *ex*Silene) ssMsl.No.3-9,32 2*Dks*(*Stl*)	4974 4079 3112	✠100A1 9,36 BS~~1,36~~4,37 ✠LMC9,32 ~~*Fitted for carrying oil 4,20 F.P. above 150°F. in D.T*~~ ~~*Carrying vegetable oil in forward deep tanks*~~	Msl	*y*	CL 8,36	1920 11mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*) *CellDB*327'848*t*	386·1 P36'B113'*Ba*21' *Bf*21'F42' FK *DTsf*53'1800*tFPT*	52·6	26·3	Algiers French ~~8*BH*~~*ptCem* 7*BH* 97*tAPT*20*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,*9cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 ~~s 5 ″ 8¼~~ ~~23 ″ 1~~ s5 ″ 6½ 23 ″ 2¾	
❊ 39425 164344 GDGB	**Norfolk Coast** *OilEng.* Wireless D.F. 1*Dk & Shelter dk* E.S.D. *Mchy.Aft* *CruiserStern*	646 499 ~~244~~ 234	✠100A1 *withfreeboard* 11,37 ✠LMC11,37 ~~(*ClassContem-plated*)~~	Ard	*m*	OG	1937 11mo	Ardrossan DockyardLd. Ardrossan *Lloyd'sA&CP*	CoastLines,Ld.	200·6 209·6(O.L.) F23' *34·9* FK (*CollBH to Shltr dk 2BH to 2nd dk*) *CellDB*154'219*tFPT*95*tAPT*28*t*	33·1	11·1	Liverpool British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
39426 539 SVVS	**Nereus** 1*Dk & Shelter dk* *CruiserStern*	~~5205~~ *5205* *4818* *3122*	✠100A1 *withfreeboard* 3,38 ~~10,37~~ ✠LMC10,37 ~~(*ClassContem-plated*)~~	PGl Rot	*a*†	CL	1937 10mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	~~NereusSteamNav.Co.Ld. (E.E.Hadjilias,*Mgrs.*)~~ E.E.Hadjilias	432·0 447·0(O.L.) F33' FK *Intermediate BH dispensed with* *Coll BH to Shelter dk 5BH to 2nd dk* *CellDB*368'1133*tFPT*127*tAPT*206*t*	56·2	25·6	Syra Greek *Cem*	T.3Cy.22",36"&65"-48" &Exhaust turbine driving steam compressor 220lb HS6140 (*s*) 455NHP 2SB(FD)&1Aux.SB*8cf*,GS139 Rankin&BlackmoreLdGrk.	28 ″ 2 s 3 ″ 4¼ 25 ″ 0½	
39427 162126 GDGQ	**Nailsea Manor** *Fitted for oil fuel* D.F. 1*Dk & Shelter dk* ~~2*Dks*~~ *CruiserStern*	4926 4415 ~~2948~~ 2946					1937	Bartram&Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28'	56·0	25·4	Cardiff British *WB*	C.4Cy(2)$10\frac{5}{16}$"&(2)21"-13" SR geared & LP turbine DR geared to screw shaft 242NHP White'sMarEngCo.LdNwc		
39428	**Naniwa Maru** ~~*OilEng.*~~ *CruiserStern*	4800					1937	OsakaIron Works,Ld. Osaka	**TaiheiKisenK.K.**	365·8	54·1	29·2	Kobe Japanese	T.3Cy.24½",42½"&74"-48" *Emade -fitted*37 379NHP		
39429 130855	**Norfolk** Ⓟ (*ex*Northumberland-37) *Fitted for oil fuel* 1*Dk*	1012 — 585					1900	Neafie&Levy Philadelphia	**BuxtonLines,Inc.**	190·0	41·0	11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"-30" 111NHP Neafie&Levy		
39430	**Naniwa Maru** *Mchy.Aft*	1280					1937	Osaka Zosen-sho Osaka	TokioSeitetsuK.K.	216·8	35·7	18·5	Tokio Japanese	T.3Cy.$16\frac{15}{16}$",$29\frac{15}{16}$"&$49\frac{5}{16}$"-$35\frac{7}{16}$" 145NHP OsakaChuzosho,Osa.		
39431	**Nikolina Matkovic** TwinSc (*ex*Carriso-37, *ex*Magunkook) *OilEng.* 2*Dks*	3894 — 2429					1918	L'ngBeach S.B.Co. LongBeach, Cal.	**EugenMatkovic**	340·5	48·0	24·7	Split Yugoslav *WB*	Oil Engines 4S.C.SA 12Cy.$20\frac{7}{16}$"-$35\frac{7}{16}$" 488NHP *Emade*19*fitted*23 PacificDieselEng.Co. Oakland,Cal.		R.
❊ 39432 HPHY	**Norse Carrier** (*ex*PehShan-37, 4Mst *ex*Frieda-37) ssN.Yk.No.3-12,25 ssGal No.2-34 1*Dk*(*Stl*) *Cantilever* *Mchy.Aft* *framed topside tanks*	3365 2459 1901	✠100A1 12,37~~5,37~~ BS12,37 ✠LMC MS9,33 ~~BS7,36~~ *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Phl Ant	*u*	CL N7,36	1913 2mo	ForeRiver S.B.Co. Quincy,Mass. A&CP	~~SanPehSteamNav.Co.Ld.~~ Wallem&Co.Ld. *CellDBf*240'1010*t*	348·7 P80'B25'F39' FK len17 *Topside tanks* 216'6	45·1	25·4	Panama Pnamanian ~~5*BH*~~*Cem* 6*BH* 43*t*	T.3Cy.22½",39"&63"-48" (*s*) 180lb 372NHP 2SB,*6cf*,GS120,HS5277 FD ForeRiverS.B.Co.Quincy	28 ″ 0 s 5 ″ 7½ 22 ″ 6¾	
39433 1108 ILTZ	**Neghelli** (*ex*Flora-37, *ex*Cosiana-36, *ex*Villeneuve, *ex*Gers, *ex*SailingVessel) **Iron** 1*Dk*2*trB*	712 635 415	✠ 7,02	**Brs**			1870 4mo	M.Pearse&Co. Stockton	Dott.Ing.Cav. MarioZoboli	179·1 P93'B25'F25'	30·2	19·0	Genoa Italian *WB*	C.2Cy.20"&37½"-31" *Emade*91*refitted*18 65NHP *Bmade*93&95*refitted*18 D.Rowan&Sons,Glasgow		
❊ 39434 VHC	**Nicolaou Virginia** ssNwc.No.1-38 (*ex*Virginia Nicolaou-37, *ex* Vechtdijk-33) ssRot.No.3-3,33 1*Dk & Shelter dk* *Tonnage opening closed*37	6869 — 4211	✠100A1 *Shelter dk withfreeboard* 3,38 ~~9,36~~ ~~BS11,35~~ ✠LMC3,~~33~~	Ams Nwc MS3,38 BS3,37	*a*†	CL 9,36	1920 7mo	Sunderland S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*) *CellDB*369'1270*t*	425·0 34·7 FK *Coll* *FPT*124*tAPT*205*t*	55·0	26·6	Piræus Greek *Cem* *BHtoSh dk* 6 ″ ″ *U* ″	T.3Cy.28",46½"&78"-54" (*s*) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	37 ″ 3 s 9 ″ 1¼ 28 ″ 5	
39435 165124	**Ngarua** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~450~~ 606 361 318	✠100A1 1,38 ~~(*ClassContem-plated*)~~ ✠LMC1,38	Rot	*h*		~~1937~~ 1938 1mo	N.V.T.van Duijvendijk's Schpsw. Lekkerkerk *Lloyd'sA&CP*	W.A.Wilson *CellDB*102'1	162·5 170·0(O.L.) P45'Q102'F17' FK 63*tFPT*54*tAPT*30*t*	28·8	9·6	S'thamptn British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.~~10¼"-$16\frac{9}{16}$"~~ $9\frac{13}{16}$"-$16\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	11 ″ 10 s 4 ″ 2 11 ″ 5¾	
39436	**Nord** (*ex*HaiShang-37, *ex*Nord-32) *Well deck* 2*Dks&deep framing*	3193 2511 2052			•••		1904	Sunderland S.B.Co.Ld. Sunderland	Wallem&Co.Ld.	314·0 P&B215'F29' FK	46·5	20·6	Panama Pnamanian *WB*	T.3Cy.23",38"&62"-42" 262NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	13 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
※ 39437	**No. 3** *OilEng.* Wireless D.F. *Mchy.Aft* 1*Dk* *Strengthened for navigation in ice* *CruiserStern*	1079 822 658	✠100A1 7,37 ✠LMC7,37 *CarryingPetroleum in bulk*	Yka	*m*	CL	1937 7mo	Mitsubishi JukogyoK.K Yokohama *Lloyd's*A&CP	U.S.S.R. *CellDBuE*37'56	196·8|36·1|17·0 209·6(O.L.) FK P75'F25'*Trunk* 67' *DTf*36'48*t FPT*23*t*	Vladvostk Russian 12*BHptCem* *APT*53*t*	Oil Engines 4S.C SA 7Cy.14⅜"–19$\frac{11}{16}$" 141NHP DB*121lb* MitsubishiJukogyoK.K. Yka.	17 " 0	
39438 CSLP	**Navegador** WoodAux3MstSr (*ex*SailingVessel-35, *OilEng.* *ex*SegundoEsperança) 1*Dk* (*See Sailing Ship Register*)	305 283 205					1924	J.Linhares Fâo	ParceriaMaritima Douro	128·2|30·3|12·7	Oporto Portuguese	Oil Engines 2Cy.14"–16$\frac{15}{16}$" *Emade&fitted*35 Denmark		
※ 39439 LJQY	**Norse Lady** (*ex*Samoan-37, *ex*Silverspruce-36, *OilEng.* *ex*Ashbee) *ss*N.Yk.No.3-7 35 D.F. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3575 3128 2109	100A1 10,37 ~~11,36~~ ✠LMC7,35 ✠NE10,23 DBS~~9,36~~10,37	Vcr SFo	*v*	CL 8,35	1919	Merrill- StevensS.B. Corp. Jacksonville, Fla. *Lloyd's*CP	Rederi.A/S"Norse Lady"(Odd Godager,*Mgr.*) *CellDB*278'	333·8|48·0|24·9 P26'B97'F38' FK *MT*23'513*t FPT*86*t*	Oslo Norwegian 5*BHCem* *APT*219*t*	Oil Engines 4S.C.SA 6Cy.27"–47" 423NHP NDB23–*125lb* NewYorkS.B.Co.Camden, N.J.	27 " 6	
※ 39440 810 SVAT	**NicolaouEleni** (*ex*ElenNicolaou-37, *ex*Diadem-34) *ss*Nwc.No.3-12,32 *ss*Rot.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4528* *4136* *2731*	✠100A1 *Shelter dk* *withfreeboard* 2,37 BS2,38 ✠LMC2,37	Rot	*y*	CL 9,35	1920 9mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*A&CP	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*) *CellDB*336'1187*t*	390·0|54·0|24·6 FK *FPT* 81*t APT* 114*t*	Piræus Greek *Cem* *CollisionBHtoShdk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" (*r*) 180lb 450NHP 3SB,*9cf*,GS186,HS7917 Blair&Co.Ld.Stockton	27 " 0 s 2 " 9½ 24 " 5¼	
39441	**Nandi** (*ex*Alba-37,*ex*Alga-37, *ex*DéputéJosselinDeRohan-36) D.F. 1*Dk*	2078 1702 1150					1920	Govern- mentYard Lorient	Scott-Hansens RederiA/S(Öyvind Scott-Hansen, *Mgr.*)	281·5|39·4|23·0 266·7 P19'B54'F23'	Oslo Norwegian *WB*	T.3Cy18$\frac{1}{10}$",26$\frac{9}{10}$"&49$\frac{1}{5}$"– 37$\frac{4}{5}$" 149NHP Etablissements d'Indret, Indret		VI
39442 8255 SLDN	**Ningpo** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	*6079* *5132* *3443*					1937	Eriksbergs M.V.Aktieb. Gothenburg	A/B Svenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	461·8|62·2|27·1 F107'	Gothenbrg Swedish *WB*	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"–47¼" 1282NHP EriksbergM.V.Aktieb.Got		
39443 968 HPID	**Norvik** *OilEng.* D.F. E.S.D. 1*Dk*,2nd *dk in Mchy space* *Mchy.Aft* *Cruiser Stern* *Rudder electrically welded*	9555 8912 5987	✠100A1 4,38 ~~1,38~~ ~~(*Class Contemplated*)~~ *CarryingPetroleum in bulk* ✠LMC1,38	Ham Rot	*e*†	CL	1938 1mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's*A&CP	TankerCorporation(Johan Rasmussen&Co. *Mgrs.*) *CellDBuE*75'210*t*	~~492·9|66·1|36·4~~ 489·4|65·7|36·2 510·7(O.L.) P114'F69' FK *DTf*36'712*tFPT*164*t*	~~Sandefjord~~ ~~Norwegian~~ Panama Pnamanian 12*BHptCem* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" ~~1167NHP~~ 3DB-*170lb* 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 " 11 s 7 " 10 28 " 4¾	
※ 39444 291 HBVP	**Nida** (*ex*Louga-37) *ss*Dun.3rdNo.3-11,34 *Well deck* 1*Dk*(*Irn*)	*945* *678* *394*	✠100A1 7,37 ✠NB11,22 ✠LMC MS1,36 BS7,37	Lth	*m*	N1,36	1898 4mo	Ramage& Ferguson,Ld. Leith A&CP	SandelisAkcine Bendrove (M.Reisys,*Mgr.*)	213·0|32·1|12·3 224·5(O.L.) Q63'B64'F27' FK *CellDBa*40'*f* 84'	Klaipeda Lithuanian 4*BHCem* 213*t APT*27*t*	T.3Cy.17⅛",27⅛"&44"–30"(*s*) 160lb 118NHP 1SB,*3cf*,GS52,HS1950 Ramage&Fergusn,Ld.Lth	14 " 6 s 1 " 0¾ 13 " 9¾	
※ 39445 212524 WJCE	**Nantucket Chief** (*ex*Gulflight-37) *ss*Mob.No 3-12,26 *ss*Mob.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Now* "Refast," *see No.* 39960 *in Supplement*	5189 4591 3202	✠100A1 11,37 BS6,37 ✠LMC8,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,14 *F.P. above* 150° F.	NNs	*y*	CL 1,36	1914 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	NantucketChief S.S.Co.Inc. *CellDBuE&B*62'222*t*	383·0|51·2|30·1 407·0(O.L.) P97'B34'F32' FK *FPT*159*tAPT*30*t*	Pt.Arthur, Texas Utd.States 14*BHCem* (8 *to Uprdk* 6 „ 2*nd* „)	T.3Cy.27",45"&75"–48" (*r*) 190lb 545NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 " 2 s 5 " 9½ 24 " 7	
※ 39446 DJVP	**Nord Atlantic** *OilEng.* D.F. E.S.D. 1*Dk*,2nd *dk in mchy.space* *Mchy.Aft* *Cruiser Stern* *Rudder electrically welded*	9897 9165 5884	✠100A1 1,38 ~~(*Class Contemplated*)~~ *CarryingPetroleum in bulk* ✠LMC1,38	Ham	*e*†	CL	1938 1mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's*A&CP	~~JohnEssberger~~ JohnT.Essberger *CellDBuE*75'227*t*	490·0|65·9|36·3 510·7(O.L.) P114'F69' FK *DTf*36'724*tFPT*167*t*	Hamburg German 12*BHptAsp* *APT*262*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" ~~1167NHP~~ 3DB(W.T.)*170lb* 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 " 11	
39447	**Nora** (*ex*Highbury-38,*ex*Panis-37, *ex*Tosto-32) *ss*Nwc.No.3-10,19 *Well deck* *ss*Shl.No.2-27 1*Dk*(*Irn*)&*deep framing*	*1781* *1457* *1028*	✠ — 6,33	Shl	*q*		1906 7mo	S.P.Austin &Son,Ld. Sunderland	A.P.Anastassatos *CellDBa*76'*uE&B*32'*f*112'450*t*	267·7|37·8|17·4 P27'Q74'B51'F34' *FPT*	Pnamanian FK 4*BHCem* 80*tAPT*140*t*	T.3Cy.21½",35"&57"–39" 220NHP 2SB,*6pf*,GS112,HS3540 G.Clark,Ld.Sunderland	19 " 9	G
39448 166353 MMQT	**Norman Queen** 1*Dk* D.F. E.S.D. *Cargo battens not fitted* *Mchy.Aft* *CruiserStern*	957 647 541	✠100A1 2,38 ~~(*Class Contemplated*)~~ ✠LMC2,38	Lth	*l*	OG	1938 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	BritishChannel IslandsShipping Co.Ld. *CellDB*128'224*t*	197·2|32·2|13·1 204·5(O.L.) ~~Q128'F24'~~ FK Q122'F25' *FPT*64*t*	London British 3*BHCem* *APT*42*t*	T.3Cy.14",24"&40"–27" 200lb (*s*) 129NHP 1SB,*3cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 " 2 s 4 " 11¼ 14 " 8½	
39449	**Nausicaa** (*ex*Burlington-37, *ex*Nausicaa-37) *ss*Rou.No.3-6,34 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5005 4575 2886	✠100A1 11,37 BS~~2,37~~4,38 ✠LMC6,34 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Pir	*y*	CL 11,37	1922 5mo	NofIreland S.B.Co.Ld. Londonderry *Lloyd's*A&CP	Cia.Maritima IstmeniaLtda. *CellDBuE&B*70' 198*tDTf*46'585*t*	388·0|52·7|29·0 P106'B27'F61' FK *FPT*53*tAPT*25*t*	Panama Pnamanian 14*BHptCem* (12 *to Udk* 2 „ 2*nd* „)	T.3Cy.26",43"&72"–48" (*s*) 180lb 495NHP 3SB,*9cf*,GS177,HS7272 FD J.G.Kincaid&Co.Ld.Grk.	29 " 3 s 4 " 4¾ 25 " 1	
39450	**Nissho Maru No. 1**	1300					1937	Ohara Dkyd.Co.Ld. Osaka	MarushoKaiun K.K.	224·6|35·0|20·5	Osaka Japanese	T.3Cy.15¾",26"&43$\frac{5}{16}$"– 31⅞" 106NHP OharaDkyd.Co.Ld.Osa.		
※ 39451 39735 JRPJ	**Nosiro Maru** (*ex*NoshiroMaru-38) *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7189 6451 4318	✠100A1 1,38 ~~12,36~~ DBS1,38 ~~DBS12,36~~ ✠LMC11,34 ✠Lloyd'sRMC~~5,37~~1,38 *Carrying cargo oil* *F.P. above*150° F *in deep tanks*	Kob	*c*†	CL 4,36	1934 11mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki *Lloyd's*A&CP	NipponYusenK.K. *CellDB*354'1379*t* *Wing tanks in way of tunnel* 82*t*	449·6|62·3|34·4 P23'B171'F41' FK *DTs a*42'1527*t* *FPT*81*tAPT*78*t*	Tokio Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* MitsubishiJukogyoKaisha Ld.Nag.	34 " 5	
39452	**Norse King** (*ex*WestMahwah-38) *Fitted for oil fuel* 2*Dks*	5496 — 3434					1920	J.F.Duthie &Co. Seattle, Wash	RederiA/SNorse King(Odd Godager)	410·4|54·2|27·7 P44'B115'F47'	Oslo Norwegian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentsch- lerCo.Hamilton,O.		
Wrecked 2.38 39453	**Neringa** (*ex*MariosT.-38,*ex*Moriak-34, *ex*Martin,*ex*Moriak,*ex*FridaHorn) 1*Dk*&*deep framing*	*1128* *859* *659*					1904	Schömer& Jensen Tönning	SandelisAkc. Bendrove	224·5|33·6|14·1 P12'Q53'B60'F29'	Lithuanian *WB*	T.3Cy.17",28"&46"–31½" 122NHP Schömer&Jensen,Tönning		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la société RHP=Force en chevaux d'après les papiers du navire. Détails de Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant pds. pc.	15 [illegible] Durée.Cert.B.ofTrade
39454	**Needwood** (*ex*Kaituna-38, *ex*Needwood) *ss*Auk.No.2-12 1*Dk*(*Stl*)&*Web frames*	*2042* *1759* **1208**	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co. Sunderland	~~Wallens&Co.Ld.~~ Wallem&Co.Ld. *CellDBa*	279·5|40·1|18·1 P25'B65'F27' FK &*u E*110'*f*110'458*t*	Panama Pnamanian 4*BHCem* *APT*29*t*	T.3Cy.20½",33"&54"-39" 194NHP 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.Co.Ld Sld	20 ″ 6	
39455 166780	**Ngakoa** *OilEng.* *Mchy.Aft* *CruiserStern*	~~450~~ 507 324 251	100A1 (*ClassContemplated*)				1938	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	W.A.Wilson	~~160·0|27·0|11·0~~ 166·6|27·1|8·9 P31'Q66'B10'F11'	S'thamptn British	Oil Engines 6Cy.$12\frac{5}{8}$"-$17\frac{11}{16}$" MtrnWerkeMannheimAG	11 ″ 0 s3 ″ 10½ 10 ″ 9½	
39456 821 SVEK	**Nicolaou Zografia** (*ex*Zografia Nicolaou-38,*ex*Pisco-34,*ex*Luxor) Sub.Sig. 2*Dks*&*Shelter dk*	7050 — 4257					1913	J.C.Tecklenborg A.G. Wesermünde-G.	N.G.Nicolaou (GeorgiosNicolaou(Hellas)Ld. *Mgrs.*)	470·7|60·7|28·6 F50' 36·6	Piræus Greek *WB*	T.3Cy.$29\frac{9}{16}$",$48\frac{4}{5}$"&$80\frac{7}{16}$"-$55\frac{1}{16}$" 482NHP J.C.Tecklenborg,A.G.Wsm		V
39457	**Nonsuco** Twin *OilEng.* D.F. E.S.D. *CruiserStern*	5225 4825 3110	100A1 *withfreeboard* (*ClassContemplated*)				1938	Wm.Doxford&Sons Ld Sunderland	NorthNegros SugarCo.Inc.	423·9|56·0|25·7	Manila Utd. States	Oil Engines 2S.C.SA 8Cy.18⅞"-65⅜" Wm.Doxford&Sons,Ld Sld		
* 39458 40112 JWRJ	**Nozima Maru** (*ex*NojimaMaru-38) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *CruiserStern*	7189 6451 4317	✠100A1 3,38 ~~2,37~~ DBS3,38 ✠LMC2,35 ✠Lloyd'sRMC~~11,37~~ 3,38 *Carrying cargo oil F.P. above150° F. in deep tanks*	Kob	*c*†	OL 6,36	1935 2mo *Lloyd*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*354'1379*t* *wing tanks in way*	449·6|62·3|34·4 P23'B171'F41' FK *DTs a*42'1527*t* *of tunnel* 82*t FPT*8	Tokyo Japanese 8*BHptCem* 1*tAPT*78*t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1851NHP DB*100lb* MitsubishiJukogyoKaisha,Ld.	34 ″ 5	
39459	**Noordam** Ⓟ TwinSc *OilEng.* E.S.D. *Ref.Mchy.* *CruiserStern*	10000	100A1 (*ClassContemplated*)				1938	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Nederl.-Amerik. Stoomv.Maats.	475·0| | P35'B214'F46'	Rottrdam Dutch	Oil Engines 2S.C.SA 24Cy.$24\frac{7}{16}$"-45¼" N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		
* 39460	**Navarinon** (*ex*Stancliffe-38, *ex*Drakelow-37, *ss*Cff.No.3-4,26 *ex*BromptonManor-36, *ss*Bly.No.2-35 *ex*Warszawa,*ex*Aydon, 1*Dk*(*ptIrnptStl*) *ex*Charity,*ex*Jet, *Mchy.Aft* *Well deck* *ex*Aydon)	*1735* *1293* *1021*	✠100A1 11,37 MS2,35 ✠LMO BS11,37	Cff	*q*	OG N7,36	1914 4mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	~~G.P.Cottaropoulos~~ P.G.Cottaropoulos *CellDBuE&B*41'	255·0|38·3|17·0 *Pon*Q61'Q144'B14' F29' FK *f*172'482*tFPT*130*t*	Greek 4*BHCem* *APT*25*t*	T.3Cy.19",33"&54"-36" (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s5 ″ 1 18 ″ 2	
39461	**Nikkai Maru** 2*Dks* *CruiserStern*	2560 1480					1938	Uraga DockCo.Ld. Uraga	NissanKisenK.K.	295·0|45·0|23·7 P39'B75'F32'	Tokyo Japanese *WB*	C.4Cy.$11\frac{7}{16}$"&20½"-13¾"& LPturbine withDRgearing HS3040 201NHP UragaDockCo.Ld.Uraga		
39462	**Nitiei Maru** *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	10000					1938	Kawasaki Dkyd.Co.Ld. Kobe	NipponKogyoK.K.	500·0|64·9|37·1	Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		
39463 27977 JNZD	**Nisiyama Maru** *ss*TamaNo.1-38 (*ex*Nishiyama *ss*Kob.No.3-5,33 Maru-38) 1*Dk*(*Stl*)2*nd dk*(*Stl*) *except in No.2hold*	3017 2603 1824	✠100A1 ~~1,37~~ 3,38 ~~BS1,37~~ ✠LMC5,36 3,38	Osa Tama	*u*	CL ~~12,36~~ 3,38	1921 2mo	MatsuoIrn Wrks.&Dkyd Nagasaki A&CP	ItayaShosen KaishaLd. *Cell*	311·0|44·2|27·0 P21'B78'F41' FK *DB*264'622*tFPT*83	Tokyo Japanese 5*BHCem* *tAPT*79*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 300NHP 2SB&1AuxSB,*8pf*,GS145, HS5167 MatsuoIronWorks&Dkyd.	27 ″ 0 s4 ″ 6¼ 22 ″ 8	
39464	**Nellie** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	530					1938	JosBoel& Fils Tamise	Armement Alexander	167·3|26·7|11·5 P27'Q57'F20'	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy. Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent		
39465	**Nordvest** TwinSc *OilEng.* D.F. *CruiserStern*	4700	100A1 (*ClassContemplated*)				1938	Nakskov Skibs.A/S Nakskov	A/S D/S "Norden" (P.Brown,Jr&Co.)	400·0|57·0|27·5 F39'	Copnhagn Danish	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" Akt.Burmeistr&Wain,Cpn		
39466 170716	**North Gaspé** Ⓟ *OilEng.* Wireless E.S.D. *Ref.Mchy.* *CruiserStern*	888 806 505	100A1 *withfreeboard* (*ClassContemplated*) *For service in the Gulf of St.Lawrence*				1938	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	ClarkeSteamship Co.Ld.	188·2|35·1|22·3	Quebec British	Oil Engines 2S.C.SA 6Cy.$14\frac{3}{16}$"-23⅝" SulzerBros.Ld.Winterthur		
39467 37153 JKEC	**Natisan Maru** Ⓟ (*ex*Nachisan Maru-38) *OilEng.* *ss*Kob.No.1-36 2*Dks*(*Stl*) *Cruiser Stern*	4306 3559 2546	✠100A1 *withfreeboard* 4,37 ✠LMO CS4,36 DBS4,37 4,37	Kob		CL N10,35	1931 12mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Tama '*sA&CP*	MitsuiBussan Kaisha,Ld.	339·5|49·0|30·0 P32'B105'F26' FK *CellDB*290'725*tFPT*	Kobe Japanese 7*BHCem* 56*tAPT*212*t*	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 362NHP DB*100lb* MitsuiBussanKaisha.Ld. Tama	30 ″ 0½ s6 ″ 11¾ 23 ″ 4½	

1	2	3	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R.
39551 PGPY	**Oudewater** OilEng. D.F. 1Dk&Shelter dk Mchy.Aft CruiserStern Ref.Mchy. Rudder electrically welded	374 307 164	✠100A1 withfreeboard 2,38 ~~5,37~~ ✠LMC5,37 ✠Lloyd'sRMC~~11,37~~2,38 for temp.32°F.	Rot	k	CL	1937 5mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	N.V.Stoom.Maats. Nederlandsche Lloyd CellDB127'194t	198·3|29·6|8·1 205·8(O.L.) FK FPT22tAPT10t (	Rottrdam Dutch 4BHptCem Coll to Sh dk 3 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.13¾"–23⅝" 197NHP Gbr.Stork&CoNVHengelo	11 ″ 0 s ″ 2 10 ″ 11	
39552 160297 MMLR	**Opepe** 1Dk Mchy.Aft Cargo battens not fitted	362 258 131	✠100A1 8,37 ~~(ClassContemplated)~~ ✠LMC8,37	Bwg	/	CL	1937 8mo Lloyd	Scott& Sons Bowling 'sA&CP	FrontierTown SteamshipCo.Ld. (J.Fisher&Sons, Ld.Mgrs.)	142·2|23·6|10·5 148·1(O.L.) Q81'B7'F20 BK6" FPT54tAPT35t	Newry British 3BHCem	T.3Cy.11¼",20"&32"–24" 205lb (s) 62RHP 1SB,3cf,GS51,HS1489 Aitchison,BlairLd. Clydebank ~~Clydebank~~	11 ″ 5 s3 ″ 6¼ 11 ″ 8½	
39553	**Oilshipper** (exGilda Ambatielou-37,exBolbec, exChaudronnier) TwinSc 1Dk Wireless Mchy.Aft	1138 — 564					1920	Forg.&Ch. delaMédit. LaSeyne	EsturiaS.S.Co.Ld. (S.Catsell,Mgr.)	219·4|34·2|12·3 P75'F29'	Panamanian WB	T.6Cy.12¼",19 7/10"&31 9/16"–16½" 80NHP Forg.&Ch.delaMédit.Msl.		O
39554 DJTR	**Otto Leonhardt** (exArethusa-37, exDarnholme) ssPir.2ndNo.3-4,37 1Dk(ptIrn&ptStl)	3682 — 2288	✠100A1 1,38 ~~6,37~~ ~~10,37~~ ✠LMC4,37	Rot ~~Lon~~	w	CL ~~N4,37~~ 1,38	1911 7mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	Leonhardt& Blumberg CellDBa	~~350·0~~|50·0|23·4 349·1| P35'B102'F35' FK 106'uE25'f148'743t	Hamburg German 6BHCem APT102t	T.3Cy.25",42 3/32"&68"–45" 180lb 70lb (r) 340NHP 2SB.4cf,4pf,GS125,HS5302 N.E.MarineEng.CoLd.Sld.	25 ″ 10 s4 ″ 3¼ 21 ″ 9	
39555 DOTH	**Oslebshausen** (exZembra-37) D.F. ssShl.No.3-6,36 Mchy.Aft 1Dk(Stl),2nddk(Stl) in No.1 hold Cantilever framed Topside tanks Longitudinal framing at double bottom & deck Cargo battens not fitted	~~5074~~ ~~3775~~ ~~2833~~ 4989 3849 2696	✠100A1 11,37 ~~5,37~~ BS11,37 ✠LMC MS6,36 ~~BS12,36~~ ✠NB(2)21 refitted11,37 ✠NB(Aux)29 refitted11,37	Mdb Kel	x	CL 2,37	1923 10mo Lloyd	G.Seebeck Akt.Ges. Wesermünde-G. 'sCP	Fried.KruppA.G. (N.V.Fried. Krupp'sReederij en Transportbedrijf Mgrs.) CellDB Transverse	370·6|51·0|~~27·1~~ 390·5(O.L.) 27·3 P108'F29' FK 311'1835tDTf26'15 Topside tank aft46t	Bremen German 7BHCem 7tFPT139t	T.3Cy.22½",38 9/16",&63"–43⅜" 180lb (s) 426NHP 2SB(FD),&1AuxSB,6cf,3pf, GS166,HS6745 G.SeebeckA.G.W[illegible] APT197t	29 ″ 10 s5 ″ 10¼ 24 ″ 3	
39556 142337 GLDC	**Olynthus** (exBritishStar-37) ssFal.No 3-5,31 ssFal.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6888 6285 4080	✠100A1 8,37 ~~8,36~~ BS8,37 ~~BS8,36~~ ✠LMC9,35 Carrying Petroleum in bulk Fitted for oil fuel F.P. above 150°F.	Fal	at	CL 8,35	1918 3mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	TheAdmiralty CellDBuB	430·0|57·0|33·1 P99'B33'F60' FK (	London British 19BHptCem 14 „ to U dk 5 „ „ 2nd „) 35' 107t DT	T 3Cy.27",45"&74"–54" (r) 180lb 620NHP 3SB,12cf,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. f43'640tFPT164tAPT60t	33 ″ 6 s6 ″ 6 27 ″ 3¼	
39557 170372	**Ocean Transport No. 24** WoodSp (exDumbBargeA.A.C.No.11-37) OilEng. 1Dk	313 281 247					1910	R.T.Green Co. Boston,Mass.	St.JohnTugBoat Co.Ld.	116·5|30·2|10·2	StJohn,NB British	Oil Engines 2S.C.SA 4Cy.10"–12½" 70NHP Emade29refitted37 FairbanksMorse&Co. Beloit,Wis.		
39558 PGNA	**Oostplein** (exLuigiAccame-37, exMonteNero) D.F. 1Dk	5059 4542 3062					1921	Cant.Fedl. perCostruzioniNavali PietraLigure	N.V.Scheepv.Mij. "Millingen" (G.A.Spliethoff, Mgr.)	~~379·1|51·5|30·8~~ P52'B123'F37' 378·7|51·8|27·5	Rottrdam Dutch WB	T 3Cy.26",42½"&70"–48" NE&B29 340NHP Cant.delTirreno,Gen.		IC
39559 LJRC	**Örnefjell** 1Dk&Shelter dk Fitted for oil fuel Wireless D.F. E.S.D. ~~2Dks~~ CruiserStern	1334 1104 740					1937	Nylands Verksted Oslo	A/SLuksefjell (Olsen&Ugelstad, Mgrs.)	250·9|41·3|14·8	Oslo Norwegian WB	C.2Cy.16¾"&33½"–33½"&LP turbine withDRgearing& hydraulic coupling 107NHP NylandsVerksted,Oslo		N
39560 2147 ~~153~~ INFR	**Obbedire** (exFortunata-37, exBurriana-33) ssLth.2ndNo.3-5,30 ssPal.No.1-34 1Dk(Stl)&deep framing Cargo battens not fitted	1348 1214 780	✠100A1 2,37 BS2,37 ✠LMC7,34	Tri	q	CL 2,37	1906 10mo Lloyd	R.Duncan &Co.Ld. Pt.Glasgow 'sA&CP	L.SilvioViglienzone CellDB	258·8|36·1|16·5 250·0 FK P23'B105'F29' a72'uE&B32' f110'	Genoa ~~Catania~~ Italian 4BHCem 414tAPT50t	T.3Cy.20",33"&54"–36" (s) 180lb 130lb NDB19 204NHP 2SB.6cf,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3 s1 ″ 2¾ 18 ″ 2¼	
39561 OYJV	**Östersöen** (exBorgholm-37, exBornholm) Wireless 1Dk&ptAwng dk	384 241 148					1899	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. paa Bornholm af 1866(Thorkil Lund,Mgr.)	156·4|26·8|10·4	Allinge Danish WB	T.3Cy.15",25"&40"–24" 78NHP Burmeister&Wain,Cpn.		V
39562 LJSH	**Ora** OilEng Mchy.Aft Cruiser Stern 1Dk Carrying Petroleum in bulk Longitudinal framing	9537 8793 5640					1937	Kockums M.V.Aktieb. Malmö	O.B.Sörensen&Co (S.H.Smith Sörensen)	~~506·0~~|63·1|36·4 P97'B41'F67' 505·4|	Arendal Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝"–43 5/16" 1360NHP KockumsM.V.Akt.Malmö		
39563 DHLX	**Olinda** (exHohenstein-37) D.F. CruiserStern 2Dks	4576 4265 2774					1927	Howaldtswerke Kiel	Hamburg-Südamerik Dampfschiff.Ges.	349·5|50·3|29·0 F72'	Hamburg German WB	C.4Cy.(2)20 1/16"&(2)43 5/16"–43 5/16" 247NHP A.Borsig,G.m.b.H.Berlin		G
39564 142415 GZKQ	**Oakfield** (exSalsaas-37,exAbsia, exWarAfrican) ssYka.No.3-7,30 ssGot.No.1-34 1Dk(Stl)	5244 4767 ~~3168~~ 3323	✠100A1 ~~11,37~~ ~~3,37~~ 4,38 BS~~3,37~~4,38 ✠LMC8,34 Carrying oil fuel in bulk F.P. above 150°F. Fitted for oil fuel 5,18 F.P. above 150°F.	Lis ~~Gls~~ Alg	y	CL 3,37	1918 5mo Lloyd	Harland& Wolff.Ld. Glasgow 'sA&CP	FinchleyS.S.Co. Ld. Middle line Bulkhead CellDB	400·6|52·3|28·5 413·0(O.L.) P49'B112'F38' FK 345'1136t FPT118t	London British 11BHptCem not oil-tight APT185t	T.3Cy.27",44"&73"–48" (s) 180lb 518NHP 3SB,9cf,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
39565 52 ILMJ	**Orsolina** (exCesarioConsole-37, exLeaS,exLea,exAdriadne) 1Dk	883 718 533					1899	Akt.Ges. "Neptun" Rostock	Michele Pappalardo	215·2|32·2|12·8 Q77'B54'F27'	Torre del Greco Italian WB	T3Cy.16⅛",25 1/16"&41⅝"–28¾" 93NHP A.G."Neptun,"Rostock		I
39566	**Olga S.** OilEng. D.F. CruiserStern 2Dks	2252 1668					1937	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,Mgrs.)	325·0|45·7|28·8 F74'	Copnhagn Danish WB	Oil Engines 2S.C.SA 8Cy.19 11/16"–35 7/16" 540NHP HelsingörsJernsk.&Mskb.		
39567 165758 GFGR	**Oilfield** OilEng. Mchy.Aft D.F. Cruiser Stern ~~pt~~ Longitudinal framing at bottom & deck 1Dk,2nd dk clear of cargo tanks	~~8500~~ 8516 7687 5045	✠100A1 2,38 ~~(ClassContemplated)~~ Carrying Petroleum in bulk ✠LMC2,38	Odn		CL	1938 2mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	FieldTankSSCoLd (Hunting&Son, Ld.Mgrs.) CellDBuE82'304t	475·9|61·8|33·8 493·1(O.L.) P101'B42'F50' FK DTf23'395tFPT139t	Newcastle British 16BH APT86t	Oil Engines 4S.C.SA 8Cy.29⅛"–~~59¼~~"59 1/16" 653NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof.Trade.
* 39568 PGLJ	**Ocana** 1Dk.2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft Cruiser Stern ~~pt~~ Longitudinal framing at bottom & at deck	6256 5540 3589	✠100A1 3,38 ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC3,38	Rot	a†	CL	1938 3mo Lloyd'sA&CP	N.V. Wilton-Fijenoord Schiedam	N.V.Petroleum Maats"~~LaCorona~~" "LaCorona" CellDBuE64'132tDTf25'257tFPT103tAPT55t	428·1|54·6|30·9 446·5(O.L.) P87'B38'F48' FK	TheHague Dutch 16BH	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB-180lb N.V.Wilton-Fijenoord	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
39569	**Oriente** (exIda Westers-37) OilEng. Mchy.Aft 1Dk Well deck	498 341 276					1935	R.Cock&Sons,Ld.& P.K.Harris&Sons Appledore Completed in 1936 by van Goor & Spiekman of Zwartsluis	Cia.Anon.de Navegación de Carenero	149·8|26·3|11·9 Q79'B14'F25'	La Guayra Venezuelan WB	Oil Engines 4S.C.SA 6Cy.11"-17¾" 70NHP Emade&fitted36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
* 39570	**Ojeda** TwinSc Mchy.Aft 1Dk Longitudinal framing at bottom in centre tanks & in trunk	~~2750~~ 2815 1933 1572	✠100A1 1,38 ✠LMC1,38 ~~(ClassContem plated)~~ CarryingPetroleum in bulk Fitted for oil fuel 1,38 F.P.above 150°F.	Rot	u	CL	1938 1mo Lloyd'sA&CP	NVRotterdamDroogd. Maats. Rotterdam	Caribbean Petroleum Company Ld. DTa29tDTf121tFPT38tAPT106t	326·1|49·6|15·2 339·2(O.L.) P94'F42' FK Trunk190'	Maracaibo Venezuelan 14BHptAsp	T6Cy.15⅝",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" 180lb (s) 366NHP 2WTB HS6520 FD N.V.Rot.Droogd.MaatRot	15 ″ 0 s1 ″ 2½ 13 ″ 10⅞	
* 39571 PGMV	**Onoba** 1Dk.2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	6256 5540 3589	✠100A1 3,38 ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC3,38	Rot	a†	CL	1938 3mo Lloyd'sA&CP	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Petroleum Maats."La Corona" CellDBuE64'132tDTf25'257tFPT103tAPT55t	428·1|54·6|30·9 446·5(O.L.) P87'B38'F48' FK	TheHague Dutch 16BH	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB180lb WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
39572	**Oksywie** OilEng. Cruiser Stern		100A1 withfreeboard (ClassContem plated)				1938	Crichton-VulcanA/B Åbo	"ZeglugaPolska" SpolkaAkcyjna	183·7|33·5|20·7	Gdynia Polish	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" Atlas-DieselA/B,Skm.	13 ″ 5 s ″ 2 13 ″ 4¼	
39573 DGLR	**Ostfriesland** (exVigor-37, exSheafDart, exLeander) ssGot.2ndNo.3-5,33 ssLkr.No.1-37 1Dk(ptIrn&ptStl)&deep framing	*2896* *2639* *1781*	✠100A1 4,38~~7,37~~ MS7,37	Lkr Bmn ✠LMC BS~~3,37~~4,38	u	CL N7,37	1905 1mo Lloyd'sA&CP	W.Gray&Co.Ld. WHartlepool	Lezzau,Scharbau &Co. Cell DB a114'uE& B40'f140'905tFPT85tAPT74t	331·0|47·5|20·1 342·0(O.L.) P27'B176'F34' FK	Emden German 5BHCem	T.3Cy24¼",38⅛"&64"-42"(s) 180lb 294NHP 2SB,6cf,GS108,HS4608 Gen.Mar.Eng.Wrks.WHpl	22 ″ 6 s2 ″ 8½ 20 ″ 0	
39574 LEZI	**Östkyst** (exStröna-37,exTransport4, exHinrichSteenbock,exSappemeer, exOudkarspel Mchy.Aft	364 276 191					1919	Werf "Nordster" Groningen	SkibsA/S Kysten (BjarnePedersen, Mgr.)	130·8|22·9|11·1 P45tH9tF15t	Arendal Norwegian WB	T3Cy.10⅛",16⅝"&27½"-18$\frac{1}{16}$" 32NHP P.Versteeg,Hardinxveld		G
39575	**Oslofjord** Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. 4Dks CruiserStern	16500					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DenNorske-AmerikalinjeA/S	545·0|73·0|34·0 F43'	Oslo Norwegian WB	4 Oil Engines 2S.C.DA 28Cy.20⅞"-29$\frac{15}{16}$" & hydraulic coupling SR geared to 2 sc. shafts 4270NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
* 39576 166377 GJGK	**Orna** 2Dks OilEng. CruiserStern	6779 6127 4030	✠100A1 withfreeboard 3,38 ~~(ClassContem plated)~~ ✠LMC3,38	Gls		CL	1938 3mo Lloyd'sA&CP	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB365'1316tFPT143tAPT178t	427·8|57·2|32·1 441·7(O.L.) P41'B133'F34' FK	London British 7BHptCem	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 599NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
* 39577 PGPZ	**Ovula** 1Dk,2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6256 5540 3589	✠100A1 4,38 ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC4,38	Rot	a†	CL	1938 4mo Lloyd'sA&CP	N.V. Wilton-Fijenoord Schiedam	N.V.Petroleum Maats"LaCorona" CellDBuE64 132tDTf25'257tFPT103tAPT55t	428·1|54·6|30·9 446·5(O.L.) P87'B38'F48' FK	TheHague Dutch 16BH	Oil Engines 4S.C.SA 6Cy.~~25"-55⅛"~~ 25$\frac{9}{16}$"-55⅛" DB180lb 377NHP N.V.Wilton-FijenoordRot	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
39578 ESXH	**Oskar** WoodAux3MstSr OilEng. Mchy.Aft 1Dk (See SailingShip Register Supplement)	322 273 251					1937	P.Himmist Papisaare	J.Teär&others	129·8|29·4|12·1 Q8'F18'	K'ressaare Estonian	Oil Engines 2S.C.SA 2Cy.14$\frac{15}{16}$"-16$\frac{5}{16}$" 79NHP J.&C.G.Bolinders, M.V.A/B,Skm.		
39579	**Omala** OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	~~6200~~ 6256 5540 3594	100A1 (ClassContem plated) CarryingPetroleum in bulk				1938	Cantieri RiunitiDell'Adriatico Monfalcone	N.V.Petroleum Maats.LaCorona	~~429·5~~|54·5|~~30·8~~ 428·1| |30·9 P87'B38'F67'	Dutch	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" Cant.RiunitiDell'Adriatico Trieste	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
* 39580	**Ocu** (exLydia-38,exStanrock-37, exCastro-37, exDarlington-35) ssHul.2ndNo.3-11,35 1Dk(Stl-ptws) Well deck Wireless	*1105* *897* *446*	✠100A1 3,38 ~~10,37~~ BS~~11,36~~ 3,38	Hul Msl ✠LMC11,35	p	OG 9,37	1910 8mo Lloyd'sA&CP	Earle'sCo. Ld. Hull	E.Godillot (A.Davaris,Mgr.) CellDBa44'uE23'f121'196tFPT12tAPT8t	256·0|36·2|15·0 266·0(O.L.) P&B169'F54' FK	Colon Pnamanian 5BHCem	T.3Cy.23½",38"&62"-39"(s) 180lb 373NHP 2SB,8cf,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s1 ″ 0¾ 16 ″ 7¾	
39581	**Oceana** TwinSc OilEng. 2Dks CruiserStern	560 350					1937	Atlas-WerkeA.G. Bremen	OttoW.A. Schreiber	180·4|30·2| 6·9	Bremen German	Oil Engines 4S.C.SA 16Cy.11"-17$\frac{11}{16}$" 187NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
39582	**Okuyo Maru** CruiserStern 1Dk	2970 2530 1700					1938	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	301·8|45·3|26·2 P24'B80'F29'	Tokyo Japanese WB	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"-43$\frac{5}{16}$" HS2547 202NHP MitsubishiJukogyoK.K.		
39583 166453 GJGP	**Opalia** OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing in tanks	~~6200~~ ~~5600~~ ~~3600~~ 6195 5495 3593	100A1 (ClassContem plated) CarryingPetroleum in bulk				1938	NVNederl. Dok.Maats. Amsterdam	Anglo-Saxon PetroleumCo.Ld.	~~425·0|54·3|31·0~~ 430·2|54·6|30·8 P87'B38'F48'	London British	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 5¼ 25 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39584 166454 GJGR	Otina *OilEng.* D.F. *Mchy.Aft.* *CruiserStern* *Longitudinal framing at bottom & at deck*	6217 5508 3604	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1938	Odense Staalskibsvft vedAPMöller Odense	Anglo-Saxon PetroleumCo.Ld.	~~428·0~~ 431·5 P87'B38'F47'	~~54·5~~ 54·6	~~30·9~~ 30·8	London British	Oil Engines 4S.C.SA 6Cy.25$\frac{11}{16}$"–55$\frac{1}{8}$" WerkspoorN.V.Ams.	31 " 0 s5 " 6$\frac{3}{4}$ 25 " 8$\frac{3}{4}$	
39585	Octävian Wireless *2Dks* *CruiserStern* *Fitted for oil fuel*	1340					1938	Nylands Verksted Oslo	HilmarRekston	250·9	41·3	14·8	Bergen Norwegian *WB*	C.2Cy.16$\frac{3}{4}$"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& LPturbine with DR gearing &hydraulic coupling 54NHP NylandsVerksted,Oslo		
39586	Orion (*ex*Göthe–38, *ex*Motala) Iron *1Dk*	740 677 431					1870	Motala M.V.Aktieb Norrköping	JacobRang	192·4 B38'H9*t*	27·2	18·0	Tallinn Estonian	T.3Cy.14$\frac{1}{8}$",22$\frac{1}{2}$"&37$\frac{1}{2}$"–27$\frac{1}{4}$" NE&B93 73NHP BergsundsM.V.Skm.		
39587 32808 JPEB	Ogura Maru No. 3 TwinSc (*ex*KoyoMaru–38,*ex*Athelrill, *ex*California, *ex*Limeleaf) *2Dks&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	7350 6842 4322					1916	Barclay, Curle&Co.Ld. Glasgow	OguraSeyikuK.K.	450·6 P44'B161'F42' FK	58·2	32·7	Yokohama Japanese *WB*	T.6Cy.21",35$\frac{1}{2}$"&61"–45" NB(*s.aft*)17 830NHP BarclayCurle&Co.Ld.Gls.	35 " 6	

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39651 BVVI	Pleiades (exMunaires-37) ssMob.No.3-6,30 2Dks(Stl) ssAms.No.2-37	4620 4138 2866	✠100A- 1,37~~10,32~~ ✠LMC4,37 Fitted for oil fuel 1,18 F.P. above 150° F.	Phl Ams	x	CL 4,37	1918 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	ProiosBros.	370·0|53·1|27·0 P27'B104'F22' FK CellDB 302'1033t FPT 138t	Piræus Greek 6BHCem APT271t	T.3Cy.24½",41½"&72"-48" 190lb (s) 471NHP 2SB,8cf,HS6564 FD NewportNewsSB&DD.Co.	30 ″ 0 s6 ″ 0¼ 24 ″ 2¼	
39652	Pia OilEng. D.F. 1Dk CruiserStern	304 200 153					1937	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	J.Klugkist	126·2|24·0| 8·3	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		
39653 148737 MNPV	Philotis (exGrebe-37) ssLon.No.2-34 1Dk(Stl)&Shelter dk(Stl) CruiserStern	880 691 366	✠100A1 withfreeboard 1,38~~7,36~~ BS~~12,36~~ 1,38 ✠LMC10,34	Lon Liv	o	CL ~~10,34~~ 1,38	1926 3mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	MossHutchison Line,Ld.	220·5|35·2|11·8 B on Shelter dk 62' FK (CellDB182'250t FPT28tAPT12t	Liverpool British 5BHCem Coll to Sh dk 4 „ 2nd „)	T.3Cy.16",26½"&43"-33"(s) 200lb 175NHP s 2SB,6cf,GS102,HS3404 AilsaS.B.Co.Ld Troon	14 ″ 0 ″ 2 13″11½	
39654	Presidente Figueroa Alcorta Mchy.Aft OilEng. TwinSc CarryingPetroleum in bulk 1Dk	2460 2180 1500					1937	Hansen, Puccini,S.A. SanFernando	YacimientosPetroliferosFiscales	315·0|52·9|17·0 B69'F36'	Bns.Aires Argentine	Oil Engines 2S.C.SA 14Cy.13¼"-23¾" 443NHP SulzerBros.Ld.Winterthur		
39655 DJUD	Palime OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	~~3000~~ 2863 1488					1937	Deutsche WerftAGBet Reihstgwrft Hamburg	Afrikanische Frucht-Compagnie AG(Reed.F.Laeisz G.m.b.H.Mgrs.)	~~362·6~~|47·1|~~24·0~~ Q51' |16·5 360·4|	Hamburg German WB	Oil Engines2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg		
39656 147583 MNWZ	Polmela (exLilburn-37, exIslington) ssGmh.No.3-9,27 ssBkn.No.2-35 1Dk(Stl) Cargo battens not fitted	1495 1280 835	✠100A1 6,37~~4,37~~ BS12,36 ✠LMC11,35	Npt Sws	p	CL ~~N11,35~~ 6,37	1924 2mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd'sA&CP	EclipseShipping &TradingCo.Ld. (J.J.Thomas&Co. Mgrs.)	240·0|37·2|17·7 248·3(O.L.) P17'B53'F22' FK CellDB203'417t FPT 82t	W.Hartlpl British 4BHptCem APT29t	T.3Cy.18",29"&48"-33" (s) 180lb 168NHP s 2SB,4cf,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 2 ″ 7½ 17 ″ 3	
39657 165611 GCCC	Port Halifax 2Dks&Shelter dk OilEng. D.F. E.S.D. Part electrically welded Ref.Mchy. including upper dk CruiserStern	5820 5261 3350	✠100A1 withfreeboard 11,37 ~~(ClassContemplated)~~ ✠LMC11,37 ✠Lloyd'sRMC11,37	Nwc	b†	CL	1937 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	~~Commonwealth&~~ ~~DominionLineLd.~~ ~~(PortLine)~~ PortLine,Ld.	~~440·7~~|59·0|~~36·4~~ 440·1| |25·8 ~~F33'~~ 456·5(O.L.) FK F33' (CollBHtoShelter dk&BH to 2nd dk) CellDB372'1345t DTf45'1296t FPT83t	London British 7BH APT194t	Oil Engines 2S.C.SA 4Cy.26⅜"-~~91⅜~~"91$\frac{5}{16}$" 861NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 8 s6 ″ 7¼ 26 ″ 2¾	
39658 OFBO	Pandia (exDiamando-37, exNirefs,exPandia A.Ralli) ssBla.2ndNo.3-5,27 ssPir.No.2-36 1Dk(Irn)&deep framing	2368 — 1388	✠100A1 6,37~~10,36~~ BS6,37 ✠LMC10,36	Pir Rou		~~6,35~~ 6,37	1903 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	A.Karlsson	313·0|43·2|19·2 302·8 P26'B72'F31' FK CellDBu 110'uE20'f120'613t	Mariehmn Finnish 5BHCem APT40t	T.3Cy.22",35"&59"-39" (s) 160lb 140lb 222NHP NDB17fitted26 2SB,6rf,GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 ~~s8 ″ 7½~~ ~~18 ″ 11~~ s3 ″ 5¾ 18 ″ 11	
39659	Prins Bernhard OilEng. Mchy.Aft 1Dk CruiserStern	400 200					1937	NVSchpsw Gebr.van derWerf Deest	Jac.Kunst& K.Schuitema	148·0|26·0| 9·8 Q57'B40'F21'	Groningen Dutch WB	Oil Engines 2S.C SA 6Cy.14¾"-21⅝" 300NHP N.V.Mchfb.Bolnes,Bolnes		
39660 215822 KJHW	Point Arena (exDemocracy-37, exJupiter) 2Dks	4673 4304 2970			•••		1917	StandardS. B.Corp. Shooter's Island,N.Y.	Swayne&Hoyt,Ld.	377·0|52·0|26·8 P25'B106'F37' FK	S.Frncisco Utd. States WB	T.3Cy.24",40"&70"-48 485NHP StandardS.B.Corp.	29 ″ 0	R †
39661 215939 KMWE	Point Bonita (exSacramento-37) Fitted for oil fuel 2Dks	4782 4387 2996			•••		1918	SeattleCon &DryDkCo. Seattle	Swayne&Hoyt,Ld.	380·0|53·2|27·0 P40'B100'F41' FK	S.Frncisco Utd.States WB	T.3Cy.24",40"&70"-48" SeattleConst.& 472NHP DryDk.Co.Seattle	29 ″ 4	R †
39662	Polyfloisvios (exStanbrook-37, exLancer-37) ssMch.2ndNo.3-1,37 1Dk(Stl)&Awng dk (Irn)& deep framing Now "Stanbrook," see No. 40131 in Supplement	1363 1276 851	✠100A1 Awng dk withfreeboard 9,37~~1,37~~ ✠LMC1,37	Bly Msl	o	CL 4,37	1909 9mo	TyneI.S.B. Co.Ld. Newcastle Lloyd'sA&CP	G.M.Mavroleon	230·1|34·0|21·8 238·1(O.L.) FK CellDBa&uE77'f100'	Piræus Greek 5BHCem 209tAPT14t	T.3Cy.18",30"&49"-33" (s) 180lb 100lb NDB30 163NHP 1SB,4cf,GS78,HS2760 N.E.MarineEng.CoLdNwc	24 ″ 0 s 5 ″ 1 19 ″ 0¾	
39663 SVVN	~~Panachia~~ (exTempleLane-37) ecked 2 Panaghia ssCff.No.2-36 1Dk(Stl)&Shelter dk(Stl)	4289 4006 2562	✠~~100A1~~ withfreeboard 9,37~~11,36~~ ~~✠LMC7,36~~	Cff Ams	y	CL 11,36	1928 5mo	W.Hamilton&Co. (1928)Ld PortGlasgow Lloyd'sA&CP	KassosSteamNav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,Mgrs)	390·0|52·0|24·6 F31' FK (CellDB332'1066t FPT156tAPT171t	Syra Greek 6BHptCem Coll to Sh dk 5 „ 2nd„)	T.3Cy.25",42"&70"-48" (s) 200lb 436NHP 3SB,9cf,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 ~~s8 ″ 11½~~ ~~24 ″ 5¼~~	
39664 883 SZNO	Pylaros (exKhalifa-37, exBhadra) TwinSc CruiserStern Wireless 1Dk	932 — 537					1920	Burn&Co. Ld. Calcutta	S.Alexatos&H. Markettos	195·0|32·1|10·7	Piræus Greek	T.6Cy.12",20"&32"-24" Emade97 100NHP Rankin&BlackmoreLdGrk		
39665 FOCF	Perros-Guirec (exEdimbourg-37, exCommandantRobet) 1Dk	2012 1586 1182					1921	GovernmentYard Cherbourg	Cie.France-Navigation	270·2|39·4|19·9 P19'B54'F23'	Havre French WB	DR geared steam turbine Soc.Anon.Breguet,Paris		V
39666 FNEU	Ploubazlanec (exVille deSète-37, exMichel-Claude,exJeanDoublet,exFrutisI,exBarmen, exClausHorn) 1Dk&deep framing	1126 823 658					1904	Schömer &Jensen Tönning	Cie.France-Navigation	223·2|33·5|13·7 P13'Q57'B59'F23'	Havre French WB	T.3Cy.17⅛",28⅝"&46⅝"-31½" 122NHP Schömer&Jensen,Tönning		V
39667 OHZQ	Per Brahe Ⓟ (exNielsHolst-36, exSverige) Wireless D.F. 1Dk	743 — 250					1908	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Mariehamn(W.K.Jansen Mgr.	210·0|33·2|13·8 B72'	Åbo Finnish WB	T.3Cy.18½",30"&50"-30" 137NHP Akt.Burmeistr&Wain,Cpn		
39668	Patria OilEng. CruiserStern	375					1937	NVSchpsw "Foxhol" Foxhol	H.Groen	136·4|24·5| 9·3 P39'Q56'F26'	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP MtrnWerke MannheimAG		
39669 482 ~~of~~ ICNL	Po Ⓟ (exVienna-37, exWien) TwinSc Fitted for oil fuel D.F. 2Dks&Awng dk,3dks in holds	~~7156~~ ~~5988~~ ~~3388~~ 7289 — 3236			•••		1911	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	454·0|55·3|28·5 FK	Naples ~~Trieste~~ Italian WB	Q.8Cy.27½",39"56"&80"-54" 1580NHP LloydAustriaco,Trieste	40 ″ 6	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Refrig'rade.
* 39670 166331	**Pozarica** *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk* *Ref.Mchy.* *CruiserStern*	1893 1237 838	✠100A1 *withfreeboard* 1,38 ✠LMC1,38 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC1,38	Sld	*t*	CL	~~1937~~ 1938 1mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	MacAndrews&Co.Ld.	295·6|45·0|13·9 306·6(O.L.) B87' FK (*CollBHtoShelter dk,4BHto2nd dk*) *CellDB*228'476*tFPT*30*tAPT*57*t*	London British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.~~22"-66$\frac{1}{8}$"~~ 22$\frac{1}{16}$"-66$\frac{1}{8}$" 2DB-*120lb* 755NHP Wm.Doxford&SonsLdSld. ~~W.Doxford&Sons,Ld.Sld.~~	17 ″ 7 s ″ 2 17 ″ 6$\frac{3}{4}$	
39671 150938 KJVR	**Prentiss** (*ex*Exito-36, *ex*Prentiss-34) **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	406 367 267					1901	W.A.Boole &Son Oakland,Cal.	SantaCruzOilCorp.	144·0|34·5|11·5	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP FultonE.&S.B.Wrks.S.Fo.		
39672 FGVY	**Prins Maurits** (*ex*Harpefjell-37) Wireless *Cruiser Stern* 1*Dk&Shelter dk*	1287 1026 688					1936	Fredrkstad Mek.Verks. Fredrikstad	Maats.ZeetransportN.V.(Anthony VederN-V.*Mgrs*)	~~251·1|42·3~~|14·0 250·4|42·2|	Rottrdam Dutch *WB*	C.4Cy.(2)13$\frac{3}{4}$"&(2)32$\frac{5}{16}$" 30$\frac{1}{2}$" 96NHP FredrikstadM.V.Frdstad.		N
39673 165579 MMNR	**Polly M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	360 223 183					1937	Gebr.van Diepen Waterhuizen	T.J.Metcalf	~~137·1|25·9|10·0~~ P43'Q49'F20'| 8·4 141·2|26·1|	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
39674	**Peh Shan** (*ex*Frieda-37) 4Mst *ss*N.Y.No.3-12,25 *ss*Gal No.2-34 1*Dk*(*Stl*)*Cantilever* *Mchy.Aft* *framed topside tanks* *Now "Norse Carrier," see No. 39432 in Supplement*	3365 2459 1901	✠100A1 5,37 ✠LMC MS9.33 BS7,36 *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Phl	*u*	CL N7,36	1913 2mo	ForeRiver S.B.Co. Quincy,Mass A&CP	SanPehSteamNav. Co.Ld. *CellDBf*240'1010*t*	348·7|45·1|25·4 P80'B25'F39' FK len17 *Topside tanks*216'6	Shanghai Chinese 5*BHCem* 43*t*	T.3Cy.22$\frac{1}{2}$",39"&63"-48" (*s*) 190lb 372NHP 2SB,6*cf*,GS120,HS5277 FD ForeRiverS.B.Co.Quincy	28 ″ 0 s 5 ″ 7$\frac{1}{2}$ 22 ″ 6$\frac{3}{4}$	
* 39675 145708 MKZF	**Penshurst** (*ex*MaudLlewellyn-37) *ss*Npt.No.3-8,34 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1454 1115 880	✠100A1 ~~8,37~~ ~~2,37~~ 12,37 ✠LMC MS8,34 BS~~12,36~~ 8,37	Nwc Ant	*o*	OG ~~8,36~~ ~~8,37~~ 12,37	1921 7mo	J.Lewis& Sons Ld. Aberdeen *Lloyd'sA&CP*	PowerS.S.Co.Ld. (JamesPower&Co. *Mgrs.*)	234·4|35·6|16·6 P16'Q67'B58'F23' FK *CelllDB*192' 381*t FPT*	London British 4*BHCem* 40*tAPT*36*t*	T.3Cy.18$\frac{3}{8}$",28$\frac{1}{2}$"&48$\frac{1}{4}$"-33" 180lb (*s*) 86RHP 2SB,6*pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5$\frac{1}{2}$ 17 ″ 4	
39676 411 IRQG	**Pelagosa** (*ex*OrsolinaBottiglieri-37, *ex*Lodoletta) *Well deck* 1*Dk&Web frames* *Longitudinal framing at side & dk*	669 497 426			•••		1921	MarcoU. Martinolich Lussinpiccolo	Nav.Carlo MartinolichS.a.g.l.	164·8|29·5|14·0 Q57'B41'F23' FK	Trieste Italian *WB*	T.3Cy.10$\frac{5}{8}$"16$\frac{15}{16}$"&27$\frac{9}{16}$"-19$\frac{11}{16}$" 52NHP VereinigteMaschinefabrik, Prague	14 ″ 9	I †
39677 DOCP	**Patagonia** (*ex*Grandon-37, *ex*CityofBoston, *ex*Dusseldorf) *ss*Bkn.No.3-8,24 *ss*Bhn.No.2-33 *Well deck* 2*Dks*(*Stl*)&3*rd dk* D.F. *inNo.1hold only*	5898 5459 3681	✠ … 7,36 ✠	Ham	*b*†		1912 3mo	J.C.Tecklenborg A.G. Wesermünde-G.	Hamburg-SüdamerDampfschifff.-Ges.	450·9|57·2|27·0 P&B392'F45' FK *CellDBa*146'*uE&B*71'	Bremen German 9*BHCem* *f*190'1453*t*	T3Cy27$\frac{15}{16}$",46$\frac{13}{16}$"&78$\frac{3}{4}$"-53$\frac{7}{8}$" 697NHP 4SB,12*cf*,GS236,HS10334 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
* 39678 147908 GKMT	**Philipp M.** (*ex*Halbeath-37) *ss*Hul.No.3-5,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted* *CruiserStern*	2085 1875 1239	✠100A1 *withfreeboard* 9,37 BS8,37 ✠LMC5,36	Cff	*r*	CL 5,36	1924 6mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	MooringwellS.S. Co.Ld. *Cell*	274·5|39·9|23·3 283·2(O.L.) P19'F19' FK *DB*231'579*tSidetanksinER*139*t FPT*	Cardiff British 4*BHptCem* 85*tAPT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9$\frac{3}{4}$ 18 ″ 9$\frac{1}{4}$	
39679 240 SVEU	**Panaghiotis** (*ex*Nicolaos Athanassulis-37, *ex*Portugalete) *ss*Bla.No.3-11,13 *ss*Pir.No.1-19 1*Dk*(*Stl*)2*trB&* *Webframes*	3575 2619 2266	✠ 7,23 ✠	Bdx	*v*		1901 6mo	J.Priestman&Co. Sunderland	E.P.Nomikos, (PetrosM.Nomikos Ld.*Mgrs.*)	339·7|48·0|26·0 P31'B92'F34' FK *DBa*116'*f*132'911*t*	Piræus Greek 3*BHCem* *APT*118*t*	T.3Cy.24",38"&64"-42" NDB13 276NHP 2SB,6*cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	
* 39680 129501 MDJB	**Porthmorna** (*ex*Onyx-37) *Well deck* *ss*Gls.2ndNo.3-2,35 *Mchy.Aft* *Cargo battens not fitted* 1*Dk*(*ptStl*)	592 416 241	✠100A1 8,37 ✠LMC MS2,35 BS8,37	Bwg	*i*	CL 8,37	1910 6mo	Scott& Sons Bowling *Lloyd'sA&CP*	PorthShippingCo. Ld.(R.P.Care& Co.Ld.*Mgrs.*) *Cell*	175·1|28·1|10·8 182·2(O.L.) Q96'B11'F32' BK7$\frac{1}{4}$" *DBf*103'153*tFPT*	Cardiff British 3*BHCem* 35*tAPT*4*t*	T.3Cy.15",25$\frac{1}{2}$"&41"-30" (*s*) 170lb 85RHP 2SB,4*pf*,GS65,HS1852 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 6 13 ″ 2	
39681	**Peiping Maru** *CruiserStern*	2200					1937	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	265·0|42·0|21·0	Dairen Japanese	C4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"- 43$\frac{5}{16}$" 206NHP MitsubishiJukogyoK.K. Kobe		
39682 166358 * GJGN	**Palomares** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref Mchy.* *CruiserStern*	1896 1240 839	✠100A1 *withfreeboard* 2,38 ✠LMC2,38 ~~(*ClassContemplated*)~~ ✠Lloyd'sRMC2,38	Lon	*t*	CL	~~1937~~ 1938 2mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd'sA&CP*	MacAndrews&Co. Ld.	295·6|45·0|13·9 306·6(O.L.) B87' FK (*CollBHtoShelter dk,4BHto2nd dk*) *CellDB*228'476*tFPT*30*tAPT*57*t*	London British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.~~22"-66$\frac{1}{8}$"~~ 22$\frac{1}{16}$"-66$\frac{1}{8}$" 2DB-*120lb* 755NHP Wm.Doxford&Sons,Ld.Sld	17 ″ 7 s ″ 2 17 ″ 6$\frac{3}{4}$	
39683 898 SVIM	**Popi S.** (*ex*Frangoula Vrondissis-37,*ex*Everene-35,*ex*Eirene, *ex*Crisia,*ex*RudolfRettich,*ex* RosemarieHölken,*ex*HedwigHeidmann) 5Mst 1*Dk* *Cantilever framed topside tanks*	2083 1784 1064					1903	SirRaylton Dixon&CoLd Middlesbro'	Mme.K.G.Sigalas ~~(SigalasBros. *Mgrs.*)~~ (G.Sigalas Sons,*Mgrs.*)	290·8|40·7|18·7 B59'H42'F26'	Piræus Greek *WB*	T.3Cy.20$\frac{1}{2}$",34"&56"-36" 138NHP N.E.MarineEng.Co.Ld.Sld		G
39684	**Pei Tai** (*ex*Galvan-37,*ex*Foreric, *ex*Verentia, *ex*WarLemur) *ss*Npt.No.3-2,31 *ss*Ams.No.1-35 *Now "Hokutai Maru," see No. 23510 in Supplement* *Cargo battens not fitted in 'tween dks*	5185 4747 3152	✠100A1 9,37 ✠LMC9,37	Nag	*y*	CL 9,37	1918 5mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	ChangShuChang *CellDB*	400·4|52·3|28·4 P49'B113'F40' FK 345'1123*t FPT*122*t*	Tsingtao Chinese 7*BHptCem* *APT*181*t*	T.3Cy.27$\frac{1}{8}$",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s5 ″ 11$\frac{1}{2}$ 25 ″ 3$\frac{1}{2}$	
* 39685 SVVR	**Penteli** (*ex*DavidDawson-37, (*ex*Azul-36, *ex*Burgondier) *ss*Npt.No.3-12,31 *ss*Ams.No.1-36 D.F. 1*Dk*(*Stl*)	5287 4804 3200	✠100A1 4,38 ~~9,37~~ BS9,37 ✠LMC3,36	Lon Rot	*y*	CL ~~2,35~~ 4,38	1919 4mo	Caird&Co. Ld. Greenock *Lloyd'sA&CP*	J.A.Coulouthros& N.N.Embiricos *CellDB*344'1062*t*	400·1|52·3|28·5 P50'B113'F39' FK *DTa*1135*tFPT*128*t*	Andros Greek 7*BHptCem* *APT*44*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11$\frac{3}{4}$ 25 ″ 3$\frac{1}{2}$	
* 39686	**Paz** (*ex*IronMonarch-37,*ex*Koolonga) *ss*Syd.No.3-9,36 1*Dk*(*ptIrnptStl*) *Cargo battens not fitted*	4260 3926 2632	✠100A1 1,38 ~~9,37~~ ✠LMC BS2,37 MS9,36	Syd Sba	*x*	CL 9,37	1914 2mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	Madrigal&Co. *CellDBa*117'*uE&*	364·0|50·7|26·1 375·2(O.L.) P29'B106'F33' FK *B*40'*f*159'899*tFPT*	Manila,PI Utd.States 6*BHCem* 99*tAPT*151*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *90lb* 344NHP 2SB,6*cf*,GS124,HS5400 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s 5 ″ 2$\frac{3}{4}$ 23 ″ 6	
* 39687	**Panam** (*ex*Otokia-37) TwinSc *OilEng.* *Mchy.Aft* *ss*Yka.No.3-3,36 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7277 6621 4330	✠100A1 10,37 ~~3,37~~ DBS3,37 ✠LMC11,35 *CarryingPetroleum in bulk*	Yka	*b*†	OG 11,35	1925 9mo	Livingstne &Cooper,Ld. Hessle *Lloyd'sA&CP*	Cia.Maritima Istmenia,Ltda. *CellDBuE*66'270*t*	438·7|57·2|33·5 P113'B32'F46' FK *DTf*45'811*t FPT*170*t*	Panama Pnamanian 19*BHptCem* 11 ,, *toUdk* *APT*102*t*	Oil Engines 2S.C.SA 8Cy.23$\frac{11}{16}$"-41$\frac{3}{4}$" 776NHP 2DB*180lb* SulzerBros.Winterthur	33 ″ 9 s 6 ″ 2$\frac{3}{4}$ 27 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39688	**Pei Foo** (*ex*Macdonald-37, (*ex*Rhymney-36, *ss*Kob.2ndNo.3-10,37 *ex*Maasdijk, 1*Dk*(*Stl*)&*Shelter dk* *ex*Southern) D.F. (*ptIrn ptStl*)		✠100A1 *Shelter dk* *withfreeboard* 10,37 ✠LMC10,37	Kob	*y*	CL 1,37	1912 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	ChangShuChang	388·7|54·1|~~34·0~~ 34·4 26·0 *CellDBa*136' *uE&B*46' *f*163'1270*tFPT*115*tAPT*238*t*	Tsingtao Chinese FK 6*BHCem*	T.3Cy.27½",44½"&74"-48" 180lb (*s*) 445NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	36″6 s9″10 26″11½	
✱ 39689	**Plaustra** *Tonnage opening closed 37* *For particulars see* "Cabo La Plata," *No.* 21965 *in body of Register*													
39690 236989	**Paratex** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *Electrically welded* *Twin rudders* *Longitudinal framing*	~~1539~~ 1542 1490 1185					1937	Pennsylvania Shipyards,Inc. Beaumont, Texas	GulfOilCorporation	~~248·0|43·0|17·5~~ Q51'F38' |17·3 250·6|43·1|	Phildlphia Utd.States	Oil Engines 2S.C.SA 8Cy.14"-23½" 272NHP AmericanLocomotiveCo. Auburn,NewYork		
39691 207099	**President** Wood *Fitted for oil fuel* Wireless 1*Dk*	730 — 468					1910	.... Noank,Conn.	MeseckTowing&Transpn.Co.Inc.	152·0|35·7|13·0	NewYork Utd.States	C.2Cy.18"&40"-28" 71NHP J.W.Sullivan&Co.N.Yk.		
39692 TCBA	**Pek** (*ex*Denizis-37,*ex*Garigliano-34, *ex*ItalianNavyVessel)	670 — 353					1887	.... Glasgow	Barzilay&Benjamin	198·6|28·8|13·3	Zonguldak Turkish	T.3Cy.17¾",28"&40½"-43" 107NHP ,Glasgow		
39693 135889 GPLB	**Penthames** (*ex*Baluchistan-37, *ex*Eustace) *ss*Nwc.No.3-2,27 *ss*Shl.No.2-35 ~~D.F.~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3995 3828 2484	✠100A1 *Shelter dk* *withfreeboard* 5,37 BS5,37 ✠LMC7,35	Shl	*x*	CL 7,36	1913 8mo	Irvine'sSB.&D.D.Co.Ld. WHartlepool *Lloyd's*A&CP	African&ContinentalS.S.Co.Ld.	381·0|51·2|24·4 *CellDBa*110' *uE&B* 62' *f*156'944*tFPT*112*tAPT*140*t*	London British FK 6*BHCem*	T.3Cy.25",42"&68"-48" (*s*) 180lb *130lb* 375NHP 2SB,6*cf*,GS140,HS6138 Blair&Co.Ld.Stockton	26″10 s2″9¼ 24″3½	
✱ 39694 PGRD	**Parklaan** (*ex*Rönnskär-37, *ex*CaldyLight-34, *ss*Rot.2ndNo.3-3,35 *ex*Arabier, 1*Dk*(*ptIrn&ptStl*) *ex*Manningtry) 1*pt dk*(*Stl*)	3807 3572 2434	✠100A1 3,38 ~~7,37~~ BS ~~7,37~~ 3,38 ✠LMC3,35	Rot	*w*	CL ~~2,35~~ 1,38	1911 9mo	JLThompson&Sons,Ld Sunderland *Lloyd's*A&CP	N.V.Stoomschip "Hannah"(F.W. Uittenbogaart, *Mgr.*)	~~352·5|50·9|~~24·8 353·0|50·8 P33'B100'F37' *CellD Ba*115'*u E*23'*f*154' 927*tAPT*37*t*	Rotterdm Dutch FK 6*BHCem*	T.3Cy.25",40"&68"-48" (*s*) 180lb 345NHP 3SB,9*pf*,GS132,HS5283 Richardsons,Westgarth&Co.Ld.W.Hpl.	27″4 s4″10¼ 22″8	
39695 165617 MMPL	**Paul M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	492 320 257					1937	Gebr.van Diepens Waterhuizen	T.J.Metcalf	157·5|27·3| 9·8	London British	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP *WB* Humboldt-Deutzmotoren, A.G.Köln-Deutz		
39696 164247 MMQV	**Polperro** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	403 263 204					1937	NVSchpsw "Foxhol" Foxhol	H&S.ShippingCo.Ld. (Hannan, Samuel&Co.Ld. *Mgrs.*)	~~140·3|29·1|10·8~~ P47'Q50'B31'F24' 145·6|26·0|9·0	Fowey British	Oil Engines 4S.C.SA 6Cy.11$\frac{7}{16}$"-17$\frac{11}{16}$" 76NHP *WB* AppingedammerBrons Motorenfb.N.V.		
39697 219236 KOMV	**Puerto Rican** (*ex*GoldenTide-37, *ex*Montague) *Fitted for oil fuel* 1*Dk*&*Shelter dk*2*trB* *Longitudinal framing*	6076 5530 3729					1919	GMStandiferCnst.Corp. Vancouver, Wash.	American-HawaiianS.S.Co.	402·5|53·0|34·5 P48'B81'F37'	NewYork Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP *WB* Hooven,Owens,RentschlerCo.Hamilton,O.		R
✱ 39698 PGSA	**Pericles** *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	~~3000~~ 3167 — 1821	100A1 *withfreeboard* (*ClassContemplated*)				1938	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats.	350·0|49·2|20·0	Amstrdam Dutch	Oil Engines 2S.C.SA 7Cy.27$\frac{9}{16}$"-47¼" Gbr.Stork&CoNVHengelo	23″6 s1″5¾ 22″1½	
39699 166376 MMRQ	**Petertown** 1*Dk* *OilEng.* *Mchy.Aft* *Rudder electrically welded* *CruiserStern*	528 345 270	✠100A1 3,38 ~~(*ClassContemplated*)~~ ✠LMC3,38	Rot	*g*	CL	1938 3mo	NVSchpsw Gebr.van derWerf Deest *Lloyd's*A&CP	MrsBlanchePinch &ArthurSimpson (Berntsen&WilliamsLd.*Mgrs.*)	~~161·0~~|27·2| ~~9·2~~ 164·0| |9·1 170·0(O.L.) P27'Q54'B11'F16' *CellDB*104'140*tFPT*50*tAPT*24*t*	London British FK 3*BHCem*	Oil Engines 4S.C.SA 6Cy.~~12¾"-18"~~ 12$\frac{3}{16}$"-17$\frac{11}{16}$" 87NHP Mtrn.WerkeMannheimAG	11″0 s3″9¾ 10″9½	
39700	**Presidente Terra** (*ex*Michalis-38, *ex*Oakfield-33) ~~*ss*Cff.No.3-2,25~~ *ss*M.Vo.2ndNo.3-12,37 ~~*ss*Ant.No.2-33~~ 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	*3646* *3422* *2289*	✠100A1 12,37 ~~10,36~~ ✠LMC12,37	Cff MVo	*v*	CL 10,37	1912 3mo	W.Gray&Co.Ld. W Hartlepool *Lloyd's*A&CP	Administracion Nacionalde ~~Puerto~~ Puertos-Monte Video	360·0|51·0|22·7 P25'B221'F36' *Cell DBa&uE*142'*f*158' 991*tAPT*87*t*	M.Video Uruguayan FK 6*BHCem*	T.3Cy.25⅛",40½"&67"-45" 180lb *120lb* (*r*) 317NHP 2SB,6*cf*,GS101,HS4769 Cen.Mar.Eng.Wrks.WHpl	25″1 s3″2½ 22″2	
39701 LJQV	**Petter II** (*ex*ScottishCastle-38) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	*7417* *6734* *4524*					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/SJensen's RederiIII(J.P. Jensen,*Mgr.*)	440·8|57·4|34·0 P101'B35'F39'	Arendal Norwegian	T.3Cy.27",46"&77"-51" 424NHP *WB* ArmstrongWhitworth&Co.Ld.Nwc.		C
39702 DODD	**Petropolis** (*ex*Berengar-38, *ex*GeneralBotha,*ex*Berengar) D.F. 2*Dks*&*Shelter dk*	4845 4578 3029					1911	Bremer Vulkan Vegesack	Hamburg-Süd-AmerikDampfsschifffahrtsGes.	399·2|53·7|27·6	Bremen German	T.3Cy.29$\frac{17}{32}$",48$\frac{7}{16}$"&80$\frac{11}{16}$"-53$\frac{3}{16}$" 472NHP *WB* BremerVulkan,Vegesack		G
39703 OYUX	**Peter Lassen** (*ex*Aztec-38) *ss*Avn.No.2-37 Sub.Sig. 2*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* 3*rd*&4*th dks*(*Stl*)*in holds* ~~E.S.D.~~	5502 ~~4710~~ ~~3096~~ 5383 4708 3086	✠100A1 *withfreeboard* 3,38 ~~3,37~~ *Fitted for oil fuel* 3,29	Avn BS3,38 ✠LMC3,37	*z*	CL 8,36 *F.P. above* 150° F.	1929 3mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	Dampskslsk. "Gloria"A/S. (P.A.Jensen,*Mgr*)	388·8|53·2|~~31·0~~ 405·3(O.L.) |31·2 P29'F40' *Intermediate BH in after hold dispensed with* *CellDB*333'740*t Tanks at sides of tunnel*225*tFPT*69*tAPT*36*t*	Copenhagen Danish FK *ptCem* *Coll BH to W dk* 4 " " 2*nd* "	T.4Cy.30¾",51"&(2)63"-48" 200lb (*s*) 947NHP 5SB,20*cf*,GS385,HS15235FD Barclay,Curle&Co.Ld.Gls.	33″6 s10″4 23″7½	
39704 212632 KDAG	**Parismina** Ⓟ (*ex*General *Fitted for oil fuel* Sherman-38, *Ref.Mchy.* 2*Dks*&2*ptDks* *ex*Parismina-32) D.F.	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|49·8|29·6 B154'F44'	Prtind, Or. Utd.States	T.3Cy.27",45"&75"-54" 413NHP *WB* Wrkman,Clark&CoLd.Bel		C
39705 166356	**Philis** (*ex*Wim-38) ~~Wireless D.F.~~ *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	359 237 197					1936	E.J.Smit&Zoon Westerbroek	Anglo-Saxon PetroleumCo.Ld.	140·7|24·6| 8·5 P37'F26'	London British	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"-15¾" 68NHP *WB* Mtrn.WerkeMannheimAG		V
39706 PGVW	**Prins Frederik Hendrik** (*ex*Taberfjell-37) Wireless 1*Dk*&*Shelter dk* *CruiserStern*	1238 1026 689					1936	Fredrkstad Mek.Verks. Fredrikstad	Maats.ZeetransportN.V.(Anthony VederN.V.*Mgrs.*)	250·4|42·2|14·0 P59*t*H126*t*F14*t*	Rottrdam Dutch	C.4Cy.(2)13¾"&(2)32$\frac{7}{16}$"-30½" 96NHP *WB* FredrikstadM.V.Frdstad		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in Ld. List of B. of Trade, &c.
39707	**Patria** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	15000					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	589·5 B289'F56'	73·8	27·7	Hamburg German *WB*	6 Oil Engines 2S.C.SA 46Cy.(5-8Cy.&1-6Cy.) 20½"-27$\frac{9}{16}$"&electric drive 8390 ~~2540~~NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
39708	**Polynésien** TwinSc (*ex*Mygreta-38, *OilEng.* *ex*YungPing-37) 2*Dks*	*1389* *704* *902*					1930	Kiousin SB&EngWks Shanghai	Cie des Messageries Maritimes	220·0 B64'F22'	34·7	10·5	Noumea French *WB*	Oil Engines 4S.C.SA 14Cy.11"-16$\frac{9}{16}$" 164NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		C'
39709 FNCG	**Prado** (*ex*ReginaPacis-37, *ex*Antrim ssLth.2ndNo.3-11,29 Coast-33, 1*Dk*(*Irn*)&*deepframing* *ex*Glentaise,*ex*Ploussa)	997 702 502	✠ ... 6,34 ✠	Liv	*n*		1905 5mo	Ramage& Ferguson,Ld. Leith	P.Cottaropoylos& G.Theophylactos (P.G.Cottaropoylos *Mgr.*) *CellDBa*36'	218·2 Q77'B63'F45' *uE*38'*f*82'269*tFPT*	33·1	13·0 FK	Marseilles French 4*BHCem* 23*tAPT*21*t*	T.3Cy.18",30⅝"&49"-33" 155NHP 2SB,6*rf*,GS98,HS2542 Ramage&Fergusn,Lth.	15 ″ 0	V †
39710 165702 GLGG	**Portsea** 1*Dk* *Cargo battens not fitted* *CruiserStern*	1583 1379 943	✠100A1 4,38 ~~(Class Contemplated)~~ ✠LMC4,38	Lth	*q*	CL	1938 4mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	SeaSteamshipCo. Ld.(Wm.Brown Atkinson&Co.Ld. *Mgrs.*)	267·0 274·5(O.L.) ~~P19'B63'F32'~~ P28'B56'F31' *Cell DB*216'481*tFPT*72*t*	40·2	16·2 FK	Hull British 4*BHCem* *APT*44*t*	T.3Cy.16",27½"&45"-33" 200lb (*s*) 167NHP FD 2SB(Spt)4*cf*,GS65,HS2400 Rankin&BlackmoreLdGrk	18 ″ 3 s2 ″ 4½ 16 ″ 0½	
39711	**Prinses Beatrix** *Oil Eng.* 1*Dk* *CruiserStern*	~~340~~ 360 245 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	K.Eeftingh	~~147·6~~ P48'F20' 141·7	~~23·3~~ 23·0	~~10·1~~ 9·7	Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP Mtrn.WerkeMannheimAG		
39712 DIHL	**Peter** (*ex*SailingVessel) *OilEng.* 1*Dk*	394 335 227					1911	F.Lemm Boizenburg	J.A.Reinecke	132·2 P15'F15'	28·0	11·0	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"-16$\frac{9}{16}$" 70NHP NE37 DeutscheWerkeKielA.G.		G
39713 ESXN	**Pearu** (*ex*LadyMartin-38, *ex*NorthernCoast) 1*Dk*&*Shelter dk*	1246 934 490					1913	SirRaylton Dixon&CoLd Middlesbro'	A/S EestiLaeva-liinid	250·5 B67'F26'	36·0	15·0	Tallinn Estonian *WB*	T.3Cy.18",29"&48"-36" Richardsons, 138NHP Westgarth&Co.Ld.Mdb.		G
39714 217436 WJDU	**Pan Atlantic** (*ex*DorothyCahill-38, *ex*WestWauneke) *Fitted for oil fuel* 2*Dks*	5591 5248 3457			•••		1919	Columbia River S.B.Cor Portland,Or.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·0 P44'B115'F47'	54·2	27·6 FK	Wilmgton, Del. Utd.States *WB*	T3Cy.24½",41$\frac{11}{16}$"&72$\frac{11}{16}$"-48" NE29 352NHP Hoovens,Owens&Rentschler Co.Hamilton,Ohio	30 ″ 2	R †
39715 136981 MFYQ	**Parkhill** (*ex*Glenarch-38, 3Mst *ex*Wheatsheaf) ssBkn.No.3-11,27 ssCff.No.2-35 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	500 331 190	✠100A1 2,38 MS11,35 ✠LMC BS11,37	Cff	*h*	OG N12,37	1915 9mo *Lloyd'sA&CP*	Ardrossan DD&SBCoLd Ardrossan	M.Taylor	162·8 169·5(O.L.) Q96'B11'F24' *Cell DBf*82' 102*t* *FPT* 34*t*	25·6	9·8 BK8"	Methil British 3*BHCem* *APT*30*t*	C.2Cy.20"&42"-30" (*s*) 135lb 72RHP 1SB.3*pf*,GS60,HS2000 McKie&Baxter,Glasgow	12 ″ 0 s4 ″ 2 12 ″ 4	
39716 IBWU	**Pelorum** (*ex*QueenEleanor-38, *ex*SierraBlanca) ssGls.No.3-10.31 D.F. ssNwc.No.1-36 2*Dks*(*Stl*)	*5271* *3320* *3204*	100A1 3,38 ~~2,38~~ BS6,37	Rot LMC MS11,36	*y*	CL ~~1,38~~ 2,38	1918 *Lloyd'sA&CP*	Bartram& Sons,Ld. Sunderland	Transmediterranea Soc.Anon di Nav. *CellDB*	400·3 P49'B113'F39' 338'1103*tFPT*133*t*	52·3	28·4 FK	Palermo Italian 7*BHCem* *APT*225*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¼ 25 ″ 2¾	
39717 PUQE	**Potengy** (*ex*Corcovado-38, *ex*Brazilian) ssRio.3rdNo 3-11,23 ssRio.No.2-33 2*Dks*(*Stl-Uws*)&*deep framing* 3*Dk rule*	*3046* *2826* *1916*	✠ — 12,36 ✠NB3,11 ✠	Rio	*v*		1890 4mo	D&W Henderson&Co. Glasgow	Cia.Commercio e Navegação *DBa*92'	340·0 P37'B70'F40' *u E*24'359*t FPT*70*t*	42·6	25·0 FK	R.Janeiro Brazilian 7*BHCem* *APT*40*t*	T.3Cy.24",40"&66"-48" 302NHP 2SB,6*cf*,GS124,HS4550 D.&W.Henderson& Co.Gls	28 ″ 3	
39718 FNRN	**Paimpol** Ⓟ TwinSc4Mst (*ex*Winnipeg-38, ssBmn No.3-4,30 *ex*JacquesCartier) ssHav.No.1-34 D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *Ref.Mchy.*	8379 6476 5031	✠ ... 6,38 *Shelter dk with freeboard* ✠~~LMC3,34~~ ✠NB(c)9,21 ~~BS6,36~~ *Fitted for oil fuel*4,30 *F.P. above* 150° F. ✠Lloyd'sRMC7,37 No. 5 'tween dk chambers & port chambers & stbd. fwd. chamber in No. 4 'tween dk for temp. 32°F.	Hav	*d*†	CL SN 11.35 P3,37	1918 10mo *Lloyd'sA&CP*	Atel.&Ch. deFrance Dunkirk	Cie.France-NavigationS.A. *CellDB*388'1494*t* *Tank between*	473·5 B189'F48' *on Shelter dk* *FPT*101*t* *APT*75*t* *tunnels*92*t*	59·8	28·7 FK *Coll*	Havre French *Cem BH to Sh dk* 6 ,, ,, *U* ,,	T6Cy23",38½"&64½"-45"(*r*) 200lb FD 968NHP (*aft centre boiler*) 210lb 5SB.20*cf*,GS357,HS15373 Ateliers etChantiers de France	31 ″ 5 ~~s4 ″ 11¼~~ ~~26 ″ 8~~	
39719	**Pasteur** Ⓟ QuadSc	30000					1938	Ch.&Atel. deSt.Nazaire (Penhöet) SA St.Nazaire	Cie.SudAtlantique	656·2	87·9	30·5	Bordeaux French	4 SR geared steam turbines		
39720 IBLO	**Pluto** (*ex*Founder-38,*ex*Medea-37, *ex*Waregga,*ex*ArnoldWaregga)	3832 3373 2344					1914	Reiherst'g Schiffsw. Hamburg	Cia.Italiana diNav S.A.I.(Chinese ItalianNav.Co. Ld.)	361·2 P&B241'F50'	50·3	23·6	Italian *WB*	Q.4Cy.21⅜",32⅗,47$\frac{3}{16}$"68$\frac{9}{16}$"-49⅓" 333NHP Reiherst.Maschinenf.Ham.		V
39721	**Panaghis** (*ex*ChangTeh-38, *ex*Tung-Tuck-37, ssSyd.2ndNo.3-9,19 *ex*Ceduna, 2*Dks*(1*Stl*&*UIrn-ws*) *ex*ClanMackay) &*Webframes*	2744 — 1600	✠ 4,25 ✠	Syd	*t*		1894 12mo	NavalCon. &ArmCo.Ld. Barrow *Cell*	I.D.Tsounia *DBa*74'*u E*18' 166*t*	312·0 P29'B62'F39' *MT*34'675*tFPT*97*t*	40·2	24·7 BK10"	Greek 6*BHCem* *APT*38*t*	T.3Cy.23",38"&63"-42" 317NHP 2SB,6*cf*,GS95,HS4140 FD Nav.C.&A.Co.Ld.Brw.	26 ″ 2	
39722	**Pipina** (*ex*DahSun-38, *ex*Pentusher-35, ssBrs.2ndNo.3-7,30 *ex*Conway) 2*Dks*(*Stl*)&*deep framing*	2709 — 1668	✠ — 9,35 ✠	Brs	*u*		1904 6mo	Armstrong Whitworth &Co.Ld. Newcastle	G.Stamatilatos *CellDBa*86'*uE*&	318·0 P21'B87'F33' *B*68'*f*118'546*tFPT*	43·7	23·3 FK	Greek 5*BHCem* 60*tAPT*20*t*	T.3Cy.22½",41"&68"-45" 360NHP 3SB.9*cf*,GS165,HS5900 Wllsnd Slpwy.Co.Ld.Nwc.	25 ″ 10	
39723 OYTZ	**Pia** (*ex*Nadja-38) *CruiserStern* *Mchy.Aft* 1*Dk*	*659* *508* *334*					1916	Eriksbergs M.V.Aktieb. Gothenburg	OlufSvendsen	181·1 P56'F22'H54*t*	28·9	11·7	Copnhagen Danish *WB*	T.3Cy.14⅛",22$\frac{7}{16}$"&36⅝"-24" 65NHP EriksbergM.V.Aktieb.Got		V

LLOYD'S REGISTER. STEAMERS & MOTORSHIPS.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under decs. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Year assigned new or expired Equipment	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39724	Pygmalion *OilEng.* Wireles *CruiserStern* 3*Dks*	1500					1938	NVSchpsw Gebr.Pot Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	288·8	42·1	24·4	Amstrdam Dutch	Oil Engines 2S.C.SA 5Cy.$21\frac{1}{4}$"-$35\frac{7}{16}$" 393NHP Gbr.Stork&CoNVHengelo		
39725	Palermo D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern*	2770 2290 1450					1938	W.Gray& Co.Ld. W Hartlepool	Ellerman'sWilson Line,Ld.	340·0 F26′	48·0	20·9	Hull British *WB*	T.3Cy.23",38"&65"-48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
39726	Prins Willem Van Oranje Wireless 2*Dks* *CruiserStern*	1300					1938	Fredrkstad MekVrksA/S Fredrikstad	Maats.Zeetrans- portN.V.	251·2	42·3	14·0	Rottrdam Dutch	C.4Cy.(2)13"&(2)$30\frac{5}{16}$"- $28\frac{3}{4}$" 82NHP FredrikstadM.V.A/S Fredrikstad		
39727	Peru TwinSc *OilEng.* *Ref.Mchy.* D.F. E.S.D.	5300 4200 2900	100A1 *withfreeboard* *(ClassContemplated)*				1938	A/B Göta- verken Gothenburg	Rederiaktieb. Nordsjernan (A.A.Johnson, *Mgr.*)	420·7 F80′	55·9	23·9	Stockholm Swedish	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" A/B Götaverken,Got.		
39728	Pan-New York D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing-"Arcform"*	7697 6943 4653					1938	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0 P96′B33′F36′	66·7	34·2	NewYork Utd.States *WB*	2steam turbinesDRgeared DeLavalSteam TurbineCo.Trenton,N.J.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniers Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines,	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. po.	15 Registres où coté si ce n'est dans le L.R. Durée, Cert. B. of Tr.
39801 EPAW	Quercy D.F. *Ref.Mchy.*	*OilEng* 2*Dks* *CruiserStern*	3100 2700 1800					1938	Akt.Burmeistr&Wain Copenhagen	Cie.Générale d'ArmementsMar.	315·0	45·5	28·8	Havre French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		
39802	**Quito** Wireless *Mchy.Aft*	**TwinSc** *OilEng.* 2*Dks* *CruiserStern*	1200					1938	Schiffb.Ges "Unterweser" A.G. Wesermunde-L.	**Norddeutscher Lloyd**	**246·0** **P161'F36'**	**34·4**	**16·1**	**Bremen** **German** *WB*	**Oil Engines 4S.C.SA** **16Cy.14$\frac{3}{8}$"–19$\frac{11}{16}$" SRgeared** **322NHP** **Fr.KruppGermaniawftAG Kiel**		
39803	**Quaker**	*Fitted for oil fuel* 4*Dks*	3000 2000					1938	ThePusey &JonesCo. Wlmgtn.Del.	Philadelphia& NorfolkS.S.Co.	282·0	47·5	30·0	Wilmgton (Del.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc.shaft GeneralElectricCo.Lynn, Mass		
39804	Quiriquire *Mchy.Aft*	**TwinSc** *CruiserStern* *Longitudinal framing*	4400	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1938	Cantieri RiunitiDell' Adriatico Monfalcone	**StandardOilCo. ofNewJersey**	**356·5** **P73'F41'**	**60·2**	**16·7**		**T.6Cy.16",26"&40"–27"** **NE.MarineEng.CoLdNwc**		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under decks. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned, now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. ins.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
39901 165506 GZZB	Royal Sovereign Ⓟ TwinSc OilEng. Wireless Cruiser Stern 2Dks	1527 662 827					1937	WmDenny &Bros.Ld. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	269·6 Q22'B73'	47·0	9·1	London British	Oil Engines 2S.C.SA 24Cy.$14\frac{3}{16}$"-$23\frac{5}{8}$" 840NHP SulzerBros.Ld.Winterthur		BT till 10,37
* 39902 165465 GZRK	Regent Panther OilEng. D.F. E.S.D. 1Dk,2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	9556 8728 5799	✠100A1 ~~5,37~~ 12,37 ✠LMC5,37 CarryingPetroleum in bulk	Nwc		CL 12,37	1937 5mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson Ld.Newcastle	~~C.T.Bowring&Co.Ld.~~ BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.,Mgrs.) CellDBuE58'153t	489·7 510·2(O.L.) P109'B38'F64' FK DTf38'625tFPT151tAPT136t	66·5	35·0	London British 16BHptAsp	Oil Engines 4S.C.SA 10Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 816NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk	35″0 s 6″10¼ 28″4½	
39903 LCNF	Ringar (exHandicap-37) TwinSc OilEng. 2Dks	5013 4565 3028					1921	Rosenberg Mek.Værks. Stavanger	RingdalsRederi A/S(OlavRingdal, Mgr.)	415·3 P112tH311tF25t	54·7	25·4	Oslo Norwegian WB	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{16}$"-$41\frac{1}{3}$" 774NHP SulzerFrères,Winterthur		N
39904 2169 ICHN	Ramb II TwinSc OilEng. D.F. E.S.D. 2Dks Ref.Mchy. Cruiser Stern	~~3500~~ 3677 — 2189					1937	Cantieri RiunitiDell' Adriatico Monfalcone	ItalianGovernment(Ministero delleColonie- RegiaAzienda MonopolioBanane)	~~363·2~~ F44' 383·2	~~49·6~~ 49·9	~~24·7~~ 24·8	Genoa ~~Rome~~ Italian WB	Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1193NHP Cant.RiunitiDell'Adriatico Trieste		I
39905 ICHP	Ramb IV TwinSc OilEng. D.F. E.S.D. 2Dks Ref.Mchy. Cruiser Stern	~~3500~~ 3676 — 2187					1937	Cantieri RiunitiDell' Adriatico Trieste	ItalianGovernment(Ministero delleColonie- RegiaAzienda MonopolioBanane)	~~363·2~~ F44' 383·2	~~49·6~~ 49·9	~~24·7~~ 24·8	Genoa ~~Rome~~ Italian WB	Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1193NHP Cant.RiunitiDell'Adriatico Trieste		
39906 LFMA	Ringulv (exNorskehavet-37, exSigrun,ex ssN.Yk.No.3-7,16 Lyngenfjord,ex ssBgn.No.2-25 Keramiai) 2Dks(Stl)&deep framing Ref.Mchy. D.F.	5153 4699 3150	✠ 8,29 ✠	Bom	y		1903 6mo	Napier& Miller,Ld. Glasgow	Skibs A/S "Ringulv"(Olav Ringdal,Mgr.) CellDBa129'uE27' 1154tDT	390·0 P111tH199tF69t FK f161' 40'1022tFPT105t	52·0	26·9	Oslo Norwegian 6BHCem APT56t	T.3Cy.27",43"&72"-51" 405NHP 3SB,9cf,GS165,HS6303 D.Rowan&Co.Glasgow	29″11	N †
* 39907 LJMA	Realf E.S.D. OilEng. Mchy.Aft CruiserStern 2Dks Rudder electrically welded Longitudinal framing-bracketless system	8083 7444 4741	✠100A1 5,37 ✠LMC5,37 CarryingPetroleum in bulk	Mmo	c†	CL	1937 5mo Lloyd's A&CP	Kockums M.V.Aktieb. Malmö CellDBuE69'	A/S Asplund (G.Ronneberg& JensFr.Galtung, Mgrs.) 186tDTf36'535tF	467·6 485·0(O.L.) P102'B37'F43' FK PT144tAPT169t	59·8	34·6	Moss Norwegian 16BHptCem (10 to U dk 6 ,, 2nd,,)	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1162NHP 2DB171lb KockumsM.V.Akt.Malmö	34″7 s 7″5 27″4¼	
39908 FNQH	Rouennais (exMalgache-37,exPort deCherbourg,exMalgache,exBaymano, exCayoRomano) 2Dks&deep D.F. framing	3777 3468 2339			•••		1911	W.Dobson &Co. Newcastle	UnionMaritime Soc.Anon.(Soc. Anon.de Gérance et d'ArmementMgrs)	354·4 P41'B112'F41' FK	48·0	26·0	~~Marseilles~~ ~~French~~ Rouen WB French	T.3Cy.25",41"&68"-45" 371NHP N.E.MarineEngCoLd.Nwc	28″5	V †
39909	Ryofu Maru TwinSc OilEng. Wireless Cruiser Stern 2Dks (Ocean Meteorological Research Vessel)	1100					1937	Harima S.B.&Eng Co.Ld. Harima	Government of Japan(Department of Education)	225·0 B85'F33'	34·7	24·2	Tokio Japanese WB	Oil Engines 4S.C.SA 12Cy.$14\frac{3}{16}$"-$22\frac{7}{16}$" 233NHP KobeSteelWorks,Kobe		
* 39910 144447 VQZB	River Tyne (exMary II-37, exIslington-35, ssBel No.3-5,33 exSherburn) ssRou.No.1-37 1Dk(Stl) Cargo battens not fitted	1525 1322 829	✠100A1 8,37 ~~4,37~~ ✠LMC4,37	Rou Pir	p	CL ~~2,35~~ 4,38	1920 3mo Lloyd's A&CP	OuseS.B. Co.Ld. Hook, nr.Goole	JennyS.S.Co.Ld. ~~G.Livanos&Co.~~ ~~Ld.Mgrs.)~~ CellDB182'303tFPT	240·2 B52'F23' FK	36·1	19·1	Gibraltar ~~London~~ British 4BHCem- 79tAPT54t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS99,HS2886 Earle'sCo.Ld.Hull	21″3 s 2″10 18″7	
39911 LJNV	Risoy (exHorsia-37,exHeljo-34, exKenrhos,ex ssTln.No.3-7,32 Kilfinny) ssCpn.No.1-37 1Dk(Stl) Cargo battens not fitted	793 667 399	✠100A1 7,37 ~~1,37~~ MS1,36 ✠LMC DBS~~7,36~~ MBS1,37 11,37	Cpn	l	CL 1,36	1918 11mo Lloyd's A&CP	Cochrane &Sons,Ld. Selby	A/S Risöy (O.Nordahl Saanum,Mgr.)	213·6 220·1(O.L.) B44'F27' len20 FK CellDBuE26'20t	30·0	15·3	Mandal Norwegian 5BHptCem DTf42'100t	T.3Cy.16",26"&44"-26" (s) 200lb 100lb NDB20 116NHP 1SB,3cf,GS51,HS1825 MacColl&Pollock,Ld.Sld.	16″5 s 1″11¾ 11″6	
39912	Rastrello (exSoussien-37, exMorava-33,exBarbara,exAtleJarl, exNavarre) 1Dk&deep framing&Shelter dk	1530 1363 849			•••		1904	IrvineS.B. &E.Co. (1902),Ld. Irvine	"Sorima"Soc. RicuperiMarittimi	229·3 F21' FK	34·2	14·8	Genoa Italian WB	T.3Cy.$20\frac{1}{2}$",34"&56"-36" 209NHP J.G.Kincaid&Co.Greenock	17″10	V †
* 39913 139137 GZZP	Romford (exIonia-37,exGlenfield-35, exMirita-34) ssShl No.3-10,28 Mchy.Aft ssOsl.No.1-34 Now "Clairy," see No. 37639 in Supplement Longitudinal framing	5845 5302 3655	✠100A1 5,36 BS10,36 ✠LMC6,34 CarryingPetroleum in bulk Fitted for oil fuel 7,16 F.P. above 150° F.	Ant	z	CL 11,34	1916 7mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	FinchleyS.S.Co. Ld. CellDB uE&B73'189tDT	407·0 P99'B28'F40' FK f40'433tAPT102t	52·4	31·5	British 15BHptCem (8 to U dk 7 ,, 2nd ,,)	T.3Cy.$26\frac{1}{2}$",44"&73"-48" (s) 180lb 498NHP 3SB,9cf,GS174,HS7212 FD G.Clark,Ld.Sunderland	31″6 s 5″10 25″9¾	
39914 ICHM	Ramb I TwinSc OilEng. Ref.Mchy. Sub.Sig. 2Dks CruiserStern	~~3600~~ 3667 — 2179					1937	Soc.Anon. Ansaldo Genoa-Sestri	ItalianGovernment(Ministero delleColonie- RegiaAzienda MonopolioBanane)	383·2 B118'F49'	49·7	24·8	Genoa Italian WB	Oil Engines 2.S.CSA 18Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1525NHP SocAn."Fiat"S.G.M.Turin		I
* 39915 222 JPEA	Ryuun Maru (exHakutatsuMaru-37, exGraceDollar, ssKob.No.3-10,31 exWarMelody) ssKob.No.1-35 1Dk(Stl)&Shelter dk(Stl) CruiserStern Straight frames & bevelled bilge	6538 6176 4052	✠100A1 Shelter dk with freeboard 7,37 ✠LMC7,37 Fitted for oil fuel11,19 F.P. above 150° F.	Nag	a†	CL N7,37	1918 11mo A&CP	Harland& Wolff,Ld. Belfast	RyuunKisenK.K. CellD	412·4 428·7(O.L.) FK B343'1571tFPT91t	55·8	34·4	Dairen Japanese ptCem 6BHtoShdk 2 ,, ,, U ,, APT126t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38″0 s 10″0¾ 28″3	
* 39916 14262 GBGL	Redstone (exMargari-37,exOrbe, exWyeCrag, ssBbo.No.3-4,31 exWarCrag) ssBbo.No.1-35 1Dk(Stl) Cargo battens not fitted	3110 2868 1875	✠100A1 3,38 ~~4,37~~ BS4,37 ✠LMC4,35	Npt Gls	u	CL N10,36	1918 8mo Lloyd's A&CP	W.Gray& Co.Ld. W Hartlepool	PhœnixShipping Co.Ld. CellDB284'748tFPT	331·2 342·3(O.L.) P33'B100'F29' FK	46·8	23·2	London British 7BHptCem 71tAPT45t	T.3Cy.25",41"&68"-45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25″6 s 3″11¾ 21″9	
39917 104887	Roberval (exSavoy-37) ssMtl.3rdNo.3-10,29 Mchy.Aft 1Dk(Stl)	348 313 184	✠ 9,36 ✠	Qbc	e		1895 8mo	Montrose S.B.&E.Co. Ld. Montrose	Cie.deNavigation Saguenay etLac St.Jean,Lté.	129·9 F15' BK7' DBf72'8	25·2	11·5	Quebec British 3BHCem 8tAPT7t	C.2Cy.15"&32"-24" 53RHP 1SB,2pf,GS33,HS930 Hall-Brwn,Buttery&C.Gls	13″11	
39918	Raggio. For particulars see "Cabo Razo," No. 21973 in body of Register.															
39919	Rachen. For particulars see "Cabo Cervera," No. 21959 in body of Register.															
39920	Roosile Formerly sailing as "Anzora:" for particulars see "Cabo Silleiro,"															

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté si ce n'est dans L.R. Durée Cert. Réfrig.
39921 200346 WDDN	**R. E. Moody** (*ex*JohnMcCartneyKennedy–37, *ex*Collier,*ex*P.P.Miller) (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*2*tr*B	3845 — 2258					1903	Buffalo D.D.Co. Buffalo,N.Y.	ColumbiaTranspn. Co.(Oglebay, Norton&Co.*Mgrs.*)	354·0 | 48·0 | 28·0	Wilmgton (Del.) Utd.States	T.3.Cy.20″,33½″&55″–40″ 191NHP AmericanS.BCo.Cleveland		R
39922 VQYY 133374	**River Dart** (*ex*Jenny–37, (*ex*Glanbrydan–33, *ex*Hooton) ssAnt.2ndNo.3–3,37 *Well deck* 1*Dk*(*Stl*)	1859 1440 1052	✠100A1 6,37 ✠LMC3,37	Rot	*q*	CL N6,37	1912 2mo Lloyd's*A&CP*	SirR Dixon &Co.Ld. Middlesbro'	JennyS.S.Co.Ld. (~~S.Livanos&Co.Ld.Mgrs.~~)	265·3 | 38·7 | 17·6 Q110′B*on*Q*dk*46′ F24′ FK *CellDBuE*21′*f*′106·232*t Tanks at sides of Tunnels*170*t FPT*40*t APT*52*t*	Gibraltar British 4*BHCem*	T.3Cy.19″,34″&56″–36″ (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 8 s 6 ″ 0 18 ″ 1	
39923 128890 EILV	**Rynanna** (Therèse–37) ssGoo.No.3–3,30 ssGoo.No.1–35 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1299 946 607	✠100A1 ~~9,37~~ ~~4,37~~ 3,38 BS4,37 ✠LMC8,35	Bly ~~Ant~~Bkn	*o*	~~N4,37~~ ~~12,37~~ 3,38	1909 2mo Lloyd's*A&CP*	J.Priestman&Co. Sunderland	LimerickS.S.Co. Ld.	238·0 | 34·0 | 14·4 247·2(O.L.) Q91′B56′F20′ FK *CellDBa*66′*uE&B*40′*f*86′329*t FPT*61*t APT*104*t*	Limerick British 4*BHCem*	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.LdSld	16 ″ 6 s1 ″ 4¼ 15 ″ 3¾	
39924	**Ruys** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~15000~~ 14155 10241 8064	✠Lloyd'sRMC3,38				1937	N.V.Konink.Maats. "DeSchelde" Flushing	Koninkl.Paketv. Maats.	~~530·0 | 72·0 | 40·5~~ | 36·4 B264′F88′ 537·3 | 72·2 |	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$″–47¼″ 2734NHP N.V.Konink.Maats "DeSchelde"Flushing		
39925	**Robur VII** TwinSc 1*Dk*	~~400~~ 895 856 441	✠100A1 11,37 ✠LMC11,37 ~~(Class Contem plated)~~ *For Bunkering&coal shipment service at Gdynia,Danzig&the Bay of Danzig* *Extreme draught not exceeding 4.65 metres*	Rot			1937 11mo Lloyd's*A&CP*	N.V.Werf. "Gusto"v/h A.F.Smulders Schiedam	"Polskarob" Polsko Skandynawskie Towarzystwo TransportoweS.A.	169·3 | 42·1 | 17·8 *43·3* FK 184·6(O.L.)244·5(O.L.*Incl.elevator*) *Wing tanks aft* 96*t APT*15*t*	Gdynia Polish 5*BHCem*	T6Cy.10⅝″,17$\frac{5}{16}$″&29½″–13¾″ 185lb (*s*) 96NHP 1SB,3*cf*,GS61,HS1808 N.V.Werf"Gusto"v/h A.F.Smulders,Schiedam	18 ″ 5 15 ″ 3	
39926 LCEL	**Ringwood** TwinSc (*ex*Beljeanne–37) *OilEng.* *Mchy.Aft* ssLiv.No.2–35 1*Dk*(*Stl*)	7203 6438 4285	✠100A1 10,37 ~~6,37~~ ✠LMC DBS10,37	Got Nag CS6,34 6,37	*b*†	CL 6,37	1926 8mo Lloyd's*A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Skibs.A/S Ringwood(Olav Ringdal,*Mgr.*)	414·4 | 67·1 | 31·0 P96′B32′F39′ FK *Intermediate BH in holds dispensed with* *CellDBuE*58′*f* 278′ 1584*t FPT*502*t APT*298*t*	Oslo Norwegian 6*BHCem*	Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP DB*100lb* ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 6 s7 ″ 2¼ 26 ″ 6	
39927 236944 WPOP	**Rhode Island** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing*-~~*bracketless system*~~ *at bottom&deck in centre tanks*	8562 7765 5070	✠100A1 12,37 ~~(Class Contem plated)~~ *Carrying Petroleum in bulk* ✠LMC12,37	Phl		CL	1937 12mo Lloyd's*A&CP*	SunS.B.& DryDockCo. Chester,Pa.	TheTexasCompany	468·1 | 65·3 | 34·5 490·5(O.L.) P111′B39′F61′ FK *CellDB*82′277*t FPT*141*t APT*115*t*	Wilmgton (Del.) Utd.States 14*BHptCem*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.ChesterPa	34 ″ 3	
39928 LJTW	**Ravnefjell** Wireless D.F. E.S.D. 2*Dks* *Fitted for oil fuel* *CruiserStern*	1339 1104 743					~~1937~~ 1938	Nylands Verksted Oslo	A/S Luksefjell (Oslen&Ugelstad, *Mgrs.*)	250·9 | 41·3 | 14·8	Oslo Norwegian *WB*	C.2Cy.16¾″&33$\frac{7}{16}$″–33$\frac{7}{16}$″&LP turbine withDRgearing& hydraulic coupling 107NHP NylandsVerksted,Oslo		N
39929 8217 SLDR	**Runa** (*ex*Reiås–37,*ex*Elfi–36, *ex*Glynarthen, ssOsl.No.3–7,31 *ex*Kildress) ssOsl.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	*851* *674* *394*	✠100A1 11,37 ~~7,36~~ BS9,37 ✠LMC7,36	Osl	*l*	CL ~~7,36~~ 11,37	1918 11mo Lloyd's*A&CP*	Cochrane &Sons,Ld. Selby	RederiA/BNiord (Th.Ahrenberg, *Mgr.*)	~~211·8 | 30·5~~ | 15·2 213·5 | 30·1 | B44′F27′ FK len20 *CellDBuE*26′20*t DTf*42′100*t*	Gothenbrg Swedish 4*BHCem*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb NDB20 *100lb* 132NHP 1SB,3*cf*,GS51,HS1825 FD MacColl&Pollock,Ld.Sld.	16 ″ 5 s1 ″ 10 14 ″ 7½	
39930 165757 GFFY	**Royal Sceptre** **E.S.D. D.F.** 1*Dk*&*Shelter dk* ***Cruiser Stern***	~~4880~~ 4853 4355 2740	✠100A1 *with freeboard* 12,37 ✠LMC12,37	Sld	*d*†	CL	1937 12mo Lloyd's*A&CP*	JLThompson&Sons,Ld. Sunderland	HallBrothers SteamshipCo.Ld. (HallBros.*Mgrs.*)	415·1 | 58·2 | 24·8 431·8(O.L.) F36′ FK *CellDB*289′975*t* (*CollBHtoShltr dk*5*BHto 2nd dk*) *Tank in way of tunnel*390*t FPT*155*t APT*145*t*	Newcastle British 6*BHCem*	T.3Cy.23″,38″&65″–42″ 220lb (*s*) 366NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS122,HS5087 N.E.MarineEng.Co.Ld.Sld	27 ″ 10 s3 ″ 0½ 25 ″ 0	
39931	**Ruhr** Wireless D.F. *CruiserStern*	1000					1937	Stettiner OderwrkeAG Stettin	~~Rud.ChristGriebel~~ Rud.ChristGribel	208·9 | 32·5 | 17·2 Q14′F24′	Stettin German *WB*	C.4Cy.(2)13⅜″&(2)28¾″–28¾″ 74NHP		
39932 OZPH	**Randa** (*ex*Basse-Terre–37,*ex*Else–34) *Fitted for oil fuel* Wireless D.F. 1*Dk*	1555 1180 927					1930	A/SNakskovSkibs. Nakskov	J.Lauritzen	253·0 | 39·4 | 15·2 P15′Q79′B107′F35′	Esbjerg Danish *WB*	C.4Cy.(2)14¾″&(2)31½″–31½″ 184NHP HS2350 A.BorsigG.m.b.H.Berlin		V
39933	**Ribjörn** (*ex*Lovisa–37,*ex* Iron TrueBriton) ssGot.2ndNo.3–12,96 ssSkm.No.1–02 1*Dk*(*Irn*)2*tr*B	*982* *850* *571*	✠ 2,06 ✠NB3,04 ✠	Bbo	*n*		1881 3mo	Palmers' Co.(Lim.) Newcastle	RederiA/B Ribjörn (o/yKnudsen& LindforsA/B)	224·0 | 31·3 | 16·0 Q116′B34′H27*t* F28′ FK *DBa* 60′*f*67′230*t*	Helsingfrs Finnish 4*BHCem*	C.2Cy.24″&52″–33″ NDB01 132NHP 1SB,3*pf*,GS60,HS1827 Palmers'Co.(Lim.)Nwc.	17 ″ 0	V †
39934	**Rapide** *ould be "Ulm," see No. 40515 in Supplement* *OilEng.* *Ref.Mchy.* ***Cruiser Stern***	3000	100A1 *with freeboard* (*Class Contem plated*)				1938	Internatnl S.B.&ECo.Ld Danzig	Görrissen&Co.A/S	315·0 | 45·6 | 28·8 F43′	Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
39935	**Ralph H. Watson** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	7900 — 6200					1937	Gt.Lakes Eng.Works RiverRouge, Mich.	Pittsburgh SteamshipCo.	593·2 | 60·0 | 32·5 F48′	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y.		
39936 146147 MKVB	**Rora Head** (*ex*Brooktown–37, 3Mst *ex*Blackcock–37) ssLon.No.3–8,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	492 331 226	✠100A1 1,38 ~~11,37~~ BS7,37 ✠LMC8,34	Lon Lth	*h*	CL 11,35	1921 10mo Lloyd's*A&CP*	Day,Summers&Co.Ld. Southampton	A.F.Henry& MacGregor,Ld.	165·5 | 25·7 | 9·7 171·5(O.L.) Q95′B11′F23′ FK *CellDB*93′146*t FPT*20*t*	Leith British 3*BHCem*	T.3Cy.13¼″,22″&37″–27″ (*s*) 180lb 72RHP 1SB,3*cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou.	12 ″ 0 s3 ″ 6½ 11 ″ 7½	
39937	**Rikko Maru** (*ex*Corabank–37) *OilEng.* 2*Dks*(*Stl*) *Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	*8898* *8146* *5366*	✠ 12,37 ✠	Sng	*d*†		1932 8mo	Workman, Clark(1928) Ld. Belfast	NipponSekiyu K.K.	477·0 | 63·8 | 35·6 P103′B33′F40′ FK *CellDBuE*73′226*t DTf*36′496*t* *FPT*207*t APT*39*t*	Tokio Japanese 18*BHptCem* (10 *to U dk* 8 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP Workman,Clark(1928) Ld	35 ″ 4	
39938 DAQI	**Reimar-Edzard Fritzen** (*ex*LinaKunstmann–38) 1*Dk*	2935 2499 1685					1922	Vulcan Werke Hamburg	W.Kunstmann	316·5 | 45·1 | 21·3 P43′B66′F33′	Stettin German *WB*	T.3Cy.19$\frac{11}{16}$″,31½″&51$\frac{3}{16}$″–31½″ 147NHP VulcanWerke,Hamburg		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
※ 39939 5586	Rebeca TwinSc 1Dk *Mchy.Aft* *Longitudinal framing at bottom ~~& at deck~~ in centre tanks & at trunk*	~~3170~~ ~~2271~~ ~~1537~~ 3176 2273 1556	✠100A1 3,38 ~~(Class Contem plated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F P.above 150°F. Lloyd's*A&CP	Hpl ✠LMC3,38	*v*	CL	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	N.V.Curaçaosche ~~N.V.Curacaosche~~ Scheepvaart Maats.	336·6|56·2|15·1 348·2(O.L.) 351·5(O.L.*incl.rdr.*) FK *Trunk*204'P91'F40' *CellDBuB*14'20t*FPT*123t*APT*105t	Willemstad Dutch 10*BHptCem* *ptAsp*	T.6Cy.15⅝",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD Richardsons,Westgarth& Co.Ld.Sld ~~Co.Ld.Hpl~~	14 ″ 9 sl ″ 4½ 13 ″ 7	
※ 39940 TVDG	Romain (*ex*Varko-38, *ex*Beaconray-37, *ex*Balmyle) 3Mst ssShl.3rdNo.3-11,35 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	344 248 136	✠100A1 1,38 ~~8,37~~ BS8,37	Shl Msl ✠LMC4,35	*e*	CL N7,36	1898 12mo	Ritson& Co. Maryport A&CP	Entreprise Côtière de Transports Maritimes	142·3|23·7|10·0 Q77'B9'F24' BK7'	Marseilles French 3*BHCem* *FPT*25*t*	C.2Cy.15½"&36"–24" (*s*) 120lb 67NHP 1SB,2*pf*,GS39,HS1253 Ross&Duncan,Glasgow	10 ″ 11 s 3 ″ 8½ 11 ″ 4	
39941	Ragnhild D.F *OilEng.* *CruiserStern* 2*Dks*	2250 — 1270					1938	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	325·0|45·8|28·9 F74'	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 540NHP HelsingörsJernsk.&Mskb.		
39942 TCAH	Resit (*ex*Adalet-38,*ex*Riad,*ex*San Remo,*ex*Coronel, *ex*Tarapaca,*ex*Inca,*ex* MonteBlanco,*ex*Rimac,*ex* MonteBlanco,*ex*Norse,*ex* Norseman) Wireless ssLth.No.3-2,01 ssPly.No.1-05 1*Dk&Spar dk &Webframes* *Fitted for oil fuel*	1334 — 762	✠ 7,20 ✠NB2,01 ✠	Ply	*o*		1893 2mo	Ramage& Ferguson,Ld. Leith	ResitEskin,Ali Oydon&Serkis Kürkciyan	236·3|31·2|14·6 22·2 BK8" *CellDBuE*36'40*tf*86'	Istanbul Turkish 6*BHCem* 62*tAPT*21*t*	T.3Cy.22",37"&62"–39" 217NHP 1SB,3*cf*,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23 ″ 3	
39943	Rhein (*ex*Breezand-37) *OilEng.* 1*Dk*	301 240 234					1930	N.VNoord Nederlndsch. Schpswerven Groningen	L.Davids	157·6|21·6| 7·8 Q33'	Delfzijl Dutch	Oil Engines 2S.C.SA 3Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
39944	**R. W. Gallagher** *Mchy.Aft* Sub.Sig. D.F. GyC. *CruiserStern* *Longitudinal framing*	8125	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1938	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	StandardOilCo.of NewJersey	442·0|64·0|34·9 P106'B35'F44'	Utd.States	2 steam turbines DRgeared to 1 screw shaft BethlehemS.B.Corp.Ld. Quincy,Mass.		
39945	Ryoyu Maru No. 21 *OilEng.* *CruiserStern*	370					1937	Sannoyasu DockGoshi Kaisha Osaka	TateishiKisenK.K.	136·0|24·0|13·0	Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
39946 166426	Ryal *OilEng.* *Mchy.Aft* *CruiserStern*	367 295 162	100A1 (*Class Contem plated*)				1938	J.Koster Hzn.Schpsw. "Gideon" Groningen	FreeTradeWharf Co.Ld.	~~126·6|23·7|13·0~~ P39'F17' |11·7 130·5|23·9	London British	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 11 sl ″ 1½ 12 ″ 11¼	
39947	Rose D.F. *OilEng.* *Ref.Mchy* 2*Dks* *CruiserStern*	3000 2600 1750					1938	Öresunds-varvet Aktiebolag Landskrona	(GustafB.Bull, *Mgrs.*)	324·3|45·8|26·1 F42'	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 606NHP Akt. Burmeistr&Wain,Cpn		
39948 SOBL	Rozewie *OilEng.* *CruiserStern*	1000	100A1 *withfreeboard* (*Class Contem plated*)				1938	Crighton-VulcanA.B. Åbo	"ZeglugaPolska" SpolkaAkcyjna	183·7|33·5|20·7	Gdynia Polish	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" Atlas-DieselA/B,Skm.	13 ″ 5 s ″ 2 13 ″ 4¼	
39949 164386 GKKN	Ronan *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	~~1480~~ 1439 1071 813	100A1 (*Class Contem plated*)				1938	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.Ld.	250·0|37·2|14·4 Q136'F30'	Leith British	Oil Engines 2S.C.SA 6Cy.13⅜"–22$\frac{7}{16}$" 97RHP BritishAuxiliaries,Ld.Gls.	16 ″ 5 s5 ″ 2½ 15 ″ 4	
39950	Reiås (*ex*Niord-38,*ex*Beran-37, *ex*Doravore-32,*ex*Stemshest) 4Mst 1*Dk*	1129 986 658					1918	Akers Mek.Værks. Oslo	Skibs-A/SBirholt (BirgerEkerholt, *Mgr.*)	226·5|36·5|15·8 F4*t*P41*t*	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks,Oslo		N
※ 39951	Rosalia TwinSc *Mchy.Aft* *Longitudinal framing at bottom & at deck*	3177 2273 1557	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1938	Furness S.B.Co.Ld. Haverton Hill-on-Tees	N.V.Curacaosche Scheepv.Maats.	~~338·5~~|56·2|15·1 336·5 P204'Q91'F41'	Willemstd Dutch	T.6Cy.15⅝",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 9 sl ″ 4½ 13 ″ 7	
39952 236823	Red Crown *Mchy.Aft* 1*Dk* D.F. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	5443 — 3363					1937	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	454·0|55·0|28·0 F67'	Whiting, Ind. Utd. States *WB*	T.3Cy.25",41"&68"–42" 300NHP ManitowocS.B.Corp.		
※ 39953 24083 JIAD	Ryuhuku Maru (*ex*Ryufuku Maru-38) ssKob.No.3-6,31 ssNag.No.1-34 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *withfreeboard* 3,38 ~~2,37~~	Yka Kob ✠LMC~~2,37~~ 3,38	*y*	OG ~~11,35~~ 3,38	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OginunoKaisho K.K.	385·0|51·0|36·0 FK *Collision BH to Adk* *CellDB*334'1118*t* *FPT*126*tAPT*93*t*	Hutyu ~~Kobe~~ Japanese *Cem* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72$\frac{3}{16}$"–48" 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
※ 39954	Ryuan Maru (*ex*LungHo-38, *ex*Kamo-35) ssDdn.No.3-11,27 Wireless ssOsa.No.2-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1236* *1124* *725*	✠100A1 12,37	Kob ✠LMC12,37	*o*	CL 12,37	1913 6mo	Campbeltown S.B.Co. Campbltown *Lloyd's*A&CP	NipponKaiun KogyoK.K.	229·5|35·8|15·6 Q79'B58'F32' FK *CellDB* *a*56' *uE&B*33'*f*102'	Tokyo Japanese 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"–33"(*r*) 180lb 159NHP 2SB,4*cf*,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 ″ 7 s1 ″ 2¾ 16 ″ 7	

LLOYD'S REGISTER. STEAMERS & MOTORSHIPS.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
39955	**Regent Tiger** *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	10125 9250 6100	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1938	Swan, Hunter & Wigham Richardson, Ld. Newcastle	C.T.Bowring&Co. Ld.	504·5|68·2|35·7 P105'B47'F57'	London British	Oil Engines 2S.C.SA 4Cy.$28\frac{9}{16}$"–$88\frac{9}{16}$" Swan,Hunter&Wigham Richardson,Ld.Nwc.		
39956	**Ramb III** TwinSc *OilEng.* *Ref.Mchy.* *2Dks* Sub.Sig. *CruiserStern*	3667 2179					1938	Soc.Anon. Ansaldo Genoa-Sestri	ItalianGovt. (Ministero delle Colonie-Regia Azienda Monopolio Banane)	383·2|49·7|24·8 B118'F49'	Genoa Italian *WB*	Oil Engines 2S.C.SA 18Cy.$22\frac{1}{16}$"–$33\frac{1}{16}$" 1525NHP Soc.An"Fiat"S.G.M.Turin		
39957	**Ryotoku Maru** *1Dk* *CruiserStern*	3300					1938	TamaS.B. Co.Ld. Tama	OyaShojiK.K.	344·5|49·8|24·6 P31'B111'F29'	Japanese *WB*	T.3Cy.$22\frac{7}{16}$",$34\frac{5}{8}$"&63"–$44\frac{7}{8}$" &exhaust turbine driving steam compressor 266NHP TamaS.B.Co.Ld.Tama		
39958	**Rafaela** TwinSc *Mchy.Aft* *Longitudinal framing at bottom & trunk*	3176 2273 1558	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1938	Blythsw'd S.B.Co.Ld. Glasgow	Curacaosche Scheepvaart Maats.N.V.	~~337·0~~ 336·5|56·2|15·1 P91'F41' *Trunk*204'	Willmstad Dutch	T.6Cy.$15\frac{3}{8}$",25"&$40\frac{1}{8}$"–27" Aitchison,Blair,Ld. Clydebank	14 ″ 9 s1 ″ $4\frac{1}{2}$ 13 ″ $6\frac{1}{2}$	
39959	**Robert Ley** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. *5Dks* Sub.Sig. *CruiserStern*	22000					1938	Howaldtswerke A.G. Hamburg	DeutscheArbeitsfront,G.m.b.H.	625·0|79·0|45·9	Hamburg German	Oil Engines 2S.C.SA 36Cy.$20\frac{1}{2}$"–$27\frac{9}{16}$" connected to electric motors & sc. shafts 2655NHP HowaldtswerkeA.G.Kiel		
※ 39960 171309 VQZF	**Refast** (*ex*NantucketChief–38, *ex*Gulflight–37) *ss*Mob.No 3–12,26 *Mchy.Aft* *ss*Mob.No.2–34 *2Dks(Stl)&Webframes* *Longitudinal framing*	5189 4591 ~~3209~~ 3221	✠100A1 11,37 BS6,37 ✠LMC8,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,14 *F.P. above* 150° F.	NNs	*y*	CL 1,36	1914 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	RefastS.S.Co.Ld. *CellDBuE&B62'222t*	383·0|51·2|30·1 407·0(O.L.) P97'B34'F32' FK *FPT159t APT30t*	Gibraltar British 14*BHCem* (*8 to Upr dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75"–48" (*r*) 190lb 543NHP 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ $9\frac{1}{2}$ 24 ″ 7	
39961	**Robur VIII** *Mchy.Aft* *CruiserStern*	2850 2169	100A1 *(Class Contemplated)*				1938	Burntislnd S.B.Co.Ld. Burntisland	"Polskarob" PolskoSkandynawskie Towarzystwo TransportoweS.A.	313·7|44·5|19·7 Q186'F32'	Gdynia Polish	T.3Cy.$18\frac{1}{2}$",52"&29"–39" N.E.MarineEng.CoLd.Sld	26 ″ 8 s7 ″ $2\frac{1}{2}$ 19 ″ $8\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres etc.
40051	**Saigon Maru** Ⓟ *OilEng.* D.F. *2Dks*	5400					1937	Mitsubishi JukogyoK.K Kobe	OsakaShosenK.K.	370·7|55·8|32·8 F44'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 16Cy.$17\frac{11}{16}$"–$24\frac{13}{16}$" & hydraulic coupling SR geared to 1 sc.shaft 488NHP MitsubishiJukogyoK.K. Kobe		
40052 47636 JKAL	**Sinyubari Maru** D.F. *2Dks* *CruiserStern*	5354 — 3227					1936	Mitsui Bussan Kaisha,Ld. Tama	KyoritsuKisen K.K.	391·5|53·8|29·8 P31'B135'F30'	Tokio Japanese *WB*	T3Cy.$23\frac{5}{8}$",$36\frac{5}{8}$"&$66\frac{15}{16}$"–$47\frac{1}{4}$" & exhaust turbine driving steam compressor 407NHP MitsuiBussanKaishaLd. Tama		
40053 HPHJ	**Sunstone** (*ex*Inverleith–37) *ss*Rot.No.3–5,37 ~~*ss*Bel.No.2–30~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern*	~~6058~~ ~~6244~~ ~~4204~~ 6704 6241 4098	✠100A1 *Shelter dk* *withfreeboard* ~~5,37~~ ~~2,30~~ 9,37 5,37 ✠LMC2,30 ~~*Carrying oil fuel F.P. above 150°F.in DB & in circular tanks fitted in holds*~~ *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Bel ~~Rot~~ Ant	*a*†	CL ~~9,27~~ ~~2,37~~ 9,37	1921 2mo *Lloyd's*A&CP	Harland& Wolff,Ld. Belfast	CampdenHillS.S. Co.Ld(Navigation &CoalTradeCo. Ld.*Mgrs.*)	412·6|55·8|34·4 FK F40'*onShelter dk* (*CollBHtoShelter dk*6*BHto2nd dk*) ~~*CellDBuE&B*34'440t*FPT*87t*APT*126t~~ *CellDB*324'1482t*FPT*87t*APT*126t	Panama Pnamanian 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 531NHP 4SB,*12cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 " 0 s ~~3 " 6~~ ~~28 " 9~~ s10 " 0¾ 28 " 2¼	
* 40054	**Sheng Hwa** ~~**Shing Hwa**~~ (*ex*Mitwo–37, *ex*Prospector–35, *ss*Mtl.No.3–11,33 *ex*CanadianProspector–34) 2*Dks*(*Stl*)	5492 4894 3380	✠100A1 4,37 BS4,37 ✠LMC4,35	Kob	*y*	CL 3,36	1920 6mo *Lloyd's*A&CP	JCoughlan &Sons,Ld. Vancouver, B.C.	Skibs A/S Thule (T.B.Torgersen, *Mgr.*)	400·0|52·4|28·8 P49'B113'F40' FK *CellDB*334'1026t*FPT*149t*APT*31t	Tsingtao Chinese 6*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD D.Rowan&Co.Ld.Gls.	31 " 0 s 5 " 11½ 25 " 3¾	
* 40055	**São Pedro** (*ex*Devonbrook–37, *ex*DevonCoast–34, *ss*Nwc.2ndNo.3–2,35 *ex*Graceful) Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* *Cargo battens not fitted*	782 570 392	✠100A1 11,36 BS3,37 ✠LMC2,35	Nwc	*k*	CL 11,36	1909 9mo *Lloyd's*A&CP	W.Harkess &Son,Ld. Middlesboro'	Cia.deNav.Norte- Sul	195·0|30·0|11·7 Q109'B13'F35' FK *CellDBf*117'166t*FPT*46t*APT*3t	R.Janeiro Brazilian 3*BHCem*	T.3Cy.16",27"&44"–30" (*r*) 180lb 129NHP 2SB,*4pf*,GS70,HS2190 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 10 s 4 " 0½ 13 " 4¾	
40056 135366 GPVS	**St. Winifred** (*ex*Manchester Hero–37) *ss*Mch.No 3–3,28 *ss*Mch.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*inNo.1hold*	5775 5532 3664	✠100A1 *Shelter dk* *withfreeboard* 5,38 ~~4,37~~ ✠LMC MS5,36 BS~~4,37~~4,38	Mch Npt	*y*	CL 8,36	1916 1mo *Lloyd's*A&CP	Nthmblnd S.B.Co.Ld. Newcastle	BarryShippingCo. Ld.(B&S.Shipping Co.Ld.*Mgrs.*)	400·0|53·0|32·3 411·8(O.L.) *FonShelter dk*37' FK *Cell DB a*140'*uE&B*45'*f*166'1303t	Newport, Mon. British 6*BHCem* *APT*112t	T.3Cy.27",45"&74"–48" (*s*) 180lb 532NHP 3SB,*9cf*,GS181,HS7906 FD Blair&Co.Ld.Stockton	34 " 11 s 9 " 2¾ 25 " 11	
40057	**Sanko-Maru** *CruiserStern*	4850					1937	OsakaIron Works,Ld. Innoshima	SatoKisenK.K.	365·8|54·1|29·2	Japanese	2DR geared steam turbines 433NHP IshikawajimaS.B.&E.Co. Ld.Yka.		
40058	**Svetlaya** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Strengthened for navigation in ice*	328 237 138	✠100A1 3,37 ✠LMC4,37	Kob	*d*	CL	1937 4mo *Lloyd's*A&CP	Mukaijima SenkyoK.K. Mukaijima	U.S.S.R.	128·0|22·0|12·0 135·0(O.L.) P51'F11' FK *FPT*43t	Vladvostk Russian 4*BHCem* *APT*13t	Oil Engines 4S.C.SA 6Cy.$11\frac{5}{8}$"–$17\frac{5}{16}$" 79NHP DB*100lb* HanshinIronWorks,Ld. Kobe	12 " 0	
40059 165530 MMLJ	**Springtide** D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	~~1600~~ 1579 1398 876	✠100A1 7,37 ~~(*ClassContemplated*)~~ ✠LMC7,37 *Fitted for oil fuel* 7,37 *F.P.above*150° F.	Nwc	*q*	CL	1937 7mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	Springwell ShippingCo.Ld.	251·4|40·3|17·9 259·9(O.L.) P83'~~F21'~~F20' FK *CellDB*208'430t*FPT*159t*APT*87t	London British 5*BH*	T.3Cy.16",25"&45"–33" (*s*) 220lb 169NHP 2SB(Spt)*4cf*, HS2360 FD N.E.MarineEng.CoLdNwc	20 " 2 s2 " 8¾ 17 " 7¼	
40060	**São Paulo** (*ex*Urd–37) 1*Dk*	727 477 385					1907	Göteborgs M.V.Aktieb. Gothenburg	Cia.deNav.Norte Sul	183·1|28·4|11·0 Q135tB38'H40t F22'	R.Janeiro Brazilian *WB*	T.3Cy.$14\frac{3}{16}$",$22\frac{1}{4}$"&$37\frac{7}{16}$"– $23\frac{5}{8}$" 68NHP GöteborgsM.V.Aktieb.Got		V
40061 73 SUBP	**Star of Cairo** (*ex*GoldenSea–37) *ss*Hak.No.3–4,35 D.F. 2*Dks*(*Stl*)	4553 4286 2876	✠100A1 10,37 ~~6,37~~ BS6,37 ✠LMC4,35 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Rot Npt	*z*	CL ~~6,37~~ 10,37	1924 5mo *Lloyd's*A&CP	W.Hamil- ton&Co.Ld. Pt.Glasgow	AlexandriaNav. Co.S.A.E.	387·6|52·0|26·5 P33'B114'F44' FK *CellDB*332'985t*DTf*28'746t*APT*17t	Alexndria Egyptian *ptCem* 6*BHto Udk* 1 „ „ *2nd* „	T.3Cy.26",38"&70"–48"& exhaust turbine driving steam compressor 180lb (*s*) 332NHP 3SB,*9cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 " 0 s 5 " 3¾ 23 " 11	
40062 165480 GZRP	**San Cipriano** *OilEng.* D.F. 1*Dk.2nd dk clear of cargotanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck*	7966 7201 4767	✠100A1 1,38 ~~6,37~~ ✠LMC6,37 *CarryingPetroleum in bulk*	Gls Bkn	*c*†	CL	1937 6mo *Lloyd's*A&CP	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld.	464·9|59·1|33·9 482·5(O.L.) P94'B43'F48' FK *CellDBuE*69'164t *DTf*25' 292t *FPT*	London British 15*BH* 140t*APT*87t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s 6 " 8½ 27 " 6¼	
40063 162122 MMLB	**South Coaster** (*ex*Martin–37, *ex*Cewea,*ex*Oostvoorne) *Mchy.Aft* 1*Dk*	513 390 260					1916	Joh.Berg Delfzijl	BritishIsles Coasters,Ld.	159·4|25·7|11·9 P58'F22'	Cardiff British *WB*	T 3Cy$12\frac{3}{8}$"$19\frac{9}{16}$"&$31\frac{1}{2}$"–$12\frac{7}{16}$" 46RHP Joh.Berg,Delfzijl		G
40064 147326 GLPD	**St. Merriel** (*ex*Hopetor–37, *ex*Prunus–32,*ex*City of ~~*ss*Nwc.No.3–34~~ Stockholm) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *ss*Ant.No.3–7,37	4980 4675 3099	✠100A1 *withfreeboard* ~~7,37~~ ~~4,36~~ 2,38 ~~MS5,34~~ ✠LMC8,37 ✠NE&B9,27 ~~BS4,34~~ *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Nwc ~~Ant~~ Rot	*a*†	CL ~~11,35~~ 7,37	1925 8mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld. Glasgow	BarryShippingCo. Ld(B.&S.Shipping Co.Ld.*Mgrs.*) 1 *IntermediateBH in fore hold dispensed with*	411·8|55·4|26·3 F40' FK *CellDB*354'1234t*DTa*26'1049t*FPT*141t	NewprtMn British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „) *APT*58t	T.3Cy.25½",42"&70"–48" (*s*) 200lb FD 504NHP 3SB(Spt)*9cf*,GS180,HS7410 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 " 0 s 3 " 7¼ 25 " 7¼	
40065 160385 MPSV	**Stanwold** (*ex*Easingwold–37, *ex*Pervyse,*ex*AlfredKrelinger) 1*Dk*	1019 793 603					1909	Osbourne, Graham&Co. Sunderland	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	210·5|33·2|13·6 Q108'B10'F20'	London British *WB*	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		O
0066	**Svanetija** Ⓟ TwinSc D.F. E.S.D. *OilEng.* Sub.Sig. *Cruiser Stern* 4*Dks*	4000 — 2400					1937	Helsingörs Jernsk&Msk. Elsinore	U.S.S.R.	315·0|47·5|27·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 812NHP Akt.Burmeistr&Wain,Cpn		
* 40067 8214 SKVN	**Scandinavia** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice* *Rudder electrically welded*	~~1600~~ ~~1200~~ ~~750~~ 1641 1212 723	✠100A1 *withfreeboard* 3,38 ~~11,37~~ ~~(*ClassContemplated*)~~ ✠LMC11,37	Got	*s*	CL	1937 11mo *Lloyd's*A&CP	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	284·2|41·2|15·3 296·0(O.L.) FK (*CollBHtoShltr dk* 3*BHto2nd dk*) *CellDB*240'481t*FPT*23t*APT*33t	Gothenbrg Swedish 4*BH*	Oil Engines 2S.C.SA 7Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 473NHP DB*60lb* GötaverkenA|B,Got.	18 " 0 s " 2 17 " 11½	

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40068 219447 KOTX	**Sea Thrush** (*ex*Exilona-37, *ex*Delanson) *Fitted for oil fuel* *2Dks&Web frames*	5601 — 3509			•••		1920	Merchant S.B.Corp. Harriman,Pa	ShepardS.S.Co.	400·7 P36'B124'F44' FK	54·2	30·4	Prtlnd,Me. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	32 " 10	R †
* 40069 143082 GBCQ	**Stanwood** (*ex*Hesione-37, *ex*Itajahy) ssRot.No.3-6,33 D.F. *2Dk (Stl)&* *Shelter dk(Stl)*	4158 3757 2409	100A1 *Shelter dk* *withfreeboard* 3,37 MS6,33	Grk LMC BS~~3,37~~3,38		OG ~~3,36~~ ~~9,37~~ 3,38	1915	Reiherst'g Schiffsw. Hamburg *CellDBa*103'	StanhopeS.S.Co.Ld.(J.A.Billmeir&Co.Ld.*Mgrs.*) *uE*39*f*158'1068*tD*	361·6 *FonShltr dk*39' FK *Collision* *Ta*34'741*tAPT*41*t*	51·2	25·6	London ~~Liverpool~~ British *Cem* *BH to Sh dk* 5 " " *U* "	T.3Cy.24⅜",40½"&66½"–47 3/16" 200lb (*s*) 410NHP 2SB(Spt),*6cf*,GS130, FD HS5758 Reiherst.Maschinenf.Ham.	28 " 2 s 3 " 0 25 " 4¾	
40070 165564 MMET	**Springdale** *Mchy.Aft* *1Dk* *CruiserStern*	~~1600~~ 1579 1398 ~~879~~ 896	✠100A1 3,38 ~~9,37~~ ~~(ClassContemplated)~~ *Fitted for oil fuel*9,37*F.P.above* 150°F. ✠LMC9,37	Nwc Bry	*q*	CL *Lloyd's A&CP*	1937 9mo	Short Bros. Ld. Sunderland	~~The~~Springwell ShippingCo.Ld. *CellDB*208'430*t*	251·4 259·9(O.L.) P83'F20' FK *FPT*159*tAPT*87*t*	40·3	17·9	London British 5*BH*	T.3Cy.16",25"&45"–33" (*s*) 220lb 169NHP 2SB(Spt)*4cf*,HS2360 FD N.E.MarineEngCoLd.Nwc	20 " 2 s2 " 8¾ 17 " 7¼	
* 40071 165384 GZKS	**St. Usk** (*ex*NailseaBelle-37, *ex*Hellenic-36) ssGot.2ndNo.3-11,31 D.F. ssBkn.No.1-36 *2Dks(Stl)&deep framing* *&Shelter dk(Stl)*	5472 5268 3506	✠100A1 *Shelter dk* *withfreeboard* 8,37 ~~1,37~~ MS1,36	Ant Shl ✠LMC BS1,37	*y*	CL ~~1,37~~ 8,37	1909 2mo	Hawthorn,Leslie&CoLd Newcastle *Lloyd's A&CP*	TritonS.S.Co.Ld.(B.&S.Shipping Co.Ld.*Mgrs.*) *CellDBa*	380·2 FK 119'*uE&B*64'*f*150'	52·0	25·7 33·2	Newport British 5*BHCem* 972*tAPT*30*t*	T.3Cy.27 13/16",46"&76"–48" 180lb (*s*) 492NHP 2SB(FD)&1Aux.SB,*10cf*, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	36 " 0 s 9 " 9½ 26 " 4¾	
* 40072 139200 GBBW	**Stanbridge** (*ex*Ch.N.Kahan-37, *ex*Limicana, ssKel.No.3-9,29 *ex*Beechleaf) ~~ssKel.No.1-34~~ ssShl.No.2-37 *1Dk(Stl)&Shelter dk* *Mchy.Aft* *(Stl)&Web frames*	~~5861~~ ~~5432~~ ~~3558~~ 5863 5432 3449	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ ~~1,37~~11,37 ~~BS6,33~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*3,17 *F.P. above* 150°F.	Shi ~~Lon~~Shl ~~BS8,37~~ ✠LMC~~4,34~~11,37	*y*	CL ~~6,36~~ 11,37 *Lloyd's A&CP*	1917 3mo	Richardsn,Duck&CoLd Stockton *CellD*	StanhopeS.S.Co.Ld.(J.A.Billmeir&Co.Ld.*Mgrs.*) *BuE&B*79'239*tD*	380·0 P98'B27'F49' FK *Tf*36'465*tFPT*136	50·9	32·4	London British 15*BHptCem* *tAPT*102*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 395NHP 3SB,*9cf*,HS6435 Blair&Co.Ld.Stockton	35 " 4 ~~s 7 " 2¾~~ ~~28 " 4~~ s6 " 10¾ 28 " 8	
40073 ~~165556~~ ~~GBBY~~	**Stanmore** (*ex*Mambika-37,*ex*Asier) ssAnt.No.3-8,35 D.F. *2Dks(Stl)* *Now "Guilvinec," see No. 38324 in Supplement*	3222 2869 1853	✠100A1 8,37 ~~2,37~~ BS9,36	Ant ✠LMC9,35	*u*	CL ~~9,35~~ 7,37	1920 9mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow *Lloyd's A&CP*	Cie.France-Navigation	331·0 P32'B102'F33' FK *Cell*	46·5	23·3	~~London~~ ~~British~~ French 5*BHCem* *DB*280'585*t*	T.3Cy.22",37"&62"–48" (*s*) 215lb 442NHP 3SB,*9cf*,GS161,HS6705 FD Dunsmuir&JacksonLd.Gls *FPT*86*tAPT*63*t*	25 " 6 s 3 " 11¾ 21 " 9	
40074 165598 GDDP	**Sofala** TwinSc *OilEng.* Wireless *1Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	1031 699 491	✠100A1 *withfreeboard* 10,37 ~~(ClassContemplated)~~	Lth ✠LMC10,37		CL	1937 10mo	Henry Robb,Ld. Leith *Lloyd's A&CP*	BritishIndiaSteam NavigationCo.Ld. *CellDB*142'*a*14'283*tDTf*16'69*tFPT*40*tAPT*40*t*	231·7 244·7(O.L.) F30' FK (*Coll BH to Shltr dk 3 BH to 2nd dk*)	37·2	11·6	London British 4*BHptCem*	Oil Engines 2S.C.SA 10Cy.13⅜"–22 7/16" 312NHP BritishAuxiliaries,Ld.Gls.	14 " 0 s " 2 13 " 11	
40075 FOUC	**S. N. A. 10** (*ex*Lapeyrade-37, *ex*LouisNail) *1Dk*	2921 — 1812					1920	Atel.&Ch. delaLoire Nantes	Soc.Nationale d'Affrètements	314·0 P36'B79'F27'	46·4	23·4	Rouen French *WB*	T.3Cy.21⅜",35⅜"&59"–42" 225NHP Atel.&Ch.delaLoire,Nts.		V
40076 FPAQ	**Syrie** (*ex*SaintThomas-37) *2Dks&Awng dk*	2460 2214 1340					1909	Atel.&Ch. deFrance Dunkirk	Cie.de Nav.Afrique duNord(Comptoir MaritimeFranco-Belge,*Mgrs.*)	288·8 B31'F32'	38·9	16·6 24·2	Havre French *WB*	T.3Cy.19",30½"&51"–35" 156NHP Atel.&Ch.deFrance,Dnk.		V
40077 217585 KJAY	**Saginaw** (*ex*Aetna-37, *ex*Coperas) *1Dk*	2153 1753 1280			•••		1919	Manitowoc S.B.Co. Manitowoc, Wis.	SaginawDock& TerminalCo.	250·5 P27'B64'F26' FK	43·7	20·1	Wilmgton, Del. Utd.States *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 " 0	
40078 SKGN	**Söderhamn** (*ex*NailseaMoor-37, *ex*DavidLloyd ssNpt.No.3-7,30 George-32) *1Dk(Stl)* *Now "Bollwerk," see No. 37417 in Supplement*	*4176* *3766* *2466*	✠ ... 1,35 ✠	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld. Stockton	RederiA/B Jamaica(Sven Salén,*Mgr.*) *CollDB*	369·2 P52'B&F285' FK 319'1134*tFPT*106*t*	51·5	3·8	Stockholm Swedish 6*BHCem* *APT*184*t*	T3Cy26",42½"&69½"–45" GS162,HS6830 400NHP 2SB&1Aux.SB,*6cf&2pf* N.E.MarineEng.Co.Ld.Sld	26 " 6	C †
40079	**Sandenburgh** Ⓟ (*ex*Batavier1-37) Wireless *2Dks*	944 808 531					1915	Maats. Fyenoord Rotterdam	Wm.H.Müller&Co. N.V.	231·5 P&B178'F30'	33·2	13·8	Rottrdam Dutch *WB*	T.3Cy.17½",29"&46"–36" 127NHP Maats.Fyenoord,Rot.		V
40080 165917 MMMX	**Spinel** *OilEng* *Mchy.Aft* *1Dk* *CruiserStern*	650 452 332	✠100A1 ~~12,37~~~~10,37~~4,38 ~~(ClassContemplated)~~	Lth ✠LMC10,37	*i*	OG	1937 10mo	Henry Robb,Ld. Leith *Lloyd's A&CP*	Wm.Robertson	~~177·0~~ 178·0 185·0(O.L.) FK P45'Q60'F27' *CellDB*114'154*tFPT*85*tAPT*24*t*	~~28·6~~ 28·7	~~11·2~~ 11·4	Glasgow British 3*BHptCem*	Oil Engines 2S.C.SA 7Cy.9 13/16"–16 9/16" ~~118NHP~~ 61RHP BritishAuxiliaries,Ld.Gls.	13 " 6 s4 " 0¼ 13 " 0¼	
40081 LJPV	**Skjelbred** *1Dk&Shelter dk* *OilEng.* D.F. *Cruiser Stern* ~~2Dks~~	5096 4608 3050					1937	Akt.Burmeistr&Wain Copenhagen	SkjelbredsRederi A/S(O.A.T. Skjelbred,*Mgr.*)	~~415·0~~ 424·7	~~56·0~~ 56·4	~~37·6~~ 26·3	Xiansand Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17 11/16"–47¼" 860NHP Akt.Burmeistr&Wain,Cpn		N
40082 1509 IBKK	**Sidamo** (*ex*Eudora-37,*ex*Lagos, *ex*KurtWoermann) *2Dks3trB*	2384 2100 1434					1895	Blohm& Voss Hamburg	ServizioItalo-PortogheseSoc. Anon.diNav.	290·4 H—F35'	38·2	23·6	Genoa Italian *WB*	T.3Cy.19",30"&50"–39⅜" 157NHP Blohm&Voss,Hamburg		I
40083 OUIG	**Skagen** (*ex*LexaMærsk-37, *ex*Lexa-32,*ex*LexaMærsk,*ex*Nykjöbing) *1Dk*	900 670 490					1914	Kjöbnhvns Flydk&Skbs. Copenhagen	Dampskibsslsk. DracoA/S (R.FischerNielsen,*Mgr.*)	218·2 P17'Q56'B88'F30'	32·5	12·0	Aalborg Danish *WB*	T.3Cy.14",22½"&37"–24" 67NHP KjbnhavnsFlydk&Skbs.		C
40084	**San Clemente Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *2Dks*	7300 6780 5440					1937	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji K.K.	429·8 P102'B34'F43'	57·4	35·7	Tokio Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"–49 3/16" 839NHP MitsubishiJukogyoK.K.		
40085	**Storm** (*ex*Carmen-37,*ex*Isly-35, *ex*Bauermeister,*ex*Majfrid,*ex*Ruth) *1Dk* *Now "Clifford," see No. 37679 in Supplement*	350 276 215					1889	MotalaCo. Gothenburg	RamonBoixFerré	132·5 Q46'B35'H12*t*	23·3	9·2	Panama Pnamanian *WB*	T.3Cy.11¼",18¼"&29¼"–19½" 38NHP MotalaCo.Motala		
* 40086 123809 GCPM	**St. Glen** (*ex*CityofSwansea-37, *ex*Katuna) ssBkn.2ndNo.3-10,33 *2Dks(Stl)&deep framing* *&Shelter dk(Stl)*	4647 4411 2912	✠100A1 *Shelter dk* *withfreeboard* 9,37 ~~7,36~~ MS10,33	NYk Cff ✠LMC BS~~7,36~~9,37	*z*	CL 12,36	1907 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	BarryShippingCo. Ld.(B.&S. ShippingCo.Ld. *Mgrs.*) *CellDBa*	400·0 FK 123'*uE&B*63'*f*154'	52·1	27·0	Newport, Mon. British 6*BHCem* 971*tAPT*29*t*	T.3Cy.27",44½"&75"–48"(*s*) 180lb 478NHP 3SB(Spt),*9cf*,GS175, FD HS6504 WllsndSlpwy.Co.Ld.Nwc.	29 " 9 s 3 " 8¼ 26 " 2¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.c.Trade.
40087 125439 VGQP	Southern Lady Ⓟ (exFarnorth-37, exHethpool,exRichardWelford) 1Dk	1712 908 975					1908	Palmers' Co.Ld. Newcastle	FraserS.S.Line, Ld.	255·7 P&B170'F32'	35·5	14·4	HalifaxNS British WB	T.3Cy.25",41"&66"-45" 292NHP Palmers'Co.Ld Newcastle		C
※ 40088 162145 MMPD	St. Rosario E.S.D. D.F. 1Dk&Shelter dk CruiserStern Longitudinal framing at bottom & at decks Rudder electrically welded	~~4316~~ 4312 3808 2602	✠100A1 withfreeboard 12,37 ✠LMC12,37 Fitted for oil fuel 12,37 F.P. above 150°F.	Sld		CL	1937 12mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	BarryShippingCo. Ld.(B.&S.ShippingCo.Ld.Mgrs.)	~~399·0~~ 397·4 414·2(O.L.) (CollBHto Shelter dk5BHto2nd dk) CellDB339'1006tFPT137tAPT100t	56·0	22·3 FK	Newport, Mon. British 6BHptCem	C.4Cy.(2)$10\frac{1}{3}$"&(2)$20\frac{5}{8}$"-13" SR geared&LP turbine DR geared to sc. shaft 306NHP 230lb (s) FD 2SB,(Spt),6cf,GS78,HS3750 White'sMarEngCoLdNwc.	25 ″ 4 s2 ″ $2\frac{1}{2}$ 23 ″ 4	
40089 421 IBHH	Stella (exCipro-37,exPortsea-33, exBarbaraMarie) D.F. 1Dk&Shelter dk	4272 4006 2587					1923	J.Priestman&Co. Sunderland	BiagioBorriello (Lauro&Montella, Mgrs.)	378·0 365·0	49·8	25·5	Torre del Greco WB Italian	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		CI
40090 IRAW	Sportivo (exNereide-37,exMaras, exShantung) ssSng.No.3-5,12 ssAms.No.2-20 1Dk(Stl)&Spar dk(Stl)&deep framing	1598 — 936	✠ 6,25 ✠	Rot	q		1900 2mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro	259·5 B64'F27' CellDBa68'uE34'f86'322tFPT59tAPT18t	37·4	19·2 FK	Naples Italian 4BHCem	T3Cy$18\frac{9}{16}$"$30\frac{7}{10}$"&$49\frac{1}{5}$"-$31\frac{1}{2}$" 180NHP 2SB,6pf,GS91,HS3208 BremerVulkan,Vegesack	22 ″ 0	I †
40091 OZOH	**Selma** 1Dk&Shelter dk Wireless E.S.D. ~~2Dks~~ CruiserStern	~~1356~~ 1392 1055 742					1937	FredrkstadMekVrksA/S Fredrikstad	J.Lauritzen	~~257·4~~ 265·0	~~40·9~~ 42·1	~~13·5~~ 13·9	Esbjerg Danish WB	C.4Cy.(2)$13\frac{3}{4}$"&(2)~~$32\frac{1}{4}$"~~$32\frac{7}{16}$"- $30\frac{1}{2}$" 96NHP FredrikstrdM.V.A/S Fredrikstad		
40092 165162 MMNN	Saintfield 3Mst Wireless 1Dk Mchy.Aft CruiserStern	~~865~~ 867 597 451	✠100A1 11,37 ~~(ClassContemplated)~~ ✠LMC11,37	Abn	k	CL	1937 11mo	J.Lewis&Sons,Ld. Aberdeen Lloyd'sA&CP	JohnKelly,Ld.(W. ~~Clint)~~Clint,Mgr.)	197·7 205·0(O.L.) 32·0 Q112'B11'F30' CellDB137'192tFPT97tAPTs26t	30·7	12·1 FK	Belfast British 3BHptCem ptAsp	T.3Cy.$14\frac{1}{2}$",25"&41"-30" 200lb (s) 131NHP 1SB,3pf,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 3 s4 ″ $5\frac{3}{4}$ 13″$11\frac{1}{4}$ –	
40093 DJUL	Südmeer (exSydis-37, TwinSc4Mst exTorodd-34, (Whale oil factory) exColonia) 2Dks&Spar dk& D.F. Fitted for oil fuel deep framing	8133 5863 4355			●●●		1902	WighamRichrdsn&Co Ld.Newcastle	Deutsche Ölmühlen- RohstoffeG.m.b.H. (HamburgerWalfang-KontorG.m.b.H.Mgs)	487·3 H410t	56·1	27·6 35·6 FK&BK2"	Hamburg German WB	T.6Cy.24",$40\frac{1}{2}$"&67"-48" 846NHP WghmRchrdsn&C.Ld Nwc	39 ″ 0	N †
40094 DJUW	Sardinien (exHelmstrath-37) ssShl.No.2-36 1Dk(Stl)	4292 3948 2552	✠ 11,37 ~~✠LMC11,36~~	Lon	y	CL 11,36	1928 8mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	Rob.M.Sloman,Jr.	384·7 399·5(O.L.) P27'B243'F35' CellDB338'1126tFPT97tAPT173t	52·5	24·0 FK	Hamburg German 6BHCem	T.3Cy.25",41"&68"-48" (s) 180lb 370NHP 3SB,9cf,GS162,HS6900 J.Dickinson&Sons.Ld.Sld.	26 ″ 3 ~~s3 ″ $6\frac{1}{4}$~~ ~~22 ″ $11\frac{1}{4}$~~	
40095 166345 GDDV	Sovac D.F. E.S.D. GyC. Mchy.Aft 2Dks Longitudinal framing-bracketless system CruiserStern	~~6950~~ 6724 6215 3950	✠100A1 1,38 ✠LMC1,38 ~~(ClassContemplated)~~ CarryingPetroleum in bulk Fitted for oil fuel 1,38 F.P.above 150°F.	Odn	a†	CL	~~1937~~ 1938 1mo	OdenseStaalskibsvftvedAPMöller Odense Lloyd'sA&CP	~~Socony-Vacuum~~ ~~OilCo.Inc.~~ StandardTransportationCo.Ld.	422·6 433·5(O.L.) P83'B35'F44' CellDBuE&B82'253tDTf28'762tFPT225tAPT43t	60·4	32·8 FK	London British 11BHptCem	C.4Cy.(2)$22\frac{1}{16}$"&(2)$47\frac{1}{4}$" -$47\frac{1}{4}$" (s) 540NHP 228lb 3SB(Spt)9cf,HS8256 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s6 ″ $0\frac{1}{2}$ 27 ″ $3\frac{1}{4}$	
40096	Shoko (exChangKwang-37, exApikia-36, ssPir.2ndNo.3-5,30 exKoranna) ssPir.No.1-35 1Dk(Stl)&deep framing& Shelter dk(Stl)	2607 3411 2261	✠100A1 Shelter dk withfreeboard 9,37 ~~10,36~~ BS9,37 ~~BS10,36~~ ✠LMC9,35	Osa	x	CL ~~2,35~~ 9,37	1905 2mo	ArmstrongWhitworth &Co.Ld. Newcastle Lloyd'sA&CP	DingYaoDung (T.Akai,Mgr.)	350·0 CellDBa108'uE&B42'f156'955tFPT105tAPT108t	52·0	23·4 FK	Chefoo Chinese 6BHCem	T.3Cy.25",41"&67"-45" (s) 180lb 337NHP 3SB,9cf,GS154,HS5355 N.E.MarineEng.CoLdNwc	26 ″ 0 s2 ″ $6\frac{3}{4}$ 23 ″ $8\frac{1}{4}$	
40097 115034	Saint Eunan OilEng Mchy.Aft 1Dk Cargo battens not fitted	~~450~~ 436 295 190	✠100A1 1,38 ~~(ClassContemplated)~~ ✠LMC11,37	Ayr	f	CL	1937 11mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	~~R.Harper&Son~~ T.Heiton&Co.Ld.	143·6 144·2(O.L.) P33'Q56'F21' CellDBuE&a32'24tFPT50tAPT17t	24·1	11·0 FK	Troon British 3BHCem	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 64RHP BritishAuxiliaries,Ld.Gls.	12 ″ 0 s3 ″ $6\frac{1}{4}$ 11 ″ $9\frac{3}{4}$	
※ 40098 IBQU	Snia Amba (exSantaTecla-37) ssN.Os.No.3-2,36 2Dks(Stl)	2532 2190 1534	✠100A- 7,37 BS1,38 ~~BS2,37~~ ✠LMC2,36 Fitted for oil fuel 7,18 F.P. above 150°F.	Bal	t	CL 1,36	1918 7mo	NewYork S.B.Corp. Camden,N.J.	Soc.Italo-Baltica diNav.eCommercio("LaCostiera" Soc.An.diNav, Mgrs.)	298·6 309·9(O.L.) P35'B78'F28' CellDB264'652tFPT89tAPT106t	40·0	22·9 FK	Genoa Italian 6BHCem	T.3Cy.$19\frac{1}{4}$",$31\frac{1}{2}$"&$54\frac{1}{2}$"-36" 200lb (r) 262NHP 2SB.4cf.GS84,HS3860 NYorkSBCorpCamdenNJ	26 ″ 0	
40099 34 SVAU	Styliani (exPatra-37,exOrion-32, exHillcrag) ssPir.2ndNo.3-4,22 1Dk(Stl)&Spar dk(Irn) &deep framing	3256 3029 2081	✠ 6,27 ✠	Ven	v		1896 8mo	R.Thompson&Sons Sunderland	AristidesPittas& C.Scrivanos	328·1 P29'B70'F35' CellDBa106'uE22'f130'714tAPT50t	47·1	15·9 23·3 FK	Piræus Greek 6BHCem	T.3Cy.24",39"&64"-42" NDB18 275NHP 2SB,6pf,GS100,HS4274 G.Clark,Ld.Sunderland	25″10	G †
40100	San Giovanni Battista Ⓟ (exIngoma-37) ssBkn.2ndNo.3-9,32 ~~D.F.~~ 2Dks(Stl)&3rd dk(Stl)inNo.1hold	5686 4599 3561	✠ 10,37 ✠	Lon	z		1913 7mo	D&WHendersn&Co.Ld. Glasgow	Cia.Ligure di Navigazione CellDBa102' uE&B67'f163'96	400·6 P34'B160'F50' 6tDTa26'615tFPT63tAPT22t	52·2	28·3 FK	Genoa Italian 8BHCem	T.3Cy.$26\frac{1}{2}$",46"&76"-54" 616NHP 2DB&1SB.15cf,GS316, D&WHendersn.&CoLdGls	31 ″ 0	
40101 ~~[illegible]~~ ~~[illegible]~~	Stanrock (exCastro-37, exDarlington-35) ssHul.2ndNo.3-11,35 Well deck 1Dk(Stl-ptws) Wireless Now "Lydia" see No. 39047 in Supplement	1105 897 446	✠100A1 10,37 ~~9,37~~ BS11,36 ✠LMC11,35	Hul	p	OG 9,37	1910 8mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir&~~ ~~Co.Ld.Mgrs.)~~	256·0 266·0(O.L.) P&B169'F54' CellDBa44'uE23'f121'196tFPT12tAPT8t	36·2	15·0 FK	French 5BHCem	T.3Cy.$23\frac{1}{2}$",38"&62"-39" (s) 180lb 373NHP 2SB,8cf,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s1 ″ $0\frac{3}{4}$ 16 ″ $7\frac{3}{4}$	
40102 YTEE	Srdj (exSrgj-37) Sunk by Collision 12,37 ssTri.2ndNo.3-9,28 ssSpt.No.2-37 1Dk(ptIrn&ptStl)2trB &deep framing3Dkrule	3644 3342 2354	✠~~100A1~~ 10,37 ~~✠LMC~~ ~~MS12,36~~ ~~BS5,37~~	Spt	v	CL 6,35	1905 1mo	J.Readhead&Sons South Shields Lloyd'sA&CP	DubrovackaParobrodskaPlovidba A.D.	341·0 P32'B140'F41' CellDBa116'uE20'f142'804tAPT72t	46·6	25·9 FK	Dubrovnik Yugoslav 6BHCem	T.3Cy.24",40"&65"-45" (r) 160lb 295NHP 2SB,6cf,GS116,HS1590 J.Readhead&Sons,S.Shl.	27 ″ 4 s4 ″ $2\frac{1}{2}$ 23 ″ $3\frac{3}{4}$	
40103	Szent Gellért (exMunrio-37) ssRot.No.2-38 ssN.Yk.No.3-6,29 ~~ssGal.No.1-34~~ 1Dk(Stl)&Web frames Longitudinal framing	3379 — 2106	✠100A1 ~~6,34~~1,38 10,37 ✠LMC ~~BS7,33~~ MS~~6,34~~1,38 Fitted for oil fuel10,16 F.P. above 150° F.	Gal Rot	v	CL ~~7,33~~ 10,37	1916 10mo	BethlehmSteelCo. Sparrow'sPt. A&CP	MagyarHajózási RészvényTársaság (F.Brózik,Mgr.)	~~333·6~~ 333·5 P37'B101'F38' CellDB278'830tFPT86tAPT219t	48·2	25·1 FK	Budapest Hungarian 5BHCem	T.3Cy.$24\frac{1}{4}$",41"&68"-48"(s) 200lb 449NHP 2SB.8cf,GS148,HS6397 FD BethlehemStl.CoSprw'sPt	27 ″ 6 s5 ″ $0\frac{3}{4}$ 22 ″ 8	
40104 165926 GFFN	Salween Ⓟ D.F. Cruiser Stern 2Dks	~~7043~~ ~~5913~~ ~~4884~~ 7063 5913 4355					1937	WmDenny &Bros,Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.Mgrs.)	444·9 P32'B46'F23'	59·2	30·4	Glasgow British WB	3 steam turbinesSR geared to 1 screw shaft 583NHP Wm.Denny&Bros.Ld.Dmb		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
40105 CFCE	**Sally** (*ex*Oswal-37,*ex*Noorköping, *ex*Edmond- *ss*Got.3rdNo.3-10,34 Gustave,*ex*Greylands) 1*Dk*(*Irn*)2*trB*& *Web frame*	2576 2385 1551	✠ 4,38 ~~MS10,34~~	Rot Skm ~~✠LMC~~ ~~BS10,36~~	*t*	CL 7,37	1896 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/BSally (A.Johansson, *Mgr.*) *Cell DBa&uE*128′	314·0 P27′B70′F31′ FK *f*126′	44·0	20·8	Mariehmn Finnish *BHCem* 684*tAPT*40*t*	T.3Cy.23″,36½″&62″-39″ (*s*) 160lb *80lb* 244NHP 2SB,4*f*,2*cf*,GS83,HS3720 Gen.Mar.Eng.Wrks.W Hpl	23 ″ 3 ~~s3 ″ 10¾~~ ~~19 ″ 6~~	
40106 CSHI	**Senhora Da Sude** WoodAux (*exSailingShip* *OilEng.* 4MstSr Helga-35) 1*Dk* (*See Sailing Ship Register*)	356 328 272					1920	FanöSkibs- værft Nordby,F.	Tavares, Mascarénhas, Neves&Vaz,Lda.	137·6	30·7	12·7	Aveiro Portuguese	Oil Engines 2Cy.15⅜″-16$\frac{5}{16}$″ *Emade&fitted*35 Denmark		V
40107 219607 KLHA	**San Diegan** TwinSc (*ex*Mazatlan-37) *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	987 — 589					1920	L′ng Beach S.B.Co. LongBeach, Cal.	Star&Cresent BoatCo.	164·3	34·1	17·8	S.Frncisco Utd. States	Oil Engines 4S.C.SA 12Cy.12$\frac{5}{16}$″-18″ 196NHP WintonEng.Wks. SanFrancisco,Cal.		
40108 141938 GDCF	**Seabank Spray** (*ex*SevenSeas Spray-37,*ex*Baron *ss*Gmh.No.3-9,32 Elibank-34) *ss*Shl.No.1-37 *ex*Glassford) 1*Dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	2465 2238 1452	✠100A1 ~~2,37~~11,37	Shl Sws ✠LMC3,37	*t*	CL 2,37	1919 12mo *Lloyd*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan ′*sA&CP*	VeronicaS.S.Co. Ld. *CellD*	303·3 313·4(O.L.) P33′B80′F32′ FK *B*260′ 644*t FPT*68*t*	43·0	20·7	Cardiff British 6*BHCem* *APT*172*t*	T.3Cy.22″,36$\frac{13}{16}$″&59″-39″(*s*) 180lb NDB35-*100lb* 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 1 s3 ″ 4¾ 19 ″ 11	
40109	**Šumadija** Ⓟ	474	100A1 (*ClassContem plated*)				1937	Jadranska Brodogradi- listaA.D. Split	Jadranska Plovidba d.d.	162·4 B63′F32′	24·4	11·4	Split Jugoslav	T.3Cy.15″,25″&40″-27″ McKie&Baxter,Ld.Psy.	12 ″ 0 s2 ″ 2¾ 10 ″ 6¾	
40110 YTQU	**Sarajevo** Ⓟ	~~474~~ 479	100A1 (*ClassContem plated*)				1937	Jadranska Brodogradi- listaA.D. Split	Jadranska Plovidba d.d.	162·4 B63′F32′	24·4	11·4	Split Jugoslav	T.3Cy.15″,25″&40″-27″ McKie&Baxter,Ld.Psy.	12 ″ 0 s 2 ″ 2¾ 10 ″ 6¾	
40111	**Shoan Maru** D.F. 2*Dks* *CruiserStern*	5600 5040 3400					1937	Tama Zosen-Sho K.K. Tama	MatsuokaKisen K.K.	403·5 P33′B118′F35′	55·1	30·8	Fuchu Japanese *WB*	T.3Cy.23⅜″,36⅜″&66$\frac{15}{16}$″- 47¼″ & exhaust turbine driving steam compressor 306NHP TamaZosen-ShoK.K.Tama		
40112 ~~[illegible]~~ ~~GFXV~~	**Stancliffe** (*ex*Drakelow-37, (*ex*BromptonManor-36, *ss*Cff.No.3-4,26 *ex*Warszawa,*ex*Aydon, *ss*Bly.No.2-35 *Now "Navarinon," see No. 39460 in Supplement* *ex*Aydon) *Mchy.Aft* *Well deck*	1735 1293 1021	✠100A1 ~~6,37~~11,37 MS2,35	Cff ✠LMC BS~~7,36~~11,37	*q*	OG N7,36	1914 4mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth ′*sA&CP*	~~StanhopeS.S.Co.~~ ~~Ld.(J.A.Billmeir~~ ~~&Co.Ld.*Mgrs.*)~~ *CellDBuE&B*41′	255·0 P*on*Q61′Q144′B14′ F29′ FK *f*172′482*tFPT*130*t*	38·3	17·0	French 4*BHCem* *APT*25*t*	T.3Cy.19″,33″&54″-36″ (*s*) 180lb 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s 5 ″ 1 18 ″ 2	
40113 129797 MDRV	**Stangate** (*ex*Drakedene-37, *ex*Emsworth *ss*Ant.2ndNo.3-4,37 Manor-36,*ex*Elvet) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1289 980 678	✠100A1 11,37~~4,37~~ BS4,37	Ant Sws ✠LMC2,36	*o*	OG 7,37	1912 4mo *Lloyd*	W.Dobson &Co. Newcastle ′*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*) *CellDBa*69′*uE&*	240·0 249·1(O.L.) Q127′B13′F25′ *B*35′*f*100′294*tFPT*	33·5	15·4	London British 4*BHCem* 40*tAPT*66*t*	T.3Cy.19″,31″&51″-36″ (*s*) 180lb 201NHP 2SB,6*pf*,GS84,HS3524 N.E.MarineEngCoLdNwc	17 ″ 3 s4 ″ 11½ 15 ″ 11	
40114 LJRG	**Seirstad** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Carrying petroleum in bulk*	9916 9191 5969					1937	Deutsche WerftAGBet Finkenwrder Hamburg	~~A.F.Klaveness&~~ ~~Co.A/S~~ Universal ShippingCo.A/S (A.F.Klaveness& Co.A/S,*Mgrs.*)	492·9 P113′F68′	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.24″-43$\frac{5}{16}$″ 1201NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
40115	**Sydney** (*ex*Polymnia-37,*ex*Kintyre, *ex*Wyncote, *ss*Ven.2ndNo.3-12,32 *ex*Denof *ss*Rot.No.1-37 Ruthven) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *&deep framing*	*4937* *4636* *3116*	✠100A1 *Spar dk* 10,37~~2,37~~ ~~DBS5,37~~ MS10,36	Rot BS10,37 ✠LMC ~~MBS10,34~~	*y*	CL ~~4,36~~ N10,37	1907 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow ′*sA&CP*	A.Puech *CellDBa*130′*u*	400·0 P41′B112′F44′ FK *E&B*46′*f*172′1032*t*	52·0	19·3 27·8	Havre French 6*BHCem* *APT*37*t*	T.3Cy.27½″,44″&71½″-48″ 180lb ~~*180lb*~~(*s*) 470NHP 2SB,8*cf*,GS147,HS6556 D.Rowan&Co.Glasgow	30 ″ 6 s 5 ″ 11 24 ″ 10	
40116 DJVC	**Sizilien** (*ex*Harpagus-37) *ss*Hul.No.1-34 D.F. 1*Dk*(*Stl*)	4647 4277 2789	✠ 12,37 ~~BS9,36~~	Rot ~~✠LMC7,34~~	*y*	CL 11,36	1930 7mo *Lloyd*	JReadhead &Sons,Ld. SouthShields ′*sA&CP*	Rob.M.Sloman,Jr. *CellDBa&uE*15	~~395·0~~ 393·7 P36′B245′F32′ FK 2′*f*177′1160*tFPT*1	54·2	24·8	Hamburg German 6*BHCem* 02*tAPT*220*t*	T.3Cy.24¾″,41″&68″-45″(*r*) 200lb 436NHP 2SB(Spt)&1Aux.B.9*cf*, GS176,HS7743 J.Readhead&Sons,Ld.	27 ″ 2 ~~s 3 ″ 8~~ ~~23 ″ 8¾~~	G †
40117 LJRV	**Sig** (*ex*Seabank-37,*ex*Joyce Llewellyn-37) *ss*Nwc.No.3-11,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1342 1105 ~~802~~ 792	✠100A1 11,37~~11,36~~ BS8,37	Nwc ✠LMC MS11,34	*o*	CL ~~11,35~~ 11,37	1924 6mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen ′*sA&CP*	A/S D/S Ask (A.Kjerland&Co. A/S,*Mgrs.*) *CellDB*132′381*tFP*	~~234·5~~ 234·6 P16′Q67′B58′F23′ *T*40*tAPT*36*t* FK	35·6	16·5	Bergen Norwegian 4*BHCem*	T.3Cy.18¼″,28½″&48¼″-33″ 180lb (*s*) 178NHP 2SB,6*pf*,GS104,HS3236 J.Lewis&Sons.Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
40118	**Scriano** (*ex*Evansville-37, *ex*LakeTahoe,*ex*S.N.A.4) Sub.Sig. 2*Dks*	3543 3247 2186			●●●		1917	Gt.Lakes Eng.Works Ecorse,Mich.	GeneralConstruc- tionCorp.	372·2 P30′B81′F35′ FK	43·9	24·9	M.Video Uruguayan *WB*	T.3Cy.24½″,41″&69″-42″ 443NHP Gt.LakesEng.Works.Det.	28 ″ 0	R †
40119 145486 MKYS	**Stokesley** (*ex*Wynding-37) *ss*Hpl.No.3-6,35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1149 866 666	✠100A1 11,37~~5,36~~ BS~~5,36~~ 11,37	Lon Goo ✠LMC6,35	*n*	OG ~~5,36~~ 10,37	1922 4mo *Lloyd*	Verschure &Co. Amsterdam ′*sA&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*) *CellDBu*	231·0 Q138′B131′F23′ FK *B*19′*f*156′397*tFPT*	34·2	13·2	Cardiff British 4*BHCem* 88*tAPT*48*t*	T.3Cy.15½″,25½″&41″-36″ 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,GS69,HS2010 Verschure&Co.Amsterdam	16 ″ 0 s4 ″ 7¾ 14 ″ 11¾	
40120 132724 ~~VQZC~~ GLGR	**Stanfield** (*ex*Trinidadian-37, 3Mst *ex*Augusta, *Fitted for oil fuel* *ex*Cadagua) 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk*	2432 2256 1765					1892	Armstrong Mitchell&Co. Ld.Newcastle	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	295·0 H22′F36′	39·0	25·4	London British *WB*	T.3Cy.22″,36″&59″-39″ 217NHP Wllsnd.Slpwy.Co.Ld.Nwc		V
40121 136686 GRFJ	**Stanmount** (*ex*Bratton-37, *ex*Wyneric-37, *Fitted for oil fuel* *ex*RicardoA.Mestres) D.F. 1*Dk* *Mchy.Aft* *Fitted with cylindrical tanks* *in holds for carrying Petroleum*	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	365·0 P97′B20′F36′	50·7	26·7	London British *WB*	T.3Cy.25″,41″&68″-48″ 320NHP Cen.Mar.Eng.Wrks.WHpl		O
40122 165616 MMPG	**Sequacity** *OilEng.* ***Mchy.Aft*** *Cargo battens not fitted* 1*Dk* ***Cruiser Stern***	870 550 455	✠100A1 12,37 ~~(*ClassContem plated*)~~	Goo ✠LMC12,37	*k*	OG	1937 12mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole ′*sA&CP*	F.T.Everard& Sons,Ld. *CellDB*127′194*tFPT*69*t*	196·2 202·7(O.L.) P50′Q120′F20′ FK	30·2	11·3	London British 3*BHCem* *APT*67*t*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$″-16$\frac{9}{16}$″ 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s4 ″ 10¾ 13 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
40123 41689 JHXJ	**Shinto Maru** (*ex*Hsinking-36, *ex*LiangHsing-34,*ex*NanaoMaru-29) 1*Dk*	1215 1016 834					1919	Osaka Tekkosho Osaka	SawayamaKisen K.K.	220·0|33·5|18·5 P23′B44′F30′	Kobe Japanese *WB*	T.3Cy.13½″,23″&38″-30″ 79NHP OsakaTekkosho,Osaka		
40124 161356 GBRV	**Stanforth** (*ex*Foreland-37, *ex*Dirksland) ssRot.No.3-9,27 ssRot.No.2-36 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1817 1384 1042	✠100A1 ~~8,37~~12,37 BS9,37 ✠LMC8,36	Shl	*q*	OG 8,37	1915 8mo	JanSmit Czn. Alblasserdm *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	262·2|38·2|17·4 P69′Q78′F25′ *Cell DBf*92′447*t* *DTamids*10′221*t* *FPT*65*t* *APT*42*t*	London British FK 5*BHCem*	T.3Cy.19″,32″&52″-39″ (*s*) 180lb 203NHP 2SB,6*cf*,GS101,HS3450 Maats.deSchelde,Flushing	19″9 s 6″1½ 18″1	
40125 LDIF	**Sandefjord** (*ex*Herbjörn-37) TwinSc ssGot.No.2-37 *OilEng.* *Mchy.Aft* ~~ssGot.No.1-33~~ D.F. 1*Dk*(*Stl*)	8038 7242 4767	✠100A1 12,37 DBS12,37 ✠LMC12,37 *Carrying Petroleum in bulk*	Fal Got	*b*†	CL P11,37 SN 11,37	1929 2mo	A.B.Gota- verken Gothenburg *Lloyd's*A&CP	ViriksRederiA/S (H.Virik,*Mgr.*)	441·1|59·2|35·4 459·5(O.L.) P96′F37′ *CellDBuE*65′278*t* *DTf*29′468*t* *FPT*113*t* *APT*247*t*	Sandfjord Norwegian FK 10*BHptCem*	Oil Engines 4S.C.SA 14Cy.21⅝″-39⅜″ 634NHP 2DB150*lb* Akt,Götaverken,Got.	35″0 s 9″4 25″10½	
40126 49 ICIH	**Stamira** Ⓟ (*ex*Stamura-37) TwinSc *CruiserStern* Wireless 2*Dks*	1463 1196 701					1929	Cant.Nav. Riuniti Ancona	SocietàFiumana diNavigazione	247·5|35·4|22·2	Ancona Italian *WB*	T.3Cy.15⅝″25¼″&41$\frac{7}{10}$″-28⅜″ 91NHP Cant.Nav.RiunitiAncona		I
40127	**Senyu Maru No. 5** *OilEng.*	350					1937	Urabe ZosenTek- kosho Osaka	KureKokumotsu Croshishogyo Kumiai		Japanese	Oil Engines NipponHatsudokiK.K. Kobe		
40128 YTTC	**Susak** (*ex*Hazelwood-37) ssShl.No.2-35 D.F. ~~E.S.D.~~ 1*Dk*(*Stl*)	3839 — 2335	✠100A1 ~~11,36~~12,37 ✠LMC MS10,35 BS11,37	Shl	*z*	CL 11,36	1927 8mo	J.Readhead &Sons,Ld. South Shields *Lloyd's*A&CP	Brodarsko Akcionarsko Drustvo "Oceania"	388·8|52·5|22·1 P29′B229′F44′ len34 *CellDBa&uE*145′*f*161′900*t* *FPT*80*t* *APT*135*t*	Susak Yugoslav FK 6*BHCem*	T.3Cy.21½″,37″&61½″-45″ 200lb 120*lb* (*r*) 334NHP 2SB(Spt),6*cf*,GS115, HS4564 J.Readhead&Sons,Ld.	24″3 s 2″10 FD 21″7½	
40129 165759 GKGP	**Sandhill** 3Mst *OilEng.* 1*Dk*& *Shelter dk* *Mchy.Aft* *CruiserStern* *Rudder electrically welded*	586 465 276	✠100A1 *withfreeboard* 3,38 ✠LMC2,38	Bly	*k*	CL 3,38	1938 2mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's*A&CP	Tyne-TeesSteam ShippingCo.Ld.	~~180·0|31·5|13·5~~ 189·6|31·6|10·9 195·9(O.L.) (*CollBHtoShltrdk2BHto2nddk*) *CellDB*114′291*t* *FPT*65*t* *APT*30*t*	Newcastle British FK 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.15¾″-26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13″6 s ″2 13″5¾	
40130 SLCM	**Sonja** WoodAux4MstSr (*exSailingVessel* *OilEng.* JeanDunois-37,*ex*Runehöj) 1*Dk* (*See Sailing Ship Register*)	352 310 255					1924	Skibsværf- tetLilleöA/S Korsör	IvarHermansson	136·4|30·7|12·7 Q22′	Skärhamn Swedish	Oil Engines 2S.C.SA 2Cy.15¾″-18⅛″ 87NHP *Emade&fitted37* A/BJönköpingsMotorfbk		V
40131 124287 ~~VRVN~~ MMST	**Stanbrook** (*ex*Polyfloisvios-37, (*ex*Stanbrook-37, ssMch.2ndNo.3-1,37 *ex*Lancer-37) 1*Dk*(*Stl*)&*Awng dk* Wireless (*Irn*)& *deep framing*	1383 1275 858	✠100A1 *Awng dk* *withfreeboard* 9,37 ✠LMC1,37	Msl	*o*	CL 4,37	1909 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	230·1|34·0|21·8 238·1(O.L.) *CellDBa&uE*77′*f*100′209*t* *APT*14*t*	London British FK 5*BHCem*	T.3Cy.18″,30″&49″-33″ (*s*) 180lb 100*lb* NDB30 163NHP 1SB,4*cf*,GS78,HS2700 N.E.MarineEng.CoLdNwc	24″0 s 5″1 19″0¾	
40132 GJGG	**Stancroft** (*ex*Neoptolemos-38, *ex*Stancroft-37, ssNwc.2ndNo.3-12,34 *ex*Greenbatt-37) Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1407 1118 842	✠100A1 10,37 3,38 ✠LMC12,34 MBS~~3,37~~ DBS10,37	Msl	*o*	CL 2,36	1908 11mo	J.Priest- man&Co. Sunderland *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	240·0|36·0|15·8 Q129′B10′F21′ *CellDBa*70′*uE&B*32′*f*96′372*t* *FPT*63*t* *APT*94*t*	British FK 4*BHCem*	T.3Cy.19″,31″&51″-36″ (*s*) 180lb 100*lb* NDB31 180NHP 1SB,4*cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17″8 s 5″2¾ 15″11¾	
40133 220019 KUSF	**Stanley A. Griffiths** (*ex*Chincna-37, *Fitted for oil fuel* *ex*NosaKing-35, 2*Dks* *ex*Capital of Nebraska) D.F. *Longitudinal framing*	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GriffithsS.S.Co.	324·0|46·2|25·0 P41′B90′F34′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22″,37½″&60″-42″ 233NHP EllicottMachineCorp. Baltimore,Md.		B
40134 148075 GKLX	**Stanburn** (*ex*Hebburn-38) ssNwc.No.3-8,37 D.F. E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2881 2576 1685	✠100A1 1,38 ~~8,37~~ ✠LMC BS5,37 MS8,37	Nwc Lon	*u*	CL 8,37	1924 7mo	WoodSkin- ner&Co.Ld. Newcastle *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.~~*Mgrs.*)~~Ld. *Mgrs.*)	333·8|44·6|21·6 P27′B70′F27′ *CellDB*272′788*t* *FPT*122*t*	London British FK 5*BHptCem* *APT*230*t*	T.3Cy.23″,38½″&65″-42″ (*s*) 200lb 100*lb* 359NHP 2SB,8*cf*,GS168,HS6120 N.E.MarineEngCoLd.Nwc	24″0 s 4″1¼ 20″1	
40135 LJVD	**Sofie Bakke** 1*Dk*&*Shelter dk.3rd dk fwd of* *OilEng.* D.F. *Mchy space* *Sparred dk in No.3 hold* *Ref.Mchy.* *Cruiser Stern*	5461 4729 3268	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ✠Lloyd'sRMC3,38 for temp.33°F.	Got	*b*†	CL	1938 3mo	A/BGötav- erken Gothenburg *Lloyd's*A&CP	SkibsA/SHilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*)	435·9|58·8|26·0 453·2(O.L.) ~~F36~~F38′ (*CollBHtoShelter dk,6BHto2nd dk*) *CellDB*304′1228*t* *DTf*16′67*t* *DTa*47′349*t* *FPT*52*t* *APT*146*t*	Haugesnd Norwegian FK 7*BH*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″-55⅛″ 1236NHP A/B Götaverken,Got. ~~GötaverkenA/B,Got.~~	28″6 s3″2 25″6½	
40136 166365 GKGD	**Saxon Queen** *OilEng.* *Mchy.Aft* Wireless D.F. 1*Dk* *CruiserStern* *Rudder electrically welded*	~~465~~ 482 ~~252~~ 350 264	✠100A1 3,38 ~~(*ClassContem-plated*)~~ ✠LMC3,38	Rot	*g*		1938 3mo	NVBoele's Schpsw&Mch Bolnes *Lloyd's*A&CP	~~CoastLines,Ld.~~ Plymouth, ChannelIslands& BrittanySSCoLd.	162·2|26·4|9·8 169·5(O.L.) Q44 F21′27·7 *CellDB*107′127*t* *FPT*48*t* *APT*11*t*	London British FK 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11″-17$\frac{11}{16}$″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s1″2 10″9¼	
40137	Sparire *For particulars see* "Cabo Espartel" *No.* 21963 *in body of Register*													
40138 135430 GPQR	**Stanland** (*ex*Borderland-38) ssLth.No.3-3,26 D.F. ssLiv.No.2-34 2*Dks*(*Stl*)	1753 1570 863	✠100A1 1,38 BS8,37 ✠LMC5,34	Gls	*q*	CL 5,36	1912 12mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	260·1|36·0|22·2 271·0(O.L.) B73′F33′ *CellDBa*58′*uE*22′*f*116′257*t* *FPT*48*t* *APT*25*t*	London British 4*BHCem* FK&BK1½″	T.3Cy.19½″,34″&55″-42″ 180lb (*r*) 246NHP 2SB&1AuxSB,8*cf*,GS131, HS4252 Barclay,Curle&Co.Ld.Gls.	24″6 s 3″8 21″1	
40139 133565 GDFX	**Stanwell** (*ex*Stockwell-38) ssGls.2ndNo.3-2,34 D.F. 2*Dks*(*Stl*)	5757 5361 3629	✠100A1 2,38 ~~10,37~~ ✠LMC MS2,34 BS8,37 *Fitted for oil fuel* 6,18 *F P. above* 150°F.	Bkn Gls	*a*†	CL 9,37	1914 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	425·0|53·9|30·4 P35′B122′F46′ *Intermediate BH in No.2 hold dispensed with* *CellDBa*124′*uE&B*46′*f*181′1143*t* *FPT*90*t* *APT*50*t*	London British FK *Cem* 6*BH only*	Q4Cy25½″,36″52½″&76″-54″ 220lb 180*lb* (*s*) 664NHP 3SB,12*cf*,GS214,HS9657 N.E.MarineEng.CoLdNwc	33″0 s 6″11¼ FD 26″3	
40140 DOAT	**Santos** Ⓟ (*ex*Rapot-38) D.F. Sub.Sig 2*Dks*	5943 5428 3669					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	393·5|54·3|31·4 P26′B138′	Bremen German *WB*	T.3Cy.28½″,47″&75¾″51″ 410NHP Frd.KruppA.G.Kiel		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. ins.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40141	Sinyo Maru CruiserStern	4100					1938	Harima S.B.&Eng. Co.Ld. Harima	SinyoKisenK.K.	360·0	50·0	29·0	Japanese	2steam turbinesDR geared to1screw shaft 467NHP		
40142 PHLV	Servus (exRansel-37) OilEng. Mchy.Aft 1Dk CruiserStern	319 227 204					1933	Gebr. Niestern&Co. Delfzijl	DeGroot	143·5 P30' len36	23·6	8·6	Zwartsluis Dutch WB	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
40143	Schors (exCommercial Floridian-37, Fitted for oil fuel exOsceola,exLakeHaresti) 1Dk2trB D.F.	2689 2329 1667			●●●		1920	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5 P25'B65'F26'	43·9	25·9 FK	Russian WB	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co. Milwaukee,Wis.	28 ″ 5	R †
※ 40144	Stylianos Chandris (exOakspring-38, Fitted for oil fuel exE.A.Morse) 1Dk&Shelter dk Sub.Sig. Longitudinal framing	6059 5550 3743	(Reclassification contemplated)		●●●		1919	Virginia S.B.Corp. Alexandria, Va.	J.D.Chandris	402·6 P34'F38'onShltr dk	53·2	32·0	Piræus Greek WB	T.3Cy.25",$41\frac{1}{2}$"&72"–48" 359NHP IngersollRandCo. Phillipsburg,N.J.	34 ″ 6	R †
40145	Sirogane Maru Ⓟ OilEng. Cruiser Stern	900					1938	Mitsubishi JukogyoK.K Kobe	SetsuyoShosen K.K.	185·3	31·3	14·3	Osaka Japanese	Oil Engines 4S.C.SA 8Cy.$16\frac{3}{4}$"–$24\frac{7}{16}$" 218NHP MitsubishiJukogyoK.K. Kobe		
40146	Shoei Maru D.F. CruiserStern	5600 5050 3350					1937	TamaS.B. Co.Ld. Tama	MatsuokaKisen K.K.	403·5	55·1	31·0	Seido Japanese WB	T.3Cy.$23\frac{5}{8}$",$36\frac{5}{8}$"&$66\frac{15}{16}$"– $47\frac{1}{4}$"&exhaust turbine driving steam compressor 306NHP TamaS.B.Co.Ld.Tama		
40147	Secil OilEng. Mchy.Aft 1Dk Cruiser Stern	409 427 277 206	✠100A1 4,38 ~~(ClassContemplated)~~ ✠LMC4,38	Rot	/	CL	1938 4mo	DeHaan& Oerlemans Heusden Lloyd'sA&CP	"Secil"CiaGeral de Cal e Cimento	143·7 152·0(O.L.) P42'Q41'F16' CellDB90'75tFPT25tAPT20t	25·7	9·4 FK	Setubal Portuguese 4BHCem	Oil Engines 4S.C.SA 7Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 86NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	11 ″ 3 s3 ″ 11 11 ″ $2\frac{1}{4}$	
40148 PHLM	Semiramis ssH.Kg.No.3-10,33 ssSng.No.1-37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5792 5293 2279	✠100A1 10,37 ✠LMC10,37 Carrying Petroleum in bulk (only homogeneous cargoes each side of pump room) For River& Estuary Services only Fitted for oil fuel 9,21 F.P. above 150°F.	Sng	e	CL 9,37	1921 9mo	S.Western S.B.Co. SanPedro, A&CP Cal.	Nederl.Indische Tankstoomboot Maats.	412·0 427·0(O.L.) P110'B33'F57' Cell DBuE&B81'232tDTf32'328tFPT98tAPT103t	53·3	31·0 FK	TheHague Dutch 15BHptCem ptAsp (4 to Udk 11 ,, 2nd,,)	T.3Cy.27",45"&74"–48" (s) 180lb 120lb 556NHP 3SB,9cf,HS8451 FD Hooyen,Owens,Rentschler Co.Hamilton,O.	31 ″ 0 s5 ″ $7\frac{1}{2}$ 24 ″ $7\frac{1}{4}$	
40149	Sahalin Neft (exCommercial Orleanian-38,exCityofAlbany, exLakeElmhurst) Fitted for oil fuel Sub.Sig. D.F. 2Dks	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·4 P25'B65'F26'	43·8	26·0	Russian WB	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
40150 DOCG	Sao Paulo (exAlrich-38, exGlücksburg) Sub.Sig. D.F. 2Dks	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-Süd- AmerikDampf- schiffahrtsGes.	361·7	51·4	31·7	Bremen German WB	T3Cy$26\frac{2}{3}$",$43\frac{3}{10}$"&$70\frac{9}{10}$"–$47\frac{1}{5}$" NE25 347NHP Gutehoffnungshütte, Sterkrade		G
※ 40151 146084 MKTZ	Stanburgh(exDunstanburgh-38, exGreif) ssNwc.No.3-12,38 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1095 824 476	100A1 withfreeboard 3,36 BS7,37 LMC12,33	Nwc	n	OG ~~11,34~~ 2,38	1912	Stettiner Oderwerke Stettin Lloyd'sA&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld,Mgrs.)	236·2 P&B143'F26' CellDB202'236tFPT	32·5	13·7 FK	London British 5BHCem 18tAPT28t	T.3Cy.$21\frac{13}{16}$",$35\frac{13}{16}$"&$57\frac{5}{16}$"– $39\frac{3}{8}$" 185lb FD 258NHP 2SB(Spt).4cf.GS78,HS3522 StettinerOderwerke	16 ″ 0 s1 ″ 3 15 ″ $0\frac{1}{2}$	
40152	Sumatra OilEng. Mchy.Aft CruiserStern	342 200 165					1938	NVSchpsw "Vooruit- gang" Foxhol	~~J.Kramer~~ ~~W.Kramer~~ W.J.Kramer	~~132·9~~ P40'Q39'F20' 135·0	~~24·0~~ 24·1	~~9·5~~ 8·0	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 74NHP MtrnWerkeMannheimAG		
※ 40153	Star of Suez (exMarthara-38) ssShl.No.3-2,38 D.F. 2Dks(Stl)	4999 4683 3105	✠100A1 2,38 ✠LMC2,38	Shl	y	CL 10,36	1926 1mo	D&WHen- dersn&Co.Ld. Glasgow Lloyd'sA&CP	AlexandriaNav. Co.S.A.E.	403·0 415·3(O.L.) P45'B125'F46' CellDB343'1111tFPT	52·2	27·3 FK	Alexandria Egyptian 6BHCem 68tAPT209t	T.3Cy.25",41"&68"–51" (s) 180lb FD 449NHP 3SB(Spt)9cf,GS150.HS6531 D&WHendersn&CoLd.Gls	29 ″ 10 s5 ″ 8 24 ″ $5\frac{1}{2}$	
40154 LCZH	Salt (exRondo-38,exStrand-35, exPanaghisVergottis, exLakeWeston) 1Dk	1854 1630 1079			●●●		1918	Detroit S.B.Co. Wyandotte	Rederi A/S Salt (Thv.Johnsen,Jr.)	251·2 P66tH94tF24t	43·8	18·3 FK	Kragerö Norwegian WB	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N
40155 160773 GTXR	Stanhall (exKepwickhall-38) ssHpl.No.1-36 D.F. 1Dk(Stl)&Shelter dk(Stl)	4831 4383 2810	✠100A1 withfreeboard 3,38 ✠LMC7,36	Mch	e	CL 10,37	1932 8mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	410·7 423·6(O.L.) F35' CellDB358'1143tDTa28'1076tFPT170tAPT152t	54·8	24·9 FK	London British 7BHCem (Coll to Sh dk 6 ,, 2nd,,)	Q.4Cy.$18\frac{1}{4}$",$25\frac{1}{2}$",$41\frac{1}{2}$"&61"– 48" 260lb (s) 467NHP 3SB(Spt),9cf,GS144, FD HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 7 s3 ″ $0\frac{1}{2}$ 24 ″ $9\frac{1}{4}$	
40156 165762 GLLG	Sutherland 1Dk&Shelter dk CruiserStern	5083 4614 2953	✠100A1 withfreeboard 5,38 ~~(ClassContemplated)~~ ✠LMC5,38	Shl	a†	CL	1938 5mo	J.Read- head&SonsLd SouthShields Lloyd'sA&CP	B.J.Sutherland &Co.Ld.	423·7 439·2(O.L.) ~~F37~~'F31' (CollBHtoShelter dk.6BHto2nd dk) CellDB341'1343tFPT128tAPT218t	56·7	24·8 FK	Newcastle British 7BHptCem	T.3Cy.25",42"&71"–48" 220lb (s) 524NHP 2SB(Spt)&1AuxSB,9cf, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 ″ 10 s3 ″ $0\frac{1}{2}$ 25 ″ 0	
40157	Syokei Maru D.F. 1Dk CruiserStern	2500					1938	Kumagai- GumiIron WorksOsaka	TowaKisenK.K.	280·0 P34'B94'F37'	43·0	23·0	Kobe Japanese	T.3Cy.21",35"&58"–39" 212NHP OsakaKikaiKosakysho, Kobe		
40158	Syôtoku Maru Sub.Sig. D.F. 2Dks	1980 1600 1168					1938	Hakodate DockCo.Ld. Hakodate	ShimataniKisen K.K.	270·6 P25'B78'F27	40·0	20·9	Kobe Japanese WB	T.3Cy.20",33"&57"–39" 203NHP HakodateDockCo.Ld.Hak.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40159	Sergikiroff D.F. E.S.D. *CruiserStern*	1850 1600 900	100A1 (*ClassContemplated*)				1938	Matsuo Zosen-sho Nagasaki	**U.S.S.R.**	254·3 P23'B73'F34'	42·0	23·0	Vladvostk Russian	T.3Cy $18\frac{7}{8}$",$31\frac{7}{8}$"&$52\frac{3}{4}$"–39" **MatsuoZosen-sho,Nag.**		
40160	**Sus** Ⓟ **TwinSc** Wireless D.F. **E.S.D.** 2*Dks* Sub.Sig *CruiserStern*	1500					1938	Frd.Krupp Germaniawft A.G. Kiel	Denizyollari Isletmesi Müdürlügü	249·1	36·1	13·0	Istanbul Turkish *WB*	4 steam turbines DR geared to 2 screw shafts 695NHP HS6457 Fr.KruppGermaniawftAG		
40161	**Santa Cruz** *Fitted for oil fuel* **D.F.** E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	3500					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	377·3	54·5	23·9	Oldenburg German *WB*	2 steam turbines DR geared to 1 screw shaft 918~~904~~NHP HS3229 AllgemeineElecGes.Berlin		
40162	**San Jorge** *Fitted for oil fuel* **D.F.** E.S.D. GyC. 1*Dk.* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	10000 9000 6000					1938	Blohm& Voss,K.a.A. Hamburg	**Yacimientos Petroliferos Fiscales**	529·5 P146'B66'F44'	62·0	34·9	**Bns.Aires** **Argentine** *WB*	T.3Cy.$36\frac{1}{4}$",$59\frac{1}{16}$"&$98\frac{7}{16}$"–$59\frac{1}{16}$" HS14208 1016NHP Gutehoffnungshütte Sterkrade		
40163 FNYF	Saint-Malô (*ex*Commandant Mages-38,*ex*WarWolf) D.F. 2*Dks&Awng dk*	5779 5469 4298			•••		1917	Kawasaki Dckyd.Co.Ld Kobe	**Cie.France-NavigationS.A.**	385·3 FK	51·2	33·5	Dunkirk French *WB*	**T.3Cy.26",$43\frac{1}{2}$"&72"–48"** 440NHP KawasakiDckydCoLdKob	36 ″ 0	V
❊ 40164 44045 JZOL	Seian Maru (*ex*ChungTai-38, *ex*Kanna-37) *ss*Auk.No.3-1,28 *ss*Osa.No.2-37 1*Dk*(*Stl*) *Corgo battens not fitted*	1900 1651 1050	✠100A1 2,38 ✠LMC2,38	Osa	*r*	CL 2,38	1911 6mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	SakamotoShoji K.K. *CellDBa69'uE&*	272·1 P22'B78'F26' FK&BK1½" *B39'f108'458tFPT*	41·2	17·9	Osaka Japanese 6*BHCem* *55tAPT125t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 264NHP 2SB,*6cf*,GS126,HS4897 Ramage&Fergusn,Ld.Lth.	19 ″ 11 s 2 ″ 8 17 ″ 6	
40165	Socrates *OilEng.* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	3000	100A1 *withfreeboard* (*ClassContemplated*)				1938	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats.	359·0	49·5	20·2	Amstrdam Dutch	Oil Engines 2S.C.SA 7Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" **Gbr.Stork&CoNVHengelo**		
❊ 40166 166371 GFFX	Strathallan Ⓟ **TwinSc** D.F. E.S.D. 2*Dks*,*3rd dk in holds* GyC. *CruiserStern* *Ref.Mchy.*	23722 13103 14230	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ✠Lloyd'sRMC3,38 *Fitted for oil fuel* 3,38	Brw		CL *F.P.above* 150°F.	1938 3mo	Vickers-Armstrongs Ld. Barrow *Lloyd'sA&CP*	**P.&O.Stm.Nav.Co.** *Duck keel fwd. of mchy. space* *CellDB504'2228t* *Wing tanks in engine room*	639·5 664·5(O.L.) LurB&F540'B&F480' *Upr*B316'*Upr*F81' FK *Tanks in way of tunnels96'515t*	82·2	33·6	London British 11*BHptCem* 2 ,, *to 2nd dk* 63'642*t DTs*	6 steam turbines SR geared to 2 screw shafts 450lb (*s*) 4912NHP 4WTB(Spt)&2AuxWTB (Spt),HS37030 FD VickersArmstrngsLdBrw *f44' 194tFPT113tAPT195t*	38 ″ 0 s8 ″ 1 30 ″ 2	
❊ 40167 44349 JZNL	Seitai Maru (*ex*TaiYang-38, *ex*KongHo-37, *ex*Kaitoke-35, *ex*CapeColony, *ex*WarPalace) *ss*Wln.No.3-7,30 *ss*Osa.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3405 — 2011	✠100A1 2,38 ~~1,37~~ ✠LMC~~1,37~~ 2,38	Osa	*u*	1,37	1918 11mo	SirR.Dixon &Co.Ld. Middlesbro' *Lloyd'sA&CP*	SakamotoShoji K.K. *CellD*	331·3 P33'B98'F29' FK *B284'736tFPT112t*	46·8	23·2	Osaka Japanese 7*BHptCem* *APT112t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6	
❊ 40168 181 ESTB	Severonia (*ex*Severin-38, *ex*St.Vincent) *ss*Got.3rdNo.3-4,35 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1652* *1481* *923*	✠100A1 4,37 BS4,37 ✠LMC4,35	Got	*q*	CL 3,37	1896 4mo	Napier& Sons,Ld. Glasgow A&CP	**N.Lopato** *CellDB*	260·0 270·0(O.L.) B60'F22' FK *a78'uE&B36'f106'*	37·2	18·3	K'rressare Estonian 4*BHCem* *357tAPT85t*	T.3Cy.19",$30\frac{3}{4}$"&50"–36" (*s*) 160lb *100lb* NDB13 156NHP 1SB,*3cf*,GS67,HS2435 **Dunsmuir&Jackson,Gls.**	20 ″ 6 s 3 ″ $4\frac{1}{2}$ 17 ″ 4	
40169 150265 GKGX	St. Lindsay (*ex*Canadian Highlander-38) *Ref.Mchy.* *ss*Mtl.No.3-6,33 *ss*Mtl.No.1-37 2*Dks*(*Stl*)	5370 4874 3260	✠100A1 1,38 ✠LMC4,37 ✠Lloyd'sRMC9,37 *Fitted for oil fuel* 1,21	Lon	*y*	CL 2,37 *F.P. above* 150° F.	1921 1mo	WallaceSB &D.D.Co.Ld. N.Vancouver B.C. *Lloyd'sA&CP*	St.QuentinShippingCo.Ld.(B.&S.ShippingCo.Ld. *Mgrs.*) *CellD*	400·0 P49'B113'F41' FK *B329'920tFPT146t*	52·4	28·8	Newport Mon. British 6*BHCem* *APT123t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co Ld. N.Vancouver	31 ″ 0 s 5 ″ $11\frac{1}{2}$ 25 ″ $3\frac{3}{4}$	
40170 44143 JCKM	Syoka Maru (*ex*TungLung-38, *ex*Othander-35, *ex*Choctaw) *ss*N.Yk.No.3-8,29 *ss*Osl.No 1-35 1*Dk*(*Stl*)	1938 — 1150	✠ ... 3,38 ✠	Kob	*r*		1917 9mo	Chicago S.B.Co. Chicago	**TowaKisenK.K.** *CellDBa&uE10*	251·0 P25'B64'F26' FK *6f102'528tFPT67t*	43·6	18·2	Kobe Japanese 4*BHCem* *APT77t*	T.3Cy.20",33"&54"–40" 274NHP 2SB,*8cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 ~~s2 ″ $7\frac{1}{2}$~~ ~~17 ″ 11~~	
40171	**Sur** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	600 — 400					1938	Atlas-WerkeA.G. Bremen	IzmirLiman Isletmesi	155·8	26·2	8·7	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11"–$16\frac{9}{16}$" 142NHP Fr.KruppGermaniawftAG **Kiel**		
40172	**Sodality** *OilEng.*	870 588 426	100A1 (*ClassContemplated*)				1938	R.Williamson&Son,Ld. Workington	**F.T.Everard& Sons,Ld.**	188·3 Q116'B11'F23'	30·2	12·4	**London** **British**	**Oil Engines**		
40173 166460 GLLS	**Scottish Prince** **D.F.** *OilEng* *CruiserStern*	4917 4515 2924	100A1 *withfreeboard* (*ClassContemplated*)				1938	Blythsw'd S.B.Co.Ld. Glasgow	RioCapeLine,Ld.(Furness,Withy&Co.Ld.*Mgrs.*)	~~417·6~~ 417·8 F39'	~~56·1~~ 56·0	~~24·7~~ 24·5	London British	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$"–$81\frac{7}{8}$" **Barclay,Curle&Co.Ld.Gls.**	27 ″ 6 s3 ″ $0\frac{1}{4}$ 24 ″ $7\frac{3}{4}$	
40174	Sparta (*ex*YunMow-38, *ex*Fowning-37,*ex*Foo Ping-36,*ex*Davao-34,*ex*LesFils dePaul Doumer) 1*Dk*	1202 — 654					1922	At.Mar.de Haïphong **Haïphong**	**G.Stamatilatos**	226·5 P18'B51'F26'	32·8	16·5	Piræus Greek *WB*	T.3Cy.$16\frac{1}{2}$",27"&43"–$31\frac{1}{2}$" 104NHP At.&Ch.deBretagneNantes		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTrade
40175	Sire E.S.D. CruiserStern	5670	100A1 (ClassContemplated)				1938	JLThompson&Sons,Ld Sunderland	SireS.S.Co,Ld. (MuirYoungLd. Mgrs.)	409·3	57·6	29·1	London British	T.3Cy.22",37½"&63"–45" GeorgeClark(1936)Ld.Sld.	31 " 7 s6 " 9¾ 25 " 0	
40176	Sofia (exOaxaca–38,ex Pelargonium) Fitted for oil fuel Well deck Wireless 1Dk2nd dk in Nos.1 & 3 holds	1494 853 956	(Reclassification contemplated)		●●●		1918	W.Hamilton&Co.Ld. PortGlasgow	~~M.P.Nomicos~~ M.P.Nomikos (P.M.Nomikos, Ld.Mgrs.)	254·7 P&B166'F58'	35·1	17·3 FK	Piræus Greek WB	T.4C.21",35"&(2)39"–30" 326NHP J.G.Kincaid&Co.Ld.Grk.	18 " 0	
40177	Solør OilEng. D.F. Mchy.Aft CruiserStern	8200 7500 4900	100A1 (ClassContemplated) CarryingPetroleum in bulk				1938	EriksbergsM.V.Aktieb. Gothenburg	S.UgelstadsRederi A/S ~~(S.Ugelstad, Mgr.)~~ (S.Ugelstad Mgr.)	469·2 P92'B28'F41'	61·1	34·5	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" EriksbergM.V.AktiebGot.		
40178	Seian Maru OilEng. D.F. 2Dks	3670					1938	TamaS.B.Co.Ld. Tama	DairenKisenK.K.	347·8 P34'B82'F31'	50·2	24·4	Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP TamaS.B.Co.Ld.Tama		
40179	Sivas (exGeorgeM.Livanos–38) ssAnt.No.2–36 1Dk(Stl)&Shelter dk(Stl)	3831 3543 2294	✠100A1 withfreeboard 5,38 ~~5,37~~ BS6,37 ✠LMC7,36	Hul Bkn	y	CL 5,37	1928 5mo Lloyd	R.Thompson&Sons,Ld Sunderland 'sA&CP	DeutscheLevante-LinieHamburg A.G.	380·8 F34' CellDBa& uE140'f175'1095t FPT118t APT177t	52·0	22·5 FK	Hamburg German 6BHCem (Coll to Sh dk 5 ,, 2nd ,,	T.3Cy.25½",42"&70"–48"(s) 180lb 402NHP 3SB,9cf,GS167,HS6746 Richardsons,Westgarth&Co.Ld.Sld.	24 " 11 s 2 " 3¾ 22 " 9¾	
40180 27478 JTGB	Sin-ai Maru (exShin-aiMaru–38) ssYka.No.3–10,32 ssOsa.No.1–37 2Dks(Stl)	3794 3412 2305	✠100A1 4,38 ~~2,37~~ ✠LMC~~2,37~~ 4,38	Osa Kob	w	CL 2,36	1921 8mo	FujinagataDockyard Osaka A&CP	KishimotoKisen K.K.	345·0 P33'B73'F40' CellDB294'780tFPT53tAPT26t	50·0	29·0 FK	Kobe Japanese 6BHCem	T.3Cy.23",38"&64"–48" (s) 200lb 342NHP 2SB,6cf,GS107,HS4396 FD FujinagataDkyd.Osaka	29 " 1 s 5 " 2¾ 24 " 0	
40181	Starstone CruiserStern	5630 5244 3385	100A1 withfreeboard (ClassContemplated)				1938	Wm.Doxford&SonsLd Sunderland	A.Vlasov	432·3	57·5	26·5	London British	T.3Cy.24",39"&69"–48" Richardsons,Westgarth&Co.Ld.Hpl.		
40182	Scheldt OilEng. Mchy.Aft 1Dk CruiserStern	497 407 246					1938	E.J.Smit&Zoon Westerbroek	W.H.Müller&Co. N.V.	165·0 P&B96'F22'	29·0	13·0	London British WB	Oil Engines 4S C.SA 6Cy.14$\frac{9}{16}$"–22$\frac{13}{16}$" 123NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
40183	Sylvia Beale Mchy.Aft CruiserStern	1037 739 572	100A1 (ClassContemplated)				1938	S.P.Austin&Son,Ld. Sunderland	StephensonClarke &Associated Companies,Ld.	211·3 Q120'B11'F22'	34·2	13·4	London British	T.3Cy.14½",24"&41"–30" N.E.MarineEng.CoLd.Sld.		
40184 PDRF	Semarang (exDoggersbank–38) ssSba.No.1–37 Mchy.Aft OilEng. 1Dk(Stl) CruiserStern Cargo battens not fitted	309 227 219	✠100A1 10,37 ✠LMC1,37	Sba	d	N1,37	1933 1mo Lloyd	N.V.Industrieele Maats. "DeNoord" Alblasserdam 'sA&CP	Koninklijke PaketvaartMaats.	131·9 Q26'F16' CellDBf28'28tFPT10tAPT4t	23·5	8·8 FK	Batavia Dutch 3BHCem	Oil Engines 4S.C.SA 7Cy.11"–17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 " 6 s " 11½ 8 " 7½	

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under decs. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Equipment Letter	Date when tail shaft last seen.	Built. When	Built. By Whom — Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught *ft. in.*	Registers in which classed, if not in L.R. DateofB.ofTradeCert.
40301	**Terushima Maru** 2*Dks* *Cruiser Stern*	3000					1937	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	320·0|46·0|25·0 P33'B95'F36'	Kobe Japanese	2 DR geared steam turbines KawasakiDkydCoLd Kobe		
40302	**Tateyama Maru** 2*Dks*	3490					1937	Mitsui Bussan Kaisha,Ld. Tama	BabaShojiK.K. (M.Baba,*Mgr.*)	340·4|48·2|26·2 P29'B92'F31'	Japanese *WB*	T.3Cy.20⅞",35$\frac{7}{16}$"&61"–41¾" MitsuiBussanKaisha,Ld. Tama		
40303	**Tai Yang** (*ex*Kong Ho–37, *ex*Kaitoke–35, *ex*CapeColony, *ex*WarPalace) *ss*Wln.No.3–7,30 *ss*Osa.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted* *Now* "Seitai Maru," *see No.* 40167 *in Supplement*	*3167* *2859* *1862*	✠100A1 1,37 ✠LMC1,37	Osa	*u*	1,37	1918 11mo *Lloyd*'*sA&CP*	SirR Dixon &Co.Ld. Middlesbro'	~~ChouJenChen~~ ChouInnChen	331·3|46·8|23·2 P33'B98'F29' FK *CellDB*284'736*tFPT*112*t*	Tsingtao Chinese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD Richardsons,Westgarth&Co.Ld.Mdb.	25 " 6 s3 " 11¾ 21 " 9	
40304 165901 GZSL	**Teesbank** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* 3*rd dk in No.* 1 *hold* *CruiserStern*	5136 4697 3038	✠100A1 *withfreeboard* 1,38 ~~6,37~~ ✠LMC6,37 *Carrying cargo oil F.P. above* 150° *F. in deep tank* *Carrying latex in fore peak tank*	Sld Liv	*a*†	CL	1937 6mo *Lloyd*'*sA&CP*	Wm.Doxford&SonsLd Sunderland	InverTransport&TradingCo.Ld. (A.Weir&Co. *Mgrs.*)	423·2|55·5|24·7 438·6(O.L.) FK *CellDB*347'1311*t*	Glasgow British 8*BH* (*Coll to Shdk* 7 ,, 2nd ,,) *DTa*29'1132*t*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*120lb* Wm.Doxford&Sons,LdSld *FPT*150*tAPT*190*t*	28 " 7½ s 3 " 3¾ 25 " 6¼	
40305 165911 GZYD	**Tielbank** E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	~~5050~~ 5083 4614 2987	✠100A1 *withfreeboard* 3,38 ~~8,37~~ ~~(*ClassContemplated*)~~ ✠LMC8,37	Shl Liv	*a*†	CL	1937 8mo *Lloyd*'*sA&CP*	J.Readhead&SonsLd SouthShields	BankLine,Ld. (AndrewWeir&Co.~~Ld.~~*Mgrs.*)	423·7|56·7|24·8 439·3(O.L.) F31' ——FK (*CollBHtoShelter dk*,6*BHto2nd dk*) *CellDB*341'1343*tFPT*128*tAPT*218*t*	Glasgow British 7*BHptCem*	T.3Cy.25",42"&71"–48" (*s*) 220lb 524NHP 2SB(Spt)&1AuxSB.*9cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 " 10 s3 " 0¼ 25 " 0¼	
40306 150833	**Translake** TwinSc3Mst (*ex*Poplarbay–37,*ex*Biessard, *ex*Peintre) 1*Dk*	1263 840 664					1921	SocAnciens Etab.Henri Satre,Arles	TransitTankers &Terminals,Ld.	219·4|34·3|12·7 P66'F30'	Montreal British *WB*	T.6Cy.12½",19"&31"–17" 99RHP La Chaliassière, St. Etienne		V
40307	**Tonan Maru No. 2** TwinSc *Mchy.Aft* (*WhaleOilFactory*) *Ref.Mchy.* *CruiserStern*	18000					1937	OsakaIron Works,Ld. Osaka	KyodoGyogyoK.K.	~~163·1|22·5|17·3~~ 534·8|74·0|56·8	Tokio Japanese	T.6Cy.22$\frac{7}{16}$",37"&61"–45¼" 500NHP OsakaIronWorks,Ld.		
40308 165469 MMJM	**Terlings** D.F. 1*Dk* *CruiserStern*	2318 2114 1406	✠100A1 ~~9,37~~~~6,37~~ 4,38 ✠LMC6,37	PGl ~~Mdb~~ Hul	*s*	CL	1937 6mo *Lloyd*'*sA&CP*	Lithgows Ld. PortGlasgow	LambertBrothers, Ld.	283·5|44·4|21·6 295·5(O.L.) P24'B83'F36' FK *CellDB*223'474*tAPT*58*t*	London British 4*BHCem*	T.3Cy.18",29"&51"–33"(*s*) 200lb 179NHP 2SB(Spt)*6cf*,GS182,HS2850 Rankin&BlackmoreLdGrk	23 " 9 s3 " 4¼ 20 " 7	
40309 165281 GZRL	**Tynwald** Ⓟ TwinSc D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	2376 1567 932	✠ A1 *withfreeboard* 9,37 ~~6,37~~ ✠LMC6,37 *For Irish Channel service* *Fitted for oil fuel* 6,37 *F.P. above* 150° F.	Brw Bkn		OG	1937 6mo *Lloyd*'*sA&CP*	Vickers-Armstrongs Ld. Barrow	Isle of ManSteam PacketCo.Ld.	314·6|46·1|17·1 328·9(O.L.) *Promenade dk* BK9" *CellDBa*&*uE*82'*f*78' 159*t* *CentreDTf*10'	DouglasIM British 10*BHCem*	4 steam turbines SR geared to 2 screw shafts 1379NHP 3WTB 250lb (*s*) HS13560 FD VickersArmstrongsLdBrw 33*tFPT*55*tAPTs*135*t*	18 " 0 s5 " 7¼ 13 " 5	BT till 5,38
40310 165484	**Thorpebay** (*ex*Mary–37, *ex*LakeMonroe) *ss*N.Yk.No.3–8,30 *ss*N.Yk.No.1–34 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	2182 1797 1376	✠100A1 7,36 ✠LMC MS6,34 BS~~12,35~~6,37 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Jck	*r*	CL 12,35	1918 8mo	Manitowoc S.B.Co. Manitowoc, Wis. A&CP	Westcliff ShippingCo.Ld. (G.O.Till,*Mgr.*)	251·5|43·7|20·4 P25'B64'F26' FK *CellDB* 212'637*tFPT*54*t*	London British 6*BHCem* *APT*51*t*	T.3Cy.20⅞",35"&59"–42" (*s*) 190lb 307NHP 2SB,*6cf*,GS138,HS5486 NordbergMfg.Co.Milwkee	23 " 1 s 3 " 0 20 " 3¼	
40311 235950 WOTC	**Texas Sun** *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Longitudinal framing–bracketless system* *Mchy.Aft* *CruiserStern*	9902 — 6033	✠100A1 ~~9,37~~~~3,37~~ 3,38 ✠LMC4,37 DBS3,38 *CarryingPetroleum in bulk*	Phl		CL 3,38	1937 4mo *Lloyd*'*sA&CP*	SunS.B.& DryDockCo. Chester,Pa.	SunOilCompany	515·6|66·0|36·8 535·2(O.L.) P88'B35'F57' FK *CellDBuE*58'167*t* *DTf*24 771*tFPT*345*tAPT*165*t*	Phildlphia Utd.States 11*BH*	Oil Engines 2S.C.SA 6Cy.25$\frac{3}{16}$"–79⅛" 1182NHP DB(WT)*245lb* DB(WT–*Upr.*)*200lb* SunSB&DD.Co.ChesterPa	37 " 0	
40312	**T. 9** Wireless *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing at bottom*&*at decks* *Strengthened for navigation in ice*	1435 1196 860	✠100A1 3,37 ✠LMC3,37 *CarryingPetroleum in bulk*	Yka	*p*	CL	1937 3mo *Lloyd*'*sA&CP*	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	236·2|36·1|20·3 246·1(O.L.) P69'F24' FK	Vladvostk Russian 12*BH* *APTs*60*t*	Oil Engines 4S.C.SA 6Cy.17¾"–23⅝" 185NHP DB*120lb* MitsubishiJukogyoK.K. Yka.	20 " 4	
40313	**T. 21** Wireless *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing at bottom*&*at decks* *Strengthened for navigation in ice*	1435 1196 860	✠100A1 3,37 ✠LMC3,37 *CarryingPetroleum in bulk*	Yka	*p*	CL	1937 3mo *Lloyd*'*sA&CP*	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	236·2|36·1|20·3 246·1(O.L.) P69'F24' FK	Vladvostk Russian 12*BH* *APTs*60*t*	Oil Engines 4S.C SA 6Cy.17¾"–23⅝" 185NHP DB*120lb* MitsubishiJukogyoK.K. Yka.	20 " 4	
40314 LJNU	**Torvang** (*ex*Hagar–37, *ex*Julia,*ex*Calcium) Wood *OilEng.*	*425* — *194*					1918	NorrköpingsVrfsA/B Norrköping	Johannes Taranger	137·9|28·1|10·9 P47'F21'H14*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 3Cy.17$\frac{7}{16}$"–18½" 165NHP JV.SvenssonsMtrfbkSkm.		V
40315 LJMM	**Tropic Star** (*ex*Ashburton–37, *ex*Yomah) *OilEng.* D.F. 2*Dks*	5088 4770 3164					1926	W.Denny &Bros.Ld. Dumbarton	Skibs-A/S La Plata (AlfJakhelln *Mgr.*)	400·4|52·3|28·4 P52'B116'F39'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP W.Denny&Bros.Dmb.		O
40316	**Toyo Maru No. 2** D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	4160 — 2460					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	360·0|50·0|29·0 P46'B107'F38'	Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft Tokio 383NHP IshikawajimaZosenjo		
40317	**Tegelberg** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 4*Dks* *Ref.Mchy.* *CruiserStern*	~~14500~~ 14150 10236 8674					1937	NVNederl. Schps.Maats. Amsterdam	N.V.Koninklijke Paketvaart Maats.	~~530·0|72·0|40·5~~ 537·3|72·2|36·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"–47¼" 2700NHP N.V.Werkspoor,Ams.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
* 40318 LJOX	**Troma** OilEng. E.S.D. 1Dk&Shelter dk CruiserStern	5029 4627 3051	✠100A1 withfreeboard 3,38 ~~8,37~~ ✠LMC8,37 Carrying vegetable oil in deep tank	Sld Bkn		CL	1937 8mo Lloyd'sA&CP	Wm.Doxford&SonsLd Sunderland	A/S J.Ludwig MowinckelsRederi CellDB346'1174tMT	425·4 439·2(O.L.) 41'1236tAPT177t	54·4	26·2 FK	Bergen Norwegian 7BHptCem (Coll to Sh dk 6 „2nd „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 3 s3 ″ 4½ 25 ″ 6	
40319 FNRB	**Trégastel** (exVille de Mostaganem-37,exHaut-Brion-32) Wireless 1Dk2trB	966 812 538					1901	W.Dobson &Co. Newcastle	Cie.France-Navigation	209·8 P18'B54'F28'	29·8	15·4	Havre French WB	C.2Cy.24"&48"-27" 100NHP WllsndSlpwy.Co.Ld.Nwc.		V.
40320 165919 GDDZ	**Testbank** 1Dk&Shelter dk CruiserStern E.S.D.	5083 4614 2981	✠100A1 withfreeboard 11,37 ~~(ClassContemplated)~~ ✠LMC11,37	Shl	a†	CL	1937 11mo Lloyd'sA&CP	J.Readhead&SonsLd SouthShields	BankLine,Ld. (AndrewWeir&Co. Mgrs.) CellDB341'1343tFPT128t	423·7 439·2(O.L.) ~~F37~~F31' (CollBHtoShltr dk,6BHto2nd dk)	56·7	24·8 FK	Glasgow British 7BHptCem APT218t	T.3Cy.25",42"&71"-48" 220lb (s) 524NHP 2SB(Spt)&1AuxSB,9cf, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 ″ 10 s3 ″ 0¼ 25 ″ 0¼	
40321 150834	**Transriver** (exMapletay-37,exSotteville, exGréeur) TwinSc 1Dk Mchy.Aft	1238 819 654					1920	Soc.Anon. deTravaux Dyle&Bacaln Bordeaux	Transcoal,Ld. (TransitTankers&Terminals,Ld. Mgrs.)	218·1 P75'F29'	34·1	12·3	Montreal British WB	T.6Cy.12",19"&30"-12" 94RHP Atel.&Ch.delaLoire,St.N.		V.
40322 DOGP	**Thomas** (exLuna-37) 1Dk	468 355 279					1892	Akt.Ges."Weser" Bremen	Breyer&Co.	158·9 Q40'B39'F23'	24·1	11·9	Hamburg German WB	C.2Cy.19¾"&31½"-21⅝" NB09 38NHP A.G."Weser,"Bremen		G.
40323 JHSL Wrecked 3,38	**Tozan Maru** (exSt.Mellons-37, ex[illegible]mdale-37, exBatsford) ssGls.No.3-10,26 ssHul.No.2-35 1Dk(Stl)&Shelter dk(Stl)	~~4782~~ ~~4464~~ ~~2906~~ 4709 — 3363	✠~~100A1~~ Shelter dk withfreeboard 2,38 ~~8,37~~ ~~MS3,38~~ ~~DBS4,37~~	Ams Kob ✠~~LMC2,38~~ ~~MBS7,36~~	y	CL ~~8,36~~ N1,38	1914 2mo Lloyd'sA&CP	JLThompson&Sons,Ld. Sunderland	~~SeiichiOkada~~ Okada-gumiK.K. CellDBa136' uE&B46'	388·7 ƒ163'1270tFPT115	54·1	26·0 FK	Osaka Japanese 6BHCem tAPT238t	T.3Cy.26",44½"&74"-48" 180lb ~~120lb~~ (s) 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld Sld.	28 ″ 6 s3 ″ 2½ 25 ″ 6	
40324	**Tateyama Maru** Ⓟ 2Dks	1982 1605 1385					1937	Hakodate DockCo.Ld. Hakodate	~~KitanihonKisen~~ ~~KabushikiKaisha~~ KitaNippon KisenK.K.	270·6 P29'B80'F30'	40·0	21·0	Otaru Japanese WB	C.4Cy.(2)11⅜"&(2)20⅜"-13¾" & LP turbine with DR gearing & hydraulic coupling UragaDockCo.Ld.Uraga		
40325 LJPG	~~Thoshovdi~~**Thorshövdi** OilEng. D.F. E.S.D. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	~~10000~~ 9944 9191 5889					1937	DeutscheWerftA G Bet Finkenwrder Hamburg	A/S Odd (A/S ThorDahl, Mgr.)	492·9 ~~P112'F69'~~ P113'F74'	66·1	36·5	Sandefjrd Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝"-43⁵⁄₁₆" 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsberg		N
40326	**Trinidad** Ⓟ (exL'eeuwarden) TwinSc Fitted for oil fuel 2Dks CruiserStern	991 — 572					1908	N.V.Werf. v/h.Rijkee &Co. Rotterdam	Cia.Anon. Venezolana de Nav.	214·2	40·2	9·1	LaGuayra Venezuelan	C.4Cy.15¾"&31½"-14³⁄₁₆" 62NHP N.V.Alblasserdamsche Mchfbrk.Alblasserdam		V
40327 70 SZND	**Thirasia Nomikos** (exChios-37, exSalonica, exBengt-holm, exG.E.Broms exH.C.Andersen, exDunmore, exPropel,exDunmore) ssPir.3rdNo.3-4,29 ssPir.No.1-34 1Dk(Irn)2trB Well deck Inner bottom plating Irn	1356 1022 786	✠ ~~[illegible]~~ 11,37 ~~BS10,36~~	Pir ✠~~LMC6,34~~	o	OG 12,35	1888 11mo Lloyd'sA&CP	S.M'Knght &Co. Ayr	PetrosM.Nomikos,Ld. CellDB197'	245·0 Q85'B73'F33' BK9'	34·1	15·7	Piræus Greek 4BHCem 220tAPT17t	T.3Cy.18⁵⁄₁₆",30"&48"-36"(s) 160lb 80lb NDB01 130NHP 1SB,2rf&2pf GS62,HS2007 Hutson&Corbett,Glasgow	18 ″ 0 ~~s1 ″ 3~~ ~~17 ″ 7~~	
40328	**Teishu Maru** 2Dks CruiserStern	2600 2260 1470					1937	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	295·0 P40'B75'F29'	45·0	23·7	Zinsen Japanese WB	C.4Cy.(2)11⁷⁄₁₆"&(2)20½"-13¾"SRgeared&LPturbine DR geared to screw shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
40329 164107 GZLB	**Temple Yard** (exDarleny-37) D.F. 1Dk&Shelter dk Cruiser Stern	5205 4818 3126	✠100A1 withfreeboard ~~10,37~~ ~~1,37~~ 5,38 ✠LMC1,37	PGl ~~Brw~~ Hul	a†	CL	1937 1mo Lloyd'sA&CP	Wm.Hamilton&Co.Ld. PortGlasgow	TempleS.S.Co.Ld. (Lambert Brothers,Ld. Mgrs.) 1 IntermediateBH CellDB	432·0 F33' dispensed with Coll 368' 1207t FPT127t	56·2	25·6 FK	London British ptCem BHto Sh dk 5 „ „2nd „ APT206t	T.3Cy.22",36"&65"-48"& exhaust turbine driving steam compressor (s) 220lb 455NHP 2SB(FD)&1AuxSB,8cf, GS139,HS6140 D.Rowan&Co.Ld.Gls.	28 ″ 2 s3 ″ 4¼ 25 ″ 0½	
40330	**Tarushima Maru** CruiserStern	4950					1937	OsakaIron Works,Ld. Osaka	HamaneShotenK.K.	365·8	54·1	29·2	Kobe Japanese	1DR geared steam turbine		
40331	**Toho Maru** Cruiser Stern	4000					1937	Kawasaki Dkyd.Co.Ld. Kobe	TohoKisenK.K.	352·0	50·0	27·0	Japanese	2DRgeared steam turbines 500NHP KawasakiDkydCoLdKobe		
40332	**Tomitsu Maru**	4000					1937	Mitsubishi JukogyoK.K Kobe	SettsuShosenK.K. (OsakaShosenK.K. Mgrs.)	301·8	42·6	26·0	Osaka Japanese	2DRgeared steam turbines 233NHP MitsubishiJukogyoK.K. Kobe		
40333 SZOL Missing since 11,37	**Tavris** (exLeadenhall-37, exFellside-37, exOldTrader-34,exLondonTrader-34, exEdmée,exMademoiselle Edmere. exGrasmere) 3Mst ssLon.2ndNo.3-6,24 ssRot.No.3-5,26 ssNwc.No.2-35 1Dk(Stl) Cargo battens not fitted Well deck Mchy.Aft	*619* *451* *305*	✠~~100A1~~ 5,37 ~~BS7,36~~ ~~10,37~~	Ant ✠~~LMC5,35~~	i	CL 8,36	1904 9mo Lloyd'sA&CP	BlythS.B. Co.Ld. Blyth	SynodinosBros. Cell	178·0 Q92'B9'F20' DBf108' 150t FPT	26·5	11·6 FK	Piræus Greek 3BHCem 52tAPT6t	T.3Cy.15",25"&41"-27" (s) 180lb 100NHP 1SB,3f,GS50,HS1617 G.T.Grey,SouthShields	13 ″ 9 ~~s3 ″ 11¼~~ ~~12 ″ 11¾~~	
40334	**Tatsuwa Maru** Cruiser Stern	6250					1937	Mitsubishi JukogyoK.K Kobe	TatsuumaGoshi Kaisha	411·0	56·0	30·7	Nishinomiya Japanese	2 steam turbinesDRgeared to 1 screw shaft 750NHP MitsubishiJukogyoK.K. Kobe		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
40335	Twenty-first April (XXI Aprile) see letter X in supplement															
40336 43305 JNWL	Toyei Maru 2Dks	4004 2318					1937	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K.	353·6 P31'B103'F31'	50·0	27·6	Osaka Japanese WB	2 steam turbinesDR geared to 1 screw shaft KawasakiDkydCoLd Kobe		
40337	Toyotsu Maru	4000					1937	Mitsubishi JukogyoK.K Kobe	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)				Japanese	1 steam turbine MitsubishiJukogyoK.K. Kobe		
40338 191 YLDM	Tobago (*ex*Latava-37, *ex*Sundmar-33,*ex*Erica,*ex*Vinga) 1*Dk*	774 568 430					1900	Lindhol-mensV.A. Gothenburg	G.H.Tiemert (G.H.Tiemert&Co. *Mgrs.*)	191·0 Q94'B18'H39'F21'	30·6	12·3	Liepaja Latvian WB	T.3Cy.14½",24"&40"-27" 93NHP LindholmensV.A.Got.		V
40339 LJUI	**Trafalgar** 1*Dk&Shelterdk* *OilEng.* *3rddk except in way of after holds* *Rudder electrically welded* ***CruiserStern***	~~5500~~ 5542 4807 3301	✠100A1 *withfreeboard* 2,38 ✠LMC2,38 *Carrying fuel oil F.P. above 150°F. in deep tanks*	Ams		CL	~~1937~~ 1938 2mo	NVNederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	**Wilh.Wilhelmsen**	438·0 455·0(O.L.) P50'F37' FK *(CollBHtoShelter dk6BHto2nd dk)* *CellDB*307'1116*tTanks in way of tunnel*397*t* *MT*21'866*tFPT*92*tAPT*174*t*	57·3	25·6	Tönsberg Norwegian *7BHptCem*	Oil Engines **2S.C.DA** 8Cy.24"-45¼" 1606NHP 2DB-*100lb* **Gbr.Stork&CoNVHengelo**	29″0 s3″3¼ 25″10½	
40340 OZRH	Tanja Wireless 2*Dks* *CruiserStern*	1392 1055 741					1937	Fredrkstad MekVrksA/S Fredrikstad	**J.Lauritzen**	~~257·4~~ 265·0	~~40·0~~ 42·1	~~13·5~~ 13·9	Esbjerg Danish WB	C.4Cy.(2)13¾"&(2)$32\frac{5}{16}$"-$30\frac{7}{16}$" 96NHP FredrikstadM.V.A/S Fredrikstad		
40341	**Taiko Maru** *Mchy.Aft* **1*Dk***	1898 1537 1064					1937	Matsuo Zosen-sho Nagasaki	**ArataShokaiK.K.**	270·0 P86'F29'	40·0	20·3	Otaru Japanese WB	T.3Cy.18",30"&50"-36" 150NHP MatsuoZosen-shoNagasaki		
40342	**Tokyo Maru** *OilEng.* Wireless *Cruiser Stern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	900 670 500					1937	Matsuo Zosen-sho Nagasaki	**NarumiyaKisen K.K.**	196·8 P57'F22'	30·0	16·0	Tokyo Japanese WB	Oil Engines 4S.C.SA 6Cy.$16\frac{9}{16}$"-$24\frac{7}{16}$" 164NHP HanshinIronWorks,Kobe		
40343 TCCI	**Türkân** (*ex*Marti-37, *ex*Intepe-32,*ex*Peleus,*ex*Soglasie, *ex*G.M.B.) 3Mst *Mchy.Aft* 1*Dk2trB*	604 485 341			•••		1878	R.Dixon& Co. Middlesbro'	**BayanMeliha Sidika**	175·4 P61'F25' FK	25·7	14·6	Istanbul Turkish WB	C.2Cy.25"&48"-30" 105NHP T.Richardson&Sons,Hpl.	15″4	
40344 DHFX	**Tucuman** (*ex*Eifel-37,*ex*Doris, *ex*Comino,*ex*Ardgorm) *ss*Ham.No.3-8,30 **D.F.** Sub.Sig. 2*Dks*(*Stl*)	4621 4307 2895	✠ ... 6,34 ✠	**Ham**	*y*		1918 6mo	Russell& Co. Port Glasgow	**Hamburg-Süd-Amerik.Dampf-schiff.Ges.**	384·1 P34'B111'F47' FK *CellDB*334'1029*t*	51·8	26·3	**Hamburg** German 6*BHCem* *APT*20*t*	T.3Cy.26",43"&70"-48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,Ld.Grk	29″0	G †
40345 165927 GDGZ	**Teviotbank** 1*Dk&Shelter dk* **E.S.D.** ***Cruiser Stern***	5087 4614 2981	✠100A1 *withfreeboard* 2,38 ~~*(ClassContem-plated)*~~ ✠LMC2,38	Shl	*a*†	CL	1938 2mo	J.Read-head&SonsLd SouthShields *Lloyd's A&CP*	BankLine,Ld. (AndrewWeir&Co. ~~Ld.~~ *Mgrs.*)	423·7 439·2(O.L.) F31' FK *(CollBHtoShelter dk6BHto2nd dk)* *CellDB*341'1343*tFPT*128*tAPT*218*t*	56·7	24·8	Glasgow **British** *7BHptCem*	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,*9cf*, GS167,HS7444 FD **J.Readhead&Sons,LdS.Shl**	27″10 s3″0¼ 25″0¼	
40346	**Toyo Maru** **TwinSc** **(*CableVessel*)**						1937	Kawasaki Dkyd.Co.Ld. Kobe	**Govt. of Japan (Department of Communications)**	335·4	46·2	28·7	Japanese	2 DR geared steam turbines 500NHP KawasakiDkyd CoLdKobe		
40347	**Tora** (*ex*Dorrit-37) **1*Dk***	846 722 493					1918	Schffb.Ges. "Unterweser" m.b.H. Weser münde-L.	**SkibsA/SHauges Rederi(A.Hauge)**	212·9 P30'B63'F21'	31·4	13·2	Arendal Norwegian WB	T.3Cy.14⅜",21⅞"&35¾"-23⅝" 85NHP Christiansen &Meyer,Harburg		G
40348 165704 MMSN	**Thixendale** ***OilEng.*** **1*Dk*** ***Mchy.Aft*** ***CruiserStern***	~~850~~ 1092 777 792					~~1937~~ 1938	A.Vuijk& Zonen Capelle a/d Ysel	**YorkshireDale SteamshipCo.** Ld. (Atkinson& PrickettLd*Mgrs*)	~~210·0~~ 214·6 Q163'F16'	~~35·2~~ 35·1	~~15·2~~ 13·2	Hull British WB	Oil Engines 4S.C.SA 6Cy.15¾"-26" 144NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		
40349	**Taurus** (*ex*Laly-37, *ex*RandulfHansen) **1*Dk***	1522 1343 905			•••		1923	Randolph A/S Skibs. Fevig	**Finska AngfartygsA/B**	252·8 P33'B63'F24' FK	38·2	18·1	**Helsingfrs** Finnish WB	T.3Cy.19",31"&52"-36" 190NHP McKie&Baxter,Glasgow	20″2	N †
40350 165697 GDGX	**Tasso** Wireless D.F. 1*Dk&Shelterdk* ***CruiserStern*** *StrengthenedforNavigationinIce*	~~1580~~ ~~1220~~ ~~740~~ 1586 1220 768	✠100A1 *withfreeboard* 2,38 ~~*(ClassContem-plated)*~~ ✠LMC2,38	Nwc	*s*	CL	1938 2mo	Swan,Hun-ter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	**Ellerman'sWilson Line,Ld.**	~~284·2~~ 283·9 295·2(O.L.) FK *(CollBHtoShltr dk,4BHto2nd dk)* *CellDB*236'363*tFPT*14*tAPT*37*t*	40·2	~~15·7~~ 15·8	**Hull** **British** *5BHptCem* *ptAsp*	T.3Cy.19½",33"&54"-36" & LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 335NHP 2SB(Spt)*6cf*,GS115,HS4043 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17″6 s ″8 17″0	
40351 166363 GJJZ	**Trienza** *Cargo battens not fitted* ***OilEng.*** ~~D.F.~~ E.S.D. 1*Dk&Shelter dk* ***CruiserStern*** ***Sparring omitted on oiltight bulkhead No.2hold***	~~6000~~ 6378 5322 3502	✠100A1 *withfreeboard* 2,38 ~~*(ClassContem-plated)*~~ ✠LMC2,38	PGl		CL	1938 2mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	**BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)**	~~441·0~~ 442·3 457·5(O.L.) FK P27'F43' *CellDB*252'1356*tDTf*16'708*t* *(CollBHtoShltr dk6BHto2nd dk)* *Tanks in way of tunnel*142'1789*tFPT*244*tAPT*147*t*	60·0	~~25·1~~ 25·0	**London** **British** *7BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP 2DB*150lb* **J.G.Kincaid&Co.Ld.Grk.**	29″4 s3″9½ 25″9	
40352	**Taborfjell** *Fitted for oil fuel* Wireless D.F. 2*Dks* *CruiserStern*	1340					1937	Nylands Verksted Oslo	**(Olsen&Ugelstad, *Mgrs.*)**	250·9	41·3	14·8	**Oslo** **Norwegian** WB	C.2Cy.16¾"&$33\frac{7}{16}$"-$33\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		
40353 135099 GRFZ	**Thorpeness** (*ex*Benrinnes-37) *ss*Yka.No.3-5,26 *ss*Lth.No.2-34 2*Dks*(*Stl*)	4798 4309 3071	✠100A1 4,38 ~~6,37~~ BS~~7,37~~ 4,38 ✠LMC6,34	Ant Msl	*y*	CL ~~7,35~~ 3,38	1914 7mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	**WestcliffShipping Co.Ld.(G.O.Till, *Mgr.*)**	405·0 P37'B113'F41' FK *CellDBa*142'*uE&B*23'958*tAPT*23*tDTa*856*t*	51·5	26·9	**London** British *6BHptCem*	T.3Cy.26",$43\frac{11}{16}$"&72"-48"(*s*) 190lb *120lb* 435NHP 3SB(Spt),*9cf*,GS200, HS7152 **N.E.MarineEng.Co.Ld.Sld**	29″1 s5″4 23″11	
40354	**Twenty-fourth May (XXIV Maggio)** *See letter X in Supplement*															

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres en cote, si ce n'est dans le L. R. Durée Cert. R. of Trade.
40355	**Thorstrand** *OilEng.* *2Dks* *CruiserStern*	3000					1937	Framnæs Mek.Værks. A/S Sandefjord	SkibsA/S Thorsholm(A/SThor Dahl,*Mgr.*)				Sandefjord Norwegian	Oil Engines 2S.C.SA 7Cy.$25\frac{3}{16}$"–$41\frac{5}{16}$" 775NHP *WB* SulzerBros.Ld.Winterthur		
※ 40356 LJUS	**Tirranna** TwinSc *1Dk&Shelter dk3rd dk except in after holds* D.F. E.S.D. *OilEng.* GyC. *CruiserStern* *Rudder electrically welded*	7230 6429 4410	✠100A1 *withfreeboard* 3,38 ✠LMC3,38 ~~*(ClassContem plated)*~~ *Carrying fuel oil F.P.above 150°F. in midship deep tank*	Dnz	*ft*	CL	1938 3mo	F Schichau G.m.b.H. Danzig *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB349'1512t* *MT30'1431tTanks in way of tunnels397tFPT82tAPT273t*	493·6 517·7(O.L.) P42'F39' *one intermediateBH dispensed with CollBH to Shltr dk 6BH to 2nd dk*	63·3	29·0 FK	Tönsberg Norwegian *ptCem*	Oil Engines 2S.C.SA 16Cy.~~$25\frac{5}{8}$"–$47\frac{1}{4}$"~~ 1819NHP $25\frac{9}{16}$"–$47\frac{1}{4}$" DB*100lb*DB(WT)*100lb* FSchichauG.m.b.H.Elbing	31 ″ 7 s4 ″ $1\frac{1}{2}$ 27 ″ $7\frac{1}{4}$	
40357 218812 KISG	**Tennessean** (*ex*GoldenStar–37, *ex*Elkridge) *Fitted for oil fuel* *2Dks* *Longitudinal framing*	6379 5976 4017					1919	Skinner& EddyCorp. Seattle,Wash	American-HawaiianS.S.Co.	402·6 P48'F42'	54·8	32·1	NewYork Utd.States	T.Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP *WB* Hooven,Owens,Rentschler Co.Hamilton,O.		B
40358	**Tisza** TwinSc *OilEng.*	850					1937	Ganz&Co. Ld. Budapest	Königl.-ung Donau-Seeschiffahrts A.G.	229·6	32·8	15·4	Budapest Hungarian	Oil Engines 16Cy.$8\frac{1}{2}$"–$12\frac{3}{16}$" Ganz&Co.Ld.Budapest		
40359 225335 KNUI	**Tradewind** WoodAuxTwSc (*exSailingVessel*Margaret F.Sterling–37,*ex*Vancouver) 4MstBkn *OilEng.* *Mchy.Aft* *ssSea.23* *Salted* *1Dk2trB* *(SeeSailingShip RegisterSupplement)*	1055 — 875	✠ 12,26 ✠DB11,19				1919 10mo	Cholberg Shipyard Victoria,B.C.	SouthSeas CommercialCorp.	199·0 P26'F46'	40·0	16·7	Seattle Utd.States	Oil Engines 4S C.SA 12Cy.$6\frac{1}{2}$"–$8\frac{1}{2}$" 49NHP NE37 WintonEng.Corp.Clevelnd	19 ″ 4	
40360 166381	**Till** *OilEng.* *1Dk* *Mchy.Aft* *Rudder electrically welded* *CruiserStern*	367 295 162	✠100A1 3,38 ~~*(ClassContem plated)*~~ ✠LMC3,38	Gro	*e*	OG	1938 3mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd'sA&CP*	FreeTradeWharf Co.Ld. *Cell*	130·3 132·6(O.L.) Q41'F16' *DB73'97tFPT73tA*	23·9	11·7 FK	London British *8BHptCem* *ptAsp* *PT25t*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 11 s1 ″ $1\frac{1}{2}$ 12 ″ $11\frac{1}{4}$	
40361	**Tsiolkovsky** (*ex*WaleriiMeshlauk–38) *OilEng.* D.F. E.S.D. GyC. *1Dk* *Mchy.Aft* *CruiserStern*	2847 2003 1367					1935	NVNederl. Schps.Maats Amsterdam	U.S.S.R.	285·1 P69'F28'	49·0	20·5	Leningrad Russian	Oil Engines 2S.C.SA 6Cy.$21\frac{1}{4}$"–$35\frac{7}{16}$" 472NHP *WB* MachinefabriekGebrStork &Co.N.V.Hengelo		
40362	**Tatuho Maru** *Cruiser Stern*	6250					1938	Mitsubishi JukogyoK.K Kobe	TatsuumaKisen K.K.	411·0	56·1	30·7	Nishinomiya Japanese	2 steam turbinesDR geared to 1 screw shaft 750NHP MitsubishiJukogyoK.K. Kobe		
40363 886 SVDO	**Teti Nomicos** (*ex*LakisNomikos–38, *ex*Eleni–37,*ex*Monastir,*ex*Kythnos) *1Dk*	1882 1758 1069					1901	Schiffsw.v. HenryKoch Lübeck	LoucasNomicos	281·0 P&B231'F36'	40·4	18·1	Piræus Greek	T.3Cy.21",$35\frac{1}{2}$"&55"–$35\frac{1}{2}$" 180NHP *WB* J.F.Ahrens,Ottensen		G
40364	**Taihosan Maru**	1600					1937	Tama Zosenjo,Ld. Tama	MitsuiBussan Kaisha,Ld.	262·4 P25'B65'F25'	38·1	20·0	Kobe Japanese	T.3Cy.$15\frac{3}{4}$",$24\frac{7}{16}$"&$44\frac{1}{8}$"–$31\frac{1}{2}$"&exhaust turbine driving steam compressor 110NHP *WB* TamaZosenjo,Ld.Tama		
40365	**Tokiwasan Maru**	1600					1937	Tama Zosenjo,Ld. Tama	MitsuiBussan Kaisha,Ld.	262·4 P25'B65'F25'	38·1	20·0	Kobe Japanese	T.3Cy.$15\frac{3}{4}$",$24\frac{7}{16}$"&$44\frac{1}{8}$"–$31\frac{1}{2}$"&exhaust turbine driving steam compressor 110NHP *WB* TamaZosenjo,Ld.Tama		
40366	**Tozan Maru** TwinSc *OilEng.* *Ref.Mchy.* *3Dks* *CruiserStern*	6500 3800					1938	Mitsubishi JukogyoK.K Nagasaki	SettsuShosenK.K. (OsakaShosenK.K. *Mgrs.*)	459·3 F38'	62·3	41·0	Osaka Japanese	Oil Engines 2S.C.SA 14Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 1960NHP *WB* MitsubishiJukogyoK.K. Nag.		
40367	**Transilvania** Ⓟ TwinSc D.F. E.S.D. GyC. *OilEng* *Ref.Mchy.* *Cruiser Stern* *3Dks*	7000					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0 P&B335'	57·7	30·2	Constntza Roumanian	Oil Engines 2S.C.SA 24Cy.$24\frac{7}{16}$"–$45\frac{1}{4}$" 2490NHP *WB* Akt.Burmeistr&Wain,Cpn		
40368 20911 JBDA	**Tamon Maru No. 1** (*ex*ToyoMaruNo.2–37) *1Dk&2nd dk in Nos.1&3holds*	3018 2608 1828			•••		1917	Matsuo IronWorks &Dockyard Nagasaki	HachiumaKisen K.K.	311·0 P21'B78'F41'	44·2	27·0 FK	Nagasaki Japanese	T.3Cy.22",37"&61"–42" 262NHP *WB* MatsuoI.Wks.&Dkyd.Nag	27 ″ 0	G t
40369 44039 JZCL	**Tunehiko Maru** (*ex*FengHo–38, *ex*Hyades–35) *Fitted for oil fuel* *2Dks*	3973 3329 3072					1900	Maryland SteelCo. Sparrows Pnt	IsizakiHikogoro	331·5 P40'B75'F35'	47·0	25·0	Osaka Japanese	T.3Cy.21",35"&56"–42" 203NHP *WB* MarylandStl.Co.Baltimore		
40370 DOCJ	**Tijuca** (*ex*Ludwigshafen–38) *Fitted for oil fuel* Sub.Sig. D.F. *1Dk&Shelter dk2trB*	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	393·5 P40'B138'F46'	54·3	23·3 31·4	Bremen German	T.3Cy.$27\frac{7}{8}$",$42\frac{3}{16}$"&76"–$51\frac{1}{2}$" 414NHP *WB* Frd.KruppA.G.Kiel		G
40371 166399 GKGT	~~**Tasajero**~~ Tasajera TwinSc *1Dk* *Mchy.Aft* *Rudders electrically welded* *CruiserStern*	3952 2955 1812	✠100A1 3,38 ✠LMC3,38 ~~*(ClassContem plated)*~~ *CarryingPetroleum in bulk* *Fitted for oil fuel3,38F.P.above 150°F.*	Nwc	*w*	CL	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	LagoShipping Co.Ld. (F.J.Wolfe,*Mgr.*) *CellDBuE12'23t*	355·9 365·2(O.L.) P73'~~F41'~~*Trunk*236' F43' *FPT164tAPT141t*	60·2	16·7 FK	London British *8BHptCem* *ptAsp*	T.6Cy.16",26"&43"–27" 180lb (*s*) 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s4 ″ $1\frac{3}{4}$ 13 ″ $6\frac{3}{4}$	
40372	**Trak** Ⓟ TwinSc Wireless Sub. Sig. *2Dks* D.F. E.S.D. *CruiserStern*	1500					1938	Frd.Krupp Germaniawft A.G. Kiel	Denizyollari Isletmesi Müdürlügü	249·1	36·1	13·0	Istanbul Turkish	4 steam turbines DR geared to 2 screw shafts 695NHP *WB* HS6457 Fr.KruppGermaniawftAG		
※ 40373 162708 GTXQ	**Terneuzen** *ss*Rot.No.3–10.33 *ss*Ams.No.1–38 *1Dk(Stl)* *Cargo battens not fitted*	2488 2248 1478	✠100A1 3,38 ~~12,36~~ ✠LMC3,38 ~~*(Reclassification contemplated)*~~	Rot Ams	*s*	CL ~~12,36~~ 2,38	1922 3mo	G.Brown& Co. Greenock *Lloyd'sA&CP*	A.H.Smith *IntermediateBH in fore* *CellD*	290·2 P25'B88'F35' *hold dispensed with* *B248' 638t FPT90t*	44·1	20·9 FK	London British *Cem* *4BH only* *APT72t*	T 3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 258NHP 2SB,6*cf*,GS121,HS4272 J.G.Kincaid&Co Ld.Grk.	23 ″ 0 s3 ″ $1\frac{3}{4}$ 20 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DatesofB.ofTradeCert.
40374 31568 JTBB	Tyōzyō Maru Ⓟ 2TwinMst (exChojoMaru-38) OilEng. Ref.Mchy. ssOsa.No.3-2,38 2Dks(Stl-Weatherdkws)	2611 1898 1373	✠100A1 2,38 ~~3,37~~ ✠LMC DBS~~3,37~~2,38	Kob Osa CS~~2,36~~	t 2,38 ~~3,37~~2,38	CL 2,36	1927 3mo Lloyd	Mitsubishi ZosenKaisha, Ld. Nagasaki 'sA&CP	OsakaShosenK.K. CellDB234'438t wingtanks in ER38t FPT25tAPT14t	284·5 P29'B100'F36' FK	45·5	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" DB100lb 582NHP MitsubishiZosenKaisha,Ld	23 ″ 0	
40375 32737 JTWB	Tyōkō Maru Ⓟ (exChokoMaru-38) OilEng. Ref.Mchy. ssOsa.No.3-1,38 2Dks(Stl-Uws)	2629 1905 1357	✠100A1 1,38 ✠LMC DBS1,38	Osa CS1,38 1,38	t	CL 2,37	1927 6mo Lloyd	OsakaIron Works,Ld. Osaka 'sA&CP	OsakaShosenK.K. CellDB234' 378t Sidetanks in ER75tFPT24tAPT12t	284·5 P29'B102'F36' FK	45·6	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB100lb KobeSteelWorks,Ld.Kobe	23 ″ 0 s3 ″ 4½ 20 ″ 0¾	
40376 31572 JTCB	Tyōan Maru Ⓟ (exChoanMaru-38) OilEng. Ref.Mchy. ssKob.No.3-11,37 Mchy.Aft 2Dks(Stl-Uws)	2632 1899 1388	✠100A1 11,37 ✠LMC DBS11,37	Kob CS11,37 11,37	t	CL 4,36	1927 4mo Lloyd	KobeSteel Works Harima 'sA&CP	OsakaShosenK.K. CellDB232'464t Sidetanks in ER73t FPT24tAPT14t	284·8 P29'B100'F37' FK	45·5	23·0	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB100lb KobeSteelWorks,Kobe	23 ″ 0	
40377 38759 JWIH	Takatiho Maru TwinSc (exTakachihoMaru-38) ssKob.No.1-38 Ref.Mchy. 3Dks(Stl-Weatherdk-ws& Orlopdk(Stl)inNos.1&2holds) CruiserStern	8154 6442 4321	✠100A1 withfreeboard 1,38 ~~12,36~~ ✠LMC~~12,36~~	Kob 1,38		CL 12,36	1934 1mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	OsakaShosenK.K. CellDB378'1117t 'tweendktanks inER92tFPT49t APT130t	453·3 F48' FK	59·0	37·0	Osaka Japanese 7BHCem	4 steam turbines DR geared to 2 Sc. shafts 1430NHP (s) 225lb HS17591 FD 7SB(Spt).21cf,GS448, MitsubishiZosenKaisha Ld.Nag.	37 ″ 0 s13 ″ 2½ 24 ″ 3	
40378 166448	Triadic OilEng. E.S.D. CruiserStern	~~6000~~ 6378 5322 3500	100A1 withfreeboard (ClassContemplated)				1938	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,Mgr.)	442·3 PonShelterdk26' FonShelterdk43'	60·0	25·0	London British	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" J.G.Kincaid&Co.Ld.Grk.	29 ″ 4 s3 ″ 9½ 25 ″ 9	
40379 35367 JFZC	Titibu Maru Ⓟ TwinSc (exChichibuMaru-38) ssYka.No.1-34 Ref.Mchy. OilEng. D.F. GyC. 3Dks(Stl-Wtherdkptteaks) 4thdk(Stl)inNos.1,2&3holds CruiserStern	17526 11586 10275	✠100A1 withfreeboard 11,37 ✠LMC DBS2,37	Yka CS1,34 2,37	l†	CL PN1,36 S1,37	1930 3mo Lloyd	Yokohama DockCo.Ld. Yokohama 'sA&CP	NipponYusenK.K. CellDB455'2131tDTsa40'746tDTf11'627tFPT106tAPT276t	560·0 583·0(O.L.) B&F479' Upperbridge343' FK	74·0	42·5	Tokyo Japanese 10BHptCem	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$"-59$\frac{1}{16}$" 2DB120lb 3380NHP Akt.Burmeistr&Wain,Cpn	42 ″ 6 s14 ″ 3 28 ″ 6	
	Name "Chichibu Maru," retained-see No. 22581 in body of Register		✠Lloyd'sRMC2,38													
			Fitted for carrying oil 3,30 F.P. above 150° F. in deep tanks													
40380	Tausend For particulars see "Cabo Huertas," No. 21964 in body of Register															
40381 LJLG	Tropic Sea TwinSc3Mst (exIndien-38) OilEng. ssCpn.No.3-10,32 1Dk(Stl)&Awngdk(Stl)	5781 5473 3560	✠100A1 Awngdk withfreeboard 4,36 ✠LMC DBS10,37	Ven CS10,37 12,36	y	CL 4,36	1920 10mo Lloyd	A/SNak- skovSkibs. Nakskov 'sA&CP	SkibsA/STropic (Alf.Jakhelln, Mgr.) CellDB342'1140t betweentunnels68t	390·8 F36' on Awning dk FK Collision FPT70tAPT110t	53·3	34·3	Oslo Norwegian ptCem BHtoAwdk 4 „ „ U „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB100lb Akt.Burmeistr&Wain,Cpn.	36 ″ 6 s9 ″ 7½ 27 ″ 2	
40382	Tunisia Wireless CruiserStern	1300	100A1 withfreeboard (ClassContemplated)				1938	Langes'nds MekVerkA/S Langesund	RederiA/B SvenskaLloyd (K.R.Bökman, Mgr.)	250·0			Gothenbrg Swedish	C.2Cy.16¼"&33$\frac{7}{16}$"-33$\frac{7}{16}$" & LP turbine with DR gearing & hydraulic coupling LangesundsMek.Verk.A/S		
40383	Tung Sheng (exBornite-37,ex CanadianRover) Fitted for oil fuel 2Dks	2422 2051 1464					1920	TheColl- ingwood S.B.&Co.Ld. Collingwood	DingYaoDung	251·0 P24'B64'F23' WB	43·6	23·6	Chefoo Chinese	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld		O
40384 35362 JFYC	Tatuta Maru Ⓟ QuadSc (exTatsutaMaru-38) OilEng. Ref.Mchy ssH.Kg.No.1-34 D.F. 3Dks(Stl-weatherdkptteaks) GyC. 4thdk(Stl)inNos.1,2&3holds CruiserStern	16975 11576 10017	✠100A1 withfreeboard 3,38 ~~4,37~~ ✠LMC DBS~~4,37~~3,38 ✠Lloyd'sRMC1,38	HKg Yka CS2,35 10,36	l†	CL PaN 3,38 SaN 3,38 Pf3,38 Sf3,38	1930 3mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	NipponYusenK.K. CellDB389'2019t Tanks in way of tunnels938tDTf11'338tFPT97tAPT275t	560·0 583·6(O.L.) B&F483' FK Promenade340'	72·0	42·5	Tokyo Japanese 10BHptCem	Oil Engines 2S.C.SA 32Cy.26¾"-39⅜" 4008NHP 2DB120lb MitsubishiZosenKaishaLd	42 ″ 6 s14 ″ 2 28 ″ 6	
			Fitted for carrying oil 3,30 F.P. above 150° F. in forward deep tanks													
40385 7760	Tannenfels OilEng. D.F. E.S.D. 2Dks CruiserStern	7760					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	479·0 P85'B207'F49'	59·1	33·5	Bremen German WB	2Oil Engines 2S.C.DA 12Cy.20⅞"-29$\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP DeutscheSchiff.-u-Mschb. A.G.Weser,Bmn.		
40386	Takuzan Maru (exBuffalo Bridge-38) Fitted for oil fuel 1Dk2trB in fore & after holds & Webframes	3279 3005 2026			•••		1919	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30'B90'F35' FK	46·2	25·0	Osaka Japanese WB	DR Geared Steam Turbine WestinghouseElectric& Mfg.Co Essington,Pa.	28 ″ 6	R †
40387	Takuen Maru (exFort Armstrong-38) Fittedforoilfuel 1Dk2trBinfore&after holds&Webframes	3249 3005 1988			•••		1920	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30'B90'F35' FK	46·2	25·0	Osaka Japanese WB	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
40388	Takusei Maru (exTashmoo-38) Fittedforoilfuel 1Dk2trBinfore&after holds&Webframes	3249 3005 1988			•••		1919	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30'B90'F35' FK	46·2	25·0	Osaka Japanese WB	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
40389 132070 GBTR	Thorpehaven (exEssexJudge-38, exAlbertoFassio, exBainsizza, exAntium,ex Daghestan) D.F. ssShl.2ndNo.3-2,37 1Dk(Stl)&Webframes Longitudinalframing Cargo battens not fitted	3688 3398 2283	✠100A1 12,37 ✠LMC2,37	Mdb	w	CL 12,36	1912 8mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	ThamesideShip- pingCo.Ld.(G.O. Till,Mgr.) CellDBa110'uE&B40'f148'1116tFPT93tAPT185t	346·5 P28'B101'F32' FK	50·8	23·3	London British 6BHCem	T.3Cy.24½,40"&66"-45" (s) 180lb 316NHP 2SB,8pf,GS142,HS4859 J.Dickenson&Sons,Ld.Sld.	25 ″ 8 s4 ″ 4½ 21 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under decs. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Year assigned now expired Equipment	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40390 44587 JCWM	Taiyo Maru (*ex*ChangFu-38, *ex*Phaethon-37, *ss*Shl.No.3-8,25 *ex*Greleden, *ss*Bry.No.2-34 *ex*Atherstone) 1*Dk*(*Stl*)	4168 — 3100	✠ ~~5,38~~ ✠	Lgn	*x*		1913 7mo	Craig,Taylor&Co.Ld. Stockton	KaoruKikyo *Cell DBa*127'*u E&B*40'	370·0 P52'B&F289' FK *f*152'1152*tFPT*98*t*	51·4	24·1	Kobe Japanese 6*BHCem* *APT*207*t*	T3Cy.26",42½"&69½"-45" 371NHP 2SB,6*cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6	
40391	Tripolino (*ex*HighlandCoast-38, *ex*PrincessMelita) 1*Dk*	*1075* *907* *438*					1912	Ramage&Ferguson,Ld. Leith	D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi e Salvataggi	240·0 P&B148'F58'	34·1	16·5	Trieste Italian	T.3Cy.20",33"&54"-36" 175NHP *WB* Ramage&Fergusn,Ld.Lth.		
40392 44298 JJQK	Taian Maru (*ex*TaAn-38, *ex*Canadian *ss*Mtl.No.3-10,32 Leader-36) *ss*Osa.No.1-37 2*Dks*(*Stl*)	5411 4938 3848	✠100A1 4,38 ~~2,37~~ ✠LMC~~2,37~~ 4,38	Osa Yka	*y*	CL 8,36	1921 5mo	Canadian Vickers,Ld. Montreal A&CP	AmakasuShoten K.K. *CellDB*	400·3 P49'B120'F41' FK 333' 1025' *FPT*149'	52·4	28·5	Yokohama Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s5 ″ 11½ 25 ″ 4¾	
40393 143449 GCYJ	Transit (*ex*Molton-38) *ss*Cff.No.3-6,35 1*Dk*(*Stl*) *Cargo battens not fitted*	3091 2864 1873	✠100A1 5,38 ~~9,36~~ BS10,37 ✠LMC6,35	Cff Bry	*u*	CL 9,36	1919 10mo *Lloyd's A&CP*	RopnerS.B &Repairing Co(Stockt'n) Ld. Stockton	Continental TransitCo.Ld. *CellD*	331·5 P33'B98 F29' FK B276'728*tFPT*111*t*	46·7	23·2	London British 5*BHCem* *APT*139*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 359NHP 3SB,9*cf*,GS153,HS5829 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
40394	Tornes Wireless 2*Dks* *CruiserStern*	1300					1938	Xiansands Mek.Værks. A/S Xiansand	**Oluf S.Knudsen**				Norwegian	T.3Cy.17¼",26"&46"-33½" & exhaust turbine driving steam compressor 122NHP Akt.LindholmensVarvGot		
40395	Tonan Maru No. 3 TwinSc (*Whale oil factory*) *Fitted for oil fuel* *Ref.Mchy. Mchy.Aft*	19625					1938	OsakaIron Works,Ld. Osaka	NipponSuisanK.K.	534·8	74·9	56·8	Tokyo Japanese	T.6Cy.22 7/16",37"&61"-45¼"& LP turbines with DR gearing & hydraulic couplings 500NHP OsakaIronWorks,Ld Osa.		
40396 33180 JAUC	Tatuha Maru (*ex*Tatsuha Maru-38,*ex*Corby *ss*Kob.No.3-7,31 Castle,*ex*Virgilia) *ss*Kob.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks & Deep Tank*	5784 5383 3607	✠100A1 12,36 ✠LMC12,36 *Carrying oil fuel F.P. aboce* 150° F. *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Kob	*a*†	CL 11,35	1918 11mo *Lloyd's A&CP*	Russell&Co. PortGlasgow *mDB&DT*	TatsuumaKisen K.K. 1 *intermediate BH & 1 'tween dk* *CellDB*344'	423·3 P38 B123'F43' FK *BH dispensed with* 1165*tDTa*36'11 09*tFPT*35*tAPT*31*t*	56·0	28·7	Nisino-miya Japanese *Cem* 5*BH to Udk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.27⅛",44"&73"-48"(*s*) 180lb 550NHP 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	
40397	**Tunaholm** *OilEng.* **D.F. E.S.D. GyC.** ***CruiserStern***	3600	100A1 *withfreeboard* (*ClassContemplated*)				1938	A/B Götaverken Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)	410·5 P34'F70'	53·2	20·9	Gothenbrg Swedish	Oil Engines 2S.C.DA 8Cy.17 11/16"-47¼" A/BGotaverken,Got.		
40398	**Tambua** E.S.D. *Mchy.Aft* ***CruiserStern***	3330	100A1 *withfreeboard* (*ClassContemplated*)				1938	CaledonS.B.&E.Co.Ld Dundee	ColonialSugar RefiningCo.Ld.	364·8 F34'	50·2	21·5	Sydney British	T.3Cy.21½",36"&62"-42" N.E.MarineEng.CoLd.Sld		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofT
✳ 40501 120868 ZSGR	**Uniwaleco** (*ex*Fraternitas-37, *ex*SirJamesClark *ss*Nwc.2ndNo.3-7,30 Ross,*ex*Mahronda) *ss*Got.No.3-10,36 **D.F.** 2*Dks*(*Stl*)& *deep framing* *Superstructure deck*	9755 7391 6106	✠100A1 *with freeboard* 6,37 Pr.BS10,36 ✠LMC10,36 BS6,37 *Carrying Whale oil in bulk* *Fitted for oil fuel* 8,29 *F.P. above* 150°F. *Carrying oil fuel in bulk F.P. above* 150° F. *in tanks abaft cofferdam*	PNl		CL 6,36	1905 8mo	Harland& Wolff,Ld. Belfast *Lloyd's* A&CP	UnionWhalingCo. Ld.(A.E.Larsen, *Mgr.*)	470·3 484·0(O.L.) *CellDBa*139'*uE* & *B*82' *f*180' 2016*t*	58·4	31·3 FK&BK3	Durban British 7*BHCem* *APT*87*t*	Q.4Cy.26½",39½",56"&78½" -54" 215lb (*s*) 658NHP 2D&2SB18*cf*GS332HS11604 NDB29 125*lb* 16Pr.B-60*lb* 9Pr.B-43*lb* Harland&Wolff,Ld.Bel.	35 ″ 5 s6 ″ 3¾ 29 ″ 5½	
40502	**Uzbekistan**	8400					1937	Atel.&Ch. de la Loire St.Nazaire	**U.S.S.R.**	328·1	47·9	22·9	Russian	T.3Cy. &LP turbine with DR gearing & hydraulic coupling Rheinmetall-BorsigA.G. Berlin-Tegel		
40503 LCGW	Ulefoss (*ex*Beira-37,*ex*Dago-35) 1*Dk*	1607 1395 933					1924	Akers Mek. Værks Oslo	Skibs. A/S Thor ThoresensLinje (ThorThoresen A/S *Mgrs.*)	256·9 P56*t*H78*t*F16*t*	40·0	17·3	Oslo Norwegian	T.3Cy.19",31"&53"-36" 168NHP *WB* AkersMek.Værks.Oslo		N
40504	Unyo Maru No. 2 1*Dk*	2700 — 1650					1937	Mitsui Bussan Kaisha,Ld. Tama	SankyuUnyuK.K.	305·1 P25'B72'F27'	44·9	23·6	Moji Japanese	T.3Cy.20⅞",35$\frac{7}{16}$"&61"-41¾" 240NHP MitsuiBussanKaisha,Ld. Tama		
40505	**Urmajo** *OilEng.* *Mchy.Aft* **D.F.** 1*Dk* *CruiserStern*	**315**					**1937**	Gebr. Niestern&Co. Delfzijl	**H.K.v.d.Meer**	135·0 P44'Q12'F22'	24·0	10·2	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP *WB* Humboldt-Deutzmotoren, A.G.Köln-Deutz		
40506	**Urano** TwinSc *OilEng.* *Carrying Petroleum in bulk* 2*Dks*	5512 4893 3197					1923	Deutsche WerkeA.G. Kiel	ItalianNavy(operatedbySoc.Anon. Cooperativa diNav. "Garibaldi")	414·9 398·3	54·2	28·5	Genoa Italian	Oil Engines 4S.C.SA 12Cy.21$\frac{1}{2}\frac{3}{8}$"-35$\frac{7}{16}$" 543NHP DeutscheWerke,Kiel		I
40507 292 IBQG	Ulisse (*ex*Luciano-37,*ex*Dan-36, *ex*Harriet,*ex*CedarSpring) Sub.Sig. 1*Dk*	2226 1988 1306					1918	M'Dougall- DuluthCo. Duluth,Minn	Soc.Anon.Sbarchi, Imbarchi eTrasporti	260·9 251·2 P62*t*H119*t*F23*t*	43·7	22·1	Venice Italian	T.3Cy.20",33"&54"-40" 184NHP *WB* M'Dougall-DuluthCo.		I
40508 219416 KOTD	Utahan (*ex*GoldenPeak-37, *ex*Crosskeys) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*3*trB*	7031 6617 4381					1919	Skinner& EddyCorp. Seattle,Wash	American- HawaiianS.S.Co.	410·5 P27'B61'F19'	54·2	35·1	NewYork Utd.States	T.3Cy.25",42"&72¼"-48" 364NHP *WB* SeattleMachineWorks, Seattle		R
✳ 40509	Ucayali (*ex*Neti-37,*ex* T.A.D.Jones-37, *ss*N.Yk.No.3-12,28 (*ex*C.A.Snider, *ss*Tri.No.2-37 *ex*Olean) 1*Dk*(*Stl*)2*trB* ~~*Cargo battens not fitted*~~	2768 2524 1700	✠100A1 11,37~~7,37~~ ✠LMC7,37 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Tri Rot	*t*	CL ~~2,37~~ N11,37	1917 7mo	Harlan& Hollings- worthCor. Wlmgtn,Del. A&CP	PeruvianGovernment(Cia.Peruana deVapores y Dique delCallao,*Mgrs.*)	299·2 P24'B96'F29' *Intermediate BH in 'tween dk forward dispensed with*	45·2	24·3 FK	Callao Peruvian *Cem* 4*BH to U dk* 1 ,, ,, 2*nd* ,, *only* *CellDB*220' 547*t* *FPT*74*t* *APT*108*t*	T.3Cy.21½",35"&58"-42" (*s*) 180lb 271NHP 2SB.6*cf*,GS135,HS4664 Harlan&HollingsworthCo	26 ″ 6 s4 ″ 3½ 22 ″ 5½	
40510	**Uerdingen** TwinSc *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1290 — 655					**1937**	Lübecker Flender- WerkeA.G. LübeckSiems	**ErnstRuss**	242·5 Q123'F29'	36·4	14·3	Hamburg German	2 Oil Engines 4S.C.SA 12Cy.14⅝"-19$\frac{11}{16}$" 241NHP *WB* Fr.KruppGermaniawftAG		
40511 146318 MLDY	Ulster Coast (*ex*ScottishCoast-38, *ex*Lurcher) *ss*Liv.No.3-7,35 1*Dk*(*Stl*)& Wireless D.F. E.S.D. *Shelter dk*(*Stl*)	774 616 333	✠100A1 *Shelter dk* *with freeboard* 10,37 BS10,37 ✠LMC7,35	Liv	*l*	CL 7,35	1922 11mo	A&J.Inglis Ld. Glasgow *Lloyd's* A&CP	BelfastS.S.Co.Ld. *CellDBuE*21'	200·5 *f*126'201*t* *FPT*34*t* *APT*19*t*	31·1	12·3 FK	Belfast British *Cem* *Collision BH to S dk* 3 ,, ,, *U* ,,	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB(Spt),4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 10 s0 ″ 2 14 ″ 9½	
40512 166451 GKGW	Umgeni Ⓟ TwinSc D.F. *Ref.Mchy.* *Cruiser Stern*	~~8150~~ ~~6050~~ ~~5060~~ 8180 6654 5082	100A1 *with freeboard* (*Class Contemplated*)				1938	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Bullard,King&Co. Ld.	451·4 P45'B192'F32'	61·2	32·1	London British	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gearing & hydraulic couplings Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 6 s10 ″ 2¼ 25 ″ 6	
40513 TCAS	Ulgen Ⓟ (*ex*Bandirma-38, *ex*Medway) *Well deck* Wireless 2*Dks*	929 735 483				•••	1886	C.Connell &Co.Ld. Glasgow	Denizyollari Idaresi	225·0 P&B134'F29'	32·1	14·2	Istanbul Turkish	C.2Cy.28"&56"-48" NB01 181NHP *WB* J.&J.Thomson,Glasgow	16 ″ 7	
40514 44149 JCIM	Utide Maru (*ex*Willandra-38, *ex*TowerAbbey-35, *ss*Drt.No.3-2,34 *ex*Bata-34) 2*Dks*(*Stl*)	5275 — 3173	✠ [illegible] 5,38 ~~BS1,37~~ ✠~~LMC[illegible]~~	HKg	*y*	CL 10,36	1919 10mo	J.Brown& Co.Ld. Glasgow *Lloyd's* A&CP	TaiheiKisenK.K. (YamashitaKisen K.K.*Mgrs.*) *CellDB*	400·8 P40'B113'F49' 345'1134*t* *FPT*118*t*	52·3	28·5 FK	Kobe Japanese 7*BHptCem* *APT*176*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Gls.	31 ″ 0 ~~s6 ″ 0~~ FD ~~25 ″ 3~~	
✳ 40515 DOTU	**Ulm** (Launched as Rapide) *OilEng.* E.S.D. *Ref.Mchy.* D.F. *CruiserStern*	3070 1769	100A1 *with freeboard* (*Class Contemplated*)				**1938**	Internatnl S.B.&E.CoLd Danzig	Norddeutscher Lloyd	321·4 F43'	45·7	26·6	Bremen German	Oil Engines 2S.C.DA 6Cy.23⅝"-35⅜" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	28 ″ 10 s7 ″ 10½ 21 ″ 1¼	
40516	**Union** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	315 200 152					1938	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	K.Pronk	126·7 P32'Q40'F19'	24·0	8·3	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 62NHP *WB* AppingedammerBrons Motorenfb.N.V.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
40601 YTAP	**Vihor** (*ex*DrugiDalmatinski-37, *ex*Palmanova,*ex*Venezia,*ex*Norna) *Well deck* 1*Dk*&*Web frames*	1180 862 711			●●●		1889	S.&H.Morton&Co. Leith	Parobrodarsko DrustvoGrgic s.o.j.	224·0 P27'Q42'B61'F32' FK	33·2	14·5	Vranjic Yugoslav WB	T.3Cy.16½",27"&42"–33" NB10 108NHP S.&H.Morton&Co.Leith	17 " 3	V †
40602	**Ville de Djidjelli** (*ex*Hull-37) 1*Dk*	*1132* *879* *451*					1907	CaledonS. B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	255·7 P&B172'F29'	36·2	14·8	Algiers French *WB*	T.3Cy.23½",38"&62"–39" 240NHP CaledonSB.&E.Co.Ld.Dun		C
40603	**Ville de Bougie** (*ex*York-37) 1*Dk*	*1132* *879* *451*					1907	CaledonS. B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	255·7 P&B171'F29'	36·2	14·8	Algiers French *WB*	T.3Cy.23½",38"&62"–39" 240NHP CaledonSB.&E.Co.Ld.Dun		C
40604	**Veenenburgh** Ⓟ (*ex*BatavierVII-37) *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	433 328 217					1927	J.Koster Hzn. Groningham	Wm.H.Müller&Co. N.V.	147·6	23·6	12·0	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11¼"–$16\frac{15}{16}$" 74NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		V
40605	**Varko** (*ex*Beaconray-37, 3Mst *ex*Balmyle) *ss*Shl.3rdNo.3-11,35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	*344* *248* *136*	✠100A1 8,37 BS8,37	Shl ✠LMC4,35	*e*	CL N7,36	1898 12mo	Ritson& Co. Maryport A&CP	W.L.Colassi	142·3 Q77'B9'F24'	23·7	10·0 BK7"	Piræus Greek 3*BHCem* *FPT*25*t*	C.2Cy.15½"&36"–24" (*s*) 120lb 67NHP 1SB,2*pf*,GS39,HS1253 Ross&Duncan,Glasgow	10 " 11 s 3 " 8½ 11 " 4	
	Now "Romain," *see No.* 39940 *in Supplement*															
40606 UOBI	**V. Maiakovsky** (*ex*BelaKhun-37) *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1929	Severney S.B.Yard Leningrad	U.S.S.R.	346·0 P31'B52'F34	48·7	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–$35\frac{7}{16}$" 500NHP RussianDieselWorks,Len.		
40607	**Vircov** *For particulars see* "Ciaño," *No.* 22699 *in body of Register*															
40608 1950 IRUJ	**Vittoria Beraldo** (*ex*SteamerPaola e Virginia-37, *OilEng.* *ex*LeScorff-34). 1*Dk* *Well deck* *Mchy.Aft*	668 467 392			●●●		1907	Scott& Sons Bowling	MatteoBeraldo	186·9 180·0 Q114'B13'F27' FK	28·1	11·1	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$17\frac{11}{16}$" 87NHP NE37 MtrnWerkeMannheimAG	13 " 3	I †
40609 217727 KJTZ	**Vermont** (*ex*PacificHemlock-37, *ex*WestHelix) *Fitted for oil fuel* 2*Dks*	5651 5272 3517					1919	J.F.Duthie &Co. Seattle, Wash	CaliforniaEastern Line,Inc.(Pacific-AtlanticS.S.Co. *Mgrs.*)	409·7 P44'B115'F47	54·2	27·7	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
40610 LEGS	**Vesle-Hei** (*ex*Kjörrefjord-38, 3Mst *ex*KongFrode-35,*ex*Porto) *Mchy.Aft* *Well deck* 1*Dk*	714 501 325			●●●		1916	NVSchpsw deMerwede Hardinxveld	Skibs-A/SHei (KristenHeistein)	180·5 Q102*t*B18*t*F19*t* H22*t* FK	28·1	12·1	Xiansand Norwegian *WB*	T 3Cy.15",25"&40"–27" 110NHP Verschure&Co.Amsterdam	14 " 6	N †
40611 7557 SDHB	**Vistula** (*ex*Bara,*ex*Netta, *ex*Markersdal) 1*Dk*	1018 799 526					1919	DeHaan& Oerlemans Heusden	Rederi-A/BSylvia (Alb.Billner,*Mgr.*)	214·0 P12'Q51'B57'F25'	34·8	13·1	Gothenbrg Swedish *WB*	T.3Cy.15¾",25⅝&41⅜"–$27\frac{9}{16}$" 90NHP Burgerhout,Rotterdam		C
40612 LJVJ	**Vega** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern*	~~7300~~ 7287 4689 4184					1938	Cantieri RiunitiDell' Adriatico Trieste	DetBergenskeD/S	~~424·9~~ F179' 424·6	~~58·0~~ 58·3	~~28·5~~ 28·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 20Cy.$25\frac{9}{16}$"–47¼" 2270NHP Cant.RiunitiDell'Adriatico		
40613	**Vassilics T.** (*ex*EasternTemple-38) *Fitted for oil fuel* D.F. 1*Dk*2*tr*B&*Webframes*	3673 3108 2236			●●●		1920	NittaShipyard Osaka	E.M.Tricoglu	315·9 P22'B82'F38' FK	45·8	26·3	Andros Greek *WB*	T.3Cy.24",41"&67"–48" 400NHP TanakaEng.Works,Osaka	21 " 10	
40614 OFCJ	**Veli Ragnar** (*ex*TorgnyLagman-38, *ex*Banchory) *ss*Nwc.No.3-11,27 *ss*Got.No.2-35 1*Dk*(*Stl*) *Cargo battens not fitted*	*2185* *1976* *1258*	✠100A1 1,38~~10,37~~ MS2,35	Gms Mdb ✠LMC BS1,37	*s*	CL 6,36	1914 12mo	Craig,Taylor&Co.Ld. Stockton *Lloyd*'*sA&CP*	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) *CellDBa*90'*uE*&	287·0 298·9(O.L.) P27'B72'F30' FK *B*32'*f*120 605*tFPT*	44·0	19·1	Lovisa Finnish 5*BHCem* 84*tAPT*89*t*	T.3Cy.21",35"&57"–39" (*s*) 180lb *100lb* 214NHP 2SB,6*cf*,GS78,HS3232 N.E.MarineEng.Co.Ld.Sld	21 " 4 s 3 " 0¾ 18 " 7½	
40615 773 SVHW	**Victoria** (*ex*EkateriniNicolaou-38, *ex*GeneralChurch-32) *ss*Shl.No.3-3,30 *ss*Rot.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*37	6600 4868 4145	✠100A1 *Shelter dk* *with freeboard* 3,38~~12,36~~ MS6,33	Cff Ams ✠LMC BS10,37	*z*	CL ~~N12,36~~ 1,38	1917 11mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	A.G.Pappadakis (GeorgiosNicolaou (Hellas)Ld.*Mgrs*)	420·0 434·5(O.L.)	54·0	26·4 34·4 FK	Piræus Greek *Cem* 6*BH only* *CellDB*358'	T.3Cy.27",45"&74"–54" (*s*) 180lb 572NHP 5SB.9*cf*,GS190,HS8556 FD N.E.MarineEng.CoLdNwc 1151*t* ~~*FPT*10*t*~~ *APT*128*t*	37 " 0 s8 " 11¼ 28 " 4	
								1 *Intermediate BH in fore hold dispensed with*								
40616 QYUV	**Vitus Bering** (*ex*Mazatec-38, *ex*Maya) *ss*Avn.No.2-37 Sub.Sig. 2*Dks* (*Stl-weather dk* teak s) *Ref.Mchy.* 3*rd* & 4*th dks*(*Stl*)*in holds* ~~E.S.D.~~	5383 4708 3085	✠100A1 *with freeboard* 2,38 ~~3,37~~ BS2,38	Avn ✠LMC3,37	*z*	CL 3,36	1929 4mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*sA&CP* *Cell DB*333'	Dampskslsk. "Gloria"A/S. (P.A.Jensen,*Mgr*) 740*t Tanks at sides of tunnel* 225*t FPT*	388·8 P29'F40' 69*tAPT*36*t*	53·2	~~31·0~~ 31·2 FK	Copenhagen Danish *ptCem* *Coll BH to W dk* 4 ,, ,, 2*nd*,,	T.4Cy.30½",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB.20*cf*,GS385 HS15235 FD Barclay,Curle&Co.Ld.Gls.	33 " 6 s10 " 4 23 " 7½	
			Fitted for oil fuel 4,29			*F.P. above*	150°F.	*Intermediate BH in after*	*hold dispensed with*							
40617 165701 GFFK	**Volo** Wireless D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* *Strengthened for navigation in ice*	1587 1220 768	✠100A1 *with freeboard* 4,38 ~~(*Class Contemplated*)~~	Nwc ✠LMC4,38	*s*	CL	1938 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	Ellerman'sWilson Line,Ld. (*CollBHtoShelter dk*4*BHto*2*nd dk*) *CellDB*236'363*t*	283·9 295·2(O.L.) *FPT*14*tAPT*37*t*	40·2	15·8 FK	Hull British 5*BHptCem* *ptAsp*	T.3Cy.19½",33"&54"–36"& LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 335NHP 2SB(Spt)6*cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 " 6 s " 8 17 " 0	
40618 92698 WRCB	**Vermont** (*ex*Mohawk-38) 1*Dk*2*tr*B	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	CentralVermont TransportationCo.	265·0	43·0	16·8	Portland, Me. Utd.States	T.3Cy.21",34"&56"–42" NB00 203NHP Del.Riv.I.S.B.&E.Works		
40619	**Vardø** *Mchy.Aft* 2*Dks* *CruiserStern*	850					1938	MossVærft &Dokk,A/S Moss	Vesteraalens Dampskibsselskab				Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"–21⅝" 141NHP & hydraulic coupling SR geared to sc.shaft Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40620	**Victor Schœlcher** TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* *CruiserStern*	4300 2400					1938	Forg.&Ch. de laMéditSA LaSeyne	Soc.Gén.deTransp. Mar.àVap.	342·7 F47'	51·8	33·1	 French *WB*	Oil Engines 2S.C.SA 8Cy.20½"–35$\frac{7}{16}$" 584NHP Soc.Gén.deConst.Méc. LaSeine		
40621 HPIM	**Virginia** (*ex*Naukratousa-38, *ex*Stanmore-37, 1*Dk* *ex*Morna-37)	*1385* *1053* *803*					1919	ForthS.B. &Eng.Co.Ld. Alloa	ScotiaCorporation (F.Leon,*Mgr.*)	235·6 Q136'B16'F30'	36·2	15·6	Panama Pnamanian *WB*	T.3Cy.18",30"&50"–33" 144NHP ForthS.B.&Eng.Co.Ld.		O
40622	**Venezia** *OilEng.* Wireless *CruiserStern*	1700	100A1 *withfreeboard* (*ClassContemplated*)				1938	Akt.Lind- holmensVarv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	289·5	42·0	17·0	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.19$\frac{5}{16}$"–33$\frac{7}{16}$" SulzerBros.Ld.Winterthur		
* 40623 13	**Valentine** (*ex*ChinaImporter-38, *ex*Mineric-33) ssKob.2ndNo.3-6,34 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*-ws)	*4713* *4279* *2977*	✠100A1 *Shelter dk* *withfreeboard* 12,37 BS12,37	Kob	*z* ✠LMC6,34	CL 3,36	1909 11mo *Lloyd*'s*A&CP*	Russell& Co. Pt.Glasgow	J.Scarlatides (HellasShipping Co.*Mgrs.*) *Cell DBa134' uE24' f1*	405·0 *73'1146tAPT25t*	52·0	25·7 FK	Piræus Greek *Cem* 1*BHtoMdk* 5 „ „ *U* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 479NHP 2SB,8*cf*,GS136,HS6764 FD Rankin&Blackmore,Grk. *only*	28 ″ 5 s 3 ″ 3 25 ″ 4½	
40624	**Vassiliki** (*ex*Bena-38,*ex*Jaron-37,*ex* NikolinaMatkovic-37, ssShl.No.3-7,20 *ex*AntoineSchiaffino-32, ssAlg.No.2-29 *ex*Mogador,*ex*Gibraltar) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*2089* *1971* *1245*	9,33	Alg			1905	Howaldts- werke Kiel	G.E.Mavroleon *CellD*	261·5 F33' *on Shelter dk* BK7⅞" *B220'554tAPT15t*	38·3	24·3	Piræus Greek *Cem* *CollisionBHtoShdk* 3 „ „ *U*	T.3Cy.20½",32$\frac{7}{16}$"&51$\frac{9}{16}$"– 35$\frac{7}{16}$" 192NHP 2SB,4*cf*,GS100,HS3240 Howaldtswerke,Kiel	26 ″ 9	G †
40625 LEPH	**Varegg** (*ex*OttoSinding-38) 1*Dk*	948 738 572					1910	Laxevaags Msk.&Jrnskb Bergen	EgilNæsheimA/S	214·3 Q109tB51tF29t	32·2	12·8	Haugesund Norwegian *WB*	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk.&Jrns.Bgn		N
40626 UOWG	**Vayian Kuturie** TwinSc (*ex*Sakhalin-38) *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	7596 6725 4077					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1 P106'B29'F30'	54·6	32·2	Russian	Oil Engines 2S.C.SA 8Cy.23⅝"–41$\frac{11}{16}$" 776NHP		
40627 LJWJ	**Viva** D.F. E.S.D. *CruiserStern*	3798 3077 2194	100A1 *withfreeboard* (*ClassContemplated*)				1938	Fredrkstad MekVrksA/S Fredrikstad	A/S Viva (C.H.Sörensen& Sönner,*Mgrs.*)	365·2	57·3	20·2	Arendal Norwegian	O.4Cy.(2)16¾"&(2)39$\frac{15}{16}$"– 36⅝" FredrikstadM.V.A/S Fredrikstad	23 ″ 6 s1 ″ 4¾ 22 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade
40701	**Wester Schelde** *OilEng.* *Mchy.Aft* *CruiserStern*	343 165					1937	Scheeps. deHaan& Oerlemans Heusden	G.Joosse	135·0 P37'Q31'F17'	24·2	10·0	Vlissingen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
40702 LJNI	**Wind** (*ex*Elmworth-37) *OilEng.* *ss*Shl No.3-6,37 ~~*ss*Gls.No.2-34~~ D.F. 1*Dk*(*Stl*)	*4963* *4587* *3040*	✠100A1 6,37 ~~10,35~~ ✠LMC CS~~4,34~~ 6,37 DBS~~10,35~~ 1,37	Lth Shl	*y* 6,37 ~~10,35~~ 6,37	CL ~~10,35~~ 6,37	1924 11mo *Lloyd's sA&CP*	A.McMillan&SonLd Dumbarton	ButlerWang's RederiIIA/S(W. ButlerWang,*Mgr*) *CellDB*351'1296t*FPT*146t*APT*163t	400·0 P36'B120'F34' FK	53·2	26·9	Tonsberg Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅜"-$59\frac{1}{16}$" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s5 ″ 8¼ 24 ″ 2¼	
40703 164331 MMKX	~~Warrain~~ (*ex*Frank-37) **Warrian** *Mchy.Aft* *Cruiser Stern* 1*Dk*	1057 832 570					1929	Porsgrund Mek.Værks Porsgrunn	UnitedAfricaCo. Ld.	210·2 H115tP52t	34·2	15·5	Liverpool British *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundMV Porsgrunn		N
40704 130901	**William M. Connelly** (*ex*Neptune-37) GyC. *Mchy.Aft* 1*Dk*2*trB*	3717 — 2773					1901	American S.B.Co. Lorain,O.	DoloresS.S.Co.Inc.	346·0	48·0	28·0	Buffalo Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		R
40705	**Woodford** (*ex*Iolcos-37, Sunk by Torpedo 9,37 *ex*[illegible] *ex*SanJoaquin) *ss*Rot.No.3-1,27 *ss*Osl.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6987 6376 4421	✠~~100A1~~ 7,36 ~~BS6,36~~ ✠~~LMC9,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	Rot	*a*†	CL N6,36	1913 12mo *Lloyd's sA&CP*	SirJ.Laing &Sons.Ld. Sunderland	FinchleyS.S.Co. Ld. *CellDB* *uE&B*55'142t*DTf*38'518t*APT*53t	425·5 P101'B28'F40' FK	57·1	33·1	British 15*BHptCem* (9 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb 555NHP 4SB,*12cf*,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ 2¼ 27 ″ 0	
40706 141489 GBGM	**Widestone** (*ex*Santurce-37, *ex*CanadianRancher) *ss*Bbo.No.3-12,32 *ss*Cff.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3192 2880 1919	✠100A1 3,38 ~~11,35~~ BS~~4,36~~ 8,37 ✠LMC~~12,32~~ MS3,38	Ams Cff	*v*	CL ~~8,34~~ 7,37	1920 5mo *Lloyd's sA&CP*	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	PhoenixShipping Co.Ld.	~~331·6~~ 331·2 P33'B98'F33' FK *CellDB*~~266'674t~~*FPT*95t*APT*73t 266'623t	46·8	23·3	London British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s3″11¾ 21 ″ 9	
40707 DOTF	**Walter Rau** **TwinSc** **D.F.** **E.S.D.** (*Whale oil Factory*) **GyC.** *Fitted for oil fuel* 2*Dks* ***Ref.Mchy.*** *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	~~15000~~ 13752 10395 7145					**1937**	Deutsche WerftAGBet Finkenwrdr Hamburg	WalterRau NeusserÖlwerke A.G.	549·8 P118'uprB36' lwrB39'F118'	74·4	~~34·5~~ 33·5	Bremen German *WB*	C.8Cy.22$\frac{1}{16}$"&47¼"-47¼" 213lb 1079NHP HS16792 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		
40708	**Wickenburgh** Ⓟ (*ex*BatavierVIII-37) *OilEng.* Wireless D.F. 2*Dks* *CruiserStern*	780 646 406					1928	NVSchpw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9	33·7	12·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.18⅞"-27½" 208NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
40709 165593	**Williamstown** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	793 549 447	✠100A1 10,37 ~~(*ClassContemplated*)~~ ✠LMC10,37	Rot	*1*	CL	1937 10mo *Lloyd's sA&CP*	NVSchpsw Gebr v|d Werf Deest	Williamstown ShippingCo.Ld. (CombenLongstaff &Co.Ld.*Mgrs.*)	191·9 198·8(O.L.) FK P43'Q81'F21' *CellDB*125'185t*FPT*60t*APT*40t	29·0	12·0	London British 4*BHCem*	Oil Engines 4S.C.SA ~~6Cy.15"-21"~~ 127NHP 6Cy.14¾"-21⅝" Mtrn WerkeMannheimAG	13 ″ 6 s4 ″ 6¾ 13 ″ 0½	
40710 ~~143238~~ ~~VSBL~~	**War Begum** (*ex*Thelma-37, *ex*Herberg,*ex*Conus, *ss*Yka No 3-1,31 *ex*WarBegum) *ss*Shi.No 1-35 1*Dk*(*Stl*)2*trBs Webframes* *Longitudinal framing*	5578 4716 3428	✠100A1 7,37 ~~11,36~~ BS5,~~36~~9,37 ✠LMC5,35 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	Nag Sng	*z*	CL ~~N1,35~~ 9,37	1919 8mo *Lloyd's sA&CP*	Palmers'Co Ld Newcastle	~~Wheelock&Co.Ld.~~ KitagawaSangyo KaiunK.K. *CellDBuE&B*59'*f*50'313t*FPT*99t*APT*68t	400·0 P50'B121'F39' FK	52·3	28·4	Japanese 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB~~(Spt)~~.*9cf*,GS190, HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 7¾ 25 ″ 7	
40711 220211 KJOD	**Warrior** (*ex*JohnJay-37) *Fitted for oil fuel* 1*Dk&Shelter dk forward Web frames* *Longitudinal framing*	7551 — 4766			•••		1920	Pusey& JonesCo. Gloucester City	WatermanS.S. Corp.	439·6 P41'B134'F46'*on* *Shelter dk* FK	60·2	33·7	Mobile Utd.States *WB*	T.3Cy.29¼",52½"&82½"-52" 492NHP *Emade93refitted32* Newport NewsSB&DD.Co.	36 ″ 8	R †
40712 •203582	**W. W. Holloway** (*ex*.C.RussellHubbard-37,*ex*HenryA. Hawgood) *Mchy.Aft* 1*Dk*	6839 — 5389					1906	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	532·0	56·0	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		R
40713 XTUD	**Win On** (*ex*LakeGeorge-37) *Mchy.Aft* 1*DkTopside tanks*	2486 2046 1782	(*Reclassification contemplated*)		•••		1917	Gt.Lakes Eng.Works Ashtabula,O.	WinOnSteamship Co.	253·0 P115'F26' FK	43·5	27·5	Shanghai Chinese *WB*	T.3Cy.21",34½"&57"-42" 284NHP Gt.LakesEWks.Ashtabula	27 ″ 6	
40714 PINS	**Weltevreden** **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* *Rudder electrically welded*	9245 8500 5546	✠100A1 9,37 ✠LMC6,37 ✠Lloyd'sRMC~~6,37~~2,38 after chambers for temp. 32°F. *Carrying cargo oil F.P. above*150° *F.in deep&fore peak tanks*	Rot		OG	1937 6mo *Lloyd's sA&CP*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *'Tween dk bulkheads except Coll BHdispensed with*	483·4 513·2 F109' FK *Cell DB*285'1318t*MTs*72'3488t *DTf*63'417t*DTa*64'945t	62·8	37·9 28·8	Rottrdam Dutch *ptCem* *CollBHtoUdk* 7 „ „2*nd*„ *Tanks in way oftunnels*	Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$"-49¼" 1824NHP 2DB*100lb* Fr.KruppGermaniawftAG Kiel 769t*FPTs*390t*APT*125t	40 ″ 8 s10 ″ 1¼ 30 ″ 8	
40715 236820 WPKQ	**Wallace E. Pratt** 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* *Part electrically welded*	8021 7206 4794	100A1 3,38 ~~10,37~~ LMC10,37 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,37 *F.P.above*150°F.	Phl		CL	1937 10mo	SunS.B.& DryDockCo Chester,Pa.	StandardOilCo.of NewJersey *CellDBuE*69'102t*DTf*26'738t*FPT*351t*APT*152t	444·1 462·3(O.L.) P93'B35'F40' FK	65·3	35·1	Wilmgton (Del.) Utd.States 14*BH*	2 steam turbines DR geared to 1 screw shaft 475lb (*s*) 852NHP 2WTB(Spt)HS7192 FD WestinghouseElec.&Mfg. Co.Phl.	35 ″ 0	
40716 166333	**West Coaster** *OilEng.* *Mchy.Aft* 1*Dk* *Rudder electrically welded* *CruiserStern*	361 252 156	✠100A1 1,38 ~~(*ClassContemplated*)~~ ✠LMC1,38	Ams	*e*		~~1937~~ 1938 1mo *Lloyd's sA&CP*	N.V.E.J.Smit &Zoon's Schpsw. Westerbroek	BritishIsles Coasters,Ld.	143·3 148·7(O.L.) P37'F24' FK *CellDB*82'85t*FPT*42t*APTs*22t	25·4	8·4	London British 8*BHptCem*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 8¾ 9 ″ 0⅝	
40717 8228 SKZN	**W. R. Lundgren** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Part electrically welded including butts of shell, deck& Longitudinal bulkhead plating*	~~8408~~ ~~7600~~ ~~4900~~ 8408 7577 4802	✠100A1 1,38 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC1,38	Got	*c*†	CL	~~1937~~ 1938 1mo *Lloyd's sA&CP*	Götaverken A/B Gothenburg	Rederiaktieb. Tankoil(Rolf Sörman,*Mgr.*) *CellDB*77'221t*DTf*22'353t*FPT*78t*APT*148t	477·5 483·7(O.L.) P101'F60'B33' FK	59·1	35·9	Gothenbrg Swedish 9*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅓"-$59\frac{1}{16}$" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 6 s7″10¼ 27″10¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40718 164319 GDGY	Welsh Coast *OilEng.* Wireless D.F. E.S.D. *1Dk&Shelter dk* *Mchy.Aft* *Cruiser Stern*	646 499 ~~644~~ 234	✠100A1 *withfreeboard* 1,38 ~~(ClassContem plated)~~ ✠LMC1,38	Ard	*m*	OG	~~1937~~ 1938 1mo	Ardrossan DockyardLd. Ardrossan *Lloyd'sA&CP*	CoastLines,Ld.	200·6 ~~199·4~~ 209·6(O.L.) ~~F24~~F23' *34·9* FK *(CollBHtoShelter dk,2BHto2nd dk)* *CellDB154'219tFPT95tAPT28t*	33·1	11·1	Liverpool British *3BHCem*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
※ 40719 166330 GFFZ	Wimbledon Wireless Sub.Sig. *CruiserStern* *Mchy.Aft* E.S.D. *1Dk* *Cargo battens not fitted*	~~1585~~ ~~1190~~ 1598 1208 932	✠100A1 *withfreeboard* 2,38 ~~12,37~~ ~~(ClassContem plated)~~ ✠LMC12,37	Lth Shl	*p*	CL 2,38	1937 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	Wandsworth& DistrictGasCo.	250·0 259·3(O.L.) Q151'B16'~~F27~~ F26' FK *CellDBuE14'f171'608t* *Deck tank amidships 58tFPTs147tAPT38t*	39·6	16·6	London British *4BHCem*	T.3Cy.16½",28"&47"–33" (*s*) 200lb 198NHP 1SB,*4cf*,GS78,HS3000 FD Aitchison,Blair,Ld. Clydebank	18 ″ 6 s6 ″ 0¼ 16 ″ 7¾	
※ 40720 VLKF	Wanaka *OilEng.* *CruiserStern 1Dk* *1Dk,2nd dk forward of mchy.space* *Rudder electrically welded*	~~2260~~ 2259 1784 1113	✠100A1 2,38 ~~(ClassContem plated)~~ ✠LMC2,38	Gls	*s*	CL	1938 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	~~UnitedS.S.Co.of~~ ~~NewZealand,Ld.~~ UnionS.S.Co.of NewZealand,Ld.	277·6 287·7(O.L.) P&B154'F37' FK *CellDB224'418tFPT43tAPT28t*	45·2	18·3	SydneyNSW British *4BHAsp*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$40\frac{15}{16}$" 583NHP SulzerBros,Ld.Winterthur	21 ″ 6 s2 ″ 0¼ 19 ″ 7½	
40721	Wilpas (*ex*OrkneyCoast–37, 3Mst *ex*PrincessThyra) *Mchy.Aft* *1Dk*	781 621 611					1909	Russell& Co. PortGlasgow	O/Y Wirma (A.Wihuri)	210·0 P&B115'F60'	31·5	13·2	Kulosaari Finnish	T.3Cy.17",28"&45"–33" 116NHP *WB* Dunsmuir&JacksonLd.Gls		O
40722	Wards Island TwinSc (*Sludge Tanker*) *OilEng.* *1Dk* *Mchy.Aft* *CruiserStern*	1430 813					1937	United Shipyds.Inc. Mariners Harbor,N.Y.	City ofNewYork	250·0 F42'	43·5	16·0	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP *WB* Rathbun-JonesEng.Co. Toledo,Ohio		
40723	William A. Irvin D.F. GyC. *Mchy.Aft* *1Dk* *Longitudinal framing at bottom & at deck*	7900 — 6200					1937	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	593·2 F48'	60·0	32·5	Dul'th,Min Utd.States	DR geared steam turbine 383NHP *WB* DeLavalSteam TurbineCo.Trenton,N.J.		
40724 236952 WPRU	W. H. Berg D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* *1Dk* *Longitudinal framing–bracketless system* *CarryingPetroleum in bulk*	~~8145~~ 8298 — 4934					1937	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 P92'B35'F42'	65·3	35·1	S.Frncisco Utd. States	2 steam turbines DRgeared to 1 sc. shaft 600NHP WestinghouseElec.&Mfg. Co.Phl.		
40725 166372 GDGC	Welsh Trader *1Dk&Shelter dk Longitudinal framing* D.F. E.S.D. GyC. *at decks* *Rudder electrically welded* *Cruiser Stern* *Locked steel interchangeable hatches*	~~4880~~ 4974 4551 2802	✠100A1 *withfreeboard* 3,38 ✠LMC3,38	Sld	*a*†	CL	1938 3mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd'sA&CP*	TraderNavigation Co.Ld.	425·4 442·0(O.L.) F38' FK *(CollBHto Shelter dk6BHto2nd dk)* *CellDB296'1026tTanks in way of tunnel498tFPT154tAPT160t*	58·4	23·8	London British *7BHCem*	T.3Cy.22",~~68"&36½"~~–42" 220lb (*s*) 36½"&63" 373NHP 2SB(Spt&FD)&1AuxSB *8cf*,GS119,HS5495 N.E.MarineEng.CoLdNwc	26 ″ 10 s3 ″ 0½ 24 ″ 0	
40726 DJSD	Waltraud (*ex*Contra–38, *ex*CaboVillano–36) *ss*Bbo.Mo.3–6,32 *ss*HamNo.1–38 *2Dks(Stl)&3rd dk(Stl) in holds& Web* *Longitudinal framing* *frames* See also "CABO VILLANO," No. 21984	4276 4127 2711	✠100A1 *withfreeboard* 2,38 ~~1,38~~ BS12,37 ✠LMC11,36 *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Ham Rot	*v*	CL 11,36	1920 8mo	Echevar- rieta y Larrinaga Cadiz *Lloyd'sA&CP*	R.M.Sloman,Jr.	330·4 341·3(O.L.) FK *CellD B284' 870t FPT63t APT175t*	47·9	31·0	Hamburg German *5BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb *100lb* 417NHP 2SB,*8cf*,GS147,HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s7 ″ 10 25 ″ 9	
40727	Welle *OilEng.* *Cruiser Stern 1Dk* *Longitudinal framing*	300 — 99					1937	Wilh.Holst Cranz- Neuenfelde	H.Rahmstorf (Johs.Thode, *Mgr.*)	119·7 P33'F20'	22·1	8·7	Hamburg German	Oil Engines 4S.C.SA 6Cy.$8\frac{11}{16}$"–13" 44NHP Fahrzeug-u.Motrnwerke G.m.b.H.Breslau		
40728 DGWD	West (*ex*Energie–37) TwinSc *1Dk*	985 804 534					1920	F.Schichau Elbing	Schulte&Bruns	221·2 Q66'B53'F23'	33·5	13·6	Emden German	T.6Cy.11½",$19\frac{7}{16}$"&31½"– $17\frac{7}{16}$" 83NHP *WB* F.Schichau,Elbing		G
40729 166231 MMNV	Wray Castle D.F. *1Dk&Shelter dk* *CruiserStern* *Longitudinal framing at bottom* ~~*&at decks*~~ *tween decks sides & decks "Arcform"* *Locked steel interchangeable hatches*	~~4009~~ 4253 3840 2492	✠100A1 *withfreeboard* 4,38 ✠LMC4,38	P.Gl		CL	1938 4mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*)	380·5 392·6(O.L.) F33' FK *(CollBHtoShelter dk,5BHto2nd dk)* *CellDB320'977tFPT160tAPT111t*	56·2	23·5	Liverpool British *6BHptCem*	T.3Cy.21½",37"&62"–42" 220lb (*s*) 380NHP 2SB(Spt&FD)&1AuxSB. *8cf*,GS143,HS5742 D.Rowan&Co.Ld.Gls.	25 ″ 9 s2 ″ 2½ 23 ″ 9	
40730 104963 EIFS	Wicklow (*ex*LadyWicklow–38, *ex*Wicklow) *2Dks*	1032 960 414					1895	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.(1936) Ld.	260·2 P72'B89'F78'	34·1	15·8	Dublin British	T.3Cy.27",42"&69"–48" NB15 330NHP *WB* Blackwood&Gordon,P.Gl.		
40731	Wyangarie Wireless D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* *1Dk*	1050 660 535					1938	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	215·0 Q108'B23'F30'	36·5	13·0	SydneyNSW British	Oil Engines 2S.C.SA 8Cy.13¾"–$24\frac{7}{16}$" 263NHP *WB* Akt.Burmeistr&Wain,Cpn		
40732	Wakatake Maru *Mchy.Aft* *1Dk*	1898 1537 1064					1938	Kawanami KogyoK.K. Nagasaki	KawanamiKogyo K.K.	270·0 P87'F29'	39·4	20·3	Nagasaki Japanese	T.3Cy.18",30"&50"–36" 150NHP *WB* KawanamiKogyoKKNag.		
40733	Wellpark D.F. E.S.D.	4648 4256 2723	100A1 *withfreeboard* (*ClassContem plated*)				1938	C.Connell &Co.Ld. Glasgow	DenholmLine Steamers,Ld. (J.&J.Denholm& Co.Ld.*Mgrs.*)	407·4 F32'	54·7	24·5	Greenock British	T.3Cy.22",38"&65"–45" Rankin&BlackmoreLdGrk		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, où ce n'est dans le R. Durée Cert. Rot.
40851 161608 ~~MMLQ~~ XYCJ	**Yenangyaung** OilEng. D.F. E.S.D. 2Dks,3rd dk in forward hold Mchy.Aft CruiserStern Longitudinal framing	5447 ~~5400~~ 4888 ~~3020~~ 3031	✠100A1 Nwc ~~8,37~~1,38 Cal ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC8,37	CL N1,38	1937 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	BurmahOilCo.Ld. CellDBuE92'388t	387·6 | 54·2 | 31·1 400·7(O.L.) P111'B37'F59' FK (10BHto Upper dk 3BH to 2nd dk) DTf34'223tFPT175tAPT100t	Rangoon ~~Newcastle~~ British 13BHptCem	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	31 ″ 0 s5 ″ 0 26 ″ 2¼	
40852	**Yoh Hsing** (exIvanhoe–37, exWollert–32,exBiloela) Mchy.Aft 1Dk Now "Cree," see No. 37651 in Supplement	4668 4325 2739			1919	Common-wealthNaval Dockyard Sydney NSW	ChungHsingS.S. Co.Ld.(Young WongMgr.)	371·1 | 54·4 | 25·6	Shanghai Chinese WB	T.3Cy.26",41½"&67"–48" Commonwealth 311NHP NavalDckyd.SydneyNSW		C
40853	**Yamazato Maru** ~~Fitted for oil fuel~~ OilEng. D.F. CruiserStern 2Dks Ref.Mchy. ~~Carrying Petroleum in bulk~~	7300 4300			1937	Mitsui Bussan Kaisha,Ld. Tama	YamashitaKisen K.K.	439·6 | 60·0 | 34·1 P26'B176'F36'	Japanese WB	Oil Engines 2S.C.DA 9Cy.$17\frac{1}{16}$"–47¼" 962~~963~~NHP MitsuiBussanKaisha,Ld. Tama		
✻ 40854 159467 VPJV	**Yanawai** TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	434 276 225	✠100A1 HKg 11,37 ~~(ClassContem plated)~~ ✠LMC11,37	CL	1937 11mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong Lloyd'sA&CP	~~Burns,Philp&Co. Ld.~~ BurnsPhilp (SouthSea)Co.Ld	151·6 | 28·1 | 8·5 159·5(O.L.) F26' FK DTf7'39tFPT20tAPT13t	HongKong British 6BHCem	Oil Engines 2S.C.SA 8Cy.$9\frac{13}{16}$"–13" 70RHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.	9 ″ 3 s1 ″ 3 8 ″ 3¾	
40855	**Yamahiko Maru** Ⓟ Fitted for oil fuel CruiserStern 2Dks ~~CarryingPetroleum in bulk~~	7000 5000 4300			1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	439·6 | 59·0 | 33·6 P46'B171'F36'	Kobe Japanese WB	2 steam turbinesDRgeared to 1 sc.shaft 825NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
✻ 40856	**Yukagir** OilEng Wireless D.F. E.S.D. 2Dks Mchy Aft CruiserStern Longitudinal framing at bottom&at decks Strengthened for Navigation in Ice	1435 1196 860	✠100A1 Yka ~~withfreeboard~~ 10,37 ~~(ClassContem plated)~~ CarryingPetroleum in bulk ✠LMC10,37	CL	1937 10mo	Mitsubishi JukogyoK.K Yokohama Lloyd'sA&CP	U.S.S.R. CellDBuE28'49t	236·2 | 36·1 | 20·3 246·1(O.L.) P69'F24' FK DTf28'34tFPT28tAPT41t	Murmansk ~~Мурманск~~ Russian 11BHptCem	Oil Engines 4S.C.SA 6Cy.$17\frac{1}{16}$"–23⅝" & hydraulic coupling SR geared to 1 screw shaft 184NHP DB121lb MitsubishiJukogyoK.K. Yka.	20 ″ 4	
✻ 40857 HPHX	**Yolanda** (exIlford–37, exIossifoglu–37, exNordAtlantic–34, exUncas) ssHam.No.3–4,25 ssHam.No.2–34 2Dks(Stl)&Web frames D.F. Mchy.Aft Longitudinal framing	4680 4214 2790	✠100A1 Pir z 2,37 S2,37 ✠LMC5,34 CarryingPetroleum in bulk	CL 4,37	1913 6mo	Greenock &Grangem'th DkyrdCo.Ld. Greenock Lloyd'sA&CP	Cia.Primera de Nav.Ltda. CellDBuE&B75'122t	374·2 | 51·2 | 29·0 P103'B28'F46' FK FPT138tAPT90t	Panama Pnamanian 16BHCem (11 to Udk 5 ,, 2nd ,,)	T.3Cy.27",44"&73"–48" (r) 180lb 470NHP 3SB,9cf,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s4 ″ 10½ 24 ″ 5¾	
40858	**XXI Aprile** (exPanAtlantic–37, exWillfaro–33, exRichmondBoro) Fitted for oil fuel D.F. 2Dks	0 036			1919	Standard S.B.Corp. Shooter's Island,N.Y.	"Garibaldi"Soc. Anon.Cooperativa diNav.	386·8 | 52·2 | 27·4 P36'B110'F39'	Genoa Italian WB	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R.
40859 157541 YPTQ	**Zarian** 1Dk&Shelter D.F. Platform deck in part No.2h Cruiser S	4871 4344 2776	✠100A1 Nwc withfreeboard Liv 5,38~~2,38~~ ✠LMC2,38 ~~(ClassContem plated)~~ Fitted for oil fuel 2,38 F.P. above 150°F.	CL	1938 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Elmina,Ld. CellDB296'1072tMT25'931t Tanks in way of tunnel 363t	422·5 | 56·7 | 23·6 438·3(O.L.)F44 FK (CollBHtoShelter dk,6BHto2nd dk) FPT183tAPT189t	Freetown, Sierra Leone British 7BHptAsp	T.3Cy.23",38"&65"–45" 220lb (s) 456NHP 2SB(Spt&FD)&1AuxSB 8cf,GS142,HS7030 N.E.MarineEngCoLd.Nwc	26 ″ 2 s2 ″ 4½ 24 ″ 0	
40860 ICOV	**XXIV Maggio** (exOrao–37, exPontbriand–35, exPennyworth–35, exGogovale) ssNwc.No.7–1,80 ssRot.No.2 (Stl) E.S.D.	5388 4986 3418	✠100A1 Rot z 12,37 MS12,37 ✠LMC ✠NE3,19 BS5,37	CL 12,36	1916 10mo	Greenock& Grngemouth DkyrdCo.Ld. Greenock Lloyd'sA&CP	Soc.Anon. CooperativadiNav. "Garibaldi" 'Tween dk BH in after hold dispensed with CellDBa&uE 147'f189'1163t	410·2 | 53·5 | 28·4 425·0(O.L.) P35'B171'F41' FK DTa33'985t APT49t	Genoa Italian Cem 6BH to Udk 1 ,, 2nd ,, only	T.3Cy.27",44"&73"–48" (s) 180lb 488NHP 3SB,9cf,GS165,HS6972 FD FairfieldCo.Ld.Glasgow	31 ″ 0 s5 ″ 9¾ 25 ″ 5	
40861	**Yamaura Maru** Fitt oil fuel ks D.F. iserStern Ref.Mchy.	6800 6150 4050			1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	439·6 | 59·1 | 33·6 P42'B173'F38'	Kobe Japanese WB	2 steam turbinesDRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokio		
40862 JYZL	**Yamabato Maru** 2Dks CruiserStern	2610 2222 1470			1937	Uraga DockCo.Ld Uraga	YamashitaKisen K.K.	295·0 | 45·0 | 23·7 P28'B75'F32'	Kobe Japanese WB	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"–13¾"&LPturbine DRgeared to screw shaft 165NHP HS3014 UragaDockCo.Ld.Uraga		
40863 JYXL	**Yamazuki Mar** OilEng. D.F. E.S.D. 2Dks Ref.Mchy. CruiserStern	6442 5757 4385			1937	Mitsubishi JukogyoK.K Yokohama	YamashitaKisen K.K.	436·4 | 58·3 | 32·0 P36'B17'F38'	Kobe Japanese WB	Oil Engines 2S.C.DA 6Cy.23⅝"–$43\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yokohama		
40864 22534 JQVE	**Yumihari M** No. 2 (exNichiyeiMa ,exBanyeiMaru No.8–34) W 1Dk	1186 1007 803			1918	NittaCo. Osaka	KamichiK.K.	220·0 | 33·5 | 18·5	Kobe Japanese WB	T.3Cy.15½",25⅝"&42½"–32" 101NHP YoshidaTekkosho,Osaka		
40865 18657 JPVE	**Yeizan M** .10–37) (exTaiunM 1Dk&2nd dk in No.1 hold	1680 1396 1000	•••		1915	Kawasaki Dkyd.Co.Ld. Kobe	Tsurumaru Hirotaro	249·0 | 37·5 | 20·9 Q14'B59'F31' FK	Nishino-Miya Japanese WB	T.3Cy.17½",28"&46"–36" 172NHP KawasakiDkyd CoLdKobe	20 ″ 11	
✻ 40866 44382 JDEM	**Zuisyo** 1 (exShengYu–38, exSalac) exDuna.2ndNo.3-1,38 ~~ssShl.No.3–3,25~~ ~~ssSws.No.2–34~~ 2Dks(Stl)	5290 4907 3302	✠100A1 Osa z 1,38~~12,36~~ Tama ✠LMC~~12,36~~ 1,38 Fitted for oil fuel 3,20 F.P. above 150° F.	CL ~~8,36~~ 1,38	1912 10mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	~~KyodoKaiunK.K.~~ Kuribayashi ShosenK.K. IntermediateBHin forehold &'tween dkBH in afterhold dispensed with CellDBa117'uE&B45'f190'	410·5 | 52·3 | 28·6 P34'B130'F44' FK	Tokio Japanese Cem 5BH to Udk 1 ,, ,, 2nd ,, only	T.3Cy.26½",44"&73"–51" (s) 200lb 536NHP 3SB,9cf,GS157,HS7680 FD Dunsmuir&JacksonLdGls 1145t~~DTa30'847t~~APT40t	31 ″ 2 s5 ″ 10½ 25 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Low expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40867 43734 JYSL	**Yamagiku Maru** (*ex*KaoSing-38, *ex*Brightorion-36, *ss*Hul.No-3-2,32 *ex*Bolivar-35, *ss*Kob No.1-36 *ex*Emlynian-33) 2*Dks*(*Stl*)	5236 3799 3208	✠ … 3,38 ~~BS11,36~~	Kob ✠~~LMC11,35~~	*y*	CL N1,35	1920 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool *Lloyd*'*sA&CP*	YamashitaKisen K.K. *CellDB*	400·0|52·0|31·0 P49'B113'F38' FK 347'1126*t FPT*117*t*	Kobe Japanese 7*BHCem* *APT*178*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 ~~s 5 ″ 11¼~~ ~~25 ″ 3¾~~	
40868	**Yamayuri Maru** (*ex*ShouSing-38, *ex*Brightvega-36, *ss*Gls.No.3-11,25 *ex*Pavlina-35, *ss*Alg.No.2-34 *ex*Pauline-34,*ex*Strabo-32) 2*Dks*(*Stl*)	5028 — 3106	✠ … 3,38 ~~MS5,34~~	Kob ✠~~LMC~~ ~~BS1,35~~	*y*	CL 12,35	1913 10mo	A.McMillan&Son,Ld. Dumbarton *Lloyd*'*sA&CP*	YamashitaKisen K.K. *CellDBa*117' *uE&B*42'*f*188'955*t*	400·8|52·1|27·3 P36'B129'F48' FK *DTf*30'712*t FPT* 82*t*	Kobe Japanese 6*BHCem* *APT*45*t*	T.3Cy.27$\frac{3}{16}$″,44$\frac{3}{8}$″&73″–48″ 180lb (*s*) 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0 ~~s 5 ″ 6¼~~ ~~24 ″ 8¾~~	
40869 43738 JYVL	**Yamahagi Maru** (*ex*ChiSing-38, *ex*Brightcomet-36, *ss*Bly.No.3-9,29 *ex*Cairngowan-35) *ss*Shl.No.1-35 D.F. 2*Dks*(*Stl*)	5426 — 3315	✠ … 3,38	Kob ✠~~LMC4,34~~	*y*	CL 3,35	1919 4mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'*sA&CP*	YamashitaKisen K.K. *CellDB*	400·0|52·4|28·4 P49'B113'F39' FK 344'1128*t FPT*118*t*	Kobe Japanese 7*BHptCem* *APT*209*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 ~~s 5 ″ 11¼~~ ~~25 ″ 3¾~~	
40870 43736 JYPL	**Yamahuzi Maru** (*ex*ChaoSing-38, *ex*Brightstar-36, *ss*Kob.No.3-9,33 *ex*CanadianImporter-33) 2*Dks*(*Stl*)	5360 — 3222	✠ … 3,38 ~~BS9,36~~	Kob ✠~~LMC3,35~~	*y*	CL N1,35	1920 2mo	JCoughlan &Sons,Ld. Vancouver, B.C. *Lloyd*'*sA&CP*	YamashitaKisen K.K. *Cell*	400·0|52·4|28·8 P49'B113'F40' FK *DB*334'1026*tFPT*1	Kobe Japanese 6*BHCem* 49*tAPT*131*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD D&WHendersn&CoLdGls.	31 ″ 0 ~~s 5 ″ 11½~~ ~~25 ″ 3¾~~	
40871	**Yamakaze Maru** D.F. GyC. *OilEng.* *CruiserStern*	6900 6209 4200					1938	TamaS.B. Co.Ld. Tama	YamashitaKisen K.K.	439·6|60·0|34·1 P26'B176'F38'	Kobe Japanese	Oil Engines 2S.C.DA 9Cy.17$\frac{11}{16}$″–47¼″ **962**~~900~~NHP *WB* TamaS.B Co.Ld.Tama		
40872	**Zafra** *For particulars see* "Cabo Sacratif," *No.* 21975 *in body of Register*													
40873 25187 JAED	**Yae Maru** (*ex*YayeMaru-38) *ss*Yka.No.3-10,31 *ss*Yka.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6781 6507 5059	✠100A1 *Shelt'r dk with f'eboard* ,37 B87 7	Yka ✠LMC7,36	*a*†	CL 7,37	1919 6mo	Harima Dkyd.Co.Ld Oh,Harima A&CP	KokusaiKisen K.K. *CellDB* 1142*t*	425·0|53·6|37·5 FK *Collision* *FPT*148*tAPT*220*t*	Kobe Japanese *Cem BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27″,45″&75″–51″ (*s*) 190lb 556NHP 3SB,*6cf*,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
40874	**Yamasimo Maru** *Fitted for oil fuel* 2*Dks* *CruiserStern*	7000					1938	Tsurumi Seitetsu ZosenK.K. Yokohama	YamashitaKisen K.K.	439·6|59·1|33·8 P42'B173'F47'	Kobe Japanese	1DRgeared steam turbine HS2547 398NHP *WB* TokyoIshikawajima Zosensho,Tokyo		
40875	**Yamagiri Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6 6					**1938**	Mitsubishi JukogyoK.K. Yokohama	**ToyoKisenK.K.**	436·4|58·3|32·0 P36'B17'F38'	Tokyo Japanese	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1166NHP *WB* MitsubishiJukogyoK.K. Yka.		
40876 29841 JTWA	**Zyogu Maru** (*ex*JohguMaru-38, *ex*Grelgrant, *ss*Kob.2ndNo.3-4. *ex*Hartland) *ss*Yka.No.1-36 1*Dk*(*Irn*)2*trB*& *framing*3*Dk*	803 4460 3526	✠100A1 3,38 ~~3,37~~	Drn Tama ✠LMC~~3,37~~ 3,38	*x*	CL 4,35	1906 11mo	Richardsn, Duck&Co. Stockton *Lloyd*'*sA&CP*	**UkonShojiK.K.** *CellD Ba*126'*uE&B*39'*f*	369·2|50·8|27·6 P28'B104'F29' FK 165'1194*t FPT*167*t*	Kobe Japanese 6*BHCem* *APT*190*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 371NHP 3SB,*9cf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	
40877 22313 JCYD	**Yosida Maru No. 3** (*ex*Yosh MaruNo.3-38) *ss*Osa.No 30 4 *ss*Kob.N *Stl*) 2	4646 3927 3348	✠100A1 4,37	Kob ✠LMC4,37	*x*	4,37	1918 12mo	Uraga DockCo.Ld. Uraga A&CP	YamashitaKisen K.K. *CellDB*291'919*tF*	360·0|51·0|28·4 P21'B91'F33' FK *PT*114*tAPT*46*t*	Kobe Japanese 6*BHCem*	T.3Cy.24¼″,40$\frac{11}{16}$″&67″–48″ 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5¼ 23 ″ 3	

LLOYD'S REGISTER OF SHIPPING.

1937–1938.

POSTED TO:–

1937.

June 4
— 24

July 9
— 23
— .... —

August 5
— 13
— 26
— .... —

September 2
— 9
— 16
— 23
— 30

October 7
— 14
— 21
— 28
— .... —

1937.

November 4
— 11
— 18
— 25

December 2
— 9
— 16
— 21
— .... —

1938.

January 6
— 13
— 20
— 27

February 3
— 10
— 17
— 24

1938.

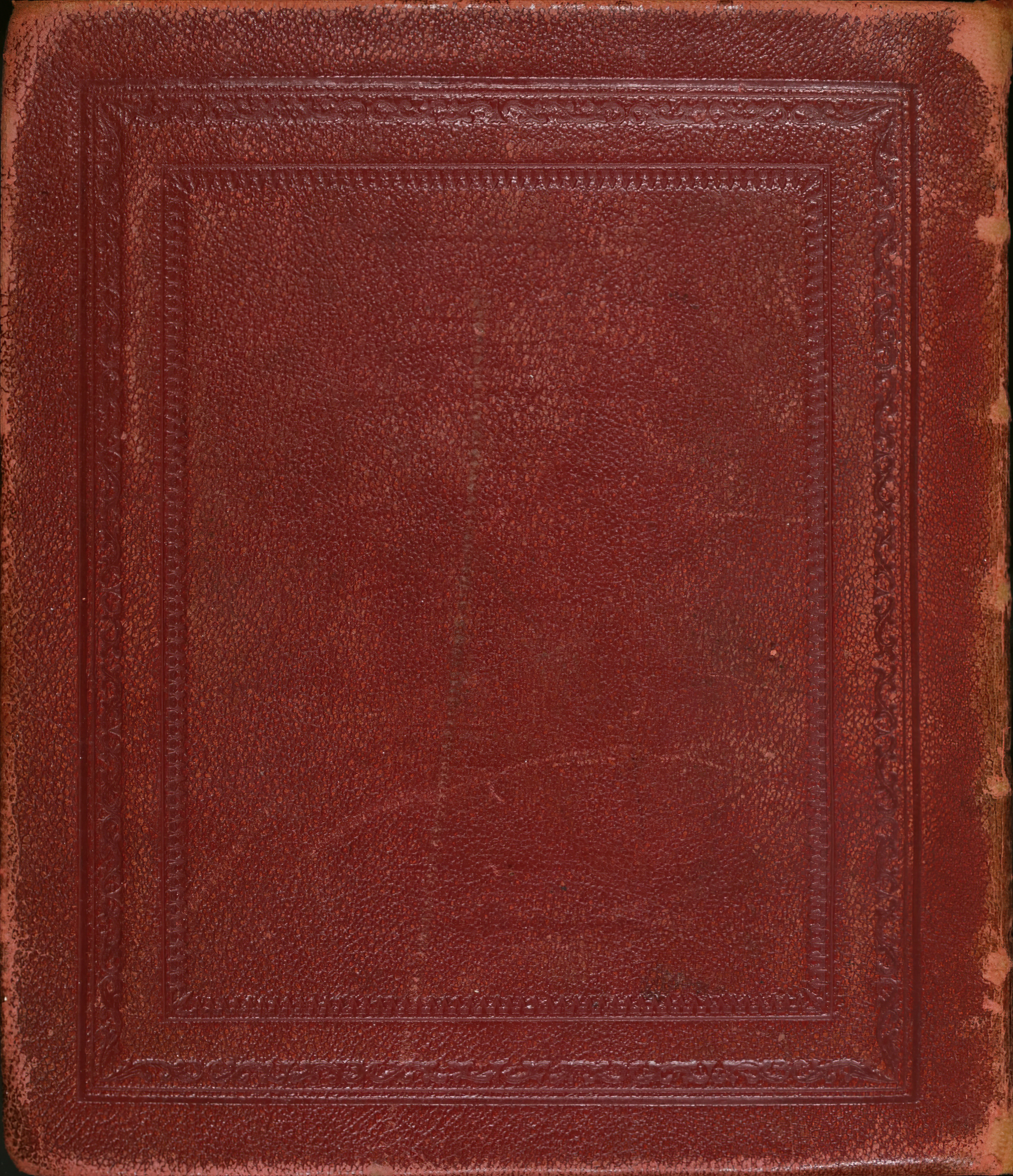
March 3
— 10
— 17
— 24
— 31

April 7
— 12
— 28
— .... —
— .... —

May ....
— ....
— 1
— 2

June 2

TABLE giving the EQUIVALENTS of FEET and INCHES in METRES.

Fractions of an Inch.	Metres and Fractions.	Inches.	Metres and Fractions.	Fractions of a Foot.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.	Feet.	Metres and Fractions.
1/20	0·0013	35	0·8890	0·1	0·030	62	18·90	136	41·45	210	64·00	284	86·56	358	109·11	432	131·67
2/20	0·0025	36	0·9144	0·2	0·061	63	19·20	137	41·75	211	64·30	285	86·86	359	109·41	433	131·97
3/20	0·0038	37	0·9398	0·3	0·091	64	19·50	138	42·06	212	64·61	286	87·17	360	109·72	434	132·28
4/20	0·0051	38	0·9652	0·4	0·122	65	19·81	139	42·36	213	64·91	287	87·47	361	110·02	435	132·58
5/20	0·0063	39	0·9906	0·5	0·152	66	20·11	140	42·67	214	65·22	288	87·78	362	110·33	436	132·89
6/20	0·0076	40	1·016	0·6	0·183	67	20·42	141	42·97	215	65·52	289	88·08	363	110·63	437	133·19
7/20	0·0089	41	1·041	0·7	0·213	68	20·72	142	43·28	216	65·83	290	88·39	364	110·94	438	133·50
8/20	0·0102	42	1·066	0·8	0·244	69	21·03	143	43·58	217	66·13	291	88·69	365	111·24	439	133·80
9/20	0·0114	43	1·092	0·9	0·274	70	21·33	144	43·89	218	66·44	292	89·00	366	111·55	440	134·10
10/20	0·0127	44	1·117	1·0	0·305	71	21·64	145	44·19	219	66·74	293	89·30	367	111·85	441	134·41
11/20	0·0140	45	1·143			72	21·94	146	44·50	220	67·05	294	89·60	368	112·16	442	134·71
12/20	0·0152	46	1·168	Feet.		73	22·25	147	44·80	221	67·35	295	89·91	369	112·46	443	135·02
13/20	0·0165	47	1·193			74	22·55	148	45·10	222	67·66	296	90·21	370	112·77	444	135·32
14/20	0·0178	48	1·219	1	0·305	75	22·86	149	45·41	223	67·96	297	90·52	371	113·07	445	135·63
15/20	0·0190	49	1·244	2	0·610	76	23·16	150	45·71	224	68·27	298	90·82	372	113·38	446	135·93
16/20	0·0203	50	1·270	3	0·914	77	23·47	151	46·02	225	68·57	299	91·13	373	113·68	447	136·24
17/20	0·0216	51	1·295	4	1·219	78	23·77	152	46·32	226	68·88	300	91·43	374	113·99	448	136·54
18/20	0·0229	52	1·320	5	1·524	79	24·08	153	46·63	227	69·18	301	91·74	375	114·29	449	136·85
19/20	0·0241	53	1·346	6	1·829	80	24·38	154	46·93	228	69·49	302	92·04	376	114·60	450	137·15
20/20	0·0254	54	1·371	7	2·134	81	24·69	155	47·24	229	69·79	303	92·35	377	114·90	451	137·46
		55	1·397	8	2·438	82	24·99	156	47·54	230	70·10	304	92·65	378	115·20	452	137·76
1/16	0·0016	56	1·422	9	2·743	83	25·30	157	47·85	231	70·40	305	92·96	379	115·51	453	138·07
2/16	0·0032	57	1·447	10	3·048	84	25·60	158	48·15	232	70·70	306	93·26	380	115·81	454	138·37
3/16	0·0048	58	1·473	11	3·35	85	25·90	159	48·46	233	71·01	307	93·57	381	116·12	455	138·68
4/16	0·0063	59	1·498	12	3·66	86	26·21	160	48·76	234	71·31	308	93·87	382	116·42	456	138·98
5/16	0·0079	60	1·524	13	3·96	87	26·51	161	49·07	235	71·62	309	94·18	383	116·73	457	139·29
6/16	0·0095	61	1·549	14	4·27	88	26·82	162	49·37	236	71·92	310	94·48	384	117·03	458	139·59
7/16	0·0111	62	1·574	15	4·57	89	27·12	163	49·68	237	72·23	311	94·79	385	117·34	459	139·90
8/16	0·0127	63	1·600	16	4·88	90	27·43	164	49·98	238	72·53	312	95·09	386	117·64	460	140·20
9/16	0·0143	64	1·625	17	5·18	91	27·73	165	50·29	239	72·84	313	95·40	387	117·95	461	140·50
10/16	0·0159	65	1·651	18	5·49	92	28·04	166	50·59	240	73·14	314	95·70	388	118·25	462	140·81
11/16	0·0175	66	1·676	19	5·79	93	28·34	167	50·90	241	73·45	315	96·00	389	118·56	463	141·11
12/16	0·0190	67	1·701	20	6·10	94	28·65	168	51·20	242	73·75	316	96·31	390	118·86	464	141·42
13/16	0·0206	68	1·727	21	6·40	95	28·95	169	51·50	243	74·06	317	96·61	391	119·17	465	141·72
14/16	0·0222	69	1·752	22	6·70	96	29·26	170	51·81	244	74·36	318	96·92	392	119·47	466	142·03
15/16	0·0238	70	1·777	23	7·01	97	29·56	171	52·11	245	74·67	319	97·22	393	119·78	467	142·33
16/16	0·0254	71	1·803	24	7·31	98	29·87	172	52·42	246	74·97	320	97·53	394	120·08	468	142·64
		72	1·828	25	7·62	99	30·17	173	52·72	247	75·28	321	97·83	395	120·39	469	142·94
Inches.		73	1·854	26	7·92	100	30·48	174	53·03	248	75·58	322	98·14	396	120·69	470	143·25
		74	1·879	27	8·23	101	30·78	175	53·33	249	75·89	323	98·44	397	121·00	471	143·55
1	0·0254	75	1·905	28	8·53	102	31·09	176	53·64	250	76·19	324	98·75	398	121·30	472	143·86
2	0·0508	76	1·930	29	8·84	103	31·39	177	53·94	251	76·50	325	99·05	399	121·61	473	144·16
3	0·0762	77	1·955	30	9·14	104	31·70	178	54·25	252	76·80	326	99·36	400	121·91	474	144·47
4	0·1016	78	1·981	31	9·45	105	32·00	179	54·55	253	77·11	327	99·66	401	122·22	475	144·77
5	0·1270	79	2·006	32	9·75	106	32·30	180	54·86	254	77·41	328	99·97	402	122·52	476	145·08
6	0·1524	80	2·032	33	10·06	107	32·61	181	55·16	255	77·72	329	100·27	403	122·83	477	145·38
7	0·1778	81	2·057	34	10·36	108	32·91	182	55·47	256	78·02	330	100·58	404	123·13	478	145·69
8	0·2032	82	2·082	35	10·67	109	33·22	183	55·77	257	78·33	331	100·88	405	123·44	479	145·99
9	0·2286	83	2·108	36	10·97	110	33·52	184	56·08	258	78·63	332	101·19	406	123·74	480	146·30
10	0·2540	84	2·133	37	11·28	111	33·83	185	56·38	259	78·94	333	101·49	407	124·05	481	146·60
11	0·2794	85	2·159	38	11·58	112	34·13	186	56·69	260	79·24	334	101·80	408	124·35	482	146·90
12	0·3048	86	2·184	39	11·89	113	34·44	187	56·99	261	79·55	335	102·10	409	124·66	483	147·21
13	0·3302	87	2·209	40	12·19	114	34·74	188	57·30	262	79·85	336	102·40	410	124·96	484	147·51
14	0·3556	88	2·235	41	12·50	115	35·05	189	57·60	263	80·16	337	102·71	411	125·27	485	147·82
15	0·3810	89	2·260	42	12·80	116	35·35	190	57·90	264	80·46	338	103·01	412	125·57	486	148·12
16	0·4064	90	2·285	43	13·10	117	35·66	191	58·21	265	80·77	339	103·32	413	125·88	487	148·43
17	0·4318	91	2·311	44	13·41	118	35·96	192	58·51	266	81·07	340	103·62	414	126·18	488	148·73
18	0·4572	92	2·336	45	13·71	119	36·27	193	58·82	267	81·38	341	103·93	415	126·49	489	149·04
19	0·4826	93	2·362	46	14·02	120	36·57	194	59·12	268	81·68	342	104·23	416	126·79	490	149·34
20	0·5080	94	2·387	47	14·32	121	36·88	195	59·43	269	81·99	343	104·54	417	127·10	491	149·65
21	0·5334	95	2·412	48	14·63	122	37·18	196	59·73	270	82·29	344	104·84	418	127·40	492	149·95
22	0·5588	96	2·438	49	14·93	123	37·49	197	60·04	271	82·60	345	105·15	419	127·70	493	150·26
23	0·5842	97	2·463	50	15·24	124	37·79	198	60·34	272	82·90	346	105·45	420	128·01	494	150·56
24	0·6096	98	2·489	51	15·54	125	38·10	199	60·65	273	83·20	347	105·76	421	128·31	495	150·87
25	0·6350	99	2·514	52	15·85	126	38·40	200	60·95	274	83·51	348	106·06	422	128·62	496	151·17
26	0·6604	100	2·539	53	16·15	127	38·70	201	61·26	275	83·81	349	106·37	423	128·92	497	151·48
27	0·6858			54	16·46	128	39·01	202	61·56	276	84·12	350	106·67	424	129·23	498	151·78
28	0·7112			55	16·76	129	39·31	203	61·87	277	84·42	351	106·98	425	129·53	499	152·09
29	0·7366			56	17·07	130	39·62	204	62·17	278	84·73	352	107·28	426	129·84	500	152·39
30	0·7620			57	17·37	131	39·92	205	62·48	279	85·03	353	107·59	427	130·14	600	182·87
31	0·7874			58	17·68	132	40·23	206	62·78	280	85·34	354	107·89	428	130·45	700	213·35
32	0·8128			59	17·98	133	40·53	207	63·09	281	85·64	355	108·20	429	130·75	800	243·83
33	0·8382			60	18·29	134	40·84	208	63·39	282	85·95	356	108·50	430	131·06	900	274·31
34	0·8636			61	18·59	135	41·14	209	63·70	283	86·25	357	108·80	431	131·36	1000	304·79